PLANNING & ZONING BOARD - CITY OF WILDWOOD

Special Magistrate – Lindsay C.T. Holt

Agenda
Regular Meeting
June 11, 2024 2:15 PM
City Hall Commission Chamber
100 N Main Street

Persons with disabilities or language barriers needing assistance to participate in any of these proceedings should contact the City Clerk's Department, ADA Coordinator, at 352-330-1330, Ext. 103, forty-eight (48) hours in advance of the meeting.

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

I. CALL TO ORDER: Planning & Zoning Board

II. APPROVAL OF SUMMARY MINUTES

1. **Planning & Zoning Regular Meeting May 07, 2024, at 2:15 PM.**

III. OLD BUSINESS

IV. NEW BUSINESS

1. **RZ 2309-002 Wildwood East**

   AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION;

PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (County) to R-5 (City) for parcel G04-013 on 2.94 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment CP 2309-002 (O2024-18). **The applicant seeks a favorable recommendation by the Planning and Zoning Board/Special Magistrate for Ordinance O2024-19 to be forwarded to the City Commission for further action, subject to the approval of O2024-18, which establishes a future land use appropriate for the proposed zoning.**

2. **RZ 2404-003 Cheng Zheng Home Site**

   AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

   Parcel G33-063

   The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map amendment request to change the zoning district from RR5C (Sumter County) to R-1 (City) for the parcel listed above on 0.442 acres of land MOL. This request is accompanied by small-scale comprehensive plan amendment request CP 2404-002 (O2024-38). **The applicant seeks a favorable recommendation by the Planning and Zoning Board/Special Magistrate for Ordinance O2024-39 to be forwarded to the City Commission for further action.**

3. **PLAT 2401-005 Livano Wildwood Final Plat**

   Parcels D08F003 & D08F005

   The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a replat to Lot 3 and 5 within the Oxford Greens Subdivision creating Lots 1 and 2 for the Livano Wildwood Final Plat on 42.74 acres, MOL. **The Project Review Committee recommends approval.**

4. **PLAT 2403-001 Highfield at Twisted Oaks Phase 1 Final Plat**

   Parcels D30-030, D30-031, D30-047, D30-080, & D30-091

   The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the Highfield at Twisted Oaks Final Plat consisting of 125 lots and 18 tracts on 104.326 acres, MOL. **The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate contingent on a favorable recommendation from the Project Review Committee.**

5. **PLAT 2403-006 Twisted Oaks Townhomes Ph 1 Final Plat**

   Parcel D31-007

   The applicant is seeking a favorable recommendation from the Planning and Zoning Board for the Twisted Oaks Townhomes Ph 1 Final Plat consisting of 120 lots and 8 tracts on 15.732 acres, MOL. **Staff recommends approval contingent on favorable recommendation from the Project Review Committee.**

6. **SP 2305-011 Twisted Oaks Amenity Center**

   Portion of Parcels D31-007 and D31-029

   The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the Twisted Oaks Subdivision Amenity Center consisting of a 5,989 SF building with a fitness facility, activity and flex space area with a bar, a 791 SF bathroom and storage building, a 2,523 SF adult pool area, a 5,140 SF family pool area, four pickleball courts, a playground, two dog parks, a fire pit lounge area, a yoga lawn, an activity lawn, a hammock area, and a mail collection area with associated infrastructure, including golf cart parking on 4.3 acres, MOL. The Twisted Oaks Amenity Center will serve the single-family detached and attached dwelling units within the Twisted Oaks Subdivision, along with the residents of the Highfield at Twisted Oaks Subdivision. **The Project Review Committee recommends approval.**

7. **SP 2309-003 Exalt Health 40 Bed Rehabilitation Hospital at Wildwood**

   Parcel G08-021

   The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 39,218 SF rehabilitation hospital and a future 6,000 SF medical office with associated infrastructure on 5.45 acres, MOL. **The Project Review Committee recommends approval.**

8. **SP 2309-006 Wildwood Acres Pavilion**

   The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a New 1,740-square-foot Open Pavilion, New Male and Female Restrooms, Construction of 5-foot ADA Sidewalk and ADA Parking Spaces, and associated infrastructure improvements on 0.173 acres MOL, as per the attached plans. **Staff recommends approval.**

9. **SP 2401-001 Twisted Oaks Apartments**

   Portions of Parcel D31-007

   The applicant is seeking a favorable recommendation by the Planning and Zoning Board/Special Magistrate for the construction of an apartment complex consisting of a three-story building with a total of 270 dwelling units featuring one hundred and thirty-five (135) 1-bedroom units, eighty-one (81) 2-bedroom units,

and fifty-four (54) 3-bedroom units with 465 parking spaces featuring twelve (12) Florida ADA Accessible parking spaces, seventeen (17) detached garage parking spaces, four (4) charging spaces, providing amenities consisting of a dog park, amenity center with pool, pickleball courts, mail kiosks, playground and game lawn, proposed dumpster compactor, landscaping buffers, and associated infrastructure improvements on 16.87 acres MOL, on an ONMU zoned parcel, as per the attached plans. **Staff recommends approval.**

10. **SP 2401-007 Chipotle @ Signature Drive**

    Parcel G17A004A

    The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 2,420 SF fast food restaurant with a mobile pick-up lane and associated infrastructure on 0.84 acres, MOL. **The Project Review Committee recommends approval.**

11. **SP 2401-008 Fifth Third Bank - Pinellas Plaza**

    A portion of parcel G04-055C

    The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 1,900 SF bank building with a drive-thru and associated infrastructure within Pinellas Plaza on 1 acre, MOL. **The applicant is seeking a favorable recommendation from the Special Magistrate contingent on a favorable recommendation from the Project Review Committee.**

V. ADJOURNMENT

APPEAL: NECESSITY OF RECORD. In order to appeal the Board/Special Magistrate's decision of this matter, a verbatim record of the proceedings is required. The Board/Special Magistrate assumes no responsibility for furnishing said record.

June 11, 2024 2:15 PM

PLANNING & ZONING BOARD
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
May 7, 2024 2:15 PM
CITY HALL COMMISSION CHAMBER

(meeting taped)

I. CALL TO ORDER: Planning & Zoning Board

Attendee Name	Title	Status
Lindsay C.T. Holt	Special Magistrate	Present
Wendy Then	Assistant Development Services Director	Present
Amanda Bondi	Planner	Present
McKenna Page	Planner	Present
Jessica Barnes	City Clerk	Present
Brian Harrie	Lieutenant	Present

Special Magistrate Holt brought the meeting to order at 2:33 p.m. and explained the quasi-judicial process of the meeting. She then proceeded with the swearing-in of city staff and audience members.

II. APPROVAL OF SUMMARY MINUTES

1. Planning& Zoning Regular Meeting April 02, 2024, at 2:15 PM.
   Special Magistrate Holt saw no revisions necessary and approved the summary minutes for the April 2, 2024, meeting.

III. OLD BUSINESS

None.

IV. NEW BUSINESS

1. RZ 2307-002 Densan Park Phase 4
   Special Magistrate Holt read aloud the title of RZ 2307-002 Densan Park Phase 4. The item was presented by Assistant Development Services Director Then. The applicant, Dennis Ferguson with Densan Park Partners, LLC, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map amendment to change the zoning district from A10C (Sumter County) to R-2 (City) for parcel D09-028 on 19.68 acres MOL. David Springstead of Springstead Engineering was present on behalf of the owner and applicant. No comments were offered or received.

RESULT:	**Recommends Approval**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

2. RZ 2403-002 Pest Bear Office

   Special Magistrate Holt read aloud the title of RZ 2403-002 Pest Bear Office. The item was presented by Planner Bondi. The applicant, Megan Stover, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1C (County) to C-3 (City) for parcel G15D009 on 1.86 acres MOL. The owner/applicant was not present. No comments were offered or received.

RESULT:	**Recommends Approval**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

3. RZ 2403-003 Freeman-Allen Home Site

   Special Magistrate Holt read aloud the title of RZ 2403-003 Freeman-Allen Home Site. The item was presented by Assistant Development Services Director Then. The applicant, James Hartley with Gooding and Batsel, PLLC, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map amendment to change the zoning district from RR5C (Sumter County) to RMU (City) for parcel F01-116 on 1.00 acres MOL. The applicant was present on behalf of the project. No comments were offered or received.

RESULT:	**Recommends Approval**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

4. RZ 2403-004 Empey Home Site

   Special Magistrate Holt read aloud the title of RZ 2403-004 Empey Home Site. The item was presented by Assistant Development Services Director Then. The applicant, Sarah E. Empey, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map amendment to change the zoning district from RPUD (Sumter County) to MHP (City) for parcel G16ED001 on 0.125 acres MOL. Then also stated that the MHP zoning would allow a resident to erect a single-family or mobile/manufactured home. The owner/applicant was not present. No comments were offered or received.

RESULT:	**Recommends Approval**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

5. RZ 2404-001 301 Lots

Special Magistrate Holt read aloud the title of RZ 2404-001 301 Lots. The item was presented by Planner Bondi. The applicant, Danon J. Slinkard, Trustee of the Blue Water Trust UTD, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from CMU (City) and R4C (County) to C-3 (City) for parcels D30-020 and D30-026 on 0.66 acres MOL. Bondi advised of a correction made to the staff report that the rezoning is Ordinance O2024-34 and the concurrent small-scale comprehensive plan amendment CP 2404-001 was Ordinance O2024-33. Danon Slinkard, the owner/applicant, was present on behalf of the project. No comments were offered or received.

RESULT:	**Recommends Approval**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

6. SP 2301-007 Bigham Plaza

Special Magistrate Holt read aloud the title of SP 2301-007 Bigham Plaza. The item was presented by Assistant Development Services Director Then. The applicant, Vinod Miryala with 468 Properties, LLC, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for the construction of a commercial/retail plaza consisting of a one-story 11,960-square-foot commercial building, with 48 parking spaces including two (2) Florida ADA accessible parking spaces, landscaping buffers, dumpsters, loading areas, and associated infrastructure improvements on NMU-4 zoned parcels G33-065, G33-153, and G33-078, consisting of 2.48 acres MOL. Then advised that since the time the agenda was published, staff received the right of way dedication documentation, and forwarded to the City Attorney to review. Keith Riddle of Riddle-Newman Engineering was present on behalf of the project. No comments were offered or received. Special Magistrate Holt recommended approval contingent upon the City Attorney's review of the right of way dedication.

RESULT:	**Recommends Approval**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

7. SP 2307-007 WW Caves Vehicular Storage Garage

Special Magistrate Holt read aloud the title of SP 2307-007 WW Caves Vehicular Storage Garage. The item was presented by Assistant Development Services Director Then. The applicant, Charles Ringland III with The Caves Development Group TV, LLC, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for the construction of a multi-story vehicular storage garage project consisting of three buildings featuring a total of 84,917 square feet of space (9,012 sq. ft. for Building 1, 52,264 sq. ft. for Building 2, and 23,641 sq. ft. for Building 3 respectively), with 48 units and associated garage parking space, a 704-square-foot wash bay, landscaping buffers, retention pond area, lift station, irrigation well, and associated infrastructure improvements on C-3 zoned parcel D08E002, consisting of 4.15 acres MOL. Charles Ringland II with The Caves Development Group TV, LLC, was present on behalf of the project, and stated the traffic and utility usage would be very low based on the use of the property. No further comments were offered or received.

RESULT:	**Recommends Approval**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

8. SP 2310-012 Betancur Orthodontics

Special Magistrate Holt read aloud the title of SP 2310-012 Betancur Orthodontics. The item was presented by Planner Bondi. The applicant, Oxford Oaks Investments, LLC, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 3,193 square-foot orthodontist office with associated infrastructure on parcel D17-036, consisting of 0.5156 acres MOL. The site plan was accompanied by a technical waiver in regard to the Design District Standards Chapter 1 Section G(1) to allow the stormwater retention area to be within the landscape buffer due to constraints on the site. The technical waiver was approved at the regularly scheduled Project Review Committee (PRC) meeting on April 9, 2024. The developer also agreed to mill and resurface 150 feet of CR 106, due to the increased number of trips the development would produce. Rodolfo DeAnda, the owner, was present on behalf of the project. No comments were offered or received.

RESULT:	**Recommends Approval**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

V. ADJOURNMENT

The meeting was adjourned at 2:54 p.m.

RESULT:	**Adjourned**
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

APPEAL: NECESSITY OF RECORD.

PLANNING & ZONING BOARD
CITY OF WILDWOOD, FLORIDA

SEAL

_____
Date

_____
Lindsay C.T. Holt,
Special Magistrate
City of Wildwood, Florida

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2309-002 Wildwood East**

REQUESTED ACTION: The applicant seeks a favorable recommendation by the Planning and Zoning Board/Special Magistrate for Ordinance O2024-19 to be forwarded to the City Commission for further action, subject to the approval of O2024-18, which establishes a future land use appropriate for the proposed zoning.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2309-002 Wildwood East
Ordinance Number	O2024-19
Applicant(s)	LPG Urban & Regional Planners, Inc
Owner(s)	Southwinds Commercial LTD
Property Location	The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.
Parcel(s)	G04-013
Date	May 29, 2024

The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (County) to R-5 (City) for the parcel listed above on 2.94 acres MOL. This request is accompanied by a concurrent Small-Scale Comprehensive Plan Amendment CP 2309-002 (O2024-18).

ANALYSIS: The applicant is proposing to construct a multifamily residential development and is requesting R-5 zoning which allows a maximum of 15 dwelling units per acre. This zoning request would allow a maximum of 44 units for the subject property.

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to R-5 should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;

The proposed rezoning to R-5 is consistent with the proposed Future Land Use Map designation of High Density Residential (HDR) and is consistent with the 2050 Comprehensive Plan policy 1.1.4 which stipulates that the City's zoning map shall be consistent with the FLUM, and further refine densities, intensities, and permitted uses.

(b) <u>The existing land use pattern of the surrounding area;</u>
The land use pattern of the surrounding area is residential and mixed use. The proposed R-5 zoning designation could serve as a transition in this area to serve city residents as the properties to the north and west allows a maximum of 14 units per acre.

(c) <u>The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;</u>
<u>Schools:</u> The residential development is proposed to add 13 school-aged students to Wildwood Schools.
<u>Potable Water & Sewer:</u> There is an existing 12" water main and a 4" force main at the northeast corner of the CR 144 and Powell Rd intersection. Based on the most recent analysis of utility capacity, staff is unable to verify adequate wastewater treatment plant capacity for new applications which results in an increase in density or intensity. Policy 4.2.3., "The City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy." The subject property anticipates project buildout in 2026, according to the accepted TIA, adding an estimated 44 ERUs of potable water and sanitary sewer.
<u>Streets:</u> The applicant has submitted a TIA from VBH that was accepted by Sumter County's Public Works department. Access to the property is proposed from the west side of Powell Rd, using the existing right-in/right-out access from the Wildwood Preserve Apartments, with emergency access off of CR 144. Although this property will be sharing the entrance of the Wildwood Preserve Apartments, the subject property is a separate entity. Cross-access easements will need to be obtained at the site plan stage.

(d) <u>Whether changed or changing conditions make the passage of the proposed amendment necessary;</u>
The proposed future land use of High Density Residential – HDR requires compatible zoning. This zoning request of R-5 is compatible with the requested future land use and could be considered compatible with adjacent parcel zoning.

(e) <u>Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;</u>
The TIA provided shows 30 AM peak hour trips and 38 PM peak hour trips, from the new development. A deficiency was identified at the southbound left turn lane on Powell Rd at CR 44A. TIA was accepted under the condition that the southbound left-turn lane on Powell Rd at C 44A is to be extended by 220 feet for a total turn lane length of 380 feet. No right-turn lane is recommended on Powell Rd based on the guidelines in the NCHRP Report 457. In 2026 buildout, all intersections within the TIA are projected to operate at an acceptable LOS.

(f) <u>Whether the proposed change will be a deterrent to the improvement or development of adjacent property;</u>
The proposed rezoning could not be a deterrent to the improvement or development of adjacent properties based on the western and northern properties, which allow a maximum of 14 units per acre. Surrounding properties are permitted to develop in accordance with their

zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	CMU (City)
SOUTH	RMU (City), R2M, & RR1 (County)
EAST	CMU (City)
WEST	RR1 (County)

If the rezoning is approved, the applicant will be required to submit a site plan to the City prior to development. The site plan will need to follow requirements established in the City's Land Development Regulations and the Design District Standards as well as any Planned Development Agreements or Developer's Agreements that may be needed.

Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-19

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the Official Zoning Map of said City, to include a rezoning of real property described as follows, to-wit:

G04-013
Southwinds Commercial LTD
2.94 +/-

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF SUMTER, STATE OF FLORIDA, AND DESCRIBED AS FOLLOWS:

THE WEST 198 FEET OF THE SE ¼ OF THE SW ¼ OF THE SW ¼ OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS RIGHTS-OF-WAY.

This property is to be reclassified from RR1 (County) to R-5 (City)

AND WHEREAS, the rezoning is consistent with the City's Comprehensive Plan and Land Development Regulations.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

SECTION 1. The Official Zoning Map of the City of Wildwood, Florida is hereby amended to include the above-referenced property as indicated above. The amendment to the Official Zoning Map is attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 2. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 4. This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

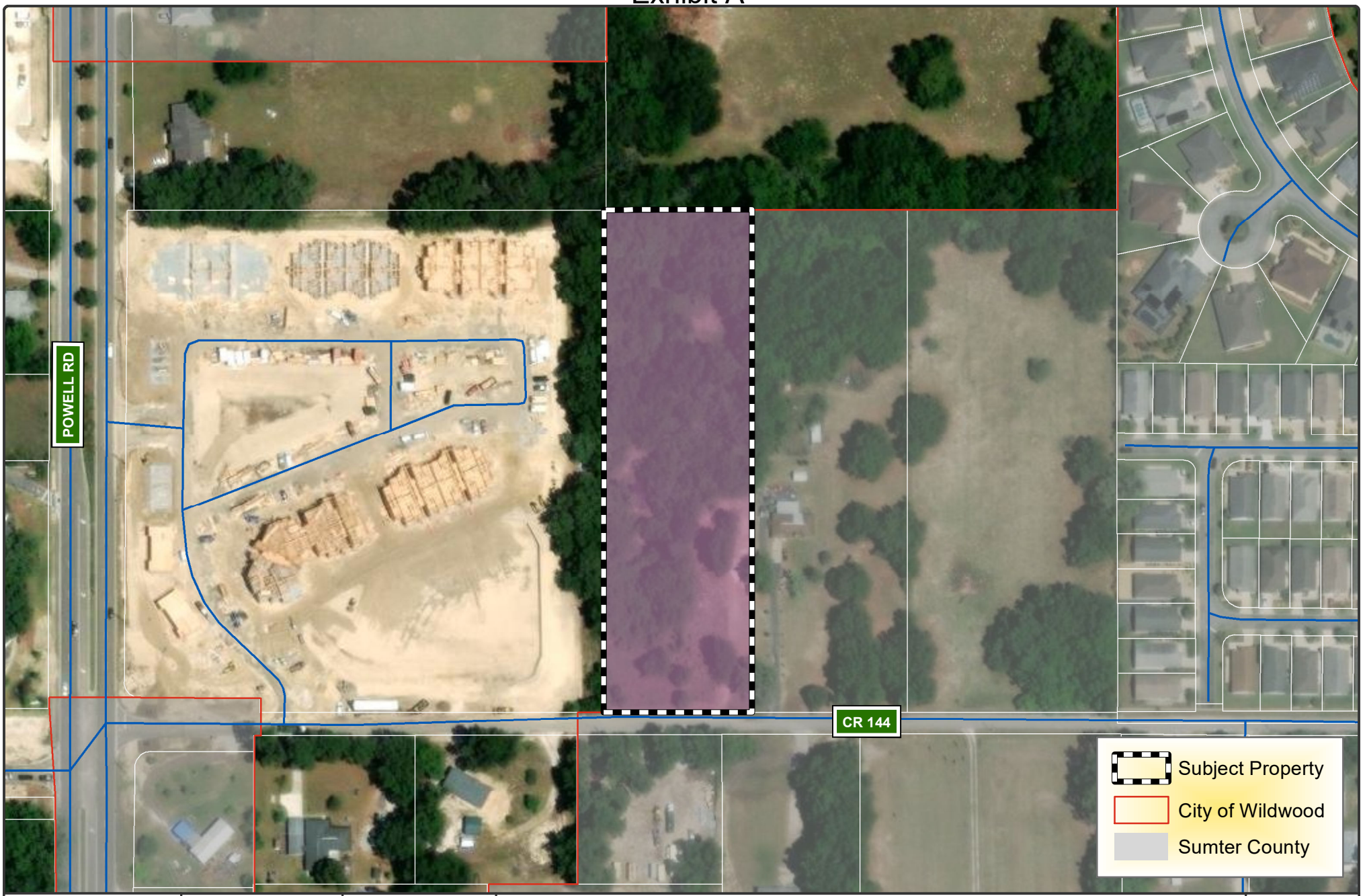
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



EST. 1877
WILDWOOD
FLORIDA

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

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RZ 2309-002

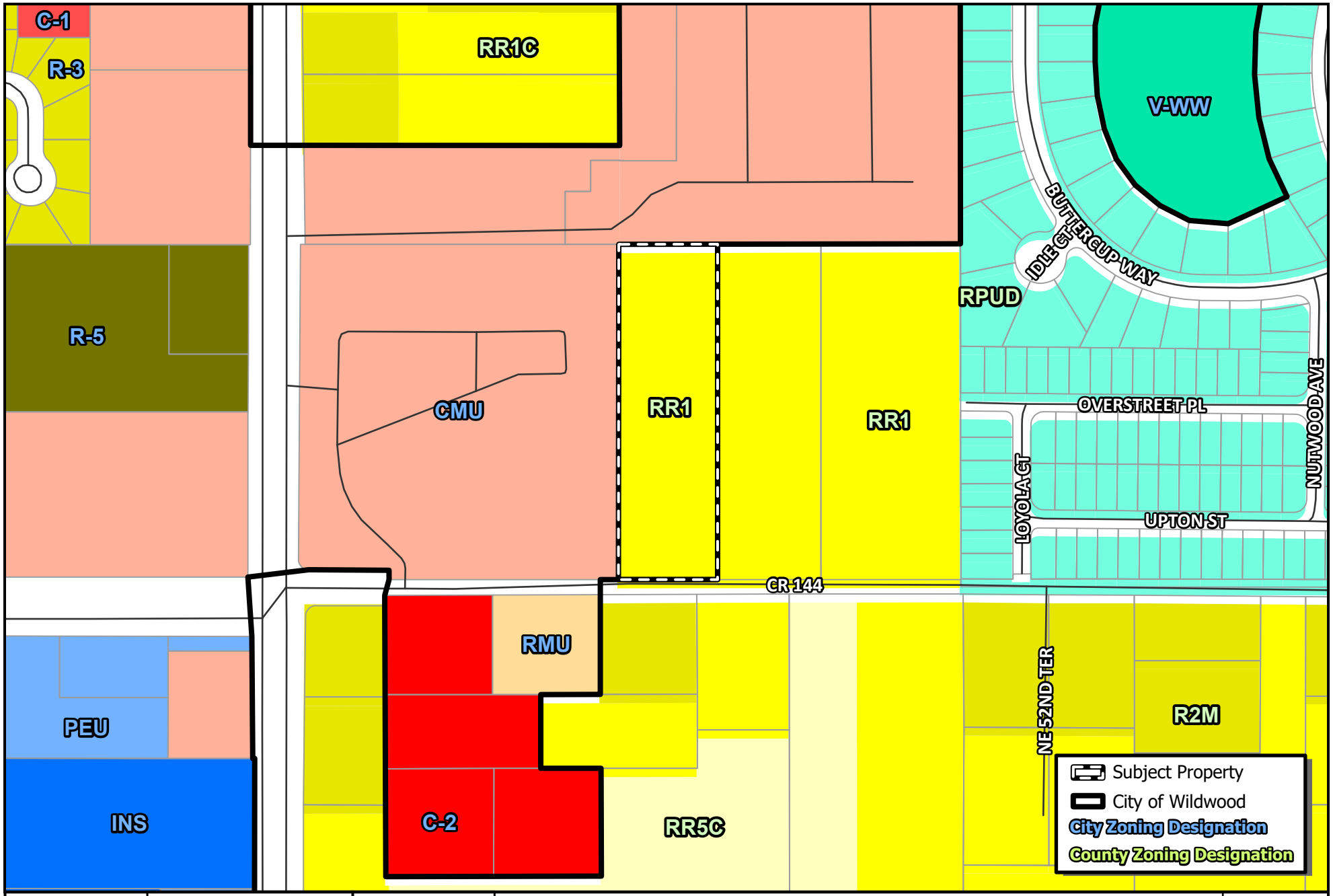
WILDWOOD EAST

PARCEL G04-013

MAP 1B

LOCATION MAP

SEPTEMBER 2023



WILDWOOD FLORIDA EST. 1877

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RZ 2309-002

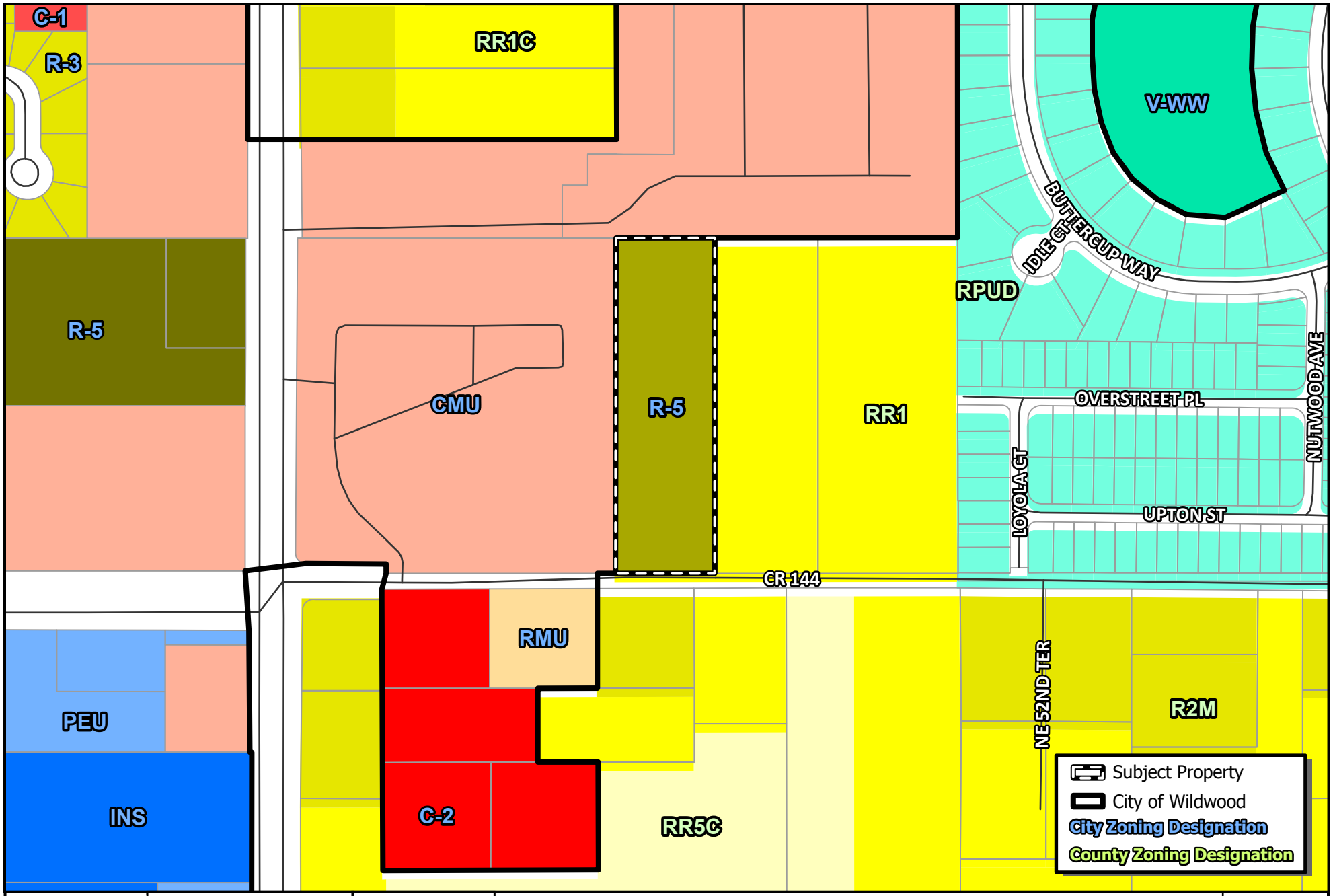
WILDWOOD EAST

PARCEL G04-013

MAP 3A

EXISTING ZONING

MAY 2024



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US Feet
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RZ 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 3B

PROPOSED ZONING

MAY 2024

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-19

A Business Impact Estimate will not be provided in accordance with section 166.041(4), Florida Statutes. Based upon the box(es) that are checked below, the City of Wildwood is of the view that a business impact estimate is not required by Section 166.041(4)(c) of the Florida Statutes for the proposed ordinance. This Statement of Exemption from Business Impact Estimate may be revised following its initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;

☐ The proposed ordinance is an emergency ordinance;

☐ The ordinance relates to procurement; or

☒ The proposed ordinance is enacted to implement the following:

a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1267825

Date Submitted: 3/5/2024

First Name*	Last Name*	Email Address*
Joedel	Zaballero	jzaballero@vhb.com

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		Parcel Number

Sumter County Traffic Impact Analysis (TIA)

In accordance with the Interlocal Service Boundary and Joint Planning Agreement between the City of Bushnell, City of Center Hill, City of Coleman, City of Webster, and the City of Wildwood, within the municipal service area, the Cities and County agree that County will review all traffic impact studies for development accessing the City or County road networks.

Matthew Tadlock

Digitally signed by Matthew Tadlock
DN: cn=Matthew Tadlock, o=Sumter County Public Works, ou=Planning and Design, email=matthew.tadlock@sumtercountyfl.gov, c=US
Date: 2024.03.22 16:46:44 -04'00'

Sumter County Traffic Impact Analysis (TIA) acceptance, under the following condition:

• The southbound left-turn lane on Powell Road at C 44A is to be extended by 220 feet for a total turn lane length of 380 feet.

Purpose and Applicability

The purpose of the TIA is to identify the potential traffic impacts of new development on the transportation system and to develop mitigation strategies to offset those impacts according to the methodologies and provisions as described herein. These guidelines apply to all new development within Sumter County, including its municipalities, submitting building and site plans for review. The TIA requirement applies to previously approved developments that are over five years old, changing land uses within the site plan, or extending the build-out date from a previously approved TIA. Unless otherwise required by the County Administrator or designee, a TIA, as it relates to a substandard roadway section, shall not be required for any single development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE). The following thresholds will determine the level of study that will need to be performed depending on the number of trips a development produces:

1. Applicants proposing developments that generate 50 but less than or equal to 1,000 average daily trips (ADT), according to the ITE Trip Generation Manual, current edition, must perform a Minor TIA.
2. A Major TIA shall be required for all proposed developments generating more than 1,000 ADT, as per the ITE Trip Generation Manual, current edition..

For purposes of this section, a "single development" shall include any development, parcel of land, lot, and tract, and contiguous or nearby developments, parcels, lots, or tracts that are:

1. Developed by the same or a related development or landowner;
2. Developed as part of the same zoning plan, preliminary plan, preliminary site plan, plat, or other unified or common plan of development.

These guidelines are in addition to the requirements of the access management regulations. In the event of any conflict between these guidelines and such regulations, the more stringent requirements shall apply.

Methodology Statement

Before conducting a Major TIA, a methodology statement shall be prepared by the applicant, the applicant's representative, or the applicant's engineer/consultant and submitted for review and approval by the County. Before conducting a Minor TIA, the applicant, the applicant's representative, or the applicant's engineer/consultant shall seek confirmation from County staff on the need for a methodology statement. The purpose of the methodology statement is to establish agreed-upon methodologies and assumptions before the start of the TIA. A methodology statement shall be prepared using the guidelines provided in the following paragraphs. The methodology statement will be first reviewed by County staff, if necessary, through a methodology meeting with the applicant and or the applicant's consultant. The applicant's consultant will then revise the statement based upon agreed-upon methodologies. The applicant shall ensure the consultant does not prepare a TIA without a methodology statement approved by the appropriate County representative.

Sumter County 2023 County Annual Traffic Reports Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

Applicants can submit an exemption due to a development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE).

Please submit your Methodology Statement

Choose File No file chosen

Please submit your TIA

Atlantic Housing-Powell Rd TIA 2024-3-5.pdf

Date of Methodology Acceptance by County

12/15/2023

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- [ ] City of Bushnell
- [ ] City of Center Hill
- [ ] City of Coleman
- [x] City of Wildwood
- [ ] Unincorporated Sumter County

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

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1

Introduction

VHB has been retained by Atlantic Housing to conduct a traffic impact study in support of the 2.97 +/- acre Development located at 5136 CR 144 (east of CR 139/Powell Road) in the City of Wildwood, Sumter County, Florida. The project location is illustrated on **Figure 1**. The purpose of this study is to fulfill the County's concurrency requirements for annexation and rezoning for the proposed development.

The analysis quantifies both the existing traffic conditions along area roadways surrounding the parcel and the projected future traffic conditions expected for the Build condition (including development of the proposed site). This document provides a detailed description of the study methodology, analysis, and key findings.

Project Description

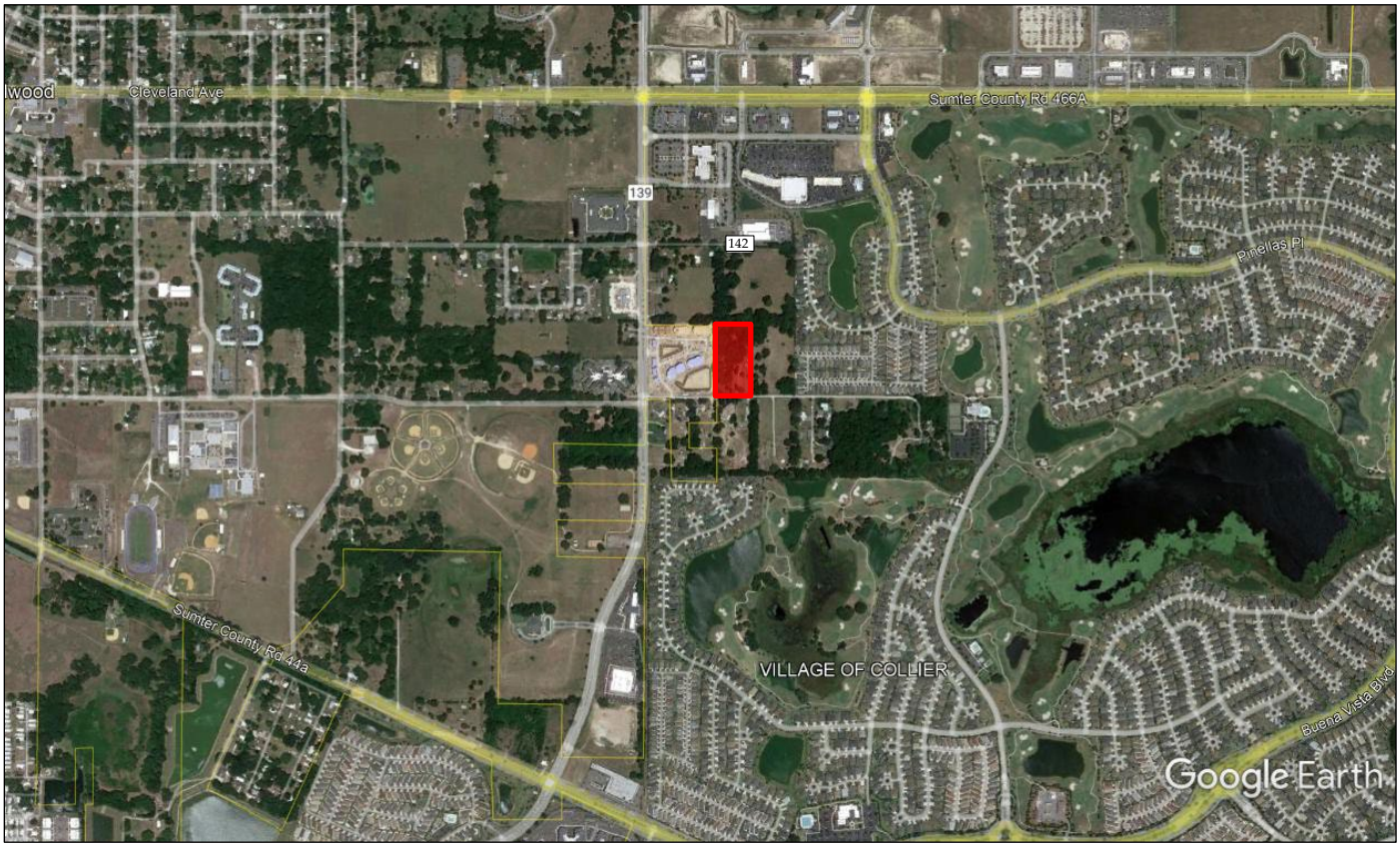
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

The development proposes on Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The subject site and the adjacent development (Wildwood Preserve Apartments) to the west of the subject property will remain as separate entities. It should be noted that a driveway connection on CR 144 is provided for emergency access only and is currently gated to prevent public access to CR 144.

For the purposes of this analysis, the proposed Development will consist of four (4) low-rise and 40 mid-rise multi-family dwelling units with a build-out year of 2025. The project will have right-in/right-out access to CR 139/Powell Road. A preliminary site plan can be found in **Appendix A.**

Project buildout is anticipated in 2026. A conceptual plan is provided as part of the methodology in **Appendix A**.

Figure 1 Project Location Map



Project Location

Study Area

The analysis was conducted for a study area of 1,320 feet in radius and where the project consumes 3% or more of the adopted peak hour directional capacity. Per the approved methodology, the analysis considers the project impacts on the following roadways and intersections:

Roadway Segments:

- CR 139/Powell Road
  - CR 44A to CR 466A

In addition, the following intersections were analyzed for the existing and future AM and PM peak-hour conditions:

- CR 44A at CR 139/Powell Road (signalized)
- CR 142/Broken Oak Drive at CR 139/Powell Road
- Right-in/Right-out Project Entrance at CR 139/Powell Road
- Sumter County Road/CR 144/Huey Street at CR 139/Powell Road
- CR 466A and Powell Road (Signalized)

Trip Generation

Table 1 summarize the trip generation for the proposed development. The daily, AM peak hour and PM peak hour trips were calculated based on average rates contained in the Institute of Transportation Engineers' *Trip Generation*, 11th Edition. As shown in **Table 1,** the proposed build out condition is expected to generate 245 new daily trips, 30 new AM peak hour trips, and 38 new PM peak hour trips.

Table 1: Project Trip Generation

			Daily	AM Peak Period			PM Peak Period		
Land Use	ITE Code	Intensity	Trip Ends	In Trips	Out Trips	Total	In Trips	Out Trips	Total
Multi-Family Housing (Low-Rise)	220	4 DU	101	6	18	24	14	8	22
Multi-Family Housing (Mid-Rise)	221	40 DU	144	1	5	6	10	6	16
Total			**245**	**7**	**23**	**30**	**24**	**14**	**38**

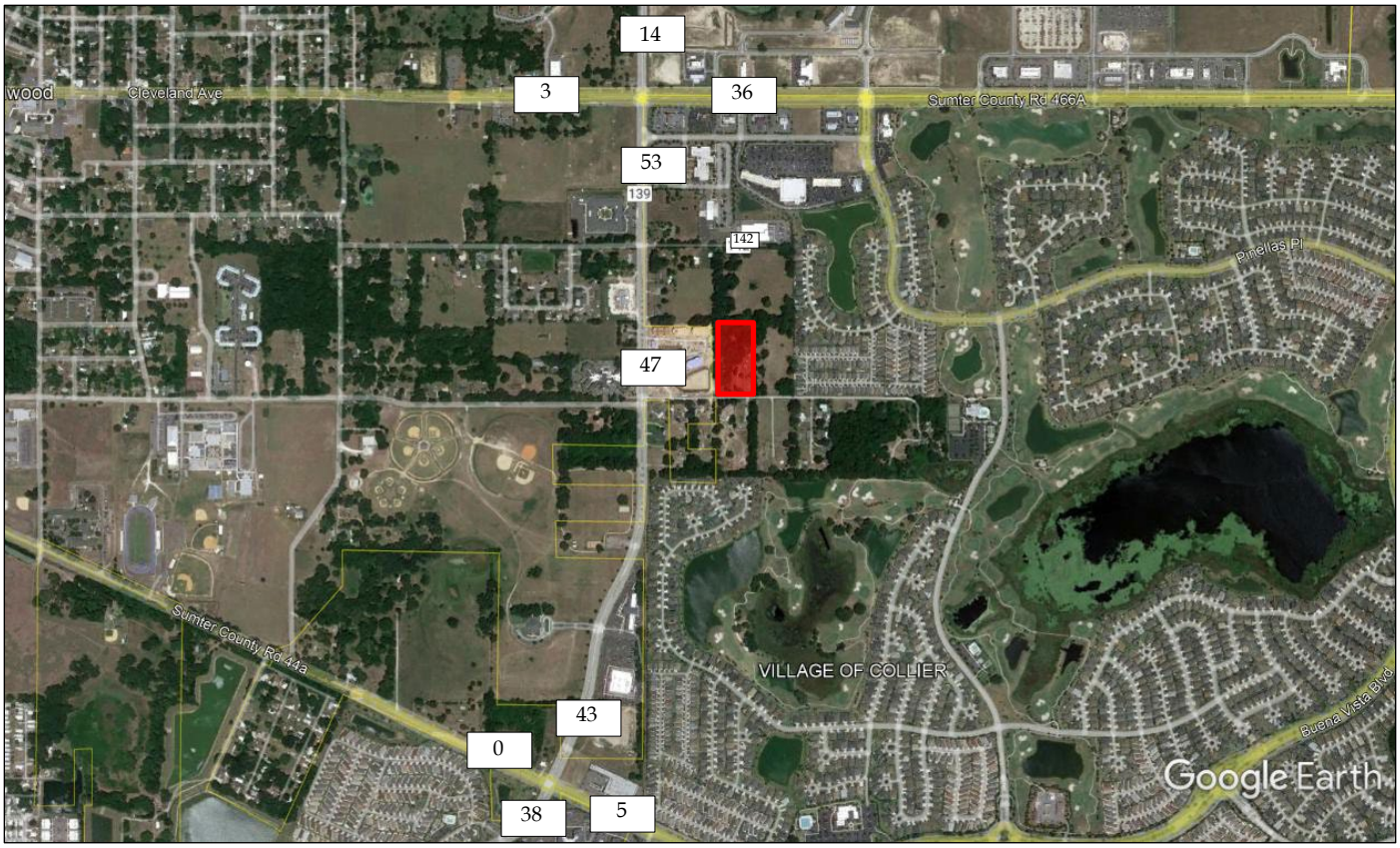
Source: *ITE Trip Generation, 11th Edition*

Trip Distribution and Assignment

The distribution of site generated traffic is a function of population in surrounding areas, existing travel patterns, ease of access to the site, and traffic conditions on area roadways. Project trip distribution was based on the 2025 Central Florida Regional Planning Model (CFRPM version 7.0).

Figure 2 provides a summary of the trip distribution percentages on the nearby roadway network. The percentages from the model will be utilized to calculate the actual project traffic volumes. The CFRPM travel demand model output and adjustments can be observed in the methodology statement provided in **Appendix A**.

Figure 2 – Project Trip Distribution Map



Project Location

38 Trip Distribution

2

Existing Conditions

This section summarizes existing transportation conditions observed in the study area, including roadway and intersection geometry, existing traffic control, and daily and evening peak hour traffic volumes.

Existing Roadway Capacity Analysis

VHB conducted an assessment to determine the existing level of service of the study roadways. The level of service (LOS) of a given roadway is related to prevailing traffic volumes and to capacity, which is defined as the maximum number of vehicles that can pass through a roadway section during a specified period of time. The capacity of a roadway is determined by a number of factors including composition of traffic (cars, buses, and trucks); roadway alignment; width and number of lanes; posted travel speeds and other variables.

The level of service and remaining capacity for each of the study roadways were determined based on the *Sumter County 2022 Congestion Management Plan* database. A comparison of the AM and PM peak hour directional roadway traffic volumes was made against the roadway capacities to determine the existing level of service. The existing roadway capacity analysis was performed for all roadways within the study area as shown in **Table 2.** In summary, all study roadways operate at an acceptable level of service (LOS) for the 2023 daily, AM and PM peak hour conditions.

Table 2 : Existing Roadway Conditions

AM PEAK HOUR

		2023 Roadway Conditions - AM Peak Hour													
						2022 PHPD		2023 PHPD Volume			v/c Ratio		Remaining Capacity		
Roadway / Segment	Sta	No. of Lanes	Adopted LOS	Growth Rate	2022 AADT	NB/EB	SB/WB	NB/EB	SB/WB	PHPD Capacity	NB/EB	SB/WB	NB/EB	SB/WB	Over Capacity?
CR 139/Powell Rd															
CR 44A to CR 466A	500	4	D	2.5%	17,456	774	654	793	670	1,549	0.51	0.43	756	879	No

PM PEAK HOUR

		2022 Roadway Conditions - PM Peak Hour													
						2022 PHPD		2023 PHPD Volume			v/c Ratio		Remaining Capacity		
Roadway / Segment	Sta	No. of Lanes	Adopted LOS	Growth Rate	2022 AADT	NB/EB	SB/WB	NB/EB	SB/WB	PHPD Capacity	NB/EB	SB/WB	NB/EB	SB/WB	Over Capacity?
CR 139/Powell Rd															
CR 44A to CR 466A	500	4	D	2.5%	17,456	938	597	961	612	1,549	0.62	0.40	588	937	No

Sources: *Sumter County CMP Database 2022*
Sumter County Annual Traffic Counts 2022
VHB, Inc.

Existing Intersection Capacity Analysis

Turning movement counts (TMC) were conducted on November 29, 2023 and December 19, 2023. The peak season factor obtained from the Florida Department of Transportation (FDOT) Florida Traffic Online peak season report was 1.0 for the November 29th counts and 1.06 for the December 19th counts. TMC information, signal timing plans and the peak season report are provided in **Appendix B**. Existing Turning movement volumes are provided in **Figure 2**.

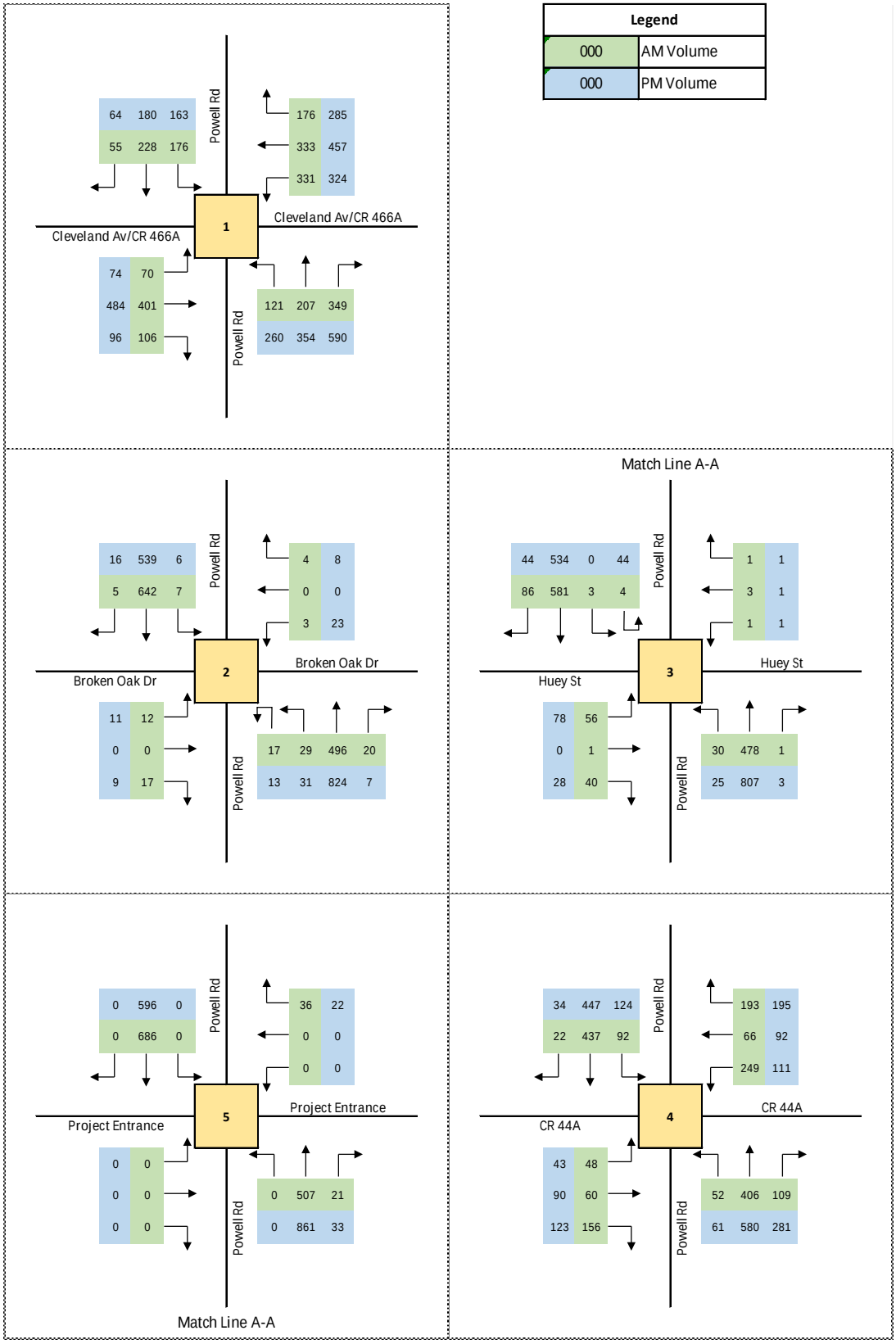
The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level of service (LOS) in the AM and PM peak analyses except for the intersection of CR 466A at Powell Road. The Synchro intersection report printouts are provided in the **Appendix C**.

Table 3: Intersection Capacity Analysis – Existing Conditions

			Existing					
			AM Peak Hour			PM Peak Hour		
Intersection	Control	Approach	v/c	Delay	LOS	v/c	Delay	LOS
1: Powell Rd at CR 466A	Signal	EB	0.70	26.4	C	0.39	26.2	C
		WB	1.42	124.3	F	0.39	23.3	C
		NB	0.74	50.9	D	0.92	55.0	D
		SB	0.89	60.9	E	0.70	50.2	D
		Overall		**71.7**	**E**		**37.8**	**D**
2: Powell Rd at Broken Oak Dr	TWSC	EB	0.09	155.0	C	0.06	14.9	B
		WB	0.03	16.6	C	0.13	21.3	C
		NB	0.06	0.8	A	0.05	0.05	A
		SB	0.01	0.1	A	0.01	0.01	A
		Overall		**0.9**	**A**		**0.9**	**A**
3: Powell Rd at Huey St	Signal	EB	0.29	19.0	C	0.38	24.0	C
		WB	0.02	19.3	C	0.01	18.9	C
		NB	0.04	0.6	A	0.03	0.3	A
		SB	0.02	0.3	A	0.06	0.7	A
		Overall		**1.9**	**A**		**2.1**	**A**
4: Powell Rd at CR 44A	Signal	EB	0.14	18.6	B	0.10	19.6	B
		WB	0.34	14.5	B	0.18	18.7	B
		NB	0.82	66.1	E	0.84	63.8	E
		SB	0.79	65.8	E	0.66	55.1	E
		Overall		**46.7**	**D**		**48.8**	**D**
5: Powell Rd at Project Entrance	TWSC	WB	0.05	10.3	B	0.04	12.1	B
		NB	0.00	0.0	A	0.00	0.0	A
		SB	0.00	0.0	A	0.00	0.0	A
		Overall		**0.3**	**A**		**0.2**	**A**

Source: Synchro 11.0, HCM 6th Edition

Figure 2 Existing AM and PM Peak Hour Traffic Volumes



3

Future Conditions

To determine the impacts of the site-generated traffic volumes on the surrounding study intersections and roadway segments, future traffic conditions were analyzed. The existing traffic was projected to a future year of 2026 assuming a 2.5% annual growth rate and adding committed development trips for the background analysis. Copies of the committed development traffic studies provided by the County can be found in **Appendix D.** Project traffic from this development was added to the background traffic to develop the future build out analysis. The intersection volume derivation is documented in **Appendix E**.

Future Roadway Capacity Analysis

The future capacity analysis for the study area roadways for the proposed development can be found in **Table 4** for the AM and PM peak hour condition. The analysis concludes that all study area roadways exhibit traffic volumes lower than their respective maximum service volumes.

Table 4 : Year 2026 Future Roadway Capacity Analysis

AM PEAK HOUR

					2022 PHPD Vol			2023 PHPD		2026 Background						Project			2024 Total						
										Volume		Committed					Volume		Total Volume			Remaining Capacity			
Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	NB/EB	SB/WB	Annual Growth Rate	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	v/c	Deficient?	Distrib	NB/EB	SB/WB	NB/EB	SB/WB	v/c	NB/EB	SB/WB	Deficient?	Project Deficiency?
CR 139/Powell Rd																									
CR 44A to CR 466A	4	D	17,456	1,549	774	654	2.5%	793	670	853	721	154	112	0.65	No	52.83%	12	4	1019	837	0.66	530	712	No	No

PM PEAK HOUR

					2022 PHPD Vol			2023 PHPD		2026 Background						Project			2024 Total						
										Volume		Committed					Volume		Total Volume			Remaining Capacity			
Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	NB/EB	SB/WB	Annual Growth Rate	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	v/c	Deficient?	Distrib	NB/EB	SB/WB	NB/EB	SB/WB	v/c	NB/EB	SB/WB	Deficient?	Project Deficiency?
CR 139/Powell Rd																									
CR 44A to CR 466A	4	D	17,456	1,549	938	597	2.5%	961	612	1,034	658	158	157	0.77	No	52.83%	7	13	1199	828	0.77	350	721	No	No

Sources: *Sumter County CMP Database 2022*
Sumter County Annual Traffic Counts 2022
VHB, Inc.

Future Intersection Capacity Analysis

To determine the operational conditions at the study area intersections, a future conditions evaluation was conducted for the background and build future AM and PM peak hour conditions using Synchro 11 software. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 5**. **Figures 3 and 4** illustrate the AM and PM peak hour future traffic volumes, respectively.

The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 6**. In the background condition, all intersections are operating at an overall acceptable LOS except for the intersection of CR 466A at Powell Road which is projected to operate at an overall LOS F with the westbound left turning movement with a v/c exceeding 1.0 during the AM Peak and the northbound right turn exceeding 1.0 during the PM Peak (overall LOS D). Background conditions include the committed construction of the eastbound left turn (to create dual left turn lanes) on CR 44A at Powell Road with signal retiming. Signal retiming at the intersection of CR 466A at Powell Road improved the overall LOS intersection to LOS D with v/c less than 1.0 for all movements. The Synchro intersection report printouts are provided in the **Appendix F**.

In the build condition, all studied intersections are projected to operate an overall acceptable LOS with no additional deficiencies beyond those identified due to background traffic conditions. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 6**. All studied intersections operate at an overall acceptable level of service (LOS) in the AM and PM peak analysis with v/c less than 1.0 for all movements.

Table 5 : Intersection Capacity Analysis –Future Conditions

			Background						Background Improved						Project					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
Intersection	Control	Approach	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
1: Powell Rd at CR 466A	Signal	EB	0.83	33.6	C	0.49	30.6	C	0.83	39.6	D	0.57	37.2	D	0.83	40.3	D	0.57	37.7	D
		WB	1.77	198.9	F	0.59	27.9	C	0.89	44.5	C	0.66	33.1	C	0.89	44.9	D	0.68	33.8	C
		NB	0.82	50.0	D	1.06	74.8	E	0.89	55.9	E	0.92	46.9	D	0.89	55.7	E	0.92	46.8	D
		SB	0.91	70.4	E	0.93	70.9	E	0.90	63.3	E	0.8	50.1	D	0.89	61.2	E	0.80	49.6	D
		Overall		**98.5**	**F**		**49.6**	**D**		**49.7**	**D**		**40.8**	**D**		**49.6**	**D**		**41.0**	**D**
2: Powell Rd at Broken Oak Dr	TWSC	EB	0.14	21.1	C	0.10	20.9	C							0.15	21.9	C	0.10	21.4	C
		WB	0.53	48.6	E	0.74	68.3	F							0.57	55.3	F	0.77	75.1	F
		NB	0.08	10.1	B	0.06	0.4	A							0.10	10.2	B	0.07	9.3	A
		SB	0.09	9.6	A	0.10	1.0	A							0.09	9.7	A	0.11	11.0	B
		Overall		**3.4**	**A**		**5.2**	**A**								**3.8**	**A**		**5.6**	**A**
3: Powell Rd at Huey St	Signal	EB	0.40	26.1	D	0.55	39.0	E							0.41	27.0	B	0.58	42.7	E
		WB	0.03	24.2	C	0.02	24.3	C							0.03	24.5	D	0.02	25.0	D
		NB	0.05	10.1	B	0.04	9.4	B							0.05	0.5	C	0.04	9.5	A
		SB	0.03	9.0	A	0.10	11.3	A							0.04	0.3	A	0.12	11.5	B
		Overall		**2.1**	**A**		**2.7**	**A**								**2.2**	**A**		**3.0**	**A**
4: Powell Rd at CR 44A	Signal	EB	0.70	45.2	D	0.75	44.2	D							0.70	45.5	D	0.75	44.5	D
		WB	0.91	47.1	D	0.85	43.3	D							0.91	47.2	D	0.85	43.5	D
		NB	0.74	51.9	D	0.85	59.0	E							0.73	51.5	D	0.85	58.9	E
		SB	0.87	63.9	E	0.82	58.6	E							0.87	63.3	E	0.83	58.3	E
		Overall		**53.3**	**D**		**53.7**	**D**								**53.1**	**D**		**53.6**	**D**
5: Powell Rd at Project Entrance	TWSC	WB	0.07	11.0	B	0.06	13.6	B							0.11	11.4	B	0.09	14.2	B
		NB	0.00	0.0	A	0.00	0.0	A							0.00	0.0	A	0.00	0.0	A
		SB	0.00	0.0	A	0.00	0.0	A							0.00	0.0	A	0.00	0.0	A
		Overall		**0.3**	**A**		**0.2**	**A**								**0.4**	**A**		**0.3**	**A**

Source: Synchro 11.0, HCM 6th Edition

Figure 3 Future Turning Movement Volumes AM Peak Hour

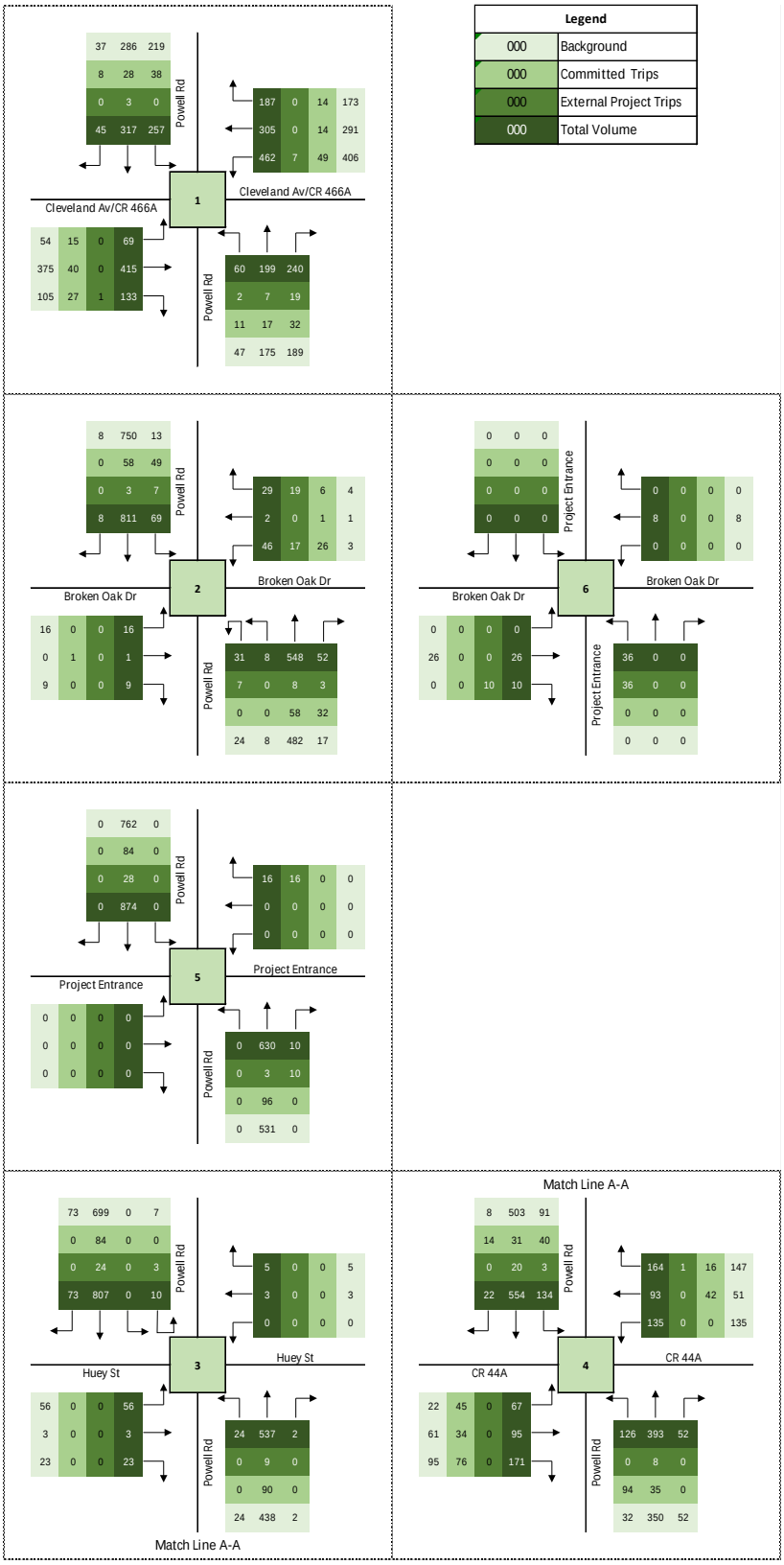
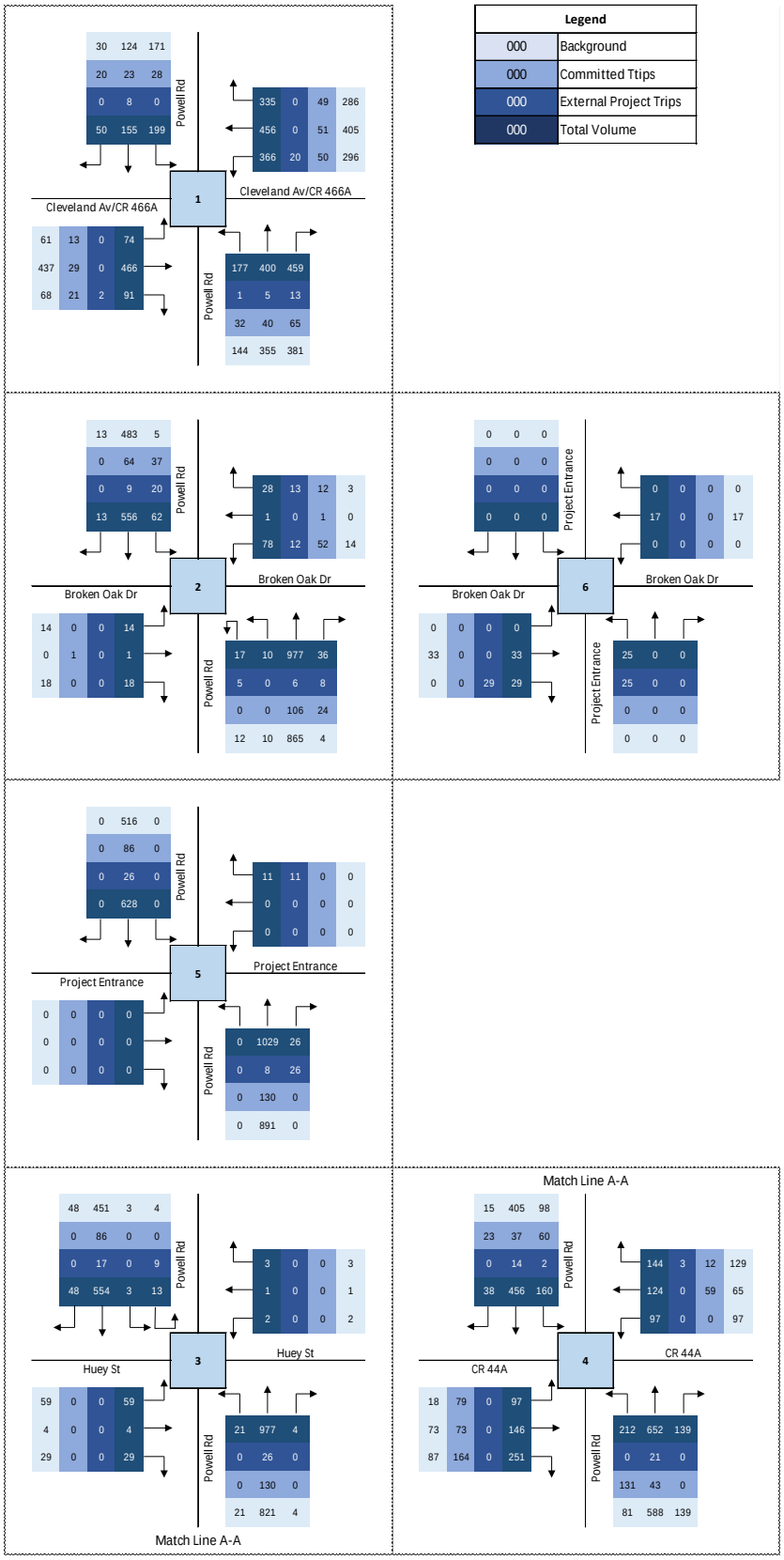


Figure 4 Future Turning Movement Volumes PM Peak Hour



Project Turn Lane Analysis

An intersection queue analysis was performed for turning movements at the study intersections where project trips are present. The analysis compares the existing storage length to the 95th percentile queues for future build conditions in the AM and PM peak periods. It should be noted that the existing conditions assumes that the planned northbound left turn lanes extension at the intersection of Powell Road at CR 466A from 335 feet to 510 feet. The Synchro movement queue printouts are provided in the **Appendix F**.

Table 6 shows a background deficiency for the southbound left on Powell Road at CR 44A; however, the deficiency is due to the background traffic. The full access median at the commercial driveway north of CR 44A does not meet spacing requirements for a full or directional access with less than 350′ feet from CR 44A (measured center to center). It is recommended that the commercial full access be closed, and the left turn lane extended to the recommended 380 feet. No additional length is needed due to the project.

For the project entrance, a northbound right turn lane is not recommended on Powell Road based on the guidelines in the *NCHRP Report 457* for through lane and turning volumes. Right turn lane analysis sheets are provided in **Appendix G**.

It should be noted that deceleration lengths were based on the Florida Design Manual (FDM) Exhibit 212 using a design speed of 40 miles per hour.

Table 6: Turn Lane Queue Analysis

Intersection	Control	Movement	Existing Length (ft)	Decel Length (ft)[1]	95th %-ile (Veh)	Queue Length (ft)	Total Length (ft)	Deficient Length?	95th %-ile (Veh)	Queue Length (ft)	Total Length (ft)	Deficient Length?	Addl Length due to project
1: Powell Rd at CR 466A	Signal	WBL	675	155	13.2	350	505	No	13.3	350	505	No	--
		NBL[2]	510	155	12.8	325	480	No	12.7	325	480	No	--
2: Powell Rd at Broken Oak Dr	TWSC	NBL	260	155	0.3	50	205	No	0.3	50	205	No	--
		SBL	260	155	0.3	50	205	No	0.5	50	205	No	--
3: Powell Rd at Huey St	TWSC	SBL	320	155	0.3	50	205	No	0.4	50	205	No	--
4: Powell Rd at CR 44A	Signal	SBL	160	155	8.1	225	380	Yes	8.1	225	380	Yes	0
		EBL	370	155	3.7	100	255	No	3.7	100	255	No	--
		WBR	1010	155	7.4	200	355	No	7.5	200	355	No	--

Notes: [1] *Deceleration (Decel) Length is based on the FDM 212*

[2] *A left turn lane extension to 510 feet is currently planned per the County*

4

Conclusions

This traffic analysis has been performed to assess the impacts of the proposed Townhomes at Powell development comprised of 44 multifamily development fronting on Powell Road. The subject property is located on Powell Road north of CR 144 with a buildout year of 2026. Access is provided via Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The following is a summary of study findings:

- The proposed development is expected to generate 245 daily trips, 30 AM peak hour trips, and 24 PM peak hour trips.
- The existing roadway capacity analysis was performed for all roadways within the study area and were determined to operate at an acceptable Level of Service (LOS) .
- All studied intersections under existing conditions operate at an overall acceptable LOS in the AM and PM peak analysis except for the intersection of Powell Road at CR 466A which is operating at an overall LOS E with a v/c ratio exceeding 1.0 for the westbound left turning movement.
- The future roadway capacity analysis was performed for all roadways within the study area and were determined to operate at an acceptable Level of Service (LOS) with and without the proposed project.
- In the background condition, all intersections are operating at an overall acceptable LOS except for the intersection of Powell Road at CR 466A which is operating at an LOS E with a v/c ratio exceeding 1.0 for the westbound left turning movement. Retiming of the signal (due to background conditions) resulted in the intersection operating at an acceptable LOS D with v/c ratios less than 1.0 for all movements.
- In the build condition, all studied intersections are projected to operate an overall acceptable LOS and v/c less than 1.0 for all movements.
- A background deficiency was identified for the southbound left on Powell Road at CR 44A. The full access median at the commercial driveway north of CR 44A does not meet spacing requirements for a full or directional access with less than 350 feet from CR 44A (measured center to center). It is recommended that the commercial full access be closed, and the left turn lane extended to the recommended 380 feet. No additional length is needed due to the project.
- For the project entrance on Powell Road, a northbound right turn lane is not recommended on Powell Road based on the guidelines in the NCHRP Report 457.

- The proposed development does not adversely impact traffic operations in the vicinity of the site.

APPENDICES

APPENDIX A

Methodology

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #71448

Date Submitted: 12/7/2023

First Name*	Last Name*	Email Address*
Joedel	Zaballero	jzaballero@vhb.com

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		G04-013

Sumter County Traffic Impact Analysis (TIA)

In accordance with the Interlocal Service Boundary and Joint Planning Agreement between the City of Bushnell, City of Center Hill, City of Coleman, City of Webster, and the City of Wildwood, within the municipal service area, the Cities and County agree that County will review all traffic impact studies for development accessing the City or County road networks.

Purpose and Applicability

The purpose of the TIA is to identify the potential traffic impacts of new development on the transportation system and to develop mitigation strategies to offset those impacts according to the methodologies and provisions as described herein. These guidelines apply to all new development within Sumter County, including its municipalities, submitting building and site plans for review. The TIA requirement applies to previously approved developments that are over five years old, changing land uses within the site plan, or extending the build-out date from a previously approved TIA. Unless otherwise required by the County Administrator or designee, a TIA, as it relates to a substandard roadway section, shall not be required for any single development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE). The following thresholds will determine the level of study that will need to be performed depending on the number of trips a development produces:

1. Applicants proposing developments that generate 50 but less than or equal to 1,000 average daily trips (ADT), according to the ITE Trip Generation Manual, current edition, must perform a Minor TIA.
2. A Major TIA shall be required for all proposed developments generating more than 1,000 ADT, as per the ITE Trip Generation Manual, current edition..

For purposes of this section, a "single development" shall include any development, parcel of land, lot, and tract, and contiguous or nearby developments, parcels, lots, or tracts that are:

1. Developed by the same or a related development or landowner;
2. Developed as part of the same zoning plan, preliminary plan, preliminary site plan, plat, or other unified or common plan of development.

These guidelines are in addition to the requirements of the access management regulations. In the event of any conflict between these guidelines and such regulations, the more stringent requirements shall apply.

Methodology Statement

Before conducting a Major TIA, a methodology statement shall be prepared by the applicant, the applicant's representative, or the applicant's engineer/consultant and submitted for review and approval by the County. Before conducting a Minor TIA, the applicant, the applicant's representative, or the applicant's engineer/consultant shall seek confirmation from County staff on the need for a methodology statement. The purpose of the methodology statement is to establish agreed-upon methodologies and assumptions before the start of the TIA. A methodology statement shall be prepared using the guidelines provided in the following paragraphs. The methodology statement will be first reviewed by County staff, if necessary, through a methodology meeting with the applicant and or the applicant's consultant. The applicant's consultant will then revise the statement based upon agreed-upon methodologies. The applicant shall ensure the consultant does not prepare a TIA without a methodology statement approved by the appropriate County representative.

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

Applicants can submit an exemption due to a development generating less than 50 average daily trips, as per the Trip Generation Manual, latest edition, as published by the Institute of Transportation Engineers (ITE).

Please submit your Methodology Statement

64294.01_Wildwood-Atlantic Housing_Methodology.pdf

Please submit your TIA

Choose File No file chosen

Date of Methodology Acceptance by County

Sumter County Traffic Impact Analysis (TIA) Methodology acceptance, as noted:

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- [ ] City of Bushnell
- [ ] City of Center Hill
- [ ] City of Coleman
- [x] City of Wildwood
- [ ] Unincorporated Sumter County

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

Memorandum

To: Sumter County
Public Works Department

Date: December 7, 2023

Project #: 64294.01

From: Joedel Zaballero, PE, PTOE

Re: Wildwood Residential Annexation & Rezone
Traffic Impact Analysis Methodology

Purpose

The purpose of this document is to outline the proposed methodology for the Traffic Impact Analysis (TIA) to be prepared in support of the 2.97 +/- acre Development located at 5136 CR 144 (east of CR 139/Powell Road) in the City of Wildwood, Sumter County, Florida. The methodology is consistent with the requirements of the City of Wildwood and Sumter County for a Minor TIA.

The project Traffic Assessment Methodology is separated into the following eight (8) sections:

- Project Description
- Primary Impact Area/Study Area
- Data Collection / Existing Conditions
- Minimum Acceptable Level of Service
- Background Traffic
- Planned and/or Programmed Improvements
- Trip Generation
- Trip Distribution
- Transportation Assessment
- Capacity Analysis
- Report

Section 1: Project Description

The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

The development proposes on Powell Road via the existing right-in/right-out access for Wildwood Preserve Apartments. The subject site and the adjacent development (Wildwood Preserve Apartments) to the west of the subject property will remain as separate entities. It should be noted that a driveway connection on CR 144 is provided for emergency access only and is currently gated to prevent public access to CR 144.

For the purposes of this analysis, the proposed Development will consist of four (4) low-rise and 40 mid-rise multi-family dwelling units with a build-out year of 2025. The project will have right-in/right-out access to CR 139/Powell Road. A preliminary site plan can be found in **Attachment A**.

Project buildout is anticipated in 2026.

Figure 1: Location Map

Wildwood East Annexation & Rezone CR 144

FINAL | *December 7, 2023*

Project Location

Source: Bing Maps 20223

\\vhb.com\gbl\proj\Orlando\64294.01 Atlantic-Wildwood Rezone\tech\Traffic Study\Figures

Memorandum

Section 2: Primary Impact Area/Study Area

Per the requirements from the Sumter County Traffic Impact Study Methodology, the primary impact area will include all roadway segments that are adjacent to the development, along with the segments where project's peak hour trips consume more than 3% of the roadway's generalized peak hour two-way maximum service volume or more than 70 peak hour two-way trips. All major intersections that are part of the impacted roadways within 1,320 feet of the site access will also be included. A summary of the roadway segment area screening is provided in **Table 2**.

Table 1: Roadway Segments Screening

					Daily			PM Peak Hour Peak Direction (PHPD)								
										Project Trips		% Significance		Adj	Incl.	Significance
Roadway Segment	Sta	No. of Lanes	Adopted LOS	% Project Distrib	Daily Cap	Project Trips	% Signif-icance	PHPD Cap	NB/EB	NB/EB	SB/WB	NB/EB	SB/WB	to Site	in Study	(Yes/No)
CR 139/Powell Rd																
CR 44A to CR 466A	500	4	D	52.83%	30,780	129	0.4%	1,549	Out	7	13	0.5%	0.8%	Y	Y	No
CR 466A																
US 301 to CR 139/Powell Rd	40	2	D	2.41%	14,763	6	0.0%	713	In	1	0	0.1%	0.0%	N	N	No
CR 139/Powell Rd to Buena Vista Bv	41	4	D	35.50%	37,810	87	0.2%	1,900	Out	5	9	0.3%	0.5%	N	N	No
CR 44A																
US 301 to CR 139/Powell Rd	1120	2	D	0.00%	13,320	0	0.0%	675	In	0	0	0.0%	0.0%	N	N	No
CR 139/Powell Rd to Buena Vista Bv	9	4	D	4.57%	30,780	11	0.0%	1,549	Out	1	1	0.1%	0.1%	N	N	No

Sources: Sumter County CMP Database 2022
VHB, Inc.

The following roadway segments will be analyzed for the PM peak hour as part of this study:

Use AM peak hour as well per Sumter County TIA Guidelines.

- CR 139/Powell Road
  - SR 44A to CR 466A

The following intersections will be analyzed for the AM and PM peak hour as part of this study:

- CR 142/Broken Oak Drive at CR 139/Powell Road
- Right-in/Right-out Project Entrance at CR 139/Powell Road
- Sumter County Road/CR 144/Huey Street at CR 139/Powell Road

Include the intersections of Powell Rd/C 466A and Powell Rd/C 44A as these are major intersections that are part of the impacted roadway.

Section 3: Data Collection/Existing Conditions

The Year 2023 existing roadway conditions analysis will document the current status of the roadways and intersections identified within the primary impact area. Existing roadway counts will be identified using the latest traffic information provided by Sumter County. VHB will identify the existing intersection volumes by conducting AM and PM peak hour turning movement counts for a single weekday condition. The data will be collected from 7:00-9:00 AM and 4:00-6:00 PM. The turning movement counts (TMCs) will be provided in the report.

Section 4: Minimum Acceptable Level of Service

The level of service capacities and adopted standards used in this evaluation are proposed to be consistent with the *2022 Sumter County CMP* database (see Attachment B) and/or the FDOT 2023 *Multimodal Quality/Level of Service (Q/LOS) Handbook*.

Memorandum

Section 5: Background Traffic

Projected traffic includes the project trips, background traffic volumes, and/or committed trips generated by approved developments within the study area, if applicable. Committed trips from the following development projects will be included as part of background traffic:

- Parkview at Brownwood
- Highfield at Twisted Oaks
- Powell Plaza
- NE 81st Blvd Subdivision
- Solamar at Wildwood (formerly known as Wildwood Residential)
- Townhomes at Powell

Below is a summary of the vested trips are provided below in **Table 3**:

Table 2: Roadway Segments – Vested Trips

	Vested Traffic													
	Parkview at Brownwood		Highfield at Twisted Oaks		Powell Plaza		NE 81st Blvd Subdivision		Solamar at Wildwood (fka Wildwood Residential)		Townhomes at Powell		Total Vested	
Roadway	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
CR 139/Powell Rd														
CR 44A to CR 466A	44	55	18	10	19	11	3	1	19	11	30	20	133	108

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021
Highfield at Twisted Oaks TIA. TMC, 1/6/2022
Powell Plaza, TEM, 10/2020
NE 81st Blvd Subdivision, MPH, 8/19/2021
Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021
Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

Projected background traffic for the buildout year of 2026 will be calculated using the higher volumes calculated based on the annual growth rates from the Sumter County CMP or 2.5% annual growth plus committed trips. **Table 3** summarizes the growth rate comparison and support to use a 2.5% growth rate plus committed trips.

Table 3: Growth Rate Comparison

	2022 PHPD Volume		Annual Growth Rate	2026 Background PM PHPD Volume					
				Initial BG		Committed Dev		Total Volume	
Growth Scenario	**NB/EB**	**SB/WB**		**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
6% growth (CMP)	938	597	6.0%	1,163	740	0	0	1163	740
2.5%+Committed Dev	938	597	2.5%	1,032	657	133	108	1165	765

A seasonal factor based on the 2022 FDOT Florida Traffic Online will be applied to TMC data for future background conditions at the study area intersections.

Memorandum

Section 6: Planned, Programmed and Committed Projects

Referencing the Sumter County Transportation Improvement Plan (TIP) and the FDOT Five Year Work program, there are no planned, programmed and/or committed roadway widening or intersection improvement projects in the proposed study roadway segment or intersections within the next three (3) years.

Section 7: Trip Generation

The project traffic volumes for the proposed development will be generated using the trip generation rates/equations outlined in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). Internal capture and pass-by trip opportunities do not apply to this site. A summary of the trip generation is provided in **Table 4** and relevant sheets from the Trip Generation Manual are provided as **Attachment B**.

Table 4: Trip Generation Summary

				AM Peak Period			PM Peak Period		
Land Use	**ITE Code**	**Intensity**	**Daily Trip Ends**	**In Trips**	**Out Trips**	**Total**	**In Trips**	**Out Trips**	**Total**
Multi-Family Housing (Low-Rise)	220	4 DU	101	6	18	24	14	8	22
Multi-Family Housing (Mid-Rise)	221	40 DU	144	1	5	6	10	6	16
Total			**245**	**7**	**23**	**30**	**24**	**14**	**38**

Source: *ITE Trip Generation, 11th Edition*

Section 8: Trip Distribution

The project traffic trip distribution will be established using the Central Florida Regional Planning Model (CFRPM) version 7.0 model utilizing the 2025 network. The proposed distribution is shown in **Figure 2** and will be summarized in the final report. Raw model output is provided in **Attachment C**.

Include AM peak hour as well.

Section 9: Transportation Assessment

As a result of the trip generation, trip distribution, and trip assignment previously mentioned, VHB will evaluate the adjacent transportation system to determine the necessary improvements and timing requirements to accommodate the project at (present) existing year 2023 and at future 2026 traffic conditions.

A roadway capacity analysis of the study roadway segments will be conducted for the PM peak hour under existing and projected conditions. The roadway capacity analysis will be based on service volumes and capacities obtained from *2022 Sumter County CMP* database, the 2022 Florida Department of Transportation (FDOT) District 5 Level of Service Open Data Hub, and/or the FDOT *2023 Quality/Level of Service (Q/LOS) Handbook*.

The study intersections will be analyzed for both AM and PM peak hours under existing and projected conditions using Synchro 11 based on the methodology outlined in Highway Capacity Manual (HCM), 6th Edition. The intersection analysis will include turn lane and access analyses.

Offsite and access improvements necessary to support the proposed development at buildout will be identified in the study. An intersection queue analysis will be conducted for any proposed turn lanes. The applicant is seeking approval

Memorandum

for the entire project. In addition, VHB will determine the necessary Mitigation Plan, if any is required, to accommodate the project.

Section 10: Report

A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the City of Wildwood and Sumter County.

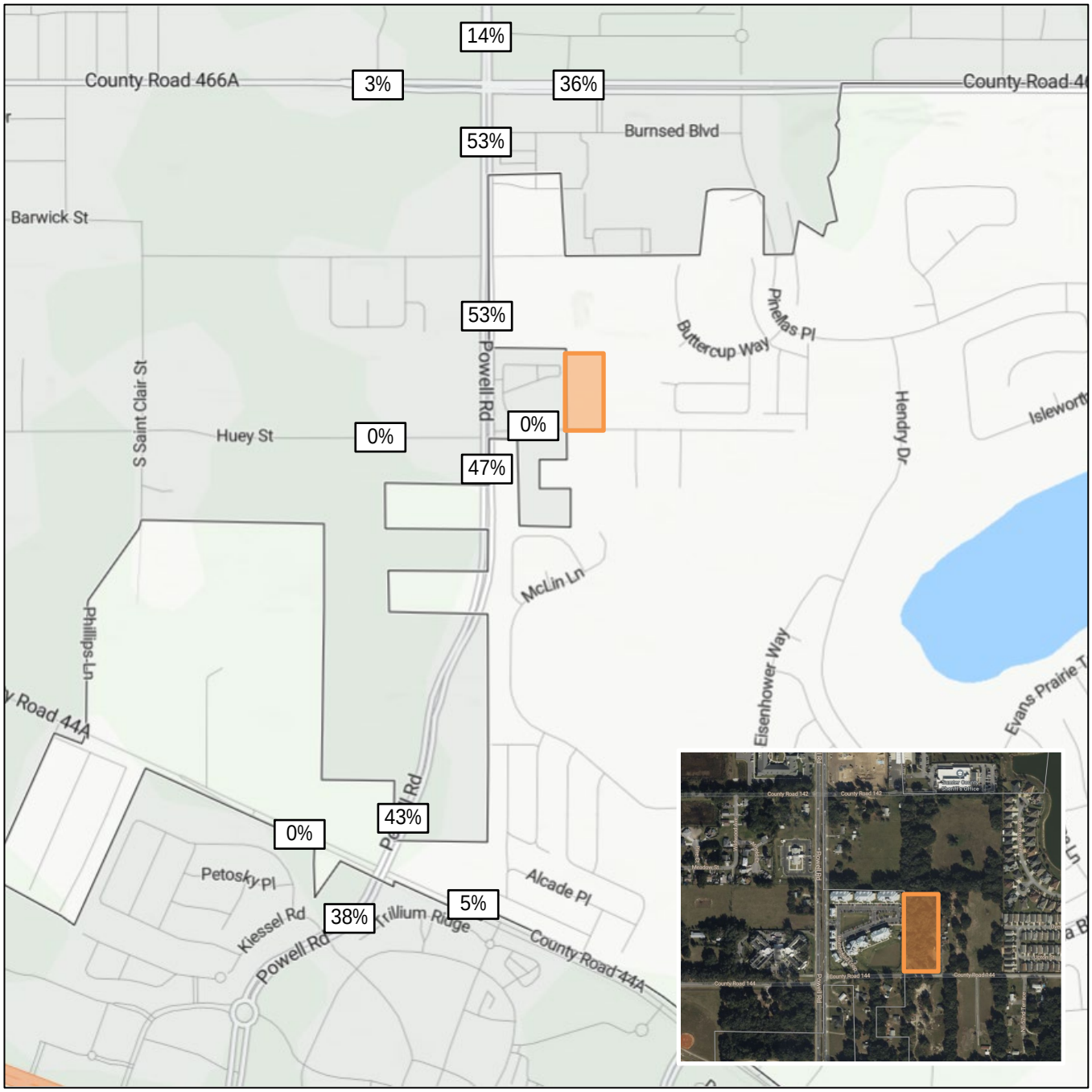
Attachments:

Attachment A – Concept Plan
Attachment B – ITE Trip Generation Sheets
Attachment C – CFRPM Model Output

Figure 2: Project Trip Distribution Map

Wildwood East Annexation & Rezone CR 144

FINAL | *December 7, 2023*

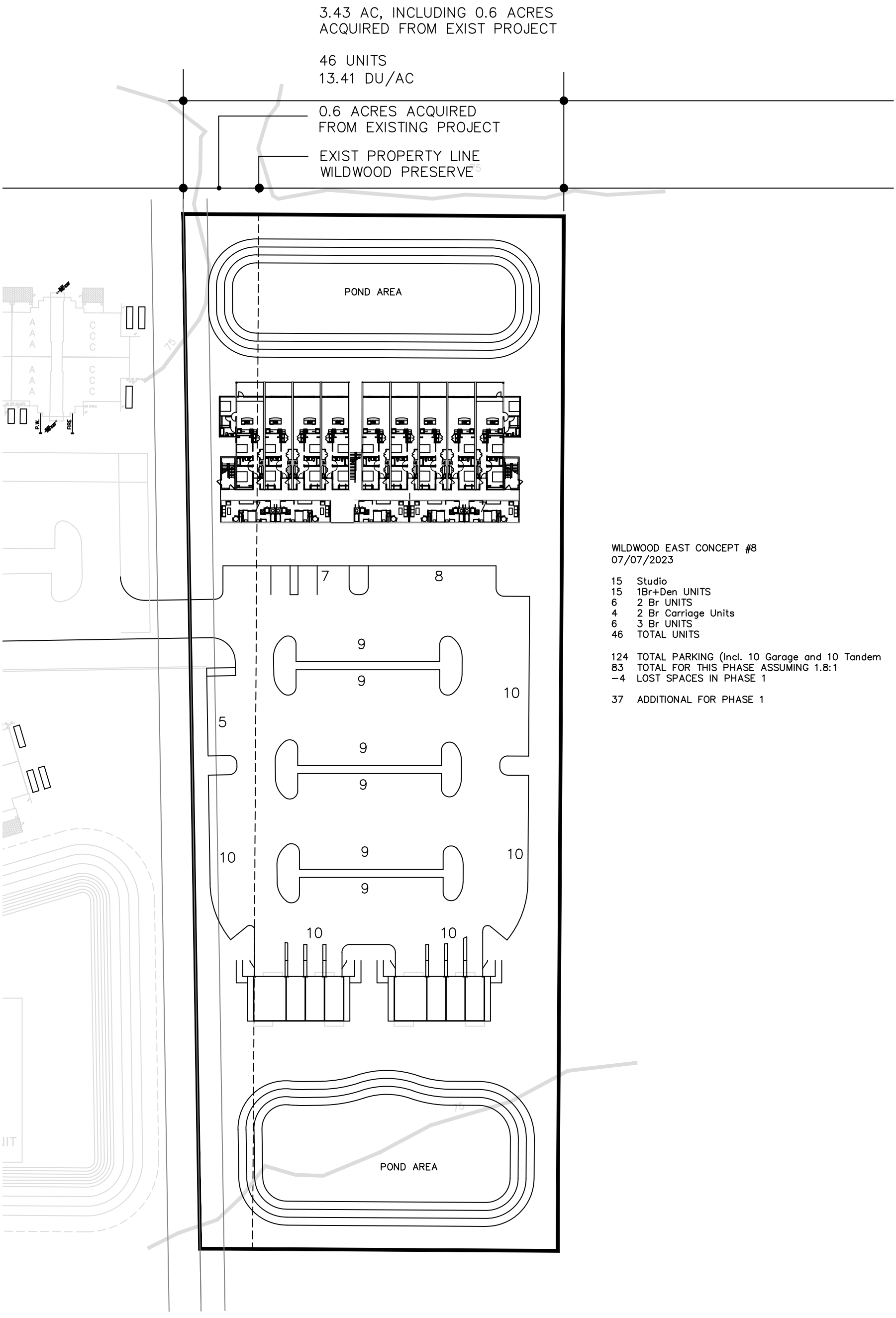


38% Project Distribution

Project Location

Source: Bing Maps 20223

\\vhb.com\gbl\proj\Orlando\64294.01 Atlantic-Wildwood Rezone\tech\Traffic Study\Figures



WILDWOOD EAST CONCEPT #8
07/07/2023

15	Studio
15	1Br+Den UNITS
6	2 Br UNITS
4	2 Br Carriage Units
6	3 Br UNITS
46	TOTAL UNITS

124	TOTAL PARKING (Incl. 10 Garage and 10 Tandem
83	TOTAL FOR THIS PHASE ASSUMING 1.8:1
−4	LOST SPACES IN PHASE 1
37	ADDITIONAL FOR PHASE 1

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

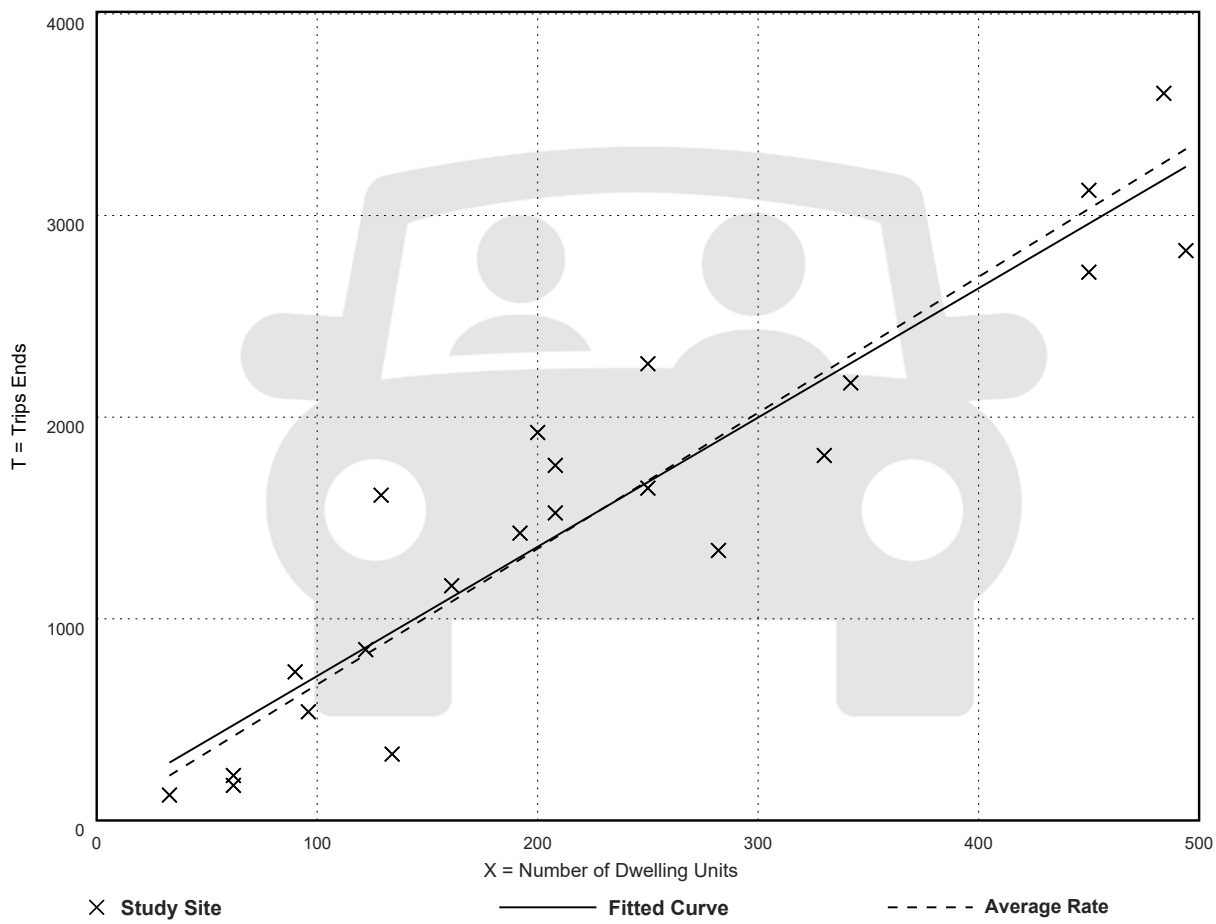
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

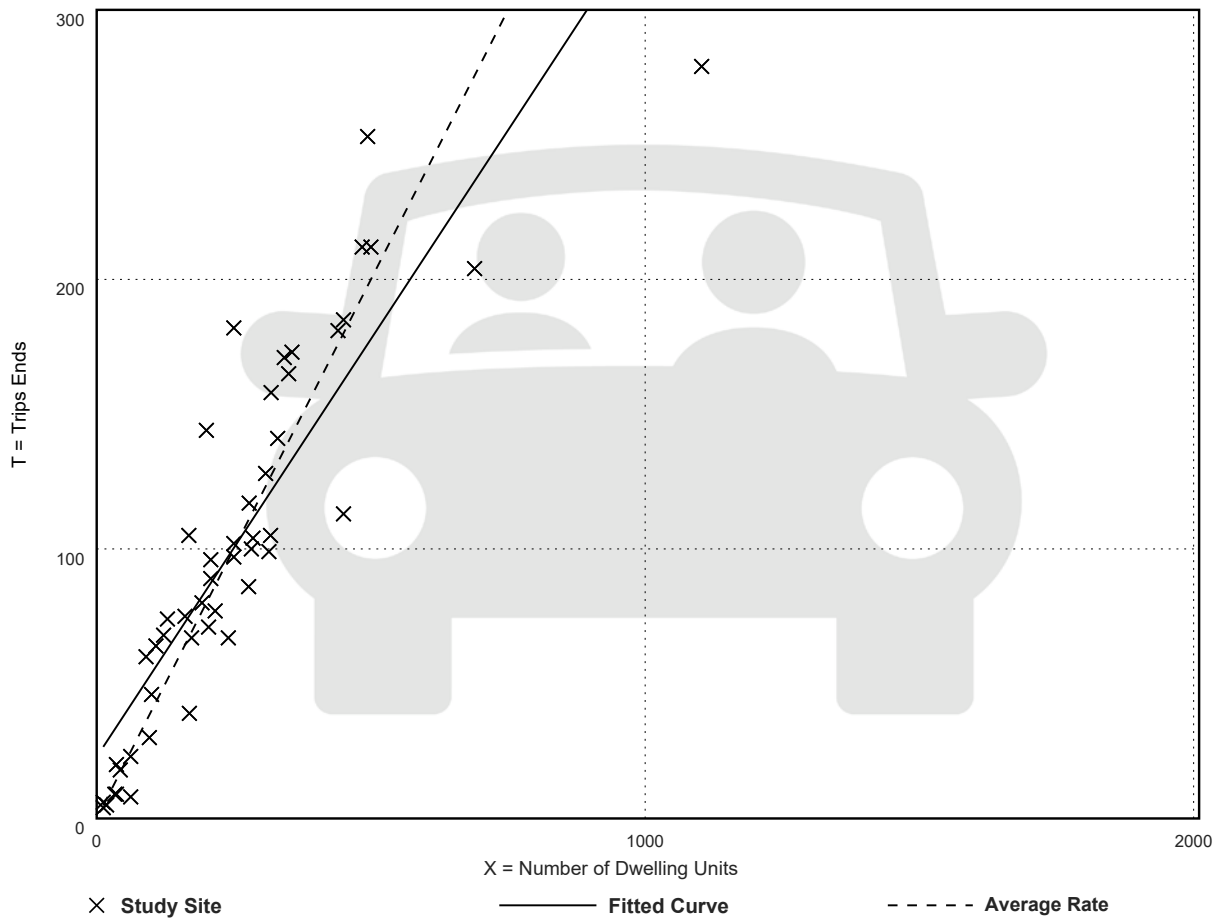
Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 22.85

R^2= 0.79

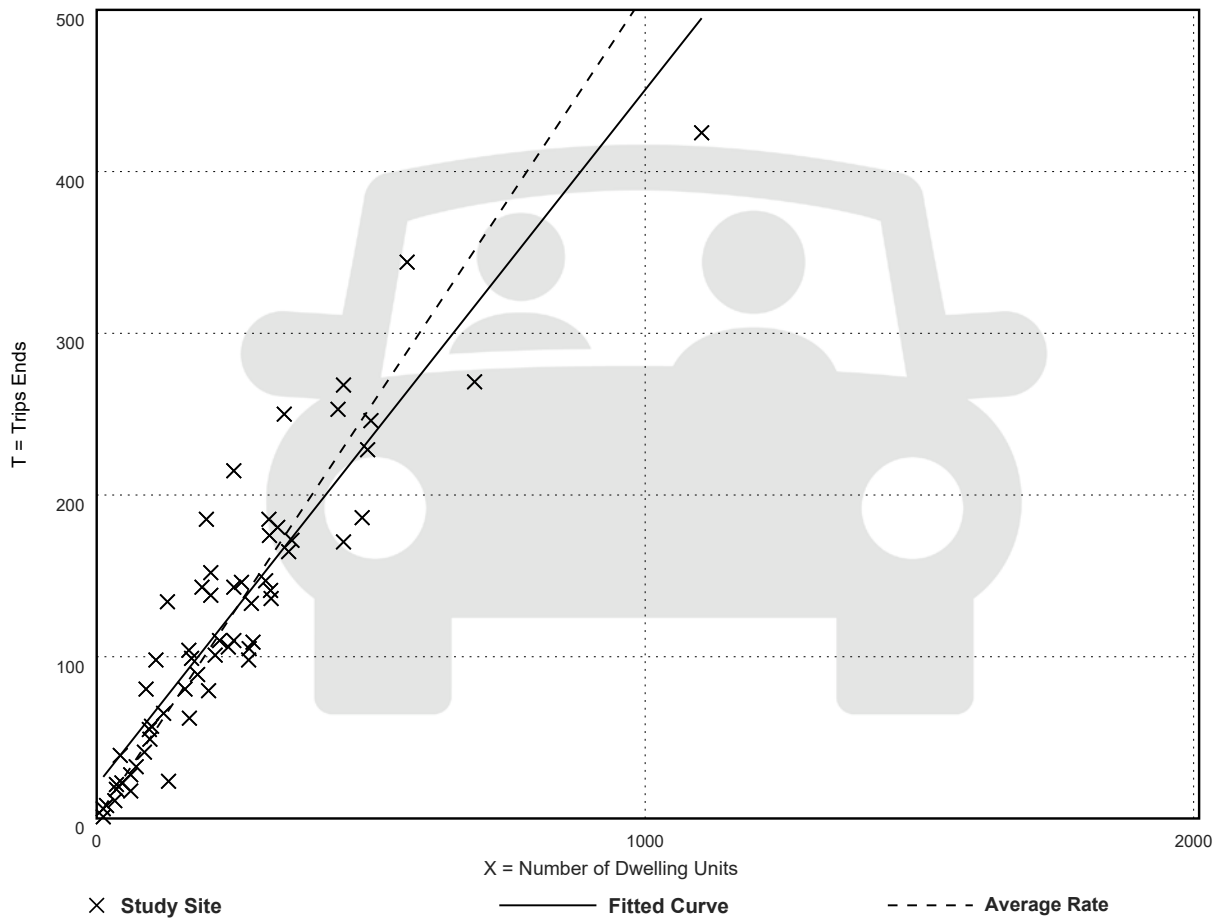
Multifamily Housing (Low-Rise) Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

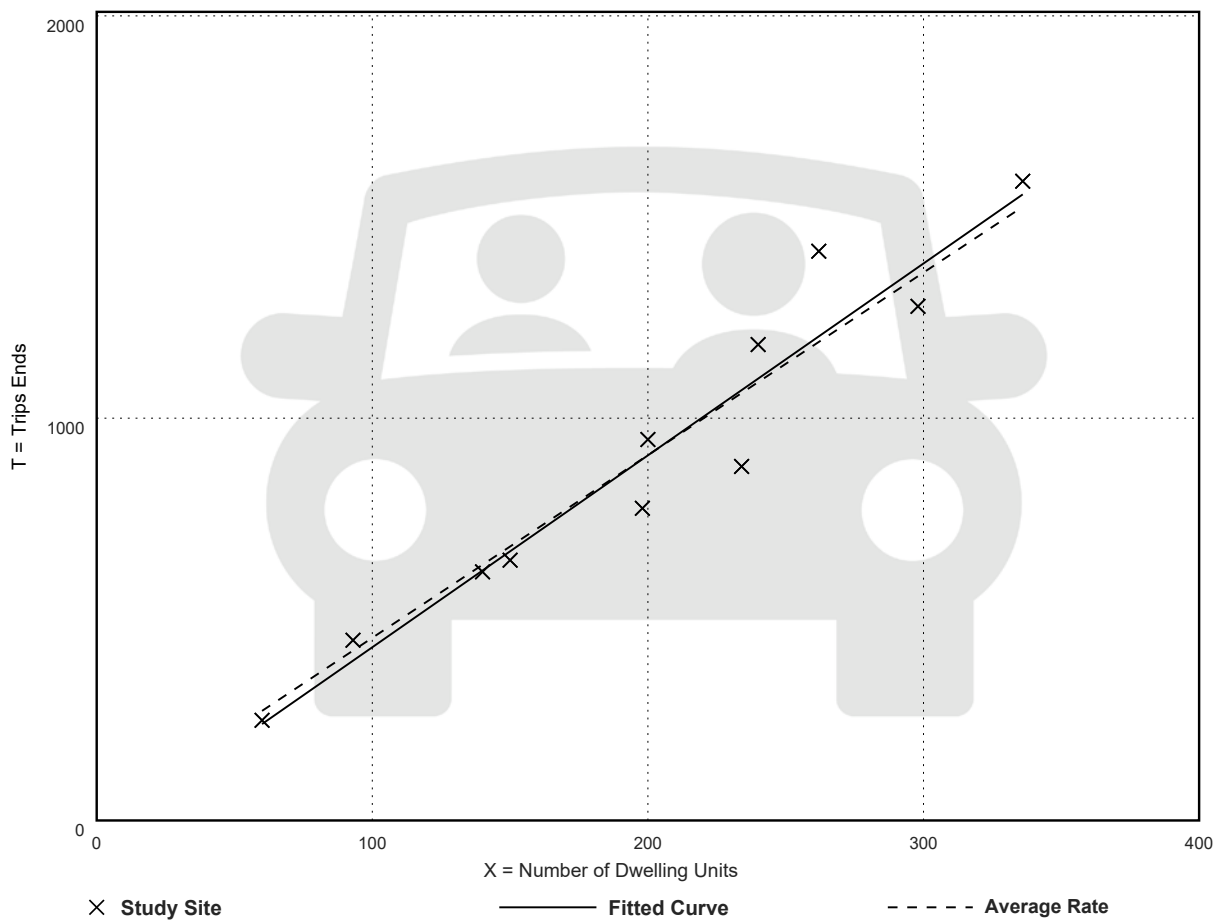
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Fitted Curve Equation: T = 4.77(X) - 46.46

R^2= 0.93

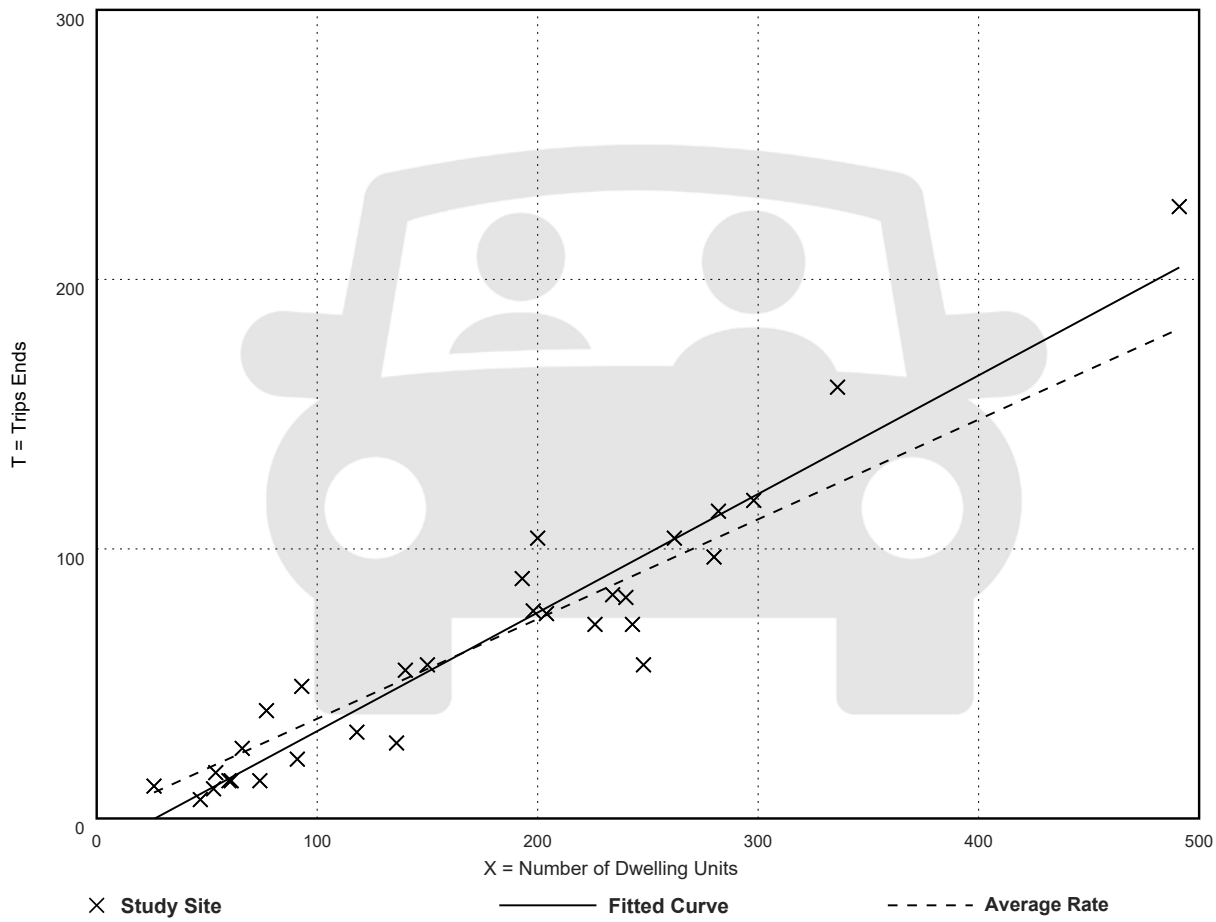
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Fitted Curve Equation: T = 0.44(X) - 11.61

R^2= 0.91

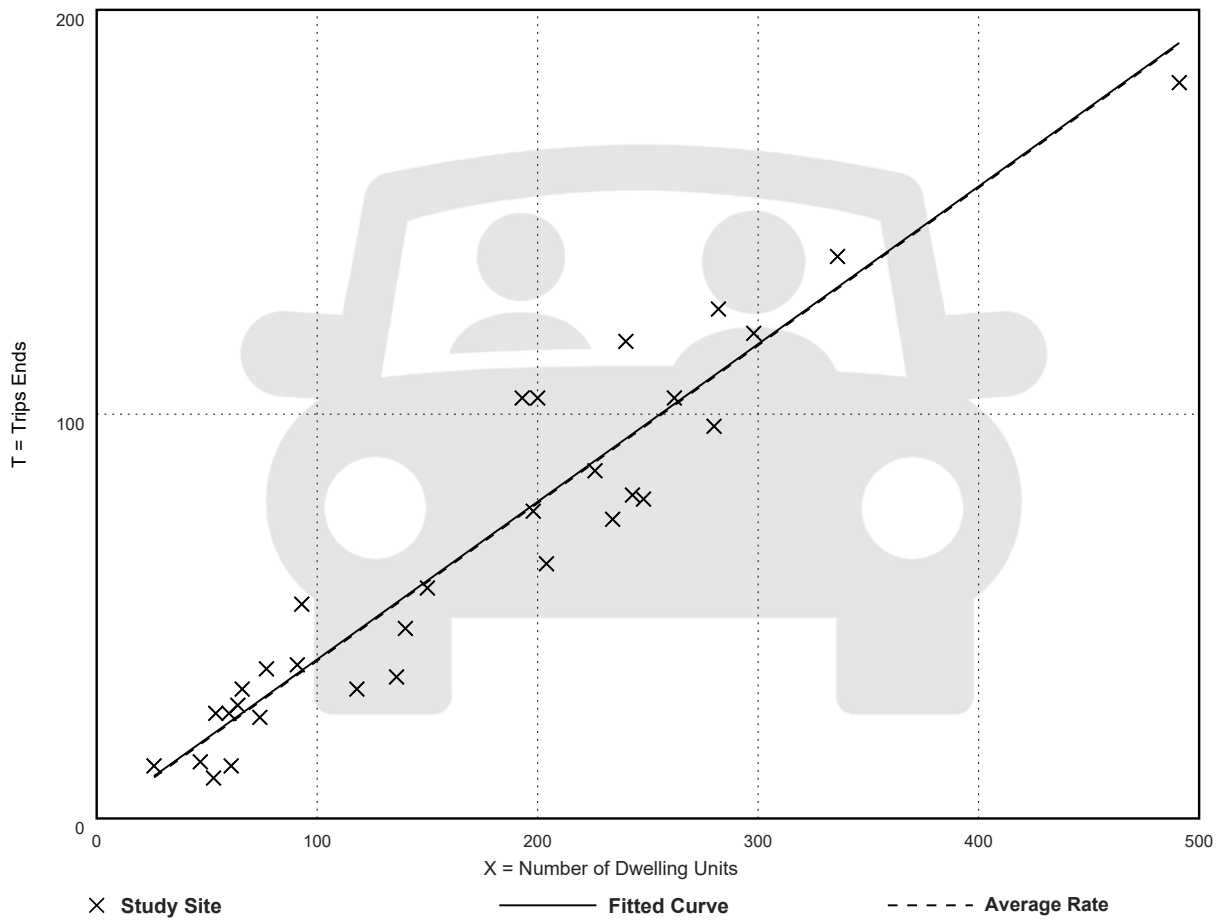
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.39(X) + 0.34

R^2= 0.91

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
4000	177		SUMTER	20	1.61	ST. CHARLES	BUENA VISTA BLVD	AMBERJACK TERR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,638	0.35	C	675	264	259	0.39	C	1.00%	13,320	4,875	0.37	C	675	277	272	0.41	C
4010	176		SUMTER	20	0.66	ST. CHARLES	AMBERJACK TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,132	0.61	D	675	463	403	0.69	D	1.00%	13,320	8,547	0.64	D	675	487	424	0.72	D
4020	178		SUMTER	20	0.83	ST. CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,586	0.87	D	675	627	519	0.93	D	1.50%	13,320	12,481	0.94	D	675	675	559	1.00	D
4030	183		SUMTER	20	0.55	TAMARIND GROVE RUN	DIVINDING CREEK PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,339	0.32	C	525	143	169	0.32	C	1.00%	10,360	3,509	0.34	C	525	150	178	0.34	C
4040	11		SUMTER	20	0.71	BUTTONWOOD RUN	HARDING PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,707	0.55	D	525	280	340	0.65	D	1.00%	10,360	5,998	0.58	D	525	294	357	0.68	D
4050	148		SUMTER	20	0.57	PENNECAMP DR	MEADOWLARK AVE	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	4,706	0.45	C	525	240	252	0.48	C	1.00%	10,360	4,946	0.48	C	525	252	265	0.50	D
4060	181		SUMTER	20	0.57	STILLWATER TRL	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,533	0.53	D	525	294	253	0.56	D	1.00%	10,360	5,815	0.56	D	525	309	266	0.59	D
4070	2020-270		SUMTER	20	1.08	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	2,965	0.29	C	525	144	184	0.35	C	1.00%	10,360	3,116	0.30	C	525	151	193	0.37	C
4830	129		SUMTER	30	1.18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,224	0.92	D	675	507	580	0.86	D	3.75%	13,320	14,694	1.10	F	675	609	697	1.03	E
4835	130		SUMTER	55	1.34	HILLSBOROUGH TRL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	7,338	0.46	C	792	415	341	0.52	C	1.00%	15,930	7,712	0.48	C	792	436	358	0.55	C
4860	1		SUMTER	35	0.60	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,976	0.38	C	525	199	197	0.38	C	1.00%	10,360	4,179	0.40	C	525	209	207	0.40	C
4870	88		SUMTER	35	0.85	CHARLOTTE CRT	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,349	0.32	C	525	153	181	0.34	C	4.00%	10,360	4,075	0.39	C	525	186	220	0.42	C
4880	149		SUMTER	35	0.90	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,148	0.69	D	675	432	494	0.73	D	1.00%	13,320	9,615	0.72	D	675	454	519	0.77	D
4885	150		SUMTER	35	1.52	PINELLAS PL	ANNA MARIA AVE	MORSE BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	12,534	0.94	D	675	609	594	0.90	D	5.00%	13,320	15,997	1.20	F	675	777	758	1.15	F
4890	182		SUMTER	35	1.84	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,958	0.38	C	525	242	175	0.46	C	1.00%	10,360	4,160	0.40	C	525	254	184	0.48	C
4910	2020-491		NO COUNT	35	0.82	OAK FOREST DR	SOUTHERN TRACE	TALLEY RIDGE RD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	-	-	-	525	-	-	-	-	-	10,360	-	-	-	525	-	-	-	-
4915	172		SUMTER	35	0.83	SOUTHERN TRACE	CR 466	BUENA VISTA BLVD	2	3	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	5,995	0.58	D	525	318	303	0.61	D	5.00%	10,360	7,651	0.74	D	525	406	387	0.77	D
4920	147		SUMTER	35	0.79	PARR DR	BELVEDERE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,876	0.29	C	675	258	195	0.38	C	1.00%	13,320	4,074	0.31	C	675	271	205	0.40	C
4930	2020-493		SUMTER	35	0.53	TRIGGERFISH RUN	BUTTONWOOD RUN	PENNECAMP DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	1,339	0.13	C	525	59	69	0.13	C	6.25%	10,360	1,814	0.18	C	525	80	93	0.18	C
5000	2		SUMTER	25	0.93	BAILEY TRL	BUENA VISTA BLVD N	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	8,045	0.60	D	675	389	400	0.59	D	1.00%	13,320	8,455	0.63	D	675	409	420	0.62	D
5010	3		SUMTER	30	0.39	BAILEY TRL	SUNSET RIDGE DR	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,416	0.71	D	675	492	435	0.73	D	1.00%	13,320	9,896	0.74	D	675	517	457	0.77	D
5020	4		SUMTER	20	0.50	BAILEY TRL	ST. CHARLES PL	BASSINGER CRT	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	3,848	0.29	C	675	192	187	0.28	C	1.00%	13,320	4,044	0.30	C	675	202	197	0.30	C
5030	5		SUMTER	20	0.39	BAILEY TRL	BASSINGER CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,706	0.35	C	675	241	258	0.38	C	1.00%	13,320	4,946	0.37	C	675	253	271	0.40	C
5080	102	-	SUMTER	35	1.00	CR 209	CR 232	CR 462 E	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	610	0.06	C	525	42	33	0.08	C	1.00%	10,360	641	0.06	C	525	44	35	0.08	C
6000	104	-	SUMTER	30	1.26	CR 213 (WALKER RD)	SR 44	CR 44A	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	13,320	505	0.04	C	675	34	20	0.05	C	2.75%	13,320	578	0.04	C	675	39	23	0.06	C
12500	184		SUMTER	55	0.76	WOODRIDGE DR	CR 103	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	4,177	0.26	C	792	253	190	0.32	C	1.00%	15,930	4,390	0.28	C	792	266	200	0.34	C
325310	180122	180122	FDOT	60	2.73	US 301/SR 35	CR 656	CR 478	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	5,770	0.67	C	450	191	259	0.58	C	1.25%	8,600	6,140	0.71	C	450	203	276	0.61	C
3221000	99	-	SUMTER	25	1.40	CR 156	US 301/SR 35	SR 44	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,396	0.13	C	525	59	57	0.11	C	5.50%	10,360	1,825	0.18	C	525	77	74	0.15	C
3223000	113		SUMTER	45	3.53	CR 673	SR 93/I-75	CR 674	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	3,508	0.22	B	820	130	168	0.20	B	5.50%	15,700	4,585	0.29	B	820	170	220	0.27	B
3224000	96		SUMTER	30	1.37	CR 121	CR 462	CR 114	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	4,174	0.40	C	525	257	155	0.49	C	6.00%	10,360	5,586	0.54	D	525	344	207	0.66	D
3229000	120	-	SUMTER	35	2.08	CR 727	SR 50	CR 721	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	245	0.03	C	469	19	10	0.04	C	5.00%	9,030	313	0.03	C	469	24	13	0.05	C
3231000	121	118009	FDOT	35	0.83	CR 728	CR 469	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	611	0.06	C	525	31	40	0.08	C	1.00%	10,360	642	0.06	C	525	33	42	0.08	C
3245100	105	-	SUMTER	45	1.56	CR 229	SR 44	CR 462	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,654	0.38	C	616	210	217	0.35	C	5.00%	15,930	5,940	0.37	C	792	268	277	0.35	C
3245110	106	-	SUMTER	45	2.26	CR 229	CR 462	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,893	0.16	B	1,200	190	179	0.16	B	4.00%	24,200	4,736	0.20	B	1,200	231	218	0.19	B
3248000	90		SUMTER	35	0.29	CR 101	CR 466	WOODRIDGE DR	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	29,160	7,098	0.24	C	1,467	376	317	0.26	C	1.00%	29,160	7,460	0.26	C	1,467	395	333	0.27	C
3248102	101	-	SUMTER	35	1.25	CR 209	CR 216	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,363	0.13	C	525	109	80	0.21	C	5.00%	10,360	1,740	0.17	C	525	139	102	0.26	C
3248105	100	-	SUMTER	45	1.51	CR 209	CR 462 E	CR 216	2	2	URBAN	UNDIVIDED	WILDWOOD	UNINCORPORATED SUMTER COUNTY	D	12,390	2,491	0.20	C	616	266	220	0.43	C	5.00%	12,390	3,179	0.26	C	616	339	281	0.55	C
3248110	103		SUMTER	35	1.26	CR 209	CR 466	CR 202	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	1,272	0.12	C	525	191	40	0.36	C	1.00%	10,360	1,337	0.13	C	525	201	42	0.38	C
3248400	94		SUMTER	35	1.31	CR 104	US 301/SR 35	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	5,110	3,208	0.63	C	259	108	242	0.93	C	2.75%	5,110	3,674	0.72	C	259	124	277	1.07	D
3253100	85307	85307	FDOT	60	0.61	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 656	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	4,560	0.53	B	450	188	222	0.49	B	1.00%	8,600	4,793	0.56	C	450	198	233	0.52	B
3253110	180042	180042	FDOT	30	0.18	US 301/SR 35 (NOBLE AVE)	CR 48 (FLORIDA ST)	CR 476 (NOBLE AVE)	2	2	RURAL	UNDIVIDED	STATE	BUSHNELL	C	10,320	3,770	0.37	C	536	190	168	0.35	C	1.00%	10,320	3,962	0.38	C	536	200	177	0.37	C
3253130	180117	180117	FDOT	30	0.13	US 301/SR 35 (NOBLE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	11,840	8,820	0.74	D	600	304	403	0.67	D	1.00%	11,840	9,270	0.78	D	600	320	424	0.71	D
3253140	180112	180112	FDOT	60	3.01	US 301/SR 35	CR 478	CR 476 (SEMINOLE AVE)	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	14,160	6,400	0.45	C	704	322	286	0.46	C	1.00%	14,160	6,726	0.48	C	704	338	301	0.48	C
3253150	180117	180117	FDOT	45	0.53	US 301/SR 35	CR 476 (SEMINOLE AVE)	SR 48 (MAIN ST)	4	4	URBAN	UNDIVIDED	STATE	BUSHNELL	D	37,810	8,820	0.23	C	1,900	304	403	0.21	C	1.00%	37,810	9,270	0.25	C	1,900	320	424	0.22	C
3253170	180088	180088	FDOT	45	0.45	US 301/SR 35	CR 470 E (S)	SR 471	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	18,585	4,850	0.26	C	924	244	217	0.26	C	1.00%	18,585	5,097	0.27	C	924	256	228	0.28	C
3253180	180083	180083	FDOT	45	0.11	US 301/SR 35	SR 471	CR 470 E (N)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	18,585	16,640	0.90	C	924	838	743	0.91	C	5.00%	18,585	21,237	1.14	F	924	1,070	948	1.16	F
3253190	180041	180041	FDOT	35	3.06	US 301/SR 35	CR 470 E (N)	CR 514 (WARM SPRINGS AVE)	2	2	URBAN	UNDIVIDED	STATE	COLEMAN	D	15,540	8,831	0.57	D	788	445	394	0.56	D	1.00%	15,540	9,282	0.60	D	788	468	414	0.59	D
3253200	180041: 180077	180041: 180077	FDOT	45	1.24	US 301/SR 35 (WARM SPRINGS AVE	CR 514 (WARM SPRING AVE)	CR 468	2	2	URBAN	UNDIVIDED	STATE	COLEMAN	D	14,160	13,465	0.95	D	704	695	616	0.99	D	1.00%	14,160	14,152	1.00	D	704	730	647	1.04	F
3253210	180077	180077	FDOT	55	2.73	US 301/SR 35	CR 468	SR 91/FLORIDAS TURNPIKE	2	2	URBAN	UNDIVIDED	STATE	WILDWOOD	D	17,700	18,760	1.06	F	880	945	838	1.07	F	3.75%	17,700	22,551	1.27	F	880	1,136	1,007	1.29	F
3253220	180077: 180006	180077: 180006	FDOT	45	0.18	US 301/SR 35 (MAIN ST)	SR 91/FLORIDAS TURNPIKE	CR 156 (CLAY DRAIN RD)	2	2	URBAN	DIVIDED	STATE	WILDWOOD	D	25,410	19,435	0.76	D	1,260	952	845	0.76	D	1.50%	25,410	20,937	0.82	D	1,260	1,026	910	0.81	D
3253230	180006	180006	FDOT	45	0.51	US 301/SR 35 (MAIN ST)	CR 156 (CLAY DRAIN RD)	SR 44	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	20,110	0.48	C	2,100	959	851	0.46	C	1.00%	41,790	21,136	0.51	C	2,100	1,008	894	0.48	C
3253240	185016	185016	FDOT	40	0.79	US 301/SR 35 (MAIN ST)	SR 44	CR 44A	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	23,700	0.60	C	2,000	1,130	1,003	0.57	C	1.00%	39,800	24,909	0.63	C	2,000	1,188	1,054	0.59	C
3253250	180026	180026	FDOT	35	0.54	US 301/SR 35 (MAIN ST)	CR 44A	CR 466A (CLEVELAND AVE)	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	32,400	25,900	0.80	D	1,630	1,102	969	0.68	D	4.75%	32,400	32,664	1.01	E	1,630	1,390	1,222	0.85	D
3253270	180002	180002	FDOT	45	0.26	US 301/SR 35	CR 462 S	CR 462 (N)	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	39,800	26,460	0.66	C	2,000	1,262	1,119	0.63	C	1.00%	39,800	27,810	0.70	C	2,000	1,326	1,176	0.66	C
3253280	180002: 180206	180002: 180206	FDOT	55	1.01	US 301/SR 35	CR 462 N	CR 222	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	26,120	0.66	C	2,000	1,256	1,114	0.63	C	1.00%	39,800	27,452	0.69	C	2,000	1,320	1,170	0.66	C
3253290	180206	180206	FDOT	45	0.50	US 301/SR 35	CR 222	CR 472	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	26,200	0.66	C	2,000	1,250	1,108	0.63	C	1.00%	39,800	27,536	0.69	C	2,000	1,314	1,165	0.66	C
3269100	118		SUMTER	35	0.51	CR 721	SR 471	CR 727	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	696	0.07	C	525	40	31	0.08	C	1.00%	10,360	732	0.07	C	525	42	33	0.08	C
3290000	97		WILDWOOD	35	1.17	CR 139 (POWELL RD)	CR 44A	CR 466A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	17,456	0.57	D	1,549	938	597	0.61	D	6.00%	30,780	23,360	0.76	D	1,549	1,255	799	0.81	D
3293100	124		SUMTER	40	0.46	CR 747	CR 478 E	CR 730	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	718	0.08	C	469	25	53	0.11	C	1.50%	9,030	773	0.09	C	469	27	57	0.12	C
3293110	123		SUMTER	40	2.01	CR 747	CR 730	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15,930	1,248	0.08	C	792	104	65	0.13	C	4.50%	15,930	1,555	0.10	C	792	130	81	0.16	C
3297000	112	-	SUMTER	35	1.85	CR 625	CR 476	CR 48	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	9,030	362	0.04	C	469	19	16	0.04	C	1.00%	9,030	380	0.04	C	469	20	17	0.04	C
3300000	164		SUMTER	35	0.36	BUENA VISTA BLVD	CR 472 (RAINEY TRL)	BELVEDERE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,780	0.64	D	1,467	940	896	0.64	D	1.00%	29,160	19,738	0.68	D	1,467	988	942	0.67	D
3301000	111		SUMTER	45	0.73	CR 616 (HAYES RD)	CR 476	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	5,016	0.40	C	616	198	218	0.35	C	2.00%	12,390	5,538	0.45	C	616	219	241	0.39	C
3525100	48		SUMTER	55	1.03	CR 475 N	SR 44	CR 462	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	5,588	0.23	B	1,200	239	319	0.27	B	4.25%	24,200	6,881	0.28	B	1,200	294	393	0.33	B
3525110	2020-76		SUMTER	50	3.18	CR 475 N	CR 462	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,242	0.26	B	1,200	350	173	0.29	B	7.50%	24,200	8,962	0.37	B	1,200	502	248	0.42	B
3526000	45		SUMTER	55	4.45	CR 470 N	SR 44	CR 412	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	3,592	0.42	B	450	177	183	0.41	B	5.50%	8,600	4,695	0.55	C	450	231	239	0.53	B
3528120	15		WILDWOOD	35	1.47	CR 44A	US 301/SR 35	CR 139	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	13,320	3,462	0.26	C	675	178	144	0.26	C	1.00%	13,320	3,639	0.27	C	675	187	151	0.28	C
3529000	64		SUMTER	55	6.39	CR 478A	SR 50	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	WEBSTER	D	24,200	801	0.03	B	1,200	34	52	0.04	B	1.00%	24,200	842	0.03	B	1,200	36	55	0.05	B
3530000	44		SUMTER	45	0.79	CR 470 N	CR 412	CR 416 (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,990	0.16	B	1,200	207	168	0.17	B	1.00%	24,200	4,194	0.17	B	1,200	218	177	0.18	B
3532000	83		SUMTER	55	4.72	CR 575	CR 663	CR 48	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	836	0.10	B	450	36	43	0.10	B	4.00%	8,600	1,017	0.12	B	450	44	52	0.12	B
3533100	33		SUMTER	30	1.15	CR 466A	US 301/SR 35	CR 462/CR 139	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	9,784	0.66	D	713	381	440	0.62	D	1.50%	14,763	10,540	0.71	D	713	410	474	0.66	D
3534100	67		SUMTER	35	3.30	CR 478 E	SR 471	CR 707	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	2,048	0.08	B	1,200	95	97	0.08	B	2.50%	24,200	2,317	0.10	B	1,200	107	110	0.09	B
3534110	66		SUMTER	55	2.77	CR 478 E (VIRGINIA AVE)	CR 707	CR 48 E	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	1,224	0.05	B	1,200	38	81	0.07	B	3.25%	24,200	1,436	0.06	B	1,200	45	95	0.08	B
3535100	70		SUMTER	55	3.67	CR 478 W	US 301/SR 35	CR 747	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	2,816	0.12	B	1,200	119	128	0.11	B	2.75%	24,200	3,225	0.13	B	1,200	136	147	0.12	B
3535110	68		SUMTER	55	1.26	CR 478 E	CR 747	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	WEBSTER	D	24,200	375	0.02	B	1,200	35	18	0.03	B	1.00%	24,200	394	0.02	B	1,200	37	19	0.03	B
3537100	2020-18		SUMTER	45	1.39	CR 466	CR 475	CR 229	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,963	0.29	B	1,200	297	190	0.25	B	4.25%	24,200	8,574	0.35	B	1,200	366	234	0.31	B
3537120	49		SUMTER	55	2.20	CR 475 N	CR 466	MARION COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	7,106	0.29	B	1,200	350	308	0.29	B	4.50%	24,200	8,855	0.37	B	1,200	436	384	0.36	B
3537130	23		SUMTER	35	0.99	CR 466	CR 209	US 301/SR 35	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	9,970	0.68	D	713	362	477	0.67	D	3.00%	14,763	11,558	0.78	D	713	420	553	0.78	D
3537140	24	187004	SUMTER	45	0.27	CR 466	US 301/SR 35	CR 105	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	25,468	0.71	C	1,800	1,010	1,148	0.64	C	1.00%	35,820	26,767	0.75	C	1,800	1,062	1,207	0.67	C
3537150	25		SUMTER	45	0.78	CR 466	CR 103	CR 101	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	24,251	0.68	C	1,800	1,121	1,131	0.63	C	1.00%	35,820	25,488	0.71	C	1,800	1,178	1,189	0.66	C
3537160	27		SUMTER	45	2.30	CR 466	BUENA VISTA BLVD	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	23,320	0.65	C	1,800	979	1,006	0.56	C	1.00%	35,820	24,510	0.68	C	1,800	1,029	1,057	0.59	C
3537170	28	187033	SUMTER	45	0.98	CR 466	MORSE BLVD	CR 100 (LAKE COUNTY BOUNDARY)	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	24,669	0.69	C	1,800	1,168	1,060	0.65	C	1.00%	35,820	25,927	0.72	C	1,800	1,228	1,114	0.68	C
3537180	26	187007	SUMTER	45	0.73	CR 466	CR 101	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	27,786	0.78	C	1,800	1,228	1,257	0.70	C	1.00%	35,820	29,203	0.82	C	1,800	1,291	1,321	0.73	C
3537200	22		SUMTER	55	2.02	CR 466	CR 229	CR 209	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,716	0.36	B	1,200	279	485	0.40	B	4.25%	24,200	10,732	0.44	B	1,200	344	597	0.50	C
3538000	2020-89		SUMTER	45	1.66	CR 476B	SR 93/I-75	SW 95TH AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	1,806	0.10	B	890	80	83	0.09	B	1.00%	18,000	1,898	0.11	B	890	84	87	0.10	B
3539100	57	-	SUMTER	35	0.50	JASPER ST	CR 476A (SEMINOLE AVE)	CR 476 E	2	2	URBAN	UNDIVIDED	BUSHNELL	BUSHNELL	D	10,360	390	0.04	C	525	23	23	0.04	C	1.00%	10,360	410	0.04	C	525	24	24	0.05	C
3539120	53	188007	FDOT	35	0.63	SEMINOLE AVE E	CR 48	JASPER ST	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	10,360	849	0.08	C	525	45	43	0.09	C	1.00%	10,360	892	0.09	C	525	47	45	0.09	C
3540100	55		SUMTER	35	0.41	CR 476 E (NOBLE AVE)	US 301/SR 35	JASPER ST	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	3,187	0.13	B	1,200	175	162	0.15	B	4.25%	24,200	3,924	0.16	B	1,200	215	199	0.18	B
3540110	59	188006	FDOT	45	2.76	CR 476 E	JASPER ST	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	2,755	0.11	B	1,200	147	143	0.12	B	5.00%	24,200	3,516	0.15	B	1,200	188	183	0.16	B
3541110	19		SUMTER	45	0.20	CR 462	US 301/SR 35	CR 131	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	**F**	N/A	11,646	0.01	B	N/A	406	725	N/A	C	1.00%	N/A	12,240	N/A	C	N/A	427	762	N/A	C

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
3542100	16		SUMTER	45	2.01	CR 462	CR 475	CR 229	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	844	0.03	B	1,200	19	72	0.06	B	1.00%	24,200	887	0.04	B	1,200	20	76	0.06	B
3542120	21		SUMTER	45	1.05	CR 462	CR 229	CR 223	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,651	0.07	B	1,200	66	104	0.09	B	1.00%	24,200	1,735	0.07	B	1,200	69	109	0.09	B
3542130	17		SUMTER	45	1.34	CR 462	CR 223	CR 209	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	2,842	0.12	B	1,200	111	250	0.21	B	3.00%	24,200	3,295	0.14	B	1,200	129	290	0.24	B
3542150	18		SUMTER	55	1.01	CR 462	CR 209	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	3,348	0.14	B	1,200	112	286	0.24	B	1.00%	24,200	3,519	0.15	B	1,200	118	301	0.25	B
3543100	46		SUMTER	35	0.75	CR 472	US 301/SR 35	CR 117	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	14,060	6,086	0.43	C	713	329	218	0.46	C	3.25%	14,060	7,141	0.51	D	713	386	256	0.54	D
3545100	972210	972210	FDOT	70	3.35	SR 91/FLORIDAS TURNPIKE	SR 93/I-75	US 301/SR 35	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	42,410	0.88	C	2,770	2,654	1,799	0.96	C	1.00%	48,000	44,573	0.93	C	2,770	2,789	1,891	1.01	D
3545110	972200	972200	FDOT	70	7.32	SR 91/FLORIDAS TURNPIKE	US 301/SR 35	LAKE COUNTY BOUNDARY	4	4	RURAL	FREEWAY	STATE	WILDWOOD	C	48,000	46,882	0.98	C	2,770	2,609	2,314	0.94	C	1.00%	48,000	49,273	1.03	D	2,770	2,742	2,432	0.99	C
3546100	180208	180208	FDOT	70	1.78	SR 93/I-75	HERNANDO COUNTY BOUNDARY	CR 673	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	53,169	0.77	C	3,990	1,870	2,044	0.51	B	1.00%	69,000	55,881	0.81	C	3,990	1,965	2,148	0.54	B
3546120	180194	180194	FDOT	70	5.91	SR 93/I-75	CR 673	CR 48	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	53,464	0.77	C	3,990	2,508	2,378	0.63	B	1.25%	69,000	56,890	0.82	C	3,990	2,668	2,530	0.67	B
3546130	180358	180358	FDOT	70	6.43	SR 93/I-75	CR 48 (FLORIDA ST)	CR 470 E	6	6	RURAL	FREEWAY	STATE	BUSHNELL	C	69,000	55,771	0.81	C	3,990	3,145	2,711	0.79	C	2.75%	69,000	63,874	0.93	C	3,990	3,602	3,105	0.90	C
3546140	189920	189920	FDOT	70	7.71	SR 93/I-75	CR 470 E	SR 91/FLORIDAS TURNPIKE	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	54,359	0.79	C	3,990	3,054	2,654	0.77	C	1.00%	69,000	57,132	0.83	C	3,990	3,210	2,789	0.80	C
3546150	180186	180186	FDOT	70	0.82	SR 93/I-75	SR 91/FLORIDAS TURNPIKE	SR 44	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	91,014	1.32	E	3,990	5,122	4,434	1.28	E	1.00%	69,000	95,657	1.39	F	3,990	5,383	4,660	1.35	E
3546180	180188	180188	FDOT	70	6.37	SR 93/I-75	SR 44	MARION COUNTY BOUNDARY	6	6	RURAL	FREEWAY	STATE	UNINCORPORATED SUMTER COUNTY	C	69,000	70,250	1.02	D	3,990	3,954	3,423	0.99	C	1.00%	69,000	73,833	1.07	D	3,990	4,156	3,598	1.04	D
3547105	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	MARION COUNTY BOUNDARY	BUENOS AIRES BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3547120	180209	180209	FDOT	45	0.51	US 27/US 441/SR 500	BUENOS AIRES BLVD	MORSE BLVD	6	6	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	59,900	37,300	0.62	C	3,020	1,301	1,757	0.58	C	1.00%	59,900	39,203	0.65	C	3,020	1,367	1,847	0.61	C
3549100	60		SUMTER	55	1.34	CR 476 W	HERNANDO COUNTY BOUNDARY	CR 575	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,028	0.28	B	890	168	250	0.28	B	4.25%	18,000	6,191	0.34	B	890	207	308	0.35	B
3549110	61		SUMTER	45	2.01	CR 476 W	CR 575	CR 476B	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,905	0.33	B	890	180	310	0.35	B	3.25%	18,000	6,929	0.38	B	890	211	364	0.41	B
3549120	62		SUMTER	45	1.55	CR 476 W	CR 476B	CR 625	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	5,405	0.30	B	890	173	290	0.33	B	2.25%	18,000	6,041	0.34	B	890	193	324	0.36	B
3549130	56		SUMTER	45	1.82	CR 476 W	CR 625	CR 616	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,802	0.24	B	1,200	186	327	0.27	B	1.75%	24,200	6,328	0.26	B	1,200	203	357	0.30	B
3549140	63		SUMTER	45	2.34	CR 476 W	CR 616	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,572	0.23	B	1,200	223	328	0.27	B	4.00%	24,200	6,779	0.28	B	1,200	271	399	0.33	B
3549160	54		SUMTER	30	0.27	CR 476 (SEMINOLE AVE)	US 301/SR 35	CR 48	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	10,360	5,832	0.56	D	525	220	355	0.68	D	5.00%	10,360	7,443	0.72	D	525	281	453	0.86	D
3550100	43		SUMTER	45	2.90	CR 470 N	CR 416 N	CR 479	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	6,930	0.29	B	1,200	405	198	0.34	B	1.00%	24,200	7,283	0.30	B	1,200	426	208	0.36	B
3550110	39		SUMTER	55	2.48	CR 470 E	SR 93/I-75	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	17,029	0.70	C	1,200	685	685	0.57	C	1.50%	24,200	18,345	0.76	D	1,200	738	738	0.62	C
3551100	180201	180201	FDOT	45	1.15	SR 44	US 301/SR 35	CR 139	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	17,810	0.43	C	2,100	692	941	0.45	C	1.00%	41,790	18,718	0.45	C	2,100	727	989	0.47	C
3551130	180102	180102	FDOT	45	2.59	SR 44	CR 44A	US 301/SR 35	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	41,790	18,510	0.44	C	2,100	662	988	0.47	C	1.00%	41,790	19,454	0.47	C	2,100	696	1,038	0.49	C
3552100	180203	180203	FDOT	60	2.92	SR 44	CITRUS COUNTY BOUNDARY	CR 470 N	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	12,640	0.28	B	2,350	636	564	0.27	B	1.00%	44,900	13,285	0.30	B	2,350	668	593	0.28	B
3552110	180203: 180202	180203: 180202	FDOT	60	3.67	SR 44	CR 470 N	CR 475	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	11,690	0.26	B	2,350	589	522	0.25	B	1.00%	44,900	12,286	0.27	B	2,350	619	549	0.26	B
3552120	180202	180202	FDOT	60	1.73	SR 44	CR 475	SR 93/I-75	4	4	RURAL	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	44,900	10,740	0.24	B	2,350	541	480	0.23	B	1.00%	44,900	11,288	0.25	B	2,350	569	504	0.24	B
3552130	180102	180102	FDOT	45	1.00	SR 44	SR 93/I-75	CR 44A	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	66,200	18,510	0.28	B	3,280	662	988	0.30	B	1.00%	66,200	19,454	0.29	B	3,280	696	1,038	0.32	B
3553100	2020-378		SUMTER	35	0.27	CR 48	CR 478 (VIRGINIA AVE)	CR 469	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	6,975	0.33	B	1,110	188	333	0.30	B	2.00%	21,300	7,701	0.36	B	1,110	208	368	0.33	B
3553130	71		SUMTER	30	0.51	CR 48 (FLORIDA ST)	US 301/SR 35 (NOBLE AVE)	CR 476 W	2	2	URBAN	UNDIVIDED	BUSHNELL	BUSHNELL	D	10,360	3,626	0.35	C	525	164	219	0.42	C	1.25%	10,360	3,858	0.37	C	525	175	233	0.44	C
3553140	37		SUMTER	55	2.75	CR 469	CR 728	CR 48 E	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	9,940	4,863	0.49	C	518	193	166	0.37	C	4.50%	9,940	6,060	0.61	C	518	241	207	0.47	C
3553150	38		SUMTER	55	2.90	CR 469	SR 50	CR 728	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	4,567	0.37	C	616	192	160	0.31	C	5.00%	12,390	5,829	0.47	C	616	245	204	0.40	C
3553160	72		SUMTER	35	0.59	CR 48	CR 476 W	CR 557	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,713	0.41	B	1,110	388	460	0.41	B	4.50%	21,300	10,858	0.51	C	1,110	484	573	0.52	C
3553170	75	187001	SUMTER	55	1.75	CR 48	CR 557	CR 747	2	2	RURAL	UNDIVIDED	COUNTY	BUSHNELL	D	21,300	8,341	0.39	B	1,110	339	452	0.41	B	4.00%	21,300	10,148	0.48	B	1,110	412	550	0.50	C
3553180	73	187001	SUMTER	45	1.26	CR 48	CR 747	SR 471	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	7,301	0.30	B	1,200	308	346	0.29	B	3.50%	24,200	8,671	0.36	B	1,200	366	411	0.34	B
3553190	76		SUMTER	55	1.45	CR 48	SR 471	CR 567	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	7,340	0.30	B	1,200	310	336	0.28	B	4.50%	24,200	9,147	0.38	B	1,200	386	419	0.35	B
3553200	77		SUMTER	55	1.82	CR 48	CR 567	CR 569 (NORTH AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3553210	77		ADJACENT	55	1.82	CR 48	CR 569 (NORTH AVE)	CR 478 (VIRGINIA AVE)	2	2	RURAL	UNDIVIDED	COUNTY	CENTER HILL	D	21,300	8,608	0.40	B	1,110	350	381	0.34	B	4.25%	21,300	10,599	0.50	C	1,110	431	469	0.42	B
3554120	180016: 180009	180016: 180009	FDOT	40	1.00	SR 48 (CR 48 W)	CR 609	CR 311 (N WEST ST)	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	30,400	12,055	0.40	C	1,580	594	527	0.38	C	1.75%	30,400	13,147	0.43	C	1,580	648	575	0.41	C
3554130	174	180009	SUMTER	40	0.52	SR 48 (CR 48 W)	CR 311 (N WEST ST)	CR 475 S (MAIN ST)	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	30,400	13,215	0.43	C	1,580	578	554	0.37	C	1.00%	30,400	13,889	0.46	C	1,580	607	582	0.38	C
3554140	175	180207	FDOT	40	0.25	SR 48 (MAIN ST N)	US 301/SR 35	SR 48	4	4	URBAN	UNDIVIDED	STATE	BUSHNELL	D	39,800	12,551	0.32	C	2,000	450	627	0.31	C	5.75%	39,800	16,599	0.42	C	2,000	595	829	0.41	C
3555100	80		SUMTER	45	0.54	CR 48	CITRUS COUNTY BOUNDARY	CR 575	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	4,814	0.56	C	450	158	239	0.53	B	1.00%	8,600	5,060	0.59	C	450	166	251	0.56	C
3555110	74		SUMTER	45	5.16	CR 48	CR 575	CR 625	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,600	5,671	0.66	C	450	283	214	0.63	C	2.75%	8,600	6,495	0.76	C	450	324	245	0.72	C
3555120	81		SUMTER	45	1.77	CR 48	CR 625	CR 616	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	6,286	0.26	B	1,200	231	320	0.27	B	2.50%	24,200	7,112	0.29	B	1,200	261	362	0.30	B
3555130	2020-105		SUMTER	45	0.48	CR 48	CR 616	CR 313	4	4	URBAN	DIVIDED	COUNTY	BUSHNELL	D	35,820	7,398	0.21	C	1,800	349	346	0.19	C	1.00%	35,820	7,775	0.22	C	1,800	367	364	0.20	C
3556100	78		SUMTER	35	2.93	CR 48	CR 469	CR 558	2	2	URBAN	UNDIVIDED	COUNTY	CENTER HILL	D	24,200	5,600	0.23	B	1,200	174	299	0.25	B	1.25%	24,200	5,959	0.25	B	1,200	185	318	0.27	B
3556110	79		SUMTER	55	0.20	CR 48	CR 558	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	4,221	0.17	B	1,200	118	231	0.19	B	2.00%	24,200	4,660	0.19	B	1,200	130	255	0.21	B
3557110	36		SUMTER	45	1.02	CR 468 (WARM SPRINGS AVE)	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	COUNTY	WILDWOOD	D	27,360	11,776	0.43	C	1,422	477	568	0.40	C	5.75%	27,360	15,574	0.57	C	1,422	631	751	0.53	C
3557120	2020-52		SUMTER	55	1.74	CR 468 (WARM SPRINGS AVE)	CR 513	CR 501	4	4	RURAL	DIVIDED	COUNTY	WILDWOOD	D	27,360	15,107	0.55	C	1,422	378	548	0.39	C	7.75%	27,360	21,941	0.80	C	1,422	549	796	0.56	C
3557130	35		SUMTER	55	2.00	CR 468	CR 501	SANDALWOOD DR	4	4	RURAL	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	28,880	24,291	0.84	C	1,501	1,092	1,078	0.73	C	2.00%	28,880	26,819	0.93	C	1,501	1,206	1,190	0.80	C
3557140	34		SUMTER	45	0.90	CR 468 (WARM SPRINGS AVE)	SANDALWOOD DR	SR 44	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	24,892	0.66	C	1,900	1,125	1,003	0.59	C	7.00%	37,810	34,912	0.92	C	1,900	1,578	1,407	0.83	C
3558110	180061	180061	FDOT	35	0.26	SR 471	CR 478 E (S)	CR 478 E (N)	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3558120	181001	181001	FDOT	35	1.26	SR 471	CR 478 (N)	CR 722	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,400	0.31	B	1,200	373	330	0.31	B	1.00%	24,200	7,777	0.32	B	1,200	392	347	0.33	B
3558140	181001	181001	FDOT	55	1.26	SR 471	CR 722	CR 48 E	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,400	0.31	B	1,200	373	330	0.31	B	1.00%	24,200	7,777	0.32	B	1,200	392	347	0.33	B
3558150	181003	181003	FDOT	55	1.01	SR 471	CR 48 E	CR 476	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,220	0.30	B	1,200	255	340	0.28	B	4.75%	24,200	9,106	0.38	B	1,200	322	429	0.36	B
3558170	180020	180020	FDOT	55	2.27	SR 471	SR 50	CR 721	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	6,250	0.73	C	450	315	279	0.70	C	2.75%	8,600	7,158	0.83	C	450	361	320	0.80	C
3558180	180061	180061	FDOT	55	1.01	SR 471	CR 721	CR 478A	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3558190	180061	180061	FDOT	35	0.50	SR 471	CR 478A	CR 478 E (S)	2	2	URBAN	UNDIVIDED	STATE	WEBSTER	D	24,200	7,631	0.32	B	1,200	384	341	0.32	B	1.00%	24,200	8,021	0.33	B	1,200	404	358	0.34	B
3559100	180204	180204	FDOT	60	2.40	SR 50	HERNANDO COUNTY BOUNDARY	CR 478A	2	4	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	7,020	0.82	C	450	274	290	0.64	C	1.00%	44,900	7,378	0.16	B	2,350	288	305	0.13	B
3559110	180021	180021	FDOT	60	1.77	SR 50	CR 478A	SR 471	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	6,890	0.80	C	450	347	308	0.77	C	1.00%	8,600	7,241	0.84	C	450	365	324	0.81	C
3560110	180118	180118	FDOT	55	6.08	SR 50	SR 471	CR 469	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	7,990	0.93	C	450	287	369	0.82	C	1.00%	8,600	8,398	0.98	C	450	302	388	0.86	C
3560120	180017	180017	FDOT	55	0.35	SR 50	CR 469	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	10,357	1.20	D	450	521	462	1.16	D	1.00%	8,600	10,885	1.27	D	450	548	486	1.22	D
4000100	92		SUMTER	35	1.46	CR 102	US 301/SR 35	CR 101	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,256	0.05	B	1,200	33	89	0.07	B	5.00%	24,200	1,603	0.07	B	1,200	42	114	0.10	B
4002000	91		SUMTER	35	1.97	CR 101	WOODRIDGE DR	CR 102	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	4,597	0.19	B	1,200	316	146	0.26	B	4.25%	24,200	5,661	0.23	B	1,200	389	180	0.32	B
4008000	107	-	SUMTER	40	1.75	CR 237	CR 222	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	12,390	560	0.05	C	616	43	25	0.07	C	5.00%	12,390	715	0.06	C	616	55	32	0.09	C
4009000	109	188030	FDOT	45	0.26	MARSH BEND TRAIL / CR 501	CR 470E	CR 500	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	12,390	6,079	0.49	C	616	288	278	0.47	C	5.00%	41,930	7,759	0.19	C	2,114	368	355	0.17	C
5000000	136		SUMTER	35	0.51	BUENA VISTA BLVD	EL CAMINO REAL	MARION COUNTY BOUNDARY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	14,555	0.50	D	1,467	706	666	0.48	D	1.00%	29,160	15,297	0.52	D	1,467	742	700	0.51	D
5000110	10		SUMTER	30	0.29	BUENOS AIRES BLVD	EL CAMINO REAL	US 27/US 441/SR 500	4	4	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	9,956	0.34	C	1,467	429	548	0.37	C	1.00%	29,160	10,464	0.36	C	1,467	451	576	0.39	C
5000300	128		SUMTER	35	0.54	EL CAMINO REAL	BUENA VISTA BLVD	ENRIQUE DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,151	0.52	D	1,467	703	770	0.52	D	1.00%	29,160	15,924	0.55	D	1,467	739	809	0.55	D
5000390	127		SUMTER	35	1.83	EL CAMINO REAL	ENRIQUE DR	BUENOS AIRES BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	16,992	0.58	D	1,467	807	827	0.56	D	1.00%	29,160	17,859	0.61	D	1,467	848	869	0.59	D
5000420	138		SUMTER	35	1.82	MORSE BLVD N	RIO GRANDE AVE	EL CAMINO REAL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	**F**	N/A	10,260	0.01	D	N/A	472	502	N/A	D	1.00%	N/A	10,783	N/A	E	N/A	496	528	N/A	E
5000430	137		SUMTER	35	1.00	MORSE BLVD N	CR 466	RIO GRANDE AVE	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	**F**	N/A	16,966	0.02	F	N/A	782	827	N/A	F	1.00%	N/A	17,831	N/A	F	N/A	822	869	N/A	F
5000500	151		SUMTER	25	0.32	RIO GRANDE AVE	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	7,804	0.75	D	525	379	418	0.80	D	1.00%	10,360	8,202	0.79	D	525	398	439	0.84	D
5000700	125		SUMTER	20	0.29	EL CAMINO REAL/PAIGE PLACE	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,763	11,224	0.76	D	713	540	548	0.77	D	1.00%	14,763	11,797	0.80	D	713	568	576	0.81	D
5999990	126		SUMTER	35	0.59	EL CAMINO REAL	BUENOS AIRES BLVD	MORSE BLVD (N)	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	11,556	0.40	C	1,467	506	567	0.39	C	1.00%	29,160	12,145	0.42	C	1,467	532	596	0.41	C
6000001	154		SUMTER	55	0.22	MORSE BLVD S	SR 44	KRISTINE WAY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	16,624	0.46	C	1,800	734	772	0.43	C	8.75%	35,820	25,286	0.71	C	1,800	1,116	1,174	0.65	C
6000002	155		SUMTER	55	1.63	MORSE BLVD S	KRISTINE WAY	HILLSBOROUGH TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	19,101	0.53	C	1,800	826	929	0.52	C	5.25%	35,820	24,670	0.69	C	1,800	1,067	1,200	0.67	C
6000003	132		SUMTER	35	0.96	MORSE BLVD	HILLSBOROUGH TRL	PINELLAS PL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	16,973	0.58	D	1,467	780	825	0.56	D	4.25%	29,160	20,900	0.72	D	1,467	960	1,016	0.69	D
6000004	133		SUMTER	35	0.36	MORSE BLVD	PINELLAS PL	CR 466A	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,949	0.62	D	1,467	825	888	0.61	D	1.00%	29,160	18,865	0.65	D	1,467	867	933	0.64	D
6000005	158		SUMTER	35	0.39	BUENA VISTA BLVD	CR 466A	ST.CHARLES PL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	22,158	0.76	D	1,467	1,014	1,120	0.76	D	1.25%	29,160	23,578	0.81	D	1,467	1,079	1,192	0.81	D
6000010	153		SUMTER	35	2.07	BUENA VISTA BLVD	CR 44A	CR 466A	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	6,714	0.23	C	1,467	258	338	0.23	C	7.50%	29,160	9,639	0.33	C	1,467	370	485	0.33	C
6000015	152		SUMTER	35	0.43	BUENA VISTA BLVD	SR 44	CR 44A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	29,160	13,948	0.48	D	1,467	724	706	0.49	D	1.00%	29,160	14,659	0.50	D	1,467	761	742	0.52	D
6000020	0		NO COUNT	30	0.09	MARIPOSA WAY	CR 466E	500 FT SOUTH MARIPOSA WAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000030	6		SUMTER	30	0.36	BELVEDERE BLVD	CR 466E	CHURCHILL DOWNS	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	9,830	0.74	D	675	531	530	0.79	D	1.00%	13,320	10,331	0.78	D	675	558	557	0.83	D
6000035	7		SUMTER	30	1.33	BELVEDERE BLVD	CHURCHILL DOWNS	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,685	0.58	D	675	436	360	0.65	D	1.00%	13,320	8,077	0.61	D	675	458	378	0.68	D
6000045	9		SUMTER	20	0.51	BONITA BLVD	CANAL ST	MORSE BLVD N	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,040	0.38	C	675	260	227	0.39	C	6.25%	13,320	6,825	0.51	D	675	352	307	0.52	D
6000050	8		SUMTER	20	0.52	BONITA BLVD	BUENA VISTA BLVD	CANAL ST	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,689	0.35	C	675	243	218	0.36	C	2.25%	13,320	5,241	0.39	C	675	272	244	0.40	C
6000055	87		SUMTER	25	0.49	CANAL ST	CR 466A	ODELL CIR (S)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,010	0.30	C	675	214	202	0.32	C	1.00%	13,320	4,215	0.32	C	675	225	212	0.33	C
6000060	86		SUMTER	20	0.63	CANAL ST	ODELL CIR S	BONITA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,881	0.37	C	675	235	233	0.35	C	1.00%	13,320	5,130	0.39	C	675	247	245	0.37	C

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2022 AADT	2022 DAILY V/C	2022 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2022 PEAK HOUR NB/EB VOLUME	2022 PEAK HOUR SB/WB VOLUME	2022 PEAK HOUR V/C	2022 PEAK HOUR LOS	GROWTH RATE	DAILY SERVICE VOLUME (2027)	2027 AADT	2027 DAILY V/C	2027 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2027)	2027 PEAK HOUR NB/EB VOLUME	2027 PEAK HOUR SB/WB VOLUME	2027 PEAK HOUR V/C	2027 PEAK HOUR LOS
6000065	85		SUMTER	30	0.97	CANAL ST	BONITA BLVD	ODELL CIR (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,251	0.47	C	675	287	332	0.49	C	1.50%	13,320	6,734	0.51	D	675	309	358	0.53	D
6000070	2020-198		SUMTER	35	0.76	CANAL ST	ODELL CIR N	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,804	0.44	C	675	258	274	0.41	C	2.50%	13,320	6,567	0.49	C	675	292	310	0.46	C
6000080	0		NO COUNT	25	0.62	CHURCHILL DOWNS	BELEVEDERE BLVD	MORVEN PARKWAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000085	89		SUMTER	35	2.00	NE 90TH ST (CR 100)	TERMINUS (LAKE ELLA RD)	CR 466	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	10,360	3,362	0.32	C	525	137	162	0.31	C	7.25%	10,360	4,771	0.46	C	525	194	230	0.44	C
6000090	188040	188040	FDOT	35	0.23	LYNNHAVEN LN	CR 472	CHURCHILL DOWNS	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	1,920	0.14	C	675	164	149	0.24	C	1.00%	13,320	2,018	0.15	C	675	172	157	0.25	C
6000095	0		NO COUNT	35	0.30	LYNNHAVEN LN	CHURCHILL DOWNS	BELVEDERE BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
6000100	145		SUMTER	25	0.44	ODELL CIR	BUENA VISTA BLVD S	BACKWATER WAY	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,500	0.49	C	675	296	396	0.59	D	1.00%	13,320	6,832	0.51	D	675	311	416	0.62	D
6000105	143		SUMTER	35	0.38	ODELL CIR	CANAL ST S	ARVIN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,015	0.53	D	675	379	366	0.56	D	1.00%	13,320	7,373	0.55	D	675	398	385	0.59	D
6000110	141		SUMTER	25	0.51	ODELL CIR	MORSE BLVD N (S)	STILLWATER TRL	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,191	0.46	C	675	278	352	0.52	D	1.00%	13,320	6,507	0.49	C	675	292	370	0.55	D
6000115	146		SUMTER	30	1.55	ODELL CIR	STILLWATER TRL	MORSE BLVD N (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	11,040	0.83	D	675	574	578	0.86	D	1.75%	13,320	12,040	0.90	D	675	626	630	0.93	D
6000120	140		SUMTER	30	0.31	ODELL CIR	MORSE BLVD N	CANAL ST (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	5,173	0.39	C	675	293	256	0.43	C	1.00%	13,320	5,437	0.41	C	675	308	269	0.46	C
6000125	139		SUMTER	30	0.36	ODELL CIR	CANAL ST	BUENA VISTA BLVD (N)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	4,669	0.35	C	675	265	268	0.40	C	1.00%	13,320	4,907	0.37	C	675	279	282	0.42	C
6000130	180		SUMTER	20	0.39	STILLWATER TRL	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,488	0.36	C	1,467	459	539	0.37	C	1.00%	29,160	11,023	0.38	C	1,467	482	566	0.39	C
6000135	179		SUMTER	35	0.35	STILLWATER TRL	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	10,322	0.35	C	1,467	459	516	0.35	C	1.00%	29,160	10,849	0.37	C	1,467	482	542	0.37	C
6000145	98		SUMTER	35	0.51	CR 139 (POWELL RD)	SR 44	CR 44A	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	12,446	0.40	C	1,549	482	629	0.41	C	4.50%	30,780	15,510	0.50	D	1,549	601	784	0.51	D
32230001	114		SUMTER	40	0.63	CR 673	CR 674	US 301/SR 35	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	2,532	0.16	B	820	103	125	0.15	B	3.00%	15,700	2,935	0.19	B	820	119	145	0.18	B
32531601	180088	180088	FDOT	50	5.60	US 301/SR 35	CR 542	CR 470 E (S)	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	4,850	0.20	B	1,200	244	217	0.20	B	1.00%	24,200	5,097	0.21	B	1,200	256	228	0.21	B
32531602	180001 180042	180001 180042	FDOT	55	1.36	US 301/SR 35	CR 476 (NOBLE AVE)	CR 542	2	2	URBAN	UNDIVIDED	STATE	BUSHNELL	D	14,160	4,160	0.29	C	704	210	186	0.30	C	1.00%	14,160	4,372	0.31	C	704	220	195	0.31	C
32532601	185008	185008	FDOT	40	1.28	US 301/SR 35	CR 466A (CLEVELAND AVE)	CR 462 (S)	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	30,650	0.77	C	2,000	1,249	1,093	0.62	C	7.25%	39,800	43,493	1.09	F	2,000	1,772	1,551	0.89	C
32533001	180210	180210	FDOT	45	1.26	US 301/SR 35	CR 472	CR 466	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	31,100	0.74	C	2,100	1,311	1,013	0.62	C	2.75%	41,790	35,618	0.85	C	2,100	1,501	1,160	0.71	C
32533101	180100	180100	FDOT	45	0.75	US 301/SR 35	CR 466	CR 204	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C
32533102	180100	180100	FDOT	45	1.52	US 301/SR 35	CR 204	MARION COUNTY BOUNDARY	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	39,800	19,580	0.49	C	2,000	1,173	729	0.59	C	1.00%	39,800	20,579	0.52	C	2,000	1,233	766	0.62	C
33000001	163		SUMTER	20	0.33	BUENA VISTA BLVD	BELVEDERE BLVD	TALL TREES LN	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,280	0.63	D	1,467	955	845	0.65	D	1.00%	29,160	19,212	0.66	D	1,467	1,004	888	0.68	D
33000002	162		SUMTER	35	0.23	BUENA VISTA BLVD	TALL TREES LN	LAUREL MANOR DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	18,301	0.63	D	1,467	914	814	0.62	D	1.50%	29,160	19,715	0.68	D	1,467	985	877	0.67	D
33000003	156		SUMTER	35	0.15	BUENA VISTA BLVD	LAUREL MANOR DR	CR 466	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,658	0.54	D	1,467	725	729	0.50	D	1.00%	29,160	16,457	0.56	D	1,467	762	766	0.52	D
35270001	188014	188014	FDOT	55	2.45	CR 470 E	US 301/SR 35	NE 50TH WAY	2	0	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,380	0.35	B	1,200	422	374	0.35	B	2.25%	0	9,366	-	-	0	472	418	-	-
35270002	40		SUMTER	55	1.49	CR 470 E	NE 50TH WAY	CR 501	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,678	0.65	C	1,200	647	465	0.54	C	5.50%	0	20,491	-	-	0	846	608	-	-
35270003	41		SUMTER	55	2.56	CR 470 E	CR 501	LAKE COUNTY BOUNDARY	2	0	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	15,563	0.64	C	1,200	691	529	0.58	C	5.50%	0	20,340	-	-	0	903	691	-	-
35281102	12		SUMTER	35	1.54	CR 44A	SR 44 W	CR 213	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	1,599	0.07	B	1,200	65	103	0.09	B	7.50%	24,200	2,296	0.09	B	1,200	93	148	0.12	B
35281103	2020-1100		WILDWOOD	35	1.13	CR 44A	CR 213	US 301/SR 35	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	16,341	0.68	C	1,200	406	725	0.60	C	8.00%	24,200	24,010	0.99	D	1,200	597	1,065	0.89	D
35281301	13	-	SUMTER	35	0.52	CR 44A	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	7,827	0.25	C	1,549	307	374	0.24	C	1.00%	30,780	8,226	0.27	C	1,549	323	393	0.25	C
35281302	14		SUMTER	25	2.80	CR 44A	BUENA VISTA BLVD	SR 44 (E)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	3,155	0.13	B	1,200	119	174	0.15	B	9.25%	24,200	4,910	0.20	B	1,200	185	271	0.23	B
35310001	187006	187006	SUMTER	35	0.43	CR 475 S (MAIN STREET)	SR 48 W	JUMPER DR S	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	30,780	6,470	0.21	C	1,549	326	289	0.21	C	1.00%	30,780	6,800	0.22	C	1,549	343	304	0.22	C
35310002	52		SUMTER	45	0.57	CR 475 S (MAIN STREET)	JUMPER DR S	CR 542 W	4	4	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	37,810	5,951	0.16	C	1,900	286	258	0.15	C	1.00%	37,810	6,255	0.17	C	1,900	301	271	0.16	C
35310003	51	-	CONSTRUCTION	55	1.27	CR 475 S (MAIN STREET)	CR 542 W	CR 532 W	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,681	0.23	B	1,200	308	223	0.26	B	2.25%	24,200	6,350	0.26	B	1,200	344	249	0.29	B
35310004	50	-	CONSTRUCTION	55	3.69	CR 475 S (MAIN STREET)	CR 532 W	CR 470 E	2	2	URBAN	UNDIVIDED	COUNTY	BUSHNELL	D	24,200	5,297	0.22	B	1,200	314	214	0.26	B	2.25%	24,200	5,920	0.24	B	1,200	351	239	0.29	B
35320001	84	188011	FDOT	55	1.60	CR 575	CR 476	CR 663	2	2	RURAL	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	15,700	1,053	0.07	B	820	42	61	0.07	B	1.00%	15,700	1,107	0.07	B	820	44	64	0.08	B
35331101	29		SUMTER	45	0.75	CR 466A	CR 462/CR 139	CR 133 (NE 57TH Dr)	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	26,935	0.71	C	1,900	1,095	1,277	0.67	C	4.50%	37,810	33,566	0.89	C	1,900	1,365	1,591	0.84	C
35331102	30		SUMTER	45	0.68	CR 466A	CR 133 (NE 57TH DR)	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	37,810	28,605	0.76	C	1,900	1,270	1,305	0.69	C	3.75%	37,810	34,386	0.91	C	1,900	1,527	1,569	0.83	C
35331103	31		ADJACENT	45	1.07	CR 466A	BUENA VISTA BLVD	CANAL ST	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	19,155	0.51	C	1,900	879	858	0.46	C	1.00%	37,810	20,132	0.53	C	1,900	924	902	0.49	C
35331104	31		SUMTER	45	1.07	CR 466A	CANAL ST	MORSE BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	19,155	0.51	C	1,900	879	858	0.46	C	1.00%	37,810	20,132	0.53	C	1,900	924	902	0.49	C
35331105	32	187031	SUMTER	45	0.61	CR 466A	MORSE BLVD	LAKE COUNTY BOUNDARY	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	37,810	21,232	0.56	C	1,900	785	1,026	0.54	C	1.00%	37,810	22,315	0.59	C	1,900	825	1,078	0.57	C
35371401	2020-25		SUMTER	45	0.25	CR 466	CR 105	CR 103	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	35,820	20,116	0.56	C	1,800	848	1,000	0.56	C	1.00%	35,820	21,142	0.59	C	1,800	891	1,051	0.58	C
35380001	58		SUMTER	45	1.55	CR 476B	SW 95TH AVE	CR 476 W	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	C	18,000	2,299	0.13	B	890	141	70	0.16	B	1.00%	18,000	2,416	0.13	B	890	148	74	0.17	B
35411002	187003	187003	FDOT	45	1.14	CR 462	CR 121	CR 134	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	F	N/A	11,070	0.01	B	N/A	528	468	N/A	B	5.75%	N/A	14,640	N/A	C	N/A	698	619	N/A	C
35411003	20		SUMTER	45	0.50	CR 462	CR 134	CR 466A	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	F	N/A	13,377	0.01	C	N/A	733	433	N/A	C	4.50%	N/A	16,670	N/A	C	N/A	913	540	N/A	D
35411101	2020-12	-	SUMTER	35	0.85	CR 462	CR 131	CR 121	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	F	N/A	14,230	0.01	C	N/A	2,265	2,671	N/A	F	5.00%	N/A	18,161	N/A	D	N/A	2,891	3,409	N/A	F
35431101	2020-800		WILDWOOD	35	0.93	CR 472	CR 117	LYNN HAVEN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,060	7,718	0.55	D	713	271	372	0.52	D	4.75%	14,060	9,733	0.69	D	713	342	469	0.66	D
35431102	47		SUMTER	35	0.82	CR 472	LYNN HAVEN LN	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,136	0.54	D	675	278	365	0.54	D	2.75%	13,320	8,173	0.61	D	675	318	418	0.62	D
35480001	180197	180197	FDOT	60	16.73	SR 471	POLK COUNTY BOUNDARY	SR 50	2	2	RURAL	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	C	8,600	4,080	0.47	B	450	156	170	0.38	B	4.25%	8,600	5,024	0.58	C	450	192	209	0.46	B
35501001	42		SUMTER	35	1.78	CR 470 N	CR 479	SR 93/I-75	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,200	8,454	0.35	B	1,200	494	249	0.41	B	1.00%	24,200	8,885	0.37	B	1,200	519	262	0.43	B
35511201	180201	180201	FDOT	45	0.63	SR 44	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	STATE	WILDWOOD	D	41,790	17,810	0.43	C	2,100	692	941	0.45	C	1.00%	41,790	18,718	0.45	C	2,100	727	989	0.47	C
35511202	180005	180005	FDOT	55	2.94	SR 44	BUENA VISTA BLVD	CR 468	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	41,790	21,620	0.52	C	2,100	1,031	915	0.49	C	1.50%	41,790	23,291	0.56	C	2,100	1,111	986	0.53	C
35541001	82		SUMTER	45	0.18	CR 48 (FLORIDA ST)	CR 313	SR 93/I-75	4	4	URBAN	DIVIDED	COUNTY	BUSHNELL	D	37,810	18,941	0.50	C	1,900	641	628	0.34	C	6.25%	37,810	25,648	0.68	C	1,900	868	850	0.46	C
35541002	173	180016	SUMTER	40	0.32	SR 48 (CR 48 W)	SR 93/I-75	CR 609	4	4	RURAL	DIVIDED	STATE	BUSHNELL	D	31,920	17,514	0.55	C	1,659	650	696	0.42	C	3.50%	31,920	20,801	0.65	C	1,659	772	827	0.50	C
35581601	180089	180089	FDOT	55	6.29	SR 471	CR 476	US 301/SR 35	2	2	URBAN	UNDIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	24,200	5,400	0.22	B	1,200	272	241	0.23	B	1.00%	24,200	5,675	0.23	B	1,200	286	253	0.24	B
40010001	2020-278		SUMTER	35	0.24	CR 103	CR 466 E	WOODRIDGE DR	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	30,780	3,485	0.11	C	1,549	154	188	0.12	C	2.25%	30,780	3,895	0.13	C	1,549	172	210	0.14	C
40090001	108		SUMTER	55	2.43	MARSH BEND TRAIL / CR 501	CR 500	CORBIN TRL	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	24,200	11,703	0.48	C	1,200	516	474	0.43	B	8.25%	59,900	17,395	0.29	C	3,020	767	705	0.25	C
40090002	108		ADJACENT	55	0.48	MARSH BEND TRAIL / CR 501	CORBIN TRL	CR 468 (WARM SPRINGS AVE)	4	4	URBAN	DIVIDED	COUNTY	WILDWOOD	D	35,820	11,703	0.33	C	1,800	516	474	0.29	C	8.25%	35,820	17,395	0.49	C	1,800	767	705	0.43	C
40090003	131		SUMTER	25	1.20	MARSH BEND TRAIL	CR 468 (WARM SPRINGS AVE)	DUNHAM DR	2	2	URBAN	DIVIDED	COUNTY	WILDWOOD	D	14,763	7,639	0.52	D	713	368	433	0.61	D	5.00%	14,763	9,750	0.66	D	713	470	553	0.78	D
50000101	135		SUMTER	35	0.49	BUENA VISTA BLVD	CR 466	SADDLEBROOK LN	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,841	0.61	D	1,467	765	810	0.55	D	1.00%	29,160	18,751	0.64	D	1,467	804	851	0.58	D
50000102	134		SUMTER	35	1.39	BUENA VISTA BLVD	SADDLEBROOK LN	EL CAMINO REAL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	19,234	0.66	D	1,467	855	890	0.61	D	1.00%	29,160	20,215	0.69	D	1,467	899	935	0.64	D
59999951	171		SUMTER	35	0.50	MORSE BLVD N	CR 466A	ODELL CIR S. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	23,375	0.80	D	1,467	1,080	1,128	0.77	D	1.00%	29,160	24,567	0.84	D	1,467	1,135	1,186	0.81	D
59999952	161		SUMTER	35	0.54	MORSE BLVD N	ODELL CIR S. END	BONITA BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,263	0.52	D	1,467	721	729	0.50	D	1.00%	29,160	16,042	0.55	D	1,467	758	766	0.52	D
59999953	170		SUMTER	35	1.12	MORSE BLVD N	BONITA BLVD	ODELL CIR N. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	12,929	0.44	C	1,467	609	550	0.42	C	1.00%	29,160	13,589	0.47	D	1,467	640	578	0.44	C
59999954	160		SUMTER	35	0.86	MORSE BLVD N	ODELL CIR N. END	STILLWATER TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,312	0.53	D	1,467	745	646	0.51	D	1.00%	29,160	16,093	0.55	D	1,467	783	679	0.53	D
59999955	159		SUMTER	35	0.98	MORSE BLVD N	STILLWATER TRL	CR 466	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	23,474	0.81	D	1,467	1,105	1,082	0.75	D	1.00%	29,160	24,671	0.85	D	1,467	1,161	1,137	0.79	D
60000051	169		SUMTER	35	0.42	BUENA VISTA BLVD	ST. CHARLES PL	ODELL CIR S. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	15,651	0.54	D	1,467	735	773	0.53	D	1.00%	29,160	16,449	0.56	D	1,467	772	812	0.55	D
60000052	168		SUMTER	35	0.68	BUENA VISTA BLVD	ODELL CIR S. END	BONITA BLVD	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	12,583	0.43	C	1,467	617	640	0.44	C	1.00%	29,160	13,225	0.45	D	1,467	648	673	0.46	D
60000053	157		SUMTER	35	0.94	BUENA VISTA BLVD	BONITA BLVD	ODELL CIR N. END	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	13,597	0.47	D	1,467	683	702	0.48	D	1.00%	29,160	14,291	0.49	D	1,467	718	738	0.50	D
60000054	167		SUMTER	35	0.61	BUENA VISTA BLVD	ODELL CIR N. END	STILLWATER TRL	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	21,217	0.73	D	1,467	1,033	1,071	0.73	D	1.00%	29,160	22,299	0.76	D	1,467	1,086	1,126	0.77	D
60000055	166		SUMTER	35	0.58	BUENA VISTA BLVD	STILLWATER TRL	TEMBERRY FOREST DR	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	17,165	0.59	D	1,467	856	909	0.62	D	1.00%	29,160	18,041	0.62	D	1,467	900	955	0.65	D
60000056	165		SUMTER	35	0.93	BUENA VISTA BLVD	TEMBERRY FOREST DR	C-472 (RAINEY TRL)	4	4	URBAN	DIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	29,160	20,459	0.70	D	1,467	988	998	0.68	D	1.00%	29,160	21,503	0.74	D	1,467	1,038	1,049	0.72	D
60000201	0		NO COUNT	30	0.12	MARIPOSA WAY	500 FT SOUTH MARIPOSA WAY	MORSE BLVD N	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	-	-	-	675	-	-	-	-	-	13,320	-	-	-	675	-	-	-	-
60000801	188037	188037	FDOT	25	1.12	CHURCHILL DOWNS	MORVEN PARKWAY	LYNNHAVEN LN	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	1,120	0.08	C	675	83	86	0.13	C	1.00%	13,320	1,177	0.09	C	675	87	90	0.13	C
60001001	144		SUMTER	30	0.38	ODELL CIR	BACKWATER WAY	CANAL ST S	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	6,792	0.51	D	675	346	366	0.54	D	1.00%	13,320	7,138	0.54	D	675	364	385	0.57	D
60001051	142		SUMTER	25	0.52	ODELL CIR	ARVIN LN	MORSE BLVD N (S)	2	2	URBAN	UNDIVIDED	COUNTY	UNINCORPORATED SUMTER COUNTY	D	13,320	7,857	0.59	D	675	441	364	0.65	D	1.00%	13,320	8,258	0.62	D	675	463	383	0.69	D
355113021	180005	180005	WILDWOOD	55	1.26	SR 44	CR 468	LAKE COUNTY BOUNDARY	4	4	URBAN	DIVIDED	STATE	UNINCORPORATED SUMTER COUNTY	D	39,800	21,620	0.54	C	2,000	1,031	915	0.52	C	1.50%	39,800	23,291	0.59	C	2,000	1,111	986	0.56	C
400100012	93		SUMTER	35	2.01	CR 103	WOODRIDGE DR	CR 102	2	2	URBAN	UNDIVIDED	COUNTY	WILDWOOD	D	10,360	3,938	0.38	C	525	192	179	0.37	C	2.75%	10,360	4,510	0.44	C	525	220	205	0.42	C

APPENDIX B

Turning Movement County, Signal Timing Plans, Peak Season Report

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 466A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/12/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	2	11	25	19	18	75	0	22	68	9	0	99	174	0	17	51	15	0	83	0	56	56	18	8	138	221	395
7:15 AM	1	5	40	12	19	77	0	33	72	8	1	114	191	0	13	62	26	6	107	2	78	64	18	17	179	286	477
7:30 AM	0	15	46	20	29	110	0	29	72	10	1	112	222	0	23	76	24	0	123	0	92	41	21	10	164	287	509
7:45 AM	1	13	69	31	17	131	0	39	67	7	0	113	244	0	25	100	27	0	152	0	84	64	29	24	201	353	597
Total	**4**	**44**	**180**	**82**	**83**	**393**	**0**	**123**	**279**	**34**	**2**	**438**	**831**	**0**	**78**	**289**	**92**	**6**	**465**	**2**	**310**	**225**	**86**	**59**	**682**	**1,147**	**1,978**
8:00 AM	0	19	42	28	26	115	0	31	45	8	0	84	199	0	20	64	23	3	110	0	59	64	17	4	144	254	453
8:15 AM	2	25	44	14	26	111	0	37	49	11	0	97	208	0	18	107	32	3	160	0	96	85	18	14	213	373	581
8:30 AM	4	18	53	24	36	135	0	52	64	9	4	129	264	0	14	103	11	0	128	0	72	77	24	14	187	315	579
8:45 AM	6	28	56	21	33	144	0	46	57	14	1	118	262	0	14	104	16	3	137	0	85	88	23	10	206	343	605
Total	**12**	**90**	**195**	**87**	**121**	**505**	**0**	**166**	**215**	**42**	**5**	**428**	**933**	**0**	**66**	**378**	**82**	**9**	**535**	**0**	**312**	**314**	**82**	**42**	**750**	**1,285**	**2,218**
4:00 PM	15	39	65	38	61	218	0	54	42	12	2	110	328	0	15	125	19	0	159	0	83	83	44	6	216	375	703
4:15 PM	9	49	85	33	57	233	0	42	41	9	1	93	326	0	21	136	22	0	179	0	75	125	26	11	237	416	742
4:30 PM	7	51	78	26	45	207	0	41	49	17	2	109	316	0	16	117	22	1	156	0	85	94	58	7	244	400	716
4:45 PM	8	29	78	28	64	207	0	41	35	11	3	90	297	0	20	105	20	0	145	1	65	113	37	11	227	372	669
Total	**39**	**168**	**306**	**125**	**227**	**865**	**0**	**178**	**167**	**49**	**8**	**402**	**1,267**	**0**	**72**	**483**	**83**	**1**	**639**	**1**	**308**	**415**	**165**	**35**	**924**	**1,563**	**2,830**
5:00 PM	8	52	93	62	38	253	1	28	45	11	0	85	338	0	13	99	17	4	133	1	77	99	26	32	235	368	706
5:15 PM	5	34	79	36	31	185	0	42	35	10	1	88	273	1	11	87	15	2	116	3	78	92	27	27	227	343	616
5:30 PM	5	24	79	25	33	166	0	38	40	13	3	94	260	0	17	90	10	3	120	0	56	120	23	32	231	351	611
5:45 PM	6	31	59	31	31	158	0	34	33	12	1	80	238	0	15	81	8	6	110	0	46	91	17	14	168	278	516
Total	**24**	**141**	**310**	**154**	**133**	**762**	**1**	**142**	**153**	**46**	**5**	**347**	**1,109**	**1**	**56**	**357**	**50**	**15**	**479**	**4**	**257**	**402**	**93**	**105**	**861**	**1,340**	**2,449**
AM	12	102	195	208	121	505	0	166	215	47	5	428	933	0	66	378	91	9	535	0	312	314	124	42	750	1285	0.91652893
AM Truck	0	4	9	5	5	23	0	7	15	4	0	26	49	0	12	15	3	0	30	0	9	9	1	1	20	50	
AM Truck %	0.0%	3.9%	4.6%	2.4%	4.1%	4.6%	0.0%	4.2%	7.0%	8.5%	0.0%	6.1%	5.3%	0.0%	18.2%	4.0%	3.3%	0.0%	5.6%	0.0%	2.9%	2.9%	0.8%	2.4%	2.7%	3.9%	
PM	32	213	334	353	204	900	1	153	170	54	6	377	1277	0	70	457	86	5	613	2	304	431	208	61	943	1556	0.9545148
PM Truck	0	0	10	1	2	13	0	0	6	1	0	7	20	0	5	4	2	0	11	0	1	7	3	0	11	22	
PM Truck %	0.0%	0.0%	3.0%	0.3%	1.0%	1.4%	0.0%	0.0%	3.5%	1.9%	0.0%	1.9%	1.6%	0.0%	7.1%	0.9%	2.3%	0.0%	1.8%	0.0%	0.3%	1.6%	1.4%	0.0%	1.2%	1.4%	

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 466A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/12/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	1	3	2	1	7	0	0	3	0	0	3	10	0	5	1	0	0	6	0	2	1	1	0	4	10	20
7:15 AM	0	0	1	2	1	4	0	0	0	1	0	1	5	0	0	2	1	0	3	0	4	3	0	0	7	10	15
7:30 AM	0	2	3	1	0	6	0	2	2	0	0	4	10	0	1	1	0	0	2	0	1	0	0	0	1	3	13
7:45 AM	0	0	3	0	0	3	0	1	5	2	0	8	11	0	2	5	1	0	8	0	2	2	2	2	8	16	27
Total	**0**	**3**	**10**	**5**	**2**	**20**	**0**	**3**	**10**	**3**	**0**	**16**	**36**	**0**	**8**	**9**	**2**	**0**	**19**	**0**	**9**	**6**	**3**	**2**	**20**	**39**	**75**
8:00 AM	0	2	0	2	3	7	0	1	3	0	0	4	11	0	1	3	1	0	5	0	2	2	0	0	4	9	20
8:15 AM	0	1	2	0	0	3	0	3	4	2	0	9	12	0	2	3	0	0	5	0	3	3	1	0	7	12	24
8:30 AM	0	0	3	1	2	6	0	2	4	0	0	6	12	0	4	4	0	0	8	0	1	2	0	0	3	11	23
8:45 AM	0	1	4	2	0	7	0	1	4	2	0	7	14	0	5	5	2	0	12	0	3	2	0	1	6	18	32
Total	**0**	**4**	**9**	**5**	**5**	**23**	**0**	**7**	**15**	**4**	**0**	**26**	**49**	**0**	**12**	**15**	**3**	**0**	**30**	**0**	**9**	**9**	**1**	**1**	**20**	**50**	**99**
4:00 PM	0	1	1	1	0	3	0	0	1	0	0	1	4	0	0	3	0	0	3	0	0	0	1	0	1	4	8
4:15 PM	0	0	1	0	2	3	0	0	1	0	0	1	4	0	0	2	0	0	2	0	0	3	0	0	3	5	9
4:30 PM	0	0	5	0	0	5	0	0	2	1	0	3	8	0	2	0	1	0	3	0	1	0	2	0	3	6	14
4:45 PM	0	0	4	0	0	4	0	0	1	0	0	1	5	0	3	1	1	0	5	0	0	0	0	0	0	5	10
Total	**0**	**1**	**11**	**1**	**2**	**15**	**0**	**0**	**5**	**1**	**0**	**6**	**21**	**0**	**5**	**6**	**2**	**0**	**13**	**0**	**1**	**3**	**3**	**0**	**7**	**20**	**41**
5:00 PM	0	0	0	1	0	1	0	0	2	0	0	2	3	0	0	1	0	0	1	0	0	4	1	0	5	6	9
5:15 PM	0	0	1	0	0	1	0	1	1	0	0	2	3	0	1	0	0	0	1	0	2	1	0	0	3	4	7
5:30 PM	0	0	2	1	0	3	0	2	0	0	0	2	5	0	0	1	0	0	1	0	0	2	0	1	3	4	9
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	1	0	1	1	0	1	3	4	5
Total	**0**	**0**	**3**	**2**	**0**	**5**	**0**	**4**	**3**	**0**	**0**	**7**	**12**	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**3**	**8**	**1**	**2**	**14**	**18**	**30**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 466A
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	12/12/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NORTH APPROACH
CR 139-Powell Road

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	1	0	**1**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	1	**1**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**1**	**1**	**2**

WEST APPROACH
CR 139-Powell Road

CR 466A
EAST APPROACH

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	1	**1**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**1**	**1**

CR 139-Powell Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 142	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	3	4	80	3	0	90	0	0	153	1	0	154	244	0	4	0	4	0	8	0	3	0	1	0	4	12	256
7:15 AM	6	2	92	2	0	102	0	1	162	0	0	163	265	0	4	0	4	0	8	0	0	0	0	0	0	8	273
7:30 AM	4	4	135	4	0	147	0	0	160	0	0	160	307	0	4	0	7	0	11	0	0	0	1	0	1	12	319
7:45 AM	3	5	146	12	0	166	0	3	178	2	0	183	349	0	2	0	1	0	3	0	3	0	2	0	5	8	357
Total	**16**	**15**	**453**	**21**	**0**	**505**	**0**	**4**	**653**	**3**	**0**	**660**	**1,165**	**0**	**14**	**0**	**16**	**0**	**30**	**0**	**6**	**0**	**4**	**0**	**10**	**40**	**1,205**
8:00 AM	4	1	123	2	0	130	1	1	142	3	0	147	277	0	2	0	5	0	7	0	0	0	1	0	1	8	285
8:15 AM	5	1	100	1	0	107	1	2	144	1	0	148	255	0	2	0	3	0	5	0	1	0	0	0	1	6	261
8:30 AM	4	3	138	3	0	148	1	0	144	2	0	147	295	0	1	0	3	0	4	0	0	0	1	0	1	5	300
8:45 AM	2	2	139	1	0	144	0	3	148	0	0	151	295	0	4	0	4	0	8	0	1	0	0	0	1	9	304
Total	**15**	**7**	**500**	**7**	**0**	**529**	**3**	**6**	**578**	**6**	**0**	**593**	**1,122**	**0**	**9**	**0**	**15**	**0**	**24**	**0**	**2**	**0**	**2**	**0**	**4**	**28**	**1,150**
4:00 PM	2	0	192	0	0	194	0	0	142	0	0	142	336	0	3	0	5	0	8	0	1	0	0	0	1	9	345
4:15 PM	2	8	197	3	0	210	1	1	136	5	0	143	353	0	5	0	3	0	8	0	5	0	2	0	7	15	368
4:30 PM	6	5	202	0	0	213	0	1	139	5	0	145	358	0	0	0	4	0	4	1	5	0	2	0	8	12	370
4:45 PM	2	2	193	2	0	199	1	0	141	1	0	143	342	0	4	0	0	0	4	0	5	0	2	0	7	11	353
Total	**12**	**15**	**784**	**5**	**0**	**816**	**2**	**2**	**558**	**11**	**0**	**573**	**1,389**	**0**	**12**	**0**	**12**	**0**	**24**	**1**	**16**	**0**	**6**	**0**	**23**	**47**	**1,436**
5:00 PM	3	3	232	2	0	240	0	0	123	5	0	128	368	0	2	0	2	0	4	0	6	0	2	0	8	12	380
5:15 PM	2	5	189	2	0	198	1	1	141	2	0	145	343	0	5	0	1	0	6	0	3	0	1	0	4	10	353
5:30 PM	2	0	183	1	0	186	1	3	146	6	0	156	342	0	5	0	0	0	5	0	3	0	1	0	4	9	351
5:45 PM	0	2	118	0	0	120	0	1	135	3	0	139	259	0	2	0	2	0	4	0	1	1	1	0	3	7	266
Total	**7**	**10**	**722**	**5**	**0**	**744**	**2**	**5**	**545**	**16**	**0**	**568**	**1,312**	**0**	**14**	**0**	**5**	**0**	**19**	**0**	**13**	**1**	**5**	**0**	**19**	**38**	**1,350**
AM	17	29	496	20	0	545	1	6	642	5	0	653	1198	0	12	0	17	0	29	0	3	0	4	0	7	36	0.86414566
AM Truck	0	0	17	0	0	17	0	0	25	0	0	25	42	0	1	0	0	0	1	0	2	0	0	0	2	3	
AM Truck %	0.0%	0.0%	3.4%	0.0%	0.0%	3.1%	0.0%	0.0%	3.9%	0.0%	0.0%	3.8%	3.5%	0.0%	8.3%	0.0%	0.0%	0.0%	3.4%	0.0%	66.7%	0.0%	0.0%	0.0%	28.6%	8.3%	
PM	13	31	824	7	0	862	2	4	539	16	0	559	1421	0	11	0	9	0	20	1	22	0	8	0	30	50	0.9677632
PM Truck	0	0	14	0	0	14	0	0	10	0	0	10	24	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM Truck %	0.0%	0.0%	1.7%	0.0%	0.0%	1.6%	0.0%	0.0%	1.9%	0.0%	0.0%	1.8%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 142	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	1	5	1	0	7	0	0	8	0	0	8	15	0	1	0	0	0	1	0	0	0	0	0	0	1	16
7:15 AM	0	0	3	0	0	3	0	0	8	0	0	8	11	0	1	0	0	0	1	0	0	0	0	0	0	1	12
7:30 AM	0	0	6	0	0	6	0	0	3	0	0	3	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	2	0	0	0	2	2	14
Total	**0**	**1**	**18**	**1**	**0**	**20**	**0**	**0**	**27**	**0**	**0**	**27**	**47**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**2**	**4**	**51**
8:00 AM	0	0	4	0	0	4	0	0	6	0	0	6	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:15 AM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:30 AM	1	0	4	0	0	5	0	0	3	1	0	4	9	0	1	0	0	0	1	0	0	0	0	0	0	1	10
8:45 AM	0	1	7	0	0	8	0	0	4	0	0	4	12	0	1	0	1	0	2	0	0	0	0	0	0	2	14
Total	**1**	**1**	**18**	**0**	**0**	**20**	**0**	**0**	**16**	**1**	**0**	**17**	**37**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**40**
4:00 PM	0	0	1	0	0	1	0	0	4	0	0	4	5	0	0	0	1	0	1	0	0	0	0	0	0	1	6
4:15 PM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	3	0	0	3	0	0	3	0	0	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:45 PM	0	0	9	0	0	9	0	0	2	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	**0**	**0**	**15**	**0**	**0**	**15**	**0**	**0**	**13**	**0**	**0**	**13**	**28**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**29**
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	1	0	0	2	0	0	3	0	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	**0**	**1**	**3**	**0**	**0**	**4**	**0**	**0**	**6**	**0**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 142
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	11/29/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NORTH APPROACH
CR 139-Powell Road

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	1	6	**7**
17-18	1	2	**3**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**2**	**8**	**10**

WEST APPROACH
CR 139-Powell Road

CR 142
EAST APPROACH

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

CR 139-Powell Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 144 Huey St	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	3	79	0	0	82	3	1	134	24	0	162	244	0	6	0	5	0	11	0	2	1	0	0	3	14	258
7:15 AM	0	4	82	0	0	86	4	0	141	24	0	169	255	0	13	0	10	0	23	0	2	1	1	0	4	27	282
7:30 AM	0	10	126	0	0	136	3	0	156	17	0	176	312	0	16	1	6	0	23	0	0	0	0	0	0	23	335
7:45 AM	0	9	140	0	0	149	1	0	168	14	0	183	332	0	12	0	9	0	21	0	0	0	0	0	0	21	353
Total	**0**	**26**	**427**	**0**	**0**	**453**	**11**	**1**	**599**	**79**	**0**	**690**	**1,143**	**0**	**47**	**1**	**30**	**0**	**78**	**0**	**4**	**2**	**1**	**0**	**7**	**85**	**1,228**
8:00 AM	0	5	122	0	0	127	5	1	137	22	0	165	292	0	7	0	10	0	17	0	0	0	0	0	0	17	309
8:15 AM	0	6	90	1	0	97	1	0	120	33	0	154	251	0	21	0	15	0	36	0	1	3	1	0	5	41	292
8:30 AM	0	7	114	0	0	121	1	1	128	25	0	155	276	0	33	0	11	0	44	0	0	0	1	0	1	45	321
8:45 AM	0	7	139	0	0	146	0	1	151	11	0	163	309	0	8	0	9	0	17	0	1	0	0	0	1	18	327
Total	**0**	**25**	**465**	**1**	**0**	**491**	**7**	**3**	**536**	**91**	**0**	**637**	**1,128**	**0**	**69**	**0**	**45**	**0**	**114**	**0**	**2**	**3**	**2**	**0**	**7**	**121**	**1,249**
4:00 PM	0	11	193	1	0	205	1	1	128	22	0	152	357	0	13	0	11	0	24	0	0	3	1	0	4	28	385
4:15 PM	0	5	177	0	0	182	5	0	131	12	0	148	330	0	38	0	15	0	53	0	0	0	0	0	0	53	383
4:30 PM	0	5	189	0	0	194	5	2	144	15	0	166	360	0	22	0	2	0	24	0	1	0	0	0	1	25	385
4:45 PM	0	8	177	1	0	186	4	0	141	5	0	150	336	0	12	0	6	0	18	0	0	0	1	0	1	19	355
Total	**0**	**29**	**736**	**2**	**0**	**767**	**15**	**3**	**544**	**54**	**0**	**616**	**1,383**	**0**	**85**	**0**	**34**	**0**	**119**	**0**	**1**	**3**	**2**	**0**	**6**	**125**	**1,508**
5:00 PM	0	7	264	2	0	273	7	0	118	12	0	137	410	0	6	0	5	0	11	0	0	1	0	0	1	12	422
5:15 PM	0	7	197	1	0	205	3	1	132	13	0	149	354	0	15	0	7	0	22	0	0	2	0	0	2	24	378
5:30 PM	0	7	168	2	0	177	5	1	133	14	0	153	330	0	15	0	11	0	26	0	2	0	2	0	4	30	360
5:45 PM	0	9	111	2	0	122	4	2	118	15	0	139	261	0	10	0	5	0	15	0	1	1	0	0	2	17	278
Total	**0**	**30**	**740**	**7**	**0**	**777**	**19**	**4**	**501**	**54**	**0**	**578**	**1,355**	**0**	**46**	**0**	**28**	**0**	**74**	**0**	**3**	**4**	**2**	**0**	**9**	**83**	**1,438**
AM	0	30	478	1	0	509	10	11	581	86	0	678	1187	0	56	1	40	0	97	0	1	3	1	0	5	102	0.91288952
AM Truck	0	1	14	0	0	15	0	0	19	5	0	24	39	0	0	0	1	0	1	0	0	1	0	0	1	2	
AM Truck %	0.0%	3.3%	2.9%	0.0%	0.0%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	3.5%	3.3%	0.0%	0.0%	0.0%	2.5%	0.0%	1.0%	0.0%	0.0%	33.3%	0.0%	0.0%	20.0%	2.0%	
PM	0	25	807	3	0	835	21	23	534	44	0	601	1436	0	78	0	28	0	106	0	1	1	1	0	3	109	0.9152844
PM Truck	0	0	16	0	0	16	0	0	7	3	0	10	26	0	1	0	1	0	2	0	0	0	0	0	0	2	
PM Truck %	0.0%	0.0%	2.0%	0.0%	0.0%	1.9%	0.0%	0.0%	1.3%	6.8%	0.0%	1.7%	1.8%	0.0%	1.3%	0.0%	3.6%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 144 Huey St	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	6	0	0	6	0	0	7	1	0	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	4	0	0	4	0	0	7	0	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	0	6	0	0	6	0	0	3	1	0	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:45 AM	0	0	2	0	0	2	0	0	9	1	0	10	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	**0**	**0**	**18**	**0**	**0**	**18**	**0**	**0**	**26**	**3**	**0**	**29**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
8:00 AM	0	0	3	0	0	3	0	0	5	1	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
8:15 AM	0	1	3	0	0	4	0	0	2	2	0	4	8	0	0	0	1	0	1	0	0	1	0	0	1	2	10
8:30 AM	0	1	6	0	0	7	0	1	5	0	0	6	13	0	0	0	0	0	0	0	0	0	1	0	1	1	14
8:45 AM	0	0	9	0	0	9	0	0	6	0	0	6	15	0	2	0	0	0	2	0	0	0	0	0	0	2	17
Total	**0**	**2**	**21**	**0**	**0**	**23**	**0**	**1**	**18**	**3**	**0**	**22**	**45**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**2**	**5**	**50**
4:00 PM	0	0	2	0	0	2	0	0	3	2	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	0	5	0	0	5	0	0	4	0	0	4	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
4:30 PM	0	0	4	0	0	4	0	0	2	1	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	0	6	0	0	6	0	0	1	1	0	2	8	0	1	0	1	0	2	0	0	0	0	0	0	2	10
Total	**0**	**0**	**17**	**0**	**0**	**17**	**0**	**0**	**10**	**4**	**0**	**14**	**31**	**0**	**1**	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**33**
5:00 PM	0	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	2	0	0	2	0	0	2	1	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	1	0	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	**0**	**1**	**5**	**0**	**0**	**6**	**0**	**0**	**4**	**2**	**0**	**6**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 144 Huey St
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	11/29/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	**2**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

NORTH APPROACH
CR 139-Powell Road

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	2	**2**
17-18	0	1	**1**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**3**	**3**

WEST APPROACH
CR 139-Powell Road

CR 144 Huey St
EAST APPROACH

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

CR 139-Powell Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 44A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/19/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	2	9	72	8	1	92	0	19	105	5	0	129	221	0	10	7	0	10	27	0	22	14	9	14	59	86	307
7:15 AM	0	6	85	11	1	103	0	21	106	3	0	130	233	0	4	17	6	22	49	1	22	17	10	7	57	106	339
7:30 AM	0	12	86	13	0	111	0	20	108	5	1	134	245	0	13	24	10	16	63	1	34	9	25	7	76	139	384
7:45 AM	0	11	117	8	3	139	0	16	118	8	0	142	281	0	20	12	22	18	72	2	52	11	29	18	112	184	465
Total	**2**	**38**	**360**	**40**	**5**	**445**	**0**	**76**	**437**	**21**	**1**	**535**	**980**	**0**	**47**	**60**	**38**	**66**	**211**	**4**	**130**	**51**	**73**	**46**	**304**	**515**	**1,495**
8:00 AM	3	11	97	7	6	124	0	20	93	2	2	117	241	0	11	16	11	13	51	2	55	19	24	9	109	160	401
8:15 AM	1	11	84	13	9	118	1	21	109	5	0	136	254	0	7	12	7	10	36	1	60	15	22	7	105	141	395
8:30 AM	0	8	85	13	13	119	0	28	92	2	0	122	241	0	7	17	11	7	42	0	58	17	21	9	105	147	388
8:45 AM	2	11	92	13	16	134	0	16	137	6	2	161	295	0	6	14	9	8	37	1	58	18	15	10	102	139	434
Total	**6**	**41**	**358**	**46**	**44**	**495**	**1**	**85**	**431**	**15**	**4**	**536**	**1,031**	**0**	**31**	**59**	**38**	**38**	**166**	**4**	**231**	**69**	**82**	**35**	**421**	**587**	**1,618**
4:00 PM	0	21	135	29	22	207	0	33	114	4	1	152	359	0	13	20	7	16	56	1	30	21	22	12	86	142	501
4:15 PM	0	13	134	36	26	209	0	31	94	8	0	133	342	0	12	31	10	11	64	1	20	28	27	16	92	156	498
4:30 PM	0	7	147	23	15	192	0	27	125	8	1	161	353	0	8	21	7	9	45	4	18	20	15	11	68	113	466
4:45 PM	0	17	131	19	16	183	0	26	89	8	0	123	306	0	8	13	6	7	34	2	21	18	14	14	69	103	409
Total	**0**	**58**	**547**	**107**	**79**	**791**	**0**	**117**	**422**	**28**	**2**	**569**	**1,360**	**0**	**41**	**85**	**30**	**43**	**199**	**8**	**89**	**87**	**78**	**53**	**315**	**514**	**1,874**
5:00 PM	2	37	129	23	19	210	0	50	128	10	4	192	402	0	4	5	8	16	33	3	16	15	7	22	63	96	498
5:15 PM	0	18	120	16	8	162	0	20	100	9	2	131	293	0	7	18	11	7	43	3	27	13	24	17	84	127	420
5:30 PM	1	14	102	17	8	142	0	35	79	3	0	117	259	0	4	16	11	10	41	1	27	18	21	15	82	123	382
5:45 PM	0	12	105	14	3	134	0	24	70	3	0	97	231	0	10	6	7	6	29	0	12	19	11	21	63	92	323
Total	**3**	**81**	**456**	**70**	**38**	**648**	**0**	**129**	**377**	**25**	**6**	**537**	**1,185**	**0**	**25**	**45**	**37**	**39**	**146**	**7**	**82**	**65**	**63**	**75**	**292**	**438**	**1,623**
AM	4	45	383	72	31	500	1	86	412	19	2	517	1017	0	45	57	99	48	201	5	230	62	139	43	431	632	0.88655914
AM Truck	0	0	44	8	0	52	0	5	31	0	0	36	88	0	0	0	0	0	0	0	19	0	1	2	22	22	
AM Truck %	0.0%	0.0%	11.5%	11.1%	0.0%	10.4%	0.0%	5.8%	7.5%	0.0%	0.0%	7.0%	8.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.7%	4.7%	5.1%	3.5%	
PM	0	58	547	186	79	791	0	117	422	30	2	569	1360	0	41	85	73	43	199	8	97	87	131	53	315	514	0.9351297
PM Truck	0	0	7	9	1	17	0	2	20	0	0	22	39	0	0	0	0	0	0	0	5	0	0	0	5	5	
PM Truck %	0.0%	0.0%	1.3%	4.8%	1.3%	2.1%	0.0%	1.7%	4.7%	0.0%	0.0%	3.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	0.0%	0.0%	0.0%	1.6%	1.0%	

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	CR 44A	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	12/19/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	1	5	0	0	6	0	1	2	0	0	3	9	0	1	0	0	0	1	0	0	0	1	0	1	2	11
7:15 AM	0	0	2	0	0	2	0	1	1	0	0	2	4	0	0	1	0	0	1	0	1	0	1	0	2	3	7
7:30 AM	0	0	3	0	0	3	0	1	2	0	0	3	6	0	1	0	0	0	1	0	0	0	1	0	1	2	8
7:45 AM	0	0	2	0	0	2	0	0	4	2	0	6	8	0	1	0	0	0	1	0	0	0	0	0	0	1	9
Total	**0**	**1**	**12**	**0**	**0**	**13**	**0**	**3**	**9**	**2**	**0**	**14**	**27**	**0**	**3**	**1**	**0**	**0**	**4**	**0**	**1**	**0**	**3**	**0**	**4**	**8**	**35**
8:00 AM	0	1	4	0	0	5	0	1	2	0	0	3	8	0	0	0	0	0	0	0	1	1	1	0	3	3	11
8:15 AM	0	0	1	0	0	1	0	1	4	0	0	5	6	0	0	0	0	0	0	0	0	0	1	0	1	1	7
8:30 AM	0	0	6	0	0	6	0	0	4	0	0	4	10	0	0	0	0	0	0	0	2	0	0	0	2	2	12
8:45 AM	0	0	3	0	0	3	0	1	7	0	0	8	11	0	0	0	0	0	0	0	1	0	1	0	2	2	13
Total	**0**	**1**	**14**	**0**	**0**	**15**	**0**	**3**	**17**	**0**	**0**	**20**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**3**	**0**	**8**	**8**	**43**
4:00 PM	0	0	2	0	0	2	0	1	1	0	0	2	4	0	0	1	1	0	2	0	1	0	0	0	1	3	7
4:15 PM	0	0	1	0	0	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	1	1	3
4:30 PM	0	0	2	0	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	0	0	1	1	2	2	5
4:45 PM	0	1	1	0	0	2	0	0	1	0	0	1	3	0	1	0	0	0	1	0	0	1	1	0	2	3	6
Total	**0**	**1**	**6**	**0**	**0**	**7**	**0**	**1**	**3**	**1**	**0**	**5**	**12**	**0**	**1**	**1**	**1**	**0**	**3**	**0**	**1**	**1**	**3**	**1**	**6**	**9**	**21**
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	1	2
5:15 PM	0	0	2	0	0	2	0	0	2	0	0	2	4	0	0	1	0	0	1	0	0	0	0	0	0	1	5
5:30 PM	0	0	2	0	0	2	0	0	0	1	0	1	3	0	0	1	0	0	1	0	1	1	1	1	4	5	8
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	2	3
Total	**0**	**0**	**5**	**0**	**0**	**5**	**0**	**0**	**3**	**1**	**0**	**4**	**9**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**2**	**2**	**1**	**1**	**6**	**9**	**18**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	CR 44A
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	12/19/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

NORTH APPROACH
CR 139-Powell Road

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	1	0	**1**
8-9	0	1	**1**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	1	**1**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**1**	**2**	**3**

WEST APPROACH
CR 139-Powell Road

CR 44A
EAST APPROACH

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

CR 139-Powell Road
SOUTH APPROACH

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	Project Entrance	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	80	3	0	83	0	0	167	0	0	167	250	0	0	0	0	0	0	0	0	0	6	0	6	6	256
7:15 AM	0	0	96	4	0	100	0	0	168	0	0	168	268	0	0	0	0	0	0	0	0	0	13	0	13	13	281
7:30 AM	0	0	139	8	0	147	0	0	180	0	0	180	327	0	0	0	0	0	0	0	0	0	10	0	10	10	337
7:45 AM	0	0	145	3	0	148	0	0	177	0	0	177	325	0	0	0	0	0	0	0	0	0	7	0	7	7	332
Total	**0**	**0**	**460**	**18**	**0**	**478**	**0**	**0**	**692**	**0**	**0**	**692**	**1,170**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**36**	**36**	**1,206**
8:00 AM	0	0	127	6	0	133	0	0	161	0	0	161	294	0	0	0	0	0	0	0	0	0	6	0	6	6	300
8:15 AM	0	0	112	3	0	115	0	0	150	0	0	150	265	0	0	0	0	0	0	0	0	0	5	0	5	5	270
8:30 AM	0	0	145	1	0	146	0	0	154	0	0	154	300	0	0	0	0	0	0	0	0	0	4	0	4	4	304
8:45 AM	0	0	147	0	0	147	0	0	160	0	0	160	307	0	0	0	0	0	0	0	0	0	3	0	3	3	310
Total	**0**	**0**	**531**	**10**	**0**	**541**	**0**	**0**	**625**	**0**	**0**	**625**	**1,166**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**18**	**18**	**1,184**
4:00 PM	0	0	204	7	0	211	0	0	167	0	0	167	378	0	0	0	0	0	0	0	0	0	2	0	2	2	380
4:15 PM	0	0	211	9	0	220	0	0	149	0	0	149	369	0	0	0	0	0	0	0	0	0	6	0	6	6	375
4:30 PM	0	0	200	9	0	209	0	0	166	0	0	166	375	0	0	0	0	0	0	0	0	0	7	0	7	7	382
4:45 PM	0	0	195	5	0	200	0	0	146	0	0	146	346	0	0	0	0	0	0	0	0	0	6	0	6	6	352
Total	**0**	**0**	**810**	**30**	**0**	**840**	**0**	**0**	**628**	**0**	**0**	**628**	**1,468**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**21**	**21**	**1,489**
5:00 PM	0	0	255	10	0	265	0	0	135	0	0	135	400	0	0	0	0	0	0	0	0	0	3	0	3	3	403
5:15 PM	0	0	207	6	0	213	0	0	142	0	0	142	355	0	0	0	0	0	0	0	0	0	6	0	6	6	361
5:30 PM	0	0	176	11	0	187	0	0	155	0	0	155	342	0	0	0	0	0	0	0	0	0	5	0	5	5	347
5:45 PM	0	0	115	6	0	121	0	0	136	0	0	136	257	0	0	0	0	0	0	0	0	0	5	0	5	5	262
Total	**0**	**0**	**753**	**33**	**0**	**786**	**0**	**0**	**568**	**0**	**0**	**568**	**1,354**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**19**	**19**	**1,373**
AM	0	0	507	21	0	528	0	0	686	0	0	686	1214	0	0	0	0	0	0	0	0	0	36	0	36	36	0.9272997
AM Truck	0	0	18	0	0	18	0	0	27	0	0	27	45	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM Truck %	0.0%	0.0%	3.6%	0.0%	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	0.0%	3.9%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
PM	0	0	861	33	0	894	0	0	596	0	0	596	1490	0	0	0	0	0	0	0	0	0	22	0	22	22	0.9379653
PM Truck	0	0	14	1	0	15	0	0	9	0	0	9	24	0	0	0	0	0	0	0	0	0	1	0	1	1	
PM Truck %	0.0%	0.0%	1.6%	3.0%	0.0%	1.7%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	4.5%	4.5%	

VEHICLE TURNING MOVEMENT COUNT

SECTION:	64294.01	**CITY:**	Wildwood	**COUNTY:**	Sumter
STATE ROUTE:	CR 139-Powell Road	**INTERSECTING ROUTE:**	Project Entrance	**MILEPOST:**	3.982
OBSERVER:	VHB	**DATE OF COUNT:**	1/0/00	**COMPLETED BY:**	VV
WEATHER:	Good	**ROAD CONDITION:**	Good	**DATE COMPLETED:**	11/29/23
		COUNT PERIODS:			

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound							Eastbound						Westbound							
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	NS Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total	EW Total	Grand Total
7:00 AM	0	0	6	0	0	6	0	0	8	0	0	8	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	0	4	0	0	4	0	0	8	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	0	2	0	0	2	0	0	9	0	0	9	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	**0**	**0**	**18**	**0**	**0**	**18**	**0**	**0**	**30**	**0**	**0**	**30**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**48**
8:00 AM	0	0	6	0	0	6	0	0	5	0	0	5	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:15 AM	0	0	3	0	0	3	0	0	4	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
8:30 AM	0	0	10	0	0	10	0	0	7	0	0	7	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
8:45 AM	0	0	12	0	0	12	0	0	6	0	0	6	18	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Total	**0**	**0**	**31**	**0**	**0**	**31**	**0**	**0**	**22**	**0**	**0**	**22**	**53**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**
4:00 PM	0	0	2	0	0	2	0	0	4	0	0	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:15 PM	0	0	4	0	0	4	0	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	0	3	1	0	4	0	0	3	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	0	6	0	0	6	0	0	2	0	0	2	8	0	0	0	0	0	0	0	0	0	1	0	1	1	9
Total	**0**	**0**	**15**	**1**	**0**	**16**	**0**	**0**	**12**	**0**	**0**	**12**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**29**
5:00 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	1	0	0	1	0	0	3	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**6**	**0**	**0**	**6**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

SECTION	64294.01	**CITY**	Wildwood
STATE ROUTE	CR 139-Powell Road	**INTERSECTING ROUTE**	Project Entrance
OBSERVER	VHB	**DATE OF COUNT**	1/0/00
COUNTY	Sumter	**WEATHER**	Good
MILEPOST	3.982	**COMPLETED BY**	VV
COUNT HOURS		**DATE**	11/29/23

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

Project Entrance
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

12-1	0	0	**0**
1-2	0	0	**0**
2-3	0	0	**0**
3-4	0	0	**0**
4-5	0	0	**0**
5-6	0	0	**0**
6-7	0	0	**0**
7-8	0	0	**0**
8-9	0	0	**0**
9-10	0	0	**0**
10-11	0	0	**0**
11-12	0	0	**0**
12-13	0	0	**0**
13-14	0	0	**0**
14-15	0	0	**0**
15-16	0	0	**0**
16-17	0	0	**0**
17-18	0	0	**0**
18-19	0	0	**0**
19-20	0	0	**0**
20-21	0	0	**0**
21-22	0	0	**0**
22-23	0	0	**0**
23-24	0	0	**0**
Total	**0**	**0**	**0**

12-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	Total
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1800 SUMTER COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.03	1.10
2	01/02/2022 - 01/08/2022	1.06	1.13
3	01/09/2022 - 01/15/2022	1.09	1.16
4	01/16/2022 - 01/22/2022	1.07	1.14
5	01/23/2022 - 01/29/2022	1.06	1.13
6	01/30/2022 - 02/05/2022	1.04	1.11
7	02/06/2022 - 02/12/2022	1.03	1.10
8	02/13/2022 - 02/19/2022	1.01	1.07
* 9	02/20/2022 - 02/26/2022	0.99	1.05
*10	02/27/2022 - 03/05/2022	0.97	1.03
*11	03/06/2022 - 03/12/2022	0.94	1.00
*12	03/13/2022 - 03/19/2022	0.92	0.98
*13	03/20/2022 - 03/26/2022	0.91	0.97
*14	03/27/2022 - 04/02/2022	0.91	0.97
*15	04/03/2022 - 04/09/2022	0.90	0.96
*16	04/10/2022 - 04/16/2022	0.90	0.96
*17	04/17/2022 - 04/23/2022	0.92	0.98
*18	04/24/2022 - 04/30/2022	0.94	1.00
*19	05/01/2022 - 05/07/2022	0.96	1.02
*20	05/08/2022 - 05/14/2022	0.98	1.04
*21	05/15/2022 - 05/21/2022	1.01	1.07
22	05/22/2022 - 05/28/2022	1.01	1.07
23	05/29/2022 - 06/04/2022	1.01	1.07
24	06/05/2022 - 06/11/2022	1.00	1.06
25	06/12/2022 - 06/18/2022	1.00	1.06
26	06/19/2022 - 06/25/2022	1.00	1.06
27	06/26/2022 - 07/02/2022	0.99	1.05
28	07/03/2022 - 07/09/2022	0.99	1.05
29	07/10/2022 - 07/16/2022	0.99	1.05
30	07/17/2022 - 07/23/2022	1.01	1.07
31	07/24/2022 - 07/30/2022	1.03	1.10
32	07/31/2022 - 08/06/2022	1.05	1.12
33	08/07/2022 - 08/13/2022	1.07	1.14
34	08/14/2022 - 08/20/2022	1.09	1.16
35	08/21/2022 - 08/27/2022	1.10	1.17
36	08/28/2022 - 09/03/2022	1.10	1.17
37	09/04/2022 - 09/10/2022	1.11	1.18
38	09/11/2022 - 09/17/2022	1.11	1.18
39	09/18/2022 - 09/24/2022	1.08	1.15
40	09/25/2022 - 10/01/2022	1.04	1.11
41	10/02/2022 - 10/08/2022	1.01	1.07
42	10/09/2022 - 10/15/2022	0.97	1.03
43	10/16/2022 - 10/22/2022	0.97	1.03
44	10/23/2022 - 10/29/2022	0.97	1.03
45	10/30/2022 - 11/05/2022	0.97	1.03
46	11/06/2022 - 11/12/2022	0.96	1.02
47	11/13/2022 - 11/19/2022	0.96	1.02
48	11/20/2022 - 11/26/2022	0.98	1.04
49	11/27/2022 - 12/03/2022	1.00	1.06
50	12/04/2022 - 12/10/2022	1.02	1.09
51	12/11/2022 - 12/17/2022	1.03	1.10
52	12/18/2022 - 12/24/2022	1.06	1.13
53	12/25/2022 - 12/31/2022	1.09	1.16

* PEAK SEASON

23-FEB-2023 09:11:22 830UPD 5_1800_PKSEASON.TXT

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT 2017	2018	2019	2020	2021	2022	ADT (+/-) Change	A.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D	P.M. Peak Hour Time	Total	NB/EB	SB/WB	K	D
52	S C 475	100' South of CR 542	02/17/22	24-HR	6000	5396	3502	5130	-	**5951**	**16%**	11:00 AM	456	228	228	0.08	0.50	3:30 PM	544	286	258	0.09	0.53
53	C 476A (Dr Martin Luther King Jr Ave)	W of S Justice St	02/24/22	24-HR	-	-	-	-	-	**849**	**-**	7:45 AM	67	32	35	0.08	0.52	6:15 PM	88	45	43	0.10	0.51
54	W C 476 (W Seminole Ave)	W of S Roland St	02/17/22	24-HR	4919	4325	4545	5216	-	**5832**	**12%**	7:00 AM	433	234	199	0.07	0.54	4:15 PM	575	220	355	0.10	0.62
55	E C 476 (E Noble Ave)	E of Flanner Ave	02/10/22	24-HR	2806	2448	2528	2877	-	**3187**	**11%**	7:30 AM	288	99	189	0.09	0.66	4:00 PM	337	175	162	0.11	0.52
56	W C 476	W of CR 616	02/17/22	24-HR	4705	4871	4955	4962	-	**5802**	**17%**	7:00 AM	382	264	118	0.07	0.69	4:30 PM	513	186	327	0.09	0.64
57	C 476A (S Jasper St)	2000' S of E C 476	03/15/22	24-HR	623	-	-	611	-	**390**	**-36%**	7:45 AM	31	20	11	0.08	0.65	3:45 PM	46	23	23	0.12	0.50
58	C 476B	1500' N of SW 95th Ave	03/15/22	24-HR	2037	1934	1942	1817	-	**2299**	**27%**	7:00 AM	195	74	121	0.08	0.62	4:00 PM	211	141	70	0.09	0.67
59	E C 476	500' E of C 476A (S Jasper St)	02/10/22	24-HR	2595	-	-	-	-	**2755**	**-**	7:30 AM	255	91	164	0.09	0.64	4:00 PM	290	147	143	0.11	0.51
60	W C 476	500' W of C 575	02/17/22	24-HR	3145	3848	3753	4308	-	**5028**	**17%**	9:15 AM	331	167	164	0.07	0.50	4:00 PM	418	168	250	0.08	0.60
61	W C 476	100' W of C 476B	02/17/22	24-HR	4393	4360	4710	4598	-	**5905**	**28%**	9:45 AM	388	197	191	0.07	0.51	4:30 PM	490	180	310	0.08	0.63
62	W C 476	100' E of C 476B	02/17/22	24-HR	4897	4227	4353	4192	-	**5405**	**29%**	8:30 AM	353	182	171	0.07	0.52	4:30 PM	463	173	290	0.09	0.63
63	W C 476	500' W of CR 603	02/17/22	24-HR	5058	4657	4730	5421	-	**5572**	**3%**	7:00 AM	458	286	172	0.08	0.62	4:00 PM	551	223	328	0.10	0.60
64	C 478A	500' W of SR 471	02/17/22	24-HR	756	731	755	680	-	**801**	**18%**	7:00 AM	81	57	24	0.10	0.70	5:30 PM	86	34	52	0.11	0.60
65	CR 647	100' N of W C 476	02/17/22	24-HR	-	-	-	-	-	**658**	**-**	10:15 AM	47	16	31	0.07	0.66	5:00 PM	60	40	20	0.09	0.67
66	E C 478	1 Mi S of E C 48	02/10/22	24-HR	1124	943	1021	1016	-	**1224**	**20%**	6:45 AM	112	64	48	0.09	0.57	4:45 PM	119	38	81	0.10	0.68
67	E C 478	200' E of NE 9th St	03/15/22	24-HR	1779	1584	1596	1539	-	**2048**	**33%**	7:15 AM	147	71	76	0.07	0.52	5:00 PM	192	95	97	0.09	0.51
68	C 478A	200' W of CR 755	02/24/22	24-HR	-	-	-	-	-	**375**	**-**	6:45 AM	37	13	24	0.10	0.65	3:15 PM	53	35	18	0.14	0.66
69	CR 614	500' S of W C 476	03/15/22	24-HR	1768	1600	1779	1752	-	**685**	**-61%**	7:15 AM	57	42	15	0.08	0.74	4:15 PM	82	30	52	0.12	0.63
70	W C 478	1 Mile E of US 301	02/17/22	24-HR	2662	2109	2092	2146	-	**2816**	**31%**	7:15 AM	224	117	107	0.08	0.52	4:00 PM	247	119	128	0.09	0.52
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/10/22	24-HR	4014	3543	3545	3758	-	**3626**	**-4%**	8:00 AM	287	200	87	0.08	0.70	4:30 PM	383	164	219	0.11	0.57
72	E C 48	E of S Justice St	02/10/22	24-HR	7189	6475	7150	7721	-	**8713**	**13%**	7:45 AM	657	252	405	0.08	0.62	4:15 PM	848	388	460	0.10	0.54
73	E C 48	E of SE 26th Dr	02/10/22	24-HR	5699	5490	5666	5962	-	**7301**	**22%**	7:00 AM	577	287	290	0.08	0.50	4:15 PM	654	308	346	0.09	0.53
74	W C 48	W of CR 625	02/17/22	24-HR	4494	4167	4222	4153	-	**5671**	**37%**	10:45 AM	365	207	158	0.06	0.57	1:30 PM	497	283	214	0.09	0.57
75	E C 48	500' W of CR 747	02/10/22	24-HR	6857	6162	6667	7088	-	**8341**	**18%**	7:45 AM	641	249	392	0.08	0.61	4:00 PM	791	339	452	0.09	0.57
76	E C 48	300' E of CR 747	02/10/22	24-HR	5673	5172	5767	6024	-	**7340**	**22%**	7:00 AM	571	255	316	0.08	0.55	4:15 PM	646	310	336	0.09	0.52
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	02/10/22	24-HR	6084	5709	6051	6211	-	**8608**	**39%**	6:30 AM	653	338	315	0.08	0.52	4:15 PM	731	350	381	0.08	0.52
78	E C 48	500' W of CR 702	02/10/22	24-HR	3825	4221	4023	3775	-	**5600**	**48%**	7:00 AM	479	290	189	0.09	0.61	4:00 PM	473	174	299	0.08	0.63
79	E C 48	50' NE of CR 558	02/10/22	24-HR	2775	3105	4303	3422	-	**4221**	**23%**	6:45 AM	353	222	131	0.08	0.63	4:45 PM	349	118	231	0.08	0.66
80	W C 48	100' W of C 575	02/17/22	24-HR	3970	3864	3792	3458	-	**4814**	**39%**	10:45 AM	336	179	157	0.07	0.53	4:30 PM	397	158	239	0.08	0.60
81	W C 48	400' W of CR 616	02/17/22	24-HR	5632	5344	5407	5778	-	**6286**	**9%**	10:45 AM	451	249	202	0.07	0.55	4:15 PM	551	231	320	0.09	0.58
82	W C 48	150' E of CR 313	02/17/22	24-HR	8657	11082	10439	12396	-	**18941**	**53%**	11:00 AM	1221	607	614	0.06	0.50	1:30 PM	1269	641	628	0.07	0.51
83	C 575	1.5 Mi S of W C 48	02/17/22	24-HR	632	581	690	639	-	**836**	**31%**	7:00 AM	62	32	30	0.07	0.52	4:15 PM	79	36	43	0.09	0.54
84	C 575	300' N of W C 476	02/17/22	24-HR	-	-	-	-	-	**1053**	**-**	7:45 AM	77	24	53	0.07	0.69	12:30 PM	103	42	61	0.10	0.59
85	Canal St	200' S of Odell Cir (North End)	01/20/22	24-HR	8103	6839	5629	7158	-	**6251**	**-13%**	11:00 AM	577	298	279	0.09	0.52	1:15 PM	619	287	332	0.10	0.54
86	Canal St	200' N of Odell Cir (South End)	02/03/22	24-HR	5298	4767	5199	5049	-	**4881**	**-3%**	11:00 AM	453	230	223	0.09	0.51	12:45 PM	468	235	233	0.10	0.50
87	Canal St	200' S of Odell Cir (South End)	02/03/22	24-HR	4211	3684	3571	3582	-	**4010**	**12%**	10:30 AM	378	196	182	0.09	0.52	12:00 PM	416	214	202	0.10	0.51
88	Charlotte Ct	N of Hillsborough Trl	02/03/22	24-HR	2915	3056	3218	3710	-	**3349**	**-10%**	10:45 AM	322	147	175	0.10	0.54	12:00 PM	334	153	181	0.10	0.54
89	CR 100	150' S of E C 466	01/13/22	24-HR	1575	1874	2080	2478	-	**3362**	**36%**	7:00 AM	285	188	97	0.08	0.66	3:15 PM	299	137	162	0.09	0.54
90	CR 101	100' S of Woodridge Dr	01/13/22	24-HR	7814	7448	7772	8107	-	**7098**	**-12%**	7:00 AM	573	152	421	0.08	0.73	2:30 PM	693	376	317	0.10	0.54
91	CR 101	600' N of Woodridge Dr	01/13/22	24-HR	4282	3861	4198	4656	-	**4597**	**-1%**	7:00 AM	527	148	379	0.11	0.72	4:45 PM	462	316	146	0.10	0.68
92	CR 102	W of CR 103	01/13/22	24-HR	1156	1076	1324	1440	-	**1256**	**-13%**	7:00 AM	198	149	49	0.16	0.75	4:30 PM	122	33	89	0.10	0.73
93	CR 103	200' N of Woodridge Dr	01/13/22	24-HR	3516	3422	3720	3873	-	**3938**	**2%**	6:45 AM	427	139	288	0.11	0.67	2:45 PM	371	192	179	0.09	0.52
94	CR 104	W of CR 103	01/13/22	24-HR	2655	2437	2928	3387	-	**3208**	**-5%**	7:00 AM	439	350	89	0.14	0.80	4:45 PM	350	108	242	0.11	0.69
95	CR 117	100' South of C 472	01/20/22	24-HR	-	-	-	-	-	**2964**	**-**	7:00 AM	288	133	155	0.10	0.54	4:45 PM	303	156	147	0.10	0.51
96	CR 121	S of CR 128	01/20/22	24-HR	3085	2772	3366	3583	-	**4174**	**16%**	7:15 AM	378	89	289	0.09	0.76	4:30 PM	412	257	155	0.10	0.62
97	CR 139 (Powell Rd)	S of C 466A	01/27/22	24-HR	10599	11485	13419	15097	-	**17456**	**16%**	11:00 AM	1428	774	654	0.08	0.54	4:30 PM	1535	938	597	0.09	0.61
98	C 139 (Powell Rd)	N of SR 44	02/10/22	24-HR	9551	9937	10667	12273	-	**12446**	**1%**	11:00 AM	1102	491	611	0.09	0.55	3:45 PM	1111	482	629	0.09	0.57
99	CR 156	E of CR 181	01/27/22	24-HR	-	-	-	-	-	**1396**	**-**	7:15 AM	138	104	34	0.10	0.75	4:45 PM	116	59	57	0.08	0.51
100	CR 209	S of E C 466	01/27/22	24-HR	-	-	-	-	-	**2491**	**-**	7:00 AM	219	76	143	0.09	0.65	5:00 PM	486	266	220	0.20	0.55
101	CR 209	N of CR 222	01/27/22	24-HR	-	-	-	-	-	**1363**	**-**	7:00 AM	157	71	86	0.12	0.55	4:45 PM	189	109	80	0.14	0.58

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk (NA)	F.D.W. (NA)	Recall	Det. Func.	Split Sec (Dial 1 AVC)	Split Sec (Dial 2/AM)	Split Sec (Dial 3/PM)
1		5	4.0	25	30	4.0	2.8				Lock			
2		15	5.0	20	50	4.0	2.0		8	min	Non Lock			
3		5	4.0	25	30	4.0	2.8				Lock			
4		5	5.0	35	50	4.0	2.0		8		Non Lock			
5		5	4.0	8	30	4.0	2.8				Lock			
6		15	5.0	35	50	4.0	2.0		8	min	Non Lock			
7		5	4.0	25	30	4.0	2.8				Lock			
8		5	5.0	35	50	4.0	2.0		8		Non Lock			
											Off Set			

COORDINATION SETTINGS

INTERSECTION: 5018 CR44A & Powell Rd \ CR139

DATE: June 2019

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

Mvmt.	Timing Function	Min Initial	Green Passage	Max I	Green II	Yellow Clear	All Red	Walk	F.D.W.	Recall	Det. Func.
1		10	3.0	15		4.0	1.0				Lock
2		20	3.0	30		4.0	1.0	7	33	min	Non Lock
3		10	3.0	26		4.0	1.0				Lock
4		10	3.0	25		4.0	1.0	7	33		Non Lock
5		10	3.0	19		4.0	1.0				Lock
6		20	3.0	30		4.0	1.0	7	33	min	Non Lock
7		10	3.0	15		4.0	1.0				Lock
8		10	3.0	36		4.0	1.0	7	33		Non Lock
											Off Set

COORDINATION SETTINGS

Dial 1 AVC	Dial 2/AM	Dial 3/PM
Split Sec	Split Sec	Split Sec

5020

INTERSECTION: CR466A & Powell Rd / CR462E

DATE: June 2019

APPENDIX C

Synchro – Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
Future Volume (veh/h)	70	401	106	331	333	176	121	207	349	176	228	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	76	436	103	360	362	139	132	225	229	191	248	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	109	1425	334	254	1802	817	213	359	309	261	278	62
Arrive On Green	0.07	0.51	0.51	0.07	0.51	0.51	0.08	0.20	0.20	0.07	0.20	0.20
Sat Flow, veh/h	1555	2812	659	3428	3526	1598	1753	1826	1572	1753	1424	316
Grp Volume(v), veh/h	76	270	269	360	362	139	132	225	229	191	0	303
Grp Sat Flow(s),veh/h/ln	1555	1749	1722	1714	1763	1598	1753	1826	1572	1753	0	1739
Q Serve(g_s), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Cycle Q Clear(g_c), s	6.5	12.1	12.3	10.0	7.6	6.3	8.0	15.2	18.5	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	109	886	873	254	1802	817	213	359	309	261	0	340
V/C Ratio(X)	0.70	0.30	0.31	1.42	0.20	0.17	0.62	0.63	0.74	0.73	0.00	0.89
Avail Cap(c_a), veh/h	161	886	873	254	1802	817	353	541	466	261	0	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.4	19.4	19.5	62.5	18.0	17.7	41.0	49.7	51.0	44.0	0.0	52.9
Incr Delay (d2), s/veh	7.9	0.9	0.9	209.5	0.3	0.5	2.9	1.8	3.5	10.2	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	8.8	8.8	19.2	5.5	4.3	6.5	11.5	12.0	3.8	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	20.3	20.4	272.0	18.2	18.1	44.0	51.5	54.4	54.2	0.0	65.1
LnGrp LOS	E	C	C	F	B	B	D	D	D	D	A	E
Approach Vol, veh/h		615			861			586			494	
Approach Delay, s/veh		26.4			124.3			50.9			60.9	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	73.4	15.2	31.4	14.4	74.0	15.0	31.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	14.3	10.0	24.9	8.5	9.6	12.0	20.5
Green Ext Time (p_c), s	0.0	3.3	0.2	1.5	0.1	2.7	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	71.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
Future Vol, veh/h	12	0	17	3	0	4	46	496	20	7	642	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	14	0	20	3	0	5	53	577	23	8	747	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1161	1472	377	1085	1464	300	753	0	0	600	0	0
Stage 1	766	766	-	695	695	-	-	-	-	-	-	-
Stage 2	395	706	-	390	769	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	128	626	106	130	702	866	-	-	987	-	-
Stage 1	348	415	-	277	447	-	-	-	-	-	-	-
Stage 2	586	442	-	459	413	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	119	626	97	121	702	866	-	-	987	-	-
Mov Cap-2 Maneuver	242	241	-	184	231	-	-	-	-	-	-	-
Stage 1	327	412	-	260	420	-	-	-	-	-	-	-
Stage 2	546	415	-	441	410	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.5	16.6	0.8	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	866	-	-	378	318	987	-	-
HCM Lane V/C Ratio	0.062	-	-	0.089	0.026	0.008	-	-
HCM Control Delay (s)	9.4	-	-	15.5	16.6	8.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
Future Vol, veh/h	56	1	40	1	3	1	30	478	1	21	581	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	62	1	44	1	3	1	33	525	1	23	638	95

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1062	1324	367	958	1371	263	733	0	0	526	0	0
Stage 1	732	732	-	592	592	-	-	-	-	-	-	-
Stage 2	330	592	-	366	779	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	180	157	630	215	111	742	861	-	-	1051	-	-
Stage 1	383	430	-	465	422	-	-	-	-	-	-	-
Stage 2	663	497	-	631	338	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	148	630	190	104	742	861	-	-	1051	-	-
Mov Cap-2 Maneuver	280	267	-	309	203	-	-	-	-	-	-	-
Stage 1	368	421	-	447	406	-	-	-	-	-	-	-
Stage 2	631	478	-	573	331	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	19.3	0.6	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	861	-	-	363	258	1051	-	-
HCM Lane V/C Ratio	0.038	-	-	0.294	0.021	0.022	-	-
HCM Control Delay (s)	9.3	-	-	19	19.3	8.5	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.1	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
Future Volume (veh/h)	48	60	156	249	66	193	52	406	109	92	437	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	54	67	118	280	74	165	58	456	85	103	491	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	696	1899	847	823	2073	932	150	555	253	181	621	29
Arrive On Green	0.03	0.53	0.53	0.09	0.58	0.58	0.04	0.16	0.16	0.06	0.18	0.18
Sat Flow, veh/h	1781	3610	1610	1795	3554	1598	1781	3526	1610	1781	3429	160
Grp Volume(v), veh/h	54	67	118	280	74	165	58	456	85	103	252	262
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1827
Q Serve(g_s), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Cycle Q Clear(g_c), s	2.2	1.4	6.0	11.1	1.4	7.7	4.3	20.0	7.5	7.7	21.8	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	696	1899	847	823	2073	932	150	555	253	181	319	331
V/C Ratio(X)	0.08	0.04	0.14	0.34	0.04	0.18	0.39	0.82	0.34	0.57	0.79	0.79
Avail Cap(c_a), veh/h	904	1899	847	930	2073	932	342	952	435	331	476	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	18.3	19.4	13.4	14.2	15.5	54.7	65.2	60.0	53.3	62.6	62.6
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.2	0.0	0.4	1.6	3.1	0.8	2.8	5.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	1.1	4.3	8.1	1.1	5.3	3.6	14.2	5.6	6.5	15.5	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	18.3	19.7	13.7	14.2	15.9	56.4	68.3	60.7	56.1	67.8	67.8
LnGrp LOS	B	B	B	B	B	B	E	E	E	E	E	E
Approach Vol, veh/h		239			519			599			617	
Approach Delay, s/veh		18.6			14.5			66.1			65.8	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	91.0	12.7	35.8	11.3	100.1	16.6	32.0
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43
Max Q Clear Time (g_c+I1), s	13.1	8.0	6.3	23.9	4.2	9.7	9.7	22.0
Green Ext Time (p_c), s	0.6	0.8	0.1	2.8	0.1	1.0	0.2	3.2

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	36	507	21	0	686
Future Vol, veh/h	0	36	507	21	0	686
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	39	545	23	0	738

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	284	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	719	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	719	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	719	-
HCM Lane V/C Ratio	-	-	0.054	-
HCM Control Delay (s)	-	-	10.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
Future Volume (veh/h)	74	484	96	324	457	285	260	354	590	163	180	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	78	509	96	341	481	232	274	373	394	172	189	61
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	423	1315	247	883	1567	704	382	495	430	246	279	90
Arrive On Green	0.07	0.44	0.44	0.07	0.44	0.44	0.13	0.27	0.27	0.07	0.21	0.21
Sat Flow, veh/h	1711	3009	565	3510	3554	1598	1810	1856	1610	1810	1333	430
Grp Volume(v), veh/h	78	302	303	341	481	232	274	373	394	172	0	250
Grp Sat Flow(s),veh/h/ln	1711	1791	1783	1755	1777	1598	1810	1856	1610	1810	0	1763
Q Serve(g_s), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Cycle Q Clear(g_c), s	3.2	15.4	15.6	7.1	11.8	12.8	15.5	24.9	32.1	10.0	0.0	17.6
Prop In Lane	1.00		0.32	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	423	783	779	883	1567	704	382	495	430	246	0	369
V/C Ratio(X)	0.18	0.39	0.39	0.39	0.31	0.33	0.72	0.75	0.92	0.70	0.00	0.68
Avail Cap(c_a), veh/h	481	783	779	883	1567	704	425	550	477	246	0	522
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	25.7	25.8	19.0	24.4	24.7	34.9	45.4	48.0	40.0	0.0	49.2
Incr Delay (d2), s/veh	0.2	1.4	1.5	0.3	0.5	1.2	5.1	5.3	21.4	8.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	11.1	11.2	5.1	8.6	8.8	11.8	17.8	21.7	8.8	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	27.2	27.2	19.3	24.9	25.9	40.0	50.7	69.5	48.5	0.0	51.4
LnGrp LOS	B	C	C	B	C	C	D	D	E	D	A	D
Approach Vol, veh/h		683			1054			1041			422	
Approach Delay, s/veh		26.2			23.3			55.0			50.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	64.0	22.8	33.2	14.5	64.5	15.0	41.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	9.1	17.6	17.5	19.6	5.2	14.8	12.0	34.1
Green Ext Time (p_c), s	0.1	3.6	0.3	1.3	0.1	3.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
Future Vol, veh/h	11	0	9	23	0	8	44	824	7	6	539	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	12	0	9	24	0	8	46	867	7	6	567	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1114	1554	292	1259	1559	437	584	0	0	874	0	0
Stage 1	588	588	-	963	963	-	-	-	-	-	-	-
Stage 2	526	966	-	296	596	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	165	114	710	129	113	573	1001	-	-	781	-	-
Stage 1	467	499	-	278	337	-	-	-	-	-	-	-
Stage 2	508	336	-	694	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	156	108	710	122	107	573	1001	-	-	781	-	-
Mov Cap-2 Maneuver	280	222	-	213	217	-	-	-	-	-	-	-
Stage 1	446	495	-	265	321	-	-	-	-	-	-	-
Stage 2	478	321	-	679	491	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	21.3	0.4	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1001	-	-	385	254	781	-	-
HCM Lane V/C Ratio	0.046	-	-	0.055	0.128	0.008	-	-
HCM Control Delay (s)	8.8	-	-	14.9	21.3	9.6	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.4	0	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
Future Vol, veh/h	78	0	28	1	1	1	25	807	3	44	534	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	85	0	30	1	1	1	27	877	3	48	580	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1193	1634	314	1319	1657	440	628	0	0	880	0	0
Stage 1	700	700	-	933	933	-	-	-	-	-	-	-
Stage 2	493	934	-	386	724	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	144	102	676	117	99	570	964	-	-	777	-	-
Stage 1	398	444	-	290	348	-	-	-	-	-	-	-
Stage 2	529	347	-	614	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	93	676	104	90	570	964	-	-	777	-	-
Mov Cap-2 Maneuver	253	196	-	209	204	-	-	-	-	-	-	-
Stage 1	387	416	-	282	338	-	-	-	-	-	-	-
Stage 2	512	337	-	550	406	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24	18.9	0.3	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	964	-	-	303	262	777	-	-
HCM Lane V/C Ratio	0.028	-	-	0.38	0.012	0.062	-	-
HCM Control Delay (s)	8.8	-	-	24	18.9	9.9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.7	0	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
Future Volume (veh/h)	43	90	123	111	92	195	61	580	281	124	447	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	46	96	82	118	98	147	65	617	210	132	476	34
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	672	1842	822	735	1876	837	213	732	329	199	799	57
Arrive On Green	0.03	0.51	0.51	0.04	0.53	0.53	0.04	0.20	0.20	0.07	0.24	0.24
Sat Flow, veh/h	1781	3610	1610	1810	3554	1585	1781	3582	1610	1810	3391	242
Grp Volume(v), veh/h	46	96	82	118	98	147	65	617	210	132	251	259
Grp Sat Flow(s),veh/h/ln	1781	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1842
Q Serve(g_s), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Cycle Q Clear(g_c), s	2.0	2.1	4.2	5.0	2.1	7.7	4.6	26.5	19.1	9.1	19.9	20.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	672	1842	822	735	1876	837	213	732	329	199	422	434
V/C Ratio(X)	0.07	0.05	0.10	0.16	0.05	0.18	0.30	0.84	0.64	0.66	0.59	0.60
Avail Cap(c_a), veh/h	882	1842	822	916	1876	837	401	967	435	333	484	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	19.7	20.2	17.0	18.3	19.7	48.2	61.2	58.3	48.0	54.4	54.4
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.1	0.1	0.5	0.8	5.3	2.1	3.8	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	1.7	3.0	3.8	1.6	5.4	3.8	18.4	12.6	7.8	14.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	19.8	20.5	17.1	18.4	20.1	49.0	66.5	60.3	51.7	55.9	55.9
LnGrp LOS	B	B	C	B	B	C	D	E	E	D	E	E
Approach Vol, veh/h		224			363			892			642	
Approach Delay, s/veh		19.6			18.7			63.8			55.1	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	88.4	13.1	44.5	11.2	91.2	18.1	39.5
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 43	* 23	* 43	* 23	* 43	* 23	* 43
Max Q Clear Time (g_c+I1), s	7.0	6.2	6.6	22.0	4.0	9.7	11.1	28.5
Green Ext Time (p_c), s	0.2	0.8	0.1	2.9	0.1	1.1	0.2	4.2

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	861	33	0	596
Future Vol, veh/h	0	22	861	33	0	596
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	23	916	35	0	634

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	476	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	530	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	530	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	530	-
HCM Lane V/C Ratio	-	-	0.044	-
HCM Control Delay (s)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

APPENDIX D

Committed Development

		Vested Traffic - Summary													
		Parkview at Brownwood		Highfield at Twisted Oaks		Powell Plaza		NE 81st Blvd Subdivision		Solamar at Wildwood (fka Wildwood Residential)		Townhomes at Powell		Total Vested	
Roadway	**Peak Hour**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**	**NB/EB**	**SB/WB**
CR 139/Powell Rd															
CR 44A to CR 466A	AM	56	31	5	15	57	30	1	2	5	15	29	19	**154**	**112**
	PM	44	55	18	10	44	59	3	1	20	12	30	20	**158**	**157**

Sources:

Parkview at Brownwood TIA, TMC, 1/18/2021
Highfield at Twisted Oaks TIA. TMC, 1/6/2022
Powell Plaza, TEM, 10/2020
NE 81st Blvd Subdivision, MPH, 8/19/2021
Solamar at Wildwood (fka Wildwood Residential) Methodology, TMC, 2/15/2021
Townhomes at Powell Supplemental Traffic Analysis, VHB, 10/3/223

PARKVIEW AT BROWNWOOD
Project № 20034.2, v2.2
January 2021

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

Traffic & Mobility Consultants
3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:
Blount Standard LLC
609 E Pine Street
Orlando, Florida 32801

EXECUTIVE SUMMARY

Project Information

Name:	Parkview at Brownwood
Location:	West of the intersection of CR 44A and Powell Road, on the north side of CR 44A
Jurisdiction:	City of Wildwood, Sumter County, Florida
Description:	350 Multi-Family Apartments 185 Unit Assisted Living Facility 76,230 Square Feet of Medical Office 76,230 Square Feet of Commercial Space

Findings

Trip Generation:	8,258 Daily Trips / 376 AM Peak Hour Trips / 658 PM Peak Hour Trip
Roadway Capacity:	The roadway segment analysis reveals that the study roadway segments will operate at an acceptable LOS in the existing and buildout scenarios.
Intersection Capacity:	The signalized intersections of CR 466A & Powell Road and SR 44 & Powell Road are expected to operate below standard LOS due to background traffic. The project driveways will operate at an overall adequate LOS.
Access Plan:	Three (3) access driveways on CR 44A; one (1) full access and two (2) Right-In/Right-Out.
Alternative Transportation Modes:	Sidewalks are not available on CR 44A adjacent to the site. Powell Road is equipped with sidewalks. Bicycle lanes are not present on CR 44A, nor Powell Road. No fixed-route bus service in study area but Sumter County Connection offers a door to door service within the City.

Recommendations

Access Improvements:	Construct a 155-foot right turn deceleration lane westbound on CR 44A at the main project entrance. Construct a 215-foot left turn deceleration lane eastbound on CR 44A at the main project entrance. Add dual left turn lanes in the southbound approach at the intersection of CR 466A and Powell Road and in the eastbound approach at the intersection of SR 44 and Powell Road.
Proportionate Share:	The proportionate share of the cost of the intersection improvements at CR 466A & Powell Road is 8.6%. The proportionate share of the cost at SR 44 & Powell Road is 47%.

PROFESSIONAL ENGINEERING CERTIFICATION

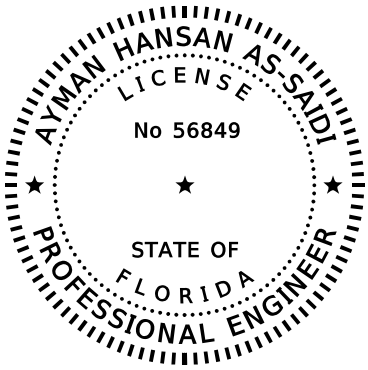
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Parkview at Brownwood

LOCATION: City of Wildwood, Sumter County, Florida

CLIENT: Blount Standard LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

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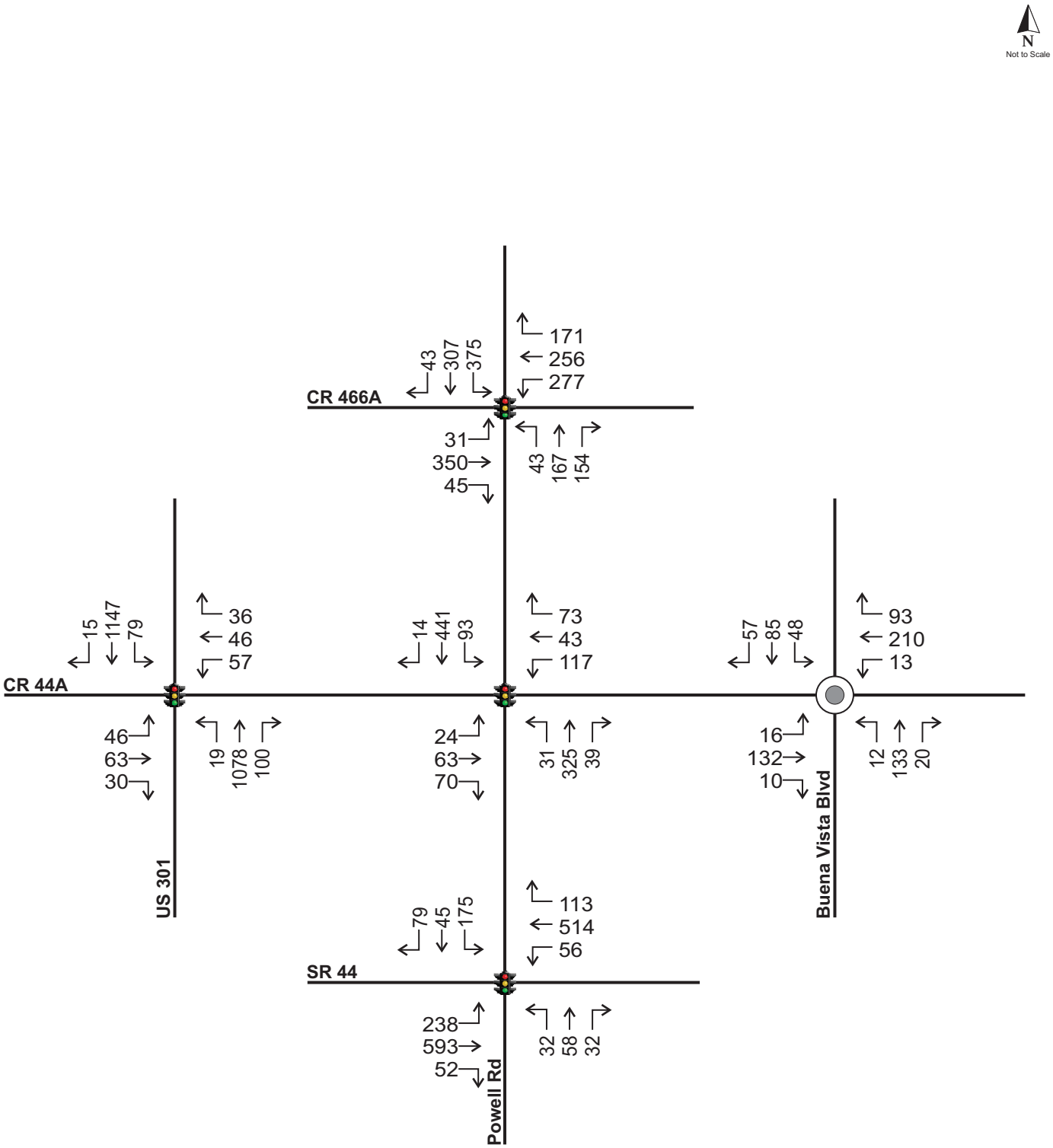
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO 56849

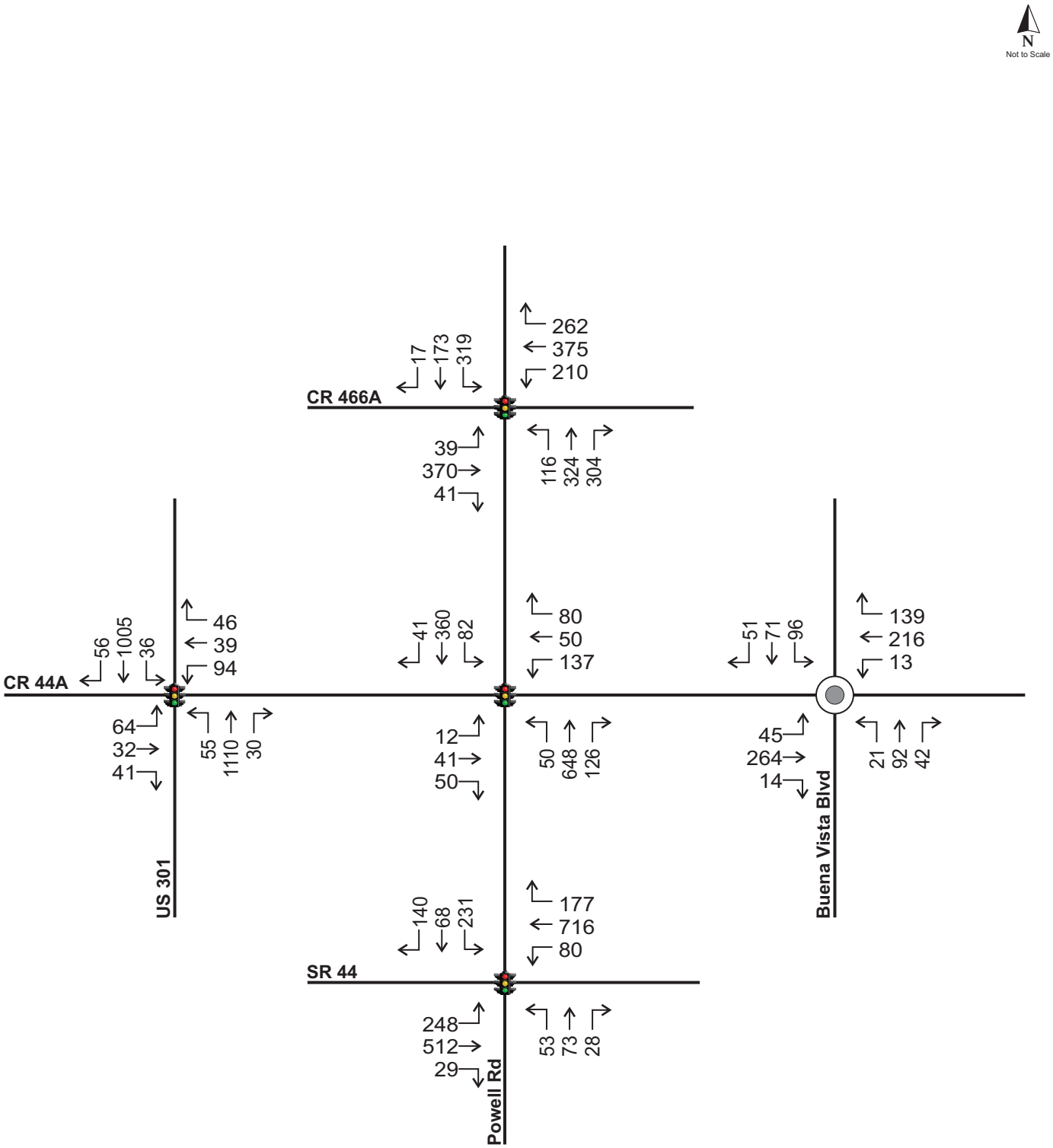


Existing AM Peak Intersection Volumes

Parkview at Brownwood

20034.2, v2.2

Figure 2



Existing PM Peak Intersection Volumes

Parkview at Brownwood

20034.2, v2.2

Figure 3

3.0 PROJECT TRAFFIC

3.1 Trip Generation

The trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*, as summarized in **Table 3**. The ITE information sheets are provided in **Appendix F**.

Table 3
Trip Generation Analysis

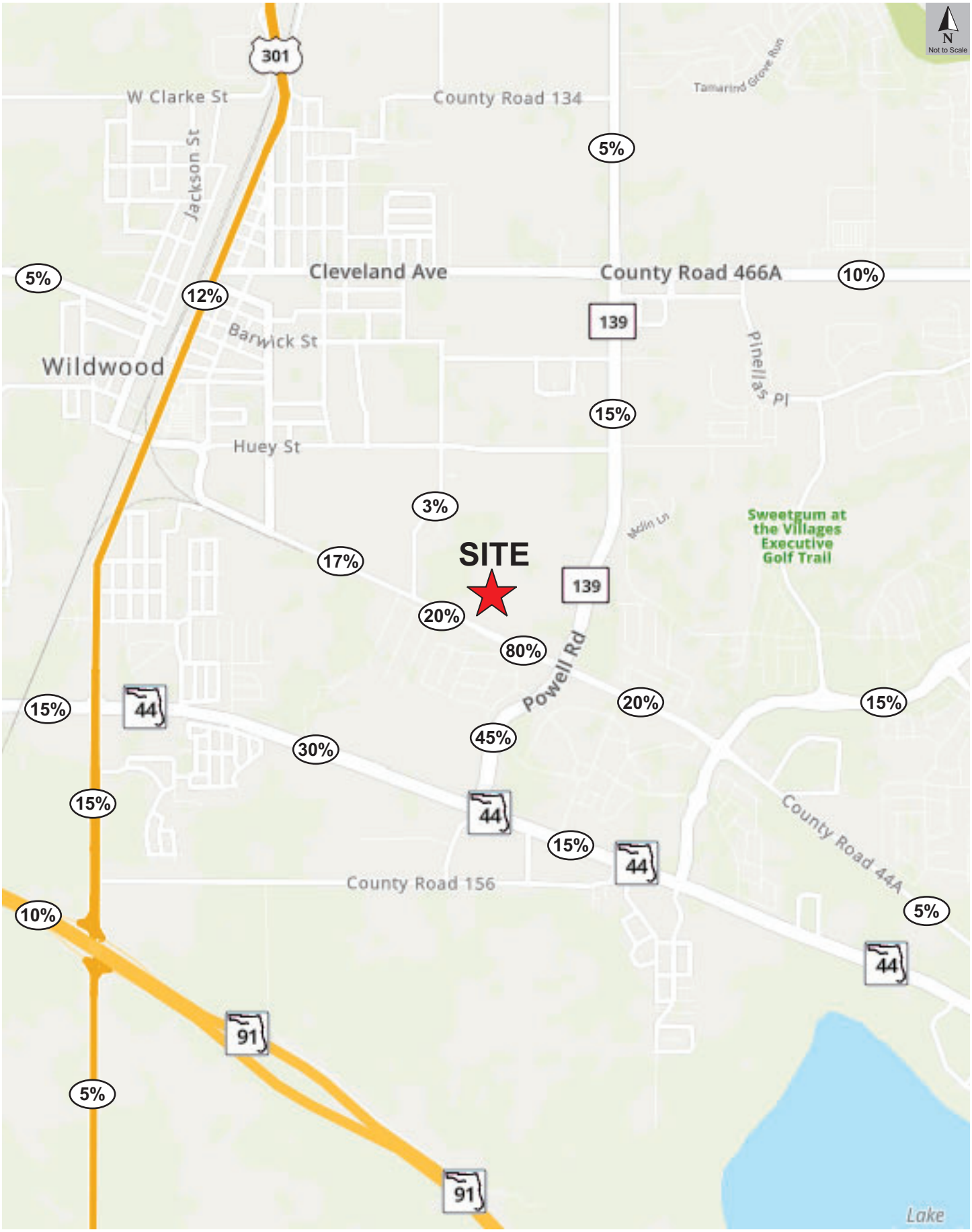
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27	2,841	2.30	175	137	38	3.46	264	74	190
820	Commercial	76.23 KSF	65.58	4,999	0.94	72	45	27	5.831	445	214	231
	Total Gross Trip Generation			10,431		410	228	182		911	408	503
	Internal Trips (12.44% Daily, 4.88% AM, 20.00% PM)			1,298		20	11	9		182	82	101
	Pass-By Retail (20%)			875		14	9	5		71	34	37
	Net New External Trips			8,258		376	208	168		658	292	365

Trip Generation analysis based on ITE Trip Generation Manual, 10th Edition.
The ITE equations were used when R^2 was greater than 0.75 & has 20 or more studies
Internal Capture based on ITE Trip Generation Handbook, 3rd Edition
Pass-By rate based on ITE Trip Generation Handbook, 3rd Edition is 34%; however, per Sumter County guidelines it may not exceed 20%

The proposed development is projected to generate 8,258 net external trips per day, of which 376 trips occur during the AM peak hour and 658 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model*, version 6.1 (CFRPM v6.1) based on the *Florida Standard Urban Transportation Model Structure* (FSUTMS). The model distribution was manually adjusted based on local knowledge and engineering judgement to better reflect prevailing travel and traffic flow patterns. The project trip distribution is presented in **Figure 4**. The model output plot is included in **Appendix G**.



Project Trip Distribution
Parkview at Brownwood
20034.2, v2.2

Figure
4

A

4.2 Projected Roadway Segment Capacity

Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities obtained from the 2014/2015 *Sumter County Transportation Management System (TMS) Segment Report*, included in **Appendix I**. The total projected traffic volume is composed of background traffic and project trips.

Table 5 summarizes the roadway segment capacity analysis. The projected traffic analysis reveals that the study roadway segments will continue to operate at an acceptable LOS in the background and projected scenarios.

Table 5
Projected Roadway Segment Capacity Analysis

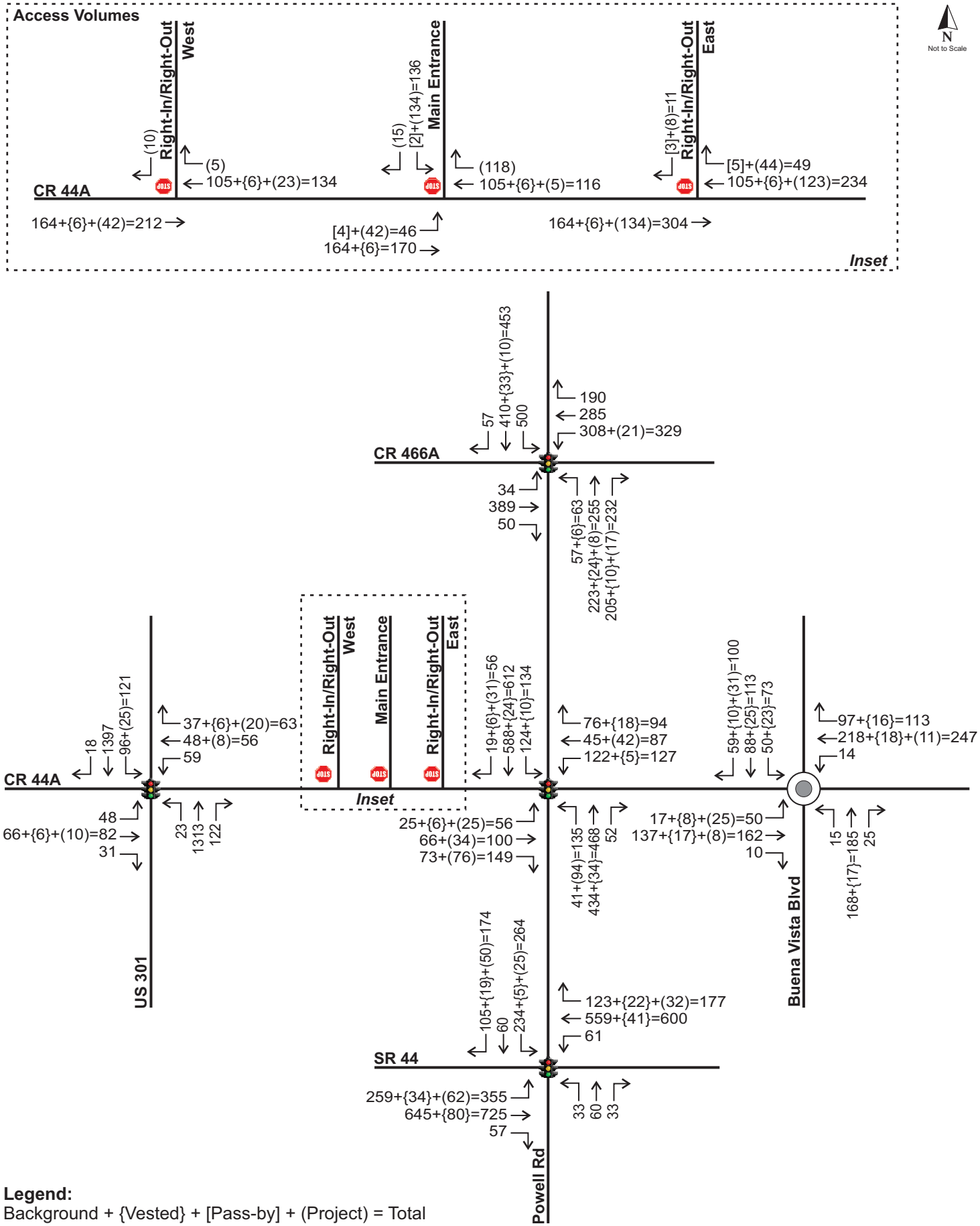
Road Name	# LNS	LOS Std	LOS Cap	AGR	Background 2024 NB/EB	Background 2024 SB/WB	Background 2024 LOS	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Total Volume NB/EB	Total Volume SB/WB	Total Volume LOS
CR 139 / Powell Rd													
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164	1,123	947	D
CR 44A to CR 466A	2	D	1,467	8.36%	991	783	D	15%	44	55	1,035	838	D
CR 44A													
US 301 to CR 139	2	D	675	1.00%	71	110	C	80%	27	30	98	140	C
CR 139 to Buena Vista Blvd	4	D	1,467	1.00%	71	110	C	20%	58	74	129	184	C
CR 466A													
CR 462 to Buena Vista Blvd	2	D	1,467	2.80%	1,359	1,429	D	10%	29	37	1,388	1,466	D
SR 44 *													
US 301 to Buena Vista Blvd	4	D	2,000	2.20%	658	968	C	30%	88	109	746	1,077	C

AGR denotes Annual Growth Rate

4.3 Intersection Capacity Analysis

The projected volumes for the intersection capacity and operations analysis were calculated by assigning the project trips to the project driveways and adding those volumes to the background volumes at the study intersections. Projected background traffic was estimated using the annual growth rates discussed in the previous section. Traffic volumes for the following projects were also added to the analysis as vested trips: Brownwood Professional Plaza, Wildwood Preserve, Powell Center Development, and Bonita Plaza. Excerpts from the reports used are included in **Appendix J**.

The detailed intersection volume projection calculations are included in **Appendix K**. The projected AM and PM peak hour volumes are illustrated in **Figure 5** and **Figure 6**, respectively.

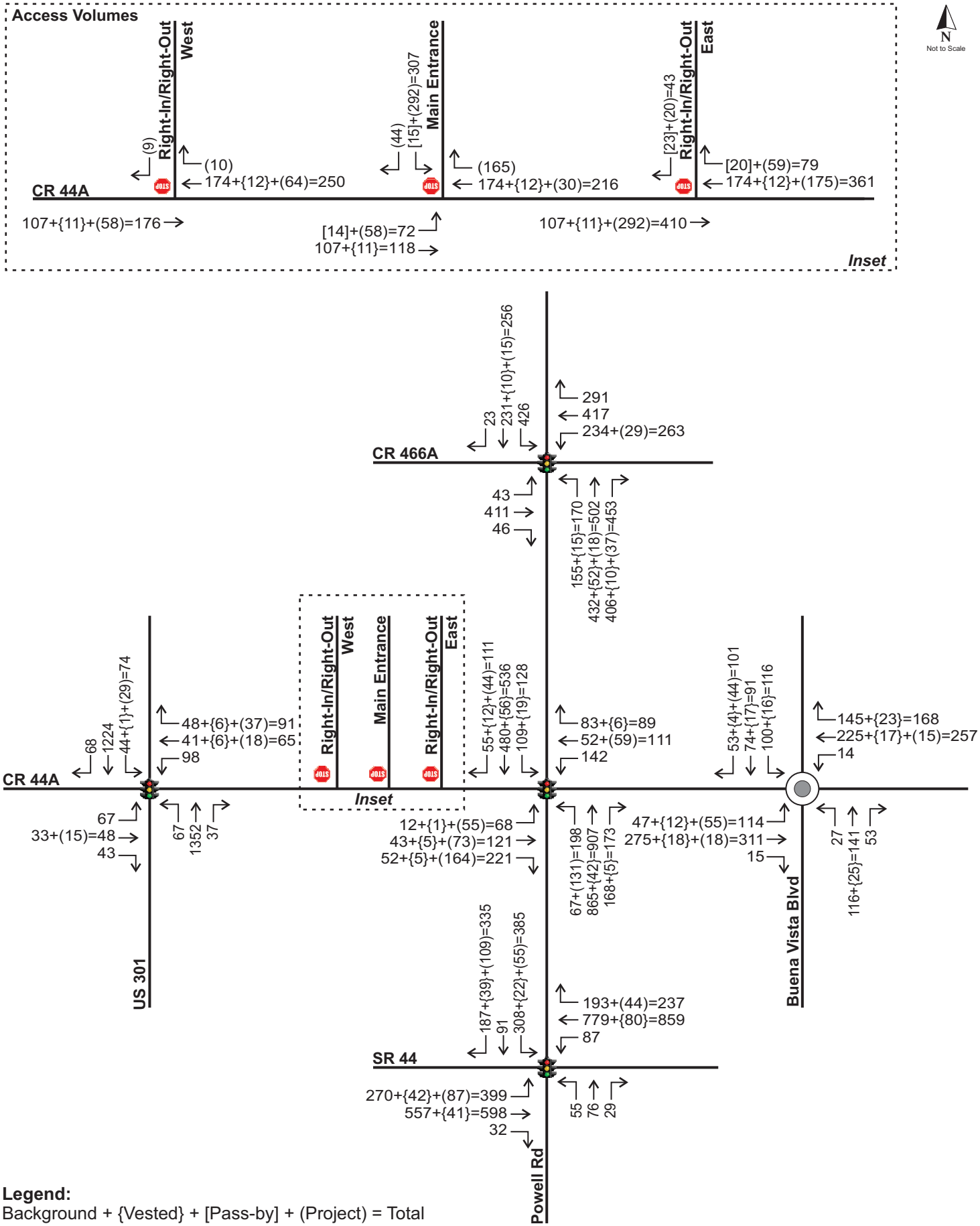


Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected AM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure
5



Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected PM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure 6

HIGHFIELD AT TWISTED OAKS
Project № 21184.1
January 2022

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

Traffic & Mobility Consultants

3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:
Kolter Land Partners
14025 Riveredge Drive, Suite 175
Tampa, Florida 33637

EXECUTIVE SUMMARY

Project Information

Name:	Highfield at Twisted Oaks
Location:	East of CR 209, west of US Highway 301, and north of CR 462
Jurisdiction:	Sumter County
Description:	300 single-family dwelling units

Findings

Trip Generation:	2,772 daily trips / 201 AM peak hour trips / 279 PM peak hour trips
Access Plan:	One (1) full access driveway on CR 462 One (1) full access driveway on CR 209
Roadway Capacity:	The study roadway segments currently operate within the and are projected to continue to do so at the project buildout.
Intersection Capacity:	The following signalized intersections are projected to operate below the adopted overall LOS at the project buildout: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard The remaining study intersections currently operate at an adequate overall LOS and are projected to continue to do so at the project buildout.
Turn Lanes:	An auxiliary right turn lane is warranted on CR 462 at Access Driveway.

incorrectly identified on page 8.

Recommended Improvements:

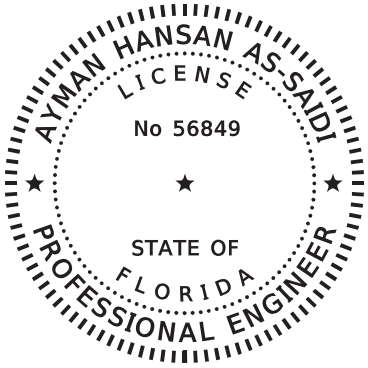
Auxiliary Turn Lanes:	CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).
Off-site Improvements:	Re-time the traffic signal controller for the following intersections: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Highfield at Twisted Oaks Pointe
LOCATION: Sumter County, Florida
CLIENT: Kolter Land Partners

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY
AYMAN H AS-SAIDI
2022.01.06 10:20:19 -05'00'
ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO. 56849

reference the methodology email

3.0 PROJECT TRAFFIC

3.1 Trip Generation

A trip generation analysis was performed for the proposed development using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The resulting trip generation analysis is summarized in **Table 4**. ITE information sheets are provided in **Appendix G**.

Table 4
Trip Generation Analysis

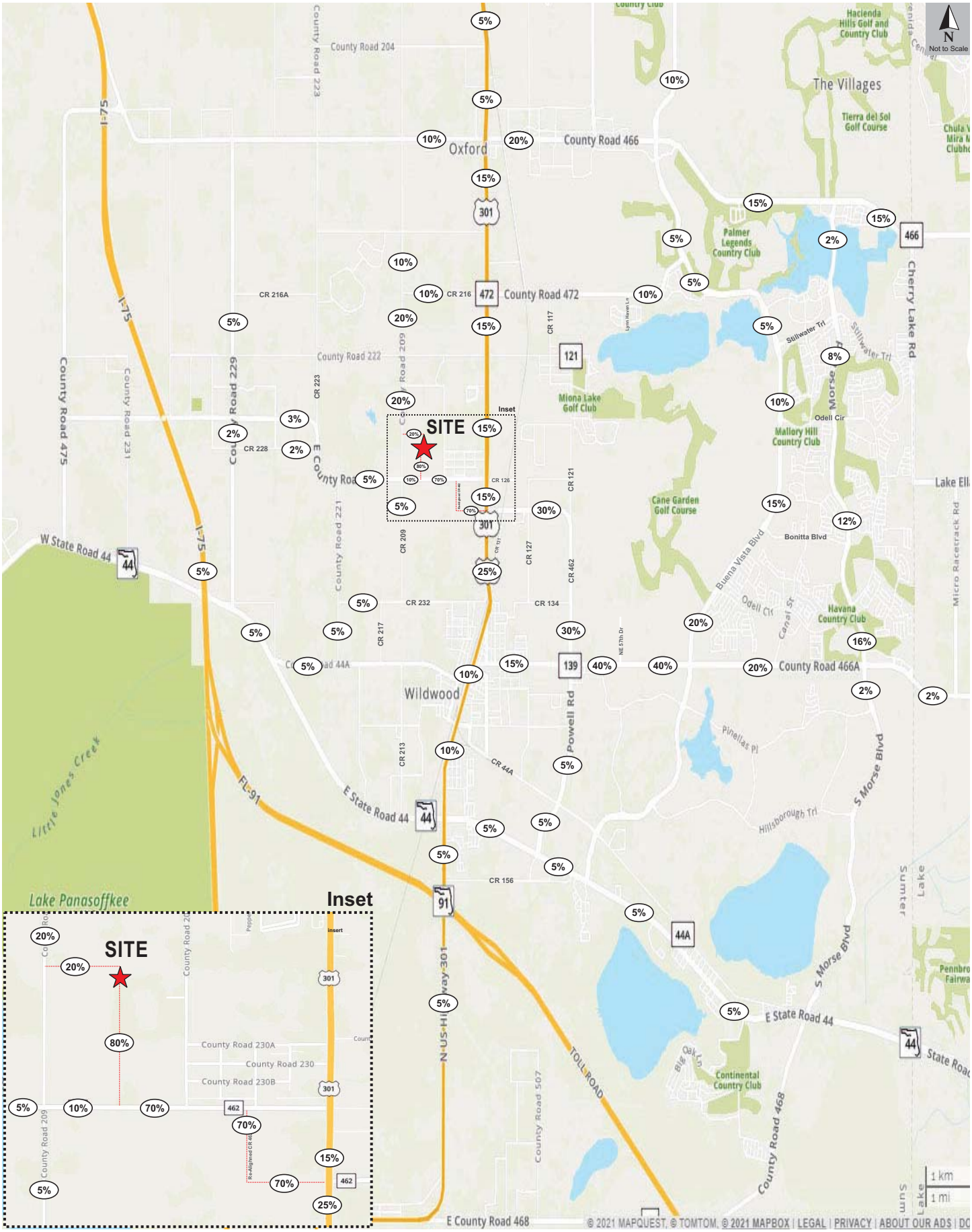
ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

Source: Trip generation analysis is based on ITE Trip Generation Manual, 11th Edition
ITE regression equations are used as R-squared values are greater than 0.75 and number of studies ≥20

The proposed development is projected to generate 2,772 daily external trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern previously estimated using the recently adopted *Central Florida Regional Planning Model (CFRPM) Version 7.0* for the adjacent mixed-use development of Twisted Oaks Pointe was manually adjusted. The model distribution was refined based on local knowledge, professional engineering judgement, and the location of the development with respect to surrounding attractions and activity centers to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The proposed trip distribution is shown in **Figure 4**, and the raw model plots are included in **Appendix H**.



TMC Traffic & Mobility Consultants

Project Trips Distribution

Highfield at Twisted Oaks

21184.1

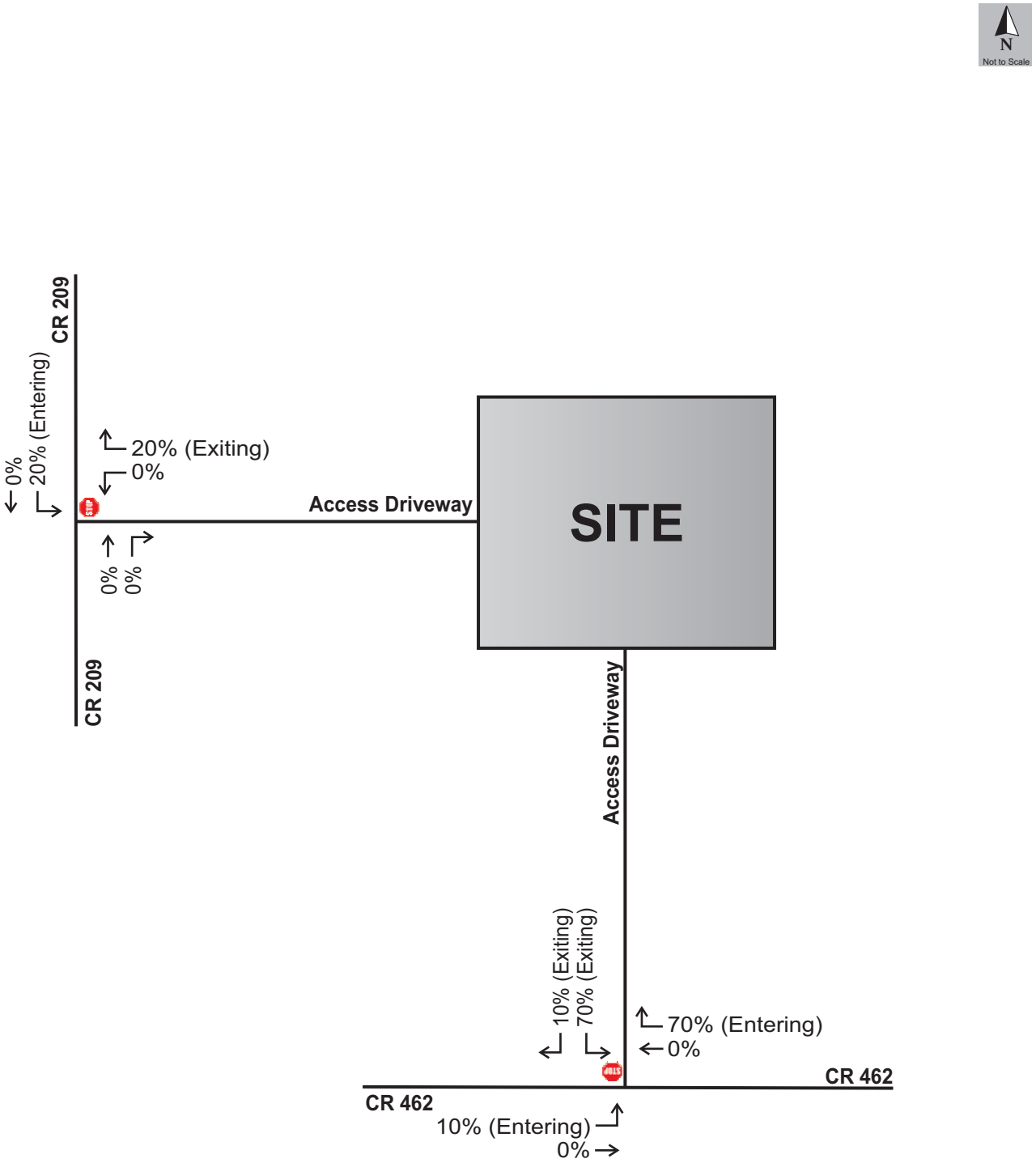
Figure 4

Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

Roadway Segment	# of Lns	LOS Std	PH Dir Cap	AGR %	Dir	Vested Trips	2024 Backg'd Vol	2024 Backg'd LOS	2024 Backg'd V/C	Project Dist	Project Trips	Projected Conditions Vol	Projected Conditions LOS	Projected Conditions V/C
CR 462														
CR 209 to US 301/ SR 35	2	D	1,190	1.00%	NB/EB	0	108	C	0.09	70%	72	180	C	0.15
					SB/WB	0	257	C	0.22		72	329	C	0.28
US 301/ SR 35 to CR 131	2	F	1640	1.21%	NB/EB	157	573	B	0.35	30%	31	604	C	0.37
					SB/WB	175	841	C	0.51		31	872	C	0.53
CR 131 to CR 121	2	F	1640	1.21%	NB/EB	97	513	B	0.31	30%	31	544	B	0.33
					SB/WB	126	792	C	0.48		31	823	C	0.50
CR 121 to CR 134	2	F	1640	1.00%	NB/EB	124	793	C	0.48	30%	31	824	C	0.50
					SB/WB	141	655	C	0.40		31	686	C	0.42
CR 134 to CR 466A	2	F	1640	1.00%	NB/EB	344	1,013	D	0.62	30%	31	1,044	D	0.64
					SB/WB	456	970	D	0.59		31	1,001	D	0.61
CR 466A														
US 301/SR 35 to CR 462/CR 139	2	D	825	1.00%	NB/EB	227	725	D	0.88	15%	15	740	D	0.90
					SB/WB	238	753	D	0.91		15	768	D	0.93
CR 462/CR 139 to CR 133 (NE 57th Dr)	4	D	1900	1.00%	NB/EB	296	1,410	C	0.74	40%	41	1,451	C	0.76
					SB/WB	347	1,521	C	0.80		41	1,562	C	0.82
CR 133 (NE 57th Dr) to Buena Vista Blvd	4	D	1900	1.19%	NB/EB	198	1,478	C	0.78	40%	41	1,519	C	0.80
					SB/WB	236	1,582	C	0.83		41	1,623	C	0.85
CR 472														
US 301/SR 35 to CR 117	2	D	713	1.00%	NB/EB	188	475	D	0.67	10%	10	485	D	0.68
					SB/WB	112	320	C	0.45		10	330	C	0.46
CR 117 to Lynn Haven Ln	2	D	713	1.00%	NB/EB	65	346	C	0.49	10%	10	356	D	0.50
					SB/WB	83	470	D	0.66		10	480	D	0.67
Lynn Haven Ln to Buena Vista Blvd	2	D	675	1.00%	NB/EB	65	407	D	0.60	10%	10	417	D	0.62
					SB/WB	83	361	D	0.53		10	371	D	0.55
CR 209														
CR 462 E to CR 216	2	D	616	1.00%	NB/EB	21	99	C	0.16	20%	21	120	C	0.19
					SB/WB	16	69	C	0.11		21	90	C	0.15
CR 216														
CR 209 to US 301/SR 35	2	D	675	1.00%	NB/EB	0	5	C	0.01	10%	10	15	C	0.02
					SB/WB	0	29	C	0.04		10	39	C	0.06

Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

The capacity analysis reveals that all the study roadway segments are projected to continue to operate within their adopted capacities at the project buildout.

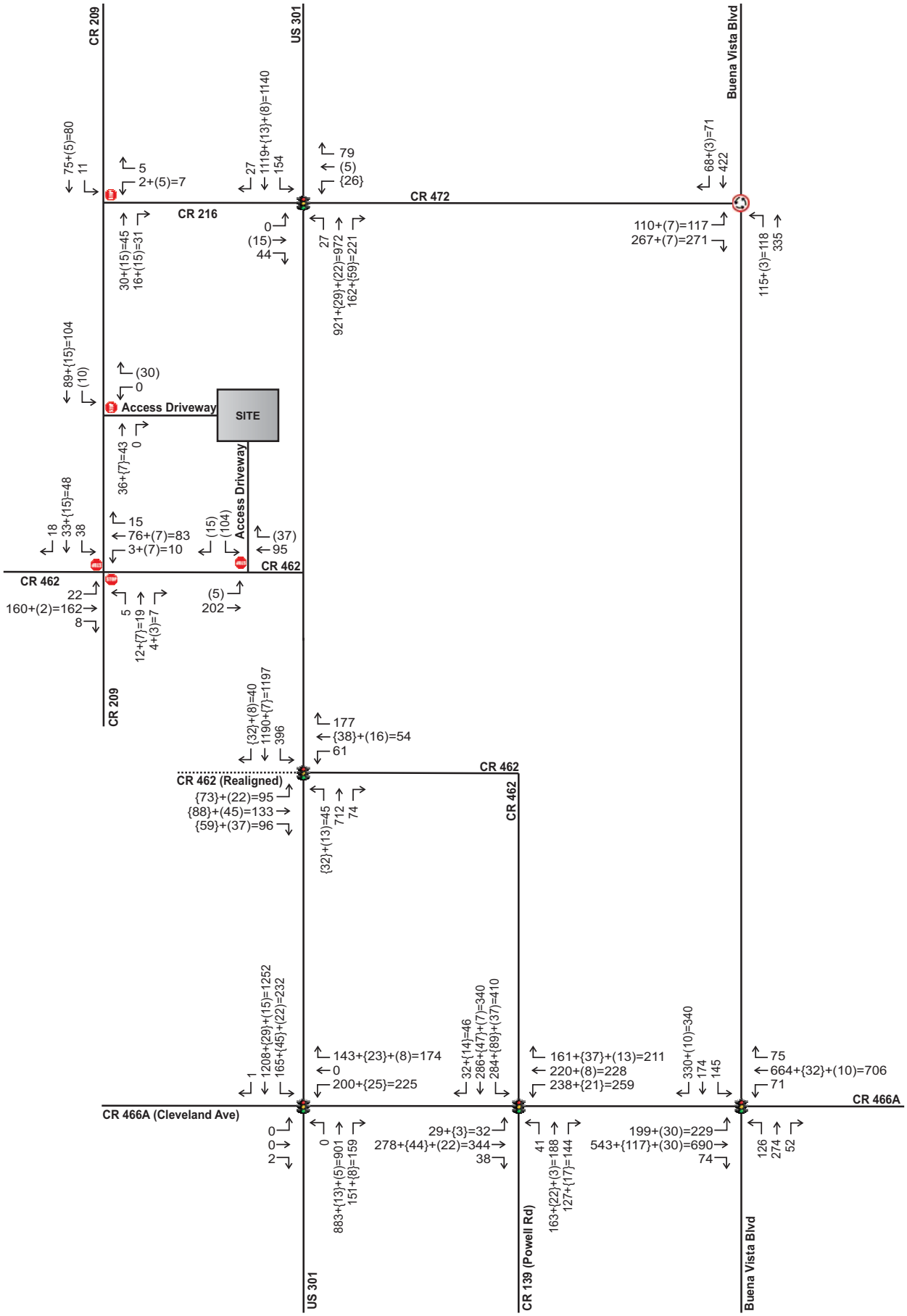


Project Trip Distribution on the Access Driveways

Highfield at Twisted Oaks

21184.1

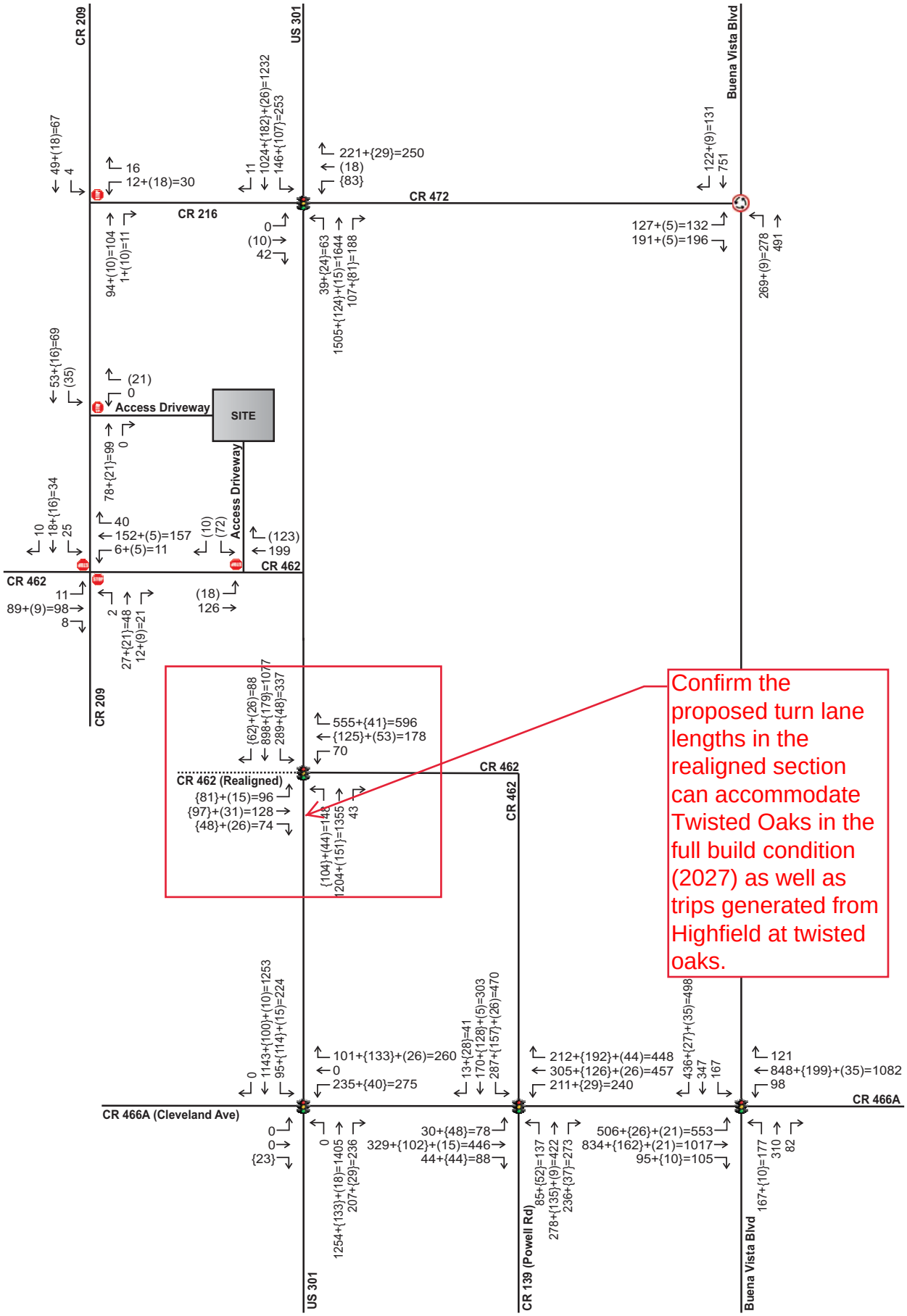
Figure 5



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure
6



Confirm the proposed turn lane lengths in the realigned section can accommodate Twisted Oaks in the full build condition (2027) as well as trips generated from Highfield at twisted oaks.

Background+{Committed}+(Project)=Total

Projected PM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 7

6.0 STUDY CONCLUSIONS

The TIA was conducted to assess the impact of the proposed residential development of Highfield at Twisted Oaks. The proposed development is located east of CR 209, west of US Highway 301, and north of CR 462 in Sumter County, Florida. The project consists of 300 single-family dwelling units with an anticipated full buildout year of 2024.

The analysis evaluated the proposed development's impact on roadway segments and intersections within the project's influence area and included a preliminary access review. The results of the analysis as documented herein are summarized below:

- The proposed development is projected to generate 2,772 daily trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.
- The roadway segment capacity analysis indicates that the study segments currently operate within the adopted LOS and are projected to continue to do so at the project buildout.
- The intersection capacity analysis shows that the following signalized intersections are projected to operate below the adopted overall LOS at the project buildout:
    - US 301 and CR 472/ CR 216
    - CR 466A and Buena Vista Boulevard
- The remaining study intersections currently [illegible] opted overall LOS and are projected to do so at the project buildout.

  see previous comments
- The site access driveways are projected to operate at an adequate LOS at the project buildout.
- To mitigate the impact of the proposed development on the study intersections, re-time the traffic signal controller for the following intersections:
    - US 301 and CR 472/ CR 216
    - CR 466A and Buena Vista Boulevard

- CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).

Traffic Impact Analysis

for

Powell Plaza

Parcel ID# G04-050

Prepared for:
Germana Engineering and Associates, LLC
Clermont, FL 34711

By
Transportation Engineering & Modeling (TEM) Group
Orlando, FL-32828

Submitted: Sept 2020
Revised: Oct 2020

PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a registered professional engineer in the State of Florida practicing with TEM Group, LLC, a corporation, authorized to operate as an engineering business, Certification of Authorization No. L19000129327, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the methodology, analysis, conclusions and recommendations hereby reported for:

Project: Powell Plaza

Location: City of Wildwood, Sumter County, Florida

Client: AH Capstone, LLC

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering, as applied through professional engineering judgment and practical experience.

Name: Hatem A. Abou-Senna

P.E. Number: 64658

Date: October 28th, 2020

Signature: _____

Dr. Hatem Abou-Senna, P.E.
Oct 28th, 2020
P.E. License No. 64658

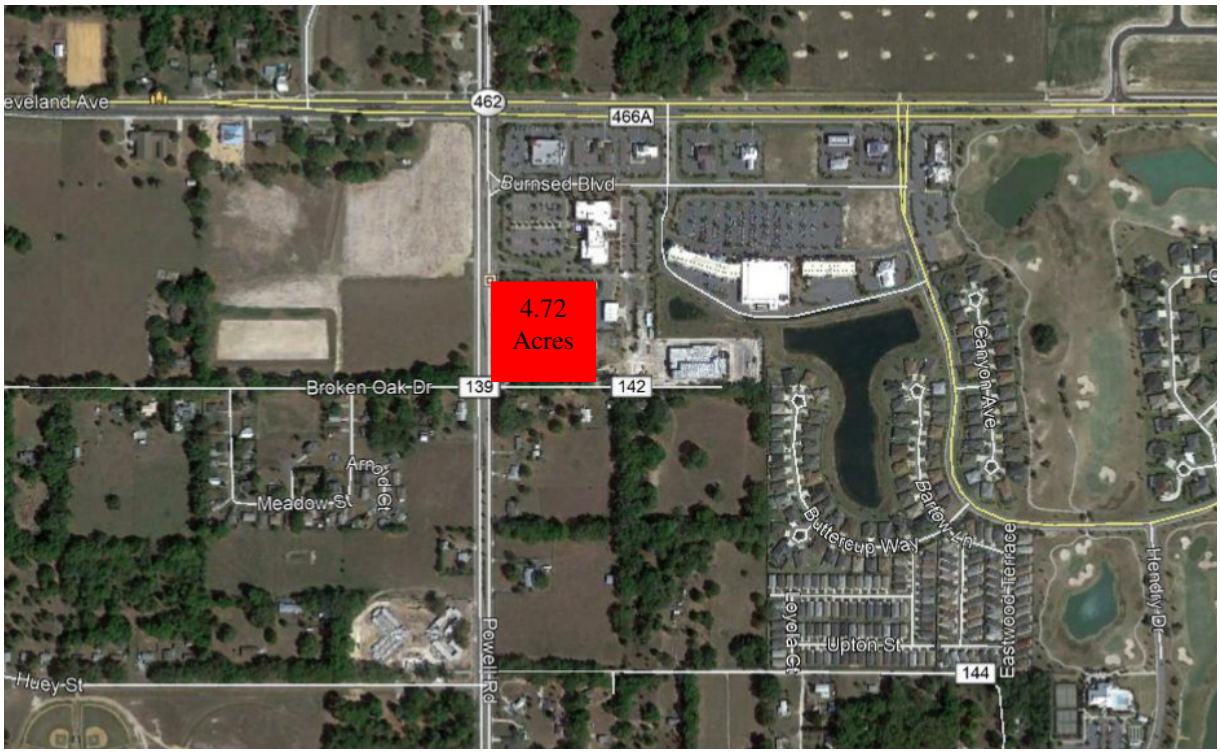


Figure 1: Project Location Map

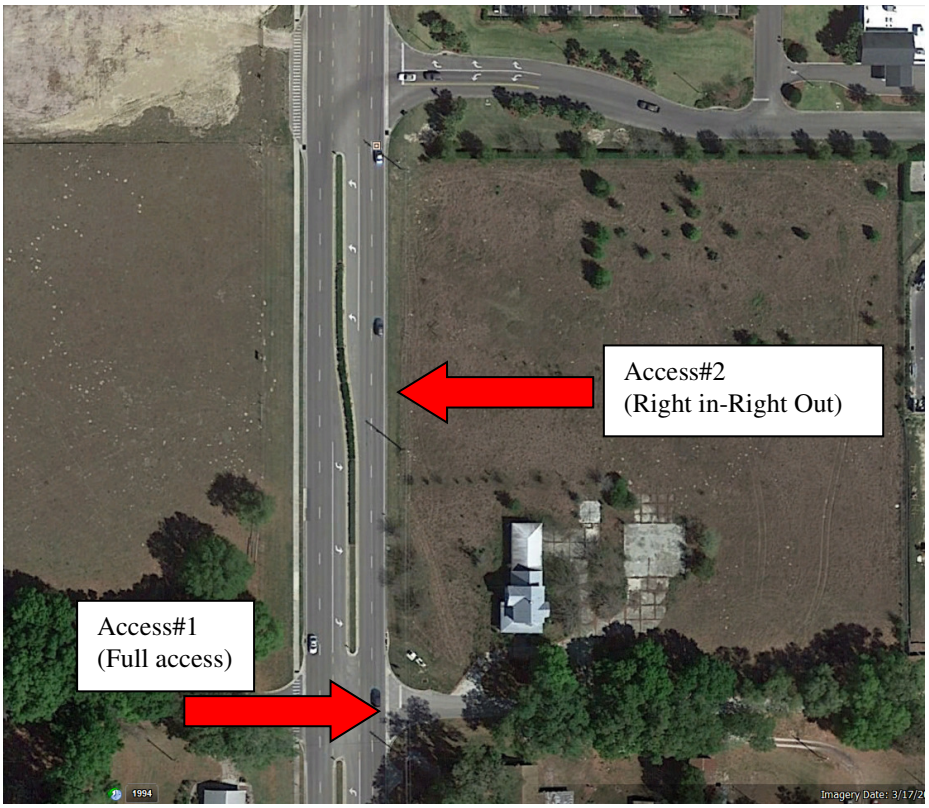


Figure 2: Project Access Locations

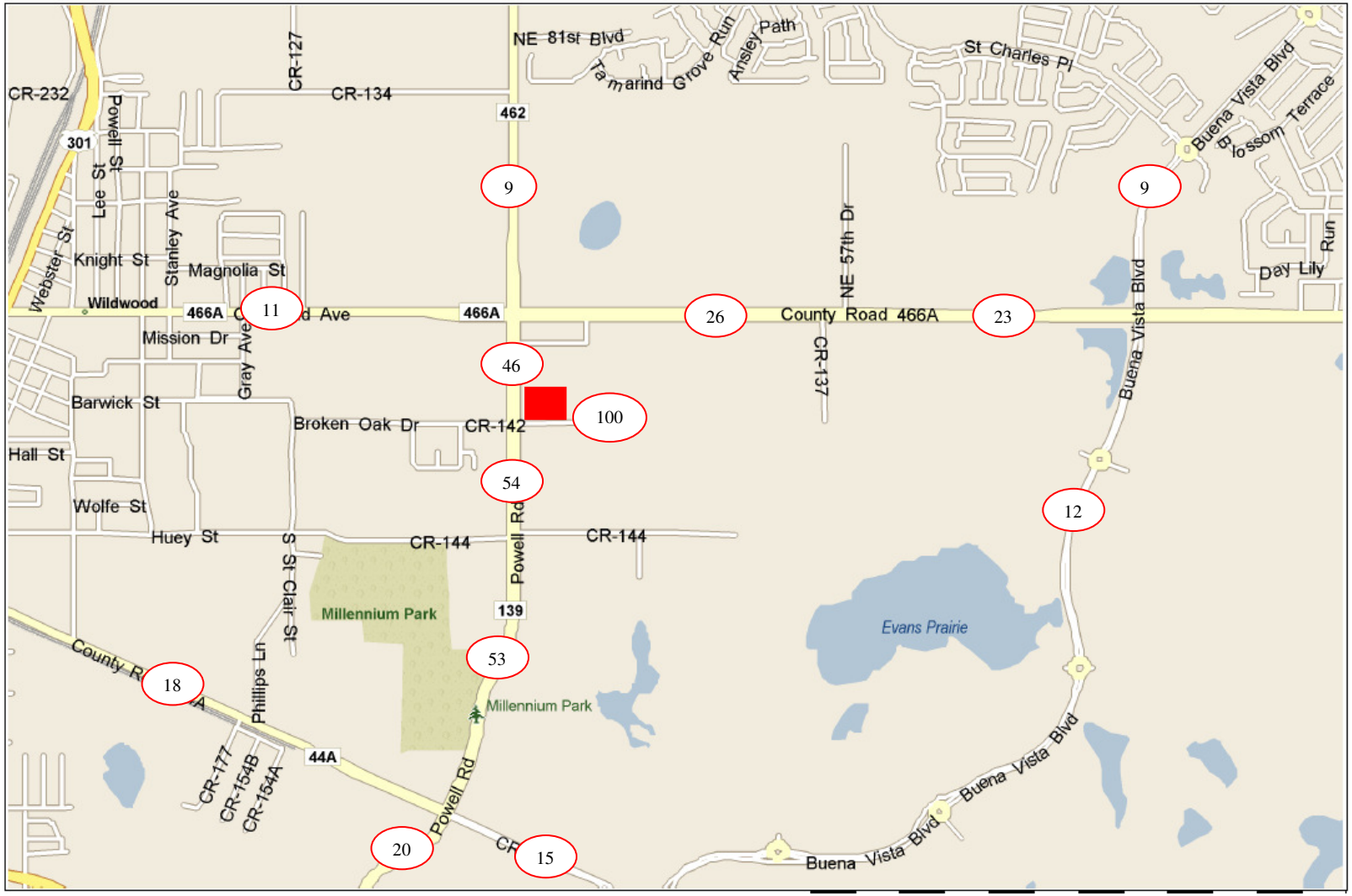
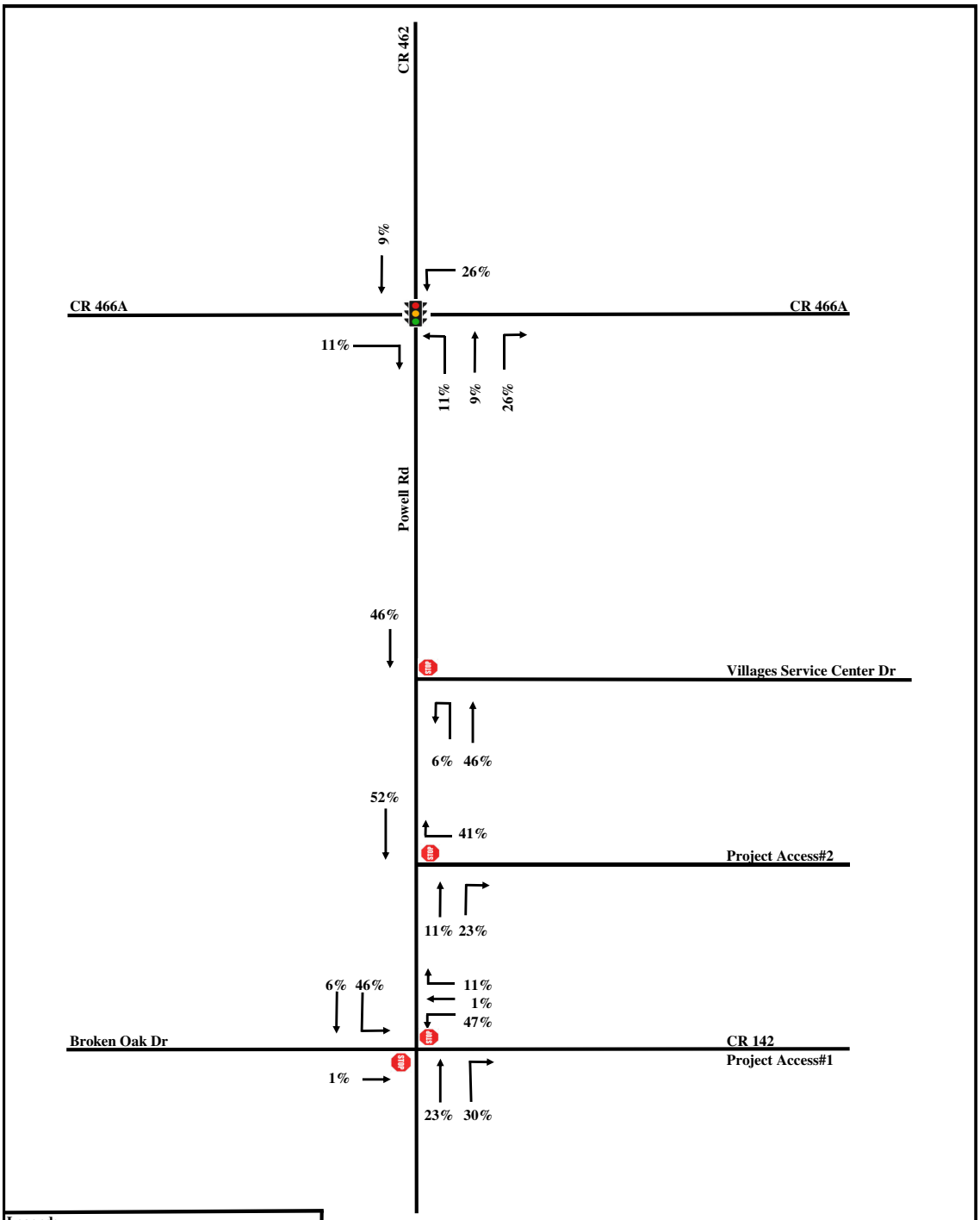
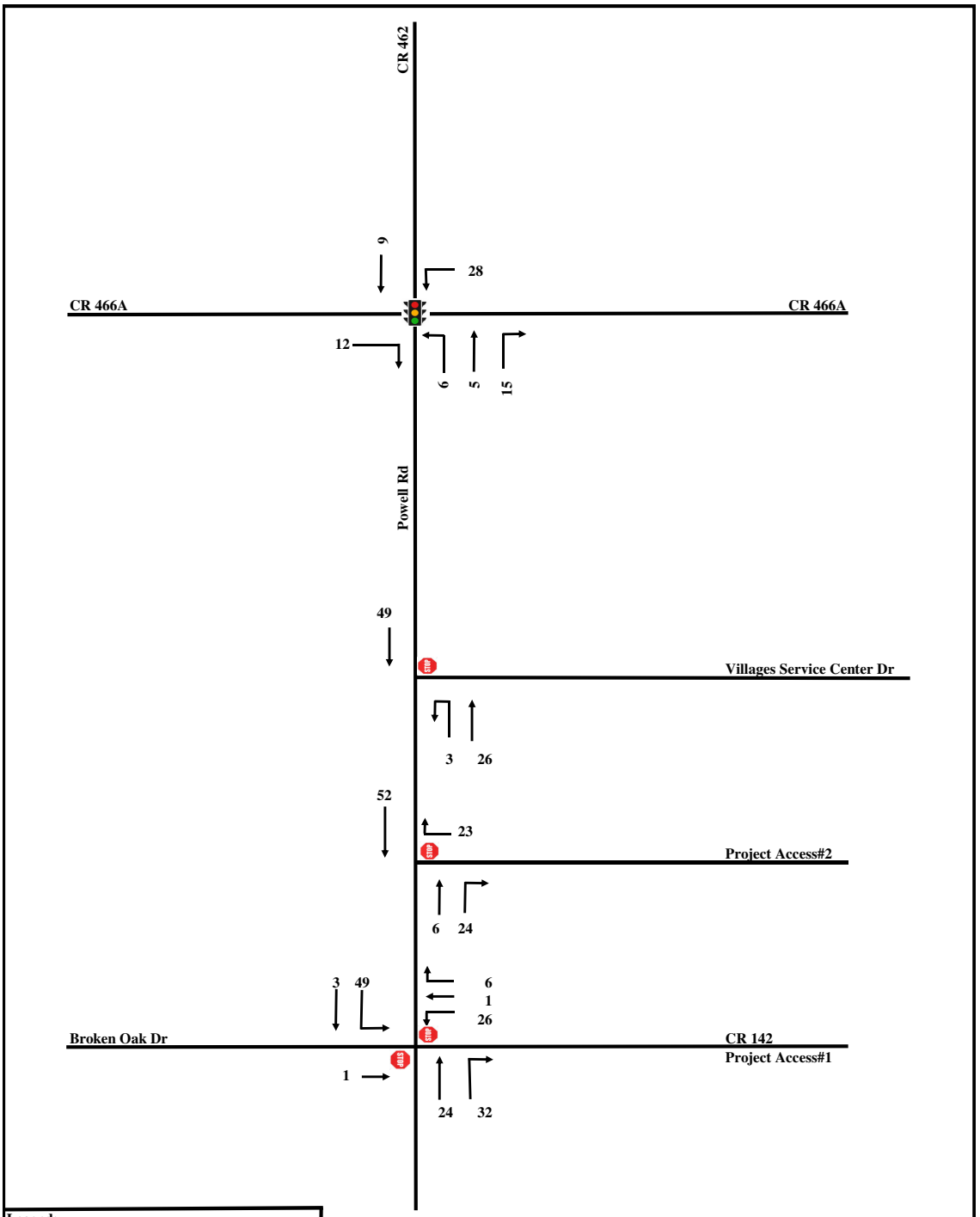


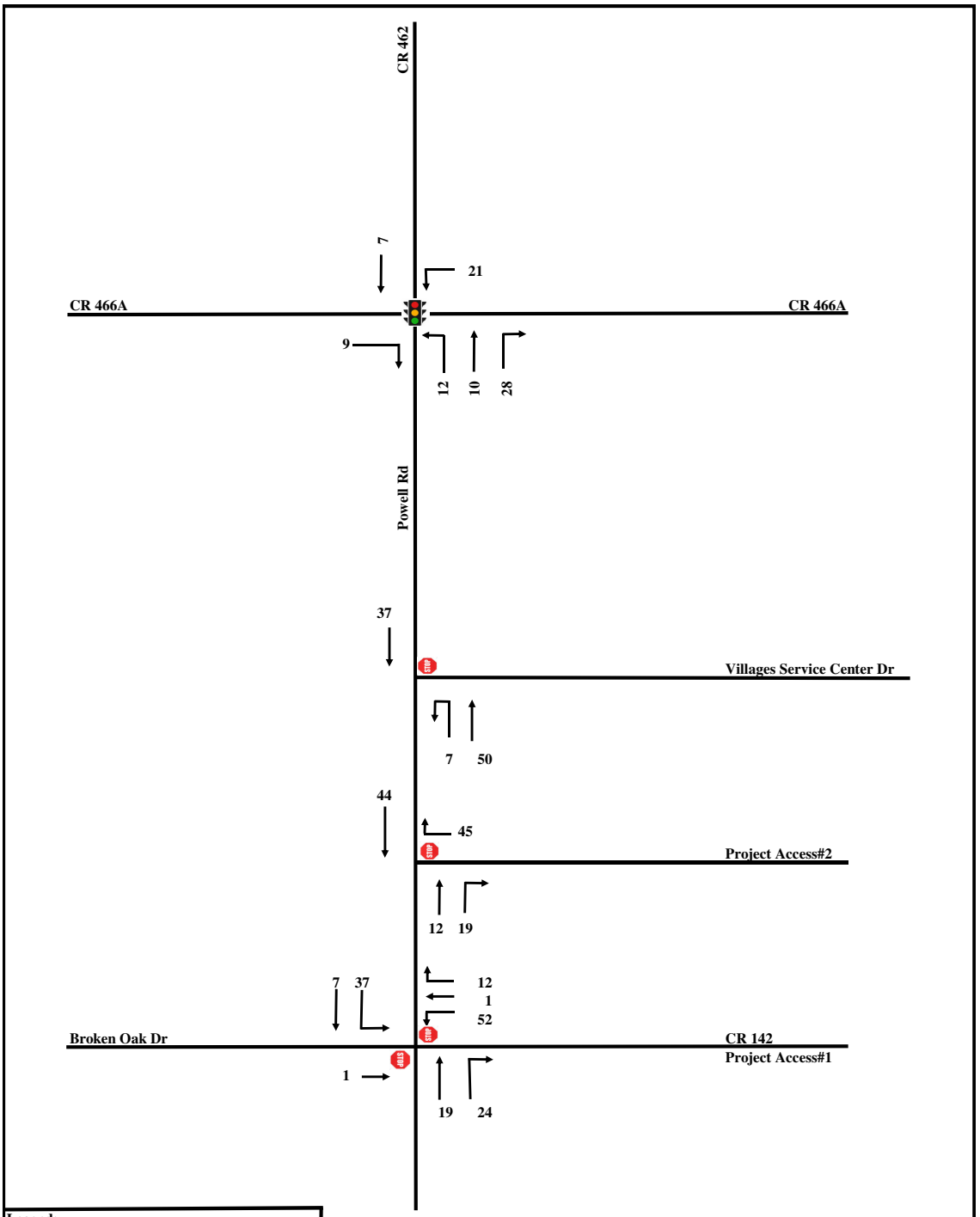
Figure 3: Project Trip Distribution – Roadway Segments



TEM Group	Powell Plaza - Traffic Study	Figure 4 Project Distribution



TEM Group	Powell Plaza - Traffic Study	Figure 5 Project Traffic AM PK HR



Legend:

xx = PM Project Traffic

81 Entering / 110 Exiting

TEM Group	Powell Plaza - Traffic Study	Figure 6 Project Traffic PM PK HR

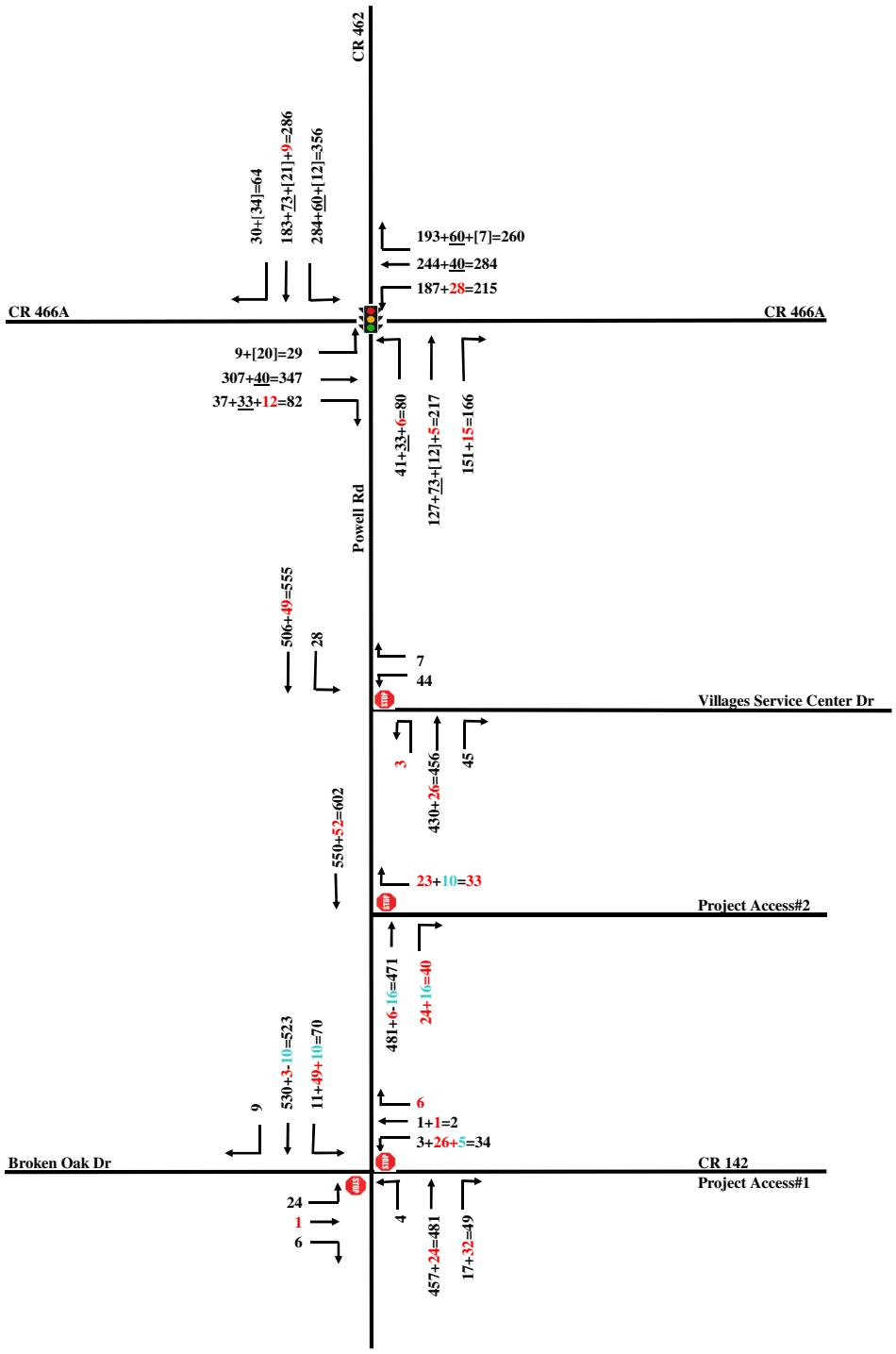
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic: Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	Project Dist(%)	Project Traffic: Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	Significance	YR 2022 Total Traffic: Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	Significant & Adverse
Powell Road																
South of CR 466A	4LD	D	1,602	885	717	D	54.00%	103	44	59	3.92%	1,705	929	776	D	No
South of CR 44A	4LD	D	1,360	665	695	D	20.00%	38	16	22	1.45%	1,398	681	717	D	No
CR 462																
North of CR 466A	2LU	D	1,534	857	677	F	9.00%	17	10	7	1.12%	1,551	867	684	F	No
CR 466A																
East of US 301	2LU	D	1,194	596	598	D	11.00%	21	12	9	1.67%	1,215	608	607	D	No
East of Powell Road	4LD	D	2,444	1,199	1,245	C	26.00%	50	29	21	1.48%	2,494	1,228	1,266	C	No
West of Buena Vista Blvd	4LD	D	2,776	1,353	1,423	C	23.00%	44	19	25	1.30%	2,820	1,372	1,448	C	No
CR 44A																
West of Powell Road	4LD	D	364	190	174	C	18.00%	35	20	15	1.33%	399	210	189	C	No
East of Powell Road	4LD	D	796	420	376	C	15.00%	28	16	12	1.07%	824	436	388	C	No

Notes:

* Project traffic is insignificant consuming less than 3% of the roadway segments maximum service volume

Source: TEM Group, LLC



Legend:

xx = Grown Traffic

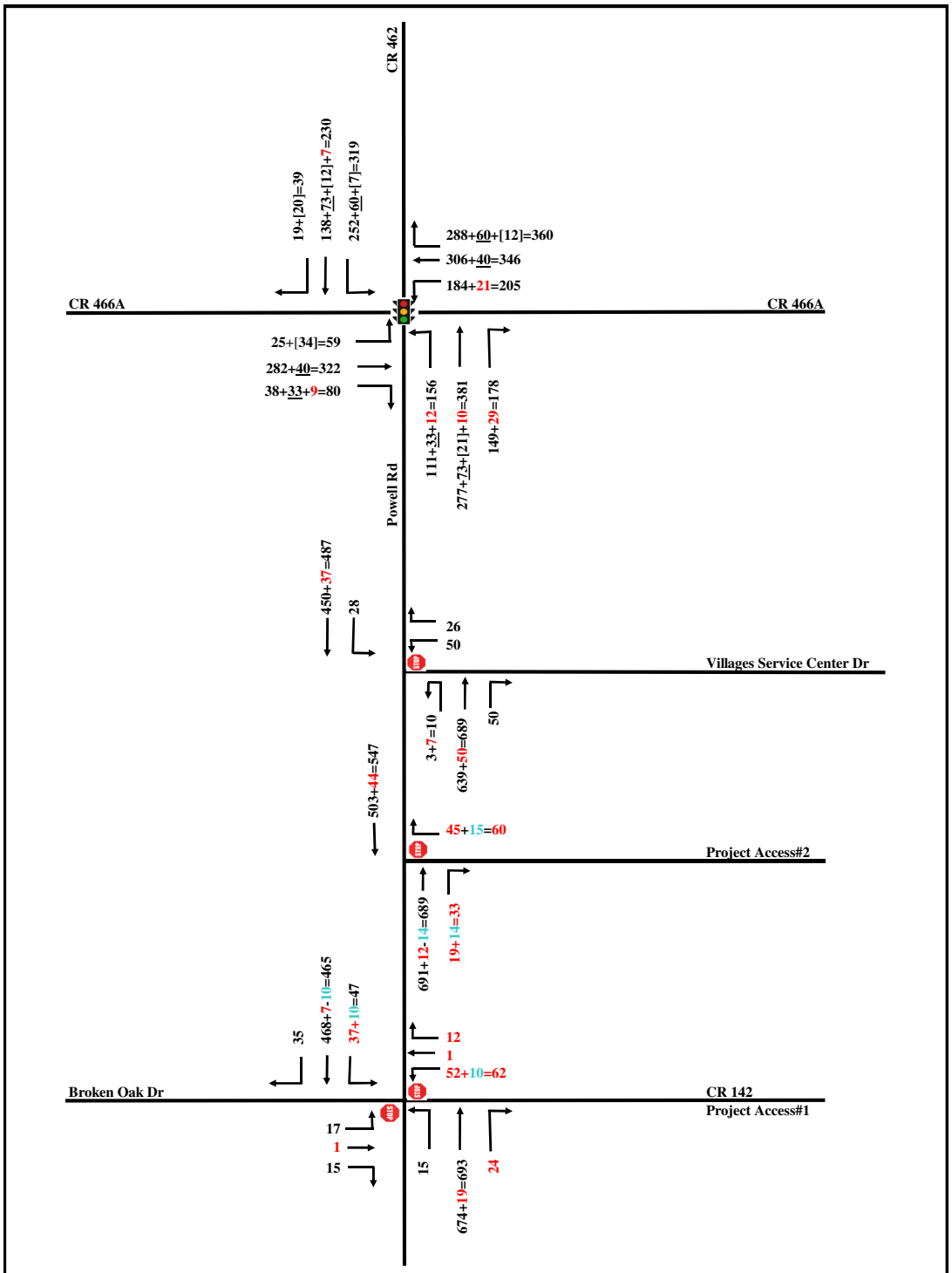
xx = Turkey Run Traffic

[xx] = Triumph South Traffic

xx = Powell Plaza Project Traffic

xx = Powell Plaza Pass By Traffic

TEM Group	Powell Plaza - Traffic Study	Figure 7 Future YR 2022 AM PK HR Traffic



Legend:

- xx = Grown Traffic
- xx = Turkey Run Traffic
- [xx] = Triumph South Traffic
- xx = Powell Plaza Project Traffic
- xx = Powell Plaza Pass By Traffic

TEM Group	Powell Plaza - Traffic Study	Figure 8 Future YR 2022 PM PK HR Traffic

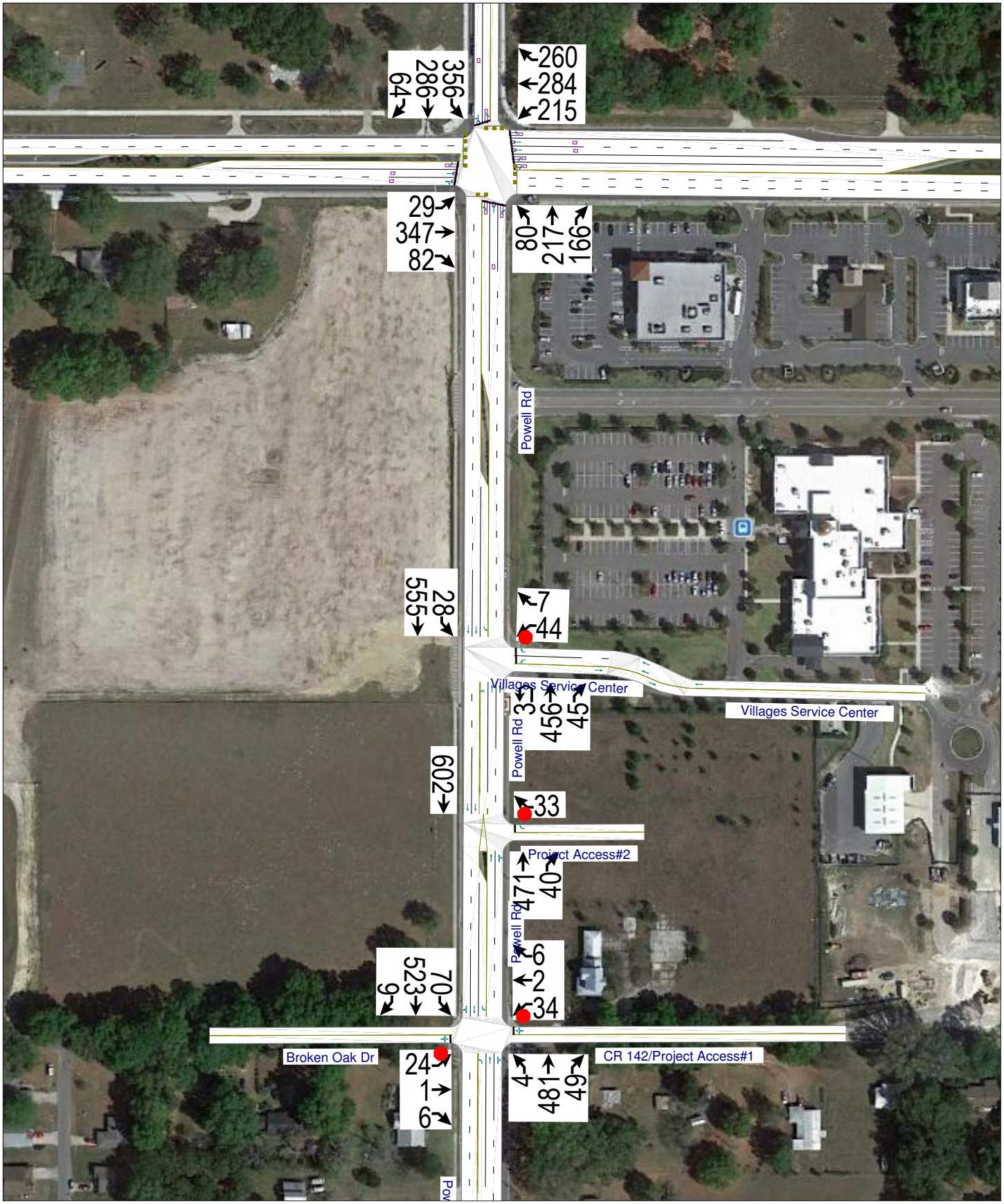


Figure 9 - Future YR 2022 AM PK HR Total Traffic

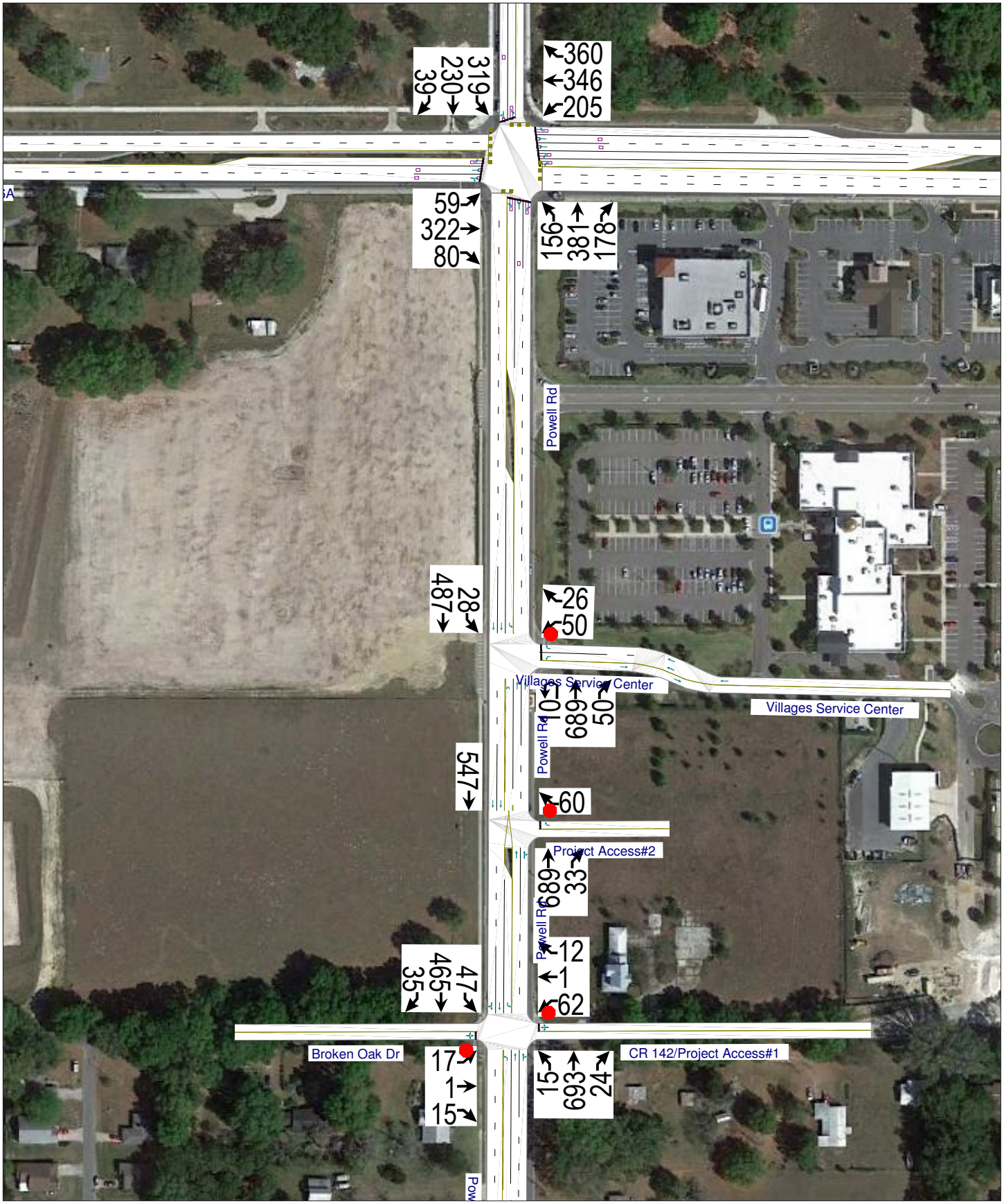


Figure 10 - Future YR 2022 PM PK HR Total Traffic

TRAFFIC IMPACT STUDY
NE 81st Blvd. Subdivision
Sumter County, Florida

August 19, 2021
Revised January 11, 2022

prepared for:

SUMTER COUNTY
Public Works & Engineering Departments

submitted on behalf of:

Urban Habitats

prepared by:

MPH Transportation Planning, Inc. & Hagen Consulting Services

Signature of QA/QC Engineer:
Lawrence T. Hagen
Lawrence T. Hagen, P.E., P.T.O.E.
FLA License # 43968

Signature of Preparer:
Michael Hemmen
Michael Hemmen, AICP
Certificate # 012190

PROFESSIONAL ENGINEER ENDORSEMENT

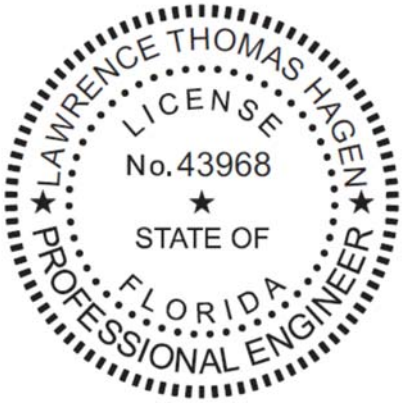
I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional Engineers, State of Florida, Department of Professional Regulation.

I have prepared or supervised the preparation of the evaluation, findings, conclusions, recommendations, or professional opinions/advice contained in this document. My endorsement constitutes my approval of these items.

PROJECT: NE 81st Boulevard Subdivision (Residential Development)
LOCATION: Sumter County, Florida
CLIENT: Urban Habitats

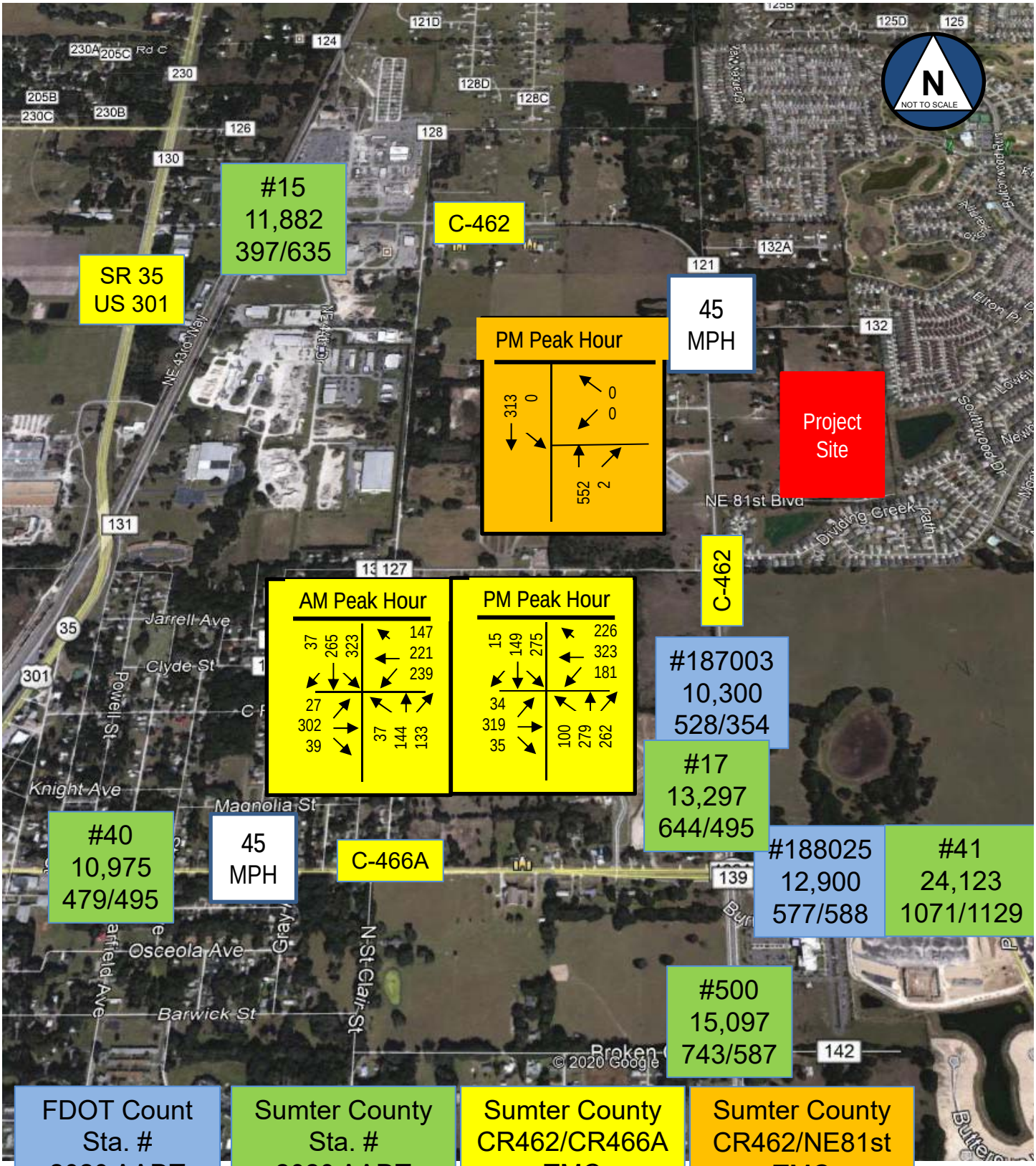
The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

Name: Lawrence T. Hagen, P.E., PTOE, RSP
Florida P.E. No.: 43968
Date: August 19, 2021



This item has been digitally signed and sealed by Lawrence T. Hagen on the date adjacent to the seal.

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



FDOT Count Sta. # 2020 AADT NB/SB p.m. pk	Sumter County Sta. # 2020 AADT NB/SB p.m. pk	Sumter County CR462/CR466A TMC 9/17/20	Sumter County CR462/NE81st TMC 8/4/21

MPH

MPH 21-16 8/10/21

Single-Family Residential – Sumter County, FL

Project Location & Existing Traffic

Figure 1
Page 5

TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation 11th Edition was used to calculate project trip estimates for this land use for Daily, AM & PM peak hours. Trip information is summarized in ***Table 1 –Trip Generation*** below using both trip formulae and trip rates. Trip formulae are slightly higher in the peak hour and 8% higher for daily trips. The maximum buildout scenario is 69 residential units. The maximum number of units is used in trip generation calculations to present a conservative or worse-case scenario.

Table 1: Trip Generation
NE 81st Blvd. Homes
Sumter County, Florida

					Distribution		Trips	
Single Family Homes		ITE Trip Formulae	Unit*	Trips	In	Out	In	Out
Daily	210	Ln(T) = 0.92 Ln (X) + 2.68	69	717	50%	50%	359	359
AM Peak	210	Ln(T) = 0.91 Ln (X) + .012	69	48	26%	74%	12	40
PM Peak	210	Ln(T) = 0.94 Ln (X) +0.27	69	70	63%	37%	44	26

Source: ITE 11th Edition of Trip Generation; Units: Residential Dwellings;
No Pass-by or internal capture reductions are applicable.

					Distribution		Trips	
Single Family Homes		ITE Trip Rates	Unit*	Trips	In	Out	In	Out
Daily	210	(T) = 9.43 (X)	69	651	50%	50%	326	326
AM Peak	210	(T) = 0.70 (X)	69	48	26%	74%	12	36
PM Peak	210	(T) = 0.94 (X)	69	65	63%	37%	41	24

This data is used to develop external distribution of project trips onto the adjacent roadway network from the project site as discussed in the next section of this report.

TRIP DISTRIBUTION

The distribution of project trips on the roadway is a manual assignment derived from the PM Peak period traffic data collected on the adjacent roadways and review of existing locations of interacting land-uses. Trip generation numbers from Table 1 are factored by these nominal distribution criteria to develop trip impact estimates for the adjacent roadway segments to the project site. The results of these calculations are displayed in ***Figure 2 - P.M. Project Traffic Impacts*** and in ***Table 2 – Project Trip Distribution*** below.

TABLE 2: Project Trip Distribution
NE 81st Blvd. Homes
Sumter County, Florida

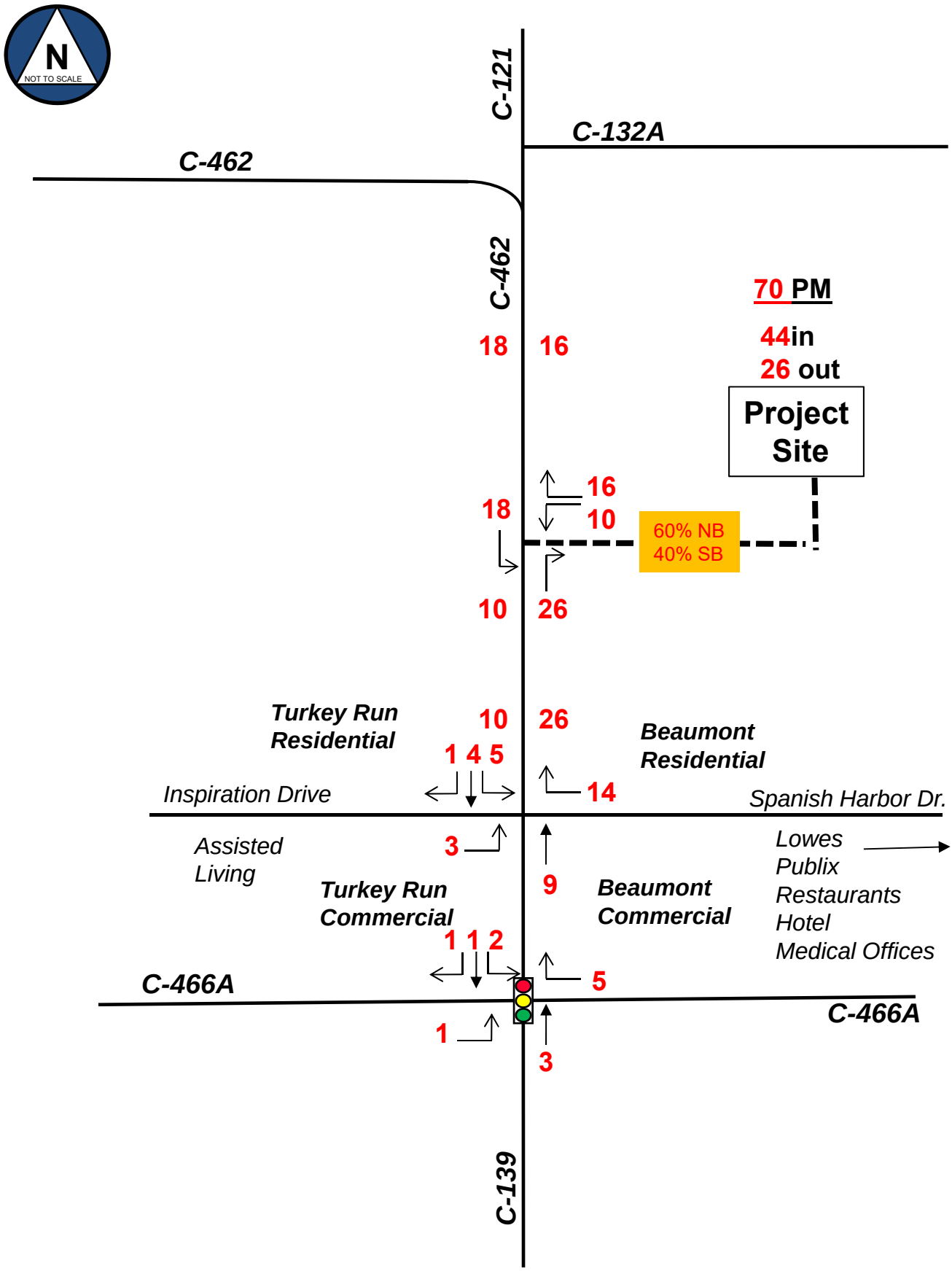
Daily Project Trips		**Enter**	**359**	**Exit**	**359**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

AM Peak Hour Project Trips		**Enter**	**12**	**Exit**	**40**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	5	40%	16	21
	South of NE 81st Blvd.	60%	7	60%	24	31
	Total	100%	12	100%	40	52

PM Peak Hour Project Trips		**Enter**	**44**	**Exit**	**26**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	18	60%	16	34
	South of NE 81st Blvd.	60%	26	40%	10	36
	Total	100%	44	100%	26	70

Project Distributions are estimated from adjacent street traffic & interacting land uses
Peak hour project trips represent the gross driveway impacts from Table 1

Peak-hour trip impacts provide driveway detail for intersection and turn lane analysis for site plan review. Driveway evaluation consists of the gross trips entering or exiting the site. The highest directional new project traffic impact during the peak hour would be: **27** vehicles on northbound C-462 turning right into the project site in the PM peak hour.



MPH

Single-Family Residential – Sumter County, FL

Project P.M. Peak Hour Traffic

Figure 2
Page 9

MPH 21-16 12/15/21

ROADWAY LEVEL OF SERVICE (LOS) ANALYSIS

Data for Sumter County roadway level of service (LOS) for C-462 was extracted from the Sumter County Counts and LSMPO database. FDOT Quality/Level of Service (Q/LOS) tables are used for roadway segments within transitioning urban areas. ***Table 3: Roadway Level of Service*** provides the most recent available data for roadway segments adjacent to the project site.

Table 3: Roadway Level of Service (LOS)
NE 81st Blvd. Homes
Sumter County, Florida

Roadway	Segment #/Description	Period	MSV	Existing	Bkgrnd	Res'vd.	Project	UH#1	V/C	LOS
C-462	C-466A to Inspiration Dr.	PM Peak	1,520	1,139	23	218	14	10	92%	D
	Inspiration Dr. to NE 81st Blvd.	PM Peak	1,520	1,032	21	85	36	25	79%	D
	NE 81st Blvd. to C-121	PM Peak	1,520	1,032	21	85	34	23	79%	D

Source: Maximum Service Volume (MSV) from FDOT LOS Table 4 (LOS D) Non-State roadway > 40 mph; 2-Lane Divided
Existing Traffic from 2020 Sumter County Counts Two-way Peak Hour
Background growth 2%/yr = 4%
Res'vd. = Project trips from Turkey Run, Wildwood Preserve, & Parkview approved projects.
Project trips represent Two-way PM Peak Hour traffic from Table 2.
UH #1 = trips from Urban Habitats recently approved condominium project on C+462.
Sumter County 3% threshold of MSV = 46 trips (1520 x 3%)

The resulting volumes are below the capacity (MSV) associated with each roadway segment. The roadway segment is deemed critical when the Volume to Capacity ratio (V/C) exceeds 95%, and when the "*Roadway segments outside of abutting roadway in which the projected and distributed traffic is greater than three percent of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips.*"

The two segments of C-462 adjacent to the project site are well below the MSV of 1,520 trips. The Sumter County TIA Guidelines establish the threshold at 3% MSV = 46, or 70 trips. Table 2 indicates the project's maximum two-way peak hour impact would be 36 trips just south of NE 81st Blvd. The segment of C-462 north of C-466A is at 92% with the addition of project traffic. This is due in large part to the two major developments; Turkey Run and Beaumont located at the northwest and northeast corners of the intersection of C-462/C-466A. Both have already started construction with some units occupied and some of the commercial components open for business. The next section of the report addresses traffic operational impacts at the intersection and turn lane analyses.

Table 4 - Intersection Impacts

Stop Sign Controlled Intersection Impacts

Approach	*NE 81st Blvd*		*CR 462*				
PM Peak	Westbound		Northbound		Southbound		
Movement	Left	Rt	Thru	Rt	Left	Thru	Totals
2021	0	0	552	2	0	313	867
Bkgrnd	0	0	22	0	0	13	35
Resvd	0	0	95	0	0	94	189
2023	0	0	669	2	0	420	1091
Project	**10**	**16**		**26**	**18**		**70**
2022 E+P	10	16	669	28	18	420	1161

Notes:

2021 traffic volumes from 8/4/21 TMC

Background growth = 4% (two years at 2% per year)

Reserved trips from 3 project TIAs provided by Sumter County staff

Project Traffic (**BOLD**) from Figure 2 PM Peak Hour

Single Family homes at Wildwood buildout by 2023.

Table 5 –Intersection Level of Service (LOS) below details the Highway Capacity Software (HCS) analysis results of the intersection volumes in Table 4. It is important to note that northbound and southbound C-462 through volumes are free flow and not restricted by turn movements at the intersection when left and right turn lanes are provided at the intersection.

Table 5 – HCS Intersection Level of Service (LOS)

Stop		NE 81st Blvd.		C-462			
Sign		WB		NB		SB-Left	
Control		LOS	Delay	LOS	Delay	LOS	Delay
2021	PM	A	0.0	A	0.0	A	8.8
2023	PM	B	15.0	A	0.0	A	9.6

Delay expressed in AVERAGE seconds per vehicle.

2021 TMC Data from MPH 8/4/21

NB traffic is non-stop free flow.

The intersection operates above level of service standards with the 2021 existing traffic and is not adversely impacted when the other background, reserved trips or project traffic is added to those volumes. The intersection of C-462/NE81st Blvd. is expected to operate within LOS standards with the addition of background growth and reserved trips from the three traffic studies provided by County staff. The NE 81st Blvd. residential subdivision project will have minimal impacts to this intersection at its 2023 buildout as displayed in Figure 2.

CONCLUSIONS and RECOMMENDATIONS

Based on the data and analysis provided in the previous sections of this report the following conclusions on traffic operations and recommendations for potential mitigation are provided below.

Conclusions:

1. The proposed 69 unit NE 81st Blvd. residential development is estimated to generate 717 new daily trip impacts. The PM Peak hour will have approximately 70 trips impacting C-462.
2. C-462 will continue to operate within level of service standards with the addition of project traffic.
3. The proposed project driveway is located on NE 81st Blvd. approximately ¼ of a mile east of C-462.
4. C-462 has an existing southbound left turn lane to serve project entering traffic.
5. Per Sumter County LDC Chapter 13 design standards criteria a right turn lane on C-462 is **NOT** required at the project entrance.

Recommendations:

1. Approve the project driveway connection on NE 81st Blvd. and improve the private roadway connection to C-462. NE 81st Blvd. should have a minimum 20 foot width (two 10 foot lanes).
2. Sumter County requires all new development to provide some mitigation to the area roadways or mobility features as a condition (Item #8) of project approval. This may take the form of roadway signage, striping or other mobility enhancements. A potential mitigation for this project would be a sidewalk connection from C-462 to the project entrance for safe pedestrian and bike access to the public transportation system.

SOLAMAR AT WILDWOOD
(FKA WILDWOOD RESIDENTIAL)
Project № 20124.3, v2.2
April 2022

TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

Prepared by:

Traffic & Mobility Consultants
3101 Maguire Boulevard, Suite 265
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:
1201 Cleveland Avenue, LLC
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009

EXECUTIVE SUMMARY

Project Information

Name:	Solamar at Wildwood
Location:	Northwest of C 466A and CR 462 / Powell Road
Jurisdiction:	City of Wildwood, Florida
Description:	244 Multifamily Units

Findings

Trip Generation:	1,647 Daily Trips / 98 AM Peak Hour Trips / 156 PM Peak Hour Trip
Roadway Capacity:	Study segments are projected to operate at acceptable LOS.
Intersection Capacity:	Study intersections are projected to operate at acceptable LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.
Access Plan:	One (1) right-in/right-out access on C 466A and one (1) access connection via Rio Grande Boulevard to C 466A.
Alternative Transportation Modes:	Sidewalks and bicycle lanes are available on C 466A adjacent to the site. No fixed-route bus service in the study area but Sumter County Connection offers a door-to-door service within the City.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Solamar at Wildwood

LOCATION: City of Wildwood, Florida

CLIENT: 1201 Cleveland Avenue, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
MOHAMMED N. ABDALLAH, P.E. NO 56169

2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of existing roadway segment capacity and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Capacity

Existing roadway conditions were analyzed by comparing the existing traffic volumes within the study area and level of service (LOS) volumes for the roadway segments obtained from the 2020 *Sumter County Roadway Network Capacity Report* and *Sumter County 2014/2015 TMS Tables*, included in **Appendix D**.

The roadway segment of C 466A from US 301 to CR 462 is currently operating at an adequate LOS, as shown in **Table 1**.

Table 1
Existing Roadway Segment Capacity Analysis

Roadway Segment	# of Lns	A T	LOS Std	LOS Cap	Time Period	2020 LOS EB	2020 LOS WB	2020 LOS LOS
C 466A								
US 301 / SR 35 to CR 462 / Powell Rd	2	U	D	675	AM	471	460	D
					PM	479	495	D

2020 Sumter County Annual Traffic Counts
Capacities obtained from 2014/2015 Sumter County TMS Tables

2.2 Intersection Capacity

A capacity analysis was performed for the AM and PM peak hours to determine existing operating conditions at the study intersections. The capacity analysis was conducted using *Synchro* software and the methods of the *Highway Capacity Manual (HCM), 6th Edition*.

Existing turning movement counts were collected during the peak season; therefore, seasonal adjustment factors were not applied. The existing adjusted AM and PM peak intersection volumes are displayed in **Figure 2**. The existing raw turning movement counts along with the FDOT seasonal factor report are provided in **Appendix E**.

A summary of the intersection capacity analysis is shown in **Table 2**. Detailed *HCM* analysis worksheets and signal timing sheets are included in **Appendix F**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Traffic Control	Scenario	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
C 466A & US 301 / SR 35	Signal	AM	19.1	B	22.2	C	16.0	B	6.7	A	11.9	B
		PM	27.1	C	47.2	D	29.4	C	10.8	B	26.6	C
C 466A & Median Opening	TWSC	AM	8.2	A	8.4	A	0.0	A	11.6	B	--	--
		PM	8.6	A	8.5	A	0.0	A	16.3	C	--	--
C 466A & Rio Grande Blvd	TWSC	AM	8.4	A	--	--	--	--	14.2	B	--	--
		PM	8.7	A	--	--	--	--	17.0	C	--	--
C 466A & Powell Rd	Signal	AM	29.9	C	25.2	C	19.2	B	16.0	B	22.1	C
		PM	31.1	C	25.7	C	21.2	C	18.1	B	23.9	C

Delays expressed in sec/veh

The analysis reveals that the signalized intersections and the two-way stop-controlled intersection operate at an overall adequate LOS.

3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

The City of Wildwood and Sumter County *Capital Improvement Programs (CIP)*, *Capital Improvement Elements (CIE),* and the *Lake~Sumter Metropolitan Planning Organization (MPO) Transportation Improvement Plans (TIP)* were checked to identify any planned or programmed improvements to the transportation facilities in the study area for the next three (3) years. The planned and programmed improvements identified are listed in **Table 3**. These planned and programmed improvements do not affect the roadway and intersection analyses. County documents are included in **Appendix G**.

Table 3
Planned and Programmed Improvements

Intersection	Improvement	Source
C 466A and Buena Vista Blvd	Dual Eastbound Left Turn Lanes	Sumter County
SR 44 and Powell Rd	Dual Eastbound Left Turn Lanes	Sumter County

4.0 PROJECT TRAFFIC

4.1 Trip Generation

The trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, as summarized in **Table 4**. The ITE information sheets are provided in **Appendix H**.

Table 4
Trip Generation Analysis

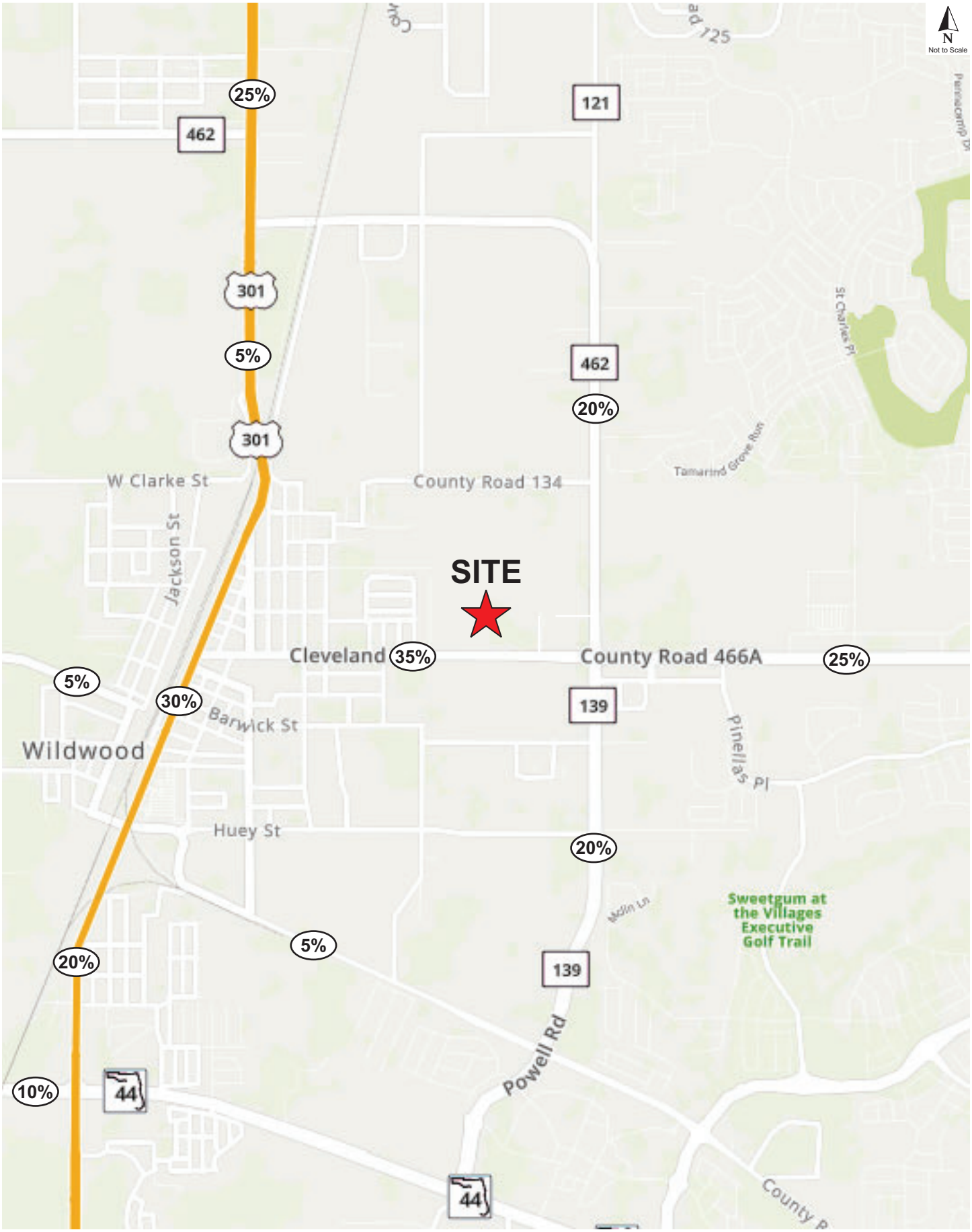
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.
The ITE equations were used since R^2 was greater that 0.75

The proposed development is projected to generate 1,647 trips per day, of which 98 trips occur during the AM peak hour and 156 trips occur during the PM peak hour.

4.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model*, *version 6.1 (CFRPM v6.1)* based on the *Florida Standard Urban Transportation Model Structure (FSUTMS)*. The model distribution was manually adjusted based on local knowledge and engineering judgement to better reflect prevailing travel and traffic flow patterns. The project trip distribution is presented in **Figure 3**. The model output plot is included in **Appendix I**.



Project Trip Distribution
Solamar at Wildwood
20124.3, v2.2

Figure
3

5.0 PROJECTED CONDITIONS ANALYSIS

An analysis of background and projected conditions was conducted to determine the impact of the proposed development on roadway segment capacity, as well as the proposed access connections and intersections to the site. The project buildout year for the analysis is 2024.

5.1 Background Traffic Projection

Projected background traffic growth for the buildout year 2024 was calculated based on the historical growth trends experienced on C 466A. The growth rate for the roadway segment was established based on historical traffic volume (AADT) obtained from the 2020 *Sumter County Roadway Network Capacity Report*. An annual growth rate of 2.2% was applied to the intersection volumes. The growth rate calculation is included in **Appendix J**.

5.2 Projected Roadway Segment Capacity

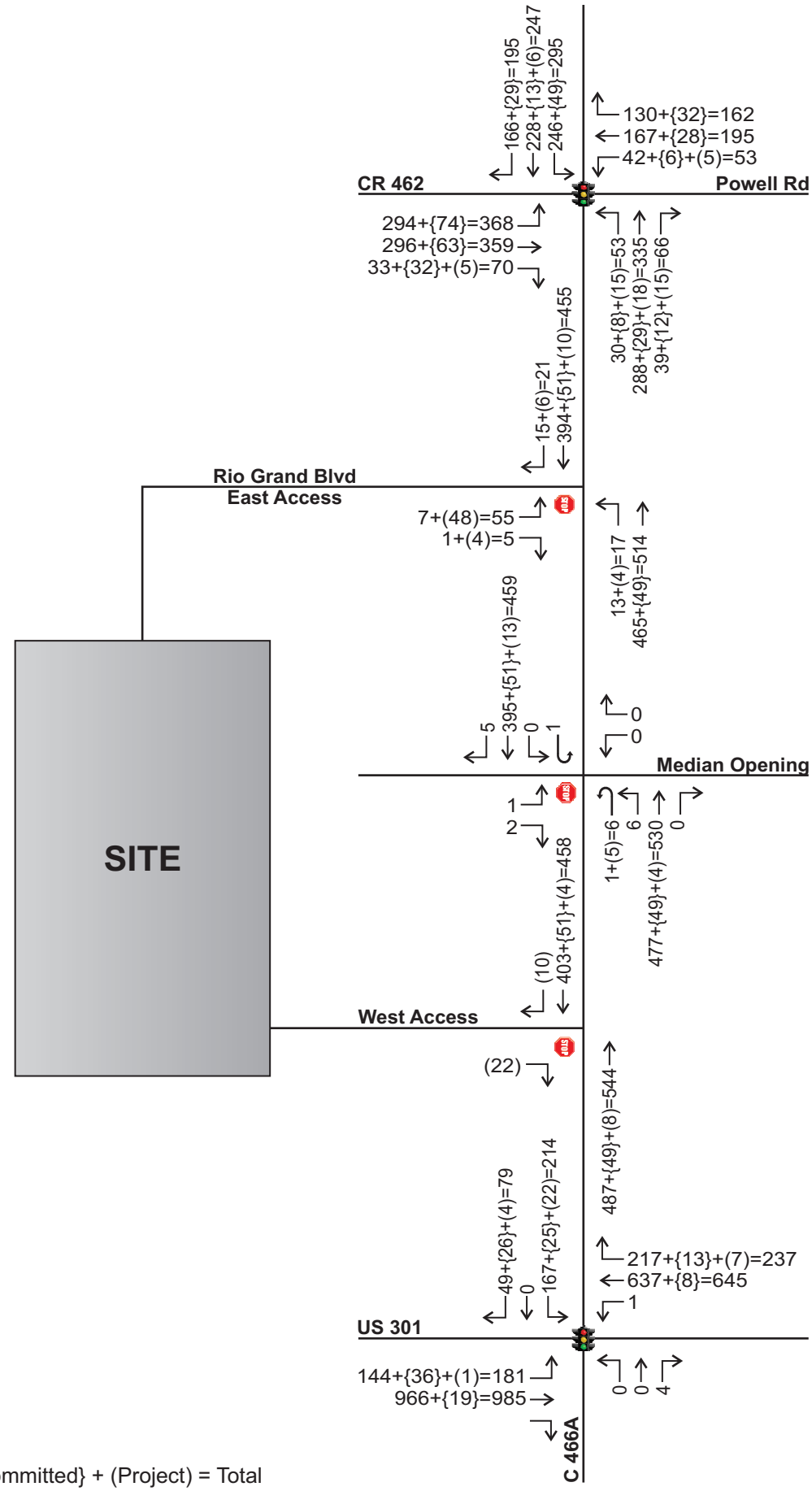
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

The projected traffic analysis reveals that the roadway segment of C 466A from US 301 to Powell Road will continue to operate at an acceptable LOS in the background and projected scenarios, as shown in **Table 5**.

Table 5
Projected Roadway Segment Capacity Analysis

Road Name	# of LNS	LOS Std	LOS Cap	AGR	Time Period	Background 2024 EB	Background 2024 WB	Background 2024 LOS	Project Trips %Dist	Project Trips EB	Project Trips WB	Total Volume EB	Total Volume WB	Total Volume LOS
C 466A														
US 301 / SR 35 to CR 462 / Powell Rd	2	D	675	2.2%	AM	512	500	D	35%	34	15	546	515	D
					PM	521	538	D		20	29	541	567	D

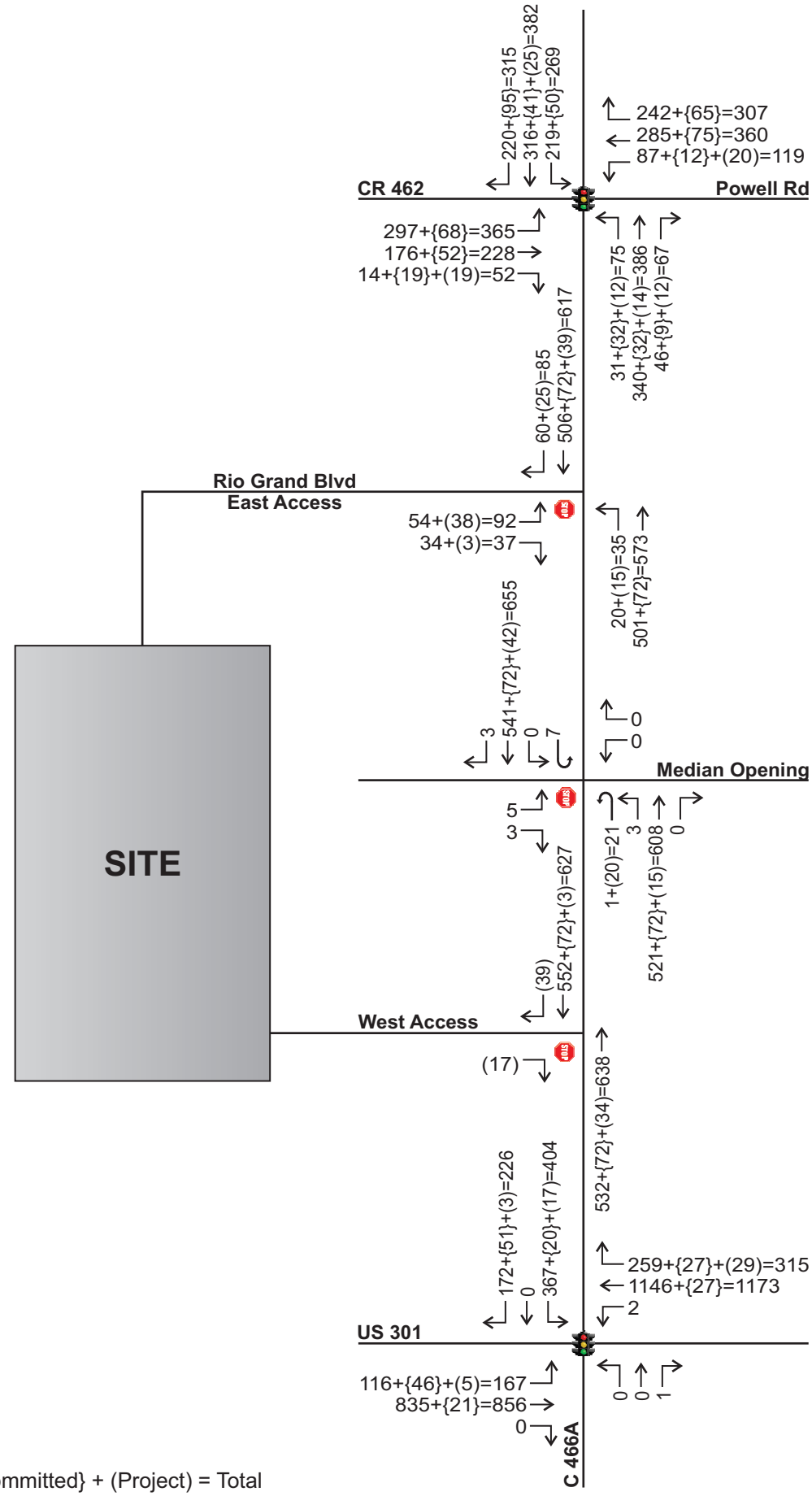
AGR denotes Annual Growth Rate



Legend:
Background + {Committed} + (Project) = Total

Projected AM Peak Intersection Volumes
Solamar at Wildwood
20124.3, v2.2

Figure
4



Legend:
Background + {Committed} + (Project) = Total

Projected PM Peak Intersection Volumes
Solamar at Wildwood
20124.3, v2.2

Figure
5

7.0 STUDY CONCLUSIONS

This traffic analysis was conducted to assess the impact of the proposed Solamar at Wildwood development. The proposed project is a 244 multifamily residential development located C 466A, west of CR 462 / Powell Road, in the City of Wildwood, Sumter County, Florida. The anticipated project buildout is year 2024. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity, and an access review.

The results of the traffic analysis are summarized as follows:

- The proposed development is projected to generate 1,647 trips per day, of which 98 trips occur during the AM peak hour and 156 trips occur during the PM peak hour.
- The roadway segment analysis reveals that the study roadway segments operate at an acceptable LOS in the existing and buildout scenarios.
- The intersection analysis reveals that all intersections are projected to operate at an overall adequate LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.
- The project driveways are projected to operate at an overall adequate LOS.

Memorandum

To: Steven Cohoon
Assistant Director – Planning and Design
Sumter County Public Works

Date: Oct. 3, 2022

Project #: 64081.01

From: Joedel Zaballero, PE, PTOE

Re: Townhome at Powell
Supplemental Traffic Analysis

Introduction

The purpose of this memorandum is to provide a supplemental analysis to the *Townhomes at Powell Traffic Impact Analysis* (TIA) dated August 2022 by VHB. The supplemental analysis will evaluate the addition of seven (7) townhomes to the development program for a total of 135 dwelling units with no changes to the mini-warehouse square footage (97,200 square feet).

Project Description

The project is located just to south of CR 142 on Powell Road. The TIA dated August 2022 (accepted by the County on August 15, 2022) evaluated traffic impacts for a development program consisting of 97,200 square feet (SF) of Mini-Warehouse/Self Storage fronting Powell Road and 128 townhomes on the east side of the property. The development program has been revised to include seven (7) additional townhomes for a total of 135 dwelling units. Access to the site remains unchanged with a full access driveway on CR 142 and right-in/right out access on Powell Road.

Trip Generation

Table 1 provides a comparison of the trip generation from the previously approved TIA and proposed development addressed in this memorandum. The daily, AM peak hour and PM peak hour trips were calculated based on average rates for the mini-warehouse and fitted curve equations for the multi-family housing contained in the Institute of Transportation Engineers' *Trip Generation*, 11th Edition.

As shown in **Table 1**, the proposed build out condition results in a minor increase in trips: for a total of 1,082 new daily trips (increase of 45 trips), 74 new AM peak hour trips (increase of 2 trips), and 94 new PM peak hour trips (increase of 3 trips).

Memorandum

Table 1 Trip Generation Comparison

Scenario	Land Use	ITE Code	Size	Daily Trip Ends	AM Peak Period In %	AM Peak Period In Trips	AM Peak Period Out Trips	AM Peak Period Total	PM Peak Period In %	PM Peak Period In Trips	PM Peak Period Out Trips	PM Peak Period Total
Approved	Mini-Warehouse	151	97.2 KSF	141	59%	5	4	9	47%	7	8	15
	Multi-Family Housing (Low-Rise)	220	128 DUs	896	24%	15	48	63	63%	48	28	76
			Total Trips	**1,037**		**20**	**52**	**72**		**55**	**36**	**91**
Proposed	Mini-Warehouse	151	97.2 KSF	141	59%	5	4	9	47%	7	8	15
	Multi-Family Housing (Low-Rise)	220	135 DUs	941	24%	16	49	65	63%	50	29	79
			Total Trips	**1,082**		**21**	**53**	**74**		**57**	**37**	**94**
			Difference	**45**		**1**	**1**	**2**		**2**	**1**	**3**

Source: ITE Trip Generation Manual, 11th Edition

Trip Distribution and Assignment

The TIA trip distribution was used to assign project traffic (see **Attachment A**). **Figures 1 and 2** illustrate the AM and PM peak hour future traffic volumes, respectively.

Roadway Capacity Analysis - Build

The future capacity analysis for the study area roadways for the proposed development can be found in **Table 2** for the PM peak hour condition. The analysis concludes that all study area roadways exhibit traffic volumes lower than their respective maximum service volumes.

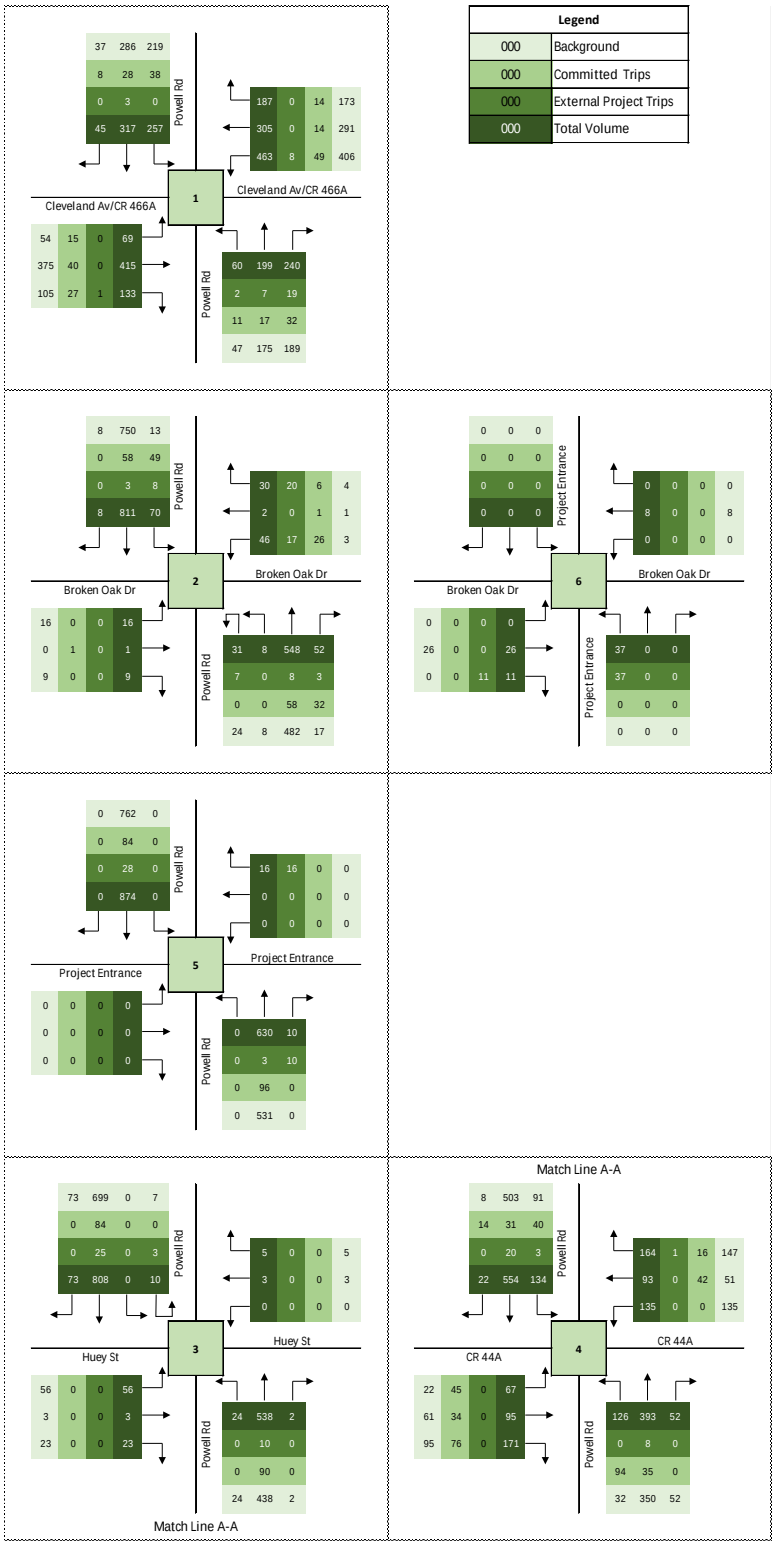
Intersection Capacity Analysis – Build

To determine the operational conditions at the study area intersections, a future conditions evaluation was conducted for the build future AM and PM peak hour conditions using Synchro 11 software.

In the supplemental build condition, all studied intersections are projected to continue to operate an overall acceptable LOS with no additional deficiencies beyond those identified in the TIA due to background traffic conditions. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 2**. All studied intersections operate at an overall acceptable level of service (LOS) in the AM and PM peak analysis with v/c less than 1.0. Turning Movement Volume Derivation Sheet and copies of the Synchro Analysis output are attached as **Attachments B and C**, respectively.

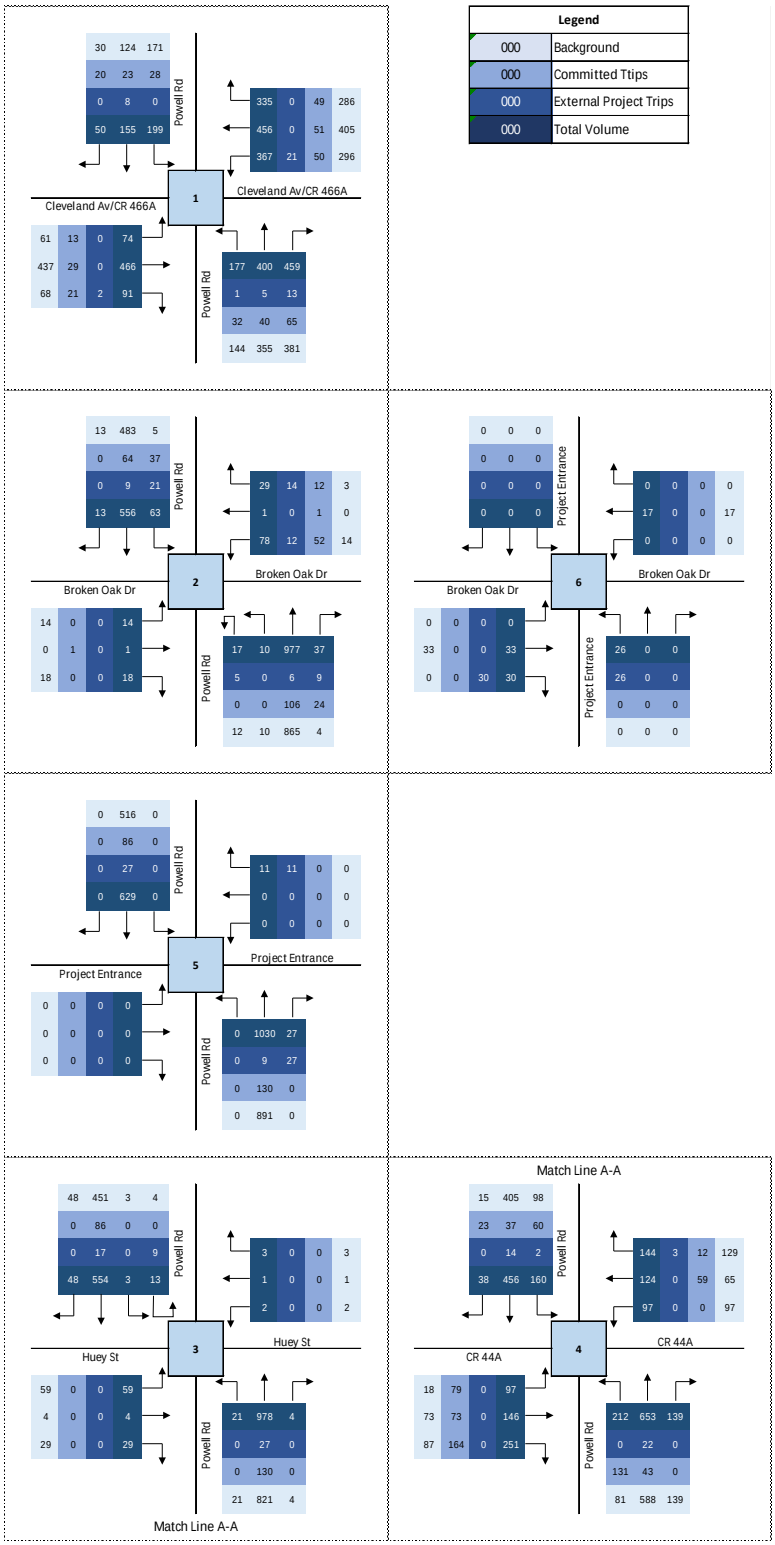
Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Table 1 Roadway Capacity Analysis - Future

					2022 PHPD			2024 Background						Project			2024 Total						
								Volume		Committed					Volume		Total Volume			Remaining Capacity			
Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	NB/EB	SB/WB	Annual Growth Rate	NB/EB	SB/WB	NB/EB	SB/WB	v/c	Deficient?	Distrib	NB/EB	SB/WB	NB/EB	SB/WB	v/c	NB/EB	SB/WB	Deficient?	Project Deficiency?
CR 139/Powell Rd																							
CR 44A to CR 466A	4	D	17,456	1,549	707	518	1.0%	721	528	122	99	0.54	No	52.83%	30	20	873	647	0.56	676	902	No	No

Sources: Sumter County CMP Database 2019
VHB, Inc.

APPENDIX E

Intersection Derivation Sheets

PM Peak Hour Analysis

Inputs:	Analysis Years			Seasonal Factor		External Project Trips			Passby Project Trips			PM Peak
	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total	
	2023	2026	3	1.00	11/29/2023	24	14	38	0	0	0	
				1.06	12/19/2023							

Existing Turning Movement Counts

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	245	334	557	154	170	60	70	457	91	306	431	269
2	Powell Rd	Broken Oak Dr	PM	44	824	7	6	539	16	11	0	9	23	0	8
3	Powell Rd	Huey St	PM	25	807	3	44	534	44	78	0	28	1	1	1
4	Powell Rd	CR 44A	PM	58	547	265	117	422	32	41	85	116	105	87	184
5	Powell Rd	Project Entrance	PM	0	861	33	0	596	0	0	0	0	0	0	22

Truck Factors

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	0.95	0.0%	3.0%	0.5%	0.0%	3.5%	1.7%	7.1%	0.9%	2.2%	0.3%	1.6%	1.1%
2	Powell Rd	Broken Oak Dr	0.97	0.0%	1.7%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	Powell Rd	Huey St	0.92	0.0%	2.0%	0.0%	0.0%	1.3%	6.8%	1.3%	0.0%	3.6%	0.0%	0.0%	0.0%
4	Powell Rd	CR 44A	0.94	1.7%	0.7%	0.0%	0.0%	0.7%	3.1%	2.4%	0.0%	0.0%	0.0%	2.3%	2.2%
5	Powell Rd	Project Entrance	0.94	0.0%	1.6%	3.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%

2023 TMC Adjusted

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	1.06	260	354	590	163	180	64	74	484	96	324	457	285
2	Powell Rd	Broken Oak Dr	1.00	44	824	7	6	539	16	11	0	9	23	0	8
3	Powell Rd	Huey St	1.00	25	807	3	44	534	44	78	0	28	1	1	1
4	Powell Rd	CR 44A	1.06	61	580	281	124	447	34	43	90	123	111	92	195
5	Powell Rd	Project Entrance	1.00	0	861	33	0	596	0	0	0	0	0	0	22

Annual Growth Rates

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2	Powell Rd	Broken Oak Dr	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
3	Powell Rd	Huey St	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
4	Powell Rd	CR 44A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
5	Powell Rd	Project Entrance	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Future Background

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	280	381	634	175	194	69	80	520	103	348	491	306
2	Powell Rd	Broken Oak Dr	PM	47	886	8	6	579	17	12	0	10	25	0	9
3	Powell Rd	Huey St	PM	27	868	3	47	574	47	84	0	30	1	1	1
4	Powell Rd	CR 44A	PM	66	624	302	133	481	37	46	97	132	119	99	210
5	Powell Rd	Project Entrance	PM	0	926	35	0	641	0	0	0	0	0	0	24

Future Trip Distribution Out (Movement)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	PM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	PM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Future Trip Distribution In (Movement)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	PM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	PM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	PM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Trip Adjustment

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM												
2	Powell Rd	Broken Oak Dr	PM												
3	Powell Rd	Huey St	PM												
4	Powell Rd	CR 44A	PM												
5	Powell Rd	Project Entrance	PM												

External Project Trips

				External Trip Generation			Entering		24	Exiting		14	Total		38
Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	2	5	0	3	0	0	0	1	9	0	0
2	Powell Rd	Broken Oak Dr	PM	7	7	0	0	13	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	11	0	13	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	1	5	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	0	24	0	19	0	23	0	0	0	0	14

Committed Development																		
	Intersection				Northbound				Southbound				Eastbound				Westbound	
Location	NB/SB	EB/WB	Peak Hour		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM		33	45	78		28	31	20		13	29	23		71	51	49
2	Powell Rd	Broken Oak Dr	PM		5	112	33		58	73	0		0	1	0		64	1	26
3	Powell Rd	Huey St	PM		0	157	0		9	103	0		0	0	0		0	0	0
4	Powell Rd	CR 44A	PM		131	65	0		62	51	23		79	73	164		0	59	15
5	Powell Rd	Project Entrance	PM		0	157	0		0	112	0		0	0	0		0	0	0
Future Project Trips																		
	Intersection				Northbound				Southbound				Eastbound				Westbound	
Location	NB/SB	EB/WB	Peak Hour		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM		0	2	5		0	3	0		0	0	1		9	0	0
2	Powell Rd	Broken Oak Dr	PM		7	7	0		0	13	0		0	0	0		0	0	0
3	Powell Rd	Huey St	PM		0	11	0		13	7	0		0	0	0		0	0	0
4	Powell Rd	CR 44A	PM		0	9	0		1	5	0		0	0	0		0	0	1
5	Powell Rd	Project Entrance	PM		0	0	24		0	19	0		23	0	0		0	0	14
Future Buildout																		
	Intersection				Northbound				Southbound				Eastbound				Westbound	
Location	NB/SB	EB/WB	Peak Hour		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM		313	428	717		203	228	89		93	549	127		428	542	355
2	Powell Rd	Broken Oak Dr	PM		59	1,005	41		64	665	17		12	1	10		89	1	35
3	Powell Rd	Huey St	PM		27	1,036	3		69	684	47		84	0	30		1	1	1
4	Powell Rd	CR 44A	PM		197	698	302		196	537	60		125	170	296		119	158	226
5	Powell Rd	Project Entrance	PM		0	1,083	59		0	772	0		23	0	0		0	0	38

AM Peak Hour

Inputs:	Analysis Years			Seasonal Factor		External Project Trips			Passby Project Trips			AM Peak
	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total	
	2023	2026	3	1.00	11/29/2023	7	23	30	0	0	0	
				1.06	12/19/2023							

Existing Turning Movement Counts

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	AM	114	195	329	166	215	52	66	378	100	312	314	166
2	Powell Rd	Broken Oak Dr	AM	46	496	20	7	642	5	12	0	17	3	0	4
3	Powell Rd	Huey St	AM	30	478	1	21	581	86	56	1	40	1	3	1
4	Powell Rd	CR 44A	AM	49	383	103	87	412	21	45	57	147	235	62	182
5	Powell Rd	Project Entrance	AM	0	507	21	0	686	0	0	0	0	0	0	36

Truck Factors

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	0.92	3.5%	4.6%	3.0%	4.2%	7.0%	7.7%	18.2%	4.0%	3.0%	2.9%	2.9%	1.2%
2	Powell Rd	Broken Oak Dr	0.86	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	8.3%	0.0%	0.0%	66.7%	0.0%	0.0%
3	Powell Rd	Huey St	0.91	3.3%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	0.0%	2.5%	0.0%	33.3%	0.0%
4	Powell Rd	CR 44A	0.89	2.0%	3.4%	0.0%	2.3%	3.4%	9.5%	2.2%	0.0%	0.0%	1.3%	1.6%	1.1%
5	Powell Rd	Project Entrance	0.93	0.0%	3.6%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2023 TMC Projected

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	1.06	121	207	349	176	228	55	70	401	106	331	333	176
2	Powell Rd	Broken Oak Dr	1.00	46	496	20	7	642	5	12	0	17	3	0	4
3	Powell Rd	Huey St	1.00	30	478	1	21	581	86	56	1	40	1	3	1
4	Powell Rd	CR 44A	1.06	52	406	109	92	437	22	48	60	156	249	66	193
5	Powell Rd	Project Entrance	1.00	0	507	21	0	686	0	0	0	0	0	0	36

Annual Growth Rates

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2	Powell Rd	Broken Oak Dr	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
3	Powell Rd	Huey St	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
4	Powell Rd	CR 44A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
5	Powell Rd	Project Entrance	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Future Background

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	AM	130	223	375	189	245	59	75	431	114	356	358	189
2	Powell Rd	Broken Oak Dr	AM	49	533	22	8	690	5	13	0	18	3	0	4
3	Powell Rd	Huey St	AM	32	514	1	23	625	92	60	1	43	1	3	1
4	Powell Rd	CR 44A	AM	56	436	117	99	470	24	52	65	168	268	71	207
5	Powell Rd	Project Entrance	AM	0	545	23	0	737	0	0	0	0	0	0	39

Future Trip Distribution Out (Movement)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	AM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	AM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	AM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Future Trip Distribution In (Movement)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	AM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	AM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	AM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	AM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Adjustment

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	AM												
2	Powell Rd	Broken Oak Dr	AM												
3	Powell Rd	Huey St	AM												
4	Powell Rd	CR 44A	AM												
5	Powell Rd	Project Entrance	AM												

External Project Trips

	External Trip Generation			Entering		7	Exiting		23	Total		30

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23

Committed Development																		
	Intersection			Northbound			Southbound			Eastbound			Westbound		
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	13	24	51	38	31	8	15	40	28	57	14	14
2	Powell Rd	Broken Oak Dr	AM	7	66	35	57	61	0	0	1	0	43	1	26
3	Powell Rd	Huey St	AM	0	100	0	3	109	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM	94	43	0	43	51	14	45	34	76	0	42	17
5	Powell Rd	Project Entrance	AM	0	106	0	0	112	0	0	0	0	0	0	0
Future Project Trips															
	Intersection			Northbound			Southbound			Eastbound			Westbound		
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23
Future Buildout															
	Intersection			Northbound			Southbound			Eastbound			Westbound		
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	144	250	434	227	277	67	90	471	142	416	372	203
2	Powell Rd	Broken Oak Dr	AM	67	611	57	65	755	5	13	1	18	46	1	30
3	Powell Rd	Huey St	AM	32	617	1	30	745	92	60	1	43	1	3	1
4	Powell Rd	CR 44A	AM	150	482	117	143	530	38	97	99	244	268	113	224
5	Powell Rd	Project Entrance	AM	0	651	30	0	864	0	7	0	0	0	0	62

PM Peak Committed Development Summary

Parkview at Brownwood

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		18	37		10					29		
2	Powell Rd	Broken Oak Dr	PM		55			39							
3	Powell Rd	Huey St	PM		55			39							
4	Powell Rd	CR 44A	PM	131			44			55	73	164		59	
5	Powell Rd	Project Entrance	PM		55			39							

Highfields at Twisted Oaks

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		9		26	5			15			26	44
2	Powell Rd	Broken Oak Dr	PM		9			5							
3	Powell Rd	Huey St	PM		9			5							
4	Powell Rd	CR 44A	PM		9			5							
5	Powell Rd	Project Entrance	PM		9			5							

Powell Plaza

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	1.00	12	10	28		7				9	21		
2	Powell Rd	Broken Oak Dr	1.00		19	24	37	7			1		52	1	12
3	Powell Rd	Huey St	1.00		43			29							
4	Powell Rd	CR 44A	1.00		16		16	22	20	19					12
5	Powell Rd	Project Entrance	1.00		43			29							

NE 81st Blvd Subdivision

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		3		2	1	1	1					5
2	Powell Rd	Broken Oak Dr	PM		3			1							
3	Powell Rd	Huey St	PM		3			1							
4	Powell Rd	CR 44A	PM		3			1							
5	Powell Rd	Project Entrance	PM		3			1							

Solamar at Wildwood (fka Wildwood Residential)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	20					19	12	14	12		25	
2	Powell Rd	Broken Oak Dr	PM		20			12							
3	Powell Rd	Huey St	PM		20			12							
4	Powell Rd	CR 44A	PM		15			9	3	5					
5	Powell Rd	Project Entrance	PM		20			12							

Townhomes at Powell

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	1	5	13	0	8				2	21		
2	Powell Rd	Broken Oak Dr	PM	5	6	9	21	9					12		14
3	Powell Rd	Huey St	PM	0	27	0	9	17							
4	Powell Rd	CR 44A	PM	0	22	0	2	14							3
5	Powell Rd	Project Entrance	PM		27			26							

Total Committed Development

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	33	45	78	28	31	20	13	29	23	71	51	49
2	Powell Rd	Broken Oak Dr	PM	5	112	33	58	73	0	0	1	0	64	1	26
3	Powell Rd	Huey St	PM	0	157	0	9	103	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	131	65	0	62	51	23	79	73	164	0	59	15
5	Powell Rd	Project Entrance	PM	0	157	0	0	112	0	0	0	0	0	0	0

AM Peak Hour Committed Development Trips

Parkview at Brownwood

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	8	17	0	10	0	0	0	0	21	0	0
2	Powell Rd	Broken Oak Dr	PM	0	25	0	0	31	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	25	0	0	31	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	94	0	0	31	0	0	25	34	76	0	42	0
5	Powell Rd	Project Entrance	PM	0	25	0	0	31	0	0	0	0	0	0	0

Highfields at Twisted Oaks

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	3	0	37	7	0	0	22	0	0	8	13
2	Powell Rd	Broken Oak Dr	PM	0	3	0	0	7	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	3	0	0	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	0	7	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	9	0	0	7	0	0	0	0	0	0	0

Powell Plaza

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	0.97	6	5	15	0	9	0	0	0	12	28	0	0
2	Powell Rd	Broken Oak Dr	0.97	0	24	32	49	3	0	0	1	0	26	1	6
3	Powell Rd	Huey St	0.97	0	56	0	0	29	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	0.97	0	21	0	9	11	10	19	0	0	0	0	16
5	Powell Rd	Project Entrance	0.97	0	56	0	0	29	0	0	0	0	0	0	0

NE 81st Blvd Subdivision

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	1	0	1	2	3	0	0	0	0	0	1
2	Powell Rd	Broken Oak Dr	PM	0	1	0	0	2	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	1	0	0	2	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	1	0	0	2	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	1	0	0	2	0	0	0	0	0	0	0

Solamar at Wildwood (fka Wildwood Residential)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	5	0	0	0	0	5	15	18	15	0	6	0
2	Powell Rd	Broken Oak Dr	PM	0	5	0	0	15	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	5	0	0	15	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	4	0	0	11	4	1	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	5	0	0	15	0	0	0	0	0	0	0

Townhomes at Powell

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1	8	0	0
2	Powell Rd	Broken Oak Dr	PM	7	8	3	8	3	0	0	0	0	17	0	20
3	Powell Rd	Huey St	PM	0	10	0	3	25	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	8	0	3	20	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	10	0	0	28	0	0	0	0	0	0	0

Total Committed Development

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	13	24	51	38	31	8	15	40	28	57	14	14
2	Powell Rd	Broken Oak Dr	PM	7	66	35	57	61	0	0	1	0	43	1	26
3	Powell Rd	Huey St	PM	0	100	0	3	109	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	94	43	0	43	51	14	45	34	76	0	42	17
5	Powell Rd	Project Entrance	PM	0	106	0	0	112	0	0	0	0	0	0	0

APPENDIX F

Synchro – Future Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	117	1219	365	254	1615	732	224	446	384	277	329	80
Arrive On Green	0.08	0.46	0.46	0.07	0.46	0.46	0.08	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Cycle Q Clear(g_c), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	117	804	780	254	1615	732	224	446	384	277	0	409
V/C Ratio(X)	0.83	0.42	0.42	1.77	0.25	0.23	0.69	0.60	0.82	0.89	0.00	0.91
Avail Cap(c_a), veh/h	161	804	780	254	1615	732	352	541	466	277	0	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.6	24.4	24.5	62.5	22.4	22.2	37.9	45.2	48.2	45.2	0.0	50.3
Incr Delay (d2), s/veh	22.8	1.6	1.7	361.2	0.4	0.7	3.8	1.3	9.1	28.3	0.0	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	12.0	11.8	27.6	7.0	6.1	7.3	12.8	16.2	9.8	0.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	26.0	26.1	423.7	22.8	22.9	41.6	46.5	57.2	73.6	0.0	68.3
LnGrp LOS	F	C	C	F	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		33.6			198.9			50.0			70.4	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.0	16.2	36.8	15.2	66.9	15.0	38.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	19.6	10.9	30.3	10.4	11.5	12.0	27.4
Green Ext Time (p_c), s	0.0	4.0	0.3	1.5	0.1	3.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	98.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Future Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	65	697	66	76	873	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1507	1921	440	1449	1891	382	879	0	0	763	0	0
Stage 1	1028	1028	-	860	860	-	-	-	-	-	-	-
Stage 2	479	893	-	589	1031	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	68	570	~ 51	71	622	777	-	-	859	-	-
Stage 1	240	314	-	210	376	-	-	-	-	-	-	-
Stage 2	521	363	-	330	313	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	57	570	~ 43	59	622	777	-	-	859	-	-
Mov Cap-2 Maneuver	153	149	-	114	148	-	-	-	-	-	-	-
Stage 1	220	286	-	192	344	-	-	-	-	-	-	-
Stage 2	449	333	-	289	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.1	48.6	0.8	0.8
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	260	168	859	-	-
HCM Lane V/C Ratio	0.084	-	-	0.143	0.533	0.088	-	-
HCM Control Delay (s)	10.1	-	-	21.1	48.6	9.6	-	-
HCM Lane LOS	B	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	2.7	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Future Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	675	1	29	807	101

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1325	1662	454	1208	1712	338	908	0	0	676	0	0
Stage 1	916	916	-	746	746	-	-	-	-	-	-	-
Stage 2	409	746	-	462	966	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	98	553	141	65	664	739	-	-	925	-	-
Stage 1	297	354	-	376	351	-	-	-	-	-	-	-
Stage 2	596	424	-	554	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	90	553	121	60	664	739	-	-	925	-	-
Mov Cap-2 Maneuver	211	204	-	237	149	-	-	-	-	-	-	-
Stage 1	283	343	-	358	335	-	-	-	-	-	-	-
Stage 2	561	404	-	489	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.1	24.2	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	283	193	925	-	-
HCM Lane V/C Ratio	0.048	-	-	0.404	0.028	0.031	-	-
HCM Control Delay (s)	10.1	-	-	26.1	24.2	9	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.1	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Future Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	538	91	160	585	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1193	532	330	1666	749	236	728	333	254	672	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.20	0.20
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3330	244
Grp Volume(v), veh/h	109	111	212	301	127	197	169	538	91	160	309	319
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Cycle Q Clear(g_c), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1193	532	330	1666	749	236	728	333	254	356	366
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.71	0.74	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1193	532	464	1666	749	298	952	435	280	433	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	32.4	36.1	56.1	20.5	22.5	41.3	52.0	46.7	40.8	54.1	54.1
Incr Delay (d2), s/veh	5.5	0.2	2.2	17.8	0.1	0.9	5.9	2.2	0.4	3.9	14.8	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	9.9	17.7	2.1	7.4	8.6	13.9	4.9	8.1	17.6	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.5	38.4	73.8	20.6	23.4	47.2	54.2	47.1	44.6	68.8	68.8
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			798			788	
Approach Delay, s/veh		45.2			47.1			51.9			63.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	53.1	19.4	35.1	13.1	72.4	18.7	35.7
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 36	* 25	* 17	* 34	* 8.9	* 52	* 14	* 38
Max Q Clear Time (g_c+I1), s	25.0	16.2	12.4	25.9	6.4	12.5	11.9	22.0
Green Ext Time (p_c), s	0.7	0.9	0.2	2.4	0.1	1.5	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	651	23	0	849
Future Vol, veh/h	0	39	651	23	0	849
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	42	700	25	0	913

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	363	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	640	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	640	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	640	-
HCM Lane V/C Ratio	-	-	0.066	-
HCM Control Delay (s)	-	-	11	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	358	1179	270	744	1454	654	367	550	477	231	274	109
Arrive On Green	0.07	0.41	0.41	0.07	0.41	0.41	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Cycle Q Clear(g_c), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	358	730	719	744	1454	654	367	550	477	231	0	383
V/C Ratio(X)	0.27	0.49	0.49	0.59	0.39	0.46	0.90	0.81	1.06	0.93	0.00	0.87
Avail Cap(c_a), veh/h	412	730	719	744	1454	654	373	550	477	231	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.6	29.6	23.0	28.1	29.0	34.6	44.1	47.5	44.9	0.0	50.8
Incr Delay (d2), s/veh	0.4	2.3	2.4	1.3	0.8	2.3	23.1	9.2	57.6	39.9	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	13.9	13.8	7.4	10.7	11.9	15.6	21.5	32.5	8.5	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	32.0	32.0	24.2	28.9	31.3	57.7	53.3	105.1	84.8	0.0	61.9
LnGrp LOS	C	C	C	C	C	C	E	D	F	F	A	E
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		30.6			27.9			74.8			70.9	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	60.0	25.5	34.5	14.7	60.3	15.0	45.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	22.0	20.4	26.6	6.3	20.4	12.0	42.0
Green Ext Time (p_c), s	0.0	4.1	0.1	1.6	0.1	4.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Future Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	55	1051	43	67	686	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1465	2033	352	1661	2021	547	704	0	0	1094	0	0
Stage 1	829	829	-	1183	1183	-	-	-	-	-	-	-
Stage 2	636	1204	-	478	838	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	58	650	~ 65	59	486	903	-	-	645	-	-
Stage 1	335	388	-	204	265	-	-	-	-	-	-	-
Stage 2	437	259	-	543	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	49	650	~ 56	50	486	903	-	-	645	-	-
Mov Cap-2 Maneuver	176	126	-	142	145	-	-	-	-	-	-	-
Stage 1	315	348	-	192	249	-	-	-	-	-	-	-
Stage 2	378	243	-	477	344	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	68.3	0.4	1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	251	177	645	-	-
HCM Lane V/C Ratio	0.061	-	-	0.096	0.743	0.104	-	-
HCM Control Delay (s)	9.2	-	-	20.9	68.3	11.2	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	4.7	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1114	3	61	736	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1500	2059	394	1664	2083	559	787	0	0	1117	0	0
Stage 1	884	884	-	1174	1174	-	-	-	-	-	-	-
Stage 2	616	1175	-	490	909	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 85	56	599	65	54	478	841	-	-	633	-	-
Stage 1	309	366	-	207	268	-	-	-	-	-	-	-
Stage 2	447	268	-	534	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 76	49	599	55	47	478	841	-	-	633	-	-
Mov Cap-2 Maneuver	184	134	-	145	147	-	-	-	-	-	-	-
Stage 1	298	331	-	200	259	-	-	-	-	-	-	-
Stage 2	429	259	-	456	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39	24.3	0.2	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	841	-	-	225	190	633	-	-
HCM Lane V/C Ratio	0.035	-	-	0.551	0.017	0.096	-	-
HCM Control Delay (s)	9.4	-	-	39	24.3	11.3	-	-
HCM Lane LOS	A	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3	0.1	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Future Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	175	210	733	225	207	566	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1469	655	150	1558	695	288	861	387	253	772	87
Arrive On Green	0.05	0.41	0.41	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3244	366
Grp Volume(v), veh/h	133	181	263	127	168	175	210	733	225	207	312	318
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1819
Q Serve(g_s), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Cycle Q Clear(g_c), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1469	655	150	1558	695	288	861	387	253	426	433
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.25	0.73	0.85	0.58	0.82	0.73	0.74
Avail Cap(c_a), veh/h	285	1469	655	262	1558	695	353	1101	495	334	562	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	29.6	33.6	72.4	26.5	28.4	42.3	58.1	53.7	43.7	56.3	56.3
Incr Delay (d2), s/veh	6.2	0.2	1.8	12.3	0.1	0.9	5.8	5.3	1.4	11.4	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.0	12.2	9.6	3.5	7.9	10.9	21.1	12.9	11.3	17.7	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	29.8	35.5	84.7	26.6	29.2	48.1	63.3	55.1	55.1	59.7	59.7
LnGrp LOS	F	C	D	F	C	C	D	E	E	E	E	E
Approach Vol, veh/h		577			470			1168			837	
Approach Delay, s/veh		44.2			43.3			59.0			58.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.9	23.2	44.9	15.0	76.9	22.8	45.2
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49
Max Q Clear Time (g_c+I1), s	13.1	20.5	16.1	27.8	8.1	13.2	15.7	33.3
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	1083	35	0	753
Future Vol, veh/h	0	24	1083	35	0	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	26	1152	37	0	801

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	595	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	442	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	442	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	442	-
HCM Lane V/C Ratio	-	-	0.058	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1022	306	503	1609	729	226	408	351	296	332	81
Arrive On Green	0.08	0.39	0.39	0.15	0.46	0.46	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Cycle Q Clear(g_c), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	674	654	503	1609	729	226	408	351	296	0	412
V/C Ratio(X)	0.83	0.50	0.50	0.89	0.25	0.23	0.69	0.66	0.89	0.83	0.00	0.90
Avail Cap(c_a), veh/h	196	674	654	559	1609	729	238	541	466	296	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	31.6	31.7	56.5	22.5	22.3	38.7	47.7	50.8	40.6	0.0	50.0
Incr Delay (d2), s/veh	13.8	2.6	2.8	15.5	0.4	0.7	7.5	1.8	15.4	18.3	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.7	13.5	13.2	7.1	6.1	7.8	13.1	17.3	6.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	34.2	34.4	72.0	22.9	23.1	46.2	49.5	66.2	58.9	0.0	66.2
LnGrp LOS	E	C	C	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		39.6			44.5			55.9			63.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	57.0	16.1	37.1	15.2	66.6	18.0	35.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	19.4	22.0	11.1	30.2	10.4	11.5	15.0	28.1
Green Ext Time (p_c), s	0.5	3.8	0.0	1.6	0.1	3.1	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	324	1023	235	672	1290	580	424	636	552	267	341	135
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Cycle Q Clear(g_c), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	324	633	625	672	1290	580	424	636	552	267	0	477
V/C Ratio(X)	0.30	0.56	0.57	0.66	0.44	0.52	0.78	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	327	633	625	672	1290	580	484	742	644	267	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	35.2	35.3	27.2	32.6	33.7	30.0	38.5	42.5	38.0	0.0	44.1
Incr Delay (d2), s/veh	0.5	3.6	3.7	2.3	1.1	3.3	6.8	2.5	16.3	15.9	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.3	15.2	8.2	11.5	12.9	12.8	19.1	25.4	5.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	38.8	39.0	29.5	33.7	37.0	36.8	41.0	58.9	53.9	0.0	47.7
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		37.2			33.1			46.9			50.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	52.8	24.5	41.7	14.7	54.0	15.0	51.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0
Max Q Clear Time (g_c+I1), s	13.0	23.9	19.1	24.9	6.7	21.9	12.0	42.6
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Future Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	452	404	169	157	272	322	247	301	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1005	301	506	1589	720	232	418	360	298	339	82
Arrive On Green	0.08	0.38	0.38	0.15	0.45	0.45	0.08	0.23	0.23	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1397	339
Grp Volume(v), veh/h	98	337	329	452	404	169	157	272	322	247	0	374
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Cycle Q Clear(g_c), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	663	643	506	1589	720	232	418	360	298	0	421
V/C Ratio(X)	0.83	0.51	0.51	0.89	0.25	0.23	0.68	0.65	0.89	0.83	0.00	0.89
Avail Cap(c_a), veh/h	196	663	643	559	1589	720	244	541	466	298	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	32.2	32.3	56.5	23.0	22.8	38.2	47.2	50.5	40.0	0.0	49.3
Incr Delay (d2), s/veh	13.8	2.8	2.9	15.7	0.4	0.8	6.8	1.7	16.3	17.3	0.0	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.8	13.6	13.3	7.1	6.2	7.8	13.2	17.8	5.9	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	35.0	35.2	72.2	23.4	23.5	45.0	48.9	66.7	57.3	0.0	63.7
LnGrp LOS	E	D	D	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1025			751			621	
Approach Delay, s/veh		40.3			44.9			55.7			61.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.9	56.2	16.1	37.8	15.2	65.9	18.0	35.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	19.5	22.2	11.1	30.1	10.4	11.6	15.0	28.8
Green Ext Time (p_c), s	0.4	3.8	0.0	1.6	0.1	3.1	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Future Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	78	710	66	76	878	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1545	1965	442	1491	1935	388	884	0	0	776	0	0
Stage 1	1033	1033	-	899	899	-	-	-	-	-	-	-
Stage 2	512	932	-	592	1036	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	64	569	~ 47	67	616	774	-	-	849	-	-
Stage 1	238	312	-	196	360	-	-	-	-	-	-	-
Stage 2	498	348	-	329	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	52	569	~ 39	55	616	774	-	-	849	-	-
Mov Cap-2 Maneuver	146	141	-	105	138	-	-	-	-	-	-	-
Stage 1	214	284	-	176	324	-	-	-	-	-	-	-
Stage 2	421	313	-	287	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	55.3	0.9	0.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	250	156	849	-	-
HCM Lane V/C Ratio	0.101	-	-	0.149	0.574	0.089	-	-
HCM Control Delay (s)	10.2	-	-	21.9	55.3	9.7	-	-
HCM Lane LOS	B	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	3	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Future Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	678	1	33	819	101

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1685	460	1225	1735	340	920	0	0	679	0	0
Stage 1	936	936	-	749	749	-	-	-	-	-	-	-
Stage 2	411	749	-	476	986	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	111	95	548	137	63	662	731	-	-	923	-	-
Stage 1	289	346	-	375	350	-	-	-	-	-	-	-
Stage 2	594	422	-	544	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	87	548	117	58	662	731	-	-	923	-	-
Mov Cap-2 Maneuver	205	200	-	233	146	-	-	-	-	-	-	-
Stage 1	275	334	-	357	333	-	-	-	-	-	-	-
Stage 2	559	402	-	478	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	24.5	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	731	-	-	276	190	923	-	-
HCM Lane V/C Ratio	0.048	-	-	0.414	0.029	0.036	-	-
HCM Control Delay (s)	10.2	-	-	27	24.5	9	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.1	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Future Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	542	91	161	596	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1181	527	330	1655	744	236	739	338	256	686	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3335	240
Grp Volume(v), veh/h	109	111	212	301	127	197	169	542	91	161	315	324
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Cycle Q Clear(g_c), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1181	527	330	1655	744	236	739	338	256	362	373
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.72	0.73	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1181	527	464	1655	744	298	967	442	285	443	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	32.7	36.5	56.1	20.7	22.8	41.1	51.7	46.3	40.4	53.8	53.8
Incr Delay (d2), s/veh	5.5	0.2	2.3	17.8	0.1	0.9	5.9	2.0	0.4	3.7	14.4	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	10.0	17.7	2.1	7.5	8.6	14.0	4.9	8.1	17.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.8	38.8	73.8	20.8	23.7	46.9	53.7	46.8	44.1	68.1	68.1
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			802			800	
Approach Delay, s/veh		45.5			47.2			51.5			63.3	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	52.6	19.3	35.6	13.1	72.0	18.7	36.2
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 36	* 24	* 17	* 35	* 8.9	* 51	* 14	* 38
Max Q Clear Time (g_c+I1), s	25.0	16.3	12.3	26.2	6.4	12.5	11.9	22.1
Green Ext Time (p_c), s	0.7	0.8	0.2	2.5	0.1	1.5	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	62	663	30	0	864
Future Vol, veh/h	0	62	663	30	0	864
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	67	713	32	0	929

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	373	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	630	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	630	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	630	-
HCM Lane V/C Ratio	-	-	0.106	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Future Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	134	451	571	300	329	451	511	214	240	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	322	1012	234	665	1278	575	426	642	557	268	348	136
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	1711	2888	668	3510	3554	1598	1810	1856	1610	1810	1259	493
Grp Volume(v), veh/h	98	358	354	451	571	300	329	451	511	214	0	334
Grp Sat Flow(s),veh/h/ln	1711	1791	1765	1755	1777	1598	1810	1856	1610	1810	0	1752
Q Serve(g_s), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Cycle Q Clear(g_c), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	322	628	618	665	1278	575	426	642	557	268	0	484
V/C Ratio(X)	0.30	0.57	0.57	0.68	0.45	0.52	0.77	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	325	628	618	665	1278	575	487	742	644	268	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	35.6	35.6	28.1	33.0	34.1	29.7	38.2	42.3	37.6	0.0	43.7
Incr Delay (d2), s/veh	0.5	3.7	3.8	2.8	1.1	3.4	6.6	2.5	16.7	15.6	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.4	15.3	8.4	11.6	13.0	12.7	19.2	25.7	5.6	0.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	39.3	39.5	30.9	34.1	37.4	36.3	40.7	59.0	53.1	0.0	47.3
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		810			1322			1291			548	
Approach Delay, s/veh		37.7			33.8			46.8			49.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	52.3	24.4	42.3	14.7	53.6	15.0	51.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0
Max Q Clear Time (g_c+I1), s	13.0	24.0	19.0	25.0	6.7	22.0	12.0	43.1
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Future Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	62	1058	43	67	700	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1497	2068	359	1689	2056	551	718	0	0	1101	0	0
Stage 1	843	843	-	1204	1204	-	-	-	-	-	-	-
Stage 2	654	1225	-	485	852	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	86	55	643	~ 62	56	483	892	-	-	642	-	-
Stage 1	329	382	-	199	259	-	-	-	-	-	-	-
Stage 2	427	254	-	537	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	46	643	~ 53	47	483	892	-	-	642	-	-
Mov Cap-2 Maneuver	169	121	-	136	139	-	-	-	-	-	-	-
Stage 1	306	342	-	185	241	-	-	-	-	-	-	-
Stage 2	365	236	-	472	340	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	75.1	0.5	1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	243	170	642	-	-
HCM Lane V/C Ratio	0.07	-	-	0.1	0.774	0.105	-	-
HCM Control Delay (s)	9.3	-	-	21.4	75.1	11.3	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	5	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1126	3	75	743	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1541	2106	397	1708	2130	565	794	0	0	1129	0	0
Stage 1	919	919	-	1186	1186	-	-	-	-	-	-	-
Stage 2	622	1187	-	522	944	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 79	52	597	60	50	473	836	-	-	626	-	-
Stage 1	294	353	-	204	265	-	-	-	-	-	-	-
Stage 2	443	264	-	511	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 69	44	597	50	42	473	836	-	-	626	-	-
Mov Cap-2 Maneuver	174	122	-	140	140	-	-	-	-	-	-	-
Stage 1	284	311	-	197	256	-	-	-	-	-	-	-
Stage 2	425	255	-	425	303	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.7	25	0.2	1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	836	-	-	214	183	626	-	-
HCM Lane V/C Ratio	0.035	-	-	0.579	0.018	0.12	-	-
HCM Control Delay (s)	9.5	-	-	42.7	25	11.5	-	-
HCM Lane LOS	A	-	-	E	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.1	0.4	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Future Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	176	210	743	225	209	571	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1458	650	150	1547	690	289	870	391	253	784	88
Arrive On Green	0.05	0.40	0.40	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3248	363
Grp Volume(v), veh/h	133	181	263	127	168	176	210	743	225	209	314	321
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1820
Q Serve(g_s), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Cycle Q Clear(g_c), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1458	650	150	1547	690	289	870	391	253	432	439
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.26	0.73	0.85	0.58	0.83	0.73	0.73
Avail Cap(c_a), veh/h	285	1458	650	262	1547	690	355	1101	495	334	562	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	29.9	34.0	72.4	26.8	28.7	42.0	57.8	53.3	43.4	55.8	55.9
Incr Delay (d2), s/veh	6.2	0.2	1.9	12.3	0.1	0.9	5.7	5.5	1.3	12.0	3.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.1	12.2	9.6	3.5	8.0	10.9	21.3	12.8	11.4	17.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	30.1	35.8	84.7	26.9	29.6	47.6	63.3	54.6	55.4	59.2	59.3
LnGrp LOS	F	C	D	F	C	C	D	E	D	E	E	E
Approach Vol, veh/h		577			471			1178			844	
Approach Delay, s/veh		44.5			43.5			58.9			58.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.4	23.1	45.4	15.0	76.4	22.9	45.7
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49
Max Q Clear Time (g_c+I1), s	13.1	20.6	16.0	28.0	8.1	13.3	15.8	33.7
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2

Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	1090	59	0	772
Future Vol, veh/h	0	38	1090	59	0	772
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	40	1160	63	0	821

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	612	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	431	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	431	-
HCM Lane V/C Ratio	-	-	0.094	-
HCM Control Delay (s)	-	-	14.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

APPENDIX G

NCHRP Report 457 – Right Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	**Value**
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	640
Right-turn volume, veh/h:	10

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	226
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

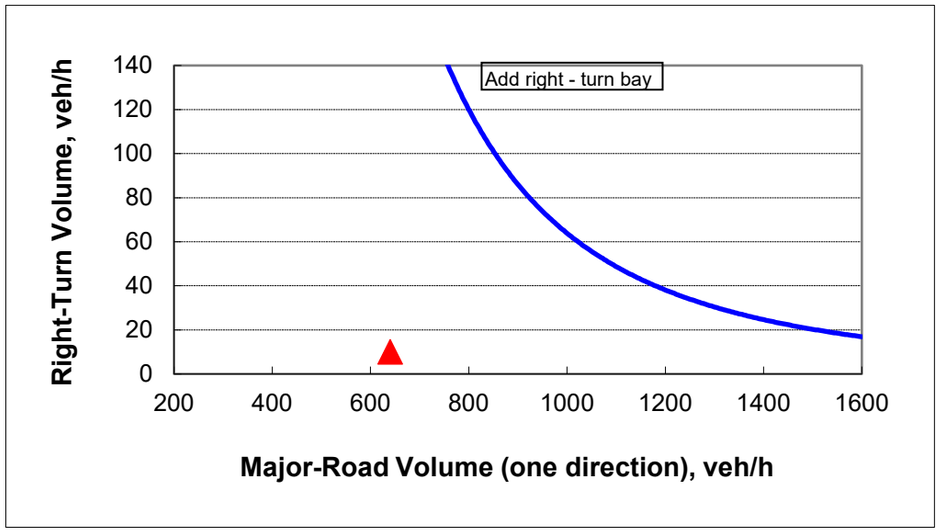


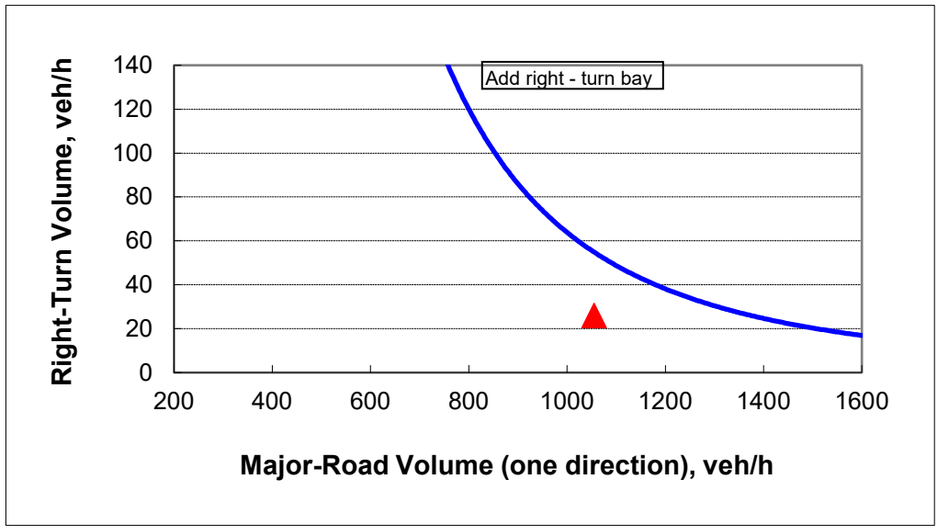
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1055
Right-turn volume, veh/h:	26

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	55
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2404-003 Cheng Zheng Home Site**

REQUESTED ACTION: The applicant seeks a favorable recommendation by the Planning and Zoning Board/Special Magistrate for Ordinance O2024-39 to be forwarded to the City Commission for further action.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	RZ 2404-003 Zheng Home Site
Ordinance #	O2024-39
Applicant	Mei Chen
Owner	Cheng Lei Zheng
Property Location	A 0.442-acre parcel located at the northwest corner of CR 503 and CR 503D.
Parcel Number	G33-063
Date	05/29/2026

The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map amendment to change the zoning district from RR5C (Sumter County) to R-1 (City) for the parcel listed above on 0.442 acres of land MOL. This request is accompanied by small-scale comprehensive plan amendment request CP 2404-002 (O2024-38).

Pursuant to Land Development Regulations (LDR) § 3.3(C)(4), the applicant believes the zoning change to RMU should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;

At this time, the applicant intends to construct a single family residence on the parcel. The proposed rezoning to R-1 is consistent with the proposed Future Land Use Map designation of Low Density Residential (LDR) and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.4. The proposed changes also coincide with Policy 1.2.5. of the Future Land Use Element, which is to discourage urban sprawl through a future land use pattern which promotes orderly, compact development. As such, this change is consistent with the City's 2050 Comprehensive Plan.

(b) The existing land use pattern of the surrounding area;
The proposed rezoning to R-1 would be compatible with the existing character of the neighborhood. Policy 1.2.8. a. encourages new development to contribute a mix of land uses which is compatible with existing communities. The property is intended to be developed at a very low density, thus having minimal impact on levels of services.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc.;

Schools: Based on the Sumter County School Board student generation formula, one single family dwelling unit would generate one (1) student to Wildwood Schools at the most. The school district advises that capacity is available.

Potable Water & Sewer: There is a 12-ich water main currently available on the south side of CR 468/Warm Springs Avenue. The subject property is located approximately 0.25 miles south of the intersection of Warm Springs and CR 503, which is outside of the utility connection matrix.There is no Sanitary Sewer Facilities in the vicinity at this time. For the construction of one single family residence, the City would allow the applicant a well for potable water and a septic tank for waste disposal should the connection to water is determined not to be feasible at this time.

Streets: The property has legal access via CR 503 and CR 503D which are minor local roads maintained by the City.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;
Justification has been presented to the city to support the proposed development, highlighting that the subject parcel is located within the City's Joint Planning Area with Sumter County. The rezoning is necessary to accommodate the proposed use of the property, as the applicant intends to develop, and to bring the property into compliance with the proposed Future Land Use designation.

(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;

Transportation: For a single family residence, it's expected up to 10 daily trips; which is de minimis in nature relative to the size of the parcel.

(f) Whether the proposed change will be a deterrent to the improvement or development of adjacent property;
The proposed rezoning will not be a deterrent to the improvement or development of adjacent

properties.

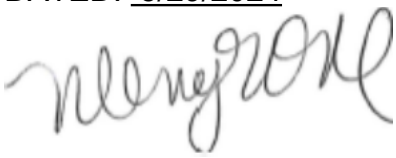
ZONING DESIGNATION OF SURROUNDING PROPERTIES

NORTH	RR1 (Sumter County)
SOUTH	ROW CR 503D/ RR5C (Sumter County)
EAST	ROW CR 503/RR5C (Sumter County)
WEST	R4M (Sumter County)

If the rezoning is approved, the applicant will be required to submit a general plan to the City prior to submitting construction plans to the Sumter County Building Department. The site plan will need to follow requirements established in the City's Land Development Regulations in accordance to the Rural Residential Zoning District.

The applicant seeks a favorable recommendation of Ordinance Number O2024-39 (attached) subject to approval of O2024-38, which establishes a Future Land Use appropriate to the proposed zoning.

DATED: 5/29/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-39

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the Official Zoning Map of said City, to include a rezoning of real property described as follows, to-wit:

Parcel G33-063
Cheng Lei Zheng
0.442 +/-

LEGAL DESCRIPTION:

LOT #4, THE NORTH 188.02 FEET OF THE WEST 105.60 FEET OF THE EAST 475.61 FEET OF THE NORTH ½ OF THE SOUTHEAST ¼ OF THE NORTHWEST ¼ OF SECTION 33, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA

This property is to be reclassified from RR5C (Sumter County) to R-1 (City)

AND WHEREAS, the rezoning is consistent with the City's Comprehensive Plan and Land Development Regulations.

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the City Commission of the City of Wildwood, Florida, as follows:

SECTION 1. The Official Zoning Map of the City of Wildwood, Florida is hereby amended to include the above-referenced property as indicated above. The amendment to the Official Zoning Map is attached hereto as "Exhibit A" and incorporated herein by reference.

SECTION 2. All ordinances or parts of ordinances in conflict herewith, be, and the same are hereby repealed.

SECTION 3. If any section, sentence, clause or phrase of this Ordinance is held to be invalid or unconstitutional by a Court or competent jurisdiction, then said holding shall in no way effect the validity of the remaining portions of said Ordinance.

SECTION 4. This Ordinance shall take effect 31 days after its final reading by the City Commission of the City of Wildwood.

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

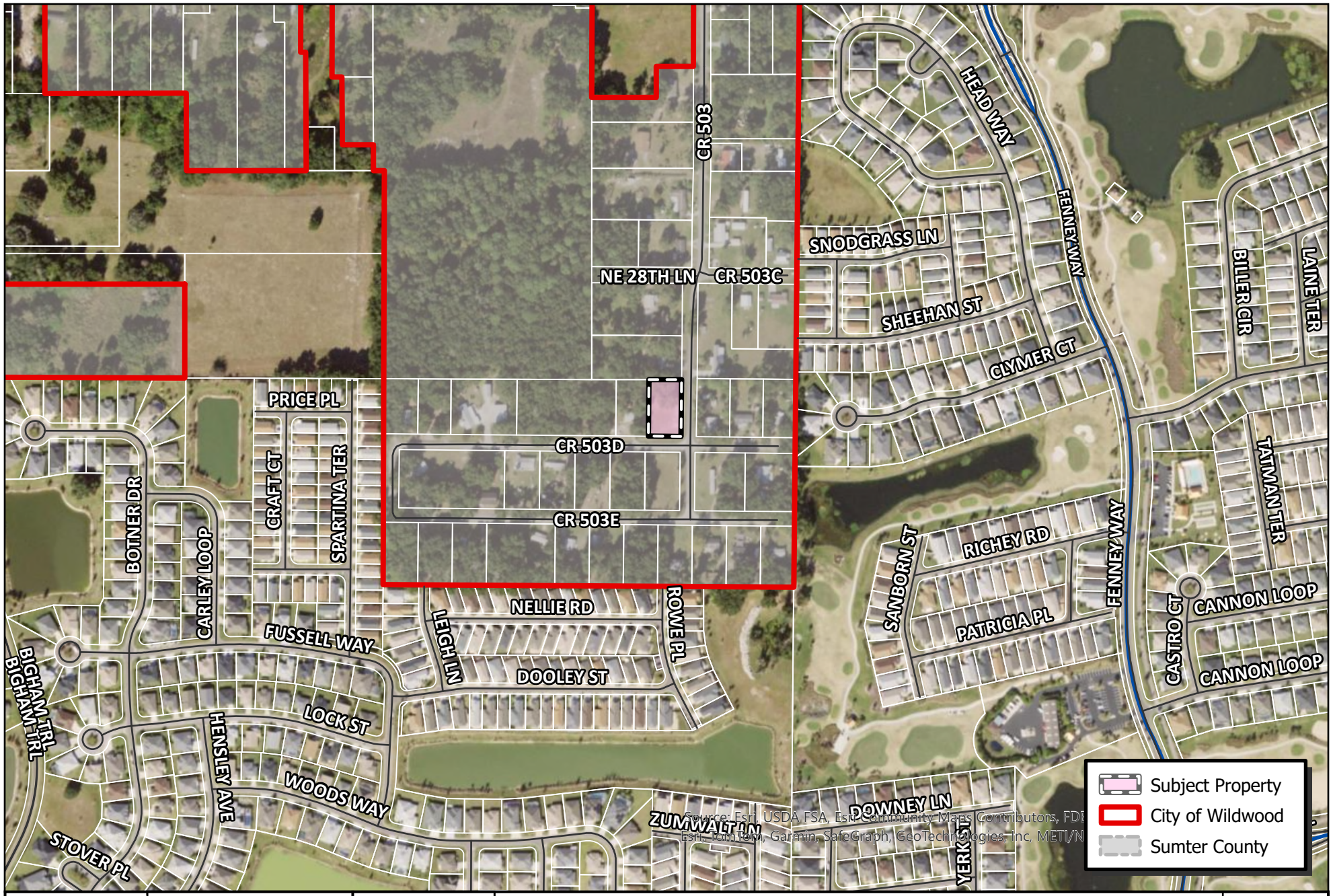
First Reading: _____

Second Reading: _____

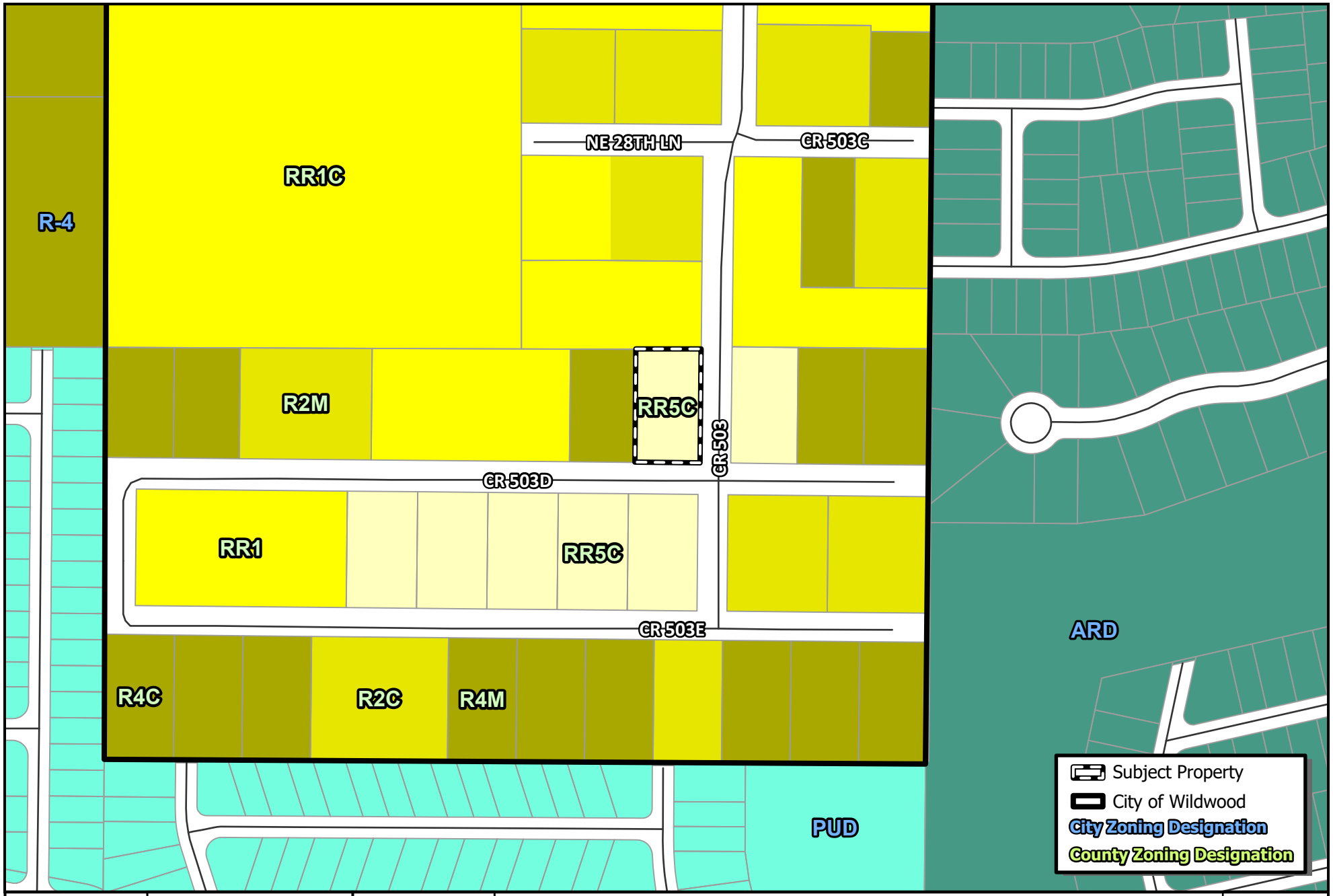
Approved as to form:

_____
City Attorney

EXHIBIT A



EST. 1877 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N US Feet 0 35 70 140	RZ 2404-002 **ZHENG HOME SITE** PARCEL G33-063	**MAP 1B** **LOCATION MAP** **MAY 2024**



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FLORIDA

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N
US Feet
0 45 90 180

RZ 2404-003

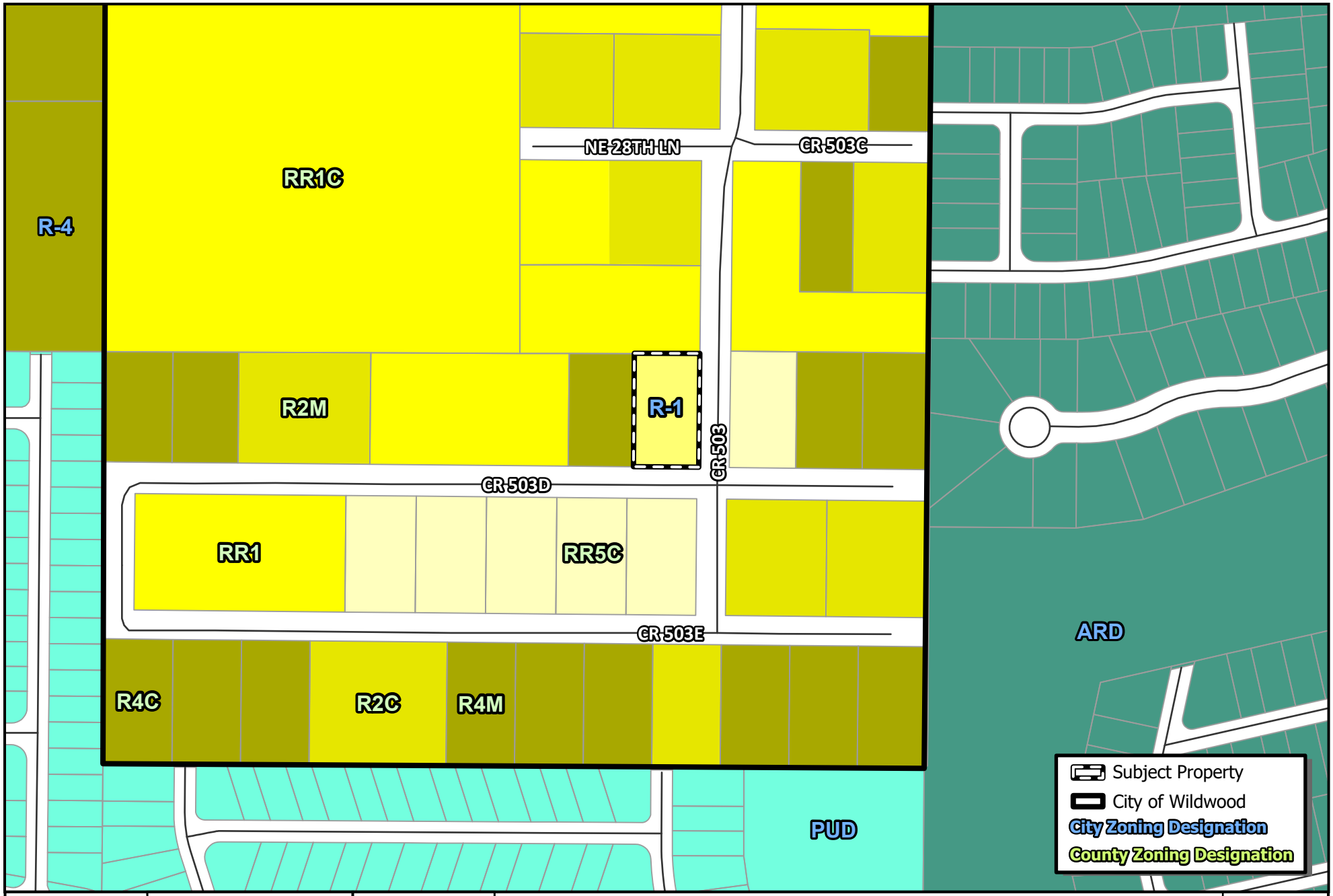
ZHENG HOME SITE

PARCEL G33-063

MAP 3A

EXISTING ZONING

MAY 2024



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N
US Feet
0 45 90 180

RZ 2404-003

ZHENG HOME SITE

PARCEL G33-063

MAP 3B

PROPOSED ZONING

MAY 2024

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-39

A Business Impact Estimate will not be provided in accordance with section 166.041(4), Florida Statutes. Based upon the box(es) that are checked below, the City of Wildwood is of the view that a business impact estimate is not required by Section 166.041(4)(c) of the Florida Statutes for the proposed ordinance. This Statement of Exemption from Business Impact Estimate may be revised following its initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;

☐ The proposed ordinance is an emergency ordinance;

☐ The ordinance relates to procurement; or

☒ The proposed ordinance is enacted to implement the following:

a. Part II of Chapter 163, Florida Statutes, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
b. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;
c. Section 553.73, Florida Statutes, relating to the Florida Building Code; or
d. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2401-005 Livano Wildwood Final Plat**

REQUESTED ACTION: The Project Review Committee recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

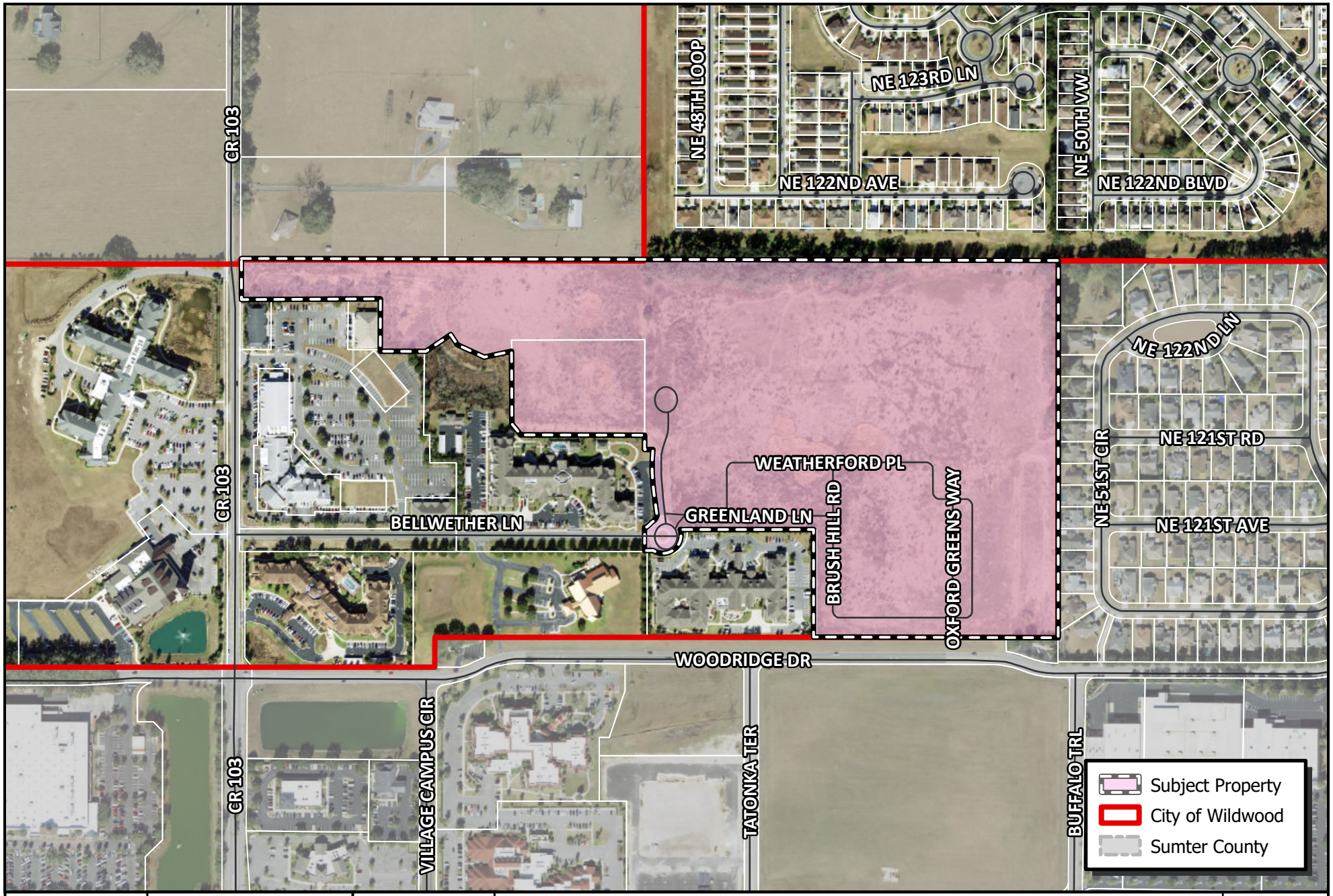
HISTORY/FACTS/ISSUES:

Case Number	PLAT 2401-005 Livano Wildwood Final Plat
Owner(s)	Wildwood Villages Residences, LLC - Jason Bailey
Applicant(s)	Clymer, Farner, Barley Surveying, LLC
Acreage	42.74 +/-
Property Location	The subject property is generally located with approximately 133 feet of frontage east along CR 103, approximately 0.28 miles north of E C 466, north along Woodridge Dr.
Parcel(s)	D08F003 & D08F005

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a replat to Lot 3 and 5 within the Oxford Greens Subdivision creating Lots 1 and 2 for the Livano Wildwood Final Plat on 42.74 acres, MOL, per the attached plan.

Plat 2401-005 meets the criteria set forth in the F.S. 177, the Land Development Regulations and is in line with goals, objectives, and policies within the 2050 comprehensive plan.

Date: 05/23/2024
Amanda Bondi
Planner II, Development Services



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N
US Feet
0 90 180 360

PLAT 2401-005

LIVANO WILDWOOD FINAL PLAT

PARCELS D08F003 & D08F005

MAP 1B
LOCATION MAP
APR 2024

RECIPROCAL EASEMENT AGREEMENT FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
OR BOOK _____ PAGE _____

LIVANO WILDWOOD

SHEET 1 OF 4

PLAT BOOK _____
PAGE _____

A REPLAT OF LOT 5, OXFORD GREENS, AS RECORDED IN PLAT BOOK 14, PAGE 29 AND A REPLAT OF LOT 3, OXFORD GREENS REPLAT, RECORDED IN PLAT BOOK 16, PAGE 8 OF THE PUBLIC RECORDS OF CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, LYING IN SECTION 8, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

LEGAL DESCRIPTION

PARCEL 1:

LOT 3, OXFORD GREENS REPLAT, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 16, PAGES 8, 8A–8C INCLUSIVE, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

AND

PARCEL 2:

LOT 5, OXFORD GREENS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 14, PAGES 29, 29A–29C INCLUSIVE, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

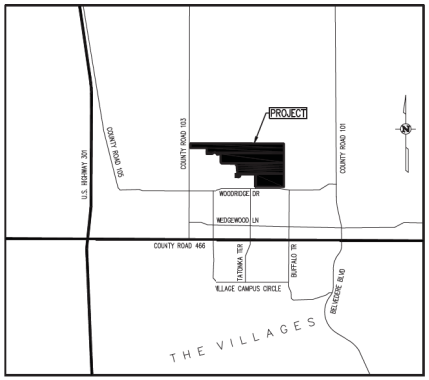
COMMENCE AT THE NORTHWEST CORNER OF THE EAST 1/2 OF SECTION 8, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA; THENCE RUN SOUTH 00°02'06" EAST, ALONG THE WEST LINE OF THE EAST 1/2 OF SAID SECTON 8, A DISTANCE OF 3965.62 FEET; THENCE DEPARTING SAID WEST LINE, RUN SOUTH 89°29'39" EAST, A DISTANCE OF 35.00 FEET, TO THE POINT OF BEGINNING, SAID POINT BEING ON THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 8; THENCE RUN SOUTH 89°52'22" EAST, ALONG THE NORTH LINE OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 8, A DISTANCE OF 1300.59 FEET, TO THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 8; THENCE DEPARTING SAID NORTH LINE, RUN SOUTH 89°51'37" EAST, ALONG THE NORTH LINE OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 8, A DISTANCE OF 1335.41 FEET, TO THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 8; THENCE DEPARTING SAID NORTH LINE, RUN SOUTH 00°01'33" WEST, ALONG THE EAST LINE OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 8, A DISTANCE OF 1211.31 FEET; THENCE DEPARTING SAID EAST LINE, RUN NORTH 89°46'49" WEST, A DISTANCE OF 789.14 FEET; THENCE RUN NORTH 00°00'00" EAST, A DISTANCE OF 346.79 FEET; THENCE RUN SOUTH 90°00'00" WEST, A DISTANCE OF 430.37 FEET, TO A POINT ON A 59 FOOT RADIUS NON–TANGENT CURVE, CONCAVE NORTHWEST, HAVING A RADIUS OF 59.00 FEET, BEING SUBTENDED BY A CHORD BEARING OF SOUTH 52°05'42" WEST, AND A CHORD DISTANCE 110.82 FEET, THENCE ALONG THE ARC OF SAID CURVE 143.99 FEET, THROUGH A CENTRAL ANGLE OF 139°49'41" TO A POINT OF NON–TANGENCY; THENCE NORTH 89°49'26" WEST, A DISTANCE OF 27.60 FEET; THENCE RUN NORTH 00°01'08" WEST, A DISTANCE OF 74.93 FEET; THENCE RUN SOUTH 89°49'08" EAST, A DISTANCE OF 5.37 FEET, TO A POINT ON A 55.00 FOOT RADIUS NON–TANGENT CURVE, CONCAVE TO THE NORTHWEST, BEING SUBTENDED BY A CHORD BEARING OF NORTH 50°24'21" EAST AND A CHORD LENGTH OF 16.99 FEET; THENCE RUN NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 17°46'19", AN ARC DISTANCE OF 17.06 FEET, TO A POINT OF REVERSE CURVATURE OF A 54.00 FOOT RADIUS CURVE, CONCAVE TO THE SOUTHEAST, BEING SUBTENDED BY A CHORD BEARING OF NORTH 47°24'18" EAST AND A CHORD LENGTH OF 11.07 FEET; THENCE RUN NORTHEASTERLY ALONG SAD CURVE THROUGH A CENTRAL ANGLE OF 11°46'12", AN ARC DISTANCE OF 11.09 FEET, TO A POIN' OF REVERSE CURVATURE OF A 35.00 FOOT RADIUS CURVE, CONCAVE TO THE NORTHWEST, BEING SUBTENDED BY A CHORD BEARING OF NORTH 32°17'42" EAST AND A CHORD LENGTH OF 25.08 FEET; THENCE RUN NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 41°58'25", AN ARC DISTANCE OF 25.65 FEET, TO A POINT OF NON–TANGENCY; THENCE RUN NORTH 08°09'47" WEST A DISTANCE OF 66.33 FEET, TO A POINT OF CURVATURE OF A 631.00 FOOT RADIUS CURVE, CONCAVE TO THE EAST, BEING SUBTENDED BY A CHORD BEARING OF NORTH 01°30'57" WEST AND A CHORD LENGTH OF 146.99 FEET; THENCE RUN NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 13°17'41", AN ARC DISTANCE OF 146.42 FEET TO A POINT OF NON–TANGENCY; THENCE RUN SOUTH 89°58'52" WEST, A DISTANCE OF 26.81 FEET; THENCE RUN NORTH 00°01'08" WEST A DISTANCE OF 46.30 FEET, THENCE RUN NORTH 89°49'26" WEST, A DISTANCE OF 398.96 FEET; THENCE RUN NORTH 39°31'22" WEST, A DISTANCE OF 45.56 FEET; THENCE RUN NORTH 00°21'53" WEST, A DISTANCE OF 234.22 FEET; THENCE RUN SOUTH 77°52'32" WEST, A DISTANCE OF 89.15 FEET; THENCE RUN NORTH 65°17'29" WEST, A DISTANCE OF 95.59 FEET; THENCE RUN NORTH 33°14'46" WEST, A DISTANCE OF 38.98 FEET; THENCE RUN SOUTH 55°59'32" WEST, A DISTANCE OF 97.06 FEET; THENCE RUN NORTH 89°31'08" WEST, A DISTANCE OF 147.29 FEET; THENCE RUN NORTH 00°11'08" EAST, A DISTANCE OF 169.42 FEET; THENCE RUN SOUTH 89°38'23" WEST A DISTANCE OF 448.42 FEET; THENCE RUN NORTH 00°01'35" WEST, A DISTANCE OF 132.84 FEET, TO THE POINT OF BEGINNING.

CONTAINING 42.74 ACRES, MORE OR LESS

TOGETHER WITH APPURTENANT ACCESS AND DRAINAGE EASEMENTS BENEFITING PARCEL 1 AND PARCEL 2 AS SET FORTH IN THAT CERTAIN OXFORD GREENS AMENDED AND RESTATED DECLARATION OF EASEMENTS, COVENANTS AND RESTRICTIONS RECORDED IN OFFICIAL RECORDS BOOK 4187, PAGE 505, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA

VICINITY MAP

1" = 1000'



2 LOTS – 0 TRACTS

NOTICE: THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

NOTES:

1.) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM (NAD) OF 1983 WITH 2011 ADJUSTMENT. AS A REFERENCE FOR THIS SURVEY, THE SOUTH LINE OF LOT 3, OXFORD GREENS REPLAT ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 16, PAGE 8 HAS A BEARING OF SOUTH 89°52'51" EAST.

2.) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMEN'S SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS, OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.

5.) ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

6.) THE PROPERTY INFORMATION REPORT FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

7.) ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP (FIRM) NUMBER 12119C0067D, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, EFFECTIVE DATE OF SEPTEMBER 27, 2013, THE PROPERTY DESCRIBED HEREON LIES WITHIN ZONE "X" (AREAS OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD).

DEDICATION – LIVANO WILDWOOD

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, WILDWOOD VILLAGES RESIDENCES, LLC, AS OWNER IN FEE SIMPLE OF THE LANDS DESCRIBED HEREON, HAS CAUSED TO BE MADE THIS PLAT OF LIVANO WILDWOOD, A SUBDIVISION OF LAND HEREIN DESCRIBED.

WITNESSES: WILDWOOD VILLAGES RESIDENCES, LLC

(1)_____
SIGNATURE
_____
PRINT NAME

_____
MAILING ADDRESS

(2)_____
SIGNATURE
_____
PRINT NAME

_____
MAILING ADDRESS

BY:_____
ROBERT B. CRUMPTON III, MANAGER

STATE OF FLORIDA
COUNTY OF_____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____ BY ROBERT B. CRUMPTON III, THE MANAGER FOR WILDWOOD VILLAGES RESIDENCES, LLC A FLORIDA LIMITED LIABILITY COMPANY, WHO ☐ IS PERSONALLY KNOWN TO ME OR ☐ PRODUCED_____ AS IDENTIFICATION.

SEAL

NOTARY PUBLIC – STATE OF FLORIDA

PRINT NAME:_____
COMMISSION NO.:_____
COMMISSION EXPIRES:_____

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA AND WAS APPROVED BY THE BOARD FOR RECORD ON THIS _____ DAY OF _____, 20____.

ATTEST:

_____
MELANIE D. STRICKLAND
PROJECT REVIEW COMMITTEE COORDINATOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMISSION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND WAS APPROVED BY THE COMMISSION FOR RECORD ON THIS _____ DAY OF _____, 20____.

JESSICA BARNES CITY CLERK	ED WOLF MAYOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE ATTORNEY FOR THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND APPROVED BY HIM OR HER AS TO FORM AND LEGALITY ON THIS _____ DAY OF _____, 20____.

PRINT NAME CITY OF WILDWOOD, ATTORNEY	SIGNATURE CITY OF WILDWOOD, ATTORNEY
DEVELOPMENT SERVICES DIRECTOR MELANIE D. STRICKLAND	PUBLIC WORKS DIRECTOR JEREMY HOCKENBURY
PRINT NAME CITY OF WILDWOOD, ENGINEER	SIGNATURE CITY OF WILDWOOD, ENGINEER

CERTIFICATE OF MORTGAGEE

THE UNDERSIGNED, AS MORTGAGEE UNDER THAT CERTAIN MORTGAGE AND SECURITY AGREEMENT (THE "MORTGAGE") DATED AS OF JANUARY 26, 2023, AND RECORDED IN O.R. BOOK 4419, PAGE 767, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, JOINS IN AND CONSENTS TO THE DEDICATION OF THE LANDS DESCRIBED HEREON, AND AGREES THAT THE MORTGAGE SHALL BE SUBORDINATED TO THE DEDICATION SHOWN ON SAID PLAT.

TD BANK, N.A., A NATIONAL BANKING ASSOCIATION

BY: _____
NAME: _____
TITLE: _____

_____
WITNESS
_____
PRINTED NAME OF WITNESS
_____
MAILING ADDRESS

_____
WITNESS
_____
PRINTED NAME OF WITNESS
_____
MAILING ADDRESS

ACKNOWLEDGMENT AS TO MORTGAGEE'S CONSENT

STATE OF _____
COUNTY OF _____

THE FOREGOING WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF PHYSICAL PRESENCE NOTARIZATION THIS _____ DAY OF _____, 2024 BY _____, AS _____ OF TD BANK N.A., A NATIONAL BANKING ASSOCIATION, ON BEHALF OF THE ASSOCATION, WHO IS EITHER PERSONALLY KNOWN OR PRODUCED _____ AS IDENTIFICATION.

_____
SIGNATURE OF NOTARY PUBLIC

_____
NAME OF NOTARY TYPED, PRINTED OR STAMPED

MY COMMISSION EXPIRES:

SEAL

REVIEWING SURVEYOR'S CERTIFICATE

PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PER'ORMED A REVIEW OF THIS PLAT FOR CONFORMITY TO CHAPTER 177, PART 1, PLATTING, FLORIDA STATUTES AND THAT SAID PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAP'ER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE FIELD VERIFICATION OF ANY POINTS OR MEASUREMENTS SHOWN ON THIS PLAT.

SEAL

_____ _____
SIGNATURE DATE

_____ _____
PRINT NAME REGISTRATION NO.

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THS PLAT OF LIVANO WILDWOOD WAS PREPARED UNDER MY DIRECTION AND SUPERVISION; AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN THEREON WERE PLACED ON THE DAY OF _____, 20____; I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, PART 1, PLATTING, FLORIDA STATUTES.

CLYMER FARNER BARLEY SURVEYING, LLC
4450 N.E. 83rd ROAD
WILDWOOD, FLORIDA 34785
LICENSED BUSINESS NO. 8498

SEAL

_____ _____
DAVID R. SHAW, PSM DATE
REGISTRATION NO. 7119

CERTIFICATE OF CLERK

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, PART 1, PLATTING, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____ 20____, AT _____ FILE NUMBER _____ PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND
FOR SUMTER COUNTY, FLORIDA

SEAL

PRINT NAME DEPUTY CLERK	SIGNATURE DEPUTY CLERK

PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352)748-3126 LB8498

LIVANO WILDWOOD

SHEET 2 OF 4

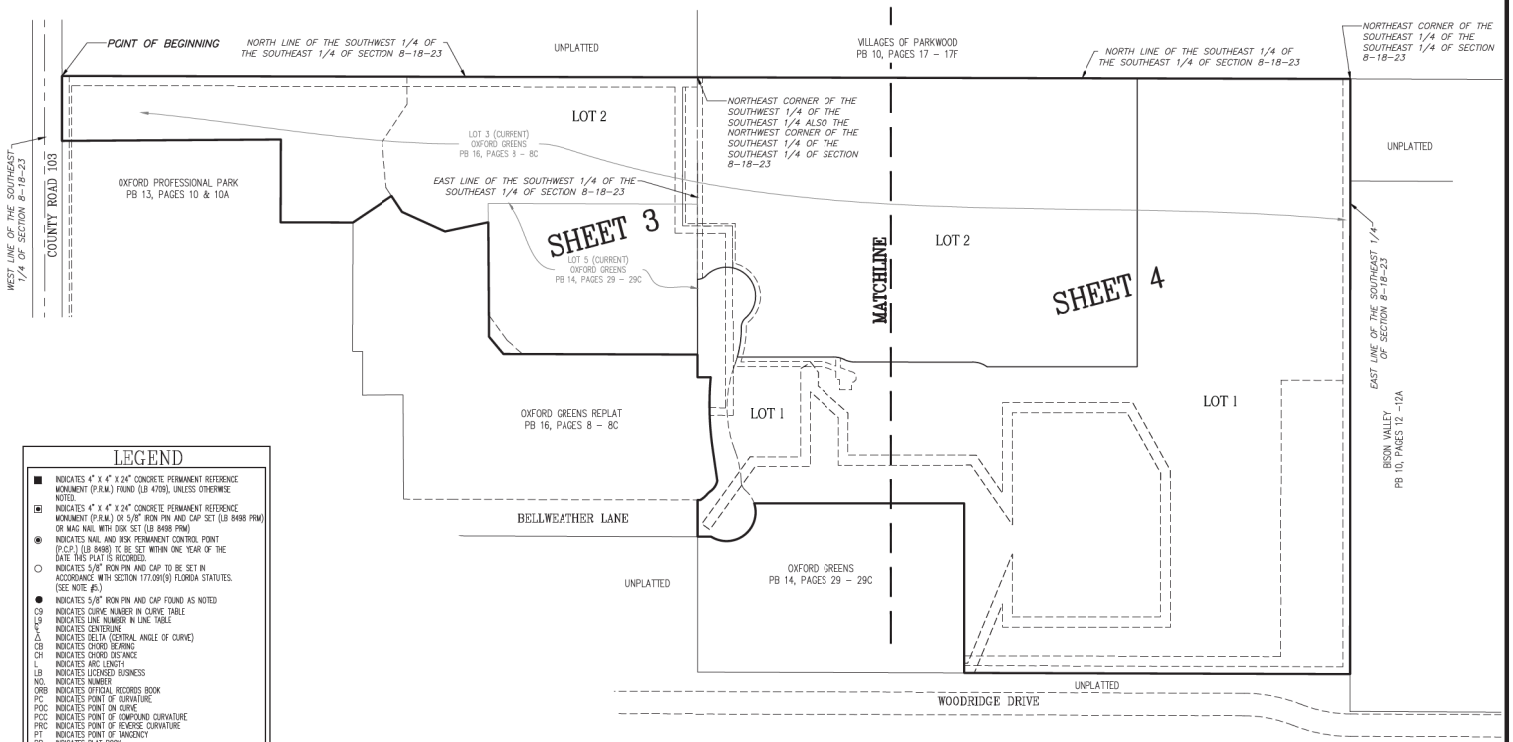
PLAT BOOK _____
PAGE _____

A REPLAT OF LOT 5, OXFORD GREENS, AS RECORDED IN PLAT BOOK 14, PAGE 29 AND A REPLAT OF LOT 3, OXFORD GREENS REPLAT, RECORDED IN PLAT BOOK 16, PAGE 8 OF THE PUBLIC RECORDS OF CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, LYING IN SECTION 8, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

N

Scale: 1" = 120'
120' 0 120' 240'
SCALE IN FEET

KEY MAP



LEGEND

■	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) FOUND (LB 4709), UNLESS OTHERWISE NOTED.
▣	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET (LB 8498 PRM) OR MAG NAIL WITH DISK SET (LB 8498 PRM)
◉	INDICATES NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) (LB 8498) TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
○	INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
●	INDICATES 5/8" IRON PIN AND CAP FOUND AS NOTED
C9	INDICATES CURVE NUMBER IN CURVE TABLE
L9	INDICATES LINE NUMBER IN LINE TABLE
℄	INDICATES CENTERLINE
Δ	INDICATES DELTA (CENTRAL ANGLE OF CURVE)
CB	INDICATES CHORD BEARING
CH	INDICATES CHORD DISTANCE
L	INDICATES ARC LENGTH
LB	INDICATES LICENSED BUSINESS
NO.	INDICATES NUMBER
ORB	INDICATES OFFICIAL RECORDS BOOK
PC	INDICATES POINT OF CURVATURE
POC	INDICATES POINT ON CURVE
PCC	INDICATES POINT OF COMPOUND CURVATURE
PRC	INDICATES POINT OF REVERSE CURVATURE
PT	INDICATES POINT OF TANGENCY
PB	INDICATES PLAT BOOK
NO ID	INDICATES NO IDENTIFICATION
R	INDICATES RADIUS LENGTH
(R)	INDICATES RADIAL LINE

PREPARED BY:

CFB CLYMER FARNER BARLEY SURVEYING
4460 NE 83RD ROAD • WILDWOOD, FL 34785
(352)748-3126 LB8498

LIVANO WILDWOOD

SHEET 3 OF 4

PLAT BOOK _____
PAGE _____

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LINE TABLE		
LINE	LENGTH	BEARING
L1	89.45'	S77°52'32"W
L2	95.59'	N65°17'29"W
L3	38.98'	N33°14'46"W
L4	97.06'	S55°59'32"W
L5	32.70'	S89°49'26"E
L6	47.38'	S89°49'26"E
L7	69.31'	S0°01'08";
L8	301.35'	S0°01'08";
L9	85.65'	S0°01'08";
L10	7.51'	N45°09'56"W
L11	177.12'	N90°00'00"W
L12	26.53'	N70°06'02"W
L13	17.41'	N0°00'00";
L14	7.78'	N90°00'00"W
L15	20.82'	N0°00'02";
L16	25.00'	N89°59'58"W
L17	15.82'	S0°00'01"W
L18	3.54'	S90°00'00"W
L19	7.11'	S45°23'11"W
L20	9.99'	S0°23'11"W
L21	6.80'	S45°02'21"E
L22	28.32'	S70°06'02"E
L23	19.68'	S0°00'00";
L24	18.07'	N0°00'00";
L25	24.67'	S70°06'02"E
L28	79.04'	N48°12'14"W
L29	112.45'	N89°59'58"W
L30	158.57'	S35°35'35"W
L31	20.00'	N54°24'25"W
L32	168.85'	N35°35'35"E
L33	102.73'	S89°59'58"E
L34	180.31'	N0°00'00";
L35	24.47'	N58°17'49"E
L36	25.10'	S36°56'56"E
L37	27.99'	S0°02'58"W
L38	84.18'	S48°29'26"E
L39	85.99'	S0°00'00";

LEGEND

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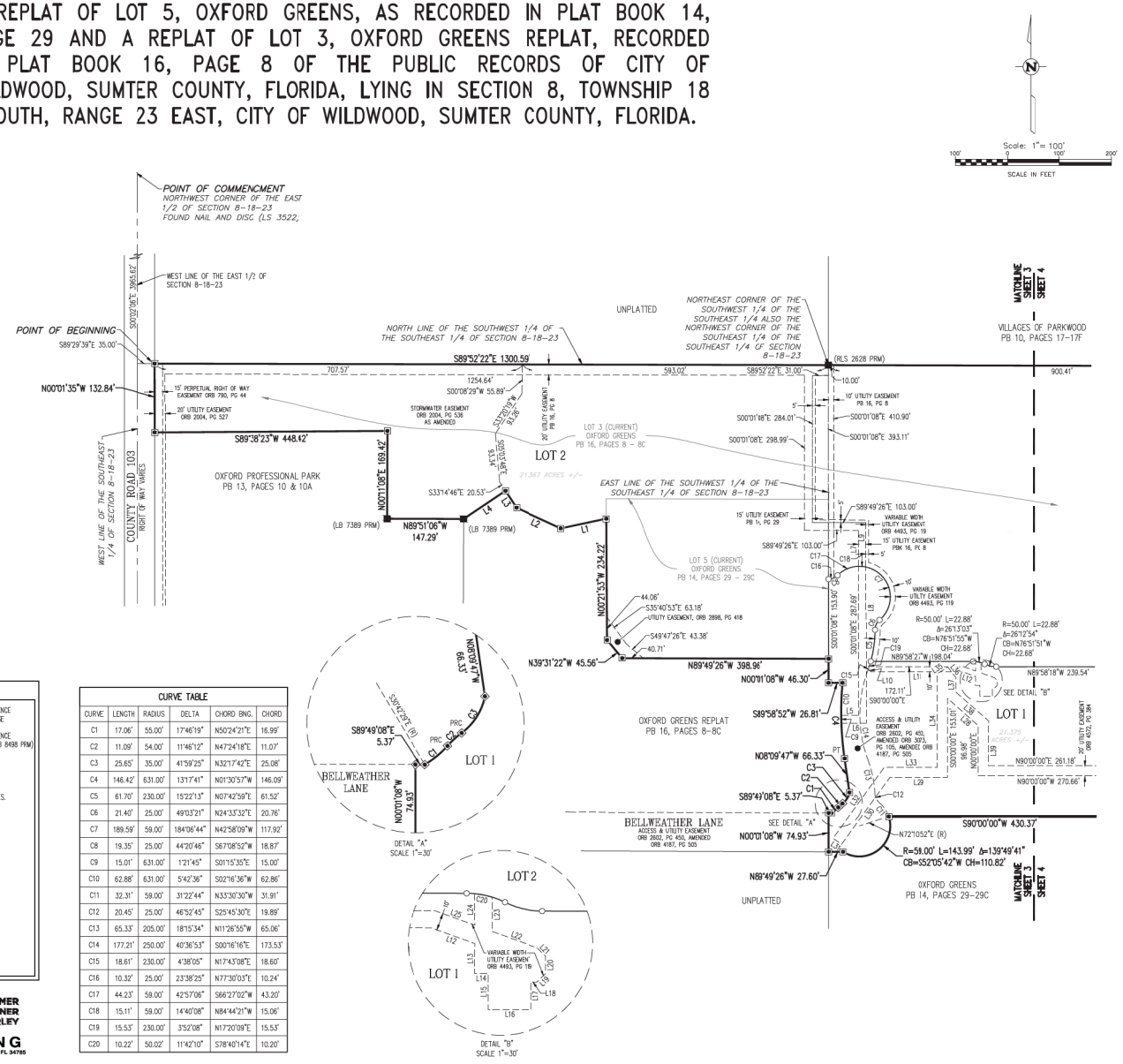
NO ID	INDICATES NO IDENTIFICATION
R	INDICATES RADIUS LENGTH
(R)	INDICATES RADIAL LINE

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BNG.	CHORD
C1	17.06'	55.00'	17°46'19"	N50°24'21"E	16.99'
C2	11.09'	54.00'	11°46'12"	N47°24'18"E	11.07'
C3	25.65'	35.00'	41°59'25"	N32°17'42"E	25.08'
C4	146.42'	631.00'	13°17'41"	N01°30'57"W	146.09'
C5	61.70'	230.00'	15°22'13"	N07°42'59"E	61.52'
C6	21.40'	25.00'	49°03'21"	N24°33'32"E	20.76'
C7	189.59'	59.00'	184°06'44"	N42°58'09"W	117.92'
C8	19.35'	25.00'	44°20'46"	S67°08'52"W	18.87'
C9	15.01'	631.00'	1°21'45"	S01°15'35"E	15.00'
C10	62.88'	631.00'	5°42'36"	S02°16'36"W	62.86'
C11	32.31'	59.00'	31°22'44"	N33°30'30"W	31.91'
C12	20.45'	25.00'	46°52'45"	S25°45'30"E	19.89'
C13	65.33'	205.00'	18°15'34"	N11°26'55"W	65.06'
C14	177.21'	250.00'	40°36'53"	S00°16'16"E	173.53'
C15	18.61'	230.00'	4°38'05"	N17°43'08"E	18.60'
C16	10.32'	25.00'	23°38'25"	N77°30'03"E	10.24'
C17	44.23'	59.00'	42°57'06"	S66°27'02"W	43.20'
C18	15.11'	59.00'	14°40'08"	N84°44'21"W	15.06'
C19	15.53'	230.00'	3°52'08"	N17°20'09"E	15.53'
C20	10.22'	50.02'	11°42'10"	S78°40'14"E	10.20'



PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4480 NE 83RD ROAD • WILDWOOD, FL 34785
(352)748-3126 LB8498

LIVANO WILDWOOD

SHEET 4 OF 4

PLAT BOOK _____
PAGE _____

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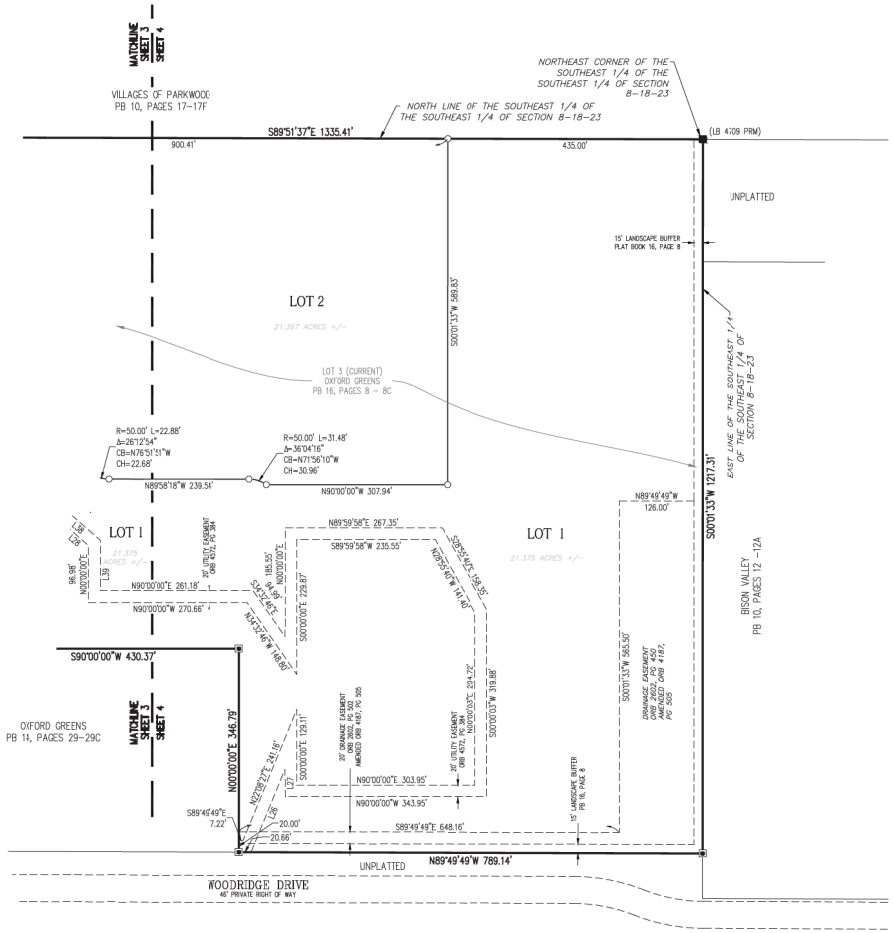
Scale: 1"= 100'
100' 0 100' 200'
SCALE IN FEET

LINE TABLE		
LINE	LENGTH	BEARING
L26	152.44'	S22°05'27"W
L27	46.88'	N0°06'00"E
L28	79.04'	N48°12'14"W
L38	84.18'	S48°29'26"E
L39	85.99'	S0°06'00"E



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PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4480 NE 83RD ROAD • WILDWOOD, FL 34785
(352)748-3126 LB8498

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2403-001 Highfield at Twisted Oaks Phase 1 Final Plat**

REQUESTED ACTION: The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate contingent on a favorable recommendation from the Project Review Committee.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

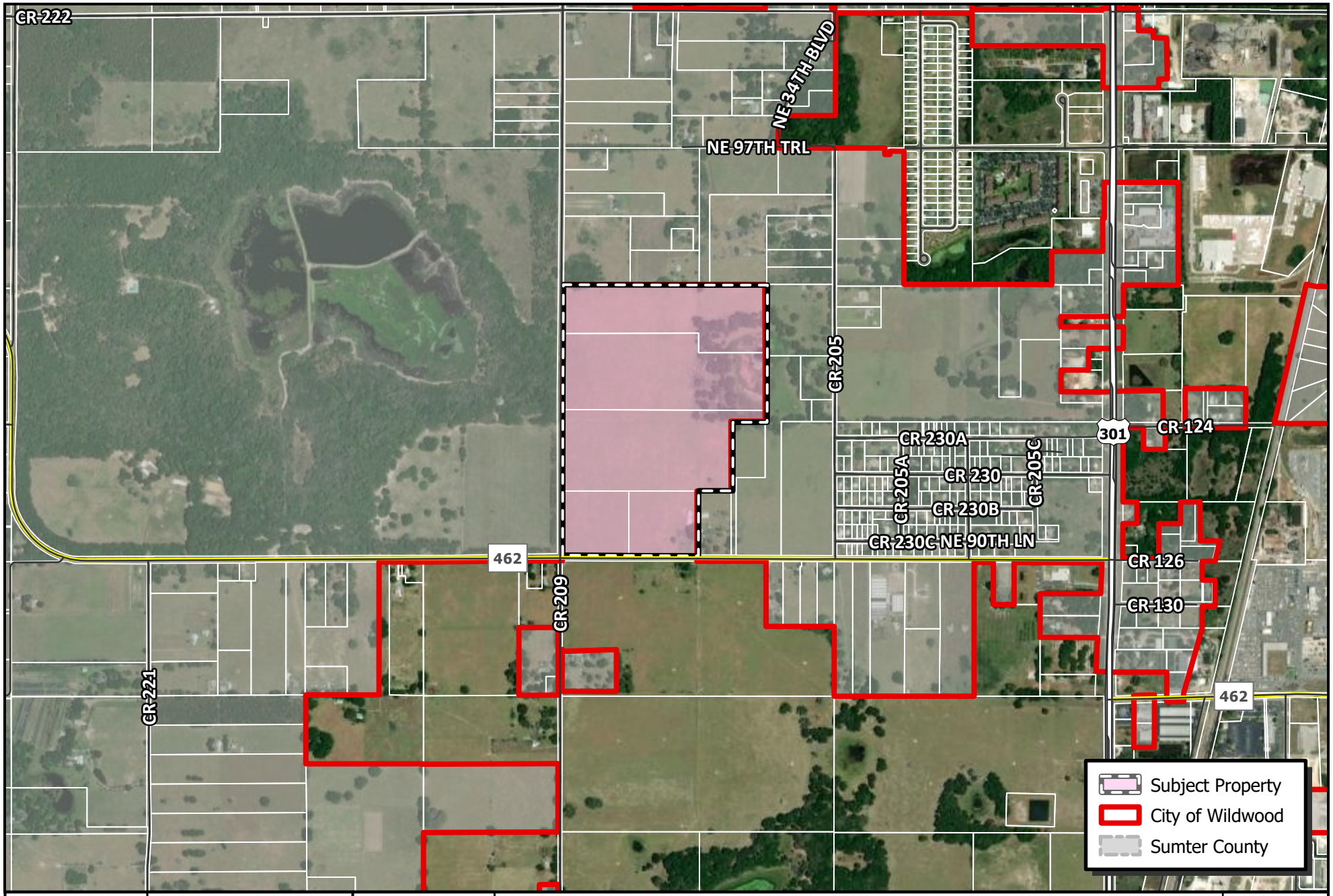
HISTORY/FACTS/ISSUES:

Case Number	PLAT 2403-001 Highfield at Twisted Oaks Phase 1 Final Plat
Owner/applicant(s)	KL Highfield LLC
Acreage	104.326 +/-
Property Location	The subject property is generally located at the northeast corner of CR 209 and E C 462 intersection.
Parcel(s)	D30-030, D30-031, D30-047, D30-080, & D30-091

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the Highfield at Twisted Oaks Phase 1 Final Plat consisting of 125 lots and 18 tracts, per the attached plans.

PLAT 2403-001 meets the criteria set forth in the F.S. 177, the land development regulations, and is in line with the goals, objectives and policies of the 2050 Comprehensive Plan.

Dated: 05/31/2024
Amanda Bondi
Planner II, Development Services



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N
US Feet
0 270 540 1,080

PLAT 2403-001

HIGHFIELD AT TWISTED OAKS PHASE 1 FINAL PLAT

PARCELS D30-030, D30-031, D30-047, D30-080 & D30-091

MAP 1B

LOCATION MAP

MAR 2024

HIGHFIELD AT TWISTED OAKS

BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

DESCRIPTION:

A PARCEL OF LAND LYING IN SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, THENCE RUN ALONG THE SOUTH LINE OF SAID SECTION 30, S 89°45'54" E, A DISTANCE OF 12.60 FEET, THENCE DEPARTING SAID SOUTH LINE, RUN N 00°14'06" E, A DISTANCE OF 34.08 FEET THE POINT OF INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF COUNTY ROAD 209 AND THE NORTH RIGHT-OF-WAY LINE OF EAST COUNTY ROAD 462, SAID POINT ALSO BEING THE **POINT OF BEGINNING**, THENCE RUN ALONG SAID EAST RIGHT-OF-WAY LINE THE FOLLOWING FOUR (4) COURSES: 1) N 00°04'34" W, A DISTANCE OF 628.96 FEET 2) N 00°10'01" E, A DISTANCE OF 781.01 FEET 3) N 00°11'19" E, A DISTANCE OF 733.61 FEET 4) N 00°19'36" E, A DISTANCE OF 474.21 FEET; THENCE DEPARTING SAID EAST RIGHT-OF-WAY LINE, RUN S 89°55'05" E, A DISTANCE OF 650.86 FEET; THENCE S 89°55'10" E, A DISTANCE OF 662.08 FEET; THENCE S 89°50'47" E, A DISTANCE OF 100.00 FEET; THENCE S 89°53'32" E, A DISTANCE OF 561.89 FEET; THENCE S 00°06'45" W, A DISTANCE OF 1328.42 FEET TO A POINT ON THE SOUTH LINE OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, THENCE RUN ALONG SAID SOUTH LINE OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, N 89°51'47" W, A DISTANCE OF 331.19 FEET; THENCE DEPARTING SAID SOUTH LINE OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, RUN S 00°06'54" W, A DISTANCE OF 663.77 FEET; THENCE N 89°47'04" W, A DISTANCE OF 331.35 FEET TO A POINT ON THE EAST LINE OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 30; THENCE RUN ALONG SAID EAST LINE OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, S 00°08'03" W, A DISTANCE OF 630.84 FEET TO A POINT ON SAID NORTH RIGHT-OF-WAY LINE OF EAST COUNTY ROAD 462; THENCE DEPARTING SAID EAST LINE OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, RUN ALONG SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING TWO (2) COURSES: 1) N 89°45'47" W, A DISTANCE OF 663.09 FEET 2) N 89°40'37" W, A DISTANCE OF 650.36 FEET TO THE **POINT OF BEGINNING.**

CONTAINING 104.326 ACRES, MORE OR LESS.

NOTES:

1) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION. INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY. IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.
2) BEARINGS SHOWN HEREON ARE BASED ON THE EASTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 209, HAVING A GRID BEARING OF N 00°04'34" W. THE GRID BEARINGS AS SHOWN HEREON REFER TO THE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83-2011 ADJUSTMENT) FOR THE WEST ZONE OF FLORIDA.
3) ALL DISTANCES SHOWN ARE IN FEET.
4) WITH REFERENCE TO CURVILINEAR LOTS, NON-RADIAL LINES HAVE BEEN DESIGNATED BY (NR). ALL OTHER LINES ARE RADIAL.
5) LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.
6) PERMANENT CONTROL POINTS (P.C.P.'S) WILL BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT WAS RECORDED OR PRIOR TO THE EXPIRATION OF THE BOND OR SURETY.
7) ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUES.
8) THE PROPERTY INFORMATION REPORT FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.
9) EVERY LOT HAS A 5.00 FOOT WIDE DRAINAGE EASEMENT ON EACH SIDE OF THE LOT UNLESS OTHERWISE NOTED OR DEPICTED.
10) EVERY LOT HAS 10.00 FEET FRONT LOT UTILITY EASEMENTS, AND EVERY CORNER LOT HAS 10.00 FEET UTILITY EASEMENTS UNLESS OTHERWISE NOTED OR DEPICTED.
11) MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____, PAGE _____ OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
12) MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____, PAGE _____ OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
13) MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____, PAGE _____ OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
14) LOTS 1 THROUGH 125 ARE DEPICTED ON THIS PLAT FOR A TOTAL OF 125 LOTS. TRACTS A-1, D-1 THROUGH D-7, FD-1 AND FD-2, LS-1, OS-1 THROUGH OS-4, R-1, RD-1 AND RD-2 AND W-1 ARE DEPICTED ON THIS PLAT FOR A TOTAL OF 19 TRACTS.
15) AT THE TIME OF RECORDING THIS PLAT IS AFFECTED BY THE FOLLOWING RECORDED EASEMENTS FOUND IN THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA: (WHICH THIS REFERENCE DOES NOT ACT TO REIMPOSE SAME)
a. TEMPORARY EASEMENT AGREEMENT MADE ON AUGUST 31, 2023 BY KL HIGHFIELD LLC, A FLORIDA LIMITED LIABILITY COMPANY TO AND IN FAVOR OF PULTE HOME COMPANY, LLC, RECORDED SEPTEMBER 7, 2023 IN OFFICIAL RECORDS BOOK 4524, PAGE 236.
b. TEMPORARY EASEMENT AGREEMENT MADE ON AUGUST 31M 2023 IN FAVOR OF PARK SQUARE ENTERPRISES, LLC, A DELAWARE LIMITED LIABILITY COMPANY, RECORDED SEPTEMBER 7, 2023 IN OFFICIAL RECORDS BOOK 4524, PAGE 266.
c. GRANT OF EASEMENT TO BLUE STREAM COMMUNICATIONS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, RECORDED JANUARY 8, 2024 IN OFFICIAL RECORDS BOOK 4581, PAGE 233.

CERTIFICATE OF CLERK OF COURT:

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 2024, AT _____ FILE NUMBER _____, PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND FOR SUMTER COUNTY, FLORIDA

PRINT NAME
DEPUTY CLERK

SIGNATURE
DEPUTY CLERK

REVIEWING SURVEYOR'S CERTIFICATE:

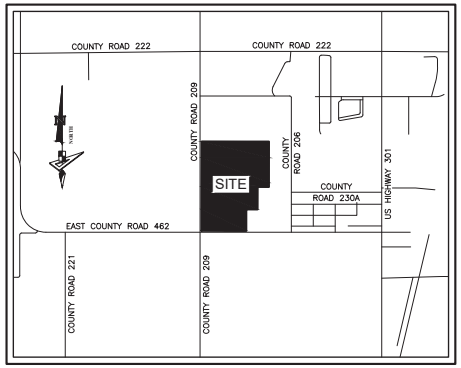
PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PERFORMED A REVIEW OF THIS PLAT FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES AND THAT SAID PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE FIELD VERIFICATION OF ANY POINTS OR MEASUREMENTS SHOWN ON THIS PLAT.

SIGNATURE

DATE

RONALD W. HERR, P.L.S.
WADE SURVEYING, INC.

REGISTRATION NO.



LOCATION MAP
CITY OF WILDWOOD, SUMTER COUNTY,
FLORIDA SCALE: 1" = 2000'

CERTIFICATE OF APPROVAL BY CITY OFFICIALS:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA AND WAS APPROVED BY THE BOARD FOR RECORD ON THIS __ DAY OF _____, 2024.

ATTEST:

MELANIE D. STRICKLAND
PROJECT REVIEW COMMITTEE COORDINATOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMISSION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND WAS APPROVED BY THE COMMISSION FOR RECORD ON THIS __ DAY OF _____, 2024.

JESSICA BARNES
CITY CLERK

ED WOLF
MAYOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE ATTORNEY FOR THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND APPROVED BY HIM OR HER AS TO FORM AND LEGALITY ON THIS _____ DAY OF _____, 2024.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

JEREMY HOCKENBURY
PUBLIC WORKS DIRECTOR

PRINT NAME
CITY OF WILDWOOD, ENGINEER

SIGNATURE
CITY OF WILDWOOD, ENGINEER

PRINT NAME
CITY OF WILDWOOD, ATTORNEY

SIGNATURE
CITY OF WILDWOOD, ATTORNEY

LEGEND:

U.E.	UTILITY EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
D.E.	DRAINAGE EASEMENT
PC	POINT OF CURVATURE
PT	POINT OF TANGENCY
PI	POINT OF INTERSECTION
(NR)	NON-RADIAL
PCC	POINT OF COMPOUND CURVATURE
LS	LICENSE SURVEYOR
LB	LICENSE BUSINESS
O.R.	OFFICIAL RECORDS BOOK
	INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
	INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB1723" UNLESS OTHERWISE NOTED.
	LOT CORNER OR CHANGE OF DIRECTION
C.C.R.	CERTIFIED CORNER RECORD
	INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

NOTICE:
THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

DEDICATION AND GRANT OF EASEMENTS:

THIS IS TO CERTIFY THAT KL HIGHFIELD LLC, A FLORIDA LIMITED LIABILITY COMPANY ("OWNER"), IS THE FEE SIMPLE OWNER OF THE LANDS DESCRIBED IN THIS PLAT KNOWN AS HIGHFIELD AT TWISTED OAKS, AND HEREBY DEDICATES THE LANDS SUBJECT TO THIS PLAT AS FOLLOWS:

1. TO THE TWISTED OAKS POINTE DEVELOPMENT DISTRICT ("CDD"), AND ITS SUCCESSORS AND ASSIGNS:
   a. TRACT R-1 FOR RIGHT-OF-WAY PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS. GOVERNMENTAL ENTITIES, INCLUDING EMERGENCY PERSONNEL AND VEHICLES, AS WELL AS UTILITY PROVIDERS, AND UNITED STATES POSTAL SERVICE MAIL CARRIERS, SHALL HAVE A NON-EXCLUSIVE EASEMENT OVER ALL SUCH RIGHTS-OF-WAY FOR THE PURPOSES OF PERFORMING THEIR OFFICIAL DUTIES.
   b. TRACTS D-1 THROUGH D-7 FOR STORMWATER PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS.
   c. TRACTS OS-1 THROUGH OS-4 FOR OPEN SPACE PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS.
   d. TRACT W-1 FOR WETLAND PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS.
   e. NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER ALL "DRAINAGE EASEMENTS" WITH THE RIGHTS TO ACCESS, CONSTRUCT, ACQUIRE, OWN, OPERATE, MAINTAIN, REPAIR AND REPLACE ANY STORMWATER IMPROVEMENTS WITHIN SUCH EASEMENTS. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH IMPROVEMENTS.
   f. NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER ALL "LANDSCAPE BUFFERS" WITH THE RIGHTS TO ACCESS, CONSTRUCT, ACQUIRE, OWN, OPERATE, MAINTAIN, REPAIR AND REPLACE ANY LANDSCAPE, HARDSCAPE, LIGHTING, AND IRRIGATION IMPROVEMENTS WITHIN SUCH EASEMENTS. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH IMPROVEMENTS.
   g. NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER ALL "UTILITY EASEMENTS," AND TRACTS R-1, RD-1 AND RD-2, IDENTIFIED HEREON INCLUDING THE RIGHT AND OBLIGATION TO CONSTRUCT, ACQUIRE, OWN, AND TRANSFER ANY WATER, SEWER AND RECLAIM UTILTIES WITHIN SUCH EASEMENTS. THE CDD MAY INSTALL AND/OR ACQUIRE SUCH UTILITIES AND TRANSFER THEM TO THE CITY UPON COMPLETION, SUBJECT TO THE CITY'S APPROVAL PROCESS.
2. TO THE CITY OF WILDWOOD, FLORIDA ("CITY"), AND ITS SUCCESSORS AND ASSIGNS:
   a. TRACT LS-1 FOR LIFT STATION PURPOSES. THE CITY SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS.
   b. NON-EXCLUSIVE EASEMENTS FOR GOVERNMENTAL PURPOSES OVER ALL RIGHTS-OF-WAY, UTILITY EASEMENTS AND DRAINAGE EASEMENTS. EXCEPT AS OTHERWISE STATED HEREIN, THE CITY SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO MAINTAIN AND REPAIR ANY IMPROVEMENTS THEREON.
3. TO SUMTER COUNTY, FLORIDA ("COUNTY"), AND ITS SUCCESSORS AND ASSIGNS:
   a. TRACT RD-1 AND RD-2 FOR ROADWAY PURPOSES. EXCEPT AS OTHERWISE STATED HEREIN, THE COUNTY SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN AND REPAIR ANY IMPROVEMENTS THEREON.
4. ALL UTILITY EASEMENTS SHOWN ON THIS PLAT SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISIONS SERVICES IN THE MANNER AND SUBJECT TO THE PROVISIONS OF CHAPTER 177, PART 1, SECTION 177.091(28) OF THE FLORIDA STATUTES; HOWEVER, ONLY CABLE TELEVISION SERVICE PROVIDERS SPECIFICALLY AUTHORIZED BY THE UNDERSIGNED OWNERS, THEIR SUCCESSORS AND ASSIGNS, TO SERVE THE LANDS SHOWN ON THIS PLAT, SHALL HAVE THE BENEFIT OF SAID CABLE TELVISION SERVICE EASEMENTS.
5. TO ALL UTILITY PROVIDERS, PUBLIC OR PRIVATE:
   a. NON-EXCLUSIVE EASEMENTS OVER ALL UTILITY EASEMENTS AND AS SHOWN ON THE PLAT HEREIN FOR THE RIGHTS OVER THE ROADS FOR INSTALLATION, OPERATION, MAINTENANCE, AND REPAIR OF ELECTRIC FACILITIES.
6. ALL LANDS SUBJECT TO THIS PLAT THAT ARE NOT OTHERWISE DEDICATED ABOVE ARE HEREBY RESERVED BY THE OWNER FOR FUTURE USES.

IN WITNESS WHEREOF, THE UNDERSIGNED OWNER HAS EXECUTED THIS PLAT ON THE ___ DAY OF _____, 2024.
KL HIGHFIELD LLC,
A FLORIDA LIMITED LIABLITY COMPANY

SIGNATURE

SIGNATURE

PRINT NAME

PRINT NAME

BY: _____
AUTHORIZED SIGNATORY

ADDRESS

ADDRESS

IN WITNESS WHEREOF, THE UNDERSIGNED OWNER HAS EXECUTED THIS PLAT ON THE ___ DAY OF _____, 2024.
TWISTED OAKS POINTE DEVELOPMENT DISTRICT ("CDD")

SIGNATURE

SIGNATURE

PRINT NAME

PRINT NAME

BY: _____
AUTHORIZED SIGNATORY

ADDRESS

ADDRESS

NOTARY ACKNOWLEDGEMENT:

STATE OF FLORIDA }
COUNTY OF SUMTER } SS

THE FOREGOING CERTIFICATE OF OWNERSHIP AND DEDICATION WAS ACKNOWLEDGE BEFORE ME THIS _____ DAY OF _____, 2024, BY JIM HARVEY, AS THE AUTHORIZED SIGNATORY, OF KL HIGHFIELD LLC; WHO IS PERSONALLY KNOWN TO ME OR PRODUCED _____ AS IDENTIFICATION.

NOTARY PUBLIC SIGNATURE

COMMISSION EXPIRES:

PRINT NAME
COMMISSION NO:

NOTARY ACKNOWLEDGEMENT:

STATE OF FLORIDA }
COUNTY OF SUMTER } SS

THE FOREGOING CERTIFICATE OF OWNERSHIP AND DEDICATION WAS ACKNOWLEDGE BEFORE ME THIS _____ DAY OF _____, 2024, BY _____, AS THE AUTHORIZED SIGNATORY, OF COMMUNITY DEVELOPMENT DISTRICT; WHO IS PERSONALLY KNOWN TO ME OR PRODUCED _____ AS IDENTIFICATION.

NOTARY PUBLIC SIGNATURE

COMMISSION EXPIRES:

PRINT NAME
COMMISSION NO:

CERTIFICATE OF SURVEYOR:

I HEREBY CERTIFY THAT THIS PLAT OF HIGHFIELD AT TWISTED OAKS WAS PREPARED UNDER MY DIRECTION AND SUPERVISION; AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN HEREON WERE PLACED ON THE 7TH DAY OF AUGUST, 2023; I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUES.

DATE:

DAVID MAXWELL
PROFESSIONAL LAND SURVEYOR NO. LS7311
GEOPOINT SURVEYING, INC.
(LICENSED BUSINESS NUMBER LB7768)
528 NORTHLAKE BOULEVARD, STE. 1040,
ALTAMONTE SPRINGS, FLORIDA 32701

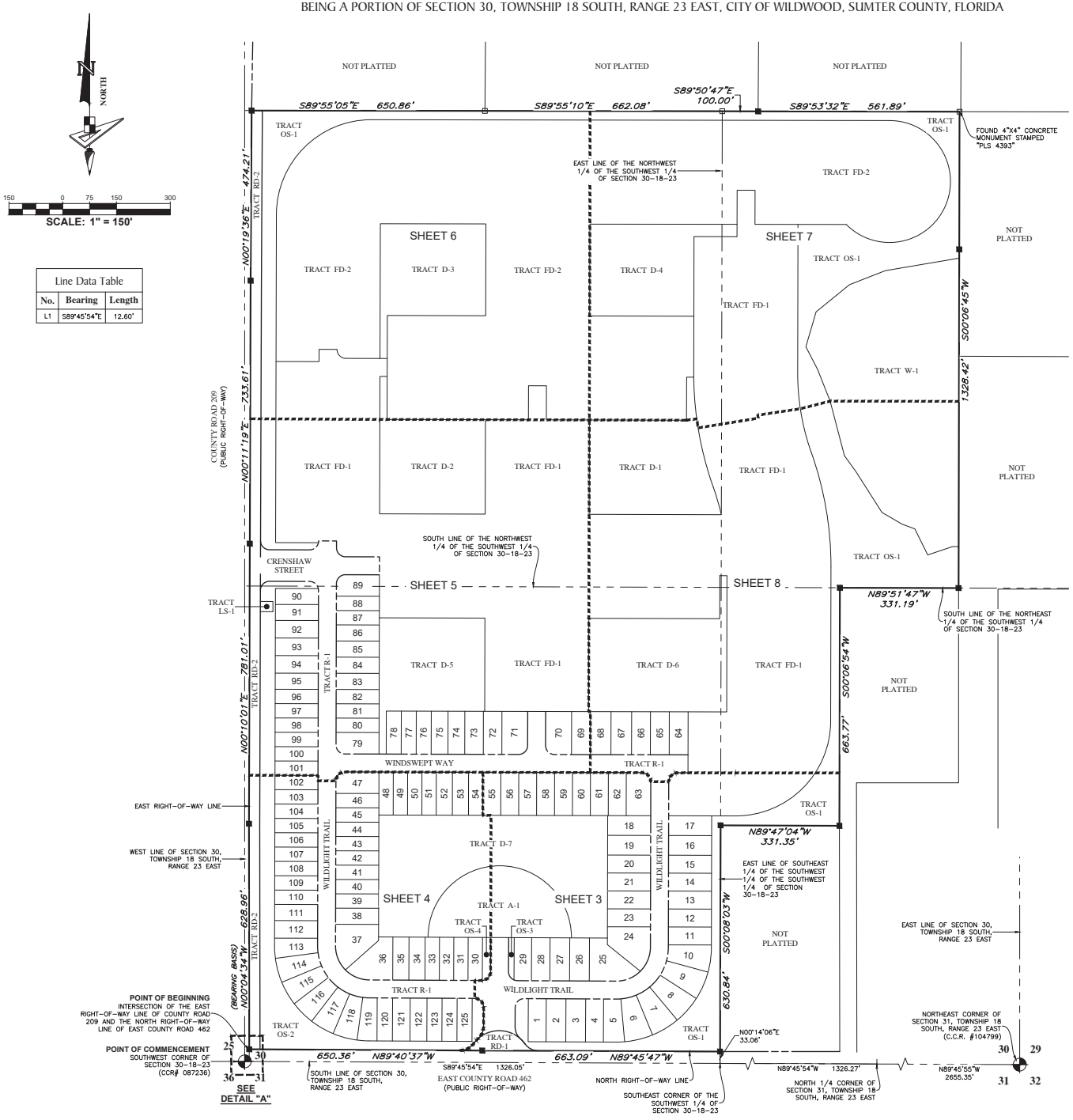
GeoPoint Surveying, Inc.
528 Northlake Blvd. Ste 1040
Altamonte Springs, Florida 32701
www.geopointsurvey.com
Phone: (321) 270-0440
Fax: (813) 248-2266
Licensed Business Number LB 7768

HIGHFIELD AT TWISTED OAKS

BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____

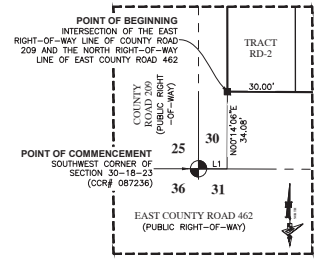
SHEET 2 OF 8



Line Data Table		
No.	Bearing	Length
L1	S89°45'54"E	12.60'

LEGEND:

- U.E. — UTILITY EASEMENT
- P.U.E. — PUBLIC UTILITY EASEMENT
- D.E. — DRAINAGE EASEMENT
- PC — POINT OF CURVATURE
- PT — POINT OF TANGENCY
- PI — POINT OF INTERSECTION
- LS — LICENSE SURVEYOR
- LB — LICENSE BUSINESS
- (NR) — NON-RADIAL
- O.R. — OFFICIAL RECORDS BOOK
- INDICATES (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB1723" UNLESS OTHERWISE NOTED.
- LOT CORNER OR CHANGE OF DIRECTION
- C.C.R. — CERTIFIED CORNER RECORD
- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"



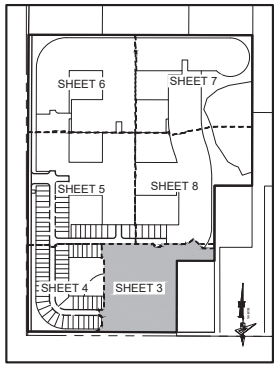
DETAIL "A":
SCALE 1" = 30.00'

GeoPoint Surveying, Inc.
528 Northlake Blvd. Ste 1040
Altamonte Springs, Florida 32701
www.geopointsurvey.com
Phone: (321) 270-0440
Fax: (813) 248-2266
Licensed Business Number LB 7768

HIGHFIELD AT TWISTED OAKS

BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

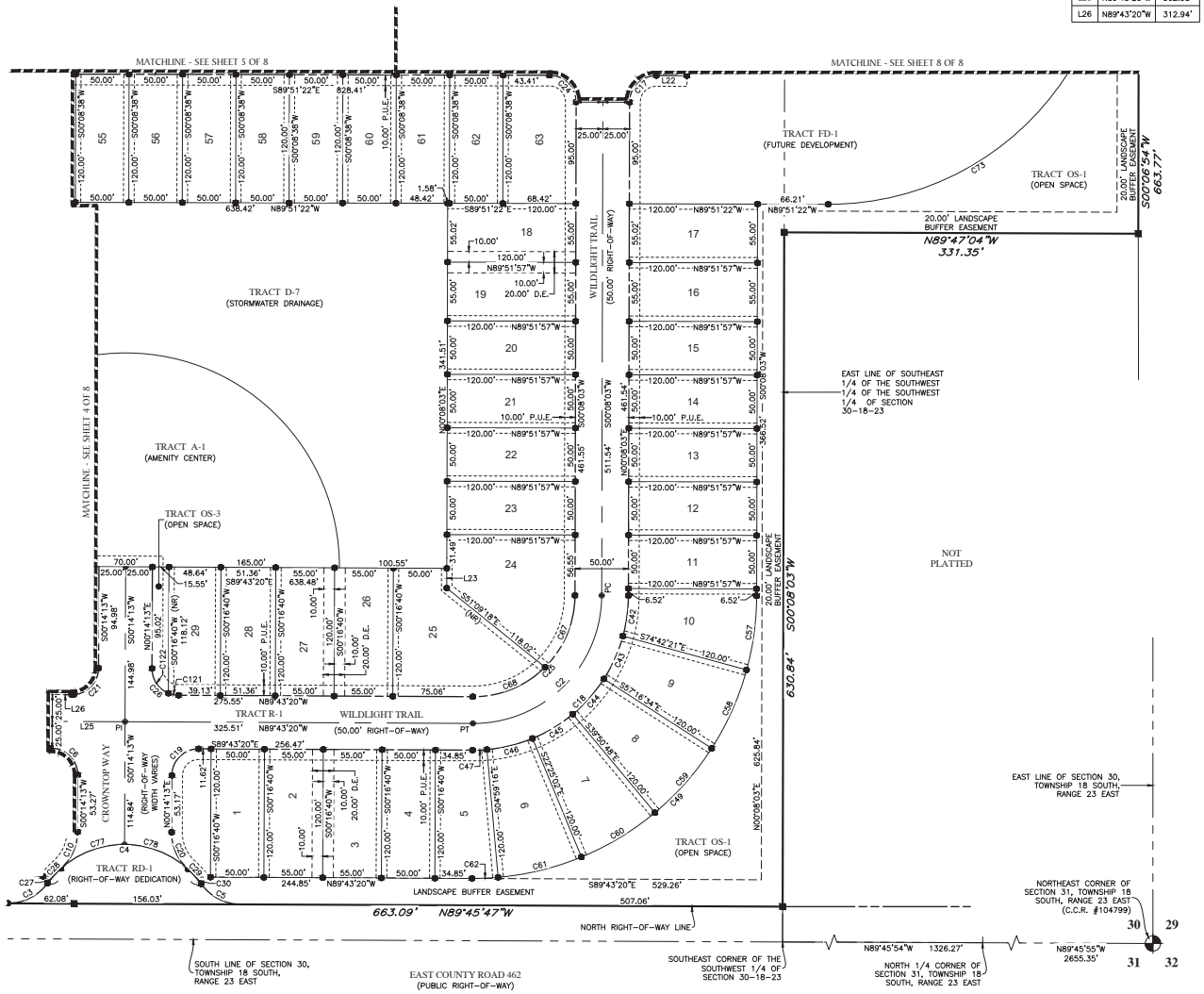
PLAT BOOK _____ PAGE _____
SHEET 3 OF 8



SHEET LAYOUT:
SCALE 1" = 600.00'

Line Data Table		
No.	Bearing	Length
L22	N89°51'22"W	28.59'
L23	N00°08'03"E	18.51'
L25	N89°43'20"W	362.98'
L26	N89°43'20"W	312.94'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C2	120.00'	188.80'	90°08'37"	N45°12'22"E	169.92'
C3	46.00'	43.36'	54°00'09"	N63°19'18"E	41.77'
C4	89.00'	167.45'	107°48'06"	N89°46'43"W	143.82'
C5	46.00'	43.33'	53°57'55"	S62°46'50"E	41.74'
C6	25.00'	39.25'	89°57'32"	N44°44'34"W	35.34'
C10	46.00'	38.69'	48°11'21"	N24°19'53"E	37.56'
C17	25.00'	39.27'	90°00'35"	S45°08'21"W	35.36'
C18	145.00'	228.13'	90°08'37"	N45°12'22"E	205.32'
C19	25.00'	39.29'	90°02'28"	S45°15'26"W	35.37'
C20	46.00'	38.69'	48°11'25"	S23°51'30"E	37.56'
C21	25.00'	39.29'	90°02'28"	N45°15'26"E	35.37'
C24	25.00'	39.27'	89°59'25"	N44°51'39"W	35.35'
C25	95.00'	149.46'	90°08'37"	N45°12'22"E	134.52'
C26	25.00'	39.25'	89°57'32"	S44°44'34"E	35.34'
C27	89.00'	8.30'	5°20'36"	S38°59'32"W	8.30'
C28	89.00'	10.50'	6°45'44"	S45°02'42"W	10.50'
C29	89.00'	10.63'	6°50'43"	N44°31'51"W	10.63'
C30	89.00'	8.25'	5°18'37"	N38°27'11"W	8.25'
C42	145.00'	38.37'	15°09'36"	N07°42'51"E	38.25'
C43	145.00'	44.11'	17°25'46"	N24°00'33"E	43.94'
C44	145.00'	44.11'	17°25'46"	N41°26'19"E	43.94'
C45	145.00'	44.11'	17°25'46"	N58°52'05"E	43.94'
C46	145.00'	44.11'	17°25'46"	N76°17'51"E	43.94'
C47	145.00'	13.32'	5°15'56"	N87°38'42"E	13.32'
C49	265.00'	416.92'	90°08'37"	N45°12'22"E	375.24'
C57	265.00'	70.11'	15°09'36"	N07°42'51"E	69.91'
C58	265.00'	80.61'	17°25'46"	N24°00'33"E	80.30'
C59	265.00'	80.61'	17°25'46"	N41°26'19"E	80.30'
C60	265.00'	80.61'	17°25'46"	N58°52'05"E	80.30'
C61	265.00'	80.61'	17°25'46"	N76°17'51"E	80.30'
C62	265.00'	24.35'	5°15'56"	N87°38'42"E	24.35'
C67	95.00'	74.73'	45°04'19"	N22°40'13"E	72.82'
C68	95.00'	74.73'	45°04'19"	N67°44'31"E	72.82'
C73	265.00'	416.40'	90°01'45"	N45°07'46"E	374.86'
C77	89.00'	64.95'	41°48'37"	S69°19'52"W	63.51'
C78	89.00'	64.95'	41°48'37"	N68°51'31"W	63.51'
C121	25.00'	9.76'	22°22'18"	S78°32'11"E	9.70'
C122	25.00'	29.49'	67°35'15"	S33°33'25"E	27.81'



NORTH

60 0 30 60 120
SCALE: 1" = 60.00'

LEGEND:

D.E. -------- DRAINAGE EASEMENT
U.E. -------- UTILITY EASEMENT
P.U.E. -------- PUBLIC UTILITY EASEMENT
PC -------- POINT OF CURVATURE
PT -------- POINT OF TANGENCY
■ -------- LOT CORNER OR CHANGE OF DIRECTION
PI -------- POINT OF INTERSECTION
(NR) -------- NON-RADIAL
LS -------- LICENSE SURVEYOR
LB -------- LICENSE BUSINESS
O.R. -------- OFFICIAL RECORDS BOOK
● -------- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"
■ -------- INDICATES (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
⊖ -------- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB1723" UNLESS OTHERWISE NOTED.
C.C.R. -------- CERTIFIED CORNER RECORD

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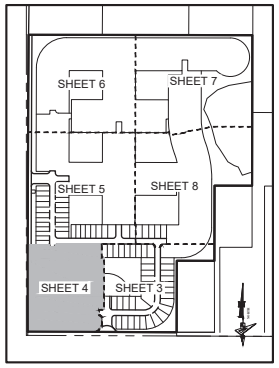
HIGHFIELD AT TWISTED OAKS

BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

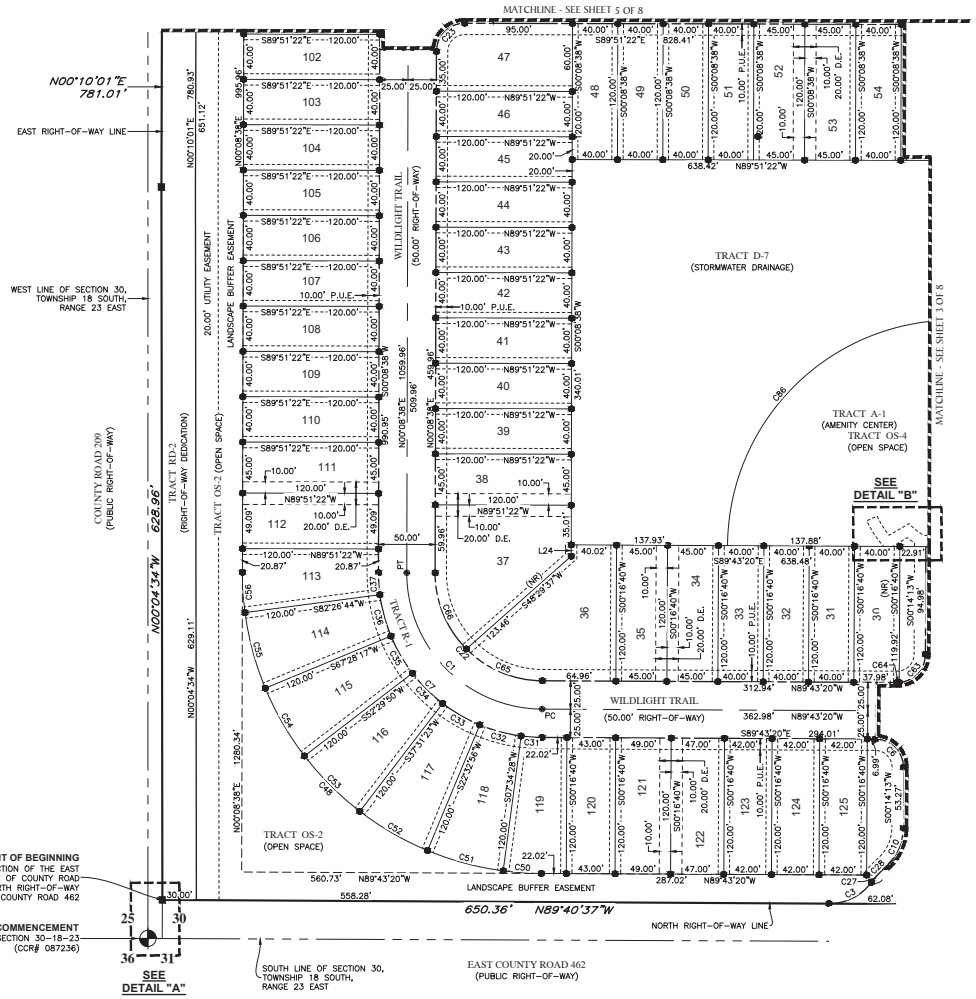
PLAT BOOK _____ PAGE _____

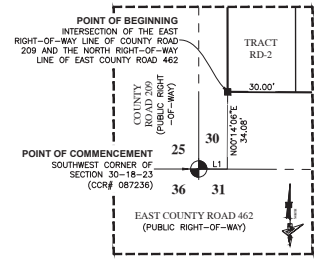
SHEET 4 OF 8



SHEET LAYOUT:
SCALE 1" = 600.00'

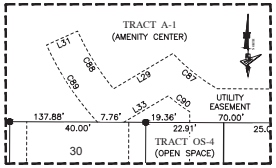
Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C1	120.00'	188.22'	89°51'58"	S44°47'21"E	169.51'
C3	46.00'	43.36'	54°00'09"	N63°19'18"E	41.77'
C6	25.00'	39.25'	89°57'32"	N44°44'34"W	35.34'
C7	145.00'	227.43'	89°51'58"	S44°47'21"E	204.82'
C10	46.00'	38.69'	48°11'21"	N24°19'53"E	37.56'
C22	95.00'	149.00'	89°51'58"	S44°47'21"E	134.19'
C23	25.00'	39.27'	90°00'00"	S45°08'38"W	35.36'
C27	89.00'	8.30'	5°20'36"	S38°59'32"W	8.30'
C28	89.00'	10.50'	6°45'44"	S45°02'42"W	10.50'
C31	145.00'	18.46'	7°17'48"	S86°04'26"E	18.45'
C32	145.00'	37.89'	14°58'27"	S74°56'18"E	37.79'
C33	145.00'	37.90'	14°58'27"	S59°57'51"E	37.79'
C34	145.00'	37.90'	14°58'27"	S44°59'24"E	37.79'
C35	145.00'	37.90'	14°58'27"	S30°00'57"E	37.79'
C36	145.00'	37.90'	14°58'27"	S15°02'29"E	37.79'
C37	145.00'	19.48'	7°41'54"	S03°42'19"E	19.47'
C48	265.00'	415.64'	89°51'58"	S44°47'21"E	374.33'
C50	265.00'	33.74'	7°17'48"	S86°04'26"E	33.73'
C51	265.00'	69.26'	14°58'27"	S74°56'18"E	69.06'
C52	265.00'	69.26'	14°58'27"	S59°57'51"E	69.06'
C53	265.00'	69.26'	14°58'27"	S44°59'24"E	69.06'
C54	265.00'	69.26'	14°58'27"	S30°00'57"E	69.06'
C55	265.00'	69.26'	14°58'27"	S15°02'29"E	69.06'
C56	265.00'	35.60'	7°41'54"	S03°42'19"E	35.58'
C63	25.00'	37.26'	85°23'56"	N42°56'10"E	33.91'
C64	25.00'	2.03'	4°38'32"	N87°57'24"E	2.03'
C65	95.00'	74.50'	44°55'59"	S67°15'20"E	72.61'
C66	95.00'	74.50'	44°55'59"	S22°19'21"E	72.61'
C87	55.00'	16.71'	17°24'29"	N51°31'20"W	16.65'
C88	75.00'	20.06'	15°19'28"	N31°54'06"W	20.00'
C89	85.00'	27.28'	18°23'13"	S33°25'59"E	27.16'
C90	65.00'	7.86'	6°55'41"	S53°31'35"E	7.85'





DETAIL "A":
SCALE 1" = 30.00'

Line Data Table		
No.	Bearing	Length
L1	S89°45'54"E	12.60'
L24	N00°08'38"E	9.99'
L29	S59°16'12"W	20.33'
L31	S65°45'38"W	10.00'
L33	N59°16'12"E	15.19'



DETAIL "B":
SCALE 1" = 20.00'

LEGEND:

- D.E. -------- DRAINAGE EASEMENT
- U.E. -------- UTILITY EASEMENT
- P.U.E. -------- PUBLIC UTILITY EASEMENT
- PC -------- POINT OF CURVATURE
- PT -------- POINT OF TANGENCY
- ■ -------- LOT CORNER OR CHANGE OF DIRECTION
- PI -------- POINT OF INTERSECTION
- (NR) -------- NON-RADIAL
- LS -------- LICENSE SURVEYOR
- LB -------- LICENSE BUSINESS
- O.R. -------- OFFICIAL RECORDS BOOK
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- ⊕ -------- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB1723" UNLESS OTHERWISE NOTED.
- C.C.R. -------- CERTIFIED CORNER RECORD

NORTH

60 0 30 60 120

SCALE: 1" = 60.00'

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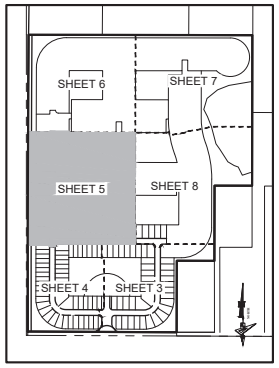
HIGHFIELD AT TWISTED OAKS

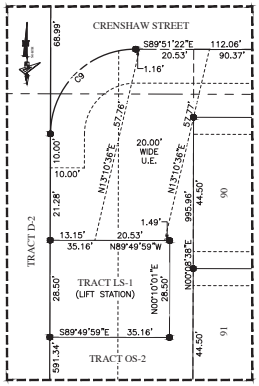
BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____

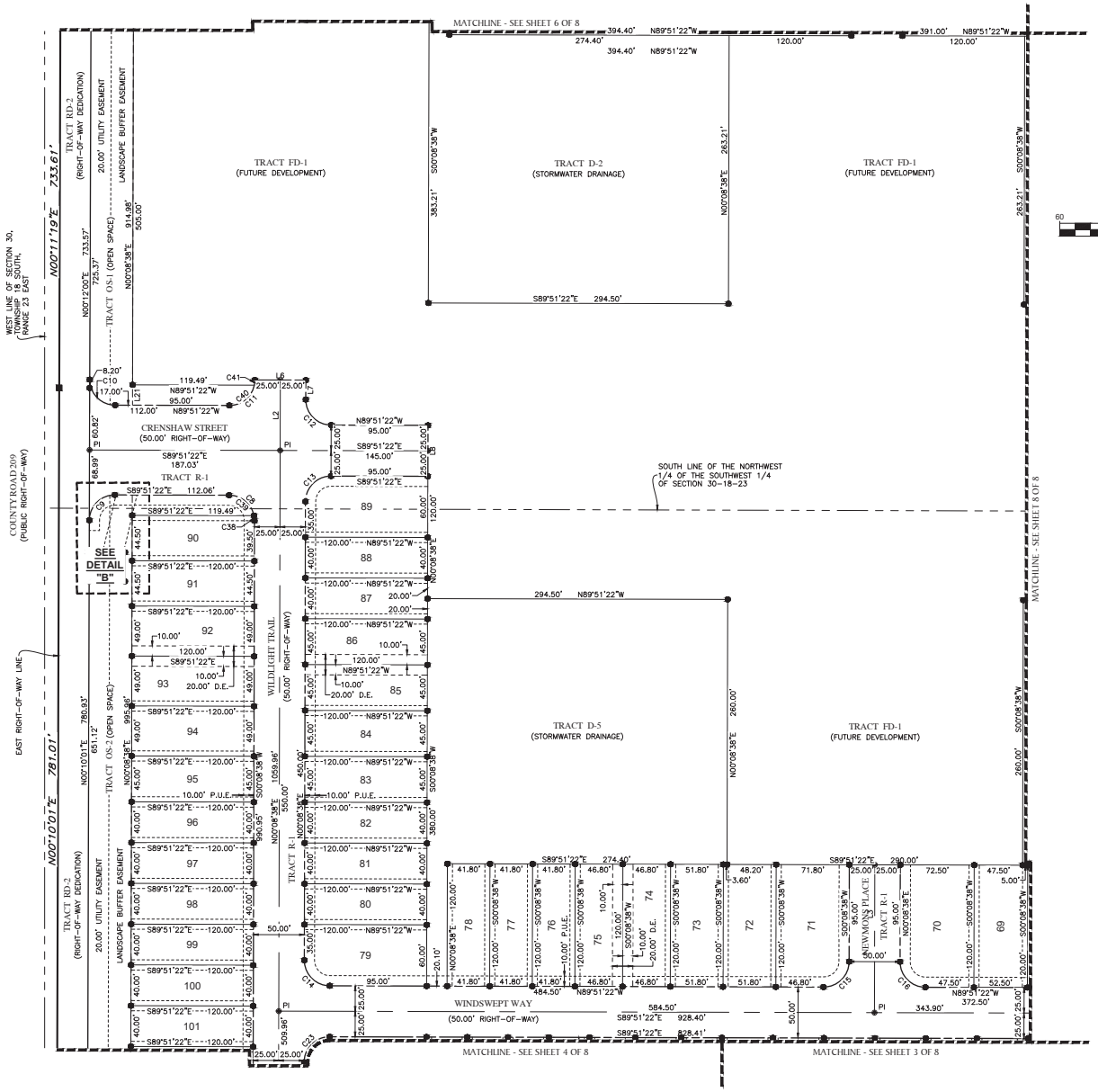
SHEET 5 OF 8



SHEET LAYOUT:
SCALE 1" = 600.00'



DETAIL "B":
SCALE 1" = 20.00'



NORTH

SCALE: 1" = 60.00'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C8	25.00'	39.27'	90°00'00"	N44°51'22"W	35.36'
C9	25.00'	39.26'	89°58'38"	S45°09'19"W	35.35'
C10	25.00'	39.29'	90°03'21"	S44°49'41"E	35.37'
C11	25.00'	39.27'	90°00'00"	N45°08'38"E	35.36'
C12	25.00'	39.27'	90°00'00"	S44°51'22"E	35.36'
C13	25.00'	39.27'	90°00'00"	S45°08'38"W	35.36'
C14	25.00'	39.27'	90°00'00"	S44°51'22"E	35.36'
C15	25.00'	39.27'	90°00'00"	N45°08'38"E	35.36'
C16	25.00'	39.27'	90°00'00"	S44°51'22"E	35.36'
C23	25.00'	39.27'	90°00'00"	S45°08'38"W	35.36'
C38	25.00'	5.03'	11°32'13"	N05°37'28"W	5.03'
C39	25.00'	34.24'	78°27'47"	N50°37'28"W	31.62'
C40	25.00'	34.24'	78°27'47"	N50°54'45"E	31.62'
C41	25.00'	5.03'	11°32'13"	N05°54'45"E	5.03'

Line Data Table		
No.	Bearing	Length
L2	N00°08'38"E	69.00'
L3	N00°08'38"E	145.00'
L6	S89°51'22"E	50.00'
L7	S00°08'38"W	19.00'
L8	N00°08'38"E	50.00'
L21	S00°08'38"W	1204.74'

LEGEND:

D.E. -------- DRAINAGE EASEMENT
U.E. -------- UTILITY EASEMENT
P.U.E. -------- PUBLIC UTILITY EASEMENT
PC -------- POINT OF CURVATURE
PT -------- POINT OF TANGENCY
■ -------- LOT CORNER OR CHANGE OF DIRECTION
PI -------- POINT OF INTERSECTION
(NR) -------- NON-RADIAL
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⊕ -------- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB1723" UNLESS OTHERWISE NOTED.
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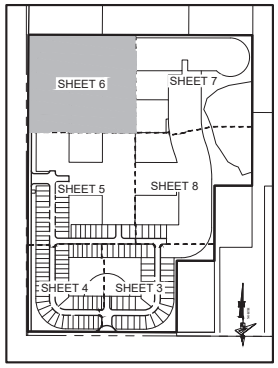
HIGHFIELD AT TWISTED OAKS

BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

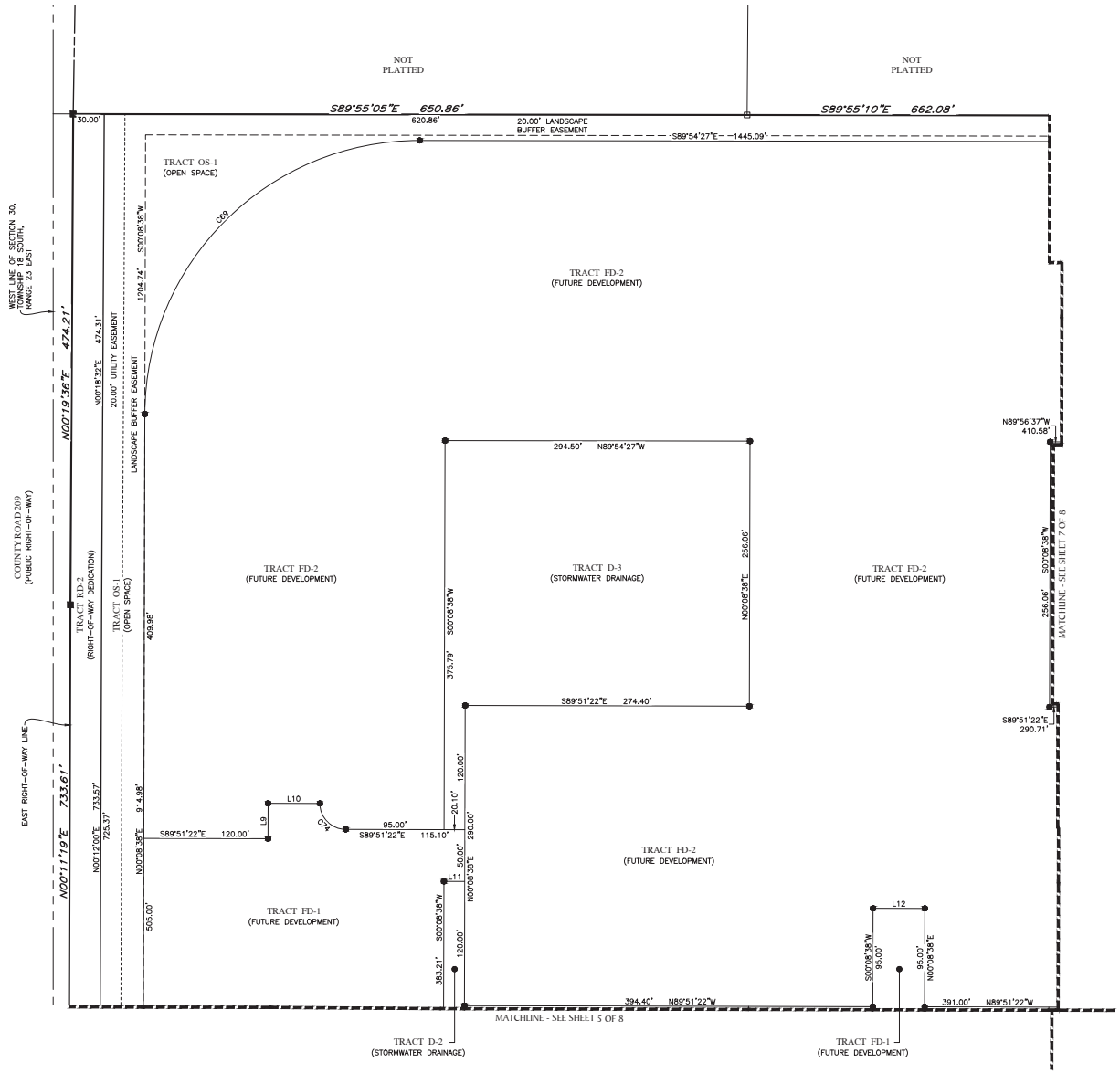
PLAT BOOK _____ PAGE _____
SHEET 6 OF 8



SHEET LAYOUT:
SCALE 1" = 600.00'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C69	265.00'	416.02'	89°56'55"	S45°07'06"W	374.60'
C74	25.00'	39.27'	90°00'00"	S44°51'22"E	35.36'

Line Data Table		
No.	Bearing	Length
L9	N00°08'38"E	34.21'
L10	S89°51'22"E	50.00'
L11	S89°51'22"E	20.10'
L12	S89°51'22"E	50.00'



60 0 30 60 120
SCALE: 1" = 60.00'

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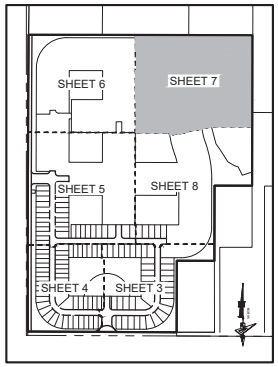
BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

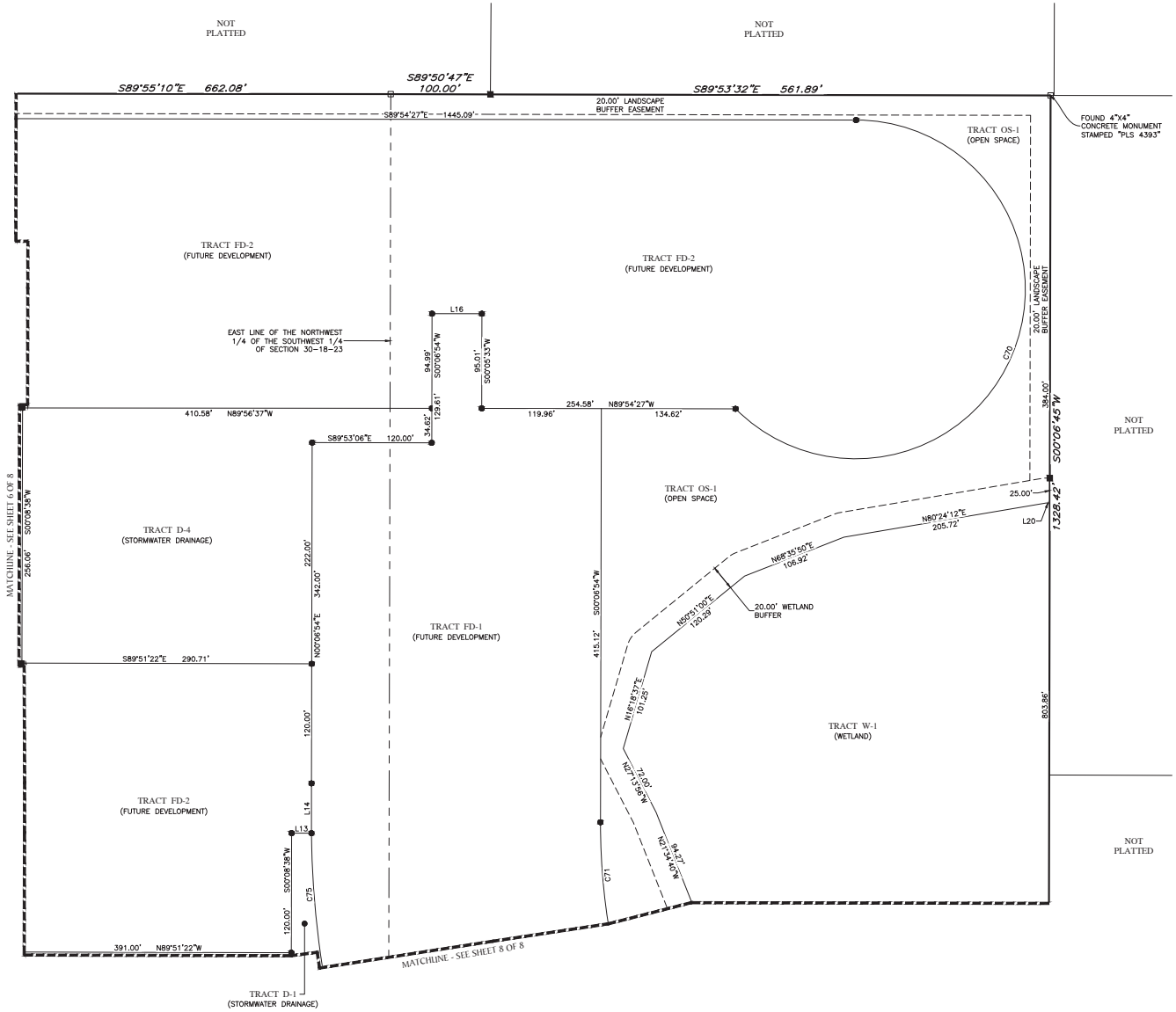
PLAT BOOK_____ PAGE _____
SHEET 7 OF 8



SHEET LAYOUT:
SCALE 1" = 600.00'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C70	170.00'	667.88'	225°05'57"	N22°38'32"E	314.01'
C71	655.00'	225.45'	19°43'15"	S09°44'44"E	224.34'
C75	945.00'	313.69'	19°01'09"	S10°05'47"E	312.25'

Line Data Table		
No.	Bearing	Length
L13	S89°51'22"E	19.87'
L14	N00°02'01"E	50.00'
L16	S89°55'47"E	50.00'
L20	S89°53'15"E	3.67'



60 0 30 60 120
SCALE: 1" = 60.00'

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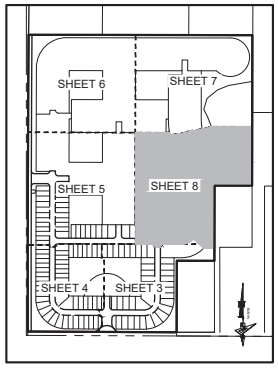
HIGHFIELD AT TWISTED OAKS

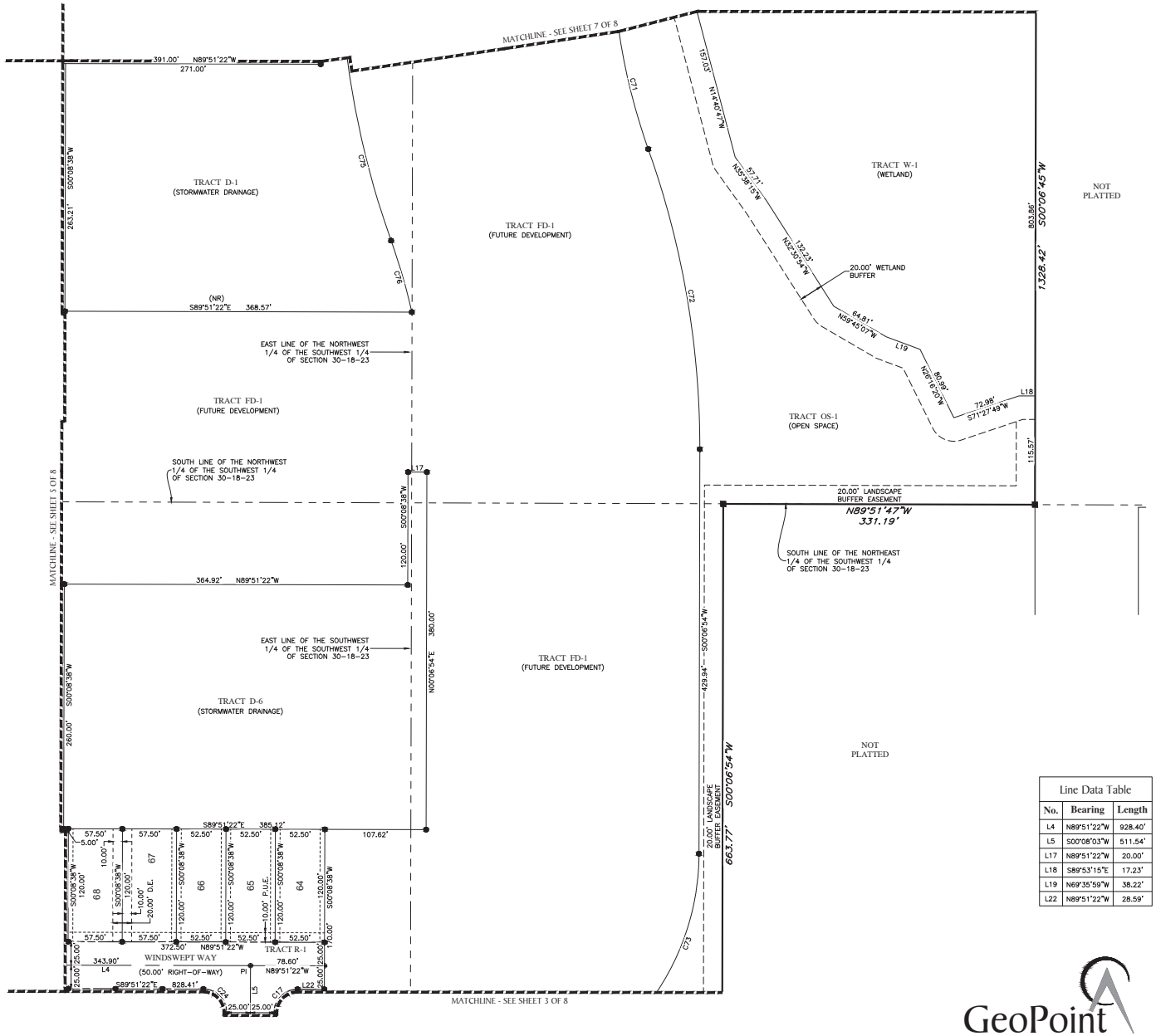
BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

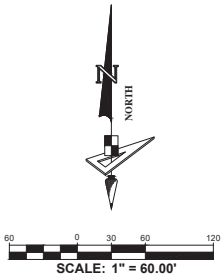
PLAT BOOK _____ PAGE _____
SHEET 8 OF 8



SHEET LAYOUT:
SCALE 1" = 600.00'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C17	25.00'	39.27'	90°00'35"	S45°08'21"W	35.36'
C24	25.00'	39.27'	89°59'25"	N44°51'39"W	35.35'
C71	655.00'	225.45'	19°43'15"	S09°44'44"E	224.34'
C72	945.00'	325.26'	19°43'15"	N09°44'44"W	323.66'
C73	265.00'	416.40'	90°01'45"	N45°07'46"E	374.86'
C75	945.00'	313.69'	19°01'09"	S10°05'47"E	312.25'
C76	655.00'	79.15'	6°55'26"	N16°08'39"W	79.10'





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C.C.R. -------- CERTIFIED CORNER RECORD
◉ -------- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

Line Data Table		
No.	Bearing	Length
L4	N89°51'22"W	928.40'
L5	S00°08'03"W	511.54'
L17	N89°51'22"W	20.00'
L18	S89°53'15"E	17.23'
L19	N69°35'59"W	38.22'
L22	N89°51'22"W	28.59'

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PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2403-006 Twisted Oaks Townhomes Ph 1 Final Plat**

REQUESTED ACTION: Staff recommends approval contingent on favorable recommendation from the Project Review Committee.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	PLAT 2403-006 Twisted Oaks Townhomes Ph 1 Final Plat
Owner/applicant(s)	KL Highfield LLC
Acreage	15.732 acres +/-
Property Location	The subject property is generally located approximately 0.35 miles west of North US Highway 301 and 0.50 miles north of County Road 232
Parcel(s)	D31-007

The applicant is seeking a favorable recommendation from the Planning and Zoning Board for the Twisted Oaks Townhomes Ph 1 Final Plat consisting of 120 lots and 8 tracts, per the attached plans.

PLAT 2403-006 meets the criteria set forth in the F.S. 177, the land development regulations, and is in line with the goals, objectives and policies of the 2050 Comprehensive Plan.

Dated: 05/29/2024
Nong(Leni) Li
Planner II, Development Services

TWISTED OAKS TOWNHOMES PHASE 1

A REPLAT OF TRACTS FD-5, LS-1, P-7 AND P-8, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF
AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

DESCRIPTION:

A REPLAT OF TRACTS FD-5, LS-1, P-7 AND P-8, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

ALSO DESCRIBED AS

A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

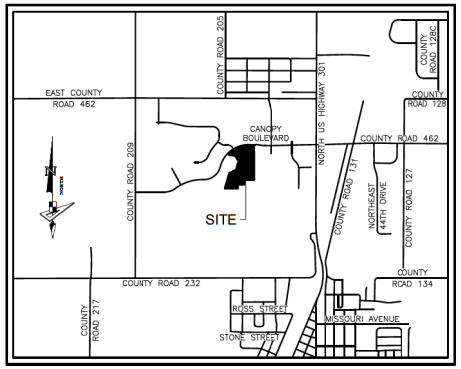
BEGIN AT THE CENTER OF SAID SECTION 31, THENCE RUN ALONG THE EAST LINE OF TRACT OS-3, TWISTED OAKS, AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, THE FOLLOWING FIFTEEN (15) COURSES: 1) N.16°13'16"E., A DISTANCE OF 464.68 FEET; 2) N.63°18'05"E., A DISTANCE OF 206.32 FEET; 3) THENCE NORTHEASTERLY, 12.18 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 23°15'41" (CHORD BEARING N.51°40'14"E., 12.10 FEET); 4) N.40°02'24"E., A DISTANCE OF 20.13 FEET; 5) THENCE NORTHEASTERLY, 15.58 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 29°45'19" (CHORD BEARING N.25°09'44"E., 15.41 FEET); 6) N.10°17'05"E., A DISTANCE OF 136.64 FEET; 7) N.29°08'41"E., A DISTANCE OF 81.27 FEET; 8) THENCE NORTHERLY, 37.40 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 71°25'09" (CHORD BEARING N.06°33'53"W., 35.02 FEET); 9) N.42°19'28"W., A DISTANCE OF 30.43 FEET; 10) N.27°24'15"W., A DISTANCE OF 83.27 FEET; 11) THENCE NORTHWESTERLY, 20.94 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 39°59'30" (CHORD BEARING N.47°24'00"W., 20.52 FEET); 12) N.67°23'45"W., A DISTANCE OF 64.09 FEET; 13) THENCE WESTERLY, 10.58 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 30.00 FEET AND A CENTRAL ANGLE OF 20°12'42" (CHORD BEARING N.77°30'06"W., 10.53 FEET); 14) N.87°36'27"W., A DISTANCE OF 100.28 FEET; 15) N.45°23'15"W., A DISTANCE OF 44.33 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF CANOPY BOULEVARD, OF SAID TWISTED OAKS; THENCE RUN ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE THE FOLLOWING SIXTEEN (16) COURSES: 1) THENCE NORTHEASTERLY, 22.81 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 81.00 FEET AND A CENTRAL ANGLE OF 16°08'05" (CHORD BEARING N.59°58'47"E., 22.73 FEET); 2) THENCE NORTHEASTERLY, 39.85 FEET ALONG THE ARC OF A REVERSE CURVE TO THE LEFT HAVING A RADIUS OF 119.00 FEET AND A CENTRAL ANGLE OF 19°11'14" (CHORD BEARING N.58°27'13"E., 39.66 FEET); 3) THENCE NORTHEASTERLY, 80.55 FEET ALONG THE ARC OF A REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 816.00 FEET AND A CENTRAL ANGLE OF 05°39'20" (CHORD BEARING N.51°41'16"E., 80.51 FEET); 4) THENCE EASTERLY, 38.26 FEET ALONG THE ARC OF A COMPOUND CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 87°41'25" (CHORD BEARING S.81°38'22"E., 34.64 FEET); 5) THENCE SOUTHEASTERLY, 18.45 FEET ALONG THE ARC OF A REVERSE CURVE TO THE LEFT HAVING A RADIUS OF 175.00 FEET AND A CENTRAL ANGLE OF 06°02'24" (CHORD BEARING S.40°48'52"E., 18.44 FEET); 6) N.46°09'56"E., A DISTANCE OF 50.00 FEET; 7) THENCE NORTHERLY, 46.11 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 105°40'42" (CHORD BEARING N.09°00'17"E., 39.85 FEET); 8) THENCE NORTHEASTERLY, 87.58 FEET ALONG THE ARC OF A COMPOUND CURVE TO THE RIGHT HAVING A RADIUS OF 816.00 FEET AND A CENTRAL ANGLE OF 06°08'57" (CHORD BEARING N.64°55'07"E., 87.53 FEET); 9) THENCE NORTHEASTERLY, 38.53 FEET ALONG THE ARC OF A REVERSE CURVE TO THE LEFT HAVING A RADIUS OF 139.00 FEET AND A CENTRAL ANGLE OF 15°52'54" (CHORD BEARING N.60°03'08"E., 38.41 FEET); 10) THENCE NORTHEASTERLY, 36.36 FEET ALONG THE ARC OF A REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 99.00 FEET AND A CENTRAL ANGLE OF 21°00'27" (CHORD BEARING N.62°36'54"E., 36.10 FEET); 11) THENCE EASTERLY, 158.08 FEET ALONG THE ARC OF A COMPOUND CURVE TO THE RIGHT HAVING A RADIUS OF 828.00 FEET AND A CENTRAL ANGLE OF 10°56'21" (CHORD BEARING N.78°35'18"E., 157.84 FEET); 12) THENCE SOUTHEASTERLY, 41.91 FEET ALONG THE ARC OF A COMPOUND CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 96°03'11" (CHORD BEARING S.47°54'56"E., 37.17 FEET); 13) S.86°53'20"E., A DISTANCE OF 50.00 FEET; 14) N.00°06'40"E., A DISTANCE OF 4.46 FEET; 15) THENCE NORTHEASTERLY, 39.29 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°03'12" (CHORD BEARING N.45°08'16"E., 35.37 FEET); 16) S.89°50'08"E., A DISTANCE OF 130.00 FEET TO A POINT OF THE WEST LINE OF TRACT FD-6, OF SAID TWISTED OAKS; THENCE RUN ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE THE FOLLOWING SEVEN (7) COURSES: 7) S.00°09'52"W., A DISTANCE OF 179.33 FEET; 1) S.86°50'08"E., A DISTANCE OF 8.35 FEET; 2) S.00°06'40"W., A DISTANCE OF 824.63 FEET; 3) N.89°53'20"W., A DISTANCE OF 288.17 FEET; 4) S.00°06'40"W., A DISTANCE OF 139.33 FEET; 5) N.89°53'20"W., A DISTANCE OF 185.09 FEET; 7) S.00°06'40"W., A DISTANCE OF 114.22 FEET TO A POINT ON THE NORTH LINE OF THE SOUTHEAS' 1/4 OF AFORESAID SECTION 31; THENCE ALONG SAID NORTH LINE RUN N.89°53'23"W., A DISTANCE OF 377.60 FEET TO THE POINT OF BEGINNING.

CONTAINING 15.732 ACRES, MORE OR LESS.

NOTES:

1) ALL PLATTED UTILITY EASEMENTS SHALL PROVIDE THAT SUCH EASEMENTS SHALL ALSO EE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES; PROVIDED, HOWEVER, NO SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES SHALL INTERFERE WITH THE FACILITIES AND SERVICES OF AN ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. IN THE EVENT A CABLE TELEVISION COMPANY DAMAGES THE FACILITIES OF A PUBLIC UTILITY, IT SHALL BE SOLELY RESPONSIBLE FOR THE DAMAGES. THIS SECTION SHALL NOT APPLY TO THOSE PRIVATE EASEMENTS GRANTED TO OR OBTAINED BY A PARTICULAR ELECTRIC, TELEPHONE, GAS OR OTHER PUBLIC UTILITY. SUCH CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION SHALL COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE AS ADOPTED BY THE FLORIDA PUBLIC SERVICE COMMISSION.
2) BEARINGS SHOWN HEREON ARE BASED ON THE NORTH LINE OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, HAVING A GRID BEARING OF N 89°53'23" W. THE GRID BEARINGS AS SHOWN HEREON REFER TO THE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83-2011 ADJUSTMENT) FOR THE WEST ZONE OF FLORIDA.
3) THE SUBJECT PLAT LIES IN FLOOD ZONES "X" AND "A", ACCORDING TO FLOOD INSURANCE RATE MAP, MAP NO. 12119C0068D FOR SUMTER COUNTY, DATED 09/27/2013, AND ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. LINES SHOWN, IF ANY, HAVE BEEN DIGITALLY TRANSLATED FROM DFIRM DATABASE INFORMATION SUPPLIED BY THE FEMA MAP SERVICE CENTER (HTTPS://MSC.FEMA.GOV).
4) ALL DISTANCES SHOWN ARE IN FEET.
5) WITH REFERENCE TO CURVILINEAR LOTS, NON-RADIAL LINES HAVE BEEN DESIGNATED BY (NR). ALL OTHER LINES ARE RADIAL.
6) LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.
7) PERMANENT CONTROL POINTS (P.C.P.'S) WILL BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT WAS RECORDED OR PRIOR TO THE EXPIRATION OF THE BOND OR SURETY.
8) ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUES.
9) THE PROPERTY INFORMATION REPORT FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.
10) THE RADIUS ON THE EXTERIOR OF WETLANDS BUFFER IS 25.00' UNLESS NOTED OR DEPICTED.
11) LOTS 1 THROUGH 14 AND LOTS 93 THROUGH 198 ARE DEPICTED ON THIS PLAT FOR A TOTAL OF 120 LOTS.
12) MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____, PAGE _____ OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
13) MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____, PAGE _____ OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
14) AT THE TIME OF RECORDING THIS PLAT IS AFFECTED BY THE FOLLOWING RECORDED EASEMENTS FOUND IN THE PUBLIC RECORDS OF POLK COUNTY, FLORIDA: (WHICH THIS REFERENCE DOES NOT ACT TO REIMPOSE SAME)

a. EASEMENT AGREEMENT BETWEEN PRIMUS PIPE AND TUBE, INC., A DELAWARE CORPORATION, (GRANTOR), AND KL TWISTED OAKS LLC, A FLORIDA LIMITED LIABILITY COMPANY, ITS SUCCESSORS AND ASSIGNS, RECORDED FEBRUARY 28, 2024 IN OFFICIAL RECORDS BOOK 4604, PAGE 469, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. (BENEFICIAL)



LOCATION MAP
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA
SCALE: 1" = 2000'

CERTIFICATE OF CLERK OF COURT:

I HEREBY CERTIFY THAT I HAVE EXAMINED THIS PLAT AND FIND THAT IT COMPLIES IN FORM WITH ALL THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 2024, AT _____ FILE NUMBER _____, PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND FOR SUMTER COUNTY, FLORIDA

PRINT NAME
DEPUTY CLERK

SIGNATURE
DEPUTY CLERK

REVIEWING SURVEYOR'S CERTIFICATE:

PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PERFORMED A REVIEW OF THIS PLAT FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES AND THAT SAID PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE FIELD VERIFICATION OF ANY POINTS OR MEASUREMENTS SHOWN ON THIS PLAT.

SIGNATURE

DATE

RONALD W. HERR, P.L.S.
WADE SURVEYING, INC.

REGISTRATION NO.

CERTIFICATE OF APPROVAL BY CITY OFFICIALS:

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE PROJECT REVIEW COMMITTEE OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA AND WAS APPROVED BY THE BOARD FOR RECORD ON THIS __ DAY OF _____, 2024.

ATTEST:

MELANIE D. STRICKLAND
PROJECT REVIEW COMMITTEE COORDINATOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE COMMISSION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND WAS APPROVED BY THE COMMISSION FOR RECORD ON THIS __ DAY OF _____, 2024.

JESSICA BARNES
CITY CLERK

ED WOLF
MAYOR

THIS CERTIFIES THAT THIS PLAT WAS PRESENTED TO THE ATTORNEY FOR THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AND APPROVED BY HIM OR HER AS TO FORM AND LEGALITY ON THIS _____ DAY OF _____, 2024.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

JEREMY HOCKENBURY
PUBLIC WORKS DIRECTOR

PRINT NAME
CITY OF WILDWOOD, ENGINEER

SIGNATURE
CITY OF WILDWOOD, ENGINEER

PRINT NAME
CITY OF WILDWOOD, ATTORNEY

SIGNATURE
CITY OF WILDWOOD, ATTORNEY

NOTICE:
THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

DEDICATION AND GRANT OF EASEMENTS:

THIS IS TO CERTIFY THAT KL TWISTED OAKS, LLC ("OWNER"), IS THE FEE SIMPLE OWNER OF THE LANDS DESCRIBED IN THIS PLAT KNOWN AS TWISTED OAKS TOWNHOMES PHASE 1, AND HEREBY DEDICATES THE LANDS SUBJECT TO THIS PLAT AS FOLLOWS:

1. TO THE TWISTED OAKS POINTE COMMUNITY DEVELOPMENT DISTRICT, AND ITS SUCCESSORS AND ASSIGNS (TOGETHER, "CDD":

a. TRACT R-1 FOR RIGHT-OF-WAY PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS. GOVERNMENTAL ENTITIES, INCLUDING EMERGENCY PERSONNEL AND VEHICLES, AS WELL AS UTILITY PROVIDERS AND UNITED STATES POSTAL SERVICE MAIL CARRIERS, SHALL HAVE A NON-EXCLUSIVE EASEMENT OVER ALL SUCH RIGHTS-OF-WAY FOR THE PURPOSES OF PERFORMING THEIR OFFICIAL DUTIES.

b. TRACTS OS-1 THROUGH OS-5 FOR OPEN SPACE PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS.

c. TRACT P-1 FOR STORMWATER DRAINAGE PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS.

d. NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER ALL DRAINAGE EASEMENTS ("D.E.") WITH THE RIGHTS TO ACCESS, CONSTRUCT, ACQUIRE, OWN, OPERATE, MAINTAIN, REPAIR AND REPLACE ANY STORMWATER IMPROVEMENTS WITHIN SUCH EASEMENTS. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH IMPROVEMENTS.

e. NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER ALL UTILITY EASEMENTS ("U.E.") AND TRACT LS-1 "LIFT STATION" IDENTIFIED HEREON INCLUDING THE RIGHT OF ACCESS FOR CDD PURPOSES, AND THE RIGHT AND OBLIGATION TO CONSTRUCT, ACQUIRE, OWN, AND TRANSFER ANY WATER, SEWER AND RECLAIM UTILITIES WITHIN SUCH EASEMENTS. THE CDD MAY INSTALL AND/OR ACQUIRE SUCH UTILITIES AND TRANSFER THEM TO THE CITY UPON COMPLETION, SUBJECT TO THE CITY'S APPROVAL PROCESS.

2. TO THE CITY OF WILDWOOD, FLORIDA ("CITY"), AND ITS SUCCESSORS AND ASSIGNS:

a. TRACT LS-1 FOR LIFT STATION PURPOSES. THE CITY SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS.

b. NON-EXCLUSIVE EASEMENTS FOR GOVERNMENTAL PURPOSES OVER TRACT R-1 FOR RIGHTS-OF-WAY ACCESS, UTILITY EASEMENTS AND DRAINAGE EASEMENTS, EXCEPT AS OTHERWISE STATED HEREIN, THE CITY SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO MAINTAIN AND REPAIR ANY IMPROVEMENTS THEREON.

3. ALL UTILITY EASEMENTS SHOWN ON THIS PLAT SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISIONS SERVICES IN THE MANNER AND SUBJECT TO THE PROVISIONS OF CHAPTER 177, PART 1, SECTION 177.091(28) OF THE FLORIDA STATUTES; HOWEVER, ONLY CABLE TELEVISION SERVICE PROVIDERS SPECIFICALLY AUTHORIZED BY THE UNDERSIGNED OWNERS, THEIR SUCCESSORS AND ASSIGNS, TO SERVE THE LANDS SHOWN ON THIS PLAT, SHALL HAVE THE BENEFIT OF SAID CABLE TELVISION SERVICE EASEMENTS.

4. ALL LANDS SUBJECT TO THIS PLAT THAT ARE NOT OTHERWISE DEDICATED ABOVE ARE HEREBY RESERVED BY THE OWNER FOR FUTURE USES.

5. TO ALL UTILITY PROVIDERS, PUBLIC OR PRIVATE:

a. NON-EXCLUSIVE EASEMENTS OVER ALL UTILITY EASEMENTS AND AS SHOWN ON THE PLAT HEREIN FOR THE RIGHTS OVER THE ROADS FOR INSTALLATION, OPERATION, MAINTENANCE, AND REPAIR OF ELECTRIC FACILITIES.

IN WITNESS WHEREOF, THE UNDERSIGNED OWNERS HAS EXECUTED THIS PLAT ON THE ___ DAY OF ____, 2024.

KL TWISTED OAKS, LLC, A FLORIDA LIMITED LIABILITY COMPANY

BY:

SIGNATURE

SIGNATURE

AUTHORIZED SIGNATORY

PRINT NAME

PRINT NAME

ADDRESS

ADDRESS

NOTARY ACKNOWLEDGEMENT:

STATE OF _____, COUNTY OF _____) SS

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME BY MEANS OF (__) PHYSICAL PRESENCE OR (__) ONLINE NOTARIZATION, THIS ____ DAY OF _____, 2024, BY _____, AS _____ OF KL TWISTED OAKS LLC, A FLORIDA LIMITED LIABILITY COMPANY, HE/SHE IS PERSONALLY KNOWN TO ME OR PRODUCED _____ AS IDENTIFICATION.

PERSONALLY KNOWN OR
PRODUCED IDENTIFICATION

NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES:

TYPE OF IDENTIFICATION PRODUCED

PRINTED NAME OF NOTARY

COMMISSION NUMBER:

NOTARY ACKNOWLEDGEMENT:

STATE OF _____, COUNTY OF _____) SS

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME BY MEANS OF (__) PHYSICAL PRESENCE OR (__) ONLINE NOTARIZATION, THIS ____ DAY OF _____, 2024, BY _____, AS _____ OF TWISTED OAKS POINTE COMMUNITY DEVELOPMENT DISTRICT "CDD", HE/SHE IS PERSONALLY KNOWN TO ME OR PRODUCED _____ AS IDENTIFICATION.

PERSONALLY KNOWN OR
PRODUCED IDENTIFICATION

NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES:

TYPE OF IDENTIFICATION PRODUCED

PRINTED NAME OF NOTARY

COMMISSION NUMBER:

CERTIFICATE OF SURVEYOR:

I HEREBY CERTIFY THAT THIS PLAT OF TWISTED OAKS TOWNHOMES PHASE 1 WAS PREPARED UNDER MY DIRECTION AND SUPERVISION; AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN HEREON WERE PLACED ON THE 28TH DAY OF FEBRUARY, 2024; I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUES.

DATE

DAVID MCCRARY
PROFESSIONAL LAND SURVEYOR NO. LS4853
GEOPOINT SURVEYING, INC. (LICENSED BUSINESS NUMBER LB7768)
528 NORTHLAKE BOULEVARD, STE. 1040, ALTAMONTE SPRINGS, FLORIDA 32701

LEGEND:

C.C.R. ---------- CERTIFIED CORNER RECORDS
U.E. ---------- UTILITY EASEMENT
P.U.E. ---------- DRAINAGE EASEMENT
D.E. ---------- DRAINAGE EASEMENT
PC ---------- POINT OF CURVATURE
PT ---------- POINT OF TANGENCY
PRC ---------- POINT OF REVERSE CURVATURE
PCC ---------- POINT OF COMPOUND CURVATURE
LS ---------- LICENSE SURVEYOR
LB ---------- LICENSE BUSINESS
O.R. ---------- OFFICIAL RECORDS BOOK
• ---------- LOT CORNER OR CHANGE OF DIRECTION
■ ---------- INDICATES (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
◉ ---------- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

GeoPoint Surveying, Inc.
528 Northlake Blvd. Ste 1040
Altamonte Springs, Florida 32701
www.geopointsurvey.com
Phone: (321) 270-0440
Fax: (813) 248-2266
Licensed Business Number LB 7768

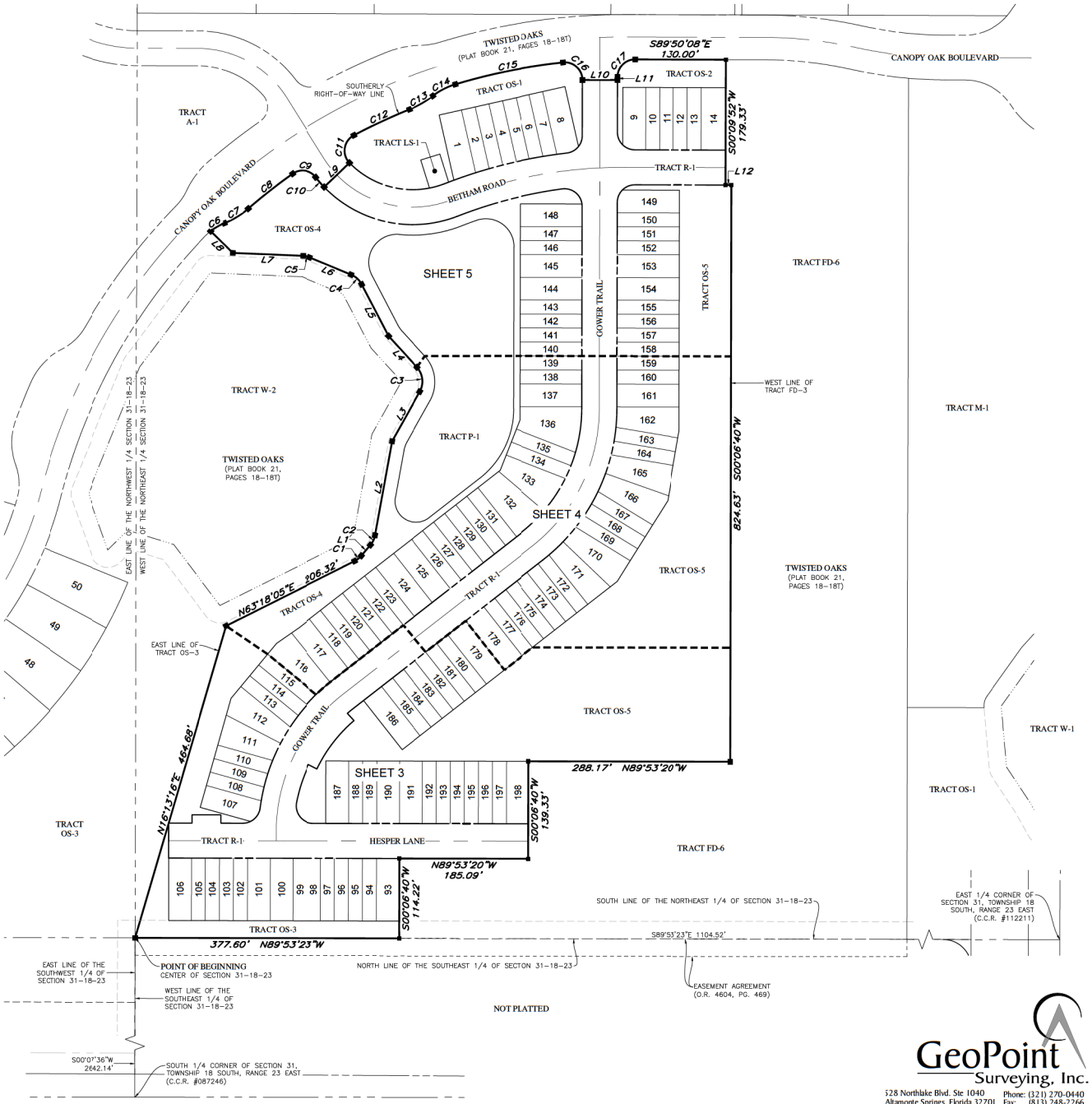
TWISTED OAKS TOWNHOMES PHASE 1

A REPLAT OF TRACTS FD-5, LS-1, P-7 AND P-8, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF
AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 2 OF 5 SHEETS

NORTH

80 0 40 80 160
SCALE: 1" = 80'



Line Data Table		
No.	Bearing	Length
L1	N40°02'24"E	20.13'
L2	N10°17'05"E	136.64'
L3	N29°08'41"E	81.27'
L4	N42°16'28"W	60.43'
L5	N27°24'15"W	83.27'
L6	N67°23'45"W	64.09'
L7	N87°36'27"W	100.28'
L8	N45°23'15"W	44.33'
L9	N46°09'56"E	50.00'
L10	S89°53'20"E	50.00'
L11	N00°06'40"E	4.46'
L12	S89°50'08"E	8.35'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C1	30.00'	12.18'	23°15'41"	N51°40'14"E	12.10'
C2	30.00'	15.58'	29°45'19"	N25°09'44"E	15.41'
C3	30.00'	37.40'	71°25'09"	N06°33'53"W	35.02'
C4	30.00'	20.94'	39°59'30"	N47°24'00"W	20.52'
C5	30.00'	10.58'	20°12'42"	N77°30'06"W	10.53'
C6	81.00'	22.81'	16°08'05"	N59°58'47"E	22.73'
C7	119.00'	39.85'	19°11'14"	N58°27'13"E	39.66'
C8	816.00'	80.55'	5°39'20"	N51°41'16"E	80.51'
C9	25.00'	38.26'	87°41'25"	S81°38'22"E	34.64'
C10	175.00'	18.45'	6°02'24"	S40°48'52"E	18.44'
C11	25.00'	46.11'	105°40'42"	N09°00'17"E	39.85'
C12	816.00'	87.58'	6°08'57"	N64°55'07"E	87.53'
C13	139.00'	38.53'	15°52'54"	N60°03'08"E	38.41'
C14	99.00'	36.30'	21°00'27"	N62°36'54"E	36.10'
C15	828.00'	158.08'	10°56'21"	N78°35'18"E	157.84'
C16	25.00'	41.91'	96°03'11"	S47°54'56"E	37.17'
C17	25.00'	39.29'	90°03'12"	N45°08'16"E	35.37'

LEGEND:

C.C.R ---------- CERTIFIED CORNER RECORDS
U.E ---------- UTILITY EASEMENT
P.U.E. ---------- DRAINAGE EASEMENT
D.E ---------- DRAINAGE EASEMENT
PC ---------- POINT OF CURVATURE
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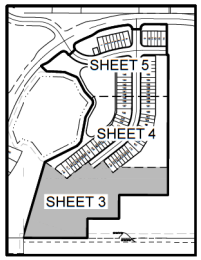
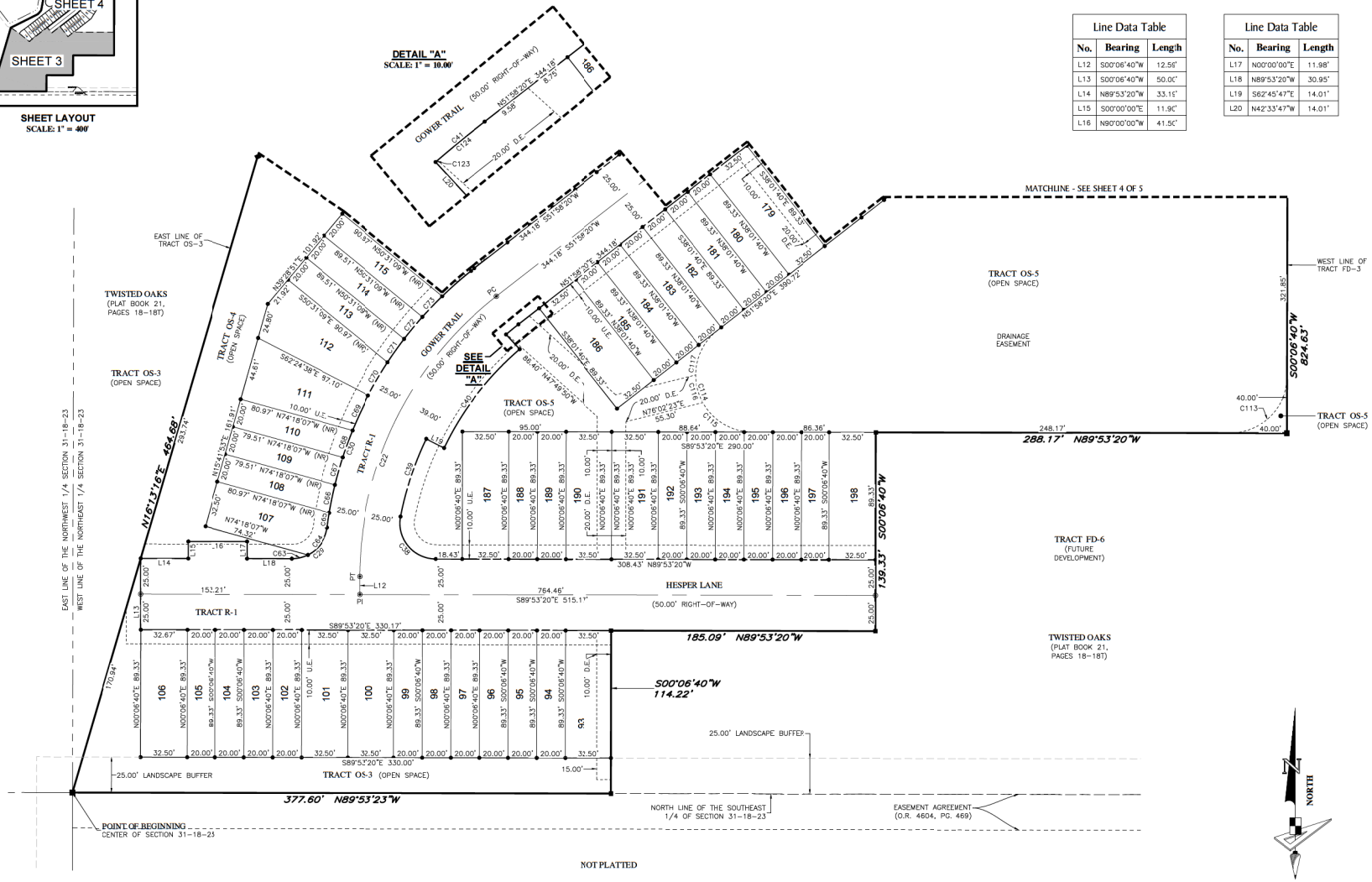
TWISTED OAKS TOWNHOMES PHASE 1

A REPLAT OF TRACTS FD-5, LS-1, P-7 AND P-8, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF
AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 3 OF 5 SHEETS



SHEET LAYOUT
SCALE: 1" = 400'



Line Data Table		
No.	Bearing	Length
L12	S00°06'40"W	12.56'
L13	S00°06'40"W	50.00'
L14	N89°53'20"W	33.15'
L15	S00°00'00"E	11.90'
L16	N90°00'00"W	41.56'

Line Data Table		
No.	Bearing	Length
L17	N00°00'00"E	11.98'
L18	N89°53'20"W	30.95'
L19	S62°45'47"E	14.01'
L20	N42°33'47"W	14.01'

LEGEND:

- C.C.R -------- CERTIFIED CORNER RECORDS
- U.E -------- UTILITY EASEMENT
- D.E -------- DRAINAGE EASEMENT
- PC -------- POINT OF CURVATURE
- PT -------- POINT OF TANGENCY
- PRC -------- POINT OF REVERSE CURVATURE
- PCC -------- POINT OF COMPOUND CURVATURE
- LS -------- LICENSE SURVEYOR
- LB -------- LICENSE BUSINESS
- O.R -------- OFFICIAL RECORDS BOOK
- • -------- LOT CORNER OR CHANGE OF DIRECTION
- ■ -------- INDICATES (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
- ◉ -------- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C22	250.00'	226.29'	51°51'40"	S26°02'30"W	218.64'
C29	25.00'	36.14'	82°50'11"	N48°41'34"E	33.08'
C30	275.00'	214.53'	44°41'51"	S29°37'25"W	209.13'
C38	25.00'	43.97'	100°46'52"	S39°29'54"E	38.52'
C39	225.00'	57.52'	14°38'46"	S18°12'55"W	57.36'
C40	211.00'	87.73'	23°49'23"	S37°20'13"W	87.10'
C41	225.00'	11.14'	2°50'11"	S50°33'15"W	11.14'
C63	25.00'	11.56'	26°29'44"	N76°51'48"E	11.46'
C64	25.00'	24.58'	56°20'27"	N35°26'42"E	23.60'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C65	275.00'	10.37'	2°09'37"	S08°21'18"W	10.37'
C66	275.00'	19.69'	4°06'11"	S11°29'12"W	19.69'
C67	275.00'	20.00'	4°10'04"	S15°41'53"W	20.00'
C68	275.00'	20.06'	4°10'44"	S19°52'17"W	20.05'
C69	275.00'	27.01'	5°37'43"	S24°46'30"W	27.00'
C70	275.00'	27.01'	5°37'43"	S30°24'13"W	27.00'
C71	275.00'	20.06'	4°10'44"	S35°18'26"W	20.05'
C72	275.00'	20.00'	4°10'04"	S39°28'51"W	20.00'
C73	275.00'	20.06'	4°10'44"	S43°39'15"W	20.05'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C113	40.00'	62.83'	90°00'00"	S45°06'40"W	56.57'
C114	40.00'	99.04'	141°51'40"	N18°57'30"W	75.61'
C115	40.00'	42.63'	61°03'22"	S59°21'39"E	40.64'
C116	40.00'	20.21'	28°57'21"	S14°21'18"E	20.00'
C117	40.00'	36.20'	51°50'58"	S26°02'51"W	34.98'
C123	225.00'	0.46'	0°07'03"	S49°11'40"W	0.46'
C124	225.00'	10.68'	2°43'08"	S50°36'46"W	10.68'

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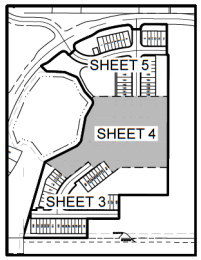
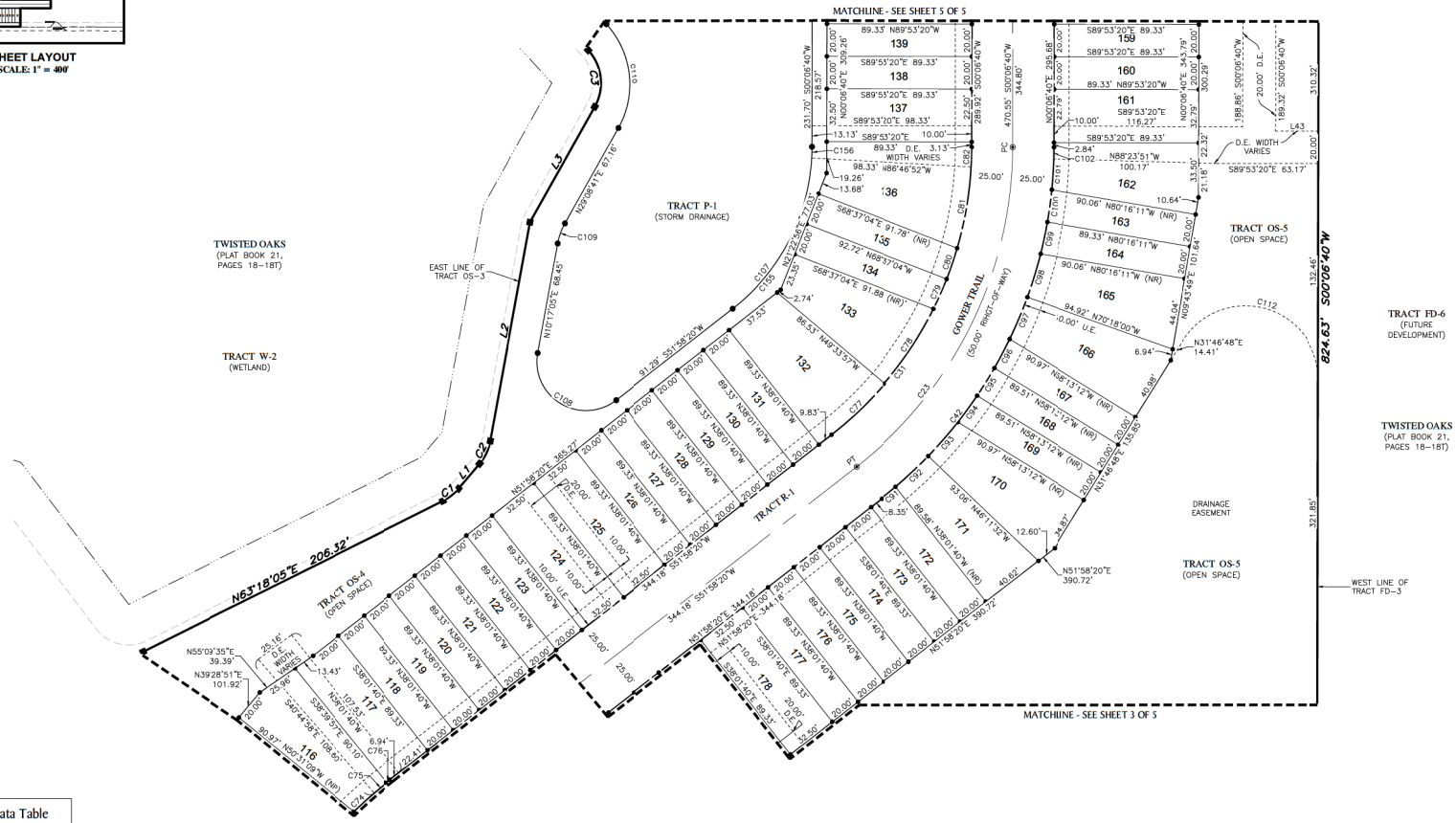
TWISTED OAKS TOWNHOMES PHASE I

A REPLAT OF TRACTS FD-5, LS-1, P-7 AND P-8, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF
AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 4 OF 5 SHEETS



SHEET LAYOUT
SCALE: 1" = 400'



Line Data Table		
No.	Bearing	Length
L1	N40°02'24"E	20.13'
L2	N10°17'05"E	136.64'
L3	N29°08'41"E	81.27'
L43	S89°53'20"E	26.94'

LEGEND:

- C.C.R ---------- CERTIFIED CORNER RECORDS
- U.E ---------- UTILITY EASEMENT
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- ◉ ---------- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C1	30.00'	12.18'	23°15'41"	N51°40'14"E	12.10'
C2	30.00'	15.58'	29°45'19"	N25°09'44"E	15.41'
C3	30.00'	37.40'	71°25'09"	N06°33'53"W	35.02'
C23	250.00'	226.29'	51°51'40"	N26°02'30"E	218.64'
C31	225.00'	203.66'	51°51'40"	N26°02'30"E	196.78'
C42	275.00'	248.92'	51°51'40"	N26°02'30"E	240.51'
C74	275.00'	16.83'	3°30'23"	S47°29'49"W	16.83'
C75	275.00'	10.00'	2°05'02"	S50°17'32"W	10.00'
C76	275.00'	3.06'	0°38'17"	S51°39'12"W	3.06'
C77	225.00'	45.31'	11°32'17"	N46°12'12"E	45.23'
C78	225.00'	55.30'	14°04'55"	N33°23'36"E	55.16'
C79	225.00'	20.02'	5°05'57"	N23°48'10"E	20.02'
C80	225.00'	20.03'	5°06'01"	N18°42'11"E	20.02'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C81	225.00'	50.79'	12°56'02"	N09°41'09"E	50.68'
C82	225.00'	12.20'	3°06'29"	N01°39'54"E	12.20'
C91	275.00'	11.66'	2°25'43"	N50°45'29"E	11.66'
C92	275.00'	27.53'	5°44'09"	N46°40'33"E	27.52'
C93	275.00'	27.67'	5°45'54"	N40°55'31"E	27.66'
C94	275.00'	20.06'	4°10'44"	N35°57'12"E	20.05'
C95	275.00'	20.00'	4°10'04"	N31°46'48"E	20.00'
C96	275.00'	20.06'	4°10'44"	N27°36'24"E	20.05'
C97	275.00'	27.92'	5°49'02"	N22°36'31"E	27.91'
C98	275.00'	27.83'	5°47'56"	N16°48'02"E	27.82'
C99	275.00'	20.02'	4°10'14"	N11°48'56"E	20.01'
C100	275.00'	20.02'	4°10'14"	N07°38'42"E	20.01'
C101	275.00'	18.99'	3°57'26"	N03°34'52"E	18.99'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C102	275.00'	7.16'	1°29'29"	N00°51'24"E	7.16'
C107	126.67'	114.66'	51°51'40"	N26°02'30"E	110.78'
C108	30.00'	72.42'	138°18'45"	S58°52'17"E	56.07'
C109	40.00'	13.17'	18°51'36"	S19°42'53"W	13.11'
C110	55.00'	68.56'	71°25'09"	N06°33'53"W	64.20'
C112	45.00'	116.50'	148°19'52"	S74°03'16"E	86.58'
C155	126.67'	107.78'	48°45'12"	N27°35'44"E	104.56'
C156	126.67'	6.87'	3°06'29"	N01°39'54"E	6.87'

NORTH

40 0 20 40 80
SCALE: 1" = 40'

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TWISTED OAKS TOWNHOMES PHASE 1

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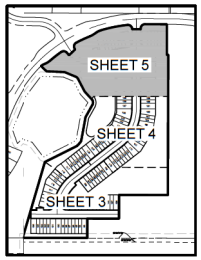
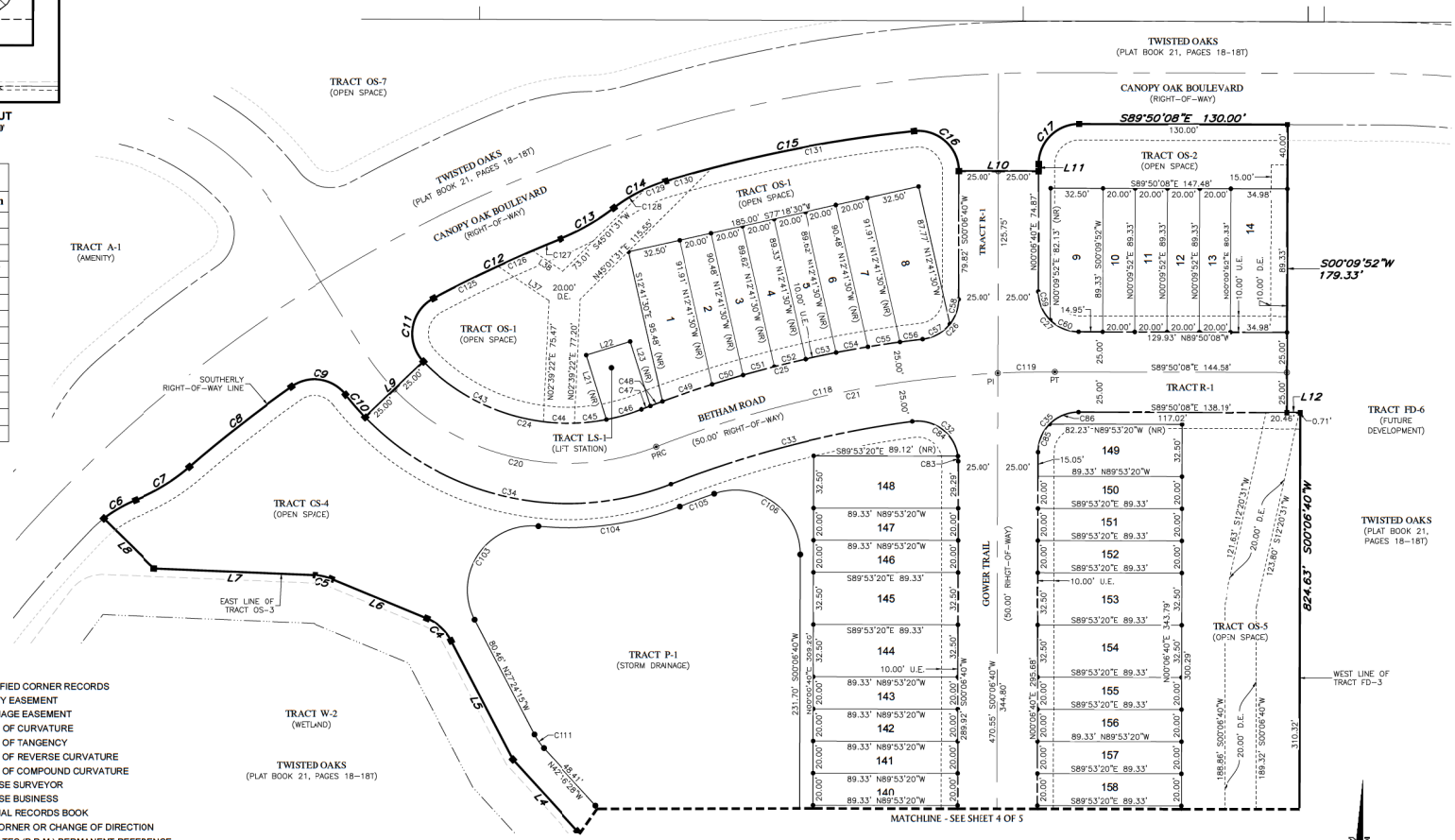
PLAT BOOK _____ PAGE _____
SHEET 5 OF 5 SHEETS



SHEET LAYOUT
SCALE: 1" = 400'

Line Data Table		
No.	Bearing	Length
L4	N42°16'28"W	60.43'
L5	N27°24'15"W	83.27'
L6	N67°23'45"W	64.09'
L7	N87°36'27"W	100.28'
L8	N45°23'15"W	44.33'
L9	N46°09'56"E	50.00'
L10	S89°53'20"E	50.00'
L11	N00°06'40"E	4.46'
L12	S89°50'08"E	8.35'
L21	N17°17'34"W	42.00'
L22	N72°42'26"E	28.50'
L23	S17°17'34"E	42.00'
L37	N55°52'42"W	38.21'
L38	N55°52'42"W	23.21'



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- ◉ ---------- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C4	30.00'	20.94'	39°59'30"	N47°24'00"W	20.52'
C5	30.00'	10.58'	20°12'42"	N77°30'06"W	10.53'
C6	81.00'	22.81'	16°08'05"	N59°58'47"E	22.73'
C7	119.00'	39.85'	19°11'14"	N58°27'13"E	39.66'
C8	816.00'	80.55'	5°39'20"	N51°41'16"E	80.51'
C9	25.00'	38.26'	87°41'25"	S81°38'22"E	34.64'
C10	175.00'	18.45'	6°02'24"	S40°48'52"E	18.44'
C11	25.00'	46.11'	105°40'42"	N09°00'17"E	39.85'
C12	816.00'	87.58'	6°08'57"	N64°55'07"E	87.53'
C13	139.00'	38.53'	15°52'54"	N60°03'08"E	38.41'
C14	99.00'	36.30'	21°00'27"	N62°36'54"E	36.10'
C15	828.00'	158.08'	10°56'21"	N78°35'18"E	157.84'
C16	25.00'	41.91'	96°03'11"	S47°54'56"E	37.17'
C17	25.00'	39.29'	90°03'12"	N45°08'16"E	35.37'
C20	150.00'	177.00'	67°36'32"	S77°38'20"E	166.91'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C21	673.67'	254.06'	21°36'28"	S79°21'38"W	252.56'
C24	125.00'	147.50'	67°36'32"	S77°38'20"E	139.09'
C25	698.67'	180.90'	4°50'06"	S75°58'26"W	180.39'
C26	25.00'	36.34'	83°16'49"	N41°45'04"E	33.22'
C27	25.00'	39.25'	89°56'48"	S44°51'44"E	35.34'
C32	25.00'	42.67'	97°48'12"	N48°47'26"W	37.68'
C33	648.67'	155.68'	13°45'04"	S75°25'56"W	155.31'
C34	175.00'	206.50'	67°36'32"	S77°38'20"E	194.73'
C35	25.00'	39.29'	90°03'12"	S45°08'16"W	35.37'
C43	125.00'	84.91'	38°55'15"	S63°17'41"E	83.29'
C44	125.00'	20.02'	9°10'38"	S87°20'38"E	20.00'
C45	125.00'	19.97'	9°09'07"	N83°29'30"E	19.94'
C46	125.00'	22.60'	10°21'33"	N73°44'10"E	22.57'
C47	698.67'	5.95'	0°29'16"	S68°48'02"W	5.95'
C48	698.67'	8.00'	0°39'22"	S69°22'20"W	8.00'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C49	698.67'	32.70'	2°40'53"	S71°02'28"W	32.70'
C50	698.67'	20.05'	1°38'40"	S73°12'15"W	20.05'
C51	698.67'	20.02'	1°38'30"	S74°50'50"W	20.02'
C52	698.67'	20.00'	1°38'25"	S76°29'17"W	20.00'
C53	698.67'	20.00'	1°38'25"	S78°07'43"W	20.00'
C54	698.67'	20.02'	1°38'30"	S79°46'10"W	20.02'
C55	698.67'	20.05'	1°38'40"	S81°24'45"W	20.05'
C56	698.67'	14.10'	1°09'24"	S82°48'47"W	14.10'
C57	25.00'	19.77'	45°19'04"	N60°43'57"E	19.26'
C58	25.00'	16.56'	37°57'45"	N19°05'32"E	16.26'
C59	25.00'	19.79'	45°21'27"	S22°34'04"E	19.28'
C60	25.00'	19.46'	44°35'21"	S67°32'28"E	18.97'
C83	25.00'	3.22'	7°22'43"	N03°34'42"W	3.22'
C84	25.00'	39.46'	90°25'29"	N52°28'48"W	35.49'
C85	25.00'	19.31'	44°15'54"	S22°14'37"W	18.84'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C86	25.00'	19.98'	45°47'18"	S67°16'13"W	19.45'
C103	40.00'	85.93'	123°05'28"	S34°08'29"W	70.34'
C104	190.00'	89.97'	27°07'50"	N82°07'18"E	89.13'
C105	633.67'	22.91'	2°04'17"	S69°35'32"W	22.91'
C106	40.00'	76.43'	109°29'00"	N54°37'50"W	65.32'
C111	40.00'	10.38'	14°52'13"	S34°50'21"E	10.35'
C118	673.67'	218.74'	18°36'14"	S77°51'31"W	217.78'
C119	673.67'	35.32'	3°00'14"	S88°39'45"W	35.32'
C125	816.00'	44.77'	3°08'37"	S63°24'57"W	44.77'
C126	816.00'	23.51'	1°39'02"	S65°48'46"W	23.50'
C127	816.00'	19.30'	1°21'18"	S67°18'56"W	19.30'
C128	99.00'	23.17'	13°24'38"	S58°49'00"W	23.12'
C129	99.00'	13.13'	7°35'48"	S69°19'13"W	13.12'
C130	828.00'	30.00'	2°04'33"	S74°09'24"W	30.00'
C131	828.00'	128.09'	8°51'48"	S79°37'35"W	127.96'

NORTH

SCALE: 1" = 40'

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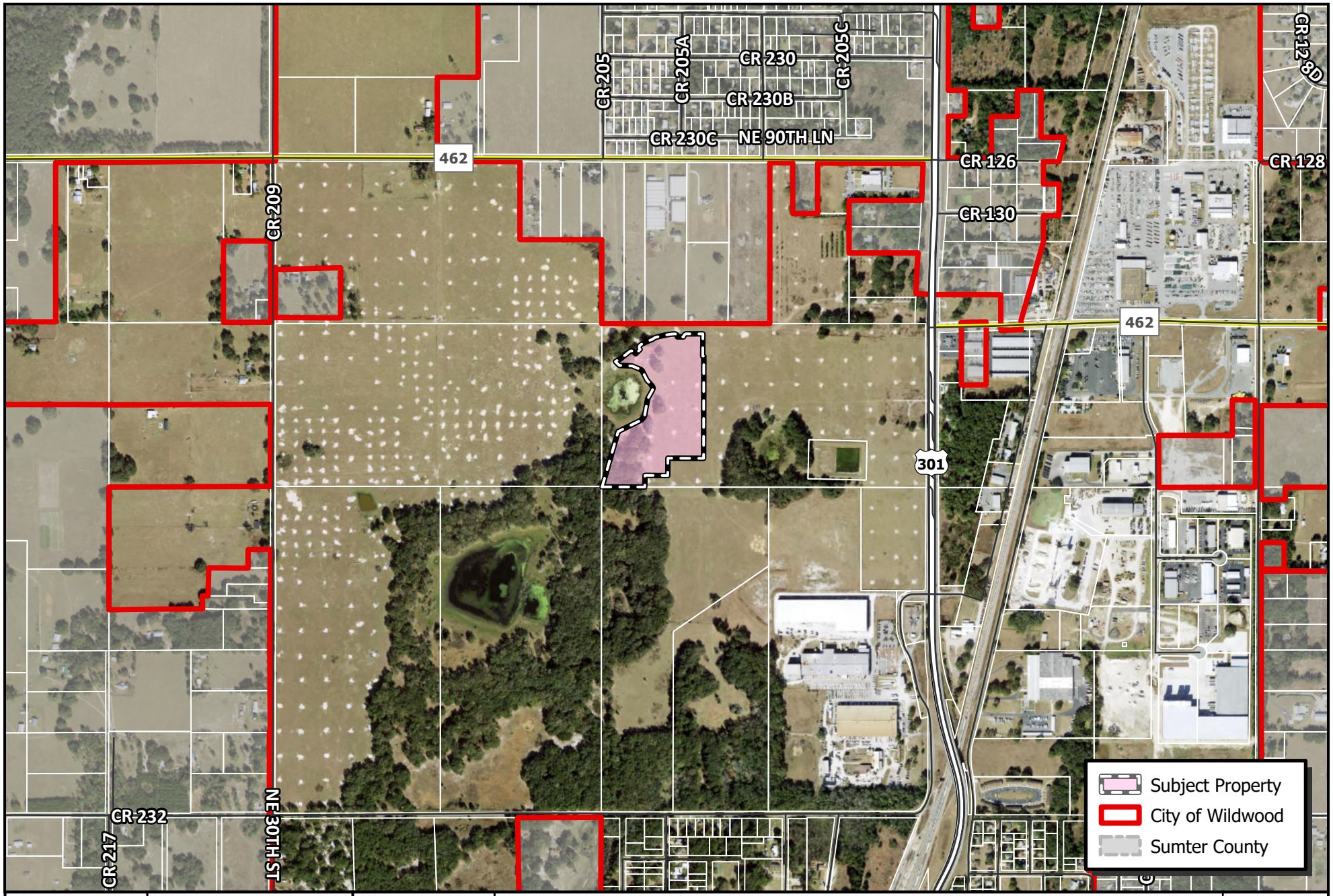


WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N
US Feet
0 235 470 940

PLAT 2403-006

TWISTED OAKS TOWNHOMES PHASE 1 FINAL PLAT

PARCEL D31-007

MAP 1B

LOCATION MAP

MAR 2024

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2305-011 Twisted Oaks Amenity Center**

REQUESTED ACTION: The Project Review Committee recommends approval.

CONTRACT:

BUDGET IMPACT:

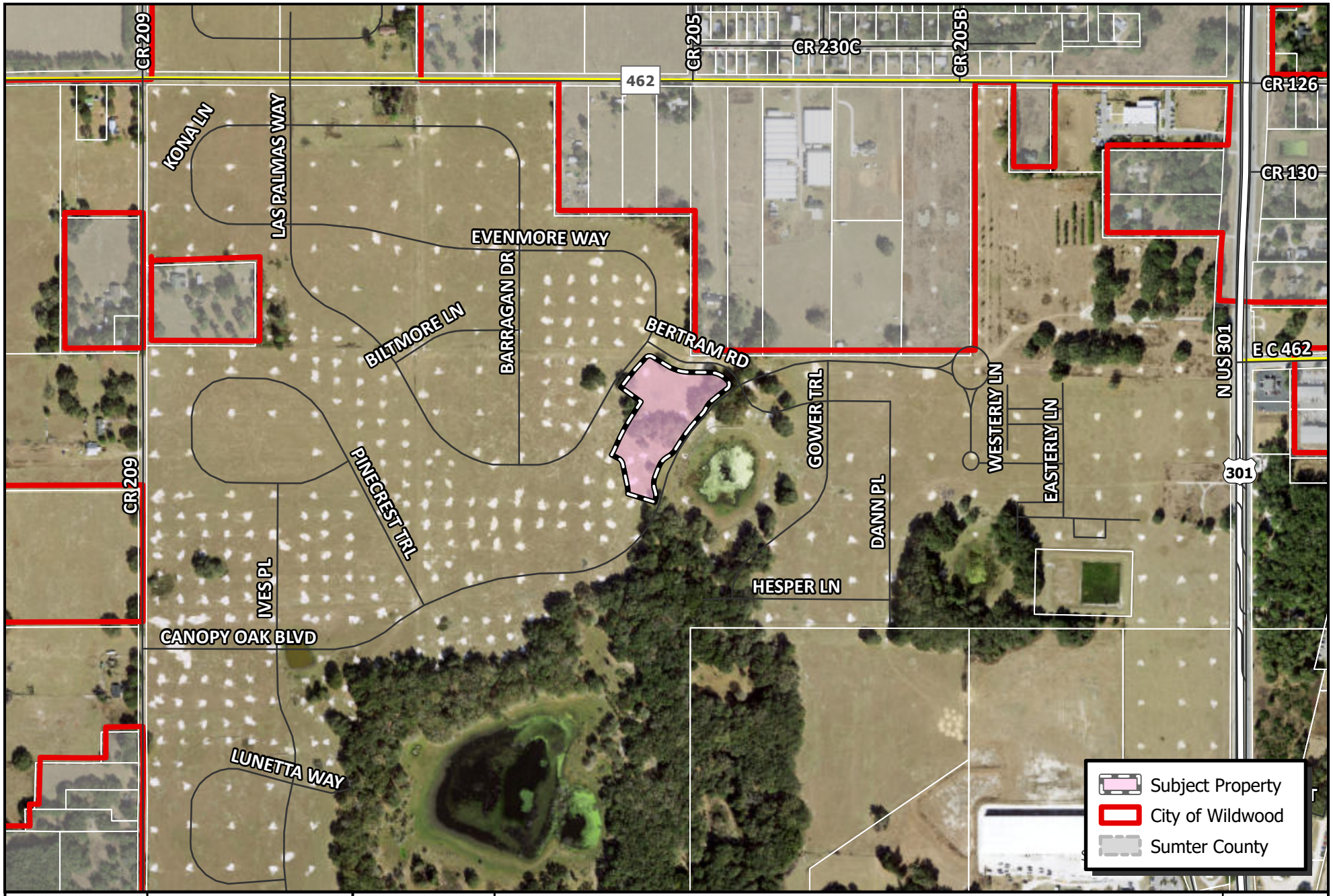
HISTORY/FACTS/ISSUES:

Case Number	SP 2305-011 Twisted Oaks Amenity Center
Owner/applicant(s)	KL Twisted Oaks, LLC
Acreage	4.3367 +/-
Property Location	The subject property is generally located approximately 0.26 miles south of E C 466, approximately 0.46 miles east of CR 209, and approximately 0.49 miles west of N US 301.
Parcel(s)	Portion of Parcels D31-007 & D31-029

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the Twisted Oaks Subdivision Amenity Center consisting of a 5,989 SF building with a fitness facility, activity and flex space area with a bar, a 791 SF bathroom and storage building, a 2,523 SF adult pool area, a 5,140 SF family pool area, four pickleball courts, a playground, two dog parks, a fire pit lounge area, a yoga lawn, an activity lawn, a hammock area, and a mail collection area with associated infrastructure, including golf cart parking on 4.3 acres, MOL. The Twisted Oaks Amenity Center will serve the residents of the single-family detached and attached dwelling units within the Twisted Oaks Subdivision, along with the residents of the Highfield at Twisted Oaks Subdivision.

SP 2305-011 meets the criteria set forth within the Twisted Oaks Planned Development, the Land Development Regulations, the Design District Standards, and is in line with the goals, objectives, and policies within the 2050 Comprehensive Plan.

Date: 05/17/2024
Amanda Bondi
Planner II, Development Services



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

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US Feet
0 140 280 560

SP 2305-011

TWISTED OAKS AMENITY CENTER

PARCELS D31-007 & D31-029

MAP 1B

LOCATION MAP

APR 2024

SITE DATA

1. SUMTER COUNTY PROPERTY APPRAISER PARCEL IDENTIFICATION NUMBERS: D31-029 & D31-007
2. PROPERTY ADDRESS: 8616 N US 301, WILDWOOD, FLORIDA 34785, SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST
3. BEARING STRUCTURE IS (S.00°05'45"W), BASED ON FLORIDA STATE PLANE WEST GRID ALONG THE WEST LINE OF THE NORTHWEST ¼ OF SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.
4. ALL ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM (NAVD) 1988.
5. EXISTING ZONING: NMU-7 (PD)
6. EXISTING LAND USE: ONMU
7. THE PROPERTY LIES IN THE FLOOD ZONE "A AND X" OF THE FLOOD INSURANCE RATE MAP (FIRM), COMMUNITY-PANEL NUMBER 12119C0068D (FIRM INDEX DATED 09/27/13), SUBJECT TO VERIFICATION.
10. BUILDING HEIGHT: 1 STORY 22'; BUILDING TYPE: V-B, 234 OCCUPANTS
11. MINIMUM REQUIRED FIRE FLOW IS 2250 GPM FOR 2 HOURS.
12. DEVELOPMENT AREA: 4.34 ac±
13. PROPOSED LAND USE: AMENITY CENTER, PRIVATELY OWNED AND MAINTAINED BY TWISTED OAKS POINTE COMMUNITY DEVELOPMENT DISTRICT.
14. PROJECT AREA: TOTAL: 4.34AC±
    PERVIOUS: 1.39AC± (32.0%)
    IMPERVIOUS: 2.95AC±
15. FLOOR AREA RATIO (FAR): 4.0%
16. SOIL: VERY LOOSE, BROWN TO LIGHT BROWN FINE (SP)
17. AMENITIES: (1) OUTDOOR PERSONAL TRAINING AREA (2) INDOOR COMMUNITY FITNESS FACILITY, (3) OUTDOOR COVERED COMMUNITY ACTIVITY ROOM WITH BAR AREA, (4) INDOOR COMMUNITY ACTIVITY & FLEX SPACE AREA, (5) DOG PARK, (6) FAMILY RECREATIONAL AND SWIMMING AREA, (7) ADULT RECREATIONAL AND SWIMMING AREA, (8) SMALL SECLUDED OUTDOOR GATHERING AREA, (9) PLAYGROUND AND TOT LOT ACTIVITIES, (10) LARGE SECLUDED OUTDOOR GATHERING AREA, (11) PICKLE-BALL COURTS X4, (12) LARGE OPEN PLAY FIELD WITH PARK BENCH, (13) SECLUDED PARK BENCH, (14) OUTDOOR WALKING NATURE TRAILS, (15) SECLUDED PARK BENCH, (16) BIRD WATCHING WITH BENCH
18. PARKING : VEHICLE PARKING = 54 STALLS
    GOLF CART PARKING = 11 STALLS
    TOTAL PROPOSED = 65 STALLS

LEGEND

CONC.	CONCRETE
CORG.	CORRUGATED
ELEC.	ELECTRIC
EX.	EXISTING
INV.	INVERT
LF	LINEAR FEET
PE	POLYETHYLENE
PR.	PROPOSED
SAN.	SANITARY
STM.	STORM
TYP.	TYPICAL
UTIL.	UTILITY

N

0 30 60 90

GRAPHIC SCALE 1"= 30'

SIGN LEGEND

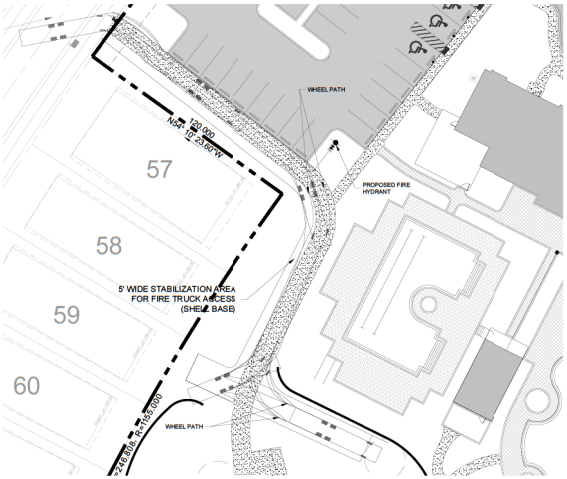
Za STOP (R1-1), 36"x36"

Zb DISABLED PARKING W/ FINE (FDOT FTP-20-06 & FTP-22-06) PER FLORIDA STATUTE 553.5041 (12"X18" & 6"X12")

PAVEMENT MARKINGS PER FDOT INDEX 711-001 (PAVEMENT MARKINGS). SIGNS PER FDOT INDEX 700-010 (SINGLE COLUMN GROUND SIGNS) & INDEX 700-' 01 (PLACEMENT OF SINGLE COLUMN SIGNS).

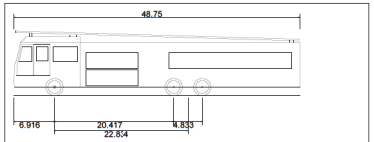
STRIPING LEGEND

A 24" WHITE STOP LINE



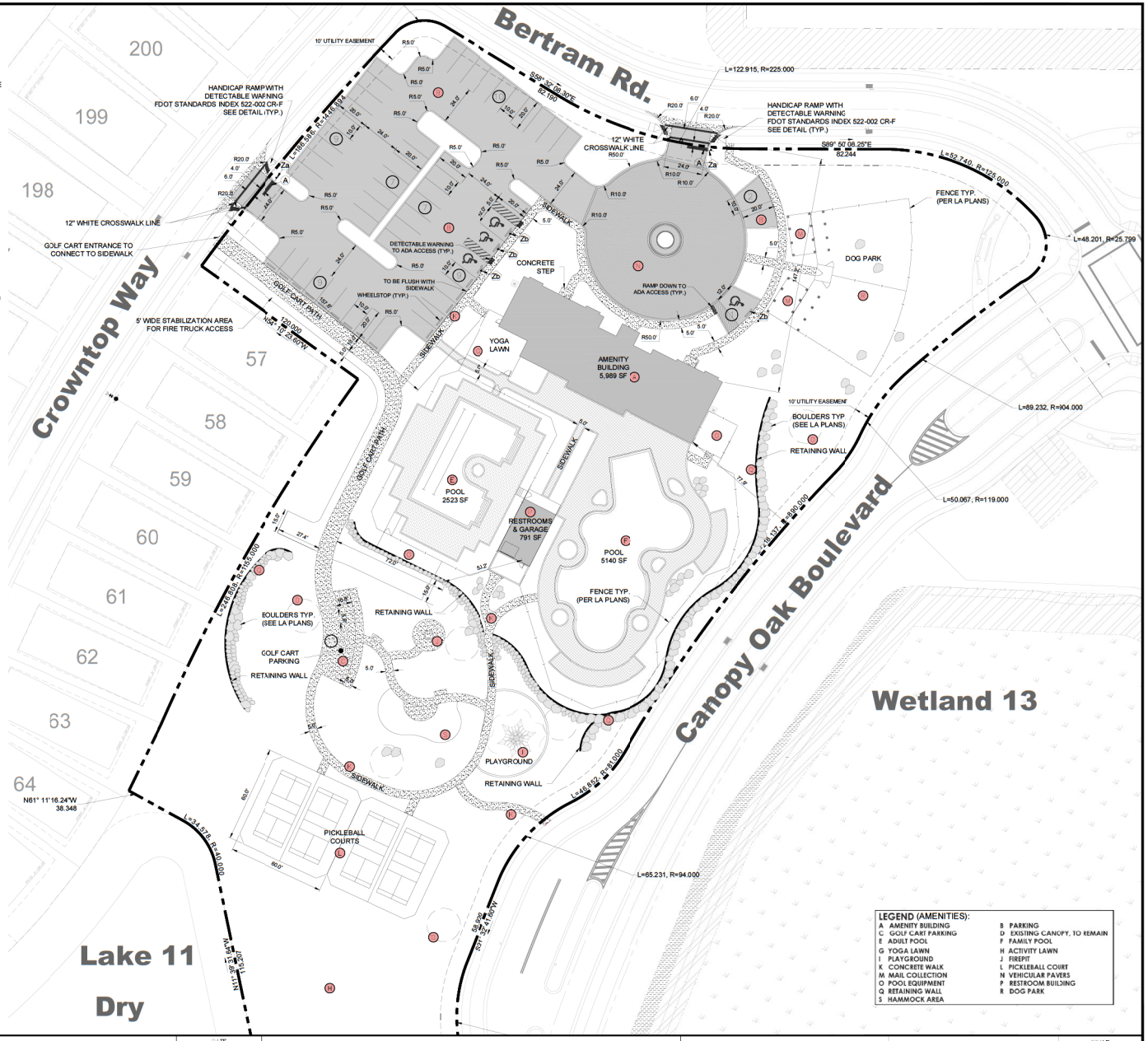
FIRE LADDER TRUCK TURNING TEMPLATE

SCALE: 1"=30'



E-ONE HP95 Mid Mount - Sumter County

Overall Length	48.750ft
Overall Width	8.333ft
Overall Body Height	11.000ft
Min Body Ground Clearance	1.393ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	35.500ft



LEGEND (AMENITIES):

A AMENITY BUILDING	B PARKING
C GOLF CART PARKING	D EXISTING CANOPY, TO REMAIN
E ADULT POOL	F FAMILY POOL
G YOGA LAWN	H ACTIVITY LAWN
I PLAYGROUND	J FIREPIT
K CONCRETE WALK	L PICKLEBALL COURT
M MAIL COLLECTION	N VEHICULAR PAVERS
O POOL EQUIPMENT	P RESTROOM BUILDING
Q RETAINING WALL	R DOG PARK
S HAMMOCK AREA	

NO.	DATE	REVISION DESCRIPTION	BY
01	03/19/24	REVISED PER CITY COMMENTS	EGC
02	04/16/24	REVISED PER CITY COMMENTS	EGC

MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Sarasota, Florida 34240 C.A. 28780 941-444-6644 www.morrisengineering.net

DATE 04/16/2024
PROJECT TO AMEN
DRAWING OS TO MSP
DRAWN EDG
CHECKED MJM

SITE PLAN

TWISTED OAKS AMENITY CENTER

CITY OF WILDWOOD, FLORIDA

SCALE 1"=30'

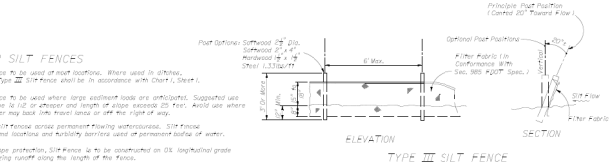
REC-TWN-RNG 31-18S-23E

MATTHEW J. MORRIS FL LICENSE NO. 68434

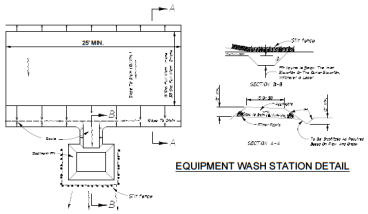
SHEET 5 OF 10

EROSION SEDIMENT CONTROL PLAN NOTES:

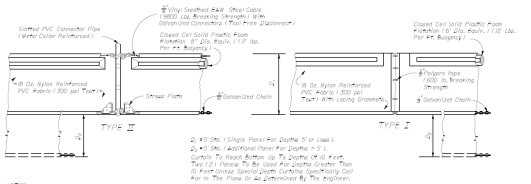
1. EXISTING SITE CONDITIONS CONSIST OF VACANT AGRICULTURAL (CATTLE GRAZING) LAND AND WETLANDS, WHICH ARE TO REMAIN UNDISTURBED. LAND CLEARING/DISTURBING ACTIVITIES SHALL CONSIST OF CLEARING EXISTING VEGETATION, EXCAVATION OF PROPOSED STORMWATER MANAGEMENT PONDS AND PLACEMENT/EMBANKMENT OF EXCAVATED MATERIAL.
2. ALL EXCAVATED MATERIAL WILL BE UTILIZED ON-SITE TO PROVIDE MATERIAL TO ACHIEVE FINISHED GRADES PER PLAN. ANY REMAINING MATERIAL SHALL BE STOCKPILED ON THE FUTURE AMENITY SITE AREA FOR USE IN GRADING THE PROPOSED RECREATION AMENITY SITE.
3. CONSTRUCTION IS EXPECTED TO COMMENCE IN APRIL 2024 WITH STABILIZATION TO OCCUR IN APRIL OF 2025, UPON COMPLETION OF MASS/ROUGH GRADING EFFORTS.
4. ANY DISTURBED AREAS WHERE CONSTRUCTION WILL BE ON-GOING AND FINAL GRADE WILL NOT BE ACHIEVED WITHIN FOURTEEN (14) DAYS SHALL BE SODDED OR HYDRO-SEEDED TO PROVIDE STABILIZATION.
5. ALL EROSION AND SEDIMENT CONTROLS DEPICTED ON THIS PLAN SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBING ACTIVITIES.
6. EROSION AND SEDIMENT CONTROL DEVICES SHALL BE VISUALLY INSPECTED WEEKLY, OR AFTER SIGNIFICANT (0.5" OR GREATER) RAINFALL EVENTS. ALL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT SHALL BE CORRECTED AS SOON AS POSSIBLE, BUT IN NO CASE LATER THAN 7 DAYS AFTER THE INSPECTION. A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION. A COPY OF THE REPORT FORM TO BE COMPLETED BY THE INSPECTOR IS ATTACHED.
7. CONSTRUCTION TRAFFIC SHALL ENTER VIA THE PROPOSED WEST ENTRANCE, AND SHALL BE MARKED ACCORDINGLY. SOIL TRACKING PREVENTION DEVICES SHALL BE INSTALLED PRIOR TO DISTURBANCE OF ANY LAND WITHIN THE PROJECT. HAUL ROUTES SHALL BE DETERMINED BY CONTRACTOR, AS NEEDED ACROSS UPLAND PORTIONS OF THE SITE WHICH ARE PROPOSED TO BE CLEARED. NO CONSTRUCTION TRAFFIC IS PERMITTED WITHIN ANY PRESERVE AREAS ON-SITE AS DELINEATED BY SILT FENCE AND TREE BARRICADES.
8. FUGITIVE PARTICULATE ABATEMENT METHODS SHALL CONSISTOF THE FOLLOWING:
   a. USE OF WATER TRUCKS TO CONTROL DUST ON-SITE DUE TO HIGH WINDS AND TRUCK TRAFFIC
   b. ENSURE THAT ALL OPEN BODIED TRUCKS TRANSPORTING MATERIAL THAT MAY EMIT PARTICLES INTO THE AIR ARE COVERED AT ALL TIMES
   c. ENSURING THAT ALL CONSTRUCTION TRAFFIC ENTERS ANC EXITS THE SITE AT THE DESIGNATED CONSTRUCTION ENTRANCE ONLY AND ARE WASHED DOWN AS NECESSARY TO REDUCE PARTICULATE MATTER.
10. CONTRACTOR SHALL PROVIDE ENGINEER AND CITY OF WILDWOOD STAFF WITH A 24-HOUR, 7-DAY EMERGENCY CONTACT NUMBER FOR ANY EROSION AND SEDIMENTATION CONCERNS.
11. DEWATERING ACTIVITIES SHALL INCLUDE THOSE NECESSARY TO CONSTRUCT THE PROPOSED STORMWATER PONDS. DEWATERING SUMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS FOUND ON THIS PLAN AND SHALL BE LOCATED SUCH THAT DISCHARGE IS DIRECTED OVER VEGETATED AREAS INTO EXISTING WETLANDS TO ASSIST IN MAINTAINING WETLAND HYDROLOGY DURING CONSTRUCTION.
12. THERE ARE NO WATER QUALITY MONITORING REQUIREMENTS FOR THIS PROJECT DURING CONSTRUCTION.
13. SILT FENCE SHALL BE FIELD ADJUSTED AS NECESSARY IN ORDER TO ADEQUATELY PROTECT & PRESERVE ANY EXISTING TREES & VEGETATION WITHIN THE LANDSCAPE OR NATURAL VEGETATION BUFFERS.
14. NOTE TO SILT FENCE INSTALLER: TO FACILITATE "EFFECTIVE" PRESERVATION OF TREES (THOSE WITH DRIP LINES DEPICTED ON LANDSCAPE PLANS) SILT FENCE SHALL NOT BE TRENCHED IN WITHIN DRIP LINES OF TREES WHERE AVOIDABLE IF UNAVOIDABLE THEN INSTALL SILT FENCE AT GRADE (NO TRENCHING). SEE LANDSCAPE PLANS FOR DEPICTION OF TREE PRESERVATION.
15. EXCEPT FOR WETLAND RESTORATION AND ENHANCEMENT AND NATURALLY OCCURRING FLUCTUATIONS, NO HYDROPERIOD ALTERATION SHALL BE PERMITTED IN PRESERVATION AREAS. NATURAL ANNUAL HYDROPERIODS, NORMAL POOL ELEVATIONS, AND SEASONAL HIGH-WATER ELEVATIONS SHALL BE SUBSTANTIALLY MAINTAINED OR IMPROVED.



TEMPORARY EROSION AND SEDIMENT CONTROL Index No. 102



EQUIPMENT WASH STATION DETAIL



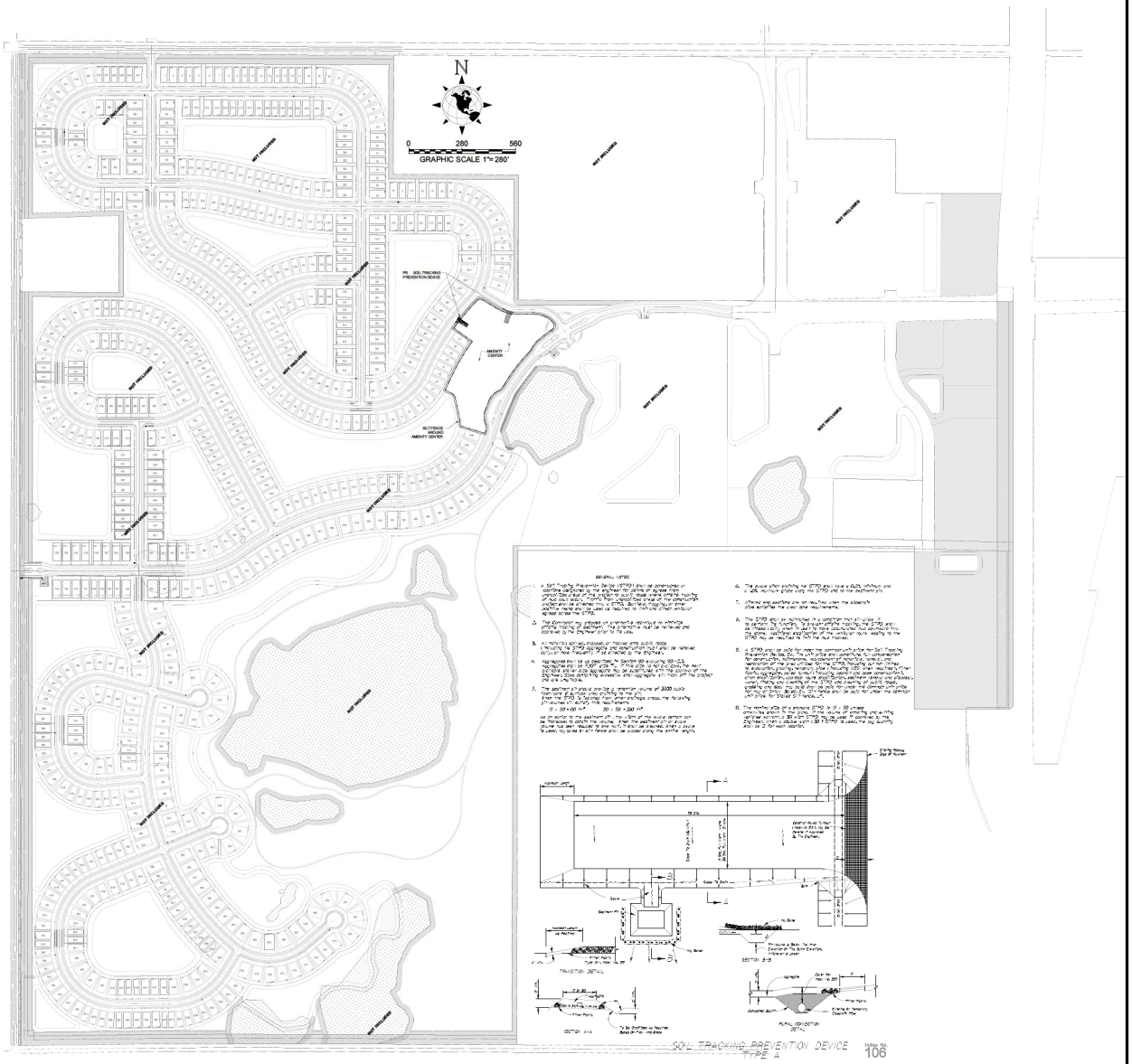
D. = 5' Std. (Single Panel For Depths 5' or Less).
D. = 7' Std. (Additional Panel For Depths > 5').
Curtain To Reach Bottom Up To Depths Of 10 Feet. Two (2) Panels To Be Used For Depths Greater Than 10 Feet Unless Special Depth Curtains Specifically Call For In The Plans Or As Determined By The Engineer.

NOTES:
1. Turbidity barriers are to be used in all permanent bodies of water regardless of water depth.
2. Number and spacing of anchors dependent on current velocities.
3. Deployment of barrier around pile locations may vary to accomodate construction operations.
4. Navigation may require segmenting barrier during construction operations.
5. For additional information see Section 104 of the Standard Specifications.

NOTES:
COMPONENTS OF TYPES I AND II MAY BE SIMILAR OR IDENTICAL TO "FLOTEX" TYPE DESIGN. ANY DEVIATIONS OF THE PRELIMINARY PLANS OF THE DESIGNER SHALL BE THE OLD FASHIONED BUT THE USED SUBSTITUTIONS FOR TYPES I AND II SHALL BE AS APPROVED BY THE ENGINEER.

FLOATING TURBIDITY BARRIERS

TURBIDITY BARRIERS Index No. 103



SOIL TRACKING PREVENTION DEVICE TYPE A Index No. 106

NO.	DATE	REVISION DESCRIPTION	BY

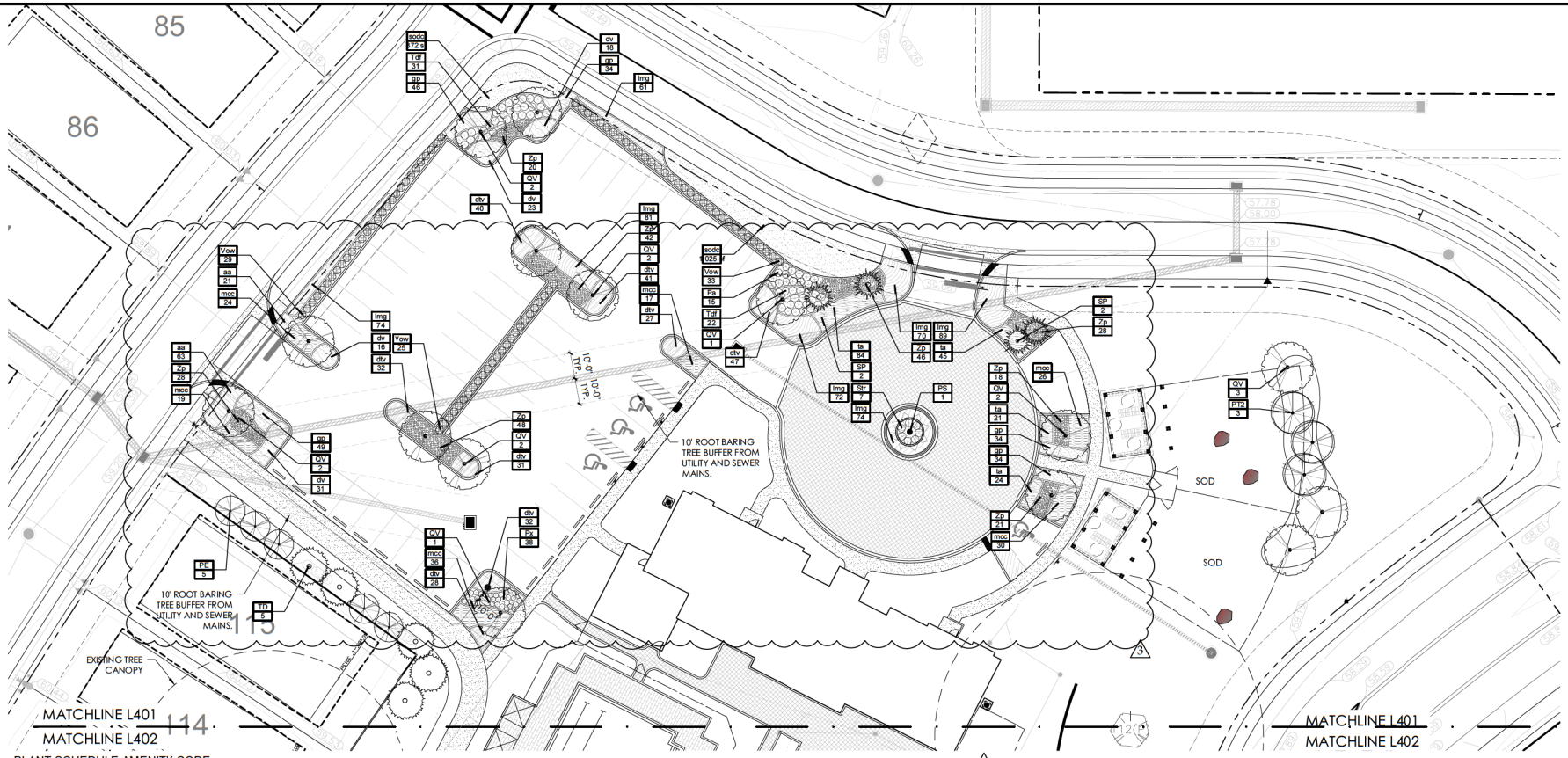
MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Sarasota, Florida 34240 C.A.28780 941-444-6644 www.morrisengineering.net

DATE 02/06/2024
PROJECT TO AMEN
DRAWING 07 TO UT
DRAWN EDG
CHECKED MJM

BEST MANAGMENT PRACTICES PLAN & DETAILS
TWISTED OAKS AMENITY CENTER
CITY OF WILDWOOD, FLORIDA

MATTHEW J. MORRIS
FL LICENSE NO. 68434

SCALE AS SHOWN
RECTIFYING DRAWING
SHEET 10 OF 10



PLANT SCHEDULE AMENITY CODE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SPECIFICATION	NATIVE	WATER USE ZONE	SPACING	REMARKS
TREES								
MG	7	Magnolia grandiflora `Brackens Brown Beauty`	Bracken`s Southern Magnolia	3" DBH, 10` ht. Min.	YES	MEDIUM	AS	
PE	15	Pinus elliotti	Slash Pine	3" DBH, 10` ht. Min.	YES	LOW	AS	
PT2	3	Pinus taeda	Loblolly Pine	3" DBH, 10` ht. Min.	YES	MEDIUM	AS	
QV	17	Quercus virgiriana	Live Oak	4" DBH	YES	LOW	AS	
TD	5	Taxodium distchum	Bald Cypress	3" DBH, 10` ht. Min.	YES	LOW	AS	
PALM TREES								
PS	1	Phoenix sylvestris	Wild Date Palm	10`-12` c.t. Heavy, matched specimen	NO	LOW	AS	
SP	4	Sabal palmetto	Sabal Palm	12`-15` MIXED	YES	LOW	AS	
SHRUBS								
Px	38	Philodendron x `Xanadu`	Philodendron	3 gal., 18"-24"	NO	MEDIUM	24" o.c.	
Pa	15	Plumbago aurculata `Imperial Blue`	Plumbago	3 gal., 20"-20"	NO	MEDIUM	36" o.c.	
Str	7	Strelitzia reginae	Orange Bird Of Paradise	7 gal., full	NO	LOW	36" o.c.	
Tdf	53	Tripsacum dactyloides	Fakahatchee Grass	3 gal., 24"-30" o.a.	YES	LOW	36" o.c.	
Vow	87	Viburnum obovatum	Walter`s Viburnum	3 gal., 18" o.a.	YES	LOW	36" o.c.	
Zp	251	Zamia pumila	Coontie	3 gal., 18" o.a.	YES	LOW	24" o.c.	
GROUND COVERS								
aa	84	Agapanthus a'ricanus	Lily of the Nile	1 gal., full	NO	MEDIUM	18" o.c.	
dtv	278	Dianella tasmanica `Variegata`	Varigated Flax Lily	1 gal., 12"-15" spd., full pot	NO	LOW	18" o.c.	
dv	88	Dietes vegeta	African Iris	1 gal., 2-3 ppp	NO	LOW	24" o.c.	
gp	197	Gaillardia pulchella	Blanket Flower	1 gal., full	YES	LOW	18" o.c.	
lmg	521	Liriope muscai `Emerald Goddess`	Emerald Goddess Lilyturf	1 gal., 12"-15" spd., full pot	NO	LOW	18" o.c.	
mcc	152	Muhlenbergia capillaris	Muhly Grass	3 gal., 24" ht.	YES	LOW	24" o.c.	
mcc	152	Muhlenbergia capillaris	Muhly Grass	3 gal., 24" ht.	YES	LOW	24" o.c.	
ta	174	Trachelospernum asiaticum	Asian Jasmine	1 gal., full. Use mulch fines	NO	MEDIUM	18" o.c.	
SOD/SEED								
sodc	1,397 sf	Stenotaphrum secundatum	St. Augustine Grass	sod	NO	HIGH	sod	sand grown solid sod - weed free

VEHICULAR USE AREA (VUA) LANDSCAPE REQUIREMENTS (IN SF)	
TOTAL VUA	31,935.00
LANDSCAPE REQUIRED (10% of VUA)	3,193.50
LANDSCAPE PROVIDED	7,310.00
SURPLUS (SF)	4,116.50

SCALE: 1" = 20'

0' 10' 20' 40'

BONNETT design group, llc
landscape architecture
community planning
FL LC 26000341

400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.1588 voice

Twisted Oaks - Amenity
Landscape Architecture
Kolter Group Acquisitions, LLC.
Wildwood, Florida
LANDSCAPE PLAN

CODE

DATE: September 12, 2023
DRAWN BY: RTM
CHECKED BY: TWB
JOB NUMBER: 2021.163
FILE NAME: 2021.163 (CLIENT)\TWISTED OAKS - AMENITY_LA\AMER - CODE.DWG

REVISIONS:
1 City Comments 02-06-2024
2 City Comments 03-25-2024
3 City Comments 04-12-2024

Digitally signed by Todd W Bonnett
Date: 2024.04.18 10:56:40-04'00'

L401

DRAWING PLOTTED: 4/18/2024 10:38:03 AM
LOGGED: BONNETT DESIGN GROUP, 1600, 1601, 1602, 1603, 1604, LA\ALTER TWISTED OAKS AMENITY\LIBRARY\1601, 1602, 1603, 1604, LA\ALTER TWISTED OAKS - AMENITY_LA\AMER - CODE.DWG

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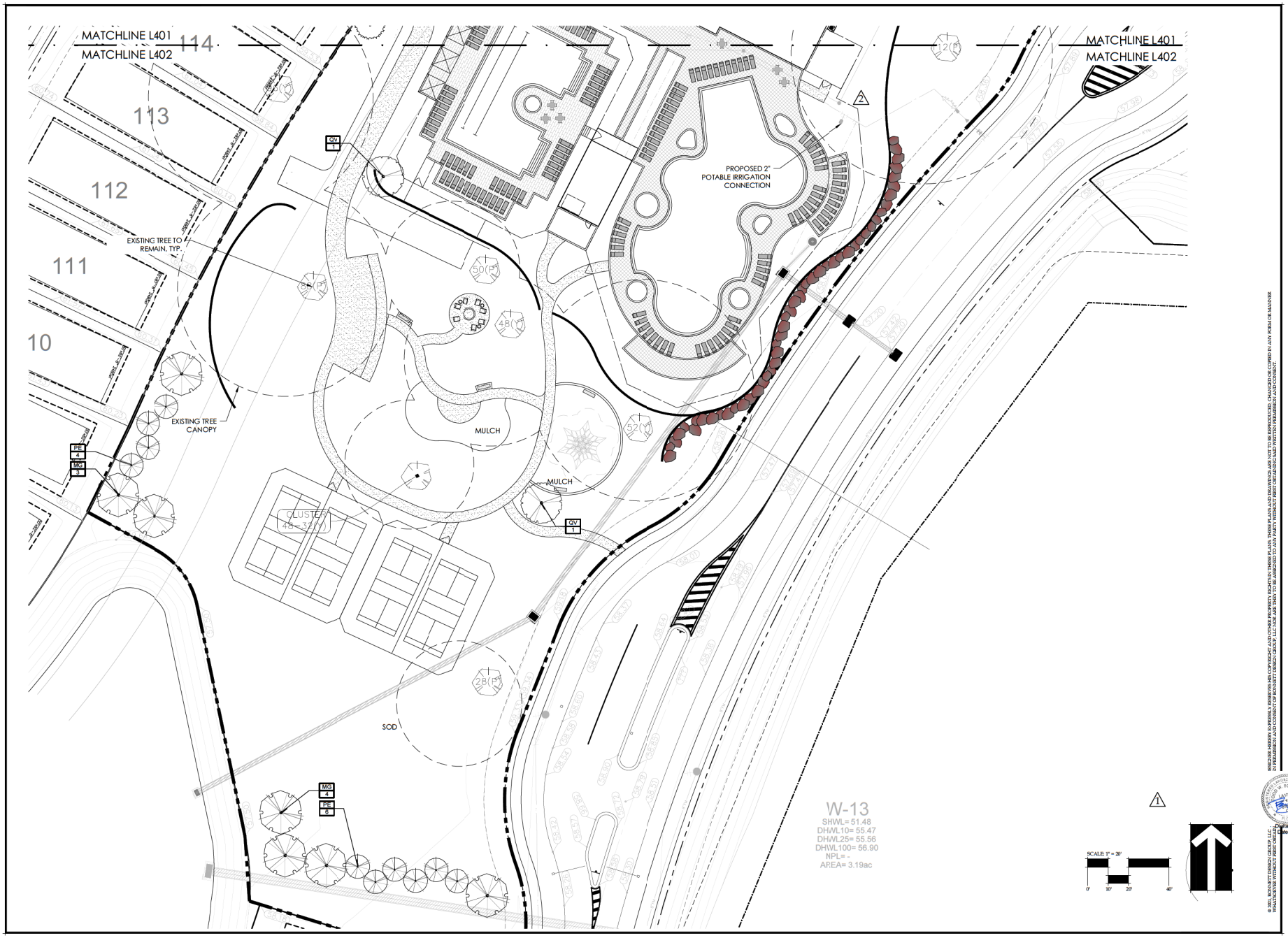

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Twisted Oaks - Amenity
Landscape Architecture
Kolter Group Acquisitions, LLC.
Wildwood, Florida
LANDSCAPE PLAN

CODE

DATE: September 12, 2023
DRAWN BY: RTM
CHECKED BY: TWB
JOB NUMBER: 2021.163
FILE NAME: 2021.163 (KOLTER)TWISTED OAKS - AMENITY_LARARE - CODE

REVISIONS:
1 City Comments 02-06-2024
2 City Comments 03-25-2024

SEAL
This item has been electronically signed and sealed by Todd W. Bonnett, PLA using a Digital Signature and date.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
Digitally signed by Todd W Bonnett
Date: 2024.04.18 10:56:41-04'00'
TODD W. BONNETT, FLA LA LARC-0.0

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L402

CEMENT PLASTER SCHEDULE

LOCATIONS	BARRIER	REINF. MESH	SCRATCH & BROWN COAT	FINISH COAT	CONTROL JOINT
EXT CMU	–	–	–	3/8" SAND FINISH	AS DRAWN, NOT TO EXCEED 2:1 RATIO OR 144 SF
EXT SHEATHING – ⅝"	(2) LAYER #30 FELT	WIRE LATH	5/8"	1/4" ACRYLIC	AS DRAWN, NOT TO EXCEED 2:1 RATIO OR 144 SF

PAINT SCHEDULE

PAINT – PAINT TO BE SHERWIN WILLIAMS SUPERPAINT EXTERIOR ACRYLIC LATEX – SATIN

P-1 SW 6021 DREAMY WHITE	TRIM ACCENT
P-2 SW 7079 PONDER	EXTERIOR BASE PAINT
P-3 SW 7081 SENSUOUS GRAY	EXTERIOR PAINT
P-4 SW ---- T.B.D.	–
P-5 SW ---- T.B.D.	–

NOTES: OWNER TO PROVIDE FINAL COLOR SELECTIONS.

NOTES:
1. PAINT EXPOSED STEEL STRUCTURE FLAT BLACK INCLUDING, BUT NOT LIMITED TO, COLUMNS, BAR JOISTS AND BEAMS.

FINISHES

EXTERIOR FINISHES:

CONCRETE/CEMENT PLASTER / STUCCO SATIN FINISH
PRIMER: A24W00300 – LOXON® CONCRETE & MASONRY PRIMER, INTERIOR/EXTERIOR LATEX WHITE
2 COATS: A82W01151 – SUPERPAINT® EXTERIOR LATEX SATIN EXTRA WHITE

FERROUS METAL HOLLOW METAL DOORS & FRAMES, AND BOLLARDS
PRIMER: B50W02001 – KEM KROM® UNIVERSAL METAL PRIMER OFF WHITE
OFF WHITE
2 COATS: B54W00151 – PRO INDUSTRIAL URETHANE ALKYD ENAMEL EXTRA WHITE

STEEL DOORS & DOOR FRAMES
PRIMER: B66W00310 – PRO INDUSTRIAL PRO-CRYL® UNIVERSAL ACRYLIC PRIMER OFF WHITE, SPOT PRIME OR FULL COAT PRIME AS NEEDED
2 COATS: B31W01151 – PROCLASSIC® WATERBORNE INTERIOR ACRYLIC SEMI-GLOSS ENAMEL EXTRA WHITE

METAL ROOF
TAMKO – GREY (STANDARD COLOR)

FIBER CEMENT BD. TRIM SIZE/TYPE

FIBER CEMENT BASIS OF DESIGN: JAMES HARDIE

FASCIA BOARDS:
FASCIA BOARDS SHALL BE FIBER CEMENT BD.

BORDERS/TRIM AT WINDOW HEADS:
ALL BORDERS & TRIM SHALL BE 5/4 X 3.5 SMOOTH FINISH CEMENT BD. – PAINTED. INCLUDE JAMBS.

EXTERIOR CEILINGS:
ALL EXTERIOR CEILINGS AND SOFFITS SHALL BE 1/4" PVC BEAD BOARD – NON VENTED.

EXTERIOR TRIM @ DOOR & WINDOWS (JAMBS ONLY):
UTILIZE STUCCO 6"W TRIM

JAHarchitects, LLC
1121 E Twiggs Street
Suite 200
Tampa, Florida 33602
FL Architectural license No. AA26001219
813.223.2725 phone
813.223.2722 fax
www.JAHarchitectsllc.com

THESE CONSTRUCTION DOCUMENTS HAVE BEEN PREPARED BY A LICENSED ARCHITECT AND ARE INTENDED TO BE SUFFICIENT FOR A LICENSED CONTRACTOR TO BID, NEGOTIATE, OBTAIN PERMITS AND CONSTRUCT UNDER THE WRITTEN SPECIFICATION, SCHEDULED TESTING, PROJECT MANAGEMENT AS OUTLINED IN THE SPECIFICATION, MOCK-UPS, PRE-INSTALLATION CONFERENCES, SHOP DRAWINGS, RFI'S, AND PROFESSIONAL COMMUNICATIONS BETWEEN THE ARCHITECT & G.C. THE USE OF THESE DOCUMENTS INCONSISTENT WITH THE ABOVE STATED PROCESS, OR ANY MODIFICATION TO CONSTRUCTION DOCUMENTS BEYOND WHAT RESULT IN COST OVER RUNS, SCHEDULE DELAYS, INFERIOR BUILT SOLUTIONS, INCONSISTENT WITH THE ORIGINAL INTENT, AND WHICH MAY BE HARMFUL TO THE HEALTH, SAFETY & WELFARE OF THE PUBLIC.

REVISION	DATE	DESCRIPTION	BY
–	12/29/21	SCHEMATIC DESIGN	JAH
–	01/05/22	SCHEMATIC DESIGN	JAH
–	01/06/22	SCHEMATIC DESIGN	JAH
–	01/09/22	SCHEMATIC DESIGN	JAH
–	01/11/22	SCHEMATIC DESIGN	JAH
–	01/13/22	SCHEMATIC DESIGN	JAH
–	01/14/22	SCHEMATIC DESIGN	JAH
–	01/21/22	SCHEMATIC DESIGN	JAH
–	01/29/22	SCHEMATIC DESIGN	JAH
–	02/01/22	SCHEMATIC DESIGN	JAH
–	02/07/22	SCHEMATIC DESIGN	JAH

1 / A5.01 AMENITY CENTER - FRONT ELEVATION

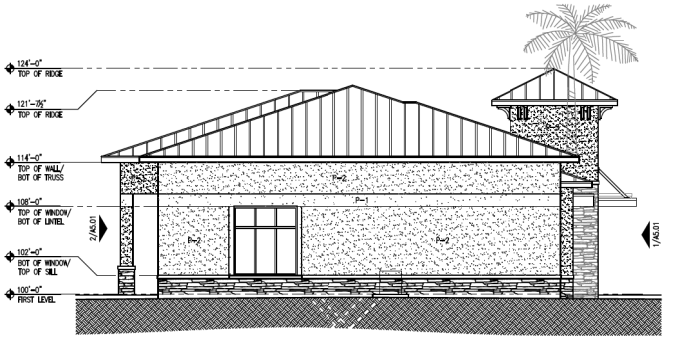
SCALE: 3/16" = 1' – 0"

2 / A5.01 AMENITY CENTER - REAR ELEVATION

SCALE: 3/16" = 1' – 0"

3 / A5.01 AMENITY CENTER - LEFT ELEVATION

SCALE: 3/16" = 1' – 0"



4 / A5.01 AMENITY CENTER - RIGHT ELEVATION

SCALE: 3/16" = 1' – 0"

ELEVATION KEYNOTES

1. CULTURED STONE CLADDING ON CMU WALL
2. CULTURED STONE CORNER.
3. PRECAST 4" SILL/BAND
4. CEMENTITIOUS PLASTER FINISH ON CMU WALL WITH REVEALS AS SHOWN. SEE DETAIL FOR DIMENSIONS
5. WINDOW – SEE WINDOW SCHEDULE.
6. FAUX WINDOW – SEE WINDOW SCHEDULE.
7. ENTRANCE DOOR IN STOREFRONT
8. STANDING SEAM METAL ROOF – OLD ZINC GRAY
9. CONTIN. RIDGE VENT
10. METAL RIDGE CAP
11. FIBER CEMENT FASCIA BOARD – PAINTED
12. BRACKET. SEE DETAIL
13. 6" STRUCCO TRIM AROUND WINDOW. USE ACCENT PAINT P-1. SEE PAINT SCHEDULE
14. EXTERIOR DOOR – PAINTED CONDENSING UNITS – SEE MECH. DWGS.
15. EXTERIOR 6' TALL FENCE U.N.O. REF. TO LANDSCAPE DRAWING FOR EXACT TYPE
16. CONTROL JOINT IN CEMENTITIOUS PLASTER
17. 3/4" PVC STUCCO REVEAL
18. EXTERIOR LIGHT FIXTURE. SEE ELEC. DWGS.
19. PERFORATED METAL SCREEN BY MC NICKOLS WITH TRIMS TO MATCH W-01 WINDOWS.

GENERAL ELEVATION NOTES

1. ALL EXTERIOR METAL TO BE ALUMINUM, U.N.O.
2. CONTROL JOINT IN CEMENT PLASTER TO LOCATED EVERY 144 SF AND NOT TO EXCEED 1:2 RATIO.

OPTION 1

EXTERIOR FINISHES

SW 6021	DREAMY WHITE
SW 7079	PONDER
SW 7081	SENSUOUS GRAY
	CULTURED STONE

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CLIENT
TWISTED OAKS
AMENITY CENTER
–
FLORIDA

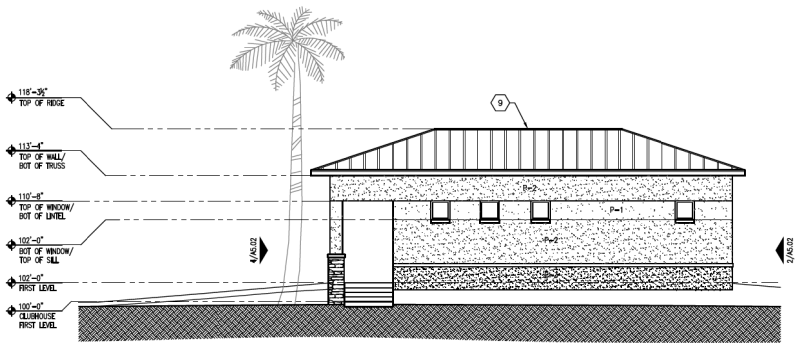
DRAWING TITLE
BUILDING 1 ELEVATIONS

ENGINEER	ARCHITECT	DESIGNER
–	TH	JAH
DRAWN BY	REVIEWED BY	SCALE
JAH	TH	AS SHOWN

JAH # 801
CADD FILE #
REF FILE(S)
RECORD CONTROL
DRAWING NUMBER
A5.01A

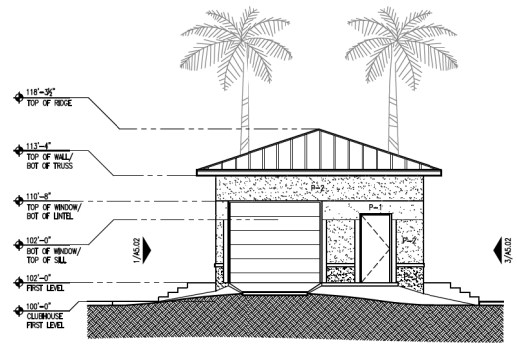
SEAL
STATE OF FLORIDA
JAMES A. HUGGINS
AR0009456
REGISTERED ARCHITECT
--/--/2022

SCHEMATIC DESIGN



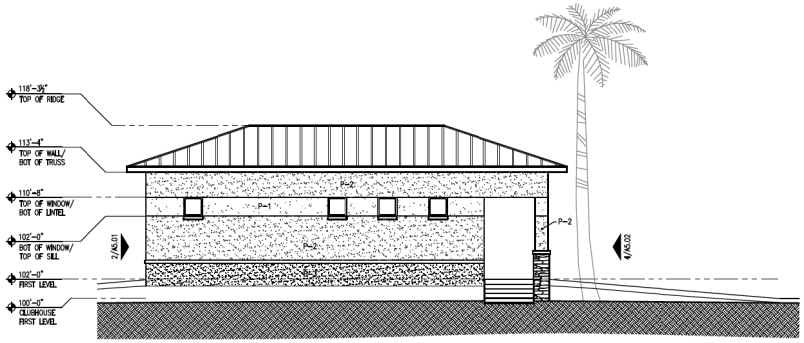
1 A5.02 POOL RESTROOM - SIDE ELEVATION

SCALE: 3/16" = 1' - 0"



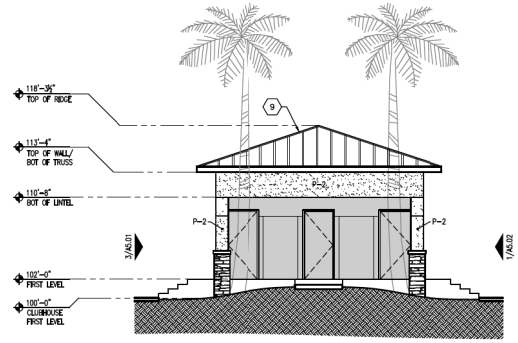
2 A5.02 POOL RESTROOM - REAR ELEVATION

SCALE: 3/16" = 1' - 0"



3 A5.02 POOL RESTROOM - SIDE ELEVATION

SCALE: 3/16" = 1' - 0"



4 A5.02 POOL RESTROOM - FRONT ELEVATION

SCALE: 3/16" = 1' - 0"

CEMENT PLASTER SCHEDULE

LOCATIONS	BARRIER	REINF. MESH	SCRATCH & BROWN COAT	FINISH COAT	CONTROL JOINT
EXT CMU	–	–	–	3/8" SAND FINISH	AS DRAWN, NOT TO EXCEED 2:1 RATIO OR 144 SF
EXT SHEATHING – ¾"	(2) LAYER #30 FELT	WIRE LATH	5/8"	1/4" ACRYLIC	AS DRAWN, NOT TO EXCEED 2:1 RATIO OR 144 SF

PAINT SCHEDULE

PAINT – PAINT TO BE SHERWIN WILLIAMS SUPERPAINT EXTERIOR ACRYLIC LATEX – SATIN

P-1 SW 6021 DREAMY WHITE	TRIM ACCENT
P-2 SW 7079 PONDER	EXTERIOR BASE PAINT
P-3 SW 7081 SENSUOUS GRAY	EXTERIOR PAINT
P-4 SW ---- T.B.D.	–
P-5 SW ---- T.B.D.	–

NOTES: OWNER TO PROVIDE FINAL COLOR SELECTIONS.

NOTES:
1. PAINT EXPOSED STEEL STRUCTURE FLAT BLACK INCLUDING, BUT NOT LIMITED TO, COLUMNS, BAR JOISTS AND BEAMS.

FINISHES

EXTERIOR FINISHES:

CONCRETE/CEMENT PLASTER / STUCCO SATIN FINISH
PRIMER: A24W00300 – LOXON® CONCRETE & MASONRY PRIMER, INTERIOR/EXTERIOR LATEX WHITE
2 COATS: A82W01151 – SUPERPAINT® EXTERIOR LATEX SATIN EXTRA WHITE

FERROUS METAL HOLLOW METAL DOORS & FRAMES, AND BOLLARDS
PRIMER: B50W02001 – KEM KROM® UNIVERSAL METAL PRIMER OFF WHITE OFF WHITE
2 COATS: B54W00151 – PRO INDUSTRIAL URETHANE ALKYD ENAMEL EXTRA WHITE

STEEL DOORS & DOOR FRAMES
PRIMER: B66W00310 – PRO INDUSTRIAL PRO-CRYL® UNIVERSAL ACRYLIC PRIMER OFF WHITE. SPOT PRIME OR FULL COAT PRIME AS NEEDED
2 COATS: B31W01151 – PROCLASSIC® WATERBORNE INTERIOR ACRYLIC SEMI-GLOSS ENAMEL EXTRA WHITE

METAL ROOF
TAMCO – GREY (STANDARD COLOR)

FIBER CEMENT BD. TRIM SIZE/TYPE

FIBER CEMENT BASIS OF DESIGN: JAMES HARDIE

FASCIA BOARDS:
FASCIA BOARDS SHALL BE FIBER CEMENT BD.

BORDERS/TRIM AT WINDOW HEADS:
ALL BORDERS & TRIM SHALL BE 5/4 X 3.5 SMOOTH FINISH CEMENT BD. – PAINTED. INCLUDE JAMBS.

EXTERIOR CEILINGS:
ALL EXTERIOR CEILINGS AND SOFFITS SHALL BE 1/4" PVC BEAD BOARD – NON VENTED.

EXTERIOR TRIM @ DOOR & WINDOWS (JAMBS ONLY):
UTILIZE STUCCO 6W TRIM

JAHarchitects, LLC
1121 E Twiggs Street
Suite 200
Tampa, Florida 33602
FL Architectural license No. AA26001219
813.223.2725 phone
813.223.2722 fax
www.JAHarchitectsllc.com

THESE CONSTRUCTION DOCUMENTS HAVE BEEN PREPARED BY A LICENSED ARCHITECT AND ARE INTENDED TO BE IMPLEMENTED BY A LICENSED CONTRACTOR. THEY INCLUDE, BUT ARE NOT LIMITED TO, DRAWINGS AND THE WRITTEN SPECIFICATION, SCHEDULED TESTING, PROJECT MANAGEMENT AS OUTLINED IN THE SPECIFICATION, MOCK-UPS, PRE-INSTALLATION CONFERENCES, SHOP DRAWINGS, RFI'S, AND PROFESSIONAL COMMUNICATIONS BETWEEN THE ARCHITECT & O.C. THE USE OF THESE DOCUMENTS, INCONSISTENT WITH THE ABOVE, OR THE USE OF PARTIAL SETS OF CONSTRUCTION DOCUMENTS, DAMAGES MAY RESULT IN COST OVER RUNS, SCHEDULE DELAYS, INFERIOR BUILT SOLUTIONS, INCONSISTENT WITH THE ORIGINAL INTENT, AND MAYBE HARMFUL TO THE HEALTH, SAFETY & WELFARE OF THE PUBLIC.

REVISION	DATE	DESCRIPTION	BY
–	12/29/21	SCHEMATIC DESIGN	JAH
–	01/05/22	SCHEMATIC DESIGN	JAH
–	01/06/22	SCHEMATIC DESIGN	JAH
–	01/09/22	SCHEMATIC DESIGN	JAH
–	01/11/22	SCHEMATIC DESIGN	JAH
–	01/12/22	SCHEMATIC DESIGN	JAH
–	01/14/22	SCHEMATIC DESIGN	JAH
–	01/21/22	SCHEMATIC DESIGN	JAH
–	01/29/22	SCHEMATIC DESIGN	JAH
–	02/01/22	SCHEMATIC DESIGN	JAH
–	02/07/22	SCHEMATIC DESIGN	JAH

ELEVATION KEYNOTES

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GENERAL ELEVATION NOTES

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OPTION 1

EXTERIOR FINISHES

SW 6021	DREAMY WHITE
SW 7079	PONDER
SW 7081	SENSUOUS GRAY
	CULTURED STONE

SCHEMATIC DESIGN

SEAL: STATE OF FLORIDA · JAMES A. HUGGINS · AR0009466 · REGISTERED ARCHITECT · --/--/2022

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CLIENT: TWISTED OAKS AMENITY CENTER – FLORIDA

DRAWING TITLE: BUILDING 2 ELEVATIONS

ENGINEER	ARCHITECT	DESIGNER
–	TH	JAH
DRAWN BY: JAH	REVIEWED BY: TH	SCALE: AS SHOWN

JAH # 801
CADD FILE #
REF FILE(S)
RECORDS CONTROL

DRAWING NUMBER: A5.02A

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2309-003 Exalt Health 40 Bed Rehabilitation Hospital at Wildwood**

REQUESTED ACTION: The Project Review Committee recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	SP 2309-003 Exalt Health 40 Bed Rehabilitation Hospital at Wildwood
Owner/Applicant(s)	Wildwood Rehab, LP
Acreage	5.45 +/-
Property Location	The subject property is generally located approximately 116 feet west of the Powell Rd and C 44A intersection along C 44A.
Parcel(s)	G08-021

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 39,218 SF rehabilitation hospital and a future 6,000 SF medical office with associated infrastructure, per the attached plans.

SP 2309-003 requires a force main extension to supply sewer services to the property. The applicant has been working with the City's utility department on the proposed sanitary sewer extension route which will be submitted and reviewed separately. There is an executed developer's agreement that legally binds the owner to construct the off-site sanitary sewer extension in order to serve the parcel.

SP 2309-003 meets the criteria set forth within the Design District Standards, and is in line with goals, objectives, and polices within the city's 2050 Comprehensive Plan. The submittal of the design for the off-site sanitary sewer extension will bring the plan into compliance with the city's Land Development Regulations and Code of Ordinances.

Date: 05/28/2024
Amanda Bondi
Planner II, Development Services

WILDWOOD
EST. 1877
FLORIDA

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

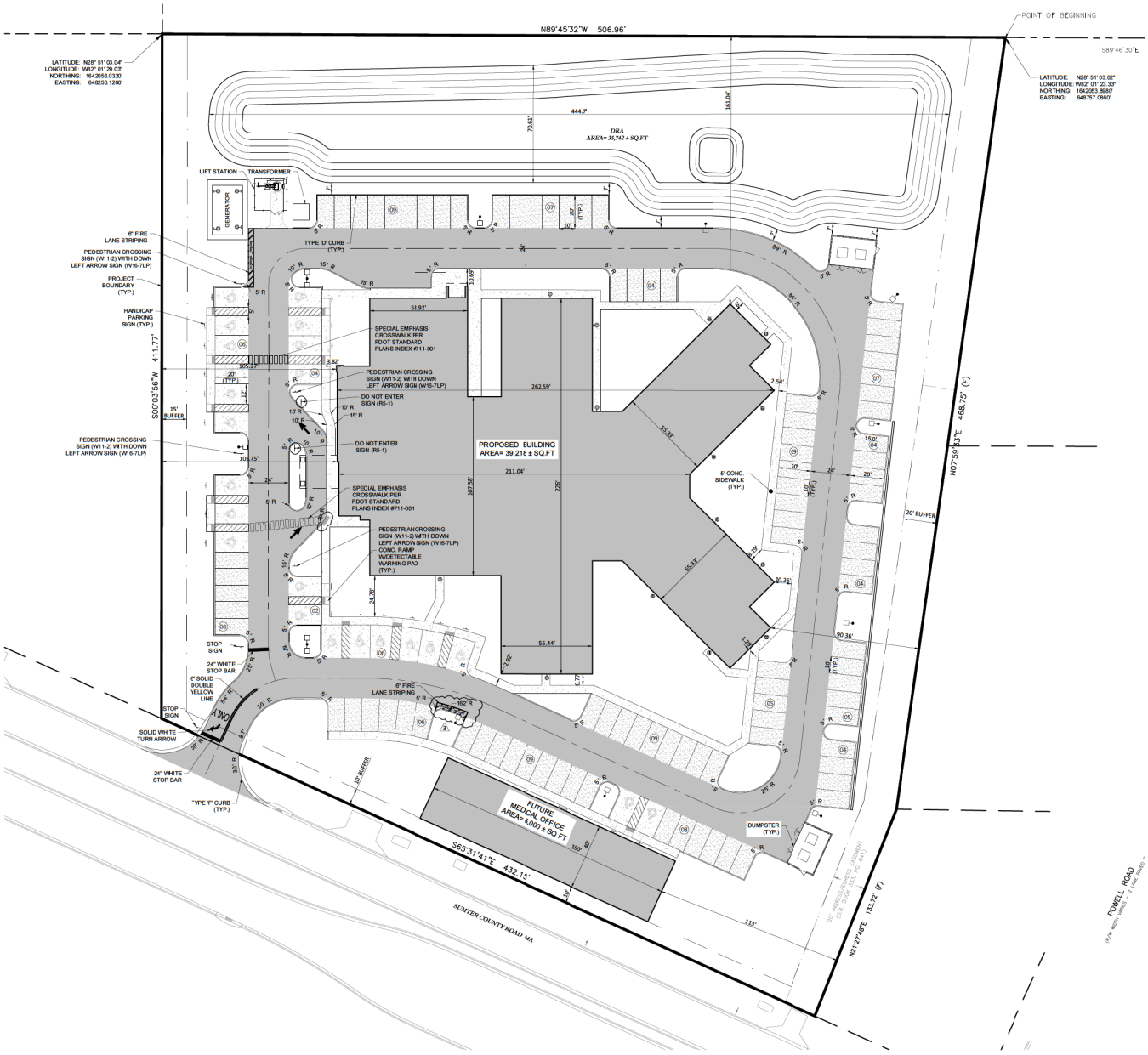
N
Feet
0 80 160

SP 2309-003

EXHALT HEALTH 40 BED REHAB HOSPITAL

PARCEL G08-021

MAP 1B
LOCATION MAP
JANUARY 2024



LEGEND:

- LIGHT DUTY ASPHALT
- HEAVY DUTY ASPHALT
- CONCRETE

50' 25' 0 50' 100'
SCALE IN FEET
1" = 30'

SITE DATA:

PROJECT LOCATION: SEC 8, TWP. 19, RGE. 23
PARCEL I.D.: G08-021
DEVELOPER: ASTREA DEVELOPMENT LLC.
CONTACT: ERIK DE VRIES
PHONE: (214) 762-7334
SITE ADDRESS: 4756 C-44A, WILDWOOD, FL 34785
SITE AREA: 5.45 ACRES
EXISTING ZONING: C-1
FUTURE LAND USE: COM
NUMBER OF STORIES: 1
PROPOSED BUILDING HEIGHT: 23'
PROJECTED # OF EMPLOYEES: 30
SETBACKS FOR C-1: FRONT - 10'
SIDE - 12'

SITE COVERAGE:

BASED ON "TABLE 3-4: Density, Intensity, and Lot Standards", MINIMUM OFEN SPACE (%)
FOR C-1 ZONE IS 15%.

TOTAL SITE AREA	= 237,644 S.F. (5.45 AC.)
REHABILITATION FACILITY AREA	= 39,218 S.F. (0.90 AC.)
MEDICAL OFFICE AREA	= 6,000 S.F. (0.14 A.C.)
CONCRETE/ASPHALT/CURB	= 71,221 S.F. (1.64 AC.)
PROPOSED DRAINAGE RETENTION AREAS	= 35,742 S.F. (0.82 Ac.)
PROPOSED OPEN SPACE	= 115,763 S.F. (49%)
REQUIRED OPEN SPACE	= 35,646 S.F. (15%)

PARKING CALCULATIONS:

REHABILITATION FACILITY
BASED ON 1 PER 3 BEDS PLUS 0.5 PER EMPLOYEE (TABLE 6-12 MINIMUM STANDARDS FOR OFF-STREET PARKING REQUIREMENTS FOR NON-RESIDENTIAL LAND USES - SKILLED NURSING FACILITY).

PROPOSED UNITS	=	40 BEDS
PARKING REQUIRED	=	90 SPACES
PARKING PROVIDED	=	90 PARKING SPACES (21 DISABLED, 69 REGULAR)

MEDICAL OFFICE
BASED ON 1 PER 250 SF (TABLE 6-12 MINIMUM STANDARDS FOR OFF-STREET PARKING REQUIREMENTS FOR NON-RESIDENTIAL LAND USES - SKILLED NURSING FACILITY).

PARKING REQUIRED	=	24 SPACES
PARKING PROVIDED	=	26 PARKING SPACES (2 DISABLED, 24 REGULAR)

NOTES

1. ALL RIGHT-OF-WAY RADII AT INTERSECTIONS TO BE 25'.
2. ALL CONSTRUCTION COVERED BY THESE PLANS SHALL COMPLY WITH THE MATERIAL REQUIREMENTS AND QUALITY CONTROL STANDARDS CONTAINED IN THE CITY OF WILDWOOD LAND DEVELOPMENT CODE.
3. SIGNAGE MAY BE ALLOWED UP TO ONE FREE STANDING SIGN STRUCTURE PER DEVELOPMENT NOT EXCEEDING 12 SQUARE FEET. THE SIGN SHALL BE APPROVED AS PART OF THE DEVELOPER'S AGREEMENT AND SHALL NOT INCLUDE ANY INTERNAL ILLUMINATION OR ANIMATION. ADDITIONAL PERMITS WILL BE REQUIRED FOR MONUMENT SIGNAGE.
4. ALL PERMANENT PAVEMENT MARKINGS WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE THERMO PLASTIC PER FDOT DESIGN STANDARDS (LATEST VERSION).
5. ALL PEDESTRIAN ACCESS CONNECTIONS TO BUILDINGS SHALL BE CONSTRUCTED PER LATEST FLORIDA BUILDING CODE. CONNECTION SHOWN ON CIVIL PLANS ARE GRAPHICAL REPRESENTATION ONLY.
6. APPROVAL OF THE SITE PLAN DOES NOT APPROVE ANY SIGN OR ITS LOCATION. A SEPARATE SIGN APPLICATION AND FEE IS REQUIRED.
7. ALL TRAFFIC CONTROL DEVICES MUST COMPLY WITH THE FLORIDA STATE STATUTES REGARDING THE INSTALLATION AND MUST CONFORM TO THE MANUAL AND SPECIFICATIONS PUBLISHED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION, TO INCLUDE BUT NOT LIMITED TO SIGNS SIZE AND HEIGHT.

PAVEMENT MARKING NOTES:

ALL MARKINGS PER FDOT 711-001 & 711-102.
ALL MARKINGS WITHIN PUBLIC RIGHT OF WAY TO BE THERMOPLASTIC PER LATEST FDOT DESIGN STANDARDS.

Tillman & Associates
ENGINEERING, LLC.
CIVIL ENGINEERING - PLANNING - LANDSCAPE ARCHITECTURE - ENVIRONMENTAL
1720 SE 16th Ave. Bldg 100, Ocala, FL 34471
Office: (352) 387-4540 Fax: (352) 387-4545
CERTIFICATE OF AUTHORIZATION #26756

REVISIONS

DATE	COMMENTS	
12/12/23	1 - ERA	ERA
2/16/24	2 - ASI 01	KLA

MAJOR SITE PLAN
EXALT HEALTH - WILDWOOD
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

GEOMETRY PLAN

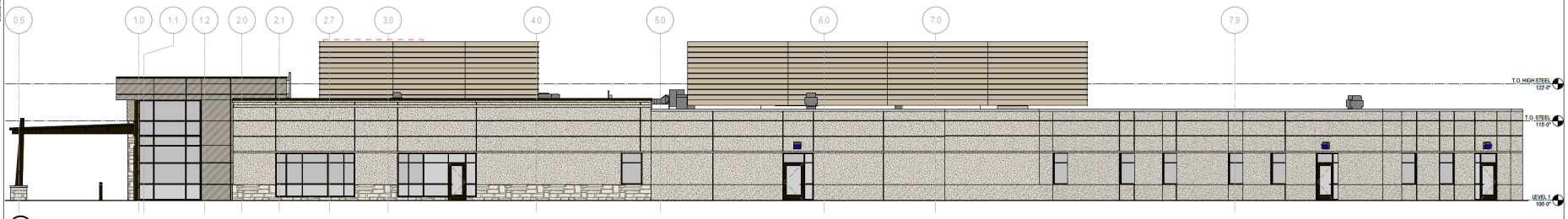
DATE 4/1/2024
DRAWN BY AS
CHKD. BY KLA
JOB NO. 23-8256

This item has been digitally signed and sealed by Kevin L. McHey on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

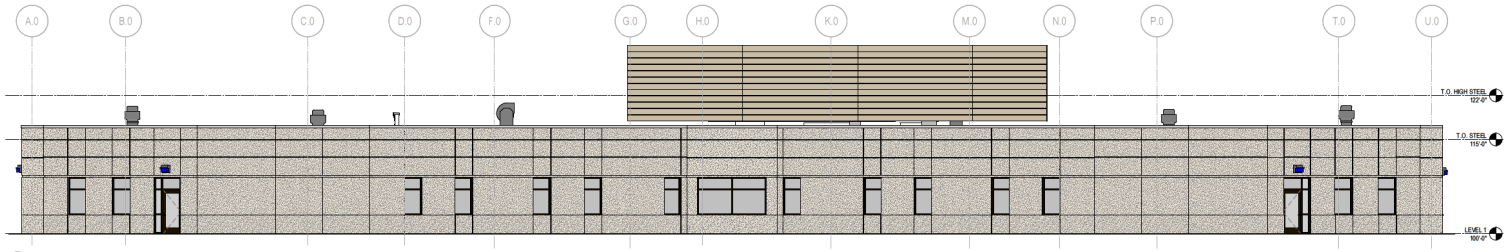
4/3/2024

SHT. 05.01

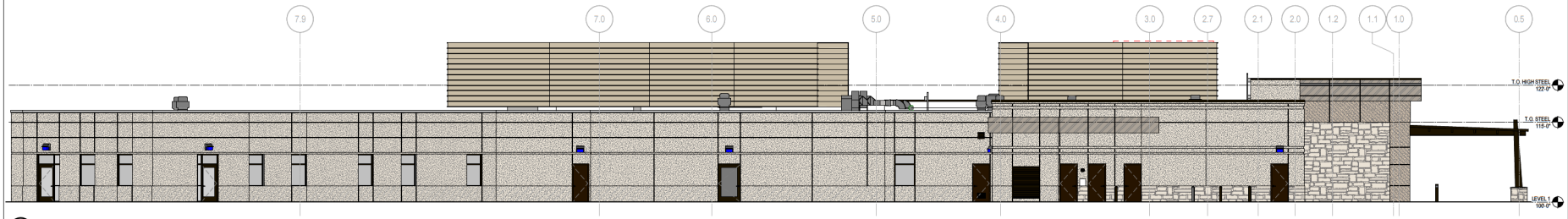
NOT VALID UNLESS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER



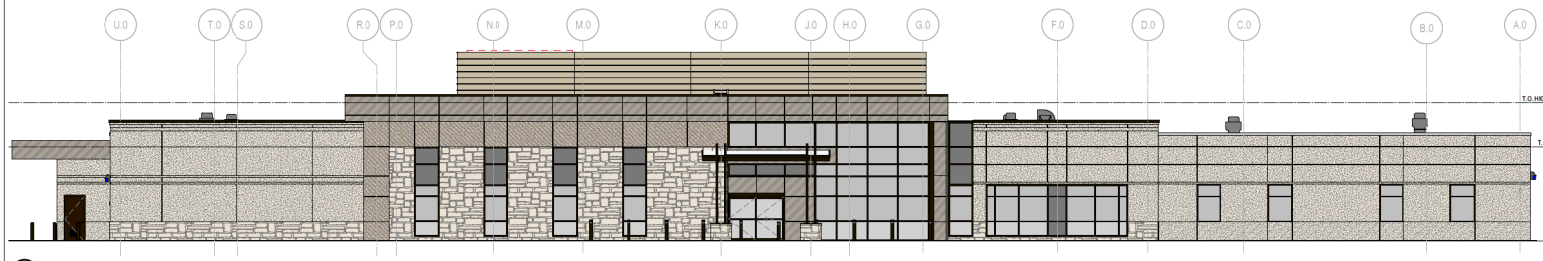
04 A9.01 EXTERIOR ELEVATIONS OVERALL - WEST
1/8" = 1'-0"



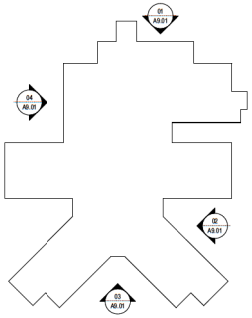
03 A9.01 EXTERIOR ELEVATION OVERALL - EAST
1/8" = 1'-0"



02 A9.01 EXTERIOR ELEVATION OVERALL - EAST
1/8" = 1'-0"



01 A9.01 EXTERIOR ELEVATION OVERALL - NORTH
1/8" = 1'-0"



e4h ENVIRONMENTS FOR HEALTH ARCHITECTURE
888.781.8441 817.226.5917 809 Cherry St. Ste. 300, Fort Worth, TX 76102 e4harchitecture.com

© 2023 E4H - Environments For Health, LLC

exalt health

ASTREA

EXALT HEALTH
EXALT HEALTH 40 BED REHABILITATION HOSPITAL WILDWOOD
4756 CR-44A WILDWOOD, FL 34785

PROJECT: 3122023

A	DATE	DESCRIPTION
1	Date 2	First Revision

ORIG SUBMISSION: 08/25/23
CURRENT:

SHEET TITLE AND NUMBER:

A9.01

ELEVATIONS- EXTERIOR- OVERALL

Prepared by and return to:

Robert W. Batsel, Jr., Esq.
Gooding & Batsel, PLLC
1531 SE 36th Avenue
Ocala, FL 34471

Parcel ID: G08-021

DEVELOPER'S AGREEMENT BETWEEN THE CITY OF WILDWOOD AND WILDWOOD REHAB, LP

(Exalt Health 40-Bed Rehabilitation Hospital Wildwood)

This Developer's Agreement ("Agreement"), effective this 22nd day of April, 2024 ("Effective Date"), made and entered into by and between the City of Wildwood, Florida, a Florida municipal corporation (hereinafter called "City"), and Wildwood Rehab, LP, a Florida limited partnership, together with its successors and assigns in interest and/or title to the Property described herein (hereinafter called "Developer").

RECITALS

WHEREAS, Developer's Agreements strengthen the public planning process, encourage sound capital improvements planning, and assist in assuring that there are adequate capital facilities for development;

WHEREAS, City is a regional water, wastewater, reuse water and municipal services provider;

WHEREAS, Developer owns in fee simple certain real property in Sumter County, Florida, more particularly described on the attached Exhibit "A" (the "Property");

WHEREAS, Developer's proposed development locally known as the Exalt Health 40-Bed Rehabilitation Hospital Wildwood requires access to water, wastewater, and other municipal services;

WHEREAS, Developer desires to procure services, including, but not limited to, water, wastewater, and other municipal services, from the City for the Property, and City desires to provide water, wastewater, and other municipal services to the Property;

WHEREAS, on or about August 28, 2023, Developer filed an Application for Concurrency Reservation with the City ("Application"), requesting to reserve the 10,350 gallons

per day of potable water capacity and 8,616 gallons per day of sanitary sewer capacity, otherwise stated as 35.3 ERUs (as defined below) within the City's facilities ("Project Capacity Requirement");

WHEREAS, the City determined that its utility system has insufficient sanitary sewer capacity to serve the Project and will require construction of a sanitary sewer line extension in order to expand capacity as set forth herein;

WHEREAS, the Parties desire for Developer to design and construct the aforementioned sanitary sewer line extension and to receive credits toward SDC Fees for ERUs in an amount equal to Developer's actual costs expended on such design and construction, as set forth herein;

WHEREAS, the Parties desire to enter into this Agreement confirming their agreement regarding the furnishing of municipal services, including but not limited to water, wastewater, and other municipal services for the Property;

WHEREAS, this Agreement and all stipulations and covenants made herein are acknowledged to be subject to the approval of every County, Regional, State and Federal regulatory agency having jurisdiction of the subject matter of this Agreement;

WHEREAS, The City Commission has approved this Agreement and has authorized the City Manager to execute this Agreement by motion passed at a regular City Commission meeting on April 22, 2024;

NOW THEREFORE, in consideration of the mutual covenants and undertakings of City and Developer and other good and valuable considerations, these parties covenant and agree with each other as follows:

1. **Incorporation of Recitals and Exhibits.** The parties confirm and agree that the above Recitals are true and correct, and incorporate their terms and provisions herein for all purposes. The contents, terms and provisions of all Exhibits which are attached to this Agreement and referenced herein are, by this reference, incorporated into this Agreement for all purposes.

2. **Definitions.** For the purposes of this Agreement, in addition to those terms which are specifically defined elsewhere in this Agreement the following terms shall have the following definitions:

   A. ***"Agreement"*** – This Developer's Agreement, as the same may be subsequently amended, modified or supplemented pursuant to its terms and provisions.

   B. ***"Connection Fee"*** – Those charges of the City for a customer's proportionate share of the capital costs of the water and wastewater utility plant capacities allocated to a new or modified customer connection, as defined in City Ordinances and Resolutions.

   C. ***"County"*** – Sumter County, Florida, a political subdivision of the State of Florida.

D. ***"Developer"*** – Wildwood Rehab, LP, and its successors, and assigns in interest, and/or title, including any Homeowners/Property Owners Association to be created by Developer to which all common improvements described in this Agreement, will be conveyed and under whom all future maintenance responsibilities will fall.

E. ***"Equivalent Residential Unit"*** – As defined by City Ordinance, also referred to in this Agreement as "ERU." The term "Equivalent Residential Connection," also referred to as "ERC," is synonymous with "ERU."

F. ***Parties"*** – Refers to either Developer or City, or (as applicable) to both Developer and City.

G. ***"Property"*** – The real property described on attached Exhibit "A."

H. ***"Significant Progress"*** – The Developer will have achieved substantial progress under the terms of this Agreement when storm water basins, roadway bases, curbs and underground utilities have been completed or are under construction pursuant to a valid Permit (or Permits) issued by City for such work.

I. ***"System Development Charge"*** – Those charges by City for a customer's proportionate share of the capital costs of the water and wastewater utility main lines and connection lines, as well as the hydraulic share of the facilities required to service that customer, as defined by City Ordinances and Resolutions, and is also referred to herein as an "SDC" or "SDC Fee."

J. ***"Transmission Fee"*** – The portion of the SDC that represents the customer's proportionate share of the capital costs of the water and wastewater utility main lines and connection lines.

K. ***"Treatment Fee"*** – The portion of the SDC that represents the customer's hydraulic share of the facilities required to service that customer.

L. ***"Water Management District" or "SWFWMD"*** – The Southwest Florida Water Management District, an agency of the State of Florida.

3. **Developer's Obligations.**

A. **System Development Charges and Capacity.**

1. **SDC Fees.**

a) The System Development Charge (SDC), when paid, refunds the City for the capital cost of the water and wastewater utility lines and purchases capacity in the water and wastewater infrastructure. SDC Fees are based on the equivalent residential volumes, which are 300 gallons per day for water consumption and 250 gallons per day for wastewater treatment.

b) The water SDC Fee and its components shall be calculated using City Ordinances and Resolutions in effect at the time Developer pays the applicable SDC Fee. The calculations for the water SDC Fee components are shown on attached Exhibit "B."

c) The wastewater SDC Fee shall be calculated using City Ordinances and Resolutions in effect at the time Developer pays the applicable SDC Fee. The calculations for the wastewater SDC Fee components are shown on attached Exhibit "B."

d) Developer acknowledges and agrees that SDC Fees paid are non-refundable. However, the City acknowledges that should an unforeseen circumstance arise such that the City is unable to meet its obligation of service for any phase of development, or portion thereof, that the associated SDC fees will be refunded to the Developer.

e) SDC Fees are calculated by the City based on the number of Equivalent Residential Units (ERU's) approved for a reservation of capacity as indicated on attached Exhibit "B." One (1) SDC Fee is due for each connection (ERU) reserved. Developer acknowledges that no water or wastewater capacity reservation is created, or implied, without City receiving payment of the applicable fees in accordance with the terms of this Agreement. Reservation of water and wastewater capacity is subject to capacity availability.

f) Water and wastewater SDC Fees for the development shall be paid upon execution of this Agreement as outlined below in Section 3.A.2; the water and wastewater SDC Fees for each subsequent phase of development shall be paid upon the commencement of construction of the applicable phase as outlined below in Section 3.A.2.

g) Developer understands that increases in capacity reserved, or any new purchase of capacity reservations, will result in additional SDC Fees being due from Developer to City.

2. <u>Payment Schedule</u>.

a) The water and wastewater SDC Fees shall be calculated according to the rate schedule adopted by City and in effect at the time the Developer pays the applicable SDC Fee. The calculation of the SDC Fees for an Equivalent Residential Unit (ERU) based on the current rate schedule adopted by City is included in attached Exhibit "C."

b) Developer must proceed with due diligence toward the use of all connections.

c) SDC Fees are not reserved by City on speculation, and such reservation may be rescinded by the City if Significant Progress on construction of the applicable phase of Developer's project on the Property is not made within twenty-four (24) months of the date the initial SDC Fee (or portion thereof) was paid by the Developer. The time for Significant Progress may be extended by an agreement in writing signed by the parties.

d) The following actions must be completed by Developer prior to the reservation of water or wastewater ERU's:

3.A.2.d.1. Developer must complete and file the City's Concurrency Determination and Concurrency Reservation applications.

3.A.2.d.2. This Developer's Agreement, and all attachments, must be fully executed by Developer and City.

e) 50% of the SDC Fee for the Project shall be paid upon execution of this Agreement. The remaining 50% of the SDC Fee as it relates to each individual use shall be paid on issuance of each Construction Permit.

f) Capacity is reserved for a particular location and assumes that City will be prepared to serve that capacity according to the agreed-upon availability schedule at that location and no other.

g) The City shall have the right, but not the obligation, to repurchase unused SDC fees by the Developer at the prevailing rate within seven (7) years of the effective date of this Agreement.

3. Until Developer provides City with payment for SDC Fees required by Developer for the applicable phase of development, as provided in Exhibit "D," and completes all other requirements of this Agreement, no permanent water or wastewater service will be provided to the Property. Construction water will be available to the Developer upon payment of the first 50% of the SDC Fee for the applicable portion of development.

4. City reserves the right to determine the number of ERU's it will allow Developer to purchase. The City has determined at the time of execution of this Agreement that the Developer may purchase 35.3 water ERU's and 35.3 wastewater ERU's. These will be available at the times listed on Exhibit "D."

5. Developer may not transfer any reserved water or wastewater capacity without written permission from the City. Any such transfer, unless approved by City, will void the capacity reservation and the ERU's will revert back to the City. The Developer will forfeit any right to any repayment of the fees paid. The City shall not unreasonably withhold permission for a transfer of capacity to another property or another project. As Developer develops the Property and sells portions thereof,

such sales and transfers to facilitate such sales shall not be deemed a transfer prohibited by this Section. Use of water or transfer of capacity shall not deem the Developer as a provider or purveyor of water.

6. The purchase of ERU's does not act to set the price for future purchases, but only as to purchases specifically set forth in this Agreement. Any future purchases not contemplated by this Agreement will be at the price set by City at time of payment.

7. The City shall have the right, but not the obligation, to repurchase unused SDC fees by the Developer at the prevailing rate within seven (7) years of the effective date of this Agreement.

4. **Off-Site Improvements – Pioneer Agreement**.

A. The Developer shall design, permit, and construct OFF-SITE IMPROVEMENTS (hereinafter referred to as the "Improvements"):

1. **Adjacent Sanitary Sewer Line Extension**. Prior to issuance of a Certificate of Occupancy for the Project, Developer shall, at its sole cost and expense, design, permit and construct, to City standards, a 6" diameter sanitary sewer line from the Project to nearest manhole west of the Project within the CR 44A right of way (the "Adjacent Sewer Line"). Upon completion, the Adjacent Sewer Line will be transferred to and owned and operated by the City.

2. **Westerly Sanitary Sewer Line Extension**. Prior to issuance of a Certificate of Occupancy for the Project, Developer shall, at its sole cost and expense, design, permit and construct, to City standards, an 8" diameter sanitary sewer line from existing City sanitary sewer facilities located within the northern portion of CR 44A right of way at its intersection with Old Wire Road, west to the intersection of CR 44A and Roy Street, then west / southwest within Roy Street right of way to the City's existing sanitary sewer facilities at the intersection of Roy Street and the eastern boundary of US Highway 301 ("Westerly Sewer Line"). Upon completion, the Westerly Sewer Line will be transferred to and owned and operated by the City.

B. The City and the Developer have agreed that the Developer is entitled to receive a credit to be applied against the City SDC Fees for wastewater equal to the cost associated with construction of the Improvements. The parties acknowledge that the current estimated cost for the construction is as follows:

Total	$495,540.86

C. The Developer's cost to construct the Improvements will exceed the amount of wastewater SDC Fees paid to the City. The Developer shall be entitled to wastewater SDC credits equal to the actual cost of construction of the Improvements. The City will issue SDC Fee credits to the Developer based on the following schedule:

1. The current SDC Fee rate for one (1) ERU of wastewater is $3,298.00. The estimated cost of the Improvements listed above in Section 4.A is $495,540.86, providing for 150.26 ERUs.

2. The City will issue credits for wastewater SDC Fees for the Property, in the amount of 150.26 ERUs.

3. The Developer needs an estimated 35.3 wastewater ERUs; the additional 114.96 wastewater ERUs will be known as Pioneer Credits. The City agrees to reimburse the Developer for Pioneer Credits from SDC Fees collected from utility customers for wastewater located along the routes of the Improvements that connect to and are directly benefited by the construction of the Improvements. The City's obligation to reimburse the Pioneer Credits shall terminate ten (10) years from the date of execution of this Agreement.

4. Any additional ERUs above the 150.26 wastewater ERUs will require payment of the wastewater SDC Fees in effect at the time of acquisition.

5. Water SDC Fees are not subject to the reimbursement.

6. The City's obligation to reimburse the Developer, or any authorized successors or assigns, for any non-reimbursed funds shall terminate ten (10) years after the date of this Agreement.

5. <u>Developer's Responsibility</u>.

A. The Developer shall design, permit, and construct the Improvements:

1. Adjacent Sanitary Sewer Line Extension; and

2. Westerly Sanitary Sewer Line Extension.

B. After completion of construction of the wastewater systems and upon acceptance by the City, approval of as-builts, and receipt of all regulatory clearances, the Developer or property owner shall be responsible for the water service lines from the Developer's side of the water meter and for the wastewater service laterals from the right-of-way to the structure.

C. Developer is responsible for ownership and maintenance of any and all stormwater management areas, buffers, and other common areas within the Property.

6. <u>City's Responsibility</u>.

A. The City agrees that upon completion of the off-site Improvements, inspection and approval by City utilities and upon clearance by the Florida Department of Environmental Protection (FDEP), it will accept the off-site Improvements.

The Developer will provide a written bill of sale together with accepted as-built plans, along with such other and further documentation that may reasonably be required to effectuate such transfer, including, but not limited to, a deed, if applicable.

The City shall be responsible for the wastewater service lines from the City's side of the line for the wastewater service as set forth in the City's code or regulations.

B. After completion of construction of the water and wastewater systems and upon acceptance by the City, approval of as-builts, and receipt of all regulatory clearances, the City shall be responsible for ownership and maintenance of the water and wastewater systems within the right-of-way, including service lines, lift stations, and pump stations.

C. The City shall be responsible for costs associated with the recording of this document in the Sumter County Public Records.

7. <u>City's Option to Construct Wastewater Lines</u>

A. Notwithstanding anything in this Agreement, in the event the Developer fails to complete construction of the Improvements within eighteen (18) months of the Effective Date, then the City shall have the right, but not the obligation, to design, permit and construct, at its own cost the Improvements. Should the City choose to do so, the City would have no obligation to provide credits to the Developer in accordance with this Agreement. Furthermore, the Developer would have no further obligations with respect to the design, permitting, or construction of said sewer line.

B. Should the City construct the wastewater lines, any other obligation of the Developer under this Agreement or under the City's Code of Ordinances or Land Development Regulations would not be waived.

8. <u>Miscellaneous Terms</u>.

A. City's Land Development Regulations require Florida Friendly landscaping, energy efficient construction, energy efficient appliances, and underground utilities. These Land Development Regulations will apply to Development of the Property.

B. Fire flow volumes and pressures are limited by City's potable water extension service infrastructure. The fire flow volumes and pressure flow which will be provided by City are appropriate for single family homes. City shall not reduce its fire flow volumes and pressures after Developer has commenced development of the Property.

C. Developer and individual property owners of portions of the Property must comply with the City of Wildwood Design Standards and any other applicable Ordinances or Land Development Regulations, the Planned Development Agreement, or as otherwise modified by variance.

D. Specific utility easements containing main pipe utilities to be provided by Developer to City will be a minimum of twenty feet (20') wide. Utility easements to be provided by Developer to City for secondary pipe utilities and wire utilities will be ten feet (10') wide along front lot lines, seven and a half feet (7.5') wide along rear lot lines, and five feet (5') wide along side lot lines. All utility easements will be reflected and noted on the approved site plans and plats or deed restrictions as submitted by the Developer. No permanent structures shall be erected within the utility easements. If the Developer needs to relocate any existing utility main lines within the existing easement for any reason, the design and realignment must be approved by the City, and Developer must provide any additional easement required, which must be executed and recorded. All costs of the relocated utility lines will be the responsibility of the Developer including, but not limited to, design, review, permitting, materials, labor and equipment. A complete set of as-built drawings for the relocated utility mains must be provided to the City prior to the issuance of the final Certificate of Occupancy.

9. General Provisions.

A. Notices. With respect to any Notices required to be given under the terms of this Agreement, such Notices shall be deemed given and effective:

1. Three (3) calendar days after the date they are deposited in the United States Mail, postage prepaid, return receipt requested, addressed to the Parties at the following respective addresses or such other address as provided by a Party pursuant to this Section; or

2. The date of actual delivery by hand or by a recognized national overnight delivery service such as Federal Express, UPS, or Express Mail, addressed to the parties at the following respective addresses or such other address as provided by a party pursuant to this Section:

AS TO THE CITY:	City of Wildwood Attn: Melanie Strickland Development Services Director 100 N. Main Street Wildwood, FL 34785
With Copy To:	Ashley S. Hunt, Esq. Hunt Law Firm, P.A. 109 E. Main Street Leesburg, FL 34748
With Copy To:	City of Wildwood Attn: Jason Martin Utilities Director 100 N. Main Street Wildwood, FL 34785

AS TO DEVELOPER: Wildwood Rehab, LP
50 Kennedy Plaza, 12th Floor
Providence, RI 02903
Attn: Erik De Vries, Manager

Any party may modify the address for notices set forth above by providing notice of the change of address to all parties to this Agreement, which notice is to be provided in accordance with the requirements of this Section.

B. **Negation of Partnership.** None of the terms or provisions of this Agreement shall be deemed to create a partnership by or among Developer or City in their respective businesses or otherwise, nor shall it cause them to be considered joint venturers or members of any joint enterprises. Each Party shall be considered a separate Party, no Party shall have the right to act as an agent for another Party and no Party shall the right to act as an agent for another Party unless expressly authorized to do so in this Agreement.

C. **Not a Public Dedication.** Nothing herein contained shall be deemed to be a gift or dedication of any portion of the Property to the general public, or for any public use or purpose whatsoever. Any portion of the Property which may under the terms of this Agreement later may be designated for public use or purposes shall be conveyed by Developer to City, as applicable. Except as herein specifically provided no right, privileges of immunities of any Party hereto shall inure to the benefit of any third party, nor shall any third party be deemed to be a beneficiary of any of the provisions contained in this Agreement.

D. **Default Provisions.**

1. The terms of this Agreement shall not entitle any Party to cancel, rescind, or otherwise terminate this Agreement. However, such limitations shall not affect in any manner any other rights or remedies which a Party may have hereunder or under applicable law by reason of any such breach.

2. All easements, rights and covenants contained herein shall be enforceable by suit for specific performance and mandatory injunctive relief, in addition to any other remedy provided by law or equity.

3. No Party shall be entitled to pursue any action for specific performance, injunctive relief, or any other available remedy arising out of a default under this Agreement until the non-defaulting Party has provided to the Party alleged to be in default a written Default Notice (with, if applicable, a copy to any other Party to this Agreement) specifying the specific nature of the default, and the alleged

defaulting Party has failed to cure the default within thirty (30) days of the effective date of the Default Notice. In the event the cure of a default reasonably requires greater than the thirty (30) day time period specified, the grace period granted herein shall, if the defaulting Party has initiated cure of the default within the thirty (30) day time period and is continuing to pursue completion of the cure with due diligence, extend the reasonable time period required for the cure of the default.

4. In the event of a material default by Developer with respect to its obligations to City under this Agreement, and failure of Developer to cure the default within the grace period set forth above, in addition to any other remedies available to them under the terms of this Agreement City shall be entitled to withhold issuance of additional development permits or authorizations until the default has been cured. If Developer has, prior to the occurrence of the default, conveyed some or all of the Property to unrelated third parties (such parcel or parcels then becoming a "Third Party Parcel") and the default of Owner is not with respect to, or impact City obligations regarding, a Third Party Parcel, the right of City to withhold Permits upon a default by Owner shall not extend to City Permits pending or to be issued with respect to a successor owner of such Third Party Parcel.

E. **Estoppel Statements.**

1. Each Party agrees that upon written request from time to time of any other Party it will timely issue at no charge to a current or prospective lender to such Party, or to a current or prospective purchaser or successor party to such other Party, or to another governmental entity requesting or requiring the same, an Estoppel Statement stating:

a) Whether the Party to whom the request has been directed knows of any default by any Party under this Agreement, and if there are known defaults, specifying the nature thereof.

b) Whether this Agreement has been assigned, modified or amended in any way by such Party (and if it has, stating the nature thereof).

c) That to the best of the requested Party's knowledge this Agreement, as of the Estoppel Statement date, is in full force and effect.

d) That (if known by the requested Party, if not known by the requested Party that Party shall reply only with respect to any monies owed to it)

to the best of the requested Party's knowledge there are not any monies currently owed by any Party to another Party under the terms of this Agreement, or if there are monies owed, the amount and details of all monies owed.

e) That, as to the Project or as to a specific parcel therein (as applicable, based upon the request) there are no stoppages specifically directed to the Property which would affect the right to procure Development Orders, Building Permits, or Certificate of Occupancy or other development approvals in effect as of the date of the Estoppel Statement.

2. Such written statement shall act as a waiver of any claim by the Party furnishing it to the extent such claim is based on facts contrary to those asserted against a bona fide mortgagee or purchaser for value without knowledge of facts to the contrary of those contained in the Estoppel Certificate who has acted in reasonable reliance upon the statement; however, such statement shall in no event suggest the Party furnishing it to any liability whatsoever, notwithstanding the negligent or other inadvertent failure of such Party to disclose correct and/or relevant information.

F. **Litigation.** In the event of any litigation arising out of this Agreement, the prevailing party shall be entitled to recover all reasonable costs incurred with respect to such litigation, including reasonable attorneys' fees, and including reimbursement for such reasonable attorneys' fees and costs incurred with respect to any bankruptcy, appellate or post-judgment proceeding related thereto.

G. **Binding Effect.** The parties to this Agreement represent to each other that each party fully understands the facts surrounding this Agreement and each is signing this Agreement fully and voluntarily, intending to be bound by it. This Agreement shall be binding upon and inure to the benefit of the Parties hereto, their respective successors, spouses, heirs, executors, administrators and assigns. There are no representations or warranties other than those set forth herein.

H. **Headings.** The headings contained within this Agreement are for identification purposes only, and shall not be construed to amend, modify, or alter the terms of the Agreement.

I. **Severability.** Except as otherwise set forth herein, in the event any provision or section of this Agreement is determined to be invalid or unenforceable, such determination shall not affect the enforceability or the validity of the remaining provisions of this Agreement.

J. **Survival of Representations and Warranties.** All representations and warranties contained herein are made in writing by the parties in connection herewith shall survive the execution and delivery of this Agreement.

K. **Successors and Assigns.**

1. All covenants and agreements in this Agreement made by or on behalf of any Parties hereto shall bind and inure to the benefit of the respective successors and assigns of the Parties hereto, whether so expressed or not.

2. Upon a sale or other transfer of a Parcel or a portion thereof, the terms and provisions of this Agreement, as applicable, shall remain in full force and effect as to the Parcel or a portion of the Parcel.

L. **Applicable Law.** This Agreement is being delivered in the State of Florida and shall be construed and enforced in accordance with the laws of the State of Florida. The venue for any legal proceeding arising out of this Agreement shall be Sumter County, Florida.

M. **Counterparts.** This Agreement may be executed simultaneously in several counterparts, each of which shall be deemed an original, and it shall not be necessary in making proof of this Agreement to produce or account for more than one such counterpart.

N. **Amendment of Agreement.** This Agreement cannot be changed, modified or released orally, but only by an agreement in writing signed by the parties against whom enforcement of said change, modification or discharge is sought.

O. **Gender.** As used in this Agreement, the masculine shall include the feminine and neuter, the singular shall include the plural, and the plural shall include the singular as the context may require.

P. **Effective Date.** This Agreement shall become effective upon completion of its execution by all Parties, and the recordation of the Agreement in the Public Records of Sumter County, Florida.

Q. **Recordation.** This Agreement shall be recorded in the Public Records of Sumter County, Florida.

IN WITNESS WHEREOF the Parties have executed this Developer's Agreement on the day and year set forth below their respective signatures.

DEVELOPER'S AGREEMENT
BETWEEN CITY OF WILDWOOD AND WILDWOOD REHAB, LP

CITY OF WILDWOOD, FLORIDA, a Florida Municipal Corporation

By: _____

Title: City Manager

Date: April 22, 2024

APPROVED AS TO FORM AND LEGALITY:

_____
CITY ATTORNEY

ATTEST:

Jessica Barnes
Jessica Barnes, City Clerk

APPROVED BY THE WILDWOOD CITY COMMISSION ON April 22, 2024.

WILDWOOD REHAB, LP, a Florida limited partnership

By: Wildwood Rehab GP, LLC,

By: Astrea Development, LLC,
a Texas limited liability company,
Its Manager

By: Erik de Vries
Erik de Vries, as Manager

By: _____

_____

Date: April 17, 2024

STATE OF TEXAS
COUNTY OF Dallas

The foregoing DEVELOPER'S AGREEMENT was sworn to and subscribed before me by means_____, as _____ of [X] physical presence or [ ] online notarization, this 17 day of April, 2024, by Erik de Vries, as Manager of Astrea Development, LLC, a Texas limited liability company, the Manager of Wildwood Rehab GP, LLC, a Florida limited liability company, the General Partner of Wildwood Rehab, LP, a Florida limited partnership. He/She *(check one)* [ ] who is personally known by me, or [ ] has proved to me on basis of satisfactory evidence to be the person who executed this instrument.

Dated: this 17 day of April, 2024.

AMANDA TAX TZUNUN
Notary Public, State Of Texas
Comm. Exp. 04-21-2026
Notary ID# 133718583

Print Name: Amanda Tax Tzunun
Notary Public, State of Texas
Commission number: 133718583
Commission expires: 04-21-2024

SCHEDULE OF EXHIBITS

EXHIBIT	REFERENCE	DESCRIPTION
A	Recital C	Legal – Property
B	3.A.1	Calculation – Water and Wastewater SDC Fees
C	3.A.2	Calculation – Due Schedule
D	3.A.4	Utility Connection Availability Schedule

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

THE WEST ½ OF THE NORTH ½ OF THE N.E. ¼ OF THE S.E. ¼ OF SECTION 8, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LYING NORTH OF STATE ROAD NO. 44-A (WIDTH VARIES); LESS AND EXCEPT THE FOLLOWING DESCRIBED LANDS:

BEGIN AT THE NORTHEAST CORNER OF THE WEST ½ OF THE NORTH ½ OF THE N.E. ¼ OF THE S.E. ¼ OF SAID SECTION 8; THENCE S00°04'10"W ALONG THE EAST BOUNDARY THEREOF, 664.04 FEET TO THE SOUTHEAST CORNER OF THE WEST ½ OF SAID NORTH ½; THENCE WEST ALONG THE SOUTH BOUNDARY OF THE WEST ½ OF SAID NORTH ½, A DISTANCE OF 101.84 FEET TO THE INTERSECTION WITH THE NORTH RIGHT-OF-WAY LINE AFOREMENTIONED STATE ROAD NO. 44-A; THENCE DEPARTING SAID SOUTH BOUNDARY, PROCEED N65°34'20"W ALONG SAID RIGHT-OF-WAY LINE, 183.23 FEET; THENCE DEPARTING SAID RIGHT-OF-WAY LINE, PROCEED N21°36'01"E, 133.89 FEET; THENCE N07°55'49"E, 468.87 FEET TO A POINT ON THE NORTH BOUNDARY OF THE WEST ½ OF SAID NORTH ½; THENCE S89°46'30"E ALONG SAID NORTH BOUNDARY, 155.50 FEET TO THE POINT OF BEGINNING.

Exhibit "B"
DEVELOPER UTILITY CONCURRENCY
SYSTEM DEVELOPMENT CHARGES DUE

PROJECT NAME: EXALT HEALTH WILDWOOD

1) WATER:

a)	One (1) water SDC due for every water connection ERU reserved	
b)	Number of water ERU's reserved =	35.3
c)	Number of water SDC's due =	35.3
d)	Charge per water SDC for this project =	$ 1,888.00
e)	TOTAL water SDC charges due	
	$1,888.00 x 35.3 =	$ 66,646.40

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2) WASTEWATER:

a)	One (1) wastewater SDC due for every wastewater connection ERU reserved	
b)	Number of wastewater ERU's reserved =	35.3
c)	Number of wastewater SDC's due =	35.3
d)	Charge per wastewater SDC for this project =	$ 3,298.00
e)	TOTAL water SDC charges due	
	$ 3,298.00 x 35.3 =	$ 116,419.40

---

3) TOTAL SDC DUE (WATER AND WASTEWATER):

$ 66,646.40 + $ 0.00 = **$ 66,646.40**

Development Authority: Melanie Strickland _____ 4.24.24
Printed Name Signature Date

Agreement to Provide: Jason McHugh _____ 4/24/2024
Jason McHugh (City Manager) Signature Date

This commitment expires after _____ days without the execution of a Developer's Agreement

Exhibit "C"
DEVELOPER UTILITY CONCURRENCY
SYSTEM DEVELOPMENT CHARGE FEES:

PROJECT NAME: EXALT HEALTH WILDWOOD

WATER SDC FEE: Check

One

	a) Inside City, or, Pre-Annexation	$ 1,888.00	☐
or	b) Outside City, NO Pre-Annexation		☐

One (1) water ERU = 300 gallons per day

Number of water connections (ERU's) requested = 35.3

TOTAL water SDC fee = $1,888.00 x 35.3 = **$ 66,646.40**

DUE SCHEDULE:

First 50%	$ 33,323.20
Second 50%	$ 33,323.20
TOTAL	**$ 66,646.40**

WASTEWATER SDC FEE: Check

One

	a) Inside City, or, Pre-Annexation	$ 3,298.00	☐
or	b) Outside City, NO Pre-Annexation		☐

One (1) wastewater ERU = 250 gallons per day

Number of wastewater connections (ERU's) requested = 35.3

TOTAL wastewater SDC fee = $ 3,298.00 x 35.3 = **$ 116,419.40**

DUE SCHEDULE:

First 50%	$ 0.00
Second 50%	$ 0.00
TOTAL	**$ 0.00**

Development Authority: Melanie Strickland _____ 4.24.24
Printed Name Signature Date

Agreement to Provide: Jason McHugh _____ 4/24/2024
Jason McHugh (City Manager) Signature Date

This commitment expires after _____ days without the execution of a Developer's Agreement

City of Wildwood

100 N. Main Street

Wildwood, FL 34785 – 352-330-1330

Exhibit D

DEVELOPER UTILITY CONCURRENCY
REQUESTED UTILITY CONNECTION AVAILABILITY SCHEDULE

PROJECT NAME: EXALT HEALTH WILDWOOD

YEAR 2024	1st Qtr. ERU's Needed	2nd Qtr. ERU's Needed	3rd Qtr. ERU's Needed	4th Qtr. ERU's Needed
WATER	_____	_____	_____	_____
WASTEWATER	_____	_____	_____	_____
REUSE				

YEAR 2025	1st Qtr. ERU's Needed	2nd Qtr. ERU's Needed	3rd Qtr. ERU's Needed	4th Qtr. ERU's Needed
WATER	_____	35.3	_____	_____
WASTEWATER	_____	35.3	_____	_____
REUSE				

YEAR 2026	1st Qtr. ERU's Needed	2nd Qtr. ERU's Needed	3rd Qtr. ERU's Needed	4th Qtr. ERU's Needed
WATER	_____	_____	_____	_____
WASTEWATER	_____	_____	_____	_____
REUSE				

YEAR 2027	1st Qtr. ERU's Needed	2nd Qtr. ERU's Needed	3rd Qtr. ERU's Needed	4th Qtr. ERU's Needed
WATER	_____	_____	_____	_____
WASTEWATER	_____	_____	_____	_____
REUSE				

YEAR 2028	1st Qtr. ERU's Needed	2nd Qtr. ERU's Needed	3rd Qtr. ERU's Needed	4th Qtr. ERU's Needed
WATER	_____	_____	_____	_____
WASTEWATER	_____	_____	_____	_____
REUSE				

Development Authority: Melanie Strickland (Printed Name) _____ (Signature) 4.24.24 (Date)

Authorized City Representative: Jason McHugh (Printed Name) _____ (Signature) 4/24/2024 (Date)

This commitment expires after ____ days without the execution of a Developer's Agreement

ALL SEPARATE COMMERCIAL UNITS REQUIRE A MINIMUM OF ONE (1) FULL ERU

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2309-006 Wildwood Acres Pavilion**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No:	SP 2309-006 Wildwood Acres Pavilion
Parcel Number:	G07-111
Acreage:	0.173 +/- MOL
Property Location:	Located at 827 Huron Street, Wildwood, FL 3
Owner:	Cobblestone II WLF, LLC
Applicant:	C Miller Construction, Inc.

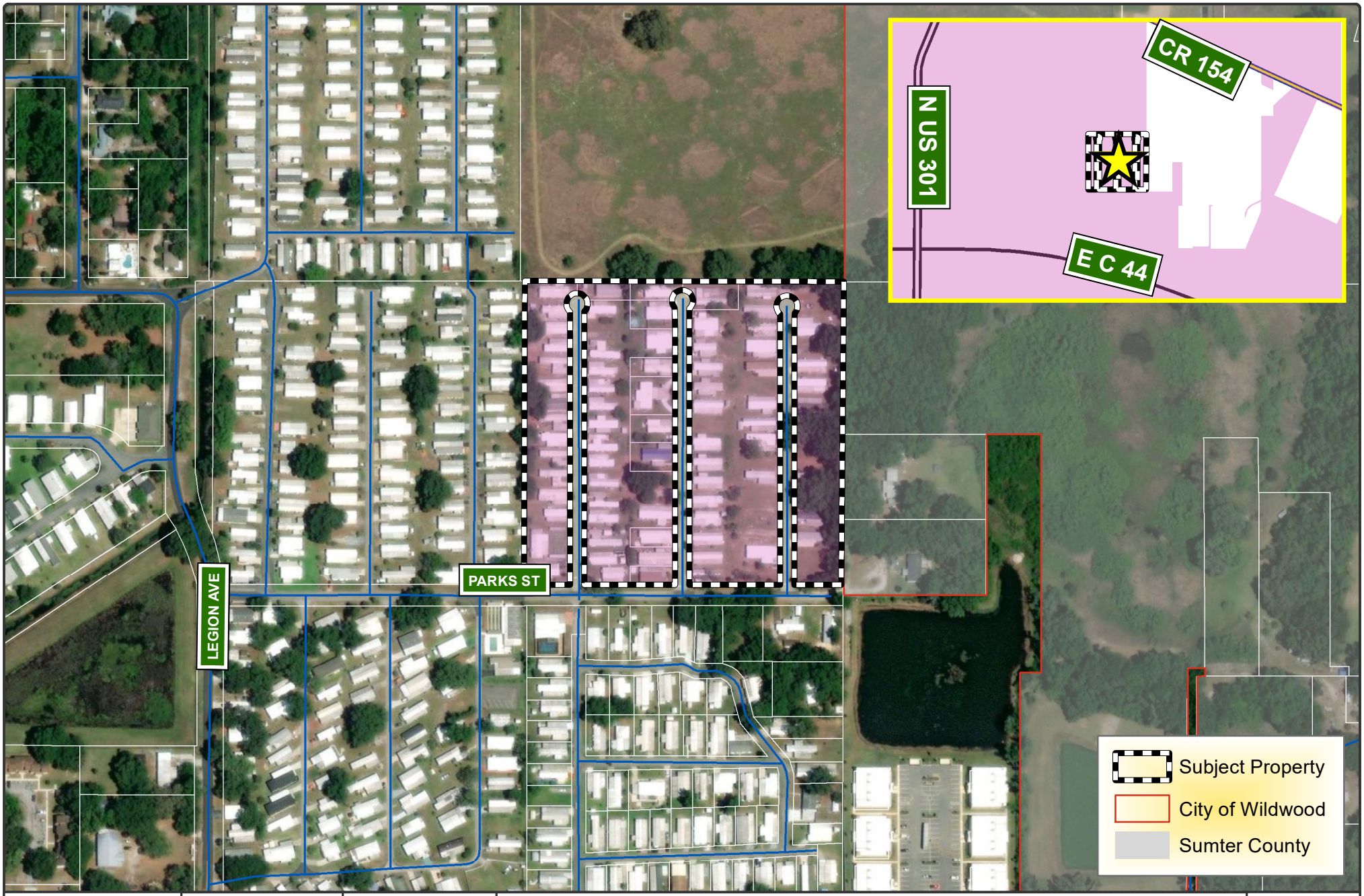
The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a New 1,740-square-foot Open Pavilion, New Male and Female Restrooms, Construction of 5-foot ADA Sidewalk and ADA Parking Spaces, and associated infrastructure improvements on 0.173 acres MOL, on an MHP zoned parcel, as per the attached plans.

The existing clubhouse building has been demolished, and the community is now opening this space for residents where up to 118 people can gather in the Pavilion Area.

SP 2309-006 meets the criteria set forth in the Design District Standards, Land Development Regulations, and is consistent with the goals, objectives, and policies of the City's Comprehensive Plan.

DATED: 5/28/2024

Wendy Then, AICP, CFM
Assistant Director Development Services



EST. 1877
WILDWOOD
FLORIDA

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

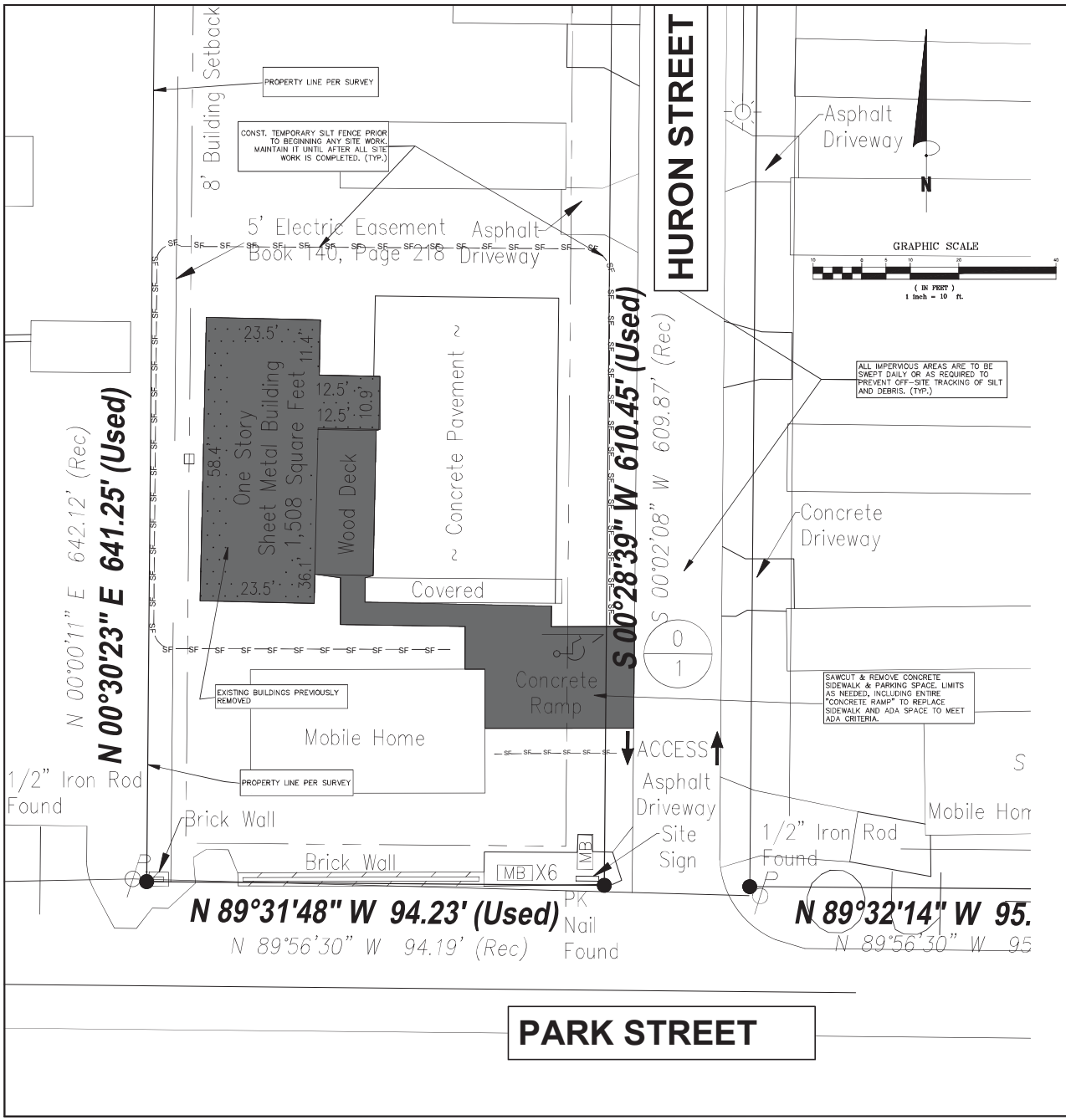
N
Feet
0 130 260

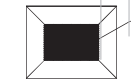
SP 2309-006

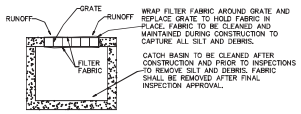
WILDWOOD ACRES PAVILION

PARCEL G07-111

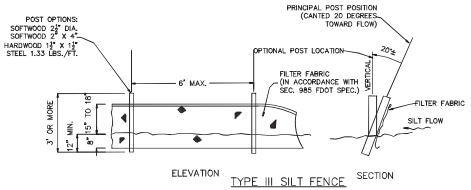
MAP 1B
LOCATION MAP
SEPTEMBER 2023







FILTER FABRIC IN CATCHBASIN
NTS



TYPE III SILT FENCE

SILT FENCE NOTES:
1. TYPE III SILT FENCE TO BE USED AT MOST LOCATIONS. WHERE USED IN DITCHES, THE SPACING FOR TYPE III SILT FENCE SHALL BE PER FDOT STANDARDS.
2. TYPE IV SILT FENCE TO BE USED WHERE LARGE SEDIMENT LOADS ARE ANTICIPATED. SUGGESTED USE IS WHERE FILL SLOPE IS 1:2 OR GREATER AND LENGTH OF SLOPE EXCEEDS 25 FEET. AVOID USE WHERE THE DETAINED WATER MAY BACK INTO THE WORK AREA, INTO TRAVEL LANES, OR ONTO ADJACENT PROPERTY.
3. DO NOT CONSTRUCT SILT FENCES ACROSS PERMANENT FLOWING WATERCOURSES. SILT FENCES ARE TO BE AT UPLAND LOCATIONS AND TURBIDITY BARRIERS USED AT PERMANENT BODIES OF WATER.
4. WHERE USED AS SLOPE PROTECTION, SILT FENCE IS TO BE CONSTRUCTED ON 0% LONGITUDINAL GRADE TO AVOID CHANNELIZING RUNOFF ALONG THE LENGTH OF THE FENCE.

OWNER:
COBBLESTONE II WLF LLC
17 W 220 22ND ST, SUITE 220
OAKBROOK TERRACE, IL 60181
ATTN: KIM LAKE
727-550-7699
KLAKE@COBBLESTONEASSETS.COM

APPLICANT:
CMCI
905 E. MARTIN LUTHER KING JR DR., SUITE 400
TARPON SPRINGS, FL 34689
ATTN: LARRY DAIGLE
407-969-3341
LDAIGLE@MYCMCI.COM

ENGINEER:
RANDOLPH J AYERS, P.E. (45803)
6123 71ST STREET N.
ST. PETERSBURG, FL 33709

Randolph J Ayers
Digitally signed by Randolph J Ayers
Date: 2024.03.19 21:57:28 -04'00'

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RANDOLPH JOHN AYERS LICENSE NO. 45803 STATE OF FLORIDA PROFESSIONAL ENGINEER

RANDOLPH J. AYERS, P.E.
FLORIDA REGISTRATION 45803
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

RJA
RANDOLPH J AYERS, P.E.
6123 71ST STREET N.
ST PETERSBURG, FL 33709
TEL. 727-656-0793
RAYERS97@AOL.COM

5			
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0	03/15/24	CITY COMMENTS	
	DATE	REVISION	

827 HURON ST.
WILDWOOD, FL

RECREATIONAL PAVILION
DEMOLITION & EROSION
CONTROL PLAN

DRAWN: RJA
DESIGN: RJA
CHECKED: RJA
JOB NO: 2023-0619
DATE: 09-17-23

SHEET
C-1

C:_Projects\2023\825 HURON ST, WILDWOOD - STEPHEN CLACK\PLANS\TEMP EROSION & SEDIMENT CONTROL PLAN.dwg, 3/19/2024 9:18:02 PM,
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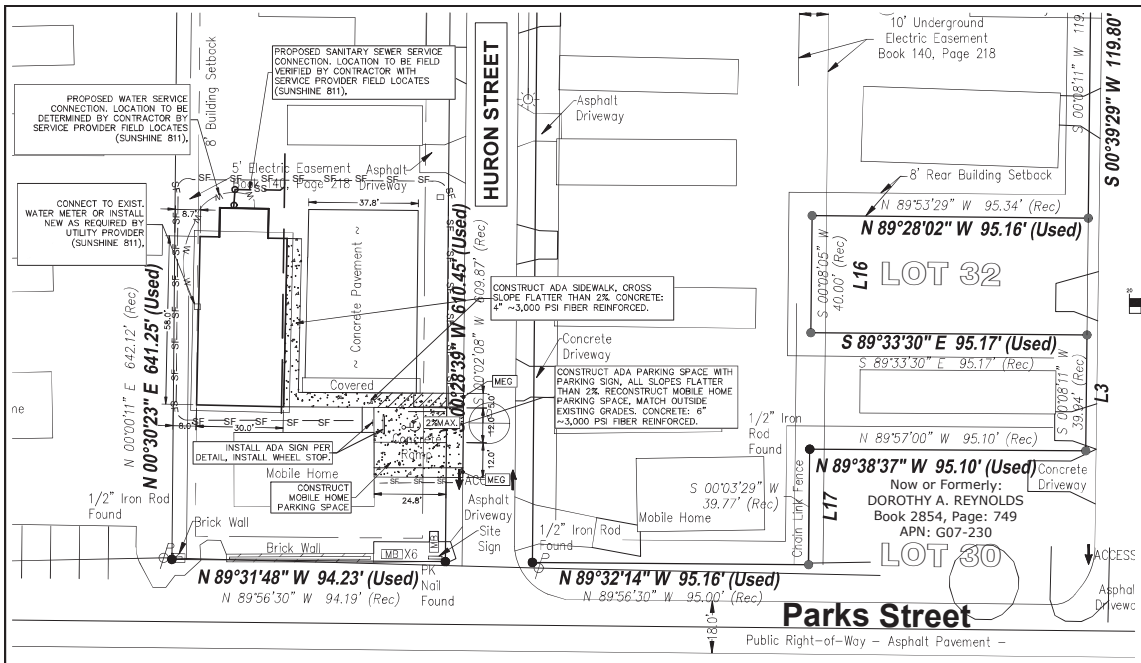
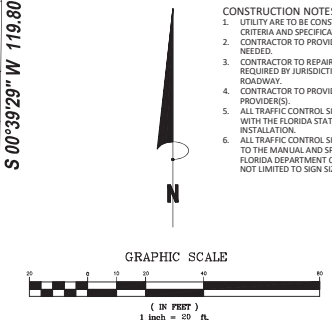
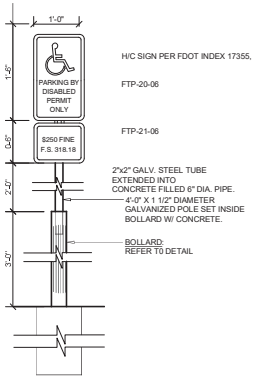




CONSTRUCTION NOTES:

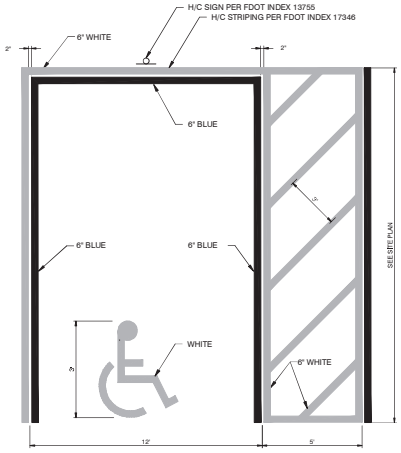
1. UTILITY ARE TO BE CONSTRUCTED PER CITY OF WILDWOOD CRITERIA AND SPECIFICATIONS.
2. CONTRACTOR TO PROVIDE MAINTENANCE OF TRAFFIC AS NEEDED.
3. CONTRACTOR TO REPAIR OPEN CUT AS NEEDED AND/OR REQUIRED BY JURISDICTION HAVING AUTHORITY OVER ROADWAY.
4. CONTRACTOR TO PROVIDE TESTING AS REQUIRED BY UTILITY PROVIDER(S).
5. ALL TRAFFIC CONTROL SIGNALS, OR DEVICES MUST COMPLY WITH THE FLORIDA STATE STATUTES REGARDING THE INSTALLATION.
6. ALL TRAFFIC CONTROL SIGNALS, OR DEVICES MUST CONFORM TO THE MANUAL AND SPECIFICATION PUBLISHED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION, TO INCLUDE BUT NOT LIMITED TO SIGN SIZE AND HEIGHT.

Sunshine State 811 One Call



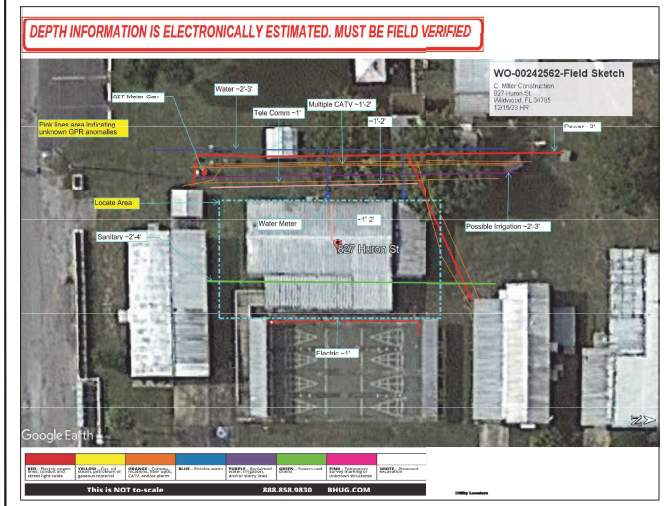
HANDICAP PARKING SIGN DETAIL

N.T.S.

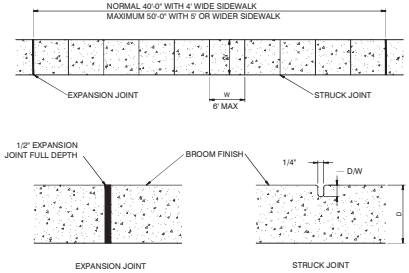


HANDICAP PARKING PAVEMENT MARKING

NTS



UTILITY LOCATIONS MAP
PROVIDED BY CONTRACTOR



NOTES:

1. SIDEWALK EXPANSION JOINTS TO BE AT ALL TIES TO CONCRETE OTHER THAN DRIVEWAYS. MAXIMUM SPACING SHALL BE 50'.
2. EXPANSION JOINT MATERIAL SHALL BE ASPHALT FIBER IMPREGNATED PRE FORMED JOINT FILLER, TO FILL DEPTH OF CONCRETE.

TYPICAL SIDEWALK

NTS

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RANDOLPH JOHN AYERS LICENSE NO. 45803 STATE OF FLORIDA PROFESSIONAL ENGINEER

RANDOLPH J. AYERS, P.E.
FLORIDA REGISTRATION 45803
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

RJA
RANDOLPH J. AYERS, P.E.
6423 71ST STREET N.
ST. PETERSBURG, FL 33709
TEL. 727-656-0793
RAYERS97@AOL.COM

	DATE	REVISION
5		
4		
3		
2		
1		CITY COMMENTS
0	03/15/24	

827 HURON ST.
WILDWOOD, FL

RECREATIONAL PAVILION
SITE PLAN

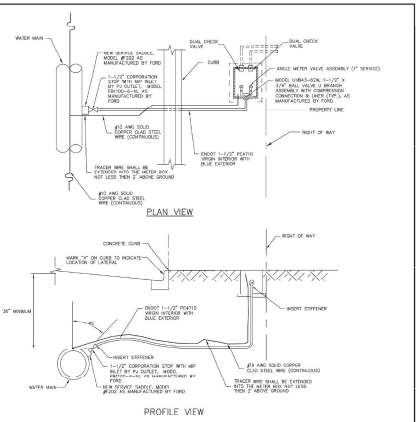
DRAWN: RJA
DESIGN: RJA
CHECKED: RJA
JOB NO: 2023-0619
DATE: 09-17-23

SHEET
C-2

C:_Projects\2023\825 HURON ST, WILDWOOD - STEPHEN CLACK\PLANS\TEMP EROSION & SEDIMENT CONTROL PLAN.dwg, 3/19/2024 9:22:21 PM,
AutoCAD PDF (General Documentation).pc3

CONSTRUCTION SITE SEDIMENT AND EROSION CONTROL

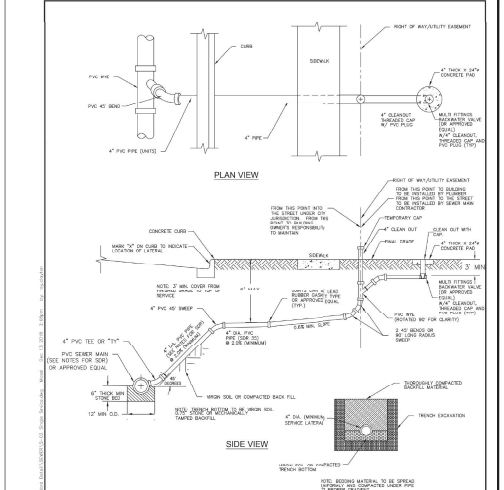
1. Any sediment that is tracked onto road pavement shall be removed immediately (prior to the end of each workday).
2. Pavement shall not be cleaned by washing/flushing street unless proper drain protection is in place to prevent discharges into the MS4.
3. All sediments/soils shall remain on site.
4. Perimeter protection, including a staked silt fence where applicable, is required for all development or redevelopment activities.
5. Catch basin inserts are to be used to prevent sediments from entering drainage system. Inserts are to be inspected and cleaned weekly and after each rainfall event.
6. If water truck is used to control dust on dirt/graded areas only, water truck will only drop enough water to control the dust or reach the optimum moisture content of the oil for compaction. No run-off is to be generated.
7. Controlling dust on paved roadways will be done by use of a sweeper with water-jet sprayers. Only enough water should be applied to control dust while sweeping. Sprayers shall not generate runoff into catch basins.
8. All disturbed areas of the site shall be vegetated or otherwise temporarily stabilized until construction completion.
9. Sediment/soil erosion entering the right-of-way, adjacent private property, or waterbody shall be prohibited.
10. Sediment/soil erosion from uplands into environmentally sensitive areas shall be prohibited.
11. Dumping or piling vegetative debris or clippings in right-of-way or environmentally sensitive areas shall be prohibited.
12. Tracking sediment or soil onto a roadway shall be prohibited.
13. Floating turbidity curtains labeled with the name of the contractor shall be required for construction or development activities occuring in or adjacent to a waterway, or that may cause sedimentation of the adjacent waterway.



NOTES:

1. ALL SERVICE CONNECTION PIPE SHALL BE COMPOSED OF THE SAME MATERIAL TYPE AND SIZE FROM THE CORPORATION STOP TO THE METER.
2. FOR NON-TRAFFIC BEARING APPLICATIONS, BOX SHALL BE DFW-ROTEC SERIES C POLYMER ENCLOSURE (SIZE 36F) WITH CAST IRON LID. FOR TRAFFIC BEARING APPLICATIONS (SIDEWALKS, DRIVEWAYS, ETC.), METER BOX SHALL BE CONCRETE WITH A CAST IRON LID.
3. THE OUTLET SIZE ON THE SADDLE TAP, CORPORATION STOP SIZE AND SERVICE LINE SIZE SHALL BE THE SAME.
4. METER BOXES SHALL BE LOCATED WITHIN THE RIGHT-OF-WAY AT THE PROPERTY LINE.
5. DUAL CHECK VALVE SHALL BE INTEGRAL WITH METER IN SAME BOX.
6. THIS DETAIL APPLIES FOR UP TO 2" SERVICE.

CITY OF WILDWOOD 100 NORTH MAIN STREET WILDWOOD, FLORIDA 34785 (352) 330-1330	SCALE NONE	CITY OF WILDWOOD WATER DETAIL	DETAIL NUMBER
	EFFECT. REVISION 02-03-21	SINGLE WATER SERVICE CONNECTION	W-14 1 OF 2



NOTES:

1. ALL LATERAL CONNECTIONS SHALL BE TO MAINS. NO LATERAL CONNECTIONS CAN BE TIED TO MANHOLES, UNLESS OTHERWISE APPROVED.
2. LATERAL DEPTH 4' TO 12' = SDR 35
   LATERAL DEPTH GREATER THAN 15' = SDR 26

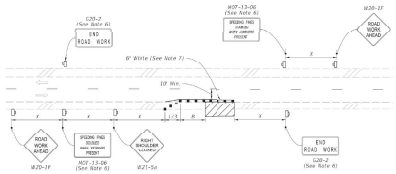
CITY OF WILDWOOD 100 NORTH MAIN STREET WILDWOOD, FLORIDA 34785 (352) 330-1330	SCALE NONE	CITY OF WILDWOOD SEWER DETAIL	DETAIL NUMBER
	EFFECT. REVISION 12-13-18	SANITARY SEWER SINGLE SERVICE	S-02 1 OF 1

NOTE:

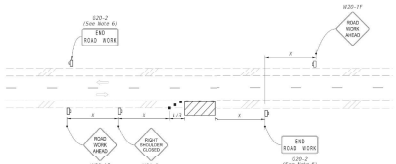
1. This Index applies to Two-Lane, Two-Way and Multilane Roadways, including Median or divided roadways, with work on the shoulder.
2. L = Taper Length
   S = Work Zone Sign Spacing
   B = Buffer Length
   See Index 102-600 for "T", "S", "B" and channelizing device spacing values.
3. Where work activities are between 2' and 12' from the edge of traveled way, the Engineer may omit signs and channelizing devices for work operations 60 minutes or less.
4. When four or more work vehicles enter the through traffic lanes in a one hour period (including establishing and terminating the work area), use a flagger or lane closure to accommodate work vehicle ingress and egress.
5. For work less than 2' from the traveled way and work zone speed is greater than 45 MPH, use a lane closure.
6. The "Speeding Fines Doubled When Workers Present" signs (W07-13-06) and "End Road Work" Signs (G20-2) along with the associated work zone sign spacing distances may be omitted when the work operation is in place for 24 hours or less.
7. Temporary pavement markings may be omitted when the work operation is in place for 3 days or less.
8. Omit "Shoulder Closed" signs (W21-5a) along with associated work zone sign spacing distances for work on the median.
9. When there is no paved shoulder, the "Worker" sign (W21-1) may be used instead of the "Shoulder Closed" sign (W21-5a).

SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic



TWO-LANE ROADWAY
SHOULDER WORK LESS THAN 2' FROM THE TRAVELED WAY WITH WORK ZONE SPEED OF 45 MPH OR LESS



TWO-LANE ROADWAY
SHOULDER WORK BETWEEN 2' AND 12' FROM THE TRAVELED WAY

LAST REVISION 11/01/21	DESCRIPTION:	FY 2023-24 STANDARD PLANS	TWO-LANE AND MULTILANE, WORK ON SHOULDER	INDEX 102-602	SHEET 1 of 2

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RANDOLPH JOHN AYERS LICENSE NO. 45803 STATE OF FLORIDA PROFESSIONAL ENGINEER

RANDOLPH J. AYERS, P.E.
FLORIDA REGISTRATION 45803
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

RJA
RANDOLPH J. AYERS, P.E.
6221 71ST STREET N.
ST. PETERSBURG, FL 33709
TEL. 727-656-0793
RAYERS97@AOL.COM

5			
4			
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2			
1			
0	03/15/24	CITY COMMENTS (ALL)	
	DATE	REVISION	

827 HURON ST.
WILDWOOD, FL

RECREATIONAL PAVILION
DETAILS

DRAWN: RJA
DESIGN: RJA
CHECKED: RJA
JOB NO: 2023-0619
DATE: 03-11-24

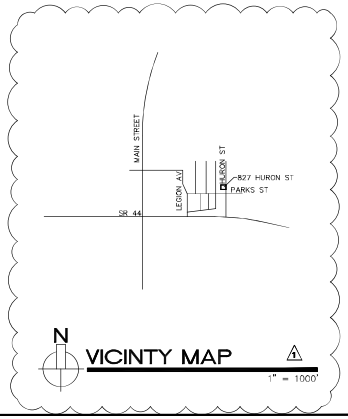
SHEET
C-3

C:_Projects\2023\825 HURON ST, WILDWOOD - STEPHEN CLACK\PLANS\TEMP EROSION & SEDIMENT CONTROL PLAN.dwg, 3/19/2024 9:47:17 PM,
AutoCAD PDF (General Documentation).pc3

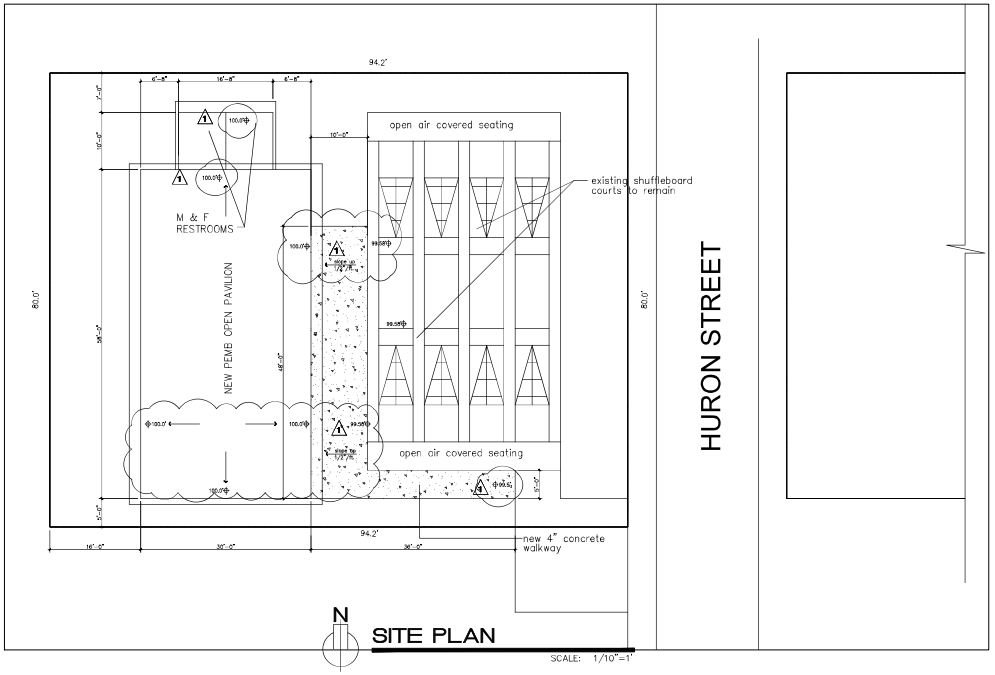
NEW COMMUNITY RECREATION PAVILLION

OWNER: COBBLESTONE II WLF LLC
17 W 220 22nd ST, suite 220
OAKBROOK TERRACE, IL 60181
attn: KIM LAKE
7277-550-7699 klake@cobblestoneassets.com

APPLICANT: CMCI
905 E MARTIN LUTHER KING JR DR, SUITE 400
TARPON SPRINGS, FL 34689
attn: LARRY DAIGLE
407-969-3341 ldaigle@mycmci.com



VICINTY MAP
1" = 1000'



SITE PLAN
SCALE: 1/10"=1'

DESIGN WIND PRESSURES (PSF)

ULTIMATE DESIGN WIND SPEED (Vult): 140 MPH (TABLE 1609A)
NOMINAL DESIGN WIND SPEED (Vasd): 108 MPH (TABLE 1609.3)
WIND IMPORTANCE FACTOR: 1.0
INTERNAL PRESSURE = ENCLOSED
WIND EXPOSURE: B
RISK CATEGORY II

CONTRACTOR

C Miller Construction Inc 905 E MLK Jr. Dr. Ste 400, Tarpon Springs, FL 34689 727-491-6415

OWNER

COBBLESTONE II WLF LLC 17 W 220 22nd ST Ste 220, Oakbrook Terrace, IL 60181 727-550-7699

DESIGN WIND PRESSURE - ROOF

AREA (S.F.)	ZONE 1 (PSF)		ZONE 2 (PSF)		ZONE 3 (PSF)	
	POS	NEG	POS	NEG	POS	NEG
10	19.9	-21.8	19.9	-25.5	19.9	-25.5
20	19.4	-20.7	19.4	-24.3	19.4	-24.3
50	18.6	-19.2	18.6	-22.9	18.6	-22.9
100	18.1	-18.1	18.1	-21.8	18.1	-21.8

LOCATION OF ZONES PER FIG.1606.2a & 1606.2b, FLORIDA BUILDING CODE 2010

SOIL BEARING CAPACITY = 2500 PSF

FIRE RESISTANT RATING REQUIREMENTS (TABLE 601 AND 602)

TYPE V-B NON-SPRINKLERED

- STRUCTURAL FRAME INCLUDING: COLUMNS, GIRDERS, TRUSSES — 0 HR
- EXTERIOR NON BEARING WALLS — 0 HR
- ROOF CONSTRUCTION INCLUDING: SUPPORT BEAMS AND JOIST. — 0 HR

PROJECT INFORMATION

PROJECT TYPE: PAVILLION
GOVERNING BODIES: CITY OF WILDWOOD, FLORIDA
SUMPTER COUNTY, FLORIDA

CODE SUMMARY

APPLICABLE CODES:

FLORIDA BUILDING CODE 2020 7th Ed. -BUILDING
FLORIDA BUILDING CODE 2020 7th Ed. -MECHANICAL
FLORIDA BUILDING CODE 2020 7th Ed. -PLUMBING
FLORIDA BUILDING CODE 2020 7th Ed. -ACCESSIBILITY
FLORIDA BUILDING CODE 2020 7th Ed. -ENERGY
NATIONAL ELECTRIC CODE 2017
FLORIDA FIRE PREVENTION CODE, 7TH EDITION
FLORIDA ACCESSIBILITY LAW, (COMBINES
FLORIDA AMERICANS WITH DISABILITIES ACT

OCCUPANCY (CHAPTER 3)

ASSEMBLY GROUP A
SINGLE TENANT OCCUPANCY

CONSTRUCTION TYPE

TYPE II-B NON SPRINKLERED PER FBC 602.5

OPEN SPACE

MHP ZONING:
BUILDINGS+COURTS=4,831 SF, PROPERTY- 7,536 SF
OPEN SPACE: 2,705 SF, 35.9%

LEGAL DESCRIPTION

AREA CALCULATIONS

NEW BUILDING	1906 SQ. FT.
EXISTING CLUBHOUSE BUILDING	DEMOLISHED
TOTAL LOT AREA:	7,536 SQ. FT.

OCCUPANT LOAD

TOTAL NET PAVILLION AREA:	1740 SF
OCCUPANCY :	1740 SF/15 SF/PERSON=118

SHEET INDEX

A-1 SITE PLAN, LOCATION MAP, CODES, DESIGN PRESSURES
GENERAL NOTES
A-2 SITE DEMO PLAN
A-3 FLOOR PLAN
A-4 REFLECTED CEILING PLAN
A-5 ELEVATIONS
A-6 ENLARGED PLAN, BLDG. SECTION, DOOR DETAILS

GENERAL NOTES

ALL DIMENSIONS TO BE VERIFIED ON SITE BY GENERAL CONTRACTOR. IF ANY DIMENSIONS OR SITE CONDITIONS VARY FROM THE DRAWINGS, CONTRACTOR TO NOTIFY ARCHITECT OF RECORD BEFORE FABRICATION OR CONSTRUCTION.

DEMOLITION WORK SHALL BE EXECUTED IN CONFORMANCE WITH CURRENT LOCAL CODES.

IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE ERECTION PROCEDURE AND SEQUENCE TO INSURE THE SAFETY OF THE BUILDING AND ITS COMPONENT PARTS. DURING DEMOLITION AND ERECTION, THIS INCLUDE, BUT NOT LIMITED TO, THE ADDITION OF WHATEVER TEMPORARY BRACING, GUYS OR TIE DOWNS MAY BE NECESSARY. SHORE AND BRACE EXISTING STRUCTURE BEFORE REMOVING ANY BEARING POST, BEAMS OR TRUSSES.

THE DESIGN PRESSURE SHOWN ON A-1 IS TO BE USED AS A GUIDELINE FOR PROPER DOOR DESIGN CRITERIA.

ALL EXTERIOR WINDOWS AND DOORS MUST BE FLORIDA APPROVED TO WITHSTAND DESIGN PRESSURES SHOWN ON A-1. CONTRACTOR TO PROVIDE FLORIDA PRODUCT APPROVAL NOTES, SPECIFICATIONS AND INSTALLATION DETAILS FROM MANUFACTURER.

DIRECTIOAL BORING IS REQUIRED FOR DEVELOPMENT AND INFRASTRUCTURE PLANNED WTHIN ALL CRITICAL ROOT ZONES (CRZ) OF TREES. ALL CRITICAL ROOT ZONES MUST HAVE ROOT PRUNING PRIOR TO PERMANENT IRRIGATION INSTALLATION.

Stephen Clack
Digitally signed by Stephen Clack
Date: 2024.03.29 12:00:42 -04'00'

STATE OF FLORIDA STEPHEN B. CLACK AR0011484 REGISTERED ARCHITECT

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Clack Architecture
1422 Oakley Street
Orlando, Florida 32806
407.800.4614
AR 0011484 TBAE 23485

REVISIONS
1 AHJ comments 10/12/23
2 owner/applicant contact 03/28/24

CONSULTANTS

C MILLER CONSTRUCTION
NEW PAVILLION
827 Huron Street
Wildwood, Florida 32789

DATE	8/28/23
DRAWN BY	sbclack
CHECKED BY	sbclack
FILE NAME	
SCALE	
PROJECT NO.	
DRAWING	

A-1

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2401-001 Twisted Oaks Apartments**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No:	SP 2401-001 Twisted Oaks Apartments
Parcel Number:	Portions of Parcel D31-007
Acreage:	16.87 +/- MOL
Property Location:	Located within the Twisted Oaks Development, just west Hwy 301 and south of E C 462
Owner:	KL Twisted Oaks, LLC / James P. Harvey, President
Applicant:	KL Twisted Oaks, LLC / James P. Harvey, President

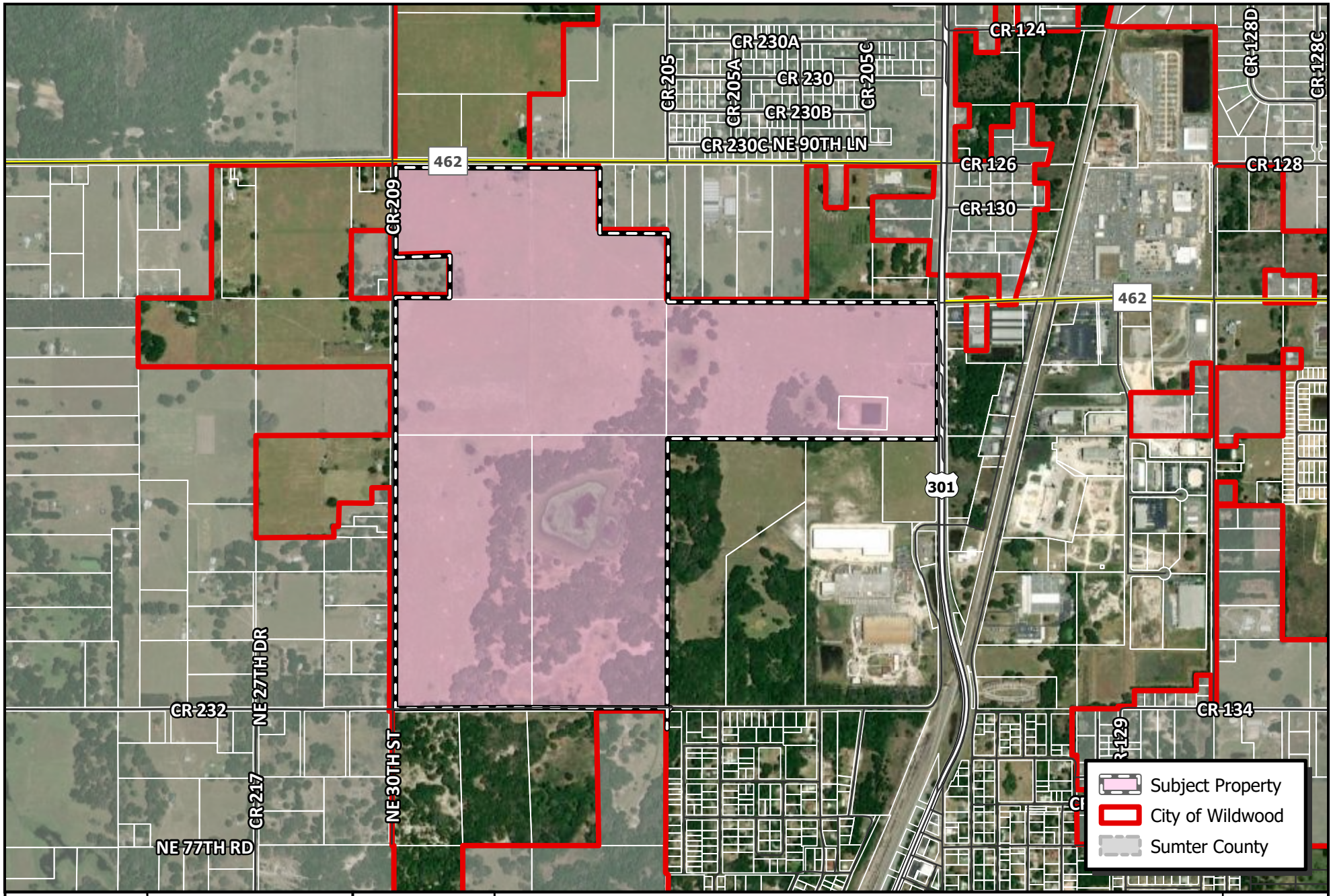
The applicant is seeking a favorable recommendation by the Planning and Zoning Board/Special Magistrate for the construction of an apartment complex consisting of a three-story building with a total of 270 dwelling units featuring one hundred and thirty-five (135) 1-bedroom units, eighty-one (81) 2-bedroom units, and fifty-four (54) 3-bedroom units with 465 parking spaces featuring twelve (12) Florida ADA Accessible parking spaces, seventeen (17) detached garage parking spaces, and four (4) charging spaces, providing amenities consisting of a dog park, amenity center with pool, pickleball courts, mail kiosks, playground and game lawn, proposed dumpster compactor, landscaping buffers, and associated infrastructure improvements on 16.87 acres MOL, on an ONMU zoned parcel, as per the attached plans.

As of May 29, 2024, all comments have been addressed by the applicant.

SP 2401-001 meets the criteria set forth in the Design District Standards, Land Development Regulations, and is consistent with the goals, objectives, and policies of the City's Comprehensive Plan.

DATED: 5/28/2024

Wendy Then, AICP, CFM
Assistant Director Development Services



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N
US Feet
0 270 540 1,080

SP 2401-001

TWISTED OAKS APARTMENT

PARCEL D31-006, D31-007, D31-008, D31-029 & D31-030

MAP 1B
LOCATION MAP
MAR 2024

Z:\Jobs\Twisted Oaks_Engineering\Dev Plans\MF1\01 TO MF1 CVR.dwg [4/30/2024 7:39 AM]

GENERAL CONSTRUCTION NOTES
1. ALL ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM (NAVD) 1988. (NAVD88=NGVD29-0.97' APPROX.)
2. LOCATIONS, ELEVATIONS, & DIMENSIONS OF EXISTING UTILITIES, STRUCTURES, & OTHER FEATURES ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. THE CONTRACTOR SHALL VERIFY THE LOCATIONS, ELEVATIONS, & DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES & OTHER FEATURES AFFECTING THIS WORK PRIOR TO CONSTRUCTION, & NOTIFY ENGINEER OF DISCREPANCIES.
3. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN AREAS OF BURIED UTILITIES, & SHALL PROVIDE AT LEAST 48 HOURS NOTICE TO THE VARIOUS UTILITY COMPANIES, IN ORDER TO PERMIT MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES, IN ADVANCE OF CONSTRUCTION, BY CALLING "SUNSHINE" AT 1-800-432-4770. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITIES NOT INCLUDED IN THE "SUNSHINE" PROGRAM.
4. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES, ABOVE OR BELOW GROUND THAT MAY OCCUR AS A RESULT OF THE WORK PERFORMED BY THE CONTRACTOR.
5. ALL UNDERGROUND UTILITIES MUST BE IN PLACE & TESTED OR INSPECTED PRIOR TO PAVEMENT & STRUCTURE CONSTRUCTION.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT & INSPECTION REQUIREMENTS OF THE VARIOUS GOVERNMENTAL AGENCIES THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION, & SCHEDULE INSPECTIONS ACCORDING TO AGENCY REQUIREMENTS & CODES.
7. ALL SPECIFICATIONS & DOCUMENTS REFERENCED BY THE PLANS & PERMITS SHALL BE OF LATEST REVISIONS &/OR LATEST EDITION.
8. ALL WORK BY CONTRACTOR/SUBCONTRACTOR SHALL COMPLY WITH THE REGULATIONS & ORDINANCES OF THE VARIOUS GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK.
9. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE OWNER'S ENGINEER, SHOP DRAWINGS ON ALL PROPOSED PRECAST & MANUFACTURED STRUCTURES. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL & REPLACEMENT AT THE CONTRACTOR'S EXPENSE. ALL SHOP DRAWINGS ARE TO BE REVIEWED & APPROVED BY CONTRACTOR SIGNATURE PRIOR TO SUBMITTAL TO THE OWNER'S ENGINEER.
10. THE CONTRACTOR SHALL NOTIFY THE ENGINEER & APPROPRIATE AGENCIES, & PROVIDE THEM WITH ALL REQUIRED SHOP DRAWINGS, THE CONTRACTOR'S NAME, STARTING DATE, PROJECTED SCHEDULE, & OTHER INFORMATION AS REQUIRED, AT LEAST TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION. ANY WORK PERFORMED PRIOR TO NOTIFYING THE ENGINEER, OR WITHOUT AGENCY INSPECTOR PRESENT, MAY BE DEEMED NON-COMPLIANT & WILL BE SUBJECT TO REMOVAL & REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
11. BACKFILL MATERIAL SHALL BE COMPACTED AROUND PIPES IN 6" LAYERS UP TO A LEVEL OF AT LEAST ONE FOOT ABOVE THE TOP & BELOW BOTTOM OF THE PIPE. IN AREAS TO BE PAVED, BACKFILL SHALL BE COMPACTED TO 100% MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99.
12. SITE WORK CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF AT LEAST 4,000 P.S.I. IN 28 DAYS, UNLESS OTHERWISE NOTED.
13. CONCRETE REINFORCING SHALL CONFORM TO ASTM A615 GRADE OR BETTER, UNLESS OTHERWISE INDICATED ON STRUCTURE PLANS.
14. ALL PRIVATE & PUBLIC PROPERTY AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING CONDITIONS. ADDITIONAL COSTS SHALL BE COORDINATED BETWEEN CONTRACTOR & VENDER.
15. CHAPTER 77-153 OF THE FLORIDA STATUTES REQUIRES THAT AN EXCAVATOR NOTIFY ALL GAS UTILITIES A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO EXCAVATING. THESE PLANS SHOW ONLY THE APPROXIMATE LOCATION OF GAS MAINS. AN ON-SITE INSPECTION BY THE RESPECTIVE GAS COMPANY SHALL BE CALLED FOR BY THE CONTRACTOR TWO (2) WORKING DAYS BEFORE ENTERING A CONSTRUCTION AREA.
16. THE SOILS ENGINEER IS TO SUPPLY THE ENGINEER WITH A PHOTOCOPY OF ALL COMPACTION TESTS & ASPHALT RESULTS. THE SOILS ENGINEER IS TO CERTIFY TO THE ENGINEER OF RECORD IN WRITING, THAT ALL TESTING REQUIREMENTS REQUIRED BY THE OWNER, LOCAL REGULATORY AGENCY, & THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), FOR THE IMPROVEMENTS AS REQUIRED BY THE ENGINEERING CONSTRUCTION DRAWINGS & PERMITS HAVE BEEN SATISFIED.
17. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING APPLICABLE TESTING WITH THE SOILS ENGINEER. TESTS WILL BE REQUIRED PURSUANT WITH THE TESTING REQUIREMENTS AS SHOWN ON THE CONSTRUCTION DRAWINGS. UPON COMPLETION OF THE WORK, THE SOILS ENGINEER IS TO SUBMIT CERTIFICATIONS TO THE OWNER'S ENGINEER STATING THAT ALL REQUIREMENTS HAVE BEEN MET.
18. THE CONTRACTOR IS TO REVIEW THE DESIGN SOIL REPORTS & BORINGS PRIOR TO BIDDING THE PROJECT & PRIOR TO COMMENCING CONSTRUCTION.
19. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE APPROVED PLANS & PERMITS AT THE CONSTRUCTION SITE AT ALL TIMES.
20. THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR INSTRUCTION OF THE CONTRACTOR REGARDING CONSTRUCTION SAFETY. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR MEANS & METHODS FOR CONSTRUCTION SITE SAFETY.
21. CONSTRUCTION & MATERIALS SHALL BE IN ACCORDANCE WITH LOCAL STANDARDS & SPECIFICATIONS. PLANS ARE IN ACCORDANCE WITH LOCAL 'MINIMUM DRAWING & SUBMITTAL REQUIREMENTS FOR POTABLE WATER, WASTEWATER, & RECLAIMED WATER PROJECTS,'. STATE PLANE COORDINATES (FEET) WILL BE SUPPLIED FOR THE RECORD DRAWINGS.
22. WATER, WASTEWATER, & IRRIGATION/RE-USE SYSTEMS WILL BE OWNED & MAINTAINED BY DHI Communities. City of Wildwood UTILITY STANDARDS ARE THE MINIMUM ALLOWABLE WATER, WASTEWATER, & IRRIGATION/RE-USE CONSTRUCTION STANDARDS. WHERE ANY NOTE OR DETAIL ON THESE PLANS CONFLICT WITH THE City of Wildwood UTILITY STANDARDS THE MORE STRINGENT INTERPRETATION, AS DETERMINED BY THE CITY INFRASTRUCTURE INSPECTOR, SHALL BE APPLIED
23. ALL LAND CONTAINED WITHIN STORM WATER TREATMENT LAKE TRACTS, FLOODPLAIN IMPACT COMPENSATION TRACTS, DRAINAGE EASEMENTS, & WETLAND PRESERVATION TRACTS SHALL ALSO BE A PUBLIC FLOWAGE EASEMENT"
24. ALL NUISANCE, EXOTIC PLANT SPECIES SHALL BE REMOVED FROM UPLAND PORTIONS OF LAND DEVELOPMENT SITES DURING CONSTRUCTION DEVELOPER SHALL PROVIDE FOR THE CONTINUED, PHASED, REMOVAL OF NUISANCE, EXOTIC PLANT SPECIES THAT BECOME REESTABLISHED WITHIN COMMON AREAS OF A RESIDENTIAL DEVELOPMENT FOR THE LIFE OF THE PROJECT.
25. CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE CITY OF WILDWOOD TWO WEEKS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

GENERAL SAFETY NOTES
1. DURING THE CONSTRUCTION &/OR MAINTENANCE OF THIS PROJECT, ALL SAFETY REGULATIONS ARE TO BE ENFORCED BY THE CONTRACTOR. THE CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL & SAFETY OF THE TRAVELING PUBLIC & THE SAFETY OF HIS PERSONNEL.
2. THE MINIMUM STANDARDS AS SET FORTH IN THE CURRENT EDITION OF THE STATE OF FLORIDA, MANUAL ON TRAFFIC CONTROL & SAFE PRACTICES FOR STREET & HIGHWAY CONSTRUCTION, MAINTENANCE & UTILITY OPERATIONS SHALL BE FOLLOWED IN THE DESIGN APPLICATION, INSTALLATION, MAINTENANCE, & REMOVAL OF ALL TRAFFIC CONTROL DEVICES, WARNING DEVICES, & BARRIERS NECESSARY TO PROTECT THE PUBLIC & WORKMEN FROM HAZARDS WITHIN THE PROJECT LIMITS.
3. ALL TRAFFIC CONTROL MARKINGS & DEVICES SHALL CONFORM TO THE PROVISIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PREPARED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION.
4. LABOR SAFETY REGULATIONS SHALL CONFORM TO THE PROVISIONS SET FORTH BY OSHA IN THE FEDERAL REGISTER & THE FLORIDA DEPARTMENT OF TRANSPORTATION REGULATIONS.
5. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY & ENFORCE ALL APPLICABLE SAFETY REGULATIONS. THE ABOVE INFORMATION HAS BEEN PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY & DOES NOT IMPLY THAT THE OWNER OR ENGINEER WILL INSPECT &/OR ENFORCE SAFETY REGULATIONS.

CLEARING & EROSION CONTROL NOTES
1. DIRECTIONAL BORING IS REQUIRED FOR DEVELOPMENT AND INFRASTRUCTURE PLANNED WITHIN ALL CRITICAL ROOT ZONES (CRZs) OF TREES.
2. THE LOCATION OF ALL EXISTING UTILITIES SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE & ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ACCURACY. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES & TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATIONS OF THESE UTILITIES WITH THE OWNER OF THE UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING ANY UNDERGROUND UTILITY, WHETHER SHOWN ON THE PLANS OR LOCATED BY THE UTILITY COMPANY. ALL UTILITIES WHICH INTERFACE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED BY THE RESPECTIVE UTILITY COMPANIES & THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY COMPANIES DURING RELOCATION OPERATIONS. ANY DELAY OR INCONVENIENCE CAUSED TO THE CONTRACTOR BY THE VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT & NO EXTRA COMPENSATION WILL BE ALLOWED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAKING A VISUAL INSPECTION OF THE SITE & WILL BE RESPONSIBLE FOR THE DEMOLITION & REMOVAL OF ALL UNDERGROUND & ABOVE GROUND STRUCTURES THAT WILL NOT BE INCORPORATED WITH THE NEW FACILITIES. SHOULD ANY DISCREPANCIES EXIST WITH THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING THE OWNER & REQUESTING A CLARIFICATION OF THE PLANS PRIOR TO DEMOLITION.
4. DURING CONSTRUCTION, ALL STORM SEWER INLETS IN THE VICINITY OF THE PROJECT SHALL BE PROTECTED BY SEDIMENT TRAPS SUCH AS SECURED HAY BALES, SOD, STONE, ETC., WHICH SHALL BE MAINTAINED & MODIFIED AS REQUIRED BY CONSTRUCTION PROGRESS.
5. ALL EROSION & SILTATION CONTROL METHODS SHALL BE IMPLEMENTED PRIOR TO THE START OF CONSTRUCTION & MAINTAINED UNTIL CONSTRUCTION IS COMPLETE.
6. CONTRACTOR IS TO PROVIDE EROSION CONTROL/SEDIMENTATION BARRIER (HAY BALES OR SILTATION CURTAIN) TO PREVENT SILTATION OF ADJACENT PROPERTY, STREETS, STORM SEWERS, WATERWAYS, & EXISTING WETLANDS. IN ADDITION, THE CONTRACTOR SHALL PLACE A SOIL TRACKING PREVENTION DEVICE WHERE CONSTRUCTION RELATED TRAFFIC IS TO ENTER & EXIT THE SITE. IF IN THE OPINION OF THE ENGINEER &/OR LOCAL AUTHORITIES, EXCESSIVE QUANTITIES OF EARTH ARE TRANSPORTED OFF-SITE EITHER BY NATURAL DRAINAGE OR BY VEHICULAR TRAFFIC, THE CONTRACTOR IS TO REMOVE SAID EARTH TO THE SATISFACTION OF THE ENGINEER &/OR AUTHORITIES.
7. IF WIND EROSION BECOMES SIGNIFICANT DURING CONSTRUCTION THE CONTRACTOR SHALL STABILIZE THE AFFECTED AREA USING SPRINKLING, IRRIGATION, OR OTHER ACCEPTABLE METHODS.
8. THERE IS TO BE NO DISCHARGE (i.e. PUMPING. SHEET FLOW, SWALE, DITCH ETC.) INTO EXISTING LAKE SYSTEM, WETLAND, OR RIVER, WITHOUT THE USE OF SETTLING PONDS. A SETTLING POND PLAN MUST BE SUBMITTED & APPROVED BY THE ENGINEER OF RECORD & LOCAL REGULATORY AGENCY PRIOR TO CONSTRUCTION.
9. ALL DISTURBED AREAS WHICH ARE NOT TO BE SODDED ARE TO BE SEEDED & MULCHED TO FDOT STANDARDS & MAINTAINED UNTIL ACCEPTABLE TO THE REGULATORY AGENCY & ENGINEER OF RECORD. ANY WASHOUTS, REGRADING, RESEEDING, SODDING, & OTHER EROSION WORK REQUIRED WILL BE PERFORMED BY THE CONTRACTOR UNTIL THE SYSTEM IS ACCEPTED BY THE OWNER, REGULATORY AGENCY, & ENGINEER OF RECORD.
10. ALL SODDING, SEEDING & MULCHING SHALL INCLUDE WATERING & FERTILIZATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THESE AREAS UNTIL THE PROJECT IS COMPLETED & ACCEPTED BY THE OWNER.

PAVING, GRADING & DRAINAGE NOTES
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXCAVATIONS AGAINST COLLAPSE & WILL PROVIDE BRACING, SHEETING, OR SHORING, AS NECESSARY. TRENCHES SHALL BE KEPT DRY WHILE PIPE & APPURTENANCES ARE BEING PLACED. DEWATERING SHALL BE USED AS REQUIRED.
2. PRIOR TO CONSTRUCTING CONCRETE PAVEMENT, THE CONTRACTOR IS TO SUBMIT A PROPOSED JOINTING PATTERN TO THE OWNER'S ENGINEER FOR APPROVAL.
3. THE CONTRACTOR IS TO PROVIDE A 1/2" BITUMINOUS EXPANSION JOINT MATERIAL WITH SEALER, AT ABUTMENT OF CONCRETE & ANY STRUCTURE.
4. THE CONTRACTOR IS TO INSTALL EXTRA BASE MATERIAL WHEN THE DISTANCE BETWEEN THE PAVEMENT ELEVATION & THE TOP OF THE PIPE OR BELL IS LESS THAN TWELVE (12) INCHES. SEE "EXTRA BASE FOR CROSS CULVERTS UNDER FLEXIBLE PAVEMENT DETAIL
5. ALL STORM DRAINAGE PIPE (DESIGNATED AS "SD" ON PLANS) SHALL BE REINFORCED CONCRETE CLASS IV (ASTM C- 76), CORRUGATED HDPE (ADS TYPE N-12), OR APPROVED EQUAL.
6. PVC STORM PIPE, 12" & SMALLER SHALL CONFORM TO AWWA C-900, CLASS 150 STANDARDS, UNLESS OTHERWISE NOTED.
7. PIPE LENGTHS SHOWN ARE APPROXIMATE & ARE MEASURED TO END OF PIPE.
8. ALL DRAINAGE STRUCTURE GRATES & COVERS WITHIN TRAFFIC AREAS SHALL BE TRAFFIC RATED FOR & CAPABLE OF WITHSTANDING H-20 LOADINGS.
9. MATERIALS & CONSTRUCTION METHODS FOR STREETS & STORM DRAINAGE CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LOCAL REGULATORY AGENCY & THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION.
10. THE CONTRACTOR SHALL PROVIDE FIELD NOTES MARKED ON AN APPROVED SET OF CONSTRUCTION PLANS TO OWNER'S ENGINEER WITH SUFFICIENT LEGIBLE NOTES TO PREPARE RECORD DRAWINGS ACCORDING TO LOCAL MINIMUM RECORD DRAWING STANDARDS.
11. ROOF DRAIN PIPES SHALL BE PVC(SCH 40), OR CORRUGATED HDPE (ADS N-12, OR APPROVED EQUAL) AS INDICATED ON THE PLAN.
12. EXCAVATION OF RETENTION PONDS SHALL CEASE AT THE DEPTH WHERE CLAY (CL/CH) LAYER OF MATERIAL IS ENCOUNTERED.

PAVING GRADING & DRAINAGE TESTING & INSPECTION REQUIREMENTS
1. THE STORM DRAINAGE PIPING SYSTEM SHALL BE SUBJECT TO A VISUAL INSPECTION BY THE OWNER'S ENGINEER PRIOR TO THE PLACEMENT OF BACKFILL THE CONTRACTOR IS TO NOTIFY THE ENGINEER 48 HOURS IN ADVANCE TO SCHEDULE AN INSPECTION.
2. THE CONTRACTOR SHALL MAINTAIN THE STORM DRAINAGE SYSTEMS UNTIL FINAL ACCEPTANCE OF THE PROJECT.
3. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL TESTING REQUIRED BY THE CONSTRUCTION PLANS WITH THE SOILS ENGINEER. UPON COMPLETION OF THE WORK, THE SOILS ENGINEER SHALL SUBMIT CERTIFICATIONS TO THE OWNER'S ENGINEER STATING THAT ALL REQUIREMENTS HAVE BEEN MET.
4. TV VIDEO INSPECTION IS REQUIRED FOR ALL RCP STORMWATER PIPES WHICH CONVEY RUNOFF STREETS (PUBLIC OR PRIVATE).
5. LASER PROFILE IS REQUIRED FOR ALL ADS/HDPE STORMWATER PIPES WHICH CONVEY RUNOFF STREETS (PUBLIC OR PRIVATE). FOR PIPE 48 INCHES OR LESS IN DIAMETER, PROVIDE THE ENGINEER A VIDEO DVD AND REPORT USING LOW BARREL DISTORTION VIDEO EQUIPMENT WITH LASER PROFILE TECHNOLOGY, NON-CONTACT MICROMETER AND ASSOCIATED SOFTWARE (OR APPROVED EQUAL) THAT PROVIDES:
   a. ACTUAL RECORDED LENGTH AND WIDTH MEASUREMENTS OF ALL CRACKS WITHIN THE PIPE.
   b. ACTUAL RECORDED SEPARATION MEASUREMENT OF ALL PIPE JOINTS.
   c. PIPE OVALITY REPORT.
   d. DEFLECTION MEASUREMENTS AND GRAPHICAL DIAMETER ANALYSIS REPORT IN TERMS OF X AND Y AXIS.
   e. FLAT ANALYSIS REPORT.
   f. REPRESENTATIVE DIAMETER OF THE PIPE.
   g. PIPE DEFORMATION MEASUREMENTS, LEAKS, DEBRIS, OR OTHER DAMAGE OR DEFECTS.
   h. DEVIATION IN PIPE LINE AND GRADE, JOINT GAPS, AND JOINT MISALIGNMENT.

CONSTRUCTION PLANS for

TWISTED OAKS - APARTMENTS

A RESIDENTIAL DEVELOPMENT

PROPERTY ADDRESS: 8616 N. US 301, WILDWOOD, FLORIDA 34785,
SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST
SUMTER COUNTY PROPERTY APPRAISER PARCEL IDENTIFICATION NUMBER: D31-007
EXISTING ZONING: NMU-7 (PD OVERLAY)
EXISTING LAND USE: ONMU
FUTURE LAND USE: RMU (ONMU)
FLOOD ZONE DESIGNATION: X

OWNER

KL TWISTED OAKS, LLC

105 NE 1ST STREET
DELRAY BEACH, FLORIDA 33444

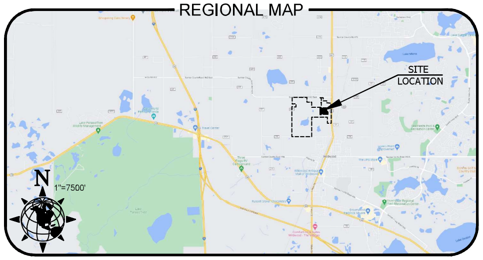
PROPERTY MANAGER

DHI COMMUNITIES

4220 RACE TRACK ROAD
ST. JOHNS, FLORIDA 32259

SCALE: 1" = 7500'

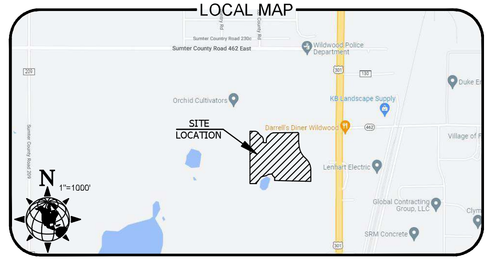
REGIONAL MAP



CITY OF WILDWOOD, FLORIDA

SCALE: 1" = 1000'

LOCAL MAP



SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST,
SUMTER COUNTY, FLORIDA

INDEX OF SHEETS

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2	EXISTING CONDITIONS
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4	MASTER SITE PLAN
5-6	PAVING & SIGNAGE SITE PLANS
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8	MASTER DRAINAGE PLAN
9	MASTER UTILTY PLAN
10-11	PAVING, GRADING, & DRAINAGE PLANS
12	SECTIONS
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14-19	PLAN & PROFILES
20-22	PAVING, GRADING, & DRAINAGE DETAILS
23	WASTEWATER COLLECTION SYSTEM DETAILS
24	POTABLE WATER & RE-USE WATER SYSTEM DETAILS
25	BEST MANAGEMENT PRACTICES PLAN

PREPARED BY

M

MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Sarasota, Florida 34240 C.A.28780 941-444-6644 www.morrisengineering.net

TWISTED OAKS - SOUTH MULTI-FAMILY PARCEL

DESCRIPTION: Part of IDLE-WILD, according to the plat thereof, recorded in Plat Book 1, Page 88, of the Public Records of Sumter County, Florida; together with lands lying ins Section 31, Township 18 South, Range 23 East, Sumter County, Florida, and being more particularly described as follows:

COMMENCE at the East 1/4 corner of said Section 31, run thence along the South boundary of the Northeast 1/4 of said Section 31, the following two (2) courses: 1) N.89°53'23"W., a distance of 995.05 feet to the **POINT OF BEGINNING**; 2) N.89°53'23"W., a distance of 556.18 feet; thence N.00°06'40"E., a distance of 1231.41 feet to a point of non-tangent curvature; thence Easterly, 22.13 feet along the arc of a non-tangent curve to the left having a radius of 632.00 feet and a central angle of 02°00'23" (chord bearing S.86°06'59"E., 22.13 feet) to a point of compound curvature; thence Easterly, 29.96 feet along the arc of a compound curve to the left having a radius of 632.00 feet and a central angle of 02°42'58" (chord bearing S.88°28'39"E., 29.96 feet) to a point of tangency; thence S.89°50'08"E., a distance of 27.81 feet to a point of curvature; thence Southeasterly, 78.64 feet along the arc of a tangent curve to the right having a radius of 79.00 feet and a central angle of 57°02'08" (chord bearing S.61°19'04"E., 75.43 feet) to a point of reverse curvature; thence Southeasterly, 54.61 feet along the arc of a reverse curve to the left having a radius of 125.00 feet and a central angle of 25°02'00" (chord bearing S.45°19'00"E., 54.18 feet) to a point of reverse curvature; thence Southeasterly, 64.20 feet along the arc of a reverse curve to the right having a radius of 79.00 feet and a central angle of 46°33'39" (chord bearing S.34°33'11"E., 62.45 feet) to a point of compound curvature; thence Southerly, 57.09 feet along the arc of a compound curve to the right having a radius of 286.00 feet and a central angle of 11°26'13" (chord bearing S.05°33'15"E., 56.99 feet) to a point of tangency; thence S.00°09'52"W., a distance of 11.46 feet; thence S.89°50'08"E., a distance of 50.00 feet; thence N.00°09'52"E., a distance of 11.46 feet to a point of curvature; thence Northerly, 57.09 feet along the arc of a tangent curve to the right having a radius of 286.00 feet and a central angle of 11°26'13" (chord bearing N.05°52'58"E., 56.99 feet) to a point of compound curvature; thence Northeasterly, 64.20 feet along the arc of a compound curve to the right having a radius of 79.00 feet and a central angle of 46°33'39" (chord bearing N.34°52'54"E., 62.45 feet) to a point of reverse curvature; thence Northeasterly, 33.53 feet along the arc of a reverse curve to the left having a radius of 125.00 feet and a central angle of 15°22'14" (chord bearing N.50°28'37"E., 33.43 feet) to a point of reverse curvature; thence Northeasterly, 63.27 feet along the arc of a reverse curve to the right having a radius of 79.00 feet and a central angle of 45°53'12" (chord bearing N.65°44'06"E., 61.59 feet) to a point of tangency; thence N.88°40'42"E., a distance of 405.71 feet to a point of curvature; thence Southeasterly, 39.92 feet along the arc of a tangent curve to the right having a radius of 25.00 feet and a central angle of 91°29'10" (chord bearing S.45°34'43"E., 35.81 feet) to a point of curvature; thence S.00°09'52"W., a distance of 166.94 feet to a point of curvature; thence Southeasterly, 281.10 feet along the arc of a tangent curve to the left having a radius of 330.00 feet and a central angle of 48°48'20" (chord bearing S.24°14'18"E., 272.68 feet) to a point of reverse curvature; thence Southeasterly, 230.04 feet along the arc of a reverse curve to the right having a radius of 270.00 feet and a central angle of 48°38'57" (chord bearing S.24°13'59"E., 223.14 feet) to a point of tangency; thence S.00°10'29"W., a distance of 193.93 feet to the Northeast corner of Florida Department of Transportation Parcel 110 Part A, according to Official Records Book 2166, Page 708, of the Public Records of Sumter County, Florida; thence along the North boundary of said Parcel 110 Part A, N.88°40'04"W., a distance of 470.00 feet to the Northwest corner thereof; thence along the West boundary of said Parcel 110 Part A, and the Southerly extension thereof, S.01°19'56"W., a distance of 384.34 feet to **POINT OF BEGINNING.**

Containing 22.196 acres, more or less.

INFRASTRUCTURE OWNERSHIP

ITEM	SOURCE	OWNERSHIP
POTABLE WATER	COUNTY	DHI C. - TWISTED OAKS, LLC
WASTEWATER	COUNTY	DHI C. - TWISTED OAKS, LLC
RECLAIMED/IRRIGATION WATER	PRIVATE	DHI C. - TWISTED OAKS, LLC
ROADS	PRIVATE	DHI C. - TWISTED OAKS, LLC
DRAINAGE PONDS	PRIVATE	DHI C. - TWISTED OAKS, LLC

PROJECT CONTACTS

ENGINEER:
MATTHEW J. MORRIS P.E.
MORRIS ENGINEERING & CONSULTING, LLC
6997 PROFESSIONAL PARKWAY EAST, SUITE B
SARASOTA, FLORIDA 34240
941-444-6644
www.morrisengineering.net

SURVEYOR:
GEOPOINT SURVEYING, INC
1403 EAST 5TH AVENUE
TAMPA, FLORIDA 33605
813-248-8888
www.geopointsurvey.com

PERMITTEE:
DHI COMMUNITIES
4220 RACE TRACK ROAD
ST. JOHNS, FLORIDA 32259
630-391-2466
www.drhorton.com

OWNER:
KL TWISTED OAKS, LLC
105 NE 1ST STREET
DELRAY BEACH, FLORIDA 33444
813-615-1244

UTILITIES

WATER:
CITY OF WILDWOOD UTILITIES
100 N. MAIN ST.
WILDWOOD, FL. 34785
(352) 330-1330

SEWER:
CITY OF WILDWOOD UTILITIES
100 N. MAIN ST.
WILDWOOD, FL. 34785
(352) 330-1330

ELECTRIC:
DUKE ENERGY
RICK MARINO
PROJECT ENGINEER
(352) 422-4828

SOLID WASTE:
WASTE MANAGEMENT
SCOTT SOUTHARD
COMMERCIAL ROUTE MANAGER
8708 NE 44th DRIVE
WILDWOOD, FL. 34785
(352) 266-8391 (ssouthard@wm.com)

GAS:
TECO PEOPLE GAS
702 N. FRANKLIN ST.
TAMPA, FL 33602
(877) 832-6747

INTERNET:
BLUE STREAM
4236 NW 120 AVE
CORAL SPRINGS, FLORIDA
(954) 753-0100

REVISIONS

NO.	DATE	DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

This item has been digitally signed and sealed by **Brody Cone, PE.**, on the date adjacent to the seal.

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

BRODY CONE LICENSE No. 94991 STATE OF FLORIDA PROFESSIONAL ENGINEER

Brody Cone
Digitally signed by Brody Cone
Date: 2024.05.01 09:06:20 -04'00'

BRODY CONE
FL LICENSE NO. 94991

TWISTED OAKS - SOUTH MULTI-FAMILY PARCEL

DESCRIPTION: Part of [OLE-MILD, according to the plat thereof, recorded in Plat Book 1, Page 88, of the Public Records of Sumter County, Florida; together with lands lying ins Section 31, Township 18 South, Range 23 East, Sumter County, Florida, and being more particularly described as follows:

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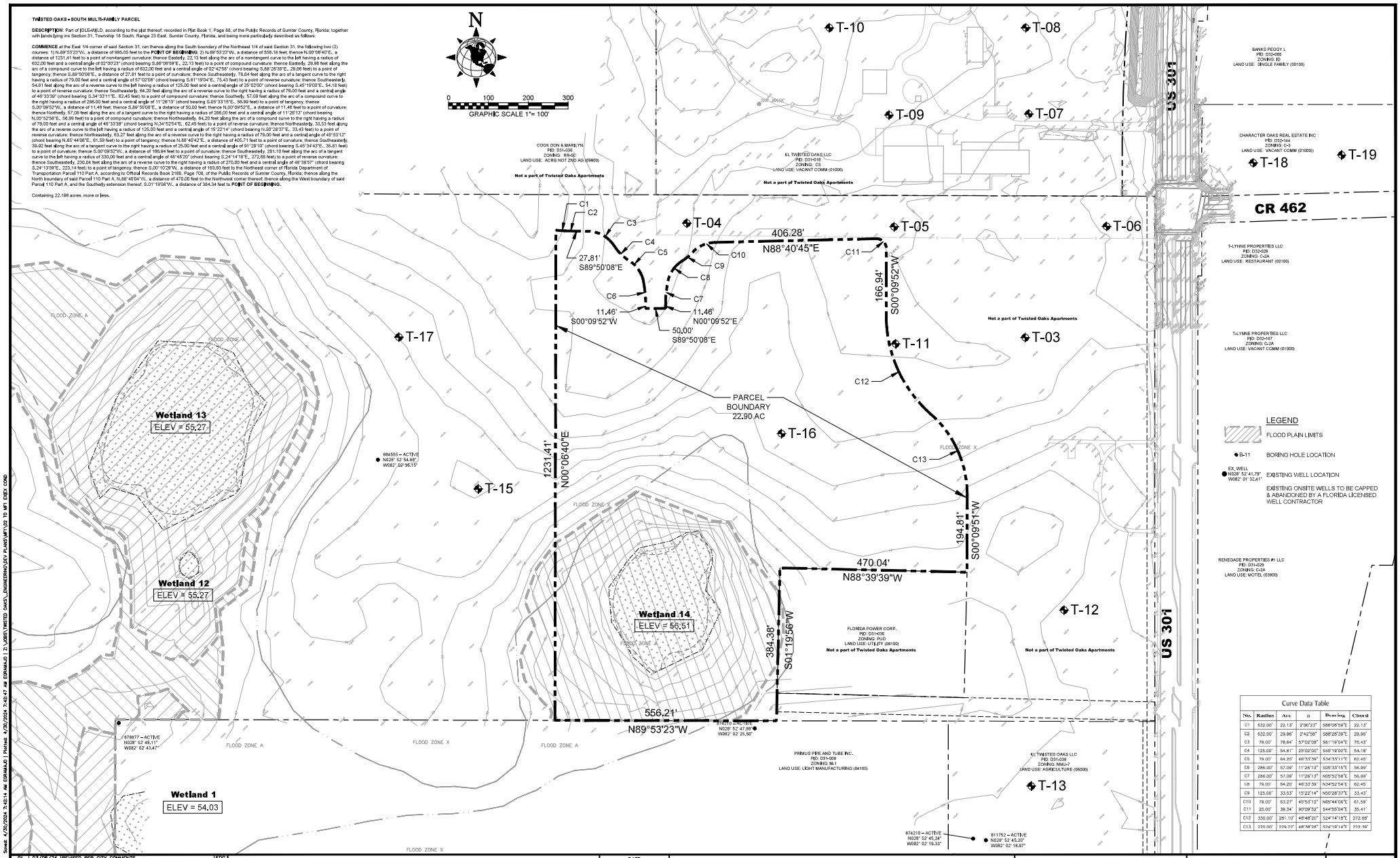
Containing 22.198 acres, more or less.



Curve Data Table

No.	Radius	Arc	Δ	Bearing	Chord
C1	632.00'	22.13'	2°00'23"	S86°06'59"E	22.13'
C2	632.00'	29.86'	2°42'58"	S88°26'39"E	29.86'
C3	79.00'	78.64'	57°02'08"	S61°19'04"E	75.43'
C4	125.00'	54.61'	25°02'00"	S45°19'00"E	54.18'
C5	79.00'	64.20'	46°33'39"	S34°33'11"E	62.45'
C6	286.00'	57.09'	11°26'13"	S05°33'15"E	56.99'
C7	286.00'	57.09'	11°26'13"	N05°52'58"E	56.99'
C8	79.00'	64.20'	46°33'39"	N34°52'54"E	62.45'
C9	125.00'	33.53'	15°22'14"	N50°28'37"E	33.43'
C10	79.00'	63.27'	45°53'12"	N65°44'06"E	61.59'
C11	25.00'	39.34'	90°09'52"	S44°55'04"E	35.41'
C12	330.00'	281.10'	48°48'20"	S24°14'18"E	272.68'
C13	270.00'	229.23'	48°38'57"	S24°13'59"E	223.14'

NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

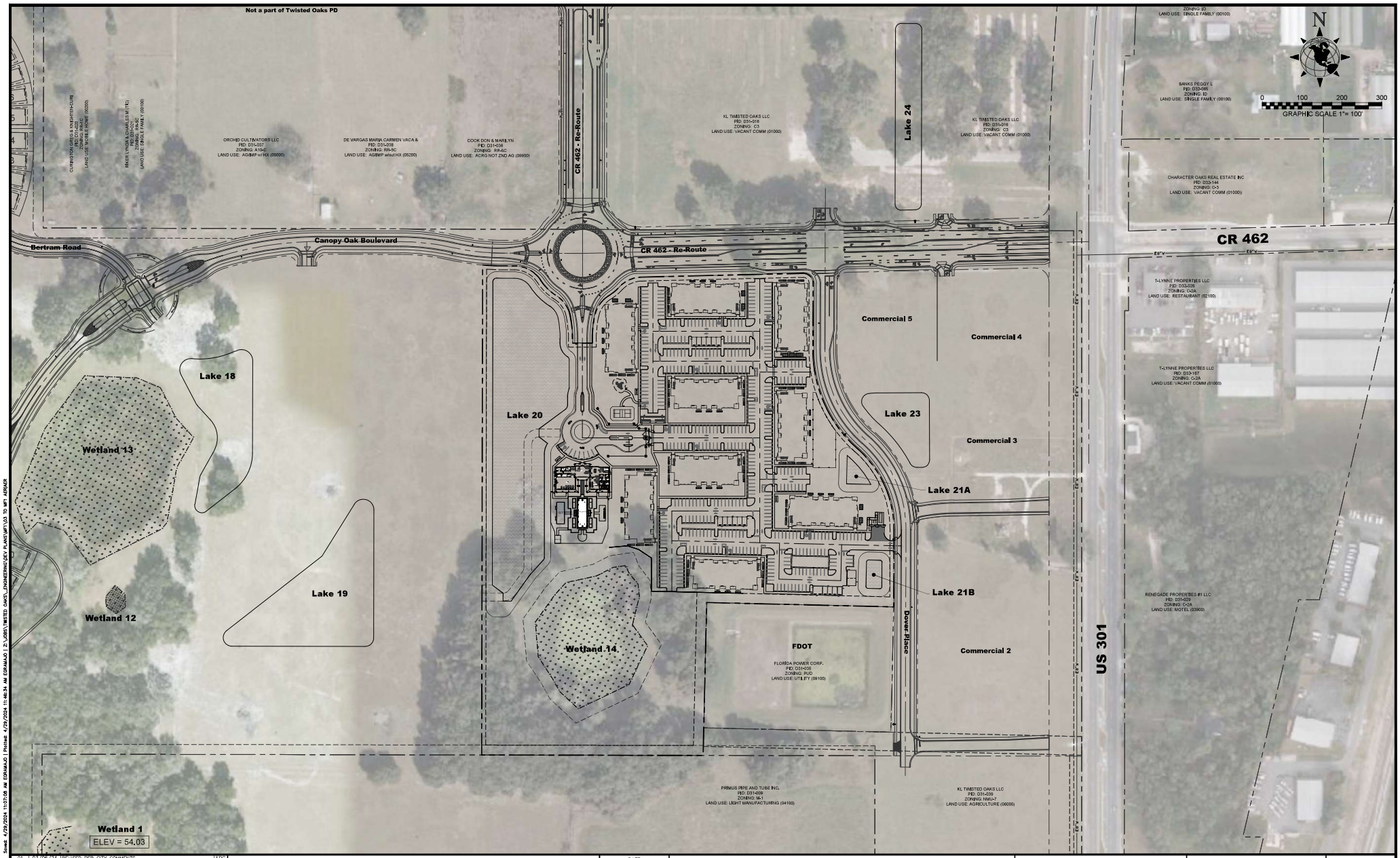
MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28789 941-444-6644 www.morrisengineering.net

DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 EX
DRAWN EDG
CHECKED BMC

EXISTING CONDITIONS
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

SCALE 1"=100'
VERTICAL DATUM NAVD88
BRODY CONE
FL LICENSE NO. 94991
SHEET 2 OF 25

Saved: 4/30/2024 7:42:14 AM EDRAMAJO | Plotted: 4/30/2024 7:42:47 AM EDRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\02 TO MF1 EXIST COND



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NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

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Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28789 941-444-6644 www.morriseng.net

DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 AER
DRAWN EDG
CHECKED BMC

AERIAL SITE PLAN

TWISTED OAKS - APARTMENTS

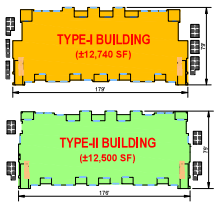
CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE 1" = 100'
VERTICAL DATUM NAVD88
SHEET 3 OF 25

SITE DATA

1. SUMTER COUNTY PROPERTY APPRAISER PARCEL IDENTIFICATION NUMBERS: D31-007
2. PROPERTY ADDRESS: 8616 N. US 301, WILDWOOD, FLORIDA 34785. SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST
3. BEARING STRUCTURE IS (S.00°05'45"W), BASED ON FLORIDA STATE PLANE WEST GRID ALONG THE WEST LINE OF THE NORTHWEST ¼ OF SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.
4. ALL ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM (NAVD) 1988.
5. EXISTING ZONING: NMU-7 (PD)
6. EXISTING LAND USE: ONMU
7. FUTURE LAND USE: RMU
8. THE PROPERTY LIES IN THE FLOOD ZONE "A" AND "X" OF THE FLOOD INSURANCE RATE MAP (FIRM), COMMUNITY-PANEL NUMBER 12119C0068D (FIRM INDEX DATED 09/27/13), SUBJECT TO VERIFICATION. ZONE A 100 YR ELEVATION WITHIN DEVELOPMENT = 57.16 (ESTABLISHED FROM LAKE 18).
9. DEVELOPMENT AREA: 16.87 acs
10. PROPOSED LAND USE: APARTMENT COMPLEX (MULTI FAMILY)
11. BUILDING HEIGHT AND STORIES: 3 STORY, 34'-7 1/4" (46' MAX) TYPE I & II CONSTRUCTION.
12. ALL ROADS WITHIN THE APARTMENTS DEVELOPMENT WILL BE OWNED AND MAINTAINED BY THE CDD.
13. CONSTRUCTION SCHEDULE: 2024 TO 2026.
14. IRRIGATION SOURCE: PRIVATE IRRIGATION FROM POTABLE WATER SERVICES
15. ALL RESIDENTIAL UNITS SHALL HAVE CURB SIDE GARBAGE & RECYCLING PICK-UP BY THE CITY OR CITY'S CONTRACTED REFUSE SERVICE PROVIDER
16. "POTABLE WATER" AND "SANITARY SEWER" SHALL BE CONSTRUCTED TO CITY OF WILDWOOD UTILITY STANDARDS AND OWNED AND MAINTAINED BY CITY OF WILDWOOD (WITHIN PUBLIC UTILITY EASEMENT ONLY).
17. STREET LIGHTS SHALL BE INSTALLED BY SECO.
18. ANY GATES OR EMERGENCY ACCESS POINTS WITHIN THE PROJECT SHALL BE ACCESSIBLE TO EMERGENCY PROVIDERS AND COUNTY PERSONNEL BY "CLICKCENTER" EMERGENCY VEHICLE ACCESS SYSTEM IN ACCORDANCE WITH CITY OF WILDWOOD ORDINANCE 09-72. A "FAUX GATE" WILL BE LOCATED AT THE CR 209 AND OAKS BOULEVARD ENTRANCE. PRIOR TO FINAL SITE PLAN APPROVAL, THE APPLICANT SHALL RECEIVE WRITTEN APPROVAL FROM SUMTER COUNTY FIRE AND EMS FIRE MARSHAL OF THE PROPOSED SYSTEM. ALL GATES SHALL BE RAISED IN A STORM EMERGENCY TO EXPEDITE AN EVACUATION. ORD 09-72.
19. UTIL = UTILITY, ESMT = EASEMENT, PR = PRIVATE, PU = PUBLIC, RB = ROADWAY BUFFER, LSB = LANDSCAPE BUFFER, WLB = WETLAND BUFFER, STM = STORM, WM = WATER MAIN, FH = FIRE HYDRANT, RM = RE-USE MAIN, FM = FORCE MAIN



UNIT COUNT

(5) TYPE I BUILDINGS
(15) 1-BR, (9) 2-BR & (6) 3-BR = 30 UNITS
1-BEDROOM UNIT SF = (see table below)
2-BEDROOM UNIT SF = (see table below)
3-BEDROOM UNIT SF = (see table below)
TYPE I TOTAL BUILDING SF = ±12,500

(4) TYPE II BUILDINGS
(15) 1-BR, (9) 2-BR & (6) 3-BR = 30 UNITS
1-BEDROOM UNIT SF = (see table below)
2-BEDROOM UNIT SF = (see table below)
3-BEDROOM UNIT SF = (see table below)
TYPE II TOTAL BUILDING SF = ±12,740

TOTAL UNITS (TYPE I AND II BLDGS) = 270 UNITS

AMENITY/OFFICE = 8,143 SF

NUMBER OF EMPLOYEES = 5 TOTAL

PARKING REQUIRED: 405 OR 1.5/UNIT

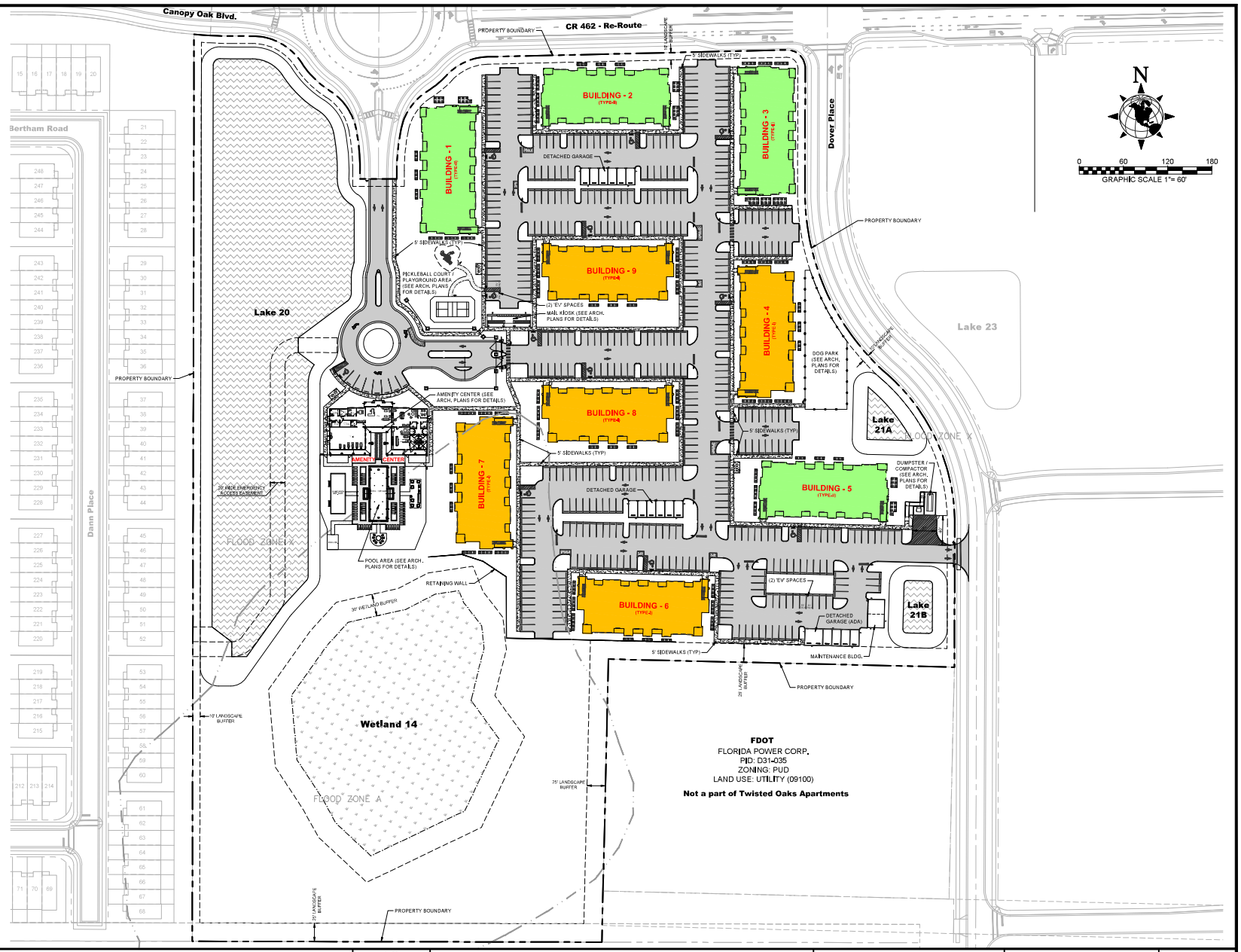
PARKING PROVIDED:

STANDARD (9x20')	436
HANDICAPPED (12'x20')	12
DETACHED GARAGE (ADA)	1
DETACHED GARAGE	16
TOTAL PARKING =	465

INCLUDING (3) STD. CHARGING SPACES AND (1) ADA CHARGING SPACE.

UNIT AREA TABLE

UNIT TYPE	UNIT NAME	UNIT AREA IN SF A/C	UNIT AREA IN SF NON-A/C	TOTAL UNIT AREA IN SF	UNIT TOTAL BY NAME	% BY UNIT NAME
1 BED / 1 BATH	A1	707 SF	74 SF	781 SF	54	20%
1 BED / 1 BATH	A4	798 SF	84 SF	879 SF	66	24%
1 BED / 1 BATH	A5	795 SF	84 SF	879 SF	15	6%
1 BED / 1 BATH					135	50%
2 BED / 2 BATH	B1	1,114 SF	69 SF	1,183 SF	15	6%
2 BED / 2 BATH	B2	1,131 SF	69 SF	1,200 SF	54	20%
2 BED / 2 BATH	B3	1,189 SF	108 SF	1,297 SF	12	4%
2 BED / 2 BATH	B4	1,222 SF	142 SF	1,364 SF	24	9%
2 BED / 2 BATH					105	39%
3 BED / 2 BATH	C1	1,468 SF	107 SF	1,575 SF	30	11%
3 BED / 2 BATH					30	11%
TOTAL UNITS IN PROJECT - ALL TYPES					270	100%



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6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28789 941-444-6644 www.morrisengineering.net

DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 MSP
DRAWN EDG
CHECKED BMC

MASTER SITE PLAN
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE 1"=60'
VERTICAL DATUM NAVD88
SHEET 4 OF 25

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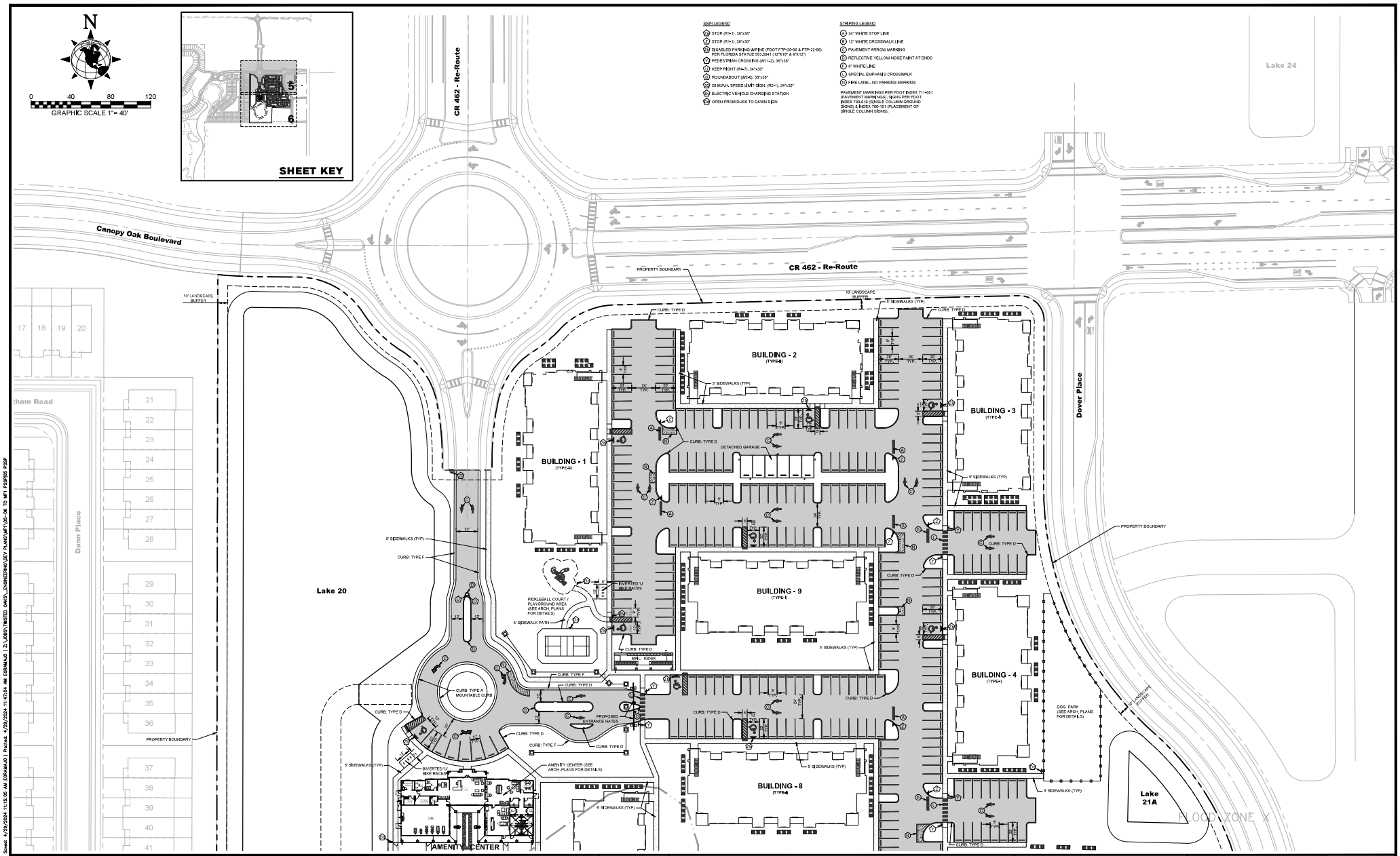

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6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28780 941-444-6644 www.morrisengineering.net

DATE 04/08/2024
PROJECT TO MF1
DRAWING TO MF1 PSSP-05
DRAWN EDG
CHECKED BMC

PAVING & SIGNAGE SITE PLAN
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE 1"=40'
VERTICAL DATUM NAVD88
SHEET 5 OF 25

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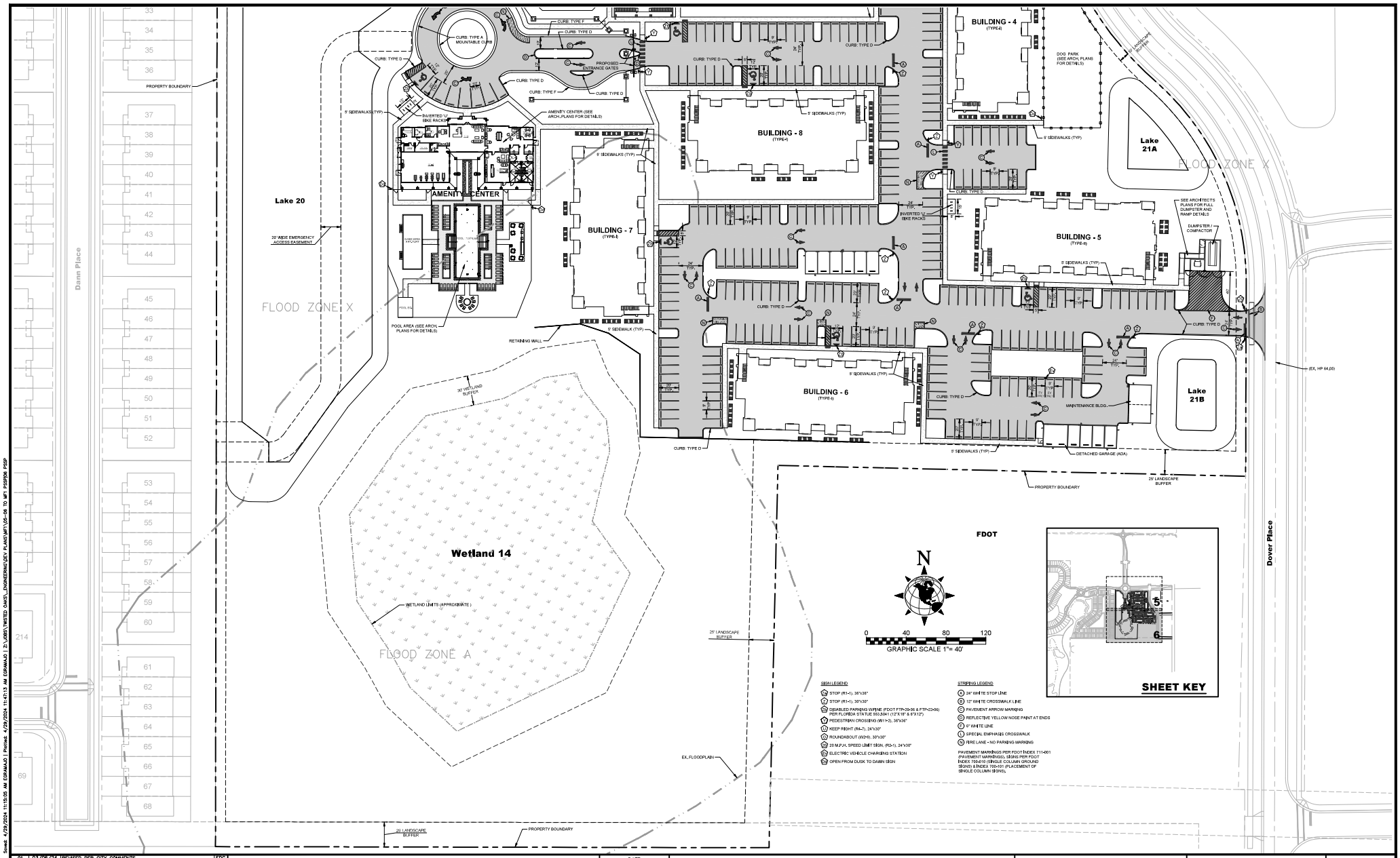

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DATE 04/08/2024
PROJECT TO MF1
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PAVING & SIGNAGE SITE PLAN
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

SCALE 1"=40'
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SHEET 6 OF 25

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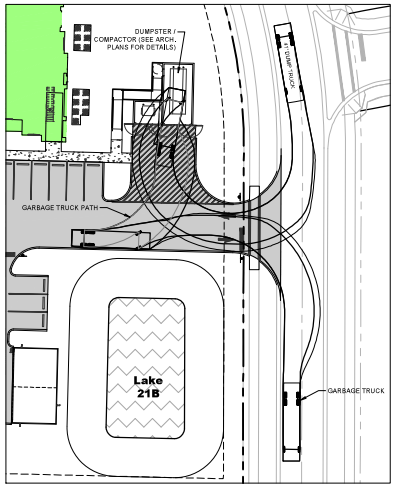
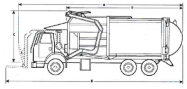


GARBAGE TRUCK TURNING TEMPLATE

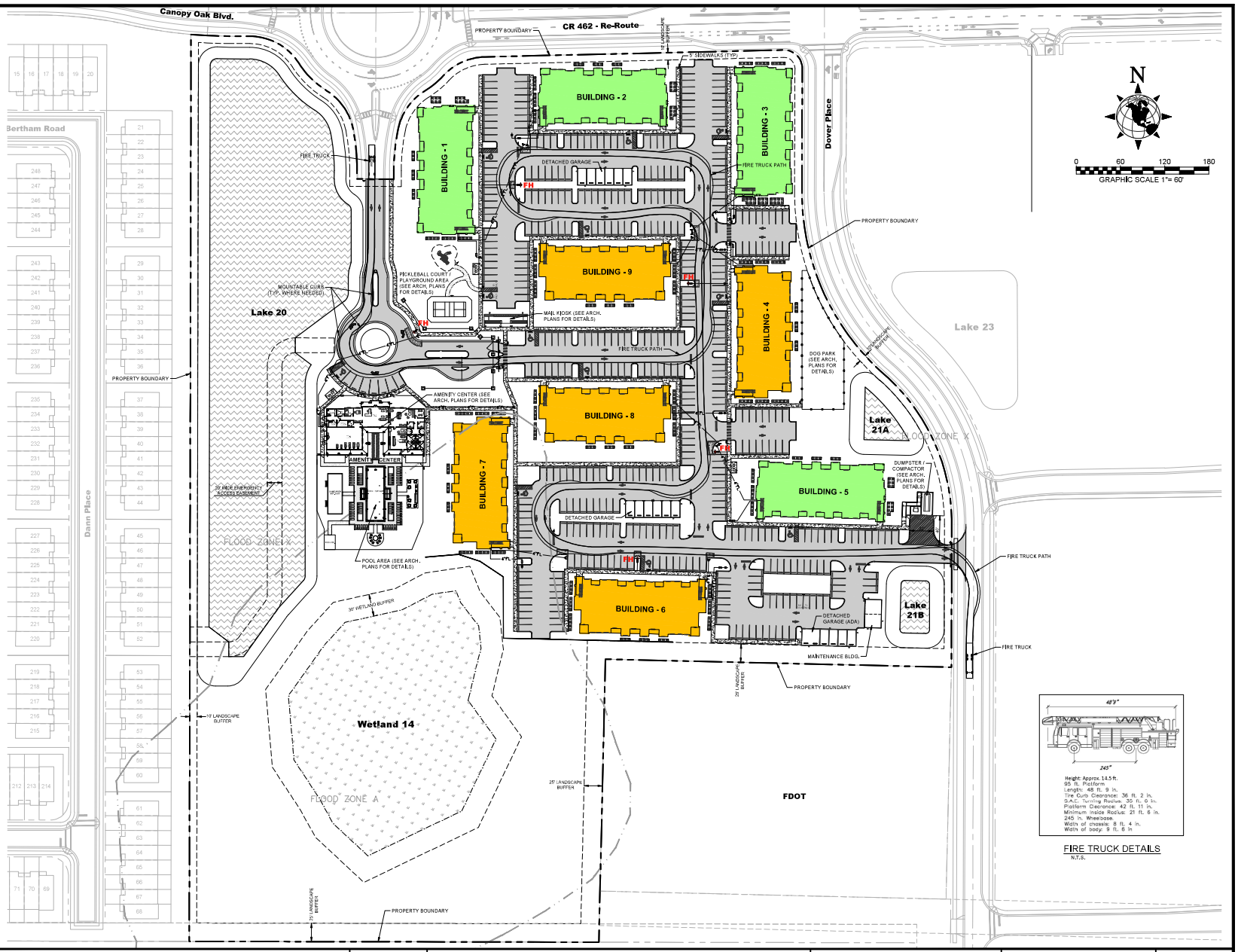
SCALE: 1"=30'



Front Loader Truck - Sumter County	
Overall Length (B)	41,000ft
Overall Width	8,500ft
Overall Body Height (C)	13,000ft
Min Body Ground Clearance	1,393ft
Track Width	8,500ft
Lock-to-lock time	5,00s
Curb to Curb Turning Radius	41,700ft

GARBAGE TRUCK DETAILS

N.T.S.



FIRE TRUCK DETAILS

N.T.S.

NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

MORRIS ENGINEERING AND CONSULTING, LLC

Civil Engineering and Land Development Consulting

6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28789 941-444-6644 www.morrisengineering.net

DATE 04/29/2024	
PROJECT TO MF1	
DRAWING TO MF1 TURN	
DRAWN EDG	CHECKED BMC

FIRE TRUCK & GARBAGE PICK-UP TURNING TEMPLATE PLAN

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'

VERTICAL DATUM NAVD88

BRODY CONE FL LICENSE NO. 94991

SHEET 7 OF 25

Saved: 4/29/2024 11:26:50 AM EGRAMAJO | Plotted: 4/29/2024 11:41:29 AM EGRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\07 TO MF1 TURNTURN

EARTHWORK PROCEDURE

1. SANDS WITH LESS THAN OR EQUAL TO 35 PERCENT FINES WILL BE THE ONLY ACCEPTABLE SOURCE OF ON-SITE SOILS USED FOR STRUCTURAL FILL. THESE SOILS ARE CLASSIFIED BY THE UNIFIED CLASSIFICATION SYSTEM AS SP, SP-SC, SP-SM, SC & SM.
2. CLAY SOILS (GREATER THAN 50 PERCENT FINES) IF EXCAVATED WILL BE CONSIDERED UNSUITABLE FOR USE AS STRUCTURAL FILL & WILL BE PLACED BACK INTO THE BOTTOM OF THE STORMWATER PONDS/LAKES OR USED TO BUILD PONDLAKE BERMS PROVIDED A MINIMUM OF 2 FEET OF COVER USING COHESIONLESS SOILS IS PLACED OVER THE CLAYS.
3. SOILS WITH GREATER THAN 35 PERCENT FINES BUT LESS THAN 50 PERCENT FINES CAN BE BLENDED WITH SP, SP-SC & SP-SM SOILS TO REDUCE THE FINES CONTENT TO LESS THAN OR EQUAL TO 35 PERCENT & REUSED AS STRUCTURAL FILL.
4. MONITORING OF THE EPR SHOULD BE PROVIDED BY REPRESENTATIVES OF A GEOTECHNICAL ENGINEERING FIRM, HOWEVER, ULTIMATELY THE SITE CONTRACTOR MUST BEAR RESPONSIBILITY TO ENSURE PROPER SOIL USE & PLACEMENT.
5. SITE DEVELOPER SHALL CONSTRUCT THE RESIDENTIAL LOT BUILDING PADS TO 8" BELOW FINISH FLOOR ELEVATION.
6. REFER TO FDOT STANDARD PLAN INDICIES 120-001 AND 120-002 IN CASE UNSUITABLE MATERIAL IS DISCOVERED DURING CONSTRUCTION.
7. THE PROPERTY LIES IN THE FLOOD ZONE "A" AND "X" OF THE FLOOD INSURANCE RATE MAP (FIRM), COMMUNITY-PANEL NUMBER 12119C0088D (FIRM INDEX DATED 09/27/13), SUBJECT TO VERIFICATION. ZONE A 100 YR ELEVATION WITHIN DEVELOPMENT = 57.16 (ESTABLISHED FROM LAKE 18).
8. DEVELOPMENT ACREAGE WITHIN FEMA ZONE A ABOVE 100 YEAR FLOOD ELEVATION = 128,296 SF / 2.95 AC.

N

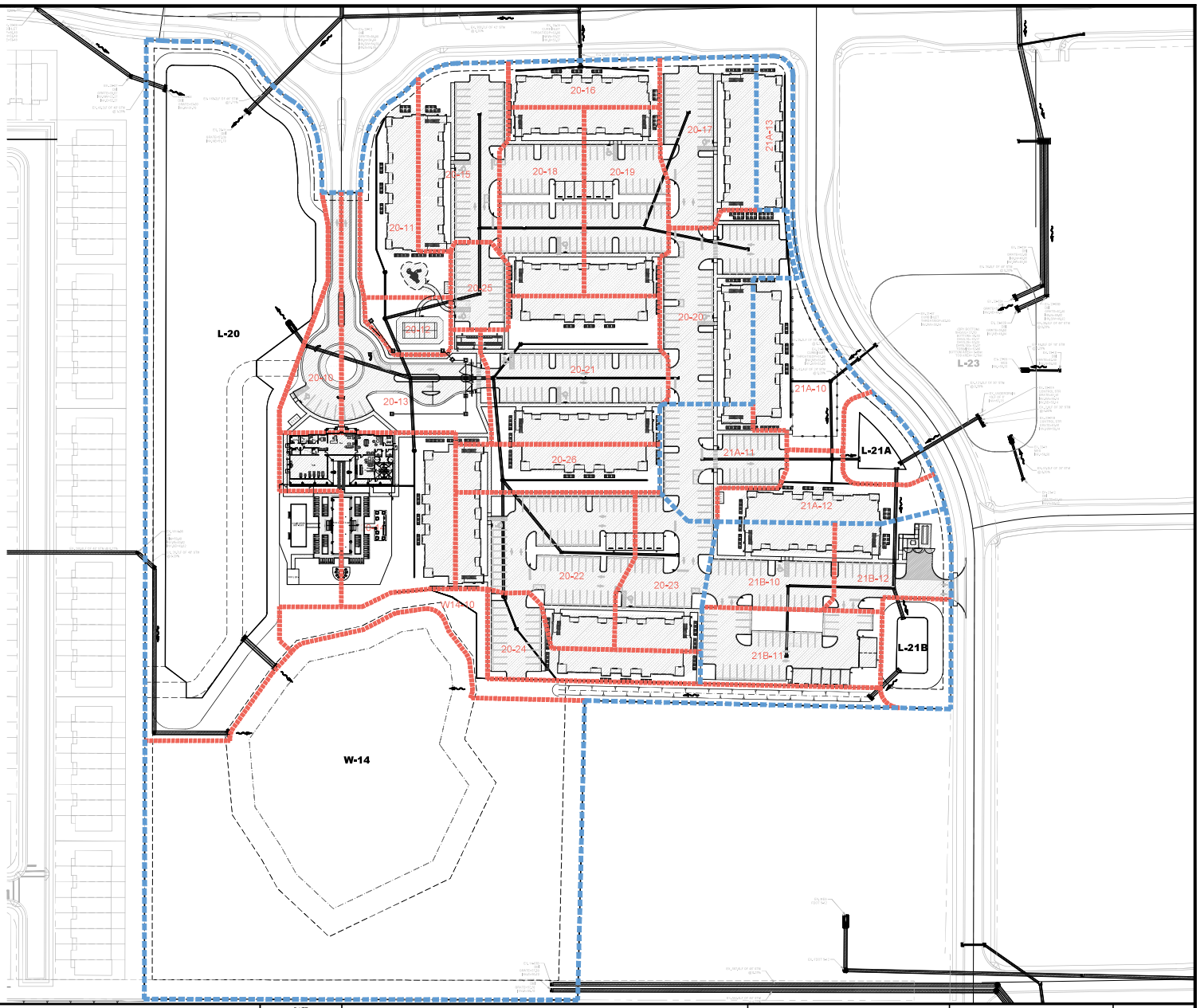
0 60 120 180

GRAPHIC SCALE 1"= 60'

LEGEND:

MAJOR DRAINAGE BASIN LIMITS

MINOR DRAINAGE BASIN LIMITS



NO.	DATE	REVISION DESCRIPTION	BY
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DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 MDR
DRAWN EDG
CHECKED BMC

MASTER DRAINAGE PLAN

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'
VERTICAL DATUM NAVD88
BRODY CONE FL LICENSE NO. 94991
SHEET 8 OF 25

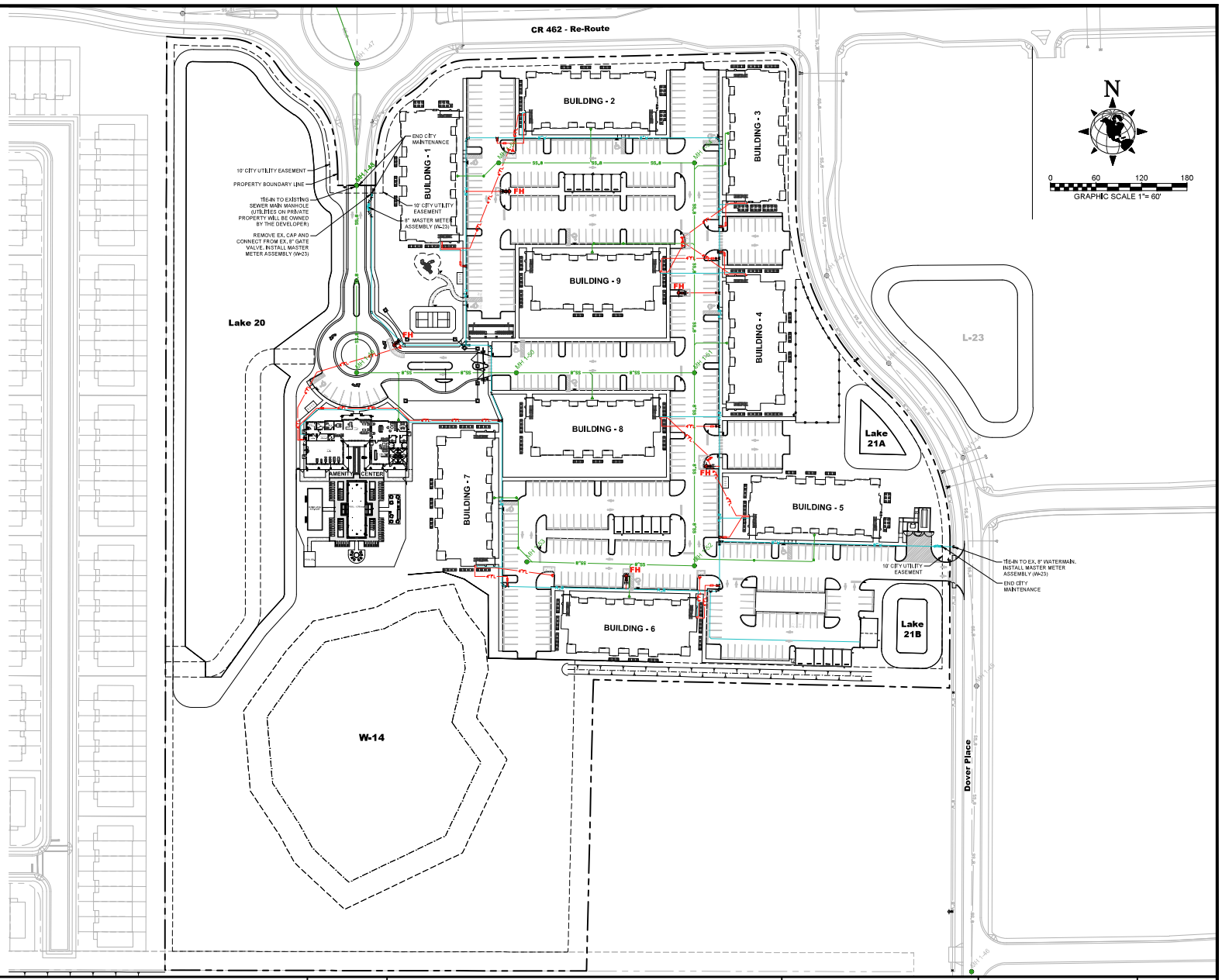
Saved: 4/29/2024 11:19:18 AM EDRAMAJO | Plotted: 4/29/2024 11:46:01 AM EDRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\08 TO MF1 MDR\MDR

LEGEND

- EXISTING PROPERTY BOUNDARY
- EXISTING WATER MAIN WITH FIRE HYDRANT
- EXISTING SEWER FORCE MAIN
- PROPOSED 8" WATER MAIN WITH FIRE HYDRANT
- PROPOSED WATER SERVICE LINE
- PROPOSED 4" FIRE SERVICE LINE
- PROPOSED SEWER MAIN WITH MANHOLE
- PROPOSED SEWER SERVICE LINE

SITE UTILITIES

1. END OF CITY MAINTENANCE FOR RESIDENTIAL POTABLE WATER SERVICE SHALL BE AT THE BACK OF THE WATER METER BOX. SEE POTABLE WATER SYSTEM DETAIL W-14.
2. END OF CITY MAINTENANCE FOR RESIDENTIAL SANITARY SEWER SERVICE SHALL BE AT THE CLEAN-OUT PLACED AT THE PROPERTY LINE. SEE WASTEWATER COLLECTION SYSTEM DETAIL S-02.
3. CONTRACTOR TO FIELD VERIFY ALL HIGH POINTS WITH THE ENGINEER PRIOR TO INSTALLING AIR RELEASE VALVES.



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DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 MUT
DRAWN EDG
CHECKED BMC

MASTER UTILITY PLAN
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE 1"=60'
VERTICAL DATUM NAVD88
SHEET 9 OF 25

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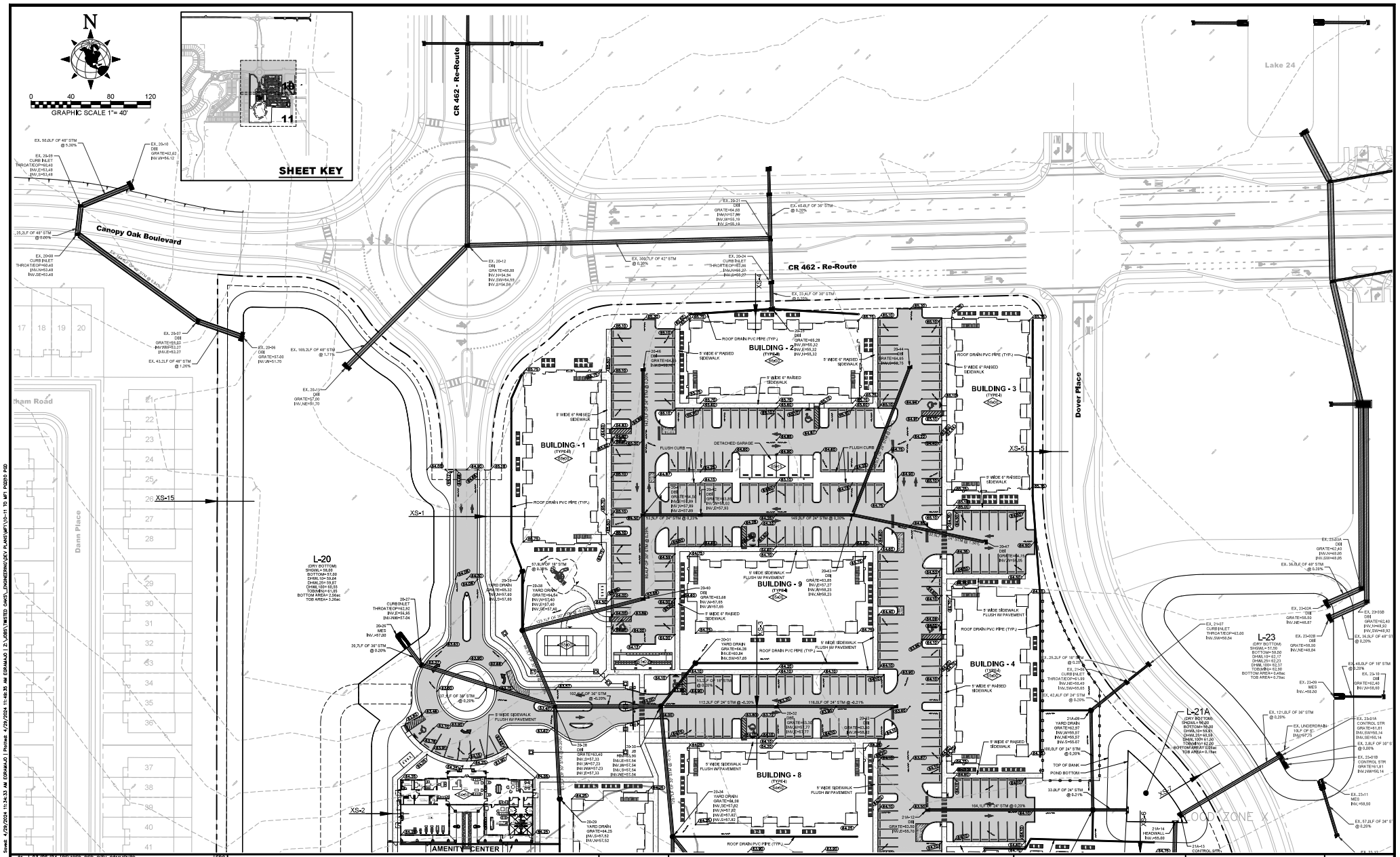

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DATE 04/08/2024
PROJECT TO MF1
DRAWING TO MF1 PGD-10
DRAWN EDG
CHECKED BMC

PAVING, GRADING, & DRAINAGE PLAN

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=40'
VERTICAL DATUM NAVD88
SHEET 10 OF 25

BRODY CONE
FL LICENSE NO. 94991

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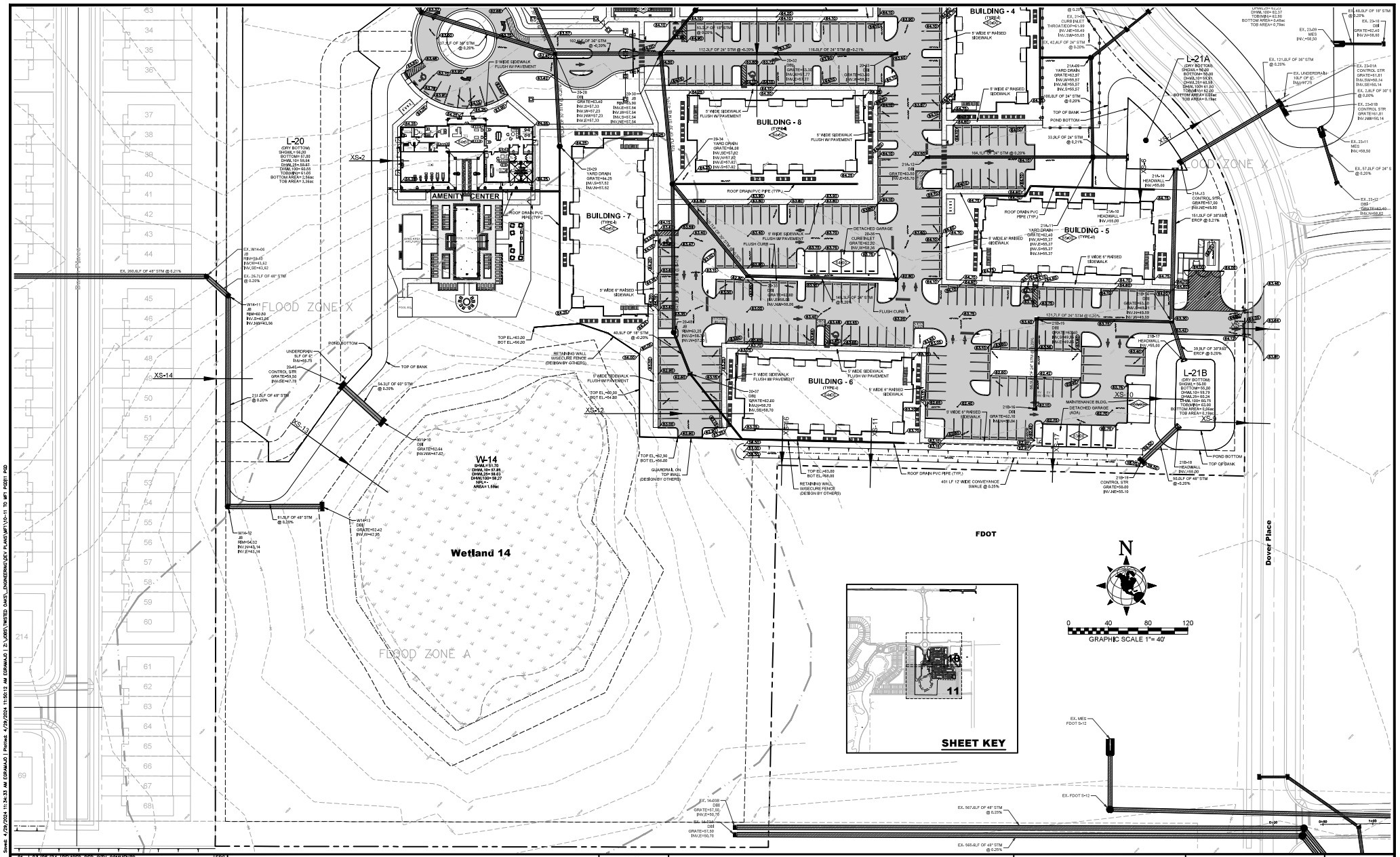

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DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 PGD-11
DRAWN EDG
CHECKED BMC

PAVING, GRADING, & DRAINAGE PLAN

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=40'
VERTICAL DATUM NAVD88

BRODY CONE
FL LICENSE NO. 94991

SHEET 11 OF 25

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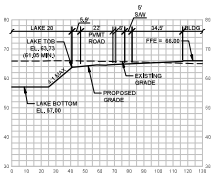

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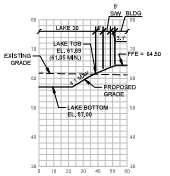

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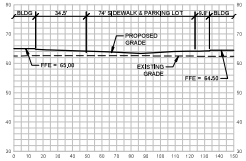

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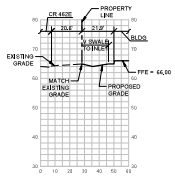

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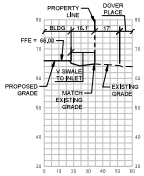

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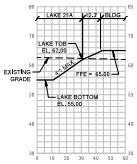

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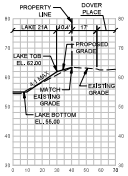

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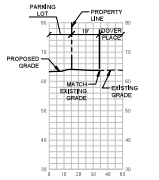

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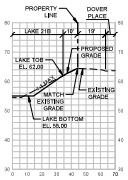

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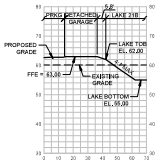

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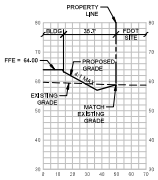

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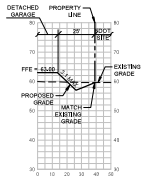

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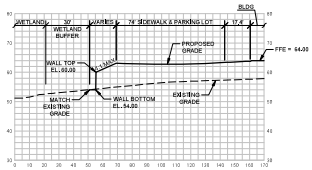

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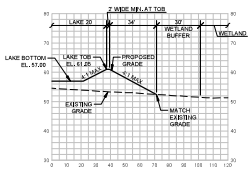

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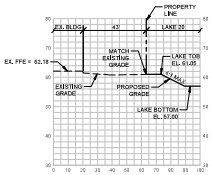

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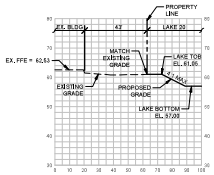

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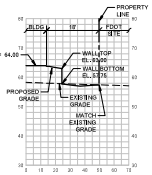

XS-16

NO.	DATE	REVISION DESCRIPTION	BY
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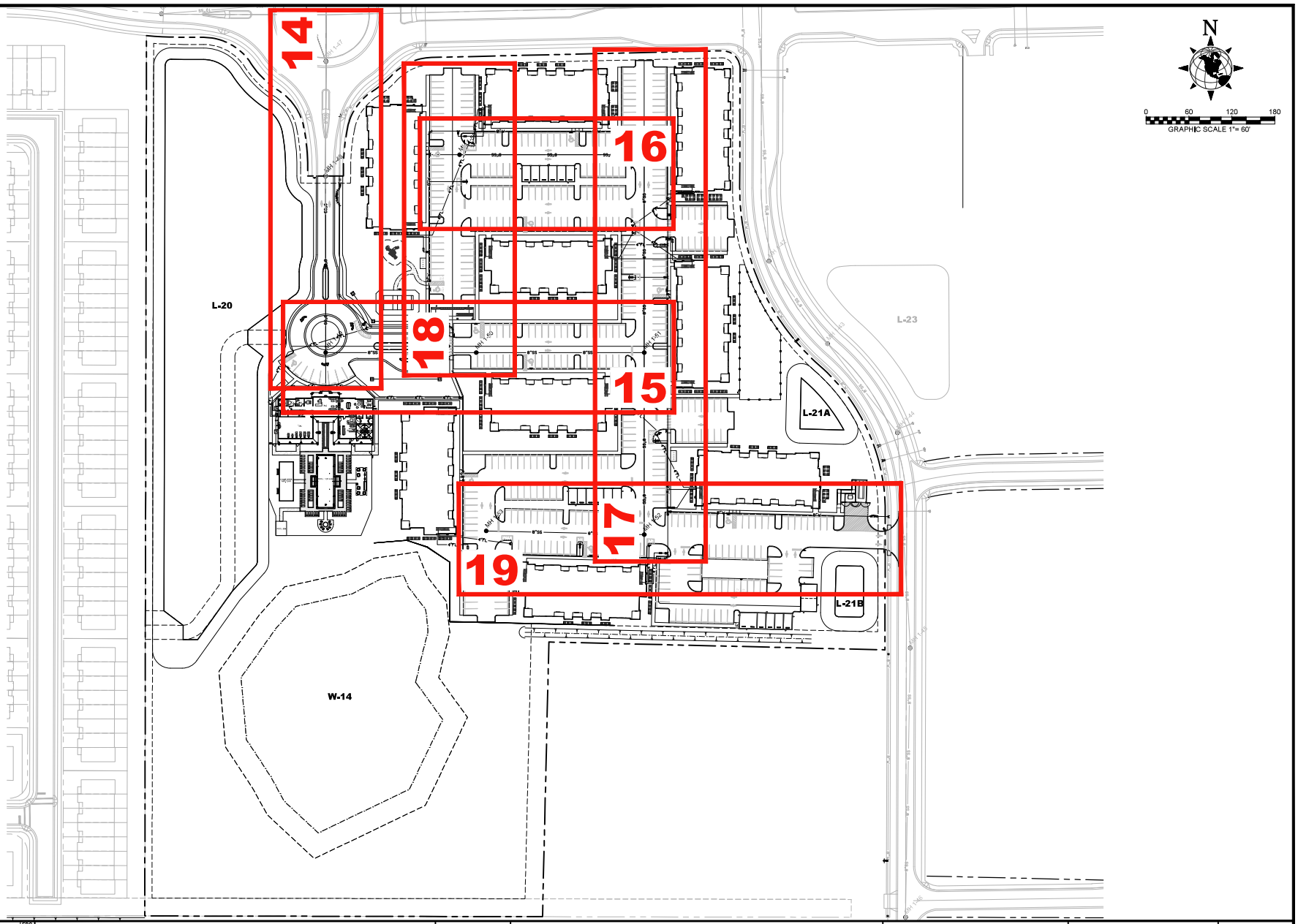
DATE 03/12/2024
PROJECT TO MF1
DRAWING TO MF1 SEC
DRAWN EDG
CHECKED BMC

SECTIONS
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=2'
VERTICAL DATUM NAVD88
BRODY CONE
FL LICENSE NO. 94991
SHEET 12 OF 25

Saved: 3/12/2024 11:21:50 AM EGRAMAJO | Plotted: 4/29/2024 11:50:49 AM EGRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\12 TO MF1 SEC.DWG



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DATE 03/06/2024
PROJECT TO MF1
DRAWING TO MF1 PV
DRAWN EDG
CHECKED BMC

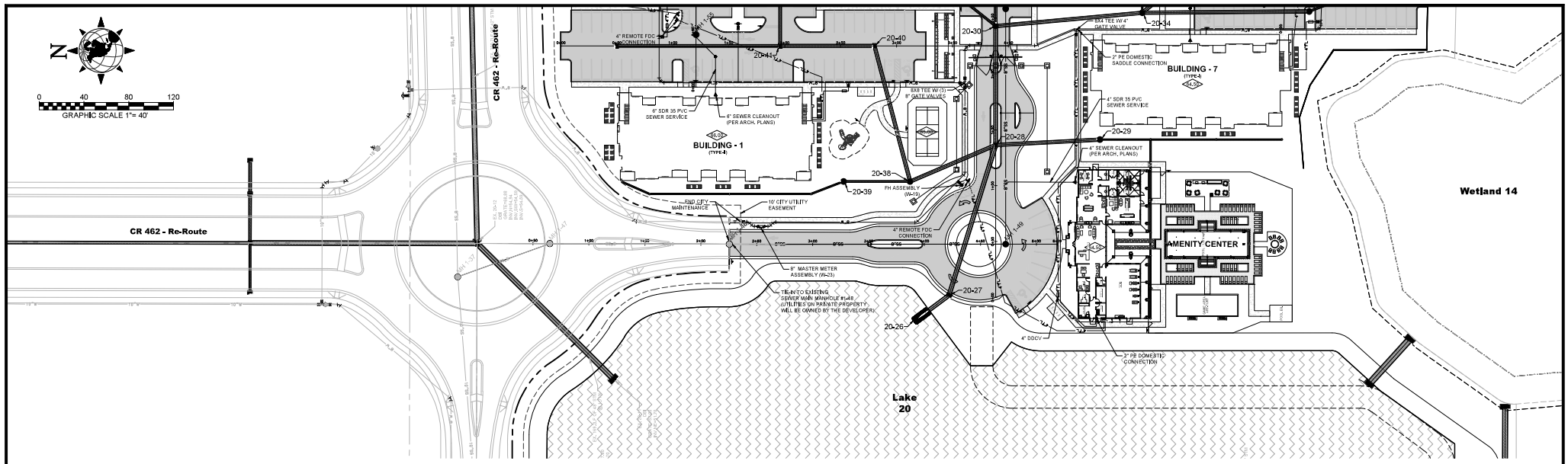
PLAN AND PROFILE KEY

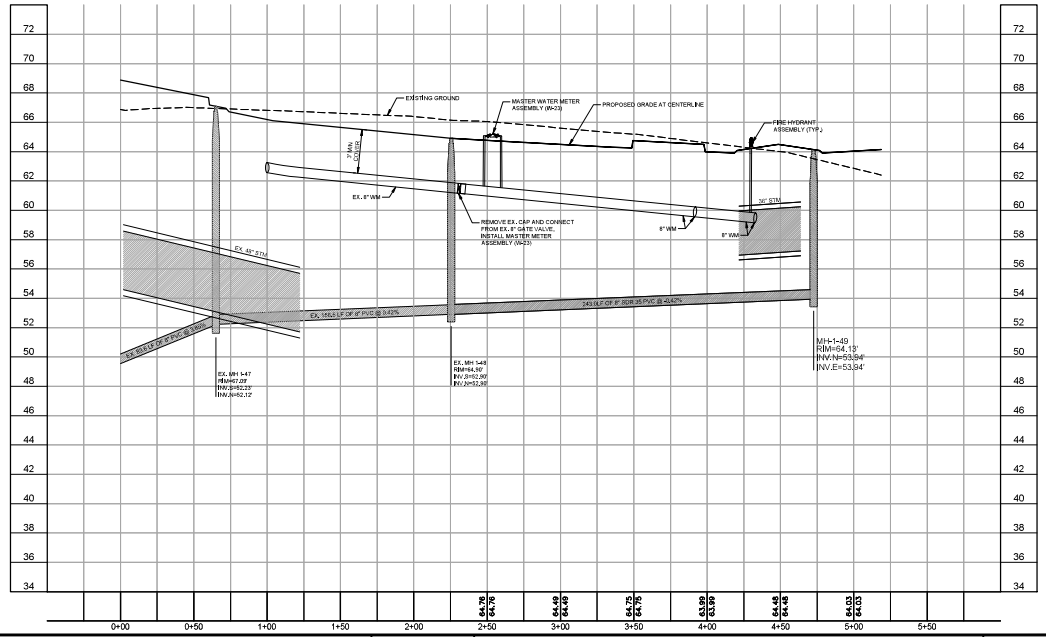
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'
VERTICAL DATUM NAVD88
BRODY CONE FL LICENSE NO. 94991
SHEET 13 OF 25

Saved: 3/7/2024 3:36:44 PM EBRAMAJO | Plotted: 4/29/2024 11:51:13 AM EBRAMAJO | J:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\13 TO MF1 PV.dwg





NOTE:
IN ALL AREAS WHERE UTILITIES ARE OVER 7' IN DEPTH, THE LINES WILL NEED TO BE RESTRAINED WITH EYE BOLTS AND ALL-THREAD PER CITY OF WILDWOOD STANDARDS.

NO.	DATE	REVISION DESCRIPTION	BY
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DATE 04/08/2024
PROJECT TO MF1
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CHECKED BMC

PLAN & PROFILE - O

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
BRODY CONE FL LICENSE NO. 94991
SHEET 14 OF 25

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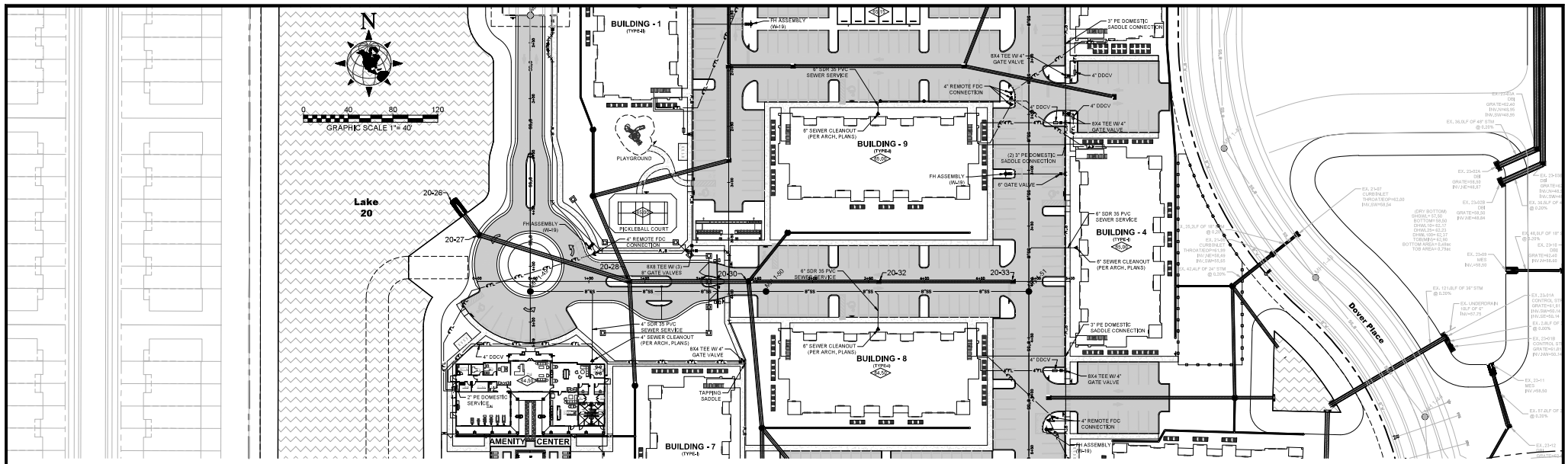

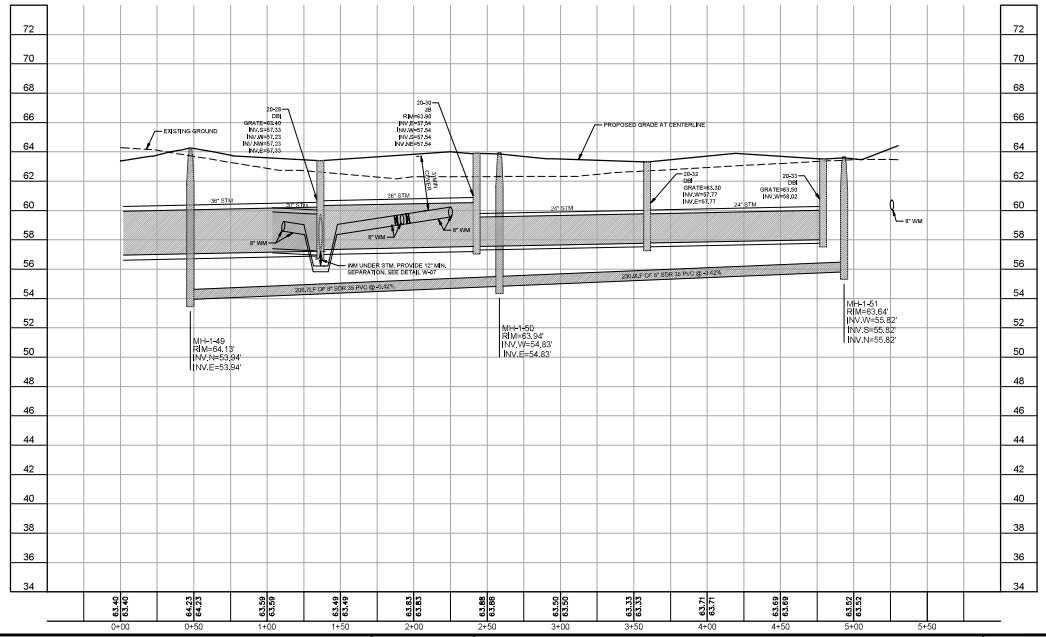

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DATE 04/08/2024
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DRAWING TO MF1 PP--P
DRAWN EDG
CHECKED BMC

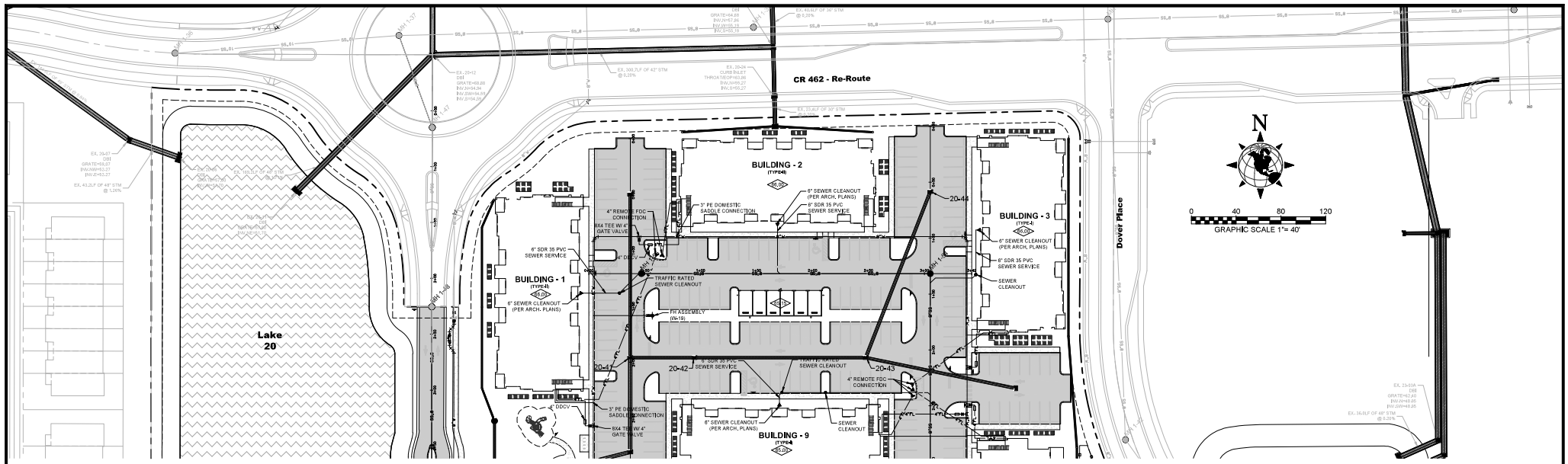
PLAN & PROFILE - P

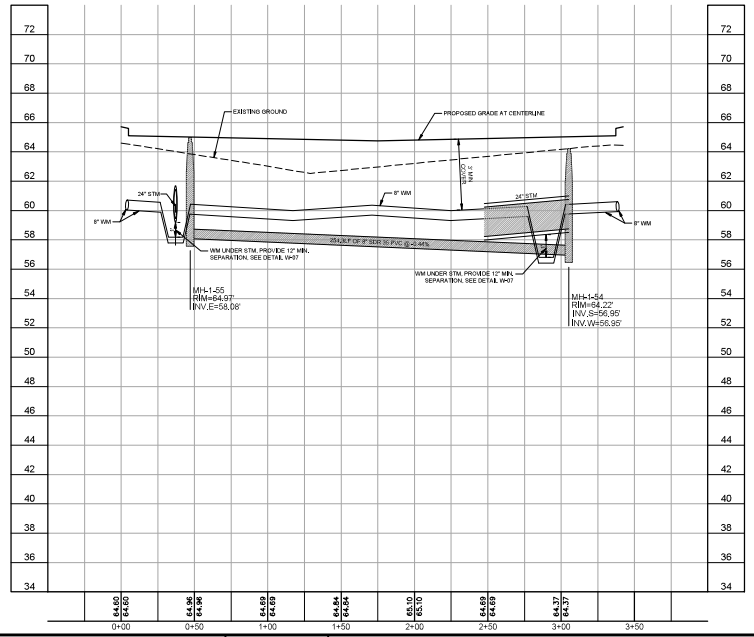
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
BRODY CONE FL LICENSE NO. 94991
SHEET 15 OF 25

Saved: 4/8/2024 1:05:50 PM EDRAMAJO | Plotted: 4/29/2024 11:05:32 AM EDRAMAJO | J:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\15 TO MF1 PP--PPP--P





NOTE:
IN ALL AREAS WHERE UTILITIES ARE OVER 7' IN DEPTH, THE LINES WILL NEED TO BE RESTRAINED WITH EYE BOLTS AND ALL-THREAD PER CITY OF WILDWOOD STANDARDS.

NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28789 941-444-6644 www.morrisengineering.net

DATE 04/08/2024
PROJECT TO MF1
DRAWING TO MF1 PP-Q
DRAWN EDG
CHECKED BMC

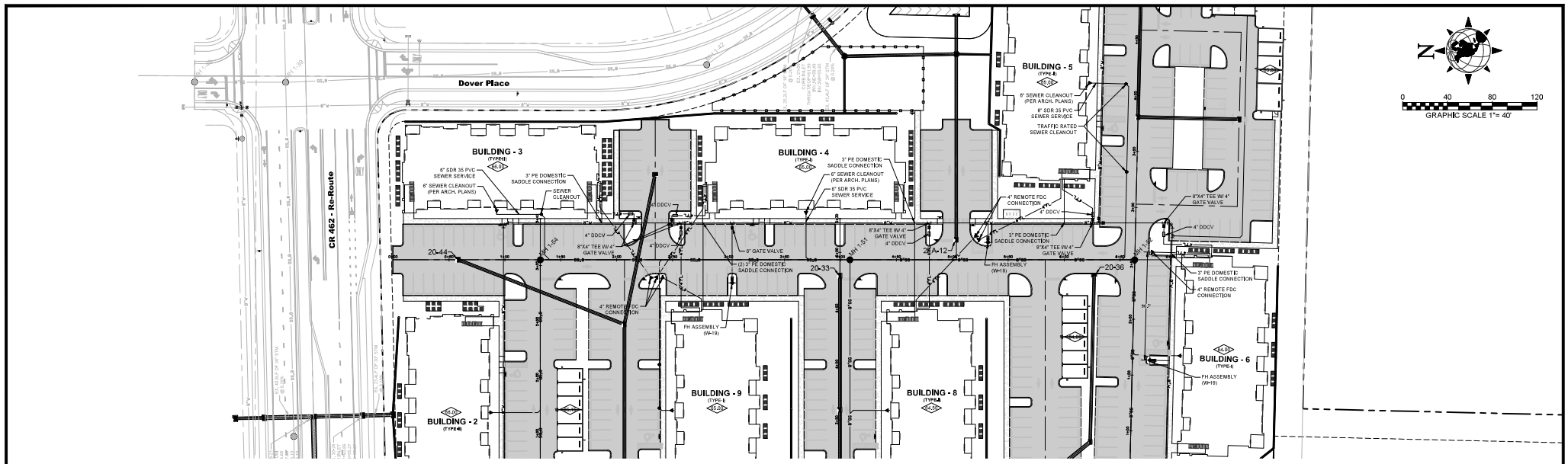
PLAN & PROFILE - Q

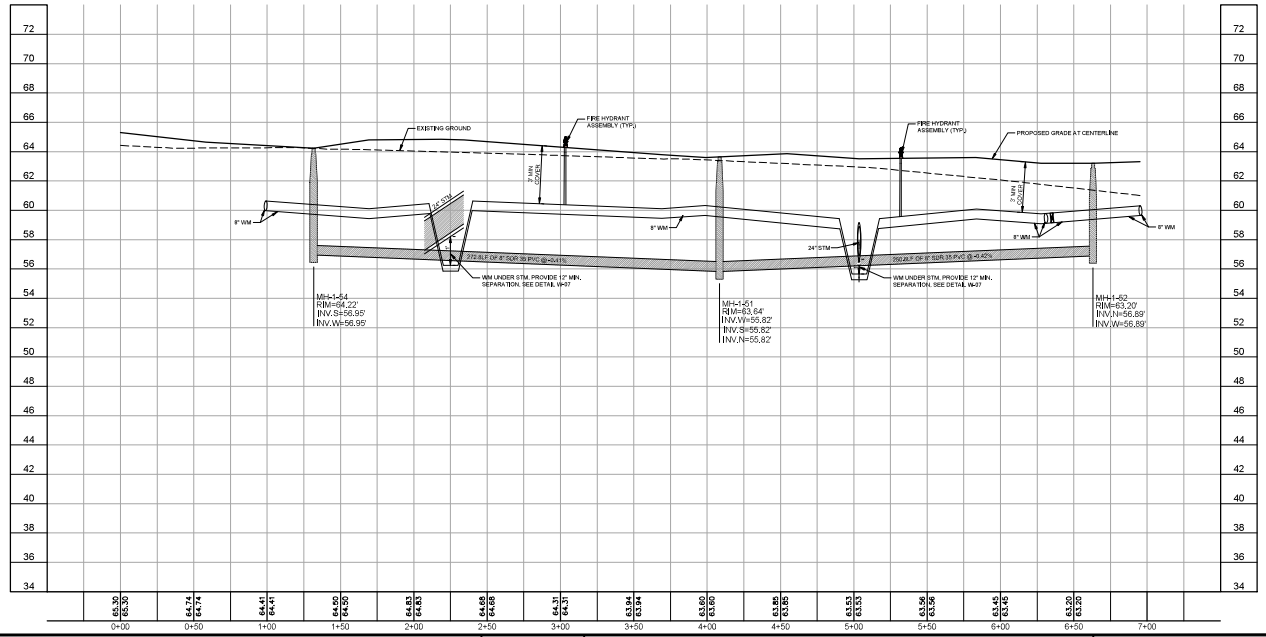
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
BRODY CONE
FL LICENSE NO. 94991
SHEET 16 OF 25

Saved: 4/8/2024 2:00:28 PM EBRAMAJO | Plotted: 4/29/2024 11:53:12 AM EBRAMAJO | J:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\16 TO MF1 PP-QPP-Q





NOTE:
IN ALL AREAS WHERE UTILITIES ARE OVER 7' IN DEPTH, THE LINES WILL NEED TO BE RESTRAINED WITH EYE BOLTS AND ALL-THREAD PER CITY OF WILDWOOD STANDARDS.

NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG
02	04/29/24	REVISED PER FIRE DEPARTMENT COMMENT	EDG

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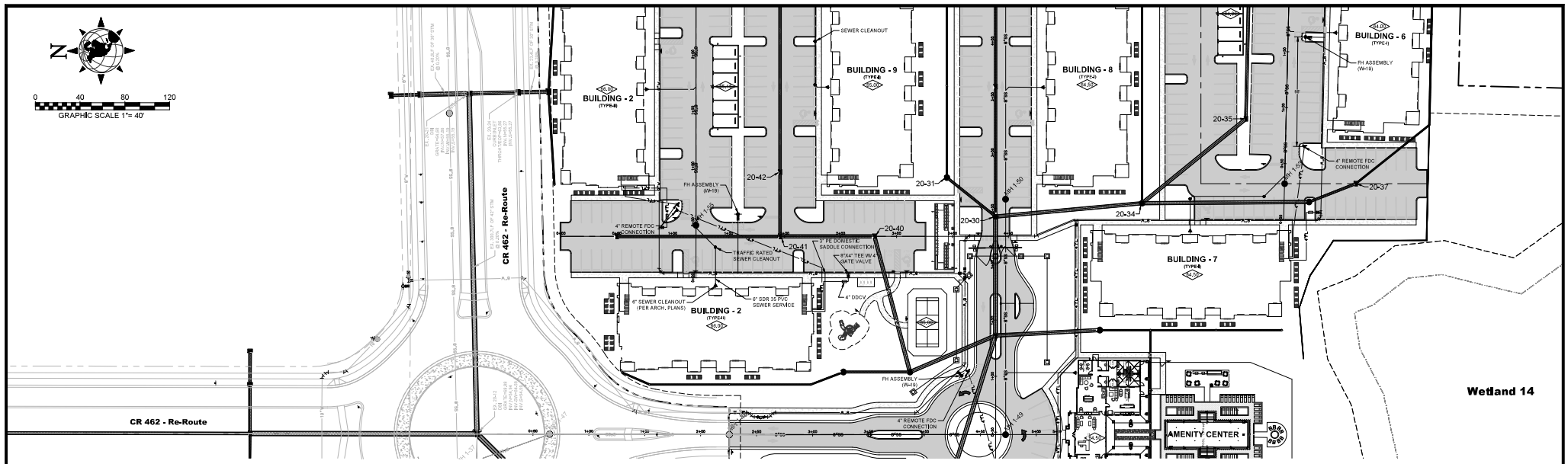
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28780 941.444.6644 www.morrisengineering.net

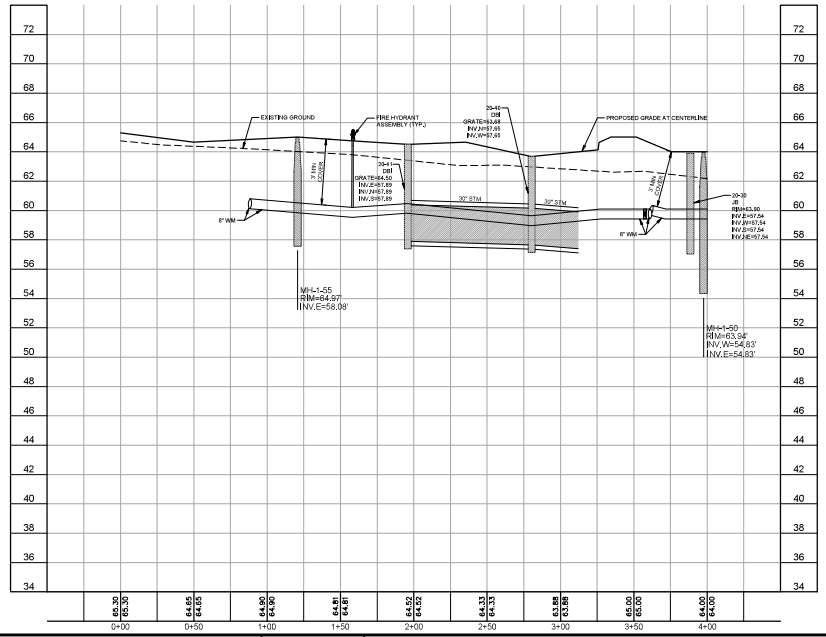
DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 PP--R
DRAWN EDG
CHECKED BMC

PLAN & PROFILES - R
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
BRODY CONE FL LICENSE NO. 94991
SHEET 17 OF 25

Saved: 4/29/2024 11:36:43 AM EDRAMAJO | Plotted: 4/29/2024 11:53:53 AM EDRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\17 TO MF1 PP--RPP--R





NOTE:
IN ALL AREAS WHERE UTILITIES ARE OVER 7' IN DEPTH, THE LINES WILL NEED TO BE RESTRAINED WITH EYE BOLTS AND ALL-THREAD PER CITY OF WILDWOOD STANDARDS.

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NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG
02	04/29/24	REVISED PER FIRE DEPARTMENT COMMENT	EDG

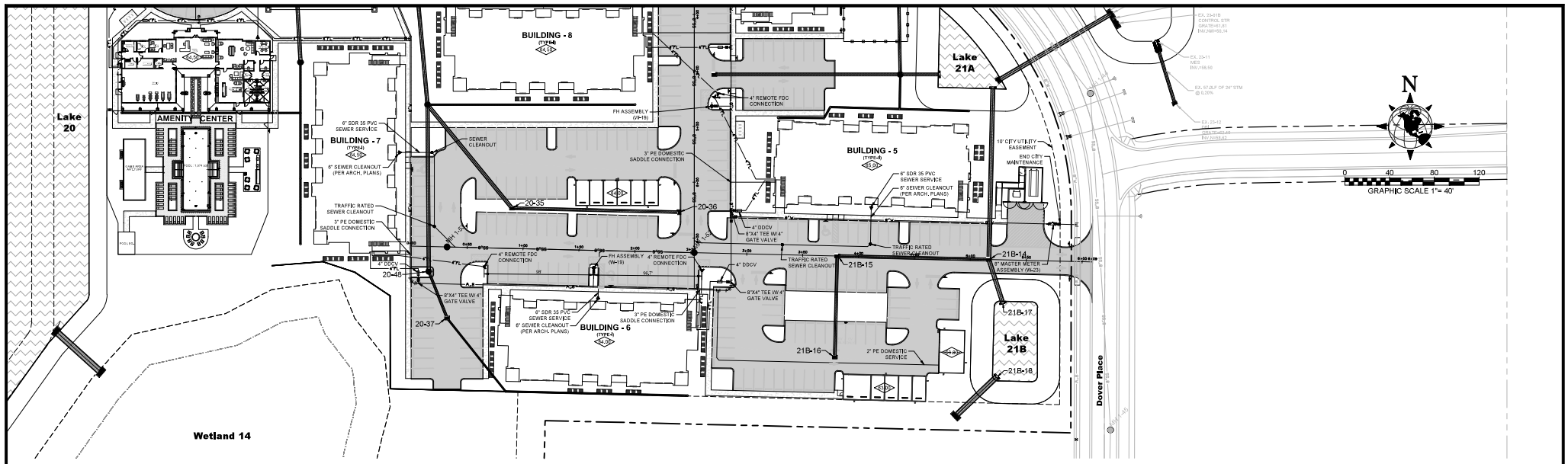
MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28780 941-444-6644 www.moriseng.net

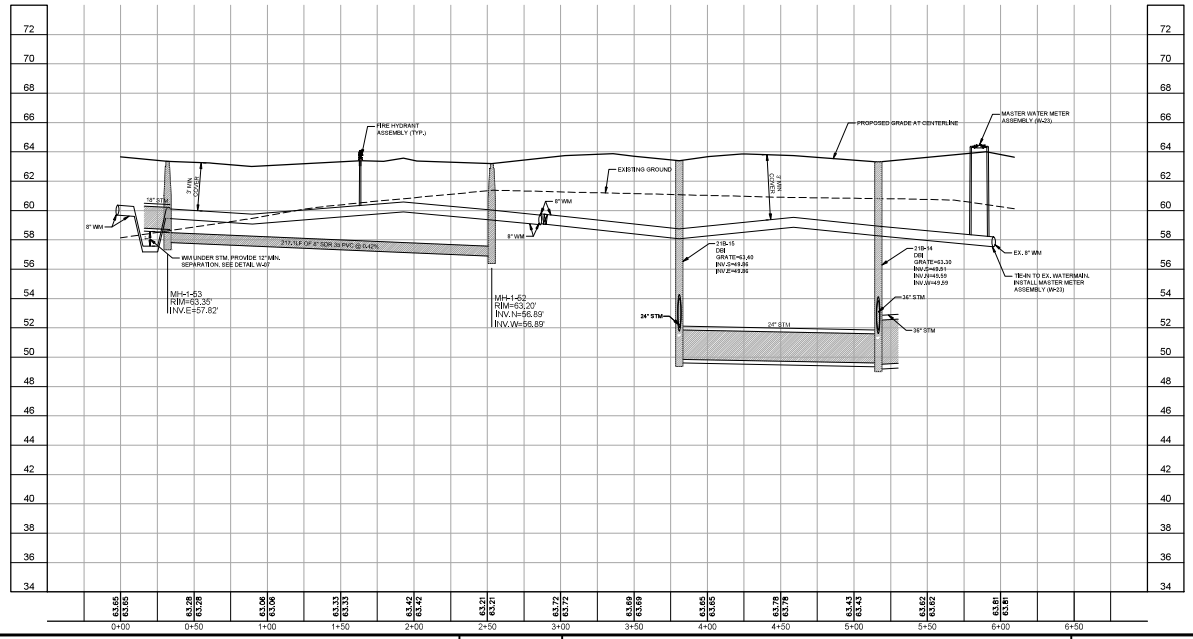
DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 PP-S
DRAWN EDG
CHECKED BMC

PLAN & PROFILES - S
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
SHEET 18 OF 25





NOTE:
IN ALL AREAS WHERE UTILITIES ARE OVER 7' IN DEPTH, THE LINES WILL NEED TO BE RESTRAINED WITH EYE BOLTS AND ALL-THREAD PER CITY OF WILDWOOD STANDARDS.

NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG
02	04/29/24	REVISED PER FIRE DEPARTMENT COMMENT	EDG

MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28780 941-444-6644 www.morrisengineering.net

DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 PP-T
DRAWN EDG
CHECKED BMC

PLAN & PROFILE - T

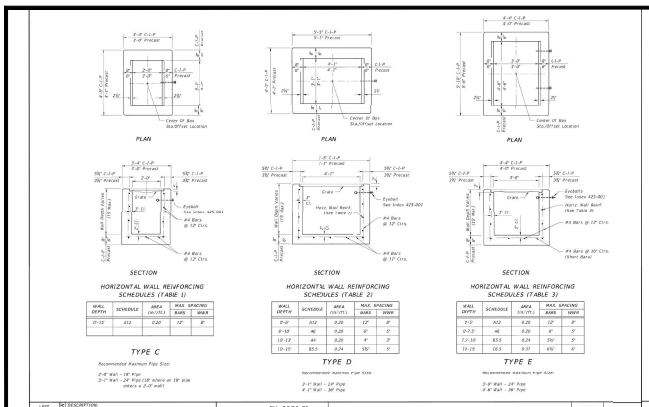
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

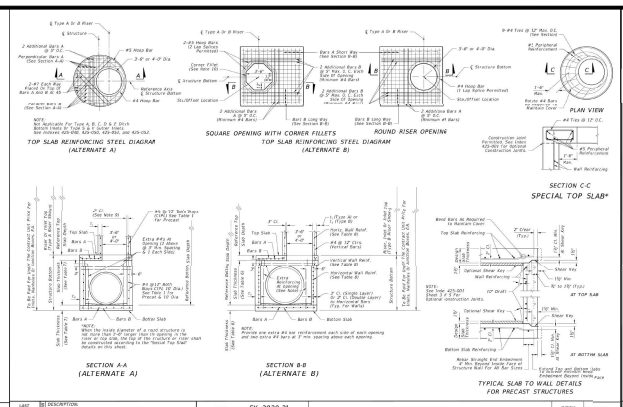
BRODY CONE
FL LICENSE NO. 94991

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
SHEET 19 OF 25

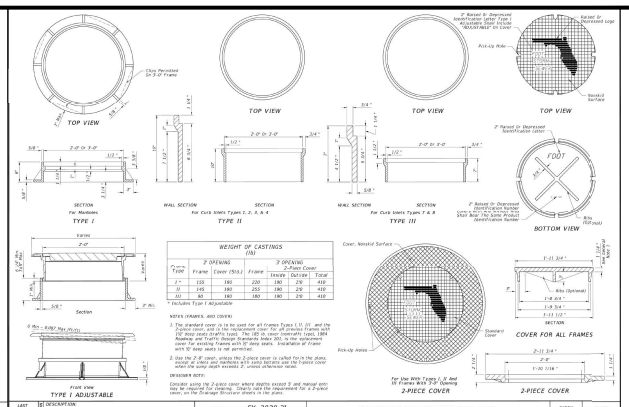
Saved: 4/29/2024 11:45:09 AM EGRAMAJO | Plotted: 4/29/2024 11:55:32 AM EGRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\19 TO MF1 PP-TPP-T



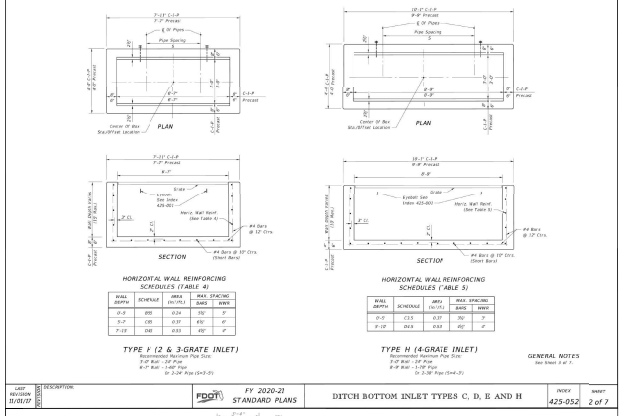
LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX 425-052	SHEET 1 of 7



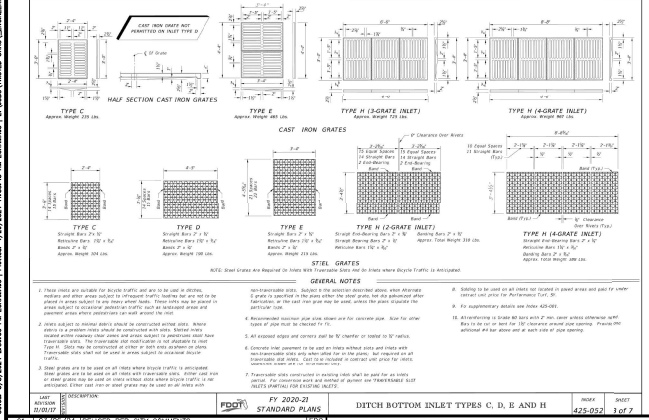
LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	STRUCTURE BOTTOMS TYPE J AND P	INDEX 425-010	SHEET 1 of 5



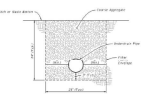
LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	SUPPLEMENTARY DETAILS FOR MANHOLES AND INLETS	INDEX 425-001	SHEET 1 of 5



LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX 425-052	SHEET 2 of 7



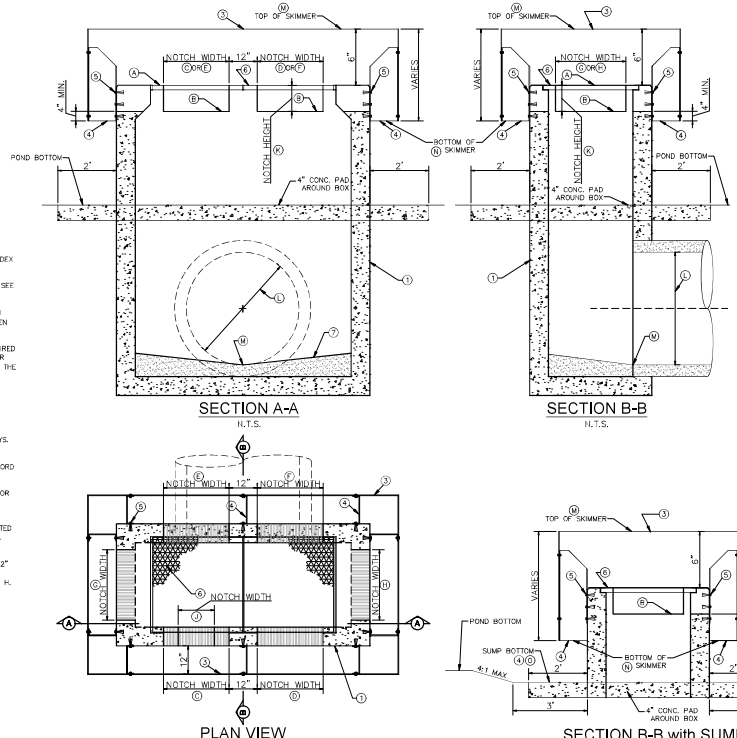
LAST REVISION 11/01/17	DESCRIPTION:	FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX 425-052	SHEET 3 of 7



UNDERDRAIN
TYPE B - FDOT INDEX 440-001

CONTROL STRUCTURE NOTES:

1. ALL CONTROL STRUCTURES TO BE MANUFACTURED IN ACCORDANCE WITH FDOT INDEX 232 AND SUPPLEMENTAL INDEX 201.
2. SEE CONTROL STRUCTURE DATA TABLE FOR SPECIFICATION, ELEVATIONS AND DIMENSIONS FOR EACH STRUCTURE. SEE DRAINAGE PLAN TO VERIFY PIPE SIZE AND ALIGNMENT FOR EACH STRUCTURE.
3. WHEN SPECIFIED, INSTALL 3/16" "GLASKIMER" HSS-HIGH STRENGTH COMPOSITE SHEET SKIMMER PLATE WITH OPEN TOP AND BOTTOM. SKIMMER TO EXTEND AT LEAST 4" BELOW NOTCH INVERT, OR 4" BELOW GRATE ELEVATION WHEN NOTCH IS NOT PROVIDED.
4. SKIMMER PLATE SUPPORT BRACKETS SHALL BE STEEL CHANNEL SECTIONS MC-12x10.6, CUT TO LENGTH AS REQUIRED FOR APPROPRIATE SKIMMER INSTALLATION, WITH 1 SHOP COAT AND 1 FIELD COAT OF KEMANIA EPOXY B-69A4 OR APPROVED EQUAL. ALL FASTENING HARDWARE TO BE STAINLESS STEEL. IF POND BOTTOM IS LESS THAN 6" FROM THE BOTTOM OF THE SKIMMER A SUMP SHALL BE PROVIDED AROUND THE STRUCTURE.
5. 3/8" DIAMETER STAINLESS STEEL EXPANSION ANCHORS, 3" LONG MINIMUM WITH STAINLESS STEEL WASHERS AND NUTS. SPACE BOLTS ONE FOR EACH 6" C.C. MAXIMUM SPACING AT EACH SUPPORT BRACKET.
6. STEEL GRATE W/ EYEBOLT AND CHAIN, AS SPECIFIED PER FDOT INDEX 232
7. FIELD POURED CONCRETE INVERT AFTER INLET AND PIPE ARE PLACED IN GROUND, 3000 PSI CONCRETE @ 28 DAYS. SLOPE 2" PER FT. TO DRAIN.
8. BENCH MARK REQUIRED TO BE SET AFTER CONSTRUCTION IS COMPLETE. BENCH ELEVATION TO BE NOTED ON RECORD DRAWINGS.
9. STAKEOUT POINT TO BE CENTER OF STRUCTURE. FIELD LOCATION MAY BE ADJUSTED TO FIT WITHIN LAKE BANKS OR FILL SLOPE MAY BE NECESSARY. ADJUSTED LOCATIONS TO BE APPROVED BY THE ENGINEER OR DESIGNATED REPRESENTATIVE.
10. IF WETLAND RIM DITCH EXISTS, THEN THE LOCATION OF OUTFALL STRUCTURE ENTERING WETLAND SHALL BE LOCATED IN THE RIM DITCH. GRADING OF INSIDE BANK OF RIM DITCH TO ADJACENT WETLAND SEASONAL HIGH WATER LEVEL MAY BE REQUIRED TO PROVIDE POSITIVE DRAINAGE TO WETLAND.
11. FDOT TYPE H STRUCTURE SHOWN. FOR STRUCTURE TYPES C, D, AND E, OMIT NOTCH OPENINGS "D" & "H" AND 12" WIDE DOUBLE GRATE SEAT SUPPORT RISERS AS SHOWN. THE CENTER SKIMMER SUPPORT BRACKETS AS INDICATED WITHIN THE 12" WIDE GRATE SEAT RISER SEGMENT SHALL ALSO BE DELETED FOR STRUCTURES OTHER THAN TYPE H.
12. CUSTOM BOX SIZES SHALL BE CONSTRUCTED IN THE SAME MANNER WITH SHOP DRAWINGS REVIEWED BY MORRIS ENGINEERING & CONSULTING LLC.



CONTROL STRUCTURE DETAIL

NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28789 941-444-6644 www.morrisengineering.net

DATE 03/08/2024
PROJECT TO MF1
DRAWING TO MF1 PCD-DT01
DRAWN EDG
CHECKED BMC

PAVING, GRADING, & DRAINAGE DETAILS

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE –
SEC-TWP-RNG –
SHEET 20 OF 25

BRODY CONG
FL LICENSE NO. 94991

Saved: 3/6/2024 2:56:39 PM EBRAMAJO | Plotted: 4/29/2024 11:55:43 AM EBRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\JOB TO MF1 PCD-DT01(PCD-DT01

GENERAL NOTES

1. ALL REFERENCED STANDARDS SHALL BE LATEST REVISION.
2. CONCRETE SHALL BE CLASS "I" AS SPECIFIED IN SECTION 345 OF F.D.O.T. SPECIFICATIONS
3. SEE SECTION 425-2.2 "MORTAR" OF FLORIDA D.O.T. SPECIFICATIONS.
4. IRON CASTING SHALL BE AS SPECIFIED IN SECTION 962-8 OF F.D.O.T. SPECIFICATIONS. SEE SECTION 425-5.
5. ALL REINFORCEMENT STEEL SHALL BE AS SPECIFIED IN SECTIONS 415 & 931.1 OF F.D.O.T. SPECIFICATIONS.
6. SEE FLORIDA D.O.T. SPECIFICATIONS FOR GRATINGS.
7. SEE FLORIDA D.O.T. SPECIFICATIONS FOR SECTION 125 "EXCAVATION FOR STRUCTURES."
8. PRECAST TOP AND BOTTOM TO BE F.D.O.T. STANDARDS WITH MINIMUM TRAFFIC BEARING 8" THICKNESS.
9. ALL STORMWATER PIPE SHALL BE INSTALLED BEHIND THE CURB OR EDGE OF PAVEMENT AND WITHIN THE RIGHT OF WAY AND WITHIN THE DRAINAGE EASEMENTS.
10. THE FOLLOWING IS THE DRAINAGE STRUCTURE WALL MINIMUM THICKNESS:

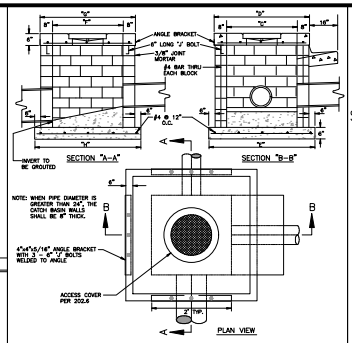
PRECAST	BLOCK
NON-TRAFFIC 6"	8" EITHER WAY

NOTE: FOR DRAINAGE STRUCTURES WITH PIPE DIAMETERS UP TO AND INCLUDING 24", 8" PRECAST WALLS ARE ACCEPTABLE FOR TRAFFIC BEARING.

DIMENSION INDEX

PIPE SIZE	TYPE	"C"	"D"	"E"	"F"	"G"	"H"
15"	RCP	2'8"	4'	5'	4'	5'4"	6'4"
12"x18"	RCP	"	"	"	"	"	"
18"	RCP	"	"	"	"	"	"
14"x23"	RCP	"	"	"	"	"	"
24"	RCP	3'4"	4'8"	5'8"	"	"	"
19"x30"	RCP	4'	5'4"	6'4"	"	"	"
30"	RCP	"	"	"	"	"	"
24"x38"	RCP	5'	6'4"	7'4"	"	"	"
36"	RCP	5'	6'4"	"	"	"	"
66"	RCP	8'5"	9'9"	10'9"	4'8"	6'0"	7'0"

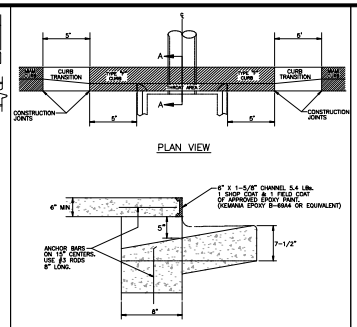
DRAINAGE CONTROL SHEET 202.0



NOTE: DIMENSIONS PER SECTION 202.0

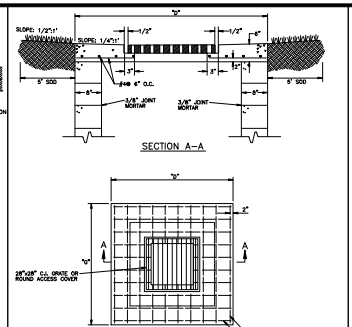
A) THE FOLLOWING MATERIALS TO BE AS SPECIFIED IN THE FLORIDA D.O.T. SPEC'S. 1991. SECTION 346 CONCRETE, SECT. 962-8 IRON CASTING, SECT. 931-1 REINFORCEMENT STEEL, SECT. 425 INLETS, MANHOLES & JUNCTION BOXES.
B) FILL BLOCKS WITH 3,000 psi CONCRETE, USE #4 ROD IN EACH BLOCK, 16" O/C.
C) 2" MINIMUM COVER ON ALL REBAR.
D) USE #4 REBARS ON 8" CENTERS BOTH WAYS ON LID; NO.4 REBARS ON 12" CENTERS BOTH WAYS ON FLOOR SLAB.
E) SEE SHEET 202.0 FOR GENERAL NOTES AND DIMENSION INDEX.
F) ALL EXPOSED CORNERS AND EDGES TO BE CHAMFERED 3/4".
G) PRECAST BOXES AS SPECIFIED IN F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS (2000) ARE AN ACCEPTABLE ALTERNATIVE AS APPROVED BY THE TRANSPORTATION DIRECTOR OR HIS DESIGNEE.
H) ALL PIPE ENTRIES TO CATCH BASIN TO BE GROUTED AND SEALED.

TYPICAL CONC. BLOCK BOX 202.1



A) USE STANDARD CATCH BASIN & JUNCTION BOX DIMENSION INDEX (SHEET # 202.0) DETAILS AND COVER (SHEET # 202.6).
B) SEE CURB & GUTTER INDEX (SHEET # 201.0) FOR APPLICABLE CURB TYPE.
C) SEE SHEET # 202.0 "GENERAL NOTES" FOR APPLICABLE INFORMATION.
D) PRECAST BOXES AS SPECIFIED IN F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS (2006) ARE AN ACCEPTABLE ALTERNATIVE AS APPROVED BY THE DIRECTOR OR HIS DESIGNEE.
E) ANGLE BRACKETS SHOWN ON 202.1 NOT REQUIRED.

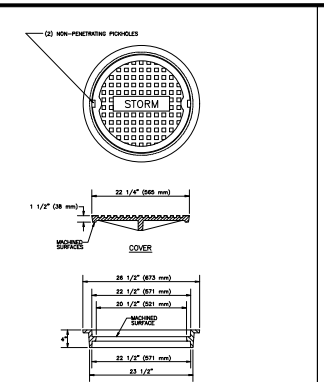
CURB INLET 202.2



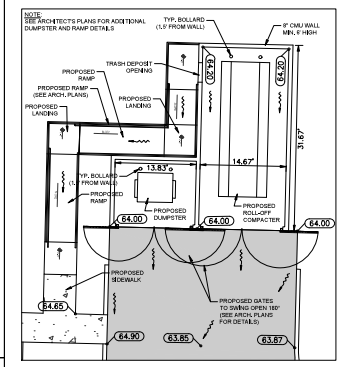
NOTE: DIMENSIONS "D" & "C" PER SECTION 202.0

A) ALTERNATE C.I. GRATES, 18"X 24", 24"X 24", 28"X 36".
B) SOD TO BE PLACED A MINIMUM OF 5' AROUND BOX.
C) THE FOLLOWING MATERIALS SHALL BE AS SPECIFIED IN FLORIDA D.O.T. SPEC'S., 2000. SEC 346 CONCRETE, SECT. 962-8 IRON CASTING, SEC 931-1 REINFORCED STEEL.
D) FILL BLOCKS WITH 3,000 P.S.I. CONCRETE (EACH CELL). USE # 4 ROD IN EACH BLOCK, 16" O/C.
E) USE #4 ROD ON 6" CENTERS BOTH WAYS ON LID.
F) SEE SHEET # 202.0 GENERAL NOTES AND DIMENSIONS INDEX. ALSO SHEET 202.1 TYP. CONC. BOX.
G) PRECAST BOXES AS SPECIFIED IN F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS ARE AN ACCEPTABLE ALTERNATIVE AS APPROVED BY THE TRANSPORTATION DIRECTOR OR HIS DESIGNEE.
H) ANGLE BRACKETS SHOWN ON 202.1 NOT REQUIRED.

NON-TRAFFIC BEARING BOX LID 202.4



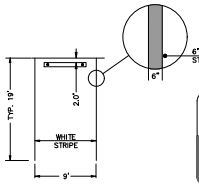
ACCESS COVER FOR STORMWATER JUNCTION BOX (PRIVATE) 203.0



DUMPSTER ENCLOSURE

SCALE: 1"=10'

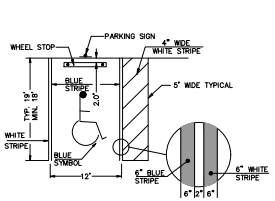
NOTE:
1. ALL PAVEMENT MARKINGS AND STRIPING - EXCEPT FOR STANDARD PARKING STALL LINES - SHALL BE IN COMPLIANCE WITH SECTION 711 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION. STANDARD PARKING STALL LINES MAY USE PAINT IN COMPLIANCE WITH SECTION 710 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.



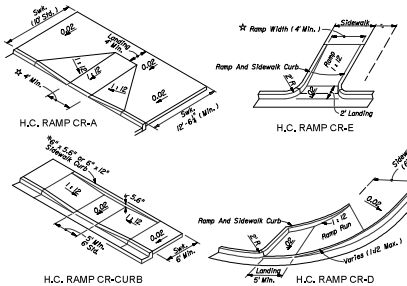
STANDARD SPACE DETAIL
NOT TO SCALE

NOTE: HANDICAP PARKING SIGN SHALL BE INSTALLED 84" ABOVE GRADE MEASURED TO THE BOTTOM OF THE SIGN.

HANDICAP PARKING SIGN DETAIL
NOT TO SCALE



HANDICAP SPACE DETAIL
NOT TO SCALE



HANDICAP RAMP DETAILS

SIDEWALK RAMP CONSTRUCTION SHALL MEET FDOT DESIGN STANDARDS INDEX #522-002
"EMPLOY COLOR IMPREGNATED TRUNCATED DOMES (TYP.)"

STREET NAME SIGN BLANKS

1. BLANKS SHALL BE DOMESTIC ALUMINUMUM ALLOY, TYPE 6061-T6, WITH A THICKNESS OF .080 AND BE TREATED BY ALODINE 1200E PROCESS.
2. BLANKS SHALL BE 8 INCHES IN HEIGHT BY THE APPROPRIATE LENGTH FROM 30 INCHES TO 48 INCHES IN 6 INCH INCREMENTS.

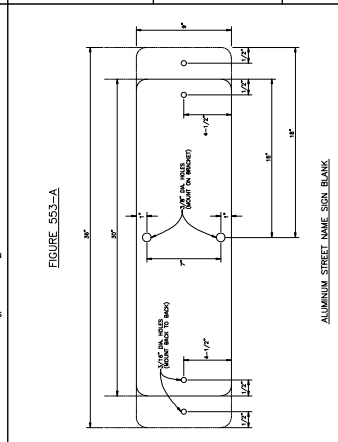
STREET NAME SIGN FACES

1. THE BACKGROUND SHALL BE 9 INCHES IN HEIGHT BY THE APPROPRIATE LENGTH, MANUFACTURED WITH AT LEAST 3M HI-INTENSITY REFLECTIVE SHEETING OR APPROVED EQUAL, UNLESS HIGHER GRADES OF SHEETING ARE SPECIFIED.
2. THE FOREGROUND SHALL BE 8 INCHES IN HEIGHT BY THE APPROPRIATE LENGTH SO AS TO MAINTAIN A 1/2 INCH BORDER AROUND THE SIGN FACE.
3. LETTER HEIGHTS AND SERIES FOR STREET NAMES, PREFIXES (WHEN USED), SUFFIXES AND BLOCK NUMBERS (WHEN USED) SHALL BE AS FOLLOWS:
   A. THE STREET NAME SHALL BE 7 INCH B SERIES, UPPER/LOWER CASE (SUCH AS CHILDS ST. OR BENTLEY AVE.) STANDARD. A MINIMUM SIZE TO 5 INCH, B SERIES MAY BE USED TO ACCOMMODATE UNUSUALLY LONG OR CUMBERSOME NAMES.
   B. PREFIXES AND SUFFIXES SHALL BE 7 INCH, B SERIES, UPPER/LOWER CASE, STANDARD. MINIMUM SIZES TO 2 INCH, SERIES B, UPPER CASE MAY BE ALLOWED AS NOTED ABOVE.
   C. BLOCK NUMBERS SHALL BE 2 INCH, SERIES B, UNLESS OTHERWISE SPECIFIED.

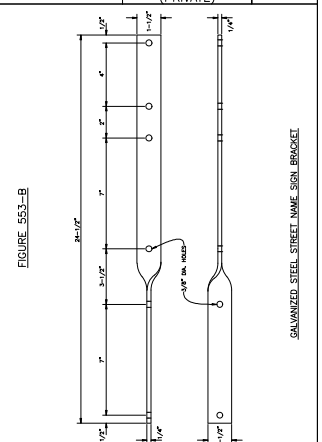
STREET NAME SIGN MANUFACTURE (LAYOUT, ASSEMBLY, ETC.)

1. EACH STREET NAME SHALL BE MANUFACTURED USING TWO (2) ALUMINUM STREET NAME SIGN BLANKS (FIGURE 553-A PROVIDES AN EXAMPLE FOR THE 30 INCH AND THE 36 INCH BLANKS), MOUNTED BACK TO BACK ON A GALVANIZED STEEL TWIST BRACKET (FIGURE 553-B), USING POP RIVETS TO SECURE THE SIGN. THE CENTER HOLES SHOWN IN FIGURE 553-A SECURE THE STREET NAME SIGN BLANK BACK TO BACK PAIR TO THE BRACKET AND THE END HOLES SECURE THE BLANKS TO EACH OTHER FOR RIGIDITY.
2. IN CASES WHERE NUMBERS COMPRISE THE STREET NAME, SUCH AS 3 RD ST, THE STREET NAME SIGN SHALL BE MANUFACTURED SO THAT RD IS AS FOLLOWS: 3_ ST IN THIS (AND SIMILAR SITUATIONS), THE RD SHALL BE 2 INCH, SERIES B, UPPER CASE ONLY.
3. STREET NAME SIGN BLANK LENGTHS SHALL BE DETERMINED BY THE NUMBER OF LETTERS AND NUMBERS IN THE STREET AS FOLLOWS:
   A. 1-6 LETTERS - 30 INCH
   B. 7-8 LETTERS - 36 INCH
   C. 9-10 LETTERS - 42 INCH
   D. 11-12 LETTERS - 48 INCH
   E. FOR 13 OR MORE LETTERS, LETTER SIZE AND SERIES AS NOTED ABOVE, MAY MAY BE ADJUSTED TO ALLOW THE NAME TO FIT ON THE 48 INCH BLANK.
4. ALL STREET NAME SIGN SHOP DRAWINGS ARE TO BE REVIEWED BY EOR PRIOR TO INSTALLATION AND THE SIGNS SHALL BE DESIGNED WITH BLOCK NAMES, NUMBERS AND COLORS AS FOLLOWS:
   - PRIVATE STREETS INTERSECTING WITH PUBLIC ROADS: THE STREET NAME SIGNS SHALL BE 6' B SERIES UPPER/LOWER CASE WHITE TEXT ON BLUE BACKGROUND.
   - PUBLIC STREETS: THE STREET NAME SIGNS SHALL BE 6' B SERIES UPPER/LOWER CASE WHITE TEXT ON GREEN BACKGROUND.
   - EMERGENCY ACCESS MAINTENANCE STREETS: THE STREET NAME SIGNS SHALL BE 6' B SERIES UPPER/LOWER CASE WHITE TEXT ON BROWN BACKGROUND.

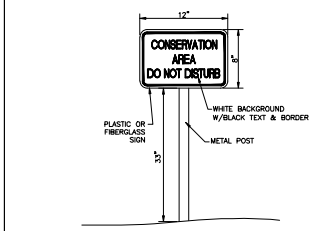
STREET NAME SIGNS (GROUND MOUNTED) HARDWARE/MATERIAL SPECIFICATIONS 553.0



STREET NAME SIGNS (GROUND MOUNTED) HARDWARE/MATERIAL SPECIFICATIONS 553.2



STREET NAME SIGNS (GROUND MOUNTED) HARDWARE/MATERIAL SPECIFICATIONS 553.3



WETLAND CONSERVATION AREA SIGN
NOT TO SCALE

STREET NAME SIGN NOTES

ALL STREET NAME SIGN SHOP DRAWINGS ARE TO BE REVIEWED BY THE EOR PRIOR TO INSTALLATION AND THE SIGNS SHALL BE DESIGNED WITH BLOCK NAMES, NUMBERS, AND COLORS AS FOLLOWS:
a. PRIVATE STREETS INTERSECTING WITH PUBLIC ROADS: THE STREET NAME SIGNS SHALL BE WHITE TEXT ON BLUE BACKGROUND. THE TEXT SHALL BE 6' B SERIES, UPPER/LOWER CASE.
b. PUBLIC STREETS: THE STREET NAME SIGNS SHALL BE WHITE TEXT ON GREEN BACKGROUND. THE TEXT SHALL BE 6' B SERIES, UPPER/LOWER CASE AND INCLUDE BLOCK NUMBERS.
c. EMERGENCY ACCESS MAINTENANCE: THE STREET NAME SIGNS SHALL BE WHITE TEXT ON BROWN BACKGROUND. THE TEXT SHALL BE 6' B SERIES, UPPER/LOWER CASE.

100th St Ct E
4100 4200

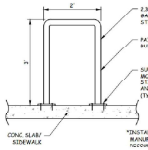
100th St Ct E
Private Road

100th St Ct E
Emergency Access Maintenance

STREET NAME SIGN INSTALLATION

1. IN GENERAL, ALL STREET NAME SIGN ASSEMBLIES ARE MOUNTED ON TOP OF A STANDARD GALVANIZED U-CHANNEL POST. IN MOST CASES, THE STREET NAME SIGN ASSEMBLY WILL BE MOUNTED IN COMBINATION WITH A STOP SIGN SO AS TO REDUCE THE NUMBER OF SIGN FIXTURES IN THE FIELD.

STREET NAME SIGNS (GROUND MOUNTED) HARDWARE/MATERIAL SPECIFICATIONS 553.1



BIKE RACK DETAIL
N.T.S.

NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Sarasota, Florida 34240 C.A.28780 941.444.6644 www.morrisengineering.net

DATE 04/08/2024
PROJECT TO MF1
DRAWING TO MF1 PGD-DT02
DRAWN EDG | CHECKED BMC

PAVING, GRADING, & DRAINAGE DETAILS
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE -
SEC-TWP-RNG -
SHEET 21 OF 25

Saved: 4/8/2024 2:29:43 PM EDRAMAJO | Plotted: 4/29/2024 11:55:50 AM EDRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\21 TO MF1 PGD-DT02PGD-DT02

GENERAL NOTES

(1) All county road construction shall conform to these City of Wildwood Department Of Transportation Standards.

(2) Asphaltic Concrete Type S: Shall be per Florida Department Of Transportation 2000 Standard Specifications; Section 331
Asphaltic Concrete Type III: Shall be per Florida Department Of Transportation 2000 Standard Specifications; Section 333.
(A) Superpave mixes equivalent to F.D.O.T. Type S mixes are an accepted alternative upon directors approval.
(B) Surface material will be consistent with existing surface, or better.

(3) Limerock Base Course: Shall be per Florida Department Of Transportation 2000 Standard Specifications: Section 200.

(4) Crushed concrete base course is acceptable unless otherwise noted.

(5) Stabilized Sub-Grade: Shall be per Florida Department Of Transportation 2000 Standard Specifications; Sections 160, and 914.

(6) Drainage: Shall be per Florida Department Of Transportation 2000 Standard Specifications; Section 941.
Soft, yielding or super-saturated material that will not readily compact shall be considered unacceptable for backfill. This is at the discretion of the field engineer. This type of existing material must be excavated from the road footprint to a depth as set by an approved testing lab.

(7) Soil Cement: Shall be per Florida Department Of Transportation 2000 Standard Specifications; Section 270, excluding Sub-Section 270-4.3.1 ("Mix in place").

(8) Concrete Gutters; Shall be per Florida Department Of Transportation 2000 Standard Specifications; Section 520.

(9) Topsoil: Shall be per Florida Department Of Transportation 2000 Standard Specifications; Section 987.
Sodding: Shall be per Florida Department Of Transportation 2000 Standard Specifications; Section 575.
Grassing: Shall be per Florida Department Of Transportation 2000 Standard Specifications; Section 570.
(A) Entire R/W between road and property line, including median, shall be fertilized (1000 lbs. of slow-release 8-12-6 per acre), and seeded (30 lbs. Bahia and 30 lbs. of Rye per acre) and mulched, or sodded, as directed by the engineer.
(B) Hydromulch: Shall be per Florida Department Of Transportation Specifications Section 571.

(10) Visibility Triangles: Shall be in accordance with the City of Wildwood

(11) Handicap Ramps shall meet Florida Accessibilities Standards, and Section 302 series.

(12) Prime coat shall be applied @ a rate of 0.2 gal/sy. Tack coat of 0.08 gal/sy rate to be applied for overlay of existing roads.

	GENERAL NOTES	400.1

GENERAL NOTES (CONT.)

(13) All the signage, striping and signals (FDOT) shall conform to the latest revision of the Florida Department Of Transportation Standard Specifications For Road And Bridge Construction, the Manual On Uniform Traffic Control Devices, F.D.O.T. Design Standards and the City of Wildwood Transportation And Drainage Standards, Traffic Supplemental Specifications.

(14) Prime coat shall be applied @ a rate of 0.2 gal/sy. Tack coat of 0.08 gal/sy rate to be applied for overlay of existing roads.

(15) In general, all signing, marking, and traffic control devices shall conform to the Florida Department Of Transportation Roadway And Traffic Standard Specifications For Road And Bridge Construction (latest revision) and the Manual On Uniform Traffic Control Devices For Streets And Highways (latest revision), as well as the City of Wildwood Traffic Supplemental Specifications.

(16) Street radii requirement shall be in accordance with page 402.0, however radius should be a minimum of 50' where industrial or bus traffic (of 5% AADT or greater) is anticipated.

(17) Cement treated aggregate base, see section 403.3.

(18) Two lifts of asphalt is the preferred method of construction in area where extensive construction equipment will utilize the roads. A performance bond may be required for second lift. The first lift shall be 1-1/4", the second lift shall be 3/4" for residential. The second lift for industrial shall be 1-1/4". Lift thickness shall be specified for each road type.

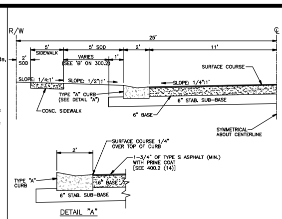
(19) Any road widening (including divided roads) will require full width milling.

(20) All stormwater pipe shall be installed behind the curb or edge of pavement and within the right of way.

(21) The base, sub-base and asphalt thickness shown for 6-lane, 4-lane, Minor Collector, Rural Industrial and Urban Industrial are minimums. If the engineer can demonstrate a reduction based upon an analysis of equal single axle load, then it may be considered.

(22) Minimum of two pvc schedule 40 conduits (2.0" min. dia.) shall be installed for all directions at the intersections of all thoroughfare roadways per the direction of the City of Wildwood's Traffic Engineer. Additional signal inter-connect conduit may be required between intersections at the direction of City of Wildwood.

	GENERAL NOTES	400.2



NOTES:

A) Asphaltic concrete surface course shall be layed in two lifts. The first lift shall be 1" Type S-I or S-III. The second lift shall be 3/4" Type S-III. A performance bond shall be required if the second lift is delayed beyond acceptance of the road.

B) Base course shall consist of 4-1/2" compacted sand asphalt base (1200 lbs. stab.) or 6" Caloosahatchee shell compacted to 98% AASHTO T-180 density LBR 100 or 6" soil cement.*

C) 6" stabilized sub-base shell marl blended with sandy sub-grade minimum LBR 40, 98% T180 AASHTO.

D) On new construction, sanitary sewer may be placed on centerline of R/W if desired. All laterals to be installed at the same time as sanitary sewer main line.

E) See section 201.0 for curb and gutter types.

F) No portion of drainage pipe shall be allowed in sub-base. 12"minimum cover is required on storm drain.

G) Sidewalk shall be 1'or 2' inside R/W line, with 2' preferable. To be constructed per section 300.1

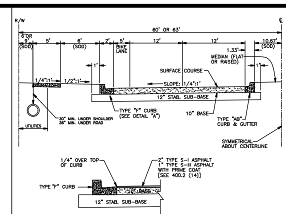
H) Laboratory tests are required to substantiate structural section design. Specifications shown on this sheet are minimum requirements.

I) If sidewalks are not required, only 2' of sod is required back of curb. Hydromulch balance of right-of-way.

J) Sodding shall be installed per section 400.1 (8)

* Or approved equal, meeting same structural number.

	LOCAL URBAN RESIDENTIAL	401.8



NOTES:

A) Asphaltic concrete surface course shall be 2" Type S-I and 1" Type S-III. Two lifts of asphalt shall be required. A performance bond shall be required if the second lift is delayed beyond initial road acceptance.

B) 10" base course 850 lbs. per sq. yd. limerock* compacted to 98% T180 AASHTO, or 8" soil cement.*

C) 12" stabilized sub-base shell marl blended with sandy sub-grade minimum LBR 60, 98% T180 AASHTO.

D) Median is to be sodded.

E) See section 201.0 for curb and gutter types.

F) Laboratory tests are required to substantiate structural section design. Specifications shown on this sheet are minimum requirements.

G) No portion of pipe to be into sub-base.

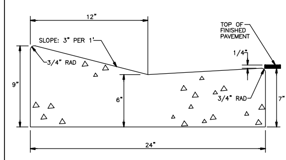
H) Sidewalk to be constructed per section 300.

I) Sodding to be installed per section 400.1 (8).

J) When the first 2 lanes of an ultimate 4-lane need is approved, the outside 2 lanes shall be constructed first. In addition, left turn lanes must be constructed at all intersections at the time of initial construction unless exempted by the Transportation Director.

* Or approved equal, meeting same structural number.

	TYPICAL 4-LANE DIVIDED ROADWAY	401.2

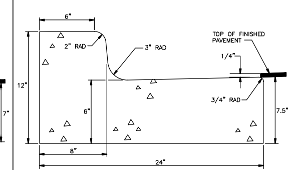


TYPE "A"
MIAMI CURB & GUTTER

A) CLASS 1 CONCRETE 3,000 P.S.I. AT 28 DAYS.

B) CURB AND GUTTER SHALL MEET THE SPECIFICATIONS ESTABLISHED BY FLORIDA D.O.T. STANDARD SPECIFICATIONS PER F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS INDEX NO. 300, LATEST REVISION.

	TYPE A MIAMI CURB & GUTTER	201.1

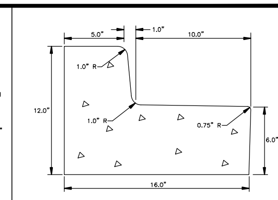


TYPE "F" BARRIER CURB & GUTTER

A) CLASS 1 CONCRETE 3,000 P.S.I. AT 28 DAYS.

B) CURB AND GUTTER SHALL MEET THE SPECIFICATIONS ESTABLISHED BY FLORIDA D.O.T. STANDARD SPECIFICATIONS PER F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS INDEX NO. 300, LATEST REVISION.

	TYPE F CURB & GUTTER	201.2

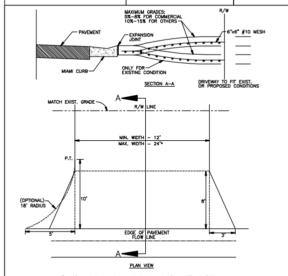


TYPE "AB"
MODIFIED CURB & GUTTER

A) CLASS 1 CONCRETE 3,000 PSI AT 28 DAYS.

B) CURB AND GUTTER SHALL MEET THE SPECIFICATIONS ESTABLISHED BY FLORIDA D.O.T. STANDARD SPECIFICATIONS PER F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS STANDARDS INDEX NO. 300, LATEST REVISION.

	TYPE "AB" MODIFIED CURB & GUTTER	201.3



* For driveways that can demonstrate the need for additional width, the width may not be greater than the LESSER of:
a.) 30' total at the R/W line
b.) 30% of the front footage as defined on the survey (or field measurement, 36' max.)

(A) CONSTRUCT WITH 6" REINFORCED CONCRETE 3000 PSI @ 28 DAYS, 6"x6" #10 WIRE MESH FROM BACK OF CURB- TO R/W LINE.

(B) DRIVEWAYS ADJACENT TO A PAVED ROADWAY MUST HAVE THE APRON CONSTRUCTED IN COMPLIANCE WITH THE NOTE (A) ON PREVIOUS PAGE (STD. 101.0)

(C) MAINTAIN EXISTING DRAINAGE FLOWLINE. FOR PIPING SPECIFICATIONS REFER TO F.D.O.T. STANDARD SPECIFICATIONS SECTION 430. SEE NOTE 4, PAGE 100.1. SEE SECTION 200- DRAINAGE (STD. 200.0, 202.5).

(D) 3'x8' FLARE OR 18' RADIUS WITH CURB TRANSITION (TRANSITION FROM TYPE "F" CURB TO MIAMI CURB) SEE STD. 102.2 NO CHANGE WITH 3' VALLEY CROSSINGS - SEE STDS. 201.0, 201.1, 201.2, 201.4, 201.5, 201.6.

(E) EXPANSION JOINT 0.50" PREFORMED JOINT FILLER OR APPROVED ALTERNATE. DRIVES WIDER THAN 12' (BEYOND FLARE) PLACE JOINT ON 10' CENTER.

(F) LATERAL ALIGNMENT 45 DEGREES FOR DOUBLE DRIVE PER LOT, 90 DEGREES FOR SINGLE DRIVE, OFF CENTER LINE.

	URBAN DRIVES	101.1

GENERAL NOTES

1. SIDEWALK SHALL BE CONSTRUCTED A MINIMUM OF 4" THICK, USING 3000 psi CONCRETE. WHERE SIDEWALK BISECTS A DRIVEWAY, THE MINIMUM SHALL BE 6" OF CLASS I CONCRETE REINFORCED WITH 6"x6" #10 WIRE MESH.
   * SEE SHEETS #101.2 & 101.3.

2. ALL SIDEWALKS SHALL BE CONSTRUCTED TO THE SPECIFICATIONS OF THE MANATEE COUNTY LAND DEVELOPMENT CODE, SECTION 722. A MINIMUM (5) FOOT WIDE SIDEWALK SHALL BE INSTALLED ALONG THE NORTH AND WEST SIDES OF ALL NEW LOCAL STREETS WHICH ARE CONSTRUCTED IN CONJUNCTION WITH A NEW RESIDENTIAL DEVELOPMENT. A SIDEWALK A MINIMUM OF (5) FEET IN WIDTH SHALL BE INSTALLED ON BOTH SIDES OF ALL THOROUGHFARES. REFER TO F.D.O.T. ROADWAY AND TRAFFIC STANDARDS, LATEST REVISION FOR CURB CUT RAMP SPECIFICATIONS.

3. THE CONCRETE SHALL BE GIVEN A BROOM FINISH. THE SURFACE VARIATIONS SHALL NOT BE MORE THAN 1/4" UNDER A TEN FOOT STRAIGHTEDGE, NOR MORE THAN 1/8" ON A FIVE-FOOT TRAVERSE SECTION. THE EDGE OF THE SIDEWALK SHALL BE CAREFULLY FINISHED WITH AN EDGING TOOL HAVING A RADIUS OF 1/2".

4. EXPANSION JOINT: EXPANSION JOINTS BETWEEN THE SIDEWALKS AND THE CURB OR DRIVEWAY OR AT FIXED OBJECTS AND SIDEWALK INTERSECTIONS SHALL BE 1/2" MATERIAL SHALL MEET THE REQUIREMENTS OF AASHTO M153 OR AASHTO M213. FOR LONG POORS, AN EXPANSION JOINT SHALL BE PLACED AT INTERVALS NOT TO EXCEED 120'.

5. CONTRACTION JOINTS:
   OPEN TYPE JOINTS
   OPEN TYPE CONSTRACTION JOINTS SHALL BE FORMED BY STAKING A METAL BULKHEAD IN PLACE AND DEPOSITING THE CONCRETE ON BOTH SIDES. AFTER THE CONCRETE HAS SET SUFFICIENTLY TO PRESERVE THE WIDTH AND THE SHAPE OF THE JOINT, THE BULKHEAD SHALL BE REMOVED. AFTER THE SIDEWALK HAS BEEN FINISHED OVER THE JOINT, THE SLOT SHALL BE FINISHED WITH A TOOL HAVING A 1/2" RADIUS.
   SAWED JOINTS
   A SLOT APPROXIMATELY 3/16" WIDE AND NOT LESS THAN 1" DEEP AT 10' CENTERS SHALL BE CUT WITH A CONCRETE SAW AFTER THE CONCRETE HAS SET.

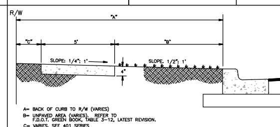
6. SIDEWALKS ALONG OTHER STREETS SHALL BE CONSTRUCTED AND DEDICATED AS REQUIRED BY THE APPROVING AUTHORITY WHEN NECESSARY TO CONTINUE AN EXISTING OR PROPOSED SIDEWALK.

7. HANDICAP RAMPS SHALL MEET FLORIDA ACCESSIBILITIES STANDARDS, AND SECTIONS 301.0, 301.1 AND 301.2.

8. ALL SIDEWALKS ON R/W WITHIN 10' OF AN EXISTING OR PROPOSED TREE THAT WILL EXCEED 6" IN DIAMETER AT MATURITY SHALL BE 5" THICK AND CONTAIN 2-#3 REBAR CENTERED VERTICALLY AND SPACED 3' ON CENTER. PALMS ARE NOT CONSIDERED TREES.

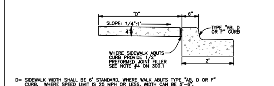
*NOTE: FOR COMPLETE SIDEWALK DETAILS, SEE F.D.O.T. DESIGN STANDARDS, 2006 EDITION, INDEX 304, SHEETS 1 THROUGH 6 AND INDEX 310, SHEETS 1 & 2.

	SIDEWALKS GENERAL NOTES	301.0



A= BACK OF CURB TO R/W (VARIES)
B= UNPAVED AREA (VARIES). REFER TO F.D.O.T. GREEN BOOK, TABLE 3-12, LATEST REVISION.
C= VARIES, SEE 401 SERIES

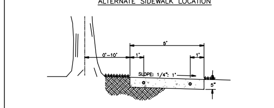
TYPICAL SIDEWALK LOCATION



D= SIDEWALK WIDTH SHALL BE 6' STANDARD, WHERE WALK ABUTS TYPE "AB, D OR F" CURB. WHERE SPEED LIMIT IS 25 MPH OR LESS, WIDTH CAN BE 5'-6".

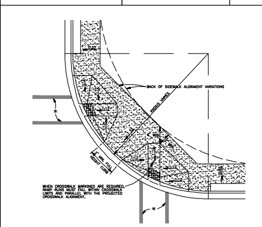
* SEE SHEET 300.1 "GENERAL NOTES" FOR FURTHER INFORMATION

ALTERNATE SIDEWALK LOCATION



SIDEWALK LOCATION CLOSE TO TREES

	SIDEWALK REQUIREMENTS	301.1

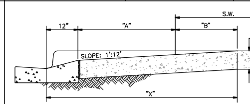


* CROSSWALK WIDTHS AND CONFIGURATION VARY; MUST CONFORM TO FDOT INDEX NO. 17344 AND 17346.

1) CURB CUT RAMPS ARE TO BE LOCATED AS SHOWN ON PLANS.
2) SEE SHEETS # 300.1 "GENERAL NOTES" & # 301.2 "HANDICAPPED RAMP" SHT 2 FOR FURTHER REQUIREMENTS.
3) RADIUS OF CURB VARIES AS FOLLOWS:
   A) 25' RAD. LOCAL STREET WITH ALLEY.
   B) 25' RAD. LOCAL STREET WITH LOCAL STREET.
   C) 35' RAD. LOCAL STREET WITH THOROUGHFARE OR COLLECTOR.
   D) 50' RAD. THOROUGHFARE WITH THOROUGHFARE
4) CURB RADIUS SHOULD BE A MINIMUM OF 50' WHERE INDUSTRIAL AND BUS TRAFFIC (5% OR MORE) IS ANTICIPATED ON LOWER CLASSIFICATION ROADWAYS.
5) BOTH LOCATION OPTIONS FOR HANDICAPPED RAMP ARE SHOWN. ENGINEER MAY SELECT EITHER, WHICHEVER FITS THE SITUATION.

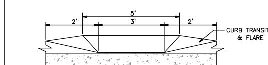
NOTE: FOR COMPLETE HANDICAP, PUBLIC SIDEWALK AND CURB RAMP DETAILS, SEE F.D.O T. DESIGN STANDARDS, 2006 EDITION, INDEX 304, SHEETS 1 THROUGH 6.

	HANDICAPPED RAMP SHEET 1	302.1



SECTION A-A
(SEE SHEET 301.0)

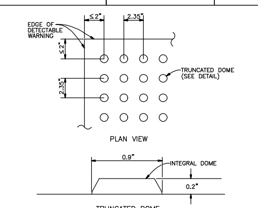
S.W.= SIDEWALK	"A"	S.W.+ A + 10"	"X"	"B"
5'	0	5.8'	5.8'	5'
6'	0	6.8'	6.8'	6'
7'	0	7.8'	7.3'	6.5'
8'	0	8.8'	7.3'	6.5'
5'	2'	7.8'	7.8'	5'
5'	2.5'	8.3'	8.1'	4.8'
5'	3'	8.8'	8.2'	4.4'
5'	3.5'	9.3'	8.4'	4.1'
5'	4'	9.8'	8.6'	3.8'
5'	4.5'	10.3'	8.7'	3.4'
5'	5'	10.8'	9.1'	3.1'



SECTION B-B
(SEE SHEET 301.0)

NOTE: FOR COMPLETE HANDICAP, PUBLIC SIDEWALK AND CURB RAMP DETAILS, SEE F.D.O.T DESIGN STANDARDS, 2006 EDITION, INDEX 304, SHEETS 1 THROUGH 6.

	HANDICAPPED RAMP SHEET 2	302.2



CURB RAMP DETECTABLE WARNING DETAIL

NOTES:

DETECTABLE WARNINGS ON WALKING SURFACES

THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.

DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 0.9 INCH, A HEIGHT OF NOMINAL 0.2 INCH AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCH AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.

THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNINGS USED ON INTERIOR SURFACES SHALL DIFFER FROM ADJOINING WALKING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT.

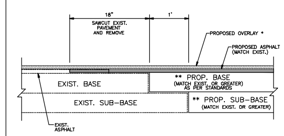
THE MATERIAL USED TO PROVIDE CONTRAST SHOULD CONTRAST BY AT LEAST 70%. CONTRAST IN PERCENT IS DETERMINED BY:

CONTRAST = [(B1-B2)/B1] x 100

WHERE B1 = LIGHT REFLECTANCE VALUE (LRV) OF THE LIGHTER AREA AND B2 = LIGHT REFLECTANCE VALUE (LRV) OF THE DARKER AREA.

NOTE THAT IN ANY APPLICATION BOTH WHITE AND BLACK ARE NEVER ABSOLUTE; THUS, B1 NEVER EQUALS 100 AND B2 IS ALWAYS GREATER THAN 0.

	CURB RAMP DETECTABLE WARNINGS	302.3



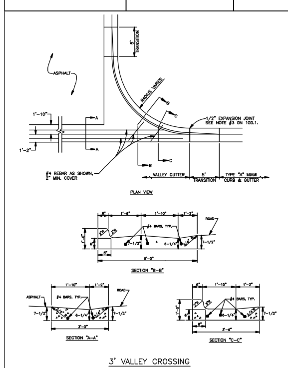
* NOTE: LIMITS OF OVERLAY - EDGE OF PAVEMENT TO EDGE OF PAVEMENT AND 25' BEYOND LIMITS OF CONSTRUCTION.

** NOTE: CONNECTION TO OLDER (SUBSTANDARD THICKNESS) ROADS MAY REQUIRE THICKER PROPOSED BASE AND SUB-BASE TO MEET CURRENT STANDARDS.

SIGNAGE AND MARKING PLAN SHALL ACCOMPANY CONSTRUCTION PLAN.

ROAD CONNECTION DETAIL
N.T.S.

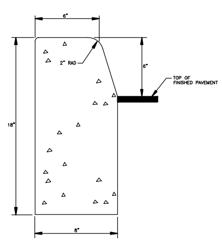
	ROAD CONNECTION DETAIL	403.3



3' VALLEY CROSSING

* CLASS 1 CONCRETE, 3,000 P.S.I. AT 28 DAYS.

	VALLEY CROSSING	201.6



TYPE "D"
HIGH BACK CURB

A) CLASS 1 CONCRETE, 3,000 P.S.I. AT 28 DAYS.

B) CURB SHALL MEET THE SPECIFICATIONS ESTABLISHED BY F.D.O.T. STANDARD SPECIFICATIONS PER F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS INDEX NO. 300, LATEST REVISION.

	TYPE D CURB	201.4

Saved: 3/8/2024 3:34:54 PM EGRAMAJO | Plotted: 4/29/2024 11:55:54 AM EGRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\22 TO MF1 PGD-DT03|PGD-DT03

NO.	DATE	REVISION DESCRIPTION	BY
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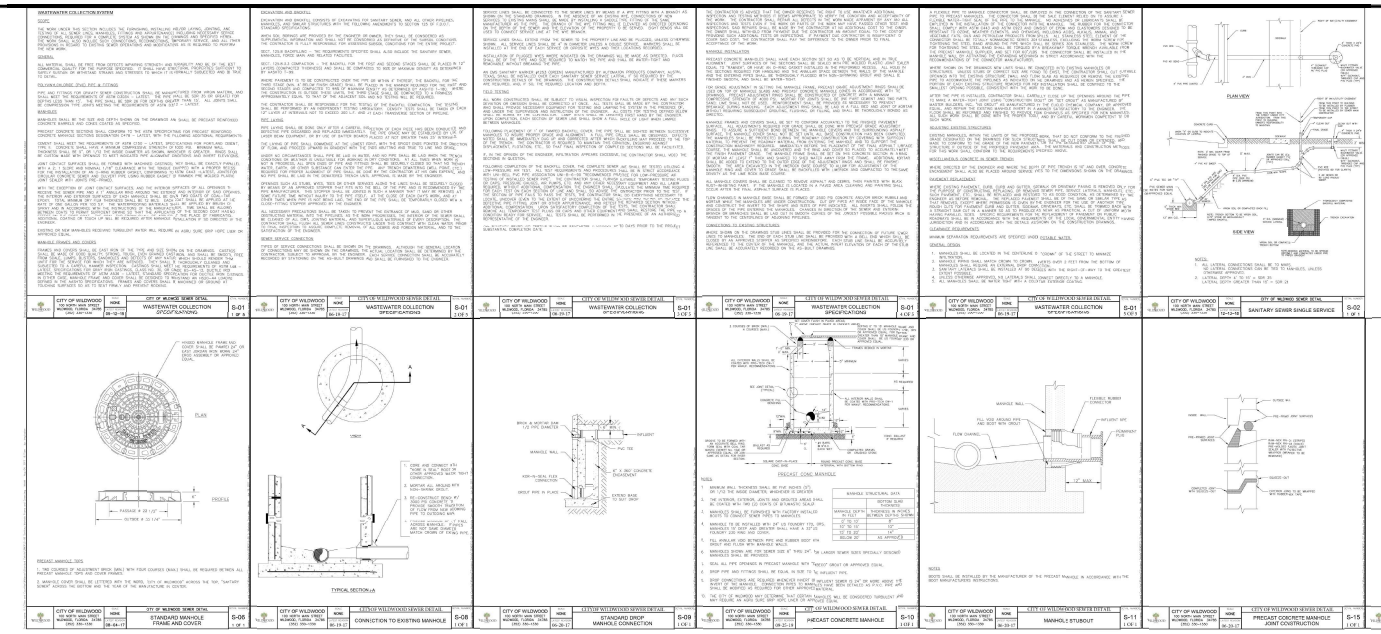
MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28780 941-444-6644 www.morrisengineering.net

DATE 03/08/2024
PROJECT TO MF1
DRAWING TO MF1 PGD-DT03
DRAWN EDG
CHECKED BMC

PAVING, GRADING, & DRAINAGE DETAILS
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE –
SEC-TWP-RNG –
SHEET 22 OF 25



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DATE: 03/06/2024
PROJECT: TO MF1
DRAWING: TO MF1 SSWR-DT
DRAWN: EDG
CHECKED: BMC

WASTEWATER COLLECTION SYSTEM DETAILS

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE: N.T.S
SEC-TWP-RNG: --
SHEET 23 OF 25

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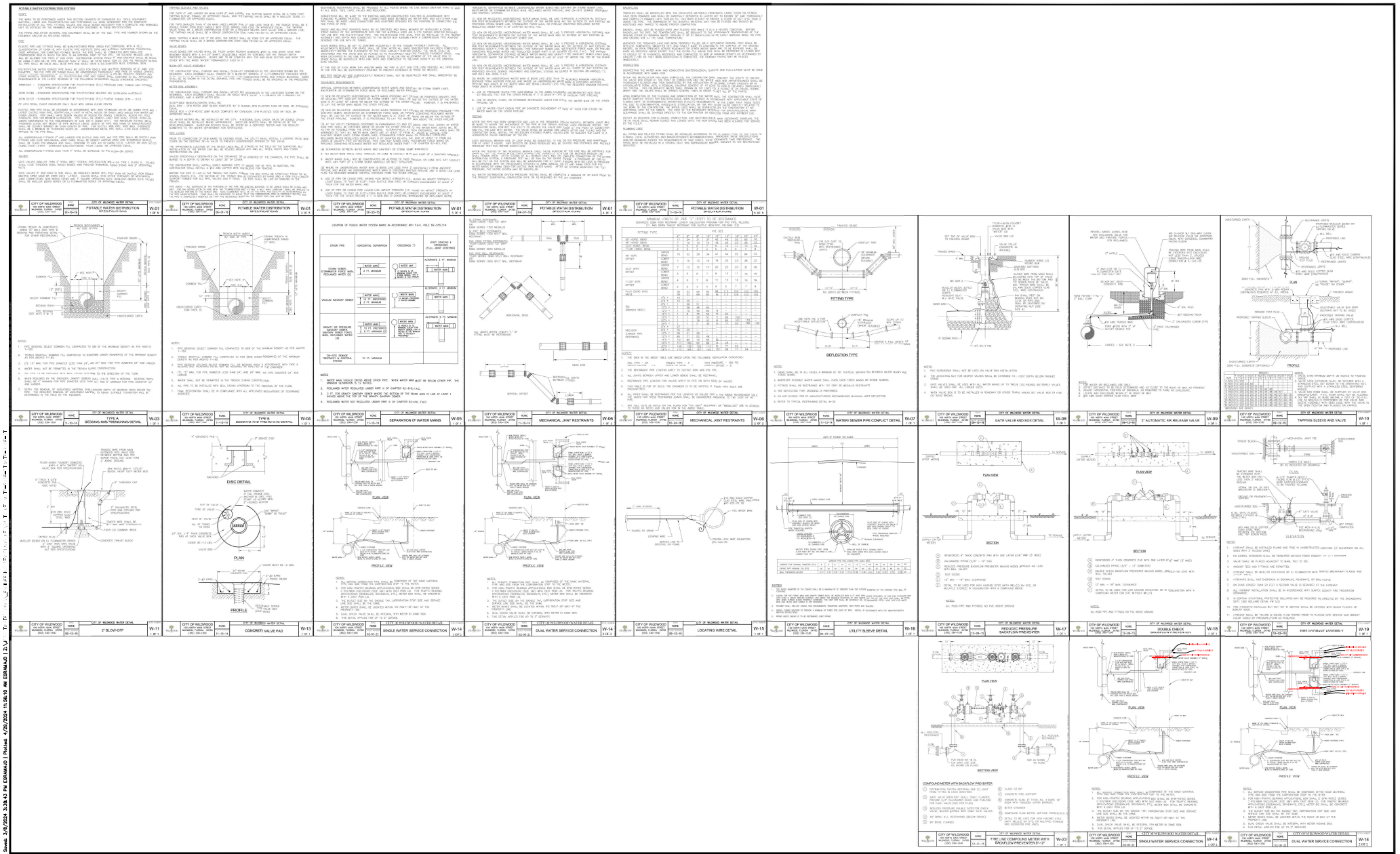
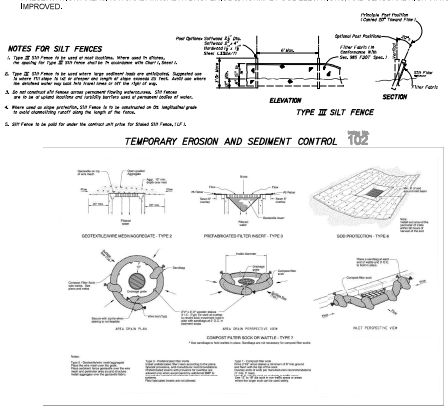
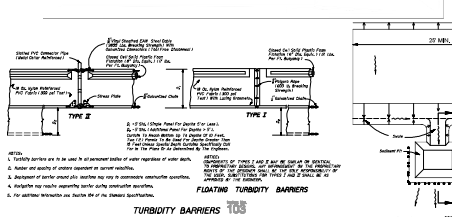
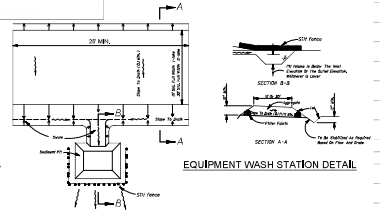

POTABLE WATER DISTRIBUTION SYSTEM
POTABLE WATER DISTRIBUTION SPECIFICATIONS
DEFLECTION TYPE
FITTING TYPE
DISC DETAIL
PLAN
PROFILE
PLAN VIEW
PROFILE VIEW
SECTION
ELEVATION
COMPOUND METER WITH BACKFLOW PREVENTER
SINGLE WATER SERVICE CONNECTION
DUAL WATER SERVICE CONNECTION
UTILITY SLEEVE DETAIL
LOCATING WIRE DETAIL
TAPPING SLEEVE AND VALVE
2" AUTOMATIC AIR RELEASE VALVE
GATE VALVE AND BOX DETAIL
WATER SEWER PIPE CONFLICT DETAIL
MECHANICAL JOINT RESTRAINTS
SEPARATION OF WATER MAINS
BEDDING AND TRENCHING DETAIL
CONCRETE VALVE PAD
2" BLOW-OFF
FIRE LINE COMPOUND METER WITH BACKFLOW PREVENTER (F-12)
CITY OF WILDWOOD
MORRIS ENGINEERING AND CONSULTING, LLC
Civil Engineering and Land Development Consulting
POTABLE WATER & RE-USE WATER SYSTEM DETAILS
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA
BRODY CONE
FL LICENSE NO. 94991
SCALE N.T.S
SEC-TWP-RNG
SHEET 24 OF 25
01 03/06/24 REVISED PER CITY COMMENTS EDG
NO. DATE REVISION DESCRIPTION BY
DATE 03/08/2024
PROJECT TO MF1
DRAWING TO MF1 WATR-RUSE-DT
DRAWN EDG
CHECKED BMC

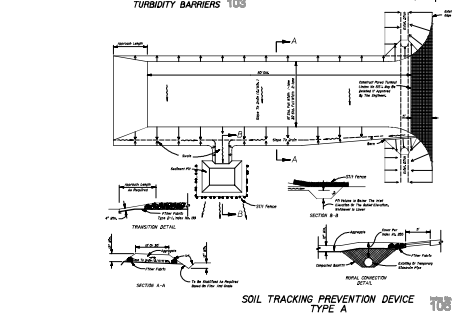
EROSION SEDIMENT CONTROL PLAN NOTES:

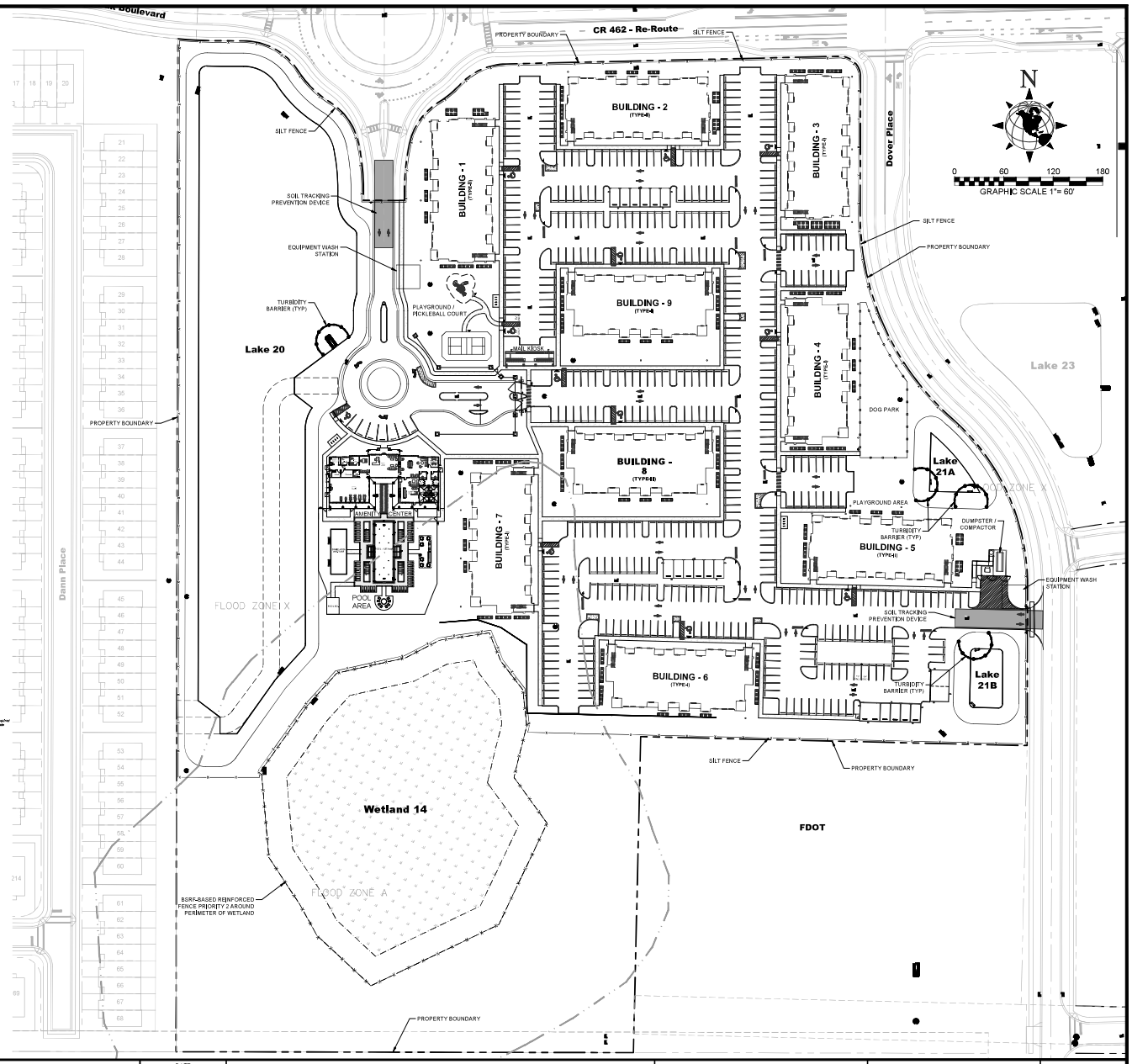
1. EXISTING SITE CONDITIONS CONSIST OF VACANT AGRICULTURAL (CATTLE GRAZING) LAND AND WETLANDS, WHICH ARE TO REMAIN UNDISTURBED. LAND CLEARING/DISTURBING ACTIVITIES SHALL CONSIST OF CLEARING EXISTING VEGETATION, EXCAVATION OF PROPOSED STORMWATER MANAGEMENT PONDS AND PLACEMENT/EMBANKMENT OF EXCAVATED MATERIAL.
2. ALL EXCAVATED MATERIAL WILL BE UTILIZED ON-SITE TO PROVIDE MATERIAL TO ACHIEVE FINISHED GRADES PER PLAN. ANY REMAINING MATERIAL SHALL BE STOCKPILED ON THE FUTURE AMENITY SITE AREA FOR USE IN GRADING THE PROPOSED RECREATION AMENITY SITE.
3. CONSTRUCTION IS EXPECTED TO COMMENCE IN JUNE 2024. WITH STABILIZATION TO OCCUR IN JUNE OF 2025. UPON COMPLETION OF MASS/ROUGH GRADING EFFORTS,
4. ANY DISTURBED AREAS WHERE CONSTRUCTION WILL BE ON-GOING AND FINAL GRADE WILL NOT BE ACHIEVED WITHIN FOURTEEN (14) DAYS SHALL BE SODDED OR HYDRO-SEEDED TO PROVIDE STABILIZATION.
5. ALL EROSION AND SEDIMENT CONTROLS DEPICTED ON THIS PLAN SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBING ACTIVITIES.
6. EROSION AND SEDIMENT CONTROL DEVICES SHALL BE VISUALLY INSPECTED WEEKLY, OR AFTER SIGNIFICANT (0.5" OR GREATER) RAINFALL EVENTS. ALL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT SHALL BE CORRECTED AS SOON AS POSSIBLE, BUT IN NO CASE LATER THAN 7 DAYS AFTER THE INSPECTION. A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION. A COPY OF THE REPORT FORM TO BE COMPLETED BY THE INSPECTOR IS ATTACHED.
7. CONSTRUCTION TRAFFIC SHALL ENTER VIA THE PROPOSED NORTH ENTRANCE, AND SHALL BE MARKED ACCORDINGLY. SOIL TRACKING PREVENTION DEVICES SHALL BE INSTALLED PRIOR TO DISTURBANCE OF ANY LAND WITHIN THE PROJECT. HAUL ROUTES SHALL BE DETERMINED BY CONTRACTOR, AS NEEDED ACROSS UPLAND PORTIONS OF THE SITE WHICH ARE PROPOSED TO BE CLEARED. NO CONSTRUCTION TRAFFIC IS PERMITTED WITHIN ANY PRESERVE AREAS ON-SITE, AS DELINEATED BY SILT FENCE AND TREE BARRICADES.
8. FUGITIVE PARTICULATE ABATEMENT METHODS SHALL CONSIST OF THE FOLLOWING:
   a. USE OF WATER TRUCKS TO CONTROL DUST ON-SITE DUE TO HIGH WINDS AND TRUCK TRAFFIC
   b. ENSURE THAT ALL OPEN BODIED TRUCKS TRANSPORTING MATERIAL THAT MAY EMIT PARTICLES INTO THE AIR ARE COVERED AT ALL TIMES
   c. ENSURING THAT ALL CONSTRUCTION TRAFFIC ENTERS AND EXITS THE SITE AT THE DESIGNATED CONSTRUCTION ENTRANCE ONLY AND ARE WASHED DOWN AS NECESSARY TO REDUCE PARTICULATE MATTER.
10. CONTRACTOR SHALL PROVIDE ENGINEER AND CITY OF WILDWOOD STAFF WITH A 24-HOUR, 7-DAY EMERGENCY CONTACT NUMBER FOR ANY EROSION AND SEDIMENTATION CONCERNS.
11. DEWATERING ACTIVITIES SHALL INCLUDE THOSE NECESSARY TO CONSTRUCT THE PROPOSED STORMWATER PONDS. DEWATERING SUMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS FOUND ON THIS PLAN AND SHALL BE LOCATED SUCH THAT DISCHARGE IS DIRECTED OVER VEGETATED AREAS INTO EXISTING WETLANDS TO ASSIST IN MAINTAINING WETLAND HYDROLOGY DURING CONSTRUCTION.
12. THERE ARE NO WATER QUALITY MONITORING REQUIREMENTS FOR THIS PROJECT DURING CONSTRUCTION.
13. SILT FENCE SHALL BE FIELD ADJUSTED AS NECESSARY IN ORDER TO ADEQUATELY PROTECT & PRESERVE ANY EXISTING TREES & VEGETATION WITHIN THE LANDSCAPE OR NATURAL VEGETATION BUFFERS.
14. NOTE TO SILT FENCE INSTALLER: TO FACILITATE "EFFECTIVE" PRESERVATION OF TREES (THOSE WITH DRIP LINES DEPICTED ON LANDSCAPE PLANS) SILT FENCE SHALL NOT BE TRENCHED IN WITHIN DRIP LINES OF TREES WHERE AVOIDABLE. IF UNAVOIDABLE THEN INSTALL SILT FENCE AT GRADE (NO TRENCHING). SEE LANDSCAPE PLANS FOR DEPICTION OF TREE PRESERVATION.
15. EXCEPT FOR WETLAND RESTORATION AND ENHANCEMENT AND NATURALLY OCCURRING FLUCTUATIONS, NO HYDROPERIOD ALTERATION SHALL BE PERMITTED IN PRESERVATION AREAS, NATURAL ANNUAL HYDROPERIODS, NORMAL POOL ELEVATIONS, AND SEASONAL HIGH-WATER ELEVATIONS SHALL BE SUBSTANTIALLY MAINTAINED OR IMPROVED.











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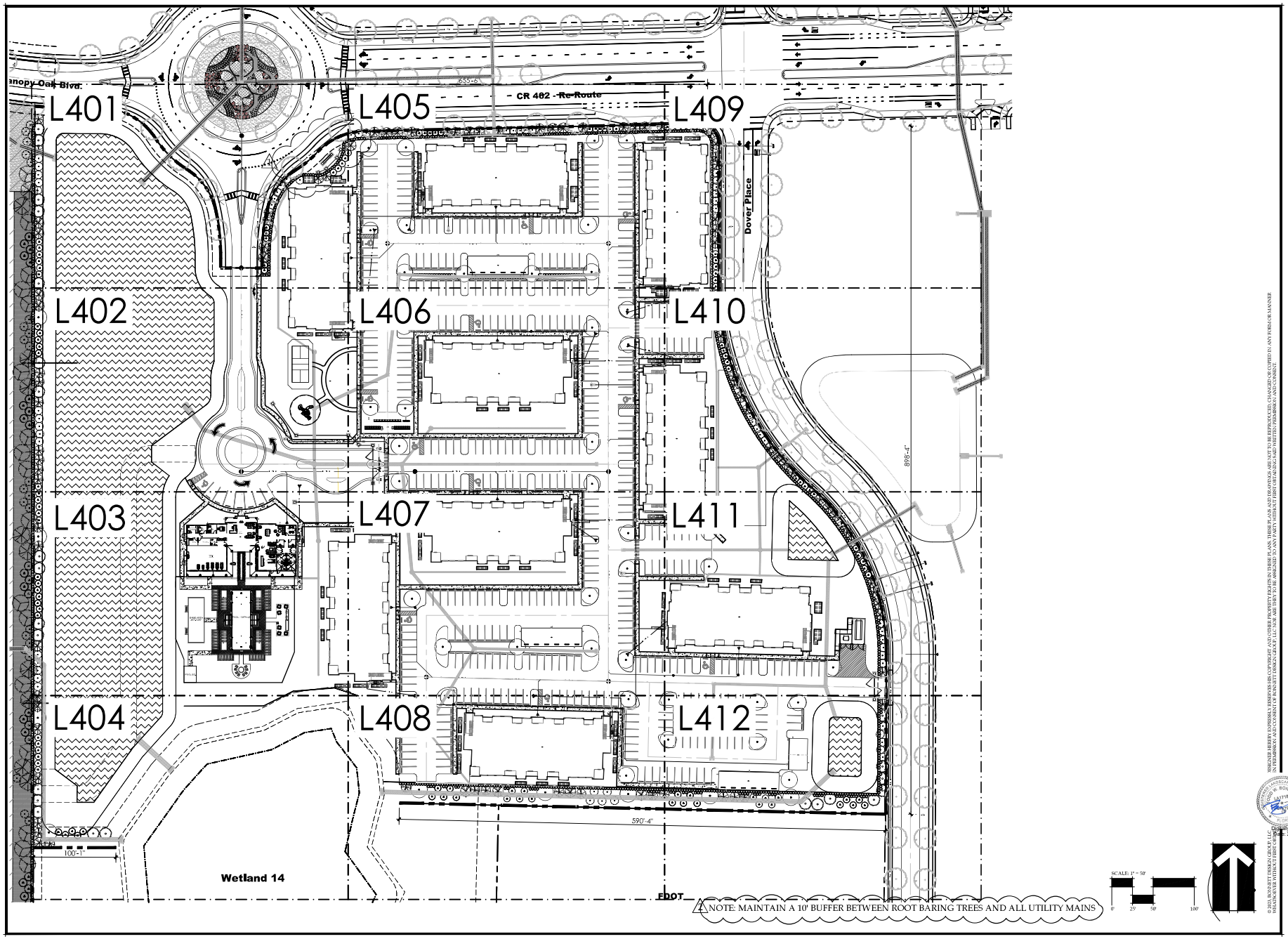
DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 BMP
DRAWN EDG
CHECKED BMC

BEST MANAGMENT PRACTICES PLAN
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'
VERTICAL DATUM NAVD88
SHEET 25 OF 25
BRODY CONE
FL LICENSE NO. 94991

Saved: 4/29/2024 11:46:41 AM EDRAMAJO | Plotted: 4/29/2024 11:56:34 AM EDRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DRY PLANS\MF1\TC5 TO MF1 BMP.DWG



BONNETT design group, llc
landscape architecture
community planning
FL LC 26000541

400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.1588 voice

Twisted Oaks - Multi-family
Landscape Architecture
DHI Communities
Wildwood, Florida
OVERALL LANDSCAPE PLAN

DATE: December 14, 2023
DRAWN BY: RLM
CHECKED BY: TWB
JOB NUMBER: 2023.122
FILE NAME: 2023.122_Twisted Oak MF_GARAGE CODE

REVISIONS:
1 city comments 03-13-2024
2 city comments 04-10-2024

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Date: 2024.04.10 10:42:50-04'00'

Todd W. Bonnett, FLA # FL0001778

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L400

VEHICULAR USE AREA (VUA) LANDSCAPE REQUIREMENTS (IN SF) (FIGURE 1.1)	
TOTAL VUA	178,511
LANDSCAPE REQUIRED (10% of VUA)	17,851.10
LANDSCAPE PROVIDED	19,845.00
SURPLUS (SF)	1,993.90

WILDWOOD VEHICULAR LANDSCAPE REQUIREMENTS (FIGURE 1.2)	
(a) MINIMUM OF 10% OF GROSS SQFT PAVED PARKING & ENTRYWAY IS LANDSCAPED	SEE (VUA) LANDSCAPE REQUIREMENTS
(b) INTERIOR LANDSCAPED AREAS 100 SQFT OR (10) CONSECUTIVE SPACES	CODE LANDSCAPE PLAN WILL PROVIDE THIS
(c) AT LEAST (1) CANOPY TREE & (3) SHRUBS FOR EVERY (25) PARKING SPACES	SPACES = 451 451/25 = 19 TREES 19*3 = 57 SHRUBS

City of Wildwood Design District Regulations-Landscape Buffer

NORTH - 10' wide buffer

Total Linear Feet		Hundreds of Linear Feet	Quantity	Plant Type	Total Plants Required	Total Plants Provided
655.00	Divide by 100 =	6.55	3	Canopy Tree =	20	27
			5	Understory=	33	40
			33	Shrub =	216	219

SOUTH - 25' wide buffer

Total Linear Feet		Hundreds of Linear Feet	Quantity	Plant Type	Total Plants Required	Total Plants Provided
690.00	Divide by 100 =	6.90	3	Canopy Tree =	21	28
			5	Understory=	35	35
			33	Shrub =	228	244

EAST - 10' wide buffer

Total Linear Feet		Hundreds of Linear Feet	Quantity	Plant Type	Total Plants Required	Total Plants Provided
898.00	Divide by 100 =	8.98	3	Canopy Tree =	27	35
			5	Understory=	45	45
			33	Shrub =	296	298

WEST - 10' wide buffer

Total Linear Feet		Hundreds of Linear Feet	Quantity	Plant Type	Total Plants Required	Total Plants Provided
898.00	Divide by 100 =	8.98	3	Canopy Tree =	27	39
			5	Understory=	45	45
			33	Shrub =	296	0

TREE/SHRUB CALCULATIONS

	PLANT PALLETE	NORTH	EAST	WEST	SOUTH	TOTAL		
CANOPY	SLASH PINE	12	20	14	11	**57**	20%	NO TREE IS >75% OF LANDSCAPING
	SOUTHERN MAGNOLIA	12	12	8	5	**37**	13%	
	LIVE OAK	X	X	3	6	**y**	3%	
	BALD CYPRESS	X	4	14	6	**24**	8%	
UNDERSTORY	JAPANESE PRIVET	15	10	12	20	**57**	20%	
	SIMPSON STOPPER	11	13	18	10	**52**	18%	
	CRAPE MYRYLE	14	22	15	5	**56**	19%	
HEDGE	WALTERS VIBURNUM	219	299	X	244	**762**	X	

1,054 **TOTAL PLANTING**
292 **TOTAL TREES**

REFER TO FIGURE 1.2	***WILDWOOD PARKING LOT REQUIREMENTS***		
	PLANT PALETTE	**REQUIRED**	**PROVIDED**
CANOPY	LIVE OAK	19	43
SHRUB	WALTERS VIBURNUM	57	57

PLANT SCHEDULE

CODE	QTY	BOTANICAL NAME	COMMON NAME	SPECIFICATION	NATIVE	WATER USE ZONE	SPACING	REMARKS
CANOPY TREES								
MGP	38	Magnolia grandiflora `Ms. Chloe`	Southern Magnolia	3" caliper., 8` ht. Min.	YES	MEDIUM	As Shown	
PE	73	Pinus elliotti	Slash Pine	3" caliper., 8` ht. Min.	YES	LOW	As Shown	
QV-L	52	Quercus virginiana	Live Oak	3" caliper., 8` ht. Min.	YES	LOW	As Shown	
TD	32	Taxodium distichum	Bald Cypress	3" caliper., 8` ht. Min.	YES	LOW	As Shown	
UNDERSTORY								
LIN	62	Lagerstroemia x `Natchez`	Natchez Crape Myrtle	2" caliper.	NO	HIGH	As Shown	
LJ	69	Ligustrum japonicum	Japanese Privet	2" caliper.	NO	LOW	As Shown	
MFU	58	Myrcianthes fragrans	Simpson`s Stopper	2" caliper.	YES	HIGH	As Shown	
SHRUBS								
Vow	936	Viburnum obovatum	Walter`s Viburnum	3 gal., 30" ht. min.	YES	LOW	36" o.c.	

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Twisted Oaks - Multi-family
Landscape Architecture
DHI Communities
Wildwood, Florida
PLANT SCHEDULE & CALCULATIONS

DATE: December 14, 2023
DRAWN BY: RLM
CHECKED BY: TWB
JOB NUMBER: 2023.122
FILE NAME: 2023.122_Twisted Oak MF_LARBSE CODE
REVISIONS:

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Digitally signed by Todd W Bonnett
Date: 2024.04.19 10:42:51-04'00'
Todd W. Bonnett, FLA # FL0001708

L400.1

GENERAL REQUIREMENTS

The Landscape Contractor shall be responsible for all materials and all work as called for on the landscape plans. The list of plant quantities accompanying the plans shall be used as guide only. If a discrepancy occurs between the plans and the plant list, the plans shall control.

The Landscape Contractor shall warranty all trees for a period of one (1) year and shrubs and ground covers for a period of six (6) months from the time of final acceptance by Owner and Landscape Architect.

The Landscape Contractor shall be wholly responsible for the stability and plumb condition of all trees and shall be legally liable for any damage caused by the instability of any plant material. Staking of trees and palms, if required, shall be done utilizing a method agreed upon by the Landscape Architect.

The Landscape Contractor shall research plans and contact appropriate agencies to determine the location of any utilities and obstructions prior to commencing work. Any utilities or unanticipated obstructions shall be reported to Landscape Architect or Owner immediately.

All plant material and sodded areas shall have an automatic underground irrigation system providing 100% coverage.

Positive drainage shall be maintained away from all structures on the site.

Tree protection shall be in accordance with ANSI 300, all 10 parts, and the accompanying Best Management Practices and shall be installed prior to any land disturbing activities. 1

Any/All critical root zones must have root pruning prior to permanent irrigation installation.

All tree staking is to be removed within one year of installation

Trees not included in the allowable tree species list will be considered by the Developement Services Department for use in landscaping provided they are drought tolerant and are not listed on the most recent Florida Exotic Pest Plant Council's Plant List.

PLANT SPECIFICATIONS

All nursery stock plant material shall be Florida #1 or better in accordance with Grades and Standards for Nursery Plants Parts I & II, latest edition as published by the Florida Department of Agriculture and Consumer Services- Division of Plant Industry.

All plant material shall be planted, fertilized and mulched as per the plant details and planting specifications noted on the plans.

All container grown material shall be healthy, vigorous, well rooted plants, and established in the container in which they are delivered to the site. The plants shall have tops which are good quality and in a healthy growing condition. Established container grown plant material shall be grown in that container sufficiently long enough for the new fibrous roots to have developed enabling the root mass to retain it's shape when removed the container. Plants which have become root bound in the container are unacceptable.

All plant material that is not container grown shall be freshly dug, sound, healthy, vigorous, well branched, and free of disease and insect eggs and larvae, and shall have adequate root systems. Where any requirements are omitted from the plant list, the plants furnished shall be normal for the variety. Plants may be pruned prior to delivery only upon the approval of the Landscape Architect.

FERTILIZER

Two fertilizers shall be used on all types of plantings, except palms. Granular fertilizer shall be uniform in composition, dry and free flowing. This fertilizer shall be delivered to the site in the original unopened bags bearing the manufacturer's statement of analysis. Granular fertilizer shall be a controlled release variety meeting the following requirements: sixteen percent (16%) nitrogen, four percent (4%) phosphorus, eight percent (8%) potassium, plus iron. tablet fertilizer ("Agriform" or approved equal) in 21 gram size shall meet the following requirements: twenty percent (20%) nitrogen, ten percent (10%) phosphorus, five percent (5%) potassium.

Application Rates:

Plant size	16-4-8	"Agriform" tablet (21 grams)
1 gallon	1/4 lb.	1 tablet
3 gallon	1/3 lb.	2 tablets
7-15 gallon	1/2 lb.	4 tablets
1" - 6" caliper	2 lbs. per 1" caliper	2 tablets per 1" caliper
6" + caliper	3 lbs. per 1" caliper	2 tablets per 1" caliper

Sodded areas shall receive an application of the granular fertilizer (16-4-8) at a rate of 1/2 lb. of Nitrogen per 1,000 square feet of sod area.

"Palm Special" fertilizer shall be applied to all palms at installation at a rate of 1 1/2 lbs. per 100 square feet of canopy area. Palm fertilizer shall be a controlled release variety containing chelated micro nutrients and a ratio of N-P-K-Mg of 2:1:3:1.

SOIL

Planting soil for use in preparing the backfill material for planting pits shall be added a rate of fifty percent (50%) planting soil to fifty percent (50%) existing soil. This soil mix shall be used in all plant pits except Sabal Palms which shall be backfilled with clean sand. Planting soil shall be a fertile, friable natural topsoil of loamy character. It shall contain forty (40) to fifty (50) percent decomposed organic matter and be free of heavy clay, stones larger than 1" in diameter, noxious weeds and plants, sod, partially disintegrated debris, insects or any other undesirable material, plants or seeds that would be toxic or harmful to plant growth.

MULCH

All plant beds and tree watering basins shall be top dressed with three inches (3") of pine bark mini-nuggets mulch.

SOD

Refer to Landscape Plan for limits of sod.

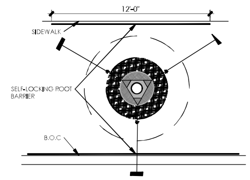
All areas disturbed by construction (including material staging, equipment storage, temporary facilities, site access, construction staff parking, etc.) beyond the minimum limits of sod as shown on the Landscape Plan shall be sodded as needed.

All lawn areas to receive sod shall be disked four (4) to six (6) inches and graded to establish a level finished grade ensuring positive drainage from all structures. All debris shall be removed from the site.

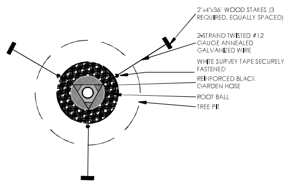
Sod shall be free of weeds and pests. It shall be laid evenly with tight fitting joints and rolled. The sod shall contain moist soil which does not fall apart or tear when lifted.

See plant list for specific sod species and locations.

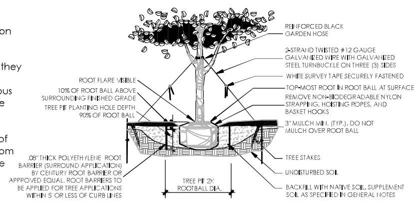
See 'Fertilizer' for requirements of all sodded areas.



ROOT BARRIER



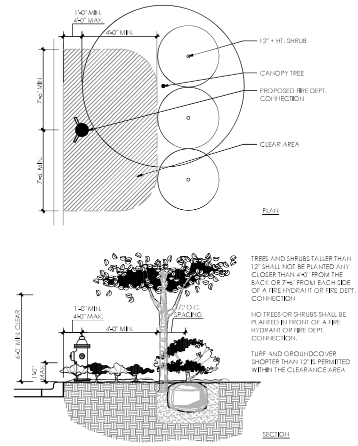
LARGE CANOPY TREE STAKING PLAN



LARGE CANOPY TREE PLANTING DETAIL

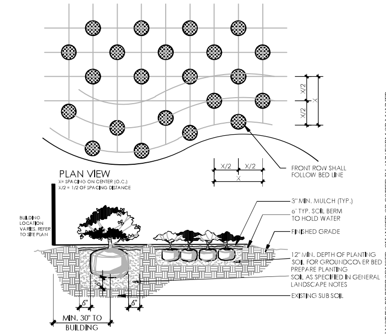
N.T.S.

NOTE: TREE SUPPORT MATERIALS SHALL BE REMOVED FROM EACH TREE ONCE IT IS ESTABLISHED. THIS IS USUALLY DONE AFTER 6 MONTHS FOR SHADE TREES AND 1 YEAR FOR PALM TREES.



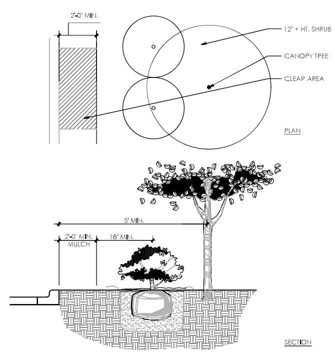
TYPICAL PLANTING AT FIRE HYDRANT

N.T.S.



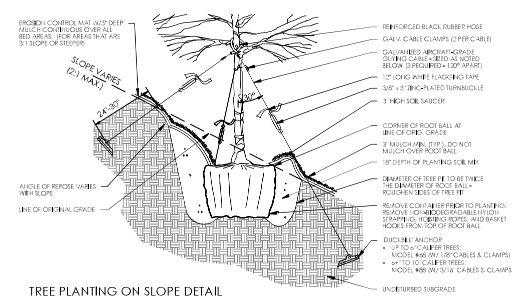
SHRUB AND GROUNDCOVER PLANTING DETAIL

N.T.S.



TYPICAL PLANTING ADJACENT TO PARKING

N.T.S.



TREE PLANTING ON SLOPE DETAIL

N.T.S.

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landscape architecture
community planning
FL LC 26000341

400 South Orlando Ave. Suite 201
Maitland, FL 32751
407.622.1588 voice

Twisted Oaks - Multi-family
Landscape Architecture
DHI Communities
Wildwood, Florida
LANDSCAPE DETAILS & NOTES

DATE: December 14, 2023
DRAWN BY: RLM
CHECKED BY: TWB
JOB NUMBER: 2023.122
FILE NAME: 2023.122_Twisted Oak MF_LABASE CODE

REVISIONS:
1 city comments 03-13-2024

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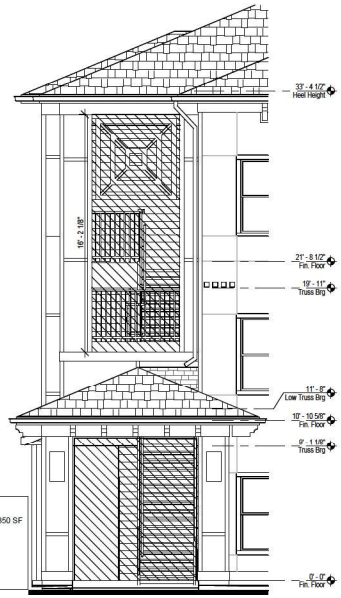
Digitally signed by Todd W Bonnett
Date: 2024.04.10 10:43:04-04'00'

Todd W. Bonnett, RLA # FL0001718

L420

DRAWING PLOTTED: 4/10/2024 10:40:05 AM
Z:\SHARED\BONNETT DESIGN GROUP\2023\2023.122_DHI-TWISTED OAKS MF\DESIGN\2023.122_TWISTED OAK MF_LABASE CODE.DWG



OPENING CALC. PER FFPC 7.2.2.6.6

TOTAL EXTERIOR FRONT OF EXTERIOR STAIR ENCLOSURE = 350 SF
TOTAL ENTRANCE OPENING = 80 SF
TOTAL 2ND FLOOR OPENING = 49 SF
TOTAL 3RD FLOOR OPENING = 49 SF
TOTAL ALL OPENINGS = 178 SF

TOTAL EXTERIOR SF / TOTAL OPENING = 51%
350 SF / 178 SF = 51%

3 Stair Area Calculations
1/4" = 1'-0"

2 Building Type I - Left Elevation
1/8" = 1'-0"

1 Building II - Front Elevation
1/8" = 1'-0"

SHEET NOTES

A REFER TO SHEET A1.03 FOR GENERAL NOTES
B REFER TO SHEET A1.04 FOR CONSTRUCTION ASSEMBLIES
C REFER TO SHEETS A5.61 THRU A5.82 FOR UNIT PLANS
D REFER TO SHEETS A9.11 AND A9.21 FOR DOOR AND WINDOW SCHEDULES
E ALL ROOF SLOPES TO BE 5:12, UNO. REFER TO ROOF PLANS FOR VENTILATION, OVERHANGS, GUTTER / DOWNSPOUT LOCATION, ETC. CONTRACTOR TO COORDINATE DOWNSPOUTS WITH CIVIL SITE DRAINAGE PLANS
F ALL FIBER CEMENT TRIM TO BE SMOOTH TEXTURE, ALL HORIZONTAL LAP SIDING TO BE WOOD GRAIN TEXTURE
G ALL EXTERIOR TRIM BANDS, FINISHES, AND COLORS TRANSITIONS TO RETURN TO INTERIOR CORNERS, COLUMN TRIMS, FLASHING, ETC. TO BE CONTINUOUS AROUND ALL SIDES OF THE COLUMN / PILASTER. REFER TO SECTIONS FOR FLASHING DETAILS. ALL EXTERIOR COLORS TO BE SELECTED BY OWNER
H CONTRACTOR TO COORDINATE ALL EXTERIOR BUILDING LIGHTING AND SIGNAGE WITH ELECTRICAL DRAWINGS AND LOCAL REQUIREMENTS. REFER TO ELECTRICAL DRAWINGS FOR DETAILS
J CONTRACTOR TO INSTALL ALL HANDRAILS AND GUARDRAILS WITH SOLID WOOD BLOCKING AND SHALL BE MOUNTED ON FIBER CEMENT BLOCKING FOR FIBER CEMENT SIDING APPLICATIONS

KEYNOTES

0473.91 STONE WATER TABLE. REFER TO DETAIL 13/A7.21
0550.01 ALUMINUM T-BAR SYSTEM WITH DRIP EDGE
0552.01 42" SCREEN ENCLOSURE WITH PERIMETER ALUMINUM FRAMING SYSTEM AND INTEGRAL 42" HIGH ALUMINUM GUARDRAIL WITH VERTICAL PICKETS SPACED SUCH THAT A 4 INCH SPERE CAN NOT PASS THROUGH, ALL ENDS ATTACHED TO WALL, SCREEN TO BE FIBERGLASS MESH ON THE INSIDE OF THE RAILING, FASTEN BOTTOM OF FRAME WITH EPDM GASKETED SCREWSM PROVIDE WEEP HOLES FOR DRAINAGE LOCATED AWAY FROM SCREWS, COLOR SELECTED BY OWNER, CONTRACTOR TO SUBMIT SIGNED & SEALED SHOP DRAWINGS FOR REVIEW
0610.01 LOW ROOF, SLOPE 5:12, UNO, REFER TO EXTERIOR ELEVATIONS AND STRUCTURAL DRAWINGS
0731.03 ASPHALT SHINGLE ROOF SYSTEM PER ASSEMBLY, COLOR TO BE SELECTED BY OWNER
0746.03 FIBER CEMENT LAP SIDING PER ASSEMBLY, 8" EXPOSURE
0746.08 1X6 FIBER CEMENT TRIM
0746.12 5/4X4 FIBER CEMENT TRIM
0746.13 5/4X6 FIBER CEMENT TRIM
0746.15 5/4X10 FIBER CEMENT TRIM
0746.91 1X3 FIBER CEMENT BATTEN
0747.04 DECORATIVE: ARCHITECTURAL BRACKET, REFER TO DETAIL 2/A18.62
0762.01 SEAMLESS ALUMINUM "K" PROFILE GUTTER, COLOR SELECTED BY OWNER
0762.05 2X8 FASCIA TRIM WITH ALUMINUM DRIP EDGE
0762.07 ALUMINUM GUTTERS AND DOWNSPOUTS, COORDINATE DOWNSPOUT LOCATIONS WITH THE ROOF PLANS AND SITE CONDITIONS, COLOR TO BE SELECTED BY OWNER
0924.03 HARD COAT FOAM TRIM BAND WITH SMOOTH FINISH, REFER TO DETAIL 3/A17.62
2305.04 EXHAUST VENT CAP. EXHAUST DISCHARGE SHALL TERMINATE NOT LESS THAN 3 FEET IN ANY DIRECTION FROM OPENINGS (E.G. OPERABLE WINDOWS AND DOORS) INTO THE BUILDING, FRESH AIR INTAKES SHALL BE LOCATED 10 FEET AWAY FROM EXHAUST VENTS, CONTRACTOR TO COORDINATE
2605.02 BUILDING SIGNAGE TO BE DESIGNED BY OTHERS, COORDINATE ELECTRICAL REQUIREMENTS WITH SIGNAGE VENDOR / OWNER, PROVIDE SHEATHING AS REQUIRED BY SIGNAGE VENDOR AND CONFIRM EXACT LOCATION WITH OWNER, VENDOR AND AHJ
2656.91 EXTERIOR LIGHT FIXTURE. REFER TO MEP

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SHEET REVISIONS:

PROJECT NO: 4672

Building Type I

Building Type I - Exterior Elevations

A6.11

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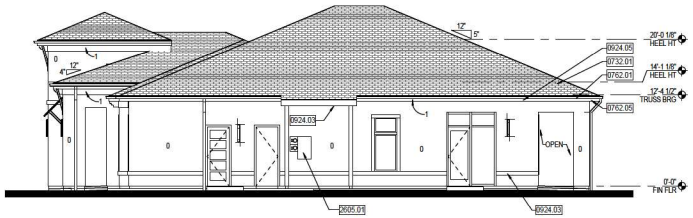
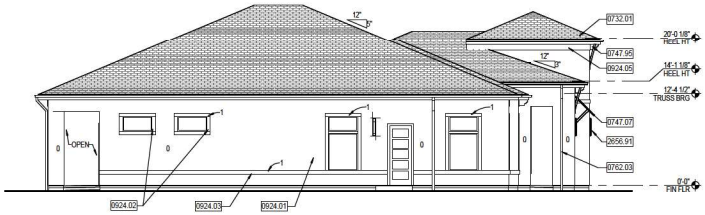


4 Right Exterior Elevation
1/8" = 1'-0"



3 Left Exterior Elevation
1/8" = 1'-0"

2 Rear Exterior Elevation
1/8" = 1'-0"

1 Front Exterior Elevation
1/8" = 1'-0"

SHEET NOTES

A REFER TO SHEET A17.02 FOR GENERAL NOTES
B REFER TO SHEET A17.04 FOR CONSTRUCTION ASSEMBLIES
C REFER TO SHEETS A17.91, A17.94 AND A17.95 FOR DOOR, WINDOW & STOREFRONT SCHEDULES
D ALL ROOF SLOPES TO BE 5:12, UNO. REFER TO ROOF PLANS FOR VENTILATION, OVERHANGS, GUTTER / DOWNSPOUT LOCATION, ETC. CONTRACTOR TO COORDINATE DOWNSPOUTS WITH CIVIL SITE DRAINAGE PLANS
E ALL EXTERIOR TRIM BANDS, FINISHES, AND COLORS TRANSITIONS TO RETURN TO INTERIOR CORNERS. COLUMN TRIMS, FLASHING, ETC. TO BE CONTINUOUS AROUND ALL SIDES OF THE COLUMN / PILASTER. REFER TO SECTIONS FOR FLASHING DETAILS. ALL EXTERIOR COLORS TO BE SELECTED BY OWNER
F CONTRACTOR TO COORDINATE ALL EXTERIOR BUILDING LIGHTING AND SIGNAGE WITH ELECTRICAL DRAWINGS AND LOCAL REQUIREMENTS. REFER TO ELECTRICAL DRAWINGS FOR DETAILS

KEYNOTES

0732.01 CONCRETE FLAT TILE ROOF SYSTEM PER ASSEMBLY, COLOR TO BE SELECTED BY OWNER
0747.04 DECORATIVE ARCHITECTURAL BRACKET, REFER TO DETAIL 2/A17.62
0747.07 PREFABRICATED POWDER COATED ALUMINUM BAHAMA SHUTTER WITH ROD TIE-BACKS, CONTRACTOR TO COORDINATE AND PROVIDE BLOCKING FOR ALL CONNECTIONS, REFER TO DETAIL 12/A17.73. COLOR SELECTED BY OWNER, SUBMIT SHOP DRAWINGS FOR ARCHITECTURAL REVIEW AND COORDINATION OF WATER PENETRATION DETAILS
0747.93 PREFABRICATED POWDER COATED ALUMINUM MEDALLION. REFER TO DETAIL 5/A17.62
0747.95 DECORATIVE ARCHITECTURAL BRACKET, REFER TO DETAIL 2/A17.62
0762.01 SEAMLESS ALUMINUM "K" PROFILE GUTTER, COLOR SELECTED BY OWNER
0762.03 3X4" RECTANGULAR ALUMINUM DOWNSPOUT, LOCATIONS ARE APPROXIMATE, CONTRACTOR TO COORDINATE CAPACITY AND LOCATIONS WITH CIVIL. DOWNSPOUTS TERMINATE INTO STORM DRAINAGE SYSTEM, UPPER GUTTER TO DISCHARGE INTO LOWER GUTTERS, COLOR SELECTED BY OWNER
0762.05 2X8 FASCIA TRIM WITH ALUMINUM DRIP EDGE
0924.01 CEMENT PLASTER SYSTEM PER ASSEMBLY, REFER TO LEGEND FOR THICKNESS AND FINISH
0924.02 4" RAISED CEMENT PLASTER TRIM BAND, REFER TO LEGEND FOR THICKNESS AND FINISH
0924.03 6" RAISED CEMENT PLASTER TRIM BAND, REFER TO LEGEND FOR THICKNESS AND FINISH
0924.05 10" RAISED CEMENT PLASTER TRIM BAND, REFER TO LEGEND FOR THICKNESS AND FINISH
2605.01 ELECTRICAL SERVICE / METER, REFER TO ELECTRICAL DRAWINGS
2656.91 EXTERIOR LIGHT FIXURE. REFER TO MEP

LEGEND

0 7/8" CEMENT PLASTER
1 1 1/4" CEMENT PLASTER

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Clubhouse

Exterior Elevations

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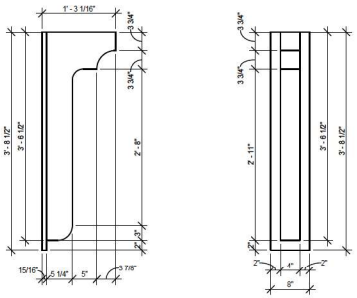
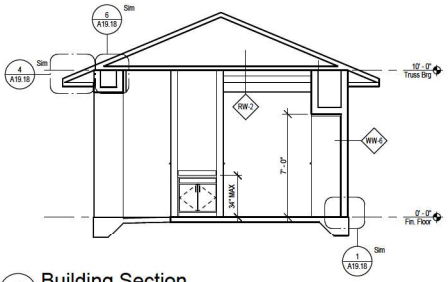
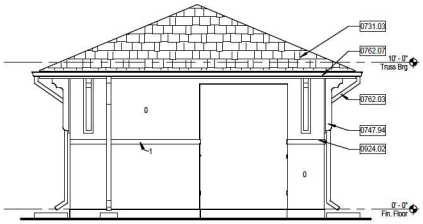


5 Foam Bracket
1" = 1'-0"



4 Building Section
1/4" = 1'-0"



3 Left / Right Exterior Elevation
1/4" = 1'-0"
Right Side Similar

SHEET NOTES

A REFER TO SHEET A19.51 FOR GENERAL NOTES, CODE COMPLIANCE & CONSTRUCTION ASSEMBLIES.

B ALL ROOF SLOPES TO BE 5:12, UNO. REFER TO ROOF PLANS FOR VENTILATION, OVERHANGS, GUTTER / DOWNSPOUT LOCATION, ETC. CONTRACTOR TO COORDINATE DOWNSPOUTS WITH CIVIL SITE DRAINAGE PLANS

C ALL EXTERIOR TRIM BANDS, FINISHES, AND COLORS TRANSITIONS TO RETURN TO INTERIOR CORNERS. COLUMN TRIMS, FLASHING, ETC. TO BE CONTINUOUS AROUND ALL SIDES OF THE COLUMN / PILASTER. REFER TO SECTIONS FOR FLASHING DETAILS. ALL EXTERIOR COLORS TO BE SELECTED BY OWNER

D THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ROUGH OPENING DIMENSION TO BE VERIFIED WITH MAILBOX MANUFACTURER PRIOR TO CONSTRUCTION.

E THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION AND INSTALLATION OF THE POSTAL BOXES IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS, APPLICABLE ACCESSIBILITY REQUIREMENTS, AND THE USPS REQUIREMENTS.

F MAILBOXES FOR ALL GROUND FLOOR UNITS AND AT LEAST ONE PARCEL BOX, UNO, MUST BE INSTALLED AT THE HEIGHT PER APPLICABLE ACCESSIBILITY REQUIREMENTS TO THE KEY LOCKS AS INDICATED ON THE DRAWINGS.

KEYNOTES

0731.03 ASPHALT SHINGLE ROOF SYSTEM PER ASSEMBLY, COLOR TO BE SELECTED BY OWNER

0747.94 DECORATIVE ARCHITECTURAL BRACKET, REFER TO DETAIL 5/A19.16

0762.03 3"X4" RECTANGULAR ALUMINUM DOWNSPOUT, LOCATIONS ARE APPROXIMATE, CONTRACTOR TO COORDINATE CAPACITY AND LOCATIONS WITH CIVIL. DOWNSPOUTS TERMINATE INTO STORM DRAINAGE SYSTEM, UPPER GUTTER TO DISCHARGE INTO LOWER GUTTERS, COLOR SELECTED BY OWNER

0762.05 2X8 FASCIA TRIM WITH ALUMINUM DRIP EDGE

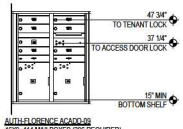
0762.07 ALUMINUM GUTTERS AND DOWNSPOUTS, COORDINATE DOWNSPOUT LOCATIONS WITH THE ROOF PLANS AND SITE CONDITIONS, COLOR TO BE SELECTED BY OWNER

0924.02 RAISED CEMENT PLASTER TRIM BAND, REFER TO LEGEND FOR THICKNESS AND FINISH

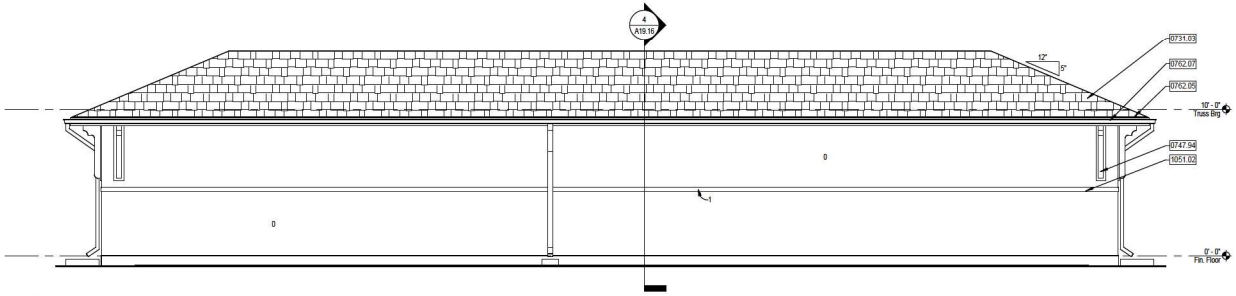
1051.02 FLORENCE FRONT LOADING MAIL BOXES. BASIS OF DESIGN 4CADD-09 MODEL (SUBSTITUTION SHALL BE USPS APPROVED AND MEET THE SPECS OF USPS-STD-F-4.) CONTRACTOR TO COORDINATE RO WITH MFR

LEGEND

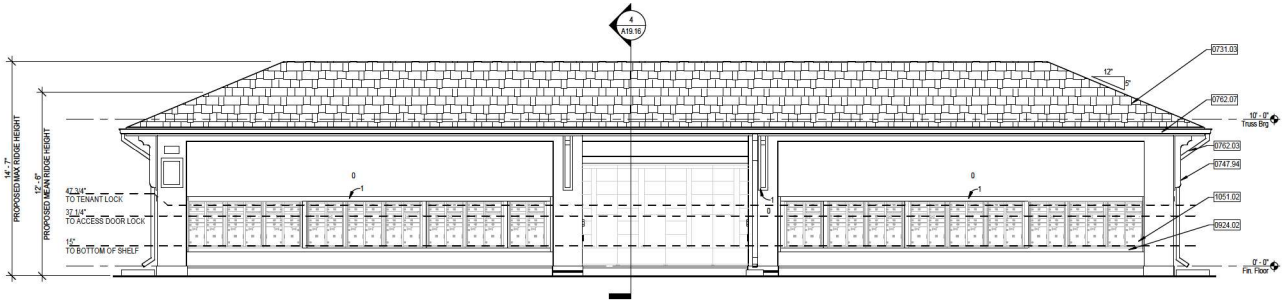
0	7/8"	REINFORCED CEMENT PLASTER
1	1 1/2"	REINFORCED CEMENT PLASTER



AUTH-FLORENCE ACADD-99
40X8=414 MAILBOXES (396 REQUIRED)
34X2= 68 PARCELS (30 REQUIRED)



2 Rear Exterior Elevation
1/4" = 1'-0"



1 Front Exterior Elevation
1/4" = 1'-0"

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Exterior Elevations & Building Section

A19.16

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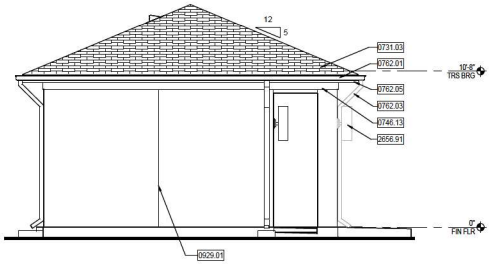
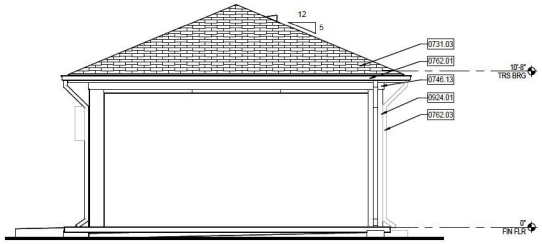
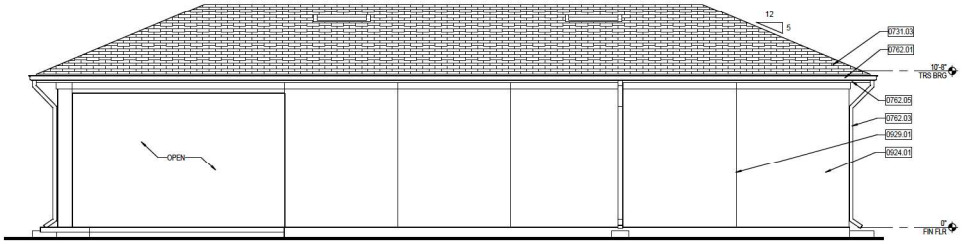


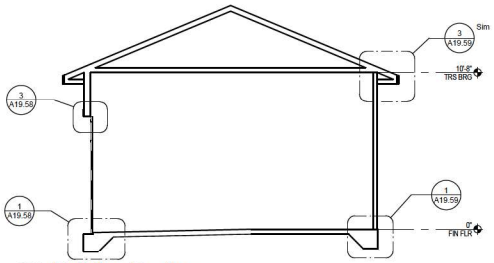
4 Left Elevation
1/4" = 1'-0"



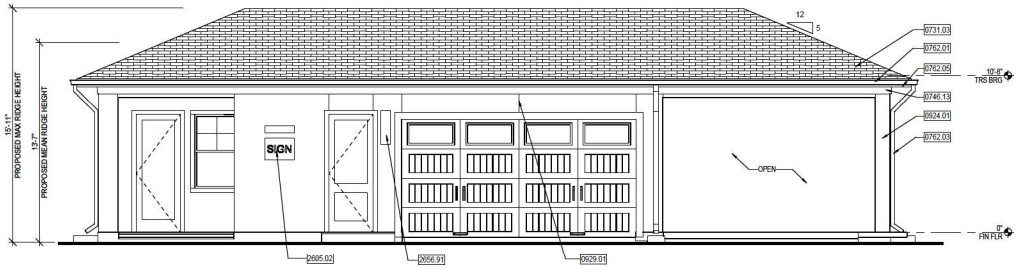
3 Right Elevation
1/4" = 1'-0"



2 Rear Elevation
1/4" = 1'-0"



5 Building Section
1/4" = 1'-0"



1 Front Elevation
1/4" = 1'-0"

SHEET NOTES

A REFER TO SHEET A19.51 FOR GENERAL NOTES
B REFER TO SHEET A19.52 FOR CONSTRUCTION ASSEMBLIES
C REFER TO SHEET A19.58 FOR DOOR AND WINDOW SCHEDULES
D REFER TO SHEET A19.58 FOR DOOR AND WINDOW SCHEDULES
E ALL ROOF SLOPES TO BE 5:12, UNO. REFER TO ROOF PLANS FOR OTHER INFORMATION RELATED TO THE ROOF. REFER TO CIVIL DRAWINGS FOR DOWNSPOUT CONNECTIONS TO UNDERGROUND STORMWATER SYSTEM
F ALL FIBER CEMENT TRIM TO BE SMOOTH TEXTURE, ALL HORIZONTAL LAP SIDING TO BE WOOD GRAIN TEXTURE
G ALL CEMENT PLASTER TRIM TO BE SAND TEXTURE, ALL OTHER CEMENT PLASTER TO BE BRUSH FINISH TEXTURE
H ALL EXTERIOR TRIM BANDS, FINISHES, AND COLORS TRANSITIONS TO RETURN TO INTERIOR CORNERS. COLUMN TRIMS, FLASHING, ETC. TO BE CONTINUOUS AROUND ALL SIDES OF THE COLUMN / PILASTER. REFER TO SECTIONS FOR FLASHING DETAILS. ALL EXTERIOR COLORS TO BE SELECTED BY OWNER, UNO
J CONTRACTOR TO COORDINATE ALL EXTERIOR BUILDING LIGHTING AND SIGNAGE WITH ELECTRICAL DRAWINGS AND LOCAL REQUIREMENTS. REFER TO ELECTRICAL DRAWINGS FOR DETAILS
K CONTROL JOINTS TO BE INSTALLED AS INDICATED IN THE ELEVATIONS, PER SPECIFICATION SECTION 092400, PER ASTM C 1063 AND IN MANUFACTURER RECOMMENDED LOCATIONS, INCLUDING TOP OF FINISH FLOOR AND AT SUBSTRATE CHANGES
L REFER TO STRUCTURAL DRAWINGS FOR BEARING AND SHEAR WALL LOCATIONS
M ALL EXTERIOR WALLS TO BE WW-6, UNO
N ALL INTERIOR BEARING / SHEAR WALLS TO BE WW-50, UNO
P ALL INTERIOR NON-BEARING / NON-SHEAR WALLS TO BE WW-59, UNO
Q RATED INTERIOR WALLS TO HAVE ALL OPENINGS PROTECTED WITH CONTINUOUS FIRE-RATED GYPSUM BOARD WRAPPED THROUGH OPENING, OR APPROVED FIRE PROTECTIVE. COORDINATE WITH MECHANICAL, ELECTRICAL AND DOOR DETAILS
R REFER TO SHEET A19.55 FOR ARCHITECTURAL SLAB PLANS WITH GROUND FLOOR SPOT ELEVATIONS.
S REFER TO ENLARGED PLAN DETAILS FOR ADDITIONAL WALL TYPES, SLOPES, SPOT ELEVATIONS, ETC.
T ALL FIRE RATED WALLS SHALL BE PROTECTED WITH CONTINUOUS FIRE-RATED GYPSUM BOARD WRAP AROUND ALL SIDES AND AT ALL INTERSECTIONS WITH NON-FIRE RATED WALLS

KEYNOTES

0731.03	ASPHALT SHINGLE ROOF SYSTEM PER ASSEMBLY, COLOR TO BE SELECTED BY OWNER
0746.13	3/4x6 FIBER CEMENT TRIM
0762.01	SEAMLESS ALUMINUM "K" PROFILE GUTTER, COLOR SELECTED BY OWNER
0762.03	3X4" RECTANGULAR ALUMINUM DOWNSPOUT, LOCATIONS ARE APPROXIMATE. CONTRACTOR TO COORDINATE CAPACITY AND LOCATIONS WITH CIVIL. DOWNSPOUTS TERMINATE INTO STORM DRAINAGE SYSTEM. UPPER GUTTER TO DISCHARGE INTO LOWER GUTTERS, COLOR SELECTED BY OWNER
0762.05	2X8 FASCIA TRIM WITH ALUMINUM DRIP EDGE
0924.01	CEMENT PLASTER SYSTEM PER ASSEMBLY, REFER TO LEGEND FOR THICKNESS AND FINISH
0929.01	CONTROL JOINT LOCATED AS SHOWN, WHERE VERTICAL JOINTS MEET HORIZONTAL JOINTS, WINDOWS, OR DOORS, PROVIDE SEALANT IN VERTICAL JOINTS EXTENDING ABOVE INTERSECTIONS AND AS REQUIRED BY APPLICABLE STANDARDS GUIDELINES ASTM C 1063
2605.02	BUILDING SIGNAGE TO BE DESIGNED BY OTHERS. COORDINATE ELECTRICAL REQUIREMENTS WITH SIGNAGE VENDOR / OWNER. PROVIDE SHEATHING AS REQUIRED BY SIGNAGE VENDOR AND CONFIRM EXACT LOCATION WITH OWNER, VENDOR AND AHJ
2656.91	EXTERIOR LIGHT FIXTURE. REFER TO MEP

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237 S. Westmonte Drive, Suite 220
Altamonte Springs, fl 32714
phone: 407.830.1400
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Ascend Twisted Oaks Apartments

City of Wildwood, FL

12/20/2023 3:19:31 PM
Andrew Scott Roark
AR97193

SET DISTRIBUTIONS:

SHEET REVISIONS:

PROJECT NO: 4672

Property Garage

Elevations & Section

A19.57

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City of Wildwood
PROJECT: SP 2401-001 Twisted Oaks Apartments
REPRESENTATIVE: Morris Engineering & Consulting, LLC- Brody Cone
Parcel(s): D31-007
DATE: 4/25/2024

CITY ENGINEER

No Comments.

DEVELOPMENT SERVICES

No Comments.

CITY ATTORNEY

1. LDR 4.4(C)(1)(c) Legal Description in Word does not match Site Plan. The Word Legal Description more closely matches the deed description.

    a. Response: The plat has not been finalized. The legal description will be updated per the final plat, but currently the legal description matches the overall parcel.

        i. Standing Comment.
            a) **Response: Updated legal description has been added to cover sheet. Final plat provided for reference.**
                i. New Comment: the legal description on the cover sheet or sheet 2 on the plat plan does not match the legal description provided in the Word document of original submittal.
                ii. Additionally, there are two legal descriptions on the plans which do not match. Please explain the purpose of the differing legal descriptions on Sheets 1 and 2.

2. City Attorney reserves the right to make further comments upon resubmittal

FIRE

1. Distances between Bldgs. 7 and 6 FDCs and the nearest hydrant exceed 100 ft. (NFPA 14:6.4.5.4)

POLICE

Standing Comment regarding traffic control devices for all development in the City of Wildwood:

1. All traffic control signals, or devices must comply with the Florida State Statutes regarding the installation.

2. All traffic control signals, or devices must conform to the manual and specifications published by the Florida Department of Transportation, to include but not limited to signs size and height.

PUBLIC WORKS (Wildwood Stormwater and Roads):

Public Works Road
1. No comment.

Stormwater / Tree Mitigation
Standing Comment.
1. No comment.

SUMTER COUNTY PUBLIC WORKS– ROADS AND BRIDGES & TRAFFIC ANALYSIS

No comments.

WASTE MANAGEMENT

TBD

UTILITIES – WATER/WASTEWATER

No comment.

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2401-007 Chipotle @ Signature Drive**

REQUESTED ACTION: The Project Review Committee recommends approval.

CONTRACT:

BUDGET IMPACT:

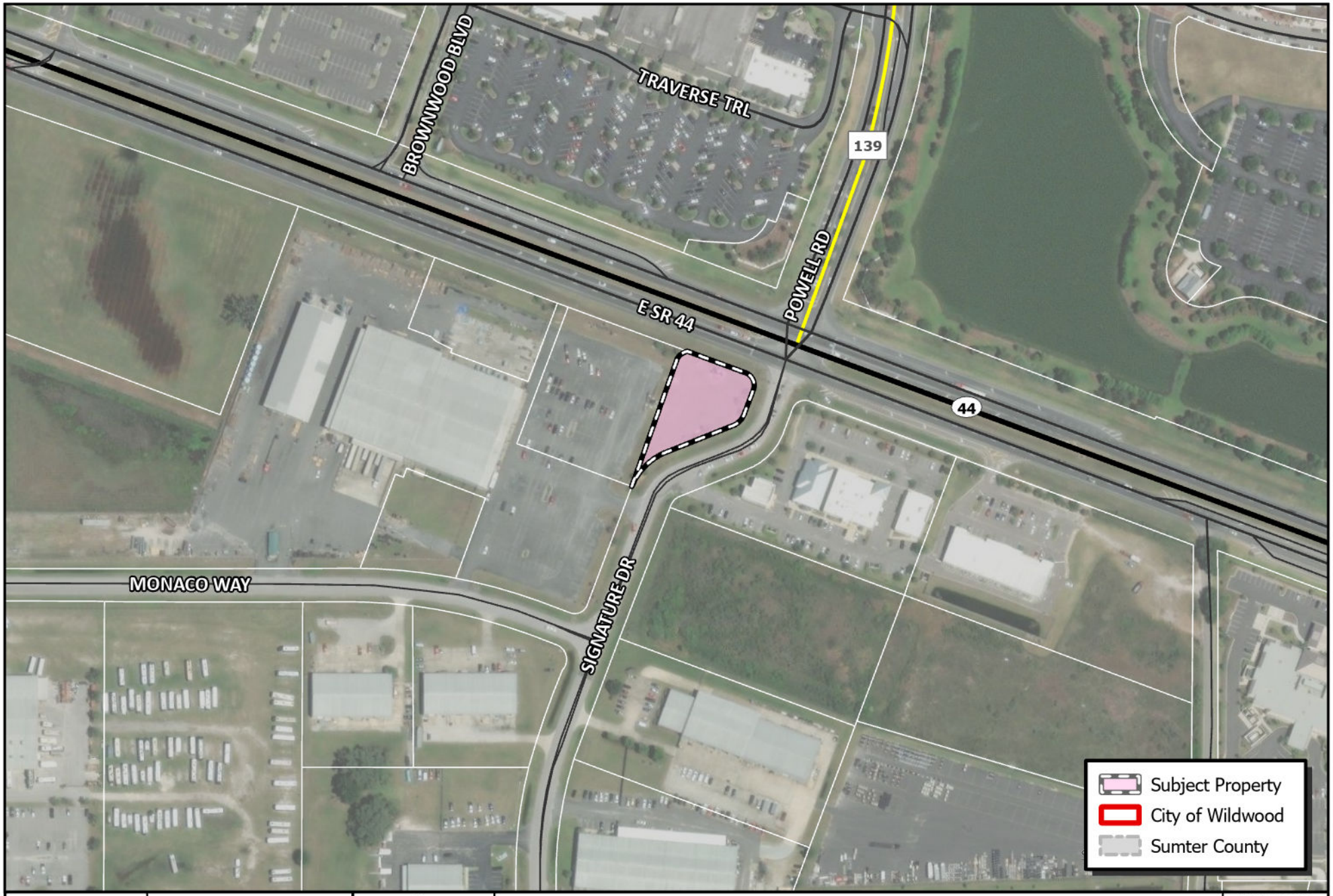
HISTORY/FACTS/ISSUES:

Case Number	SP 2401-007 Chipotle @ Signature Drive
Owner(s)	BW 44 Signature, LLC
Applicant(s)	Troy F. Carter - Suncoast Civil Engineering
Acreage	0.84 +/-
Property Location	The subject property is generally located at the northwest corner of Signature Dr/Powell Rd and E SR 44 intersection.
Parcel(s)	G17A004A

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 2,420 SF fast food restaurant with a mobile pick-up lane and associated infrastructure, per the attached plans.

SP 2401-007 meets the criteria set forth within the Sparr Planned Development, the Land Development Regulations, the Design District Standards, and in line with the goals, objectives, and policies within the 2050 Comprehensive Plan.

Date: 05/24/2024
Amanda Bondi
Planner II, Development Services



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

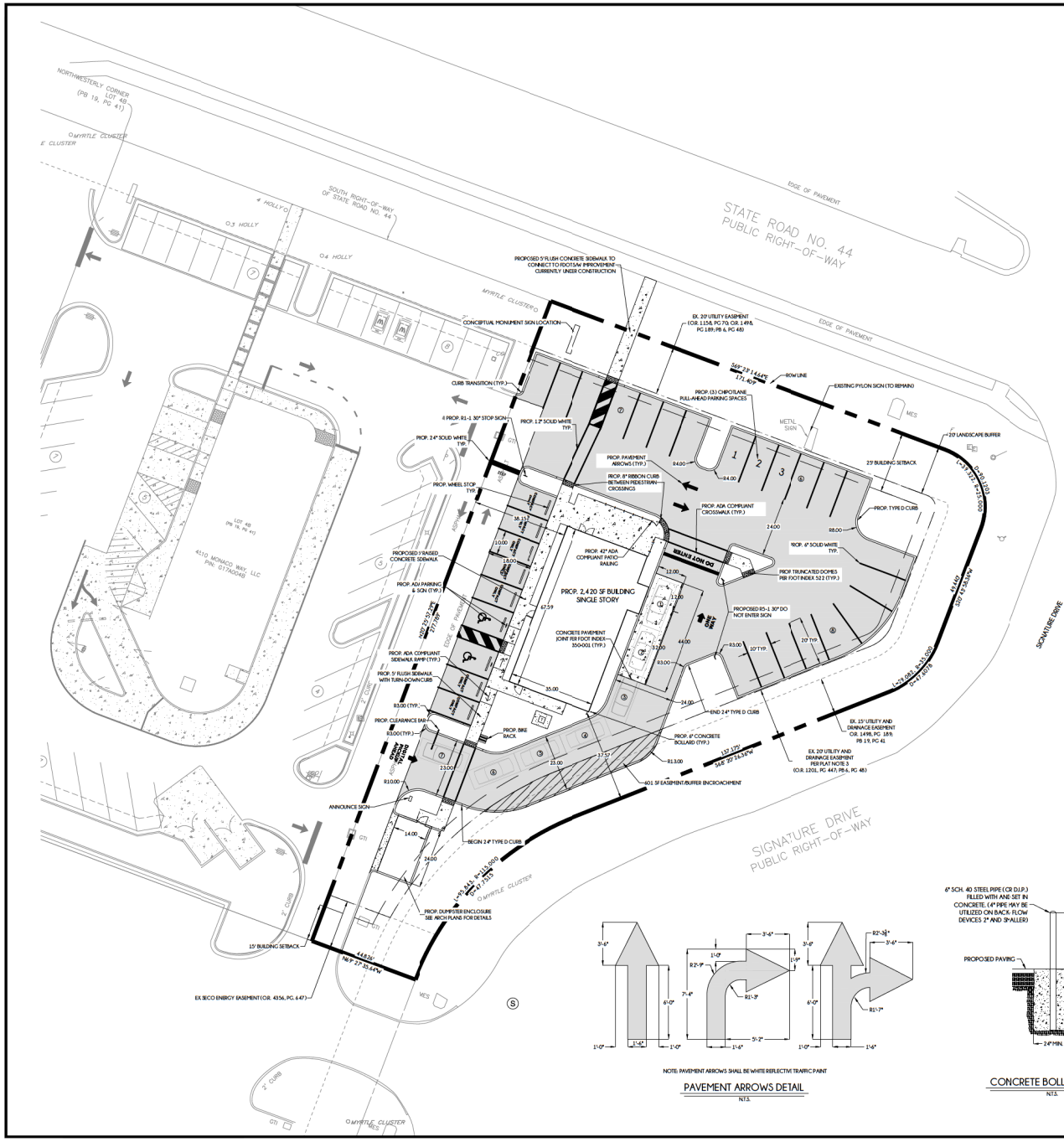
N
US Feet
0 55 110 220

SP 2401-007

CHIPOTLE @ SIGNATURE DR

PARCEL G17A004A

MAP 1B
LOCATION MAP
JAN 2024



SIGNAGE & STRIPING NOTES:

1. ALL SIGNAGE,STRIPING, & MARKING SHALL ADHERE TO THE CITY OF WILDWOOD TECHNICAL SPECIFICATIONS, FDOT STANARD PLANS INDEX, & MUTCD.

REQUIRED PARKING:

FAST-FOOD ESTABLISHMENTS :
1 SPACE / 80 SF GFA

2,415 SF GFA PROPOSED
2,420 / 80 = 30 SPACES REQUIRED

30 SPACES PROVIDED (INCLUDING 2 HANDICAP)

SCALE: 1" = 20'

0' 10' 20' 40'

GRAPHIC SCALE (IN FEET)

LEGEND

- PROPERTY LINE
- SETBACK/BUFFER LINE
- PROPOSED ASPHALT PAVEMENT (SEE DETAIL)
- PROPOSED CONCRETE SIDEWALK / PAVEMENT (SEE DETAILS)

SITE DATA

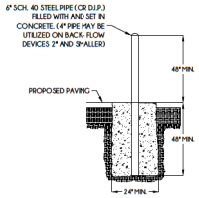
PARCEL ID:	G17A004A
ZONING:	PD 2108-001
EXISTING LAND USE:	VACANT COMMERCIAL
PROPOSED LAND USE:	FAST FOOD WITH DRIVE THROUGH
FUTURE LAND USE:	COMMERCIAL
FLOOD ZONE:	X
PARCEL AREA:	0.84 AC (36,603 SF)
PROPOSED BUILDING AREA:	2,420 SF (0.06 AC)
PROPOSED BUILDING COVERAGE:	0.07
ALLOWABLE BUILDING COVERAGE:	0.50
PROPOSED OTHER IMPERVIOUS AREA:	16,983 SF (0.39 AC)
PROPOSED I.S.R.:	0.53
ALLOWABLE ISR:	0.75
PROPOSED OPEN SPACE:	17,205 SF (0.39 AC)
PROPOSED OPEN SPACE COVERAGE:	0.47
REQUIRED OPENSPACE COVERAGE:	0.20
REQUIRED BUILDING SETBACKS:	
FRONT (NORTH/EAST):	25 FEET
SIDE (WEST):	0 FEET
REAR (SOUTH):	15 FEET

BUILDING DATA

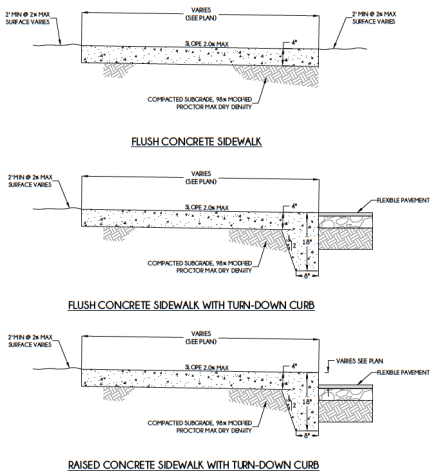
ALLOWABLE BUILDING HEIGHT:	40 FEET
PROPOSED MAX. BUILDING HEIGHT:	20'-8"
NUMBER OF SEATS:	
INDOOR:	42 SEATS
OUTDOOR:	22 SEATS
PROJECTED EMPLOYEES:	8 EMPLOYEES
OCCUPANCY LOAD:	95

NOTE: PAVEMENT ARROWS SHALL BE WHITE REFLECTIVE TRAFFIC PAINT

PAVEMENT ARROWS DETAIL
N.T.S.



CONCRETE BOLLARD DETAIL
N.T.S.



NOTES:
1. SAW CUT STRUCT JOINTS EVERY FIVE FEET
2. PROVIDE EXPANSION JOINT 5 EVERY 30 FEET AND WHERE SIDEWALK ABUTS RIGID MATERIAL
3. CONCRETE SHALL BE MINIMUM STRENGTH OF 3,000 PSI FIBER REINFORCED AT 28 DAYS.
4. REFER TO FDOT INDEX 310 AND FDOT STANDARD SPECIFICATION SECTION 522

CONCRETE SIDEWALK DETAIL
N.T.S.

REVISIONS			
BY	DATE	DESCRIPTION	
TRC	12/13/2023	INITIAL SUBMITTAL	
TRC	02/14/2024	REVISED PER STAFF COMMENTS	
TRC	03/04/2024	REVISED PER STAFF COMMENTS	
TRC	05/14/2024	REVISED PER FDOT COMMENTS	

1-800-432-4770
BEFORE YOU DIG CALL SUNSHINE STATE ONE 3 WORKING DAYS

THE CONTENTS OF THIS PLAN ARE PROPRIETARY. THEY ARE EXCLUSIVELY THE PROPERTY OF SUNCOAST CIVIL, INC. AND MAY NOT BE REPRODUCED, STORED OR TRANSMITTED IN ANY FORM OR BY ANY ELECTRONIC, MECHANICAL, PHOTOCOPYING, RECORDING OR OTHER MEDIA WITHOUT THE PRIOR WRITTEN PERMISSION OF SUNCOAST CIVIL, INC.

PREPARED FOR:

BW 44 SIGNATURE, LLC
3708 W. SWANN AVE, STE 200
TAMPA, FL 33609

CHIPOTLE
PARCEL ID: G17A004A
WILDWOOD, FLORIDA

PROJECT #: 2023-137

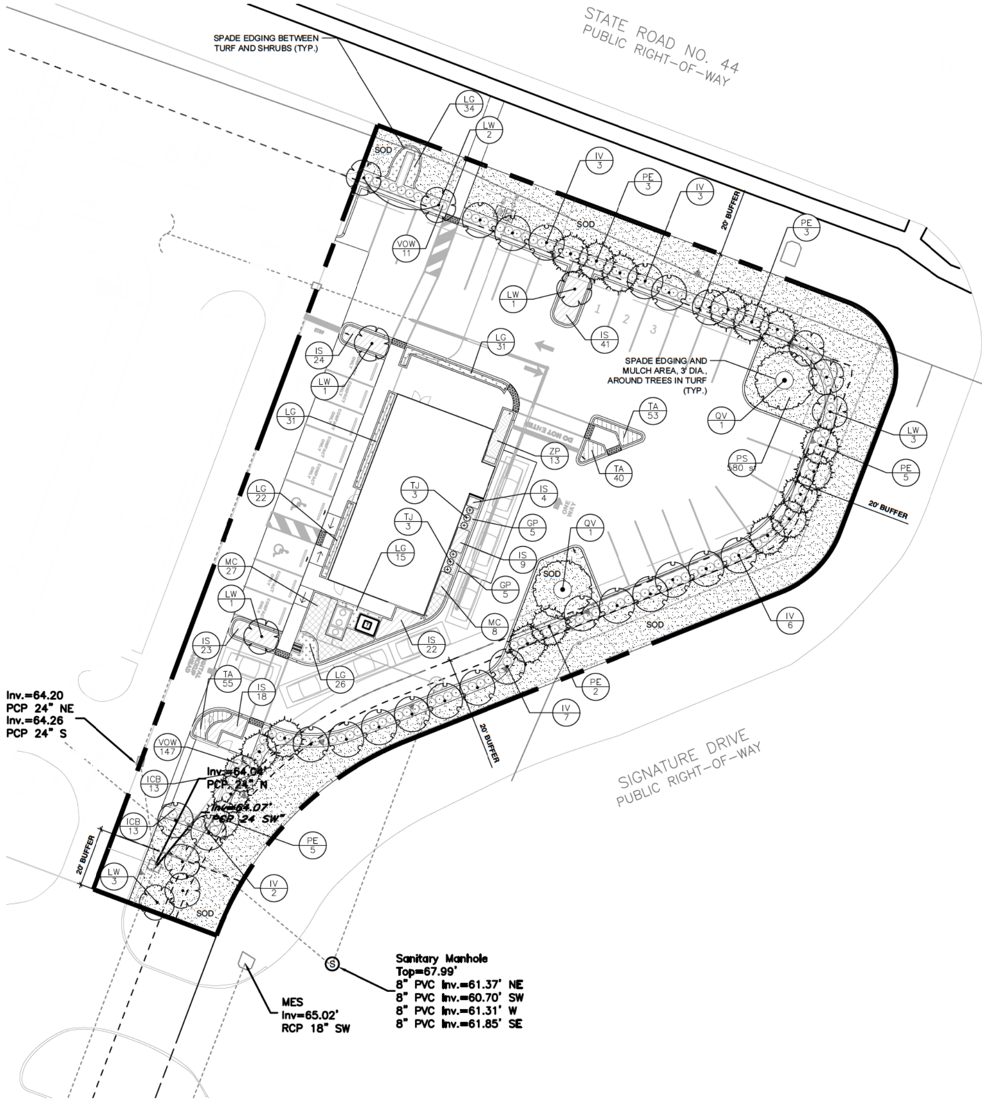
SUNCOAST CIVIL
2600 CYPRESS RIDGE BLVD, STE I
WESLEY CHAPEL, FL 33544
P: (813) 694-7676

ALEX KUSMIERZ LICENSE No 93045 STATE OF FLORIDA PROFESSIONAL ENGINEER

Alex Kusmierz, P.E
State of Florida, Professional Engineer, License: No 93045

SITE, HORIZONTAL CONTROL, SIGNAGE, & STRIPING PLAN

C-6



NORTH

0' 10' 20' 40'

Scale 1" = 20'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

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PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CAL/DBH	HEIGHT	SPREAD
TREES								
	IV	21	ILEX VOMITORIA	YAUPON HOLLY	CONT.	2" DBH MIN.	8` HT MIN.	
	LW	11	LAGERSTROEMIA X `NATCHEZ`	WHITE FLOWERING CRAPE MYRTLE (TREE FORM)	CONT.	2" DBH MIN.	8` HT MIN.	
	PE	18	PINUS ELLIOTTII	SLASH PINE	CONT.	2" DBH MIN.	8` HT MIN.	
	QV	2	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	CONT.	2" DBH MIN.	8` HT MIN.	
SYMBOL	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**CONTAINER**	**SPACING**	**HEIGHT**	**SPREAD**
SHRUBS								
	ICB	13	ILEX CORNUTA `BURFORDII NANA`	BURFORD HOLLY	CONT.	36" OC	30" HT. MIN.	FULL
	VOW	147	VIBURNUM OBOVATUM `WITHLACOOCHE`	WALTER`S VIBURNUM	CONT.	36" OC	30" HT. MIN.	FULL
VINE/ESPALIER								
	TJ	6	TRACHELOSPERMUM JASMINOIDES PLANT EVENLY SPACED AT BASE OF GREENSCREEN TRELLIS	STAR JASMINE	CONT	AS SHOWN	36" MIN., STAKED	FULL
SHRUB AREAS								
	IS	141	ILEX VOMITORIA `STOKES DWARF`	STOKES DWARF YAUPON HOLLY	3 GAL.	24" OC	10"-12" HT.	10"-12" SPRD.
	MC	35	MUHLENBERGIA CAPILLARIS	PINK MUHLY	1 GAL.	36" OC		FULL
	ZP	13	ZAMIA PUMILA	COONTIE	3 GAL. MIN.	30" OC		FULL
SYMBOL	**CODE**	**QTY**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**SPACING**	**HEIGHT**	**SPREAD**
GROUND COVERS								
	GP	10	GAILLARDIA PULCHELLA	BLANKETFLOWER	1 GAL.	18" OC	FULL	FULL
	LG	159	LIRIOPE MUSCARI 'EVERGREEN GIANT'	EVERGREEN GIANT LILYTURF	1 GAL.	18" OC		FULL
	PS	9,077 SF	PASPALUM NOTATUM 'ARGENTINE'	ARGENTINE BAHIAGRASS	SOD			
	TA	148	TRACHELOSPERMUM ASIATICUM	ASIAN JASMINE	1 GAL.	12" OC		FULL

LANDSCAPE CALCULATIONS

JURISDICTION:	CITY OF WILDWOOD, FL
VEHICLE USE AREAS	
TOTAL VEHICLE USE AREA:	14,678.82
PARKING SPACES PROVIDED:	30 PARKING SPACES
PLANTING AREA REQUIRED:	1,467.88 SF (10% OF TOTAL VUA AREA)
PLANTING AREA PROVIDED:	1,577 SF (10.7%)
CANOPY TREES REQUIRED:	1.2 CANOPY TREES (1 CANOPY TREE PER 25 PARKING SPACES)
CANOPY TREES PROVIDED:	2 CANOPY TREE
SHRUBS REQUIRED:	3.6 SHRUBS (3 SHRUBS PER 25 PARKING SPACES)
SHRUBS PROVIDED:	88 SHRUBS
BUFFERS	
NORTH:	191 LF
CANOPY TREES REQUIRED:	6 CANOPY TREES (3 CANOPY TREES PER 100 LF)
CANOPY TREES PROVIDED:	6 CANOPY TREES
UNDERSTORY TREES REQUIRED:	10 UNDERSTORY TREES (5 UNDERSTORY TREES PER 100 LF)
UNDERSTORY TREES PROVIDED:	10 UNDERSTORY TREES
EAST:	331 LF
CANOPY TREES REQUIRED:	10 CANOPY TREES (3 CANOPY TREES PER 100 LF)
CANOPY TREES PROVIDED:	10 CANOPY TREES
UNDERSTORY TREES REQUIRED:	17 UNDERSTORY TREES (5 UNDERSTORY TREES PER 100 LF)
UNDERSTORY TREES PROVIDED:	17 UNDERSTORY TREES
SOUTH:	45 LF
CANOPY TREES REQUIRED:	2 CANOPY TREES (3 CANOPY TREES PER 100 LF)
CANOPY TREES PROVIDED:	2 CANOPY TREES
UNDERSTORY TREES REQUIRED:	3 UNDERSTORY TREES (5 UNDERSTORY TREES PER 100 LF)
UNDERSTORY TREES PROVIDED:	3 UNDERSTORY TREES
WEST:	NO BUFFER REQUIRED

ROOT BARRIERS

THE CONTRACTOR SHALL INSTALL ROOT BARRIERS NEAR ALL NEWLY-PLANTED TREES THAT ARE LOCATED WITHIN FIVE (5) FEET OF PAVING OR CURBS. ROOT BARRIERS SHALL BE "CENTURY" OR "DEEP-ROOT" 24" DEEP PANELS (OR EQUAL). BARRIERS SHALL BE LOCATED IMMEDIATELY ADJACENT TO HARDSCAPE. INSTALL PANELS PER MANUFACTURER'S RECOMMENDATIONS. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR USE ROOT BARRIERS OF A TYPE THAT COMPLETELY ENCIRCLE THE ROOTBALL.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF 1-1/2" SHREDDED WOOD MULCH, NATURAL (UNDYED), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A LICENSED AND QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL OPERATE ON THE LOWEST QUALITY WATER SOURCE AVAILABLE (RECLAIMED OR SHALLOW WELL), AND THE SYSTEM WILL HAVE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE WATER SOURCE WHERE REQUIRED BY THE JURISDICTIONAL AUTHORITY. POTABLE WATER SHALL NOT BE USED FOR LANDSCAPE IRRIGATION (PW UTILITY STANDARDS MANUAL 1.1.3.B.).
3. ALL NON-TURF PLANTED AREAS SHALL BE DRIP IRRIGATED. SODDED AND SEEDED AREAS SHALL BE IRRIGATED WITH SPRAY OR ROTOR HEADS AT 100% HEAD-TO-HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

GENERAL GRADING AND PLANTING NOTES

1. BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
3. ANY/ALL CRITICAL ROOT ZONES MUST HAVE ROOT PRUNING PRIOR TO PERMANENT IRRIGATION INSTALLATION.
4. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
   a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +/-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
   b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
   c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
   d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 3" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   f. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
4. ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
   a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES; PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
   b. **NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
   c. THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
5. THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
6. SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

EVERGREEN DESIGN GROUP
(800) 680-6630
8270 Woodland Center Blvd
Tampa, FL 33614
www.EvergreenDesignGroup.com
LA #6666710

REVISIONS

BY	DATE	DESCRIPTION
TFC	12/XX/2023	INITIAL SUBMITTAL

3 WORKING DAYS BEFORE YOU DIG CALL SUNSHINE STATE ONE CALL OF FLORIDA 1-800-432-4770 FOR THE LOCATION OF UNDERGROUND FACILITIES

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

PREPARED FOR:
BRIGHTWORK REAL ESTATE
3708 W. SWANN AVE, STE 200
TAMPA, FL 33609

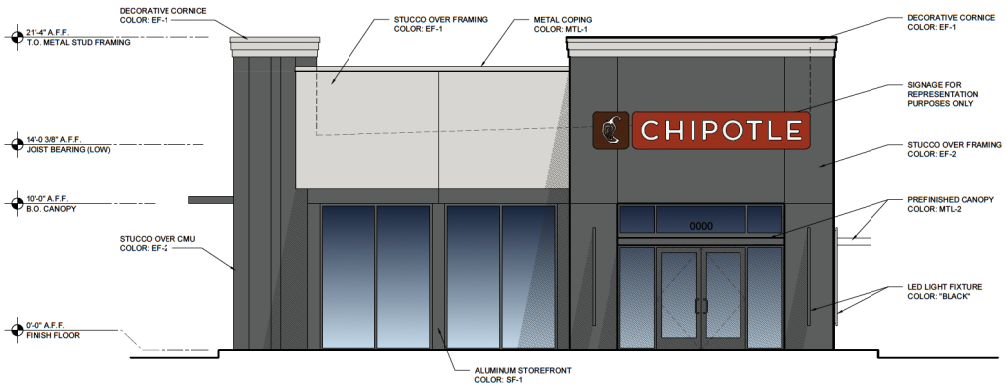
LANDSCAPE PLANTING PLAN
CHIPOTLE
PARCEL ID: G17A004A
WILDWOOD, FLORIDA

PROJECT #: 2023-137

SUNCOAST CIVIL
2600 CYPRESS RIDGE BLVD, STE I
WESLEY CHAPEL, FL 33544
P: (813) 694-7676

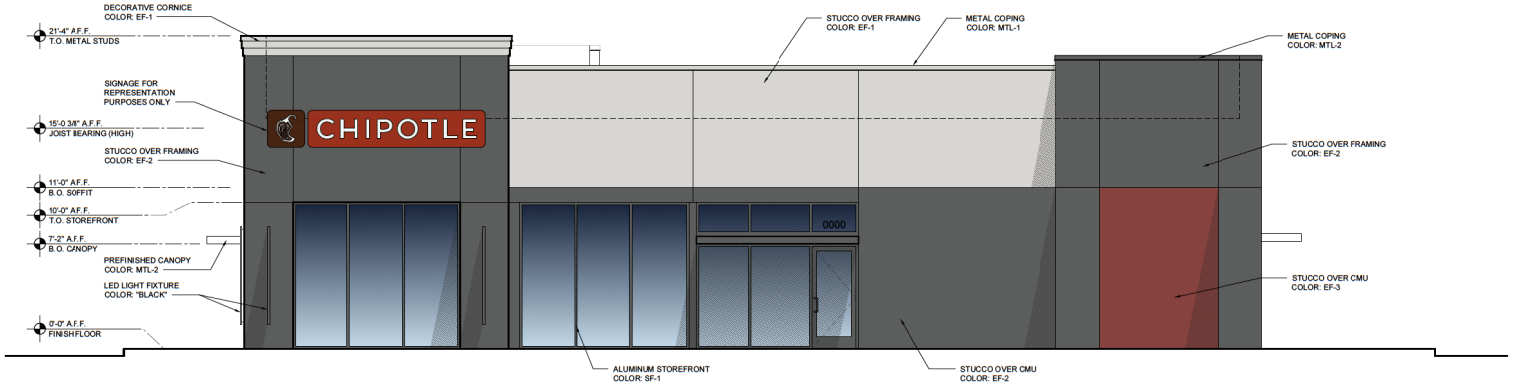
REGISTERED LANDSCAPE ARCHITECT MARY N. BATES LA#6666711 STATE OF FLORIDA

LP-1



1 NORTHEAST ELEVATION

SCALE: 1/4" = 1'-0"



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SEE ELECTRICAL DRAWINGS FOR POWER REQUIREMENTS

FACILITY ADDRESS REQUIREMENTS:
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3. ALL FINISH COAT TEXTURES SHALL BE "SANDPEBBLE" UNLESS OTHERWISE NOTED

4. WHERE FOAM TRIM, CORNICE MOLDING OR OTHER SHAPES ARE SPECIFIED, COMPONENTS SHALL BE AS MANUFACTURED BY "DRYVIT SHAPES BY ACROCORE" AND SHALL BE COMPRISED OF A TYPE 1 CLASSIFICATION EXPANDED POLYSTYRENE WRAPPED IN A FLEXIBLE IMPACT RESISTANT FIBERGLASS MESH AND COATED WITH A FACTORY APPLIED POLYMER MODIFIED, FLEXIBLE CEMENT COATING

5. ALL GENERAL CONTRACTOR BIDS SHALL INCLUDE THE ABOVE STATED SYSTEMS / PRODUCTS IN THEIR BASE BIDS. SUBSTITUTIONS WILL BE CONSIDERED FOR APPROVAL BUT ONLY IF FULLY QUALIFIED IN BIDS INCLUDING COMPLETE SYSTEM / PRODUCT SPECIFICATIONS AND ASSOCIATED COSTS

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METAL COPING, TRIM AND CANOPIES			
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MTL-1	DURO-LAST	MATCH EF-1 PPG "FOG"	
MTL-2	DURO-LAST	MATCH SF-1 "CHARCOAL	
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SF-2	QUICKSERV	"BRONZE"	

FWH Architects
3336 Grand Blvd. Suite 201
Holiday, Florida 34690
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EXTERIOR ELEVATIONS

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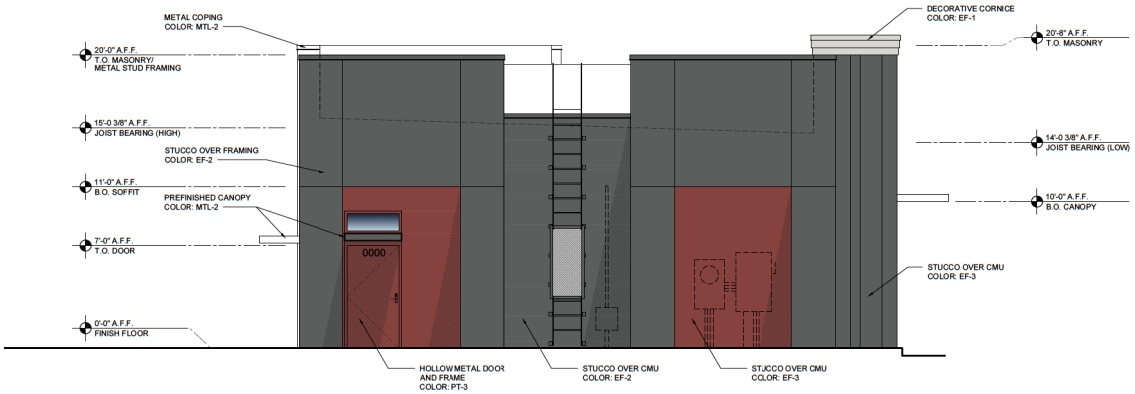

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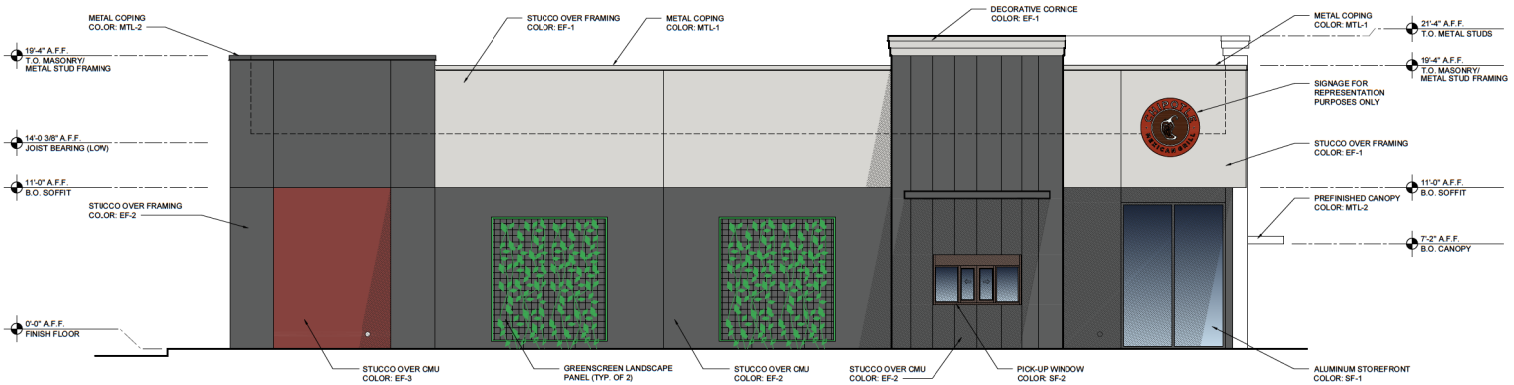

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EXTERIOR ELEVATIONS

A301

4/15/2024 2:28 PM

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2401-008 Fifth Third Bank - Pinellas Plaza**

REQUESTED ACTION: The applicant is seeking a favorable recommendation from the Special Magistrate contingent on a favorable recommendation from the Project Review Committee.

CONTRACT:

BUDGET IMPACT:

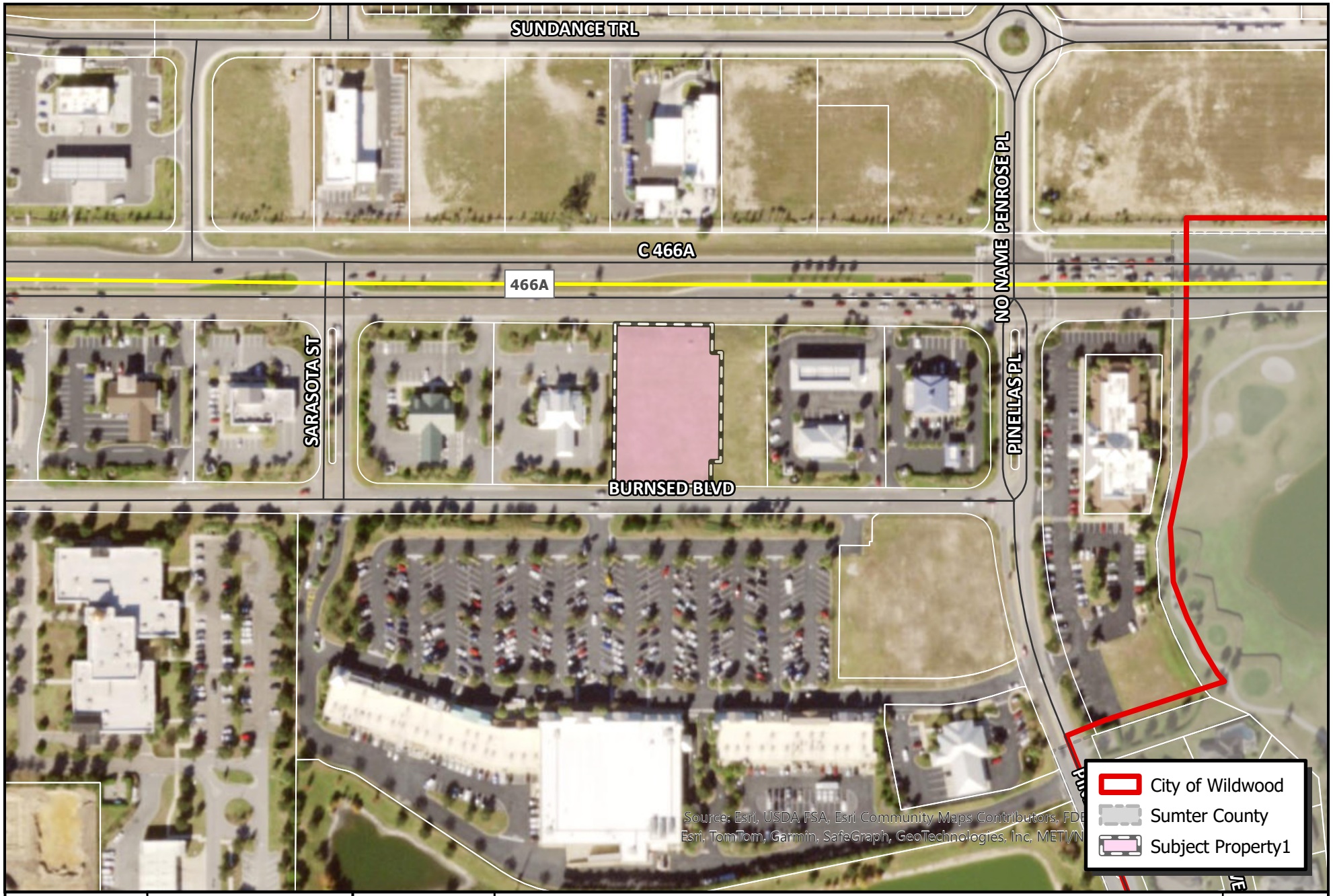
HISTORY/FACTS/ISSUES:

Case Number	SP 2401-008 Fifth Third Bank - Pinellas Plaza
Owner(s)	Villages of Southwest Plazas LLC
Applicant(s)	BDG Architects LLP - Benjamin Lewis
Acreage	1.00 +/-
Property Location	The subject property is generally located 0.25 miles east of the Powell Rd and C 466A intersection, approximately 0.09 miles west of Pinellas Pl.
Parcel(s)	Portion of Parcel G04-055C

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 1,900 SF bank building with a drive-thru and associated infrastructure within Pinellas Plaza, per the attached plans.

SP 2401-008 meets the criteria set forth within the land development regulations; recorded memorandum of agreement dated November 10, 2008; and is in line with the goals, objectives, and policies within the 2050 comprehensive plan amendment.

Dated: 05/24/2024
Amanda Bondi
Planner II, Development Services



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

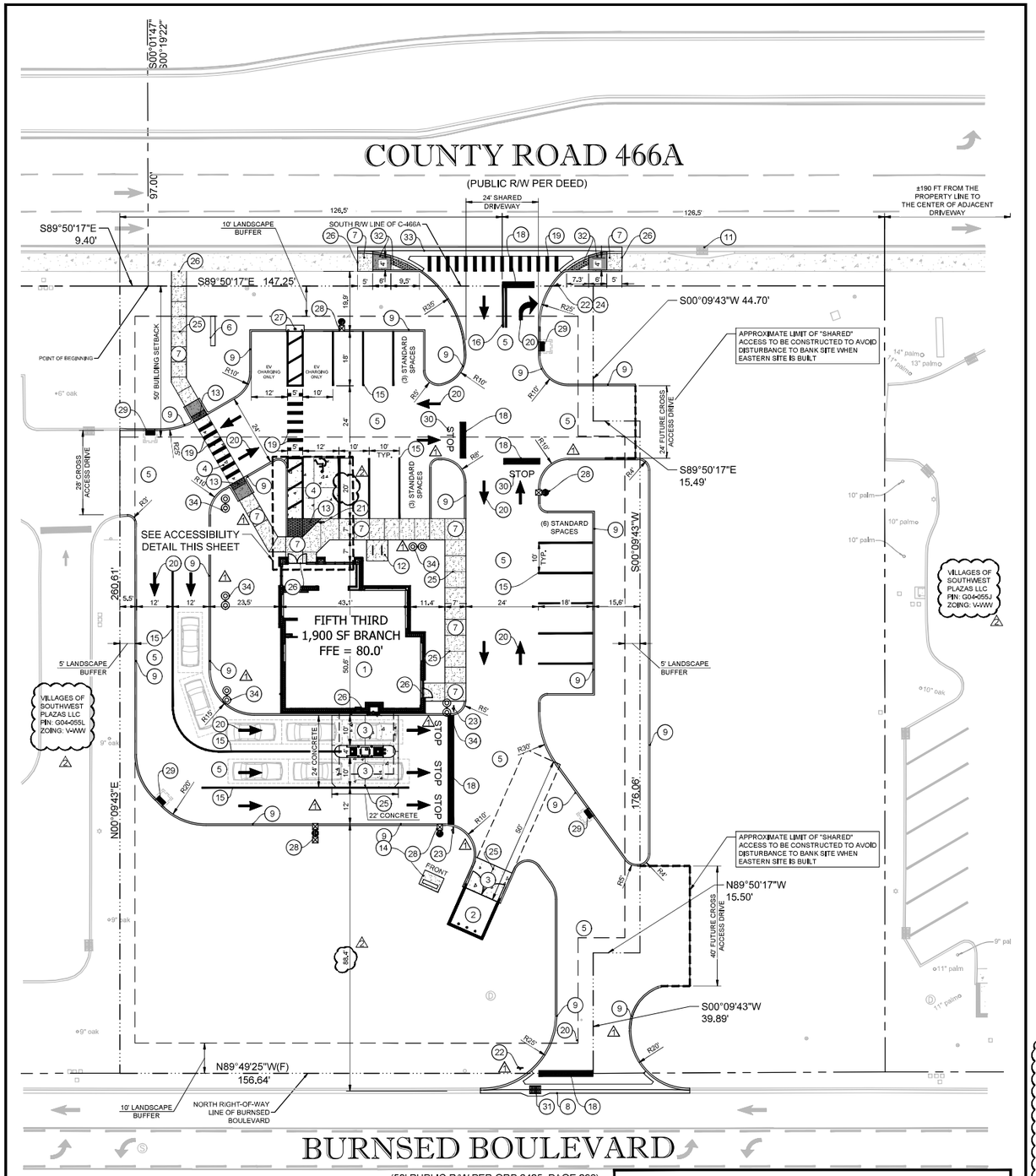
N
US Feet
0 45 90 180

SP 2401-008

FIFTH THIRD BANK PINELLAS PLAZA

PORTION OF PARCEL G04-055C

MAP 1B
LOCATION MAP
MAY 2024



LANDSCAPE NOTE

1. CONTRACTOR TO RE-GRADE SURROUNDING GRADE ELEVATION AND RE-SOD AS NEED TO MEET PROPOSED TOP OF SIDEWALK ELEVATIONS.
2. CONTRACTOR SHALL REPLACE ALL DISTURBED LANDSCAPING TO MATCH EXISTING.
3. CONTRACTOR SHALL TIE INTO EXISTING IRRIGATION SYSTEM AND EXTEND NEW DRIP IRRIGATION AS REQUIRED TO ACCOMMODATE NEW CONSTRUCTION.

SITE PLAN GENERAL NOTES

1. ALL DIMENSIONS SHOWN ARE TO FACE OF CURB. BUILDING DIMENSIONS ARE TO FACE OF BUILDING.
2. EXISTING IMPROVEMENTS SHOWN ARE TAKEN FROM THE SURVEY.
3. BUILDING AND SIDEWALK DIMENSIONS ARE TO OUTSIDE EDGE OF WALL
4. ALL TIES TO THE PROPERTY LINE ARE BASED ON THE SURVEY.
5. ALL CURB RADIUS ARE 3' UNLESS OTHERWISE NOTED

PLAN VIEW | SCALE: AS NOTED | -

KEYED NOTES

1	NEW FIFTH THIRD BANK BUILDING AND DRIVE-THRU ISLAND (SEE ARCHITECTURAL PLANS).
2	NEW TRASH ENCLOSURE (REFERENCE VILLAGES STANDARD DETAIL R-20.1 DUMPSTER PAD & ENCLOSURE DETAIL, SHEET C05.02) △1
3	NEW 6" CONCRETE PAVEMENT. SEE DETAILS, SHEET C05.01.
4	NEW 6" BLACK TINTED CONCRETE PAVEMENT. SEE DETAILS, SHEET C05.01.
5	NEW ASPHALT PAVEMENT. SEE DETAILS, SHEET C05.01.
6	NEW ID SIGN (DESIGNED AND PERMITTED BY OTHERS).
7	NEW 4" CONCRETE SIDEWALK, SEE PLAN FOR WIDTH. SEE DETAILS, SHEET C05.01.
8	NEW VALLEY GUTTER PER THE VILLAGES STANDARD DETAIL, R-2.12 SEE DETAILS, SHEET C05.03. △1
9	NEW TYPE "D" CURB , 3-FOOT CURB TRANSITION AT PATHWAYS. SEE DETAILS R-2.4, SHEET C05.06.
10	NEW ADA RAMP. SEE DETAILS, SHEET C05.02.
11	EXISTING CURB INLET TO REMAIN.
12	NEW FIFTH THIRD STANDARD BICYCLE RACKS. SEE DETAILS, SHEET C05.01. NOTE: FINAL BIKE RACK SELECTION TO BE APPROVED BY VILLAGES DESIGN PRIOR TO ORDERING / INSTALLATION. △1
13	NEW DETECTABLE WARNING. SEE DETAILS, SHEET C05.01.
14	NEW TRANSFORMER PAD. SEE UTILITY PLAN, SHEET C04.01, AND ELECTRICAL SITE PLAN FOR MORE INFORMATION
15	NEW 6-INCH "WHITE" PARKING/AISLE STRIPE (CONTINUOUS PAINT).
16	NEW 6-INCH "DOUBLE YELLOW" LANE STRIPE (CONTINUOUS PAINT).
17	NEW ACCESSIBLE PARKING SPACE AND ACCESS AISLE PER THE VILLAGES STANDARD DETAIL HC-15. SEE DETAILS, SHEET C05.01.
18	NEW 24-INCH "WHITE" STOP BAR (CONTINUOUS PAINT).
19	NEW 5-FOOT WIDE CROSSWALK, 12-INCH "WHITE" STRIPE @ 36" O.C. (CONTINUOUS PAINT).
20	NEW "WHITE" DIRECTIONAL ARROW (CONTINUOUS PAINT).
21	NEW DECORATIVE HANDICAP SIGN POST PER THE VILLAGES STANDARD DETAIL HC-14. SEE DETAILS, SHEET C05.02.
22	NEW 30" R1-1 "STOP" SIGN PER THE VILLAGES STANDARD DETAIL, SN-10 (TYPICAL OF 6). SEE DETAILS, SHEET C05.01. (PROVIDED AND INSTALLED BY FIFTH THIRD SIGN VENDOR).
23	NEW 30" R5-1 "DO NOT ENTER" SIGN PER THE VILLAGES STANDARD DETAIL SN-27 (TYPICAL OF 2). SEE DETAILS, SHEET C05.02. (PROVIDED AND INSTALLED BY FIFTH THIRD SIGN VENDOR).
24	NEW 30" R5-1 "RIGHT TURN ONLY" SIGN PER THE VILLAGES STANDARD DETAIL SN-12 (TYPICAL OF 2). SEE DETAILS, SHEET C05.02. (PROVIDED AND INSTALLED BY FIFTH THIRD SIGN VENDOR).
25	SAWCUT A 1/4" CONTROL JOINT IN NEW SIDEWALK AS SHOWN. NEW CONTROL JOINT DEPTH MUST BE A MINIMUM OF 25% OF THE OVERALL SLAB DEPTH AND BE PERFORMED WITHIN 12 HR OF POUR. (TYPICAL). SEE DETAILS, SHEET C05.01.
26	EXPANSION JOINTS (TYPICAL).
27	ELECTRICAL STUB-UP FOR FUTURE ELECTRIC VEHICLE (EV) CHARGING STATION. SEE ELECTRICAL SHEET FOR MORE DETAILS AND DETAIL 10/C05.01
28	NEW AREA LIGHT POLE. SEE ELECTRICAL SITE PLANS.
29	NEW STORM STRUCTURE(S). SEE STORM PIPING PLAN, SHEET C03.02.
30	NEW 18" WHITE PAINTED "STOP" LETTERS PER THE VILLAGES STANDARD DETAIL R-21.
31	EXISTING CURB INLET TO BE MODIFIED TO A TYPE "V" GUTTER INLET PER FDOT INDEX 425-041. SEE FDOT STANDARD DETAILS, SHEET C05.05.
32	NEW DETECTABLE WARNING AND SIDEWALK CURB RAMP (CR-G) PER FDOT INDEX 522-002. SEE FDOT STANDARD DETAILS, SHEET C05.06.
33	NEW CURB AND VALLEY GUTTER PER FDOT INDEX 520-001 (SHEET 2 OF 3). SEE FDOT STANDARD DETAILS, SHEET C05.06.
34	NEW DECORATIVE LIGHT POLE. SEE ELECTRICAL SITE PLAN. △1

UTILITY AUTHORITIES

WATER AND SEWER PROVIDED BY:
VIKUS WATER
1038 LAKE SUMTER LANDING,
THE VILLAGES, FLORIDA 32162
CONTACT: STACI LOCKE
PHONE: (352) 753-4747
EMAIL: STACI.LOCKE@VIKUSWATER.COM

TELEPHONE PROVIDED BY:
THE VILLAGES TECHNOLOGY SOLUTIONS GROUP (TVTSG)
CONTACT: TOM CONKLIN
PHONE: (352) 751-7735
EMAIL: TOM.CONKLIN@THEVILLAGES.COM

ELECTRIC PROVIDED BY:
SECO ENERGY (SUMTER COUNTY)
330 S US HIGHWAY 301,
SUMTERVILLE, FLORIDA 33585
CONTACT: DAVID PRZSTAWSKI
PHONE: (352) 793-3801
EMAIL:
DAVID.PRZYSTAWSKI@SECOENERGY.COM

△2

SITE AREAS

AREAS	SQUARE FEET (SF)	ACRE (AC)	PERCENT %
GROSS SITE	43,555	1.00	100.00%
BUILDING	1,900	0.04	4.36%
TOTAL IMPERVIOUS (Including Building)	22,953	0.53	53%
TOTAL PERVIOUS (LS + DRY POND AREA)	20,602	0.47	47%

LEGEND

- PROPERTY LINE
- EXISTING TO REMAIN
- EXISTING CONCRETE TO REMAIN
- PROPOSED CONCRETE LESS THAN 6"
- PROPOSED CONCRETE 6" OR GREATER
- NEW ASPHALT PAVEMENT
- SETBACK/BUFFER
- PROPOSED CURB
- PROPOSED CURB AND GUTTER

SITE DATA

SITE ADDRESS:	2485 BURNSED BOULEVARD, WILDWOOD, FL 34785 △2
PARCEL NO:	PORTION OF G04-055C
BUILDING AREA:	1,900 SF BUILDING
EXISTING ZONING:	V-WW DRI
SITE AREA:	43,555 SF / 1.0 AC
EXISTING USE:	VACANT
FUTURE USE:	BANK WITH DRIVE THRU
MAX BUILDING HEIGHT:	25' MAX (MAIN ROOF) 35' MAX (ARCHITECTURAL FEATURES; TOWER,ETC.) 1 STORY BUILDING
NUMBER OF EMPLOYEES:	4 △2

PARKING DATA

PARKING:	1 SPACE PER 300 SF 1,900 SF / 300 SF	=	7 SPACES
TOTAL PARKING PROVIDED:	STANDARD PARKING	=	12 SPACES
	ACCESSIBLE PARKING	=	1 SPACES
	EV PARKING	=	2 SPACES
	TOTAL PARKING PROVIDED	=	15 SPACES

DRIVE THROUGH QUEUE: 200 FEET TOTAL STACKING (5-SPACES PER LANE)
9' x 20' QUEUE SIZE

LOADING ZONE: *NOTE-FINANCIAL INSTITUTIONS DO NOT USE LOADING ZONES FOR SECURITY PURPOSES DELIVERY TRUCK WILL PARK DIRECTLY IN FRONT OF MAIN ENTRANCE.

LANDSCAPE REQUIREMENTS:	REQUIRED
LANDSCAPE BUFFER - COUNTY ROAD 466A	= 10'
LANDSCAPE BUFFER - BURNSED BOULEVARD	= 10'
LANDSCAPE BUFFER - EAST/SIDE/INTERNAL	= 5'
LANDSCAPE BUFFER - WEST/SIDE/INTERNAL	= 5'

BUILDING REQUIREMENTS:	REQUIRED
BUILDING SETBACK - COUNTY ROAD 466A	= 50'
BUILDING SETBACK - BURNSED BOULEVARD	= 0'
BUILDING SETBACK - EAST/SIDE/INTERNAL	= 0'
BUILDING SETBACK - WEST/SIDE/INTERNAL	= 0'

FLOOD ZONE:

THE PROPERTY SHOWN HEREON APPEARS TO LIE IN FLOOD ZONE "X", ACCORDING TO THE FLOOD INSURANCE RATE MAP, COMMUNITY NUMBER 120299, PANEL NUMBER 0132, SUFFIX D, EFFECTIVE SEPTEMBER 27, 2013, FOR WILDWOOD, FLORIDA. △2

FIRE RESISTANCE REQUIREMENTS
PER THE FLORIDA FIRE PREVENTION CODE, 8 TH EDITION:

CONSTRUCTION TYPE: VB (PER FBC 7TH EDITION (2020) - TABLE 601)
MINIMUM FIRE FLOW REQ. 1500 GPM FOR 2 HOUR

LEGAL DESCRIPTION:

THAT PART OF SECTION 4, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 4; THENCE S00°19'22"W, A DISTANCE OF 97.00 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF C-466A AND THE POINT OF BEGINNING; THENCE S89°30'00"E, ALONG SAID SOUTH RIGHT-OF-WAY LINE, A DISTANCE OF 147.25 FEET; THENCE S00°30'00"W, A DISTANCE OF 44.70 FEET; THENCE S89°30'00"E, A DISTANCE OF 15.49 FEET; THENCE S00°30'00"W, A DISTANCE OF 176.06 FEET; THENCE N89°30'00"W, A DISTANCE OF 15.50 FEET; THENCE S00°30'00"W, A DISTANCE OF 39.89 FEET TO THE NORTH RIGHT-OF-WAY LINE OF BURNSED BOULEVARD, AS RECORDED IN OFFICIAL RECORDS BOOK 2425, PAGE 296, OF THE PUBLIC RECORDS OF SAID SUMTER COUNTY, FLORIDA; THENCE N89°30'00"W, ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 156.64 FEET; THENCE N00°30'00"E, A DISTANCE OF 260.65 FEET; THENCE S89°30'00"E, A DISTANCE OF 9.40 FEET TO THE POINT OF BEGINNING.

CONTAINING 43,558 SQUARE FEET OR 1.000 ACRES, MORE OR LESS.

△2

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FIFTH THIRD BANK

FIFTH THIRD BANK
PINELLAS PLAZA
2485 BURNSED BOULEVARD
WILDWOOD, FL 34785
△2

INFINITY
INFINITY ENGINEERING GROUP, LLC
1208 East Kennedy Boulevard
Suite 230
Tampa, Florida 33602
[p]: 813.434.4770
[f]: 813.445.4211
www.iegroup.net
FL Cert. of Auth. No 27889

IEG JOB NO. 15-302.00

SEAL NISIT SAPPARKHAO, P.E.
FL REG. NO. 64085

Digitally signed by Nisit Sapparkhao
DN: E=nisit@iegroup.net, CN=Nisit Sapparkhao, O=Infinity Engineering Group LLC, L=Tampa, S=Florida, C=US
Date: 2024.03.13 17:14:25-04'00'

THIS ITEM HAS BEEN ELECTRONICALLY SIGNED AND SEALED BY (NISIT SAPPARKHAO, PE) ON THE DATE AND/OR TIME STAMP SHOWN USING A DIGITAL SIGNATURE. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED BY A 3RD PARTY CERTIFICATE AUTHORITY ON ANY ELECTRONIC COPY FAC 61G15-23.004

ISSUE	BY	DATE	DESCRIPTION
		09/13/23	ISSUE FOR DRC REVIEW
		11/03/23	DRC FINAL REVIEW
1		12/21/23	DRC COMMENTS
		01/11/24	SITE PERMIT
2		03/05/24	SITE-ROUND1

PROJECT INFORMATION BLOCK

JOB #	230622
DATE:	09/13/23
DRAWN BY:	IEG
CHECKED BY:	IEG

SHEET TITLE
SITE PLAN

SHEET NUMBER
C02.01