CITY COMMISSION - CITY OF WILDWOOD

Mayor/Commissioner – Ed Wolf – Seat 1
Mayor Pro Tem/Commissioner – Pamala Harrison-Bivins – Seat 2
Joe Elliott – Seat 3
Marcos Flores – Seat 4
Julian Green – Seat 5
Jason McHugh – City Manager

Agenda
Regular Meeting
June 17, 2024 7:00 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.

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1. Call to Order

2. Consent Agenda/Informational Items

(A consent agenda may be presented by the Mayor at the beginning of a meeting. Items may be removed from the consent agenda at the request of any one Commissioner. Items not removed may be adopted by general consent without debate. Removed items may be either taken up immediately after the consent agenda or placed later on the agenda at the discretion of the Commission.)

A. *EXPENDITURE REPORT*

B. *MINUTES FOR APPROVAL: APRIL 8, 2024 REGULAR MEETING*

C. *PLAT 2401-005 LIVANO WILDWOOD FINAL PLAT*

D. *PLAT 2403-001 HIGHFIELD AT TWISTED OAKS PHASE 1 FINAL PLAT*

E. *PLAT 2403-006 TWISTED OAKS TOWNHOMES PH 1 FINAL PLAT*

F. *SP 2305-011 TWISTED OAKS AMENITY CENTER*

G. *SP 2309-003 EXALT HEALTH 40 BED REHABILITATION HOSPITAL AT WILDWOOD*

H. *SP 2309-006 WILDWOOD ACRES PAVILION*

I. *SP 2401-001 TWISTED OAKS APARTMENTS*

J. *SP 2401-007 CHIPOTLE @ SIGNATURE DRIVE*

K. *SP 2401-008 FIFTH THIRD BANK - PINELLAS PLAZA*

3. Presentations and/or Proclamations

A. *PROCLAIM JUNE 17-23, 2024, AS WILDWOOD POLLINATOR WEEK*

4. Public Hearings - Timed - Legislative

A. *SWEAR IN CITY STAFF AND PUBLIC SPEAKERS*

B. ***ORDINANCE NO. O2024-12 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A LARGE SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

CP 2312-001 Boulder Square - ADOPTION HEARING

Parcels F01A008, F01-101, G06-185, G06-186, & G06-187 - ADOPTION HEARING

The applicant seeks approval from the City of Wildwood City Commission for a Large-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Agricultural (County), Commercial (City), and Neighborhood Commercial (City) to Low Density Residential (City) for the parcels listed above on 83.97 acres MOL. This request is accompanied by rezoning request RZ 2024-13.

The Planning and Zoning Board/Special Magistrate recommends approval.

C. ***ORDINANCE NO. O2024-36 -*** *AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AMENDING THE BOUNDARIES OF THE VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 PURSUANT TO FLORIDA STATUTE 90.046; RATIFYING AND CONSENTING TO THE SECTION 190.012(1) AND 190.012(2) FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

Petition to Amend the Boundary Line of Village Community Development

District No. 15

The Board of Supervisors of the Villages No.15 Community Development District (the "District") has petitioned the City of Wildwood to amend Ordinance 2023-7 to reflect a net decrease in the size of the District by 2.00 acres, such that the resulting District will total 1,380.4 acres MOL. The net increase in the size of the District has no effect on the City limits.
Staff recommends approval

D. ***ORDINANCE NO. O2024-37 -*** *AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AMENDING THE BOUNDARIES OF THE MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A PURSUANT TO FLORIDA STATUTE 90.046; RATIFYING AND CONSENTING TO THE SECTION 190.012(1) AND 190.012(2) FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

Petition to Amend the Boundary Line of Middleton CDD A

The Board of Supervisors of the Middleton Community Development District A (the "District") has petitioned the City of Wildwood to amend Ordinance O2022-35 to reflect a net decrease in the size of the District by 1800.9 acres, such that the resulting District will total 683.7 acres MOL. The net decrease in the size of the District has no effect on the City limits.
Staff recommends approval

5. <u>Public Hearings - Timed - Quasi-Judicial</u>

A. ***ORDINANCE NO. O2024-13 -*** *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.*

RZ 2312-001 Boulder Square

Parcels F01A008, F01-101, G06-185, G06-186, & G06-187
The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map Amendment to change the zoning district from A10C (County), R2C (County), C-2 (City), and C-2A (City) to R-1 (City) for the parcels listed above on 83.97 acres MOL. This request is accompanied by a concurrent Large Scale Comprehensive Plan amendment request CP 2312-001 (O2024-12).
The Planning and Zoning Board/Special Magistrate recommends approval subject to the approval of O2024-12, which establishes a future land use appropriate to the proposed zoning.

6. <u>Public Forum - 4 minute time limit</u>

7. <u>Ordinances First Reading Only (No Vote)</u>

A. ***ORDINANCE NO. O2024-18 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

CP 2309-002 Wildwood East

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to High Density Residential (City) for parcel G04-013 on 2.94 acres MOL. This request is accompanied by rezoning request RZ 2309-002 (O2024-19).
The Planning and Zoning Board/Special Magistrate recommends approval with the condition of verification of wastewater capacity.

B. ***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.*

RZ 2309-002 Wildwood East

The applicant is seeking approval from the City of Wildwood City Commission 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 Planning and Zoning Board/Special Magistrate recommends approval with the condition of the verification of wastewater capacity, subject to the approval of O2024-18, which establishes a future land use appropriate for the proposed zoning.

C. ***ORDINANCE NO. O2024-38 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

CP 2404-002 Cheng Zheng Home Site

Parcel G33-063

The applicant seeks approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment request to change the Future Land Use Map designation from Agriculture (Sumter County) to Low Density Residential (City) for the parcel listed above on 0.442 acres of land MOL. This request is accompanied by rezoning request RZ 2404-003 (O2024-39).
The Planning and Zoning Board/Special Magistrate recommends approval.

D. ***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.*

RZ 2404-003 Cheng Zheng Home Site

Parcel G33-063
The applicant seeks approval from the City of Wildwood City Commission 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 Planning and Zoning Board/Special Magistrate recommends approval.

E. ***ORDINANCE NO. O2024-40 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.17 ACRES LOCATED APPROXIMATELY 445 LINEAR FEET EAST OF N US 301, APPROXIMATELY 467 LINEAR FEET SOUTH OF CR 106, IN SECTION 17, TOWNSHIP 18 SOUTH, RANGE 23 EAST; WHICH IS CONTIGUOUS TO THE CITY OF WILDWOOD LIMITS AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

AN 2406-001 Oxford Oaks Professional Plaza

Portion of Parcel D17-69
Annexation of portion of a vacated right-of-way contiguous to the City of Wildwood limits and in the Joint Planning Area with Sumter County totaling approximately 0.17 acres, MOL.
Staff recommends approval.

F. ***ORDINANCE NO. O2024-41 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, RELATING TO STOPPING, STANDING AND PARKING; AMENDING SECTION 12-91(1)(K) AND (2)(F) OF THE CITY OF*

WILDWOOD CODE CONCERNING NO STOPPING, STANDING AND PARKING DESIGNATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

Parking Ordinance

Staff recommends approval.

8. Resolutions for Approval

A. ***RESOLUTION NO. R2024-11 -*** *A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA; AUTHORIZING ACCEPTANCE OF GRANT FUNDS IN THE AMOUNT OF $50,000 FROM SECO ENERGY FOUNDATION FOR THE SAVING MORE LIVES INITIATIVE; AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO EXECUTE ALL NECESSARY DOCUMENTS IN FURTHERANCE OF THE GRANT ACCEPTANCE; AUTHORIZING THE CITY MANAGER TO APPROVE ALL EXPENDITURES RELATED TO THE GRANT; PROVIDING FOR AN EFFECTIVE DATE.*

Police Department Grant Acceptance

Staff recommends approval.

B. ***RESOLUTION NO. R2024-12 -*** *A RESOLUTION OF THE CITY OF WILDWOOD, FLORIDA APPOINTING ASSISTANT CITY MANAGER AS ACTING CITY MANAGER PURSUANT TO SECTION 4-3 OF THE CITY CHARTER FOR A PERIOD OF TWO WEEKS IN THE ABSENCE OF THE CITY MANAGER.*

Temporarily Appointing Acting City Manager

Staff recommends approval.

9. Financial & Contracts & Agreements

A. *KIMLEY-HORN AMENDMENT 6 TO WORK AUTHORIZATION 18 FOR BARWICK ST., ST. CLAIR ST., AND HUEY ST. IMPROVEMENTS*

B. *OSCEOLA FORCEMAIN PROJECT FINAL PAY APPLICATION FOR THE AMOUNT OF $32,201.45*

C. *AGREEMENT WITH THE VILLAGES CHARTER SCHOOL FOR ESTABLISHING AND FUNDING A SCHOOL CROSSING GUARD PROGRAM*

10. General Items for Consideration/Discussion and Other Business

11. **Appointments**

12. **City Manager Reports**

    A. *SET FIRST FY 25 BUDGET WORKSHOP FOR JULY 15, 2024, AT 9:00AM*

    B. *LOCAL INFRASTRUCTURE PROJECTS CONSTRUCTION UPDATE - JUNE 2024*

13. **Other Department Reports**

14. **Commission Members Reports**

15. **City Attorney Reports**

16. **Adjournment**

Upcoming Events

June 18, 2024 - Police Department Safety Coalition Meeting at First Baptist Church of Oxford from 10am to 11:30am

June 22, 2024 - Stand-Up Comedy Night at Warfield Auditorium at 6:30pm

July 3, 2024 - Happy Birthday America Celebration and Fireworks at the Wildwood Community Center from 5pm to 9pm

July 4, 2024 - Independence Day - City Hall Closed

July 8, 2024 - City Commission Meeting at City Hall at 9am

June 17, 2024 7:00 PM

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JUNE 17 2024

Revenue Account Range: *First to zzz-zzz-zzzz* ***Include Non-Anticipated:*** *No* ***Year To Date As Of:*** *06/30/24*
Expend Account Range: *First to zzz-zzz-zz-zzzz* ***Include Non-Budget:*** *No*
Print Zero YTD Activity: *No* ***Prior Year:*** *Thru 09/30/23*

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-311-1000	AD VALOREM TAXES	12,981,779.45	16,400,130.00	16,320,472.88	79,657.12 -	100
001-312-4100	LOCAL OPTION GAS TAX	707,889.09	1,125,000.00	734,672.32	390,327.68 -	65
001-312-6000	DISCRETIONARY/LOCAL GOVT. INFRA	3,810,789.17	4,415,000.00	3,002,641.87	1,412,358.13 -	68
001-313-1000	FRANCHISE TAX-/PROGRESS ENERGY SVCS	1,046,042.62	1,050,000.00	686,147.36	363,852.64 -	65
001-313-1010	FRANCHISE TAX- SECO	1,551,762.62	1,600,000.00	890,507.73	709,492.27 -	56
001-313-4080	LEESBURG ELECTRIC FRANCHISE FEE	79,325.50	90,000.00	49,638.51	40,361.49 -	55
001-313-4160	FRANCHISE TAX- TECO/PEOPLES GAS	313,002.40	360,000.00	232,410.38	127,589.62 -	65
001-313-4170	FENNEY WATER CONS AUTHORITY-UTILITY T	38,038.20	60,000.00	0.00	60,000.00 -	0
001-313-4175	GIBSON PLACE WATER CONSERV AUTH FRA	323.45	0.00	8,676.48	8,676.48	0
001-313-4180	LEESBURG GAS FRANCHISE FEE	61,554.15	75,000.00	54,168.38	20,831.62 -	72
001-313-4190	SOUTH SUMTER UTILITY COMPANY FRANCH	695,643.83	965,000.00	482,601.73	482,398.27 -	50
001-313-4196	GIBSON PLACE UTILITY CO FRAN FEES	43.63	0.00	566.62	566.62	0
001-313-5000	FRANCHISE TAX- WASTE MGMNT-REFUSE S\	226,460.71	220,000.00	145,792.35	74,207.65 -	66
001-313-5001	TRI-COUNTY SANITATION FRANCHISE FEE	319,218.50	350,000.00	307,739.07	42,260.93 -	88
001-313-5003	FRANCHISE FEE - SEWWC	184,025.83	325,000.00	0.00	325,000.00 -	0
001-314-1000	UTILITY TAX-PROGRESS ENERGY SVCS.	892,572.55	890,710.00	568,513.60	322,196.40 -	64
001-314-1010	UTILITY TAX-SUMTER ELECTRIC	1,233,030.50	1,360,000.00	845,792.14	514,207.86 -	62
001-314-3000	UTILITY TAX-WATER SALES	133,214.91	115,000.00	80,042.12	34,957.88 -	70
001-314-3002	THE VILLAGES-5% WATER UTILITY TAX	226,700.44	250,000.00	154,212.65	95,787.35 -	62
001-314-3003	CENTRAL SUMTER UTILIITY CO. LLC	132,936.81	200,000.00	81,282.20	118,717.80 -	41
001-314-4000	UTILITY TAX-SUBURBAN PROPANE	15,676.56	17,000.00	11,411.56	5,588.44 -	67
001-314-4030	FERRELLGAS LP	1,698.35	1,500.00	1,245.17	254.83 -	83
001-314-4040	CIRCLE K STORES	278.72	200.00	193.83	6.17 -	97
001-314-4080	LEESBURG ELECTRIC UTILITY TAX	54,268.08	55,000.00	41,145.96	13,854.04 -	75
001-314-4081	LEESBURG GAS UTILITY TAX	92,701.29	90,000.00	85,958.36	4,041.64 -	96

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JUNE 17 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-314-4090	THERMOTANE PROPOANE UTILITY TAX	0.00	0.00	47.29	47.29	0
001-314-4100	INTERCONN RESOURCES LLC	13,251.17	15,000.00	7,926.11	7,073.89 -	53
001-314-4150	CVS	308.56	300.00	301.61	1.61	101
001-314-4151	AMERIGAS PROPANE	6,851.95	9,000.00	3,256.50	5,743.50 -	36
001-314-4152	LOWE'S PROPANE TAX	2,059.38	2,500.00	1,430.84	1,069.16 -	57
001-314-4153	BLOSSMAN COMPANIES PROPANE TAX	355.46	300.00	233.87	66.13 -	78
001-314-4160	TECO-PEOPLES GAS	318,155.92	360,000.00	265,920.34	94,079.66 -	74
001-314-4162	GAS SOUTH UTILITY TAX	670.25	400.00	572.91	172.91	143
001-314-4190	SOUTH SUMTER UTILITY CO UTILITY TAX	214,991.27	170,000.00	115,968.63	54,031.37 -	68
001-314-4191	PUBLIX UTILITY TAX	1,027.22	1,000.00	563.58	436.42 -	56
001-314-9010	STATE COMMUNICATIONS TAX	613,531.57	680,000.00	547,463.24	132,536.76 -	81
001-331-5000	FEMA GRANT	65,810.15	0.00	3,110.30	3,110.30	0
001-335-1200	STATE REVENUE SHARING	832,340.97	881,300.00	574,527.72	306,772.28 -	65
001-335-1400	MOBILE HOME LICENSES	16,522.99	15,000.00	12,063.58	2,936.42 -	80
001-335-1600	STATE BEVERAGE LICENSES	7,609.04	7,500.00	9,661.20	2,161.20	129
001-335-1800	1/2 CENT SALES TAX	2,082,056.67	1,919,500.00	1,492,065.05	427,434.95 -	78
001-341-2006	COMMUNITY DEVELOPMENT SERVICES	647,525.92	759,000.00	450,814.09	308,185.91 -	59
001-341-2010	TREE MITIGATION PERMITS	93,452.00	500.00	60,928.00	60,428.00	***
001-347-5300	BUILDING RENTAL-WILDWOOD COMMUNITY	101,080.62	70,000.00	106,076.35	36,076.35	152
001-347-5302	COMMUNITY CENTER-RESERVATION FEES	530.00	0.00	1,309.25	1,309.25	0
001-347-5304	COMMUNITY CENTER STAFF FEES	300.00	0.00	0.00	0.00	0
001-347-5305	BUILDING RENTAL-OXFORD COMMUNITY CE	11,804.65	10,000.00	8,239.51	1,760.49 -	82
001-347-5306	BUILDING RENTAL-MLK JR COMMUNITY CEN	1,863.62	1,500.00	1,949.61	449.61	130
001-347-5307	OUTDOOR BUILDING RENTALS	199.08	100.00	217.33	117.33	217
001-347-5308	OPEN SPACE RENTALS	1,190.30	800.00	630.10	169.90 -	79
001-350-1000	FINES	45,332.73	30,000.00	60,680.39	30,680.39	202
001-351-1002	CODE ENFORCEMENT	2,212.86	1,500.00	3,004.43	1,504.43	200
001-351-3000	POLICE-2ND DOLLAR FUND	3,636.85	2,500.00	5,453.12	2,953.12	218

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JUNE 17 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-361-0000	INTEREST EARNINGS	197,068.73	100,000.00	164,731.42	64,731.42	165
001-369-0000	OTHER MISCELLANEOUS REVENUE	12,884.48	10,000.00	3,864.76	6,135.24 -	39
001-369-0010	STATE HIGHWAY LIGHTING AGREEMENT	17,765.05	18,300.00	18,297.94	2.06 -	100
001-369-0012	FDOT HIGHWAY MAINTENANCE AGREEMENT	17,899.50	15,000.00	14,284.94	715.06 -	95
001-369-0042	JACKSON ST. DAYCARE BDLG LEASE	0.00	10,000.00	0.00	10,000.00 -	0
001-369-0050	AUCTION PROCEEDS	28,512.67	0.00	3,620.00	3,620.00	0
001-369-0052	SPONSORSHIPS	0.00	0.00	6,000.00	6,000.00	0
001-369-0058	DONATIONS	16,716.00	0.00	11,414.25	11,414.25	0
001-369-0076	BASEBALL FIELD RENTAL	5,035.07	3,000.00	2,246.84	753.16 -	75
001-369-0078	FIELD PREPARATION FEES	954.24	500.00	840.00	340.00	168
001-369-0792	PROGRAM REGISTRATION FEES	40,566.41	30,000.00	21,304.80	8,695.20 -	71
001-369-0794	CONCESSION / VENDOR FEES	55.00	0.00	620.00	620.00	0
001-369-0796	SPECIAL EVENT REGISTRATION FEES	5,065.45	5,000.00	24,011.37	19,011.37	480
001-369-2100	POLICE DEPT MISCELLANEOUS REVENUE	5,525.39	3,500.00	5,425.48	1,925.48	155
001-369-3700	MISCELLANEOUS POLICE DONATIONS	0.00	0.00	200.00	200.00	0
001-369-3748	MISC. GRANTS/VESTS	2,800.00	2,500.00	2,800.00	300.00	112
001-369-4000	FUEL TAX REFUND	9,999.57	12,000.00	8,207.43	3,792.57 -	68
001-380-1000	OTHR FINANCING SOURCE-INSURANCE PRO	0.00	0.00	21,489.96	21,489.96	0
001-382-1010	TRANSFER FROM INDUSTRIAL PARK	10,000.00	10,000.00	0.00	10,000.00 -	0
001-382-1013	TRANSFER FROM LAW ENFORCEMENT IMP F	412,800.00	412,800.00	0.00	412,800.00 -	0
001-389-5000	NON-OPERATIONAL CASH FORWARD-GEN FU	0.00	12,000,000.00	0.00	12,000,000.00 -	0
	GENERAL FUND Revenue Totals	**30,667,296.12**	**47,584,840.00**	**28,829,607.41**	**18,755,232.59 -**	**60**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-511-00-0000	LEGISLATIVE- CITY COMMISSION:	0.00	0.00	0.00	0.00	0
001-511-10-1200	SALARIES	49,416.89	51,690.00	38,265.12	13,424.88	74
001-511-10-2100	FICA EXPENSE	3,780.22	3,960.00	2,927.37	1,032.63	74
001-511-10-2200	RETIREMENT	27,624.40	30,340.00	22,453.92	7,886.08	74

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JUNE 17 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-511-10-2300	LIFE & HEALTH INSURANCE	469.49	450.00	213.75	236.25	48
001-511-10-2600	WORKERS COMPENSATION INSURANCE	163.59	250.00	378.13	128.13 -	151
001-511-30-3100	PROFESSIONAL SERVICES	2,520.00	6,000.00	190.00	5,810.00	3
001-511-30-4000	TRAVEL & PER DIEM	3,858.10	7,000.00	2,157.42	4,842.58	31
001-511-30-4100	TELEPHONE EXPENSE	1,087.28	2,000.00	726.24	1,273.76	36
001-511-30-4110	IT LICENSING / EQUIPMENT	5,121.35	5,970.00	4,858.51	1,111.49	81
001-511-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	0.00	95.00	95.00 -	0
001-511-30-4300	UTILITIES EXPENSE	0.00	0.00	153.51	153.51 -	0
001-511-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
001-511-30-4900	MISC. EXPENSE & OTHER CURRENT	2,708.35	2,500.00	0.00	2,500.00	0
001-511-30-5100	OFFICE SUPPLIES	0.00	150.00	0.00	150.00	0
001-511-30-5200	OPERATING SUPPLIES	23.15	400.00	64.00	336.00	16
001-511-30-5400	SUBSCRIPTIONS/DUES	4,212.00	6,300.00	4,791.87	1,508.13	76
001-511-30-5500	TRAINING	1,725.00	2,800.00	250.00	2,550.00	9
001-511-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	300,000.00	0.00	300,000.00	0
	511 LEGISLATIVE- CITY COMMISSION:	**102,709.82**	**420,310.00**	**77,524.84**	**342,785.16**	**18**
001-512-00-0000	EXECUTIVE- CITY MANAGER:	0.00	0.00	0.00	0.00	0
001-512-10-1200	SALARIES	408,684.90	509,290.00	289,405.13	219,884.87	57
001-512-10-1500	SICK LEAVE	4,591.46	0.00	10,352.55	10,352.55 -	0
001-512-10-1600	VACATION PAY	26,104.49	0.00	17,810.91	17,810.91 -	0
001-512-10-1800	HOLIDAY PAY	18,026.99	0.00	14,398.04	14,398.04 -	0
001-512-10-2100	FICA EXPENSE	34,295.27	38,970.00	24,595.37	14,374.63	63
001-512-10-2200	RETIREMENT	115,018.34	138,110.00	91,325.01	46,784.99	66
001-512-10-2210	BENEFIT ADMIN FEES	153.00	0.00	81.00	81.00 -	0
001-512-10-2300	LIFE & HEALTH INSURANCE	40,486.96	46,800.00	30,540.90	16,259.10	65
001-512-10-2600	WORKERS COMPENSATION INSURANCE	545.36	500.00	756.27	256.27 -	151
001-512-30-3100	PROFESSIONAL SERVICES	133,044.45	321,804.00	154,922.02	166,881.98	48

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-512-30-3400	OTHER CONTRACTUAL SERVICES	105.00	0.00	0.00	0.00	0
001-512-30-3450	CLOTHING AND UNIFORMS	183.96	750.00	0.00	750.00	0
001-512-30-4000	TRAVEL & PER DIEM	7,320.95	10,600.00	6,558.53	4,041.47	62
001-512-30-4100	TELEPHONE EXPENSE	3,985.51	5,000.00	2,662.90	2,337.10	53
001-512-30-4110	IT LICENSING / EQUIPMENT	11,800.91	23,150.00	20,565.19	2,584.81	89
001-512-30-4150	ADVERTISING/RECORDING EXPENSE	1,819.40	4,000.00	1,474.55	2,525.45	37
001-512-30-4200	POSTAGE/TRANSPORTATION FEES	277.35	1,000.00	290.50	709.50	29
001-512-30-4600	REPAIR & MAINTENANCE	1,097.68	5,800.00	1,467.24	4,332.76	25
001-512-30-4900	MISC. EXPENSE & OTHER CURRENT	638.69	2,500.00	300.50	2,199.50	12
001-512-30-5100	OFFICE SUPPLIES	1,403.47	2,000.00	622.87	1,377.13	31
001-512-30-5200	OPERATING SUPPLIES	7,042.67	18,750.00	1,306.43	17,443.57	7
001-512-30-5250	FUEL EXPENSE	0.00	0.00	66.60	66.60 -	0
001-512-30-5400	SUBSCRIPTIONS/DUES	3,596.75	6,300.00	2,405.78	3,894.22	38
001-512-30-5500	TRAINING	4,457.85	9,700.00	1,892.99	7,807.01	20
001-512-60-6400	CAP. IMPROVEMENT-MACHINERY	4,633.40	0.00	0.00	0.00	0
	512 EXECUTIVE- CITY MANAGER:	**829,314.81**	**1,145,024.00**	**673,801.28**	**471,222.72**	**59**
001-513-00-0000	CLERK/FINANCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-513-10-1200	SALARIES	226,411.79	389,130.00	192,408.28	196,721.72	49
001-513-10-1300	OVERTIME	0.00	500.00	0.00	500.00	0
001-513-10-1500	SICK LEAVE	6,431.84	0.00	6,306.88	6,306.88 -	0
001-513-10-1600	VACATION PAY	12,552.80	0.00	12,448.73	12,448.73 -	0
001-513-10-1800	HOLIDAY PAY	8,838.03	0.00	8,413.05	8,413.05 -	0
001-513-10-2100	FICA EXPENSE	19,448.22	30,380.00	16,797.65	13,582.35	55
001-513-10-2200	RETIREMENT	36,260.78	51,660.00	33,365.86	18,294.14	65
001-513-10-2210	BENEFIT ADMIN FEES	75.00	0.00	40.50	40.50 -	0
001-513-10-2300	LIFE & HEALTH INSURANCE	36,748.71	49,500.00	33,827.01	15,672.99	68
001-513-10-2500	UNEMPLOYMENT COMPENSATION	0.00	500.00	314.50	185.50	63

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-513-10-2600	WORKERS COMPENSATION INSURANCE	1,090.71	1,000.00	1,512.62	512.62 -	151
001-513-30-3100	PROFESSIONAL SERVICES	4,000.00	13,390.00	1,030.00	12,360.00	8
001-513-30-3200	ACCOUNTING/AUDITING FEE	19,250.00	24,000.00	15,000.00	9,000.00	62
001-513-30-3400	OTHER CONTRACTUAL SERVICES	13,581.98	17,210.00	9,055.07	8,154.93	53
001-513-30-4000	TRAVEL & PER DIEM	601.17	3,350.00	17.00	3,333.00	1
001-513-30-4100	TELEPHONE EXPENSE	5,437.91	7,510.00	3,310.07	4,199.93	44
001-513-30-4110	IT LICENSING / EQUIPMENT	31,339.27	71,720.00	61,839.86	9,880.14	86
001-513-30-4150	ADVERTISING/RECORDING EXPENSE	1,434.80	1,580.00	1,223.36	356.64	77
001-513-30-4200	POSTAGE/TRANSPORTATION FEES	2,412.78	7,880.00	1,344.98	6,535.02	17
001-513-30-4300	UTILITIES EXPENSE	18,888.70	27,300.00	11,028.35	16,271.65	40
001-513-30-4400	RENTAL & LEASING	3,127.85	3,940.00	2,088.88	1,851.12	53
001-513-30-4500	GENERAL INSURANCE	189,109.92	400,000.00	315,603.83	84,396.17	79
001-513-30-4600	REPAIR & MAINTENANCE	14,957.33	33,060.00	20,680.44	12,379.56	63
001-513-30-4900	MISC. EXPENSE & OTHER CURRENT	4,611.16	6,000.00	3,513.37	2,486.63	59
001-513-30-4910	ELECTION EXPENSES	0.00	500.00	0.00	500.00	0
001-513-30-5100	OFFICE SUPPLIES	3,752.67	6,830.00	1,716.27	5,113.73	25
001-513-30-5200	OPERATING SUPPLIES	6,126.97	7,930.00	4,300.43	3,629.57	54
001-513-30-5400	SUBSCRIPTIONS/DUES	357.50	2,090.00	187.50	1,902.50	9
001-513-30-5500	TRAINING	799.00	9,530.00	1,196.00	8,334.00	13
001-513-60-6400	CAP. IMPROVEMENT-MACHINERY	0.00	10,000.00	0.00	10,000.00	0
001-513-70-7100	DEBT SERVICE/CITY HALL-PRINCIPAL	112,593.26	115,381.00	57,337.42	58,043.58	50
001-513-70-7200	DEBT SERVICE/CITY HALL-INTEREST	21,834.28	19,049.00	9,876.35	9,172.65	52
001-513-70-7500	DEBT SERVICE/POLICE STATION-PRINCIPAL	229,425.30	235,452.00	116,963.00	118,489.00	50
001-513-70-7550	DEBT SERVICE/POLICE STATION-INTEREST	62,185.41	56,158.00	28,842.34	27,315.66	51
001-513-70-7600	DEBT SERV/2018 GEN FUND PROJ LOAN-PRI	333,314.33	339,580.00	339,576.44	3.56	100
001-513-70-7650	DEBT SERV/2018 GEN FUND PROJ LOAN-INTI	89,263.05	83,010.00	83,009.40	0.60	100
	513 CLERK/FINANCE DEPARTMENT:	**1,516,262.52**	**2,025,120.00**	**1,394,175.44**	**630,944.56**	**69**

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-516-00-0000	DEVELOPMENT SERVICES:	0.00	0.00	0.00	0.00	0
001-516-10-1200	SALARIES	535,548.42	907,790.00	425,492.72	482,297.28	47
001-516-10-1300	OVERTIME	951.80	1,000.00	0.00	1,000.00	0
001-516-10-1500	SICK LEAVE	14,218.60	0.00	12,015.91	12,015.91 -	0
001-516-10-1600	VACATION PAY	26,461.79	0.00	22,842.07	22,842.07 -	0
001-516-10-1800	HOLIDAY PAY	20,973.43	0.00	18,246.32	18,246.32 -	0
001-516-10-2100	FICA EXPENSE	45,759.45	69,530.00	36,612.48	32,917.52	53
001-516-10-2200	RETIREMENT	86,933.28	154,060.00	76,393.87	77,666.13	50
001-516-10-2210	BENEFIT ADMIN FEES	103.50	0.00	90.00	90.00 -	0
001-516-10-2300	LIFE & HEALTH INSURANCE	80,945.20	107,640.00	67,135.66	40,504.34	62
001-516-10-2600	WORKERS COMPENSATION INSURANCE	1,636.07	1,500.00	2,268.89	768.89 -	151
001-516-30-3100	PROFESSIONAL SERVICES	598,946.74	835,000.00	406,434.62	428,565.38	49
001-516-30-3400	OTHER CONTRACTUAL SERVICES	951.75	1,000.00	0.00	1,000.00	0
001-516-30-3450	CLOTHING AND UNIFORMS	1,015.88	2,150.00	0.00	2,150.00	0
001-516-30-4000	TRAVEL & PER DIEM	5,530.85	14,980.00	1,681.88	13,298.12	11
001-516-30-4100	TELEPHONE EXPENSE	7,125.87	8,000.00	5,584.47	2,415.53	70
001-516-30-4110	IT LICENSING / EQUIPMENT	37,471.62	111,810.00	64,334.26	47,475.74	58
001-516-30-4150	ADVERTISING/RECORDING EXPENSE	28,356.57	35,200.00	17,017.12	18,182.88	48
001-516-30-4200	POSTAGE/TRANSPORTATION FEES	1,530.23	2,000.00	810.35	1,189.65	41
001-516-30-4600	REPAIR & MAINTENANCE	2,237.89	2,500.00	1,453.12	1,046.88	58
001-516-30-4900	MISC. EXPENSE & OTHER CURRENT	2,398.31	5,000.00	13,641.14	8,641.14 -	273
001-516-30-4950	CODE ENFORCEMENT	8,266.28	58,500.00	11,481.97	47,018.03	20
001-516-30-5100	OFFICE SUPPLIES	1,827.88	10,000.00	1,051.14	8,948.86	11
001-516-30-5200	OPERATING SUPPLIES	3,409.32	10,000.00	2,539.31	7,460.69	25
001-516-30-5250	FUEL EXPENSE	1,423.51	1,800.00	236.04	1,563.96	13
001-516-30-5400	SUBSCRIPTIONS/DUES	1,934.17	5,180.00	1,506.94	3,673.06	29
001-516-30-5500	TRAINING	9,509.07	24,180.00	2,408.11	21,771.89	10
001-516-60-6300	CAPITAL IMPROVEMENT-OTHER	11,128.33	0.00	0.00	0.00	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	516 DEVELOPMENT SERVICES:	**1,536,595.81**	**2,368,820.00**	**1,191,278.39**	**1,177,541.61**	**50**
001-518-00-0000	INFORMATION TECHNOLOGY DEPARTMENT	0.00	0.00	0.00	0.00	0
001-518-10-1200	SALARIES	144,288.61	258,440.00	141,525.29	116,914.71	55
001-518-10-1500	SICK LEAVE	3,232.96	0.00	3,738.55	3,738.55 -	0
001-518-10-1600	VACATION PAY	6,919.23	0.00	9,161.54	9,161.54 -	0
001-518-10-1800	HOLIDAY PAY	3,694.26	0.00	4,953.58	4,953.58 -	0
001-518-10-2100	FICA EXPENSE	12,097.18	19,780.00	11,889.41	7,890.59	60
001-518-10-2200	RETIREMENT	19,744.44	35,080.00	21,627.72	13,452.28	62
001-518-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	0.00	0
001-518-10-2300	LIFE & HEALTH INSURANCE	20,727.19	37,440.00	23,606.85	13,833.15	63
001-518-10-2600	WORKERS COMPENSATION INSURANCE	218.13	200.00	302.51	102.51 -	151
001-518-30-3100	PROFESSIONAL SERVICES	22,897.00	45,320.00	130.00	45,190.00	0
001-518-30-3400	OTHER CONTRACTUAL SERVICES	5,971.32	15,000.00	3,238.81	11,761.19	22
001-518-30-4000	TRAVEL & PER DIEM	1,998.28	7,500.00	0.00	7,500.00	0
001-518-30-4100	TELEPHONE EXPENSE	8,114.39	7,500.00	4,987.23	2,512.77	66
001-518-30-4110	IT LICENSING / EQUIPMENT	12,054.30	14,400.00	11,279.24	3,120.76	78
001-518-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	250.00	19.00	231.00	8
001-518-30-4300	UTILITIES EXPENSE	2,173.19	2,300.00	1,103.69	1,196.31	48
001-518-30-4400	RENTAL & LEASING	0.00	500.00	0.00	500.00	0
001-518-30-4600	REPAIR & MAINTENANCE	20.29	2,000.00	1,045.19	954.81	52
001-518-30-4900	MISC. EXPENSE & OTHER CURRENT	397.91	1,000.00	0.00	1,000.00	0
001-518-30-5100	OFFICE SUPPLIES	604.22	1,200.00	124.77	1,075.23	10
001-518-30-5200	OPERATING SUPPLIES	5,279.04	5,000.00	4,821.90	178.10	96
001-518-30-5400	SUBSCRIPTIONS/DUES	350.00	2,500.00	372.33	2,127.67	15
001-518-30-5500	TRAINING	2,434.91	12,000.00	224.00	11,776.00	2
001-518-30-5550	LICENSING	15,120.10	43,625.00	9,233.98	34,391.02	21
001-518-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	4,072.69	16,000.00	0.00	16,000.00	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	518 INFORMATION TECHNOLOGY DEPARTME	**292,463.64**	**527,035.00**	**253,385.59**	**273,649.41**	**48**
001-519-00-0000	HUMAN RESOURCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-519-10-1200	SALARIES	122,335.60	206,190.00	106,242.87	99,947.13	52
001-519-10-1500	SICK LEAVE	1,838.36	0.00	4,887.83	4,887.83 -	0
001-519-10-1600	VACATION PAY	6,336.13	0.00	4,515.38	4,515.38 -	0
001-519-10-1800	HOLIDAY PAY	5,277.49	0.00	4,923.82	4,923.82 -	0
001-519-10-2100	FICA EXPENSE	10,387.46	15,780.00	9,223.42	6,556.58	58
001-519-10-2200	RETIREMENT	16,901.01	27,980.00	16,361.36	11,618.64	58
001-519-10-2210	BENEFIT ADMIN FEES	49.50	0.00	40.50	40.50 -	0
001-519-10-2300	LIFE & HEALTH INSURANCE	17,342.88	28,080.00	14,258.76	13,821.24	51
001-519-10-2600	WORKERS COMPENSATION INSURANCE	119.99	110.00	166.34	56.34 -	151
001-519-30-3100	PROFESSIONAL SERVICES	33,205.00	37,825.00	1,392.50	36,432.50	4
001-519-30-3400	OTHER CONTRACTUAL SERVICES	4,397.96	6,400.00	3,696.72	2,703.28	58
001-519-30-4000	TRAVEL & PER DIEM	3,208.81	5,500.00	474.55	5,025.45	9
001-519-30-4100	TELEPHONE EXPENSE	4,805.63	4,750.00	2,948.14	1,801.86	62
001-519-30-4110	IT LICENSING / EQUIPMENT	21,442.11	45,880.00	35,626.29	10,253.71	78
001-519-30-4150	ADVERTISING/RECRUITING	1,780.25	7,200.00	4,465.04	2,734.96	62
001-519-30-4200	POSTAGE/TRANSPORTATION FEES	166.92	500.00	100.27	399.73	20
001-519-30-4300	UTILITIES EXPENSE	1,941.27	2,300.00	1,080.50	1,219.50	47
001-519-30-4400	RENTAL & LEASING	0.00	60.00	0.00	60.00	0
001-519-30-4600	REPAIR & MAINTENANCE	2,987.75	3,500.00	3,210.07	289.93	92
001-519-30-4800	EMPLOYEE PROGRAMS	8,414.36	13,200.00	10,559.68	2,640.32	80
001-519-30-4900	MISC. EXPENSE & OTHER CURRENT	637.16	1,000.00	10.72	989.28	1
001-519-30-5100	OFFICE SUPPLIES	1,294.92	2,900.00	895.44	2,004.56	31
001-519-30-5200	OPERATING SUPPLIES	2,234.93	5,300.00	1,755.22	3,544.78	33
001-519-30-5250	FUEL EXPENSE	680.38	600.00	171.33	428.67	29
001-519-30-5400	SUBSCRIPTIONS/DUES	2,486.82	1,600.00	1,488.78	111.22	93

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001-519-30-5500	TRAINING	5,562.77	5,450.00	3,609.44	1,840.56	66
001-519-30-5501	STAFF TRAINING PROGRAMS	2,394.70	6,450.00	707.63	5,742.37	11
	519 HUMAN RESOURCE DEPARTMENT:	**278,230.16**	**428,555.00**	**232,812.60**	**195,742.40**	**54**
001-521-00-0000	POLICE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-521-10-1200	SALARIES	2,405,192.12	4,202,570.00	1,968,311.61	2,234,258.39	47
001-521-10-1220	UNIFORM ALLOWANCE	14,160.00	14,820.00	10,740.00	4,080.00	72
001-521-10-1250	ON CALL	6,375.00	10,400.00	8,300.00	2,100.00	80
001-521-10-1260	SHIFT DIFFERENTIAL	12,907.03	20,080.00	10,250.06	9,829.94	51
001-521-10-1300	OVERTIME	122,261.90	157,000.00	89,584.73	67,415.27	57
001-521-10-1500	SICK LEAVE	56,978.41	0.00	39,897.28	39,897.28 -	0
001-521-10-1600	VACATION PAY	110,427.31	0.00	88,795.04	88,795.04 -	0
001-521-10-1700	INCENTIVE PAY	23,270.00	56,000.00	17,480.00	38,520.00	31
001-521-10-1800	HOLIDAY PAY	96,792.19	0.00	83,539.41	83,539.41 -	0
001-521-10-1820	HOLIDAY PREMIUM	107,836.95	82,000.00	78,387.78	3,612.22	96
001-521-10-2100	FICA EXPENSE	226,149.00	346,430.00	183,101.84	163,328.16	53
001-521-10-2200	RETIREMENT	814,482.29	1,529,280.00	730,474.12	798,805.88	48
001-521-10-2210	BENEFIT ADMIN FEES	418.50	0.00	391.50	391.50 -	0
001-521-10-2300	LIFE & HEALTH INSURANCE	365,935.51	575,640.00	326,506.67	249,133.33	57
001-521-10-2500	UNEMPLOYMENT COMP. REIMBURSEMENT	4,608.24	0.00	0.00	0.00	0
001-521-10-2600	WORKERS COMPENSATION INSURANCE	70,894.89	75,000.00	113,444.82	38,444.82 -	151
001-521-30-3100	PROFESSIONAL SERVICES	17,862.90	52,000.00	16,696.32	35,303.68	32
001-521-30-3400	OTHER CONTRACTUAL SERVICES	38,152.58	61,500.00	25,238.10	36,261.90	41
001-521-30-3450	CLOTHING AND UNIFORMS	9,092.53	15,000.00	11,212.45	3,787.55	75
001-521-30-3500	INVESTIGATIONS	8,792.29	17,000.00	6,172.60	10,827.40	36
001-521-30-4000	TRAVEL & PER DIEM	9,544.20	12,000.00	8,660.48	3,339.52	72
001-521-30-4100	TELEPHONE EXPENSE	62,549.63	82,000.00	45,979.55	36,020.45	56
001-521-30-4110	IT LICENSING / EQUIPMENT	214,454.17	268,200.00	86,431.62	181,768.38	32

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-521-30-4200	POSTAGE/TRANSPORTATION FEES	149.98	3,000.00	512.68	2,487.32	17
001-521-30-4300	UTILITIES EXPENSE	63,841.54	54,000.00	28,626.99	25,373.01	53
001-521-30-4400	RENTAL & LEASING	2,133.43	10,500.00	1,192.02	9,307.98	11
001-521-30-4600	REPAIR & MAINTENANCE	83,232.20	75,000.00	63,091.31	11,908.69	84
001-521-30-4900	MISC. EXPENSE & OTHER CURRENT	77.89	4,000.00	0.00	4,000.00	0
001-521-30-4960	BOOT ALLOWANCE	3,662.09	6,500.00	867.14	5,632.86	13
001-521-30-5100	OFFICE SUPPLIES	1,587.89	5,000.00	1,517.61	3,482.39	30
001-521-30-5200	OPERATING SUPPLIES	52,647.04	85,000.00	33,974.97	51,025.03	40
001-521-30-5250	FUEL EXPENSE	149,285.20	180,000.00	86,807.24	93,192.76	48
001-521-30-5400	SUBSCRIPTIONS/DUES	1,675.05	3,000.00	1,413.60	1,586.40	47
001-521-30-5500	TRAINING	36,516.56	40,000.00	9,871.46	30,128.54	25
001-521-60-6300	CAPITAL IMPROVEMENT-OTHER	208,278.80	40,000.00	0.00	40,000.00	0
001-521-60-6400	CAP. IMPROVEMENT-MACHINERY	81,449.00	672,987.38	118,387.38	554,600.00	18
	521 POLICE DEPARTMENT:	**5,483,674.31**	**8,755,907.38**	**4,295,858.38**	**4,460,049.00**	**49**
001-541-00-0000	PUBLIC WORKS/STREET DEPT.	0.00	0.00	0.00	0.00	0
001-541-10-1200	SALARIES	955,823.84	1,538,070.00	857,106.98	680,963.02	56
001-541-10-1250	ON CALL	3,900.00	3,900.00	4,400.00	500.00 -	113
001-541-10-1300	OVERTIME	11,916.51	12,000.00	13,356.56	1,356.56 -	111
001-541-10-1500	SICK LEAVE	51,790.96	0.00	33,216.96	33,216.96 -	0
001-541-10-1600	VACATION PAY	55,362.39	0.00	50,978.46	50,978.46 -	0
001-541-10-1800	HOLIDAY PAY	39,263.68	0.00	37,670.46	37,670.46 -	0
001-541-10-1820	HOLIDAY PREMIUM	7,596.03	0.00	1,601.77	1,601.77 -	0
001-541-10-2100	FICA EXPENSE	86,232.68	118,880.00	76,330.81	42,549.19	64
001-541-10-2200	RETIREMENT	171,716.50	236,570.00	159,888.70	76,681.30	68
001-541-10-2210	BENEFIT ADMIN FEES	0.00	0.00	27.00	27.00 -	0
001-541-10-2300	LIFE & HEALTH INSURANCE	165,630.32	243,360.00	155,010.66	88,349.34	64
001-541-10-2500	UNEMPLOYMENT COMPENSATION	39.50	2,000.00	0.00	2,000.00	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-541-10-2600	WORKERS COMPENSATION INSURANCE	21,813.82	25,000.00	37,814.94	12,814.94 -	151
001-541-30-3100	PROFESSIONAL SERVICES	132,049.76	454,949.25	82,952.25	371,997.00	18
001-541-30-3400	OTHER CONTRACTUAL SERVICES	352,499.68	1,096,640.74	844,804.26	251,836.48	77
001-541-30-3440	RIGHT-OF-WAY MAINTENANCE	242,817.84	395,000.00	170,357.17	224,642.83	43
001-541-30-3450	CLOTHING AND UNIFORMS	8,765.60	8,000.00	5,915.35	2,084.65	74
001-541-30-4000	TRAVEL & PER DIEM	1,435.34	5,500.00	205.26	5,294.74	4
001-541-30-4100	TELEPHONE EXPENSE	20,442.43	24,600.00	16,934.19	7,665.81	69
001-541-30-4110	IT LICENSING / EQUIPMENT	34,153.45	83,100.00	44,030.59	39,069.41	53
001-541-30-4200	POSTAGE/TRANSPORTATION FEES	92.07	150.00	58.12	91.88	39
001-541-30-4300	UTILITIES EXPENSE	22,780.35	23,200.00	15,867.12	7,332.88	68
001-541-30-4350	VILLAGES STREET LIGHTING	507,878.07	600,000.00	344,832.91	255,167.09	57
001-541-30-4400	RENTAL & LEASING	3,349.34	24,580.00	16,812.30	7,767.70	68
001-541-30-4600	REPAIR & MAINTENANCE	45,875.13	51,500.00	38,093.53	13,406.47	74
001-541-30-4601	REPAIR & MAINTENANCE - BUILDINGS	26,968.35	35,000.00	4,975.43	30,024.57	14
001-541-30-4603	PAVEMENT PRESERVATION/REHABILITATION	0.00	1,000,000.00	170,101.80	829,898.20	17
001-541-30-4900	MISC. EXPENSE & OTHER CURRENT	322.10	3,000.00	0.00	3,000.00	0
001-541-30-4940	LANDFILL DISPOSAL FEES	3,904.13	6,000.00	3,989.45	2,010.55	66
001-541-30-4960	BOOT ALLOWANCE	3,154.56	4,200.00	2,232.51	1,967.49	53
001-541-30-5100	OFFICE SUPPLIES	2,537.48	3,000.00	1,396.03	1,603.97	47
001-541-30-5200	OPERATING SUPPLIES	71,147.55	70,000.00	41,249.99	28,750.01	59
001-541-30-5250	FUEL EXPENSE	31,160.82	35,000.00	15,343.01	19,656.99	44
001-541-30-5400	SUBSCRIPTIONS/DUES	5,204.03	14,815.00	3,448.51	11,366.49	23
001-541-30-5500	TRAINING	11,459.60	22,080.00	4,649.28	17,430.72	21
001-541-60-6115	CITY HALL / ANNEX REHAB	14,174.39	58,821.19	19,543.08	39,278.11	33
001-541-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	150,000.00	26,126.52	123,873.48	17
001-541-60-6210	PUBLIC WORKS BUILDING	6,308.00	0.00	0.00	0.00	0
001-541-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	75,000.00	74,069.96	930.04	99
001-541-60-6400	CAP. IMPROVEMENT-MACHINERY	303,139.02	231,297.00	102,616.86	128,680.14	44

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-541-60-6681	PRINCIPAL-EQUIPMENT LEASE	28,171.17	29,240.00	29,231.37	8.63	100
001-541-60-6691	INTEREST-EQUIPMENT LEASE	2,160.33	1,110.00	1,100.13	9.87	99
	541 PUBLIC WORKS/STREET DEPT.	**3,453,036.82**	**6,685,563.18**	**3,508,340.28**	**3,177,222.90**	**52**
001-549-00-0000	FLEET MAINTENANCE DEPT:	0.00	0.00	0.00	0.00	0
001-549-10-1200	SALARIES	222,326.47	292,280.00	166,240.52	126,039.48	57
001-549-10-1300	OVERTIME	0.00	1,500.00	0.00	1,500.00	0
001-549-10-1500	SICK LEAVE	5,641.21	0.00	4,087.18	4,087.18 -	0
001-549-10-1600	VACATION PAY	14,415.13	0.00	13,227.56	13,227.56 -	0
001-549-10-1800	HOLIDAY PAY	9,083.30	0.00	7,421.82	7,421.82 -	0
001-549-10-2100	FICA EXPENSE	19,237.17	22,480.00	14,609.63	7,870.37	65
001-549-10-2200	RETIREMENT	31,312.42	39,870.00	25,915.70	13,954.30	65
001-549-10-2210	BENEFIT ADMIN FEES	36.00	0.00	85.50	85.50 -	0
001-549-10-2300	LIFE & HEALTH INSURANCE	40,971.87	46,800.00	32,530.27	14,269.73	70
001-549-10-2600	WORKERS COMPENSATION INSURANCE	8,507.44	8,200.00	12,403.31	4,203.31 -	151
001-549-30-3100	PROFESSIONAL SERVICES	25.00	500.00	0.00	500.00	0
001-549-30-3400	OTHER CONTRACTUAL SERVICES	2,915.64	8,000.00	5,806.30	2,193.70	73
001-549-30-3450	CLOTHING AND UNIFORMS	2,587.72	1,500.00	1,519.32	19.32 -	101
001-549-30-4000	TRAVEL & PER DIEM	3.84	100.00	0.00	100.00	0
001-549-30-4100	TELEPHONE EXPENSE	3,840.48	3,500.00	1,174.83	2,325.17	34
001-549-30-4110	IT LICENSING / EQUIPMENT	12,132.52	31,500.00	16,787.02	14,712.98	53
001-549-30-4200	POSTAGE/TRANSPORTATION FEES	0.00	100.00	24.20	75.80	24
001-549-30-4300	UTILITIES EXPENSE	5,044.47	7,000.00	2,567.41	4,432.59	37
001-549-30-4400	RENTAL & LEASING	1,721.35	2,500.00	1,337.61	1,162.39	54
001-549-30-4600	REPAIR & MAINTENANCE	3,105.14	5,000.00	3,757.35	1,242.65	75
001-549-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	100.00	0.00	100.00	0
001-549-30-4960	BOOT ALLOWANCE	622.34	700.00	175.00	525.00	25
001-549-30-5100	OFFICE SUPPLIES	1,212.89	1,500.00	234.89	1,265.11	16

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-549-30-5200	OPERATING SUPPLIES	32,637.84	35,000.00	26,054.59	8,945.41	74
001-549-30-5250	FUEL EXPENSE	3,445.46	3,600.00	2,395.84	1,204.16	67
001-549-30-5400	SUBSCRIPTIONS/DUES	886.54	500.00	239.00	261.00	48
001-549-30-5500	TRAINING	1,434.00	3,000.00	150.00	2,850.00	5
001-549-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	84,300.11	45,000.00	19,817.59	25,182.41	44
	549 FLEET MAINTENANCE DEPT:	**507,446.35**	**560,230.00**	**358,562.44**	**201,667.56**	**64**
001-572-00-0000	PARKS & RECREATION:	0.00	0.00	0.00	0.00	0
001-572-10-1200	SALARIES	542,650.87	1,027,940.00	424,719.32	603,220.68	41
001-572-10-1250	ON CALL	3,900.00	3,500.00	3,900.00	400.00 -	111
001-572-10-1300	OVERTIME	9,050.86	2,000.00	10,940.64	8,940.64 -	547
001-572-10-1500	SICK LEAVE	18,053.57	0.00	8,929.01	8,929.01 -	0
001-572-10-1600	VACATION PAY	19,144.82	0.00	23,635.88	23,635.88 -	0
001-572-10-1800	HOLIDAY PAY	20,144.75	0.00	17,315.12	17,315.12 -	0
001-572-10-1820	HOLIDAY PREMIUM	0.00	0.00	3,552.27	3,552.27 -	0
001-572-10-2100	FICA EXPENSE	47,180.34	79,060.00	38,180.43	40,879.57	48
001-572-10-2200	RETIREMENT	74,454.67	140,240.00	66,911.51	73,328.49	48
001-572-10-2210	BENEFIT ADMIN FEES	9.00	0.00	9.00	9.00 -	0
001-572-10-2300	LIFE & HEALTH INSURANCE	110,296.50	168,480.00	93,157.79	75,322.21	55
001-572-10-2600	WORKERS COMPENSATION INSURANCE	6,544.18	6,500.00	9,831.92	3,331.92 -	151
001-572-30-3100	PROFESSIONAL SERVICES	15,126.79	14,000.00	3,766.12	10,233.88	27
001-572-30-3400	OTHER CONTRACTUAL SERVICES	101,881.05	159,200.00	93,733.72	65,466.28	59
001-572-30-3450	CLOTHING AND UNIFORMS	2,882.30	8,250.00	3,716.98	4,533.02	45
001-572-30-4000	TRAVEL & PER DIEM	839.57	4,550.00	124.15	4,425.85	3
001-572-30-4100	TELEPHONE EXPENSE	24,706.92	14,600.00	18,798.88	4,198.88 -	129
001-572-30-4110	IT LICENSING / EQUIPMENT	39,819.80	53,720.00	26,798.49	26,921.51	50
001-572-30-4150	ADVERTISING AND PROMOTIONS	31,535.41	25,000.00	13,568.00	11,432.00	54
001-572-30-4200	POSTAGE/TRANSPORTATION FEES	5.46	200.00	2.56	197.44	1

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-572-30-4300	UTILITIES EXPENSE	32,955.60	35,000.00	29,172.20	5,827.80	83
001-572-30-4400	RENTAL & LEASING	3,516.27	6,900.00	5,111.90	1,788.10	74
001-572-30-4600	REPAIR & MAINTENANCE	35,138.45	48,650.00	39,126.61	9,523.39	80
001-572-30-4601	REPAIR & MAINTENANCE - BUILDINGS	23,464.57	36,000.00	5,164.79	30,835.21	14
001-572-30-4610	BAKER HOUSE MAINTENANCE	1,495.52	15,000.00	1,522.88	13,477.12	10
001-572-30-4620	BAKER HOUSE OPERATIONS-OTHER MISC.	4,930.49	5,720.00	1,703.43	4,016.57	30
001-572-30-4630	BAKER HOUSE SPECIAL EVENTS	11,356.54	15,000.00	4,620.30	10,379.70	31
001-572-30-4900	MISC. EXPENSE & OTHER CURRENT	424.19	5,000.00	88.26 -	5,088.26	2 -
001-572-30-4910	SPECIAL EVENTS	132,975.30	165,800.00	112,967.72	52,832.28	68
001-572-30-4915	PROGRAMS, ACTIVITIES & LEAGUES	89,783.22	104,400.00	68,291.10	36,108.90	65
001-572-30-4920	SUMMER RECREATION PROGRAM	13,595.23	48,000.00	8,002.52	39,997.48	17
001-572-30-4960	BOOT ALLOWANCE	928.71	1,580.00	874.04	705.96	55
001-572-30-5100	OFFICE SUPPLIES	3,185.48	4,500.00	1,696.16	2,803.84	38
001-572-30-5200	OPERATING SUPPLIES	77,301.88	81,500.00	43,129.01	38,370.99	53
001-572-30-5250	FUEL EXPENSE	22,070.55	25,000.00	10,352.13	14,647.87	41
001-572-30-5280	LANDSCAPING	27,066.27	15,000.00	7,849.03	7,150.97	52
001-572-30-5400	SUBSCRIPTIONS/DUES	426.58	3,210.00	682.83	2,527.17	21
001-572-30-5500	TRAINING	5,990.37	7,200.00	5,363.81	1,836.19	74
001-572-60-6200	CAP. IMPROVEMENT-BUILDINGS	38,696.00	14,500.00	8,608.50	5,891.50	59
001-572-60-6300	CAPITAL IMPROVEMENT-OTHER	0.00	13,000.00	8,999.92	4,000.08	69
001-572-60-6351	MLK PARK PROJECT	94,686.97	0.00	0.00	0.00	0
001-572-60-6400	CAP. IMPROVEMENT-MACHINERY	153,369.91	107,750.00	105,095.10	2,654.90	98
	572 PARKS & RECREATION:	**1,841,584.96**	**2,465,950.00**	**1,329,837.51**	**1,136,112.49**	**54**
001-575-00-0000	COMMUNITY CENTER:	0.00	0.00	0.00	0.00	0
001-575-10-1200	SALARIES	48,503.94	140,290.00	41,091.36	99,198.64	29
001-575-10-1300	OVERTIME	0.00	0.00	112.50	112.50 -	0
001-575-10-2100	FICA EXPENSE	3,710.66	10,740.00	3,152.18	7,587.82	29

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-575-10-2200	RETIREMENT	6,024.14	19,040.00	5,094.23	13,945.77	27
001-575-10-2300	LIFE & HEALTH INSURANCE	4.75	200.00	0.00	200.00	0
001-575-30-3100	PROFESSIONAL SERVICES	499.85	3,000.00	0.00	3,000.00	0
001-575-30-3400	OTHER CONTRACTUAL SERVICES	3,995.00	8,440.00	13,625.52	5,185.52 -	161
001-575-30-3450	CLOTHING AND UNIFORMS	0.00	1,200.00	0.00	1,200.00	0
001-575-30-4100	TELEPHONE EXPENSE	2,979.72	6,680.00	0.00	6,680.00	0
001-575-30-4200	POSTAGE/TRANSPORTATION FEES	133.68	250.00	1.92	248.08	1
001-575-30-4300	UTILITIES EXPENSE	52,039.39	40,000.00	28,092.95	11,907.05	70
001-575-30-4400	RENTAL & LEASING	981.12	1,600.00	1,825.57	225.57 -	114
001-575-30-4600	REPAIR & MAINTENANCE	2,826.34	30,000.00	24,817.33	5,182.67	83
001-575-30-5100	OFFICE SUPPLIES	897.95	1,000.00	10.59	989.41	1
001-575-30-5200	OPERATING SUPPLIES	3,715.25	10,000.00	8,864.89	1,135.11	89
001-575-30-5400	SUBSCRIPTIONS/DUES	75.00	0.00	75.00	75.00 -	0
001-575-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	250,000.00	353.24	249,646.76	0
	575 COMMUNITY CENTER:	**126,386.79**	**522,440.00**	**127,117.28**	**395,322.72**	**24**
001-580-90-9901	CONTINGENCY RESERVE-GEN FUND	0.00	2,764,195.44	0.00	2,764,195.44	0
001-581-00-1040	TRANSFER TO EXPANDED CRA	197,729.00	215,690.00	0.00	215,690.00	0
001-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	3,000,000.00	0.00	3,000,000.00	0
001-581-90-3010	TRANSFER TO CAPITAL PROJECT FUND	10,100,000.00	15,700,000.00	0.00	15,700,000.00	0
	581 Total	**10,297,729.00**	**18,915,690.00**	**0.00**	**18,915,690.00**	**0**
	GENERAL FUND Expenditure Totals	**26,265,434.99**	**47,584,840.00**	**13,442,694.03**	**34,142,145.97**	**28**

YTD	001 GENERAL FUND	Prior
28,829,607.41	**Revenues:**	**30,667,296.12**
13,442,694.03	**Expenditures:**	**26,265,434.99**

15,386,913.38		**Net Income:**	**4,401,861.13**

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Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
101-361-1350	INTEREST EARNED	371.16	200.00	159.85	40.15 -	80
101-364-1000	CEMETERY LOT SALES	1,400.00	0.00	0.00	0.00	0
101-366-1350	CONTRIBUTIONS/DUES	560.00	2,000.00	1,290.00	710.00 -	64
101-366-1360	GRAVE OPENING PERMITS	900.00	600.00	600.00	0.00	100
101-369-0000	OTHER MISCELLANEOUS REVENUE	0.00	100.00	0.00	100.00 -	0
101-389-5000	NON-OPER/ CEMETERY RESERVES FORWAR	0.00	62,970.00	0.00	62,970.00 -	0
	CEMETERY FUND Revenue Totals	**3,231.16**	**65,870.00**	**2,049.85**	**63,820.15 -**	**3**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
101-569-00-0000	GREENWOOD CEMETERY:	0.00	0.00	0.00	0.00	0
101-569-30-3100	PROFESSIONAL SERVICES	0.00	200.00	0.00	200.00	0
101-569-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
101-569-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	200.00	0.00	200.00	0
101-569-30-5200	OPERATING SUPPLIES	0.00	100.00	0.00	100.00	0
	569 GREENWOOD CEMETERY:	**0.00**	**1,000.00**	**0.00**	**1,000.00**	**0**
101-580-90-9999	CONTINGENCY	0.00	64,870.00	0.00	64,870.00	0
	CEMETERY FUND Expenditure Totals	**0.00**	**65,870.00**	**0.00**	**65,870.00**	**0**

YTD	101 CEMETERY FUND	Prior
2,049.85	Revenues:	3,231.16
0.00	Expenditures:	0.00
2,049.85	Net Income:	3,231.16

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
104-361-0000	INTEREST	11,802.03	0.00	10,791.96	10,791.96	0
104-369-9000	TAX INCREMENT FINANCING - SUM CTY	367,422.00	368,670.00	0.00	368,670.00 -	0
104-382-0010	TRANSFER FROM GENERAL	197,729.00	215,690.00	0.00	215,690.00 -	0
104-389-5006	CASH FORWARD - CRA DISTRICT	0.00	1,396,500.00	0.00	1,396,500.00 -	0
	COMMUNITY REDEVELOPMENT Revenue Tot	**576,953.03**	**1,980,860.00**	**10,791.96**	**1,970,068.04 -**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
104-550-00-0000	COMM REDEVELOPMENT DEPT.:	0.00	0.00	0.00	0.00	0
104-550-10-1200	SALARIES	37,966.71	68,420.00	31,796.83	36,623.17	46
104-550-10-1500	SICK LEAVE	760.25	0.00	619.33	619.33 -	0
104-550-10-1600	VACATION PAY	3,405.20	0.00	2,595.76	2,595.76 -	0
104-550-10-1800	HOLIDAY PAY	1,499.38	0.00	1,418.86	1,418.86 -	0
104-550-10-2100	FICA EXPENSE	3,337.84	5,240.00	2,786.98	2,453.02	53
104-550-10-2200	RETIREMENT	14,128.34	23,620.00	12,575.90	11,044.10	53
104-550-10-2300	LIFE & HEALTH INSURANCE	3,524.88	3,600.00	2,679.78	920.22	74
104-550-30-3100	PROFESSIONAL SERVICES	0.00	40,000.00	0.00	40,000.00	0
104-550-30-4000	TRAVEL & PER DIEM	0.00	750.00	0.00	750.00	0
104-550-30-5400	SUBSCRIPTIONS/DUES	200.00	200.00	175.00	25.00	88
104-550-30-5500	TRAINING	0.00	1,500.00	0.00	1,500.00	0
104-550-60-6330	FACADE IMPROVEMENT GRANT	0.00	80,000.00	3,891.36	76,108.64	5
104-550-70-7303	DEMOLITIONS	0.00	25,000.00	0.00	25,000.00	0
104-550-70-7307	MISC. OTHER PROJECTS	50,496.00	8,679.00	8,679.00	0.00	100
104-550-70-7308	DOWNTOWN PARKING IMPROVEMENTS	0.00	240,000.00	0.00	240,000.00	0
	550 COMM REDEVELOPMENT DEPT.:	**115,318.60**	**497,009.00**	**67,218.80**	**429,790.20**	**14**
104-580-90-9904	CONTINGENCY - CRA DISTRICT	0.00	1,483,851.00	0.00	1,483,851.00	0
	COMMUNITY REDEVELOPMENT Expenditure	**115,318.60**	**1,980,860.00**	**67,218.80**	**1,913,641.20**	**3**

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YTD	104 COMMUNITY REDEVELOPMENT	Prior
10,791.96	Revenues:	576,953.03
67,218.80	Expenditures:	115,318.60
56,426.84 -	Net Income:	461,634.43

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
105-361-0000	INTEREST	91.20	100.00	13.58	86.42 -	14
105-369-0058	DONATIONS	30,942.00	15,000.00	20,182.00	5,182.00	135
105-389-5010	CASH FORWARD - BAKER HOUSE	0.00	18,000.00	0.00	18,000.00 -	0
	BAKER HOUSE Revenue Totals	**31,033.20**	**33,100.00**	**20,195.58**	**12,904.42 -**	**61**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
105-576-00-0000	BAKER HOUSE DEPARTMENT:	0.00	0.00	0.00	0.00	0
105-576-30-4620	BAKER HOUSE OPERATIONS	45,844.10	0.00	63.76	63.76 -	0
105-580-90-9910	CONTINGENCY - BAKER HOUSE	0.00	33,100.00	0.00	33,100.00	0
	BAKER HOUSE Expenditure Totals	**45,844.10**	**33,100.00**	**63.76**	**33,036.24**	**0**

YTD	105 BAKER HOUSE	Prior
20,195.58	**Revenues:**	**31,033.20**
63.76	**Expenditures:**	**45,844.10**
20,131.82	**Net Income:**	**14,810.90 -**

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Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
106-589-5010	CARRY FORWARD - HISTORICAL FUND	0.00	45.00	0.00	45.00 -	0
	WILDWOOD AREA HISTORICAL ASSOCIATIO	**0.00**	**45.00**	**0.00**	**45.00 -**	**0**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
106-577-00-0000	WILDWOOD AREA HISTORICAL ASSN	0.00	0.00	0.00	0.00	0
106-580-90-9911	CONTINGENCY - HISTORICAL ACCT	0.00	45.00	0.00	45.00	0
	WILDWOOD AREA HISTORICA Expenditure T	**0.00**	**45.00**	**0.00**	**45.00**	**0**

YTD	**106 WILDWOOD AREA HISTORICAL ASSOCI**	**Prior**
0.00	**Revenues:**	**0.00**
0.00	**Expenditures:**	**0.00**
0.00	**Net Income:**	**0.00**

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Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
107-341-3004	RECREATION IMPACT FEES	416,261.25	225,000.00	220,273.36	4,726.64 -	98
107-361-0000	INTEREST	6,203.97	1,000.00	6,756.74	5,756.74	676
107-389-5004	CASH FORWARD - P & R IMPACT FEE	0.00	736,160.00	0.00	736,160.00 -	0
	RECREATION IMPACT FEES Revenue Totals	**422,465.22**	**962,160.00**	**227,030.10**	**735,129.90 -**	**23**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
107-572-00-0000	RECREATION IMPACT FEES:	0.00	0.00	0.00	0.00	0
107-580-90-9903	CONTINGENCY - P&R IMPACT FEES	0.00	962,160.00	0.00	962,160.00	0
	RECREATION IMPACT FEES Expenditure Tota	**0.00**	**962,160.00**	**0.00**	**962,160.00**	**0**

YTD	**107 RECREATION IMPACT FEES**	**Prior**
227,030.10	**Revenues:**	**422,465.22**
0.00	**Expenditures:**	**0.00**
227,030.10	**Net Income:**	**422,465.22**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
108-341-3001	LAW ENFORCEMENT IMPACT FEES	743,696.30	1,100,000.00	756,836.47	343,163.53 -	69
108-361-0000	INTEREST	199.89	100.00	127.02	27.02	127
108-389-5002	CASH FORWARD - POLICE IMPACT FEE	0.00	1,320,330.00	0.00	1,320,330.00 -	0
	LAW ENFORCEMENT IMPACT FEES Revenue	**743,896.19**	**2,420,430.00**	**756,963.49**	**1,663,466.51 -**	**31**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
108-521-00-0000	LAW ENFORCEMENT IMPACT FEES:	0.00	0.00	0.00	0.00	0
108-521-30-4900	MISC. EXPENSE & OTHER CURRENT	399.26	0.00	234.65	234.65 -	0
108-521-60-6200	CAP.IMPROVEMENT-BUILDINGS	0.00	400,000.00	0.00	400,000.00	0
108-521-60-6400	CAP. IMPROVEMENT- MACHINERY & EQUIPM	138,184.26	608,375.44	545,158.42	63,217.02	90
108-521-70-9105	TRANSFER TO GENERAL FUND - LOAN PAYM	412,800.00	412,800.00	0.00	412,800.00	0
	521 LAW ENFORCEMENT IMPACT FEES:	**551,383.52**	**1,421,175.44**	**545,393.07**	**875,782.37**	**38**
108-580-90-9902	CONTINGENCY -LAW ENFORCEMENT IMPAC	0.00	999,254.56	0.00	999,254.56	0
	LAW ENFORCEMENT IMPACT Expenditure To	**551,383.52**	**2,420,430.00**	**545,393.07**	**1,875,036.93**	**23**

YTD	108 LAW ENFORCEMENT IMPACT FEES	Prior
756,963.49	**Revenues:**	**743,896.19**
545,393.07	**Expenditures:**	**551,383.52**
211,570.42	**Net Income:**	**192,512.67**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
301-334-9000	STATE GRANT REVENUE	0.00	900,000.00	0.00	900,000.00 -	0
301-361-0000	INTEREST	129,463.97	10,000.00	113,637.61	103,637.61	***
301-382-0010	TRANSFER FROM GENERAL FUND	10,100,000.00	15,700,000.00	0.00	15,700,000.00 -	0
301-389-5000	NON-OPERATIONAL CASH FORWARD-CAP.IM	0.00	13,481,125.00	0.00	13,481,125.00 -	0
	CAPITAL IMPROVEMENT FUND Revenue Tota	**10,229,463.97**	**30,091,125.00**	**113,637.61**	**29,977,487.39 -**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
301-500-00-0000	CAPITAL IMPROVEMENT FUND	0.00	0.00	0.00	0.00	0
301-511-60-6201	ANNEX NO. 2 REHAB	0.00	0.00	41.78	41.78 -	0
301-513-60-6201	CITY HALL HVAC PROJECT	55,153.13	0.00	0.00	0.00	0
301-516-60-6301	DOWNTOWN MASTER PLAN PROJECTS	44,105.56	850,700.00	840,077.75	10,622.25	99
301-516-60-6304	TRAILWINDS FOUNTAIN	24,811.56	0.00	559.82	559.82 -	0
	516 Total	**68,917.12**	**850,700.00**	**840,637.57**	**10,062.43**	**99**
301-521-60-6301	POLICE DEPARTMENT HQ MONUMENT SIGN	12,425.00	21,269.00	12,869.00	8,400.00	61
301-541-60-6101	DRAINAGE PROJECT LAND ACQUISITION	39,900.00	414,200.00	226,033.67	188,166.33	55
301-541-60-6202	MUNICIPAL SERVICES COMPLEX PROJECT	604,899.39	140,445.45	127,655.57	12,789.88	91
301-541-60-6203	PW POLE BARN	118,900.00	0.00	0.00	0.00	0
301-541-60-6204	PW BUILDING HVAC UPGRADES	6,250.00	111,000.00	110,940.00	60.00	100
301-541-60-6205	MSC HVAC UPGRADES	39,064.60	0.00	0.00	0.00	0
301-541-60-6301	PLEASANTDALE REHAB	891,144.28	407,173.92	383,999.48	23,174.44	94
301-541-60-6302	BARWICK REHAB	102,922.60	30,000.00	29,468.20	531.80	98
301-541-60-6303	OAK GROVE VILLAGE DRAINAGE IMPROVEM	121,808.28	40,000.00	35,870.00	4,130.00	90
301-541-60-6305	PAVEMENT PRESERVATION PLAN	743,276.36	60,000.00	76,605.04	16,605.04 -	128
301-541-60-6306	CLAY DRAIN ROAD DESIGN	139,242.00	200,000.00	56,484.00	143,516.00	28

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
301-541-60-6307	JACKSON ST IMPROVEMENTS	0.00	27,000.00	24,743.50	2,256.50	92
301-541-60-6308	HUEY ST IMPROVEMENTS	44,900.00	2,432,000.00	100,835.85	2,331,164.15	4
301-541-60-6309	ST CLAIR STREET IMPROVEMENTS	0.00	525,000.00	283,958.13	241,041.87	54
301-541-60-6310	DOWNTOWN PARKING GARAGE	276,116.16	7,600,000.00	5,251,852.70	2,348,147.30	69
301-541-60-6311	MSC ENTRANCE GATE	0.00	163,500.00	16,370.95	147,129.05	10
301-541-60-6312	BROKEN OAK DRIVE	0.00	438,000.00	437,327.61	672.39	100
	541 Total	**3,128,423.67**	**12,588,319.37**	**7,162,144.70**	**5,426,174.67**	**57**
301-572-60-6201	MLK PARK CONCESSION STAND/RESTROOM	247,643.71	0.00	0.00	0.00	0
301-572-60-6202	BAKER HOUSE RESTROOMS	42,082.63	0.00	0.00	0.00	0
301-572-60-6205	RECREATION CENTER AT MLK PARK	646,463.08	385,000.00	156,456.00	228,544.00	41
301-572-60-6207	OUTREACH CENTER RE-ROOF	15,590.00	0.00	0.00	0.00	0
301-572-60-6302	MILLENNIUM PARK IMPROVEMENTS	398,211.17	1,000,000.00	62,569.48	937,430.52	6
301-572-60-6303	MLK PARK BASKETBALL COURT REHAB	87,010.00	0.00	0.00	0.00	0
301-572-60-6304	LAKE DEATON PIER IMPROVEMENTS	8,328.08	395,000.00	201,697.70	193,302.30	51
301-572-60-6305	CITY HALL COURTYARD REHAB	48,019.69	12,588.00	12,588.00	0.00	100
301-572-60-6307	DOG PARK IMPROVEMENTS	0.00	60,000.00	0.00	60,000.00	0
	572 Total	**1,493,348.36**	**1,852,588.00**	**433,311.18**	**1,419,276.82**	**23**
301-575-60-6201	COMMUNITY CENTER HVAC UPGRADES	37,930.00	50,000.00	13,520.00	36,480.00	27
301-580-90-9901	CONTINGENCY-CAP.IMPROVEMENT FUND	0.00	9,728,249.63	0.00	9,728,249.63	0
301-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	5,000,000.00	0.00	5,000,000.00	0
	CAPITAL IMPROVEMENT FUN Expenditure To	**4,796,197.28**	**30,091,126.00**	**8,462,524.23**	**21,628,601.77**	**28**

YTD	301 CAPITAL IMPROVEMENT FUND	Prior

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113,637.61		**Revenues:**	**10,229,463.97**
8,462,524.23		**Expenditures:**	**4,796,197.28**
8,348,886.62 -		**Net Income:**	**5,433,266.69**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
401-343-3100	WATER SALES-OPERATING INCOME	3,565,912.59	4,016,300.00	2,194,095.07	1,822,204.93 -	55
401-343-3500	WATER- METER INSTALLATIONS	346,338.87	263,000.00	167,148.13	95,851.87 -	64
401-343-3510	WATER- OTHER (ON/OFF FEES)	40,145.00	30,000.00	20,110.00	9,890.00 -	67
401-343-3520	WATER INCOME-OTHER	21,611.81	10,000.00	10,343.53	343.53	103
401-343-3521	RETURN CHECK BILLINGS	25,482.58 -	0.00	0.00	0.00	0
401-343-5100	SEWER OPERATING INCOME-BILLINGS	5,226,279.34	7,100,600.00	3,659,426.99	3,441,173.01 -	52
401-343-5510	SEWER OTHER MISC	0.00	12,000.00	0.00	12,000.00 -	0
401-343-5511	LAND LEASE-TURTLE MOUNT(TOWER)	15,428.34	15,000.00	11,902.50	3,097.50 -	79
401-343-5520	TSS/COD WASTEWATER FEES	937,238.46	800,000.00	450,186.54	349,813.46 -	56
401-343-6100	REUSE WATER OPERATIONS	138,140.49	118,450.00	60,788.63	57,661.37 -	51
401-361-0000	INTEREST EARNINGS	104,713.63	50,000.00	64,744.10	14,744.10	129
401-381-1005	TRANSFER FROM SEWER CONNECTION FEE	228,590.00	0.00	0.00	0.00	0
401-381-1007	TRANSFER FROM 2013 DEBT REFI CONST FL	2,965,188.00	0.00	0.00	0.00	0
401-381-1008	TRANSFER FROM WATER CONNECTION FEE	175,798.00	0.00	0.00	0.00	0
401-381-1011	TRANSFER FROM WATER SDC FUND	221,012.40	0.00	0.00	0.00	0
401-381-1014	TRANSFER FROM SEWER SDC FUND	1,446,431.41	0.00	0.00	0.00	0
401-389-4000	STATE APPROPRIATIONS	100,000.00	0.00	0.00	0.00	0
401-389-5000	Non-Operational-Cash Forward- W/S	0.00	7,600,000.00	0.00	7,600,000.00 -	0
	UTILITY FUND Revenue Totals	**15,507,345.76**	**20,015,350.00**	**6,638,745.49**	**13,376,604.51 -**	**33**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-530-00-0000	PHYSICAL ENVIRONMENT/ADMIN:	0.00	0.00	0.00	0.00	0
401-530-10-1200	SALARIES	146,569.52	191,040.00	104,480.31	86,559.69	55
401-530-10-1300	OVERTIME	0.00	1,000.00	0.00	1,000.00	0
401-530-10-1500	SICK LEAVE	6,945.89	0.00	6,106.26	6,106.26 -	0
401-530-10-1600	VACATION PAY	8,073.35	0.00	7,987.82	7,987.82 -	0
401-530-10-1800	HOLIDAY PAY	6,078.27	0.00	4,876.34	4,876.34 -	0
401-530-10-2100	FICA EXPENSE	12,806.59	14,700.00	9,430.36	5,269.64	64

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-530-10-2200	RETIREMENT	20,844.77	25,880.00	16,752.26	9,127.74	65
401-530-10-2210	BENEFIT ADMIN FEES	129.00	0.00	27.00	27.00 -	0
401-530-10-2300	LIFE & HEALTH INSURANCE	34,072.48	37,440.00	25,054.28	12,385.72	67
401-530-10-2500	UNEMPLOYMENT COMPENSATION	0.00	1,500.00	0.00	1,500.00	0
401-530-10-2600	WORKERS COMPENSATION INSURANCE	1,090.70	1,000.00	1,512.62	512.62 -	151
401-530-30-3100	PROFESSIONAL SERVICES	2,750.00	3,000.00	1,205.00	1,795.00	40
401-530-30-3200	ACCOUNTING & AUDITING FEES	19,250.00	24,000.00	15,000.00	9,000.00	62
401-530-30-3400	OTHER CONTRACTUAL SERVICES	28,943.41	34,950.00	20,312.10	14,637.90	58
401-530-30-4000	TRAVEL & PER DIEM	0.00	500.00	0.00	500.00	0
401-530-30-4100	TELEPHONE EXPENSE	4,701.84	5,000.00	3,248.15	1,751.85	65
401-530-30-4110	IT LICENSING / EQUIPMENT	26,620.78	37,730.00	37,049.59	680.41	98
401-530-30-4200	POSTAGE/TRANSPORTATION FEES	25,964.26	32,800.00	16,453.13	16,346.87	50
401-530-30-4300	UTILITIES EXPENSE	17,422.24	20,000.00	11,028.35	8,971.65	55
401-530-30-4400	RENTAL & LEASING	2,949.61	3,650.00	2,088.75	1,561.25	57
401-530-30-4500	GENERAL INSURANCE	186,069.91	400,000.00	315,401.83	84,598.17	79
401-530-30-4600	REPAIR & MAINTENANCE	10,473.19	23,700.00	20,596.96	3,103.04	87
401-530-30-4900	MISC. EXPENSE & OTHER CURRENT	16,260.79	14,500.00	10,658.79	3,841.21	74
401-530-30-5100	OFFICE SUPPLIES	970.43	1,000.00	343.40	656.60	34
401-530-30-5200	OPERATING SUPPLIES	4,579.90	5,500.00	2,342.56	3,157.44	43
401-530-30-5400	SUBSCRIPTIONS/DUES	37.50	500.00	37.50	462.50	8
401-530-30-5500	TRAINING	702.00	1,000.00	0.00	1,000.00	0
	530 PHYSICAL ENVIRONMENT/ADMIN:	**584,306.43**	**880,390.00**	**631,993.36**	**248,396.64**	**72**
401-533-00-0000	WATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-533-10-1200	SALARIES	642,642.40	967,250.00	500,251.30	466,998.70	52
401-533-10-1250	ON CALL	7,950.00	7,800.00	8,800.00	1,000.00 -	113
401-533-10-1300	OVERTIME	11,878.23	15,000.00	8,887.91	6,112.09	59
401-533-10-1500	SICK LEAVE	23,141.58	0.00	21,392.74	21,392.74 -	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-533-10-1600	VACATION PAY	39,942.19	0.00	28,901.41	28,901.41 -	0
401-533-10-1700	INCENTIVE PAY	0.00	0.00	250.00	250.00 -	0
401-533-10-1800	HOLIDAY PAY	24,209.16	0.00	21,858.39	21,858.39 -	0
401-533-10-1820	HOLIDAY PREMIUM	2,583.89	5,000.00	959.82	4,040.18	19
401-533-10-2100	FICA EXPENSE	57,882.46	76,130.00	45,565.10	30,564.90	60
401-533-10-2200	RETIREMENT	94,067.66	135,030.00	80,116.42	54,913.58	59
401-533-10-2210	BENEFIT ADMIN FEES	85.50	0.00	81.00	81.00 -	0
401-533-10-2300	LIFE & HEALTH INSURANCE	114,180.59	168,480.00	104,892.68	63,587.32	62
401-533-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,500.00	0.00	2,500.00	0
401-533-10-2600	WORKERS COMPENSATION INSURANCE	16,360.37	16,000.00	24,201.51	8,201.51 -	151
401-533-30-3100	PROFESSIONAL SERVICES	64,275.98	124,100.00	53,815.86	70,284.14	43
401-533-30-3400	OTHER CONTRACTUAL SERVICES	69,380.07	349,000.00	39,595.39	309,404.61	11
401-533-30-3450	CLOTHING AND UNIFORMS	5,724.11	9,000.00	5,910.55	3,089.45	66
401-533-30-4000	TRAVEL & PER DIEM	7,055.09	8,000.00	2,208.78	5,791.22	28
401-533-30-4100	TELEPHONE EXPENSE	32,434.59	38,600.00	22,226.79	16,373.21	58
401-533-30-4110	IT LICENSING / EQUIPMENT	37,240.50	83,500.00	38,500.35	44,999.65	46
401-533-30-4200	POSTAGE/TRANSPORTATION FEES	1,221.31	3,500.00	975.18	2,524.82	28
401-533-30-4300	UTILITIES EXPENSE	202,062.93	185,000.00	105,360.66	79,639.34	57
401-533-30-4400	RENTAL & LEASING	14,413.20	9,000.00	1,903.86	7,096.14	21
401-533-30-4600	REPAIR & MAINTENANCE	83,881.43	130,000.00	80,269.88	49,730.12	62
401-533-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	5,000.00	4,030.00	970.00	81
401-533-30-4960	BOOT ALLOWANCE	1,062.16	3,000.00	1,803.42	1,196.58	60
401-533-30-5010	BAD DEBT EXPENSE	60.19	0.00	0.00	0.00	0
401-533-30-5100	OFFICE SUPPLIES	6,304.82	6,500.00	2,682.08	3,817.92	41
401-533-30-5200	OPERATING SUPPLIES	407,423.19	325,000.00	124,844.81	200,155.19	38
401-533-30-5220	WATER METERS	0.00	311,445.01	219,107.68	92,337.33	70
401-533-30-5250	FUEL EXPENSE	43,487.93	45,000.00	24,563.69	20,436.31	55
401-533-30-5260	CHEMICALS	285,007.78	250,000.00	244,216.30	5,783.70	98

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-533-30-5270	LABORATORY SAMPLES	38,371.00	45,000.00	40,603.00	4,397.00	90
401-533-30-5400	SUBSCRIPTIONS/DUES	6,399.80	9,000.00	3,131.64	5,868.36	35
401-533-30-5500	TRAINING	5,191.95	7,600.00	2,207.18	5,392.82	29
401-533-60-6300	CAPITAL IMPROVEMENT-OTHER	34,253.00	87,750.00	26,551.85	61,198.15	30
401-533-60-6301	METER CHANGE OUT PROGRAM	81,600.00	137,500.00	115,407.65	22,092.35	84
401-533-60-6350	LOOP/UPGRADE WATER MAINS	55,255.00	550,000.00	102,819.05	447,180.95	19
401-533-60-6400	CAP. IMPROVEMENT-MACHINERY	7,125.00	419,566.00	80,217.00	339,349.00	19
401-533-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	18,450.00	19,188.55	738.55 -	104
401-533-60-6691	LEASE PURCHASE INTEREST PMT	3,151.86	3,160.00	2,409.86	750.14	76
	533 WATER DEPARTMENT:	**2,527,306.92**	**4,556,861.01**	**2,210,709.34**	**2,346,151.67**	**49**
401-535-00-0000	WASTEWATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-535-10-1200	SALARIES	796,669.40	1,454,140.00	727,535.97	726,604.03	50
401-535-10-1250	ON CALL	11,700.00	19,500.00	13,200.00	6,300.00	68
401-535-10-1300	OVERTIME	17,642.88	19,500.00	17,385.63	2,114.37	89
401-535-10-1500	SICK LEAVE	21,642.51	0.00	36,775.09	36,775.09 -	0
401-535-10-1600	VACATION PAY	50,846.50	0.00	40,601.62	40,601.62 -	0
401-535-10-1700	INCENTIVE PAY	0.00	0.00	500.00	500.00 -	0
401-535-10-1800	HOLIDAY PAY	26,619.62	0.00	28,477.84	28,477.84 -	0
401-535-10-1820	HOLIDAY PREMIUM	10,363.17	12,000.00	6,719.35	5,280.65	56
401-535-10-2100	FICA EXPENSE	71,892.67	115,150.00	67,420.25	47,729.75	59
401-535-10-2200	RETIREMENT	118,000.52	204,250.00	121,773.09	82,476.91	60
401-535-10-2210	BENEFIT ADMIN FEES	103.50	0.00	238.50	238.50 -	0
401-535-10-2300	LIFE & HEALTH INSURANCE	136,447.11	290,160.00	132,418.05	157,741.95	46
401-535-10-2500	UNEMPLOYMENT COMPENSATION	0.00	2,500.00	0.00	2,500.00	0
401-535-10-2600	WORKERS COMPENSATION INSURANCE	32,720.75	32,000.00	48,403.12	16,403.12 -	151
401-535-30-3100	PROFESSIONAL SERVICES	191,662.95	137,686.00	126,308.82	11,377.18	92
401-535-30-3400	OTHER CONTRACTUAL SERVICES	118,857.29	498,000.00	151,842.49	346,157.51	30

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-535-30-3450	CLOTHING AND UNIFORMS	5,939.26	10,000.00	6,624.97	3,375.03	66
401-535-30-4000	TRAVEL & PER DIEM	2,788.56	4,500.00	4,765.83	265.83 -	106
401-535-30-4100	TELEPHONE EXPENSE	19,656.30	20,000.00	15,271.24	4,728.76	76
401-535-30-4110	IT LICENSING / EQUIPMENT	32,186.87	87,170.00	51,487.01	35,682.99	59
401-535-30-4200	POSTAGE/TRANSPORTATION FEES	803.09	2,000.00	1,868.68	131.32	93
401-535-30-4300	UTILITIES EXPENSE	439,112.44	400,000.00	320,914.73	79,085.27	80
401-535-30-4400	RENTAL & LEASING	1,503.49	3,000.00	14,402.80	11,402.80 -	480
401-535-30-4600	REPAIR & MAINTENANCE	468,998.09	470,000.00	388,792.59	81,207.41	83
401-535-30-4900	MISC. EXPENSE & OTHER CURRENT	353.36	3,000.00	10,881.08	7,881.08 -	363
401-535-30-4940	LANDFILL DISPOSAL FEES	161,403.45	180,000.00	119,545.66	60,454.34	66
401-535-30-4960	BOOT ALLOWANCE	1,249.32	5,000.00	903.77	4,096.23	18
401-535-30-5100	OFFICE SUPPLIES	5,204.89	5,500.00	2,992.06	2,507.94	54
401-535-30-5200	OPERATING SUPPLIES	187,089.01	300,000.00	168,176.15	131,823.85	56
401-535-30-5250	FUEL EXPENSE	59,971.52	65,000.00	38,686.54	26,313.46	60
401-535-30-5260	CHEMICALS	200,187.21	200,000.00	171,529.25	28,470.75	86
401-535-30-5270	LABORATORY SAMPLES	43,141.00	65,000.00	28,805.00	36,195.00	44
401-535-30-5400	SUBSCRIPTIONS/DUES	1,171.85	4,000.00	2,611.64	1,388.36	65
401-535-30-5500	TRAINING	2,402.83	7,600.00	4,586.22	3,013.78	60
401-535-60-6200	CAP. IMPROVEMENT-BUILDINGS	7,651.00	0.00	0.00	0.00	0
401-535-60-6250	LIFT STATION UPGRADES	175,657.00	720,556.00	422,209.63	298,346.37	59
401-535-60-6300	CAPITAL IMPROVEMENT-OTHER	137,920.00	86,594.00	46,594.00	40,000.00	54
401-535-60-6310	MILLENNIUM PARK PROJECT	0.00	117,989.62	85,424.62	32,565.00	72
401-535-60-6330	CR 209 LS UPGRADES	0.00	725,000.00	223,265.12	501,734.88	31
401-535-60-6340	GRAVITY SYSTEM RENEWAL & REPLACEMEN	0.00	346,500.00	0.00	346,500.00	0
401-535-60-6400	CAP. IMPROVEMENT-MACHINERY	63,507.94	1,163,500.00	656,756.23	506,743.77	56
401-535-60-6610	SEWER SYSTEM RENEWAL AND REPLACEME	227,922.50	460,000.00	80,540.70	379,459.30	18
401-535-60-6681	LEASE PURCHASE PRINCIPAL PMT	0.00	79,985.00	79,982.17	2.83	100
401-535-60-6691	LEASE PURCHASE INTEREST PMT	8,981.09	4,620.00	4,616.50	3.50	100

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Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
401-535-60-6770	SR 44 FM / CCC DECOMMISSIONING	0.00	3,773,495.00	2,259,570.62	1,513,924.38	60
401-535-70-7303	WILDWOOD ESTATES LS	0.03 -	82,736.40	81,767.83	968.57	99
	535 WASTEWATER DEPARTMENT:	**3,859,970.91**	**12,177,632.02**	**6,813,172.46**	**5,364,459.56**	**56**
401-580-90-0000	CONTINGENCY:	0.00	0.00	0.00	0.00	0
401-580-90-9912	CONTIN- WATER SEWER-REFUSE	0.00	397,826.97	0.00	397,826.97	0
401-582-00-0000	DEBT SERVICE:	0.00	0.00	0.00	0.00	0
401-582-30-5900	DEPRECIATION	2,529,611.00	0.00	0.00	0.00	0
401-582-30-5920	BAD DEBT EXPENSE	84,750.00	0.00	0.00	0.00	0
401-582-70-7100	SUMTER SCHOOL BOARD LEASE PURCHASE	0.00	170,000.00	170,000.00	0.00	100
401-582-70-7103	DBT SRV.-SRF LOAN PRIN-2007	0.00	347,940.00	173,067.80	174,872.20	50
401-582-70-7105	DBT. SERV-PRIN-99 BOND REFIN	0.00	318,100.00	0.00	318,100.00	0
401-582-70-7106	DEBT SERV-2016 CONTINENTAL LOAN (BB&T	0.00	107,757.00	110,531.26	2,774.26 -	103
401-582-70-7203	INT EXP.-SRF LOAN-2 (1996)	0.00	1,000,000.00	0.00	1,000,000.00	0
401-582-70-7204	INT EXP.-SRF LOAN-3 (2007)	39,105.08	31,980.00	16,889.64	15,090.36	53
401-582-70-7206	DEBT SERV-INTERST-2016 CONTINENTAL (BE	26,859.96	26,863.00	24,083.78	2,779.22	90
	582 DEBT SERVICE:	**2,680,326.04**	**2,002,640.00**	**494,572.48**	**1,508,067.52**	**25**
	UTILITY FUND Expenditure Totals	**9,651,910.30**	**20,015,350.00**	**10,150,447.64**	**9,864,902.36**	**51**

YTD	**401 UTILITY FUND**	**Prior**
6,638,745.49	**Revenues:**	**15,507,345.76**
10,150,447.64	**Expenditures:**	**9,651,910.30**
3,511,702.15 -	**Net Income:**	**5,855,435.46**

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Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
402-361-0000	INTEREST	51,560.20	1,000.00	12,614.87	11,614.87	***
402-382-0010	TRANSFER FROM GENERAL FUND	0.00	3,000,000.00	0.00	3,000,000.00 -	0
402-382-3010	TRANSFER FROM CAPITAL IMPROVEMENT F	0.00	5,000,000.00	0.00	5,000,000.00 -	0
402-382-4090	TRANSFER FROM WW SDC FUND	0.00	1,000,000.00	0.00	1,000,000.00 -	0
402-389-5000	CASH FORWARD	0.00	845,000.00	0.00	845,000.00 -	0
402-389-9001	LOAN PROCEEDS	0.00	120,000,000.00	0.00	120,000,000.00 -	0
402-389-9002	SRF LOAN PROCEEDS	0.00	12,000,000.00	0.00	12,000,000.00 -	0
	CAPITAL PROJECTS (LOAN/GRANT) Revenue	**51,560.20**	**141,846,000.00**	**12,614.87**	**141,833,385.13 -**	**0**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
402-536-00-0000	CONSTRUCTION FUND:	0.00	0.00	0.00	0.00	0
402-536-70-7353	WWTP PROJECT	0.00	50,685,812.00	480,869.51	50,204,942.49	1
402-580-90-9913	CONTINGENCY - CONSTRUCTION FUND	0.00	91,160,188.00	0.00	91,160,188.00	0
402-581-90-9101	TRANSFER TO W/S REVENUE FUND	3,644,211.00	0.00	0.00	0.00	0
	CAPITAL PROJECTS (LOAN/ Expenditure Tot	**3,644,211.00**	**141,846,000.00**	**480,869.51**	**141,365,130.49**	**0**

YTD	**402 CAPITAL PROJECTS (LOAN/GRANT)**	**Prior**
12,614.87	**Revenues:**	**51,560.20**
480,869.51	**Expenditures:**	**3,644,211.00**
468,254.64 -	**Net Income:**	**3,592,650.80 -**

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Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
403-361-0000	INTEREST EARNINGS	555.13	100.00	199.41	99.41	199
403-389-5000	NON-OPERATIONAL-CASH FORWARD	0.00	63,300.00	0.00	63,300.00 -	0
	INDUSTRIAL FUND Revenue Totals	**555.13**	**63,400.00**	**199.41**	**63,200.59 -**	**0**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
403-552-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0
403-552-30-3100	PROFESSIONAL SERVICES	0.00	1,000.00	0.00	1,000.00	0
403-552-30-4980	DEPRECIATION EXPENSE	6,607.00	0.00	0.00	0.00	0
	552 INDUSTRIAL PARK:	**6,607.00**	**1,000.00**	**0.00**	**1,000.00**	**0**
403-580-90-9999	CONTINGENCY	0.00	52,400.00	0.00	52,400.00	0
403-581-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0
403-581-00-0100	TRANSFER TO GENERAL FUND	10,000.00	10,000.00	0.00	10,000.00	0
	INDUSTRIAL FUND Expenditure Totals	**16,607.00**	**63,400.00**	**0.00**	**63,400.00**	**0**

YTD	**403 INDUSTRIAL FUND**	**Prior**
199.41	**Revenues:**	**555.13**
0.00	**Expenditures:**	**16,607.00**
199.41	**Net Income:**	**16,051.87 -**

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Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
404-361-0000	INTEREST	43.51	0.00	14.82	14.82	0
404-389-5002	CASH FORWARD - WATER CONNECTIONS	0.00	310,000.00	0.00	310,000.00 -	0
	WATER CONNECTION FEES Revenue Totals	**43.51**	**310,000.00**	**14.82**	**309,985.18 -**	**0**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
404-533-00-0000	WATER CONNECTION FEES:	0.00	0.00	0.00	0.00	0
404-533-30-4900	MISC. EXPENSE & OTHER CURRENT	361.33	0.00	210.57	210.57 -	0
404-533-70-7352	ASHLEY WTP PROJECT	0.05	260,192.70	224,125.00	36,067.70	86
	533 WATER CONNECTION FEES:	**361.38**	**260,192.70**	**224,335.57**	**35,857.13**	**86**
404-580-90-9909	CONTINGENCY - WATER CONNECTION FEES	0.00	49,807.30	0.00	49,807.30	0
404-581-90-9101	TRANSFER TO W/S FUND	175,798.00	0.00	0.00	0.00	0
	WATER CONNECTION FEES Expenditure Tota	**176,159.38**	**310,000.00**	**224,335.57**	**85,664.43**	**72**

YTD	**404 WATER CONNECTION FEES**	**Prior**
14.82	**Revenues:**	**43.51**
224,335.57	**Expenditures:**	**176,159.38**
224,320.75 -	**Net Income:**	**176,115.87 -**

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Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
406-361-0000	INTEREST	26.27	0.00	9.04	9.04	0
406-389-5006	CASH FORWARD - WASTEWATER CONNECTI	0.00	183,800.00	0.00	183,800.00 -	0
	WASTEWATER CONNECTION FEES Revenue	**26.27**	**183,800.00**	**9.04**	**183,790.96 -**	**0**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
406-535-00-0000	SEWER TAP CONNECTION FEES:	0.00	0.00	0.00	0.00	0
406-535-30-4900	MISC. EXPENSE & OTHER CURRENT	360.38	0.00	210.19	210.19 -	0
406-535-60-6393	WILDWOOD ESTATES LS	0.10 -	0.00	0.00	0.00	0
	535 SEWER TAP CONNECTION FEES:	**360.28**	**0.00**	**210.19**	**210.19 -**	**0**
406-580-90-5006	CONTINGENCY - WASTEWATER CONNECTIOI	0.00	183,800.00	0.00	183,800.00	0
406-581-90-9101	TRANSFER TO W/S FUND	228,590.00	0.00	0.00	0.00	0
	WASTEWATER CONNECTION F Expenditure T	**228,950.28**	**183,800.00**	**210.19**	**183,589.81**	**0**

YTD	**406 WASTEWATER CONNECTION FEES**	**Prior**
9.04	**Revenues:**	**26.27**
210.19	**Expenditures:**	**228,950.28**
201.15 -	**Net Income:**	**228,924.01 -**

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Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
408-343-3560	WATER SDC FEES	1,828,774.28	3,019,600.00	1,350,947.30	1,668,652.70 -	45
408-361-0000	INTEREST EARNED	415.69	100.00	304.89	204.89	305
408-389-5012	CASH FORWARD - WATER SDC	0.00	4,301,700.00	0.00	4,301,700.00 -	0
	WATER SDC FEES Revenue Totals	**1,829,189.97**	**7,321,400.00**	**1,351,252.19**	**5,970,147.81 -**	**18**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
408-533-30-3401	DEVELOPER REIMBURSEMENTS	0.00	890,000.00	0.00	890,000.00	0
408-533-30-4900	MISC. EXPENSE & OTHER CURRENT	383.92	0.00	224.01	224.01 -	0
408-533-60-6310	OXFORD WTP PHOSPHATE INJECTION	0.00	156,000.00	0.00	156,000.00	0
408-533-60-6320	WATER USE PERMIT MODIFICATION	0.00	75,000.00	0.00	75,000.00	0
408-533-70-7311	CR501 WATER TREATMENT PLANT PROJECT	0.00	1,075,000.00	0.00	1,075,000.00	0
408-533-70-7351	CR 501 IRON FILTRATION PLANT UPGRADES	0.00	2,000,000.00	22,500.00	1,977,500.00	1
408-533-70-7352	ASHLEY WTP UPGRADES	0.00	550,000.00	212,325.00	337,675.00	39
	533 Total	**383.92**	**4,746,000.00**	**235,049.01**	**4,510,950.99**	**5**
408-580-90-9914	CONTINGENCY - WATER SDC FUND	0.00	2,319,370.00	0.00	2,319,370.00	0
408-581-90-9101	TRANSFER TO W/S FUND	914,241.53	0.00	0.00	0.00	0
408-582-70-7107	SRF PRINCIPAL - OXFORD WTP	0.00	222,960.00	111,236.07	111,723.93	50
408-582-70-7207	SRF INTEREST - OXFORD WTP	35,017.20	33,070.00	16,778.73	16,291.27	51
	582 Total	**35,017.20**	**256,030.00**	**128,014.80**	**128,015.20**	**50**
	WATER SDC FEES Expenditure Totals	**949,642.65**	**7,321,400.00**	**363,063.81**	**6,958,336.19**	**5**

YTD	**408 WATER SDC FEES**	**Prior**
1,351,252.19	**Revenues:**	**1,829,189.97**
363,063.81	**Expenditures:**	**949,642.65**

	988,188.38	Net Income:	879,547.32

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
409-343-5560	WASTEWATER SDC FEES	3,981,755.98	5,979,400.00	3,888,955.44	2,090,444.56 -	65
409-361-0000	INTEREST EARNED	860.27	500.00	727.14	227.14	145
409-389-5013	CASH FORWARD	0.00	9,500,000.00	0.00	9,500,000.00 -	0
	WASTEWATER SDC FEES Revenue Totals	**3,982,616.25**	**15,479,900.00**	**3,889,682.58**	**11,590,217.42 -**	**25**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
409-535-30-4900	MISC. EXPENSE & OTHER CURRENT	388.69	0.00	226.82	226.82 -	0
409-535-60-6310	MILLENIUM PARK REUSE LINE	0.00	3,000,000.00	0.00	3,000,000.00	0
409-535-60-6315	HUEY STREET SANITARY SEWER REROUTE	0.00	480,500.00	283,338.54	197,161.46	59
409-535-70-7346	WWTP FACILITY PLAN	0.31 -	11,751,660.06	543,259.40	11,208,400.66	5
409-535-70-7355	BRIDGE CROSSING PROJECT	0.00	126,477.22	126,477.22	0.00	100
	535 Total	**388.38**	**15,358,637.28**	**953,301.98**	**14,405,335.30**	**6**
409-580-90-9915	CONTINGENCY - WASTEWATER SDC FUND	0.00	954,337.28 -	0.00	954,337.28 -	0
409-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	1,000,000.00	0.00	1,000,000.00	0
409-581-90-9101	TRANSFER TO W/S REVENUE FUND	753,202.28	0.00	0.00	0.00	0
	581 Total	**753,202.28**	**1,000,000.00**	**0.00**	**1,000,000.00**	**0**
409-582-70-7101	DBT SERV-SRF CRC09 FORCEMAIN DESIGN F	0.00	4,480.00	2,222.86	2,257.14	50
409-582-70-7102	DBT SRV-SRF CR209 FM CONSTRUCTION PR	0.00	69,810.00	34,902.00	34,908.00	50
409-582-70-7200	INTEREST EXPENSE-CR209 FM SRF CONSTR	330.51	310.00	157.40	152.60	51
409-582-70-7202	INT EXP.-SRF DESIGN LOAN-CR209 FORCEM/	1,075.23	1,000.00	510.25	489.75	51
	582 Total	**1,405.74**	**75,600.00**	**37,792.51**	**37,807.49**	**50**
	WASTEWATER SDC FEES Expenditure Totals	**754,996.40**	**15,479,900.00**	**991,094.49**	**14,488,805.51**	**6**

YTD **409 WASTEWATER SDC FEES** **Prior**

3,889,682.58	Revenues:	3,982,616.25
991,094.49	Expenditures:	754,996.40
2,898,588.09	Net Income:	3,227,619.85

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JUNE 17 2024

Revenue Account	*Description*	*Prior Yr Rev*	*Anticipated*	*YTD Rev*	*Excess/Deficit*	*% Real*
601-351-2000	CONFISCATED PROPERTY	0.00	1,500.00	0.00	1,500.00 -	0
601-361-0000	INTEREST	278.76	10.00	94.73	84.73	947
	LAW ENFORCEMENT FUND Revenue Totals	**278.76**	**1,510.00**	**94.73**	**1,415.27 -**	**6**

Expenditure Account	*Description*	*Prior Yr Expd*	*Budgeted*	*YTD Expended*	*Unexpended*	*% Expd*
601-521-00-0000	LAW ENFORCEMENT TRUST:	0.00	0.00	0.00	0.00	0
601-580-90-9999	CONTINGENCY	0.00	53,315.00	0.00	53,315.00	0
	LAW ENFORCEMENT FUND Expenditure Tota	**0.00**	**53,315.00**	**0.00**	**53,315.00**	**0**

YTD	**601 LAW ENFORCEMENT FUND**	**Prior**
94.73	**Revenues:**	**278.76**
0.00	**Expenditures:**	**0.00**
94.73	**Net Income:**	**278.76**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING JUNE 17 2024

YTD	Grand Totals	Prior
41,852,889.13	Revenues:	64,045,954.74
34,727,915.10	Expenditures:	47,196,655.50
7,124,974.03	Net Income:	16,849,299.24

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
April 8, 2024 9:00 AM
CITY HALL COMMISSION CHAMBER

(meeting taped)

1. Call to Order

Attendee Name	Title	Status
Ed Wolf	Mayor	Present
Pamala Harrison-Bivins	Mayor Pro Tem/Commissioner	Present
Joe Elliott	Commissioner	Present
Marcos Flores	Commissioner	Present
Julian Green	Commissioner	Present
Jason McHugh	City Manager	Present
Ashley Hunt	City Attorney	Present
Joshua Bills	City Attorney	Present
Cassandra Smith	Assistant City Manager/CFO	Present
Jessica Barnes	City Clerk	Present
John Walker	Captain	Present
Melanie Strickland	Development Services Director	Present
Wendy Then	Assistant Development Services Director	Present
Jeremy Hockenbury	Public Works Director	Present
Jason Martin	Assistant Utilities Director	Present
Courtney Kellem	Parks & Recreation Director	Present

Mayor Wolf called the meeting to order at 9 a.m. followed by the invocation and Pledge of Allegiance.

2. Consent Agenda/Informational Items

No items were removed from the Consent Agenda. Items A - N were voted on together. No comments were offered or received. Vote 5-0.

RESULT:	**Adopted**
MOVER:	Commissioner Green
SECONDER:	Mayor Pro Tem/Commissioner Harrison-Bivins
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner

Elliott, Commissioner Flores, Commissioner Green

A. Expenditure Report

B. Minutes for Approval: January 22, 2024 Regular Commission Meeting

C. Minutes for Approval: February 12, 2024 Regular Commission Meeting

D. Termination of Agreement and Release of Easement for The Villages Land Company

E. PLAT 2401-006 VOSO Unit 232 Final Plat

F. PLAT 2401-007 VOSO Unit 143 Final Plat

G. PLAT 2401-009 VOSO Unit 144 Final Plat

H. PLAT 2402-001 VOSO Unit 145 Final Plat

I. SP 2302-010 South Wildwood Industrial Park, Lot 5A Bldg 2

J. SP 2305-013 SmarterSpace Storage at Twisted Oaks

K. SP 2307-009 Wawa Wildwood - Turkey Run

L. SP 2309-007 Gresco North Lot Expansion

M. SP 2302-009 204 Webster Street Commercial Site Development Permit Extension Request

N. Middleton Right-of-Way Deed Unit No. 3B

3. Presentations and/or Proclamations

A. Proclaim April 7-13, 2024 as Wildwood Middle High School Science Celebration Week

Mayor Wolf read aloud a proclamation for Science Celebration Week at Wildwood Middle High School. WMHS staff and students from the team were in attendance at the meeting. Mayor Wolf recognized Emily Keeler, who had been a teacher for 36+ years, as well as Principal Rodney Rocker, and expressed his pride in them and their students. No further comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott

AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

B. Proclaim April 26, 2024, as Arbor Day

Mayor Wolf read aloud a proclamation celebrating Arbor Day, held on the last Friday in April each year. No comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

4. Public Hearings - Timed - Legislative

A. Swear in City Staff and Public Speakers

Mayor Wolf swore in staff and audience members who intended to speak during the public hearings.

B. CP 2310-001 Wildwood III - **TRANSMITTAL HEARING**

Mayor Wolf read the title of Ordinance No. O2024-10, CP 2310-001 Wildwood III. The ordinance reading was a transmittal hearing, which would then be sent to the State for review. The item was presented by Assistant Development Services Director Then. The applicant, M&S Dev, LLC, sought approval from the City of Wildwood City Commission for a Large-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Residential Mixed Use (City) to Medium Density Residential (City) for parcels G06-007, G06-012, G06-012A, and G06-204 on 55.73 acres MOL. Then provided an overview of the transportation analysis for the project. Mayor Wolf asked for clarification on the number of trips the project was estimated to generate on CR 44A. Then responded that the report stated approximately 176 a.m. trips and 206 p.m. would be added during peak hours, which was still considered an acceptable level of service. She also provided an overview of the reasoning behind city staff's recommendation of approval. There was a discussion held regarding the widening and condition of CR 44A, projects that had already been approved in that area, and right of way along CR 44A. Commissioner Elliott questioned City Manager McHugh if the TIA could be used for future planning for CR 44A. McHugh responded that the TIA was done for that specific development, but the city could look at traffic on CR 44A as a whole at a different time. Mayor Wolf requested a workshop be held to discuss the traffic and future developments. No further comments were offered or received. Vote 5-0.

RESULT:	**Transmitted**
MOVER:	Commissioner Green
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

C. CP 2312-001 Boulder Square - **TRANSMITTAL HEARING**

Mayor Wolf read the title of Ordinance No. O2024-12, CP 2312-001 Boulder Square. The ordinance reading was a transmittal hearing, which would then be sent to the State for review. The item was presented by Assistant Development Services Director Then. The applicant,

PFD Twisted Sisters, LLC, sought approval from the City of Wildwood City Commission for a Large-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Agricultural (County), Commercial (City), and Neighborhood Commercial (City) to Low Density Residential (City) for parcels F01A008, F01-101, G06-185, G06-186, and G06-187 on 83.97 acres MOL. Then provided an overview of the transportation analysis for the project, and advised the applicant was willing to dedicate much-needed right of way (ROW) from CR 209 to CR 44A, connecting the two roads and providing relief of added traffic on US 301. An extensive discussion was held regarding the density, concerns regarding traffic and development, the ROW being offered by the project developer, and the possibility of construction of a road connecting CR 209 and CR 44A. The developer, Dwight Sadhoff with Project Finance and Development, spoke to the commission, offered an overview of the project, and addressed some of the concerns that had been brought forward. The commission, City Manager, and developer further discussed the project's impact on the area as well as the ROW needed to extend the road. Mayor Wolf stated on record he was not comfortable with the project. No further discussion. Vote 4-1, Mayor dissenting.

RESULT:	**Transmitted**
MOVER:	Commissioner Green
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

5. Public Hearings - Timed - Quasi-Judicial

None.

6. Public Forum - 4 minute time limit

Emily Keeler with Wildwood Middle High School commended the commission for thinking diligently about the impact of its decisions on the county and city. She also commented on the traffic impacts as well as the positive impacts on the surrounding business that growth brings. Keeler then commended her students for the exceptional things they did at the science fair. She then recognized the boosters that were also in attendance at the meeting.

Steve Sidlovsky addressed the commission and spoke about his pro-life movement. He provided a proposed personhood resolution that he would like to see passed by the commission. Mayor Wolf began a discussion among the commissioners about whether they wanted to include the resolution on the agenda. Commissioner Elliott voiced his opinion that he would not be willing to do so. Mayor Wolf stated he agreed with Sidlovsky's stance, and was willing to entertain a motion to add the resolution. The request died for lack of a motion.

7. Ordinances First Reading Only (No Vote)

A. RZ 2312-002 Wildwood III

Mayor Wolf read the title of Ordinance No. O2024-11, RZ 2312-002 Wildwood III. The applicant, M&S Dev, LLC, sought approval from the City of Wildwood City Commission for a Zoning Map Amendment to change the zoning district from NMU-7 (City) to R-3 (City) with a proposed planned development overlay PD 2312-001 for parcels G06-007, G06-012, G06-012A, and G06-204 on 55.73 acres MOL. First reading only. No vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 04/22/2024**

B. RZ 2312-001 Boulder Square

Mayor Wolf read the title of Ordinance No. O2024-13, RZ 2312-001 Boulder Square. The applicant, PFD Twisted Sisters, LLC, sought approval from the City of Wildwood City Commission for a Zoning Map Amendment to change the zoning district from A10C (County), R2C (County), C-2 (City), and C-2A (City) to R-1 (City) for parcels F01A008, F01-101, G06-185, G06-186, and G06-187 on 83.97 acres MOL. First reading only. No vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 04/22/2024**

C. CP 2402-004 Perez Home Site

Mayor Wolf read the title of Ordinance No. O2024-14, CP 2402-004 Perez Home Site. The applicant, Richard Ortengren, sought approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Rural Residential (City) for parcel D19-047 on 4.57 acres MOL. First reading only. No vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 04/22/2024**

D. RZ 2402-004 Perez Home Site

Mayor Wolf read the title of Ordinance No. O2024-15, RZ 2402-004 Perez Home Site. The applicant, Richard Ortengren, sought approval from the City of Wildwood City Commission for a Zoning Map amendment to change the zoning district from RR5C (Sumter County) to Rural Residential (City) for parcel D19-047 on 4.57 acres MOL. First reading only. No vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 04/22/2024**

E. CP 2402-002 Matteo Oaks

Mayor Wolf read the title of Ordinance No. O2024-16, CP 2402-002 Matteo Oaks. The applicant, Woodrow L. Clymer with Clymer Farner Barley, sought approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Agriculture (Sumter County) to Low Density Residential (City) for parcel C36-102 on 19.89 acres MOL. First reading only. No vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 04/22/2024**

F. RZ 2402-002 Matteo Oaks

Mayor Wolf read the title of Ordinance No. O2024-17, RZ 2402-002 Matteo Oaks. The applicant, Woodrow L. Clymer with Clymer Farner Barley, sought approval from the City of Wildwood City Commission for a Zoning Map amendment to change the zoning district from A10C (Sumter County) to R-1 (City) for parcel C36-102 on 4.57 acres MOL. First reading only. No vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 04/22/2024**

G. Tri-County Sanitation Franchise Amendment Modification

Mayor Wolf read the title of Ordinance No. O2024-22, Tri-County Sanitation Franchise

Amendment Modification. The proposed ordinance updated the franchise territory to include additional properties that had been acquired by The Villages® as part of their continued expansion. The ordinance also established new rates that would be effective on October 1, 2024, and established how future rate increases would be processed through the City. Rate increases are tied to various aspects of the Consumer Price Index and require a modification to the franchise ordinance only if the increase exceeds 10%. First reading only. No vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 04/22/2024**

8. Resolutions for Approval

A. Surplus CR 209 Lift Station Generator

Mayor Wolf read the title of Resolution No. R2024-8 for the surplus CR 209 lift station generator. The item was presented by Assistant Utilities Director Jason Martin. Martin stated the CR 209 lift station was being upgraded, and a new generator was included in the project. The generator to be considered surplus is aged, and the control panel needed to be replaced, which led to its inclusion in the upgrade. Martin advised it would be sold via an online auction to the highest bidder. Mayor Wolf commended Martin on the job he was doing with the lift station. No further comments were offered or received. Vote 5-0.

RESULT:	**Adopted**
MOVER:	Commissioner Green
SECONDER:	Mayor Pro Tem/Commissioner Harrison-Bivins
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

B. IT Surplus Computers & Other Equipment April 2024

Mayor Wolf read the title of Resolution No. R2024-9 for IT surplus computers and other equipment. The resolution declared certain computers, cell phones, and peripheral equipment as surplus and provided for methods of disposal of said equipment for auction or disposal. Any equipment deemed to be of continued use would be offered for employee purchase, listed on a surplus auction site, or donated. No comments were offered or received. Vote 5-0.

RESULT:	**Adopted**
MOVER:	Commissioner Flores
SECONDER:	Commissioner Elliott
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

9. Financial & Contracts & Agreements

A. Main Street Parking Garage Owner Direct Purchase Invoice No. 1 in the Amount of $1,195,050.00

Development Services Director Strickland presented the item. At the December 11, 2023, meeting, the Commission approved the Owner Direct Purchase of materials for the Main Street Parking Garage Project from Finfrock Industries, LLC to include precast items in the amount of $2,317,975.08, resulting in a tax savings of $66,672.57. Finfrock Industries, LLC submitted a direct purchase invoice for materials produced thus far in the amount of

$1,195,050.00. A short discussion was held regarding the status and progress of this project. No further comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

B. Pay Application No. 3 for the Main Street Parking Garage in the Amount of $405,432.50

Development Services Director Strickland presented the item. In August 2023, the City Commission approved a design-build contract with FINFROCK Construction, LLC for construction of the Main Street Parking Garage. Presented was Pay Application No. 3 in the amount of $405,432.50 together with an associated conditional waiver and release of lien upon progress payment of the same amount. No comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Commissioner Green
SECONDER:	Mayor Pro Tem/Commissioner Harrison-Bivins
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

C. Approval to Award Request for Proposals (RFP) for Biosolids Processing Rental Agreement

Assistant Utilities Director Martin presented the item. He explained the city's wastewater treatment facility belt press process, which was estimated at approximately 50 years old, and is reaching its end of life. There had been a recent equipment failure, which prompted Martin to determine if there were companies staff could rent the equipment from in emergency situations. He stated that an RFP for those services was issued by the city, and received responses from three vendors. A selection committee evaluated the proposals based on qualifications and cost, and scored Merrell Bros., Inc. highest. Staff recommended awarding the Rental Agreement to Merrell Bros., Inc. Mayor Wolf and Commissioner Elliott clarified that the company would only be used in emergency cases. No further comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Mayor Pro Tem/Commissioner Harrison-Bivins
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

D. Osceola Force Main Project Pay Application No. 2 in the Amount of $122,522.72

Assistant Utilities Director Martin presented the item. The Osceola force main and St. Clair lift station improvement project was identified in this year's budget to reroute the sanitary sewer flows from the Huey Street gravity system to the Trailwinds force main. The commission awarded the project to Art Walker Construction Inc. on January 22, 2024. Presented was Pay Application No. 2 in the amount of $122,522.72. No comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Commissioner Green
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

10. General Items for Consideration/Discussion and Other Business

None.

11. Appointments

None.

12. City Manager Reports

A. Local Construction Projects Update

City Manager McHugh presented the item. The report provided an infrastructure projects update for April 2024. No comments were offered or received.

B. Request to Cancel May 27, 2024, Commission Meeting

City Manager McHugh presented a request to cancel the second meeting in May, which was scheduled to fall on Memorial Day. No comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Mayor Pro Tem/Commissioner Harrison-Bivins
SECONDER:	Commissioner Green
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

13. Other Department Reports

A. Public Works Department Report

Public Works Director Hockenbury presented the item. He stated there had been many discussions about infrastructure as of late, so his team put together the PowerPoint to provide an update on all the projects. He also gave kudos to his compliance staff for their hard work. The presentation included information on road construction and stormwater inspections, drainage improvement requirements, and roadway base failures due to rain and other factors. He explained the compliance team's involvement in the Scardino St project, provided examples of the inspections that the Stormwater Coordinator completes, and advised the commission that the team attends community outreach events to create awareness. No comments were offered or received.

B. Utility Department Report

Assistant Utilities Director Martin presented the item. His report provided an overview of the projects the team inspects and what those inspections entailed. Mayor Wolf gave special thanks to the Utilities Department for discovering code violations in the development projects and bringing them to the attention of the inspectors to avoid major issues later. No further comments were offered or received.

14. Commission Members Reports

Commissioner Elliott stated that his Chat with a Commissioner lunch was scheduled for April 15, 2024, and had been handing out flyers for the event. On April 8 and 9, 2024, he attended an institute to learn more about the Lake-Sumter Metropolitan Planning Organization. He provided an overview of what the LSMPO was involved in. Elliott also explained his vote on the transmittal hearing earlier in the meeting.

Commissioner Green stated he would be the chair for the upcoming East Central Florida Regional Planning Council meeting on April 17, 2024.

Commissioner Bivins stated regarding the transmittal hearing, that she feels the commission needs to pay special attention to development on the west side of US 301 moving forward. She would like to see a lower impact on residents.

Mayor Wolf commented on the traffic impacts and potential of development in that area. He also spoke about a friend that had recently passed.

15. City Attorney Reports

None.

16. Adjournment

The meeting was adjourned at 11:08 a.m.

RESULT:	**Adjourned**
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Flores
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

Upcoming Events

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

SEAL

ATTEST: _____ BY: _____
Jessica Barnes, City Clerk Ed Wolf, Mayor

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

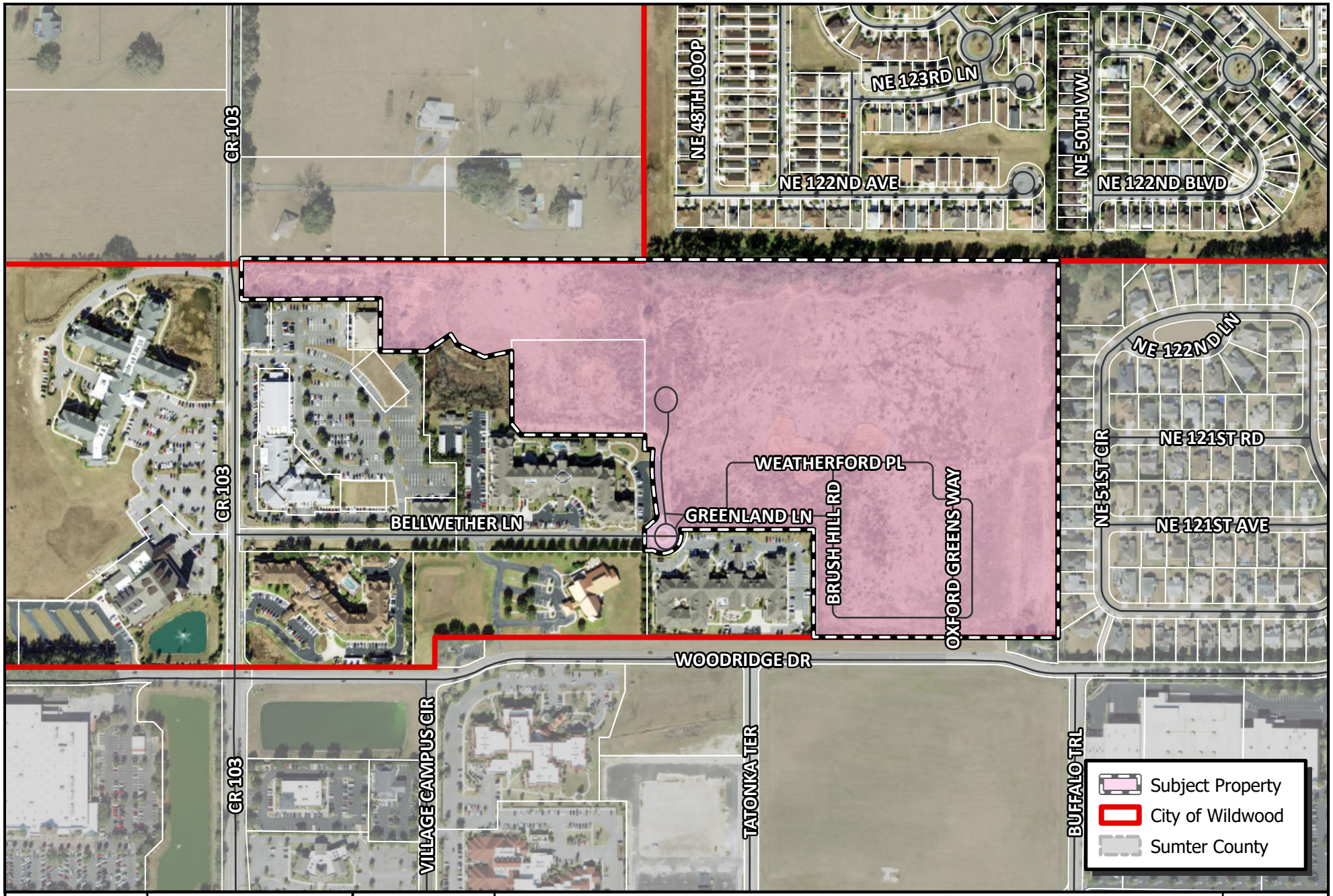
Case Number	PLAT 2401-005 Livano Wildwood Final Plat
Owner(s)	Wildwood Villages Residences, LLC - Jason Bailey
Applicant(s)	Clymer, Farner, Barley Surveying, LLC
Acreage	42.74 +/-
Property Location	The subject property is generally located with approximately 133 feet of frontage east along CR 103, approximately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

The applicant is seeking approval from the City Commission 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: 06/06/2024
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 IN OR BOOK _____ PAGE _____

LIVANO WILDWOOD

SHEET 1 OF 4

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.

PLAT BOOK _____
PAGE _____

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:

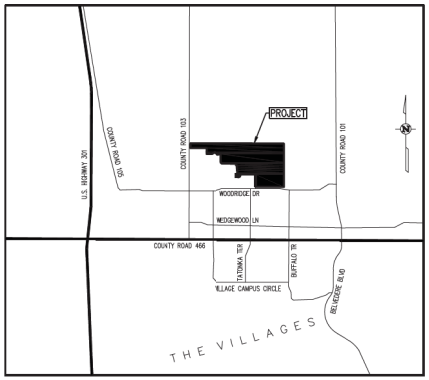
COMMENCE AT THE NORTHWEST CORNER OF THE EAST 1/2 OF SECTION 8, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA; THENCE RUN SOUTH 00°02'06" EAST, ALONG THE WEST LINE OF THE EAST 1/2 OF SAID SECTION 8, A DISTANCE OF 3965.62 FEET; THENCE DEPARTING SAID WEST LINE, RUN SOUTH 89°29'39" EAST, A DISTANCE 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°49'49" 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 52°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 SAID 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 146.09 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°51'08" WEST, A DISTANCE OF 147.29 FEET; THENCE RUN NORTH 00°11'08" EAST, A DISTANCE OF 169.42 FEET; THENCE RUN SOUTH 89°36'23" WEST A DISTANCE OF 448.42 FEET; THENCE RUN NORTH 00°01'25" 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

BY:_____
ROBERT B. CRUMPTON III, MANAGER

_____
MAILING ADDRESS

(2)_____
SIGNATURE
_____
PRINT NAME

_____
MAILING ADDRESS

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 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

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, PART 1, PLATTING, 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.

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 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 ASSOCIATION, WHO IS EITHER PERSONALLY KNOWN OR PRODUCED _____ AS IDENTIFICATION.

_____
SIGNATJRE OF NOTARY PUBLIC

_____
NAME OF NOTARY TYPED, PRINTED OR STAMPED

MY COMMISSION EXPIRES:

SEAL

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

LIVANO WILDWOOD

SHEET 2 OF 4

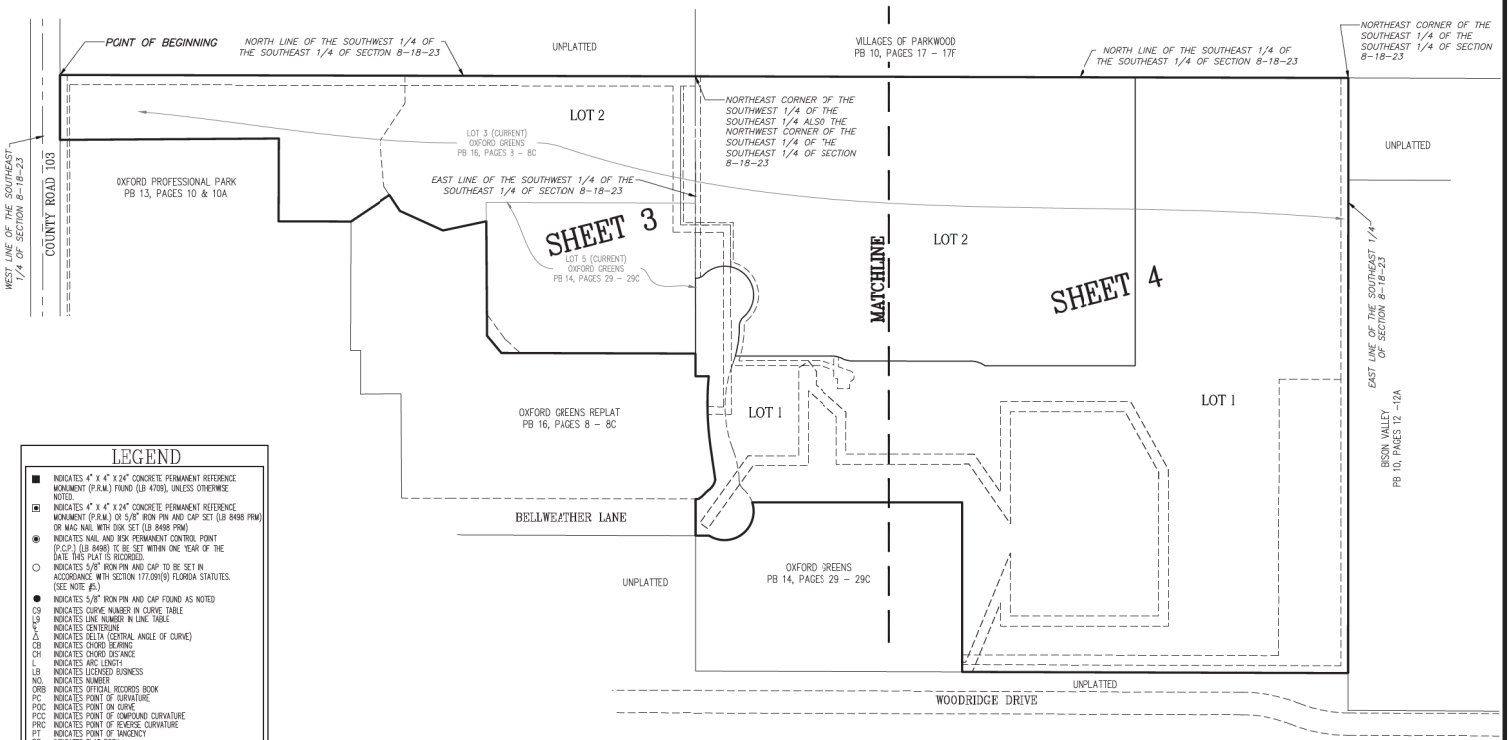
PLAT BOOK _____
PAGE _____

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 RISK 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 _____

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.

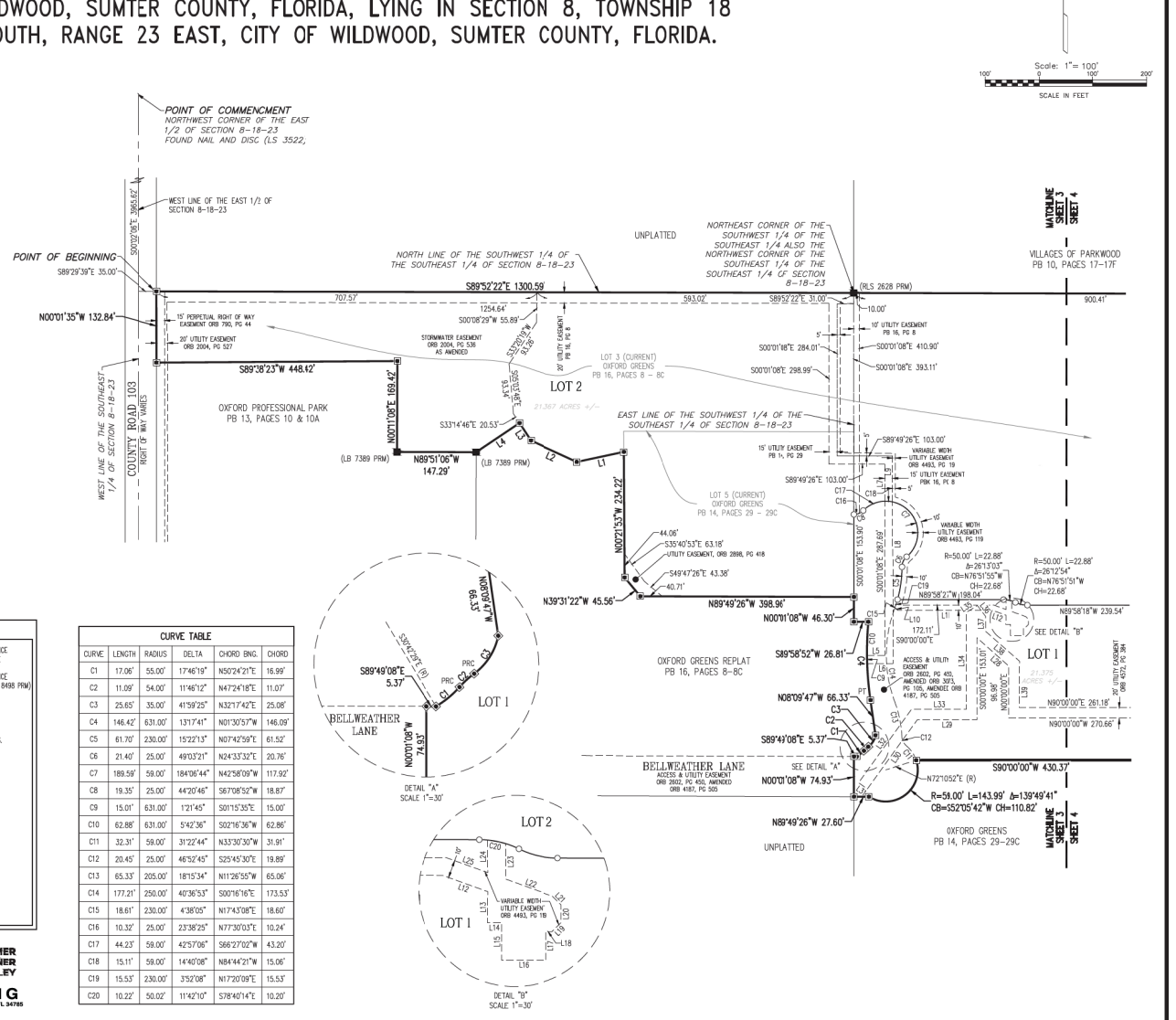
LINE TABLE		
LINE	LENGTH	BEARING
L1	89.45'	S77°52'32"W
L2	95.59'	N65°17'29"W
L3	38.98'	N33°14'46"W
L4	97.06'	S55°59'32"W
L5	32.70'	S89°49'26"E
L6	47.38'	S89°49'26"E
L7	69.31'	S0°01'08"::
L8	301.35'	S0°01'08"::
L9	85.65'	S0°01'08"::
L10	7.51'	N45°09'56"W
L11	177.12'	N90°00'00"W
L12	26.53'	N70°06'02"W
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

- ■ 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)
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- ○ 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
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Δ	INDICATES DELTA (CENTRAL ANGLE OF CURVE)
CB	INDICATES CHORD BEARING
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NO.	INDICATES NUMBER
ORB	INDICATES OFFICIAL RECORDS BOOK
PC	INDICATES POINT OF CURVATURE
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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

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
4460 NE 83RD ROAD - WILDWOOD, FL 34785
(352)748-3126 LB8498

LIVANO WILDWOOD

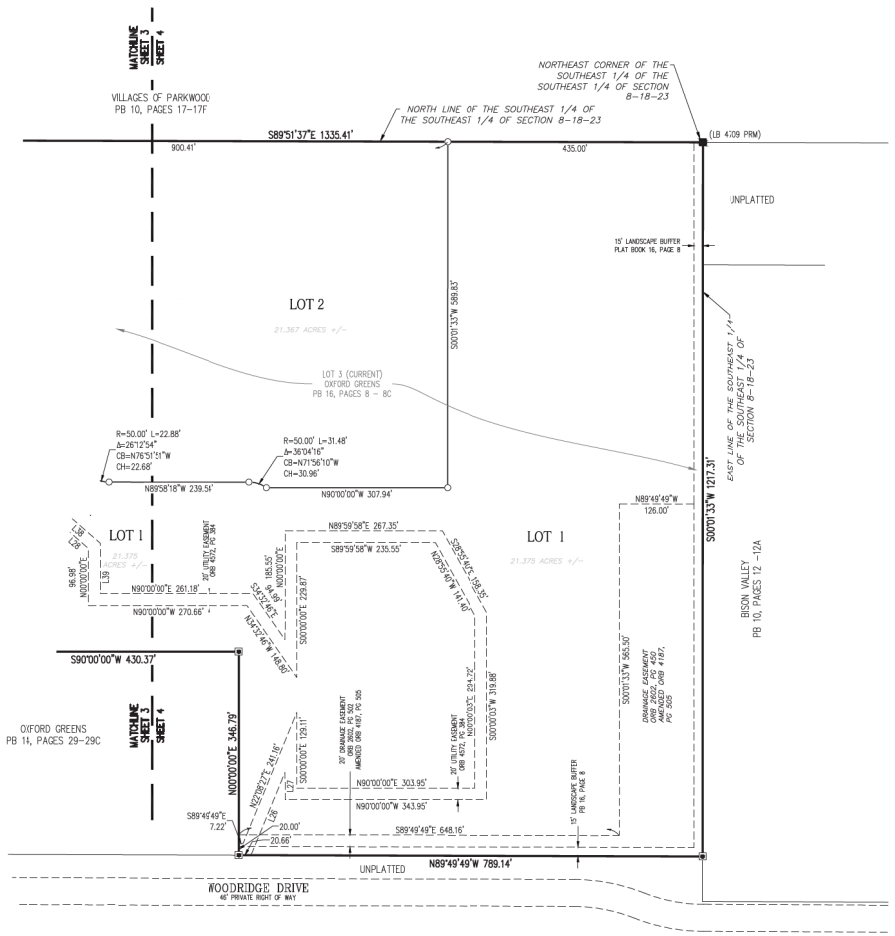
SHEET 4 OF 4

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.

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°01'00"E



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- 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
4480 NE 83RD ROAD • WILDWOOD, FL 34785
(352)748-3126 LB8498

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a replat to Lots 3 and 5 within the Oxford Greens Subdivision creating Lots 1 and 2 for Livano Wildwood Final Plat on 42.74 acres, MOL. 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.

Case Number: PLAT 2401-005 Livano Wildwood Final Plat

Applicant(s): Clymer, Farner, Barley Surveying, LLC

Owner(s): Wildwood Villages Residences, LLC

Parcel(s): D08F003 & D08F005

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed final plats.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 5.6, the Special Magistrate

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

Lindsay C. T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

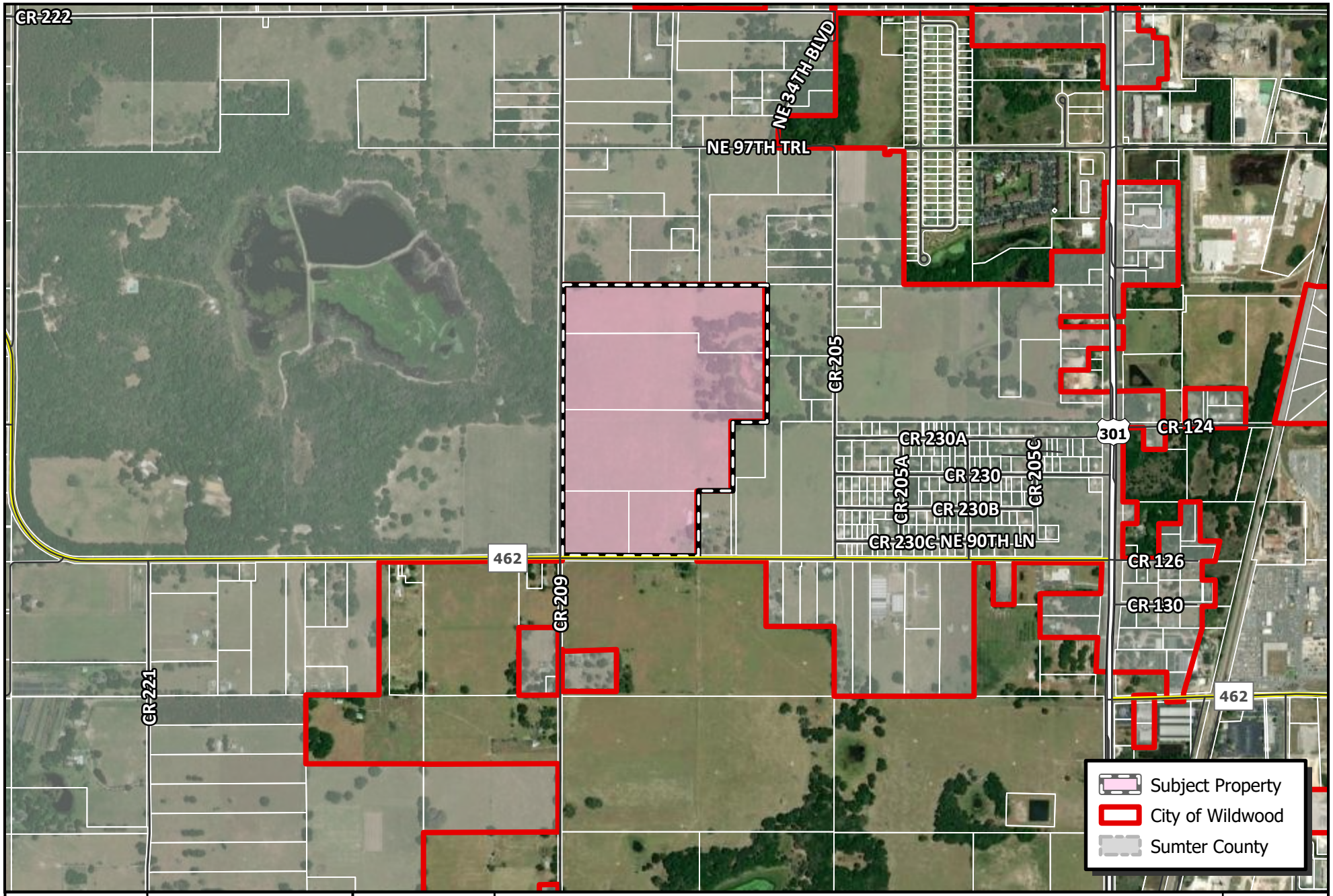
Case Number	PLAT 2403-001 Highfield at Twisted Oaks Phase 1 Final Plat
Owner/applicant(s)	KL Highfield LLC
Acreage	104.326 +/-
Property Location	The subject property is generally located at the northeast corner of CR 209 and E C 462 intersection.
Parcel(s)	D30-030, D30-031, D30-047, D30-080, & D30-091

The applicant is seeking approval from the City Commission 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: 06/06/2024
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

PLAT BOOK_____ PAGE _____
SHEET 1 OF 8

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:

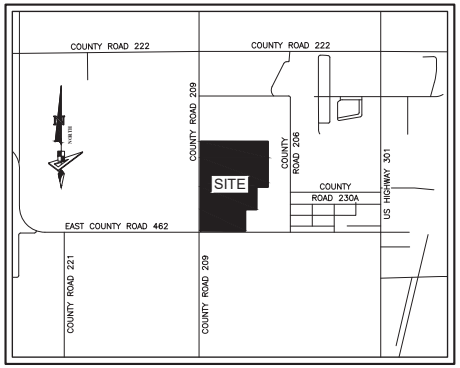
PURSUANT TO SECTION 177.081, FLORIDA STATUTES, I HEREBY CERTIFY THAT I HAVE PERFORMED A REVIEW OF THIS PLAT FOR CONFORMITY TO CHAPTER 177, FLORIDA STATUTES AND THAT SAID PLAT COMPLIES WITH THE TECHNICAL REQUIREMENTS OF THAT CHAPTER; PROVIDED, HOWEVER, THAT MY REVIEW AND CERTIFICATION DOES NOT INCLUDE 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 UTILTIIES 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
PRINT NAME
ADDRESS

SIGNATURE
PRINT NAME
ADDRESS

BY:_____
AUTHORIZED SIGNATORY

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

SIGNATURE
PRINT NAME
ADDRESS

SIGNATURE
PRINT NAME
ADDRESS

BY:_____
AUTHORIZED SIGNATORY

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.

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

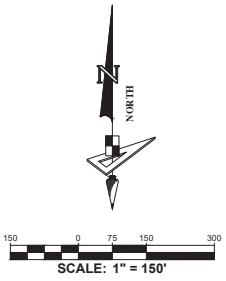
DATE:

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

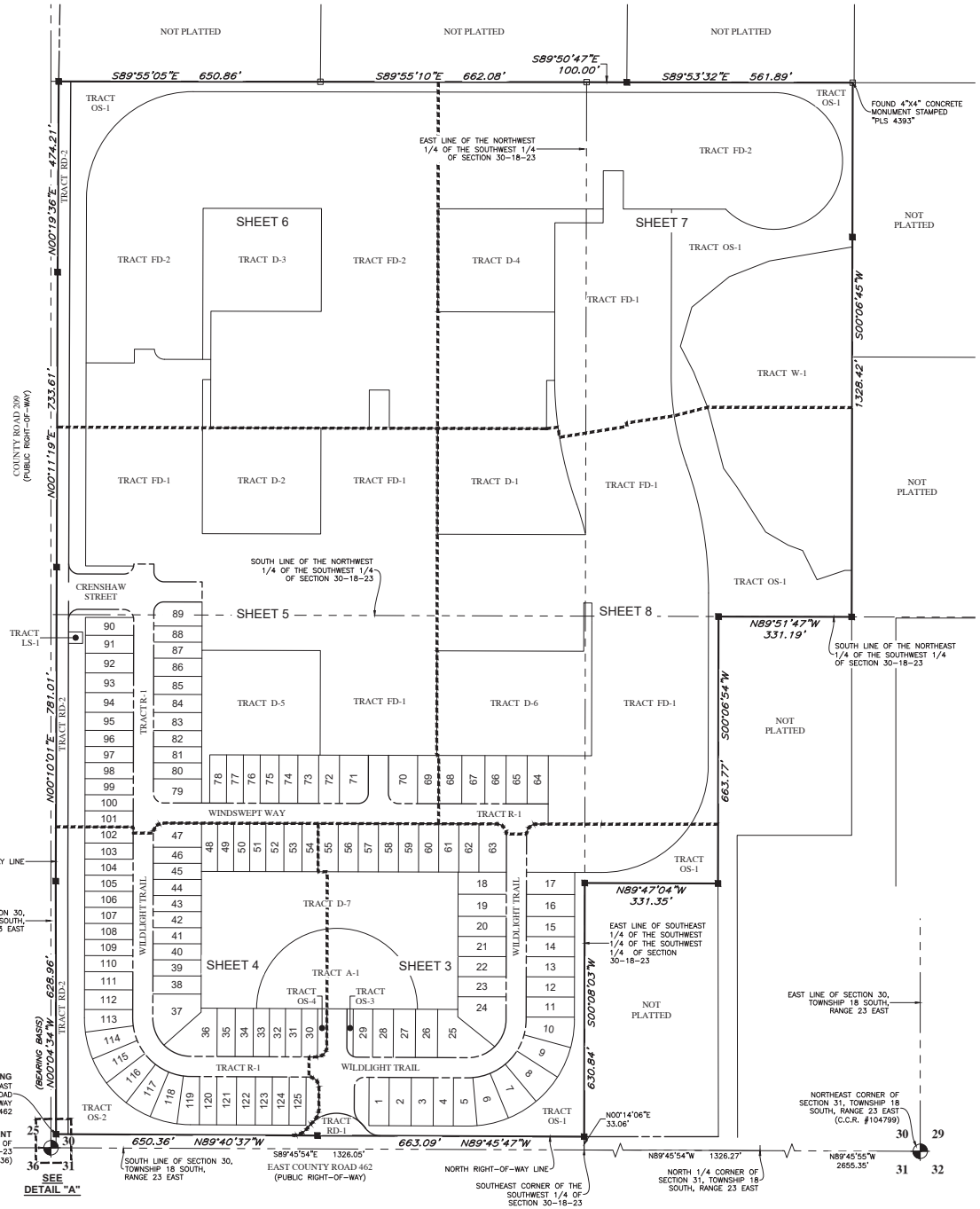
HIGHFIELD AT TWISTED OAKS

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

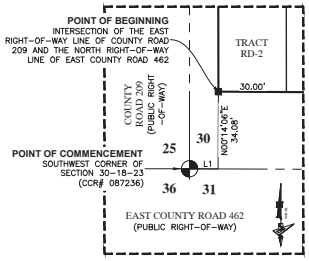


Line Data Table		
No.	Bearing	Length
L1	S89°45'54"E	12.60'



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'

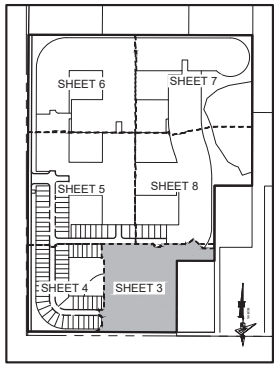
GeoPoint Surveying, Inc.
528 Northlake Blvd. Ste 1040
Altamonte Springs, Florida 32701
www.geopointsurvey.com
Phone: (321) 270-0440
Fax: (813) 248-2266
Licensed Business Number LB 7768

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 _____

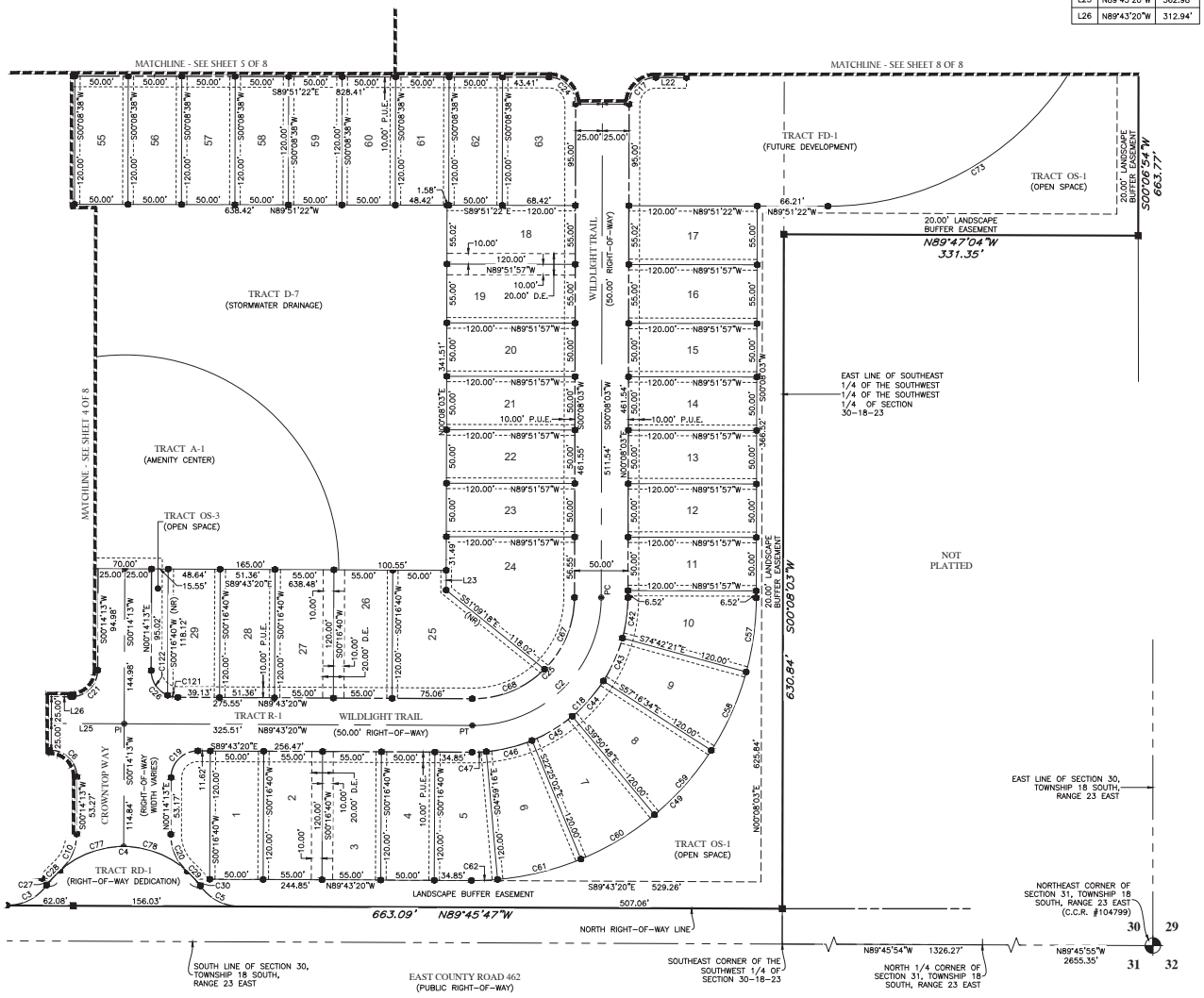
SHEET 3 OF 8



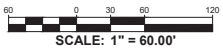
SHEET LAYOUT:
SCALE 1" = 600.00'

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'

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'







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

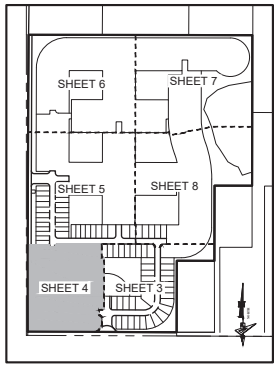
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www.geopointsurvey.com
Phone: (321) 270-0440
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HIGHFIELD AT TWISTED OAKS

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

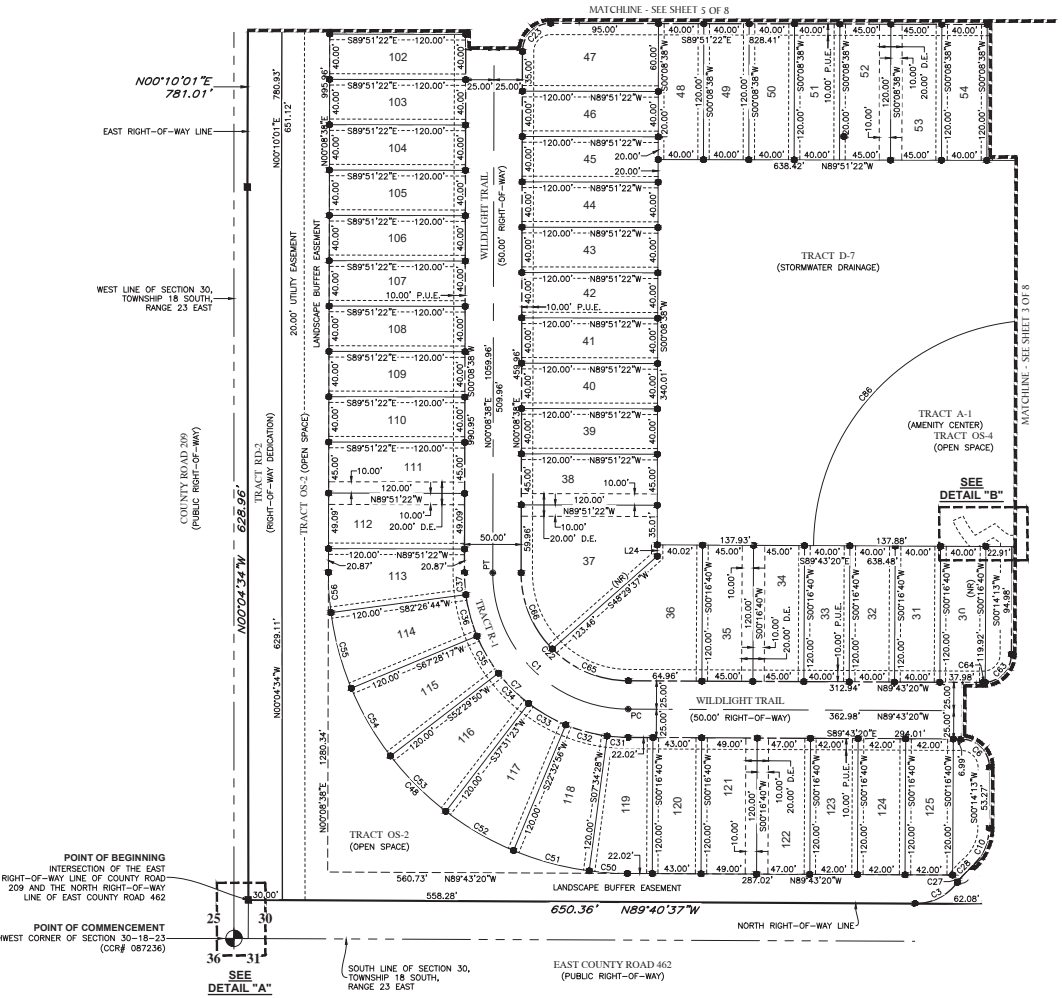
PLAT BOOK _____ PAGE _____

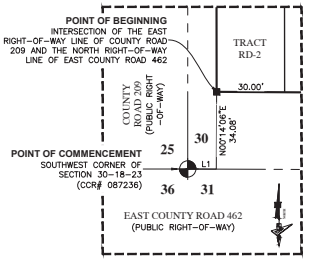
SHEET 4 OF 8



SHEET LAYOUT:
SCALE 1" = 600.00'

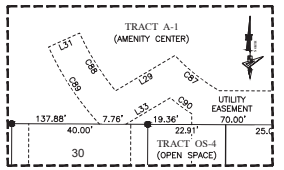
Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C1	120.00'	188.22'	89°51'58"	S44°47'21"E	169.51'
C3	46.00'	43.36'	54°00'09"	N63°19'18"E	41.77'
C6	25.00'	39.25'	89°57'32"	N44°44'34"W	35.34'
C7	145.00'	227.43'	89°51'58"	S44°47'21"E	204.82'
C10	46.00'	38.69'	48°11'21"	N24°19'53"E	37.56'
C22	95.00'	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'



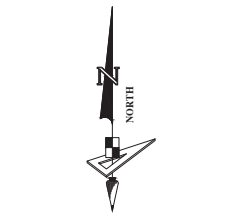


DETAIL "A":
SCALE 1" = 30.00'

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'



SCALE: 1" = 60.00'

LEGEND:

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- 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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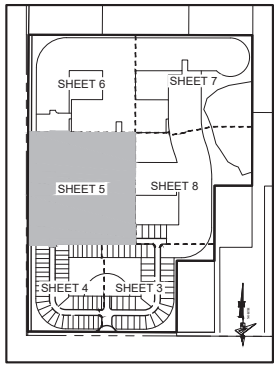
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HIGHFIELD AT TWISTED OAKS

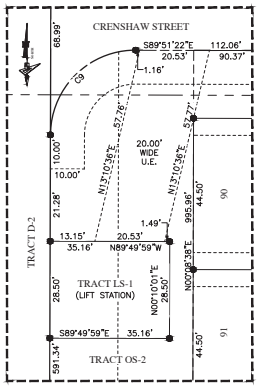
BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____

SHEET 5 OF 8



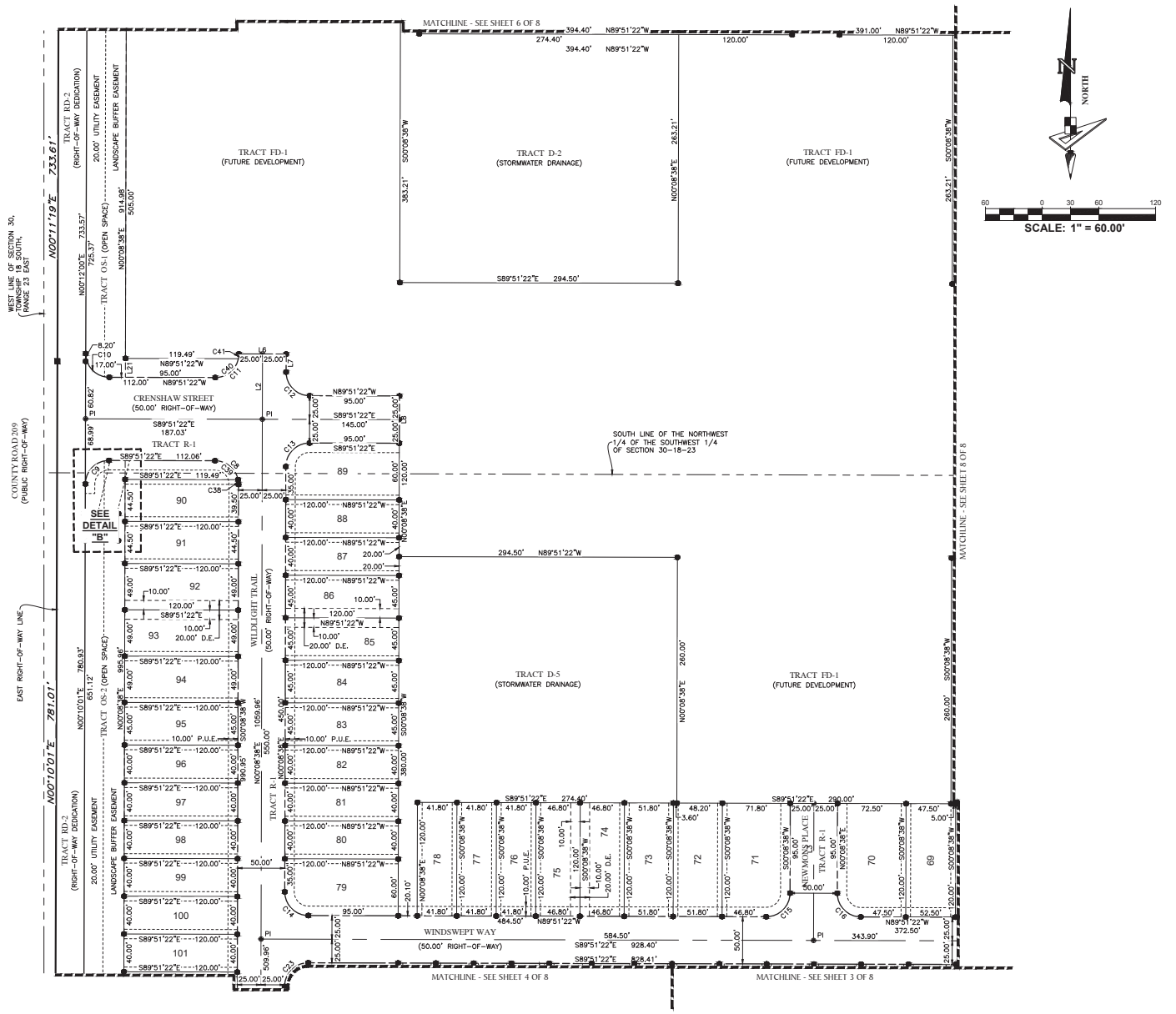
SHEET LAYOUT:
SCALE 1" = 600.00'



DETAIL "B":
SCALE 1" = 20.00'

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:

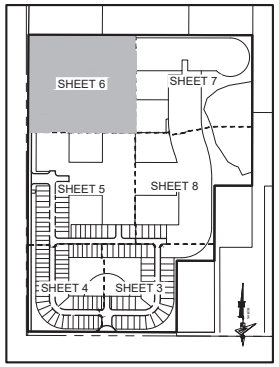
- D.E. ---------- DRAINAGE EASEMENT
- U.E. ---------- UTILITY EASEMENT
- P.U.E. ---------- PUBLIC UTILITY EASEMENT
- PC ---------- POINT OF CURVATURE
- PT ---------- POINT OF TANGENCY
- ■ ---------- LOT CORNER OR CHANGE OF DIRECTION
- PI ---------- POINT OF INTERSECTION
- (NR) ---------- NON-RADIAL
- 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

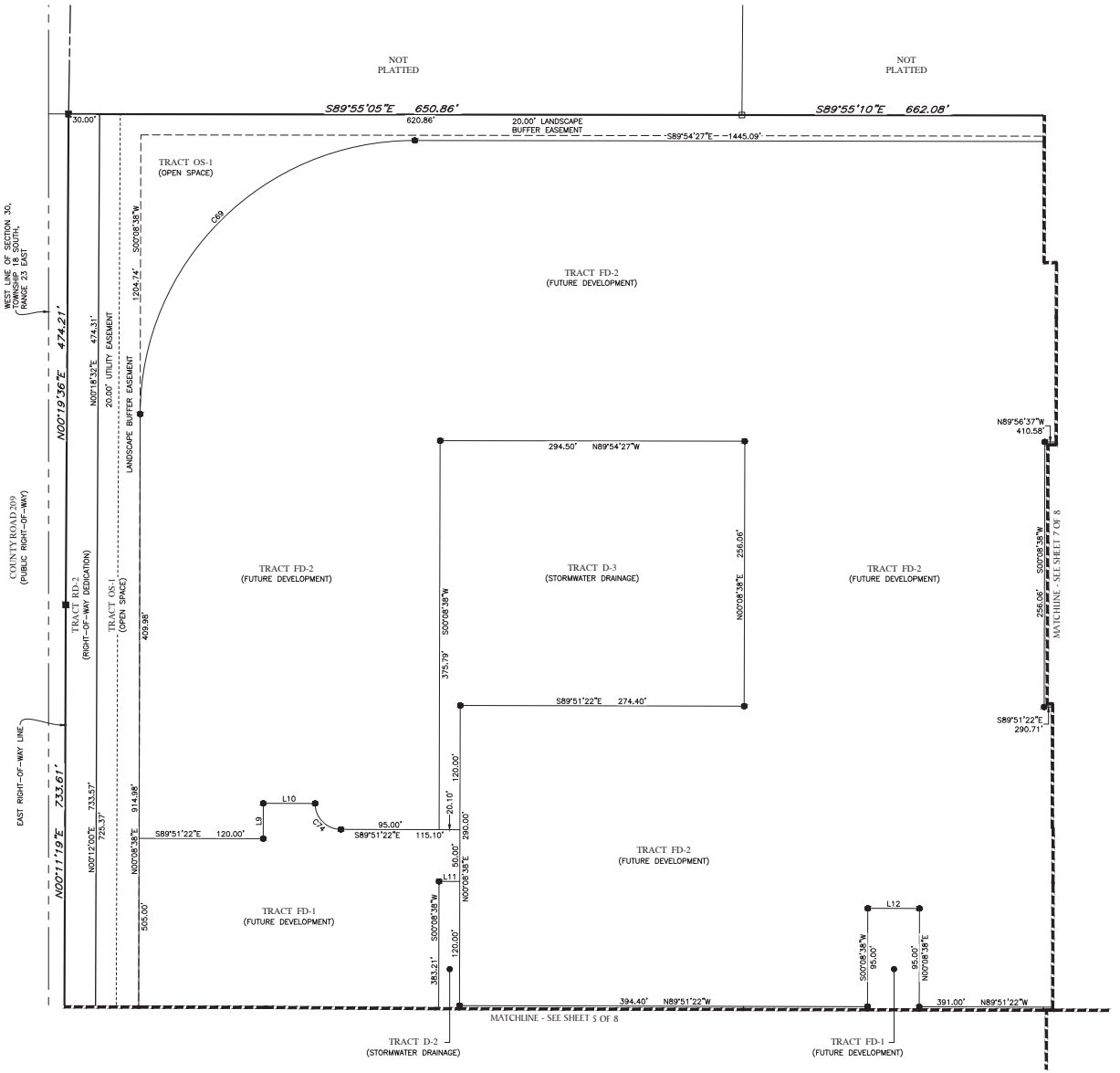
PLAT BOOK _____ PAGE _____
SHEET 6 OF 8

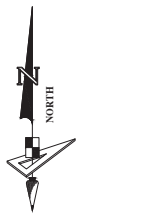


SHEET LAYOUT:
SCALE 1" = 600.00'

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'

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"

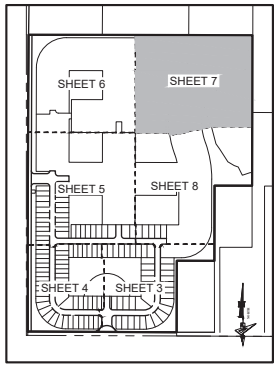
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HIGHFIELD AT TWISTED OAKS

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

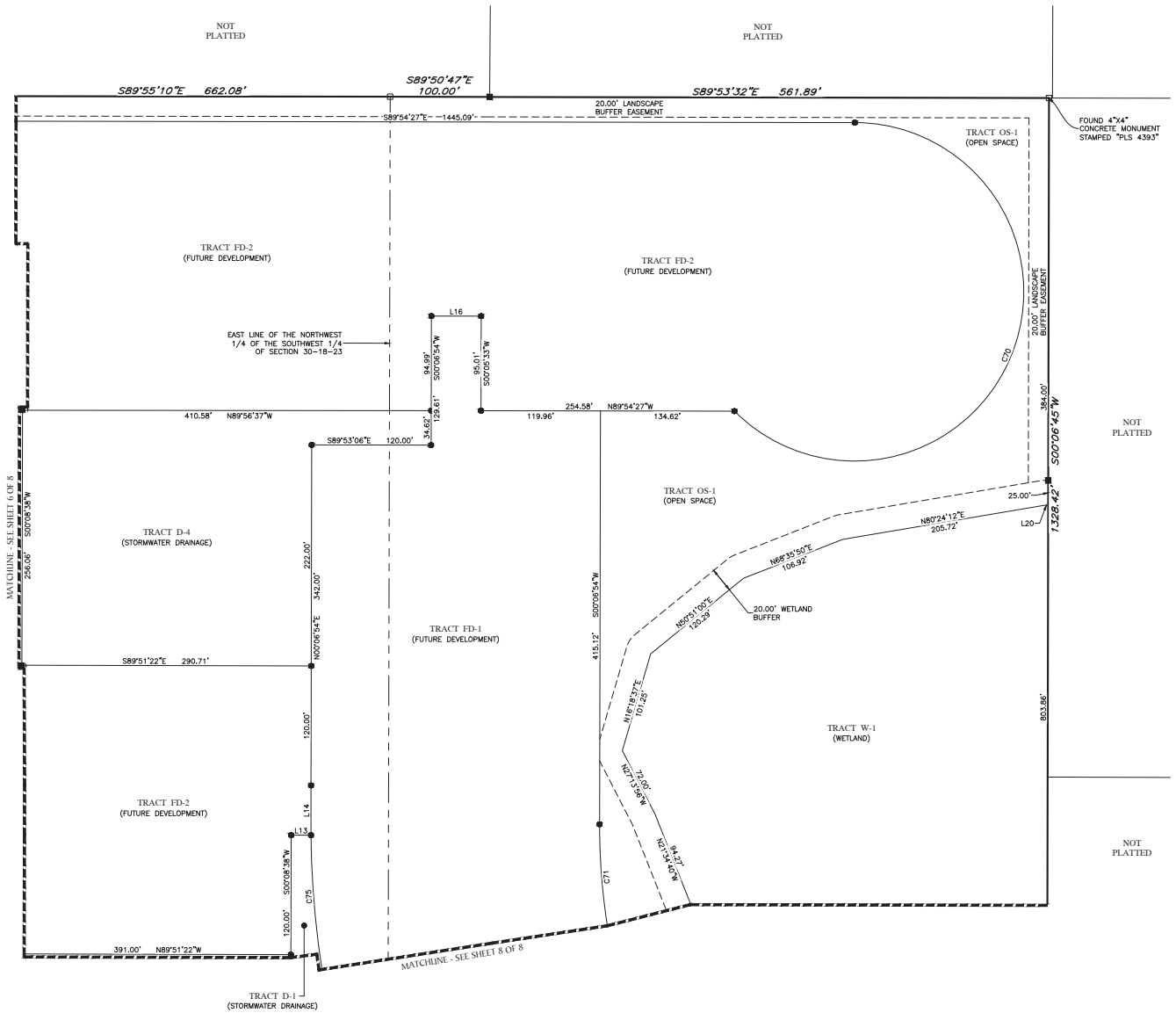
PLAT BOOK _____ PAGE _____
SHEET 7 OF 8



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'

LEGEND:

D.E. ---------- DRAINAGE EASEMENT
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P.U.E. ---------- PUBLIC UTILITY EASEMENT
PC ---------- POINT OF CURVATURE
PT ---------- POINT OF TANGENCY
■ ---------- LOT CORNER OR CHANGE OF DIRECTION

PI ---------- POINT OF INTERSECTION
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LB ---------- LICENSE BUSINESS
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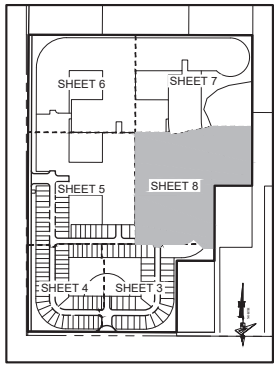
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Licensed Business Number LB 7768

HIGHFIELD AT TWISTED OAKS

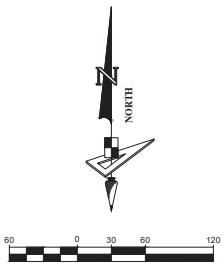
BEING A PORTION OF SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 8 OF 8



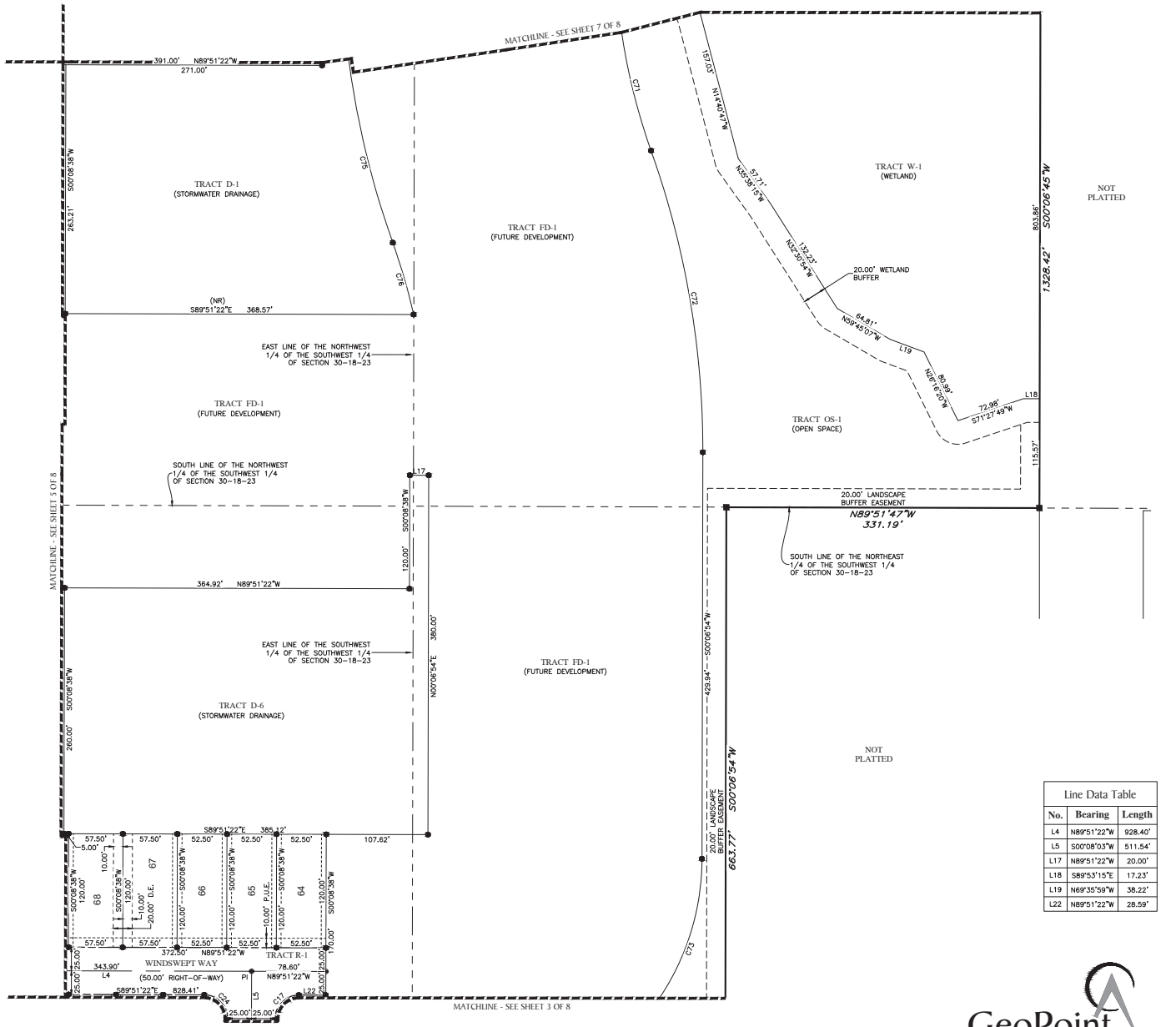
SHEET LAYOUT:
SCALE 1" = 600.00'

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'



LEGEND:

- D.E. ---------- DRAINAGE EASEMENT
- U.E. ---------- UTILITY EASEMENT
- P.U.E. ---------- PUBLIC UTILITY EASEMENT
- PC ---------- POINT OF CURVATURE
- PT ---------- POINT OF TANGENCY
- PI ---------- POINT OF INTERSECTION
- (NR) ---------- NON-RADIAL
- LS ---------- LICENSE SURVEYOR
- LB ---------- LICENSE BUSINESS
- 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 (P.R.M.) PERMANENT REFERENCE MONUMENT 4"X4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" 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"



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'

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

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for the Highfield at Twisted Oaks Phase 1 Final Plat consisting of 125 lots and 18 tracts on 104.326 acres, MOL. The subject property is generally located at the northeast corner of CR 209 and E C 462 intersection.

Case Number: PLAT 2403-001 Highfield at Twisted Oaks Phase 1 Final Plat

Applicant(s): KL Highfield LLC

Owner(s): KL Highfield LLC

Parcel(s): D30-030, D30-031, D30-047, D30-080, & D30-091

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed final plats.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 5.6, the Special Magistrate

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

Lindsay C. T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Special Magistrate recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

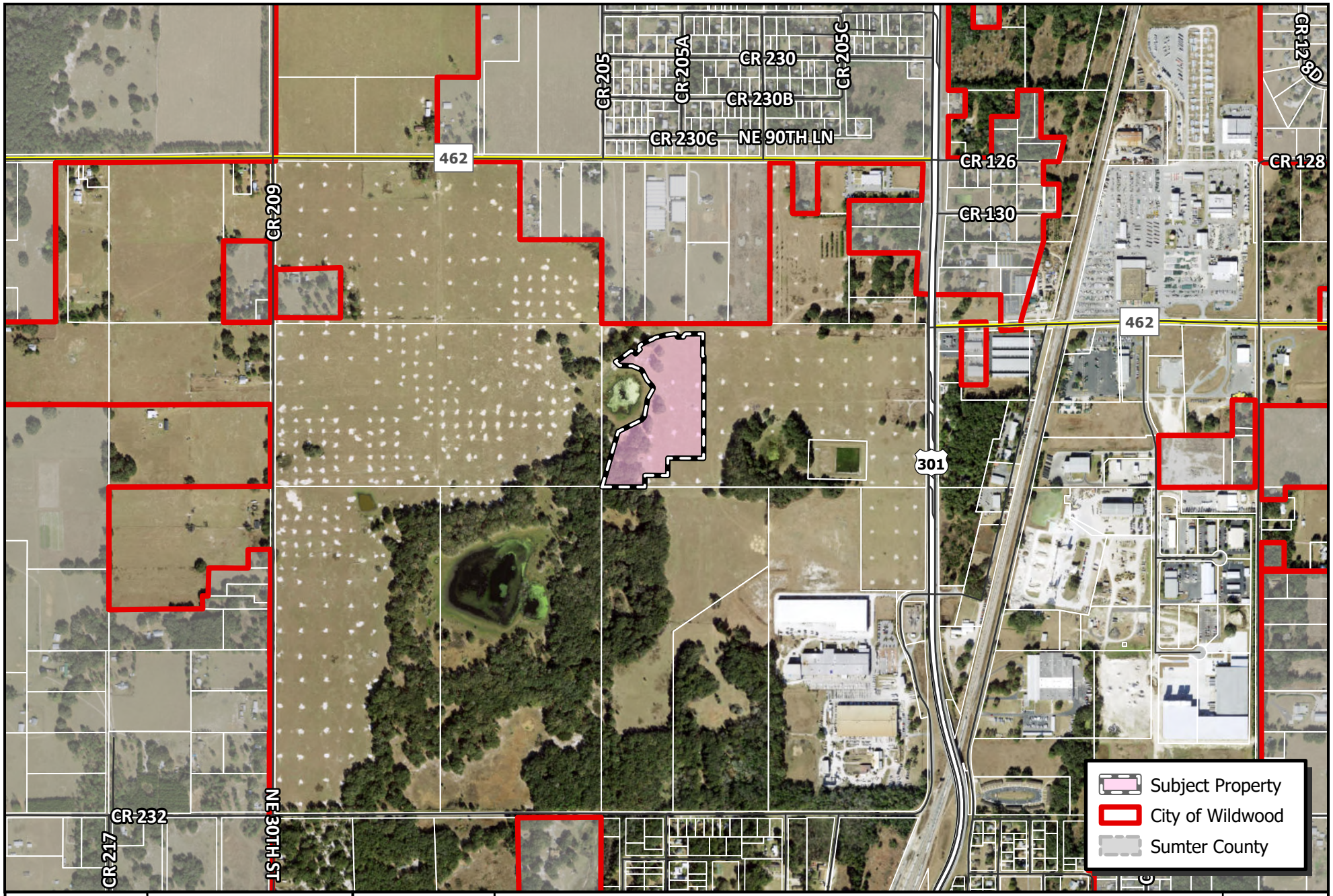
Case Number	PLAT 2403-006 Twisted Oaks Townhomes Ph 1 Final Plat
Owner/applicant(s)	KL Highfield LLC
Acreage	15.732 acres +/-
Property Location	The subject property is generally located approximately 0.35 miles west of North US Highway 301 and 0.50 miles north of County Road 232.
Parcel(s)	D31-007

The applicant is seeking approval from the City Commission 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: 06/06/2024
Nong(Leni) Li
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
0 235 470 940

PLAT 2403-006

TWISTED OAKS TOWNHOMES PHASE 1 FINAL PLAT

PARCEL D31-007

MAP 1B

LOCATION MAP

MAR 2024

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 1 OF 5 SHEETS

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:

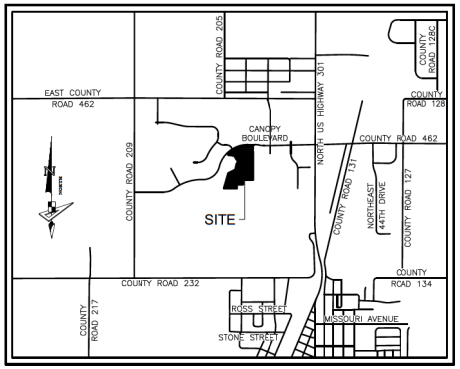
BEGIN AT THE CENTER OF SAID SECTION 31, THENCE RUN ALONG THE EAST LINE OF TRACT OS-3, TWISTED OAKS, AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, THE FOLLOWING FIFTEEN (15) COURSES: 1) N.16°13'16"E., A DISTANCE OF 464.68 FEET; 2) N.63°18'05"E., A 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, 36.30 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 RIG-IT 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.89°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 CAB.E 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 RGHT 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.

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

DATE

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"

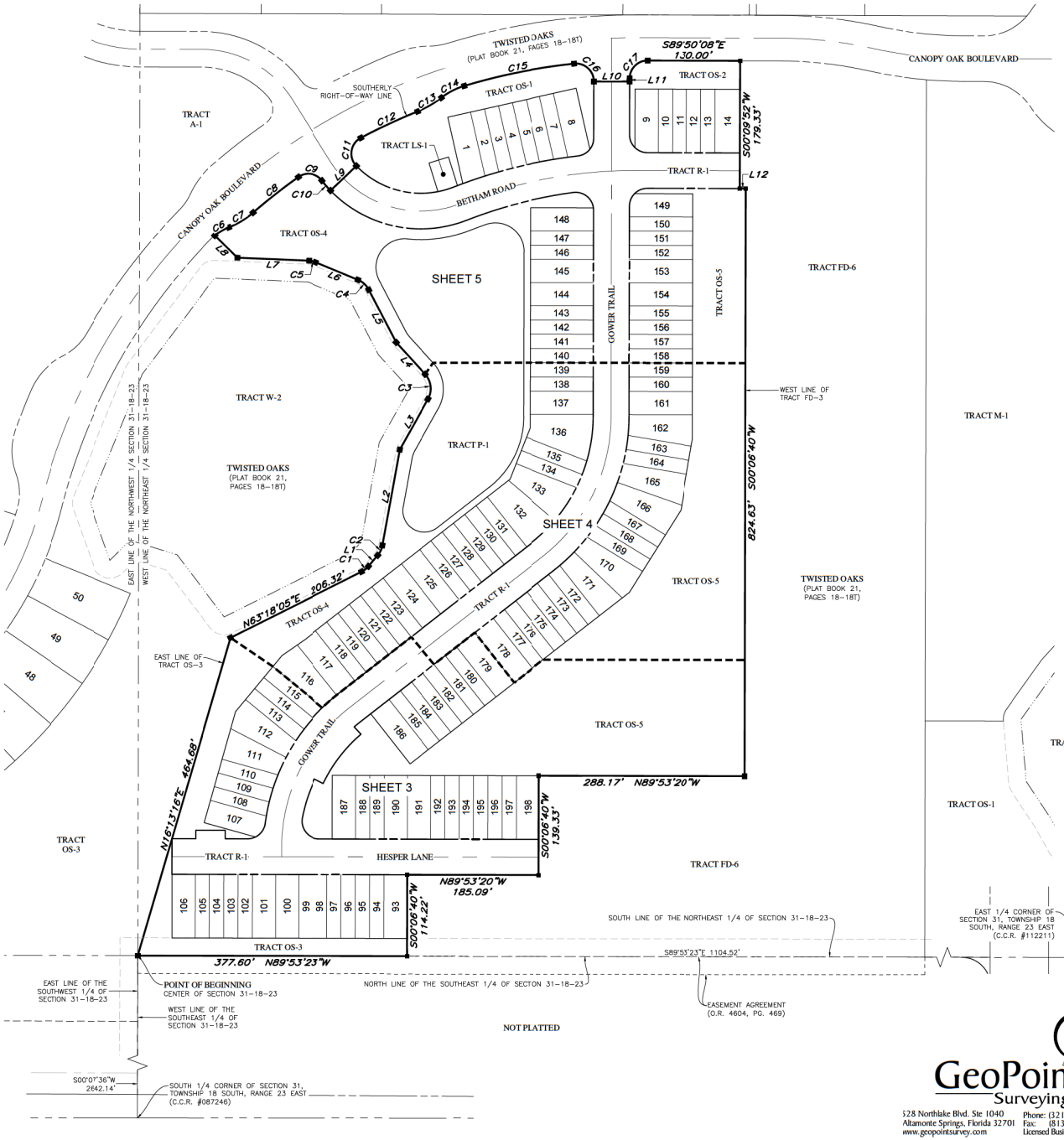
GeoPoint Surveying, Inc.
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Altamonte Springs, Florida 32701
www.geopointsurvey.com
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TWISTED OAKS TOWNHOMES PHASE 1

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

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:

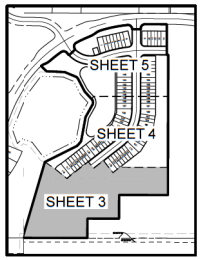
- C.C.R ——— CERTIFIED CORNER RECORDS
- U.E ——— UTILITY EASEMENT
- P.U.E. ——— DRAINAGE EASEMENT
- D.E ——— DRAINAGE EASEMENT
- PC ——— POINT OF CURVATURE
- PT ——— POINT OF TANGENCY
- PRC ——— POINT OF REVERSE CURVATURE
- PCC ——— POINT OF COMPOUND CURVATURE
- LS ——— LICENSE SURVEYOR
- LB ——— LICENSE BUSINESS
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- ◉ ——— INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

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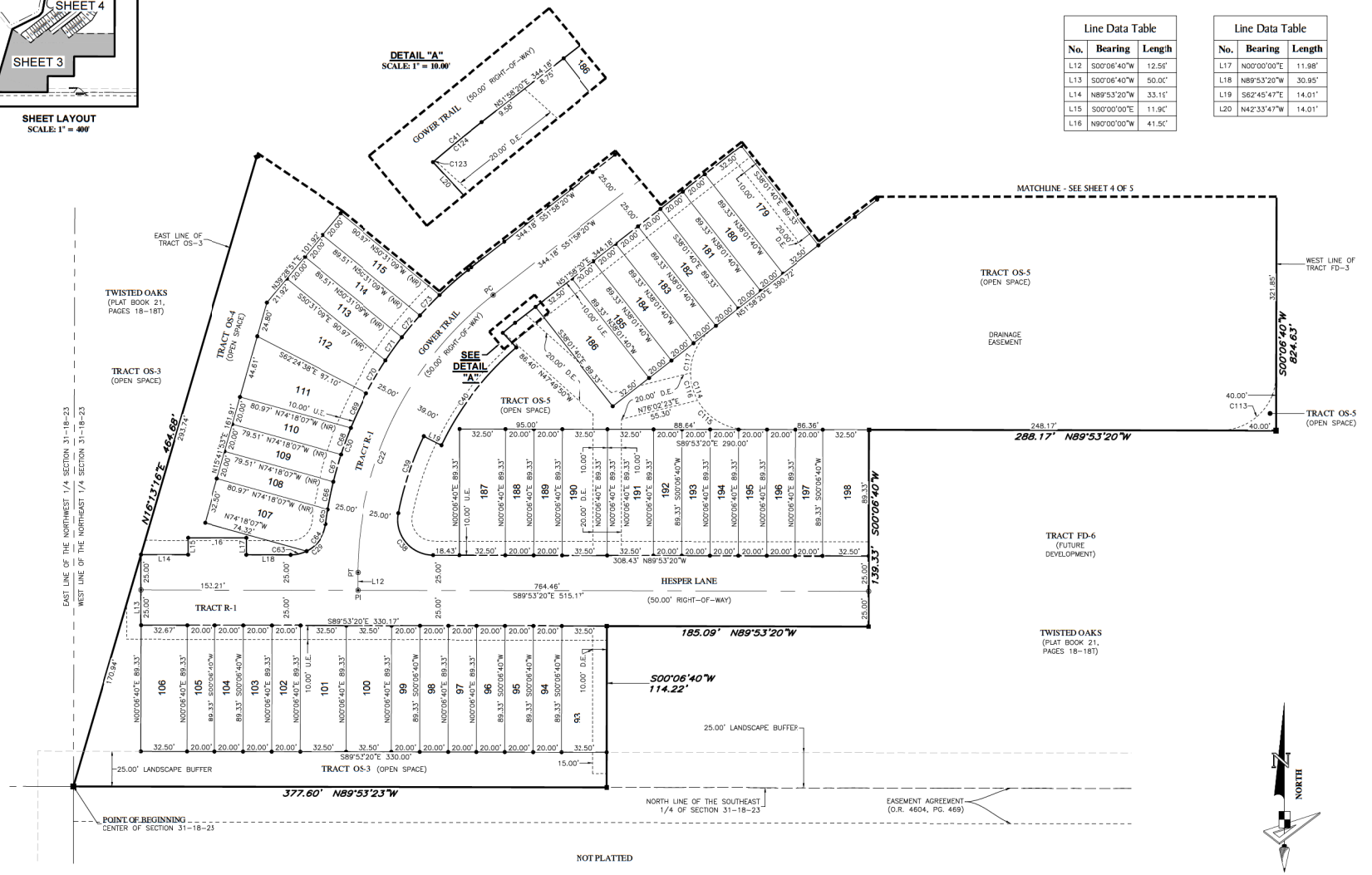
PLAT BOOK_____ PAGE _____
SHEET 3 OF 5 SHEETS



SHEET LAYOUT
SCALE: 1" = 400'

Line Data Table		
No.	Bearing	Length
L12	S00°06'40"W	12.56'
L13	S00°06'40"W	50.0'
L14	N89°53'20"W	33.15'
L15	S00°00'00"E	11.9'
L16	N90°00'00"W	41.5'

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'



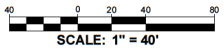
LEGEND:

- C.C.R ---------- CERTIFIED CORNER RECORDS
- U.E ---------- UTILITY EASEMENT
- D.E ---------- DRAINAGE EASEMENT
- PC ---------- POINT OF CURVATURE
- PT ---------- POINT OF TANGENCY
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- PCC ---------- POINT OF COMPOUND CURVATURE
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- ◉ ---------- 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'	±2.63'	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'

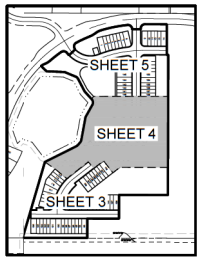


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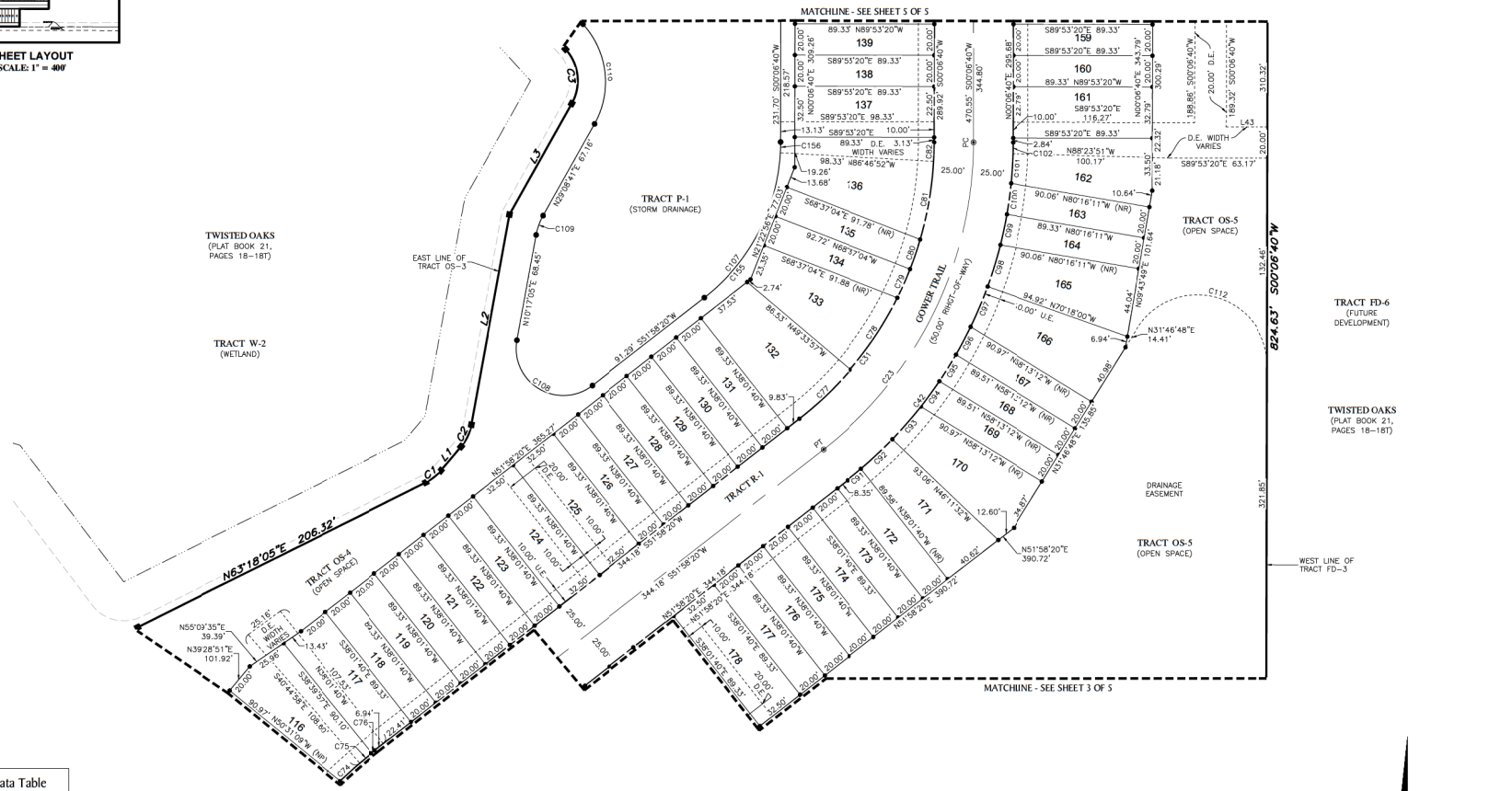
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PLAT BOOK_____ PAGE _____
SHEET 4 OF 5 SHEETS



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:

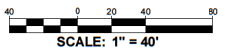
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- ◉ ——— INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

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'	42.42'	138°18'45"	S58°52'17"E	56.07'
C109	40.00'	3.17'	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'





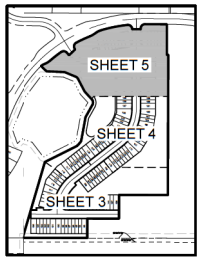
SCALE: 1" = 40'

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TWISTED OAKS TOWNHOMES PHASE 1

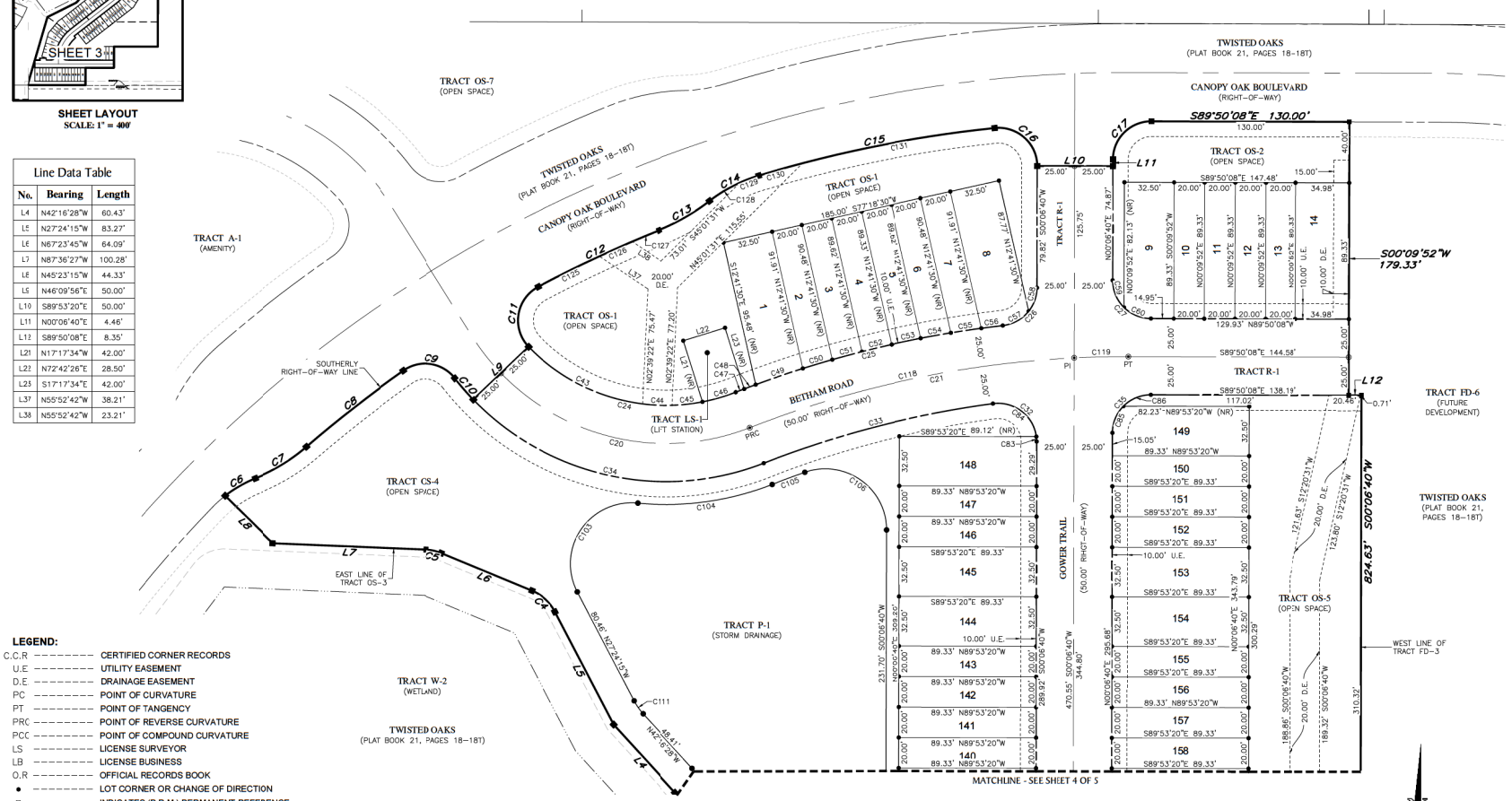
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PLAT BOOK_____ PAGE _____
SHEET 5 OF 5 SHEETS



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'



LEGEND:

- C.C.R ---------- CERTIFIED CORNER RECORDS
- U.E ---------- UTILITY EASEMENT
- D.E ---------- DRAINAGE EASEMENT
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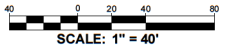
Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C4	30.00'	20.94'	39°59'30"	N47°24'00"W	20.52'
C5	30.00'	10.58'	20°12'42"	N77°30'06"W	10.53'
C6	81.00'	22.81'	16°08'05"	N59°58'47"E	22.73'
C7	119.00'	39.85'	19°11'14"	N58°27'13"E	39.66'
C8	816.00'	80.55'	5°39'20"	N51°41'16"E	80.51'
C9	25.00'	38.26'	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'
C22	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'





SCALE: 1" = 40'

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

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for Twisted Oaks Townhomes Phase 1 Final Plat, Plat consisting of 120 lots and 8 tracts on 15.732 acres. 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.

Case Number: PLAT 2403-006 Twisted Oaks Townhomes Phase 1 Final Plat

Applicant(s): KL Twisted Oaks LLC

Owner(s): KL Twisted Oaks LLC

Parcel(s): D31-007

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed final plats.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 5.6, the Special Magistrate

☒ recommends approval

☐ recommends approval with the following conditions:

_____

☐ recommends denial

Dated: June 11, 2024

Lindsay C. T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2305-011 Twisted Oaks Amenity Center**

REQUESTED ACTION: The Planning and Zoning Board/Sepcial Magistrate recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

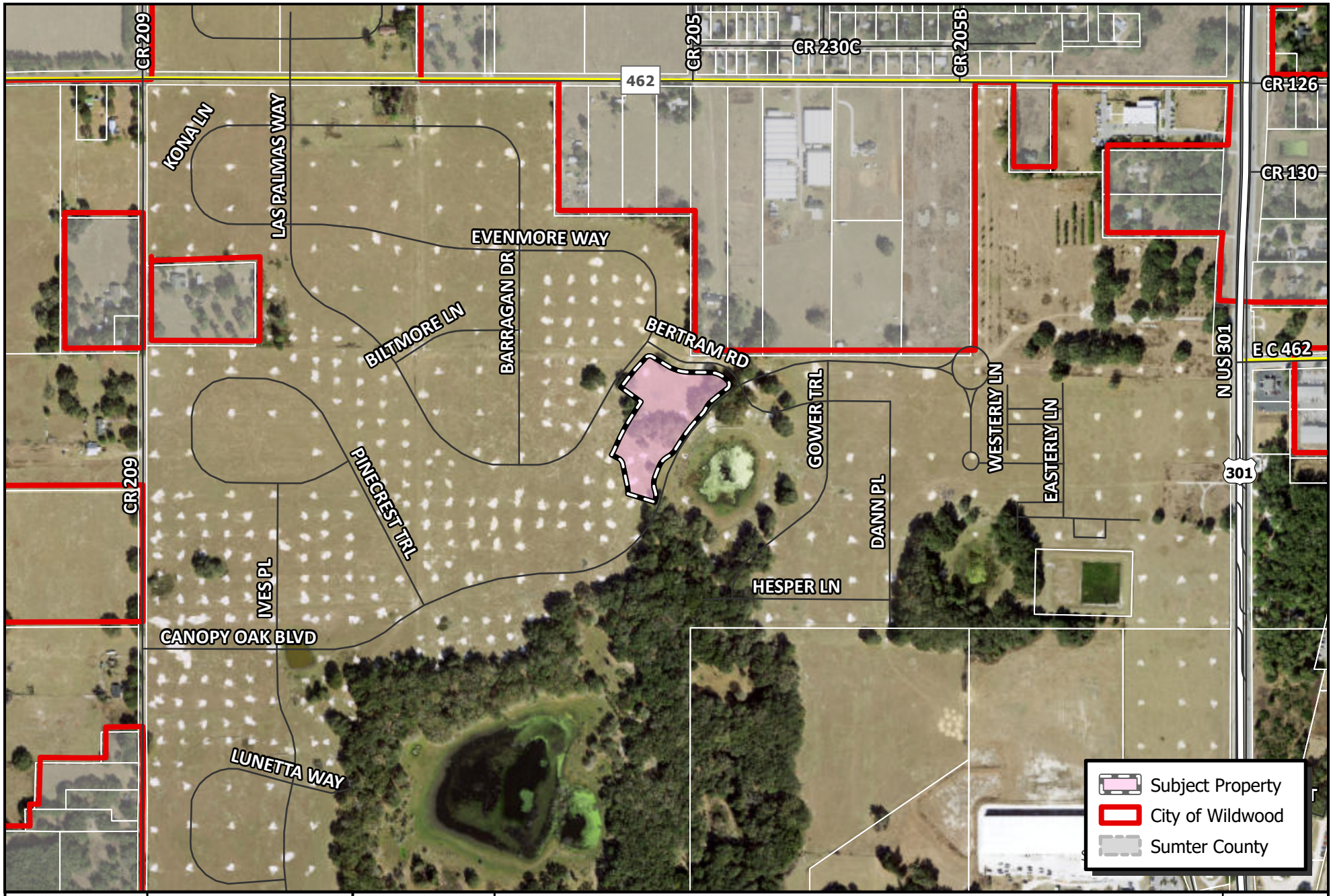
Case Number	SP 2305-011 Twisted Oaks Amenity Center
Owner/applicant(s)	KL Twisted Oaks, LLC
Acreage	4.3367 +/-
Property Location	The subject property is generally located approximately 0.26 miles south of E C 466, approximately 0.46 miles east of CR 209, and approximately 0.49 miles west of N US 301.
Parcel(s)	Portion of Parcels D31-007 & D31-029

The applicant is seeking approval from the City Commission 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: 06/06/2024
Amanda Bondi
Planner II, Development Services



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

N

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 acs
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

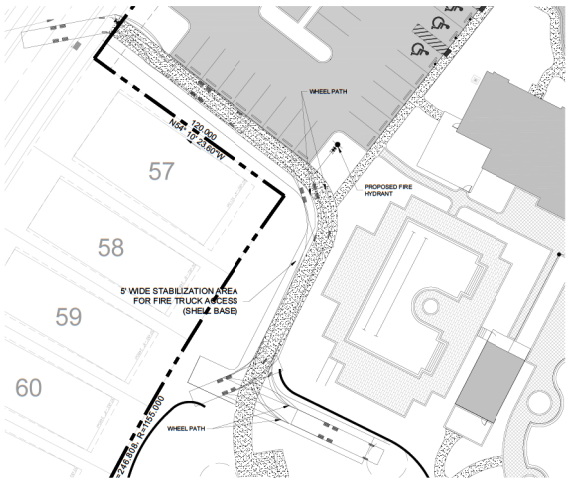
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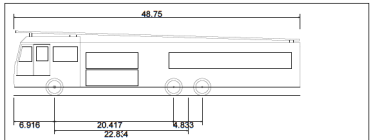
GRAPHIC SCALE 1"= 30'

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).

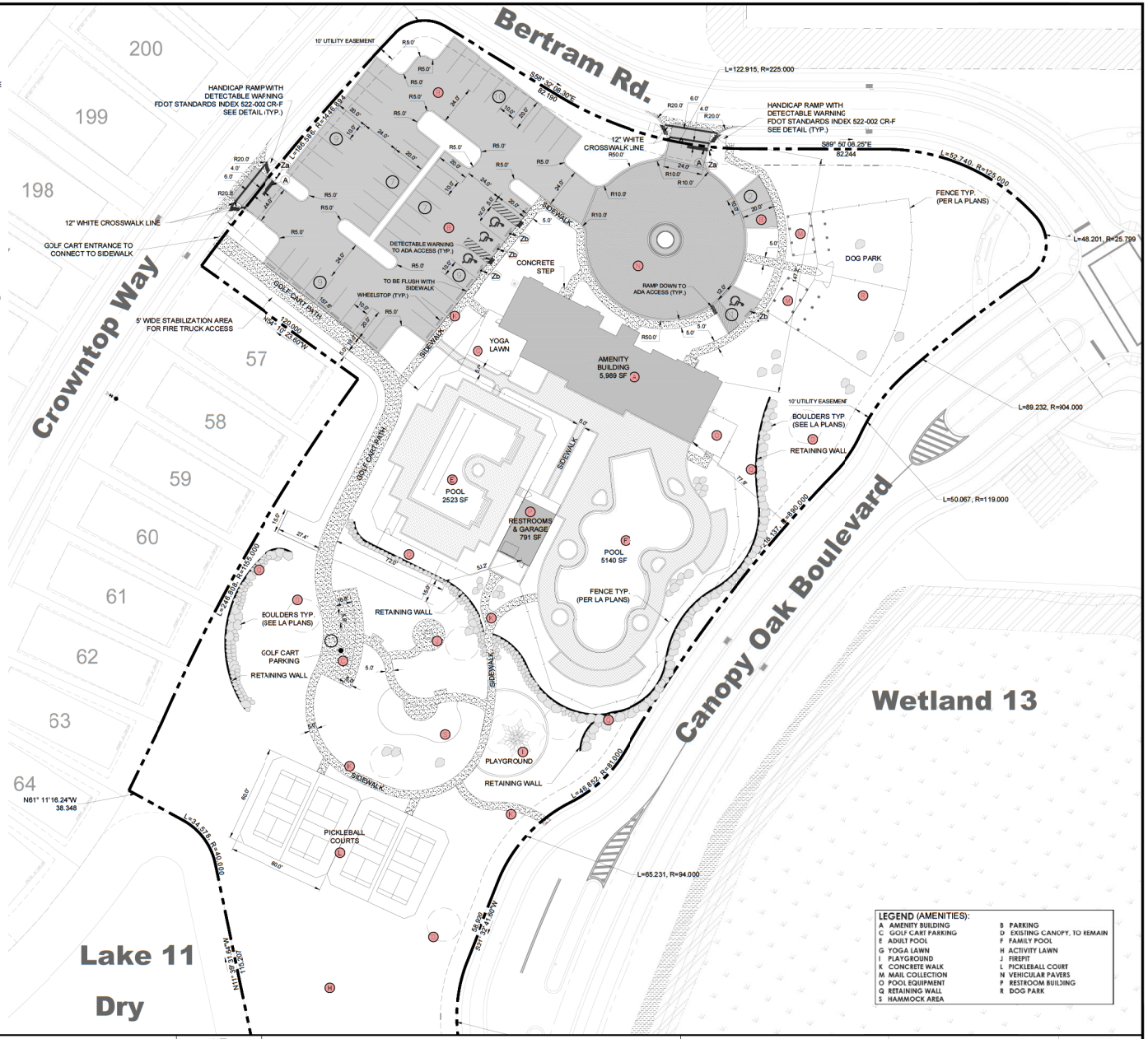
STRIPING LEGEND
A 24" WHITE STOP LINE



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	EIG
02	04/16/24	REVISED PER CITY COMMENTS	EIG

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 EIG | CHECKED MJM

SITE PLAN

TWISTED OAKS AMENITY CENTER

CITY OF WILDWOOD, FLORIDA

SCALE 1"=30'
RED-TWP-RNG 31-19-23E
SHEET 5 OF 10

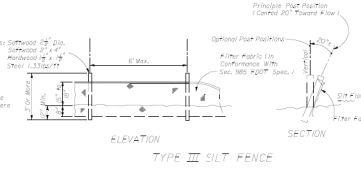
MATTHEW J. MORRIS FL LICENSE NO. 87434

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 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 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.

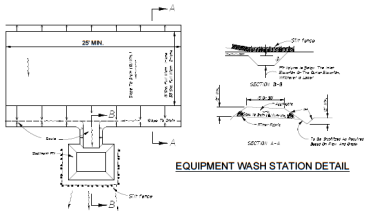
NOTES FOR SILT FENCES

1. Type III Silt Fence to be used at most locations. Where used in ditches, the spacing for Type III Silt Fence shall be in accordance with Chart 1, Sheet 1.
2. Type III Silt Fence to be used where large sediment loads are anticipated. Suggested use is where 1:1 slope is 1:0 or steeper and length of slope exceeds 20 feet. Avoid use where the detained water may back onto travel lanes or off the right of way.
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.
5. Silt Fence to be paid for under the contract unit price for Staked Silt Fence, (LF).

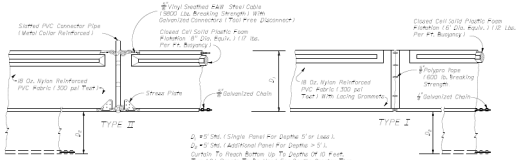


TYPE III SILT FENCE

TEMPORARY EROSION AND SEDIMENT CONTROL Index No. 102



EQUIPMENT WASH STATION DETAIL



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 MODIFICATIONS DESIRED. ANY MODIFICATION THAT MAY BE NECESSARY TO THE DESIGN SHALL BE THE SOLE RESPONSIBILITY OF THE USER. 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 941-444-0644 www.morrisengineering.net

DATE 02/06/2024
PROJECT TO AMEN
DRAWING 07 TO OUT
DRAWN EDG
CHECKED MJM

BEST MANAGMENT PRACTICES PLAN & DETAILS

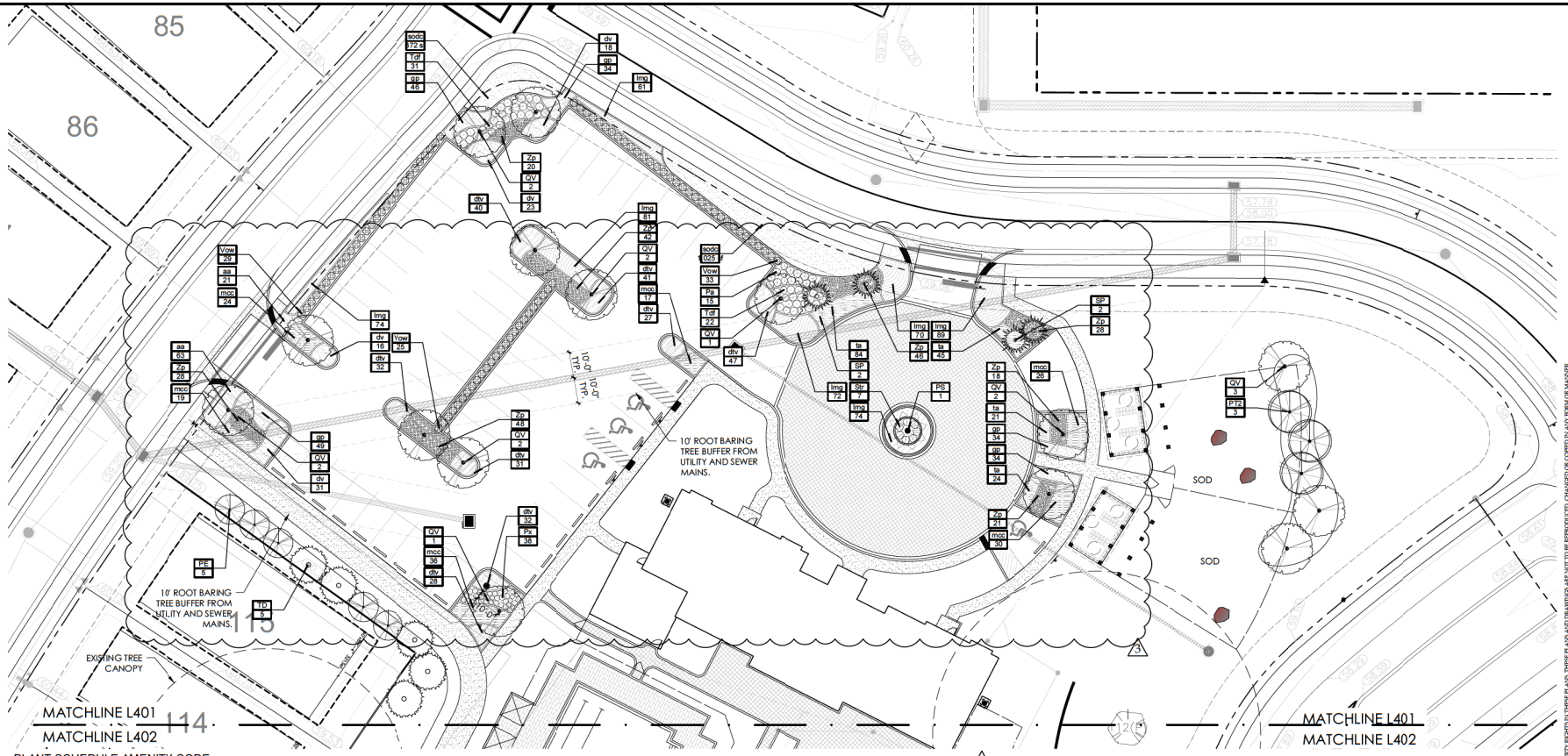
TWISTED OAKS AMENITY CENTER

CITY OF WILDWOOD, FLORIDA

SCALE AS SHOWN
RECTIFYING DIMENSION

SHEET 10 OF 10

MATTHEW J. MORRIS FL LICENSE NO. 68434



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 virginiana	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'

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_TWISTED OAKS - AMENITY_L-MASTER - CODE

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 19:56:40-04'00'

L401

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BY: MARGARET LEBRON (MLEBRON@BDGLA.COM)
J:\DRAWING\BONNETT LEBRON (MLEBRON@BDGLA.COM)\2021.163_LACK\TB\TWISTED OAKS\AMENITY\LEBRON\2021.163_LACK\TB\TWISTED OAKS - AMENITY_L-MASTER - CODE.DWG



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Twisted Oaks - Amenity
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Kolter Group Acquisitions, LLC.
Wildwood, Florida

LANDSCAPE PLAN

CODE

DATE: September 12, 2023
DRAWN BY: RTM
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JOB NUMBER: 2021.163
FILE NAME: 2021.163_COLTERTWISTEDOAKS - AMENITY_LAMARE - CODE

REVISIONS:
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2 City Comments 03-25-2024

Digitally signed by Txld W Bonnett
Date: 2024.04.18 19:56:41-04'00'

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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 – ½"	(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: A24W08300 – LOXON CONCRETE & MASONRY PRIMER, INTERIOR/EXTERIOR LATEX WHITE
2 COATS: A89W01151 – SUPERPAINT® EXTERIOR LATEX SATIN EXTRA WHITE

FERROUS METAL HOLLOW METAL DOORS & FRAMES, AND BOLLARDS
PRIMER: B50NZ0001 – 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

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www.JAHarchitectsllc.com

THESE CONSTRUCTION DOCUMENTS HAVE BEEN PREPARED BY A LICENSED ARCHITECT AS ARE INTENDED TO BE COMPLETE IN THEMSELVES. HOWEVER, IN ORDER, THEY ARE INTENDED TO WORK IN UNISON WITH 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, OR THE OMISSION OF ANY PART OF CONSTRUCTION ADMINISTRATION SERVICES 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



1 A5.01 AMENITY CENTER - FRONT ELEVATION

SCALE: 3/16" = 1' – 0"



2 A5.01 AMENITY CENTER - REAR 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 NICHOLS WITH TRIMS TO MATCH W–01 WINDOWS.

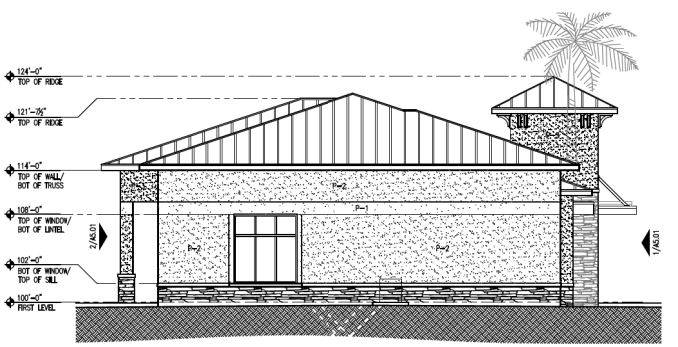
GENERAL ELEVATION NOTES

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.



3 A5.01 AMENITY CENTER - LEFT ELEVATION

SCALE: 3/16" = 1' – 0"



4 A5.01 AMENITY CENTER - RIGHT ELEVATION

SCALE: 3/16" = 1' – 0"

EXTERIOR FINISHES



OPTION 1

SCHEMATIC DESIGN

SEAL: STATE OF FLORIDA · JAMES A HUGHES · AR0009466 · REGISTERED ARCHITECT · –/–/2022

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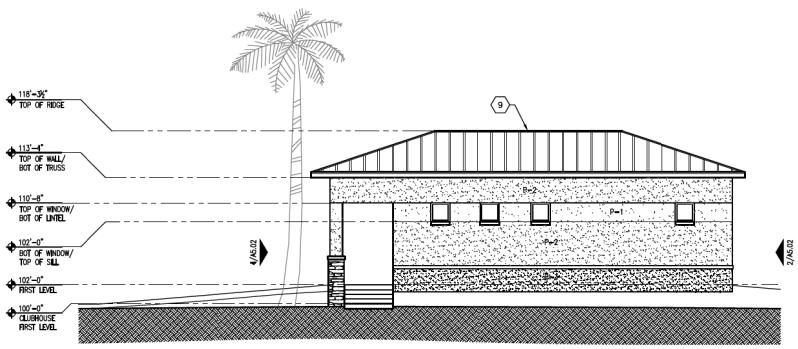
CLIENT
TWISTED OAKS
AMENITY CENTER
–
FLORIDA

DRAWING TITLE
BUILDING 1 ELEVATIONS

ENGINEER	ARCHITECT	DESIGNER
–	TH	JAH
DRAWN BY	REVIEWED BY	SCALE
JAH	TH	AS SHOWN

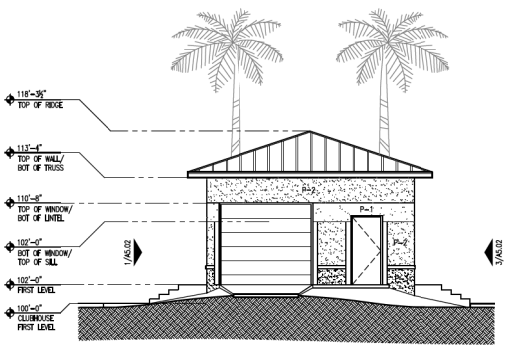
RECORD CONTROL: JAH # 801 · CADD FILE # · XREF FILE(S)

DRAWING NUMBER
A5.01A



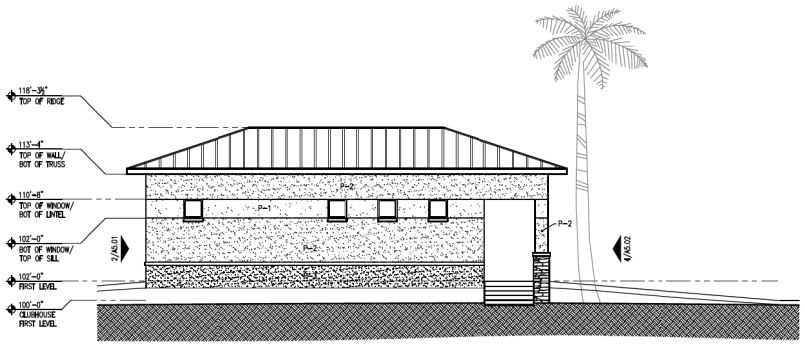
1 A5.02 POOL RESTROOM - SIDE ELEVATION

SCALE: 3/16" = 1' - 0"



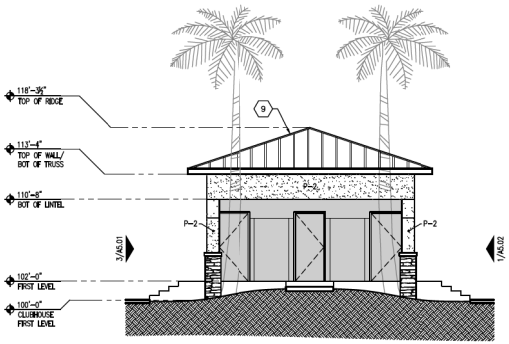
2 A5.02 POOL RESTROOM - REAR ELEVATION

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 – ½"	(2) LAYER #30 FELT	WIRE LATH	5/8"	1/4" ACRYLIC	AS DRAWN, NOT TO EXCEED 2:1 RATIO OR 144 SF

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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:
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FERROUS METAL HOLLOW METAL DOORS & FRAMES, AND BOLLARDS
PRIMER:
DSCM20001 – KEM KROMIK® 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
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METAL ROOF
TAMCO – GREY (STANDARD COLOR)

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FIBER CEMENT BASIS OF DESIGN: JAMES HARDIE

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EXTERIOR CEILING:
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EXTERIOR TRIM @ DOOR & WINDOWS (JAMBS ONLY):
UTILIZE STUCCO 6"W TRIM

ELEVATION KEYNOTES

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–	02/07/22	SCHEMATIC DESIGN	JAH

OPTION 1

EXTERIOR FINISHES

SW 6021 DREAMY WHITE

SW 7079 PONDER

SW 7081 SENSUOUS GRAY

CULTURED STONE

SCHEMATIC DESIGN

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CLIENT
TWISTED OAKS
AMENITY CENTER
–
FLORIDA

DRAWING TITLE
BUILDING 2
ELEVATIONS

ENGINEER	ARCHITECT	DESIGNER
–	TH	JAH
DRAWN BY	REVIEWED BY	SCALE
JAH	TH	AS SHOWN

JAH # 801
CADD FILE #
XREF FILE(S)

DRAWING NUMBER
A5.02A

SEAL
STATE OF FLORIDA
JAMES A HUGHES
AR0009466
REGISTERED ARCHITECT
–/–/2022

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for the Twisted Oaks Subdivision Amenity Center consisting of a 5,989 sq ft building with a fitness facility, activity and flex space area with a bar, a 791 sq ft bathroom and storage building, a 2,523 sq ft adult pool area, a 5,140 sq ft family pool area, 4 pickleball courts, a playground, 2 dog parks, a firepit lounge area, a yoga lawn, an activity lawn, a hammock area, and a mail collection area with associated infrastructure, including golf cart parking in 4.3367 acres, MOL. 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.

Case Number: SP 2305-011 Twisted Oaks Amenity Center

Applicant(s): KL Twisted Oaks, LLC

Owner(s): KL Twisted Oaks, LLC

Parcel(s): Portion of Parcels D31-007 & D31-029

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed site plans.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 4.4, the Special Magistrate

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2309-003 Exalt Health 40 Bed Rehabilitation Hospital at Wildwood**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate 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 approval from the City Commission 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: 06/06/2024
Amanda Bondi
Planner II, Development Services



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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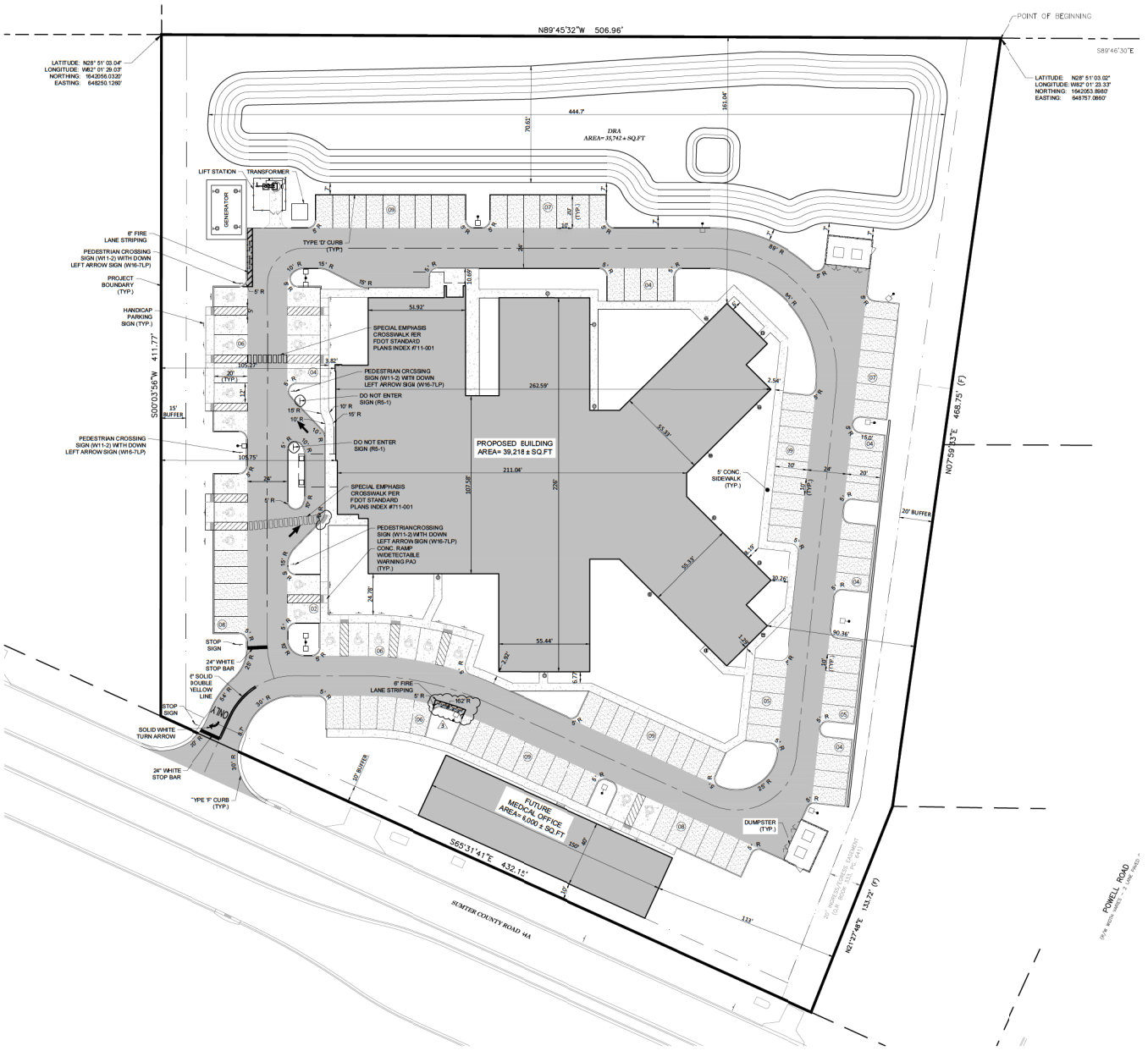
Feet
0 80 160

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

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: 4795 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 OPEN 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

DATE	COMMENTS	BY
12/03		ERA
2/16/24	1 - ASI 01	KLA

REVISIONS

MAJOR SITE PLAN
EXALT HEALTH - WILDWOOD
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

GEOMETRY PLAN

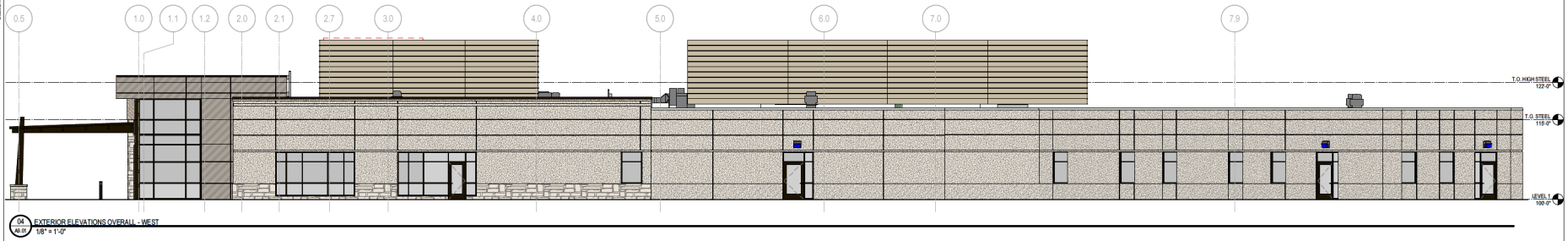
DATE 4/1/2024
DRAWN BY AS
CHKD. BY KLA
JOB NO. 23-8256

This item has been digitally signed and sealed by Kevin L. McMey 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.

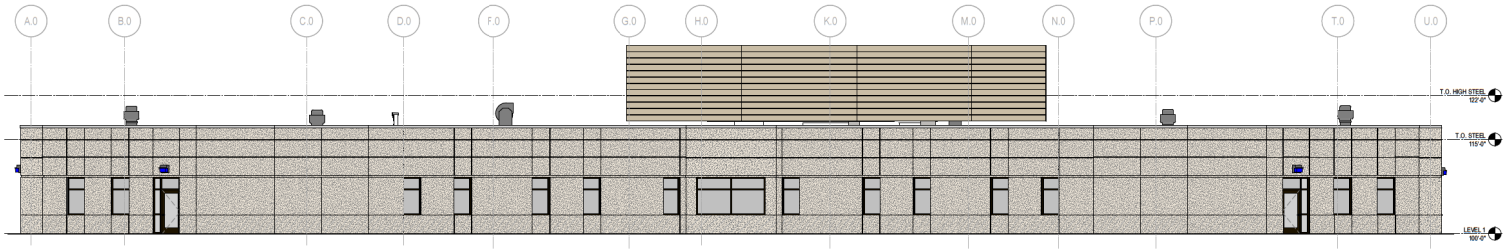
4/3/2024

SHT. 05.01

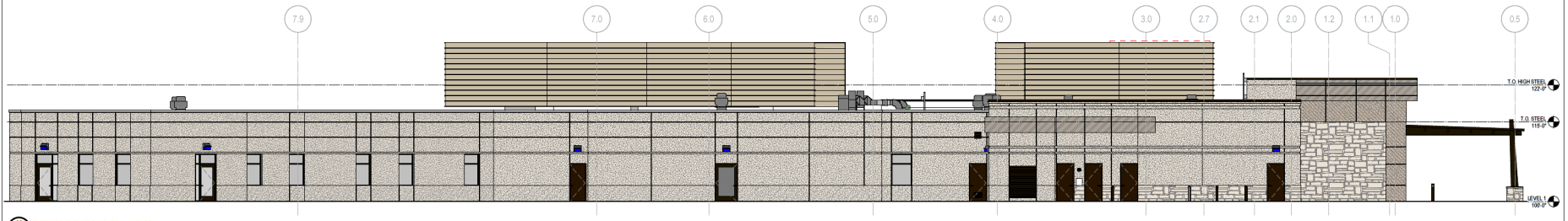
NOT VALID UNLESS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER



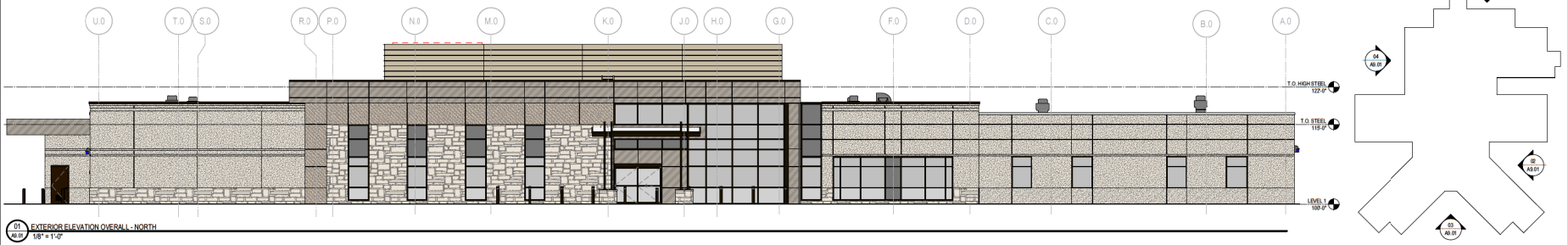
04 A9.01 EXTERIOR ELEVATIONS OVERALL - WEST
1/8" = 1'-0"



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"

ENVIRONMENTS FOR HEALTH ARCHITECTURE
e4h
817.335.5911 | 801 Cherry St, Ste. 1900, Fort Worth, TX 76102
© 2023 E4H - Environments For Health, LLC
e4harchitecture.com

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. City's Option to Construct Wastewater Lines

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. Miscellaneous Terms.

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, 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

---

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: One			Check
	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: One			Check
	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

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for the construction of a 39,218 square-foot rehabilitation hospital and a future 6,000 square-foot medical office with associated infrastructure, on 5.45 acres MOL. 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 to serve the parcel. The subject property is generally located approximately 116 feet west of the Powell Rd and C 44A intersection along C 44A.

Case Number: SP 2309-003 Exalt Health 40-Bed Rehabilitation Hospital at Wildwood

Applicant(s): Wildwood Rehab, LP

Owner(s): Wildwood Rehab, LP

Parcel(s): G08-021

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed site plans.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 4.4, the Special Magistrate

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2309-006 Wildwood Acres Pavilion**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

CONTRACT:

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 34785
Owner:	Cobblestone II WLF, LLC
Applicant:	C Miller Construction, Inc.

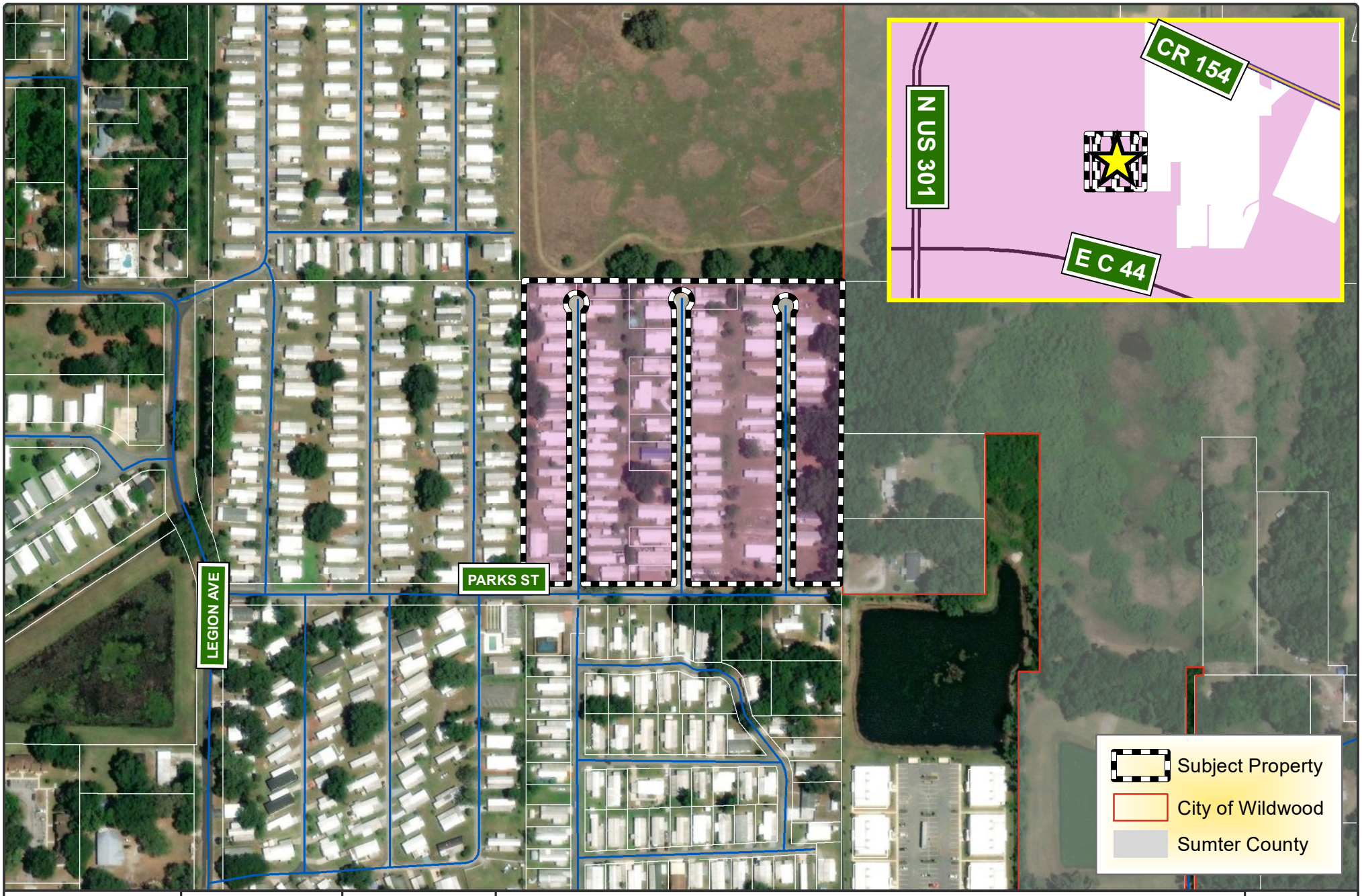
The applicant is seeking approval from the City of Wildwood City Commission for the construction of a New 1,740-square-foot open pavilion, new male and female restrooms, construction of 5-foot ADA sidewalk and ADA parking spaces, and associated infrastructure improvements on 0.173 acres MOL, on an MHP 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: 6/11/2024

Wendy Then, AICP, CFM
Assistant Director Development Services



WILDWOOD
EST. 1877
FLORIDA

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

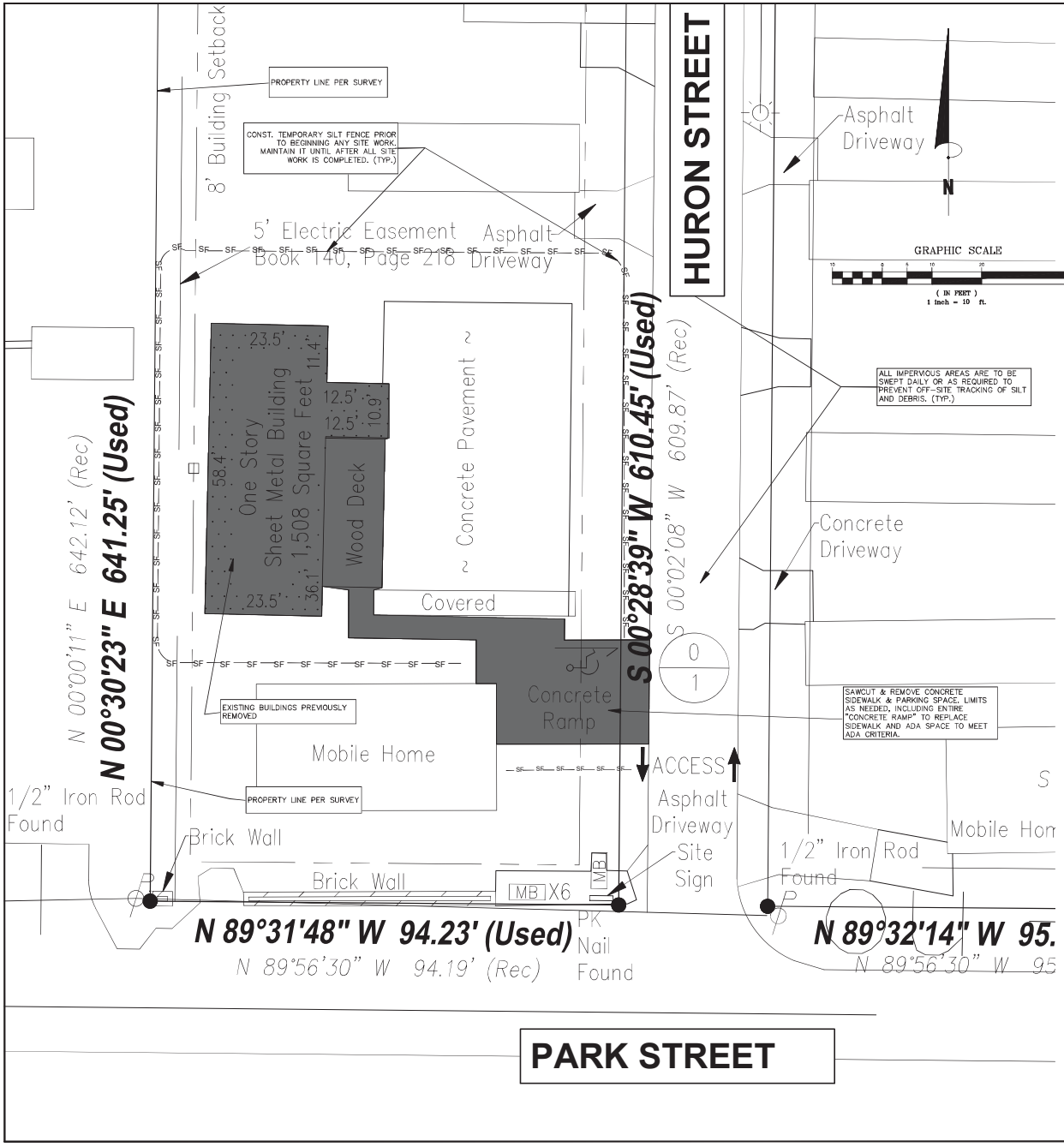
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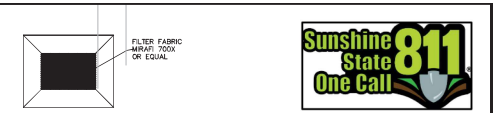
SP 2309-006

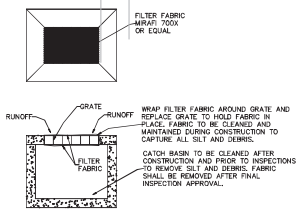
WILDWOOD ACRES PAVILION

PARCEL G07-111

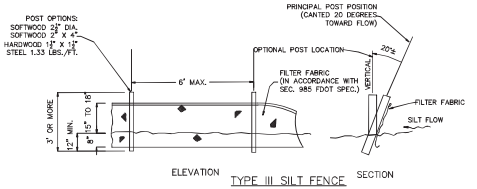
MAP 1B
LOCATION MAP
SEPTEMBER 2023







FILTER FABRIC IN CATCHBASIN
NTS



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 US 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'

This item has been digitally signed and sealed by RANDOLPH J AYERS 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.

RANDOLPH J. AYERS, P.E.
FLORIDA REGISTRATION 45803
NOT VALID FOR CONSTRUCTION UNLESS SIGNED IN THIS BLOCK

RANDOLPH J AYERS, P.E.
6123 71ST STREET N.
ST. PETERSBURG, FL 33709
TEL. 727-686-0793
RAYERS97@AOL.COM

RJA

5			
4			
3			
2			
1		03/15/24	CITY COMMENTS
0		DATE	REVISION

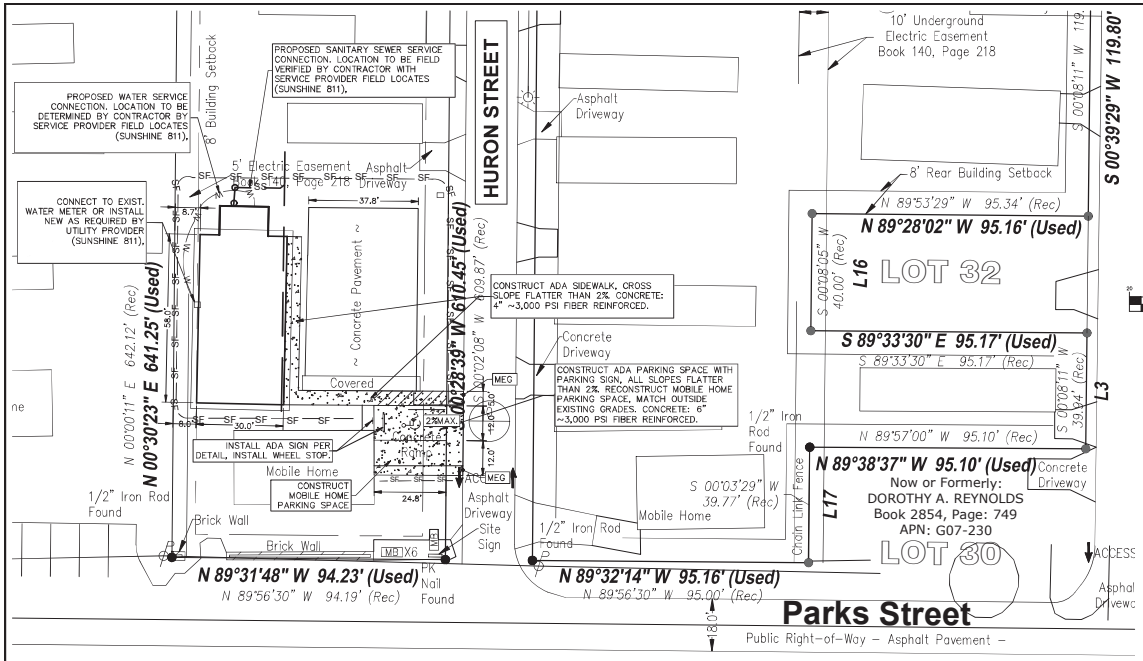
827 HURON ST.
WILDWOOD, FL

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\823 HURON ST, WILDWOOD - STEPHEN CLACK\PLANS\TEMP EROSION & SEDIMENT CONTROL PLAN.dwg, 3/19/2024 9:18:02 PM, AutoCAD PDF (General Documentation).pc3



CONSTRUCTION NOTES:

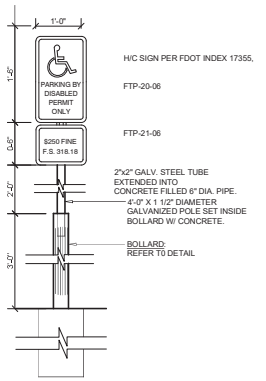
1. UTILITY ARE TO BE CONSTRUCTED PER CITY OF WILDWOOD CRITERIA AND SPECIFICATIONS.
2. CONTRACTOR TO PROVIDE MAINTENANCE OF TRAFFIC AS NEEDED.
3. CONTRACTOR TO REPAIR OPEN CUT AS NEEDED AND/OR REQUIRED BY JURISDICTION HAVING AUTHORITY OVER ROADWAY.
4. CONTRACTOR TO PROVIDE TESTING AS REQUIRED BY UTILITY 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.

N

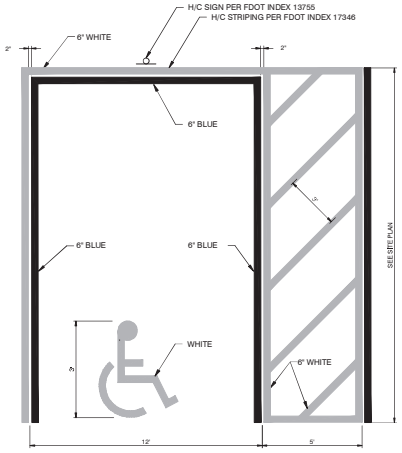
GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

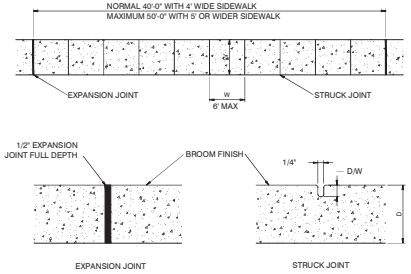
Sunshine State 811 One Call



HANDICAP PARKING SIGN DETAIL
N.T.S.



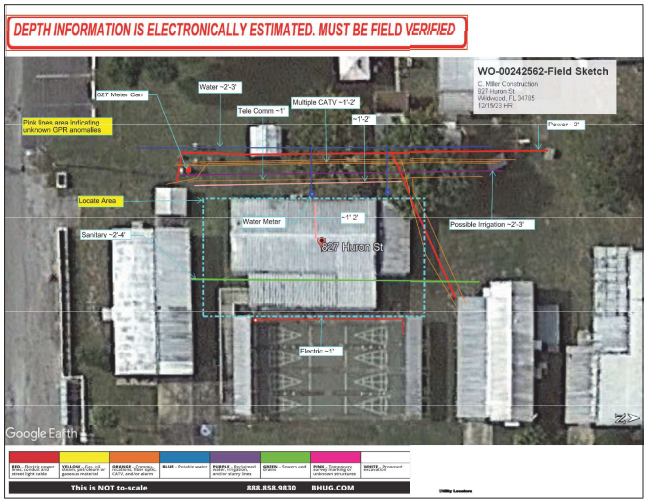
HANDICAP PARKING PAVEMENT MARKING
NTS



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



UTILITY LOCATIONS MAP
PROVIDED BY CONTRACTOR

This Item has been digitally signed and sealed by RANDOLPH J AYERS 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.

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

NO.	DATE	REVISION
0	03/15/24	CITY COMMENTS

827 HURON ST.
WILDWOOD, FL

RECREATIONAL PAVILION
SITE PLAN

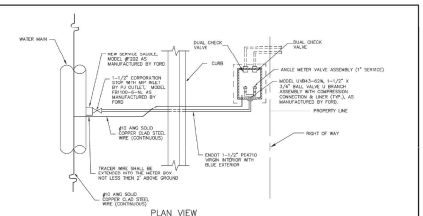
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DESIGN: RJA
CHECKED: RJA
JOB NO: 2023-0619
DATE: 09-17-23

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

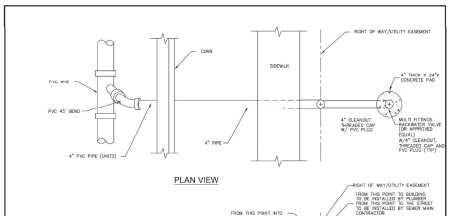
1. Any sediment that is tracked onto road pavement shall be removed immediately (prior to the end of each workday).
2. Pavement shall not be cleaned by washing/flushing street unless proper drain protection is in place to prevent discharges into the MS4.
3. All sediments/soils shall remain on site.
4. 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 occurring 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 'SM') 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	SCALE: NONE	CITY OF WILDWOOD WATER DETAIL	DETAIL NUMBER: W-14
100 NORTH MAIN STREET WILDWOOD, FLORIDA 34785 (352) 330-1330	LATEST REVISION: 02-03-21	SINGLE WATER SERVICE CONNECTION	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 9' TO 15' = SDR 35 LATERAL DEPTH GREATER THAN 15' = SDR 26

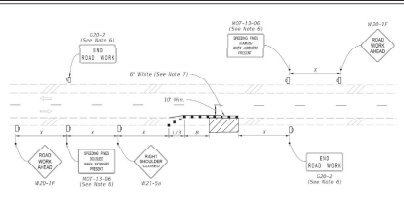
CITY OF WILDWOOD	SCALE: NONE	CITY OF WILDWOOD SEWER DETAIL	DETAIL NUMBER: S-02
100 NORTH MAIN STREET WILDWOOD, FLORIDA 34785 (352) 330-1330	LATEST REVISION: 12-13-18	SANITARY SEWER SINGLE SERVICE	1 OF 1

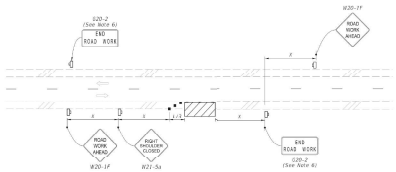
NOTE:

1. This Index applies to Two-Lane, Two-Way and Multilane Roadways, including freeways or divided roadways, with work on the shoulder.
2. L = Taper Length
   A = Work Zone Type Spacing
   B = Buffer Length
   See Index 102-600 for "L" "A" "B" and channelizing device spacing values.
3. Where work activities are between 2' and 12' from the edge of a travel lane, 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 (excluding establishing and terminating the work area), use a flagger or lane closure to accomodate 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 (W27-13-06) 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





LAST REVISION 11/01/21	DESCRIPTION:	FDOT FY 2023-24 STANDARD PLANS	TWO-LANE AND MULTILANE, WORK ON SHOULDER	INDEX 102-602	SHEET 1 of 2

This Item has been digitally signed and sealed by RANDOLPH J AYERS on the date adjacent to the seal.

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RANDOLPH JOHN AYERS LICENSE NO. 45803 STATE OF FLORIDA PROFESSIONAL ENGINEER

RANDOLPH J. AYERS, P.E.
FLORIDA REGISTRATION 45803
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6423 71ST STREET N.
ST. PETERSBURG, FL 33709
TEL. 727-686-0793
RAYERS97@AOL.COM

	DATE	REVISION
5		
4		
3		
2		
1		
0	03/15/24	CITY COMMENTS (ALL)

827 HURON ST.
WILDWOOD, FL

RECREATIONAL PAVILION DETAILS

DRAWN: RJA
DESIGN: RJA
CHECKED: RJA
JOB NO: 2023-0619
DATE: 03-11-24

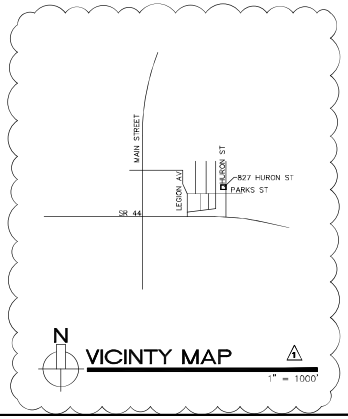
SHEET C-3

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

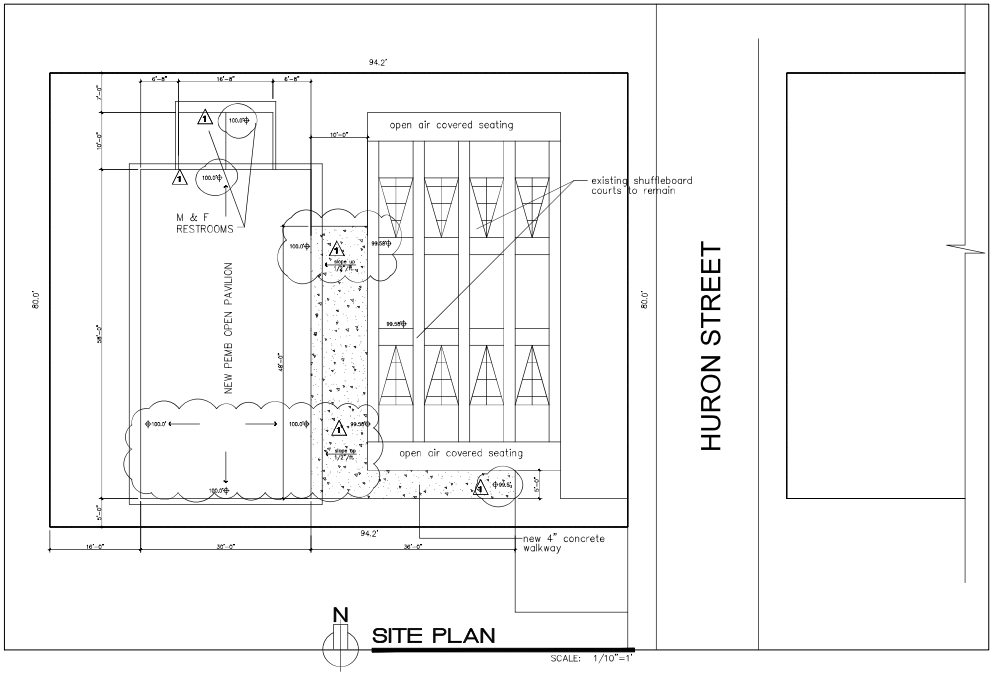
OWNER: COBBLESTONE II WLF LLC
17 W 220 22nd ST, suite 220
OAKBROOK TERRACE, IL 60181
attn: KIM LAKE
7277-550-7699 klake@cobblestoneassets.com

APPLICANT: CMCI
905 E MARTIN LUTHER KING JR DR, SUITE 400
TARPON SPRINGS, FL 34689
attn: LARRY DAIGLE
407-969-3341 ldaigle@mycmci.com



VICINITY MAP

1" = 1000'



SITE PLAN

SCALE: 1/10"=1'

DESIGN WIND PRESSURES (PSF)

ULTIMATE DESIGN WIND SPEED (Vult): 140 MPH (TABLE 1609A) WIND IMPORTANCE FACTOR: 1.0 WIND EXPOSURE: B
NOMINAL DESIGN WIND SPEED (Vasd): 108 MPH (TABLE 1609.3) INTERNAL PRESSURE = ENCLOSED 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.

DIRECTIONAL BORING IS REQUIRED FOR DEVELOPMENT AND INFRASTRUCTURE PLANNED WITHIN 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 REGISTERED ARCHITECT AR0011484

Clack Architecture
1422 Oakley Street
Orlando, Florida 32806
407.810.4614
AR 0011484 TBAE 23485

REVISIONS

1 ARJ 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

THESE DOCUMENTS AND THE CONCEPTS AND FEATURES AND ARE ISSUED ONLY FOR THE SPECIFIC PROJECT NOTED ON THESE DRAWINGS. ANY REPRODUCTIONS, REVISIONS OR MODIFICATIONS OF THESE DOCUMENTS WITHOUT THE EXPRESS WRITTEN CONSENT OF CLACK ARCHITECTURE IS PROHIBITED BY LAW.

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood 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.

Case Number: SP 2309-006 Wildwood Acres Pavilion

Applicant(s): C Miller Construction, Inc.

Owner(s): Cobblestone II WLF, LLC

Parcel(s): G07-111

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed site plans.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 4.4, the Special Magistrate:

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2401-001 Twisted Oaks Apartments**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate 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 (22.196 acres total)
Property Location:	Located within the Twisted Oaks Development, just west of 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

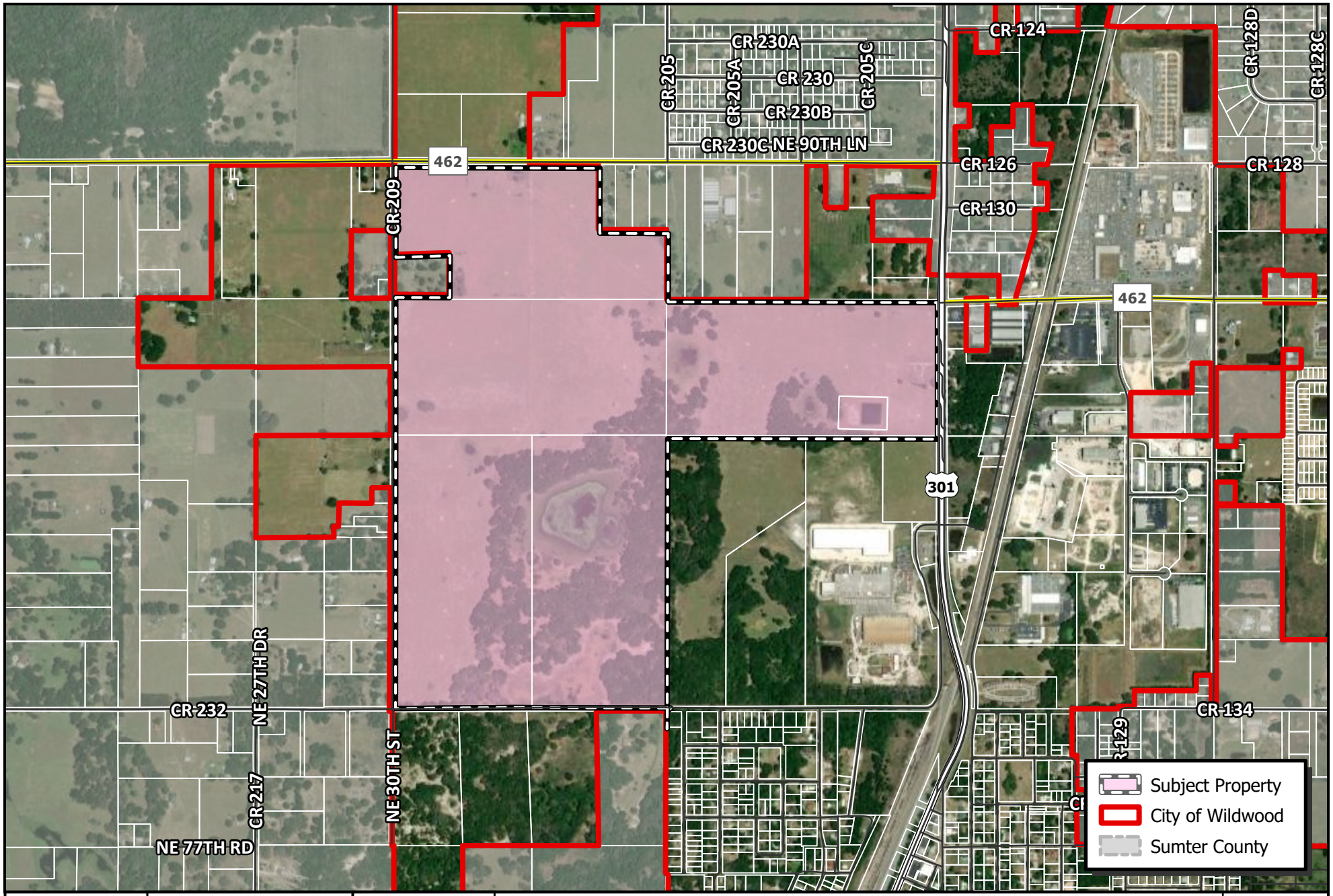
The applicant is seeking approval from the City of Wildwood City Commission for the construction of an apartment complex consisting of a three-story building with a total of 270 dwelling units featuring one hundred and thirty-five (135) 1-bedroom units, eighty-one (81) 2-bedroom units, and fifty-four (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 NMU-7 zoned parcel, as per the attached plans.

SP 2401-001 meets the criteria set forth in the Design District Standards, Land Development Regulations, the terms of the Twisted Oaks PD (O2022-44), and is consistent with the goals, objectives, and policies of the City’s 2050 Comprehensive Plan.

DATED: 6/11/2024



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

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 77-113 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 AS 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 (YES?) 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 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 WASH-OUTS, RESEEDING, RESODDING, & 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 INLET 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 (AOS 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 STORM DRAINAGE 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 (AOS 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 DRAINAGE & 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 DRAWINGS 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 ROP STORMWATER PIPES WHICH CONVEY RUNOFF STREETS (PUBLIC OR PRIVATE).
5. LASER PROFILE IS REQUIRED FOR ALL AOS/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

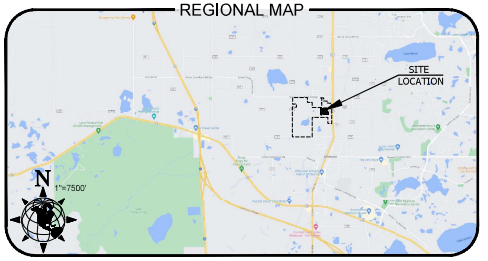
OWNER

KL TWISTED OAKS, LLC
105 NE 1ST STREET
DELRAY BEACH, FLORIDA 33444

PROPERTY MANAGER

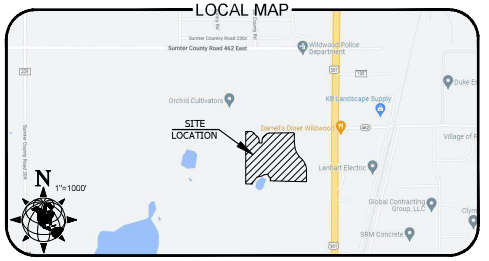
DHI COMMUNITIES
4220 RACE TRACK ROAD
ST. JOHNS, FLORIDA 32259

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

SHEET	TITLE
1	COVER
2	EXISTING CONDITIONS
3	AERIAL SITE MAP
4	MASTER SITE PLAN
5-6	PAVING & SIGNAGE SITE PLANS
7	FIRE TRUCK AND GARBAGE PICK-UP TURNING TEMPLATE PLAN
8	MASTER DRAINAGE PLAN
9	MASTER UTILTY PLAN
10-11	PAVING, GRADING, & DRAINAGE PLANS
12	SECTIONS
13	PLAN & PROFILE KEY
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

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 LOT 5-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 832.00 feet and a central angle of 02°00'23" (chord bearing S.86°09'59"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 832.00 feet and a central angle of 02°04'25" (chord bearing S.88°23'36"E., 29.96 feet) to a point of tangency; thence S.89°50'58"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, 54.81 feet along the arc of a reverse curve to the left having a radius of 125.00 feet and a central angle of 25°07'09" (chord bearing S.45°19'07"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., 62.46 feet) to a point of compound curvature; thence Southerly, 57.06 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., 62.46 feet) to a point of reverse curvature; thence Northeasterly, 53.53 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., 53.43 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°44'08"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, 39.82 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, 230.24 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°12'59"E., 223.14 feet) to a point of tangency; thence S.00°19'29"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
630-307-3466
www.dhorton.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) 266-9391 (ssouthard@wm.com)

GAS:
TECO PEOPLE GAS
702 N. FRANKLIN ST.
TAMPA, FL 33602
(877) 832-6747

INTERNET:
BLUE STREAM
4238 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.

Digitally signed by Brody Cone
Date: 2024.05.01 09:06:20 -04'00'

BRODY CONE
FL LICENSE NO. 94991

Z:\Jobs\Twisted Oaks_Engineering\Dev_Plans\WF1101 TO WF1 CVR.dwg [4/30/2024 7:39 AM]

TWISTED OAKS - SOUTH MULTI-FAMILY PARCEL

DESCRIPTION: Part of DOLE-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:

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 985.05 feet to the **POINT OF BEGINNING**; 2) N.89°53'23"W., a distance of 556.16 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, 29.86 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°26'39"E., 29.86 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, 84.20 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., 82.45 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, 84.20 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., 82.45 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, 39.02 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., 35.01 feet) to a point of curvature; thence S.00°09'52"W., a distance of 185.94 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°48'57" (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.

N

0 100 200 300

GRAPHIC SCALE 1"= 100'

T-10 T-08 T-09 T-07 T-04 T-05 T-06 T-17 T-03 T-11 T-16 T-15 T-12 T-13 T-18 T-19

US 301

CR 462

COOK DON & MARILYN
PID: D31-038
ZONING: R/HSE
LAND USE: ACRG NOT ZND AG (00900)
Not a part of Twisted Oaks Apartments

KL TWISTED OAKS LLC
PID: D31-016
ZONING: C3
LAND USE: VACANT COMM (01000)
Not a part of Twisted Oaks Apartments

BANKS PEGGY L
PID: D32-065
ZONING: ED
LAND USE: SINGLE FAMILY (00100)

CHARACTER OAKS REAL ESTATE INC
PID: D32-144
ZONING: C-3
LAND USE: VACANT COMM (01000)

T-LYNNE PROPERTIES LLC
PID: D32-029
ZONING: C-2A
LAND USE: RESTAURANT (02100)

T-LYNNE PROPERTIES LLC
PID: D32-167
ZONING: C-3A
LAND USE: VACANT COMM (01000)

RENEGADE PROPERTIES #1 LLC
PID: D31-029
ZONING: C-2A
LAND USE: MOTEL (03800)

FLORIDA POWER CORP.
PID: D31-036
ZONING: PUD
LAND USE: UTILITY (09100)
Not a part of Twisted Oaks Apartments

PRIMUS PIPE AND TUBE INC.
PID: D31-009
ZONING: M-1
LAND USE: LIGHT MANUFACTURING (04100)

KL TWISTED OAKS LLC
PID: D31-038
ZONING: NMU-7
LAND USE: AGRICULTURE (06000)

C1 C2 C3 C4 C5 C6 C7 C8 C9 C10 C11 C12 C13

27.81'
S89°50'08"E

406.28'
N88°40'45"E

166.94'
S00°09'52"W

11.46'
S00°09'52"W

50.00'
S89°50'08"E

11.46'
N00°09'52"E

PARCEL BOUNDARY
22.90 AC

1231.41'
N00°06'40"E

194.81'
S00°09'51"W

470.04'
N88°39'39"W

384.38'
S01°19'56"W

556.21'
N89°53'23"W

Not a part of Twisted Oaks Apartments

FLOOD ZONE A
FLOOD ZONE X

Wetland 13
ELEV = 55.27

Wetland 12
ELEV = 55.27

Wetland 14
ELEV = 56.51

Wetland 1
ELEV = 54.03

664555 – ACTIVE
N028° 52' 54.68"
W082° 02' 36.15"

678877 – ACTIVE
N028° 52' 48.11"
W082° 02' 43.47"

874216 – ACTIVE
N028° 52' 47.98"
W082° 02' 25.30"

874210 – ACTIVE
N028° 52' 45.24"
W082° 02' 19.33"

811752 – ACTIVE
N028° 52' 45.20"
W082° 02' 18.97"

LEGEND

FLOOD PLAIN LIMITS

B-11 BORING HOLE LOCATION

EX. WELL
N028° 52' 41.79"
W082° 01' 32.41" EXISTING WELL LOCATION

EXISTING ONSITE WELLS TO BE CAPPED & ABANDONED BY A FLORIDA LICENSED WELL CONTRACTOR

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'	84.20'	46°33'39"	S34°33'11"E	82.45'
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'	84.20'	46°33'39"	N34°52'54"E	82.45'
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'	229.99'	48°48'57"	S24°13'59"E	223.09'

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

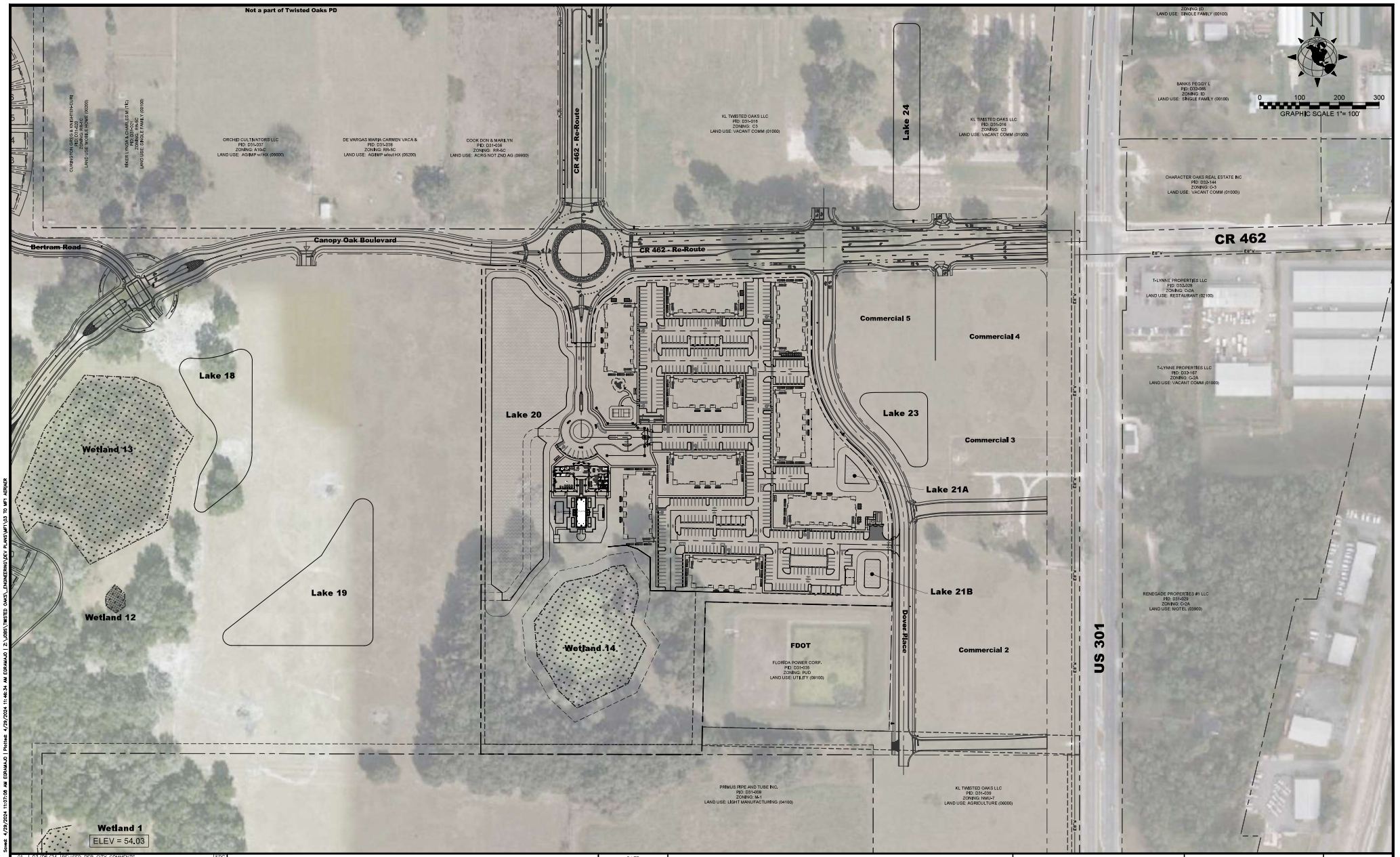
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=100'
VERTICAL DATUM NAVD88
SHEET 2 OF 25

BRODY CONE
FL LICENSE NO. 94991

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NO.	DATE	REVISION DESCRIPTION	BY
01	07/08/24	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 AER
DRAWN EDG
CHECKED BMC

AERIAL SITE PLAN

TWISTED OAKS - APARTMENTS

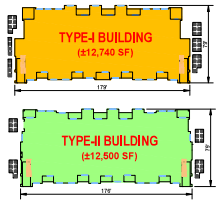
CITY OF WILDWOOD, FLORIDA

SCALE 1" = 100'
VERTICAL DATUM NAVD88
SHEET 3 OF 25

BRODY CONE
FL LICENSE NO. 94991

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 ac±
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 "CLICK2ENTER" 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

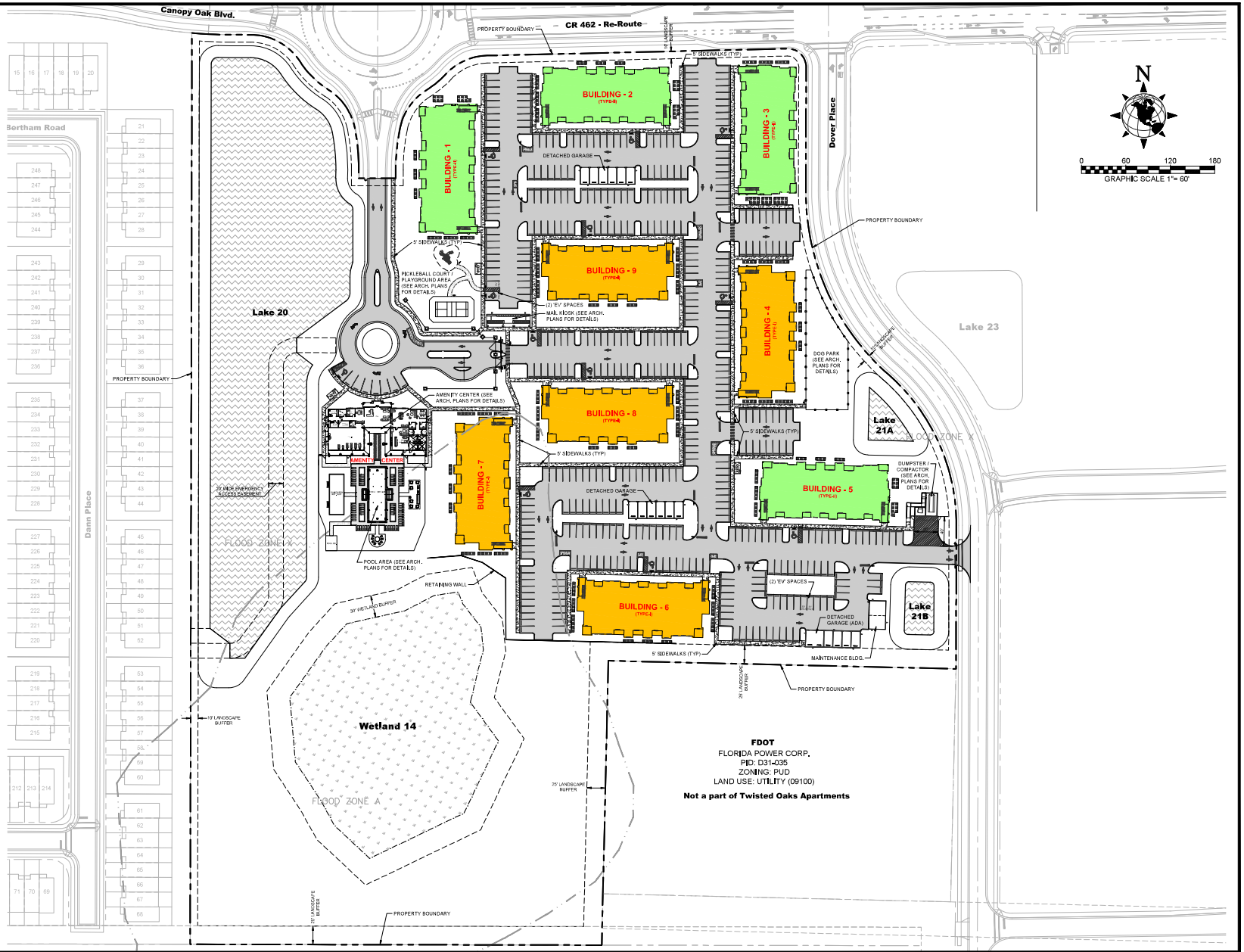
PARKING PROVIDED:

STANDARD (9'x20')	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	1,111 SF	69 SF	1,193 SF	15	6%
2 BED / 2 BATH	B2	1,131 SF	69 SF	1,200 SF	54	20%
2 BED / 2 BATH	B3	1,169 SF	106 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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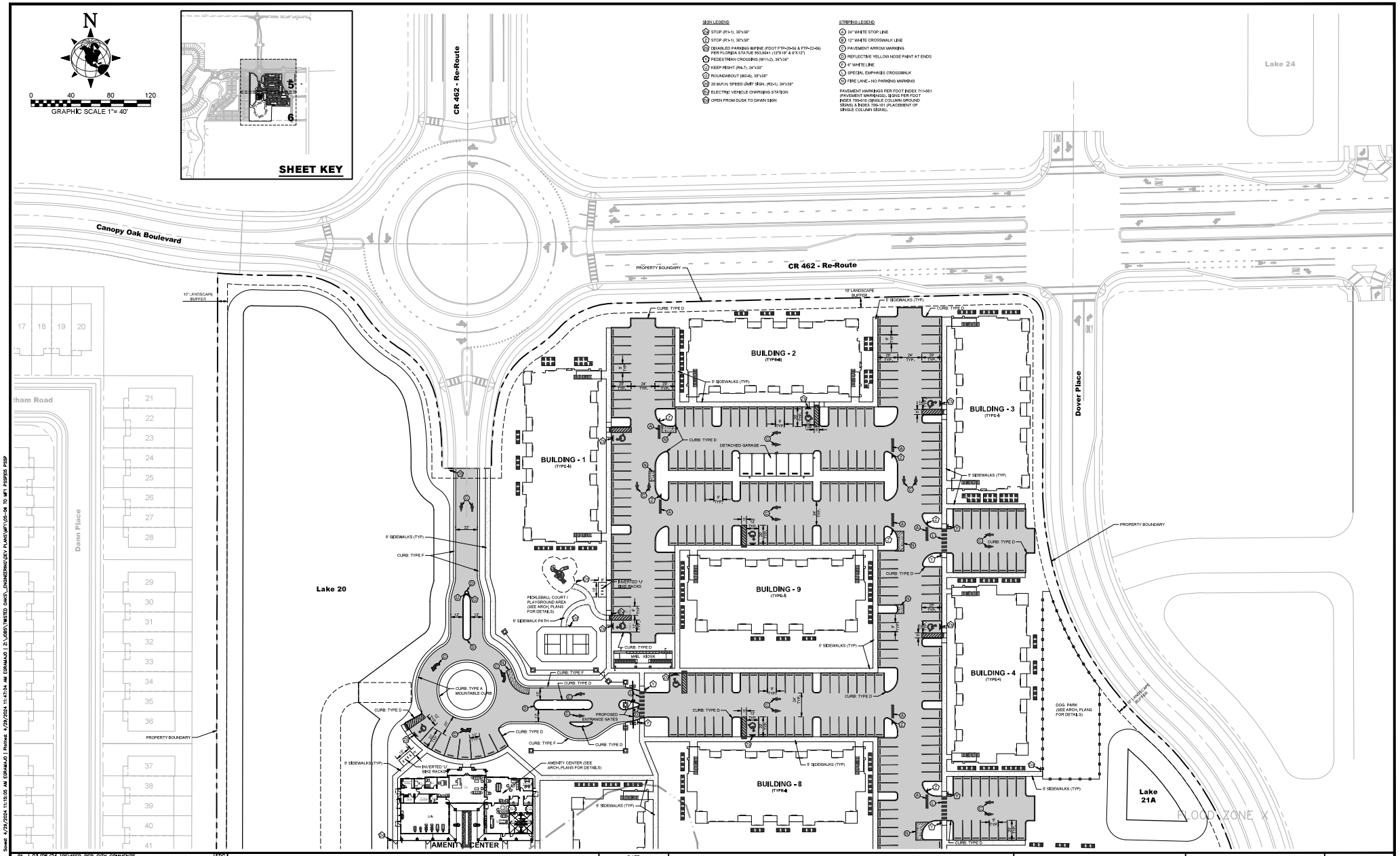
DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 MSP
DRAWN EDG
CHECKED BMC

MASTER SITE PLAN
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'
VERTICAL DATUM NAVD88
SHEET 4 OF 25

BRODY CONE
FL LICENSE NO. 94991

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CHECKED BMC

PAVING & SIGNAGE SITE PLAN

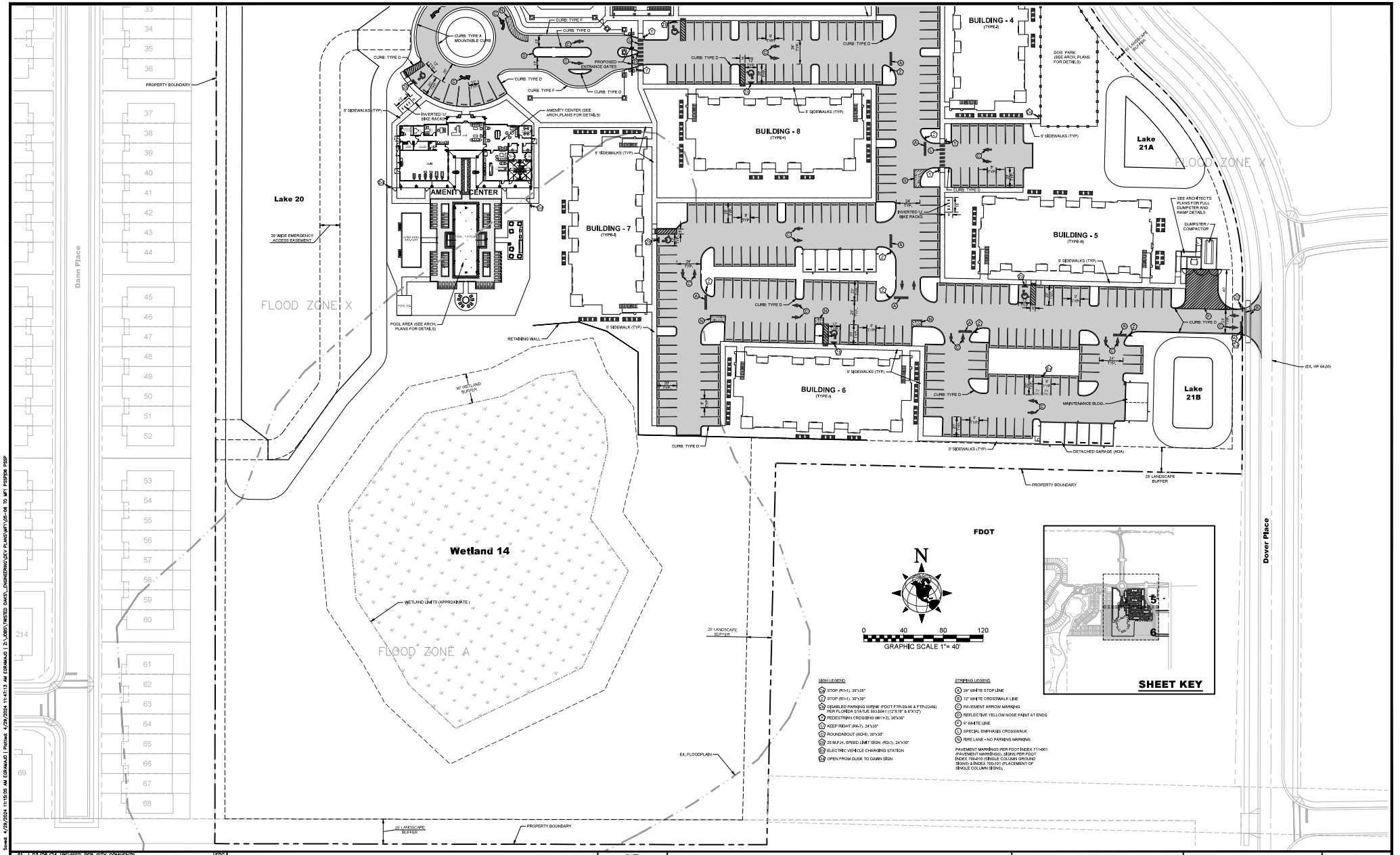
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=40'
VERTICAL DATUM NAVD88
SHEET 5 OF 25

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PROJECT TO MF1
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CHECKED BMC

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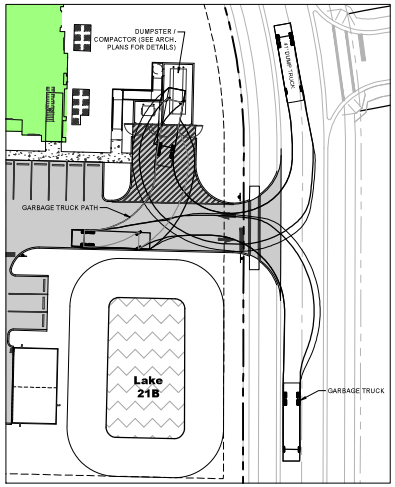
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

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SHEET 6 OF 25

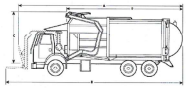
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GARBAGE TRUCK TURNING TEMPLATE

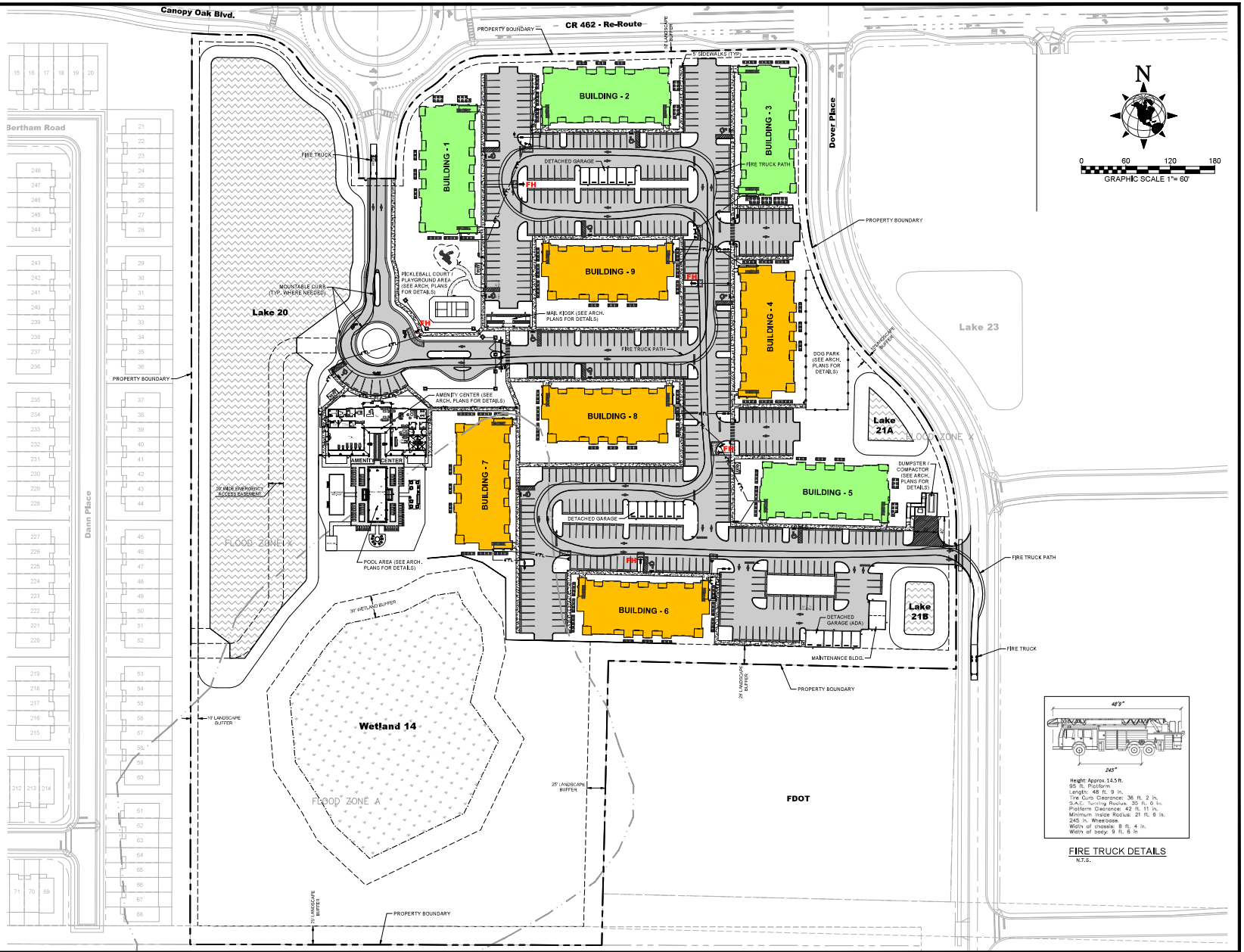
SCALE: 1"=30'



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.

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DATE 04/29/2024
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FIRE TRUCK & GARBAGE PICK-UP TURNING TEMPLATE PLAN

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'
VERTICAL DATUM NAVD88
SHEET 7 OF 25

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FL LICENSE NO. 94991

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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

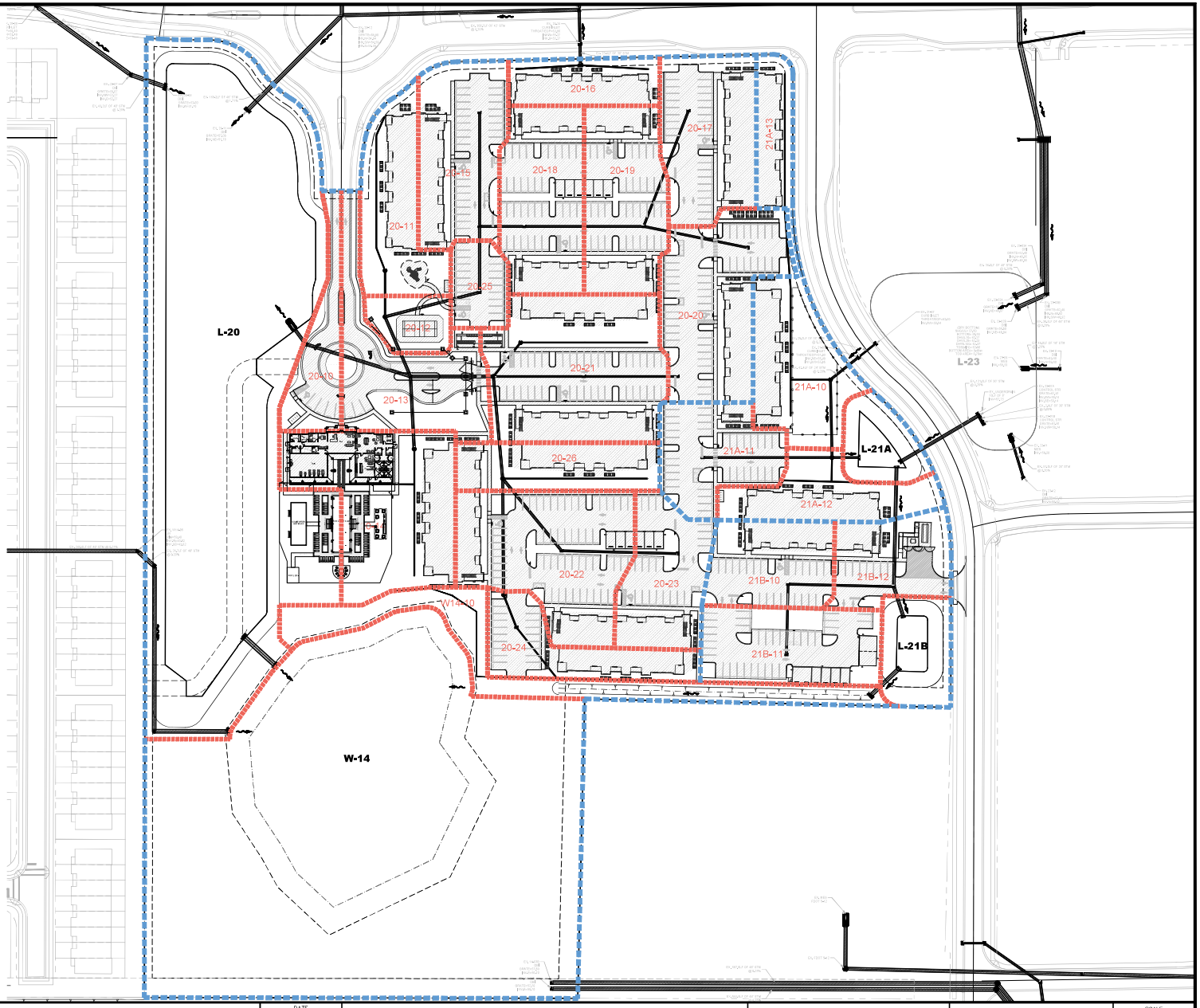
0 60 120 180

GRAPHIC SCALE 1"= 60'

LEGEND:

MAJOR DRAINAGE BASIN LIMITS

MINOR DRAINAGE BASIN LIMITS



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MASTER DRAINAGE PLAN

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

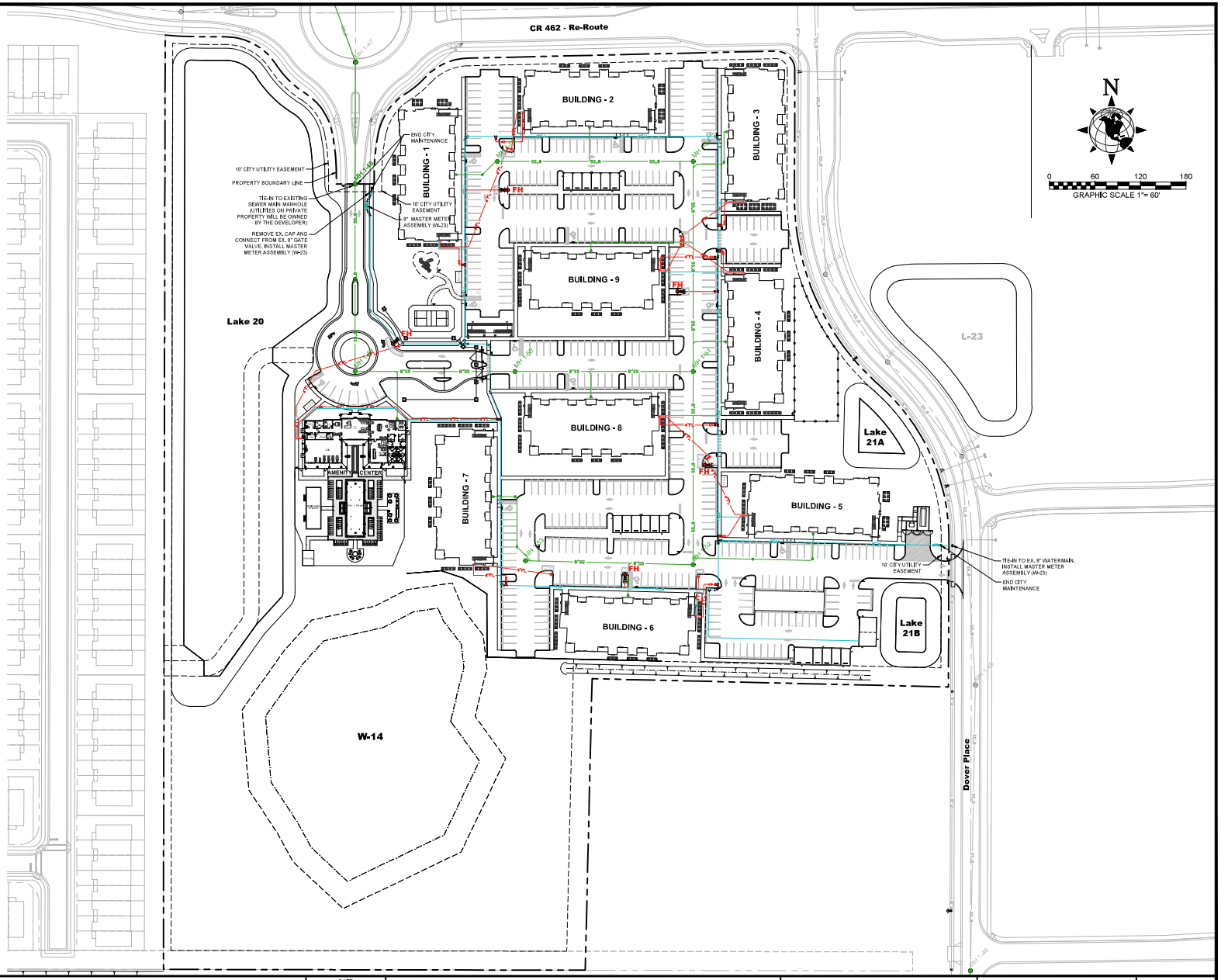
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SHEET 8 OF 25

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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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PROJECT TO MF1
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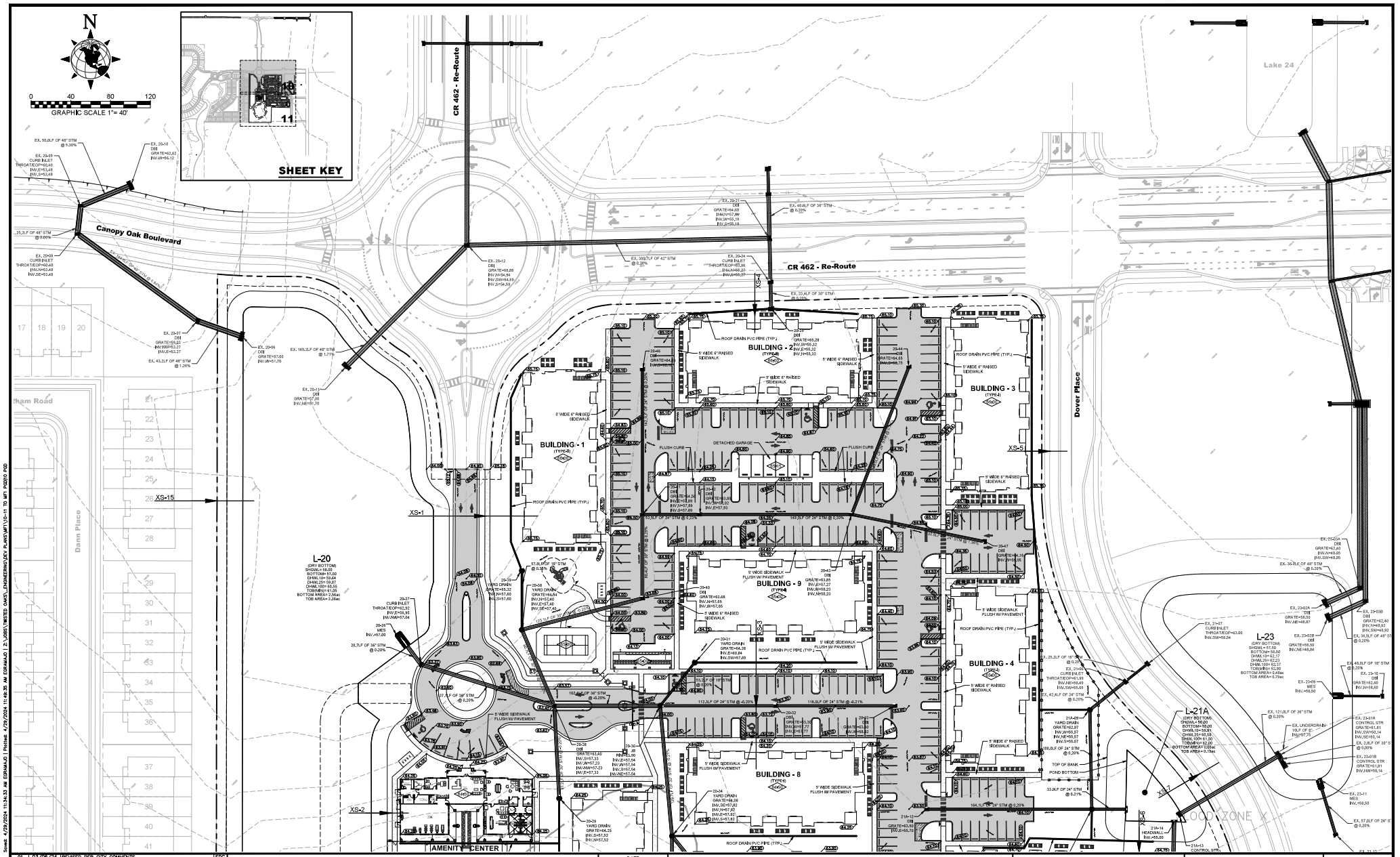
MASTER UTILITY PLAN

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'
VERTICAL DATUM NAVD88
SHEET 9 OF 25

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DATE 04/08/2024
PROJECT TO MF1
DRAWING TO MF1 PGD-10
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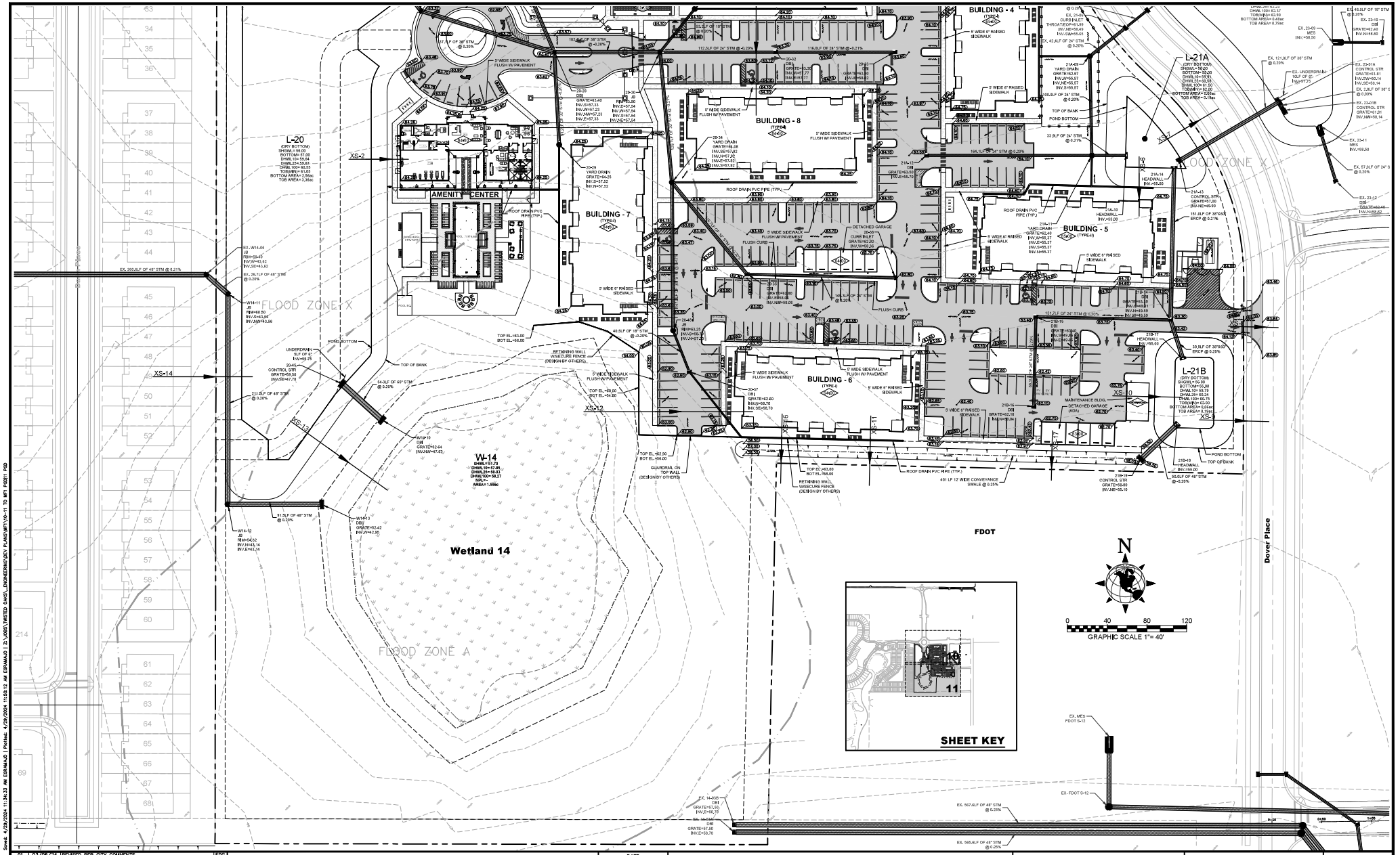
PAVING, GRADING, & DRAINAGE PLAN

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=40'
VERTICAL DATUM NAVD88
SHEET 10 OF 25

BRODY CONE
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DATE: 04/29/2024
PROJECT: TO MF1
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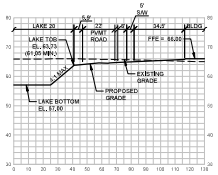
PAVING, GRADING, & DRAINAGE PLAN

TWISTED OAKS - APARTMENTS

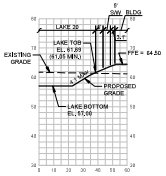
CITY OF WILDWOOD, FLORIDA

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SHEET: 11 OF 25

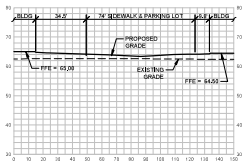
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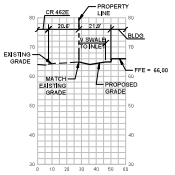
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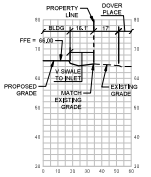
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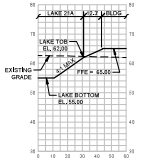
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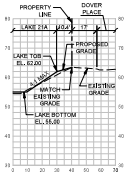
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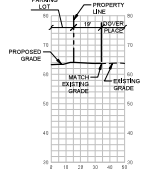
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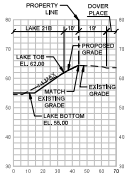
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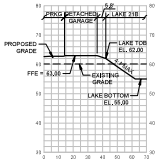
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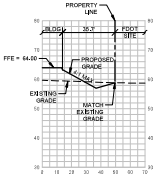
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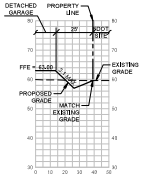
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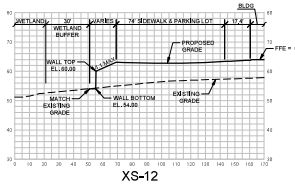
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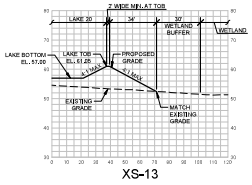
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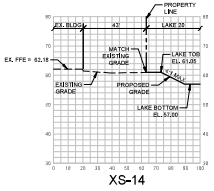
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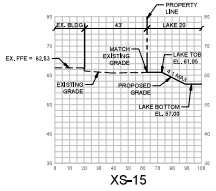
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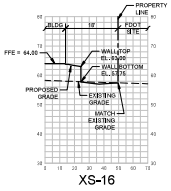
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XS-14



XS-15



XS-16

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NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

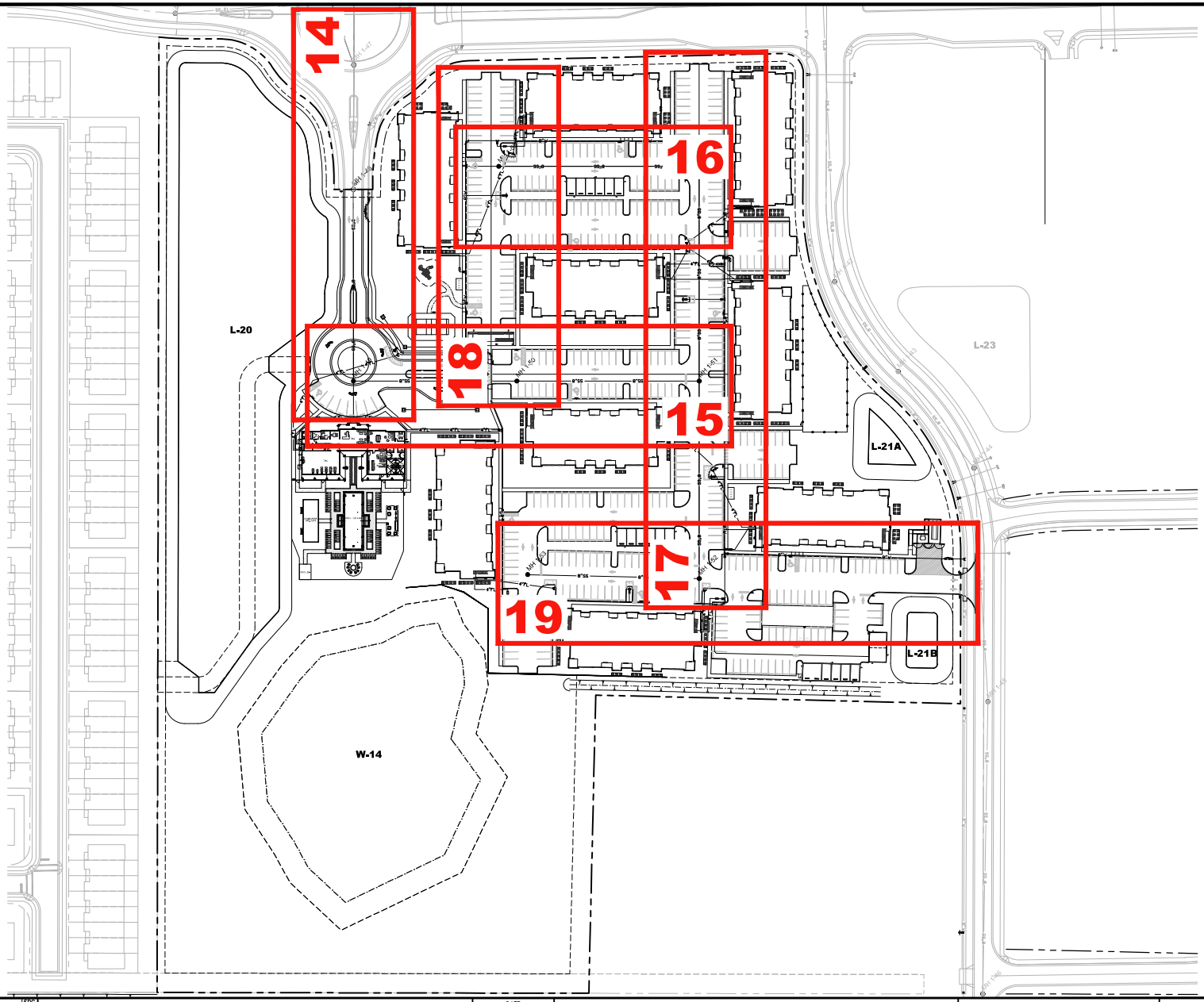
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Civil Engineering and Land Development Consulting
6997 Professional Parkway East, Suite B, Lakewood Ranch, Florida 34240 C.A.28780 941-444-6644 www.morrisengineering.net

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
SHEET 12 OF 25

BRODY CONE
FL LICENSE NO. 94991



NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

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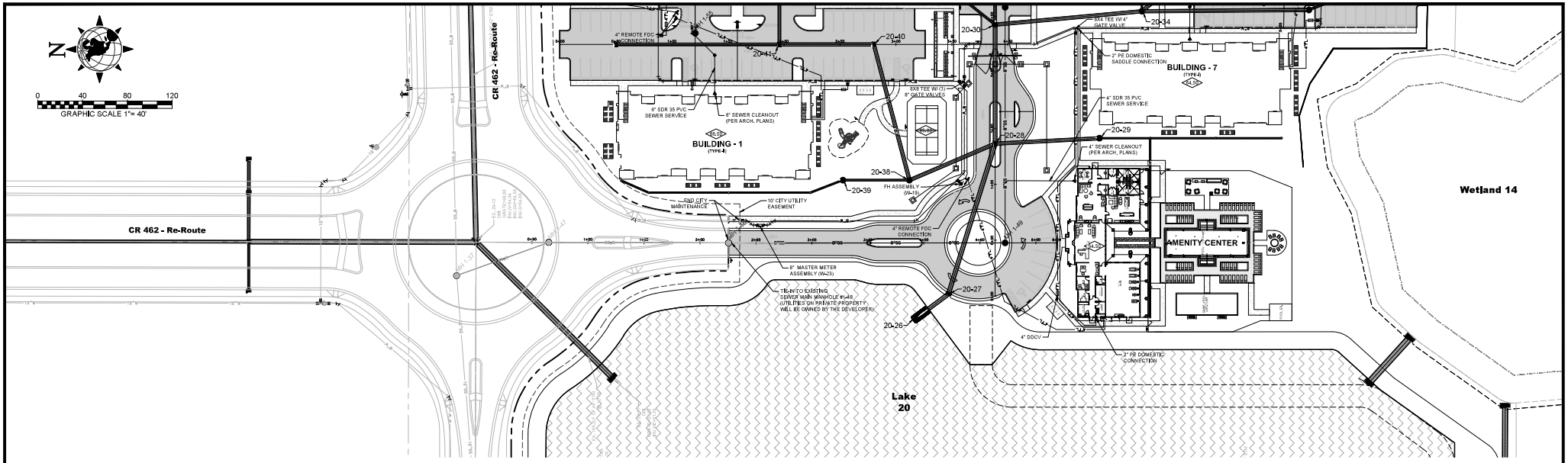
DATE 03/06/2024
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DRAWN EDG
CHECKED BMC

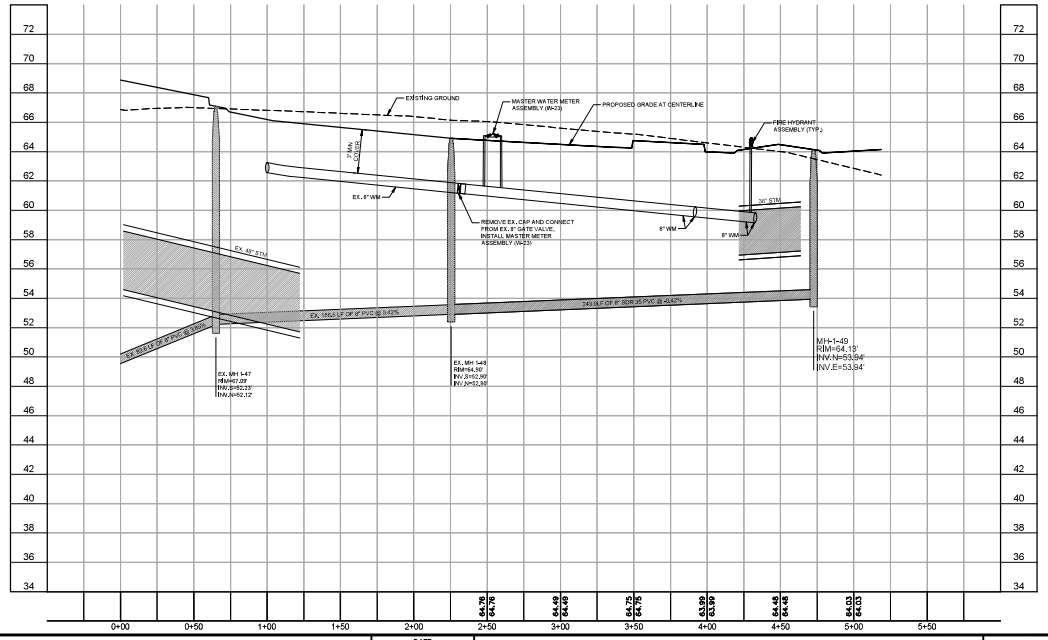
PLAN AND PROFILE KEY
TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'
VERTICAL DATUM NAVD88
SHEET 13 OF 25

BRODY CONE
FL LICENSE NO. 94991

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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

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DATE 04/08/2024
PROJECT TO MF1
DRAWING TO MF1 PP-O
DRAWN EDG
CHECKED BMC

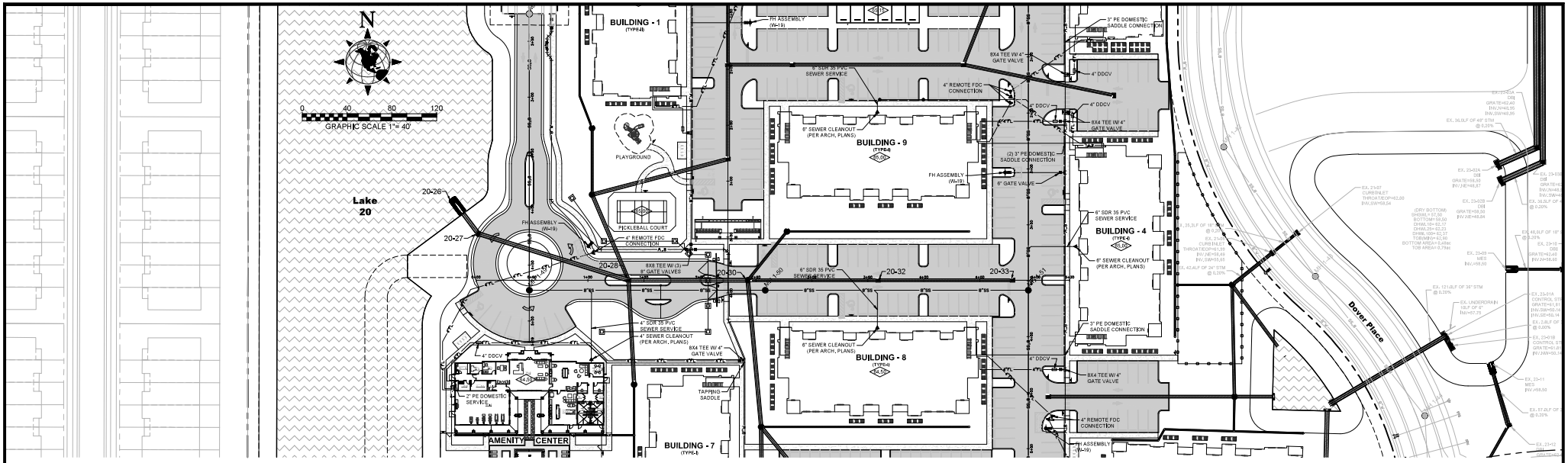
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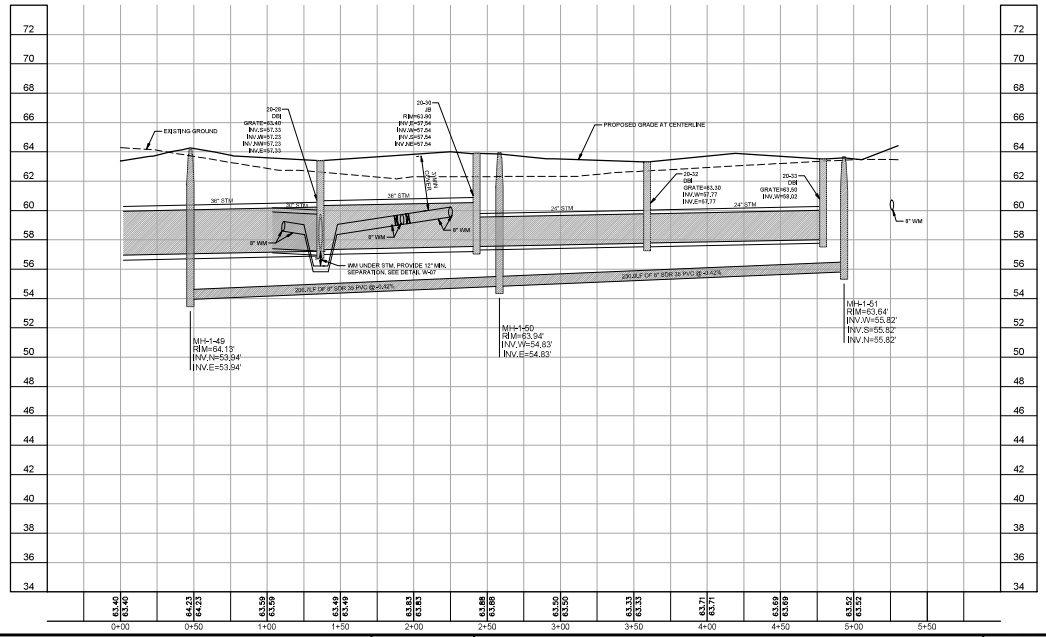
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
SHEET 14 OF 25

BRODY CONE
FL LICENSE NO. 94991





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

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DATE 04/08/2024
PROJECT TO MF1
DRAWING TO MF1 PP--P
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CHECKED BMC

PLAN & PROFILE - P

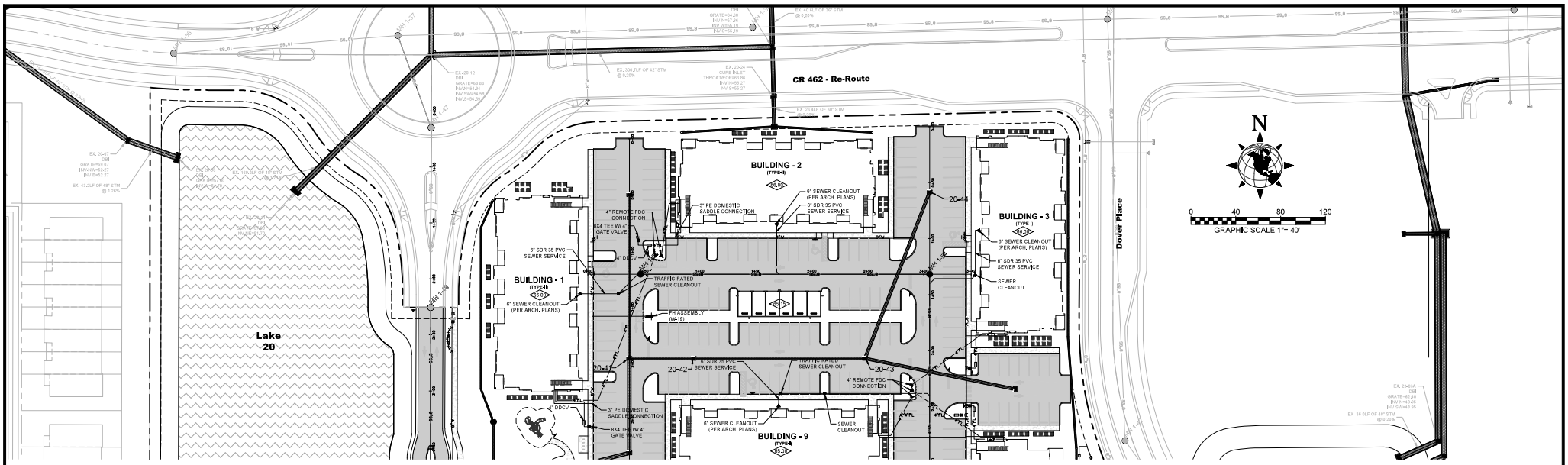
TWISTED OAKS - APARTMENTS

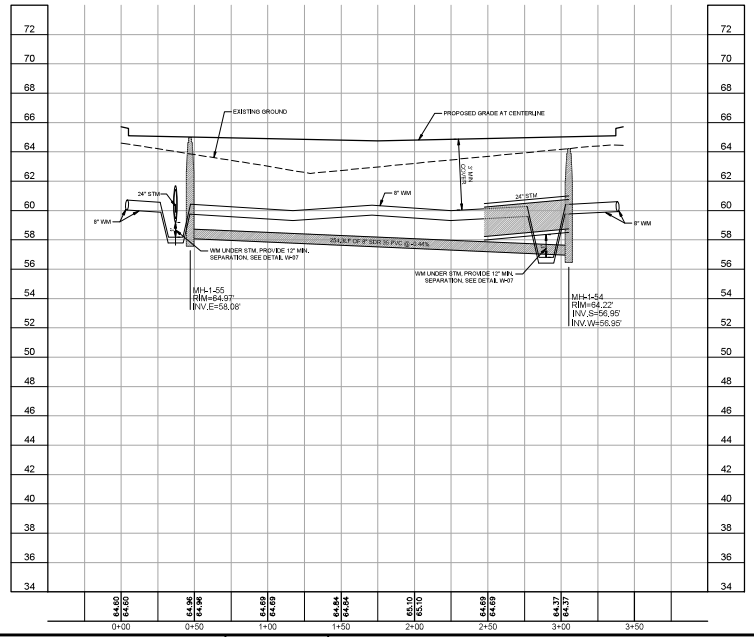
CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
SHEET 15 OF 25

BRODY CONE
FL LICENSE NO. 94991

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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

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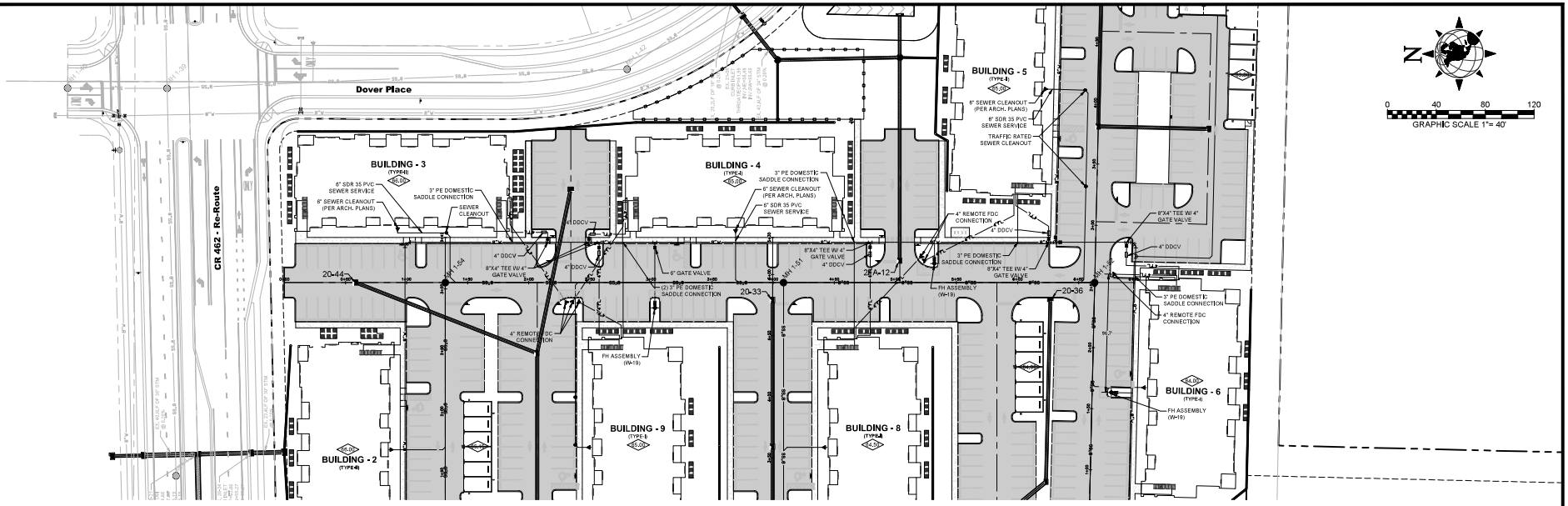
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CHECKED BMC

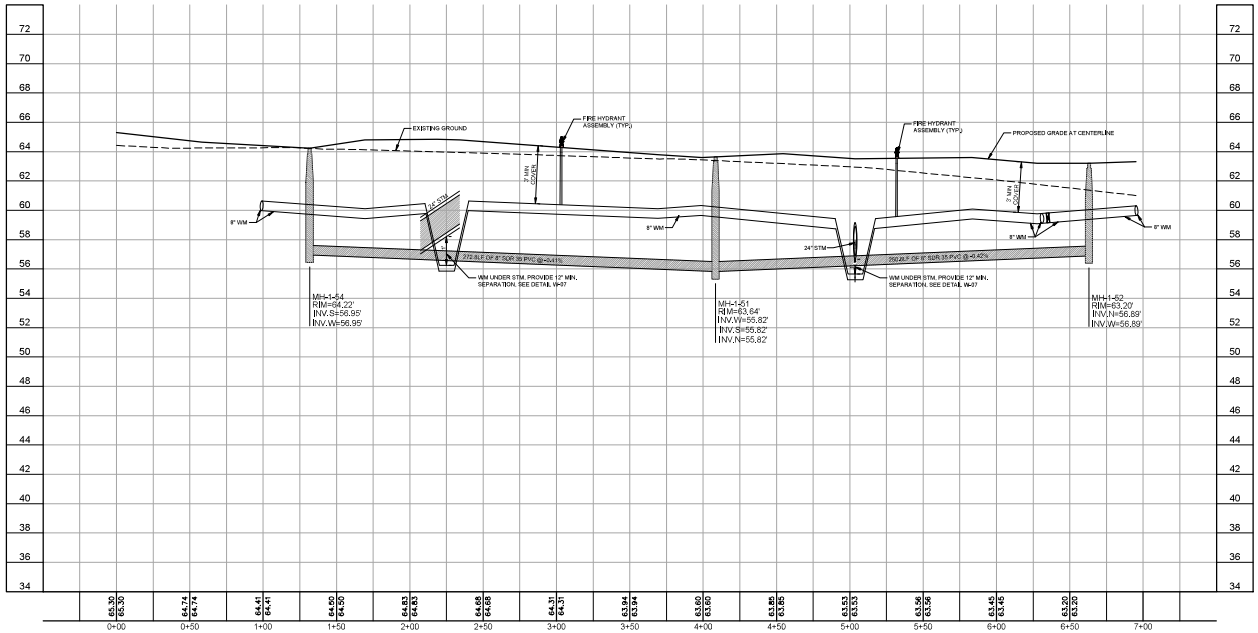
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TWISTED OAKS - APARTMENTS
CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
SHEET 16 OF 25

BRODY CONE
FL LICENSE NO. 94991

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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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DATE: 04/29/2024
PROJECT: TO MF1
DRAWING: TO MF1 PP--R
DRAWN: EDG
CHECKED: BMC

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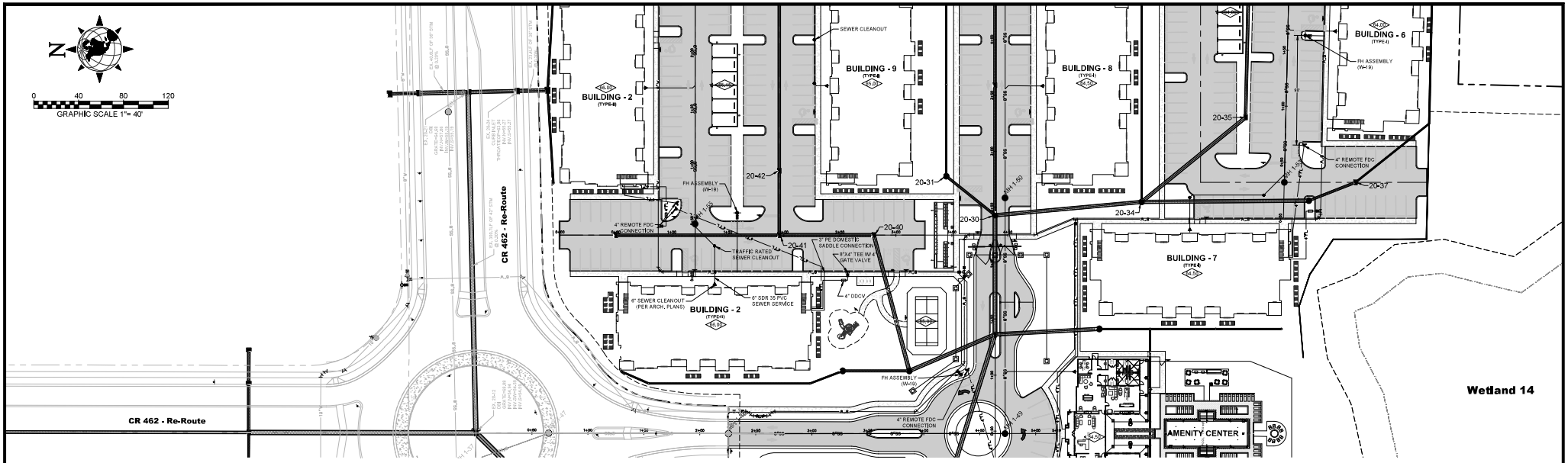
TWISTED OAKS - APARTMENTS

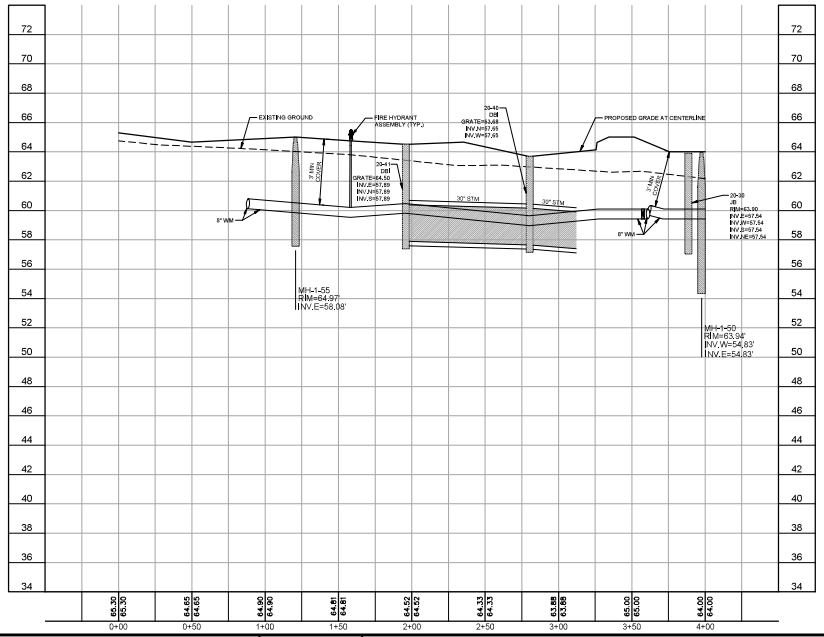
CITY OF WILDWOOD, FLORIDA

SCALE: H1"=40' V1"=4'
VERTICAL DATUM: NAVD88
SHEET 17 OF 25

BRODY CONE
FL LICENSE NO. 94991

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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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DATE 04/29/2024
PROJECT TO MF1
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DRAWN EDG | CHECKED BMC

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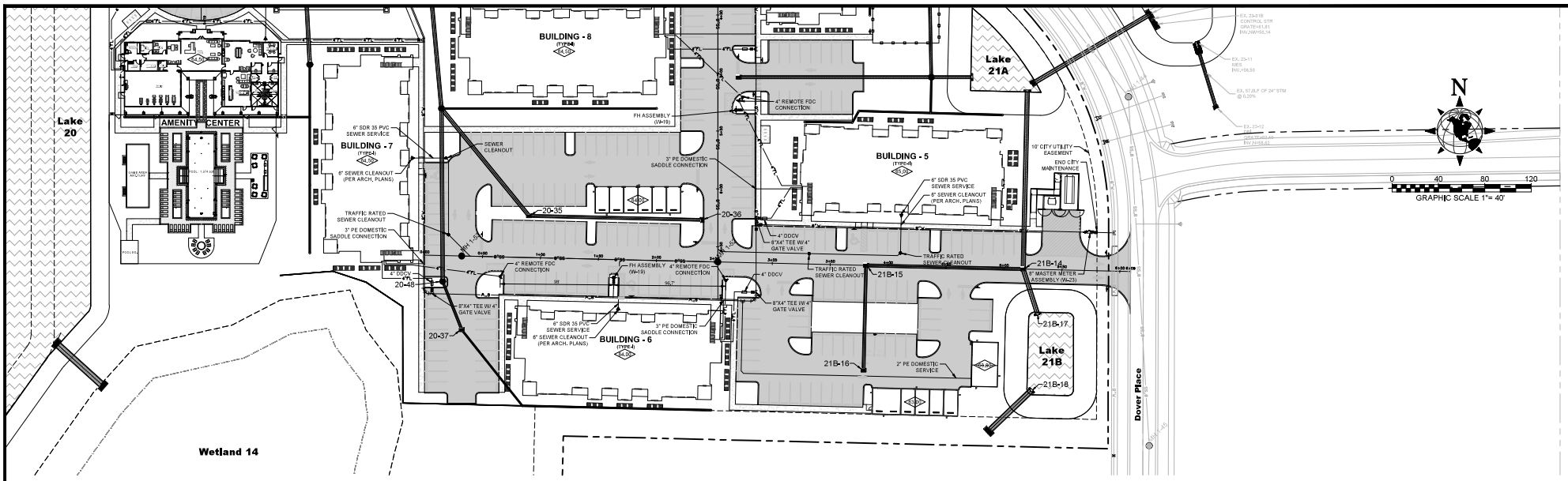
TWISTED OAKS - APARTMENTS

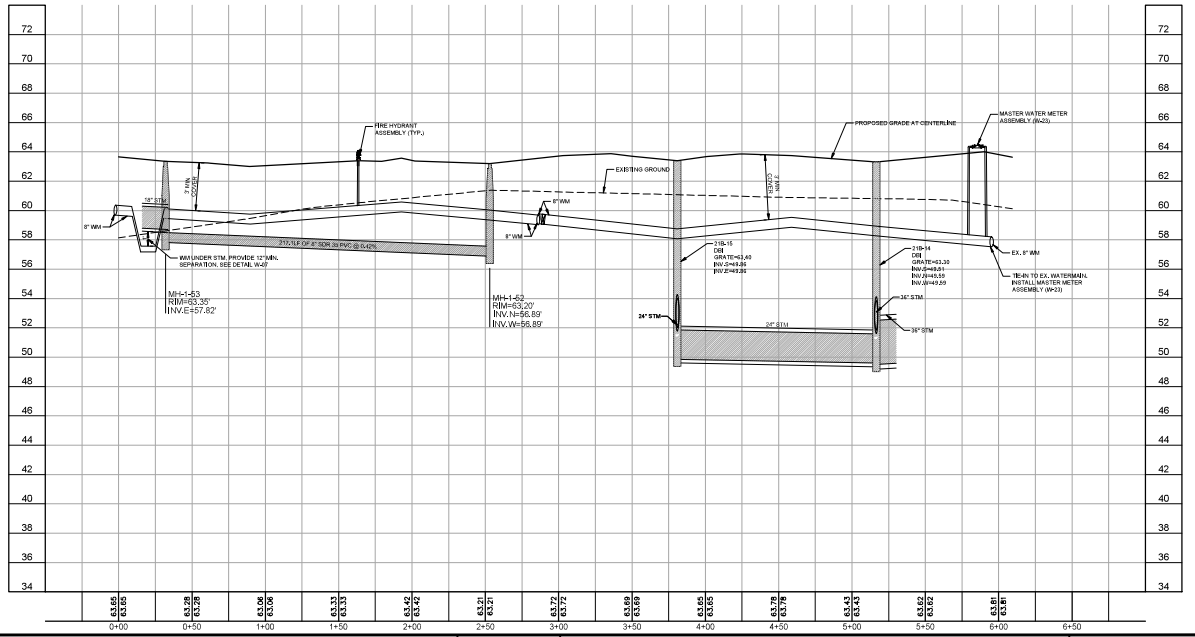
CITY OF WILDWOOD, FLORIDA

SCALE H1"=40' V1"=4'
VERTICAL DATUM NAVD88
SHEET 18 OF 25

BRODY CONE
FL LICENSE NO. 94991

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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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DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 PP--T
DRAWN EDG
CHECKED BMC

PLAN & PROFILE - T

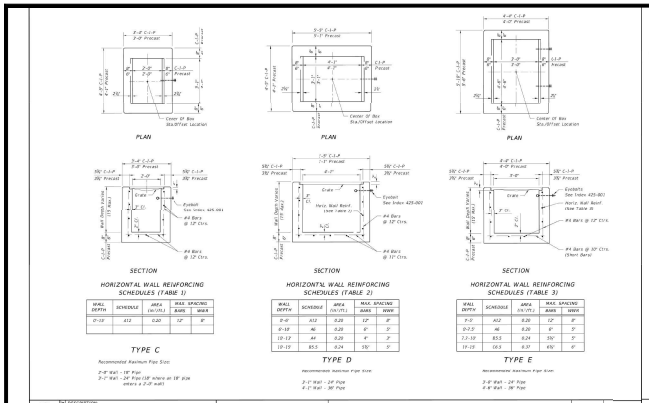
TWISTED OAKS - APARTMENTS

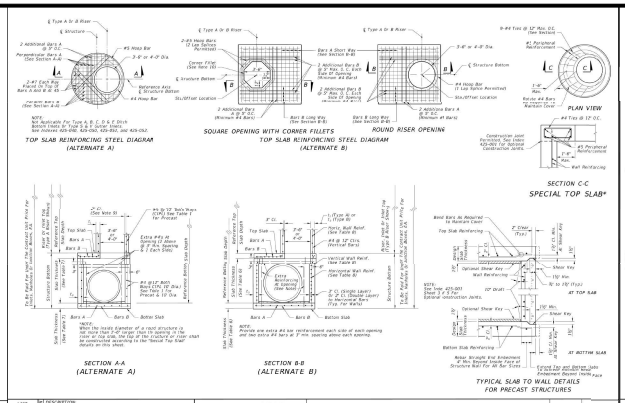
CITY OF WILDWOOD, FLORIDA

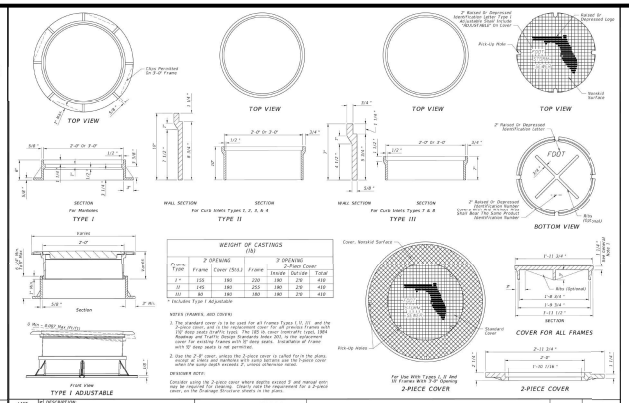
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VERTICAL DATUM NAVD88
SHEET 19 OF 25

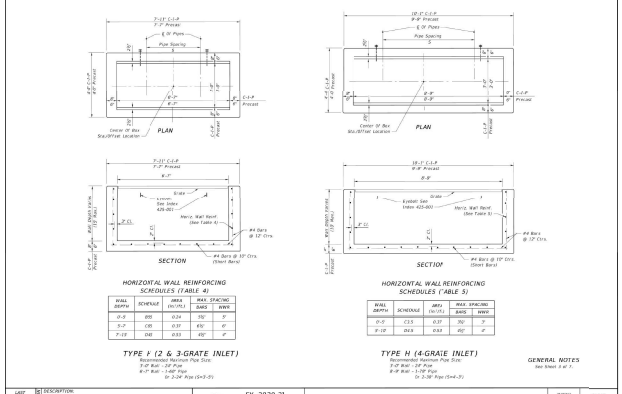
BRODY CONE
FL LICENSE NO. 94991

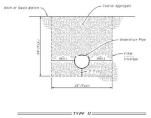
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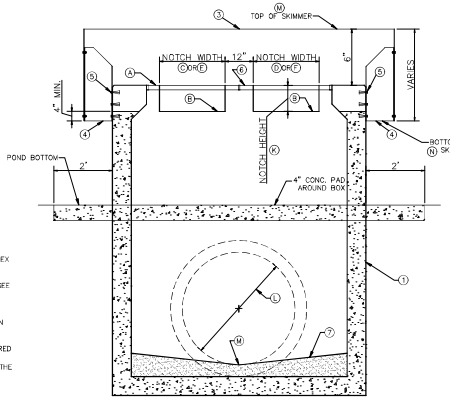


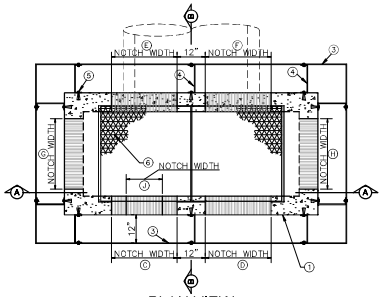


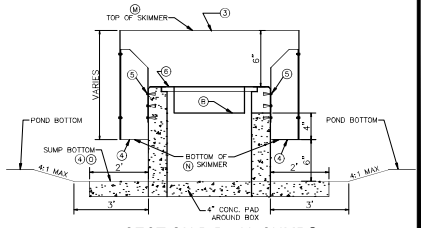


CONTROL STRUCTURE NOTES:

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" "GLASKIMMER" 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

GENERAL NOTES

1. These inlets are suitable for bicycle traffic and are to be used in ditches, medians and other areas subject to infrequent traffic loading but are not to be placed in areas subject to any heavy wheel loads. These inlets may be placed in areas subject to occasional pedestrian traffic such as landscaped areas and pavement areas where pedestrians can walk around the inlet.
2. Inlets subject to median debris should be constructed without slots. Where debris is a problem inlets should be constructed with slots. Slotted inlets located within roadway clear zones and areas subject to pedestrians shall have traversable slots. The traversable slot modification is not available to inlet Type H. Slots may be constructed at either or both sides as shown on plans. Traversable slots shall not be used in areas subject to occasional bicycle traffic.
3. Steel grates are to be used on all inlets where bicycle traffic is anticipated. Steel grates are to be used on all inlets where pedestrians are present. Cast iron or steel grates may be used on inlets without slots where bicycle traffic is not anticipated. Either cast iron or steel grates may be used on all inlets with non-traversable slots. Subject to the selection described above, when Alternate G grate is specified in the plans either the steel grate, bid slip advanced after fabrication, or the cast iron grate may be used, unless the plans stipulate the particular type.
4. Recommended maximum pipe sizes shown are for concrete pipe. Sizes for other types of pipe must be checked for fit.
5. All exposed edges and corners shall be ¾" chamfer or tooled to ¾" radius.
6. Concrete inlet pavement to be used on inlets without slots and inlets with non-traversable slots only when called for in the plans, but required on all inlets where bicycle traffic is anticipated. Pavement is contrast and color for inlets (asphaltic inlets are i.e. not recommended).
7. Traversable slots constructed in existing inlets shall be paid for as inlets (partial). For conversion work and method of payment see TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS.
8. Sidewing to be used on all inlets not located in paved areas and paid for under contract unit price for Performance Turf, Sod.
9. For supplementary details see Index 425-001.
10. All interferring to Grate 80 bars with 2" min. cover unless otherwise noted. Bars to be cut or bent for 180 clearance around pipe opening. Provide (M) additional #4 bar above and at each side of pipe opening.

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.morrisengineering.net

DATE 03/06/2024
PROJECT TO MF1
DRAWING TO MF1 PGD-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 CONE
FL LICENSE NO. 94991

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:

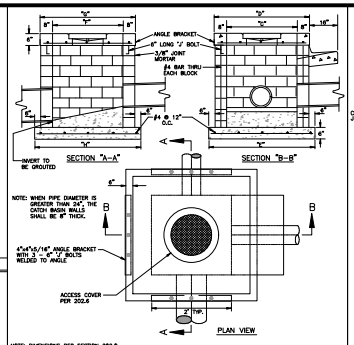
PRECAST NON-TRAFFIC	BLOCK 8" EITHER WAY
6"	

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"

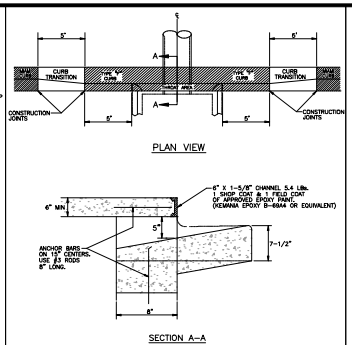
DRAINAGE CONTROL SHEET 202.0



NOTE: DIMENSIONS PER SECTION 202.0

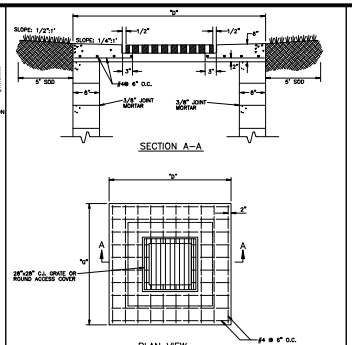
A) THE FOLLOWING MATERIALS TO BE AS SPECIFIED IN THE FLORIDA D.O.T. SPEC'S. 1991. SECTION 346 CONCRETE, SECT. 962-8 IRON CASTING, SECT. 931-1 REINFORCEMENT STEEL, SECT. 425 INLETS, MANHOLES & JUNCTION BOXES.
B) FILL BLOCKS WITH 3,000 psi CONCRETE, USE #4 ROD IN EACH BLOCK, 16" O/C.
C) 2" MINIMUM COVER 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 # 202.0).
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.

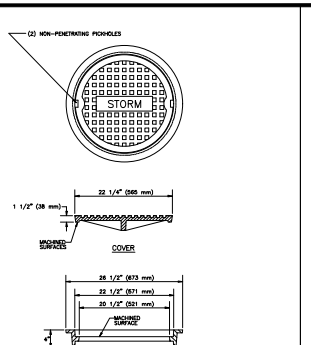
CURB INLET 202.2



NOTE: DIMENSIONS "D" & "G" 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, SEC 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 4" 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.

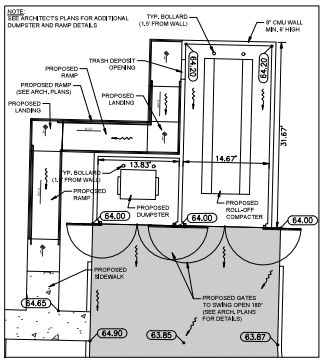
NON-TRAFFIC BEARING BOX LID 202.4



USF 1110 RING & PROPOSED COVER

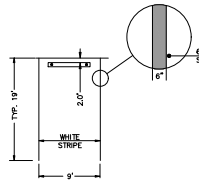
NOTE:
1 – MATERIAL: ASTM-A48 CLASS 30B GRAY IRON.
2 – COVER WEIGHT: 106 LBS. APPROX.
3 – RING WEIGHT: 80 LBS. APPROX.

ACCESS COVER FOR STORMWATER JUNCTION BOX (PRIVATE) 203.0

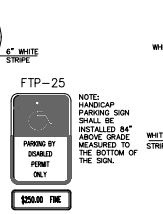


DUMPSTER ENCLOSURE
SCALE: 1"=10'

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.

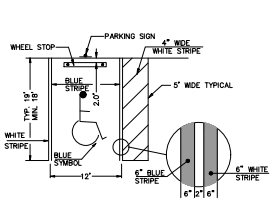


STANDARD SPACE DETAIL
NOT TO SCALE

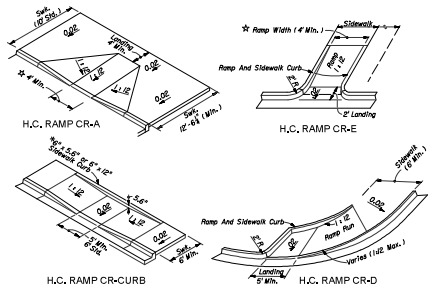


NOTE: HANDICAP PARKING SIGN SHALL BE INSTALLED 84" ABOVE GRADE MEASURED TO THE BOTTOM OF THE SIGN.

HANDICAP PARKING SIGN DETAIL
NOT TO SCALE



HANDICAP SPACE DETAIL
NOT TO SCALE



H.C. RAMP CR-A
H.C. RAMP CR-E
H.C. RAMP CR-CURB
H.C. RAMP CR-D

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 9 INCHES IN HEIGHT BY THE APPROPRIATE LENGTH FROM 30 INCHES TO 48 INCHES IN 6" INCH INCREMENTS.

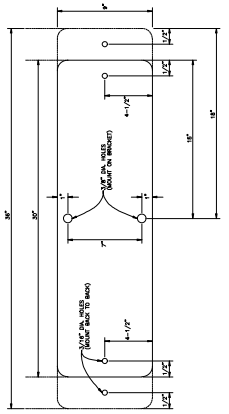
STREET NAME SIGN FACES

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 CHILES DR. OR HENTLEY 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.

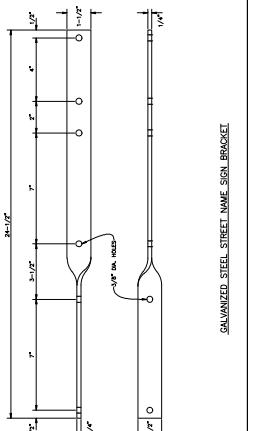
STREET NAME SIGN MANUFACTURE (LAYOUT, ASSEMBLY, ETC.)

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 RD 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

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

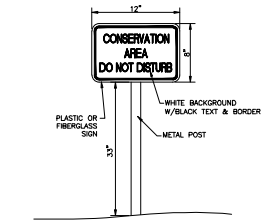
100th St Ct E
Private Road

100th St Ct E
Emergency Access Maintenance

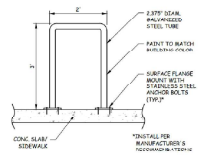
STREET NAME SIGN INSTALLATION

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



WETLAND CONSERVATION AREA SIGN
NOT TO SCALE



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

SCALE –
SEC-TWP-RNG –
SHEET 21 OF 25

BRODY CONE
FL LICENSE NO. 94991

Saved: 4/8/2024 2:39:43 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 B: 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 directions 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 Subbase: 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 570.

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. at sow-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.

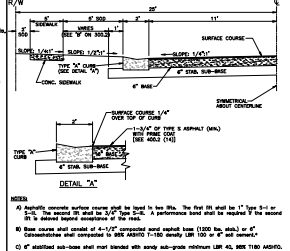
(19) Any road widening (including divided roads) will require full width milling.

(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 thicknesses 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



DETAIL "A"

NOTES:

A) Asphaltic concrete surface course shall be layed in two lifts. The first lift shall be 1" Type S-1 or S-3. The second lift shall be 3/4" Type S-5. A performance bond shall be required if the second lift is delayed beyond acceptance of the road.

B) Base course shall consist of 6-1/2" compacted coral asphalt base (1200 lbs. stab.) or 6" Calcareous-thet compacted to 98% AASHTO T-180 density LBR 100 or 6" soil cement.*

C) 6" stabilized sub-base shall mort 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

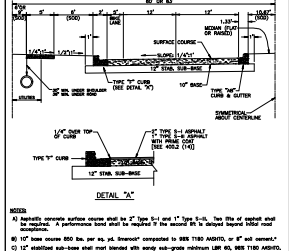
H) Laboratory tests are required to substantiate structural section design. Specifications shown on this sheet are minimum requirements.

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 402.1 (B)

* Or approved equal, meeting same structural number.

LOCAL URBAN RESIDENTIAL | 401.8



DETAIL "A"

NOTES:

A) Asphaltic concrete surface course shall be 2" Type S-1 and 1" Type S-5. 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 shall mort blended with sandy sub-grade minimum LBR 40, 98% T180 AASHTO.

D) Median to 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.

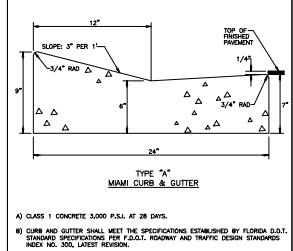
H) Sidewalk to be constructed per section 300.

I) Sodding to be installed per section 402.1 (B).

J) When the final 2 lanes of an ultimate 4-lane road 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

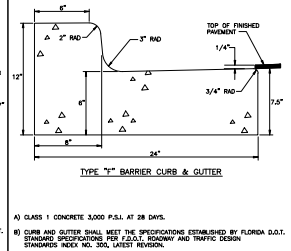


TYPE "A"
MIAMI CURB & GUTTER

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

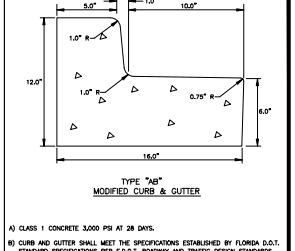


TYPE "F" BARRIER CURB & GUTTER

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

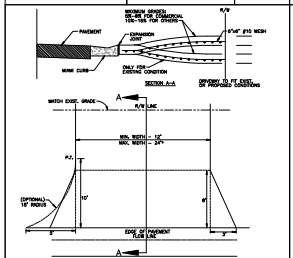


TYPE "AB"
MODIFIED CURB & GUTTER

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.) The width needed as defined on the survey (or field measurements, 30' max.)

(A) CONSTRUCT 50'± 6" REINFORCED CONCRETE 3000 PSI @ 28 DAYS, 6"x6" (10) WWF MESH FROM BACK OF CURB+ TO R/W LINE.

(B) DRIVEWAY ADJACENT TO A PAVED ROADWAY MUST HAVE THE APRON CONSTRUCTED IN COMPLIANCE WITH THE NOTE (A) ON PREVIOUS PAGE (DWG. 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 300- DRAINAGE (STD. 300.0, 300.0, 302.0).

(D) 2'-0" FLARE OR 10' RADIUS WITH CURB TRANSITION (TRANSITION FROM TYPE "F" CURB TO MIAMI CURB) SEE # 5, 6, 7, 8, 9, 10, 11, 12 CHANGE WITH 3' VALLEY CROSSINGS - SEE STDS. 301.0, 201.2, 201.0.

(E) EXPANSION JOINT SLANT PREFORMED JOINT FILLER OR APPROVED ALTERNATE, DRIVES WIDER THAN 12' GROUND FLANGE JOINT ON 12' CENTERS.

(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, LEVEL 3000 psi CONCRETE. WHERE SIDEWALK CROSSES A DRIVEWAY, THE MINIMUM SHALL BE 6" OF CLASS 1 CONCRETE REINFORCED WITH 6"x6" #10 WWF MESH.
* SEE SHEETS 810.2 & 101.5.

2. ALL SIDEWALKS SHALL BE CONSTRUCTED TO THE SPECIFICATIONS OF THE MINNEOLA COUNTY LAND DEVELOPMENT CODE, EXISTING SIDEWALK (1) FOOT LONG SIDEWALK SECTIONS SHALL BE REMOVED AND REPLACED WITH NEW SIDEWALK SECTIONS. ALL SIDEWALKS 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 IRREGULARITIES SHALL NOT EXCEED 1/4" WHEN TESTED WITH A 10' STRAIGHT EDGE. THE EDGES OF THE SLAB SHALL BE FINISHED WITH A 1/2" TOOLED SECTION. THE EDGE OF THE SIDEWALK SHALL BE CAREFULLY FINISHED WITH AN EDGING TOOL HAVING A RADIUS OF 1/2".

4. EXPANSION JOINTS: EXPANSION JOINTS BETWEEN THE SIDEWALKS AND THE CURB OR DRIVEWAY OR AT VERTICAL OBJECTS AND SIDEWALK INTERSECTIONS SHALL BE 1/2". MATERIALS SHALL MEET THE REQUIREMENTS OF AASHTO M153 OR AASHTO M213. CONTRACTION JOINTS: EXPANSION JOINT SHALL BE PLACED AT INTERVALS NOT TO EXCEED 120'.

5. CONTRACTION JOINTS:

OPEN TYPE JOINTS
OPEN TYPE CONTRACTION JOINTS SHALL BE FORMED BY PLACING A METAL PLATE OF THE DEPTH AND CONFIGURATION SHOWN IN THE STANDARD. AFTER THE CONCRETE HAS SET SUFFICIENTLY TO PREVENT FLOWING OF THE EDGE, THE PLATE SHALL BE REMOVED. AFTER THE SIDEWALK HAS BEEN FINISHED, THE BLADE/EDGE SHALL BE REMOVED. AFTER THE SIDEWALK HAS BEEN CURED FOR 7 DAYS, ALL JOINTS SHALL BE CLEANED OUT TO A DEPTH OF 1" 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 WHEN THE CONCRETE HAS SET.

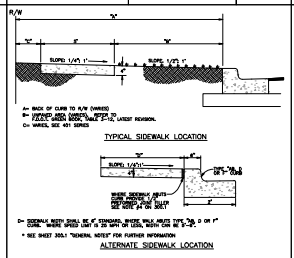
6. SIDEWALKS ALONG OTHER STREETS SHALL BE CONSTRUCTED AND DEDICATED AS REQUIRED BY THE APPROVING AUTHORITY WHEN NECESSARY TO CONTINUE AN EXISTING OR PROPOSED SIDEWALK.

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 8" IN DIAMETER AT MATURITY SHALL BE 5" THICK AND CONTAIN 3-#5 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 4 AND INDEX 310, SHEETS 1 & 2.

SIDEWALKS GENERAL NOTES | 301.0

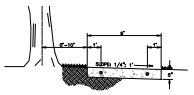


TYPICAL SIDEWALK LOCATION

D= SIDEWALK WIDTH SHALL BE 4" STANDARD, WHERE WALK MEETS TYPE "A, D OR F" CURB. WHERE SPEED LIMIT IS 25 MPH OR LESS, WIDTH CAN BE 3'-0".

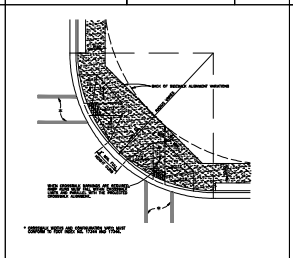
* SEE SHEET 305.1 "GENERAL NOTES" FOR FURTHER INFORMATION

ALTERNATE SIDEWALK LOCATION



SIDEWALK LOCATION CLOSE TO TREES

SIDEWALK REQUIREMENTS | 301.1



* SIDEWALK MUST BE CONSTRUCTED INTO ANY DRIVEWAY OPENING

1) CURB CUT RAMPS ARE TO BE LOCATED AS SHOWN ON PLANS.

2) SEE SHEETS # 305.1 "GENERAL NOTES" & # 301.3 "HANDICAPPED RAMP" SHT 3 FOR FURTHER REQUIREMENTS.

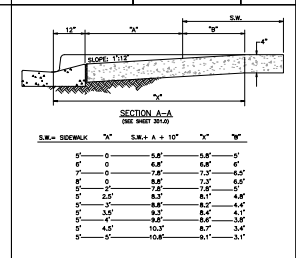
3) RADIUS OF CURB VARIES AS FOLLOWS:
A) 20' RAD. LOCAL STREET WITH ALLEY.
B) 20' RAD. LOCAL STREET WITH LOCAL STREET.
C) 30' RAD. LOCAL STREET WITH THOROUGHFARE OR COLLECTOR.
D) 30' RAD. THOROUGHFARE WITH THOROUGHFARE

4) CURB RADIUS SHOULD BE A MINIMUM OF 50' WHERE INDUSTRIAL AND BUS TRAFFIC (OR OR MORE) IS ANTICIPATED ON LOWER CLASSIFICATION ROADWAYS.

5) BODY LOCATION OPTIONS FOR HANDICAPPED RAMP ARE SHOWN. ENGINEER MAY SELECT EITHER, WHICHEVER FITS THE SITUATION.

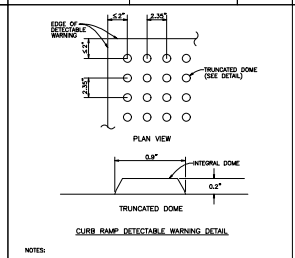
NOTE: FOR COMPLETE HANDICAP, PUBLIC SIDEWALK AND CURB RAMP DETAILS, SEE F.D.O.T. DESIGN STANDARDS, 2006 EDITION, INDEX 304, SHEETS 1 THROUGH 4.

HANDICAPPED RAMP SHEET 1 | 302.1


12"
"A"
"B"
S.W.
SLOPE 1":1'
4"
"A"
SECTION A-A
(SEE SHEET 301.0)
S.W.= SIDEWALK "A" S.W.+ A + 10" "A" "B"
5'-0" 0 5.8" 5.8" 5'
6' 0 6.8" 6.8" 6'
7'-0" 0 7.8" 7.3" 6.5"
8' 0 8.8" 7.3" 6.5"
5'-2" 2" 7.8" 7.8" 6.7"
5' 2.5" 8.3" 8.1" 4.8"
5'-3" 3" 8.8" 8.2" 4.4"
5' 3.5" 9.3" 8.4" 4.1"
5'-4" 4" 9.8" 8.6" 3.8"
5' 4.5" 10.3" 8.7" 3.4"
5'-5" 5" 10.8" 9.1" 3.1"
2"
5"
3"
CURB TRANSITION & FLARE
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 4.

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 WARNING SHALL CONSIST OF RAISED TRUNCATED DOMES WITH A DIAMETER OF BETWEEN 0.9" AND 1.4" AT THE BASE, A HEIGHT OF 0.2", AND A CENTER-TO-CENTER SPACING OF MINIMUM 2.35" AND MAXIMUM 3.15" AND SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.

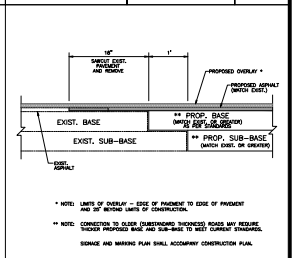
THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNINGS USED ON INTERIOR SURFACES SHALL DIFFER FROM ADJOINING WALKING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT.

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



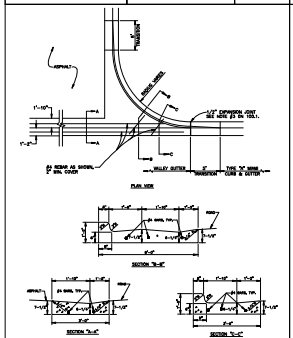
* NOTE: LIMITS OF OVERLAY – EDGE OF PAVEMENT TO EDGE OF PAVEMENT AND 25' BEYOND LIMITS OF CONSTRUCTION.

** 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.

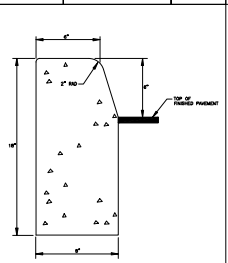
ROAD CONNECTION DETAIL | 403.3



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

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.28780 941.444.6644 www.morrisengineering.net

DATE 03/06/2024
PROJECT TO MF1
DRAWING TO MF1 PGD-DT03
DRAWN EDG | CHECKED BMC

PAVING, GRADING, & DRAINAGE DETAILS

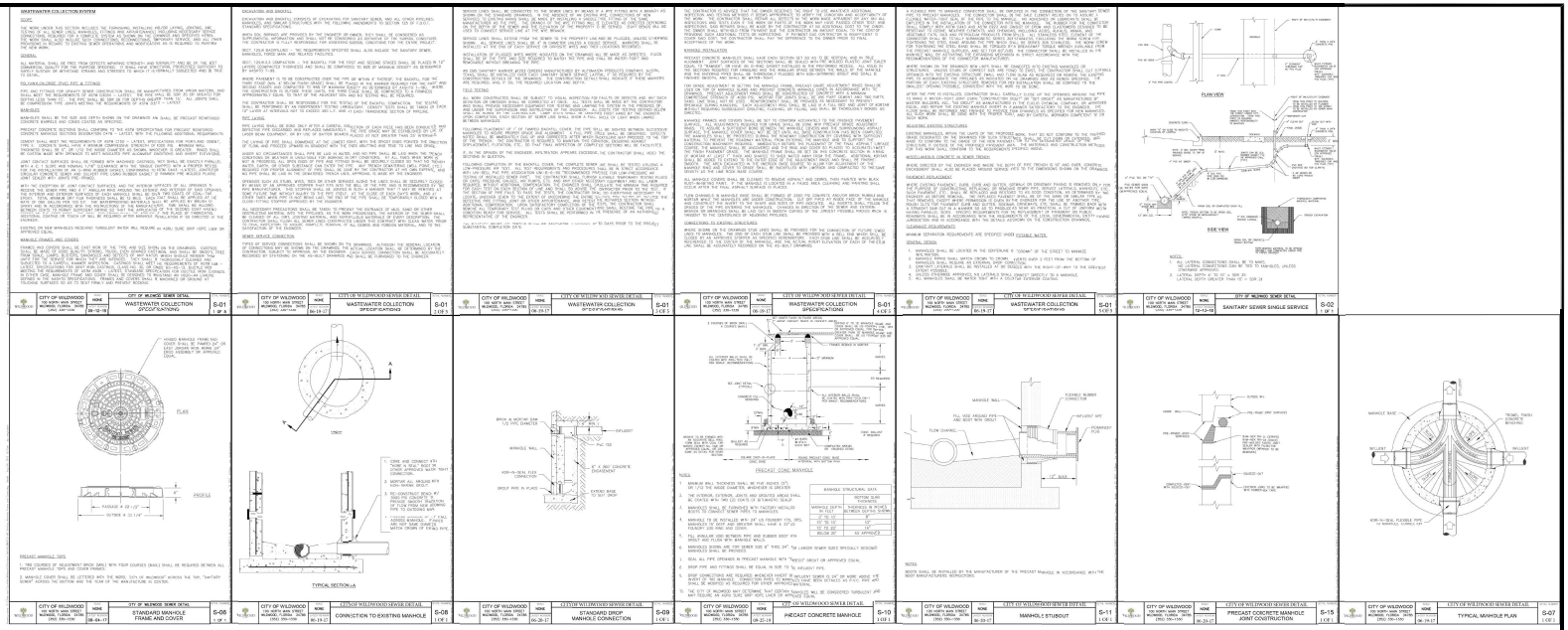
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE –
SEC-TWP-RNG –
SHEET 22 OF 25

BRODY CONE
FL LICENSE NO. 94991

Saved: 3/6/2024 3:34:54 PM EDRAMAJO | Plotted: 4/29/2024 11:55:54 AM EDRAMAJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DEV PLANS\MF1\22 TO MF1 PGD-DT03.PGD-DT03



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NO.	DATE	REVISION DESCRIPTION	BY
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DATE	03/06/2024
PROJECT TO MF1	
DRAWING TO MF1	SSWR-DT
DRAWN	EDG
CHECKED	BMC

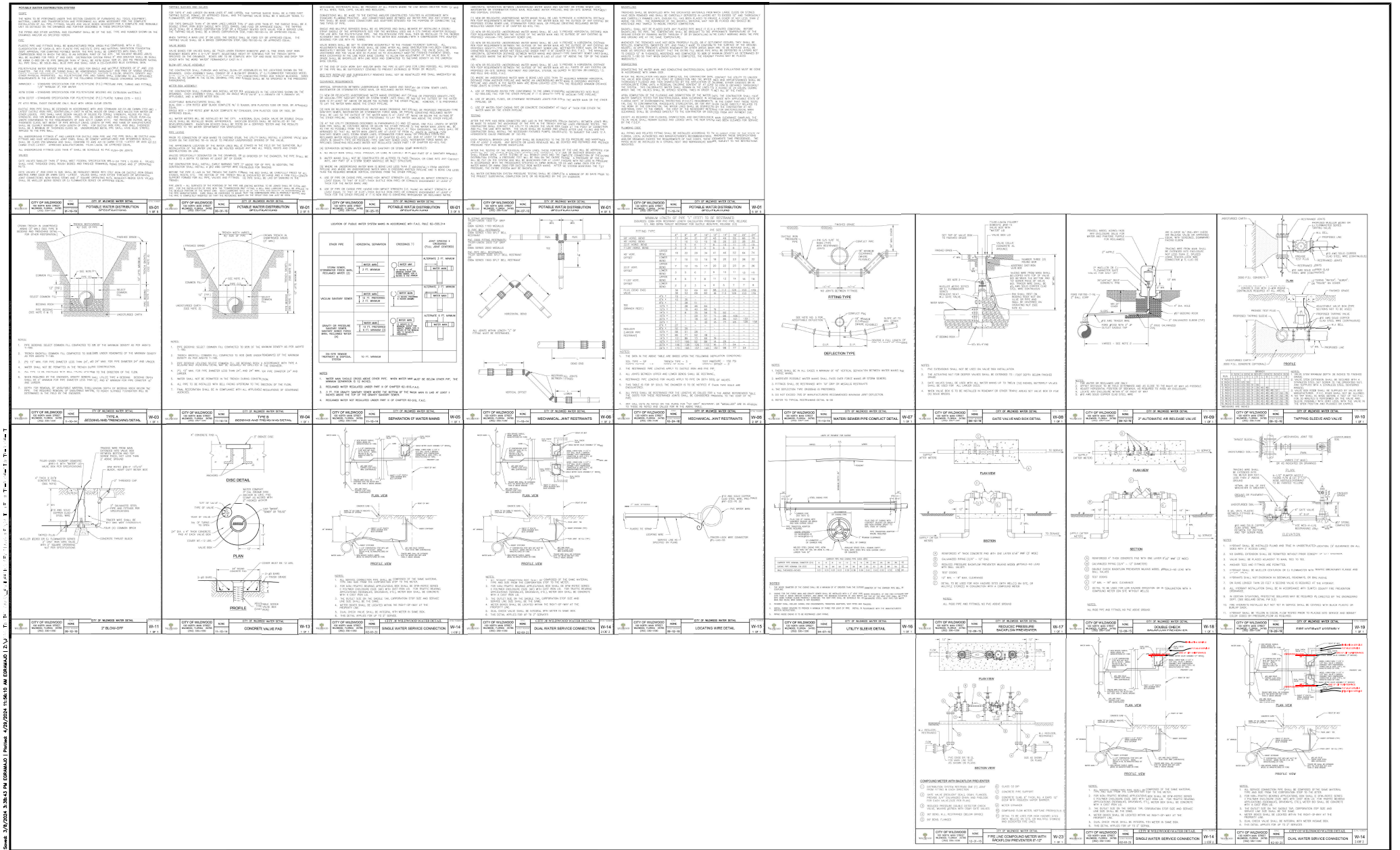
WASTEWATER COLLECTION SYSTEM DETAILS

TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

BRODY CONE
FL LICENSE NO. 94991

SCALE	N.T.S
SEC-TWP-RNG	—
SHEET	23
OF	25



NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

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Civil Engineering and Land Development Consulting
4997 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 WATR-RUSE-DT
DRAWN EDG
CHECKED BMC

POTABLE WATER & RE-USE WATER SYSTEM DETAILS

TWISTED OAKS - APARTMENTS

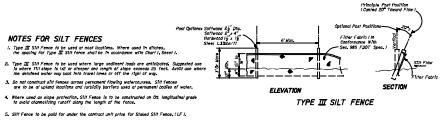
CITY OF WILDWOOD, FLORIDA

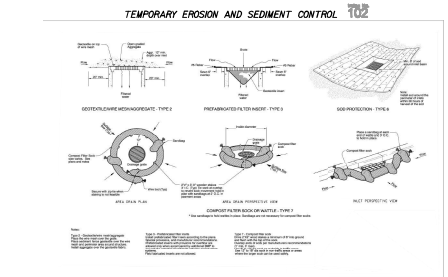
SCALE N.T.S
SEC-TWP-RNG —
SHEET 24 OF 25

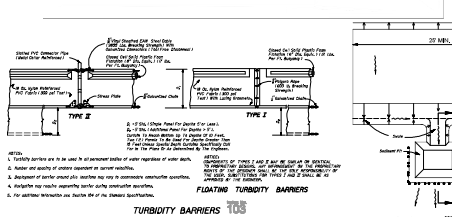
BRODY CONE
FL LICENSE NO. 94991

EROSION SEDIMENT CONTROL PLAN NOTES:

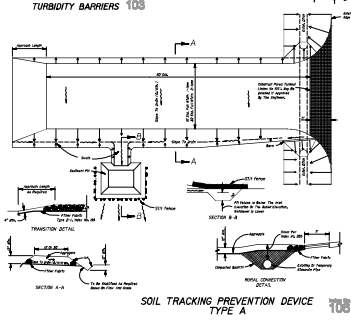
1. EXISTING SITE CONDITIONS CONSIST OF VACANT AGRICULTURAL (CATTLE GRAZING) LAND AND WETLANDS, WHICH ARE TO REMAIN UNDISTURBED. LAND CLEARING/DISTURBING ACTIVITIES SHALL CONSIST OF CLEARING EXISTING VEGETATION, EXCAVATION OF PROPOSED STORMWATER MANAGEMENT PONDS AND PLACEMENT/EMBANKMENT OF EXCAVATED MATERIAL.
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.



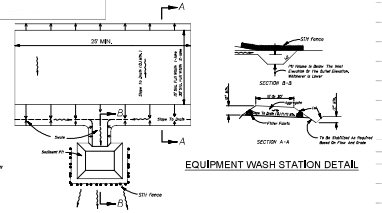




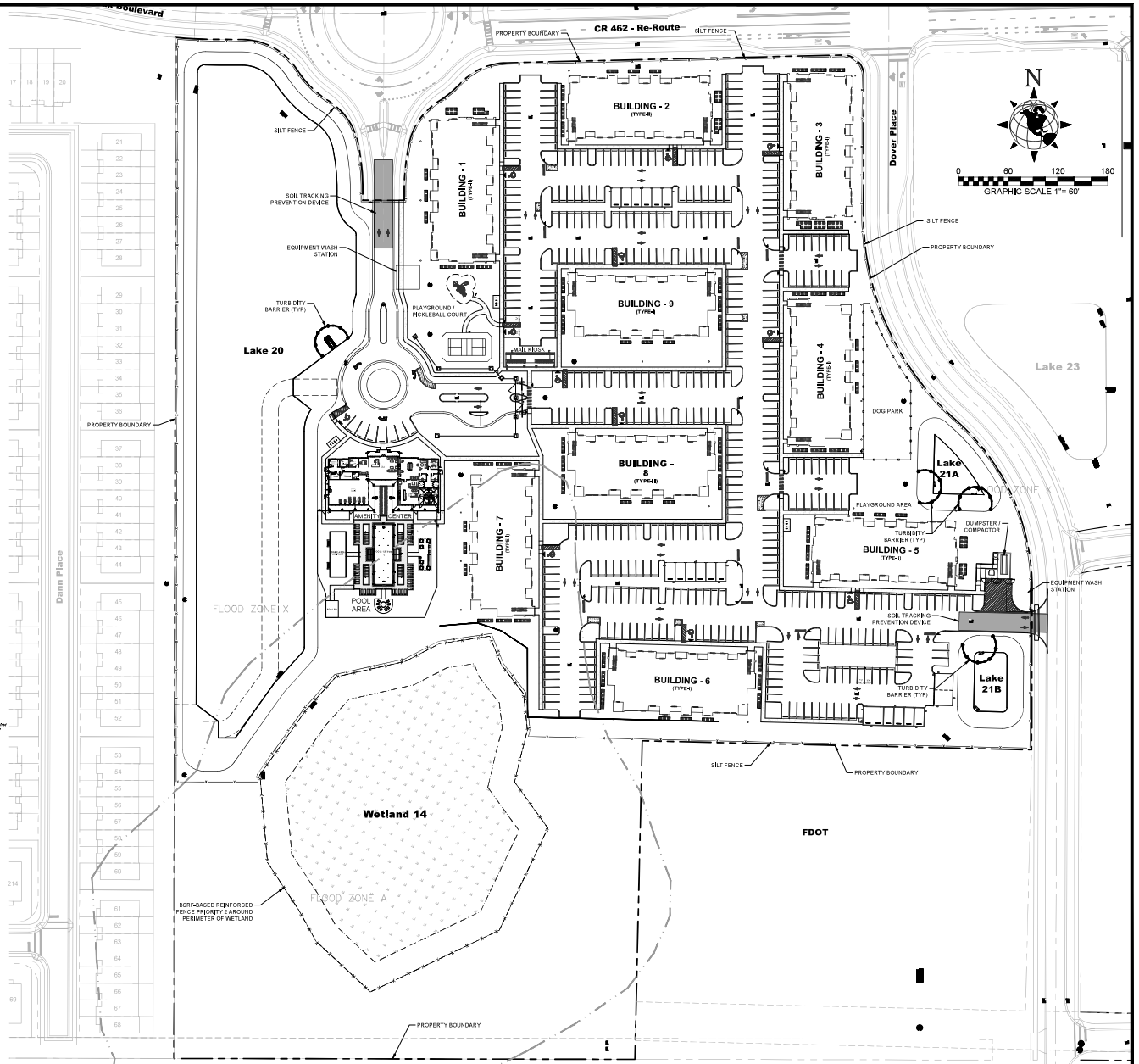
TURBIDITY BARRIERS TC5



SOIL TRACKING PREVENTION DEVICE TYPE A TC8



EQUIPMENT WASH STATION DETAIL



NO.	DATE	REVISION DESCRIPTION	BY
01	03/06/24	REVISED PER CITY COMMENTS	EDG

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DATE 04/29/2024
PROJECT TO MF1
DRAWING TO MF1 BMP
DRAWN EDG
CHECKED BMC

BEST MANAGMENT PRACTICES PLAN

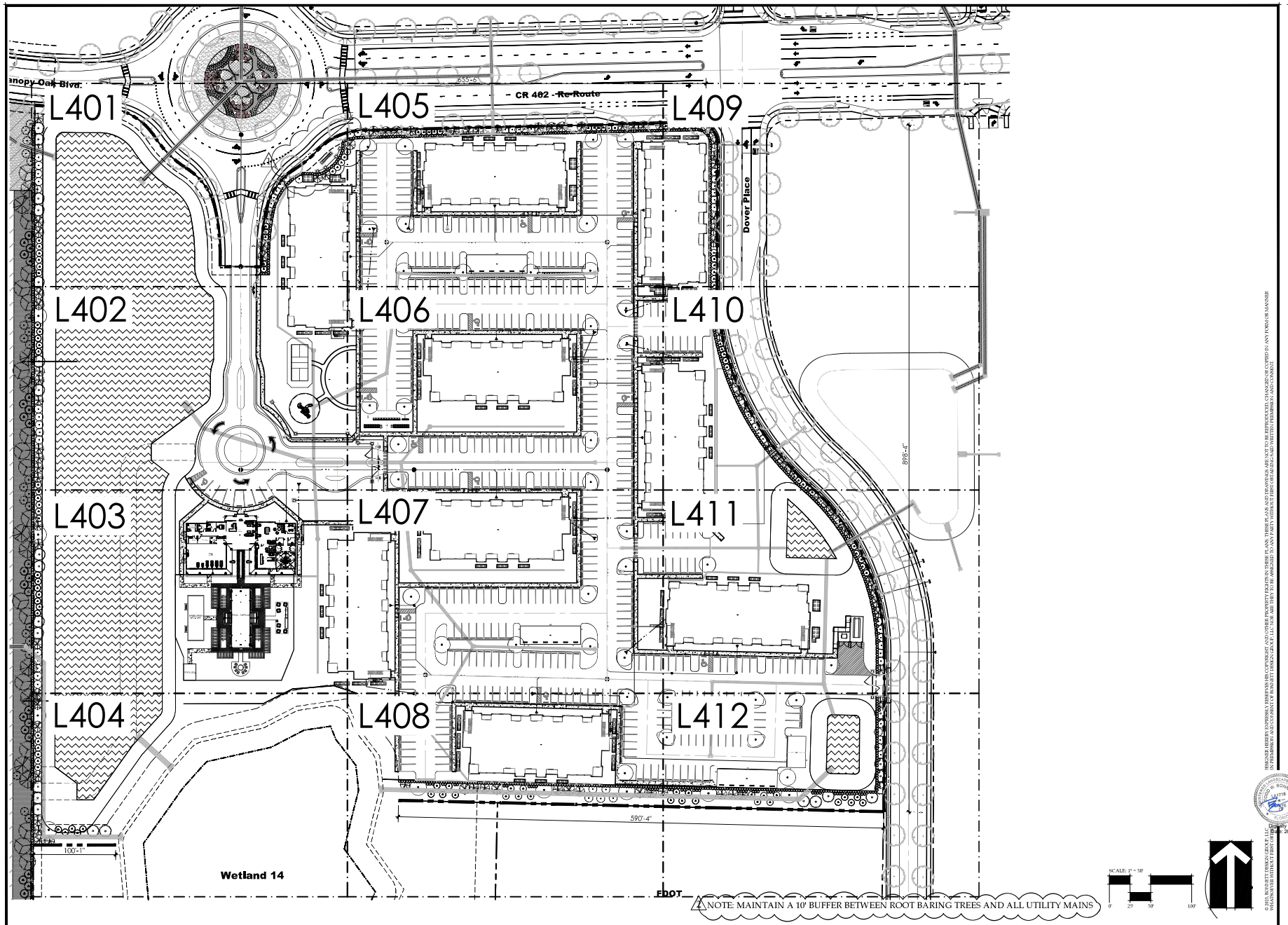
TWISTED OAKS - APARTMENTS

CITY OF WILDWOOD, FLORIDA

SCALE 1"=60'
VERTICAL DATUM NAVD88
SHEET 25 OF 25

BRODY CONE
FL LICENSE NO. 94991

Saved: 4/29/2024 11:44:41 AM EDMANJO | Plotted: 4/29/2024 11:56:34 AM EDMANJO | Z:\JOBS\TWISTED OAKS_ENGINEERING\DRV FILES\MF1\TO5 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_LARGE CODE

REVISIONS:
1 city comments 03-13-2024
2 city comments 04-10-2024

This item has been electronically signed and sealed by Todd W. Bonnett, RLA #LA 6779 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.

Todd W. Bonnett, RLA #LA6779

Digitally signed by Todd W Bonnett
Date: 2024.04.10 10:42:50-04'00'

L400

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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 & ENTRY WAY 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	**9**	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_LARGE CODE
REVISIONS:

This item has been electronically signed and sealed by Todd W. Bonnett, RLA #LA-0001678 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: 2024.04.19 10:42:51-04'00'

L400.1

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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.

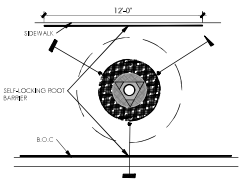
All areas disturbed by construction (including material staging, equipment storage, temporary facilities, site access, construction staff parking, etc.) beyond the minimum limits of sod as shown on the Landscape Plan shall be sodded as needed.

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.

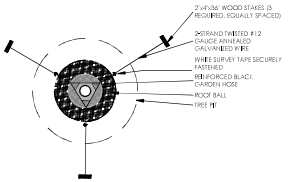
Sod shall be free of weeds and pests. It shall be laid evenly with tight fitting joints and rolled. The sod shall contain moist soil which does not fall apart or tear when lifted.

See plant list for specific sod species and locations.

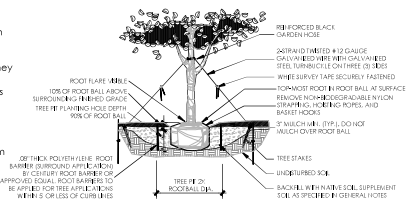
See 'Fertilizer' for requirements of all sodded areas.



ROOT BARRIER

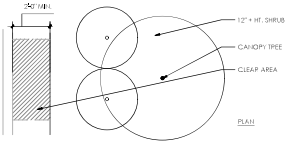


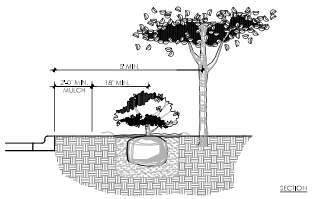
LARGE CANOPY TREE STAKING PLAN



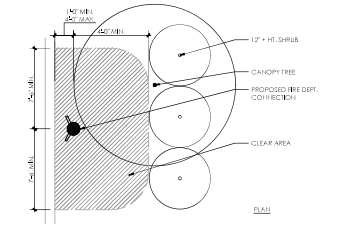
LARGE CANOPY TREE PLANTING DETAIL
N.T.S.

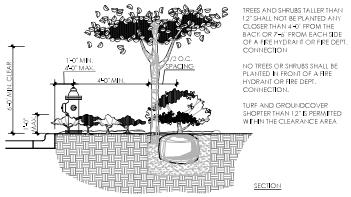
NOTE: TREE SUPPORT MATERIALS SHALL BE REMOVED FROM EACH TREE ONCE IT IS ESTABLISHED. THIS IS USUALLY DONE AFTER 6 MONTHS FOR SHADE TREES AND 1 YEAR FOR PALM TREES.



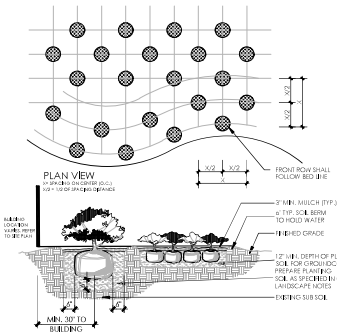


TYPICAL PLANTING ADJACENT TO PARKING
N.T.S.

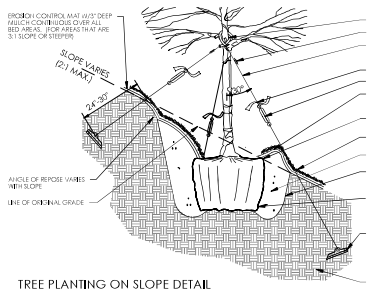




TYPICAL PLANTING AT FIRE HYDRANT
N.T.S.



SHRUB AND GROUNDCOVER PLANTING DETAIL
N.T.S.



TREE PLANTING ON SLOPE DETAIL
N.T.S.

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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_LARGE CODE

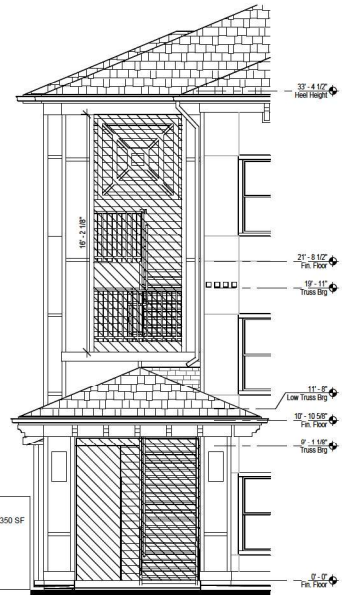
REVISIONS:
1 city comments 03-13-2024

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Digitally signed by Todd W Bonnett
Date: 2024.04.19 10:43:04-04'00'

TODD W. Bonnett, RLA #LA6717

L420



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, 6" 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 20/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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Ascend Twisted Oak Apartments

City of Wildwood, FL

12/20/2023 2:29:58 PM
Andrew Scott Roark
AR97193

SET DISTRIBUTIONS:

12/15/23	Permit Set

SHEET REVISIONS:

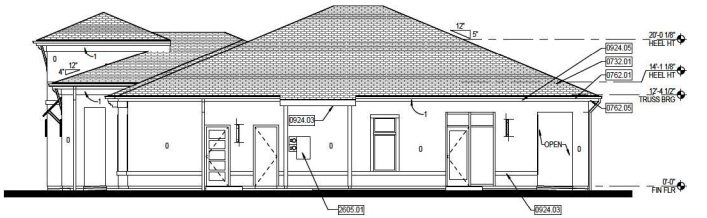
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Building Type I

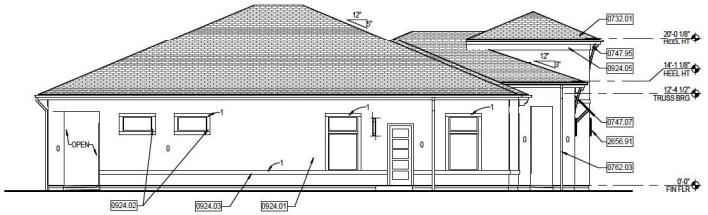
Building Type I - Exterior Elevations

A6.11

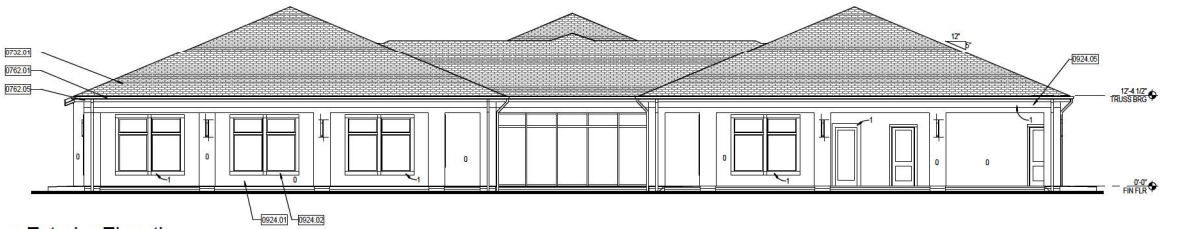
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4 Right Exterior Elevation
1/8" = 1'-0"



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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Ascend Twisted Oak Apartments

City of Wildwood, FL

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SHEET REVISIONS:

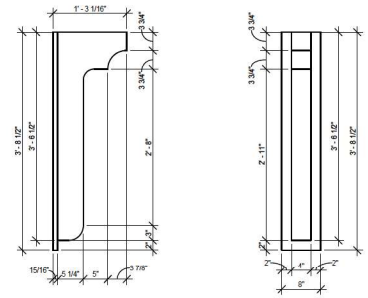
PROJECT NO: 4672

Clubhouse

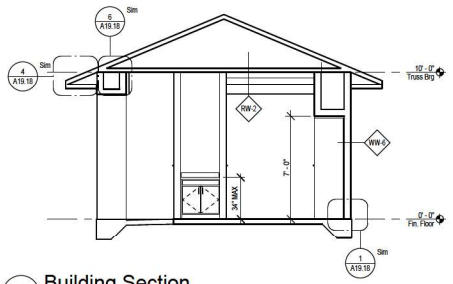
Exterior Elevations

A17.61

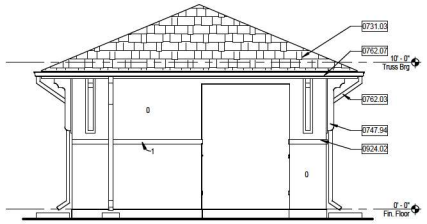
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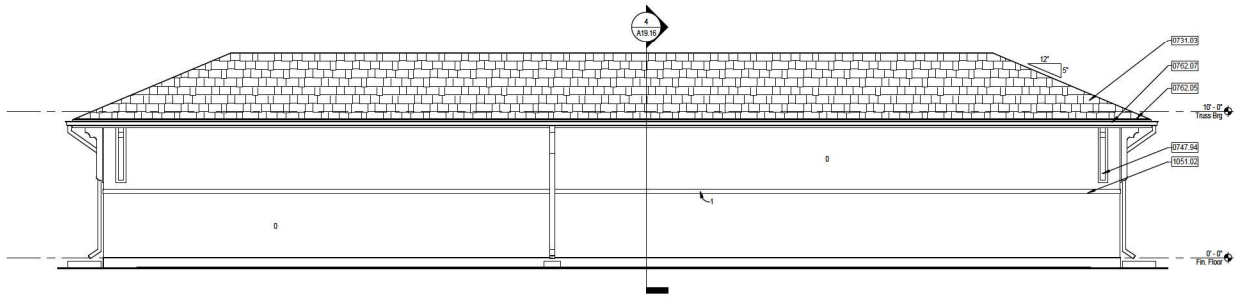
5 Foam Bracket
1" = 1'-0"



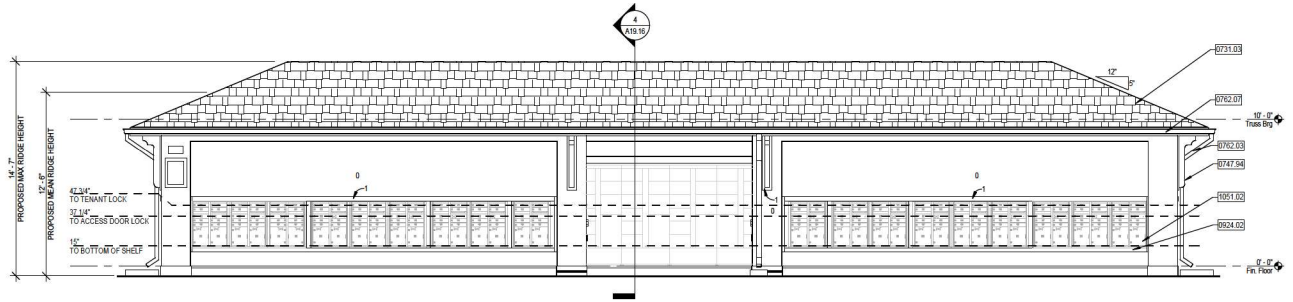
4 Building Section
1/4" = 1'-0"



3 Left / Right Exterior Elevation
1/4" = 1'-0"
Right Side Similar



2 Rear Exterior Elevation
1/4" = 1'-0"



1 Front Exterior Elevation
1/4" = 1'-0"

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.

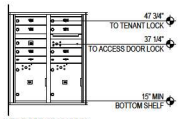
F MAILBOXES FOR ALL GROUND FLOOR UNITS AND AT LEAST ONE PARCEL BOX, UNO, MUST BE INSTALLED AT THE HEIGHT PER APPLICABLE ACCESSIBILITY REQUIREMENTS TO THE KEY LOCKS AS INDICATED ON THE DRAWINGS.

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-L) CONTRACTOR TO COORDINATE RO WITH MFR

LEGEND

0	7/8"	REINFORCED CEMENT PLASTER
1	1 1/2"	REINFORCED CEMENT PLASTER



AUTH FLORENCE ACADD-09
40(8-414 MAILBOXES (396 REQUIRED)
34(2-88 PARCELS (30 REQUIRED)

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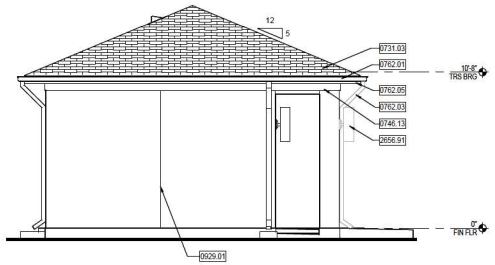
PROJECT NO: 4672

Mail Kiosk

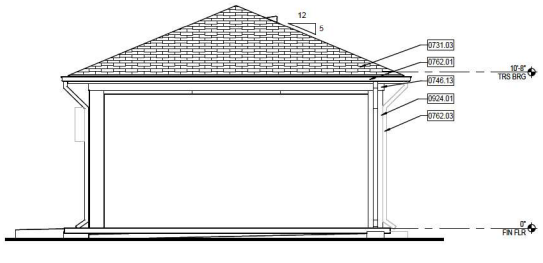
Exterior Elevations & Building Section

A19.16

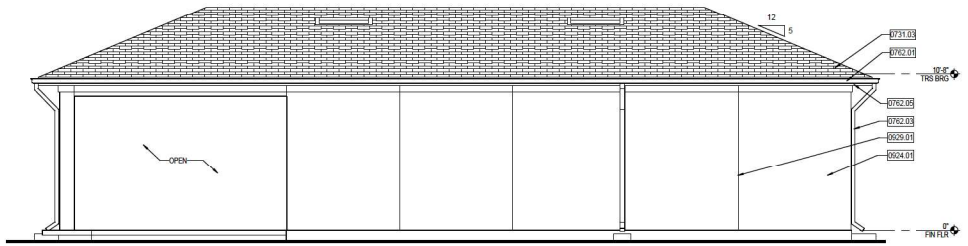
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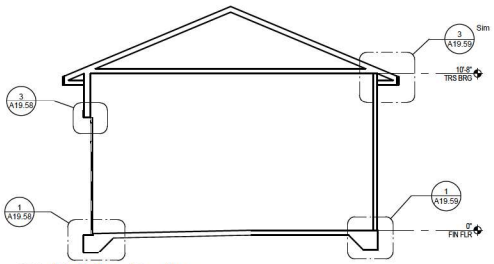
4 Left Elevation
1/4" = 1'-0"



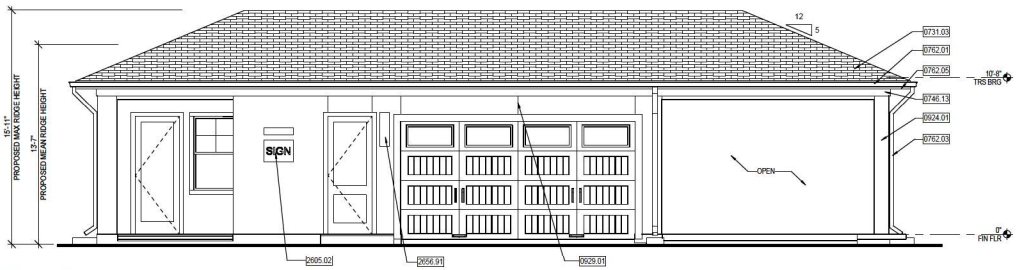
3 Right Elevation
1/4" = 1'-0"



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	SMOOTH 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 SUCH AS 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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City of Wildwood, FL

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PROJECT NO: 4672

Property Garage

Elevations & Section

A19.57

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City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood 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 (22.196 acres total area), on an NMU-7 zoned parcel.

Case Number: SP 2401-001 Twisted Oaks Apartments

Applicant(s): KL Twisted Oaks, LLC / James P. Harvey, President

Owner(s): KL Twisted Oaks, LLC / James P. Harvey, President

Parcel(s): Portions of Parcel D31-007

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed site plans.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 4.4, the Special Magistrate:

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2401-007 Chipotle @ Signature Drive**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

CONTRACT:

BUDGET IMPACT:

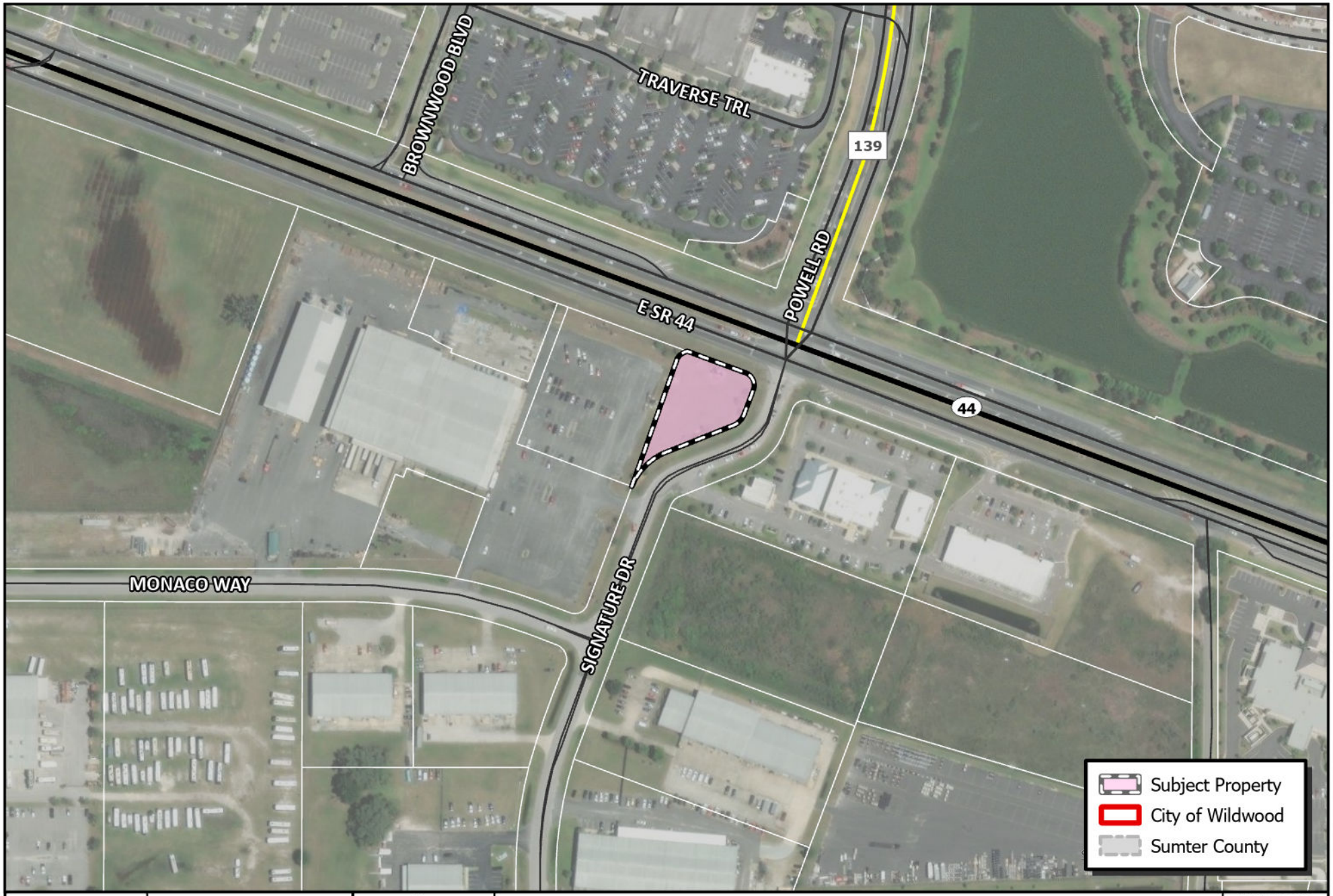
HISTORY/FACTS/ISSUES:

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 approval from the City Commission 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: 06/06/2024
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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SP 2401-007

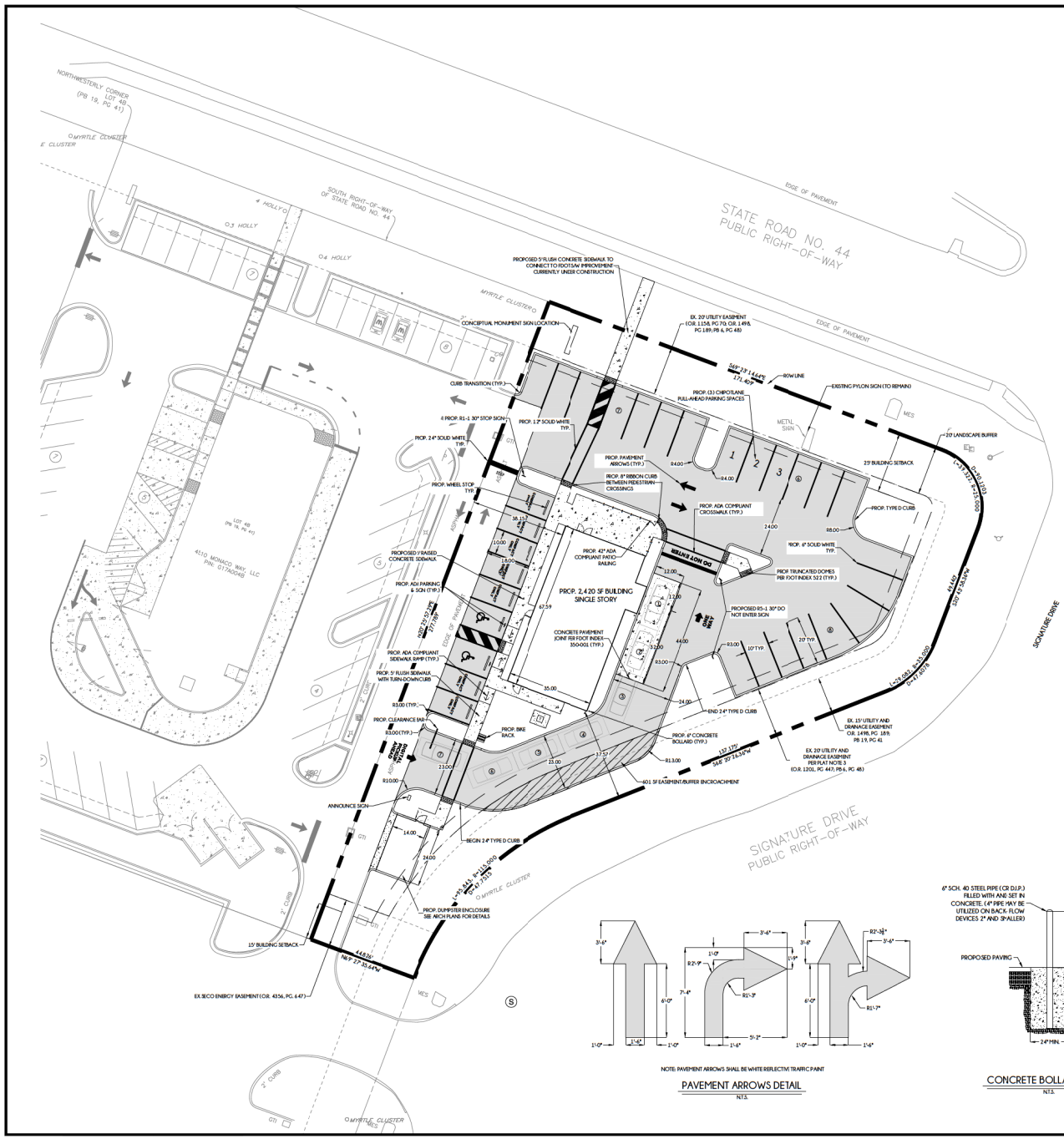
CHIPOTLE @ SIGNATURE DR

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:	C17A004A
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

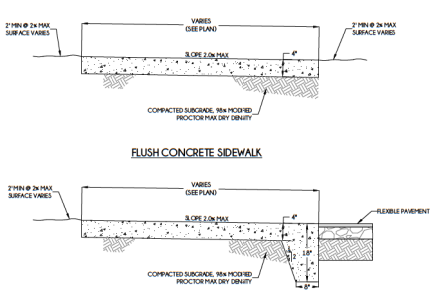
BUILDING DATA

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.



RAISED CONCRETE SIDEWALK WITH TURN-DOWN CURB

NOTES:
1. SAW CUT STRUCT JOINTS EVERY FIVE FEET
2. PROVIDE EXPANSION JOINTS 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.

BY	DATE	DESCRIPTION
		INITIAL SUBMITTAL
TRC	12/13/2023	REVISED PER DRX COMMENTS
TRC	05/17/2024	REVISED PER CITY COMMENTS
TRC	06/24/2024	REVISED PER CITY COMMENTS

REVISIONS

3 WORKING DAYS BEFORE YOU DIG CALL SUNSHINE STATE ONE CALL OF FLORIDA, INC. 1-800-432-4770 WWW.SUNSHINE811.COM

THE CONTRACTOR SHALL BE RESPONSIBLE FOR, AND CONTROL, CONSTRUCTION METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES, AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INITIATING, MAINTAINING AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERSONS AND PROPERTY DURING THE PERFORMANCE OF THE WORK AND FOR COMPLIANCE WITH ALL SAFETY REQUIREMENTS OF LAWS, ORDINANCES, RULES, REGULATIONS AND ORDERS OF ANY PUBLIC BODY HAVING JURISDICTION FOR THE SAFETY OF PERSONS OR PROPERTY OR TO PROTECT THEM FROM DAMAGE, INJURY OR LOSS. THE CONTRACTOR SHALL ERECT AND MAINTAIN, AS REQUIRED BY EXISTING CONDITIONS AND PROGRESS OF THE WORK, ALL REASONABLE SAFEGUARDS FOR SAFETY AND PROTECTION, INCLUDING POSTING DANGER SIGNS AND OTHER WARNINGS AGAINST HAZARDS, PROMULGATING SAFETY REGULATIONS AND NOTIFYING OWNERS AND USERS OF ADJACENT SITES AND UTILITIES.

PREPARED FOR:
BW 44 SIGNATURE, LLC
3708 W. SWANN AVE, STE 200
TAMPA, FL 33609

CHIPOTLE
PARCEL ID: C17A004A
WILDWOOD, FLORIDA

PROJECT #: 2023-137

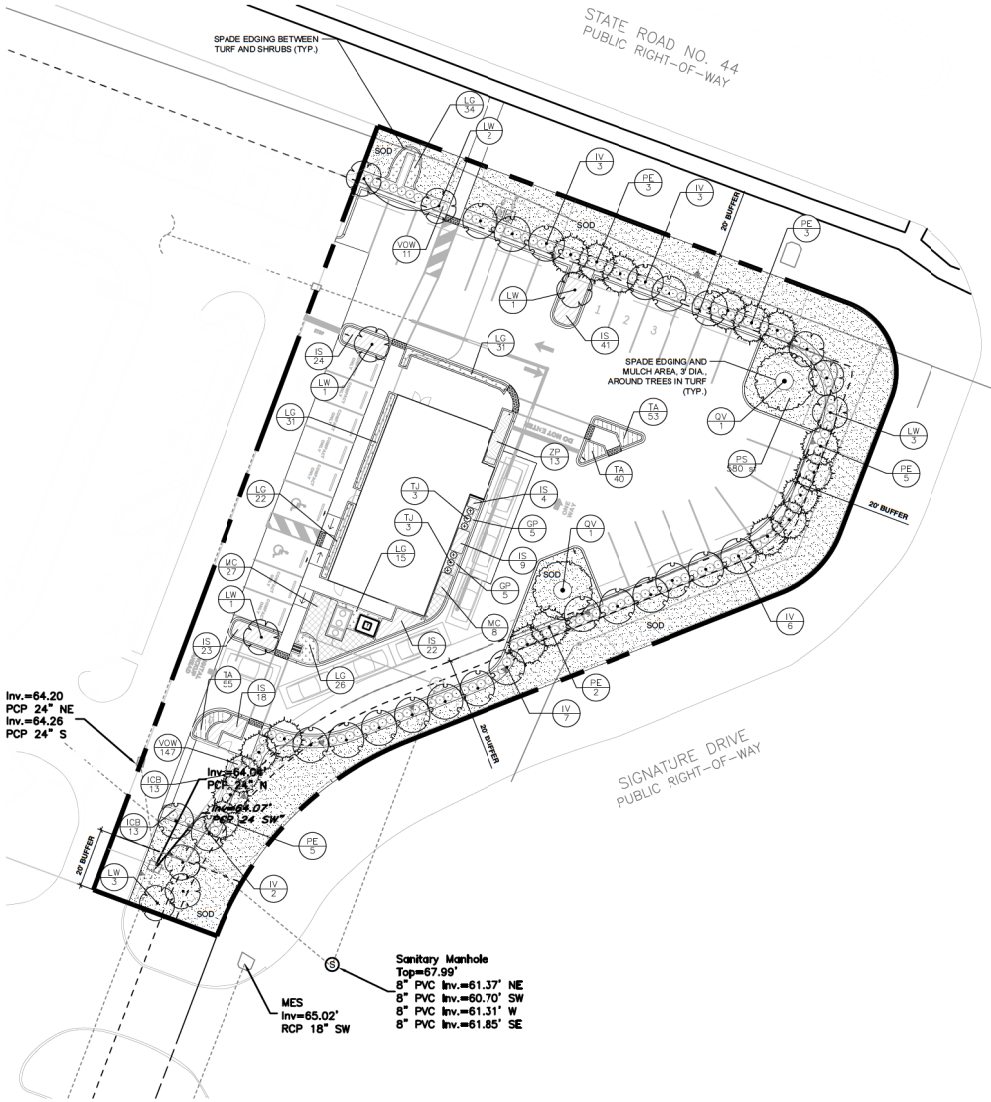
SUNCOAST CIVIL
2600 CYPRESS RIDGE BLVD, STE I
WESLEY CHAPEL, FL 33544
P: (813) 694-7676

ALEX KUSMITA LICENSE No 93045 STATE OF FLORIDA PROFESSIONAL ENGINEER

Alex Kusmiera, 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.

811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
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www.callsunshine.com

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.

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	`RACHELOSPERMUM 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	`RACHELOSPERMUM 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

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 AN* SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOINT 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, BMP 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 ADDITONAL 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
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8270 Woodland Center Blvd
Tampa, FL 33614
www.EvergreenDesignGroup.com
LA #6666710

REVISIONS

BY	DATE	DESCRIPTION
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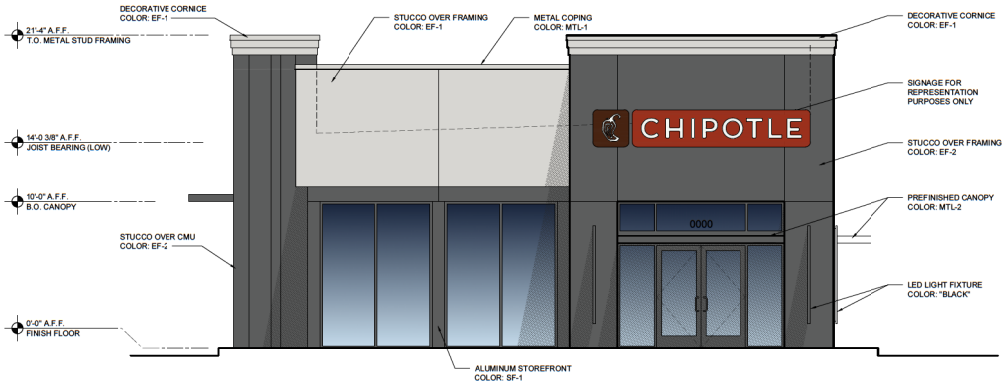
LANDSCAPE PLANTING PLAN
CHIPOTLE
PARCEL ID: G17A004A
WILDWOOD, FLORIDA

PROJECT #: 2023-137

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2600 CYPRESS RIDGE BLVD, STE I
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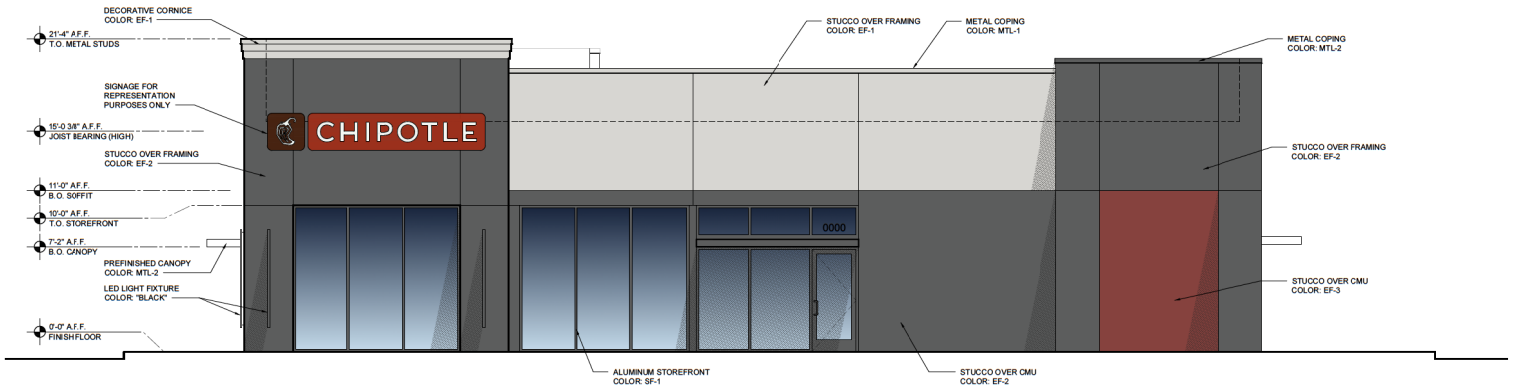
LICENSED LANDSCAPE ARCHITECT — BRENT N. BATTERSON — LA#6666711 — STATE OF FLORIDA

LP-1



1 NORTHEAST ELEVATION

SCALE: 1/4" = 1'-0"



2 NORTHWEST ELEVATION

SCALE: 1/4" = 1'-0"

GENERAL NOTES

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SEE ELECTRICAL DRAWINGS FOR POWER REQUIREMENTS

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CRITICAL NOTES

WALL FINISHES AT PARAPET RETURNS:
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THE SHELL GENERAL CONTRACTOR SHALL FULLY REVIEW AND COORDINATE WALL FINISHES WITH APPLICABLE TRADES PRIOR TO INSTALLATION. UNDER NO CIRCUMSTANCES WILL EXPOSED ROOF MEMBRANE BE ACCEPTED AS A WALL FINISH AT THE PARAPET RETURN CONDITIONS NOTED

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REFER TO WALL SECTIONSAND ENLARGED DETAILS FOR THE SPECIFIED COUNTERFLASHING REQUIRED ABOVE CANOPIES, AWNINGS, PILASTER CAPS AND, WHERE APPLICABLE, TRIMMOLDING. IN SUCH CASES, THE DESIGN INTENT IS TO LIMIT THE VISIBILITY OF COUNTERFLASHINGS BY INCORPORATING LOW PROFILE OR CONCEALED FLASHINGS

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EXTERIOR FINISH NOTES

EXTERIOR INSULATION FINISH SYSTEM (EIFS) REQUIREMENTS:

1. THE STANDARD FINISH COAT OVER CEMENT PLASTER SURFACES SHALL BE AN ACRYLIC EIFS FINISH COAT, "DRYVIT" TAFTS" (OPTION 1) AS MANUFACTURED BY DRYVIT SYSTEMS, INC. COLORS, AS SPECIFIED ON THE EXTERIOR FINISH SCHEDULE, HAVE BEEN SELECTED FROM DRYVIT'S STANDARD COLORS. THIS SYSTEM CONSISTS OF A TINTED PRIMER AND TEXTURED ACRYLIC FINISH WITH INTEGRAL COLOR. THE SPECIFIED SYSTEM HAS A 10-YEAR MANUFACTURER WARRANTY

2. WHERE A CUSTOM COLOR IS REQUIRED FOR THE FINISH COAT OVER CEMENT PLASTER SURFACES, AN ACRYLIC EFS FINISH COAT, "DRYVIT TAFTS" (OPTION 1) WITH STRATOTONE COLOR MATCHING SYSTEM AS MANUFACTURED BY DRYVIT SYSTEMS, INC. SHALL BE PROVIDED. CUSTOM COLORS ARE SPECIFIED ON THE EXTERIOR FINISH SCHEDULE. THIS SYSTEM CONSISTS OF A TINTED PRIMER AND TEXTURED ACRYLIC FINISH WITH INTEGRAL COLOR. THESPECIFIED SYSTEM HAS A 5-YEAR MANUFACTURER WARRANTY

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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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ELECTRICAL GEAR, ROOF LADDER AND DOOR AND FRAME ON THE NORTH (REAR) FACADE:

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EXTERIOR FINISH SCHEDULE

CEMENT PLASTER / EIFS FINISHES -ACRYLIC DPR EIFS FINISH
WITH INTEGRAL COLOR AND TEXTURE. COLOR MATCH REFERENCED PAINTS

TAG	MANUFACTURER	SHERWIN WILLIAMS COLOR	DESCRIPTION
EF-1	DRYVIT	PPG "FOG"	CUSTOM DRYVIT COLOR
EF-2	DRYVIT	PPG "KNIGHT'S ARMOR"	CUSTOM DRYVIT COLOR
EF-3	DRYVIT	PPG "BRICK DUST"	CUSTOM DRYVIT COLOR
PAINT FINISHES			
PT-2	PPG	"KNIGHT'S ARMOR"	
PT-3	PPG	"BRICK DUST"	
METAL COPING, TRIM AND CANOPIES			
TAG	MANUFACTURER	COLOR	DESCRIPTION
MTL-1	DURO-LAST	MATCH EF-1 PPG "FOG"	
MTL-2	DURO-LAST	MATCH SF-1 "CHARCOAL	
ALUMINUM STOREFRONT / DRIVE-THRU PICK-UP WINDOW			PERMAFLUOR COATING
SF-1	KAWNEER	"CHARCOAL"	
SF-2	QUICKSERV	"BRONZE"	

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PHONE: 813.874.1700

TO THE BEST OF THE KNOWLEDGE OF THE ARCHITECTS AND ENGINEERS, SAID PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE MINIMUM FIRE SAFETY STANDARDS

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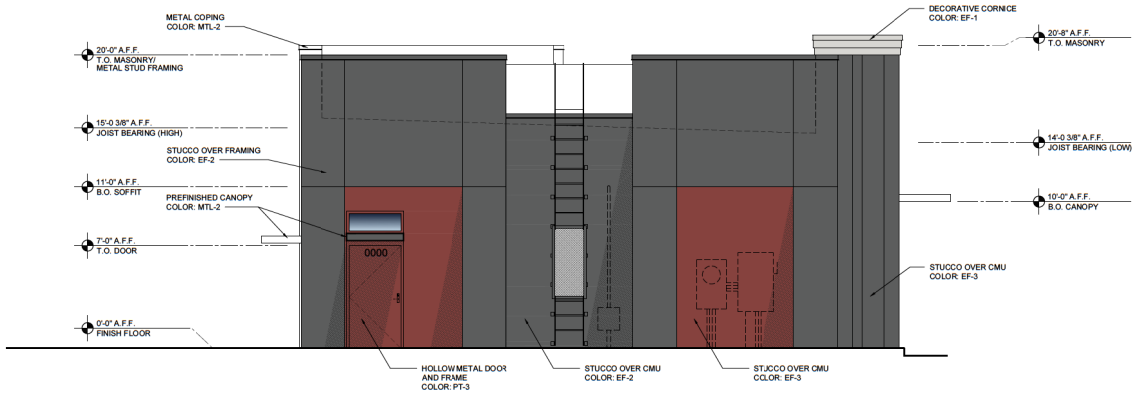
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EXTERIOR ELEVATIONS

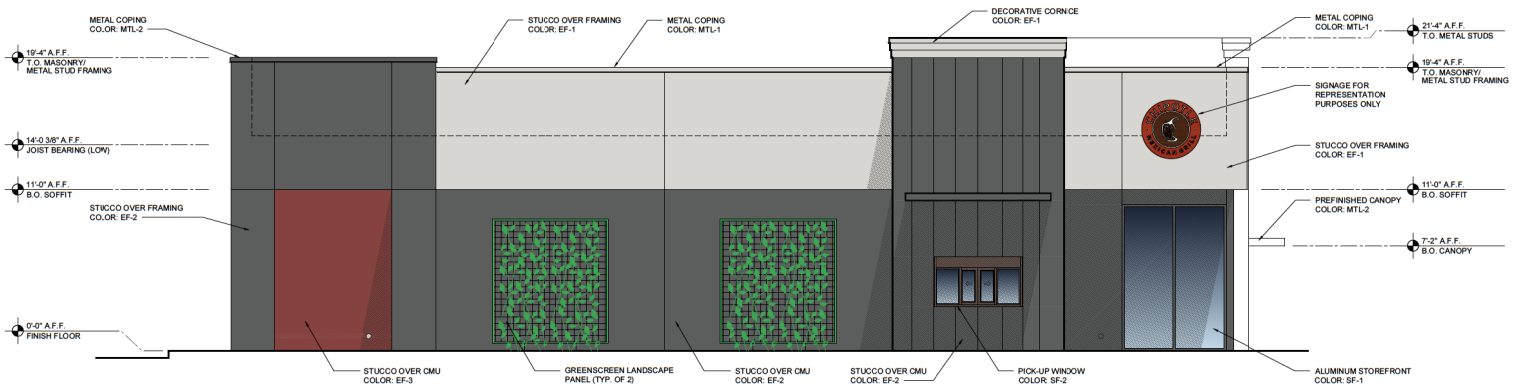
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1 SOUTHWEST ELEVATION

SCALE: 1/4" = 1'-0"



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EF-1	DRYVIT	PPG "FOG"	CUSTOM DRYVIT COLOR
EF-2	DRYVIT	PPG "KNIGHT'S ARMOR"	CUSTOM DRYVIT COLOR
EF-3	DRYVIT	PPG "BRICK DUST"	CUSTOM DRYVIT COLOR

PAINT FINISHES

PT-2	PPG	"KNIGHT'S ARMOR"	
PT-3	PPG	"BRICK DUST"	

METAL COPING, TRIM AND CANOPIES

TAG	MANUFACTURER	COLOR	DESCRIPTION
MTL-1	DURO-LAST	MATC-1 EF-1 PPG "FOG"	
MTL-2	DURO-LAST	MATC-1 SF-1 "CHARCOAL	
ALUMINUM STOREFRONT / DRIVE-THRU PICK-UP WINDOW			PERMAFLUOR COATING
SF-1	KAWNEER	"CHARCOAL"	
SF-2	QUICKSERV	"BRONZE"	

FWH Architects
3336 Grand Blvd. Suite 201
Holiday, Florida 34690
Ph. 727. 815. 3336
FABER@FWHARCHITECTS.COM

brightwork real estate
3708 WEST SWANN AVE, SUITE 200
TAMPA, FL 33609
PHONE: 813.874.1700

TO THE BEST OF THE KNOWLEDGE OF THE ARCHITECTS AND ENGINEERS, SAID PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE MINIMUM FIRE SAFETY STANDARDS

GUY F. FABER
FL License No. AR0015323
seal

no.	date	revision descriptions

CHIPOTLE MEXICAN GRILL
BUILDING SHELL
6006 SIGNATURE RD.
WILDWOOD, FL 34785

DRC ELEVATIONS
04.15.24
date

23029
comm. no.

EXTERIOR ELEVATIONS

A301

4/5/2024 1:28 PM

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for the construction of a 2,420 sq ft fast food restaurant with a mobile pick-up lane and associated infrastructure on 0.84 acres MOL. The subject property is generally located at the northwest corner of Signature Dr/Powell Rd and E SR 44 intersection.

Case Number: SP 2401-007 Chipotle at Signature Drive

Applicant(s): Troy F. Carter – Suncoast Civil Engineering

Owner(s): BW 44 Signature, LLC

Parcel(s): G17A004A

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed site plans.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 4.4, the Special Magistrate

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2401-008 Fifth Third Bank - Pinellas Plaza**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

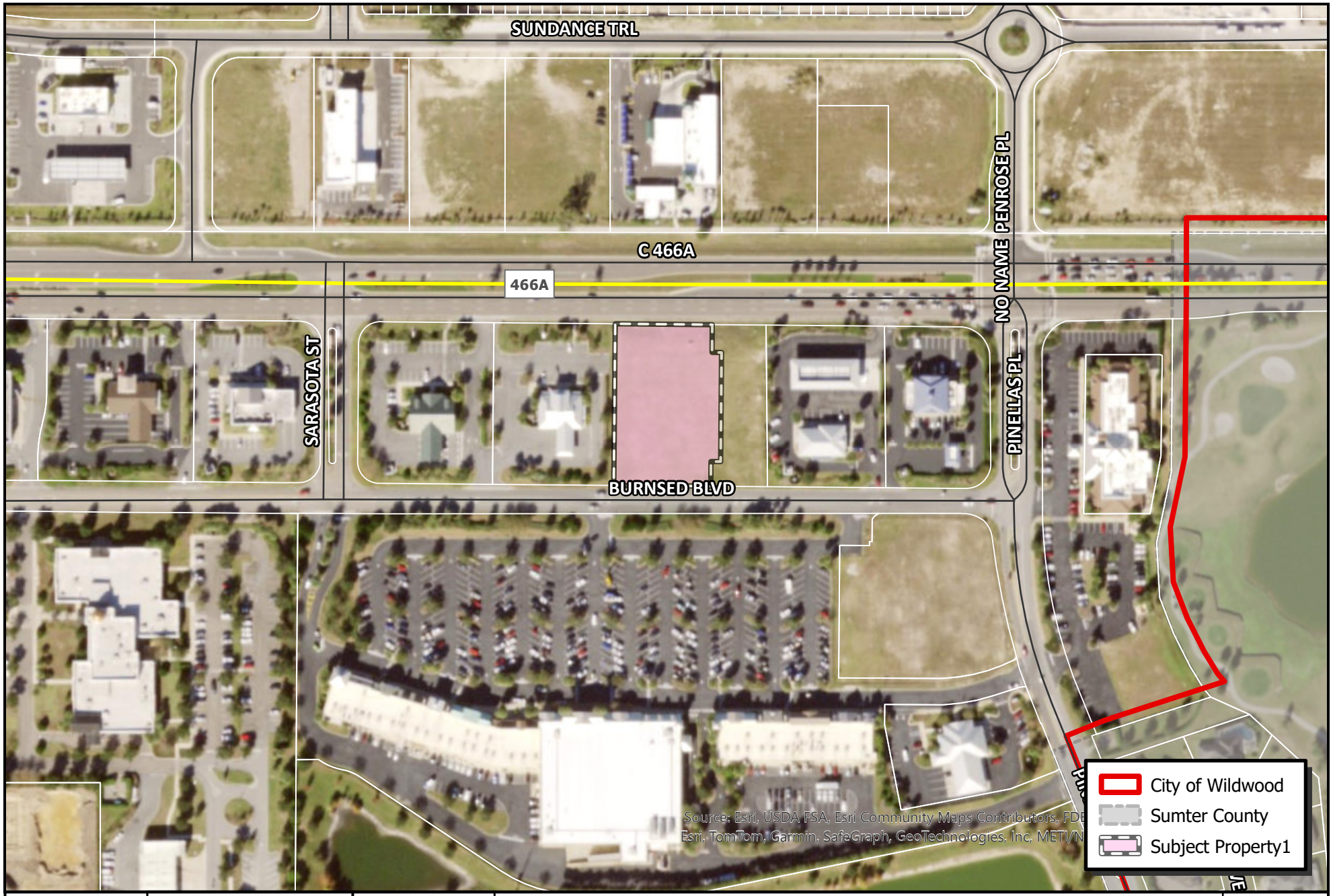
Case Number	SP 2401-008 Fifth Third Bank - Pinellas Plaza
Owner(s)	Villages of Southwest Plazas LLC
Applicant(s)	BDG Architects LLP - Benjamin Lewis
Acreage	1.00 +/-
Property Location	The subject property is generally located 0.25 miles east of the Powell Rd and C 466A intersection, approximately 0.09 miles west of Pinellas Pl.
Parcel(s)	Portion of Parcel G04-055C

The applicant is seeking approval from the City Commission 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.



Dated: 06/06/2024
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

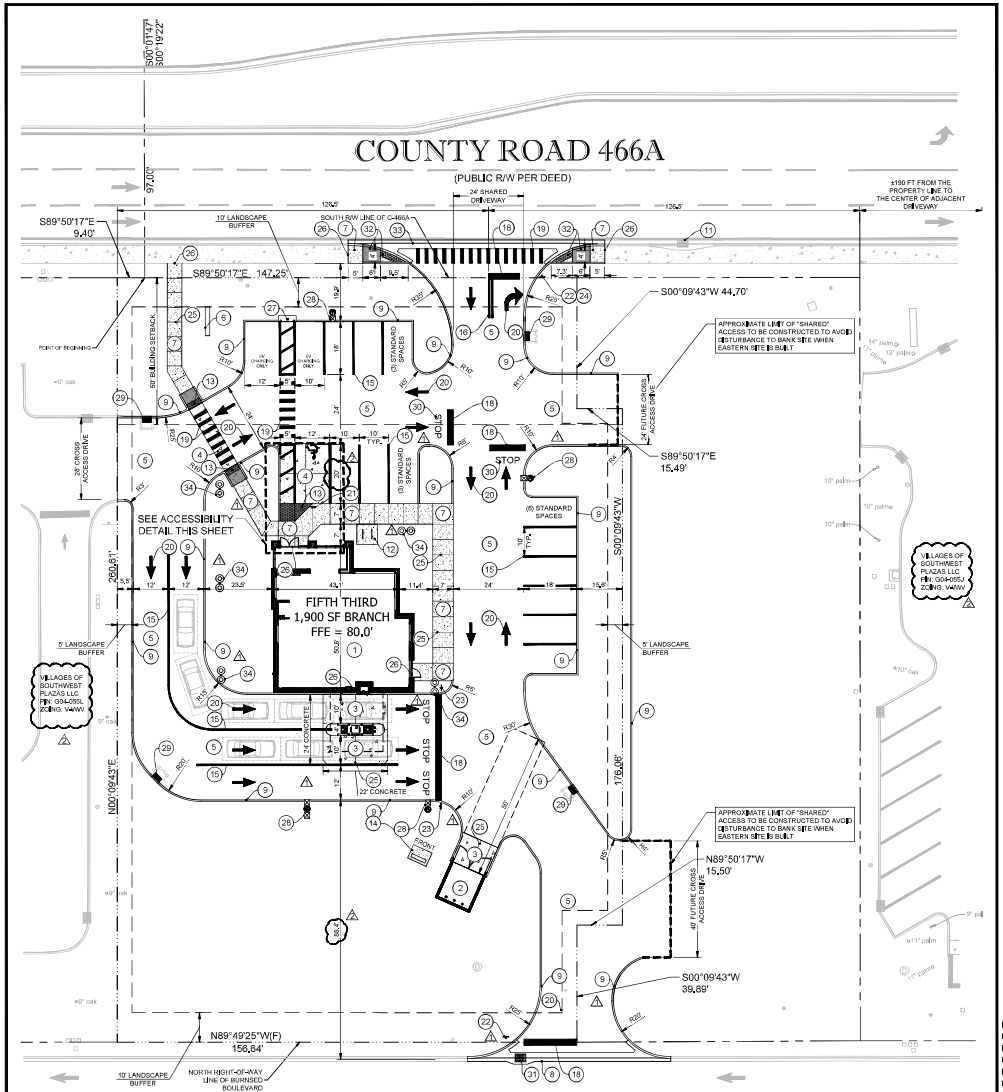
FIFTH THIRD BANK PINELLAS PLAZA

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)
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.
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.
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-16. 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-3) 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.

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 PRZYSTAWSKI
PHONE: (352) 793-3801
EMAIL:
DAVID.PRZYSTAWSKI@SECOENERGY.COM

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 (LB + 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
PARCEL NO:	PORTION OF 0304055C
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

PARKING DATA

PARKING:	1 SPACE PER 300 SF 1,900 SF / 300 SF	= 7 SPACES
TOTAL PARKING PROVIDED:	STANDARD PARKING ACCESSIBLE PARKING EV PARKING TOTAL PARKING PROVIDED	= 12 SPACES = 1 SPACES = 2 SPACES = 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.

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 260.85 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.

811 Know what's below. Call before you dig.

SCALE: 0' 20' 40' 60'

bdg architects
400 N Ashley Drive, Suite 600, Tampa, FL 33602
P: 813 - 223 - 9233
Lic. #: AA - 0003590
W: www.bdgflo.com

FIFTH THIRD BANK

FIFTH THIRD BANK
PINELLAS PLAZA
2485 BURNSED BOULEVARD
WILDWOOD, FL 34785

INFINITY ENGINEERING GROUP, LLC
1208 East Kennedy Boulevard
Suite 230
Tampa, Florida 33602
(p): 813.434.4770
(f): 813.415.1131
www.ingroup.net
FL Cert. of Auth.: No. 27889

EG JOB NO.: 15-3002.00

SEAL — NEAT SAPPARKHAO, P.E. FL REG. NO. 64085

Digitally signed by Neat Sapparkhao
DN: E=neat@egroup.net, CN=Neat Sapparkhao, O=Infinity Engineering Group LLC, L=Tampa, S=Florida, C=US
Date: 2024.03.13 17:14:25-04'00'

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-REQUND1

PROJECT INFORMATION BLOCK

JOB #	23042
DATE:	09/13/23
DRAWN BY:	EG
CHECKED BY:	EG

SHEET TITLE: SITE PLAN

SHEET NUMBER: C02.01

City of Wildwood, Florida

Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant is seeking a favorable recommendation from the City of Wildwood 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 1.00 acres MOL. The subject property is generally located approximately 0.25 miles east of the Powell Rd and C 466A intersection and approximately 0.09 miles west of Pinellas Pl.

Case Number: SP 2401-008 Fifth Third Bank – Pinellas Plaza

Applicant(s): BDG Architects LLP – Benjamin Lewis

Owner(s): Villages of Southwest Plazas LLC

Parcel(s): Portion of Parcel G04-055C

Under Land Development Regulation (LDR) § 1.7(B)(1), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed site plans.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 4.4, the Special Magistrate

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Proclaim June 17-23, 2024, as Wildwood Pollinator Week**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached proclamation celebrating the week of June 17-23, 2024, as Wildwood Pollinator Week.

Proclamation

WHEREAS, pollinator species such as birds, butterflies, and other insects play a vital role in the health of our forests and grasslands, which provide forage, fish and wildlife, timber, water, mineral resources, and recreational opportunities as well as enhanced economic development opportunities for communities; and,

WHEREAS, pollinators are essential partners of farmers in producing much of our food supply; and,

WHEREAS, pollinator species provide significant environmental benefits that are necessary for maintaining healthy, biodiverse ecosystems, and human health; and,

WHEREAS, Florida actively manages wildlife habitats and public lands that support the state's economy through tourism and provide essential resources for our food production; and,

WHEREAS, Florida's state park system, which provides critical habitat for pollinators, has been recognized nationally as a model for others to emulate; and,

WHEREAS, the City of Wildwood has acknowledged the importance of pollinators and the threats that habitat destruction poses; and,

WHEREAS, Wildwood is taking steps as the city grows and develops to preserve native species and critical habitats in public spaces whenever possible and practical; and,

WHEREAS, the City of Wildwood encourages residents to create their own gardens, whether large or small, in planting beds, containers, or window boxes, accommodating their individual circumstances, abilities, and communities, so pollinator species have corridors to travel and can thrive throughout the city and beyond.

NOW, THEREFORE, BE IT RESOLVED, by the City Commission of the City of Wildwood, Florida, that June 17-23, 2024, be, and is hereby proclaimed as

WILDWOOD POLLINATOR WEEK

IN WITNESS WHEREOF, we have PASSED and DULY ADOPTED this 17th day of June 2024.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____ ATTEST: _____
Ed Wolf, Mayor Jessica Barnes, City Clerk

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CP 2312-001 Boulder Square - ADOPTION HEARING**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2312-001 Boulder Square
Ordinance Number	O2024-12
Owner(s)	Ronnie Bailey Jr, Stephanie Bailey, Ronnie Bailey Sr, Paul Pumphrey, Sandra Pumphrey, & PFD Twisted Sisters, LLC
Applicant(s)	PFD Twisted Sisters, LLC
Property Location	The subject property is generally located between C 44A and W Clarke St, with portions along CR 217, and approximately 0.64 miles west of N Main St/US 301.
Parcel(s)	F01A008, F01-101, G06-185, G06-186, & G06-187
Date	May 1, 2024

The applicant seeks approval from the City of Wildwood City Commission for a Large-Scale Comprehensive Plan Amendment to change the Future Land Use designation from Agricultural (County), Commercial (City), and Neighborhood Commercial (City) to Low Density Residential (City) for the parcels listed above on 83.97 acres MOL. This request is accompanied by rezoning request RZ 2024-13.

ANALYSIS: The applicant is proposing to construct a residential subdivision consisting of single-family detached and attached dwelling units. The land use request would result in a maximum of 336 dwelling units on 83.97 acres, MOL with the applicant proposing 312 dwelling units as stated within the Transportation Impact Analysis (TIA). Residential housing development at the subject property will provide housing close to workplace locations for residents.

Staff believes the proposed amendment should be approved based on the following criteria found in Land Development Regulation (LDR) §1.7(D).

(1) Justification of the proposed amendment has been adequately presented;

The applicant intends to construct a residential development on the subject property, with the maximum potential of 336 dwelling units on 83.97 acres MOL. Justification has been presented to the city to support the proposed development, with a land use of Low-Density Residential in accordance with Policy 1.2.1, “the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present.” Policy 1.2.8 states that the city shall encourage all new development projects to abide by principles of sustainable land development patterns contributing to a mix of land uses that are compatible with existing communities and supported by community infrastructure, service, and utilities which advances the creation of a diverse housing inventory.

(2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;

The proposed amendment is not inconsistent with the goals, objectives and policies of the 2050 Comprehensive Plan. Future Land Use (FLU) Policy 1.1.1 states that Low Density Residential land use is intended to accommodate single-family residential homes at a low density of up to 4 units per acre. Housing Policy 3.1.5 states “the City shall allow a wide range of housing types to accommodate a diversity of housing needs and preferences. These may include attached and detached single family homes, cluster development, multifamily homes, and innovative housing types.” This development is also consistent with Policy 1.2.1., “the City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present.”

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy inefficient land use pattern;

The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern. The proposed land use of low-density residential transitions well with the existing mix of land use designations of Rural Residential (County), Agricultural (County), Public Facilities (City), and Residential Mixed Used-RMU (City). This is in line with Policy 1.2.8. The City shall encourage all new development by following principles to cultivate a more sustainable land development pattern by contributing to a mix of land uses which is compatible with existing communities and supported by community infrastructure, services, and utilities. Parcels F01A008 and F01-101 were annexed into the City of Wildwood on January 8, 2024, and are consistent with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.”

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;

The proposed amendment will not have an adverse effect on environmentally sensitive systems. Two environmental assessments were conducted by Bio-Tech Consulting Inc in July 2023 for parcel G06-187 and in September 2023 for the additional parcels. The project site consists of the following four FLUCFCS classifications; Residential Low Density (110), Upland Hardwood Forests (420), Hardwood-Conifer Mixed (434), and Reservoirs less than 10 acres (534). For any proposed development that impacts the wetlands/flood zone areas, this will need to be accounted for in the ERP and permittable by SWFWMD. There were “potentially occupied” gopher tortoise burrows that were observed on the subject property. A 100% gopher tortoise survey should be done before construction and if any gopher tortoises are found, it will be necessary to apply for a gopher relocation permit with FFWCC. The individual assessments also showed no evidence of eastern indigo snakes found on the properties, so the development would “not likely to adversely affect”, but this determination should be

reevaluated at the improvement/site plan stage due to the combination of lands. Tree mitigation requirements will be met at the improvement/site plan stage of the development in accordance with the land development regulation 6.10.

(5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools or other public facilities without providing remedies to correct the system or facility.

Transportation: A traffic impact analysis (TIA) was conducted by Traffic & Mobility Consultants and was accepted by Sumter County's Public Works Department. The proposed development is expected to generate a total of 2,728 daily trips, 194 AM peak hour trips and 258 PM peak hour trips. Access to the subject property is proposed from C 44A, CR 217, and W Clarke St. C 44A is a major urban collector roadway with portions maintained by Sumter County and the City of Wildwood, CR 217 is a minor local road maintained by Sumter County, and W Clarke St/CR 232 is a minor local road with portions maintained by the City of Wildwood and Sumter County. The TIA outlined turn lanes are not warranted at the project's access driveways and most intersections will have to operate at an acceptable LOS during the project buildout in 2028 except for N US 301 and W Clarke St. The project trips will contribute 4% of the overall traffic at this intersection. It is recommended that the N US 301 and W Clarke St intersection is converted to a directional median. The directional median will restrict eastbound and westbound left-turn movements from the minor streets, to help avoid potential conflicts. N US 301 and W Clarke St are projected to operate at an acceptable LOS with mitigation improvements. This is consistent with Policy 2.3.3 in that the City shall rely on the Level of Service (LOS) Standards to ensure that acceptable traffic conditions are maintained. Alternatively, the developer is donating right-of-way in efforts to help the City extend CR 209 south from W Clarke Street/CR 232 to C 44A, creating a parallel corridor to N US 301. This is consistent with Policy 2.1.2 as the City has identified future right-of-way needs and acquired those rights-of-way.

Water & Sewer: City water and sewer are available to the subject property within a utility easement running through the development with a 12" water line and a 16" force main. With utilities being available, this is consistent with Policy 1.2.1. "The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present." The applicant/owner will work with the City's utility department at the improvement/site plan stage to connect to City water and sewer to be in line with Policy 4.1.2. Policy 4.1.2 states that "the replacement, expansion, or increase in capacity of facilities shall be consistent with the adopted LOS standards." There is capacity for this development.

Schools: The proposed project is expected to generate 107 school-year-aged children for the Sumter County School District. The school district has advised there is sufficient capacity available.

Per F.S. Chapter 163.3177(6)(a)9a any amendment to the Future Land Use element shall discourage urban sprawl. The primary indicators that a plan amendment does not discourage urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan amendment:

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.

Land to the east of the subject property is currently designated as Rural Residential (County) and Public Facilities (City). Land to the north of the subject property is designated as Residential Mixed-Use (City) and Agricultural (County). Land to the west of the subject property is designated Agricultural (County). Land to the south of the subject property is designated Agricultural (County) and Residential Mixed-Use (City). The low density residential future land use designation allows a maximum of 4 dwelling units per acre, which is comparable to the existing density in the neighboring area, while providing diverse housing.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
The proposed project is in an area that includes vacant land with some single-family housing. The development to the north of this project, Twisted Oaks, is approved for 734 single-family detached, 248 single-family attached, and 270 proposed multifamily dwelling units as well as commercial lots along N US 301. This property is approximately 0.8 miles from N US 301, which will support residential housing for commercial developments and economic growth within the downtown area without contributing to urban sprawl.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
The proposed plan amendment is not an isolated or strip development. The proposed residential development is between W Clarke ST/CR 232 and C 44A with a portion of the development along CR 217 approximately 0.8 miles west of N US 301. Other projects in the vicinity of the subject property are approved for both residential and commercial development. The residential nature of the proposed project is in character with the surrounding area.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
The subject property contains wetland/flood zone areas classified as Flood Zone A on the FEMA maps. Impacts are proposed at the W Clarke St entrance and within the northern stormwater retention area. These impacts will be monitored, evaluated and mitigated at the improvement/site plan stage where it will be accounted for in the ERP and permittable by SWFWMD.

(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.
The subject property does not have adjacent agricultural areas. Although some of the surrounding areas have a future land use of Agricultural (County), these parcels fall within the Joint Planning Area (JPA) where the proposed future land uses could be commercial or residential should they be annexed into the City of Wildwood.

(VI) Fails to maximize use of existing public facilities and services.
City water and sewer services are available to the subject property and will be utilized for this project. The types of dwelling units will be single-family residential. The project will have 1 ERU per dwelling unit, having a total of 312 ERUs which would increase the water use from the current land uses allowed. ERUs/GPD will still be needed for amenities and irrigation

should potable water be needed. Per the City's 2019 Utility Master Plan, the City's water treatment consolidated system has a capacity of 6.72 MGD and the wastewater facility has an available capacity of 2.25 MGD. There is capacity for this development.

(VII) Fails to maximize use of future public facilities and services.
Any future City public facilities and services located in this area will be available for this proposed development.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
The start of the shopping areas are located within 0.7 miles of the subject property in the downtown area. General government, fire, emergency response, health care facilities and educational facilities are within 0.78 miles from the subject property. The law enforcement is within 1.12 miles of the subject property. There's a public park within 0.53 miles of the subject property.

(IX) Fails to provide a clear separation between rural and urban uses.
The subject property is in a suburbanizing area of the City where large tracts of land are starting to transition into more dense residential subdivisions. Land south and east of the subject property still has large parcels that have remained undeveloped and can be considered rural as some of those are still under Sumter County jurisdiction.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
Development is beginning to occur in this area of the city. Other developments are expected as city utilities are available to the neighboring parcels.

(XI) Fails to encourage a functional mix of uses.
While the proposed development is for single family dwelling units, commercial developments are located within 0.7 miles of the subject property and industrial developments are located within 0.84 miles. There's a public park and church located within 0.53 miles of the subject property.

(XII) Results in poor accessibility among linked or related land uses.
The accepted TIA shows access to the subject property from C 44A, City of Wildwood maintained road, CR 232/W Clarke St, portions maintained by City of Wildwood and Sumter County, and CR 217, a Sumter County maintained road. The applicant will work with both municipalities to ensure proper permits for the ingress/egress access.

(XIII) Results in the loss of significant amounts of functional open space.
The proposed development will need to follow the City's Design District Standards for a residential development containing 312 dwelling units and providing 25% open space. Functional open space will not be reduced.

Per F.S. Chapter 163.3177(6)(a)9b the future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a

development pattern or urban form that achieves four or more of the following:

(I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
The wetland/flood zone areas located on the subject property will be mitigated by the developer at the improvement/site plan stage. Gopher tortoise burrows were identified on the site and the Florida Fish and Wildlife Conservation Commission (FFWCC) should be consulted for relocation before any development begins should gopher tortoises be present. No evidence showed of eastern indigo snakes being found on the properties, so the development would “not likely to adversely affect”, but this determination should be reevaluated at the improvement/site plan stage due to the combination of lands. Tree mitigation requirements will be met at the improvement/site plan stage of the development in accordance with the land development regulation 6.10.

(II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
City water and sewer are available for the subject property as outlined above.

(IV) Promotes conservation of water and energy.
The proposed project will promote the conservation of water and energy. The City’s Comprehensive Plan and Design District Standards includes policies and standards that promote energy conservation.

(VI) Preserves open space and natural lands and provides for public open space and recreation needs.
The proposed project will need to provide 25% open space to comply with the City’s Design District Standards and have a maximum of 0.3 floor area ratio (FAR) as indicated within the City’s 2050 Comprehensive Plan. The project will need to include three onsite amenities to provide recreational needs.

CONCLUSIONS:
The proposed amendment to the Comprehensive Plan is compatible with the Goals, Policies and Objectives stated in the City of Wildwood’s 2050 Comprehensive Plan. The proposed amendment has been evaluated for the 13 indicators of urban sprawl as listed in F.S. Chapter 163.3177(6)(a)9a and responses are noted above. The proposed amendment discourages urban sprawl as four of the criteria listed in F.S. Chapter 163.3177(6)(a)9b are met. This is the second and final public hearing for Ordinance O2024-12.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-12

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A LARGE-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; 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 local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment described as follows, to-wit:

F01A008, F01-101, G06-185, G06-186, & G06-187
Ronnie Bailey Jr, Stephanie Bailey, Ronnie Bailey Sr, Paul Pumphrey, Sandra Pumphrey, & PFD Twisted Sisters, LLC
83.97 +/-

LEGAL DESCRIPTION:

(PARCEL G06-187: AS FURNISHED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY - COMMITMENT NUMBER: 1416906A1, DATED AUGUST 29, 2023)

COMMENCE AT THE NORTHWEST CORNER OF THE S 1/2, OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE S 89°59'41" E ALONG THE NORTH LINE OF SAID S 1/2, OF THE NW 1/4, DISTANCE OF 16.59 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE S 89°59'41" E ALONG SAID NORTH LINE A DISTANCE OF 667.00 FEET, THENCE S 00°01'13" W, A DISTANCE OF 1326.62 FEET, TO THE SOUTH LINE OF SAID NW 1/4, THENCE N 89°59'21" W ALONG SAID SOUTH LINE A DISTANCE OF 666.99 FEET, THENCE N 00°01'12" E A DISTANCE OF 1326.56 FEET, TO THE POINT OF BEGINNING. SUBJECT TO A ROAD EASEMENT DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTH-WEST CORNER OF THE S 1/2, OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE S 89°59'41" E ALONG THE NORTH LINE OF SAID S 1/2, OF THE NW 1/4, A DISTANCE OF 16.59 FEET, THENCE CONTINUE S 89°59'41" E ALONG SAID NORTH LINE A DISTANCE OF 667.00 FEET, THENCE S 00°01'13" W, A DISTANCE OF 1289.04 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE S 00°01'13" W A DISTANCE OF 37.58 FEET TO THE SOUTH LINE OF SAID NW 1/4, THENCE N 89°59'21" W ALONG SAID SOUTH LINE A DISTANCE OF 666.99 FEET, THENCE N

00°01'12" E A DISTANCE OF 35.09 FEET, THENCE N 89°47'48" E A DISTANCE OF 667.00 FEET TO THE POINT OF BEGINNING. SUBJECT TO A WATER, SEWER, AND GREY WATER EASEMENT DESCRIBED IN OFFICIAL RECORD BOOK 490, PAGE 552, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. LESS ROAD RIGHT-OF-WAY.

(PARCELS F01A008 & F01-101: AS FURNISHED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY - COMMITMENT NUMBER: 1435397, DATED JULY 28, 2023)

PARCEL 1

LOT 1, OF AN UNRECORDED SUBDIVISION IN SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST AND SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, FURTHER DESCRIBED AS:

BEGIN AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA; THENCE NORTH 89°44'08" EAST ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE NORTHEAST 1/4, A DISTANCE OF 1328.28 FEET, TO THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4 OF THE NORTHEAST 1/4, SAID CORNER ALSO BEING THE NORTHWEST CORNER OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST; THENCE SOUTH 89°59'41" EAST A DISTANCE OF 16.59 FEET; THENCE SOUTH 00°01'12" WEST, A DISTANCE OF 430.00 FEET; THENCE SOUTH 89°44'20" WEST A DISTANCE OF 1345.34 FEET TO THE WEST LINE OF THE SAID SOUTHEAST 1/4 OF THE NORTHEAST 1/4; THENCE NORTH 00°04'56" EAST ALONG SAID WEST LINE A DISTANCE OF 430.00 FEET, TO THE POINT OF BEGINNING.

PARCEL 2

THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT OF WAY. TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS OVER AND ACROSS THE EAST 20 FEET OF LOTS 24, 25, 72, 73 AND 120 AND THE EAST 20 FEET OF WASHINGTON STREET AND PEMPERTON STREET, AVONDALE PARK SUBDIVISION, AS A PER PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 20, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

(PARCEL G06-186: AS FURNISHED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY - COMMITMENT NUMBER: 1435399, DATED AUGUST 4, 2023)

LOT 4, DESCRIBED AS FOLLOWS:

BEGIN AT THE NW CORNER OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH,

RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE N89°59'59"E ALONG THE NORTH LINE OF SAID NW1/4, A DISTANCE OF 644.11 FEET, THENCE S01°41'43"E, A DISTANCE OF 1327.20 FEET, TO THE SOUTH LINE OF THE N 1/2 OF SAID NW 1/4, THENCE N89°59'41"W ALONG SAID SOUTH LINE A DISTANCE OF 683.59 TO THE SW CORNER OF SAID N 1/2 OF THE NW 1/4, THENCE N00°00'34"E ALONG THE WEST LINE OF SAID NW 1/4 A DISTANCE OF 1326.56 FEET TO THE POINT OF BEGINNING SUBJECT TO A ROAD EASEMENT DESCRIBED AS FOLLOWS:

BEGIN AT THE NW CORNER OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, THENCE N89°59'59"E ALONG SAID NORTH LINE A DISTANCE OF 644.11 FEET, THENCE S01°41'43"E A DISTANCE OF 29.87 FEET, THENCE S89°46.26"W A DISTANCE OF 645.00 FEET TO THE WEST LINE OF SAID NW 1/4, THENCE N00°00'34"E ALONG SAID WEST LINE A DISTANCE OF 32.00 FEET TO THE POINT OF BEGINNING.

(PARCEL G06-185: AS FURNISHED BY STEWART TITLE GUARANTY COMPANY - COMMITMENT NUMBER: 23000050234, DATED AUGUST 8, 2023)

LOT 5

COMMENCE AT THE NORTHWEST CORNER OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE N 89° 59' 59" E ALONG THE NORTH LINE OF SAID NW 1/4, A DISTANCE OF 644.11 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE N 89° 59' 59" E ALONG SAID NORTH LINE A DISTANCE OF 657.86 FEET, THENCE S 02° 07' 57" E, A DISTANCE OF 1327.60 FEET, TO THE SOUTH LINE OF THE N 1/2 OF SAID NW 1/4, THENCE N 89 °59' 41" W ALONG SAID SOUTH LINE A DISTANCE OF 668.00 FEET, THENCE N 01° 41' 43" W A DISTANCE OF 1327.20 FEET, TO THE POINT OF BEGINNING SUBJECT TO A ROAD EASEMENT DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, THENCE N 89 °59' 59" E ALONG THE NORTH LINE OF SAID NW 1/4 A DISTANCE OF 644.11 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE N 89° 59' 59" E ALONG SAID NORTH LINE A DISTANCE OF 657.86 FEET, THENCE S 02° 07' 57"E A DISTANCE OF 27.28 FEET, THENCE S 89° 46' 26" W A DISTANCE OF 658.00 FEET, THENCE N 01° 41' 43" W A DISTANCE OF 29.87 FEET, TO THE POINT OF BEGINNING.

This property is to be reclassified from Agricultural (County), Commercial, and Neighborhood Commercial (City) to Low Density Residential (City).

AND WHEREAS, the City is proposing to amend the Future Land Use Map to include the future land use of property that shall pertain and be applicable to said amendment.

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

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan 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 affect the validity of the remaining portions of said Ordinance.

SECTION 4. This Ordinance shall take effect 31 days after the state land planning agency notifies the City of Wildwood the large-scale comprehensive plan amendment package is complete, if the amendment is not timely challenged. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency, or the Administration Commission enters a final order determining this adopted amendment to be in compliance.

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

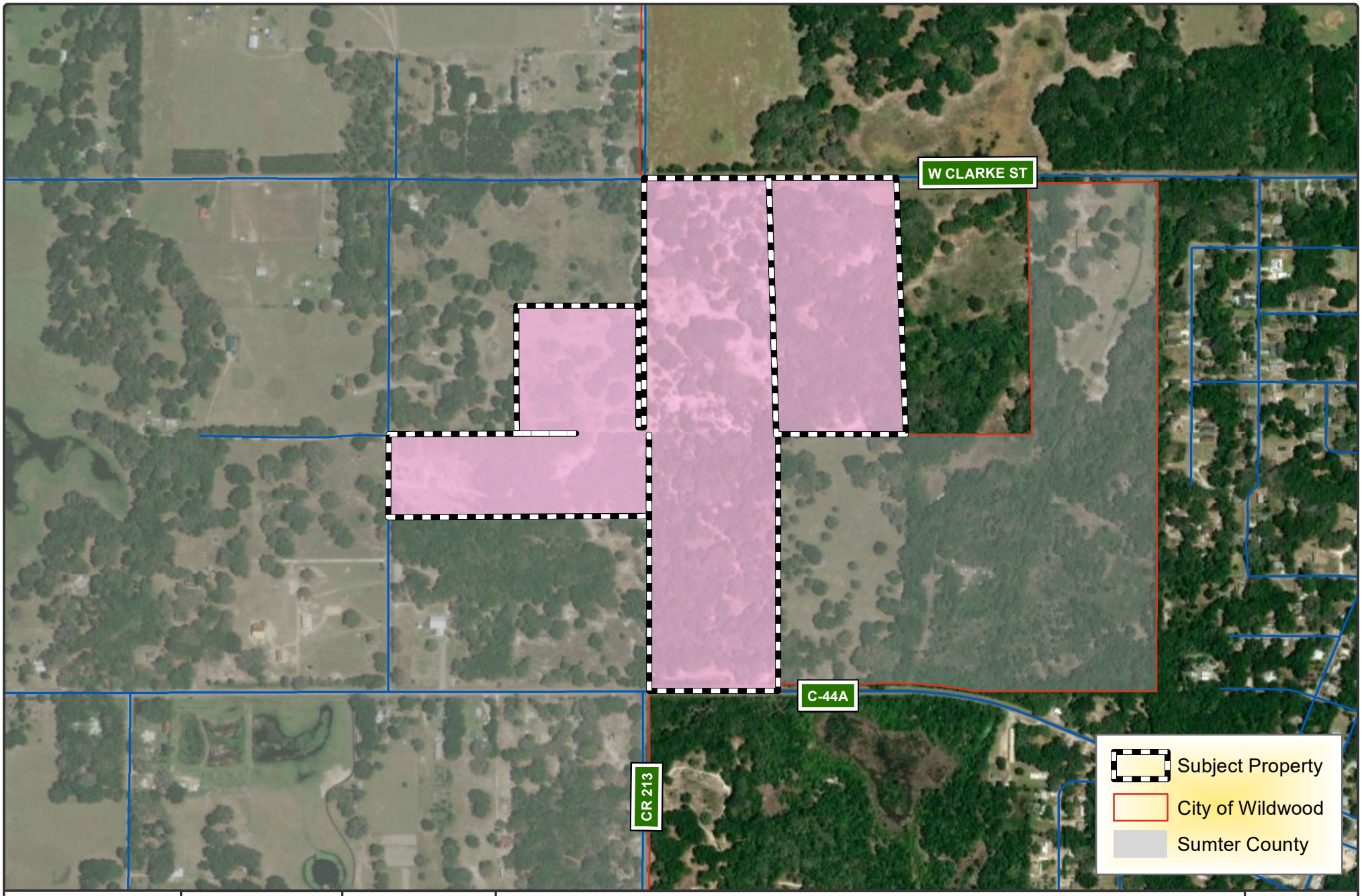
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD
EST. 1877
FLORIDA

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

N

Feet
0 330 660

CP 2312-001

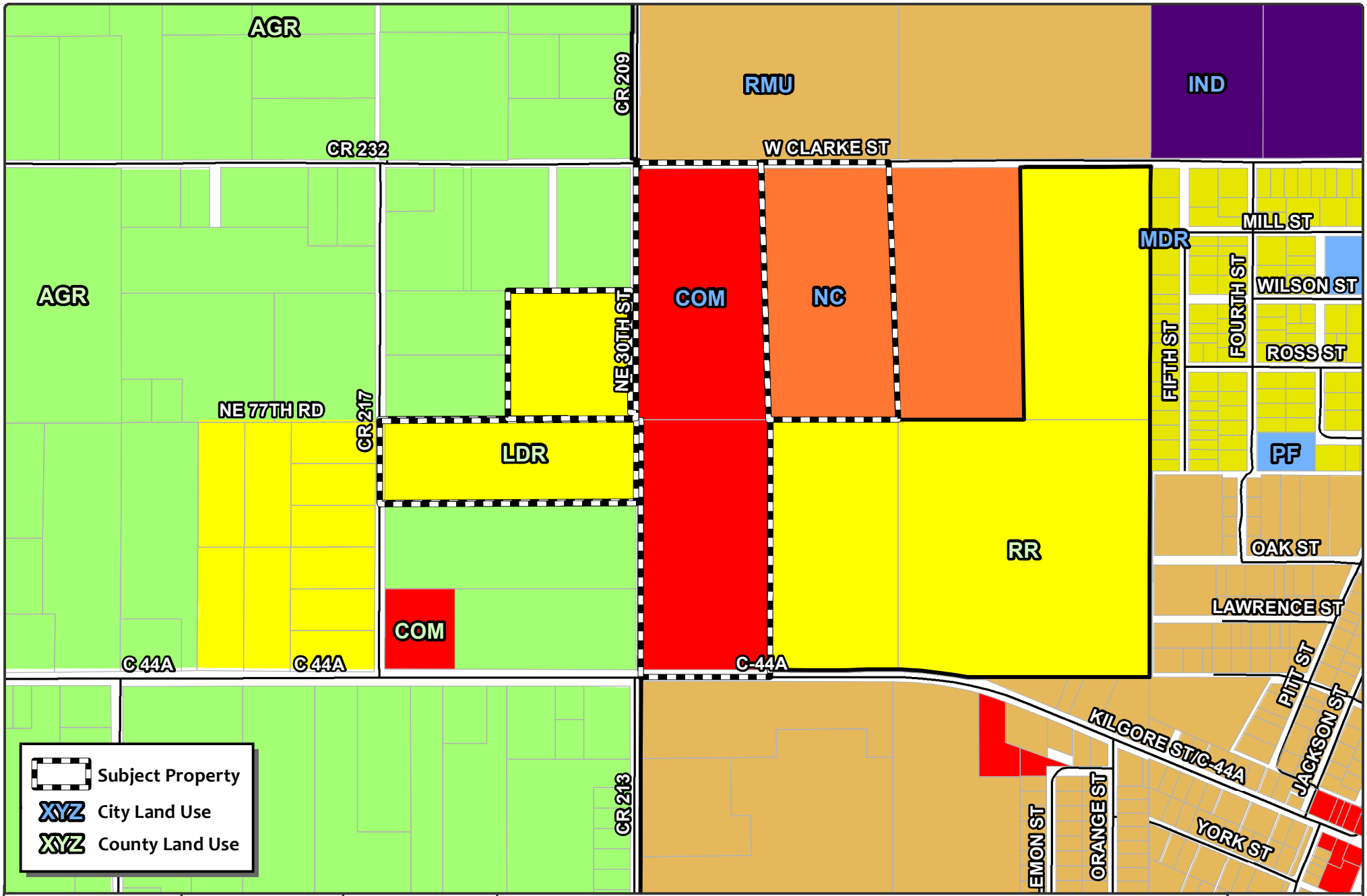
BOULDER SQUARE

PARCELS F01-101, F01A008, G06-185, G06-186 & G06-187

MAP 1B

LOCATION MAP

DECEMBER 2023



WILDWOOD FLORIDA
EST. 1877

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

Feet
0 330 660

CP 2312-001

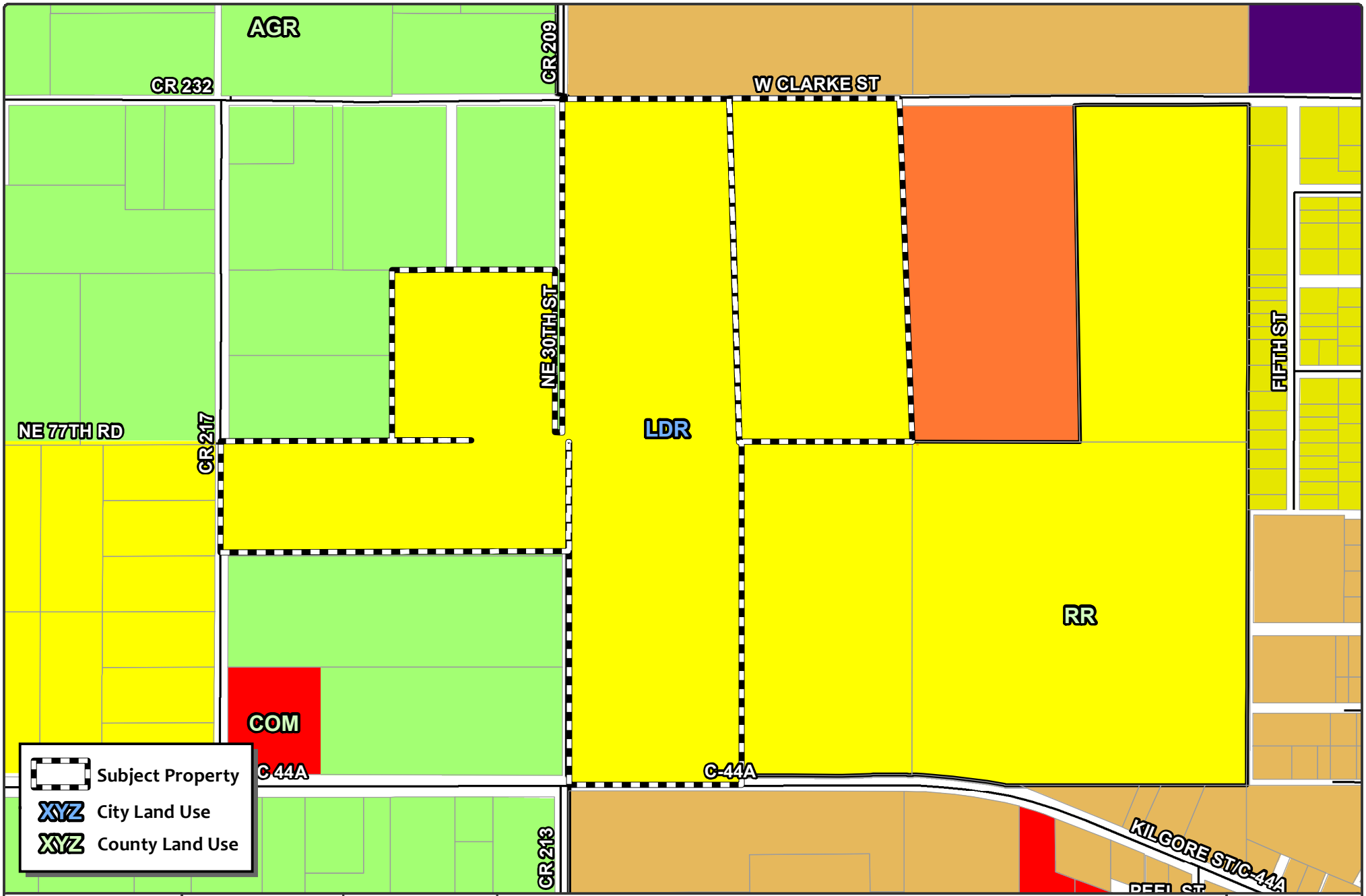
BOULDER SQUARE

PARCELS F01A008, F01-101, G06-185, G06-186, & G06-187

MAP 2A

EXISTING LAND USE

DECEMBER 2023



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FLORIDA

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

Feet
0 250 500

CP 2312-001

BOULDER SQUARE

PARCELS F01A008, F01-101, G06-185, G06-186, & G06-187

MAP 2B

PROPOSED LAND USE

DECEMBER 2023

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-12

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.

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate
as Local Planning Agency

The case below was heard on Tuesday, April 2, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Large Scale Comprehensive Plan amendment to amend the FLU map designation from Agricultural (County), Commercial, and Neighborhood Commercial (City) to Low Density Residential (City) on 83.97 acres MOL The subject property is generally located between C 44A and W Clarke St, with portions along CR 217, and approximately 0.64 miles west of N Main St/US 301.

Case Number: CP 2312-001 Boulder Square

Applicant(s): PFD Twisted Sisters, LLC

Owner(s): Ronnie Bailey Jr, Stephanie Bailey, Ronnie Bailey Sr, Paul Pumphrey, Sandra Pumphrey, PFD Twisted Sisters, LLC

Parcel(s): F01A008, F01-101, G06-185, G06-186, & G06-187

Under Land Development Regulation (LDR) § 1.7(C), the Planning and Zoning Board/Special Magistrate as Local Planning Agency has a duty to make a recommendation to the City Commission on all proposed Comprehensive Plan amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate recommends approval of the Comprehensive Plan amendment and gives a favorable recommendation of Ordinance O2024-12 to the City Commission for final determination.

Dated: April 2, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

May 29, 2024

Ms. Wendy Then, AICP CFM
Assistant Director, Development Services Department
City of Wildwood
100 N. Main Street
Wildwood, FL 34785

RE: ***Future Traffic Projections CR 209 from SR 44 to CR 466***
Kimley-Horn Job Number 142173000

Dear Ms. Then:

At the request of the City of Wildwood (the City), Kimley-Horn reviewed future traffic projections on CR 209, from SR 44 to CR 466. The purpose of the review was to provide input on the needed right of way width to complete the missing section of roadway from CR 44A to CR 232.

Existing traffic data published by the Florida Department of Transportation (FDOT) was obtained for CR 209. Transportation modeling software was used to estimate the growth in traffic along CR 209 from background traffic, planned developments along CR 209 that were provided by the City, and completing the missing connection of the roadway. Our analysis found that the projected daily traffic volume on CR 209 within the planning horizon and considering the developments under review or approved by the City of Wildwood, is less than the service volume of a two-lane roadway (14,000 vehicles per day).

A more detailed traffic analysis will be performed during the Preliminary Engineering Report to identify turn lane needs and traffic control at the intersections along the corridor. It is recommended that the City plan for 100 feet of right-of-way on CR 209. This will allow for a 2-lane roadway with sidewalks to be constructed initially but will also provide flexibility for a 4-lane roadway if needed in the future due to continued development on and around the CR 209 corridor.

An exhibit showing the study area, future developments, and a two-lane and four-lane typical section within the proposed 100-foot right-of-way is provided as an attachment.

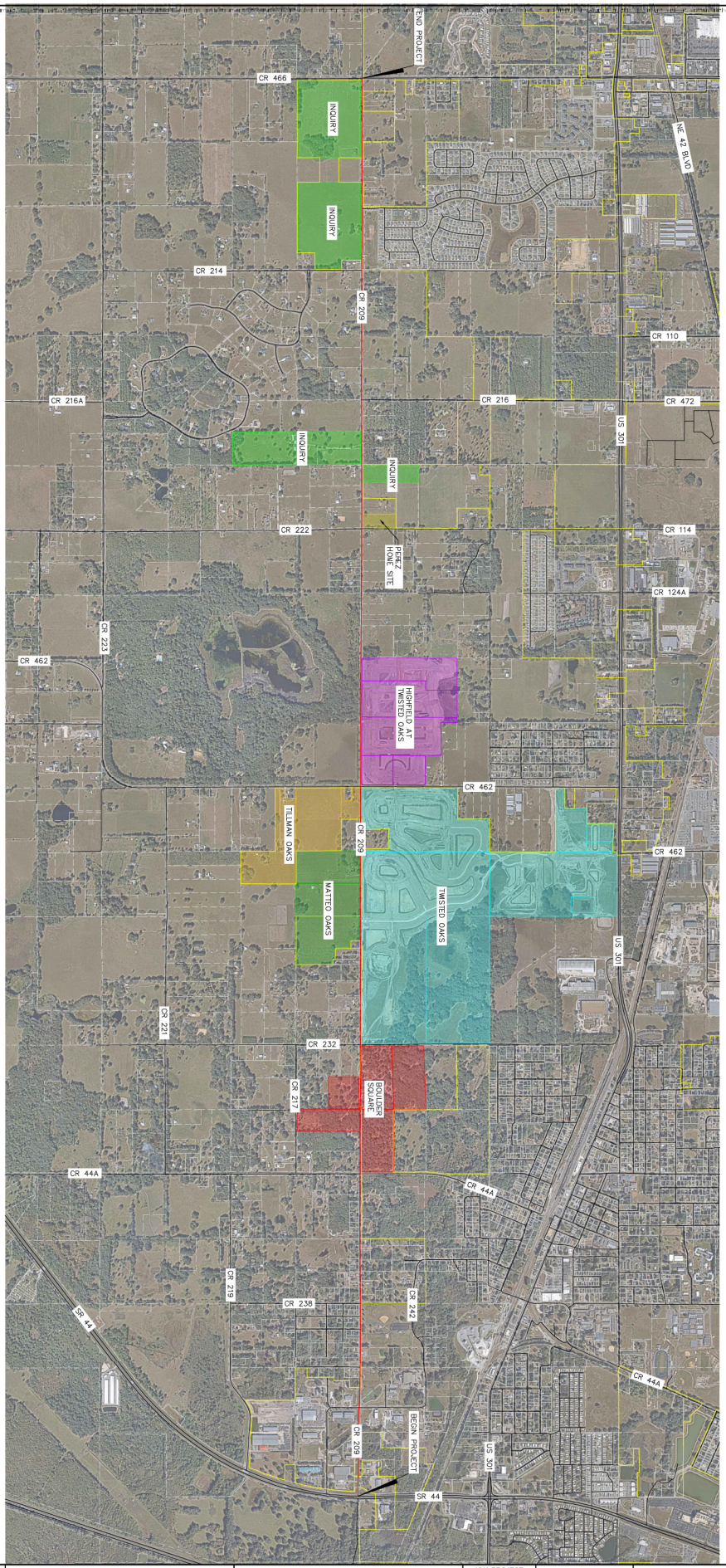
Please contact me if you have any questions.

Sincerely,
KIMLEY-HORN

Amber L. Gartner, P.E.
ALG/sab

Attachments – Aerial Exhibit

K:\OCA_Civil\1421\73000 - City Engineering Support\Additional Tasks\0290 - CR 209\doc\Lwt240529alg - CR 209.docx



LEGEND

CITY LIMITS

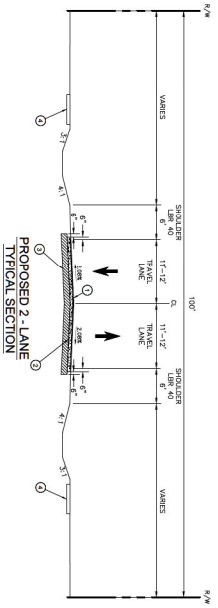
NOTES:

TOTAL LENGTH: 29,124 FT.
TOTAL LENGTH: 5.516 MILES

GRAPHIC SCALE IN FEET
0 1000 2000

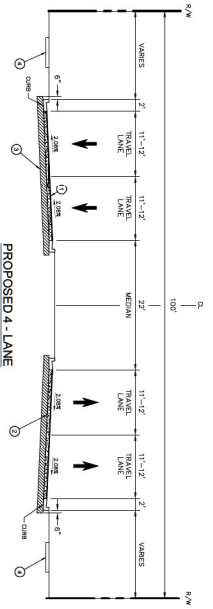
NORTH

PROPOSED 2 - LANE TYPICAL SECTION



1. ASPHALT SURFACE COURSE
2. BASE COURSE
3. STABILIZATION
4. 5' CONCRETE SIDEWALK

PROPOSED 4 - LANE TYPICAL SECTION



1. ASPHALT SURFACE COURSE
2. BASE COURSE
3. STABILIZATION
4. 5' CONCRETE SIDEWALK

SHEET NUMBER
EX-01

AERIAL EXHIBIT

SUMTER COUNTY FLORIDA

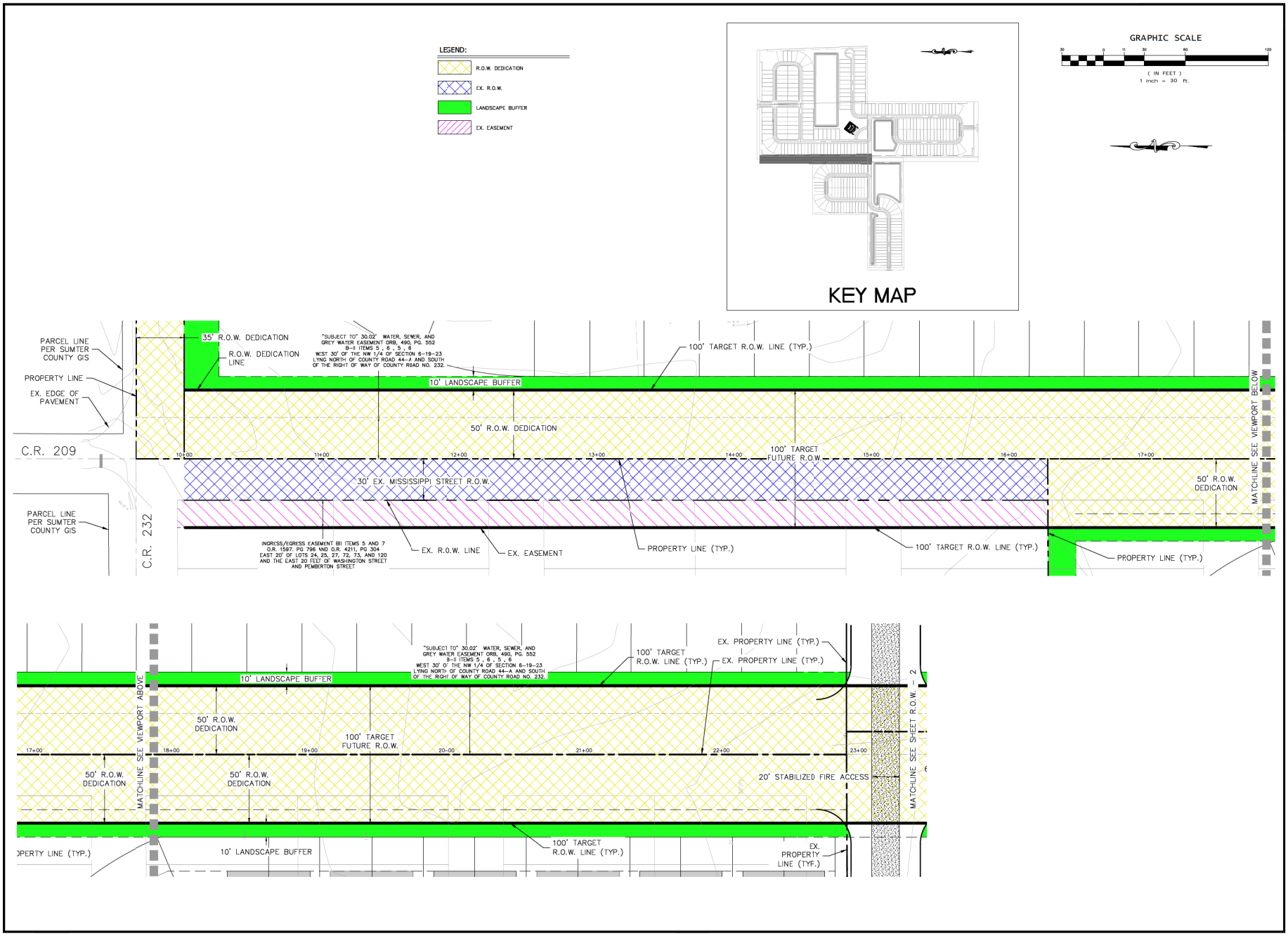
CR 209
PRELIMINARY ENGINEERING
STUDY SCOPE LIMITS
CITY OF WILDWOOD

KHA PROJECT	
DATE	MAY 2024
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	
CHECKED BY	

Kimley»Horn

©2024 KIMLEY-HORN AND ASSOCIATES, INC.
1700 SE 17TH STREET, SUITE 200, OCALA, FL 34471
PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM, REGISTRY 35106

No.	REVISIONS	DATE



MADDEN
BOCKMEAD & STONES, INC.
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

R.O.W. EXHIBIT
FOR
WILDWOOD RESIDENTIAL
CITY OF WILDWOOD FLORIDA

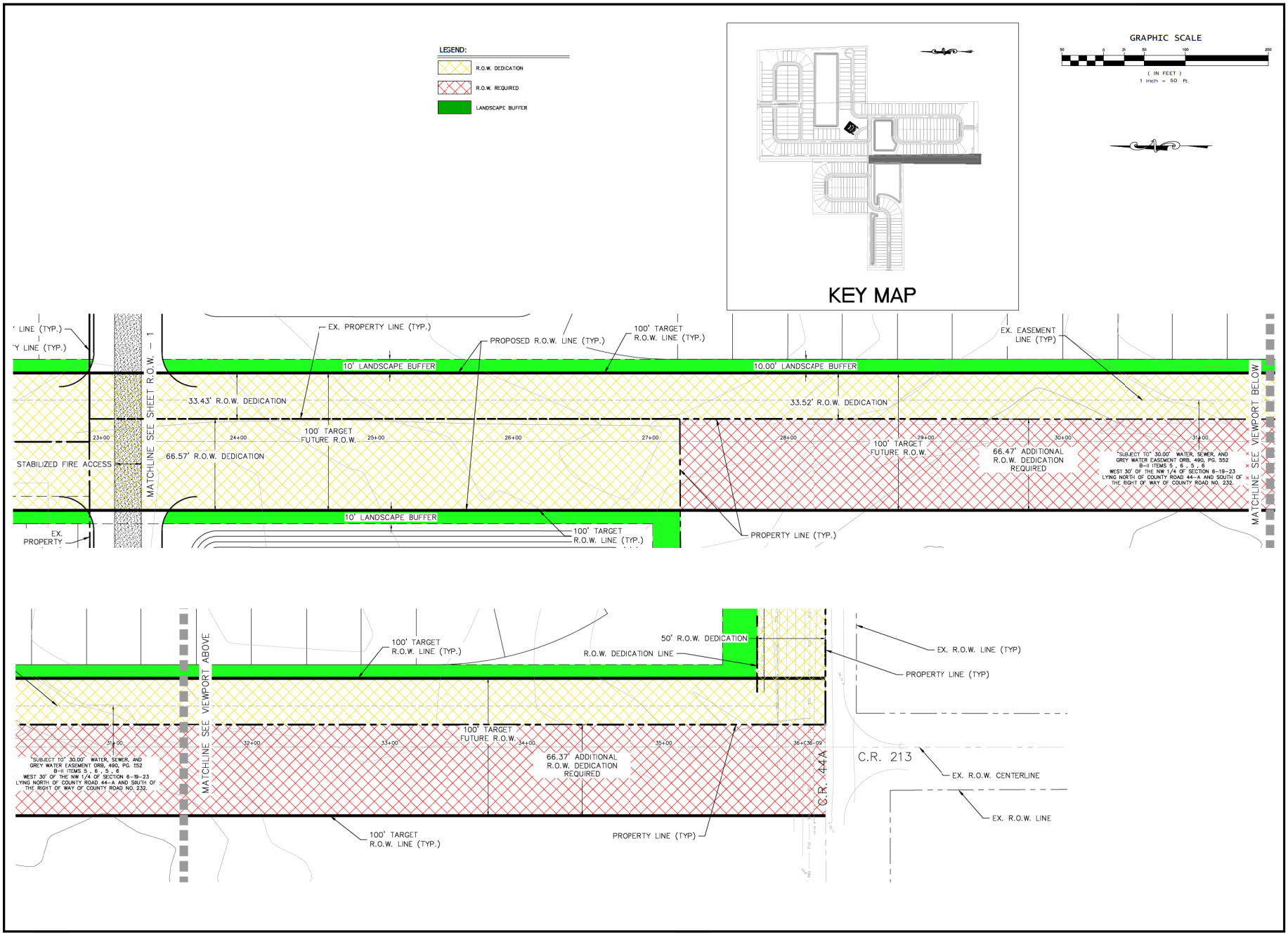
ENGINEER IN CHARGE:
DAVID A. STONES P.E. #66527
CERTIFICATE OF AUTHORIZATION NO. EB-0007725

NO.	DATE	REVISIONS
1		
2		
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JOB # 23083
DATE: 03/20/24
SCALE: 1" = 30'
DESIGNED BY: DAS
DRAWN BY: DAS
APPROVED BY: DAS

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R O.W. - 1



MADDEN
BOCKMEAD & STONES, INC.
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

R.O.W. EXHIBIT
FOR
WILDWOOD RESIDENTIAL
CITY OF WILDWOOD FLORIDA

ENGINEER IN CHARGE:
DAVID A. STONES P.E. #65527
CERTIFICATE OF AUTHORIZATION NO. EB-0007725

NO.	DATE	REVISIONS
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JOB # 23083
DATE: 03/20/24
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DESIGNED BY: DAS
DRAWN BY: DAS
APPROVED BY: DAS

R.O.W. - 2

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City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

March 15, 2024

ADAMS EDWARD W & EDNA M (LE)
7795 CR 217
WILDWOOD, FL 34785

and David and Kristina Adams
7819 CR 217
Wildwood, FL 34785

Your Parcel Number(s): F01A007

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY IN YOUR AREA

NO CHANGES WILL BE MADE TO YOUR PROPERTY

TO: Property owners near a property which is being considered by the Planning & Zoning Board/Local Planning Agency/Special Magistrate to change the Future Land Use Map designation from Agricultural (County), Commercial, and Neighborhood Commercial (City) to Low Density Residential (City) and to change the Zoning Map designation from A10C, R2C (County), C-2, and C-2A (City) to R-1 (City).

OWNERS:	**Ronnie Bailey Jr, Stephanie Bailey, Ronnie Bailey Sr, Paul Pumphrey, Sandra Pumphrey, PDF Twisted Sisters, LLC**
APPLICANT:	**PFD Twisted Sister, LLC**
CASE NUMBERS:	**CP/RZ 2312-001**
PARCEL NUMBER:	**F01A008, F01-101, G06-185, G06-186, & G06-187**

The subject property is generally located between C 44A and W Clarke St, with portions along CR 217, and approximately 0.64 miles west of N Main St/US 301.

A public hearing before the City of Wildwood Planning & Zoning Board/Local Planning Agency/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on **Tuesday, April 2, 2024, at 2:00 & 2:15 p.m.**

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a public adoption hearing to be held in the City Hall Commission Chamber on **Monday, May 13, 2024, at 9:00 a.m.**

Written comments submitted will be heard. Hearings may be continued from time to time as found necessary. Please return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785. Questions should be directed to the Development Services Department at (352) 330-1334.

APPEAL: NECESSITY OF RECORD. In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.

____ I support this request.
____ I do not object to this request.
✓ I do not support this request for the following reason(s) See attached 3 pages

Edna and Edward Adams
David and Kristina Adams

(1)

We are going to be affected by this development more than anyone else. We are not happy about so many houses surrounding us on 2 sides - over 300. With 35-40 and 50 foot lots (35 foot on 2 sides of us) it does not sound like low density - it sounds like wall to wall houses.
We have some major concerns. What will keep water run off from and flooding us during wet weather. The water naturally run onto our property - under ground and on top of the ground.
And what about traffic. Twisted Oaks alone is going to put an awful strain on our roads. And across the road from Twisted Oaks is the Dillman property and the Bennett property - both scheduled for development each with over 300 houses. CR 217 is already a cut-through to I-75. Are you going to put more traffic lights on 301 so we can get onto the highway? It is very difficult to get on 301 now.

Will you require a wall between our property and the subdivision? There is a buffer zone planned for the South side of our property but nothing on the East side. It looks like houses would be almost backed up to our fence. A wall like the Villages puts up would be helpful. We have been living here 51 years. We should get some consideration. As I said this affects us more than anyone else. This is our home.

MADDEN
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CONCEPT PLAN 3
FOR
BOULDER SQUARE
CITY OF MILDWOOD
FLORIDA

PFD Twisted Sisters, LLC
7575 SW PHILLIPS BLVD, STE 265
OKLAHOMA, FL 32819
407-730-9916

ENGINEER IN CHARGE
DAVID A. SIMMES, P.E. #66527
MARCH 6, 2024
CERTIFICATE OF AUTHORIZATION NO. EA-0000723

DATE	REVISIONS
11	
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JOB #: 11117.01
DATE: 03/06/2024
SCALE: 1" = 150'
DESIGNED BY: DAS
DRAWN BY: DAS
APPROVED BY: DAS

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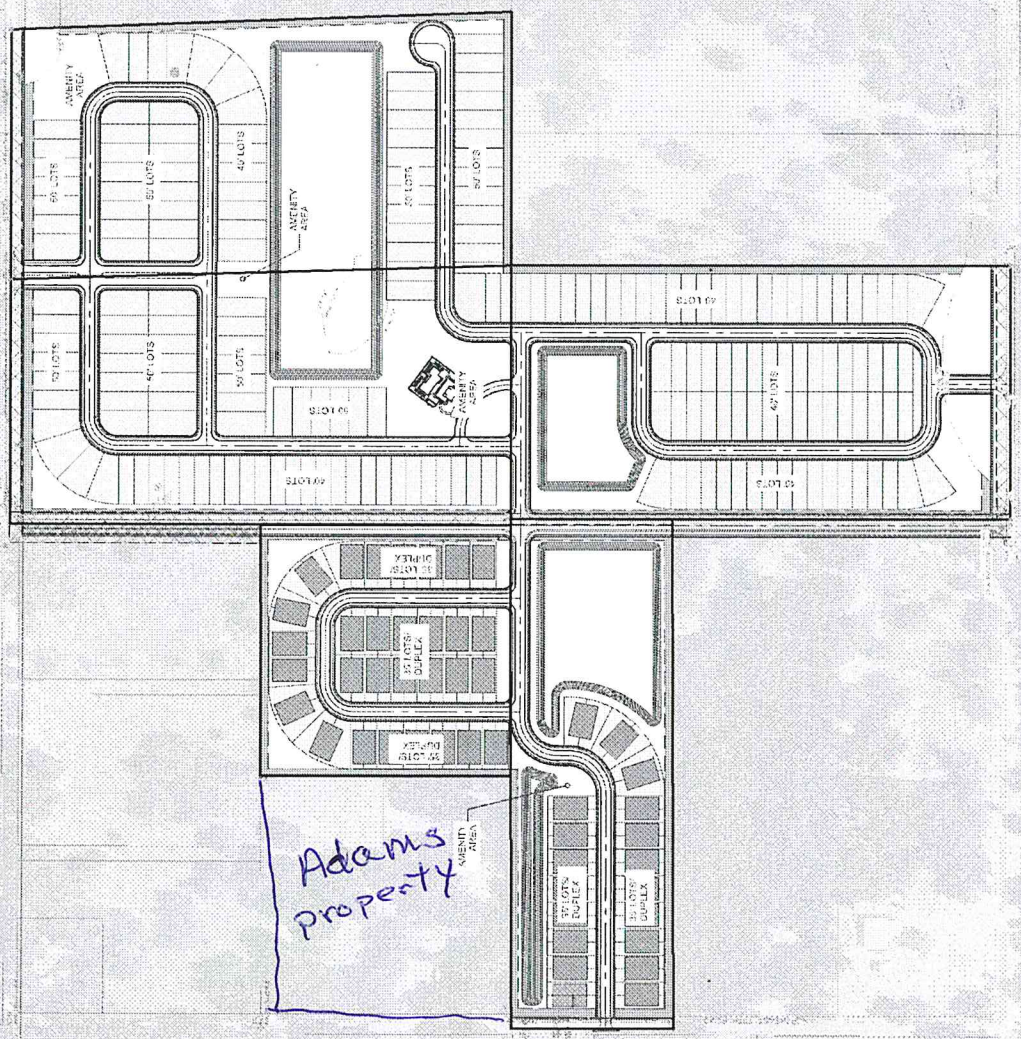
TOTAL SITE AREA = 84.09 AC

ROW DEDICATION = 0.77 SOUTH
= 0.30 WEST
= 1.05 NORTH
= 2.61 CENTRAL
= 4.73 TOTAL

FLOOD ZONE AREA = 1.50

NET DEVELOPABLE AREA = 84.09 – 4.73 – 1.5 = 77.86

LOTS
40' = 108
50' = 96
DUPLEX = 98
TOTAL = 302



Edward and Edna Adams
David and Kristina Adams

May 8, 2024

The Honorable Ed Wolf
Mayor, City of Wildwood
100 North Main Street
Wildwood, Florida 34785

Dear Mayor Wolf:

The Florida Department of Commerce (FloridaCommerce) has reviewed the proposed comprehensive plan amendment for the City of Wildwood (Amendment No. 24-02ESR) received on April 8, 2024. The review was completed under the expedited state review process. We have no comment on the proposed amendment.

The City should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the City is reminded that:

- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the City. **If the City receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption.**

- **The second public hearing,** which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to FloridaCommerce and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.

- **The adopted amendment must be transmitted to FloridaCommerce within ten working days after the second public hearing pursuant to 163.3184(3)(c)2., F.S.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after FloridaCommerce notifies the City that the amendment package is complete or, if challenged, until it is found to be in compliance by FloridaCommerce or the Administration Commission.

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

If you have any questions concerning this review, please contact Jon Coulter, Planning Analyst, by telephone at (850)-717-8421 or by email at jon.coulter@commerce.fl.gov.

Sincerely,

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS /jc

Enclosure(s): Procedures for Adoption

cc: Amanda Bondi, Planner II, Development Services, City of Wildwood
Tara McCue, Executive Director, East Central Florida Regional Planning Council

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit electronically using FloridaCommerce's electronic amendment submittal portal "**Comprehensive Plan and Amendment Upload**" (*https://fldeo.my.salesforce-sites.com/cp/*) **or** submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format,** clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

> "The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1267106

Date Submitted: 2/6/2024

First Name*	Last Name*	Email Address*
Demily	Santiago	ds@trafficmobility.com

Address

3101 Maguire Blvd, Suite 265

City	State	Zip Code
Orlando	Florida	32803

Phone	Alt Phone	Parcel Number
4075315332		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.

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

23146 Boulder Square TIA v1.1 e-SS 020624.pdf

Date of Methodology Acceptance by County

11/17/2023

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

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: 2024.02.20 10:02:28 -05'00'

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

- Developer is to construct a directional median opening (DMO) at the intersection on US 301 at West Clarke St.
  - This is contingent on FDOT's approval of the improvement as it is in their jurisdiction.

BOULDER SQUARE
Project № 23146, v1.1
February 2024

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:
PFD Twisted Sisters LLC
7575 Dr Phillips Boulevard, Suite 265
Orlando, Florida 32819

EXECUTIVE SUMMARY

Project Information

Name:	Boulder Square
Location:	North of CR 44A, south of West Clarke Street and east of CR 217
Jurisdiction:	City of Wildwood, Sumter County, Florida
Description:	214 single family residential (detached) dwelling units 98 single family attached (duplex) dwelling units

Findings

Trip Generation:	2,728 daily trips / 194 AM peak hour trips / 258 PM peak hour trips
Access Plan:	One (1) full access driveway on West Clark Street One (1) full access driveway on CR 44A One (1) full access driveway on CR 217
Roadway Capacity:	US 301/SR 35 from CR 468 to SR 91/Florida's Turnpike is projected to operate above the adopted LOS capacity; however, project traffic is not significant on this segment.
Intersection Capacity:	All study intersections are expected to operate with an overall acceptable LOS at project buildout except for US 301 and West Clarke Street due to delays on the minor approach. Project trips contribute 4% of the overall traffic at the intersection.
Recommendations:	Covert the full median at US 301 and West Clarke Street to a directional median. Alternatively, the Developer will donate the Right-of-Way (ROW) for the extension of CR 209 to CR 44A, creating a parallel corridor to US 301.

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: Boulder Square
LOCATION: City of Wildwood, Florida
CLIENT: PFD Twisted Sisters 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
AYMAN H. AS-SAIDI, P.E. NO. 56849

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Appendix A Response to Comments
Appendix B Preliminary Site Plan
Appendix C Approved Methodology & Correspondence
Appendix D 2023 Sumter County Annual Traffic Counts & CMP Database
Appendix E FDTO 2022 AADT Synopsis Report
Appendix F Raw Turning Movement Counts & 2022 Peak Season Factor Category Report
Appendix G HCM Analysis – Existing Conditions & Signal Timing Sheets
Appendix H ITE Trip Generation Sheets
Appendix I CFRPM v7 Model Output
Appendix J Planned & Programmed Improvements & Vested Trips
Appendix K Intersection Volume Calculation Worksheets
Appendix L HCM Analysis – Projected Conditions
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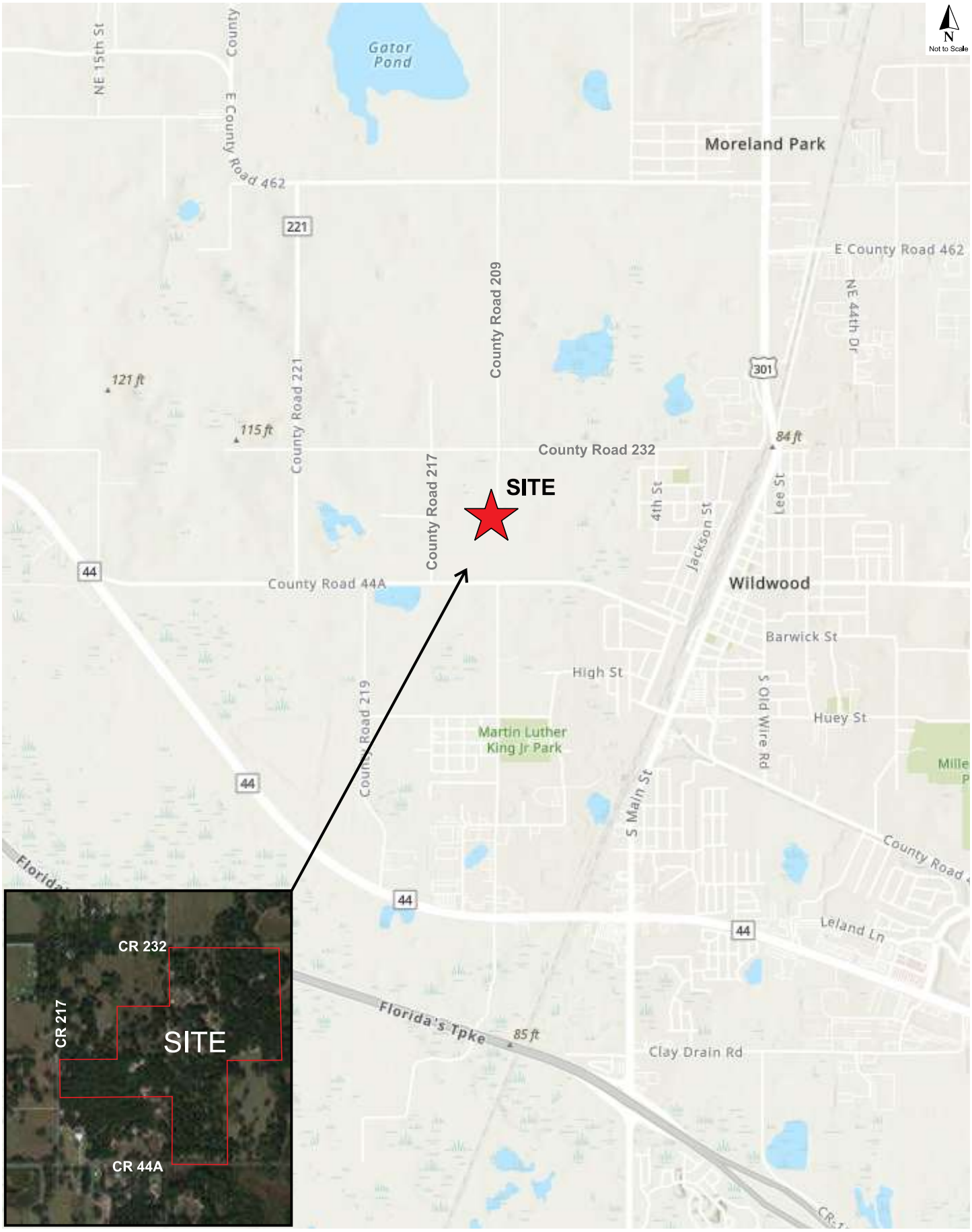
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1.0 INTRODUCTION

A Traffic Impact Analysis (TIA) was conducted to assess the impact of the proposed residential development of Boulder Square on the surrounding transportation network. This TIA was revised in consideration of the comments received from Osceola County, provided in **Appendix A**. The project is composed of 214 single family residential (detached) dwelling units and 98 single family attached (duplex), with an anticipated full buildout year of 2028. **Figure 1** depicts the site location and the surrounding transportation network.

Access to the site is proposed via three (3) full access driveways; one (1) driveway on West Clark Street, one (1) driveway on CR 217, and one (1) driveway on CR 44, as depicted in the site plan. The preliminary site plan is included in **Appendix B**.

This analysis was prepared in accordance with the approved methodology submitted to Sumter County, provided in **Appendix C**. Data used in the analysis consisted of the preliminary site plan provided by the project engineers, daily and peak hour traffic counts collected by Traffic & Mobility Consultants (TMC), *Sumter County Transportation Management System (TMS) Report, Sumter County Annual Traffic Counts*, *Sumter County Congestion Management Process (CMP) Database*, Florida Department of Transportation (FDOT) information, and approved development traffic data provided by Sumter County.



Site Location Map
Boulder Square
23146

Figure 1

1.1 Study Area

The study area for the proposed development was determined in accordance with the requirements of Sumter County *Traffic Impact Analysis (TIA) Guidelines* and as specified in the approved TIA methodology. Accordingly, the analysis considered the project's impact on the following roadway segments and intersections within the project's primary influence area:

Study Roadways:

- CR 44A
  - SR 44 (W) to CR 213
  - CR 213 to US 301/SR35
- CR 466A
  - US 301/SR 35 to CR 462/CR 139
- CR 217
  - CR 44A to CR 232
- CR 232
  - CR 221 to US 301/SR 35
- US 301/SR 35
  - CR 468 to SR 91/Florida's Turnpike
  - SR 91/Florida's Turnpike to CR 156 (Clay Drain Road)

Study Intersections:

- US 301 and West Clarke Street (unsignalized)
- US 301 and Dr. M.L.K Jr. Avenue/Huey Street (signalized)
- US 301 and SR 44 (signalized))
- CR 217 and CR 44A (unsignalized)
- SR 44 and CR 44A (unsignalized)
- CR 232 and Access Driveway A
- CR 217 and Access Driveway B
- CR 44A and Access Driveway C

2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions were analyzed to establish a baseline for prevailing traffic conditions in the vicinity of the proposed development. The analysis included a review of existing roadway segment and intersection level of service (LOS) and capacities.

2.1 Roadway Segment Capacity Analysis

Existing roadway conditions were analyzed during the AM and PM peak hours by comparing existing traffic volumes within the study area to LOS volumes for the study roadway segments, as obtained from 2023 *Sumter County CMP Database, Sumter County* 2023 *Annual Traffic Counts*, and FDOT's 2023 *Multimodal Quality/Level of Service (MQ/LOS) Generalized Table 7,* included in **Appendix D**.

To reflect existing traffic conditions, 2023 AM and PM peak hour directional volumes obtained from *Sumter County* 2023 *Annual Traffic Counts*, *FDOT 2022 Synopsis reports*, and existing turning movement counts from data collected November 2023 were multiplied by annual growth rates derived from 2023 *Sumter County CMP Database*, included in **Appendix D**. A minimum annual growth rate of 1% was applied to roadway segments for which minimal or no growth was observed. FDOT Average Annual Daily Traffic (AADT) reports obtained from *FTO database* are included in **Appendix E**.

The existing conditions analysis indicates that all the study roadway segments are currently operating within their adopted LOS during the AM and PM peak hours. **Table 1** and **Table 2** summarize the roadway segment capacity analysis for the AM and PM peak hours, respectively.

Table 1
Existing Roadway Segment Capacity Analysis - AM Peak Hour

Roadway Segment	Seg ID	Sta ID	Count Source	# of Lns	Median Type	Context Classification	Area Type	LOS Std	Pk Dir Cap	AGR %	Dir	2023 Existing Conditions Vol	LOS	V/C
CR 44A														
SR 44(W) to CR 213	35281102	12	SUMTER	2	Undivided	C2	Urban	D	730	4.75%	NB/EB SB/WB	94 37	B B	0.13 0.05
CR 213 to US 301/SR 35*	35281103	2020-1100	WILDWOOD	2	Undivided	C3R	Urban	D	1,110	9.25%	NB/EB SB/WB	94 34	C C	0.08 0.03
CR 466A														
US 301/SR 35 to CR 462/CR 139	3533100	33	SUMTER	2	Undivided	C3C	Urban	D	1,011	2.00%	NB/EB SB/WB	421 446	C C	0.42 0.44
CR 217*														
CR 44A to CR 232	--	--	--	2	Undivided	C2	Urban	D	730	1.00%	NB/EB SB/WB	23 38	B B	0.03 0.05
CR 232*														
CR 221 to US 301/SR 35	--	--	--	2	Undivided	C2	Urban	D	730	1.00%	NB/EB SB/WB	119 69	B B	0.16 0.09
US 301/SR 35**														
Warm Springs Ave to SR 91/Florida's Turnpike	3253210	180077	FDOT	2	Undivided	C2	Urban	D	730	1.00%	NB/EB SB/WB	641 726	D D	0.88 0.99
SR 91/Florida's Turnpike to CR 156 (Clay Drain Rd)	3253220	180077:180006	FDOT	2	Divided	C3C	Urban	D	1,070	2.00%	NB/EB SB/WB	733 648	C C	0.69 0.61

Source: 2023 Sumter County CMP Database and 2023 Sumter County Annual Traffic Counts

**Existing volumes for CR 217 & CR 232 are based on data collected November 2023*

*** Peak hour directional volumes were obtained from FDOT 2022 AADT Synopsis Reports*

Table 2
Existing Roadway Segment Capacity Analysis - PM Peak Hour

Roadway Segment	Seg ID	Sta ID	Count Source	# of Lns	Median Type	Context Classification	Area Type	LOS Std	Pk Dir Cap	AGR %	Dir	2023 Existing Conditions Vol	LOS	V/C
CR 44A														
SR 44(W) to CR 213	35281102	12	SUMTER	2	Undivided	C2	Urban	D	730	4.75%	NB/EB SB/WB	58 105	B B	0.08 0.14
CR 213 to US 301/SR 35	35281103	2020-1100	WILDWOOD	2	Undivided	C3R	Urban	D	1,110	9.25%	NB/EB SB/WB	446 580	C C	0.40 0.52
CR 466A														
US 301/SR 35 to CR 462/CR 139	3533100	33	SUMTER	2	Undivided	C3C	Urban	D	1,011	2.00%	NB/EB SB/WB	491 502	C C	0.49 0.50
CR 217*														
CR 44A to CR 232	--	--	--	2	Undivided	C2	Urban	D	730	1.00%	NB/EB SB/WB	42 32	B B	0.06 0.04
CR 232*														
CR 221 to US 301/SR 35	--	--	--	2	Undivided	C2	Urban	D	730	1.00%	NB/EB SB/WB	52 83	B B	0.07 0.11
US 301/SR 35														
Warm Springs Ave to SR 91/Florida's Turnpike	3253210	180077	FDOT	2	Undivided	C2	Urban	D	730	1.00%	NB/EB SB/WB	689 605	D D	0.94 0.83
SR 91/Florida's Turnpike to CR 156 (Clay Drain Rd)	3253220	180077:180006	FDOT	2	Divided	C3C	Urban	D	1,070	2.00%	NB/EB SB/WB	800 690	D C	0.75 0.64

Source: 2023 Sumter County CMP Database and 2023 Sumter County Annual Traffic Counts

**Existing volumes for CR 217 & CR 232 are based on data collected November 2023*

2.2 Intersection Capacity Analysis

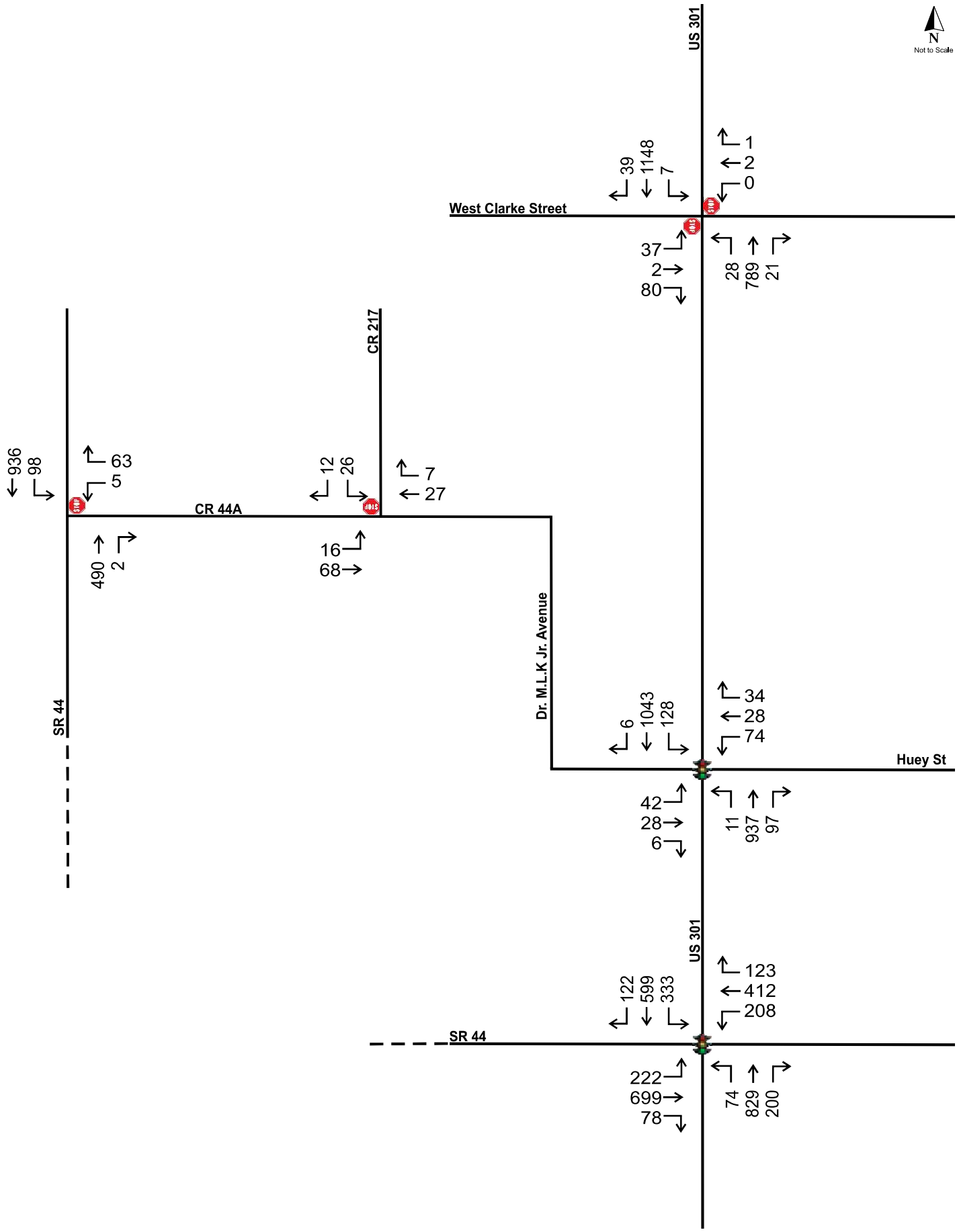
An intersection capacity analysis was conducted using *Synchro* software and methods of the *Highway Capacity Manual (HCM)*. The analysis was performed using existing intersection geometry, existing intersection control, and turning movement volumes during the AM and PM peak hours. Existing intersection turning movement counts were collected by TMC on November 29, 2023. The existing turning movement counts were collected during the off-peak season; therefore, a seasonal factor of 1.00 was applied to the raw counts. The raw turning movement counts, and the *2022 Peak Season Factor Category Report* used in the analysis are included in **Appendix F.** The existing AM and PM peak hour intersection volumes are displayed in **Figure 2** and **Figure 3**, respectively**.**

A summary of the intersection capacity analysis is shown in **Table 3**. All study intersections currently operate at an adequate overall LOS. Detailed *HCM* analysis worksheets and signal timing sheets are included in **Appendix G**.

Table 3
Existing Intersection Capacity Analysis

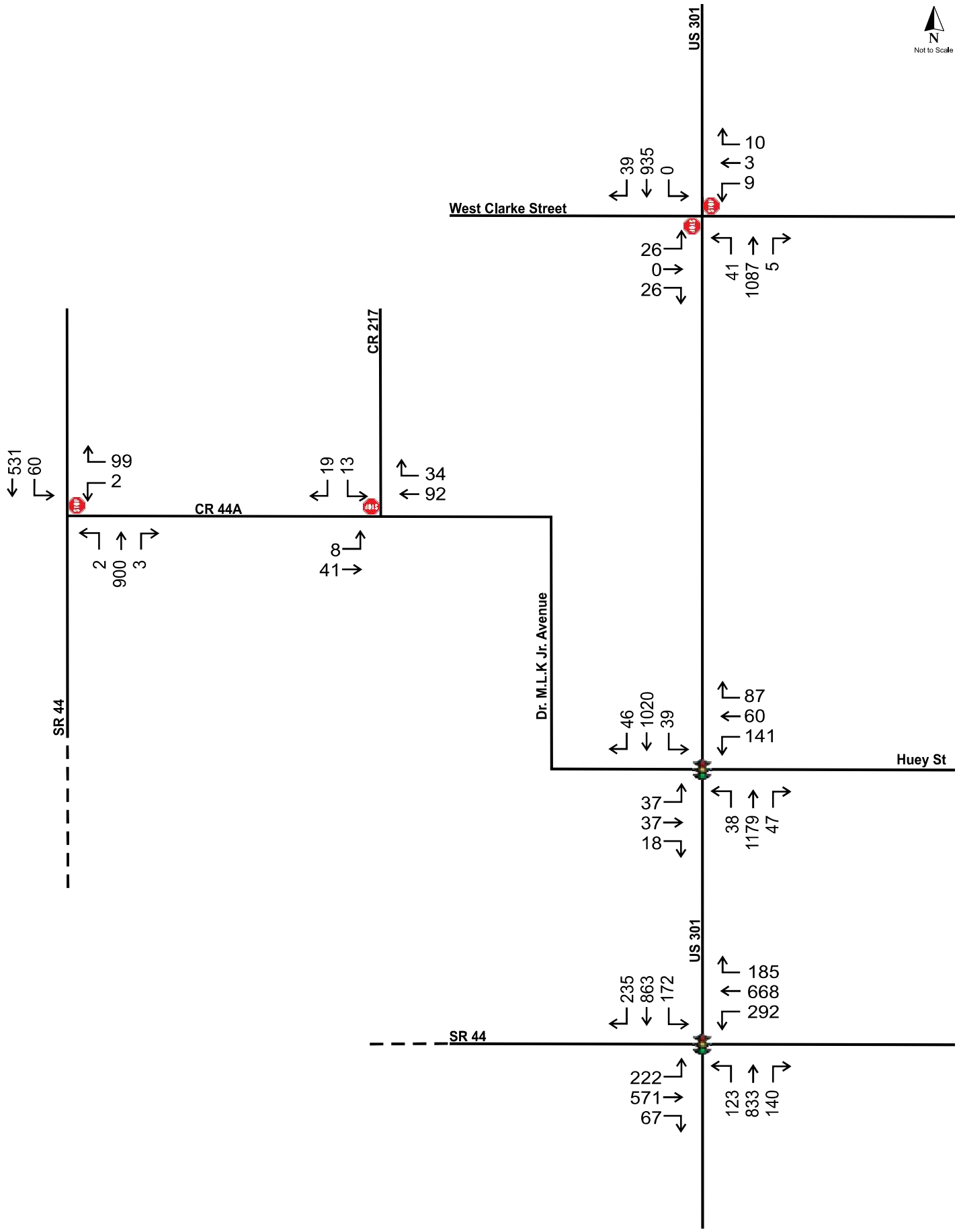
Intersection	Traffic Control	Time Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 & West Clarke Street	TWSC	AM	25.7	D	24.2	C	12.8	B	9.9	A	--	--
		PM	20.3	C	23.7	C	11.4	B	0.0	A	--	--
US 301 & Dr. M.L.K Jr. Avenue/Huey Street	SIGNAL	AM	27.1	C	26.7	C	19.1	B	14.9	B	17.7	B
		PM	28.7	C	25.8	C	21.2	C	18.2	B	20.7	C
US 301 & SR 44	SIGNAL	AM	54.9	D	51.0	D	56.9	E	44.8	D	52.0	D
		PM	51.2	D	49.3	D	43.9	D	48.4	D	48.1	D
CR 217 & CR 44A	TWSC	AM	7.3	A	0.0	A	9.4	A	--	--	--	--
		PM	7.5	A	0.0	A	9.4	A	--	--	--	--
SR 44 & CR 44A	TWSC	AM	0.0	A	11.3	B	0.0	A	9.0	A	--	--
		PM	0.0	A	14.0	B	10.7	B	10.9	B	--	--

Average delay is expressed in seconds/vehicle



Existing AM Peak Hour Intersection Volumes
Boulder Square
23146

Figure
2



Existing PM Peak Hour Intersection Volumes

Boulder Square
23146

Figure
3

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, 11th Edition*. The resulting trip generation analysis is summarized in **Table 4**. ITE information sheets are provided in **Appendix H**.

Table 4
Trip Generation Analysis

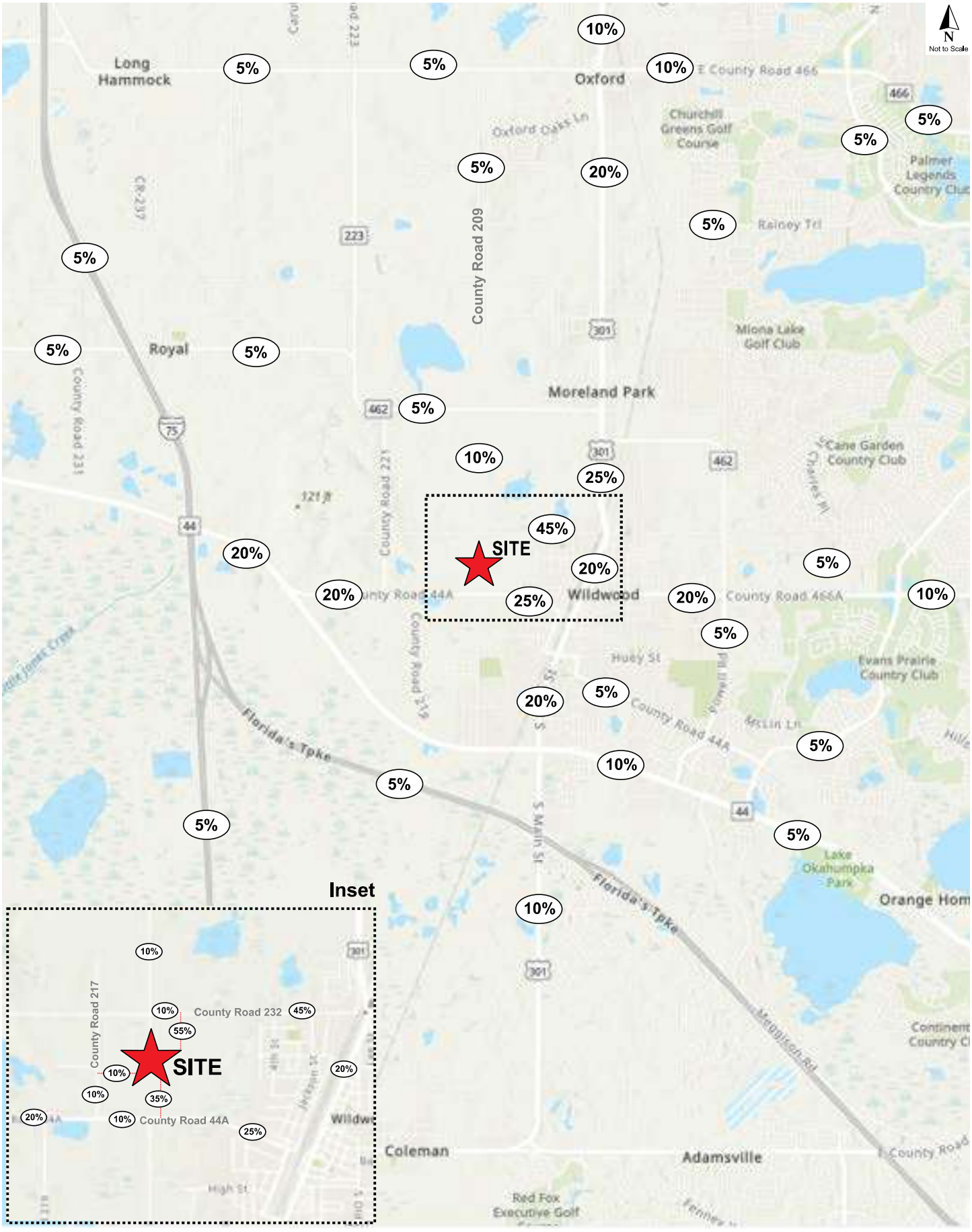
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	214 DU	9.49	2,032	0.70	149	37	112	0.95	203	128	75
215	Single Family Attached (Duplex)	98 DU	7.10	696	0.46	45	11	34	0.56	55	32	23
Total Trip Generation				2,728		194	48	146		258	160	98

Source: Trip generation analysis is based on ITE Trip Generation Manual, 11th Edition

The proposed development is projected to generate 2,728 daily external trips, of which 194 trips occur during the AM peak hour and 258 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern was initially estimated using the recently adopted *Central Florida Regional Planning Model (CFRPM) Version 7.0*. The model distribution was adjusted based on local knowledge, professional engineering judgement, and the location, to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network, which is shown in **Figure 4**. The raw model plot is included in **Appendix I**.



Project Trip Distribution

Boulder Square
23146

Figure
4

4.0 PROJECTED CONDITIONS ANALYSIS

An analysis of projected conditions was conducted to determine the impact of the proposed residential development on the study roadway segments, the study intersections, and the proposed site access driveways. The project buildout year for the analysis is 2028.

4.1 Planned and Programmed Improvements

Sumter County Capital Improvement Program (CIP), the FDOT Work Program, the *Lake-Sumter Metropolitan Planning Organization* (LSMPO) *2045 Long Range Transportation Plan* and the LSMPO *Transportation Improvement Program (TIP)* were reviewed. The improvement identified within the study area is summarized in **Table 5** and project details are included in **Appendix J**.

Table 5
Planned and Programmed Improvements

Intersection	Improvement	Source	Completion Year
SR 44 & US 301	Construct Second Westbound Left Turn Lane Extend Northbound Left Turn Lane	FDOT	2024

4.2 Roadway Segment Capacity Analysis

Projected traffic on the study roadway segments is composed of background traffic and project-generated trips. Background traffic is a combination of traffic growth at the project buildout year of 2028 and vested trips. Traffic growth at the project buildout was estimated based on annual growth rates derived from historical AADT available on the FTO database, 2023 *Sumter County Annual Traffic Counts, or 2023 Sumter County CMP Database*. A minimum of 1% annual growth rate was applied to roadway segments for which minimal or no growth was detected.

Vested trips are those generated by two (2) approved developments within the study area, as provided by Sumter County. These developments include Twisted Oaks Pointe and Highfields at Twisted Oaks. Vested trips from approved developments used in the analysis are provided in **Appendix J**. All study roadways for the AM and PM peak hours are expected to operate at an acceptable LOS at project buildout and summarized in **Table 6** and **Table 7**, respectively.

Table 6
Projected Roadway Segment Capacity Analysis - AM Peak Hour

Roadway Segment	Seg ID	# of Lns	LOS Std	Pk Dir Cap	AGR %	Dir	2023 Existing Conditions Vol	LOS	V/C	Vested Trips	2028 Background Vol	LOS	V/C	Project Dist	Project Trips	2028 Projected Conditions Vol	LOS	V/C
CR 44A																		
SR 44(W) to CR 213	35281102	2	D	730	4.75%	NB/EB SB/WB	94 37	B B	0.13 0.05	13 29	129 75	B B	0.18 0.10	20%	10 29	139 104	B B	0.19 0.14
CR 213 to US 301/SR 35	35281103	2	D	1,110	9.25%	NB/EB SB/WB	94 34	C C	0.08 0.03	0 0	137 50	C C	0.12 0.04	25%	37 12	174 62	C C	0.16 0.06
CR 466A																		
US 301/SR 35 to CR 462/CR 139	3533100	2	D	1,011	2.00%	NB/EB SB/WB	421 446	C C	0.42 0.44	88 38	551 529	C C	0.55 0.52	20%	29 10	580 539	C C	0.57 0.53
CR 217																		
CR 44A to CR 232	--	2	D	730	1.00%	NB/EB SB/WB	23 38	B B	0.03 0.05	0 0	24 40	B B	0.03 0.05	10%	5 15	29 55	B B	0.04 0.08
CR 232																		
CR 221 to US 301/SR 35	--	2	D	730	1.00%	NB/EB SB/WB	119 69	B B	0.16 0.09	0 0	125 72	B B	0.17 0.10	45%	66 22	191 94	B B	0.26 0.13
US 301/SR 35																		
CR 468 to SR 91/Florida's Turnpike	3253210	4	D	1,070	1.00%	NB/EB SB/WB	641 726	D D	0.88 0.99	31 76	704 838	C D	0.66 0.78	10%	5 15	709 853	C D	0.66 0.80
SR 91/Florida's Turnpike to CR 156 (Clay Drain Rd)	3253220	4	D	1,070	2.00%	NB/EB SB/WB	733 648	C C	0.69 0.61	31 76	838 788	D D	0.78 0.74	20%	10 29	848 817	D D	0.79 0.76

Source: 2023 Sumter County CMP Database

Table 7
Projected Roadway Segment Capacity Analysis - PM Peak Hour

Roadway Segment	Seg ID	# of Lns	LOS Std	Pk Dir Cap	AGR %	Dir	2023 Existing Conditions Vol	LOS	V/C	Vested Trips	2028 Background Vol	LOS	V/C	Project Dist	Project Trips	2028 Projected Conditions Vol	LOS	V/C
CR 44A																		
SR 44(W) to CR 213	35281102	2	D	730	4.75%	NB/EB SB/WB	58 105	B B	0.08 0.14	41 32	113 162	B B	0.15 0.22	20%	32 20	145 182	B B	0.20 0.25
CR 213 to US 301/SR 35	35281103	2	D	1,110	9.25%	NB/EB SB/WB	446 580	C C	0.40 0.52	0 0	652 848	C C	0.59 0.76	25%	25 40	677 888	C C	0.61 0.80
CR 466A																		
US 301/SR 35 to CR 462/CR 139	3533100	2	D	1,011	2.00%	NB/EB SB/WB	491 502	C C	0.49 0.50	96 124	636 676	C C	0.63 0.67	20%	20 32	656 708	C C	0.65 0.70
CR 217																		
CR 44A to CR 232	--	2	D	730	1.00%	NB/EB SB/WB	42 32	B B	0.06 0.04	0 0	44 34	B B	0.06 0.05	10%	16 10	60 44	B B	0.08 0.06
CR 232																		
CR 221 to US 301/SR 35	--	2	D	730	1.00%	NB/EB SB/WB	52 83	B B	0.07 0.11	0 0	55 87	B B	0.07 0.12	45%	44 72	99 159	B B	0.14 0.22
US 301/SR 35																		
CR 468 to SR 91/Florida's Turnpike	3253210	4	D	1,070	1.00%	NB/EB SB/WB	689 605	D D	0.94 0.83	105 77	828 712	D C	0.77 0.67	10%	16 10	844 722	D C	0.79 0.68
SR 91/Florida's Turnpike to CR 156 (Clay Drain Rd)	3253220	4	D	1,070	2.00%	NB/EB SB/WB	800 690	D C	0.75 0.64	105 77	985 836	D D	0.92 0.78	20%	32 20	1,017 856	D D	0.95 0.80

Source: 2023 Sumter County CMP Database

4.3 Intersection Capacity Analysis

Projected intersection volumes were computed by applying a corresponding annual growth rate for each approach to the existing turning movement volumes and then adding the vested trips and the project-generated directional trips. Projected peak hour volumes for the study intersections for the AM and PM project trips are illustrated in **Figure 5** and **Figure 6,** respectively. **Table 8** presents results of the intersection capacity analysis under the projected conditions. Detailed *HCM* analysis worksheets are included in **Appendix K**.

Table 8
Projected Intersection Capacity Analysis

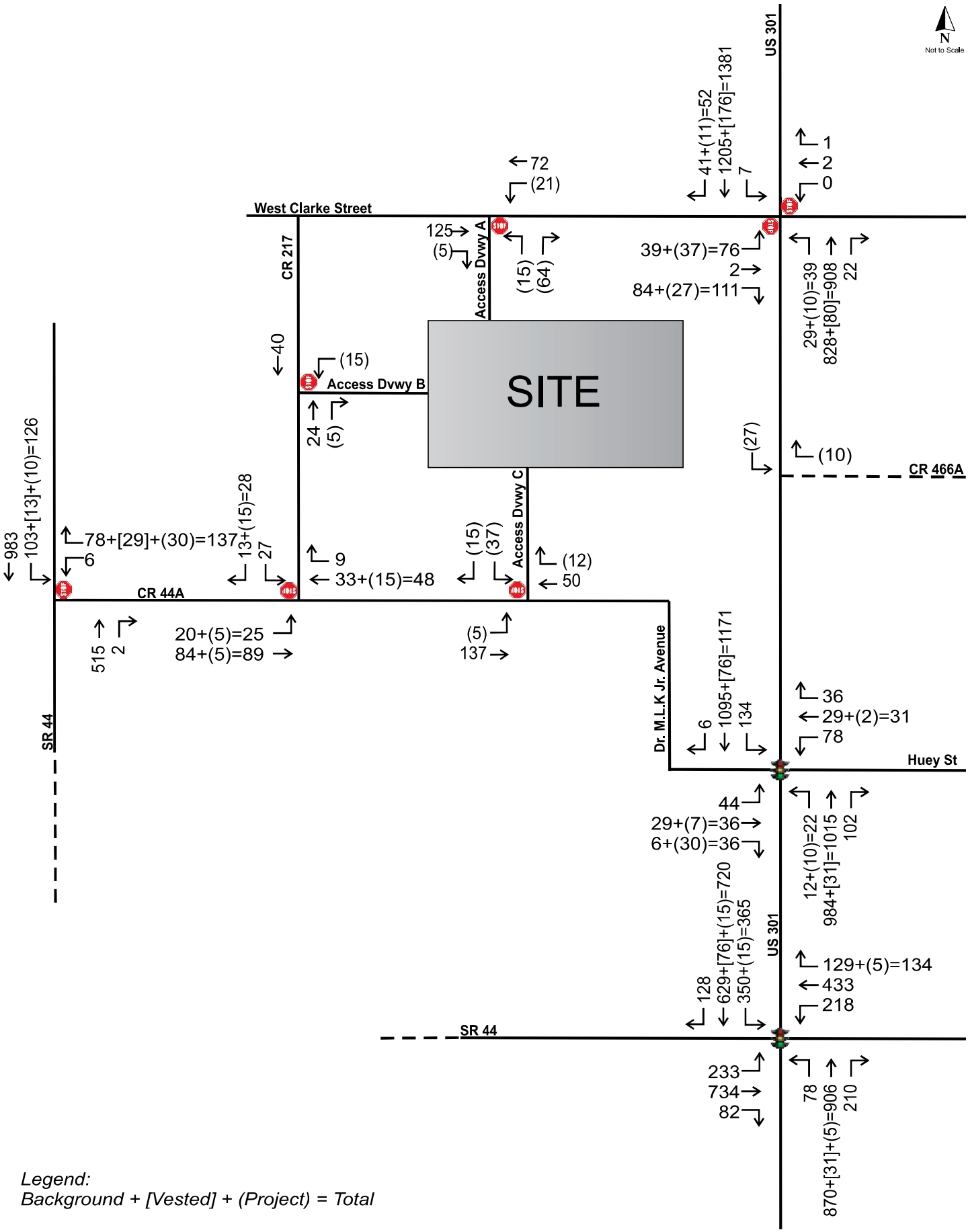
Intersection	Traffic Control	Peak Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301 & West Clarke Street	TWSC	AM	89.4	F	38.5	E	15.5	C	10.6	B	--	--
		PM	52.2	F	44.8	E	15.8	C	0.0	A	--	--
	TWSC Mitigation Directional Median	AM	37.2	E	12.3	B	15.5	C	10.6	B	--	--
		PM	20.8	C	16.2	C	15.8	C	16.2	C	--	--
US 301 & Dr. M.L.K Jr. Avenue/Huey Street	SIGNAL	AM	29.2	C	27.4	C	21.6	C	18.1	B	20.5	C
		PM	32.6	C	28.6	C	25.3	C	21.1	C	24.2	C
US 301 & SR 44	SIGNAL	AM	51.5	D	47.2	D	55.1	E	41.5	D	48.8	D
		PM	47.0	D	46.0	D	42.9	D	46.2	D	45.5	D
CR 217 & CR 44A	TWSC	AM	7.4	A	0.0	A	–	--	9.6	A	--	--
		PM	7.6	A	0.0	A	–	--	9.7	A	--	--
SR 44 & CR 44A	TWSC	AM	0.0	A	12.3	B	0.0	A	9.3	A	--	--
		PM	0.0	A	15.9	C	10.9	B	12.2	B	--	--
CR 232 & Access Driveway A	TWSC	AM	0.0	A	7.5	A	9.6	A	--	–	--	--
		PM	0.0	A	7.5	A	9.3	A	--	–	--	--
CR 217 & Access Driveway B	TWSC	AM	–	--	8.9	A	–	--	0.0	A	--	--
		PM	–	--	9.0	A	–	--	0.0	A	--	--
CR 44A & Access Driveway C	TWSC	AM	7.4	A	0.0	A	–	--	9.7	A	--	--
		PM	7.6	A	0.0	A	–	--	10.0	A	--	--

Average delay is expressed in seconds/vehicle

The analysis reveals that the intersection of US 301 and West Clarke Street is projected to operate below the adopted LOS on the minor approaches at the project buildout. Project trips contribute 4% of the overall traffic at this intersection.

Based on the projected volumes at the intersection of West Clarke Street and US 301 a signal is most likely not warranted; therefore, a potential mitigation would be to convert the median opening to a directional median at the intersection of US 301 and West Clarke Street. The directional median will restrict eastbound and westbound left-turn movements from the minor streets, which will result in an improved LOS. Alternatively, the Developer will donate the Right-of-Way (ROW) for the extension of CR 209, W Clarke Street to CR 44A, which is a critical connection needed to create a parallel corridor to US 301. This connection would help divert traffic from the currently congested US 301 corridor onto CR 209 throughout the City of Wildwood, which will help improve the traffic flow on US 301 and improve the operation of the US 301 and W Clarke Street intersection, along with other intersections along the corridor.

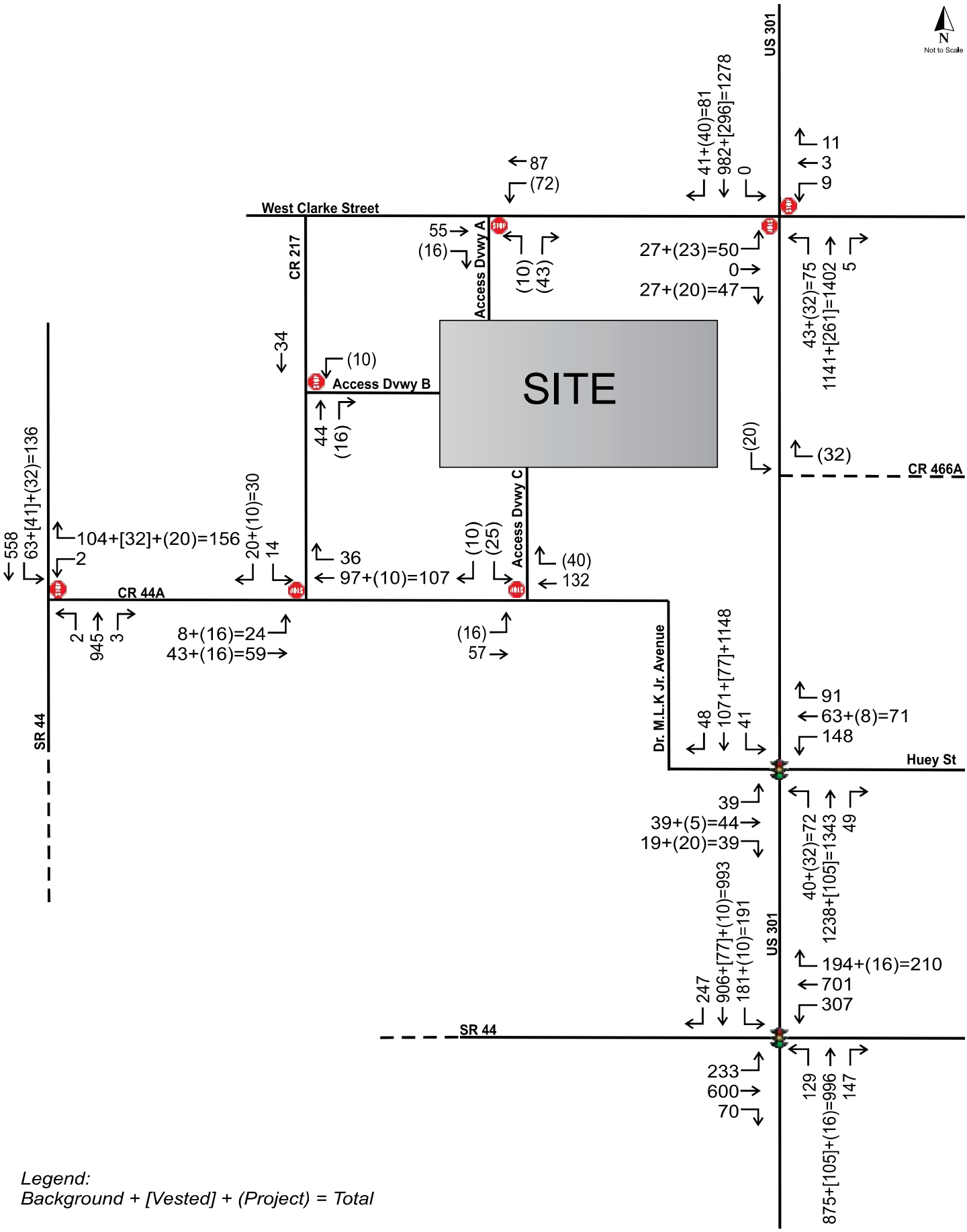
The remaining study intersections are projected to operate within the adopted overall LOS at the project buildout.



Legend:
Background + [Vested] + (Project) = Total

Projected AM Peak Hour Intersection Volumes
Boulder Square
23146

Figure **5**



Legend:
Background + [Vested] + (Project) = Total

Projected PM Peak Hour Intersection Volumes
Boulder Square
23146

Figure 6

5.0 ACCESS ANALYSIS

The development is proposed to be accessed via three (3) full access driveways; one (1) driveway on West Clark Street, one (1) driveway on CR 217, and one (1) driveway on CR 44, as depicted on the site plan. West Clark Street is a 2-lane undivided roadway with a posted speed limit of 35 mph in the vicinity of the site. CR 217 is a 2-lane undivided roadway with a posted speed limit of 30 mph. CR 44A is a 2-lane undivided roadway with a posted speed limit of 35 mph.

A review of warrants for turn lanes was conducted for the proposed access driveways in accordance with *the National Cooperative Highway Research Program (NCHRP) Report 457* methodology. For the warranted turn lanes, the total turn lane lengths were calculated as the sum of deceleration and queue storage lengths as per *Exhibit 212-1* of *FDOT Design Manual* (*FDM*), included in **Appendix L.** The turn lane warrant analysis sheets are provided in **Appendix L.**

The warrant analysis result shows that left and right turn lanes are not warranted at any of the access driveways.

6.0 STUDY CONCLUSIONS

This TIA was conducted to assess the impact of the proposed residential development of Boulder Square. The proposed development is located north of CR 44A, south of West Clarke Street and east of CR 217, in City of Wildwood, Sumter County, Florida. The project consists of 214 single family residential (detached) dwelling units and 98 single family attached (duplex) use with an anticipated full buildout year of 2028.

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

- The proposed development is projected to generate 2,728 daily trips, of which 194 trips occur during the AM peak hour and 258 trips occur during the PM peak hour.
- The roadway capacity analysis indicates that all study roadway segments are projected to operate at acceptable LOS at the project buildout except US 301/SR 35 from CR 468 to SR 91/Florida's Turnpike, which is projected to operate above the adopted LOS capacity. Project trips do not significantly impact any of the roadway segments.
- The analysis reveals that the intersection of US 301 and West Clarke Street is projected to operate below the adopted LOS at the project buildout due to delays on the minor street. Project trips contribute to 4% of the overall traffic at this intersection.
- All proposed access driveways are projected to operate at acceptable LOS.
- Turn lanes are not warranted at the project access driveways.
- Based on the projected volumes at the intersection of West Clarke Street and US 301 a signal is most likely not warranted, therefore the recommended mitigation is restriction of movement. A directional median is recommended at the intersection of US 301 and West Clarke Street. The directional median will restrict eastbound and westbound left-turn movements from the minor streets, to help avoid potential conflicts. US 301 and West Clarke Street is projected to operate with an acceptable LOS with mitigation improvements.

APPENDICES

Appendix A
Response to Comments

January 30, 2024

Mr. Matthew Tadlock
Engineer/Public Works
Board of Sumter County Commissioners
319 East Anderson Avenue
Bushnell, FL 33513
Matthew.Tadlock@sumtercountyfl.gov

Re: Boulder Square
Response to Traffic Impact Analysis Comments
TMC Project № 23146
Sumter County, Florida

Dear Mr. Tadlock,

Please find below our responses to the review comments prepared by the Board of Sumter County Commissioners dated January 19, 2024, regarding the above referenced Traffic Impact Analysis dated January 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Traffic Impact Analysis is provided under cover reflecting the changes resulting from these comments.

1. **US 301 from C 470 to Florida's Turnpike can be shown as 4 lanes in buildout condition.**

   TMC Response: Acknowledged. Table 6 and Table 7 have been updated to show corrected 4 lanes on US 301 from C 470 to Florida's Turnpike for buildout conditions, respectively. See TIA report version 1.1.

2. **The eastbound approach of W Clarke St at US 301 is showing to operate at a failing Level of Service (LOS) in both the AM and PM peak hour buildout scenarios. This deficiency needs to be addressed for the TIA to be accepted.**

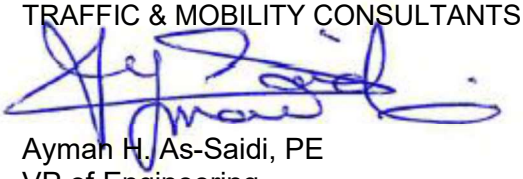
   TMC Response: The deficiency was addressed in the TIA by recommending to convert the existing full median opening of US 301 and West Clarke Street to a directional median opening. Additionally, synchro analysis is provided in Appendix L, showing the improved LOS with the proposed mitigation. See TIA report version 1.1.

END OF COMMENTS

We trust these responses and the revised Traffic Impact Analysis adequately address the review comments. We remain available to discuss this matter further or to answer any questions you may have.

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC



Ayman H. As-Saidi, PE
VP of Engineering

Appendix B
Preliminary Site Plan

MADDEN
BOULDER SQUARE
CONCEPT PLAN 2
C001

Appendix C
Approved Methodology & Correspondence

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #48705

Date Submitted: 11/17/2023

First Name*	Last Name*	Email Address*
Demily	Santiago	ds@trafficmobility.com

Address

3101 Maguire Blvd, Suite 265

City	State	Zip Code
Orlando	Florida	32803

Phone	Alt Phone	Parcel Number
4075315332		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.

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

23146 Wildwood Market TIA Methodology v1.1 111723.pdf

Please submit your TIA

Choose File No file chosen

Date of Methodology Acceptance by County

Florida

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Sumter County Traffic Impact Analysis (TIA) methodology acceptance:

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: 2023.11.17 13:52:10 -05'00'

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

MEMORANDUM

November 17, 2023

Re: Wildwood Market
Traffic Impact Analysis Methodology
City of Wildwood, Sumter County, Florida
Project № 23146, v1.1

The following is a methodology outline for a Traffic Impact Analysis (TIA) for the proposed residential development of Wildwood Market and its surrounding transportation network. This revised methodology addresses review comments provided by Sumter County. The methodology is consistent with the requirements of Sumter County and the City of Wildwood *Traffic Impact Analysis (TIA) Guidelines*.

Project Description

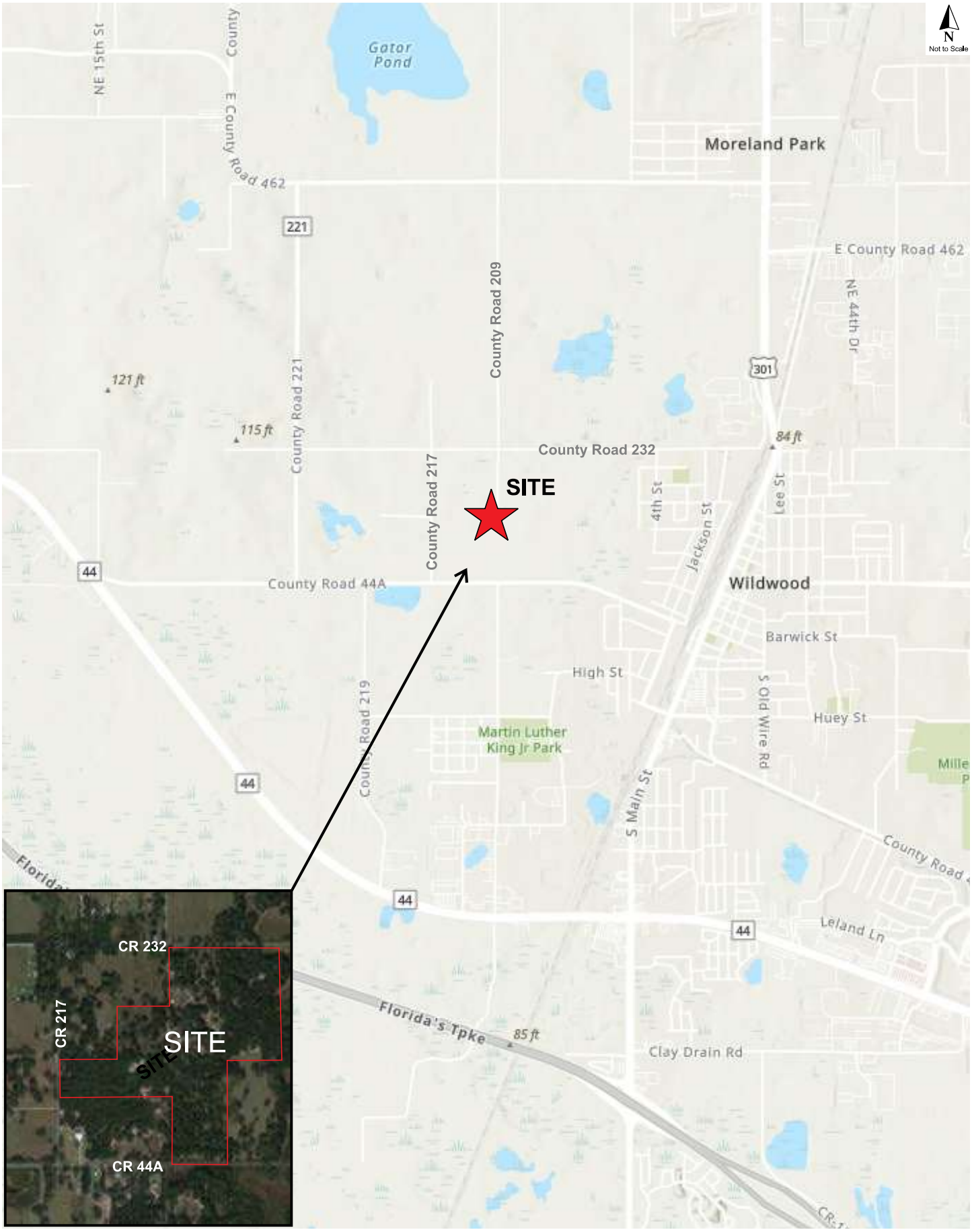
The proposed project is a residential development consisting of 300 single-family residential dwelling units with an anticipated buildout year of 2028. A copy of the preliminary site plan is provided in the **Attachments**.

Project Location

The site consists of parcels F01-101, F01A008, G06-185, G06-186, and G06-187. The +/-84-acre site is located north of CR 44A, south of West Clarke Street and east of CR 217, in the City of Wildwood, Sumter County, Florida, as shown in **Figure 1**.

Project Access

Access to the site is proposed via three (3) full access driveways; one (1) driveway on West Clark Street, one (1) driveway on CR 217, and one (1) driveway on CR 44A, as depicted on the site plan.



Site Location Map
Wildwood Market
23146, v1.1

Figure 1

Trip Generation

A trip generation analysis was conducted using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. **Table 1** summarizes the resulting trip generation analysis. The detailed ITE trip generation information sheets are included in the **Attachments**.

Table 1
Trip Generation Analysis

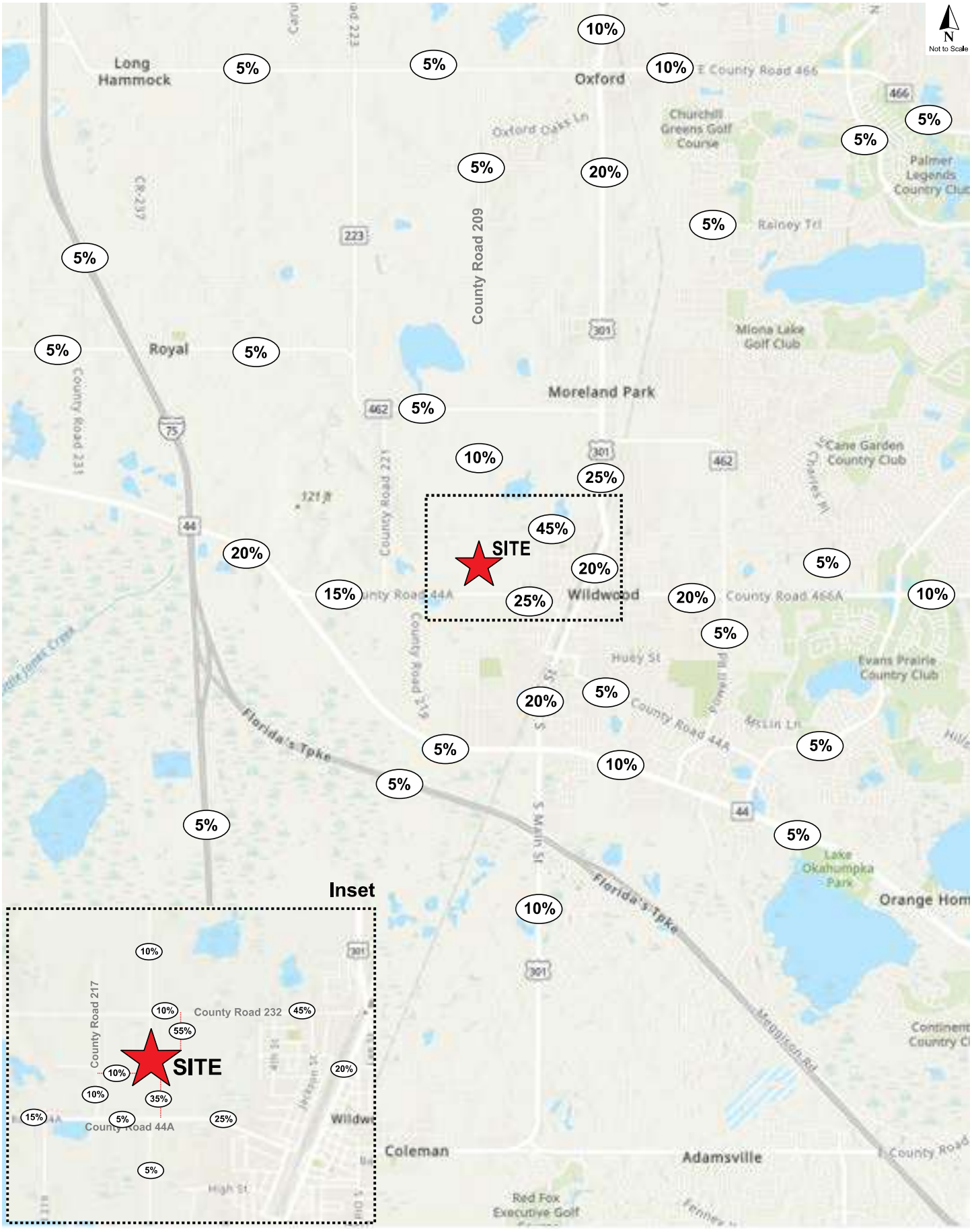
ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	202	51	151	0.93	279	176	103

Source: Trip generation analysis is based on ITE Trip Generation Manual, 11th Edition

Per Sumter County *TIA Guidelines*, a Major TIA is required for any development generating more than 1,000 daily trips. As shown in **Table 1**, the proposed development is projected to generate 2,772 daily trips, of which 202 trips occur during the AM peak hour, and 279 trips occur during the PM peak hour.

Trip Distribution

A trip distribution pattern was initially estimated using the recently adopted *Central Florida Regional Planning Model (CFRPM) Version 7.0.* The model distribution was adjusted based on local knowledge, professional engineering judgement, and the location, to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The raw model plots are provided in the **Attachments**, and the adjusted trip distribution is shown in **Figure 2**.



Project Trip Distribution

Wildwood Market
23146, v1.1

Figure 2

Study Area

In accordance with the requirements of a Major TIA methodology, the study area will encompass roadway segments on which the projected and distributed traffic is expected to consume greater than 3% of the generalized peak hour 2-way maximum service volume or more than 70 peak hour 2-way trips. The study area will also include major intersections that are part of the impacted roadways, major intersections that are within 1,320 feet of the site access, and all site-access driveways. **Table 2** presents the roadways segments within the primary area of impact, along with their percentages of capacity consumed by the project trips. Data obtained from the *2023 Sumter County CMP Database* and Sumter *County 2023 Annual Traffic Counts* are included in the **Attachments**.

Table 2
Significance Test for Roadway Segments

Roadway Segment	Seg ID	# of Lns	Median Type	Context Classification	Area Type	LOS Std	Pk Dir Cap	Dir	Project Dist	Project Dir	Project Trips	% of Cap	Signif?
Buena Vista Blvd													
CR 472 (Rainey Tr) to Belvedere Blvd	3300000	4	Divided	C3R	Urban	D	1,665	NB/EB SB/WB	5%	OUT IN	5 9	0.3% 0.5%	NO NO
Belvedere Blvd to Tall Trees Ln	33000001	4	Divided	C3R	Urban	D	1,665	NB/EB SB/WB	5%	OUT IN	5 9	0.3% 0.5%	NO NO
Tall Trees Ln to Laurel Manor Dr	33000002	4	Divided	C3R	Urban	D	1,665	NB/EB SB/WB	5%	OUT IN	5 9	0.3% 0.5%	NO NO
CR 44A													
SR 44(W) to CR 213	35281102	2	Undivided	C2	Urban	D	730	NB/EB SB/WB	15%	IN OUT	26 15	3.6% 2.1%	**YES** **YES**
CR 213 to US 301/SR 35	35281103	2	Undivided	C3R	Urban	D	1,110	NB/EB SB/WB	25%	OUT IN	26 44	2.3% 4.0%	**YES** **YES**
US 301/SR 35 to CR 139	3528120	2	Undivided	C3C	Urban	D	963	NB/EB SB/WB	5%	OUT IN	5 9	0.5% 0.9%	NO NO
CR 462													
CR 475 to CR 229	3542100	2	Undivided	C2	Rural	C	730	NB/EB SB/WB	5%	IN OUT	9 5	1.2% 0.7%	NO NO
CR 229 to CR 223	3542120	2	Undivided	C2	Rural	C	730	NB/EB SB/WB	5%	IN OUT	9 5	1.2% 0.7%	NO NO
CR 223 to CR 209	3542130	2	Undivided	C2	Rural	C	730	NB/EB SB/WB	5%	IN OUT	9 5	1.2% 0.7%	NO NO
CR 466													
CR 475 to CR 229	3537100	2	Undivided	C2	Rural	C	730	NB/EB SB/WB	5%	IN OUT	9 5	1.2% 0.7%	NO NO
CR 229 to CR 209	3537200	2	Undivided	C2	Rural	C	730	NB/EB SB/WB	5%	IN OUT	9 5	1.2% 0.7%	NO NO
CR 209 to US 301/SR 35	3537130	2	Undivided	C3R	Urban	D	1,049	NB/EB SB/WB	5%	OUT IN	5 9	0.5% 0.9%	NO NO
US 301/ SR 35 to CR 105	3537140	4	Divided	C3C	Urban	D	1,629	NB/EB SB/WB	10%	OUT IN	10 18	0.6% 1.1%	NO NO
CR 105 to CR 103	35371401	4	Divided	C3C	Urban	D	1,629	NB/EB SB/WB	10%	OUT IN	10 18	0.6% 1.1%	NO NO
CR 103 to CR 101	3537150	4	Divided	C3C	Urban	D	1,629	NB/EB SB/WB	10%	OUT IN	10 18	0.6% 1.1%	NO NO
CR 101 to Buena Vista Blvd	3537180	4	Divided	C3C	Urban	D	1,629	NB/EB SB/WB	10%	OUT IN	10 18	0.6% 1.1%	NO NO
Buena Vista Blvd to Morse Blvd	3537160	4	Divided	C3R	Urban	D	1,665	NB/EB SB/WB	5%	OUT IN	5 9	0.3% 0.5%	NO NO
CR 466A													
US 301/SR 35 to CR 462/CR 139	3533100	2	Undivided	C3C	Urban	D	1,011	NB/EB SB/WB	20%	OUT IN	21 35	2.1% 3.5%	**YES** **YES**
CR 462/CR 139 to CR 133 (NE 57th Dr)	35331101	4	Divided	C3C	Urban	D	1,710	NB/EB SB/WB	15%	OUT IN	15 26	0.9% 1.5%	NO NO
CR 133 (NE 57th Dr) to Buena Vista Blvd	35331102	4	Divided	C3C	Urban	D	1,710	NB/EB SB/WB	10%	OUT IN	10 18	0.6% 1.1%	NO NO
Buena Vista Blvd to Canal St	35331103	4	Divided	C3R	Urban	D	1,748	NB/EB SB/WB	10%	OUT IN	10 18	0.6% 1.0%	NO NO
CR 472													
US 301/SR 35 to CR 117	3543100	2	Undivided	C3R	Urban	D	1,049	NB/EB SB/WB	5%	OUT IN	5 9	0.5% 0.9%	NO NO
CR 117 to Lynn Haven Ln	35431101	2	Undivided	C3R	Urban	D	1,049	NB/EB SB/WB	5%	OUT IN	5 9	0.5% 0.9%	NO NO

Table 2
Significance Test for Roadway Segments (Continued)

CR 139 (Powell Rd)													
SR 44 to CR 44A	6000145	4	Divided	C3C	Urban	D	1,710	NB/EB SB/WB	5%	IN OUT	9 5	0.5% 0.3%	NO NO
CR 209													
CR 232 to CR 462 E	5080	2	Undivided	C2	Urban	D	730	NB/EB SB/WB	10%	OUT IN	10 18	1.4% 2.5%	NO NO
CR 462 E to CR 216	3248105	2	Undivided	C2	Urban	D	730	NB/EB SB/WB	5%	OUT IN	5 9	0.7% 1.2%	NO NO
CR 216 to CR 466	3248102	2	Undivided	C2	Urban	D	730	NB/EB SB/WB	5%	OUT IN	5 9	0.7% 1.2%	NO NO
CR 217													
CR 44A to CR 232	--	2	Undivided	C2	Urban	D	730	NB/EB SB/WB	10%	IN OUT	18 10	2.5% 1.4%	**YES** **YES**
CR 232													
CR 221 to US 301/SR 35	--	2	Undivided	C2	Urban	D	730	NB/EB SB/WB	45%	OUT IN	46 79	6.3% 10.8%	**YES** **YES**
SR 44													
SR 91/I-75 to CR 44A	3552130	4	Divided	C2	Rural	C	2,910	NB/EB SB/WB	20%	IN OUT	35 21	1.2% 0.7%	NO NO
CR 44A to US 301/SR 35	3551130	4	Divided	C2	Urban	D	2,910	NB/EB SB/WB	5%	IN OUT	9 5	0.3% 0.2%	NO NO
US 301/SR 35 to CR 139	3551100	4	Divided	C3C	Urban	D	1,901	NB/EB SB/WB	10%	OUT IN	10 18	0.5% 0.9%	NO NO
CR 139 to Buena Vista Blvd	35511201	4	Divided	C3C	Urban	D	1,901	NB/EB SB/WB	10%	OUT IN	10 18	0.5% 0.9%	NO NO
Buena Vista Blvd to CR 468	35511202	4	Divided	C3R	Urban	D	1,943	NB/EB SB/WB	5%	OUT IN	5 9	0.3% 0.5%	NO NO
US 301/SR 35													
CR 514 (Warm Springs Ave) to CR 468	3253200	2	Undivided	C3R	Urban	D	888	NB/EB SB/WB	10%	IN OUT	18 10	2.0% 1.1%	NO NO
CR 468 to SR 91/Florida's Turnpike	3253210	2	Undivided	C2	Urban	D	730	NB/EB SB/WB	10%	IN OUT	18 10	2.5% 1.4%	NO NO
SR 91/Florida's Turnpike to CR 156 (Clay Drain Rd)	3253220	4	Divided	C3C	Urban	D	1,070	NB/EB SB/WB	20%	IN OUT	35 21	3.3% 2.0%	**YES** **YES**
CR 156 (Clay Drain Rd) to SR 44	3253230	4	Divided	C3C	Urban	D	1,901	NB/EB SB/WB	20%	IN OUT	35 21	1.8% 1.1%	NO NO
SR 44 to CR 44A	3253240	4	Divided	C3C	Urban	D	1,880	NB/EB SB/WB	20%	IN OUT	35 21	1.9% 1.1%	NO NO
CR 44A to CR 466A (Cleveland Ave)	3253250	4	Divided	C4	Urban	D	1,880	NB/EB SB/WB	0%	IN OUT	0 0	0.0% 0.0%	NO NO
CR 466A (Cleveland Ave) to CR 462 (S)	32532601	4	Divided	C4	Urban	D	1,880	NB/EB SB/WB	20%	OUT IN	21 35	1.1% 1.9%	NO NO
CR 462 (S) to CR 462 (N)	3253270	4	Divided	C3C	Transitioning	C	1,810	NB/EB SB/WB	20%	OUT IN	21 35	1.2% 1.9%	NO NO
CR 462 (N) to CR 222	3253280	4	Divided	C3C	Urban	D	1,810	NB/EB SB/WB	20%	OUT IN	21 35	1.2% 1.9%	NO NO
CR 222 to CR 472	3253290	4	Divided	C3C	Urban	D	1,810	NB/EB SB/WB	20%	OUT IN	21 35	1.2% 1.9%	NO NO
CR 472 to CR 466	32533001	4	Divided	C3C	Urban	D	1,901	NB/EB SB/WB	20%	OUT IN	21 35	1.1% 1.8%	NO NO
CR 466 to CR 204	32533101	4	Divided	C3C	Urban	D	1,810	NB/EB SB/WB	10%	OUT IN	10 18	0.6% 1.0%	NO NO
CR 204 to Marion County Line	32533102	4	Divided	C2	Urban	D	2,910	NB/EB SB/WB	5%	OUT IN	5 9	0.2% 0.3%	NO NO

Source: 2023 Sumter County CMP Database

The following roadway segments will be analyzed during both AM peak hour and PM peak hour:

- CR 44A
  - SR 44(W) to CR 213
  - CR 213 to US 301/SR 35
- CR 466A
  - US 301/SR 35 to CR 462/ CR 139
- CR 217
  - CR 44A to CR 232
- CR 232
  - CR 221 to US 301/SR 35
- US 301/SR 35
  - CR 468 to SR 91/Florida's Turnpike
  - SR 91/Florida's Turnpike to CR 156 (Clay Drain Road)

The following intersections will be analyzed during the AM and PM peak hours:

- US 301 and West Clarke Street (Unsignalized)
- US 301 and Dr. M.L.K. Jr. Avenue/Huey Street (Signalized)
- US 301 and SR 44 (Signalized)
- CR 217 and CR 44A (Unsignalized)
- SR 44 and CR 44A (Unsignalized)
- CR 232 and Access Driveway A (Proposed)
- CR 217 and Access Driveway B (Proposed)
- CR 44A and Access Driveway C (Proposed)

Projected Traffic

Projected traffic includes background traffic volumes, committed trips generated by approved developments within the study area, if applicable, and the project trips. Vested Trips from the approved developments to be included in the analysis are Twisted Oaks Pointe and Highfields at Twisted Oaks. Projected background traffic for the buildout year of 2028 will be calculated using annual growth rates derived from five-year historical annual average daily traffic (AADT) obtained from *Florida Traffic Online (FTO)* website and/or *Sumter County Annual Traffic Counts* to account for traffic growth at the project buildout. A minimum annual growth rate of 1.0% will be applied to any roadway segment on which minimal or no growth is detected.

Capacity Analysis

A capacity analysis will be conducted for the study roadway segments and intersections. The capacity analysis for the study roadway segments will be carried out for both AM peak hour and PM peak hour under projected conditions and will be based on service volumes and capacities obtained from FDOT*'s 2023 Multimodal Quality/Level of Service (MQ/LOS) Handbook*. The capacity analysis for the study intersections will be performed for both AM and PM peak hours under projected conditions using the methods of the *Highway Capacity Manual (HCM)*.

Access Points

Access improvements necessary to support the proposed site access driveways at the project buildout will be identified in the study. A 95th percentile queue length at the study intersections will be analyzed to check projected queue lengths against available spacing between the study intersections and adjacent access points. A turn lane analysis, in accordance with the *National Cooperative Highway Research Program (NCHRP) Report 457* and applicable Sumter County Ordinances, will be performed at the site access driveways to determine the need for auxiliary turn lanes. If needed, queue storage lengths required for turn lanes will be determined based on projected 95th percentile queue lengths.

Planned and Programmed Improvements

Planned and programmed improvements available from the *Sumter County Capital Improvement Program (CIP)*, the *FDOT Work Program*, and/or the *Lake-Sumter Metropolitan Planning Organization (LSMPO) Transportation Improvement Program (TIP)* will be utilized for any of the study segments and/or intersections, if applicable.

Report

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

Attachments

County Road 232
County Road 44A
County Road 217

Single-Family Detached Housing
(210)

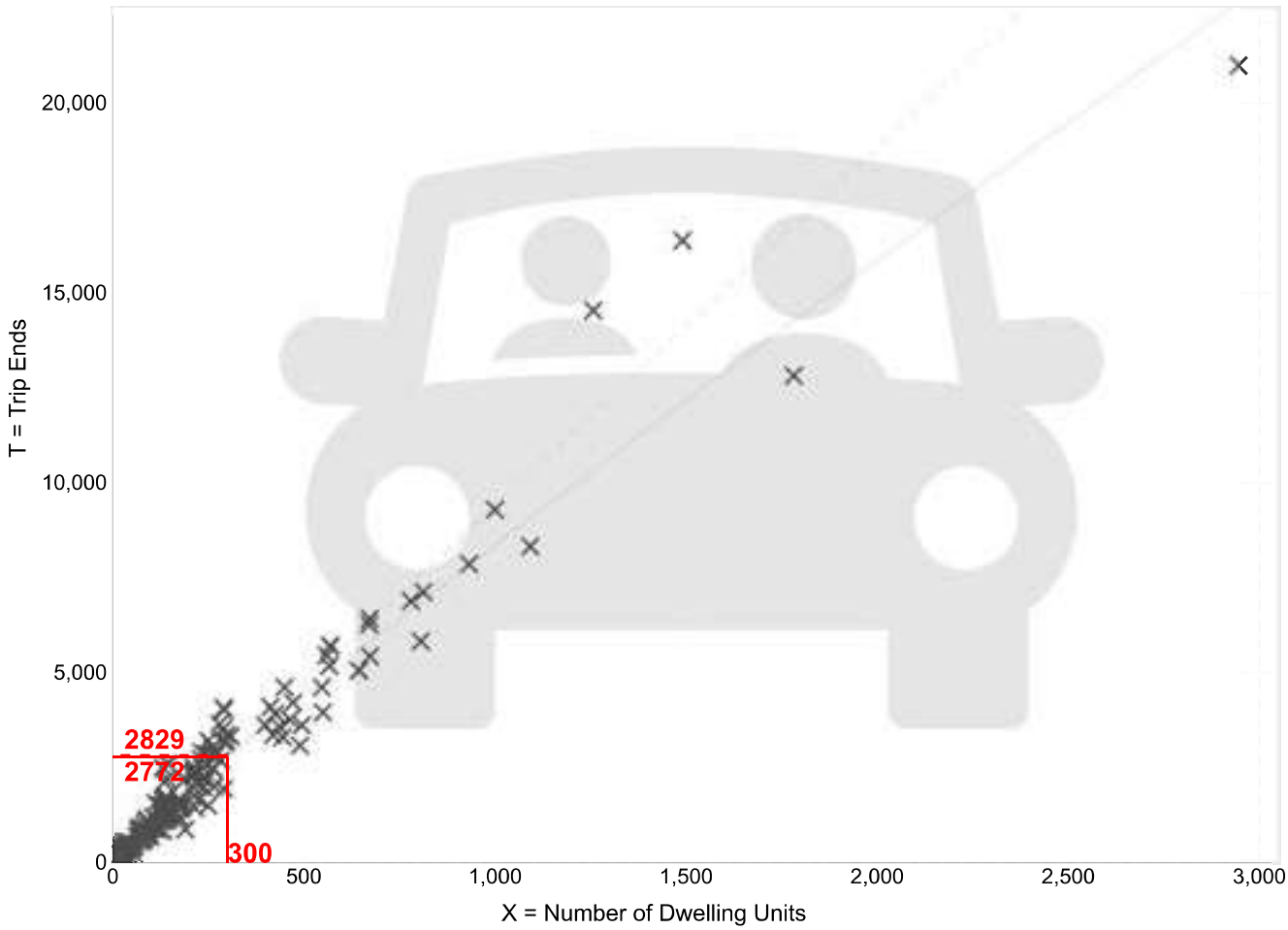
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

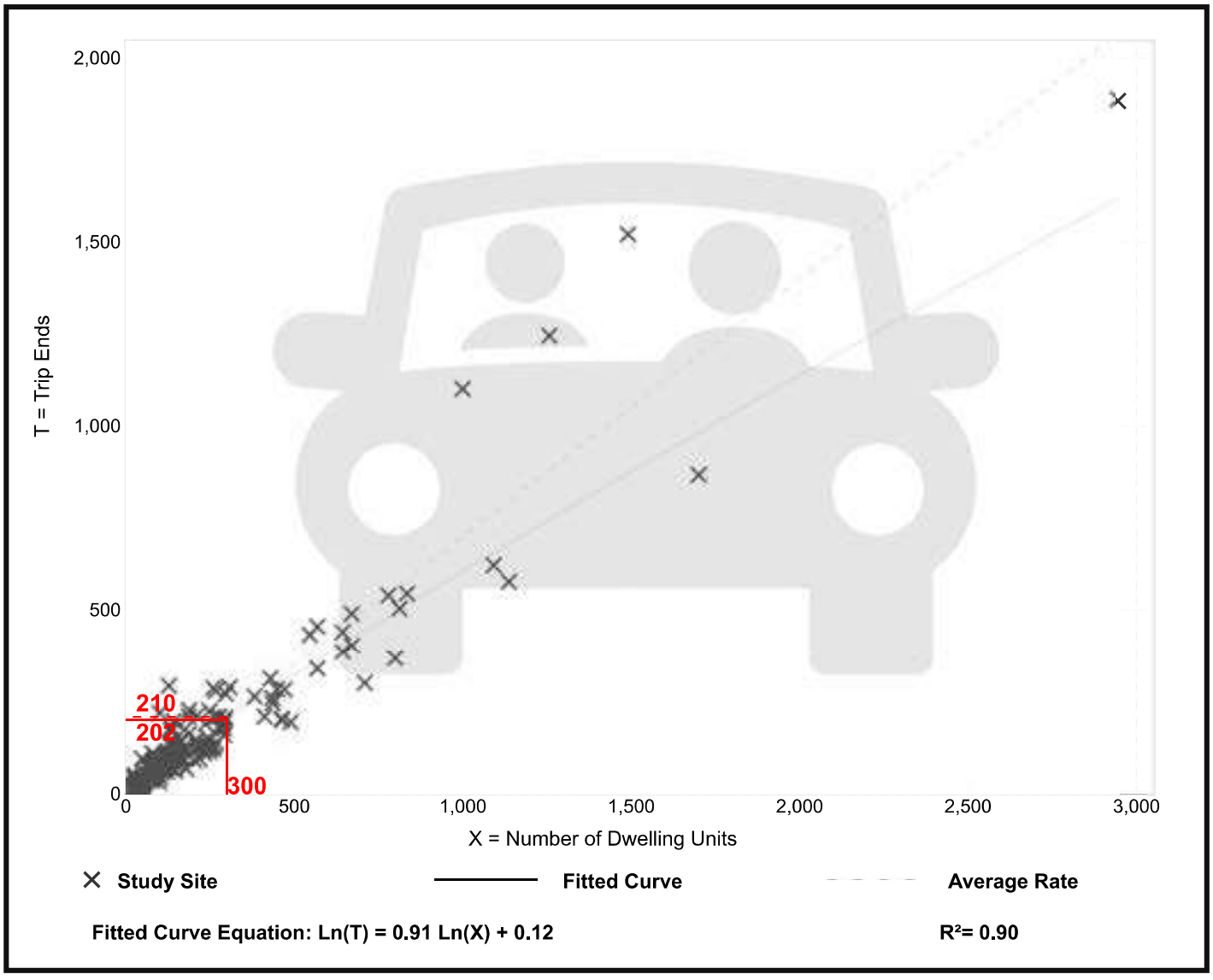
Single-Family Detached Housing
(210)

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:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



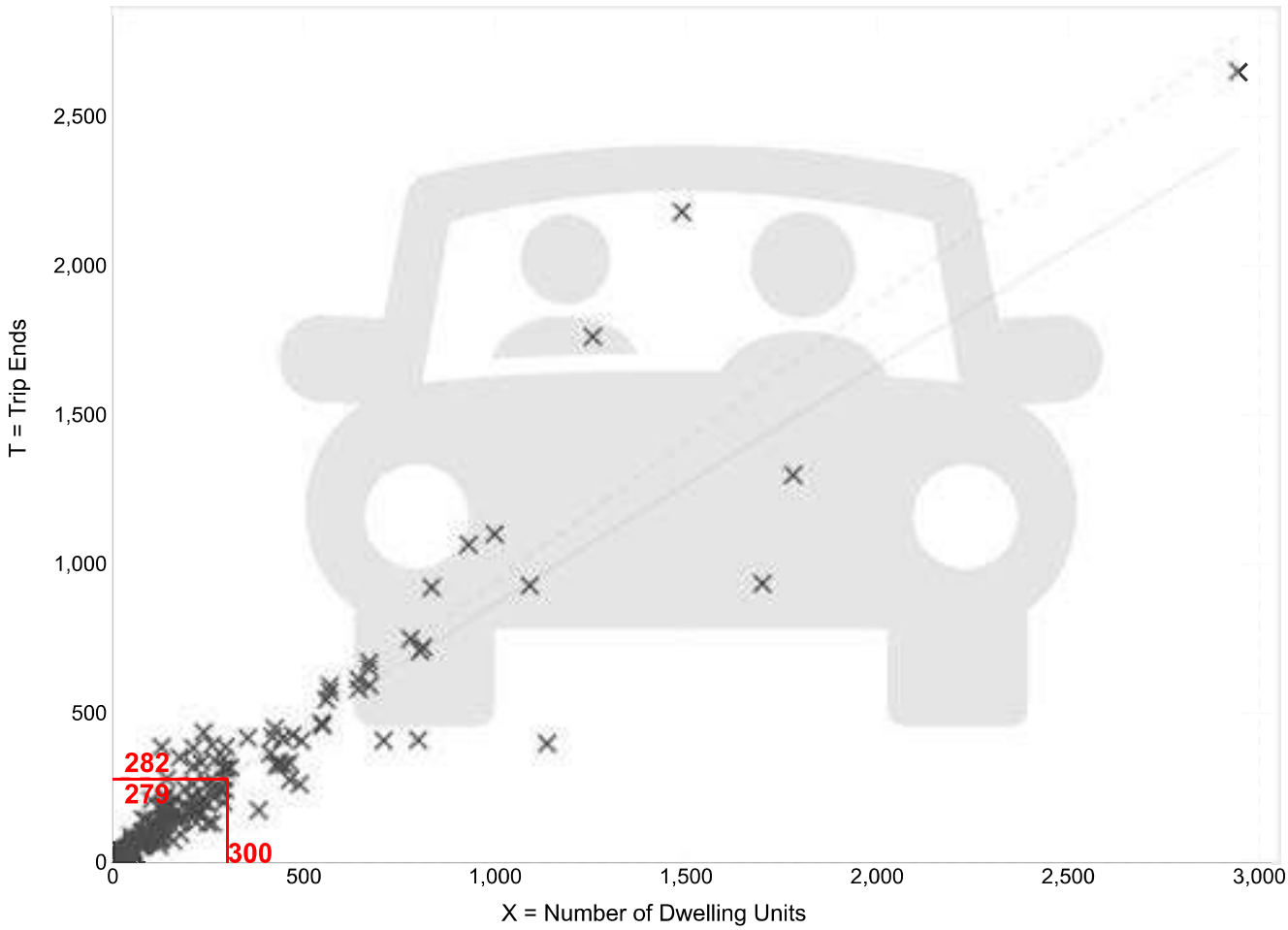
Single-Family Detached Housing
(210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

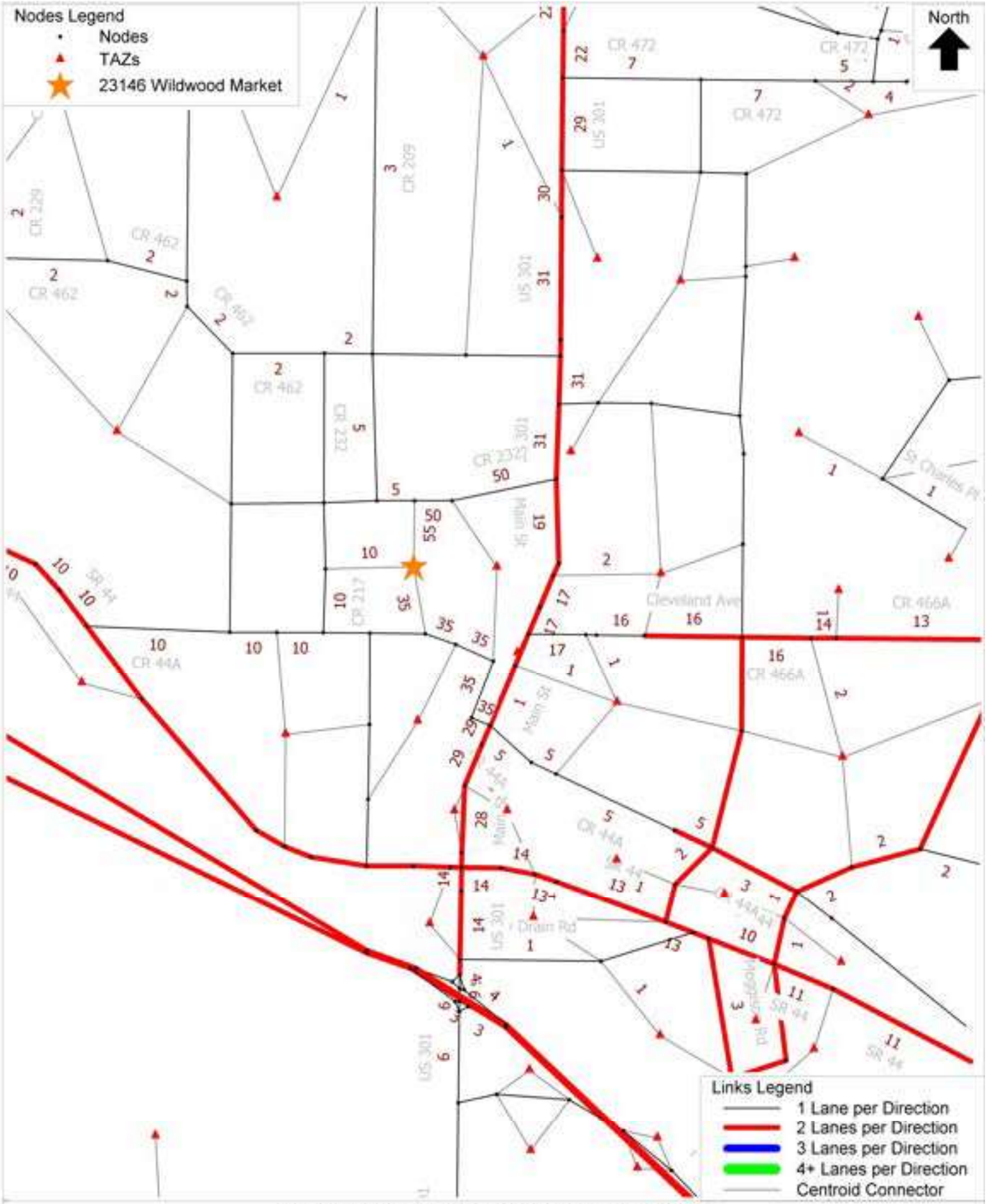
Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92



CFRPM 7 CF2030 23146 Wilwood Market, Sumter County, FL TAZ 7676
Project Trip Distribution
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cube (Licensed to)

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	AFSEC (MI)	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2020)	LANES (2020)	URBAN / RURAL	DIVIDED / UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE	DAILY SERVICE VOLUME (2028)	2028 AADT	2028 DAILY V/C	2028 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2028 PEAK HOUR NB/EB VOLUME	2028 PEAK HOUR SB/WB VOLUME	2028 PEAK HOUR V/C	2028 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME (2028)	2028 PEAK HOUR TWO-WAY V/C	2028 PEAK HOUR TWO-WAY LOS
4020	177		SUMTER	20	1,61	ST, CHARLES	BUENA VISTA BLVD	AMBERJACK TERR	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,260	0,22	C	999	288	197	0,27	C	1,818	485	0,26	1,20%	21,160	4,936	0,23	C	999	292	207	0,27	C	1,818	1,261	C	0,70
4010	176		SUMTER	20	0,80	ST, CHARLES	AMBERJACK TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	8,470	0,42	C	999	422	405	0,42	C	1,818	827	C	0,45	21,160	8,902	0,44	C	999	444	429	0,44	C	1,818	1,443	C	0,79
4020	178		SUMTER	20	0,63	ST, CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	13,040	0,65	C	999	551	554	0,55	C	1,818	1,105	C	0,61	21,160	14,004	0,74	C	999	634	634	0,63	C	1,818	1,630	D	0,90
4030	165		SUMTER	20	0,35	DIAMOND DRIVE RUN	DIAMOND CREEK PATH	ST, CHARLES PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	3,250	0,20	C	799	162	162	0,20	C	1,454	344	C	0,24	16,128	3,595	0,21	C	799	191	170	0,24	C	1,454	980	C	0,68
4040	11		SUMTER	20	0,71	BUTTONWOOD RUN	HARDING PATH	ST, CHARLES PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	5,687	0,35	C	799	348	368	0,34	C	1,454	514	C	0,35	16,128	6,279	0,39	C	799	372	392	0,37	C	1,454	1,071	C	0,74
4050	148		SUMTER	20	0,57	PENNECAMP DR	MEADOWLARK AVE	ST, CHARLES PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	4,011	0,20	C	799	188	215	0,27	C	1,454	411	C	0,28	16,128	5,714	0,35	C	799	238	253	0,20	C	1,454	1,054	C	0,72
4060	191		SUMTER	20	0,57	ST, CHARLES TRL	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	4,052	0,21	C	799	193	206	0,26	C	1,454	568	C	0,33	16,128	5,128	0,45	C	799	337	344	0,43	C	1,454	1,138	C	0,78
4070	2030+29		SUMTER	20	1,28	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	2,997	0,19	C	799	144	184	0,23	C	1,454	328	C	0,23	16,128	3,564	0,19	C	799	151	165	0,24	C	1,454	952	C	0,65
4830	129		SUMTER	30	1,18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	11,496	0,57	C	999	400	409	0,41	C	1,818	889	C	0,49	21,160	12,082	0,60	C	999	420	430	0,43	C	1,818	1,419	C	0,78
4835	130		SUMTER	55	1,24	HILLSBOROUGH TRL	ANNA MARIA AVE	HORSE BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	8,860	0,24	C	999	319	268	0,32	C	1,818	585	C	0,32	21,160	7,573	0,36	C	999	352	264	0,20	C	1,818	1,351	C	0,74
4850	1		SUMTER	35	0,60	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	3,903	0,24	C	799	183	173	0,24	C	1,454	368	C	0,25	16,128	4,313	0,27	C	799	218	193	0,27	C	1,454	1,015	C	0,70
4870	88		SUMTER	35	0,65	CHARLOTTE CRT	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	3,545	0,22	C	799	159	162	0,23	C	1,454	341	C	0,23	16,128	3,726	0,23	C	799	167	191	0,24	C	1,454	966	C	0,66
4880	149		SUMTER	35	0,93	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	9,000	0,45	C	999	423	421	0,42	C	1,818	844	C	0,46	21,160	10,217	0,51	C	999	476	476	0,48	C	1,818	1,478	C	0,81
4885	150		SUMTER	35	1,02	PINELLAS PL	ANNA MARIA AVE	HORSE BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	12,312	0,61	C	999	480	576	0,58	C	1,818	1,108	C	0,61	21,160	12,940	0,64	C	999	504	605	0,61	C	1,818	2,166	C	0,72
4890	162		SUMTER	35	1,68	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	3,917	0,24	C	799	188	190	0,24	C	1,454	378	C	0,26	16,128	4,012	0,25	C	799	195	200	0,25	C	1,454	984	C	0,68
4910	162	ADJACENT	SUMTER	35	0,42	GAL FOREST DR	SOUTHERN TRACE	TALLEY RIDGE RD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	3,917	0,24	C	799	188	190	0,24	C	1,454	378	C	0,26	16,128	4,012	0,25	C	799	195	200	0,25	C	1,454	984	C	0,68
4915	172		SUMTER	35	0,80	SOUTHERN TRACE	CR 466	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	6,750	0,42	C	799	269	227	0,27	C	1,454	528	C	0,36	16,128	7,100	0,44	C	1,222	514	256	0,24	C	2,179	1,940	C	0,89
4920	147		SUMTER	35	0,74	PARR DR	BELVEDERE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,530	4,226	0,22	C	963	284	246	0,31	C	1,755	542	C	0,31	16,530	4,455	0,23	C	963	308	259	0,22	C	1,755	1,272	D	0,72
4930	2030+30		SUMTER	35	0,53	TANGERINE RUN	BUTTONWOOD RUN	PENNECAMP DR	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	1,434	0,09	C	799	69	69	0,09	C	1,454	128	C	0,09	16,128	2,100	0,13	C	799	84	99	0,12	C	1,454	883	C	0,61
5000	2		SUMTER	25	0,53	BUENA VISTA BLVD	BUENA VISTA BLVD N	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	7,750	0,38	C	999	528	533	0,54	C	1,818	1,059	C	0,58	21,160	8,145	0,40	C	999	563	560	0,56	C	1,818	1,562	C	0,86
5010	5		SUMTER	30	0,59	BAILEY TRL	SUNSET RIDGE DR	ST, CHARLES PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	9,007	0,45	C	999	481	491	0,49	C	1,818	962	C	0,53	21,160	9,466	0,47	C	999	506	506	0,51	C	1,818	1,505	C	0,83
5020	4		SUMTER	30	0,50	BAILEY TRL	ST, CHARLES PL	BASSINGER CRT	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	3,877	0,19	C	999	204	179	0,20	C	1,818	383	C	0,21	21,160	4,075	0,20	C	999	214	188	0,21	C	1,818	1,213	C	0,67
5030	5		SUMTER	20	0,39	BAILEY TRL	BASSINGER CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,750	0,23	C	999	277	266	0,26	C	1,818	543	C	0,30	21,160	4,971	0,25	C	999	291	280	0,28	C	1,818	1,266	C	0,71
5080	102	-	SUMTER	30	0,20	CR 466	CR 462 E	CR 462 W	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	759	0,05	B	730	14	27	0,04	B	1,330	92	B	0,07	14,000	828	0,06	B	730	52	49	0,07	B	1,330	782	C	0,59
9000	104	-	SUMTER	30	1,28	CR 213 (WALKER RD)	SR 44	CR 44A	2	2	URBAN	UNDIVIDED	C3C	COUNTY	WILDWOOD	D	19,930	630	0,03	C	963	43	27	0,04	C	1,155	70	C	0,04	19,930	998	0,05	C	963	63	41	0,07	C	1,795	1,026	C	0,59
12500	194		SUMTER	35	0,70	WOODRIDGE DR	CR 101	CR 101	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,530	3,340	0,20	C	963	161	207	0,21	C	1,755	568	C	0,32	16,530	4,036	0,24	C	963	316	261	0,25	C	1,755	1,279	D	0,73
325310	190122	190122	FDOT	60	3,70	US 301/SR 35	CR 478	CR 673	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	5,150	0,63	C	430	264	226	0,61	C	780	489	C	0,63	8,200	5,613	0,68	C	430	277	256	0,24	C	780	767	C	0,98
3201990	99	-	SUMTER	25	1,90	CR 158	US 301/SR 35	SR 44	2	2	RURAL	UNDIVIDED	C3C	COUNTY	WILDWOOD	D	15,624	2,000	0,13	C	770	95	80	0,10	C	1,404	155	C	0,10	15,624	2,282	0,15	C	770	83	92	0,12	C	1,404	883	C	0,63
3225930	115		SUMTER	45	5,83	CR 673	SR 35/US 301	CR 674	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	3,556	0,43	B	430	111	88	0,26	B	780	187	B	0,24	8,200	3,792	0,46	B	430	113	114	0,26	B	780	653	C	0,84
3224690	90		SUMTER	30	1,37	CR 121	CR 462	CR 114	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16,128	4,516	0,28	C	799	238	147	0,30	C	1,454	385	C	0,26	16,128	5,933	0,36	C	799	307	160	0,28	C	1,454	1,106	C	0,76
3225600	120	-	SUMTER	35	0,98	CR 727	SR 50	CR 721	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	219	0,03	B	430	10	7	0,02	B	780	17	B	0,02	8,200	280	0,03	B	430	13	9	0,03	B	780	443	C	0,57
3201990	121	119039	SUMTER	35	1,07	CR 728	CR 469	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	14,000	600	0,04	B	730	20	22	0,04	B	1,330	50	B	0,04	14,000	636	0,05	B	730	19	23	0,04	B	1,330	759	C	0,57
3245100	105	-	SUMTER	45	1,96	CR 229	SR 44	CR 462	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	4,033	0,29	B	730	188	195	0,26	B	1,330	371	B	0,28	14,000	5,147	0,36	C	787	237	256	0,29	B	1,330	1,004	D	0,75
3245110	109	-	SUMTER	45	2,29	CR 229	CR 462	CR 466	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	3,619	0,29	B	730	174	202	0,28	B	1,330	374	B	0,28	14,000	3,804	0,27	B	730	183	212	0,29	B	1,330	913	D	0,69
3245000	90		SUMTER	35	0,79	CR 101	CR 466	NIGGERHOE DR	4	4	URBAN	DIVIDED	C3C	COUNTY	WILDWOOD	D	32,940	7,194	0,22	C	1,629	390	364	0,24	C	2,961	754	C	0,25	32,940	7,550	0,23	C	1,629	410	365	0,25	C	2,961	2,039	C	0,69
3245102	101	-	SUMTER	45	1,68	CR 229	CR 216	CR 466	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	1,655	0,12	B	730	79	64	0,11	B	1,330	152	B	0,11	14,000	1,757	0,13	B	730	100	69	0,14	B	1,330	810	D	0,61
3246105	105	-	SUMTER	45	1,51	CR 209	CR 483 E	CR 216	2	2	URBAN	UNDIVIDED	C2	WILDWOOD	UNINCORPORATED SUMTER COUNTY	D	14,000	2,522	0,18	B	730	142	88	0,19	B	1,330	228	B	0,17	14,000	3,219	0,23	B	730	181	110	0,25	B	1,330	911	D	0,68
3246110	103		SUMTER	35	1,29	CR 209	CR 466	CR 202	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	1,256	0,09	B	730	142	99	0,19	B	1,330	228	B	0,17	14,000	1,323	0,09	B	730	144	92	0,20	B	1,330	979	D	0,69
3246115	106		SUMTER	35	1,24	CR 209	CR 204	SE 117TH PL	2	2	RURAL	UNDIVIDED	C2T	STATE	WILDWOOD	C	8,200	1,047	0,13	B	430	42	52	0,12	B	780	94	B	0,12	8,200	1,143	0,14	B	430	45	54	0,13	B	780	475	C	0,61
3246990	94		SUMTER	35	1,31	CR 104	US 301/SR 35	CR 101	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	4,021	0,49	B	430	140	205	0,05	B	780	375	B	0,48	8,200	4,770	0,58	C	430	166	279	0,65	C	780	586	C	0,75
3255190	95307	95307	FDOT	60	5,81	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 756	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	4,700	0,28	C	430	219	253	0,59	C	780	472	C	0,60	8,200	5,013	0,61	C	430	230	266	0,22	C	780	660	C	0,85
3255310	1809+2	180942	FDOT	70	1,43	CR 48 (FLORIDA ST)	CR 478 (HUDLE AVE)	CR 478 (WEBSTER AVE)	2	2	RURAL	UNDIVIDED	C2T	STATE	BUSHNELL	C	17,940	3,910	0,22	C	976	165	166	0,24	C	1,548	361	C	0,24	17,940	4,233	0,24	C	976	205	174	0,26	C	1,548	781	C	0,51
3255330	180117	180117	FDOT	30	5,13	US 301/SR 35 (HUDLE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	C2T	STATE	BUSHNELL	D	14,400	7,540	0,52	C	752	387	329	0,51	C	1,168	716	C	0,53	14,400	7,925	0,55	C	752	407	340	0,54	C	1,168	1,159	D	0,85
3255340	180112	180112	FDOT	30	1,51	US 301/SR 35	CR 478	CR 478 (SEMINOLE AVE)	2	2	URBAN	UNDIVIDED	C2	STATE	BUSHNELL	D	14,000	6,160	0,44	C	730	318	269	0,43	C	1,330	585	C	0,44	14,000	6,474	0,46	C	730	332	283	0,43	C	1,330	1,062	D	0,80
3255350	180117	180117	FDOT	30	1,51	US 301/SR 35	CR 478 (SEMINOLE AVE)	SR 48 (MAIN ST)	4	4	URBAN	DIVIDED	C3C	STATE	BUSHNELL	D	37,950	7,940	0,21	C	1,358	367	329	0,28	C	2,468	716	C	0,29	37,950	8,375	0,22	C	1,358	407	346	0,30	C	2,468	1,765	C	0,72
3255370	180088	180088	FDOT	45	5,46	US 301/SR 35	CR 470 E (S)	SR 471	2	2	URBAN	UNDIVIDED	C3R	STATE	UNINCORPORATED SUMTER COUNTY	D	25,520	4,810	0,20	C	1,188	215	247	0,21	C	2,121	457	C	0,22	25,520	5,095	0,21	C	1,188	221	260	0,22	C	2,121	1,387	C	0,65
3255190	180083	180083	FDOT	45	5,11	US 301/SR 35	SR 471	CR 470 E (N)	2	2	URBAN	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	17,550	1,25	F	730	501	707	1,25	F	1,330	1,668	F	1,25	14,000	22,950	1,64	F	730	1,178	1,002	1,37	F	1,330	1,908	F	1,43
3255190	180041	180041	FDOT	45	5,11	US 301/SR 35	CR 470 E (N)	CR 514 (MARION SPRINGS AVE)	2	2	URBAN	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	8,120	0,58	C	730	262	388	0,53	C	1,330	670	C	0,50	14,000	8,534	0,61	C	2,910	268	409	0,14	B	5,290	3,206	C	0,61
3255195	195		SUMTER	60	1,73	CR 525 E	US 301	N MARION SPRINGS AVE	2	4	URBAN	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	4,126	0,29	B	730	187	204	0,28	B	1,330	372	B	0,28	14,000	4,795	0,34	B	2,910	194	237	0,08	B	5,290	3,106	C	0,59
3255200	180041, 180077	180041, 180077	FDOT	45	1,24	US 301/SR 35 (MARION SPRINGS AVE)	CR 514 (MARION SPRINGS AVENUE	MARION SPRINGS AVENUE	2	4	URBAN	UNDIVIDED	C3R	STATE	COLEMAN	D	17,920	14,200	0,79	C	888	488	407	0,66	C	1,618	982	C	0,61	4,000	29,840	17,666	0,99	C	1,460	605	619	0,42	C	2,660	2,095	C	0,78
3255210	180077	180077	FDOT	45	1,23	US 301/SR 35	MARION SPRINGS AVE	SR 44/FLORIDA TURNPIKE	2	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	14,000	10,120	1,23	F	730	649	605	0,84	D	1,330	1,284	D	0,81	14,000	11,152	1,36	F	2,910	724	659	0,25	B	5,290	3,054	C	0,78
3255220	180077, 180008	180077, 180008	FDOT	45	5,18	US 301/SR 35 (MAIN ST)	SR 44/FLORIDA TURNPIKE	CR 756 (CLAY CREEK RD)	2	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	21,700	10,308	0,89	D	1,070	800	690	0,75	D	1,960	1,466	D	0,75	21,700	21,318	0,98	D	1,070	883	762	0,20	D	1,960	1,953	F	1,00
3255230	180000	180000	FDOT	45	0,51	US 301/SR 35 (MAIN ST)	CR 950 (CLAY CREEK RD)	SR 44	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	38,430	18,720	0,49	C	1,901	910	775	0,49	C	3,455	1,665	C	0,49	38,430	19,073	0,51	C	1,901	956	915	0,20	C	3,455	2,057	C	0,60
3255240	180016	180016	FDOT	45	0,79	US 301/SR 35 (MAIN ST)	SR 44	CR 466A	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	37,950	22,800	0,60	C	1,888	1,108	944	0,59	C	3,413	2,652	C	0,59	37,950	23,983	0,63	C	1,888	1,165	982	0,62	C	3,413	3,045	D	0,89
3255250	180029	180029	FDOT	35	0,54	US 301/SR 35 (MAIN ST)	CR 466A	CR 466A (CLEVELAND AVE)	4	4	URBAN	DIVIDED	C4	STATE	WILDWOOD	D	37,905	27,505	0,73	D	1,888	1,337	1,159	0,71	D	3,413	2,478	D	0,73	5,208	37,905	35,961	0,95	D	1,888	1,747	1,499	0,26	D	3,413	3,027	E	1,28
3255270	180002	180002	FDOT	45	1,30	US 301/SR 35	CR 462 N	CR 462 (N)	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	36,600	24,566	0,67	C	1,810	1,018	1,196	0,66	C	3,290	2,213	C	0,67	5,208	36,600	33,964	0,71	C	1,810	1,670	1,256	0,69	C	3,290	2,888	D	0,88
3255280	180002, 180284	180002, 180284	FDOT	55	1,30	US 301/SR 35	CR 462 N	CR 462	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	36,600	26,825	0,73	D	1,810	1,143	1,142	0,63	C	3,290	2,290	C	0,70	5,208	39,600	29,562	0,92	C	1,810	1,353	1,274	0,71	C	3,290	3,050	D	0,94
3255290	180284	180284	FDOT	45	0,52	US 301/SR 35	CR 222	CR 472	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	38,430	26,305	0,72	C	1,810	1,278	1,089	0,71	C	3,290	2,367	C	0,72	4,000	39,600	31,842	0,78	C	1,810	1,343	1,145	0,74	C	3,290	3,153	D	0,96
3246110	116		SUMTER	35	0,51	CR 721	SR 471	CR 727	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	960	0,09	B	730	43	33	0,06	B	1,330	76	B	0,06	14,000	904	0,06	B	730	45	35	0,06	B	1,330	775	C	0,58
3256000	97	WILDWOOD	SUMTER	45	1,17	CR 139 (POWELL RD)	CR 44A	CR 466A	4	4	URBAN	DIVIDED	C3C	COUNTY	WILDWOOD	D	34,587	17,546	0,51	C	1,710	742	630	0,43	C	3,109	1,372	C	0,44	5,208	34,587	23,000	0,66	C	1,710	970	825	0,27	C	3,109	2,668	D	0,86
3256100	124		SUMTER	40	0,76	CR 747	CR 470 E	CR 700	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	760	0,05	B	730	34	41	0,03	B	1,330	76	B	0,06	14,000	1,008	0,07	B	730	41	43	0,03	B	1,330	448	C	0,34
3256110	125		SUMTER	40	1,03	CR 747	CR 48	CR 470	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	1,360	0,10	B	730	120	74	0,16	B	1,330	194	B	0,15	14,000	1,464	0,10	B	730	126	78	0,17	B	1,330	858	D	0,64
3256120	112	-	SUMTER	35	1,28	CR 525	CR 478	CR 48	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	360	0,04	B	430	30	26	0,07	B	780	56	B	0,07	8,200	378	0,05	B	430	32	27	0,07	B	780	482	C	0,62
3256000	164		SUMTER	35	0,76	BUENA VISTA BLVD	CR 472 (BISHLEY TRL)	BELVEDERE BLVD	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	20,079	0,60	C	1,665	843	852	0,61	C	3,024	1,695	C	0,61	33,570	21,153	0,63	C	1,665	886	895	0,64	C	3,024	2,551	C	0,84
3256100	111		SUMTER	45	0,73	CR 616 (HAYES RD)	CR 478	CR 48	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	4,820	0,34	C	730	188	216	0,20	B	1,330	402	B	0,30	14,000	5,089	0,40	C	730	216	250	0,24	C	1,330	947	D	0,71
3256190	40		SUMTER	55	1,31	CR 475 N	SR 44	CR 462	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	8,125	0,44	C	730	195	291	0,40	C	1,330	488	C	0,37	4,000	14,000	7,452	0,53	C	730	207	354	0,48	C	1,330	967	D	0,73
3256110	2030+31		SUMTER	55	1,34	CR 475 N	CR 462	CR 466	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNIN

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	AFSEC [MI]	SEGMENT LENGTH [MI]	ROAD NAME	FROM	TO	LANES [2020]	LANES [2050]	URBAN / RURAL	DIVIDED / UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2020 AADT	2020 DAILY V/C	2020 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2020 PEAK HOUR NB/EB VOLUME	2020 PEAK HOUR SB/WB VOLUME	2020 PEAK HOUR V/C	2020 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2020 PEAK HOUR TWO-WAY VOLUME	2020 PEAK HOUR TWO-WAY V/C	2020 PEAK HOUR TWO-WAY LOS	GROWTH RATE	DAILY SERVICE VOLUME [2030]	2030 AADT	2030 DAILY V/C	2030 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME [2030]	2030 PEAK HOUR NB/EB VOLUME	2030 PEAK HOUR SB/WB VOLUME	2030 PEAK HOUR V/C	2030 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME [2030]	2030 PEAK HOUR TWO-WAY VOLUME	2030 PEAK HOUR TWO-WAY V/C	2030 PEAK HOUR TWO-WAY LOS
3552120	180322	180322	FDOT	60	1,03	SR 44	CR 475	SR 50 (E)	4	4	RURAL	DIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	45,800	11,200	0,24	B	2,590	561	652	0,27	B	4,550	1,013	0,22	B	4,550	378	685	0,29	B	4,550	2,769	0,61	B	0,44
3552130	180102	180102	FDOT	45	1,00	SR 44	SR 35 (E)	CR 44A	4	4	URBAN	DIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	55,700	19,100	0,34	B	2,910	839	994	0,34	B	5,090	1,823	0,36	B	2,910	908	1,100	0,38	B	5,090	3,949	0,78	C	0,73
3553160	2035+26		SUMTER	35	0,27	CR 48	CR 470 (WISHON AVE)	CR 469	2	2	RURAL	UNDIVIDED	C2T	COUNTY	CENTER HILL	D	19,000	7,000	0,29	C	940	188	333	0,25	C	1,710	521	C	0,30	2,00%	18,000	7,907	0,44	C	940	213	377	0,40	C	1,710	1,153	C	0,67
3553170	71		SUMTER	35	0,51	CR 48 (FLORIDA ST)	US 301/SR 35 (DOBLE AVE)	CR 476 W	2	2	URBAN	UNDIVIDED	C2T	BUSHNELL	BUSHNELL	D	12,950	3,700	0,29	C	617	165	199	0,28	C	1,231	354	C	0,29	1,00%	12,950	3,975	0,31	C	617	173	199	0,28	C	1,231	682	C	0,55
3553190	37		SUMTER	55	3,76	CR 468	CR 738	CR 48 E	2	2	RURAL	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	4,760	0,34	C	730	119	142	0,19	B	1,330	261	B	0,20	14,00%	14,000	7,714	0,55	C	730	192	229	0,31	B	1,330	922	D	0,69
3553193	39		SUMTER	55	0,99	CR 468	SR 50	CR 726	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	4,076	0,21	B	730	116	120	0,16	B	1,330	254	B	0,19	5,00%	14,000	6,505	0,46	C	730	172	178	0,24	B	1,330	982	D	0,68
3553199	72		SUMTER	55	1,00	CR 48	CR 476 W	SR 50	2	2	RURAL	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	4,221	0,30	C	730	362	327	0,50	C	1,330	789	C	0,59	5,00%	14,000	11,755	0,84	D	730	460	412	0,63	C	1,330	1,252	D	0,94
3553170	75	187801	SUMTER	55	1,79	CR 48	CR 567	CR 747	2	2	RURAL	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	9,175	0,66	D	730	284	335	0,46	C	1,330	619	C	0,47	5,00%	14,000	11,951	0,85	D	730	371	438	0,60	D	1,330	1,101	D	0,83
3553180	73	187801	SUMTER	55	1,49	CR 48	CR 747	SR 471	2	2	URBAN	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	8,128	0,58	D	730	267	319	0,44	C	1,330	568	C	0,43	5,00%	14,000	11,006	0,79	D	730	334	432	0,59	D	1,330	1,004	D	0,80
3553190	76		SUMTER	55	1,49	CR 48	SR 471	CR 567	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	8,151	0,58	C	730	282	302	0,41	C	1,330	564	C	0,42	5,00%	14,000	10,508	0,76	D	730	351	404	0,55	C	1,330	1,061	D	0,81
3553200	77		SUMTER	55	1,40	CR 48	CR 567	CR 569 (NORTH AVE)	2	2	URBAN	UNDIVIDED	C2	COUNTY	CENTER HILL	D	14,000	9,075	0,65	D	730	278	295	0,40	C	1,330	565	C	0,42	5,00%	14,000	10,507	0,75	D	730	362	428	0,59	C	1,330	1,122	D	0,84
3553210	77		ADJACENT	55	1,40	CR 48	CR 569 (NORTH AVE)	CR 475 (BUSHNELL AVE)	2	2	RURAL	UNDIVIDED	C2T	COUNTY	CENTER HILL	D	18,000	9,975	0,55	C	940	278	295	0,31	C	1,710	565	C	0,33	5,00%	18,000	10,507	0,58	D	940	362	428	0,46	C	1,710	1,332	D	0,78
3554120	180016; 185009	180016; 185009	FDOT	40	1,20	SR 48 (CR 48 W)	CR 939	CR 311 (N WEST ST)	4	4	RURAL	DIVIDED	C3C	STATE	BUSHNELL	D	36,600	12,150	0,33	C	1,810	537	486	0,20	C	3,290	1,023	C	0,31	1,25%	39,600	13,585	0,37	C	1,810	600	543	0,23	C	3,290	2,410	C	0,73
3554130	174	185009	SUMTER	40	0,52	SR 48 (CR 48 W)	CR 311 (N WEST ST)	CR 475 (N BUSHNELL AVE)	4	4	RURAL	DIVIDED	C3C	STATE	BUSHNELL	D	36,600	13,448	0,37	C	1,810	528	600	0,25	C	3,290	1,128	C	0,34	1,25%	39,600	14,134	0,39	C	1,810	553	631	0,26	C	3,290	2,395	C	0,72
3554140	175	185207	FDOT	40	0,35	SR 48 (MAIN ST N)	US 301/SR 35	SR 48	4	4	URBAN	UNDIVIDED	C3T	STATE	BUSHNELL	D	34,720	12,569	0,21	C	1,282	440	406	0,28	C	2,347	908	C	0,39	5,00%	24,728	16,067	0,65	C	1,282	562	620	0,48	C	2,347	1,854	D	0,79
3555160	80		SUMTER	45	0,94	CR 48	CITRUS COUNTY BOUNDARY	CR 575	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	4,529	0,55	B	430	175	178	0,41	B	760	353	B	0,46	5,70%	8,200	5,990	0,73	C	430	231	235	0,55	B	760	661	C	0,87
3555170	74		SUMTER	45	1,76	CR 48	CR 625	CR 525	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	4,967	0,61	C	430	178	207	0,48	B	760	377	B	0,49	6,20%	8,200	6,729	0,82	D	430	220	260	0,61	C	760	665	C	0,88
3555180	81		SUMTER	45	1,77	CR 48	CR 615	CR 525	2	2	URBAN	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	6,151	0,44	C	730	201	299	0,41	C	1,330	599	C	0,38	3,20%	14,000	7,225	0,52	C	730	226	351	0,48	C	1,330	988	D	0,74
3555193	202+26		SUMTER	45	0,49	CR 48	CR 615	CR 313	4	4	URBAN	DIVIDED	C3C	COUNTY	BUSHNELL	D	32,940	7,392	0,22	C	1,629	349	346	0,21	C	2,961	665	C	0,23	1,20%	32,940	7,759	0,24	C	1,629	367	364	0,23	C	2,961	1,966	D	0,67
3556193	78		SUMTER	55	1,49	CR 48	CR 659	CR 556	2	2	RURAL	UNDIVIDED	C2	COUNTY	CENTER HILL	D	14,000	7,105	0,51	C	730	253	191	0,35	B	1,330	384	B	0,29	5,00%	14,000	10,441	0,75	D	730	268	268	0,41	C	1,330	1,029	D	0,77
3556170	79		SUMTER	55	0,93	CR 48	LAKE COUNTY BOUNDARY	CR 659	2	2	RURAL	UNDIVIDED	C2	COUNTY	CENTER HILL	D	14,000	5,200	0,38	C	730	183	190	0,26	B	1,330	373	B	0,28	2,70%	14,000	6,047	0,43	C	730	210	210	0,29	B	1,330	940	D	0,71
3557160	30		SUMTER	45	1,22	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	C3R	COUNTY	WILDWOOD	D	33,570	11,449	0,34	C	1,665	376	472	0,28	C	3,024	948	C	0,31	2,00%	33,570	13,566	0,41	C	1,665	447	561	0,34	C	3,024	2,112	C	0,70
3557170	202+30		SUMTER	55	1,74	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	C3R	COUNTY	WILDWOOD	D	33,570	10,157	0,30	C	1,665	378	540	0,32	C	3,024	928	C	0,31	5,20%	33,570	15,149	0,45	C	1,665	508	653	0,39	C	3,024	2,253	C	0,75
3557180	35		SUMTER	55	2,90	WARM SPRINGS AVE	SR 501	SANDHILL WOOD DR	4	4	RURAL	DIVIDED	C3R	COUNTY	WILDWOOD	D	35,349	25,529	0,72	D	1,748	498	521	0,30	C	3,175	1,017	C	0,32	1,00%	35,349	26,851	0,76	D	1,748	521	540	0,31	C	3,175	2,269	C	0,71
3557190	34		SUMTER	45	0,93	MORSE BLVD	SANDHILLWOOD DR	SR 44	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	35,349	25,563	0,72	C	1,748	686	596	0,26	C	3,175	1,192	C	0,38	1,00%	35,349	26,957	0,76	C	1,748	637	616	0,28	C	3,175	2,585	C	0,81
3557193	201		SUMTER	45	1,27	WARM SPRINGS AVE	WEST BOUNDARY	MORSE BLVD	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	37,300	16,223	0,43	C	1,858	414	506	0,27	C	3,568	929	C	0,26	1,00%	37,300	19,949	0,53	C	1,858	466	567	0,32	C	3,568	2,338	C	0,66
3557160	205		SUMTER	35	1,91	MEDINAH RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	37,300	7,909	0,21	C	1,858	322	395	0,21	C	3,568	715	C	0,20	1,00%	37,300	9,203	0,25	C	1,858	373	458	0,25	C	3,568	2,225	C	0,68
3557170	206		SUMTER	35	1,47	MEDINAH RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	37,300	8,904	0,24	C	1,858	357	436	0,24	C	3,568	760	C	0,21	1,00%	37,300	10,208	0,27	C	1,858	413	505	0,27	C	3,568	2,368	C	0,67
3557180	208		SUMTER	35	1,54	MEDINAH RD	MORSE BLVD	COUNTY LINE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	WILDWOOD	D	15,530	9,013	0,58	D	1,166	448	368	0,32	C	2,221	817	C	0,37	1,00%	15,530	11,446	0,74	D	1,166	523	429	0,37	C	2,221	1,867	C	0,84
3558190	180061	180061	FDOT	35	0,38	SR 471	CR 478 E (S)	CR 478E (N)	2	2	URBAN	UNDIVIDED	C3R	COUNTY	WEBSTER	D	21,700	7,320	0,34	C	1,070	243	276	0,26	C	1,958	519	C	0,27	1,00%	21,700	7,993	0,37	C	1,070	265	280	0,27	C	1,958	1,325	C	0,68
3558120	181001	181001	FDOT	35	1,28	SR 471	CR 478 (N)	CR 722	2	2	URBAN	UNDIVIDED	C3C	STATE	WEBSTER	D	21,700	6,750	0,31	C	1,070	346	295	0,22	C	1,958	641	C	0,33	1,00%	21,700	7,994	0,37	C	1,070	364	310	0,24	C	1,958	1,454	D	0,74
3558150	181001	181001	FDOT	35	1,41	SR 471	CR 722	CR 48 E	2	2	URBAN	UNDIVIDED	C3C	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	6,750	0,48	C	730	346	295	0,47	C	1,330	641	C	0,48	5,00%	14,000	8,994	0,64	D	730	364	310	0,50	C	1,330	1,094	D	0,82
3558160	181003	181003	FDOT	55	1,91	SR 471	CR 48 E	CR 476	2	2	URBAN	UNDIVIDED	C3C	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	7,710	0,55	C	730	386	337	0,54	C	1,330	733	C	0,55	5,70%	14,000	10,197	0,73	D	730	534	446	0,72	D	1,330	1,254	D	0,94
3558170	180020	180020	FDOT	55	0,27	SR 471	SR 50	CR 721	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	6,310	0,77	C	430	324	276	0,75	C	760	669	C	0,77	1,20%	8,200	7,404	0,90	C	430	366	324	0,85	C	760	815	D	1,04
3558180	180061	180061	FDOT	55	1,01	SR 471	CR 721	CR 478A	2	2	URBAN	UNDIVIDED	C3C	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	7,220	0,52	C	730	243	276	0,26	C	1,330	519	C	0,39	1,00%	14,000	7,993	0,57	C	730	258	280	0,40	C	1,330	985	D	0,74
3558190	180061	180061	FDOT	35	0,38	SR 471	CR 478A	CR 478E (S)	2	2	URBAN	UNDIVIDED	C3R	COUNTY	WEBSTER	D	21,700	7,320	0,34	C	1,070	243	276	0,26	C	1,710	519	C	0,30	1,00%	21,700	7,993	0,37	C	1,070	265	280	0,25	C	1,710	1,186	C	0,69
3558190	180204	180204	FDOT	60	0,40	SR 50	HERNANDO COUNTY BOUNDARY	CR 476A	2	4	RURAL	UNDIVIDED	C1	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	7,070	0,86	E	430	343	309	0,24	C	760	672	C	0,88	2,00%	45,800	7,999	0,17	B	2,360	411	350	0,17	B	4,350	2,801	B	0,64
3558210	180021	180021	FDOT	60	1,77	SR 50	CR 478A	SR 471	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	7,340	0,90	E	430	286	307	0,22	C	760	695	C	0,91	1,70%	8,200	8,035	0,98	E	430	325	353	1,21	D	760	753	C	0,97
3558150	180018	180018	FDOT	55	0,68	SR 50	SR 471	CR 469	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	7,662	0,93	E	430	403	343	0,24	C	760	748	C	0,98	1,70%	8,200	8,391	1,02	D	430	424	360	0,26	C	760	854	D	1,12
3558210	180017	180017	FDOT	55	0,95	SR 50	CR 469	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	10,648	1,30	D	430	378	429	1,20	C	760	987	D	1,30	1,20%	8,200	11,322	1,38	D	430	402	456	1,28	D	760	932	D	1,27
4000190	92		SUMTER	35	1,00	US 301/SR 35	CR 101	CR 102	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	1,458	0,10	B	730	85	99	0,14	B	1,330	184	B	0,12	1,00%	14,000	1,532	0,11	B	730	89	104	0,14	B	1,330	788	D	0,59
4000200	91		SUMTER	35	1,47	US 301/SR 35	MCCOOEDOE DR	CR 102	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	22,400	8,018	0,36	C	1,118	265	315	0,25	C	2,028	433	C	0,21	1,00%	22,400	8,817	0,39	C	1,118	294	350	0,28	C	2,028	1,434	C	0,71
4000690	107	-	SUMTER	40	1,78	CR 237	CR 222	CR 466	2	2	URBAN	UNDIVIDED	C3R	COUNTY	WILDWOOD	D	14,000	605	0,04	B	730	27	23	0,04	B	1,330	70	B	0,04	5,00%	14,000	772	0,06	B	730	34	29	0,05	B	1,330	784	C	0,57
4000690	109	186030	FDOT	45	0,39	MARION BEND TRAIL / CR 501	CR 475E	CR 500	2	2	RURAL	UNDIVIDED	C2T	COUNTY	WILDWOOD	D	16,128	6,967	0,43	C	799	104	210	0,26	C	1,454	514	C	0,35	5,00%	16,128	8,764	0,54	C	799	138	266	0,33	C	1,454	1,167	C	0,80
5000600	156		SUMTER	35	0,33	BUENA VISTA BLVD	EL CAMINO REAL	LAKE DEAN COUNTY BOUNDARY	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	15,113	0,45	C	1,665	695	427	0,23	C	3,024	1,368	C	0,45	2,00%	33,570	16,515	0,49	C	1,665	758	750	0,24	C	3,024	2,604	C	0,79
5000610	10		SUMTER	30	0,33	BUENOS AIRES BLVD	EL CAMINO REAL	US 27/SR 44/SR 500	4	4	URBAN	DIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,705	9,901	0,40	C	1,222	505	536	0,44	C	2,221	1,058	C	0,47	1,00%	24,705	10,406	0,42	C	1,222	528	560	0,46	C	2,221	1,740	C	0,78
5000390	128		SUMTER	35	0,54	BUENA VISTA BLVD	ENRIQUE DR	BUENOS AIRES BLVD	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	16,332	0,49	C	1,665	720	724	0,43	C	3,024	1,444	C	0,48	2,00%	33,570	17,165	0,51	C	1,665	757	761	0,46	C	3,024	2,422	C	0,80
5000390	127		SUMTER	35	0,54	EL CAMINO REAL	ENRIQUE DR	BUENOS AIRES BLVD	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	15,113	0,45	C	1,665	1,106	1,016	0,66	C	3,024	2,122	C	0,70	2,00%	33,570	19,059	0,57	C	1,665	1,162	1,069	0,70	C	3,024	2,827	C	0,93
5000620	138		SUMTER	35	1,82	MORSE BLVD N	RED GRANDE AVE	EL CAMINO REAL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	F	33,570	11,329	N/A	D	N/A	537	525	N/A	D	1,818	1,102	C	0,61	2,20%	N/A	16,078	N/A	D	N/A	818	745	N/A	C	1,818	1,605	D	0,88
5000430	137		SUMTER	35	1,01	MORSE BLVD N	RIO GRANDE AVE	EL CAMINO REAL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	F	33,570	16,848	N/A	E	N/A	869	901	N/A	D	1,818	1,370	D	0,97	2,20%	N/A	19,553	N/A	D	N/A	1,020	1,057	N/A	C	1,818	1,912	F	1,28
5000650	151		SUMTER	25	0,32	CR 209/CR 466	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	11,726	7,347	0,49	C	799	348	365	0,46	C	1,454	711	C	0,49	2,00%	11,726	8,721	0,60	C	799	394	446	0,56	C	1,454	1,163	C	0,80
5000790	125		SUMTER	30	0,39	EL CAMINO REAL/PINE PLACE	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	19,530	12,081	0,62	C	963	588	608	0,63	C	1,758	1,208	C	0,69	1,00%	19,530	12,687	0,65	C	963	629	659	0,68	C	1,758	1,560	D	0,89
5000690	120		SUMTER	35	0,59	EL CAMINO REAL	BUENOS AIRES BLVD	MORSE BLVD (N)	4	4	URBAN	DIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	32,940	11,878	0,36	C	1,629	582	595	0,27	C	2,961	1,127	C	0,39	1,00%	32,940	12,569	0,38	C	1,629	691	625	0,38	C	2,961	2,226	C	0,75
5000800	154		SUMTER	35	0,23	MORSE BLVD S	CR 44	WHITE WAY	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	32,940	17,061	0,52	C	1,629	574	650	0,40	C	2,961	1,253	C	0,43	1,00%	32,940	21,055	0,64	D	1,629	733	841	0,52	C	2,961	2,382	C	0,80
5000802	155		SUMTER	35	0,51	MORSE BLVD S	WHITE WAY	HILLSBOROUGH TRL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	16,884	0,50	C	1,665	663	712	0,43	C	3,024	1,405	C	0,46	2,00%	33,570	24,101	0,72	C	1,665	864	909	0,55	C	3,024	2,549	C	0,84
5000803	132		SUMTER	35	0,66	MORSE BLVD	HILLSBOROUGH TRL	PHILLIPS PL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	17,162	0,51	C	1,665	611	675	0,41	C	3,024	1,266	C	0,43	1,00%	33,570	18,037	0,54	C	1,665	642	709	0,43	C	3,024	2,307	C	0,76
5000804	133		SUMTER	35	0,33	MORSE BLVD	PHILLIPS PL	CR 468	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	17,451	0,52	C	1,665	784	744	0,45	C	3,024	1,502	C	0,50	1,00%	33,570	18,762	0,56	C	1,665	816	784	0,49	C	3,024	2,446	C	0,81
5000805	138		SUMTER	35	0,39	BUENA VISTA BLVD	CR 466A	STJOHNS PL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	23,508	0,70	C	1,665	1,004	980	0,60	C	3,024	2,014	C	0,67	2,00%	33,570	25,325	0,75	C	1,665	1,114	1,056	0,67	C	3,024	2,779	C	0,92
6000610	163		SUMTER	35	0,27	BUENA VISTA BLVD	CR 444	CR 466A	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	8,202	0,27	C	1,665	285	295	0,17	C	3,024	570	C	0,19	2,00%	33,570	10,056	0,30	C	1,665	404	404	0,24	C	3,024	2,069	C	0,68
6000615	152		SUMTER	35	0,43	BUENA VISTA BLVD	SR 44	CR 44A	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	33,570	14,449	0,43	C	1,665	572	587	0,35	C	3,024	1,159	C	0,38	2,00%	33,570	16,955	0,51	C	1,665	671	669	0,41	C	3,024	2,336	C	0,77
6000620		NO COUNT	SR	30	0,36	MARSHA AVE	SOUTH LAKE/PASCO COUNTY	SOUTH LAKE/PASCO COUNTY	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	960	-	-	-	-	-	-	-	-	1,758	-	-	-	-	960	-	-	-	-	-	-	-	-	1,758	-	-	F	-
6000630	6		SUMTER	30	0,38	BELVEDERE BLVD	CR 466E	CHURCHILL DOWNS	2	2	URBAN	UNDIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	19,530	10,466	0,54	C	963	475	540	0,56	C	1,755	1,015	C	0,58	1,00%	19,530	11,021	0,56	C	963	496	568	0,59	C	1,755	1,462	D	0,83
6000635	7		SUMTER	30	1,23	BELVEDERE BLVD	CHURCHILL DOWNS	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	7,543	0,37	C	999	389	419	0,42	C	1,818	668	C	0,44	1,00%	20,160	7,929	0,39	C	999	408	440	0,44	C	1,818	1,408	C	0,77
6000640	9		SUMTER	30	0,51	BONITA BLVD	CANAL ST	MORSE BLVD (N)	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,918	0,24	C	999	245	298	0,20	C	1,818	543	C	0,30	1,00%	20,160	5,167	0,26	C	999	257	313	0,21	C	1,818	1,256	C	0,69
6000650	8		SUMTER	30	0,52	BONITA BLVD	BUENA VISTA BLVD	CANAL ST	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,594	0,25	C	999	243	224	0,24	C	1,818	467	C	0,29	1,00%	20,160	4,939	0,24	C	999	262	241	0,28	C	1,818	1,321	C	0,73
6000655	87		SUMTER	25	0,69	CANAL ST	CR 466A	ODELL DR (S)	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	3,994	0,20	C	999	202	165	0,20	C	1,818	385	C	0,21	1,00%	20,160	4,027	0,20	C	999	204	212	0,23	C	1,818	1,233

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	AFSEC (MI)	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (EXIST)	LANES (FUTR)	URBAN/ RURAL	DIVIDED/ UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NBSB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE	DAILY SERVICE VOLUME (2028)	2028 AADT	2028 DAILY V/C	2028 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	2028 PEAK HOUR NBSB VOLUME	2028 PEAK HOUR SB/WB VOLUME	2028 PEAK HOUR V/C	2028 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME (2028)	2028 PEAK HOUR TWO-WAY VOLUME	2028 PEAK HOUR TWO-WAY V/C	2028 PEAK HOUR TWO-WAY LOS
35541001	93		SUMTER	45	0,48	CR 48 (FLORIDA ST)	CR 313	SR 50	4	4	URBAN	DIVIDED	C3C	COUNTY	BUSHNELL	D	34,587	16,946	0,22	C	1,710	882	810	0,20	C	3,106	1,812	C	0,33	1,20%	34,587	18,987	0,55	C	1,710	928	830	0,21	C	3,106	2,258	C	0,72
35541002	173	189310	SUMTER	40	0,32	SR 48 (CR 48 W)	SR 35	CR 609	4	4	RURAL	DIVIDED	C5C	STATE	BUSHNELL	D	38,430	19,317	0,20	C	1,901	819	721	0,20	C	3,455	1,340	C	0,39	2,00%	38,430	21,328	0,55	C	1,901	983	766	0,42	C	3,455	2,584	C	0,75
35541901	180089	189089	FDOT	55	6,29	SR 471	CR 478	US 301/SR 35	3	2	URBAN	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	4,900	0,23	C	730	339	204	0,23	B	1,330	443	C	0,33	1,20%	14,000	4,990	0,35	C	730	251	214	0,24	C	1,330	981	D	0,74
40213001	2020A79		SUMTER	35	0,24	CR 155	CR 466 E	NOLEN ROSE DR	4	4	URBAN	DIVIDED	C3C	COUNTY	WILDWOOD	D	34,587	3,905	0,23	C	1,710	154	169	0,21	C	3,106	342	C	0,11	2,20%	34,587	4,079	0,12	C	1,710	174	215	0,22	C	3,106	1,894	C	0,61
40990001	108		SUMTER	55	3,40	MARSH BEND TRAIL / CR 501	CR 550	CORBIN TRL	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	11,606	0,83	D	730	363	348	0,80	C	1,330	711	C	0,53	10,70%	14,000	19,837	1,42	F	730	605	580	0,83	D	1,330	1,335	F	1,00
40990002	108	ADJACENT	SUMTER	55	0,48	MARSH BEND TRAIL / CR 501	CORBIN TRL	WARM SPRINGS AVE	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	33,570	11,606	0,35	C	1,665	363	348	0,22	C	3,024	711	C	0,24	10,70%	33,570	19,837	0,59	C	1,665	605	580	0,36	C	3,024	2,270	C	0,75
40990003	131		SUMTER	25	1,20	MARSH BEND TRAIL	WARM SPRINGS AVE	DURHAM DR	2	2	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	21,189	7,023	0,33	C	1,049	261	280	0,29	C	1,909	561	C	0,29	9,20%	21,189	11,058	0,52	C	1,049	458	457	0,44	C	1,909	1,507	C	0,79
40990005	210		SUMTER	35	4,28	MARSH BEND TRAIL	US 301	WARM SPRINGS AVE	2	2	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	25,520	7,023	0,28	C	1,166	261	280	0,24	C	1,909	561	C	0,29	9,20%	25,520	8,142	0,32	C	1,166	337	356	0,31	C	1,909	1,507	C	0,79
40990010	205		SUMTER	35	1,11	CORBIN TRAIL	MARSH BEND TRAIL	MIZNEL DR	2	2	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	25,520	3,391	0,14	C	1,166	137	168	0,14	C	2,121	365	C	0,18	2,00%	25,520	3,931	0,17	C	1,166	156	195	0,17	C	2,121	1,525	C	0,72
40990020	204		SUMTER	35	0,33	CORBIN TRAIL	PENNEY WAY	MARSH BEND TRAIL	2	2	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	25,520	2,291	0,10	C	1,166	92	115	0,10	C	2,121	258	C	0,12	2,00%	25,520	2,844	0,11	C	1,166	107	151	0,11	C	2,121	1,273	C	0,60
59991101	155		SUMTER	35	0,49	BUENA VISTA BLVD	CR 469	SADDLEBROOK LN	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	19,211	0,27	C	1,665	853	825	0,21	C	3,024	1,675	C	0,55	1,20%	33,570	23,191	0,69	C	1,665	993	967	0,28	C	3,024	2,556	C	0,85
59991102	134		SUMTER	35	1,29	BUENA VISTA BLVD	SADDLEBROOK LN	EL CAMINO REAL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	21,186	0,23	C	1,665	885	866	0,23	C	3,024	1,751	C	0,58	1,20%	33,570	22,267	0,66	C	1,665	930	910	0,26	C	3,024	2,595	C	0,86
59999951	171		SUMTER	35	0,93	MORSE BLVD N	CR 466A	ODELL CIR S, END	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	23,249	0,29	C	1,665	1,279	1,122	0,76	C	3,024	2,392	C	0,79	1,20%	33,570	24,433	0,73	C	1,665	1,335	1,179	0,80	C	3,024	3,000	D	0,99
59999952	161		SUMTER	35	0,54	MORSE BLVD N	ODELL CIR S, END	BONITA BLVD	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	15,769	0,47	C	1,665	885	845	0,49	C	3,024	1,305	C	0,43	1,20%	33,570	17,186	0,51	C	1,665	729	701	0,42	C	3,024	2,385	C	0,79
59999953	170		SUMTER	35	1,12	MORSE BLVD N	BONITA BLVD	ODELL CIR N, END	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	10,213	0,29	C	1,665	578	562	0,35	C	3,024	1,129	C	0,37	1,20%	33,570	10,987	0,41	C	1,665	607	570	0,28	C	3,024	2,272	C	0,75
59999954	160		SUMTER	35	0,98	MORSE BLVD N	ODELL CIR N, END	STILLWATER TRL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	15,859	0,47	C	1,665	784	691	0,46	C	3,024	1,445	C	0,48	1,20%	33,570	16,615	0,49	C	1,665	803	716	0,48	C	3,024	2,466	C	0,82
59999955	159		SUMTER	35	0,98	MORSE BLVD N	STILLWATER TRL	CR 466	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	24,405	0,73	C	1,665	1,157	1,113	0,69	C	3,024	2,270	C	0,75	1,20%	33,570	25,700	0,77	C	1,665	1,219	1,178	0,73	C	3,024	2,891	D	0,96
59999351	169		SUMTER	35	0,42	BUENA VISTA BLVD	ST. CHARLES PL	ODELL CIR S, END	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	16,618	0,49	C	1,665	883	849	0,41	C	3,024	1,332	C	0,44	1,20%	33,570	17,982	0,53	C	1,665	726	699	0,44	C	3,024	2,401	C	0,79
59999352	168		SUMTER	35	0,69	BUENA VISTA BLVD	ODELL CIR S, END	BONITA BLVD	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	10,445	0,30	C	1,665	557	550	0,33	C	3,024	1,107	C	0,37	1,20%	33,570	14,131	0,42	C	1,665	598	578	0,36	C	3,024	2,250	C	0,74
59999353	167		SUMTER	35	0,94	BUENA VISTA BLVD	BONITA BLVD	ODELL CIR N, END	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	14,571	0,43	C	1,665	633	663	0,40	C	3,024	1,298	C	0,43	1,20%	33,570	15,244	0,46	C	1,665	667	697	0,42	C	3,024	2,332	C	0,77
59999354	167		SUMTER	35	0,61	BUENA VISTA BLVD	STILLWATER TRL	TEMBERLY FOREST DR	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	22,069	0,26	C	1,665	1,059	1,070	0,65	C	3,024	2,137	C	0,71	1,20%	33,570	23,165	0,69	C	1,665	1,113	1,133	0,68	C	3,024	2,778	C	0,92
59999355	166		SUMTER	35	0,58	BUENA VISTA BLVD	STILLWATER TRL	TEMBERLY FOREST DR	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	17,833	0,23	C	1,665	785	791	0,47	C	3,024	1,556	C	0,52	1,20%	33,570	18,743	0,56	C	1,665	835	821	0,20	C	3,024	2,460	C	0,82
59999356	165		SUMTER	35	0,83	BUENA VISTA BLVD	TEMBERLY FOREST DR	CAITLIN KEY TRL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	20,655	0,20	C	1,665	983	978	0,20	C	3,024	1,671	C	0,55	1,20%	33,570	21,709	0,65	C	1,665	1,044	1,026	0,63	C	3,024	2,709	C	0,90
59999201		NO COUNT	SUMTER	30	0,12	MARIPOSA WAY	500 FT SOUTH MARIPOSA WAY	MORSE BLVD N	2	2	URBAN	UNDIVIDED	C5C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	19,530	-	-	-	963	-	-	-	-	1,755	-	-	-	19,530	-	-	-	963	-	-	-	-	1,755	-	F	
40990001	189037	189037	FDOT	29	1,12	CHURCHILL DOWNS	MORVEDI FARMWAY	LYMINGTON LN	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	1,265	0,29	C	999	61	52	0,26	C	1,818	113	C	0,28	1,20%	20,160	1,330	0,01	C	999	64	55	0,28	C	1,818	1,063	C	0,58
59991001	144		SUMTER	30	0,39	ODELL CIR	SHOAWATER WAY	CANAL ST S	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	6,719	0,33	C	999	323	256	0,32	C	1,818	579	C	0,32	4,20%	20,160	8,373	0,42	C	999	405	316	0,40	C	1,818	1,482	C	0,82
59991051	142		SUMTER	25	0,52	ODELL CIR	ARVIN LN	MORSE BLVD N (S)	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	8,319	0,41	C	999	338	345	0,35	C	1,818	683	C	0,38	4,20%	20,160	10,344	0,51	C	999	416	425	0,43	C	1,818	1,415	C	0,78
35511302	180005	189005	WILDWOOD	55	1,20	SR 44	MORSE BLVD	LAKE COUNTY BOUNDARY	4	4	URBAN	DIVIDED	C5C	STATE	UNINCORPORATED SUMTER COUNTY	D	36,600	23,686	0,65	C	1,810	988	967	0,55	C	3,290	1,983	C	0,60	1,20%	36,600	28,124	0,77	C	1,810	1,183	1,148	0,65	C	3,290	2,968	D	0,91
40010001	93		SUMTER	35	2,61	CR 103	WILCOX ROSE DR	CR 102	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	4,300	0,31	B	730	283	210	0,29	B	1,330	413	B	0,31	2,20%	14,000	4,806	0,34	C	730	223	255	0,35	B	1,330	957	D	0,72

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	North/East Side of Roadway	South/West Side of Roadway
1	Anna Maria Ave	N of Hillsborough Trl	02/08/23	24-HR	3953	4453	3699	-	3976	3863	-3%	11:00 AM	374	193	181	0.10	0.52	12:00 PM	376	165	211	0.10	0.56	--	--
2	Bailey Trl	200' W of S Buena Vista Blvd (North End)	02/01/23	24-HR	12033	10981	10758	-	8045	7810	-3%	10:30 AM	746	406	340	0.10	0.54	12:00 PM	780	368	412	0.10	0.53	4,837	1,580
3	Bailey Trl	200 N of St Charles Pl	02/01/23	24-HR	11262	10453	10139	-	9416	6652	-29%	10:45 AM	598	289	309	0.09	0.52	12:00 PM	645	305	340	0.10	0.53	1,593	1,557
4	Bailey Trl	200' S of St Charles Pl	02/01/23	24-HR	3840	3543	3797	-	3848	3877	1%	11:00 AM	370	197	173	0.10	0.53	12:15 PM	372	173	199	0.10	0.53	--	--
5	Bailey Trl	200' W of Buena Vista Blvd (South End)	02/01/23	24-HR	5439	5423	5848	-	4706	4730	1%	11:00 AM	447	225	222	0.09	0.50	12:00 PM	467	243	224	0.10	0.52	--	--
6	Belvedere Blvd	200' S of E C 466	01/18/23	24-HR	8960	11502	9193	-	9830	10486	7%	10:45 AM	946	481	465	0.09	0.51	4:30 PM	1,075	521	554	0.10	0.52	--	--
7	Belvedere Blvd	200' W of S Buena Vista Blvd	01/31/23	24-HR	7948	7855	7909	-	7685	5404	-30%	10:45 AM	572	301	271	0.11	0.53	12:00 PM	493	266	227	0.09	0.54	1,217	2,728
8	Bonita Blvd	200' E of S Buena Vista Blvd	02/01/23	24-HR	4267	4349	4585	-	4689	4584	-2%	11:00 AM	459	229	230	0.10	0.50	12:15 PM	440	252	188	0.10	0.57	--	--
9	Bonita Blvd	200' W of Morse Blvd	02/01/23	24-HR	4562	3804	5757	-	5040	4919	-2%	11:00 AM	496	250	246	0.10	0.50	12:15 PM	484	261	223	0.10	0.54	--	--
10	Buenos Aires Blvd	200' N of El Camino Real	01/25/23	24-HR	10695	10612	11004	-	9956	10394	4%	10:30 AM	956	475	481	0.09	0.50	2:00 PM	964	450	514	0.09	0.53	--	--
11	Buttonwood Run	W of St Charles Pl	02/01/23	24-HR	4962	5432	4701	-	5707	5687	0%	10:30 AM	564	296	268	0.10	0.52	12:00 PM	570	270	300	0.10	0.53	--	--
12	C 44A	150' E of C 221	03/29/23	24-HR	1075	1298	1522	-	1599	1879	18%	7:15 AM	131	94	37	0.07	0.72	4:15 PM	208	60	148	0.11	0.71	--	--
13	C 44A	500' W of S Buena Vista Blvd	02/08/23	24-HR	-	-	-	-	7827	8460	8%	10:15 AM	713	305	408	0.08	0.57	4:45 PM	766	383	383	0.09	0.50	--	--
14	C 44A	500' E of S Buena Vista Blvd	02/08/23	24-HR	-	-	-	-	3155	3229	2%	8:15 AM	268	86	182	0.08	0.68	2:45 PM	293	125	168	0.09	0.57	--	--
15	C 44A	W of CR 139 (Powell Rd)	02/08/23	24-HR	3141	3032	3161	-	3462	4084	18%	7:45 AM	345	228	117	0.08	0.66	2:00 PM	375	201	174	0.09	0.54	--	--
16	W C 462	400' E of N C 475	01/18/23	24-HR	802	825	776	-	844	1087	29%	7:00 AM	112	78	34	0.10	0.70	4:30 PM	116	30	86	0.11	0.74	--	--
17	E C 462	200' E of CR 221	02/07/23	24-HR	2644	2888	3117	-	2842	3237	14%	7:30 AM	239	159	80	0.07	0.67	4:45 PM	353	111	242	0.11	0.69	--	--
18	E C 462	500' W of US 301	01/25/23	24-HR	3331	3385	3140	-	3348	3522	5%	7:00 AM	245	155	90	0.07	0.63	4:30 PM	390	118	272	0.11	0.70	--	--
19	E C 462	200' E of US 301	01/26/23	24-HR	10876	12120	11882	-	11646	11323	-3%	11:00 AM	820	362	458	0.07	0.56	4:30 PM	987	320	667	0.09	0.68	--	--
20	E C 462	500' N of C 466A	01/26/23	24-HR	10954	11810	13297	-	13377	13319	0%	7:45 AM	961	450	511	0.07	0.53	3:30 PM	1,148	685	463	0.09	0.60	--	--
21	W C 462	E of CR 229	01/18/23	24-HR	1638	1549	1577	-	1651	1890	14%	7:00 AM	152	101	51	0.08	0.66	4:45 PM	189	51	138	0.10	0.73	--	--
22	C 466	250' E of CR 229	01/18/23	24-HR	6854	7555	8182	-	8716	8929	2%	7:00 AM	698	424	274	0.08	0.61	4:30 PM	799	336	463	0.09	0.58	--	--
23	C 466	450' W of US 301	01/18/23	24-HR	8153	8726	8682	-	9970	9974	0%	7:15 AM	702	400	302	0.07	0.57	4:30 PM	849	379	470	0.09	0.55	--	--
24	E C 466	300' W of R/R	01/18/23	24-HR	24995	25324	26459	-	25468	26100	2%	7:00 AM	2,135	1,295	840	0.08	0.61	2:45 PM	2,163	906	1,257	0.08	0.58	--	--
25	E C 466	200' W of CR 101	01/18/23	24-HR	24981	25444	23530	-	24251	24063	-1%	7:00 AM	1,936	966	970	0.08	0.50	2:30 PM	2,133	1,089	1,044	0.09	0.51	--	--
26	E C 466	400' W of Buena Vista Blvd	01/18/23	24-HR	29899	31080	31176	-	27786	26880	-3%	11:00 AM	2,148	958	1,190	0.08	0.55	2:45 PM	2,432	1,303	1,129	0.09	0.54	--	--
27	E C 466	500' E of Buena Vista Blvd	01/18/23	24-HR	24377	24879	23316	-	23320	22438	-4%	11:00 AM	1,808	888	920	0.08	0.51	2:15 PM	2,065	998	1,067	0.09	0.52	--	--
28	E C 466	500' E of Morse Blvd	01/25/23	24-HR	25763	27144	25367	-	24669	24675	0%	11:00 AM	2,065	1,021	1,044	0.08	0.51	2:30 PM	2,165	1,106	1,059	0.09	0.51	--	--
29	C 466A	500' E of CR 139 (Powell Rd)	01/26/23	24-HR	19706	22776	24123	-	26935	26646	-1%	11:00 AM	2,276	1,167	1,109	0.09	0.51	12:15 PM	2,300	1,158	1,142	0.09	0.50	--	--
30	C 466A	500' W of S Buena Vista Blvd	02/08/23	24-HR	22940	25010	26843	-	28605	28944	1%	11:00 AM	2,637	1,299	1,338	0.09	0.51	1:30 PM	2,608	1,271	1,337	0.09	0.51	--	--
31	C 466A	300' W of Morse Blvd	02/08/23	24-HR	17959	18028	18455	-	19155	18628	-3%	11:00 AM	1,626	831	795	0.09	0.51	12:00 PM	1,604	810	794	0.09	0.50	--	--
32	C 466A	50' W of Lake County Line	02/08/23	24-HR	20240	19532	20108	-	21232	20992	-1%	11:00 AM	1,678	836	842	0.08	0.50	3:15 PM	1,700	852	848	0.08	0.50	--	--
33	C 466A	150' E of US 301	01/25/23	24-HR	10317	9137	10975	-	9784	11009	13%	11:00 AM	867	421	446	0.08	0.51	3:30 PM	943	443	500	0.09	0.53	--	--
34	Morse Blvd	1400' S of E SR 44	02/08/23	24-HR	9999	13344	12282	-	24892	25363	2%	11:00 AM	2,171	1,143	1,028	0.09	0.53	12:00 PM	2,154	1,164	990	0.08	0.54	--	--
35	Warm Springs Ave	500' E of Marsh Bend Trl	02/22/23	24-HR	8991	10996	11239	-	24291	25529	5%	11:00 AM	2,149	1,263	886	0.08	0.59	3:30 PM	2,352	1,214	1,138	0.09	0.52	--	--
36	Warm Springs Ave	400' E of N US 301	02/22/23	24-HR	6884	10393	9271	-	11776	11449	-3%	6:45 AM	935	582	353	0.08	0.62	3:30 PM	906	442	464	0.08	0.51	--	--
37	C 469	2640' S of CR 716	03/01/23	24-HR	3210	2766	3267	-	4863	4790	-2%	10:45 AM	357	178	179	0.07	0.50	4:15 PM	345	158	187	0.07	0.54	--	--
38	C 469	N of SR 50	03/01/23	24-HR	2674	3100	2996	-	4567	4376	-4%	7:15 AM	337	141	196	0.08	0.58	1:15 PM	322	138	184	0.07	0.57	--	--
39	E C 470	300' E of CR 529	02/22/23	24-HR	12938	11225	11414	-	17029	17918	5%	7:15 AM	1,321	856	465	0.07	0.65	3:45 PM	1,316	635	681	0.07	0.52	--	--
40	E C 470	300' W of CR 500	02/22/23	24-HR	10217	9939	11739	-	15678	16522	5%	7:30 AM	1,326	818	508	0.08	0.62	12:00 PM	1,194	697	497	0.07	0.58	--	--
41	E C 470	300' E of Marsh Bend Trl	02/23/23	24-HR	9837	10669	10939	-	15563	17426	12%	11:00 AM	1,296	713	583	0.07	0.55	3:00 PM	1,264	766	498	0.07	0.61	--	--
42	N C 470	500' W of CR 491	01/25/23	24-HR	8466	8107	8087	-	8454	8960	6%	7:00 AM	798	512	286	0.09	0.64	4:30 PM	748	246	502	0.08	0.67	--	--
43	N C 470	300' N CR 479	01/25/23	24-HR	7284	6801	6496	-	6930	7502	8%	7:15 AM	591	200	391	0.08	0.66	5:00 PM	602	377	225	0.08	0.63	--	--
44	N C 470	1320' S of CR 400	01/24/23	24-HR	3809	3729	3737	-	3990	4498	13%	7:00 AM	357	162	195	0.08	0.55	4:30 PM	416	206	210	0.09	0.50	--	--
45	N C 470	300' S of W SR 44	01/24/23	24-HR	3068	3305	3964	-	3592	4104	14%	6:45 AM	341	192	149	0.08	0.56	4:30 PM	382	158	224	0.09	0.59	--	--
46	C 472	325' W of R/R Tracks	01/25/23	24-HR	5054	5422	5646	-	6086	7179	18%	7:15 AM	593	417	176	0.08	0.70	2:45 PM	663	330	333	0.09	0.50	--	--
47	C 472	500' W of CR 115	01/25/23	24-HR	6149	6737	7103	-	7136	8194	15%	11:00 AM	647	379	268	0.08	0.59	2:15 PM	691	360	331	0.08	0.52	--	--
48	N C 475	700' S of W C 462	01/18/23	24-HR	4429	4845	5210	-	5588	6125	10%	7:30 AM	490	281	209	0.08	0.57	4:45 PM	575	223	352	0.09	0.61	--	--
49	N C 475	1320' S of Marion County Line	01/18/23	24-HR	5354	5787	6282	-	7106	7205	1%	7:00 AM	587	252	335	0.08	0.57	4:30 PM	676	365	311	0.09	0.54	--	--
50	S C 475	200' N of W CR 532	02/22/23	24-HR	4021	-	3873	-	5297	5081	-4%	7:30 AM	392	177	215	0.08	0.55	3:45 PM	434	261	173	0.09	0.60	--	--
51	S C 475	2500' S of W CR 532	02/22/23	24-HR	4587	-	4652	-	5681	5658	0%	7:30 AM	408	184	224	0.07	0.55	3:45 PM	491	294	197	0.09	0.60	--	--
52	S C 475	100' South of CR 542	02/22/23	24-HR	5396	3502	5130	-	5951	6429	8%	7:30 AM	465	196	269	0.07	0.58	3:30 PM	565	293	272	0.09	0.52	--	--
53	C 476A (Dr Martin Luth	W of S Justice St	02/15/23	24-HR	-	-	-	-	849	818	-4%	11:00 AM	64	21	43	0.08	0.67	4:45 PM	75	39	36	0.09	0.52	--	--
54	W C 476 (W Seminole	W of S Roland St	02/15/23	24-HR	4325	4545	5216	-	5832	6084	4%	7:00 AM	481	280	201	0.08	0.58	3:45 PM	527	235	292	0.09	0.55	--	--
55	E C 476 (E Noble Ave	E of Flanner Ave	02/15/23	24-HR	2448	2528	2877	-	3187	3200	0%	7:30 AM	247	83	164	0.08	0.66	4:15 PM	298	170	128	0.09	0.57	--	--
56	W C 476	W of CR 616	02/15/23	24-HR	4871	4955	4962	-	5802	5960	3%	7:15 AM	421	283	138	0.07	0.67	4:00 PM	549	227	322	0.09	0.59	--	--
57	C 476A (S Jasper St)	2000' S of E C 476	02/15/23	24-HR	-	-	611	-	390	425	9%	7:30 AM	30	13	17	0.07	0.57	5:45 PM	46	23	23	0.11	0.50	--	--
58	C 476B	1500' N of SW 95th Ave	02/15/23	24-HR	1934	1942	1817	-	2299	2519	10%	6:30 AM	221	69	152	0.09	0.69	3:45 PM	270	170	100	0.11	0.63	--	--
59	E C 476	500' E of C 476A (S Jasper St)	02/15/23	24-HR	-	-	-	-	2755	2733	-1%	7:45 AM	222	78	144	0.08	0.65	4:15 PM	266	144	122	0.10	0.54	--	--
60	W C 476	500' W of C 575	02/15/23	24-HR	3848	3753	4308	-	5028	5014	0%	6:30 AM	328	240	88	0.07	0.73	4:00 PM	489	164	325	0.10	0.66	--	--
61	W C 476	100' W of C 476B	02/15/23	24-HR	4360	4710	4598	-	5905	6042	2%	7:00 AM	413	315	98	0.07	0.76	4:00 PM	563	185	378	0.09	0.67	--	--
62	W C 476	100' E of C 476B	02/15/23	24-HR	4227	4353	4192	-	5405	5459	1%	11:00 AM	364	182	182	0.07	0.50	3:45 PM	509	218	291	0.09	0.57	--	--
63	W C 476	500' W of CR 603	02/15/23	24-HR	4657	4730	5421	-	5572	5778	4%	7:00 AM	485	310	175	0.08	0.64	3:30 PM	545	229	316	0.09	0.58	--	--
64	C 478A	500' W of SR 471	03/01/23	24-HR	731	755	680	-	801	800	0%	7:15 AM	68	43	25	0.09	0.63	5:00 PM	78	29	49	0.10	0.63	--	--
65	CR 647	100' N of W C 476	02/15/23	24-HR	-	-	-	-	658	699	6%	11:00 AM	52	30	22	0.07	0.58	4:45 PM	68	44	24	0.10	0.65	--	--
66	E C 478	1 Mi S of E C 48	03/01/23	24-HR	943	1021	1016	-	1224	1444	18%	6:45 AM	135	84	51	0.09	0.62	4:30 PM	136	41	95	0.09	0.70	--	--
67	E C 478	200' E of NE 9th St	03/02/23	24-HR	1584	1596	1539	-	2048	2386	17%	6:45 AM	177	74	103	0.07	0.58	2:30 PM	221	127	94	0.09	0.57	--	--
68	C 478A	200' W of CR 755	03/01/23	24-HR	-	-	-	-	375	492	31%	6:45 AM	63	29	34	0.13	0.54	4:00 PM	56	32	24	0.11	0.57	--	--
69	CR 614	500' S of W C 476	02/15/23	24-HR	1600	1779	1752	-	685	720	5%	7:00 AM	68	51	17	0.09	0.75	4:45 PM	83	38	45	0.12	0.54	--	--
70	W C 478	1 Mile E of US 301	03/02/23	24-HR	2109	2092	2146	-	2816	3077	9%	7:00 AM	255	122	133	0.08	0.52	4:15 PM	279	149	130	0.09	0.53	--	--
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/15/23	24-HR	3543	3545	3758	-	3626	3782	4%	7:30 AM	332	205	127	0.09	0.62	4:15 PM	363	169	194	0.10	0.53	--	--
72	E C 48	E of S Justice St	02/15/23	24-HR	6475	7150	7721	-	8713	9321	7%	7:30 AM	792	366	426	0.08	0.54	4:15 PM	853	423	430	0.09	0.50	--	--
73	E C 48	E of SE 26th Dr	03/01/23	24-HR	5490	5666	5962	-	7301	8128	11%	7:00 AM	575	299	276	0.07	0.52	4:15 PM	727	340	387	0.09	0.53	--	--
74	W C 48	W of CR 625	02/15/23	24-HR	4167	4222	4153	-	5671	4967	-12%	10:15 AM	349	164	185	0.07	0.53	3:45 PM	401	166	235	0.08	0.59	--	--
75	E C 48	500' W of CR 747	03/01/23	24-HR	6162	6667	7088	-	8341	9175	10%	7:30 AM	712	336	376	0.08	0.53	4:15 PM	815	405	410	0.09	0.50	--	--
76	E C 48	300' E of CR 747	03/01/23	24-HR	5172	5767	6024	-	7340	8151	11%	7:15 AM	571	260	311	0.07	0.54	4:15 PM	708	344	364	0.09	0.51	--	--
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	03/02/23	24-HR	5709	6051	6211	-	8608	9575	11%	6:30 AM	698	332	366	0.07	0.52	4:45 PM	811	434	377	0.08	0.54	--	--
78	E C 48	500' W of CR 702	03/02/23	24-HR	4221	4023	3775	-	5600	7106	27%	6:30 AM	562	348	214	0.08	0.62	4:15 PM	637	289	348	0.09	0.55	--	--
79	E C 48	50' NE of CR 558	03/02/23	24-HR	3105	4303	3422	-	4221	5280	25%	7:00 AM	420	294	126	0.08	0.70	4:15 PM	458	186	272	0.09	0.59	--	--
80	W C 48	100' W of C 575	02/15/23	24-HR	3864	3792	3458	-	4814	4529	-6%	10:45 AM	317	148	169	0.07	0.53	4:30 PM	379	154	225	0.08	0.59	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	North/East Side of Roadway	South/West Side of Roadway
81	W C 48	400' W of CR 616	02/15/23	24-HR	5344	5407	5778	-	6286	6157	-2%	10:00 AM	414	203	211	0,07	0,51	4:15 PM	524	195	329	0,09	0,63	--	--
82	W C 48	150' E of CR 313	02/15/23	24-HR	11082	10439	12396	-	18941	18046	-5%	11:00 AM	1,153	603	550	0,06	0,52	1:00 PM	1,360	707	653	0,08	0,52	--	--
83	C 575	1,5 Mi S of W C 48	02/15/23	24-HR	581	690	639	-	836	820	-2%	10:45 AM	62	28	34	0,08	0,55	1:00 PM	74	19	55	0,09	0,74	--	--
84	C 575	300' N of W C 476	02/15/23	24-HR	-	-	-	-	1053	1062	1%	7:00 AM	79	15	64	0,07	0,81	4:00 PM	110	70	40	0,10	0,64	--	--
85	Canal St	200' S of Odell Cir (North End)	02/01/23	24-HR	6839	5629	7158	-	6251	6898	10%	11:00 AM	640	323	317	0,09	0,50	12:00 PM	650	356	294	0,09	0,55	--	--
86	Canal St	200' N of Odell Cir (South End)	02/01/23	24-HR	4767	5199	5049	-	4881	4913	1%	11:00 AM	448	213	235	0,09	0,52	12:00 PM	493	233	260	0,10	0,53	--	--
87	Canal St	200' S of Odell Cir (South End)	02/01/23	24-HR	3684	3571	3582	-	4010	3991	0%	11:00 AM	411	215	196	0,10	0,52	12:00 PM	416	225	191	0,10	0,54	--	--
88	Charlotte Ct	N of Hillsborough Trl	02/08/23	24-HR	3056	3218	3710	-	3349	3545	6%	11:00 AM	312	156	156	0,09	0,50	12:30 PM	330	133	197	0,09	0,60	--	--
89	CR 100	150' S of E C 466	01/25/23	24-HR	1874	2080	2478	-	3362	3506	4%	7:00 AM	339	235	104	0,10	0,69	3:30 PM	316	124	192	0,09	0,61	--	--
90	CR 101	100' S of Woodridge Dr	01/18/23	24-HR	7448	7772	8107	-	7098	8181	15%	7:00 AM	733	195	538	0,09	0,73	2:45 PM	741	382	359	0,09	0,52	--	--
91	CR 101	600' N of Woodridge Dr	01/19/23	24-HR	3861	4198	4656	-	4597	5018	9%	7:00 AM	573	155	418	0,11	0,73	5:00 PM	463	303	160	0,09	0,65	--	--
92	CR 102	W of CR 103	01/19/23	24-HR	1076	1324	1440	-	1256	1458	16%	7:00 AM	225	180	45	0,15	0,80	4:45 PM	185	44	141	0,13	0,76	--	--
93	CR 103	200' N of Woodridge Dr	01/19/23	24-HR	3422	3720	3873	-	3938	4300	9%	6:45 AM	495	136	359	0,12	0,73	2:30 PM	438	268	170	0,10	0,61	--	--
94	CR 104	W of CR 103	01/19/23	24-HR	2437	2928	3387	-	3208	4021	25%	6:45 AM	604	424	180	0,15	0,70	4:30 PM	406	122	284	0,10	0,70	--	--
95	CR 117	100' South of C 472	01/25/23	24-HR	-	-	-	-	2964	3324	12%	7:00 AM	405	188	217	0,12	0,54	4:30 PM	353	166	187	0,11	0,53	--	--
96	CR 121	S of CR 128	01/25/23	24-HR	2772	3366	3583	-	4174	4516	8%	7:00 AM	434	125	309	0,10	0,71	4:45 PM	455	297	158	0,10	0,65	--	--
97	CR 139 (Powell Rd)	S of C 466A	01/25/23	24-HR	11485	13419	15097	-	17456	17598	1%	11:00 AM	1,455	798	657	0,08	0,55	4:15 PM	1,538	933	605	0,09	0,61	--	--
98	C 139 (Powell Rd)	N of SR 44	02/08/23	24-HR	9937	10667	12273	-	12446	12550	1%	11:00 AM	1,096	544	552	0,09	0,50	12:00 PM	1,095	524	571	0,09	0,52	--	--
99	CR 156	E of CR 181	02/08/23	24-HR	-	-	-	-	1396	2001	43%	7:30 AM	199	175	24	0,10	0,88	4:00 PM	185	98	87	0,09	0,53	--	--
100	CR 209	S of E C 466	01/18/23	24-HR	-	-	-	-	2491	2522	1%	7:00 AM	286	106	180	0,11	0,63	4:30 PM	273	178	95	0,11	0,65	--	--
101	CR 209	N of CR 222	01/24/23	24-HR	-	-	-	-	1363	1655	21%	7:00 AM	177	88	89	0,11	0,50	4:30 PM	198	120	78	0,12	0,61	--	--
102	CR 209	S of E C 462	01/24/23	24-HR	-	-	-	-	610	759	24%	6:45 AM	70	25	45	0,09	0,64	3:45 PM	100	68	32	0,13	0,68	--	--
103	CR 209	300' N of E C 466	01/18/23	24-HR	-	-	-	-	1272	1259	-1%	6:45 AM	160	56	104	0,13	0,65	5:00 PM	146	113	33	0,12	0,77	--	--
104	CR 213	S of C 44A	02/07/23	24-HR	-	-	-	-	505	630	25%	7:00 AM	44	12	32	0,07	0,73	3:30 PM	72	48	24	0,11	0,67	--	--
105	CR 229	300' N of E SR 44	03/29/23	24-HR	-	-	-	-	4654	4847	4%	7:15 AM	342	170	172	0,07	0,50	4:15 PM	436	231	205	0,09	0,53	--	--
106	CR 229	1000' N of E C 462	01/18/23	24-HR	-	-	-	-	3893	3619	-7%	7:00 AM	261	120	141	0,07	0,54	4:30 PM	362	199	163	0,10	0,55	--	--
107	CR 237	300' S of E C 466	01/18/23	24-HR	-	-	-	-	560	605	8%	10:00 AM	74	28	46	0,12	0,62	4:30 PM	49	28	21	0,08	0,57	--	--
108	Marsh Bend Trl	780' S of Warm Springs Ave	02/23/23	24-HR	5444	6291	7295	-	11703	11906	2%	11:00 AM	986	553	433	0,08	0,56	12:00 PM	1,050	540	510	0,09	0,51	--	--
109	Marsh Bend Trl	200' N of CR 500	02/23/23	24-HR	-	-	-	-	6079	6867	13%	11:00 AM	538	362	176	0,08	0,67	3:15 PM	599	441	158	0,09	0,74	--	--
110	CR 567	300' N of E C 48	03/02/23	24-HR	-	-	-	-	275	287	4%	6:30 AM	34	25	9	0,12	0,74	5:45 PM	29	9	20	0,10	0,69	--	--
111	CR 616	200' S of W C 48	02/15/23	24-HR	4253	4388	4517	-	5016	4820	-4%	7:45 AM	323	209	114	0,07	0,65	4:00 PM	399	196	203	0,08	0,51	--	--
112	CR 625	S of W C 48	02/15/23	24-HR	-	-	-	-	362	360	-1%	6:15 AM	27	13	14	0,08	0,52	4:00 PM	44	25	19	0,12	0,57	--	--
113	CR 673	400' E of I 75	03/01/23	24-HR	1940	2236	2197	-	3508	3696	5%	7:45 AM	275	90	185	0,07	0,67	4:15 PM	272	146	126	0,07	0,54	--	--
114	CR 673	1000' E of CR 674	03/02/23	24-HR	1604	2198	1687	-	2532	2598	3%	8:30 AM	196	94	102	0,08	0,52	4:30 PM	243	110	133	0,09	0,55	--	--
115	CR 674	200' N of CR 673	03/02/23	24-HR	-	-	-	-	285	270	-5%	7:00 AM	20	7	13	0,07	0,65	4:15 PM	37	19	18	0,14	0,51	--	--
116	CR 683D	200' S of CR 673	03/01/23	24-HR	-	-	-	-	1078	1101	2%	7:45 AM	67	56	11	0,06	0,84	5:30 PM	107	36	71	0,10	0,66	--	--
117	CR 707	300' E of CR 721	03/02/23	24-HR	-	-	-	-	329	418	27%	7:15 AM	39	15	24	0,09	0,62	4:30 PM	54	27	27	0,13	0,50	--	--
118	CR 721	300' E of SR 471	03/01/23	24-HR	710	912	748	-	696	860	24%	7:15 AM	74	27	47	0,09	0,64	4:45 PM	101	48	53	0,12	0,52	--	--
119	N CR 416	100' S of N C 470	01/25/23	24-HR	-	-	-	-	330	331	0%	9:45 AM	29	18	11	0,09	0,62	5:15 PM	34	15	19	0,10	0,56	--	--
120	CR 727	300' N of SR 50	03/02/23	24-HR	-	-	-	-	245	219	-11%	6:15 AM	21	9	12	0,10	0,57	4:00 PM	27	15	12	0,12	0,56	--	--
121	CR 728	E of C 469	03/02/23	24-HR	-	-	-	-	611	608	0%	6:00 AM	58	20	38	0,10	0,66	12:45 PM	54	14	40	0,09	0,74	--	--
122	CR 733	200' N of E C 478	03/02/23	24-HR	-	-	-	-	369	422	14%	7:45 AM	107	86	21	0,25	0,80	3:30 PM	81	71	10	0,19	0,88	--	--
123	CR 747	300' N of CR 730	03/01/23	24-HR	1210	1395	1587	-	1248	1393	12%	7:45 AM	191	102	89	0,14	0,53	5:15 PM	173	89	84	0,12	0,51	--	--
124	CR 747	300' S of CR 730	03/01/23	24-HR	634	894	638	-	718	792	10%	11:00 AM	65	30	35	0,08	0,54	4:15 PM	72	30	42	0,09	0,58	--	--
125	El Camino Real	200' W of N Morse Blvd	01/25/23	24-HR	13204	13320	13526	-	11224	12081	8%	10:00 AM	1,042	563	479	0,09	0,54	2:15 PM	1,063	566	497	0,09	0,53	--	--
126	El Camino Real	200' E of Buenos Aires Blvd	01/25/23	24-HR	12977	13472	12947	-	11556	11978	4%	10:00 AM	1,032	584	448	0,09	0,57	2:15 PM	1,079	529	550	0,09	0,51	--	--
127	El Camino Real	200' W of Buenos Aires Blvd	01/25/23	24-HR	18177	18945	18544	-	16992	18115	7%	10:00 AM	1,612	893	719	0,09	0,55	1:45 PM	1,627	794	833	0,09	0,51	--	--
128	El Camino Real	300' E of N Buena Vista Blvd	01/18/23	24-HR	17058	17285	16953	-	15151	16332	8%	10:45 AM	1,461	735	726	0,09	0,50	2:15 PM	1,487	674	813	0,09	0,55	--	--
129	Hillsborough Trl	E of S Buena Vista Blvd	02/08/23	24-HR	7404	7673	6889	-	12224	11496	-6%	10:15 AM	1,098	532	566	0,10	0,52	12:30 PM	1,113	546	567	0,10	0,51	--	--
130	Hillsborough Trl	W of Morse Blvd	02/08/23	24-HR	-	-	-	-	7338	5424	-26%	11:00 AM	563	314	249	0,10	0,56	12:00 PM	503	274	229	0,09	0,54	1,782	3,340
131	Marsh Bend Trl	100' W of Fenney Wy	02/22/23	24-HR	-	-	-	-	7639	7023	-8%	11:00 AM	620	343	277	0,09	0,55	12:00 PM	692	353	339	0,10	0,51	--	--
132	Morse Blvd	S of Pinellas Pl	02/08/23	24-HR	12054	13007	13318	-	16973	17162	1%	11:00 AM	1,587	806	781	0,09	0,51	2:15 PM	1,539	761	778	0,09	0,51	--	--
133	Morse Blvd	N of Pinellas Pl	02/08/23	24-HR	16677	16307	16420	-	17949	17851	-1%	11:00 AM	1,636	859	777	0,09	0,53	12:00 PM	1,646	835	811	0,09	0,51	--	--
134	N Buena Vista Blvd	S of El Camino Real/Glenview Rd	01/18/23	24-HR	20786	21462	20939	-	19234	21186	10%	11:00 AM	1,853	910	943	0,09	0,51	1:30 PM	1,828	900	928	0,09	0,51	--	--
135	N Buena Vista Blvd	400' N of E C 466	01/18/23	24-HR	19148	19270	20490	-	17841	19211	8%	10:45 AM	1,714	870	844	0,09	0,51	12:15 PM	1,626	802	824	0,08	0,51	--	--
136	N Buena Vista Blvd	300' N of El Camino Real	01/18/23	24-HR	15327	15599	15979	-	14555	15713	8%	10:45 AM	1,418	710	708	0,09	0,50	1:30 PM	1,383	691	692	0,09	0,50	--	--
137	N Morse Blvd	150' N of E C 466 Gate	01/25/23	24-HR	20625	19961	20394	-	16966	16869	-1%	10:30 AM	1,397	696	701	0,08	0,50	2:45 PM	1,584	900	684	0,09	0,57	3,305	N/A
138	N Morse Blvd	300' W of El Camino Real	01/25/23	24-HR	11369	11368	11474	-	10260	11329	10%	10:45 AM	1,069	555	514	0,09	0,52	12:45 PM	1,048	579	469	0,09	0,55	--	--
139	Odell Cir	200' E of S Buena Vista Blvd (North End)	02/01/23	24-HR	5129	4909	4783	-	4669	3374	-28%	11:00 AM	293	141	152	0,09	0,52	12:00 PM	360	175	185	0,11	0,51	1,618	N/A
140	Odell Cir	200' W of Morse Blvd (North End)	02/01/23	24-HR	5561	4993	4933	-	5173	3403	-34%	10:45 AM	312	164	148	0,09	0,53	12:00 PM	366	198	168	0,11	0,54	2,592	1,482
141	Odell Cir	200' E of Morse Blvd (North End)	02/01/23	24-HR	6483	5866	5642	-	6191	4886	-21%	11:00 AM	431	215	216	0,09	0,50	12:00 PM	478	227	251	0,10	0,53	2,245	N/A
142	Odell Cir	200' W of Morse Blvd (South End)	02/22/23	24-HR	7099	6664	7113	-	7857	8319	6%	10:30 AM	791	478	313	0,10	0,60	12:00 PM	856	489	367	0,10	0,57	--	--
143	Odell Cir	200' E of Canal St (South End)	02/01/23	24-HR	6687	6734	6059	-	7015	6771	-3%	11:00 AM	670	343	327	0,10	0,51	12:00 PM	713	360	353	0,11	0,50	--	--
144	Odell Cir	200' W of Canal St (South End)	02/01/23	24-HR	6369	5630	5635	-	6792	6719	-1%	11:00 AM	694	341	353	0,10	0,51	12:00 PM	716	344	372	0,11	0,52	--	--
145	Odell Cir	200' E of S Buena Vista Blvd (South End)	02/01/23	24-HR	6297	6186	6591	-	6500	6750	4%	11:00 AM	678	323	355	0,10	0,52	12:00 PM	742	340	402	0,11	0,54	--	--
146	Odell Cir	NE of Morse Blvd (South End)	02/01/23	24-HR	9556	9051	9785	-	11040	10309	-7%	10:45 AM	1,012	479	533	0,10	0,53	12:00 PM	1,031	535	496	0,10	0,52	--	--
147	Parr Dr	E of Belvedere Dr	01/18/23	24-HR	4242	4319	4447	-	3876	4239	9%	10:30 AM	434	214	220	0,10	0,51	2:30 PM	481	272	209	0,11	0,57	--	--
148	Pennecamp Dr	N of St Charles Pl	02/01/23	24-HR	4539	4230	3790	-	4706	4811	2%	10:15 AM	478	240	238	0,10	0,50	12:00 PM	462	224	238	0,10	0,52	--	--
149	Pinellas Pl	E of S Buena Vista Blvd	02/08/23	24-HR	8099	8272	8187	-	9148	9030	-1%	11:00 AM	896	422	474	0,10	0,53	12:00 PM	898	429	469	0,10	0,52	--	--
150	Pinellas Pl	600' W of Morse Blvd	02/08/23	24-HR	-	-	-	-	12534	12312	-2%	11:00 AM	1,247	618	629	0,10	0,50	12:00 PM	1,186	576	610	0,10	0,51	--	--
151	Rio Grande Ave	200' E of N Morse Blvd	01/25/23	24-HR	8501	8473	7932	-	7804	6559	-16%	11:00 AM	563	291	272	0,09	0,52	2:45 PM	652	404	248	0,10	0,62	915	947
152	S Buena Vista Blvd	S of C 466A	02/08/23	24-HR	12804	12447	12455	-	13948	14449	4%	11:00 AM	1,362	687	675	0,09	0,50	12:00 PM	1,413	706	707	0,10	0,50	--	--
153	S Buena Vista Blvd	N of E SR 44	02/22/23	24-HR	4332	4822	6048	-	6714	9202	37%	11:00 AM	788	401	387	0,09	0,51	4:00 PM	856	419	437	0,09	0,51	--	--
154	Morse Blvd	S of Kristine Wy	02/08/23	24-HR	8776	9949	13347	-	16624	17081	3%	11:00 AM	1,581	796	785	0,09	0,50	12:00 PM	1,536	765	771	0,09	0,50	--	--
155	Morse Blvd	S of Hillsborough Trl	02/08/23	24-HR	12839	13949	15291	-	19101	18884	-1%	11:00 AM	1,785	884	901	0,09	0,50	2:15 PM	1,681	845	836	0,09	0,50	--	--
156	S Buena Vista Blvd	200' S of E C 466	01/18/23	24-HR	17265	17836	17398	-	15658	17190	10%	11:00 AM	1,532	837	695	0,09	0,55	12:00 PM	1,622	879	743	0,09	0,54	--	--
157	S Buena Vista Blvd	200' S of Bailey Trl (North End)	02/01/23	24-HR	13389	14224	13320	-	13597	14571	7%	10:30 AM	1,311	663	648	0,09	0,51	12:00 PM	1,391	670	721	0,10	0,52	--	--
158	S Buena Vista Blvd	300' S of Turtle Mound Path	02/08/23	24-HR	20460	21147	22107	-	22158	23508	6%	11:00 AM	2,254	1,070	1,184	0,10	0,53	12:00 PM	2,206	1,063	1,143	0,09	0,52	--	--
159	Morse Blvd	200' S of Mariposa Wy	01/25/23	24-HR	26851	26685	27188	-	23474	24453	4%	11:00 AM	2,164	1,107	1,057	0,09	0,51	2:15 PM	2,208	1,150	1,058	0,09	0,52	--	--
160	Morse Blvd	200' S of Stillwater Trl	02/01/23	24-HR	16197	16467	15249	-	15312	15809	3%	11:00 AM	1,387	696	691	0,09	0,50	1:30 PM	1,434	731	703	0,09	0,51	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	North/East Side of Roadway	South/West Side of Roadway
161	Morse Blvd	200' S of Bonita Blvd	02/08/23	24-HR	14121	14473	14411	-	15263	15769	3%	11:00 AM	1,437	695	742	0,09	0,52	12:15 PM	1,422	706	716	0,09	0,50	--	--
162	S Buena Vista Blvd	200' S of Laurel Manor Dr	01/18/23	24-HR	-	-	-	-	18301	19009	4%	11:00 AM	1,722	891	831	0,09	0,52	12:15 PM	1,791	980	811	0,09	0,55	--	--
163	S Buena Vista Blvd	200' N of Belvedere Blvd	01/18/23	24-HR	19540	20031	18764	-	18280	19456	6%	11:00 AM	1,729	910	819	0,09	0,53	12:15 PM	1,826	1,000	826	0,09	0,55	--	--
164	S Buena Vista Blvd	200' S of Belvedere Blvd	01/18/23	24-HR	19748	20360	19229	-	18780	20079	7%	11:00 AM	1,768	889	879	0,09	0,50	12:15 PM	1,843	972	871	0,09	0,53	--	--
165	S Buena Vista Blvd	200' S of Rainey Trl	01/25/23	24-HR	22279	22645	22358	-	20459	20655	1%	10:45 AM	1,888	897	991	0,09	0,52	12:00 PM	1,983	924	1,059	0,10	0,53	--	--
166	S Buena Vista Blvd	200' N of Stillwater Trl	02/01/23	24-HR	18261	18964	17541	-	17165	17833	4%	10:45 AM	1,675	872	803	0,09	0,52	2:45 PM	1,708	878	830	0,10	0,51	--	--
167	S Buena Vista Blvd	300' S of Stillwater Trl	02/01/23	24-HR	22996	23446	21900	-	21217	22069	4%	11:00 AM	2,040	1,027	1,013	0,09	0,50	12:15 PM	2,074	1,008	1,066	0,09	0,51	--	--
168	S Buena Vista Blvd	1320' S of St Charles Pl	02/01/23	24-HR	12029	12758	12328	-	12583	13445	7%	10:45 AM	1,218	604	614	0,09	0,50	12:00 PM	1,294	629	665	0,10	0,51	--	--
169	S Buena Vista Blvd	300' S of Bailey Trl (South End)	02/01/23	24-HR	14228	15270	14542	-	15651	16618	6%	10:45 AM	1,492	716	776	0,09	0,52	12:00 PM	1,591	741	850	0,10	0,53	--	--
170	Morse Blvd	200' S of Odell Cir (North End)	02/01/23	24-HR	12588	12800	12315	-	12929	13213	2%	11:00 AM	1,178	599	579	0,09	0,51	12:15 PM	1,196	644	552	0,09	0,54	--	--
171	Morse Blvd	200' S of Odell Cir (South End)	02/01/23	24-HR	22417	22470	23061	-	23375	23249	-1%	10:45 AM	2,021	990	1,031	0,09	0,51	1:00 PM	2,134	1,135	999	0,09	0,53	--	--
172	Southern Trce	300' W of Buena Vista Blvd	01/18/23	24-HR	-	-	-	-	5995	6758	13%	10:45 AM	653	307	346	0,10	0,53	1:00 PM	680	395	285	0,10	0,58	--	--
173	W C 48	E of SW 20th Dr	02/15/23	24-HR	14509	16596	17375	-	17514	19317	10%	11:00 AM	1,275	593	682	0,07	0,53	12:00 PM	1,629	795	834	0,08	0,51	--	--
174	W C 48	E of N Wall St	02/15/23	24-HR	11714	13022	12900	-	13215	13448	2%	11:00 AM	965	448	517	0,07	0,54	12:15 PM	1,176	602	574	0,09	0,51	--	--
175	W C 48	N of W Dade Ave	02/15/23	24-HR	-	-	-	-	12551	12589	0%	7:45 AM	933	532	401	0,07	0,57	4:00 PM	1,092	487	605	0,09	0,55	--	--
176	St Charles Pl	W of Bailey Trl	02/01/23	24-HR	8792	8397	8185	-	8132	8470	4%	11:00 AM	838	451	387	0,10	0,54	12:00 PM	837	417	420	0,10	0,50	--	--
177	St Charles Pl	W of Buena Vista Blvd (North End)	02/01/23	24-HR	4464	4520	4491	-	4638	4382	-6%	11:00 AM	444	221	223	0,10	0,50	12:00 PM	464	253	211	0,11	0,55	--	--
178	St Charles Pl	NW of S Buena Vista Blvd (South End)	02/23/23	24-HR	10238	10843	10858	-	11586	13040	13%	10:30 AM	1,693	721	972	0,13	0,57	12:00 PM	1,248	587	661	0,10	0,53	--	--
179	Stillwater Trl	200' E of S Buena Vista Blvd	02/01/23	24-HR	11600	11678	11298	-	10322	10997	7%	10:45 AM	1,003	490	513	0,09	0,51	12:00 PM	1,004	497	507	0,09	0,50	--	--
180	Stillwater Trl	200' W of Morse Blvd	02/01/23	24-HR	11169	11306	11061	-	10488	10891	4%	10:45 AM	956	440	516	0,09	0,54	12:30 PM	1,030	484	546	0,09	0,53	781	N/A
181	Stillwater Trl	200' E of Morse Blvd	02/01/23	24-HR	5549	4961	4857	-	5533	6032	9%	11:00 AM	586	257	329	0,10	0,56	12:15 PM	574	282	292	0,10	0,51	--	--
182	Talley Ridge Dr	W of Buena Vista Blvd	01/18/23	24-HR	3778	4242	3585	-	3958	3817	-4%	10:45 AM	362	181	181	0,09	0,50	12:00 PM	396	210	186	0,10	0,53	--	--
183	Tamarind Grove Run	W of St Charles Pl	01/31/23	24-HR	3448	3412	3270	-	3339	3230	-3%	11:00 AM	324	140	184	0,10	0,57	3:00 PM	312	137	175	0,10	0,56	--	--
184	Woodridge Dr	E of CR 101	01/19/23	24-HR	5906	4394	5871	-	4177	3840	-8%	11:00 AM	407	201	206	0,11	0,51	12:00 PM	415	226	189	0,11	0,54	--	--
185	NE 136th AVE	200' E of US 441	03/29/23	24-HR	-	-	-	-	-	8586		11:00 AM	841	398	443	0,10	0,53	1:45 PM	811	372	439	0,09	0,54	--	--
186	CR 209	200' S of County Line	01/18/23	24-HR	-	-	-	-	-	1047		6:45 AM	123	49	74	0,12	0,60	5:00 PM	139	107	32	0,13	0,77	--	--
187	CR 247	200' N of W SR 44	01/25/23	24-HR	-	-	-	-	-	406		7:15 AM	38	17	21	0,09	0,55	4:45 PM	48	23	25	0,12	0,52	--	--
188	CR 251	200' S of W SR 44	01/25/23	24-HR	-	-	-	-	-	34		10:30 AM	5	2	3	0,15	0,60	1:15 PM	8	3	5	0,24	0,63	--	--
189	CR 317	200' N of C 48 W	02/15/23	24-HR	-	-	-	-	-	686		6:45 AM	66	10	56	0,10	0,85	3:30 PM	79	41	38	0,12	0,52	--	--
190	N C 475	200' E of I 75	01/18/23	24-HR	-	-	-	-	-	5846		7:15 AM	454	267	187	0,08	0,59	4:45 PM	526	222	304	0,09	0,58	--	--
191	CR 479	200' W of C 470	01/25/23	24-HR	-	-	-	-	-	1105		7:00 AM	83	53	30	0,08	0,64	5:15 PM	108	43	65	0,10	0,60	--	--
192	CR 489	200' W of N C 470	01/25/23	24-HR	-	-	-	-	-	896		7:00 AM	177	59	118	0,20	0,67	2:45 PM	103	59	44	0,11	0,57	--	--
193	CR 400	200' E of C 470 N	01/25/23	24-HR	-	-	-	-	-	648		9:00 AM	43	27	16	0,07	0,63	5:00 PM	60	18	42	0,09	0,70	--	--
194	CR 412	200' E of C 470 N	01/25/23	24-HR	-	-	-	-	-	812		9:00 AM	50	19	31	0,06	0,62	3:15 PM	82	51	31	0,10	0,62	--	--
195	CR 525 E	200' W of N US 301	02/22/23	24-HR	-	-	-	-	-	4128		9:00 AM	366	156	210	0,09	0,57	12:45 PM	372	200	172	0,09	0,54	--	--
196	CR 526	200' W of SR 471	02/22/23	24-HR	-	-	-	-	-	794		6:30 AM	59	38	21	0,07	0,64	3:45 PM	77	39	38	0,10	0,51	--	--
197	CR 569	200' N of East LN	03/01/23	24-HR	-	-	-	-	-	713		9:15 AM	53	18	35	0,07	0,66	2:45 PM	74	38	36	0,10	0,51	--	--
198	CR 609 A	200' S of W C 476	02/15/23	24-HR	-	-	-	-	-	486		6:45 AM	32	25	7	0,07	0,78	3:30 PM	56	26	30	0,12	0,54	--	--
199	CR 532	200' W of S US 301	02/22/23	24-HR	-	-	-	-	-	1369		7:30 AM	114	53	61	0,08	0,54	4:00 PM	144	56	88	0,11	0,61	--	--
200	CR 656	200' W of US 301	03/01/23	24-HR	-	-	-	-	-	2326		7:15 AM	170	134	36	0,07	0,79	5:00 PM	233	80	153	0,10	0,66	--	--
201	CR 674	200' S of SW 77th Rd	02/15/23	24-HR	-	-	-	-	-	266		7:00 AM	18	14	4	0,07	0,78	4:45 PM	33	18	15	0,12	0,55	--	--
202	Canal St	200' S of Stillwater Trl	02/01/23	24-HR	-	-	-	-	-	3655		10:30 AM	327	175	152	0,09	0,54	12:30 PM	357	197	160	0,10	0,55	N/A	2,034
203	Corbin Trl	200' E of Marsh Bend Trl	02/22/23	24-HR	-	-	-	-	-	3391		10:15 AM	329	153	176	0,10	0,53	12:00 PM	337	168	169	0,10	0,50	--	--
204	Corbin Trl	200' W of Marsh Bend Trl	02/22/23	24-HR	-	-	-	-	-	2281		10:30 AM	219	141	78	0,10	0,64	12:00 PM	211	119	92	0,09	0,56	--	--
205	Meggison Rd	200 N of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	7939		9:45 AM	735	384	351	0,09	0,52	1:30 PM	775	405	370	0,10	0,52	--	--
206	Meggison Rd	200 S of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	8804		11:00 AM	839	424	415	0,10	0,51	12:00 PM	786	406	380	0,09	0,52	--	--
207	Morse Blvd	200 S of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	10221		11:00 AM	879	446	433	0,09	0,51	12:00 PM	903	479	424	0,09	0,53	--	--
208	Meggison Rd	200 E of Bexley Trl	02/08/23	24-HR	-	-	-	-	-	9079		11:00 AM	779	360	419	0,09	0,54	12:15 PM	785	371	414	0,09	0,53	--	--
209	CR 714	200' S of E C 48	03/29/23	24-HR	-	-	-	-	-	188		8:15 AM	11	7	4	0,06	0,64	2:15 PM	28	13	15	0,15	0,54	--	--
210	Marsh Bend Trl	200' E of N US 301	02/08/23	24-HR	-	-	-	-	-	5149		11:00 AM	465	212	253	0,09	0,54	12:45 PM	537	293	244	0,10	0,55	--	--

Appendix D
2023 Sumter County Annual Traffic Counts & CMP Database

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	North/East Side of Roadway	South/West Side of Roadway
1	Anna Maria Ave	N of Hillsborough Trl	02/08/23	24-HR	3953	4453	3699	-	3976	3863	-3%	11:00 AM	374	193	181	0.10	0.52	12:00 PM	376	165	211	0.10	0.56	--	--
2	Bailey Trl	200' W of S Buena Vista Blvd (North End)	02/01/23	24-HR	12033	10981	10758	-	8045	7810	-3%	10:30 AM	746	406	340	0.10	0.54	12:00 PM	780	368	412	0.10	0.53	4,837	1,580
3	Bailey Trl	200 N of St Charles Pl	02/01/23	24-HR	11262	10453	10139	-	9416	6652	-29%	10:45 AM	598	289	309	0.09	0.52	12:00 PM	645	305	340	0.10	0.53	1,593	1,557
4	Bailey Trl	200' S of St Charles Pl	02/01/23	24-HR	3840	3543	3797	-	3848	3877	1%	11:00 AM	370	197	173	0.10	0.53	12:15 PM	372	173	199	0.10	0.53	--	--
5	Bailey Trl	200' W of Buena Vista Blvd (South End)	02/01/23	24-HR	5439	5423	5848	-	4706	4730	1%	11:00 AM	447	225	222	0.09	0.50	12:00 PM	467	243	224	0.10	0.52	--	--
6	Belvedere Blvd	200' S of E C 466	01/18/23	24-HR	8960	11502	9193	-	9830	10486	7%	10:45 AM	946	481	465	0.09	0.51	4:30 PM	1,075	521	554	0.10	0.52	--	--
7	Belvedere Blvd	200' W of S Buena Vista Blvd	01/31/23	24-HR	7948	7855	7909	-	7685	5404	-30%	10:45 AM	572	301	271	0.11	0.53	12:00 PM	493	266	227	0.09	0.54	1,217	2,728
8	Bonita Blvd	200' E of S Buena Vista Blvd	02/01/23	24-HR	4267	4349	4585	-	4689	4584	-2%	11:00 AM	459	229	230	0.10	0.50	12:15 PM	440	252	188	0.10	0.57	--	--
9	Bonita Blvd	200' W of Morse Blvd	02/01/23	24-HR	4562	3804	5757	-	5040	4919	-2%	11:00 AM	496	250	246	0.10	0.50	12:15 PM	484	261	223	0.10	0.54	--	--
10	Buenos Aires Blvd	200' N of El Camino Real	01/25/23	24-HR	10695	10612	11004	-	9956	10394	4%	10:30 AM	956	475	481	0.09	0.50	2:00 PM	964	450	514	0.09	0.53	--	--
11	Buttonwood Run	W of St Charles Pl	02/01/23	24-HR	4962	5432	4701	-	5707	5687	0%	10:30 AM	564	296	268	0.10	0.52	12:00 PM	570	270	300	0.10	0.53	--	--
12	C 44A	150' E of C 221	03/29/23	24-HR	1075	1298	1522	-	1599	1879	18%	7:15 AM	131	94	37	0.07	0.72	4:15 PM	208	60	148	0.11	0.71	--	--
13	C 44A	500' W of S Buena Vista Blvd	02/08/23	24-HR	-	-	-	-	7827	8460	8%	10:15 AM	713	305	408	0.08	0.57	4:45 PM	766	383	383	0.09	0.50	--	--
14	C 44A	500' E of S Buena Vista Blvd	02/08/23	24-HR	-	-	-	-	3155	3229	2%	8:15 AM	268	86	182	0.08	0.68	2:45 PM	293	125	168	0.09	0.57	--	--
15	C 44A	W of CR 139 (Powell Rd)	02/08/23	24-HR	3141	3032	3161	-	3462	4084	18%	7:45 AM	345	228	117	0.08	0.66	2:00 PM	375	201	174	0.09	0.54	--	--
16	W C 462	400' E of N C 475	01/18/23	24-HR	802	825	776	-	844	1087	29%	7:00 AM	112	78	34	0.10	0.70	4:30 PM	116	30	86	0.11	0.74	--	--
17	E C 462	200' E of CR 221	02/07/23	24-HR	2644	2888	3117	-	2842	3237	14%	7:30 AM	239	159	80	0.07	0.67	4:45 PM	353	111	242	0.11	0.69	--	--
18	E C 462	500' W of US 301	01/25/23	24-HR	3331	3385	3140	-	3348	3522	5%	7:00 AM	245	155	90	0.07	0.63	4:30 PM	390	118	272	0.11	0.70	--	--
19	E C 462	200' E of US 301	01/26/23	24-HR	10876	12120	11882	-	11646	11323	-3%	11:00 AM	820	362	458	0.07	0.56	4:30 PM	987	320	667	0.09	0.68	--	--
20	E C 462	500' N of C 466A	01/26/23	24-HR	10954	11810	13297	-	13377	13319	0%	7:45 AM	961	450	511	0.07	0.53	3:30 PM	1,148	685	463	0.09	0.60	--	--
21	W C 462	E of CR 229	01/18/23	24-HR	1638	1549	1577	-	1651	1890	14%	7:00 AM	152	101	51	0.08	0.66	4:45 PM	189	51	138	0.10	0.73	--	--
22	C 466	250' E of CR 229	01/18/23	24-HR	6854	7555	8182	-	8716	8929	2%	7:00 AM	698	424	274	0.08	0.61	4:30 PM	799	336	463	0.09	0.58	--	--
23	C 466	450' W of US 301	01/18/23	24-HR	8153	8726	8682	-	9970	9974	0%	7:15 AM	702	400	302	0.07	0.57	4:30 PM	849	379	470	0.09	0.55	--	--
24	E C 466	300' W of R/R	01/18/23	24-HR	24995	25324	26459	-	25468	26100	2%	7:00 AM	2,135	1,295	840	0.08	0.61	2:45 PM	2,163	906	1,257	0.08	0.58	--	--
25	E C 466	200' W of CR 101	01/18/23	24-HR	24981	25444	23530	-	24251	24063	-1%	7:00 AM	1,936	966	970	0.08	0.50	2:30 PM	2,133	1,089	1,044	0.09	0.51	--	--
26	E C 466	400' W of Buena Vista Blvd	01/18/23	24-HR	29899	31080	31176	-	27786	26880	-3%	11:00 AM	2,148	958	1,190	0.08	0.55	2:45 PM	2,432	1,303	1,129	0.09	0.54	--	--
27	E C 466	500' E of Buena Vista Blvd	01/18/23	24-HR	24377	24879	23316	-	23320	22438	-4%	11:00 AM	1,808	888	920	0.08	0.51	2:15 PM	2,065	998	1,067	0.09	0.52	--	--
28	E C 466	500' E of Morse Blvd	01/25/23	24-HR	25763	27144	25367	-	24669	24675	0%	11:00 AM	2,065	1,021	1,044	0.08	0.51	2:30 PM	2,165	1,106	1,059	0.09	0.51	--	--
29	C 466A	500' E of CR 139 (Powell Rd)	01/26/23	24-HR	19706	22776	24123	-	26935	26646	-1%	11:00 AM	2,276	1,167	1,109	0.09	0.51	12:15 PM	2,300	1,158	1,142	0.09	0.50	--	--
30	C 466A	500' W of S Buena Vista Blvd	02/08/23	24-HR	22940	25010	26843	-	28605	28944	1%	11:00 AM	2,637	1,299	1,338	0.09	0.51	1:30 PM	2,608	1,271	1,337	0.09	0.51	--	--
31	C 466A	300' W of Morse Blvd	02/08/23	24-HR	17959	18028	18455	-	19155	18628	-3%	11:00 AM	1,626	831	795	0.09	0.51	12:00 PM	1,604	810	794	0.09	0.50	--	--
32	C 466A	50' W of Lake County Line	02/08/23	24-HR	20240	19532	20108	-	21232	20992	-1%	11:00 AM	1,678	836	842	0.08	0.50	3:15 PM	1,700	852	848	0.08	0.50	--	--
33	C 466A	150' E of US 301	01/25/23	24-HR	10317	9137	10975	-	9784	11009	13%	11:00 AM	867	421	446	0.08	0.51	3:30 PM	943	443	500	0.09	0.53	--	--
34	Morse Blvd	1400' S of E SR 44	02/08/23	24-HR	9999	13344	12282	-	24892	25363	2%	11:00 AM	2,171	1,143	1,028	0.09	0.53	12:00 PM	2,154	1,164	990	0.08	0.54	--	--
35	Warm Springs Ave	500' E of Marsh Bend Trl	02/22/23	24-HR	8991	10996	11239	-	24291	25529	5%	11:00 AM	2,149	1,263	886	0.08	0.59	3:30 PM	2,352	1,214	1,138	0.09	0.52	--	--
36	Warm Springs Ave	400' E of N US 301	02/22/23	24-HR	6884	10393	9271	-	11776	11449	-3%	6:45 AM	935	582	353	0.08	0.62	3:30 PM	906	442	464	0.08	0.51	--	--
37	C 469	2640' S of CR 716	03/01/23	24-HR	3210	2766	3267	-	4863	4790	-2%	10:45 AM	357	178	179	0.07	0.50	4:15 PM	345	158	187	0.07	0.54	--	--
38	C 469	N of SR 50	03/01/23	24-HR	2674	3100	2996	-	4567	4376	-4%	7:15 AM	337	141	196	0.08	0.58	1:15 PM	322	138	184	0.07	0.57	--	--
39	E C 470	300' E of CR 529	02/22/23	24-HR	12938	11225	11414	-	17029	17918	5%	7:15 AM	1,321	856	465	0.07	0.65	3:45 PM	1,316	635	681	0.07	0.52	--	--
40	E C 470	300' W of CR 500	02/22/23	24-HR	10217	9939	11739	-	15678	16522	5%	7:30 AM	1,326	818	508	0.08	0.62	12:00 PM	1,194	697	497	0.07	0.58	--	--
41	E C 470	300' E of Marsh Bend Trl	02/23/23	24-HR	9837	10669	10939	-	15563	17426	12%	11:00 AM	1,296	713	583	0.07	0.55	3:00 PM	1,264	766	498	0.07	0.61	--	--
42	N C 470	500' W of CR 491	01/25/23	24-HR	8466	8107	8087	-	8454	8960	6%	7:00 AM	798	512	286	0.09	0.64	4:30 PM	748	246	502	0.08	0.67	--	--
43	N C 470	300' N CR 479	01/25/23	24-HR	7284	6801	6496	-	6930	7502	8%	7:15 AM	591	200	391	0.08	0.66	5:00 PM	602	377	225	0.08	0.63	--	--
44	N C 470	1320' S of CR 400	01/24/23	24-HR	3809	3729	3737	-	3990	4498	13%	7:00 AM	357	162	195	0.08	0.55	4:30 PM	416	206	210	0.09	0.50	--	--
45	N C 470	300' S of W SR 44	01/24/23	24-HR	3068	3305	3964	-	3592	4104	14%	6:45 AM	341	192	149	0.08	0.56	4:30 PM	382	158	224	0.09	0.59	--	--
46	C 472	325' W of R/R Tracks	01/25/23	24-HR	5054	5422	5646	-	6086	7179	18%	7:15 AM	593	417	176	0.08	0.70	2:45 PM	663	330	333	0.09	0.50	--	--
47	C 472	500' W of CR 115	01/25/23	24-HR	6149	6737	7103	-	7136	8194	15%	11:00 AM	647	379	268	0.08	0.59	2:15 PM	691	360	331	0.08	0.52	--	--
48	N C 475	700' S of W C 462	01/18/23	24-HR	4429	4845	5210	-	5588	6125	10%	7:30 AM	490	281	209	0.08	0.57	4:45 PM	575	223	352	0.09	0.61	--	--
49	N C 475	1320' S of Marion County Line	01/18/23	24-HR	5354	5787	6282	-	7106	7205	1%	7:00 AM	587	252	335	0.08	0.57	4:30 PM	676	365	311	0.09	0.54	--	--
50	S C 475	200' N of W CR 532	02/22/23	24-HR	4021	-	3873	-	5297	5081	-4%	7:30 AM	392	177	215	0.08	0.55	3:45 PM	434	261	173	0.09	0.60	--	--
51	S C 475	2500' S of W CR 532	02/22/23	24-HR	4587	-	4652	-	5681	5658	0%	7:30 AM	408	184	224	0.07	0.55	3:45 PM	491	294	197	0.09	0.60	--	--
52	S C 475	100' South of CR 542	02/22/23	24-HR	5396	3502	5130	-	5951	6429	8%	7:30 AM	465	196	269	0.07	0.58	3:30 PM	565	293	272	0.09	0.52	--	--
53	C 476A (Dr Martin Luth	W of S Justice St	02/15/23	24-HR	-	-	-	-	849	818	-4%	11:00 AM	64	21	43	0.08	0.67	4:45 PM	75	39	36	0.09	0.52	--	--
54	W C 476 (W Seminole	W of S Roland St	02/15/23	24-HR	4325	4545	5216	-	5832	6084	4%	7:00 AM	481	280	201	0.08	0.58	3:45 PM	527	235	292	0.09	0.55	--	--
55	E C 476 (E Noble Ave	E of Flanner Ave	02/15/23	24-HR	2448	2528	2877	-	3187	3200	0%	7:30 AM	247	83	164	0.08	0.66	4:15 PM	298	170	128	0.09	0.57	--	--
56	W C 476	W of CR 616	02/15/23	24-HR	4871	4955	4962	-	5802	5960	3%	7:15 AM	421	283	138	0.07	0.67	4:00 PM	549	227	322	0.09	0.59	--	--
57	C 476A (S Jasper St)	2000' S of E C 476	02/15/23	24-HR	-	-	611	-	390	425	9%	7:30 AM	30	13	17	0.07	0.57	5:45 PM	46	23	23	0.11	0.50	--	--
58	C 476B	1500' N of SW 95th Ave	02/15/23	24-HR	1934	1942	1817	-	2299	2519	10%	6:30 AM	221	69	152	0.09	0.69	3:45 PM	270	170	100	0.11	0.63	--	--
59	E C 476	500' E of C 476A (S Jasper St)	02/15/23	24-HR	-	-	-	-	2755	2733	-1%	7:45 AM	222	78	144	0.08	0.65	4:15 PM	266	144	122	0.10	0.54	--	--
60	W C 476	500' W of C 575	02/15/23	24-HR	3848	3753	4308	-	5028	5014	0%	6:30 AM	328	240	88	0.07	0.73	4:00 PM	489	164	325	0.10	0.66	--	--
61	W C 476	100' W of C 476B	02/15/23	24-HR	4360	4710	4598	-	5905	6042	2%	7:00 AM	413	315	98	0.07	0.76	4:00 PM	563	185	378	0.09	0.67	--	--
62	W C 476	100' E of C 476B	02/15/23	24-HR	4227	4353	4192	-	5405	5459	1%	11:00 AM	364	182	182	0.07	0.50	3:45 PM	509	218	291	0.09	0.57	--	--
63	W C 476	500' W of CR 603	02/15/23	24-HR	4657	4730	5421	-	5572	5778	4%	7:00 AM	485	310	175	0.08	0.64	3:30 PM	545	229	316	0.09	0.58	--	--
64	C 478A	500' W of SR 471	03/01/23	24-HR	731	755	680	-	801	800	0%	7:15 AM	68	43	25	0.09	0.63	5:00 PM	78	29	49	0.10	0.63	--	--
65	CR 647	100' N of W C 476	02/15/23	24-HR	-	-	-	-	658	699	6%	11:00 AM	52	30	22	0.07	0.58	4:45 PM	68	44	24	0.10	0.65	--	--
66	E C 478	1 Mi S of E C 48	03/01/23	24-HR	943	1021	1016	-	1224	1444	18%	6:45 AM	135	84	51	0.09	0.62	4:30 PM	136	41	95	0.09	0.70	--	--
67	E C 478	200' E of NE 9th St	03/02/23	24-HR	1584	1596	1539	-	2048	2386	17%	6:45 AM	177	74	103	0.07	0.58	2:30 PM	221	127	94	0.09	0.57	--	--
68	C 478A	200' W of CR 755	03/01/23	24-HR	-	-	-	-	375	492	31%	6:45 AM	63	29	34	0.13	0.54	4:00 PM	56	32	24	0.11	0.57	--	--
69	CR 614	500' S of W C 476	02/15/23	24-HR	1600	1779	1752	-	685	720	5%	7:00 AM	68	51	17	0.09	0.75	4:45 PM	83	38	45	0.12	0.54	--	--
70	W C 478	1 Mile E of US 301	03/02/23	24-HR	2109	2092	2146	-	2816	3077	9%	7:00 AM	255	122	133	0.08	0.52	4:15 PM	279	149	130	0.09	0.53	--	--
71	E C 48 (N Florida St)	S of E Joe P Strickland Jr Ave	02/15/23	24-HR	3543	3545	3758	-	3626	3782	4%	7:30 AM	332	205	127	0.09	0.62	4:15 PM	363	169	194	0.10	0.53	--	--
72	E C 48	E of S Justice St	02/15/23	24-HR	6475	7150	7721	-	8713	9321	7%	7:30 AM	792	366	426	0.08	0.54	4:15 PM	853	423	430	0.09	0.50	--	--
73	E C 48	E of SE 26th Dr	03/01/23	24-HR	5490	5666	5962	-	7301	8128	11%	7:00 AM	575	299	276	0.07	0.52	4:15 PM	727	340	387	0.09	0.53	--	--
74	W C 48	W of CR 625	02/15/23	24-HR	4167	4222	4153	-	5671	4967	-12%	10:15 AM	349	164	185	0.07	0.53	3:45 PM	401	166	235	0.08	0.59	--	--
75	E C 48	500' W of CR 747	03/01/23	24-HR	6162	6667	7088	-	8341	9175	10%	7:30 AM	712	336	376	0.08	0.53	4:15 PM	815	405	410	0.09	0.50	--	--
76	E C 48	300' E of CR 747	03/01/23	24-HR	5172	5767	6024	-	7340	8151	11%	7:15 AM	571	260	311	0.07	0.54	4:15 PM	708	344	364	0.09	0.51	--	--
77	E C 48	300' W of Old RR Tracks (W Jefferson St)	03/02/23	24-HR	5709	6051	6211	-	8608	9575	11%	6:30 AM	698	332	366	0.07	0.52	4:45 PM	811	434	377	0.08	0.54	--	--
78	E C 48	500' W of CR 702	03/02/23	24-HR	4221	4023	3775	-	5600	7106	27%	6:30 AM	562	348	214	0.08	0.62	4:15 PM	637	289	348	0.09	0.55	--	--
79	E C 48	50' NE of CR 558	03/02/23	24-HR	3105	4303	3422	-	4221	5280	25%	7:00 AM	420	294	126	0.08	0.70	4:15 PM	458	186	272	0.09	0.59	--	--
80	W C 48	100' W of C 575	02/15/23	24-HR	3864	3792	3458	-	4814	4529	-6%	10:45 AM	317	148	169	0.07	0.53	4:30 PM	379	154	225	0.08	0.59	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	North/East Side of Roadway	South/West Side of Roadway
81	W C 48	400' W of CR 616	02/15/23	24-HR	5344	5407	5778	-	6286	6157	-2%	10:00 AM	414	203	211	0,07	0,51	4:15 PM	524	195	329	0,09	0,63	--	--
82	W C 48	150' E of CR 313	02/15/23	24-HR	11082	10439	12396	-	18941	18046	-5%	11:00 AM	1,153	603	550	0,06	0,52	1:00 PM	1,360	707	653	0,08	0,52	--	--
83	C 575	1,5 Mi S of W C 48	02/15/23	24-HR	581	690	639	-	836	820	-2%	10:45 AM	62	28	34	0,08	0,55	1:00 PM	74	19	55	0,09	0,74	--	--
84	C 575	300' N of W C 476	02/15/23	24-HR	-	-	-	-	1053	1062	1%	7:00 AM	79	15	64	0,07	0,81	4:00 PM	110	70	40	0,10	0,64	--	--
85	Canal St	200' S of Odell Cir (North End)	02/01/23	24-HR	6839	5629	7158	-	6251	6898	10%	11:00 AM	640	323	317	0,09	0,50	12:00 PM	650	356	294	0,09	0,55	--	--
86	Canal St	200' N of Odell Cir (South End)	02/01/23	24-HR	4767	5199	5049	-	4881	4913	1%	11:00 AM	448	213	235	0,09	0,52	12:00 PM	493	233	260	0,10	0,53	--	--
87	Canal St	200' S of Odell Cir (South End)	02/01/23	24-HR	3684	3571	3582	-	4010	3991	0%	11:00 AM	411	215	196	0,10	0,52	12:00 PM	416	225	191	0,10	0,54	--	--
88	Charlotte Ct	N of Hillsborough Trl	02/08/23	24-HR	3056	3218	3710	-	3349	3545	6%	11:00 AM	312	156	156	0,09	0,50	12:30 PM	330	133	197	0,09	0,60	--	--
89	CR 100	150' S of E C 466	01/25/23	24-HR	1874	2080	2478	-	3362	3506	4%	7:00 AM	339	235	104	0,10	0,69	3:30 PM	316	124	192	0,09	0,61	--	--
90	CR 101	100' S of Woodridge Dr	01/18/23	24-HR	7448	7772	8107	-	7098	8181	15%	7:00 AM	733	195	538	0,09	0,73	2:45 PM	741	382	359	0,09	0,52	--	--
91	CR 101	600' N of Woodridge Dr	01/19/23	24-HR	3861	4198	4656	-	4597	5018	9%	7:00 AM	573	155	418	0,11	0,73	5:00 PM	463	303	160	0,09	0,65	--	--
92	CR 102	W of CR 103	01/19/23	24-HR	1076	1324	1440	-	1256	1458	16%	7:00 AM	225	180	45	0,15	0,80	4:45 PM	185	44	141	0,13	0,76	--	--
93	CR 103	200' N of Woodridge Dr	01/19/23	24-HR	3422	3720	3873	-	3938	4300	9%	6:45 AM	495	136	359	0,12	0,73	2:30 PM	438	268	170	0,10	0,61	--	--
94	CR 104	W of CR 103	01/19/23	24-HR	2437	2928	3387	-	3208	4021	25%	6:45 AM	604	424	180	0,15	0,70	4:30 PM	406	122	284	0,10	0,70	--	--
95	CR 117	100' South of C 472	01/25/23	24-HR	-	-	-	-	2964	3324	12%	7:00 AM	405	188	217	0,12	0,54	4:30 PM	353	166	187	0,11	0,53	--	--
96	CR 121	S of CR 128	01/25/23	24-HR	2772	3366	3583	-	4174	4516	8%	7:00 AM	434	125	309	0,10	0,71	4:45 PM	455	297	158	0,10	0,65	--	--
97	CR 139 (Powell Rd)	S of C 466A	01/25/23	24-HR	11485	13419	15097	-	17456	17598	1%	11:00 AM	1,455	798	657	0,08	0,55	4:15 PM	1,538	933	605	0,09	0,61	--	--
98	C 139 (Powell Rd)	N of SR 44	02/08/23	24-HR	9937	10667	12273	-	12446	12550	1%	11:00 AM	1,096	544	552	0,09	0,50	12:00 PM	1,095	524	571	0,09	0,52	--	--
99	CR 156	E of CR 181	02/08/23	24-HR	-	-	-	-	1396	2001	43%	7:30 AM	199	175	24	0,10	0,88	4:00 PM	185	98	87	0,09	0,53	--	--
100	CR 209	S of E C 466	01/18/23	24-HR	-	-	-	-	2491	2522	1%	7:00 AM	286	106	180	0,11	0,63	4:30 PM	273	178	95	0,11	0,65	--	--
101	CR 209	N of CR 222	01/24/23	24-HR	-	-	-	-	1363	1655	21%	7:00 AM	177	88	89	0,11	0,50	4:30 PM	198	120	78	0,12	0,61	--	--
102	CR 209	S of E C 462	01/24/23	24-HR	-	-	-	-	610	759	24%	6:45 AM	70	25	45	0,09	0,64	3:45 PM	100	68	32	0,13	0,68	--	--
103	CR 209	300' N of E C 466	01/18/23	24-HR	-	-	-	-	1272	1259	-1%	6:45 AM	160	56	104	0,13	0,65	5:00 PM	146	113	33	0,12	0,77	--	--
104	CR 213	S of C 44A	02/07/23	24-HR	-	-	-	-	505	630	25%	7:00 AM	44	12	32	0,07	0,73	3:30 PM	72	48	24	0,11	0,67	--	--
105	CR 229	300' N of E SR 44	03/29/23	24-HR	-	-	-	-	4654	4847	4%	7:15 AM	342	170	172	0,07	0,50	4:15 PM	436	231	205	0,09	0,53	--	--
106	CR 229	1000' N of E C 462	01/18/23	24-HR	-	-	-	-	3893	3619	-7%	7:00 AM	261	120	141	0,07	0,54	4:30 PM	362	199	163	0,10	0,55	--	--
107	CR 237	300' S of E C 466	01/18/23	24-HR	-	-	-	-	560	605	8%	10:00 AM	74	28	46	0,12	0,62	4:30 PM	49	28	21	0,08	0,57	--	--
108	Marsh Bend Trl	780' S of Warm Springs Ave	02/23/23	24-HR	5444	6291	7295	-	11703	11906	2%	11:00 AM	986	553	433	0,08	0,56	12:00 PM	1,050	540	510	0,09	0,51	--	--
109	Marsh Bend Trl	200' N of CR 500	02/23/23	24-HR	-	-	-	-	6079	6867	13%	11:00 AM	538	362	176	0,08	0,67	3:15 PM	599	441	158	0,09	0,74	--	--
110	CR 567	300' N of E C 48	03/02/23	24-HR	-	-	-	-	275	287	4%	6:30 AM	34	25	9	0,12	0,74	5:45 PM	29	9	20	0,10	0,69	--	--
111	CR 616	200' S of W C 48	02/15/23	24-HR	4253	4388	4517	-	5016	4820	-4%	7:45 AM	323	209	114	0,07	0,65	4:00 PM	399	196	203	0,08	0,51	--	--
112	CR 625	S of W C 48	02/15/23	24-HR	-	-	-	-	362	360	-1%	6:15 AM	27	13	14	0,08	0,52	4:00 PM	44	25	19	0,12	0,57	--	--
113	CR 673	400' E of I 75	03/01/23	24-HR	1940	2236	2197	-	3508	3696	5%	7:45 AM	275	90	185	0,07	0,67	4:15 PM	272	146	126	0,07	0,54	--	--
114	CR 673	1000' E of CR 674	03/02/23	24-HR	1604	2198	1687	-	2532	2598	3%	8:30 AM	196	94	102	0,08	0,52	4:30 PM	243	110	133	0,09	0,55	--	--
115	CR 674	200' N of CR 673	03/02/23	24-HR	-	-	-	-	285	270	-5%	7:00 AM	20	7	13	0,07	0,65	4:15 PM	37	19	18	0,14	0,51	--	--
116	CR 683D	200' S of CR 673	03/01/23	24-HR	-	-	-	-	1078	1101	2%	7:45 AM	67	56	11	0,06	0,84	5:30 PM	107	36	71	0,10	0,66	--	--
117	CR 707	300' E of CR 721	03/02/23	24-HR	-	-	-	-	329	418	27%	7:15 AM	39	15	24	0,09	0,62	4:30 PM	54	27	27	0,13	0,50	--	--
118	CR 721	300' E of SR 471	03/01/23	24-HR	710	912	748	-	696	860	24%	7:15 AM	74	27	47	0,09	0,64	4:45 PM	101	48	53	0,12	0,52	--	--
119	N CR 416	100' S of N C 470	01/25/23	24-HR	-	-	-	-	330	331	0%	9:45 AM	29	18	11	0,09	0,62	5:15 PM	34	15	19	0,10	0,56	--	--
120	CR 727	300' N of SR 50	03/02/23	24-HR	-	-	-	-	245	219	-11%	6:15 AM	21	9	12	0,10	0,57	4:00 PM	27	15	12	0,12	0,56	--	--
121	CR 728	E of C 469	03/02/23	24-HR	-	-	-	-	611	608	0%	6:00 AM	58	20	38	0,10	0,66	12:45 PM	54	14	40	0,09	0,74	--	--
122	CR 733	200' N of E C 478	03/02/23	24-HR	-	-	-	-	369	422	14%	7:45 AM	107	86	21	0,25	0,80	3:30 PM	81	71	10	0,19	0,88	--	--
123	CR 747	300' N of CR 730	03/01/23	24-HR	1210	1395	1587	-	1248	1393	12%	7:45 AM	191	102	89	0,14	0,53	5:15 PM	173	89	84	0,12	0,51	--	--
124	CR 747	300' S of CR 730	03/01/23	24-HR	634	894	638	-	718	792	10%	11:00 AM	65	30	35	0,08	0,54	4:15 PM	72	30	42	0,09	0,58	--	--
125	El Camino Real	200' W of N Morse Blvd	01/25/23	24-HR	13204	13320	13526	-	11224	12081	8%	10:00 AM	1,042	563	479	0,09	0,54	2:15 PM	1,063	566	497	0,09	0,53	--	--
126	El Camino Real	200' E of Buenos Aires Blvd	01/25/23	24-HR	12977	13472	12947	-	11556	11978	4%	10:00 AM	1,032	584	448	0,09	0,57	2:15 PM	1,079	529	550	0,09	0,51	--	--
127	El Camino Real	200' W of Buenos Aires Blvd	01/25/23	24-HR	18177	18945	18544	-	16992	18115	7%	10:00 AM	1,612	893	719	0,09	0,55	1:45 PM	1,627	794	833	0,09	0,51	--	--
128	El Camino Real	300' E of N Buena Vista Blvd	01/18/23	24-HR	17058	17285	16953	-	15151	16332	8%	10:45 AM	1,461	735	726	0,09	0,50	2:15 PM	1,487	674	813	0,09	0,55	--	--
129	Hillsborough Trl	E of S Buena Vista Blvd	02/08/23	24-HR	7404	7673	6889	-	12224	11496	-6%	10:15 AM	1,098	532	566	0,10	0,52	12:30 PM	1,113	546	567	0,10	0,51	--	--
130	Hillsborough Trl	W of Morse Blvd	02/08/23	24-HR	-	-	-	-	7338	5424	-26%	11:00 AM	563	314	249	0,10	0,56	12:00 PM	503	274	229	0,09	0,54	1,782	3,340
131	Marsh Bend Trl	100' W of Fenney Wy	02/22/23	24-HR	-	-	-	-	7639	7023	-8%	11:00 AM	620	343	277	0,09	0,55	12:00 PM	692	353	339	0,10	0,51	--	--
132	Morse Blvd	S of Pinellas Pl	02/08/23	24-HR	12054	13007	13318	-	16973	17162	1%	11:00 AM	1,587	806	781	0,09	0,51	2:15 PM	1,539	761	778	0,09	0,51	--	--
133	Morse Blvd	N of Pinellas Pl	02/08/23	24-HR	16677	16307	16420	-	17949	17851	-1%	11:00 AM	1,636	859	777	0,09	0,53	12:00 PM	1,646	835	811	0,09	0,51	--	--
134	N Buena Vista Blvd	S of El Camino Real/Glenview Rd	01/18/23	24-HR	20786	21462	20939	-	19234	21186	10%	11:00 AM	1,853	910	943	0,09	0,51	1:30 PM	1,828	900	928	0,09	0,51	--	--
135	N Buena Vista Blvd	400' N of E C 466	01/18/23	24-HR	19148	19270	20490	-	17841	19211	8%	10:45 AM	1,714	870	844	0,09	0,51	12:15 PM	1,626	802	824	0,08	0,51	--	--
136	N Buena Vista Blvd	300' N of El Camino Real	01/18/23	24-HR	15327	15599	15979	-	14555	15713	8%	10:45 AM	1,418	710	708	0,09	0,50	1:30 PM	1,383	691	692	0,09	0,50	--	--
137	N Morse Blvd	150' N of E C 466 Gate	01/25/23	24-HR	20625	19961	20394	-	16966	16869	-1%	10:30 AM	1,397	696	701	0,08	0,50	2:45 PM	1,584	900	684	0,09	0,57	3,305	N/A
138	N Morse Blvd	300' W of El Camino Real	01/25/23	24-HR	11369	11368	11474	-	10260	11329	10%	10:45 AM	1,069	555	514	0,09	0,52	12:45 PM	1,048	579	469	0,09	0,55	--	--
139	Odell Cir	200' E of S Buena Vista Blvd (North End)	02/01/23	24-HR	5129	4909	4783	-	4669	3374	-28%	11:00 AM	293	141	152	0,09	0,52	12:00 PM	360	175	185	0,11	0,51	1,618	N/A
140	Odell Cir	200' W of Morse Blvd (North End)	02/01/23	24-HR	5561	4993	4933	-	5173	3403	-34%	10:45 AM	312	164	148	0,09	0,53	12:00 PM	366	198	168	0,11	0,54	2,592	1,482
141	Odell Cir	200' E of Morse Blvd (North End)	02/01/23	24-HR	6483	5866	5642	-	6191	4886	-21%	11:00 AM	431	215	216	0,09	0,50	12:00 PM	478	227	251	0,10	0,53	2,245	N/A
142	Odell Cir	200' W of Morse Blvd (South End)	02/22/23	24-HR	7099	6664	7113	-	7857	8319	6%	10:30 AM	791	478	313	0,10	0,60	12:00 PM	856	489	367	0,10	0,57	--	--
143	Odell Cir	200' E of Canal St (South End)	02/01/23	24-HR	6687	6734	6059	-	7015	6771	-3%	11:00 AM	670	343	327	0,10	0,51	12:00 PM	713	360	353	0,11	0,50	--	--
144	Odell Cir	200' W of Canal St (South End)	02/01/23	24-HR	6369	5630	5635	-	6792	6719	-1%	11:00 AM	694	341	353	0,10	0,51	12:00 PM	716	344	372	0,11	0,52	--	--
145	Odell Cir	200' E of S Buena Vista Blvd (South End)	02/01/23	24-HR	6297	6186	6591	-	6500	6750	4%	11:00 AM	678	323	355	0,10	0,52	12:00 PM	742	340	402	0,11	0,54	--	--
146	Odell Cir	NE of Morse Blvd (South End)	02/01/23	24-HR	9556	9051	9785	-	11040	10309	-7%	10:45 AM	1,012	479	533	0,10	0,53	12:00 PM	1,031	535	496	0,10	0,52	--	--
147	Parr Dr	E of Belvedere Dr	01/18/23	24-HR	4242	4319	4447	-	3876	4239	9%	10:30 AM	434	214	220	0,10	0,51	2:30 PM	481	272	209	0,11	0,57	--	--
148	Pennecamp Dr	N of St Charles Pl	02/01/23	24-HR	4539	4230	3790	-	4706	4811	2%	10:15 AM	478	240	238	0,10	0,50	12:00 PM	462	224	238	0,10	0,52	--	--
149	Pinellas Pl	E of S Buena Vista Blvd	02/08/23	24-HR	8099	8272	8187	-	9148	9030	-1%	11:00 AM	896	422	474	0,10	0,53	12:00 PM	898	429	469	0,10	0,52	--	--
150	Pinellas Pl	600' W of Morse Blvd	02/08/23	24-HR	-	-	-	-	12534	12312	-2%	11:00 AM	1,247	618	629	0,10	0,50	12:00 PM	1,186	576	610	0,10	0,51	--	--
151	Rio Grande Ave	200' E of N Morse Blvd	01/25/23	24-HR	8501	8473	7932	-	7804	6559	-16%	11:00 AM	563	291	272	0,09	0,52	2:45 PM	652	404	248	0,10	0,62	915	947
152	S Buena Vista Blvd	S of C 466A	02/08/23	24-HR	12804	12447	12455	-	13948	14449	4%	11:00 AM	1,362	687	675	0,09	0,50	12:00 PM	1,413	706	707	0,10	0,50	--	--
153	S Buena Vista Blvd	N of E SR 44	02/22/23	24-HR	4332	4822	6048	-	6714	9202	37%	11:00 AM	788	401	387	0,09	0,51	4:00 PM	856	419	437	0,09	0,51	--	--
154	Morse Blvd	S of Kristine Wy	02/08/23	24-HR	8776	9949	13347	-	16624	17081	3%	11:00 AM	1,581	796	785	0,09	0,50	12:00 PM	1,536	765	771	0,09	0,50	--	--
155	Morse Blvd	S of Hillsborough Trl	02/08/23	24-HR	12839	13949	15291	-	19101	18884	-1%	11:00 AM	1,785	884	901	0,09	0,50	2:15 PM	1,681	845	836	0,09	0,50	--	--
156	S Buena Vista Blvd	200' S of E C 466	01/18/23	24-HR	17265	17836	17398	-	15658	17190	10%	11:00 AM	1,532	837	695	0,09	0,55	12:00 PM	1,622	879	743	0,09	0,54	--	--
157	S Buena Vista Blvd	200' S of Bailey Trl (North End)	02/01/23	24-HR	13389	14224	13320	-	13597	14571	7%	10:30 AM	1,311	663	648	0,09	0,51	12:00 PM	1,391	670	721	0,10	0,52	--	--
158	S Buena Vista Blvd	300' S of Turtle Mound Path	02/08/23	24-HR	20460	21147	22107	-	22158	23508	6%	11:00 AM	2,254	1,070	1,184	0,10	0,53	12:00 PM	2,206	1,063	1,143	0,09	0,52	--	--
159	Morse Blvd	200' S of Mariposa Wy	01/25/23	24-HR	26851	26685	27188	-	23474	24453	4%	11:00 AM	2,164	1,107	1,057	0,09	0,51	2:15 PM	2,208	1,150	1,058	0,09	0,52	--	--
160	Morse Blvd	200' S of Stillwater Trl	02/01/23	24-HR	16197	16467	15249	-	15312	15809	3%	11:00 AM	1,387	696	691	0,09	0,50	1:30 PM	1,434	731	703	0,09	0,51	--	--

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour						Golf Cart	
					2018	2019	2020	2021	2022	2023		Time	Total	NB/EB	SB/WB	K	D	Time	Total	NB/EB	SB/WB	K	D	North/East Side of Roadway	South/West Side of Roadway
161	Morse Blvd	200' S of Bonita Blvd	02/08/23	24-HR	14121	14473	14411	-	15263	15769	3%	11:00 AM	1,437	695	742	0,09	0,52	12:15 PM	1,422	706	716	0,09	0,50	--	--
162	S Buena Vista Blvd	200' S of Laurel Manor Dr	01/18/23	24-HR	-	-	-	-	18301	19009	4%	11:00 AM	1,722	891	831	0,09	0,52	12:15 PM	1,791	980	811	0,09	0,55	--	--
163	S Buena Vista Blvd	200' N of Belvedere Blvd	01/18/23	24-HR	19540	20031	18764	-	18280	19456	6%	11:00 AM	1,729	910	819	0,09	0,53	12:15 PM	1,826	1,000	826	0,09	0,55	--	--
164	S Buena Vista Blvd	200' S of Belvedere Blvd	01/18/23	24-HR	19748	20360	19229	-	18780	20079	7%	11:00 AM	1,768	889	879	0,09	0,50	12:15 PM	1,843	972	871	0,09	0,53	--	--
165	S Buena Vista Blvd	200' S of Rainey Trl	01/25/23	24-HR	22279	22645	22358	-	20459	20655	1%	10:45 AM	1,888	897	991	0,09	0,52	12:00 PM	1,983	924	1,059	0,10	0,53	--	--
166	S Buena Vista Blvd	200' N of Stillwater Trl	02/01/23	24-HR	18261	18964	17541	-	17165	17833	4%	10:45 AM	1,675	872	803	0,09	0,52	2:45 PM	1,708	878	830	0,10	0,51	--	--
167	S Buena Vista Blvd	300' S of Stillwater Trl	02/01/23	24-HR	22996	23446	21900	-	21217	22069	4%	11:00 AM	2,040	1,027	1,013	0,09	0,50	12:15 PM	2,074	1,008	1,066	0,09	0,51	--	--
168	S Buena Vista Blvd	1320' S of St Charles Pl	02/01/23	24-HR	12029	12758	12328	-	12583	13445	7%	10:45 AM	1,218	604	614	0,09	0,50	12:00 PM	1,294	629	665	0,10	0,51	--	--
169	S Buena Vista Blvd	300' S of Bailey Trl (South End)	02/01/23	24-HR	14228	15270	14542	-	15651	16618	6%	10:45 AM	1,492	716	776	0,09	0,52	12:00 PM	1,591	741	850	0,10	0,53	--	--
170	Morse Blvd	200' S of Odell Cir (North End)	02/01/23	24-HR	12588	12800	12315	-	12929	13213	2%	11:00 AM	1,178	599	579	0,09	0,51	12:15 PM	1,196	644	552	0,09	0,54	--	--
171	Morse Blvd	200' S of Odell Cir (South End)	02/01/23	24-HR	22417	22470	23061	-	23375	23249	-1%	10:45 AM	2,021	990	1,031	0,09	0,51	1:00 PM	2,134	1,135	999	0,09	0,53	--	--
172	Southern Trce	300' W of Buena Vista Blvd	01/18/23	24-HR	-	-	-	-	5995	6758	13%	10:45 AM	653	307	346	0,10	0,53	1:00 PM	680	395	285	0,10	0,58	--	--
173	W C 48	E of SW 20th Dr	02/15/23	24-HR	14509	16596	17375	-	17514	19317	10%	11:00 AM	1,275	593	682	0,07	0,53	12:00 PM	1,629	795	834	0,08	0,51	--	--
174	W C 48	E of N Wall St	02/15/23	24-HR	11714	13022	12900	-	13215	13448	2%	11:00 AM	965	448	517	0,07	0,54	12:15 PM	1,176	602	574	0,09	0,51	--	--
175	W C 48	N of W Dade Ave	02/15/23	24-HR	-	-	-	-	12551	12589	0%	7:45 AM	933	532	401	0,07	0,57	4:00 PM	1,092	487	605	0,09	0,55	--	--
176	St Charles Pl	W of Bailey Trl	02/01/23	24-HR	8792	8397	8185	-	8132	8470	4%	11:00 AM	838	451	387	0,10	0,54	12:00 PM	837	417	420	0,10	0,50	--	--
177	St Charles Pl	W of Buena Vista Blvd (North End)	02/01/23	24-HR	4464	4520	4491	-	4638	4382	-6%	11:00 AM	444	221	223	0,10	0,50	12:00 PM	464	253	211	0,11	0,55	--	--
178	St Charles Pl	NW of S Buena Vista Blvd (South End)	02/23/23	24-HR	10238	10843	10858	-	11586	13040	13%	10:30 AM	1,693	721	972	0,13	0,57	12:00 PM	1,248	587	661	0,10	0,53	--	--
179	Stillwater Trl	200' E of S Buena Vista Blvd	02/01/23	24-HR	11600	11678	11298	-	10322	10997	7%	10:45 AM	1,003	490	513	0,09	0,51	12:00 PM	1,004	497	507	0,09	0,50	--	--
180	Stillwater Trl	200' W of Morse Blvd	02/01/23	24-HR	11169	11306	11061	-	10488	10891	4%	10:45 AM	956	440	516	0,09	0,54	12:30 PM	1,030	484	546	0,09	0,53	781	N/A
181	Stillwater Trl	200' E of Morse Blvd	02/01/23	24-HR	5549	4961	4857	-	5533	6032	9%	11:00 AM	586	257	329	0,10	0,56	12:15 PM	574	282	292	0,10	0,51	--	--
182	Talley Ridge Dr	W of Buena Vista Blvd	01/18/23	24-HR	3778	4242	3585	-	3958	3817	-4%	10:45 AM	362	181	181	0,09	0,50	12:00 PM	396	210	186	0,10	0,53	--	--
183	Tamarind Grove Run	W of St Charles Pl	01/31/23	24-HR	3448	3412	3270	-	3339	3230	-3%	11:00 AM	324	140	184	0,10	0,57	3:00 PM	312	137	175	0,10	0,56	--	--
184	Woodridge Dr	E of CR 101	01/19/23	24-HR	5906	4394	5871	-	4177	3840	-8%	11:00 AM	407	201	206	0,11	0,51	12:00 PM	415	226	189	0,11	0,54	--	--
185	NE 136th AVE	200' E of US 441	03/29/23	24-HR	-	-	-	-	-	8586		11:00 AM	841	398	443	0,10	0,53	1:45 PM	811	372	439	0,09	0,54	--	--
186	CR 209	200' S of County Line	01/18/23	24-HR	-	-	-	-	-	1047		6:45 AM	123	49	74	0,12	0,60	5:00 PM	139	107	32	0,13	0,77	--	--
187	CR 247	200' N of W SR 44	01/25/23	24-HR	-	-	-	-	-	406		7:15 AM	38	17	21	0,09	0,55	4:45 PM	48	23	25	0,12	0,52	--	--
188	CR 251	200' S of W SR 44	01/25/23	24-HR	-	-	-	-	-	34		10:30 AM	5	2	3	0,15	0,60	1:15 PM	8	3	5	0,24	0,63	--	--
189	CR 317	200' N of C 48 W	02/15/23	24-HR	-	-	-	-	-	686		6:45 AM	66	10	56	0,10	0,85	3:30 PM	79	41	38	0,12	0,52	--	--
190	N C 475	200' E of I 75	01/18/23	24-HR	-	-	-	-	-	5846		7:15 AM	454	267	187	0,08	0,59	4:45 PM	526	222	304	0,09	0,58	--	--
191	CR 479	200' W of C 470	01/25/23	24-HR	-	-	-	-	-	1105		7:00 AM	83	53	30	0,08	0,64	5:15 PM	108	43	65	0,10	0,60	--	--
192	CR 489	200' W of N C 470	01/25/23	24-HR	-	-	-	-	-	896		7:00 AM	177	59	118	0,20	0,67	2:45 PM	103	59	44	0,11	0,57	--	--
193	CR 400	200' E of C 470 N	01/25/23	24-HR	-	-	-	-	-	648		9:00 AM	43	27	16	0,07	0,63	5:00 PM	60	18	42	0,09	0,70	--	--
194	CR 412	200' E of C 470 N	01/25/23	24-HR	-	-	-	-	-	812		9:00 AM	50	19	31	0,06	0,62	3:15 PM	82	51	31	0,10	0,62	--	--
195	CR 525 E	200' W of N US 301	02/22/23	24-HR	-	-	-	-	-	4128		9:00 AM	366	156	210	0,09	0,57	12:45 PM	372	200	172	0,09	0,54	--	--
196	CR 526	200' W of SR 471	02/22/23	24-HR	-	-	-	-	-	794		6:30 AM	59	38	21	0,07	0,64	3:45 PM	77	39	38	0,10	0,51	--	--
197	CR 569	200' N of East LN	03/01/23	24-HR	-	-	-	-	-	713		9:15 AM	53	18	35	0,07	0,66	2:45 PM	74	38	36	0,10	0,51	--	--
198	CR 609 A	200' S of W C 476	02/15/23	24-HR	-	-	-	-	-	486		6:45 AM	32	25	7	0,07	0,78	3:30 PM	56	26	30	0,12	0,54	--	--
199	CR 532	200' W of S US 301	02/22/23	24-HR	-	-	-	-	-	1369		7:30 AM	114	53	61	0,08	0,54	4:00 PM	144	56	88	0,11	0,61	--	--
200	CR 656	200' W of US 301	03/01/23	24-HR	-	-	-	-	-	2326		7:15 AM	170	134	36	0,07	0,79	5:00 PM	233	80	153	0,10	0,66	--	--
201	CR 674	200' S of SW 77th Rd	02/15/23	24-HR	-	-	-	-	-	266		7:00 AM	18	14	4	0,07	0,78	4:45 PM	33	18	15	0,12	0,55	--	--
202	Canal St	200' S of Stillwater Trl	02/01/23	24-HR	-	-	-	-	-	3655		10:30 AM	327	175	152	0,09	0,54	12:30 PM	357	197	160	0,10	0,55	N/A	2,034
203	Corbin Trl	200' E of Marsh Bend Trl	02/22/23	24-HR	-	-	-	-	-	3391		10:15 AM	329	153	176	0,10	0,53	12:00 PM	337	168	169	0,10	0,50	--	--
204	Corbin Trl	200' W of Marsh Bend Trl	02/22/23	24-HR	-	-	-	-	-	2281		10:30 AM	219	141	78	0,10	0,64	12:00 PM	211	119	92	0,09	0,56	--	--
205	Meggison Rd	200 N of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	7939		9:45 AM	735	384	351	0,09	0,52	1:30 PM	775	405	370	0,10	0,52	--	--
206	Meggison Rd	200 S of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	8804		11:00 AM	839	424	415	0,10	0,51	12:00 PM	786	406	380	0,09	0,52	--	--
207	Morse Blvd	200 S of Warm Springs Ave	02/08/23	24-HR	-	-	-	-	-	10221		11:00 AM	879	446	433	0,09	0,51	12:00 PM	903	479	424	0,09	0,53	--	--
208	Meggison Rd	200 E of Bexley Trl	02/08/23	24-HR	-	-	-	-	-	9079		11:00 AM	779	360	419	0,09	0,54	12:15 PM	785	371	414	0,09	0,53	--	--
209	CR 714	200' S of E C 48	03/29/23	24-HR	-	-	-	-	-	188		8:15 AM	11	7	4	0,06	0,64	2:15 PM	28	13	15	0,15	0,54	--	--
210	Marsh Bend Trl	200' E of N US 301	02/08/23	24-HR	-	-	-	-	-	5149		11:00 AM	465	212	253	0,09	0,54	12:45 PM	537	293	244	0,10	0,55	--	--

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	AFSEC (MI)	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2020)	LANES (2026)	URBAN / RURAL	DIVIDED / UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE	DAILY SERVICE VOLUME (2028)	2028 AADT	2028 DAILY V/C	2028 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2028)	2028 PEAK HOUR NB/EB VOLUME	2028 PEAK HOUR SB/WB VOLUME	2028 PEAK HOUR V/C	2028 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME (2028)	2028 PEAK HOUR TWO-WAY VOLUME	2028 PEAK HOUR TWO-WAY V/C	2028 PEAK HOUR TWO-WAY LOS
4000	177		SUMTER	20	1,61	ST, CHARLES	BUENA VISTA BLVD	AMBERJACK TERR	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,260	0,22	C	999	288	197	0,27	C	1.818	465	0,26	1,00%	21.180	4.936	0,23	C	999	282	207	0,27	C	1.818	1.261	C	0,70
4010	176		SUMTER	20	0,43	ST, CHARLES	AMBERJACK TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	8.470	0,42	C	999	422	405	0,42	C	1.818	827	C	0,45	21.180	8.902	0,44	C	999	444	429	0,44	C	1.818	1.443	C	0,79
4020	178		SUMTER	20	0,43	ST, CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	13.040	0,65	C	999	551	554	0,55	C	1.818	1.105	C	0,61	21.180	14.004	0,74	D	999	634	634	0,63	C	1.818	1.630	D	0,90
4030	165		SUMTER	20	0,57	DIAMOND DRIVE RUN	DIAMOND CREEK PATH	ST, CHARLES PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	3.250	0,20	C	799	182	182	0,23	C	1.454	344	C	0,24	16.128	3.595	0,21	C	799	191	170	0,24	C	1.454	880	C	0,61
4040	11		SUMTER	20	0,71	BUTTONWOOD RUN	HARDING PATH	ST, CHARLES PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	5.687	0,35	C	799	348	368	0,44	C	1.454	514	C	0,35	16.128	6.279	0,39	C	799	372	395	0,47	C	1.454	1.071	C	0,74
4050	148		SUMTER	20	0,57	PENNECAMP DR	MEADOWLARK AVE	ST, CHARLES PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	4.011	0,25	C	799	188	215	0,27	C	1.454	411	C	0,28	16.128	5.714	0,35	C	799	258	253	0,33	C	1.454	1.054	C	0,73
4060	191		SUMTER	20	0,57	LOCKHART LOOP	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	4.052	0,25	C	799	205	206	0,26	C	1.454	568	C	0,39	16.128	5.128	0,32	C	799	337	344	0,43	C	1.454	1.138	C	0,78
4070	2035+29		SUMTER	20	1,28	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	2.997	0,19	C	799	144	184	0,23	C	1.454	328	C	0,23	16.128	3.564	0,22	C	799	151	165	0,24	C	1.454	953	C	0,66
4830	129		SUMTER	30	1,18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	11.496	0,57	C	999	480	499	0,61	C	1.818	889	C	0,44	21.180	12.082	0,60	C	999	420	450	0,63	C	1.818	1.419	C	0,78
4835	130		SUMTER	55	1,24	HILLSBOROUGH TRL	ANNA MARIA AVE	HORSE BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	6.860	0,34	C	999	319	268	0,32	C	1.818	585	C	0,32	21.180	7.573	0,36	C	999	352	284	0,35	C	1.818	1.351	C	0,74
4850	1		SUMTER	20	0,60	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	3.903	0,24	C	799	183	173	0,24	C	1.454	368	C	0,25	16.128	4.313	0,27	C	799	218	193	0,27	C	1.454	1.015	C	0,70
4870	88		SUMTER	35	0,65	CHARLOTTE CRT	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	3.545	0,22	C	799	159	182	0,23	C	1.454	341	C	0,23	16.128	3.726	0,23	C	799	167	191	0,24	C	1.454	968	C	0,66
4880	149		SUMTER	35	0,93	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	9.000	0,45	C	999	423	421	0,43	C	1.818	844	C	0,46	21.180	10.217	0,51	C	999	476	476	0,48	C	1.818	1.478	C	0,81
4885	150		SUMTER	35	1,02	PINELLAS PL	ANNA MARIA AVE	HORSE BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	12.312	0,61	C	999	480	576	0,66	C	1.818	1.008	C	0,55	21.180	12.940	0,64	D	999	504	605	0,68	C	1.818	2.189	C	0,72
4890	162		SUMTER	35	1,68	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	3.917	0,24	C	799	188	190	0,24	C	1.454	378	C	0,26	16.128	4.012	0,25	C	799	195	200	0,25	C	1.454	984	C	0,68
4910	162	ADJACENT	SUMTER	35	0,42	GAI FOREST DR	SOUTHERN TRACE	TALLEY RIDGE RD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	3.917	0,24	C	799	188	190	0,24	C	1.454	378	C	0,26	16.128	4.012	0,25	C	799	195	200	0,25	C	1.454	984	C	0,68
4915	172		SUMTER	35	0,83	SOUTHERN TRACE	CR 466	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	6.750	0,42	C	799	289	227	0,41	C	1.454	528	C	0,36	16.128	7.100	0,44	D	799	314	256	0,44	C	1.454	1.640	C	0,98
4920	147		SUMTER	35	0,74	PARR DR	BELVEDERE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.530	4.226	0,22	C	963	284	246	0,31	C	1.755	542	C	0,31	16.530	4.455	0,23	C	963	308	259	0,22	C	1.755	1.272	D	0,72
4930	2035+30		SUMTER	35	0,53	TANNENBERGH RUN	CUTTONWOOD RUN	PENNECAMP DR	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.128	1.434	0,09	C	799	69	69	0,09	C	1.454	128	C	0,09	16.128	2.100	0,13	C	799	84	99	0,12	C	1.454	883	C	0,61
5000	2		SUMTER	25	0,53	BUENA VISTA BLVD	BUENA VISTA BLVD N	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	7.750	0,38	C	999	528	533	0,54	C	1.818	1.059	C	0,58	21.180	8.145	0,40	C	999	563	560	0,56	C	1.818	1.562	C	0,86
5010	5		SUMTER	30	0,53	BAILEY TRL	SUNSET RIDGE DR	ST, CHARLES PL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	9.007	0,45	C	999	481	491	0,49	C	1.818	962	C	0,53	21.180	9.466	0,47	C	999	506	506	0,51	C	1.818	1.505	C	0,83
5020	4		SUMTER	30	0,53	BAILEY TRL	ST, CHARLES PL	BASSINGER CRT	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	3.877	0,19	C	999	204	179	0,20	C	1.818	383	C	0,21	21.180	4.075	0,20	C	999	214	188	0,21	C	1.818	1.213	C	0,67
5030	5		SUMTER	20	0,39	BAILEY TRL	BASSINGER CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20.160	4.730	0,23	C	999	237	266	0,26	C	1.818	543	C	0,30	21.180	4.971	0,25	C	999	261	280	0,28	C	1.818	1.256	C	0,71
5080	102	-	SUMTER	30	1,28	CR 466E	CR 462E	CR 466	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14.000	759	0,05	B	730	174	195	0,27	C	1.098	252	0,23	14,00%	14.000	928	0,06	B	730	52	49	0,07	B	1.330	782	B	0,59
4000	104	-	SUMTER	30	1,28	CR 213 (WALKER RD)	SR 44	CR 44A	2	2	URBAN	UNDIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	19.530	630	0,03	C	963	43	27	0,04	C	1.755	70	C	0,04	19,53%	19.530	998	0,05	C	963	63	41	0,07	C	1.755	1.028	C	0,59
12580	164		SUMTER	35	0,79	WOODRIDGE DR	CR 101	CR 101	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	16.530	3.340	0,20	C	963	161	207	0,21	C	1.755	568	C	0,32	16,53%	19.530	4.036	0,24	C	963	316	261	0,27	C	1.755	1.279	D	0,73
325310	190122	190122	FDOT	60	3,70	US 301/SR 35	CR 478	CR 470	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8.200	5.150	0,63	C	430	264	226	0,61	C	780	489	C	0,63	1,00%	8.200	5.413	0,66	C	430	277	256	0,64	C	780	767	C	0,98
3201990	99	-	SUMTER	25	1,90	CR 158	US 301/SR 35	SR 44	2	2	URBAN	UNDIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	15.624	2.000	0,13	C	770	95	80	0,10	C	1.404	155	C	0,10	1,00%	15.624	2.282	0,15	C	770	83	92	0,12	C	1.404	883	C	0,63
3225930	115		SUMTER	45	5,53	CR 673	SR 35/US 301	CR 674	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8.200	3.556	0,43	B	430	111	88	0,26	B	780	187	B	0,24	1,00%	8.200	4.057	0,49	B	430	113	134	0,31	B	780	653	C	0,84
3224990	96		SUMTER	30	1,37	CR 121	CR 462	CR 114	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	16.128	4.516	0,28	C	799	238	147	0,30	C	1.454	385	C	0,26	1,00%	16.128	5.933	0,36	C	799	307	160	0,28	C	1.454	1.106	C	0,76
3225600	120	-	SUMTER	35	0,98	CR 727	SR 50	CR 721	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8.200	219	0,03	B	430	10	7	0,02	B	780	17	B	0,02	5,00%	8.200	280	0,03	B	430	13	9	0,03	B	780	443	C	0,57
3201600	121	118939	SUMTER	35	1,00	CR 727	CR 469	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	14.000	600	0,04	B	730	20	22	0,04	B	1.330	50	B	0,04	14,00%	14.000	1.141	0,05	B	730	19	23	0,04	B	1.330	759	C	0,57
3245100	105	-	SUMTER	45	1,94	CR 229	SR 44	CR 462	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	4.033	0,29	B	730	188	195	0,26	B	1.330	371	B	0,28	5,00%	14.000	5.147	0,37	C	787	237	256	0,31	B	1.330	1.004	D	0,75
3245110	109	-	SUMTER	45	0,29	CR 229	CR 462	CR 466	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	3.619	0,29	B	730	174	202	0,28	B	1.330	374	B	0,28	5,00%	14.000	3.804	0,27	B	730	165	212	0,29	B	1.330	913	D	0,69
3249000	90		SUMTER	35	0,79	CR 101	CR 466	NIGGEMEIER DR	4	4	URBAN	DIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	32.940	7.194	0,22	C	1.629	390	364	0,24	C	2.561	754	C	0,29	1,00%	32.940	7.950	0,23	C	1.629	410	365	0,25	C	2.561	2.039	C	0,80
3249102	101	-	SUMTER	35	0,79	CR 101	CR 470	CR 466	2	2	URBAN	UNDIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	1.655	0,12	C	730	79	64	0,11	B	1.330	152	B	0,11	5,00%	14.000	1.738	0,12	C	730	100	69	0,14	B	1.330	810	D	0,61
3246105	105	-	SUMTER	45	1,51	CR 209	CR 462 E	CR 216	2	2	URBAN	UNDIVIDED	C2	WILDWOOD	UNINCORPORATED SUMTER COUNTY	B	14.000	2.522	0,18	B	730	142	88	0,19	B	1.330	228	B	0,17	5,00%	14.000	3.219	0,23	B	730	181	110	0,25	B	1.330	911	D	0,68
3246110	103		SUMTER	35	1,29	CR 209	CR 462	CR 202	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	1.299	0,09	B	730	142	99	0,10	B	1.330	228	B	0,17	1,00%	14.000	1.323	0,09	B	730	144	92	0,20	B	1.330	979	D	0,69
3246115	106		SUMTER	35	1,29	CR 204	SE 115TH PL	SE 117TH PL	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	1.047	0,07	B	730	420	42	0,12	B	1.330	78	B	0,06	1,00%	14.000	1.130	0,08	B	730	43	54	0,13	B	1.330	782	C	0,59
3246990	94		SUMTER	35	1,01	CR 104	US 301/SR 35	CR 101	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8.200	4.021	0,49	B	430	140	205	0,25	B	780	375	B	0,48	1,00%	8.200	4.770	0,58	C	430	166	279	0,65	C	780	586	C	0,75
3253190	95307	95307	FDOT	60	5,91	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 756	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8.200	4.700	0,58	C	430	219	253	0,59	C	780	472	C	0,61	1,00%	8.200	5.013	0,61	C	430	230	266	0,62	C	780	660	C	0,85
3253170	1809+2	180942	FDOT	30	1,13	CR 44 (F/K/A SR 44)	SE 115TH PL (KOELE AVE)	CR 470 (KOELE AVE)	4	4	URBAN	DIVIDED	C2T	STATE	BUSH-ELL	D	17.940	3.910	0,22	C	976	165	166	0,24	C	1.948	361	C	0,24	1,00%	17.940	4.213	0,23	C	976	206	174	0,26	C	1.948	781	C	0,40
3253130	180117	180117	FDOT	30	0,13	US 301/SR 35 (KOELE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	C2T	STATE	BUSH-ELL	D	14.400	7.540	0,52	C	752	387	329	0,51	C	1.168	716	C	0,53	1,00%	14.400	7.925	0,55	C	752	407	340	0,54	C	1.168	1.159	D	0,85
3253140	180112	180112	FDOT	30	0,13	US 301/SR 35	CR 478	CR 478 (SEMINOLE AVE)	2	2	RURAL	UNDIVIDED	C2	STATE	BUSH-ELL	D	14.000	6.160	0,44	C	730	318	269	0,43	C	1.330	585	C	0,44	1,00%	14.000	6.474	0,46	C	730	332	265	0,45	C	1.330	1.062	D	0,80
3253150	180117	180117	FDOT	30	1,37	US 301/SR 35 (KOELE AVE)	CR 470 (SR 48 (MAIN ST)	SR 48 (MAIN ST)	4	4	URBAN	DIVIDED	C3C	STATE	BUSH-ELL	D	37.950	7.540	0,20	C	1.358	387	329	0,28	C	2.468	716	C	0,28	1,00%	37.950	8.375	0,22	C	1.358	407	340	0,30	C	2.468	1.765	C	0,72
3253170	180088	180088	FDOT	45	0,46	US 301/SR 35	CR 470 E (S)	SR 471	2	2	URBAN	UNDIVIDED	C3R	STATE	UNINCORPORATED SUMTER COUNTY	D	25.520	4.810	0,20	C	1.188	215	247	0,21	C	2.121	457	C	0,22	1,00%	25.520	5.095	0,21	C	1.188	221	260	0,22	C	2.121	1.387	C	0,65
3253180	180083	180083	FDOT	45	0,51	US 301/SR 35	SR 471	CR 470 E (N)	2	2	URBAN	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14.000	17.566	1,25	E	730	501	767	1,25	E	1.330	1.668	E	1,25	5,00%	14.000	22.950	1,64	E	730	1.178	1.002	1,37	E	1.330	1.908	E	1,43
3253190	180041	180041	FDOT	45	0,31	US 301/SR 35	CR 470 E (N)	CR 514 (MARION SPRINGS AVE)	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	14.000	8.120	0,58	C	730	262	388	0,53	C	1.330	672	C	0,50	5,00%	14.000	8.534	0,61	D	730	276	409	0,56	D	1.330	1.226	C	0,92
3253195	195		SUMTER	60	1,73	CR 525 E	US 301	N MARION SPRINGS AVE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	4.126	0,29	B	730	187	204	0,28	B	1.330	372	B	0,28	5,00%	14.000	4.795	0,34	B	730	215	238	0,33	B	1.330	1.106	C	0,83
3253200	180041	180027	180041	180027	FDOT	45	1,24	US 301/SR 35 (MARION SPRINGS AVE)	CR 514 (MARION SPRINGS AVENUE)	2	4	URBAN	UNDIVIDED	COLEMAN	STATE	WILDWOOD	D	17.920	14.255	0,79	C	800	448	497	0,66	C	1.618	967	C	0,61	4,00%	29.040	17.668	0,98	C	1.440	605	610	0,42	C	2.660	2.095	C	0,78
3253210	180027	180027	FDOT	45	0,38	US 301/SR 35 (MARION SPRINGS AVE)	SR 44 (FLORIDA TURNPIKE)	SR 44/FLORIDAS TURNPIKE	0	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	34.000	16.320	0,48	C	1.700	880	820	0,48	C	3.150	1.786	C	0,57	4,00%	51.100	19.185	0,56	C	2.700	1.000	1.000	0,37	C	5.000	4.000	C	0,80
3253220	180027	180009	180027	180009	FDOT	45	0,38	US 301/SR 35 (MARION SPRINGS AVE)	SR 44/FLORIDAS TURNPIKE	CR 756 (CLAY CRAIG RD)	0	2	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	21.700	16.320	0,75	C	1.070	880	820	0,75	C	1.980	1.450	D	0,73	2,00%	31.700	21.318	0,98	C	1.970	860	780	0,60	C	3.650	1.953	F	1,00
3253230	180009	180009	FDOT	45	0,51	US 301/SR 35 (MARKET)	CR 756 (CLAY CRAIG RD)	SR 44	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	38.630	18.720	0,49	C	1.901	910	775	0,49	C	3.455	1.665	C	0,48	1,00%	38.630	19.073	0,51	C	1.901	956	815	0,50	C	3.455	2.857	C	0,83
3253240	180016	180016	FDOT	45	0,42	US 301/SR 35 (MARKET)	SR 44	CR 44A	4	4	URBAN	DIVIDED	C4	STATE	WILDWOOD	D	32.940	22.800	0,69	C	1.629	1.108	944	0,68	C	2.561	2.052	C	0,80	1,00%	32.940	23.028	0,70	C	1.629	1.165	982	0,72	C	2.561	3.043	D	0,89
3253250	180029	180029	FDOT	45	0,54	US 301/SR 35 (MARKET)	CR 44A	CR 466A (CLEVELAND AVE)	4	4	URBAN	DIVIDED	C4	STATE	WILDWOOD	D	37.905	27.505	0,73	D	1.880	1.337	1.159	0,71	D	3.413	2.478	D	0,73	1,00%	37.905	28.141	0,96	D	1.880	1.747	1.499	0,80	D	3.413	5.027	E	1,28
3253270	180002	180002	FDOT	45	0,26	US 301/SR 35	CR 462 N	CR 462 (N)	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	36.600	24.566	0,67	C	1.810	1.018	1.196	0,66	C	3.290	2.213	C	0,67	1,00%	36.600	25.064	0,71	C	1.810	1.070	1.256	0,69	C	3.290	2.880	D	0,88
3253280	180002, 180284	180002, 180284	FDOT	45	0,53	US 301/SR 35	CR 462 N	CR 462	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	36.600	26.620	0,73	D	1.810	1.143	1.142	0,63	C	3.290	2.290	C	0,70	1,00%	36.600	29.062	0,92	D	1.810	1.283	1.274	0,71	D	3.290	3.090	D	0,94
3253290	180284	180284	FDOT	45	0,52	US 301/SR 35	CR 222	CR 472	4	4	URBAN	DIVIDED	C3C	STATE	UNINCORPORATED SUMTER COUNTY	C	36.600	26.206	0,72	C	1.810	1.278	1.089	0,71	D	3.290	2.357	C	0,72	1,00%	36.600	27.042	0,74	D	1.810	1.343	1.145	0,74	D	3.290	3.153	D	0,96
3246110	116		SUMTER	35	0,51	CR 721	SR 471	CR 727	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	960	0,09	B	730	43	33	0,06	B	1.330	76	B	0,06	1,00%	14.000	904	0,06	B	730	45	35	0,06	B	1.330	775	C	0,58
3256000	97	WILDWOOD	SUMTER	45	1,17	CR 139 (POWELL RD)	CR 44A	CR 466A	4	4	URBAN	DIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	34.587	17.546	0,51	C	1.710	742	630	0,43	C	3.109	1.372	C	0,44	5,00%	34.587	23.000	0,66	C	1.710	970	825	0,57	C	3.109	2.680	D	0,86
3256110	124		SUMTER	45	0,49	CR 747	CR 470 E	CR 730	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	760	0,05	B	730	40	41	0,05	B	1.330	78	B	0,06	1,00%	14.000	802	0,06	B	730	41	41	0,06	B	1.330	448	C	0,34
3256115	123		SUMTER	45	0,49	CR 747	CR 48	CR 470	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	1.563	0,10	B	730	120	74	0,16	B	1.330	164	B	0,15	1,00%	14.000	1.464	0,10	B	730	126	78	0,17	B	1.330	858	D	0,64
3257000	112	-	SUMTER	35	1,28	CR 525	CR 478	CR 48	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8.200	360	0,04	B	430	30	26	0,07	B	780	56	B	0,07	1,00%	8.200	378	0,05	B	430	32	27	0,07	B	780	482	C	0,62
3260000	164		SUMTER	35	0,79	BUENA VISTA BLVD	CR 472 (BISHLEY TRL)	BELVEDERE BLVD	4	4	URBAN	DIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	32.670	20.079	0,61	C	1.665	843	852	0,61	C	3.024	1.666	C	0,55	1,00%	32.670	20.683	0,63	C	1.665	886	895	0,64	C	3.024	2.551	C	0,84
3260100	111		SUMTER	45	0,73	CR 616 (HAYES RD)	CR 478	CR 48	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14.000	4.820	0,34	C	730	188	216	0,20	B	1.330	402	B	0,30	1,00%	14.000

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	AFSEC (MI)	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2020)	LANES (2050)	URBAN / RURAL	DIVIDED / UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2020 AADT	2020 DAILY V/C	2020 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2020 PEAK HOUR NB/EB VOLUME	2020 PEAK HOUR SB/WB VOLUME	2020 PEAK HOUR V/C	2020 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2020 PEAK HOUR TWO-WAY V/C	2020 PEAK HOUR TWO-WAY LOS	GROWTH RATE	DAILY SERVICE VOLUME (2030)	2030 AADT	2030 DAILY V/C	2030 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME (2030)	2030 PEAK HOUR NB/EB VOLUME	2030 PEAK HOUR SB/WB VOLUME	2030 PEAK HOUR V/C	2030 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME (2030)	2030 PEAK HOUR TWO-WAY VOLUME	2030 PEAK HOUR TWO-WAY V/C	2030 PEAK HOUR TWO-WAY LOS
3552120	180322	180322	FDOT	60	1,03	SR 44	CR 475	SR 50 (E)	4	4	RURAL	DIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	45,800	11,200	0,24	B	2,290	561	652	0,27	B	4,580	1,013	B	0,23	1,20%	45,800	11,771	0,26	B	2,290	578	685	0,29	B	4,580	2,769	B	0,44
3552130	180102	180102	FDOT	45	1,00	SR 44	SR 35 (S)	CR 44A	4	4	URBAN	DIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	55,700	19,100	0,24	B	2,910	839	994	0,24	B	5,290	1,623	B	0,34	1,20%	55,700	21,440	0,38	B	2,910	908	1,100	0,28	B	5,290	3,949	C	0,73
3553160	2030A03		SUMTER	35	0,27	CR 48	CR 470 (WISHON AVE)	CR 469	2	2	RURAL	UNDIVIDED	C2T	COUNTY	CENTER HILL	D	19,000	7,000	0,29	C	940	188	333	0,25	C	1,710	521	C	0,30	1,20%	18,000	7,307	0,44	C	940	213	377	0,40	C	1,710	1,153	C	0,67
3553170	71		SUMTER	30	0,51	CR 48 (FLORIDA ST)	US 301/SR 35 (DOBLE AVE)	CR 476 W	2	2	URBAN	UNDIVIDED	C2T	BUSHNELL	BUSHNELL	D	12,950	3,700	0,29	C	677	165	199	0,29	C	1,231	354	C	0,29	1,20%	12,950	3,975	0,31	C	677	173	199	0,29	C	1,231	851	C	0,69
3553190	37		SUMTER	55	0,76	CR 468	CR 738	CR 48 E	2	2	RURAL	UNDIVIDED	C2	COUNTY	CENTER HILL	D	14,000	4,760	0,34	C	730	119	142	0,19	B	1,330	261	B	0,20	1,20%	14,000	7,714	0,55	C	730	192	229	0,31	B	1,330	922	D	0,69
3553193	39		SUMTER	55	0,79	CR 468	SR 50	CR 738	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	4,076	0,21	B	730	116	120	0,16	B	1,330	254	B	0,19	1,20%	14,000	6,605	0,46	C	730	172	178	0,24	B	1,330	982	D	0,68
3553199	72		SUMTER	55	0,76	CR 48	CR 476 W	CR 657	2	2	RURAL	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	4,221	0,27	B	730	162	127	0,22	C	1,330	789	C	0,53	1,20%	14,000	11,755	0,84	D	730	460	412	0,63	D	1,330	1,212	D	0,91
3553150	75	187801	SUMTER	55	1,79	CR 48	CR 567	CR 747	2	2	RURAL	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	9,175	0,29	D	730	284	335	0,46	C	1,330	619	C	0,47	1,20%	14,000	11,951	0,85	D	730	571	458	0,63	D	1,330	1,570	D	1,18
3553160	73	187301	SUMTER	55	1,49	CR 48	CR 747	SR 471	2	2	URBAN	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	8,128	0,28	C	730	267	319	0,44	C	1,330	568	C	0,43	1,20%	14,000	11,006	0,79	D	730	534	452	0,62	D	1,330	1,004	D	0,80
3553190	76		SUMTER	55	1,49	CR 48	SR 471	CR 567	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	8,151	0,28	C	730	282	302	0,41	C	1,330	564	C	0,42	1,20%	14,000	10,508	0,76	D	730	351	404	0,20	C	1,330	1,061	D	0,81
3553200	77		SUMTER	55	1,62	CR 48	CR 567	CR 599 (NORTH AVE)	2	2	URBAN	UNDIVIDED	C2	COUNTY	CENTER HILL	D	14,000	9,075	0,28	D	730	278	295	0,40	C	1,330	565	C	0,42	1,20%	14,000	10,507	0,86	D	730	382	428	0,29	C	1,330	1,122	D	0,84
3553210	77		ADJACENT	55	0,62	CR 48	CR 599 (NORTH AVE)	CR 476 E (BUSHNELL AVE)	2	2	RURAL	UNDIVIDED	C2T	COUNTY	CENTER HILL	D	14,000	9,975	0,23	C	940	270	295	0,31	C	1,710	566	C	0,33	1,20%	18,000	13,957	0,77	D	940	382	428	0,40	C	1,710	1,332	D	0,78
3554120	180016 - 180009	180016 - 180009	FDOT	40	1,20	SR 48 (CR 48 W)	CR 939	CR 311 (N WEST ST)	4	4	RURAL	DIVIDED	C3C	STATE	BUSHNELL	D	36,600	12,150	0,33	C	1,810	537	486	0,20	C	3,290	1,023	C	0,31	1,20%	39,900	13,585	0,37	C	1,810	600	543	0,20	C	3,290	2,410	C	0,73
3554150	174	180309	SUMTER	40	0,52	SR 48 (CR 48 W)	CR 311 (N WEST ST)	CR 475 S (N 3RD ST)	4	4	RURAL	DIVIDED	C3C	STATE	BUSHNELL	D	36,600	13,448	0,37	C	1,810	528	600	0,25	C	3,290	1,128	C	0,34	1,20%	39,900	14,134	0,39	C	1,810	583	631	0,26	C	3,290	2,385	C	0,72
3554160	175	180207	FDOT	40	0,35	SR 48 (MAIN ST N)	US 301/SR 35	SR 48	4	4	URBAN	UNDIVIDED	C3T	STATE	BUSHNELL	D	34,720	12,569	0,21	C	1,282	440	496	0,28	C	2,347	908	C	0,39	5,00%	24,728	16,067	0,65	C	1,282	562	620	0,48	C	2,347	1,854	D	0,79
3555160	80		SUMTER	45	0,94	CR 48	CITRUS COUNTY BOUNDARY	CR 575	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	4,529	0,55	B	430	175	178	0,41	B	760	353	B	0,46	5,19%	8,200	5,990	0,73	C	430	231	235	0,55	B	760	661	C	0,87
3555170	74		SUMTER	45	1,16	CR 48	CR 625	CR 615	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	4,967	0,61	C	430	178	207	0,48	B	760	377	B	0,49	4,20%	8,200	6,729	0,82	C	430	208	260	0,61	C	760	665	C	0,87
3555120	81		SUMTER	45	1,77	CR 48	SR 615	CR 615	2	2	URBAN	UNDIVIDED	C2	COUNTY	BUSHNELL	D	14,000	6,151	0,44	C	730	201	299	0,41	C	1,330	509	C	0,38	1,20%	14,000	7,225	0,52	C	730	226	351	0,48	C	1,330	988	D	0,74
3555130	2020A105		SUMTER	45	0,68	CR 48	CR 615	CR 313	4	4	URBAN	DIVIDED	C3C	COUNTY	BUSHNELL	D	32,940	7,392	0,22	C	1,629	349	346	0,21	C	2,961	695	C	0,23	1,20%	32,940	7,759	0,24	C	1,629	367	364	0,23	C	2,961	1,966	D	0,67
3556160	78		SUMTER	55	1,39	CR 48	CR 656	CR 559	2	2	RURAL	UNDIVIDED	C2	COUNTY	CENTER HILL	D	14,000	7,105	0,51	C	730	253	191	0,35	B	1,330	384	B	0,29	1,20%	14,000	10,441	0,75	D	730	268	268	0,41	C	1,330	1,029	D	0,77
3556170	79		SUMTER	55	0,53	CR 48	LAKE COUNTY BOUNDARY	CR 559	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	5,200	0,26	C	730	183	190	0,26	B	1,330	373	B	0,28	1,20%	14,000	6,047	0,43	C	730	210	210	0,29	B	1,330	940	D	0,71
3557150	30		SUMTER	45	1,22	WARM SPRINGS AVE	US 301/SR 35	CR 513	4	4	RURAL	DIVIDED	C3R	COUNTY	WILDWOOD	D	33,570	11,449	0,34	C	1,665	376	472	0,28	C	3,024	848	C	0,28	1,20%	33,570	13,566	0,41	C	1,665	447	561	0,34	C	3,024	2,112	C	0,70
3557120	2020A20		SUMTER	55	1,74	WARM SPRINGS AVE	CR 513	CR 501	4	4	RURAL	DIVIDED	C3R	COUNTY	WILDWOOD	D	33,570	9,157	0,28	C	1,665	378	549	0,33	C	3,024	928	C	0,31	5,29%	33,570	23,149	0,76	D	1,665	598	953	0,21	C	3,024	2,253	C	0,75
3557130	35		SUMTER	55	2,50	WARM SPRINGS AVE	SANDHILL WOOD DR	CR 501	4	4	RURAL	DIVIDED	C3R	COUNTY	WILDWOOD	D	35,349	25,529	0,72	D	1,748	498	521	0,30	C	3,175	1,017	C	0,32	1,20%	35,349	26,851	0,76	D	1,748	521	548	0,31	C	3,175	2,269	C	0,71
3557140	34		SUMTER	45	0,90	MORSE BLVD	SANDALWOOD DR	SR 44	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	35,349	25,563	0,72	C	1,748	606	596	0,26	C	3,175	1,192	C	0,38	1,20%	35,349	26,957	0,76	C	1,748	637	616	0,26	C	3,175	2,585	C	0,81
3557150	201		SUMTER	45	1,27	WARM SPRINGS AVE	MEDISHORI RD	MORSE BLVD	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	37,300	10,223	0,27	C	1,858	414	506	0,27	C	3,568	929	C	0,26	1,20%	37,300	11,949	0,32	C	1,858	466	567	0,30	C	3,568	2,338	C	0,66
3557160	205		SUMTER	35	1,91	MEDISHORI RD	WARM SPRINGS AVE	SR 44	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	37,300	7,909	0,21	C	1,858	322	395	0,21	C	3,568	715	C	0,20	1,20%	37,300	9,203	0,25	C	1,858	373	458	0,25	C	3,568	2,225	C	0,68
3557170	206		SUMTER	35	1,47	MEDISHORI RD	MORSE BLVD	WARM SPRINGS AVENUE	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	37,300	8,904	0,24	C	1,858	357	456	0,24	C	3,568	760	C	0,24	1,20%	37,300	10,208	0,27	C	1,858	413	505	0,27	C	3,568	2,368	C	0,67
3557180	208		SUMTER	35	1,24	MEDISHORI RD	MORSE BLVD	COUNTY LINE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	WILDWOOD	D	25,520	9,003	0,35	C	1,166	449	368	0,32	C	2,221	817	C	0,37	1,20%	25,520	10,444	0,41	C	1,166	523	429	0,45	C	2,221	1,867	C	0,85
3558150	180061	180061	FDOT	35	0,38	SR 471	CR 476 E (S)	CR 476E (N)	2	2	URBAN	UNDIVIDED	C3C	COUNTY	WEBSTER	D	21,700	7,320	0,34	C	1,070	243	276	0,26	C	1,968	518	C	0,26	1,20%	21,700	7,993	0,37	C	1,070	265	296	0,27	C	1,968	1,325	C	0,68
3558120	181001	181001	FDOT	35	1,28	SR 471	CR 478 (N)	CR 722	2	2	URBAN	UNDIVIDED	C3C	STATE	WEBSTER	D	21,700	6,750	0,31	C	1,070	346	295	0,27	C	1,968	641	C	0,33	1,20%	21,700	7,994	0,37	C	1,070	364	310	0,24	C	1,968	1,454	D	0,74
3558130	181001	181001	FDOT	35	1,28	SR 471	CR 722	CR 48 E	2	2	URBAN	UNDIVIDED	C3C	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	6,750	0,48	C	730	346	295	0,47	C	1,330	641	C	0,48	1,20%	14,000	7,994	0,57	C	730	364	310	0,20	C	1,330	1,096	D	0,82
3558150	181003	181003	FDOT	55	1,21	SR 471	CR 48 E	CR 476	2	2	URBAN	UNDIVIDED	C3C	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	7,710	0,55	C	730	368	337	0,24	C	1,330	733	C	0,55	5,79%	14,000	10,197	0,73	D	730	524	446	0,22	D	1,330	1,254	D	0,94
3558170	180020	180020	FDOT	55	0,27	SR 471	SR 50	CR 721	2	2	RURAL	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	6,310	0,77	C	430	324	276	0,75	C	760	669	C	0,77	1,20%	8,200	7,404	0,90	C	430	366	324	0,85	C	760	815	D	1,04
3558180	180061	180061	FDOT	55	1,01	SR 471	CR 721	CR 476A	2	2	URBAN	UNDIVIDED	C2	STATE	UNINCORPORATED SUMTER COUNTY	D	14,000	7,320	0,52	C	730	243	276	0,26	C	1,330	519	C	0,39	1,20%	14,000	7,993	0,57	C	730	265	296	0,40	C	1,330	985	D	0,74
3558190	180061	180061	FDOT	35	0,47	SR 471	CR 476A	CR 476E (S)	2	2	URBAN	UNDIVIDED	C3C	STATE	UNINCORPORATED SUMTER COUNTY	D	21,700	7,320	0,34	C	1,070	243	276	0,26	C	1,710	519	C	0,30	1,20%	21,700	7,993	0,37	C	1,070	265	296	0,28	C	1,710	1,185	C	0,69
3558160	180204	180204	FDOT	60	0,40	SR 50	HERNANDO COUNTY BOUNDARY	CR 476A	2	4	RURAL	UNDIVIDED	C1	STATE	UNINCORPORATED SUMTER COUNTY	C	8,200	7,070	0,86	E	430	343	309	0,24	C	760	672	C	0,88	2,00%	45,800	7,999	0,17	B	2,360	411	350	0,17	B	4,350	2,801	B	0,64
3558170	180021	180021	FDOT	60	1,77	SR 50	CR 476A	SR 471	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	7,340	0,90	E	430	286	307	0,02	C	760	695	C	0,91	1,20%	8,200	8,035	0,98	C	430	325	353	1,21	D	760	763	C	0,97
3558180	180118	180118	FDOT	55	0,68	SR 50	SR 471	CR 469	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	7,662	0,93	E	430	403	343	0,24	C	760	748	C	0,98	1,20%	8,200	8,391	1,02	D	430	424	360	0,26	C	760	854	D	1,12
3558210	180017	180017	FDOT	55	0,95	SR 50	CR 469	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	C	8,200	10,648	1,30	D	430	378	429	1,20	C	760	887	D	1,03	1,20%	8,200	11,322	1,38	D	430	402	456	1,28	D	760	892	D	1,07
4000160	92		SUMTER	35	0,39	US 301/SR 35	CR 101	CR 104	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	1,458	0,10	B	730	85	99	0,14	B	1,330	184	B	0,12	1,20%	14,000	1,632	0,11	B	730	89	104	0,14	B	1,330	788	D	0,59
4000200	91		SUMTER	35	1,47	WILDWOOD DR	WILDWOOD DR	CR 102	2	2	URBAN	UNDIVIDED	C3R	COUNTY	WILDWOOD	D	22,400	6,018	0,27	C	1,118	265	315	0,23	C	2,028	433	C	0,21	1,20%	22,400	8,274	0,37	C	1,118	299	356	0,26	C	2,028	1,434	C	0,71
4000600	107	-	SUMTER	40	1,78	CR 237	CR 222	CR 466	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	14,000	605	0,04	B	730	27	23	0,04	B	1,330	70	B	0,04	5,00%	14,000	772	0,06	B	730	34	29	0,05	B	1,330	784	C	0,57
4000610	109	188030	FDOT	45	0,53	MARSH BEND TRAIL / CR 501	CR 470E	CR 500	2	2	RURAL	UNDIVIDED	C2	COUNTY	WILDWOOD	D	16,128	6,967	0,43	C	799	104	210	0,26	C	1,454	514	C	0,35	5,00%	16,128	8,764	0,54	C	799	168	266	0,33	C	1,454	1,167	C	0,80
4000620	156		SUMTER	35	0,39	BUENA VISTA BLVD	EL CAMINO REAL	LAKE/SUMTER COUNTY BOUNDARY	4	4	URBAN	DIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	15,113	0,45	C	1,665	703	695	0,42	C	3,024	1,398	C	0,46	1,20%	33,570	18,515	0,55	C	1,665	758	750	0,45	C	3,024	2,604	C	0,79
4000610	70		SUMTER	30	0,33	BUENOS AIRES BLVD	EL CAMINO REAL	US 27/SR 44/SR 500	4	4	URBAN	DIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	24,705	9,901	0,40	C	1,222	505	536	0,44	C	2,221	1,058	C	0,47	1,20%	24,705	10,456	0,42	C	1,222	528	560	0,46	C	2,221	1,740	C	0,78
4000390	128		SUMTER	35	0,54	EL CAMINO REAL	BUENA VISTA BLVD	ENRIQUE DR	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	10,332	0,29	C	1,665	720	724	0,43	C	3,024	1,444	C	0,48	1,20%	33,570	17,165	0,51	C	1,665	737	761	0,46	C	3,024	2,422	C	0,80
4000380	127		SUMTER	35	0,51	EL CAMINO REAL	ENRIQUE DR	BUENOS AIRES BLVD	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	10,215	0,24	C	1,665	1,106	1,016	0,66	C	3,024	2,122	C	0,70	1,20%	33,570	19,059	0,57	C	1,665	1,362	1,095	0,70	C	3,024	2,827	D	0,93
4000620	138		SUMTER	35	1,82	MORSE BLVD N	RED GRANDE AVE	EL CAMINO REAL	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	F	33,570	11,329	N/A	C	N/A	537	525	N/A	C	1,818	1,102	C	0,61	1,20%	N/A	16,078	N/A	C	N/A	818	745	N/A	C	1,818	1,605	D	0,88
4000430	137		SUMTER	35	2,00	MORSE BLVD N	CR 466	RED GRANDE AVE	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	F	33,570	16,848	N/A	C	N/A	869	901	N/A	D	1,818	1,370	D	0,97	1,20%	N/A	19,551	N/A	C	N/A	1,020	1,057	N/A	C	1,818	1,912	F	1,28
4000650	151		SUMTER	25	0,32	CR 466A	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	17,128	7,347	0,49	C	799	348	366	0,46	C	1,454	711	C	0,49	1,20%	17,128	8,538	0,60	C	799	364	382	0,48	C	1,454	1,193	C	0,82
4000760	125		SUMTER	30	0,39	EL CAMINO REAL/PINE PLACE	MORSE BLVD N	LAKE COUNTY BOUNDARY	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED SUMTER COUNTY	D	19,530	12,081	0,62	C	963	588	608	0,63	C	1,758	1,208	C	0,69	1,20%	19,530	12,687	0,65	C	963	629	659	0,68	C	1,758	1,560	D	0,89
4000690	120		SUMTER	35	0,59	EL CAMINO REAL	BUENOS AIRES BLVD	MORSE BLVD (N)	4	4	URBAN	DIVIDED	C3C	COUNTY	UNINCORPORATED SUMTER COUNTY	D	32,940	11,878	0,36	C	1,629	582	595	0,27	C	2,961	1,137	C	0,39	1,20%	32,940	12,589	0,38	C	1,629	591	625	0,28	C	2,961	2,226	C	0,75
4000650	154		SUMTER	35	0,23	MORSE BLVD S	CR 44	WHITE WAY	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	32,940	17,061	0,52	C	1,629	574	650	0,40	C	2,961	1,253	C	0,43	1,20%	32,940	21,055	0,64	D	1,629	733	841	0,52	C	2,961	2,382	C	0,80
4000602	155		SUMTER	55	1,31	MORSE BLVD S	WHITE WAY	HILLSBOROUGH TRL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	16,884	0,29	C	1,665	663	712	0,43	C	3,024	1,405	C	0,46	1,20%	33,570	24,101	0,72	C	1,665	884	909	0,55	C	3,024	2,549	C	0,84
4000603	132		SUMTER	35	0,95	MORSE BLVD	HILLSBOROUGH TRL	PHILLIPS PL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	17,162	0,21	C	1,665	611	675	0,41	C	3,024	1,266	C	0,43	1,20%	33,570	18,037	0,54	C	1,665	842	709	0,43	C	3,024	2,307	C	0,76
4000604	133		SUMTER	35	0,51	MORSE BLVD	PHILLIPS PL	CR 468	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	17,451	0,28	C	1,665	716	744	0,45	C	3,024	1,502	C	0,49	1,20%	33,570	21,762	0,65	C	1,665	1,196	784	0,49	C	3,024	2,446	C	0,81
4000605	138		SUMTER	35	0,39	BUENA VISTA BLVD	CR 466A	STJOHNS PL	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	23,508	0,70	C	1,665	1,094	980	0,65	C	3,024	2,014	C	0,67	1,20%	33,570	25,325	0,75	C	1,665	1,114	1,056	0,67	C	3,024	3,779	C	0,92
4000610	163		SUMTER	35	0,27	BUENA VISTA BLVD	CR 466	CR 466A	4	4	URBAN	DIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	33,570	8,202	0,27	C	1,665	285	295	0,17	C	3,024	570	C	0,19	1,20%	33,570	10,056	0,30	C	1,665	404	404	0,24	C	3,024	2,069	C	0,68
4000615	152		SUMTER	35	0,43	BUENA VISTA BLVD	SR 44	CR 44A	4	4	URBAN	DIVIDED	C3R	COUNTY	WILDWOOD	D	33,570	14,449	0,43	C	1,665	572	587	0,35	C	3,024	1,159	C	0,38	1,20%	33,570	16,955	0,51	C	1,665	671	689	0,41	C	3,024	2,336	C	0,77
4000620		NO COUNT	SUMTER	30	0,30	MARIPOSA WAY	SOUTH LAKE/MARIPOSA WAY	CR 466E	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4000630	6		SUMTER	30	0,38	BELVEDERE BLVD	CR 466E	CHURCHILL DOWNS	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	19,530	10,466	0,54	C	963	475	540	0,56	C	1,755	1,015	C	0,58	1,20%	19,530	11,021	0,56	C	963	496	568	0,59	C	1,755	1,462	D	0,83
4000635	7		SUMTER	30	1,23	BELVEDERE BLVD	CHURCHILL DOWNS	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	7,543	0,37	C	999	389	419	0,42	C	1,818	668	C	0,44	1,20%	20,160	7,929	0,39	C	999	408	440	0,44	C	1,818	1,408	C	0,77
4000640	9		SUMTER	30	0,51	BONITA BLVD	CANAL ST	MORSE BLVD N	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,918	0,24	C	999	245	298	0,20	C	1,818	543	C	0,30	1,20%	20,160	5,167	0,26	C	999	257	313	0,21	C	1,818	1,256	C	0,69
4000650	8		SUMTER	30	0,52	BONITA BLVD	BUENA VISTA BLVD	CANAL ST	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	4,594	0,25	C	999	243	224	0,24	C	1,818	467	C	0,29	1,20%	20,160	4,939	0,24	C	999	262	241	0,28	C	1,818	1,291	C	0,71
4000655	87		SUMTER	25	0,69	CANAL ST	CANAL ST	ODELL DR (S)	2	2	URBAN	UNDIVIDED	C3R	COUNTY	UNINCORPORATED SUMTER COUNTY	D	20,160	3,994	0,20	C	999	202	165	0,20	C	1,818	385	C	0,21	1,20%	20,160	4,027	0,20	C	999	204	212	0,23

Appendix E
FDTO 2022 AADT Synopsis Report

COUNTY: 18
STATION: 0077
DESCRIPTION: ON US-301, 1.56 MI. N OF CR-468 (RV)
START DATE: 06/06/2022
START TIME: 1200

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	11	8	5	8	32	13	9	6	11	39	71
0100	5	9	13	7	34	11	11	19	6	47	81
0200	11	8	11	5	35	16	9	10	10	45	80
0300	9	5	8	10	32	10	13	9	23	55	87
0400	12	14	39	31	96	9	19	28	33	89	185
0500	40	39	53	39	171	38	69	86	127	320	491
0600	83	123	124	148	478	114	167	160	161	602	1080
0700	189	184	184	162	719	142	147	185	152	626	1345
0800	159	158	174	157	648	123	145	127	133	528	1176
0900	155	156	128	145	584	116	102	131	108	457	1041
1000	151	155	149	149	604	112	115	148	143	518	1122
1100	169	148	164	149	630	117	139	131	126	513	1143
1200	168	204	168	141	681	116	129	125	154	524	1205
1300	150	158	173	126	607	154	162	166	135	617	1224
1400	166	137	153	166	622	126	168	132	142	568	1190
1500	150	141	121	164	576	126	147	175	120	568	1144
1600	167	117	142	126	552	109	140	118	105	472	1024
1700	196	141	165	125	627	122	112	110	89	433	1060
1800	95	78	53	58	284	104	90	75	65	334	618
1900	41	40	26	26	133	69	64	43	56	232	365
2000	29	28	35	26	118	45	43	45	37	170	288
2100	25	14	17	15	71	36	35	20	23	114	185
2200	14	13	11	3	41	27	20	13	12	72	113
2300	9	11	5	12	37	12	26	17	14	69	106
24-HOUR TOTALS:					8412					8012	16424

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	719	645	635	700	1345
P.M.	1200	681	1245	636	1245	1258
DAILY	700	719	1245	636	700	1345

GENERATED BY SPS 5.0.55P

COUNTY: 18
STATION: 0077
DESCRIPTION: ON US-301, 1.56 MI. N OF CR-468 (RV)
START DATE: 06/07/2022
START TIME: 1200

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	12	10	4	14	40	10	8	5	9	32	72
0100	10	7	6	5	28	13	14	11	6	44	72
0200	12	10	9	7	38	7	8	12	8	35	73
0300	9	8	7	16	40	9	20	12	15	56	96
0400	20	14	35	57	126	17	9	27	27	80	206
0500	35	37	58	67	197	39	59	93	142	333	530
0600	60	98	112	166	436	127	158	144	160	589	1025
0700	172	191	193	200	756	133	154	147	136	570	1326
0800	151	184	141	163	639	144	122	109	139	514	1153
0900	138	156	180	171	645	109	105	137	120	471	1116
1000	138	128	152	161	579	117	136	141	135	529	1108
1100	149	156	164	171	640	123	133	135	143	534	1174
1200	146	143	147	110	546	131	164	148	124	567	1113
1300	144	153	135	138	570	135	126	135	164	560	1130
1400	135	186	153	183	657	135	129	132	126	522	1179
1500	148	134	162	157	601	113	60	32	40	245	846
1600	157	161	166	137	621	84	167	136	135	522	1143
1700	211	160	179	146	696	135	136	104	105	480	1176
1800	102	74	70	56	302	85	93	63	62	303	605
1900	63	40	36	44	183	67	72	49	43	231	414
2000	18	28	34	21	101	57	62	52	36	207	308
2100	18	20	14	15	67	51	45	27	25	148	215
2200	20	14	12	6	52	20	27	16	11	74	126
2300	9	13	9	6	37	15	25	13	11	64	101
24-HOUR TOTALS:					8597					7710	16307

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	756	645	594	700	1326
P.M.	1700	696	1615	573	1615	1248
DAILY	700	756	615	595	700	1326

GENERATED BY SPS 5.0.55P

Appendix F

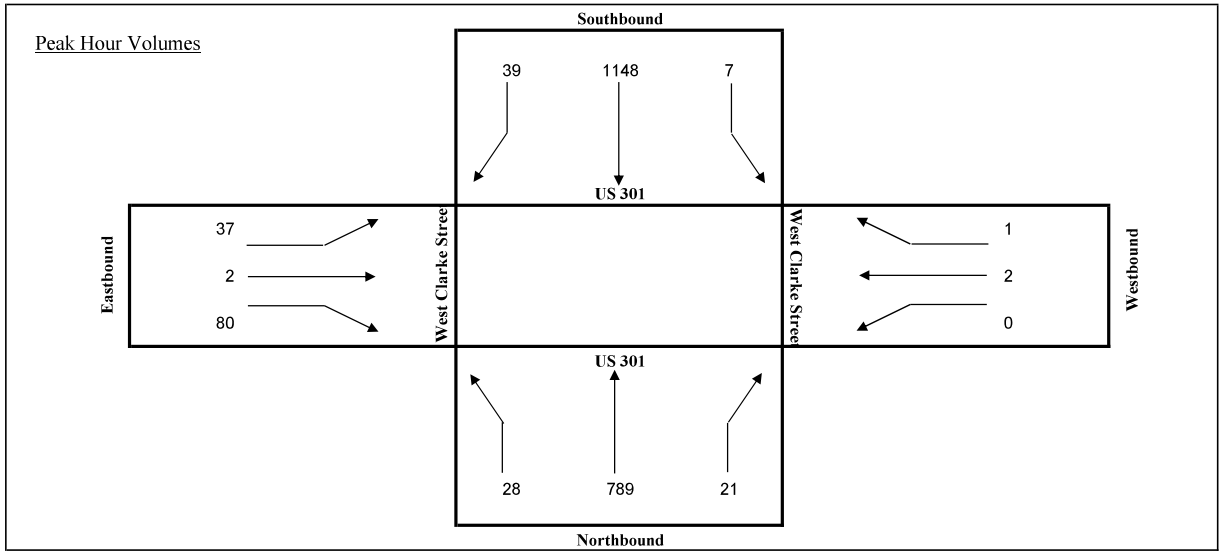
Raw Turning Movement Counts & 2022 Peak Season Factor Category Report

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): West Clarke Street
Date: 11/29/2023

		US 301 NB			US 301 SB			West Clarke Street EB			West Clarke Street WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	8	160	2	0	253	4	13	0	24	0	0	1	465
7:15 AM	7:30 AM	4	156	0	0	307	8	8	0	35	0	1	0	519
7:30 AM	7:45 AM	10	208	5	2	339	4	18	0	28	0	0	0	614
7:45 AM	8:00 AM	7	206	11	1	289	6	6	2	13	0	1	1	543
8:00 AM	8:15 AM	7	219	5	4	213	21	5	0	4	0	0	0	478
8:15 AM	8:30 AM	6	151	2	0	226	5	2	0	5	0	0	0	397
8:30 AM	8:45 AM	8	207	0	0	210	2	6	0	8	0	0	0	441
8:45 AM	9:00 AM	5	170	0	0	209	1	3	0	5	0	0	0	393
Total for:	7:00 AM	8:00 AM	29	730	18	3	1188	22	45	2	100	0	2	2	2141
Total for:	8:00 AM	9:00 AM	26	747	7	4	858	29	16	0	22	0	0	0	1709
Tota Peak Hour:	7:15 AM	8:15 AM	28	789	21	7	1148	39	37	2	80	0	2	1	2154
Overall PHF:	0.88														

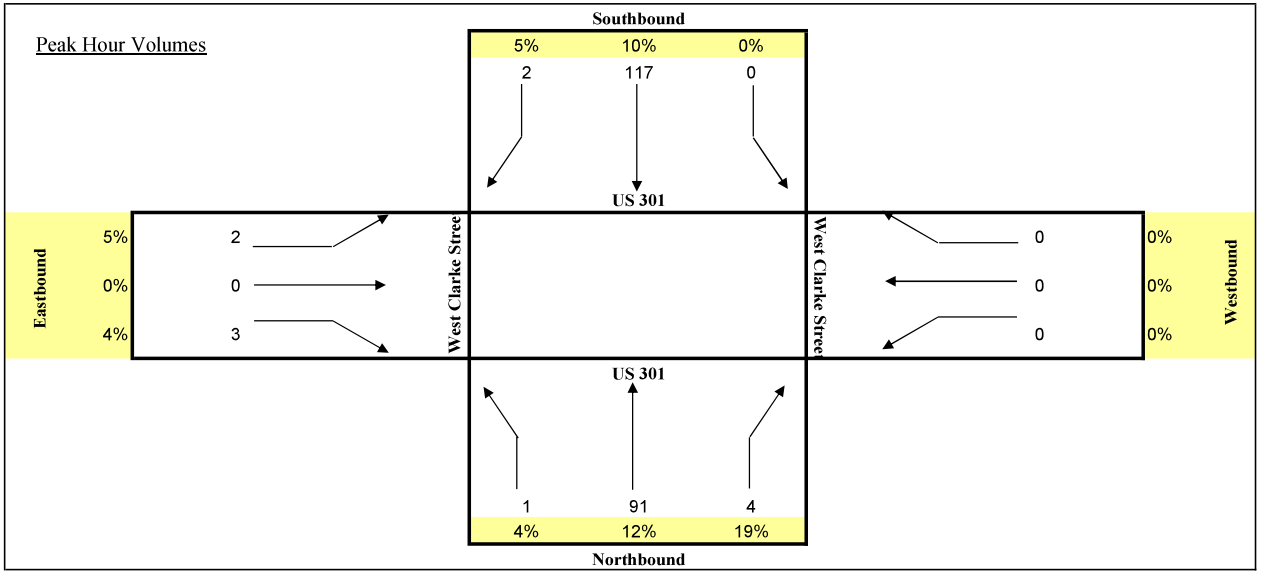


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): West Clarke Street
Date: 11/29/2023

		US 301 NB			US 301 SB			West Clarke Street EB			West Clarke Street WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	0	18	0	0	38	0	0	0	2	0	0	0	58
7:15 AM	7:30 AM	0	16	0	0	33	0	0	0	1	0	0	0	50
7:30 AM	7:45 AM	0	17	0	0	24	0	1	0	1	0	0	0	43
7:45 AM	8:00 AM	0	21	4	0	35	0	0	0	0	0	0	0	60
8:00 AM	8:15 AM	0	31	0	0	24	1	1	0	0	0	0	0	57
8:15 AM	8:30 AM	0	19	0	0	23	1	0	0	2	0	0	0	45
8:30 AM	8:45 AM	1	20	0	0	35	0	1	0	1	0	0	0	58
8:45 AM	9:00 AM	0	22	0	0	26	0	0	0	1	0	0	0	49
Total for:	7:00 AM	8:00 AM	0	72	4	0	130	0	1	0	4	0	0	0	211
Total for:	8:00 AM	9:00 AM	1	92	0	0	108	2	2	0	4	0	0	0	209
Tota Peak Hour:	7:45 AM	8:45 AM	1	91	4	0	117	2	2	0	3	0	0	0	220
Overall PHF:	0.92														

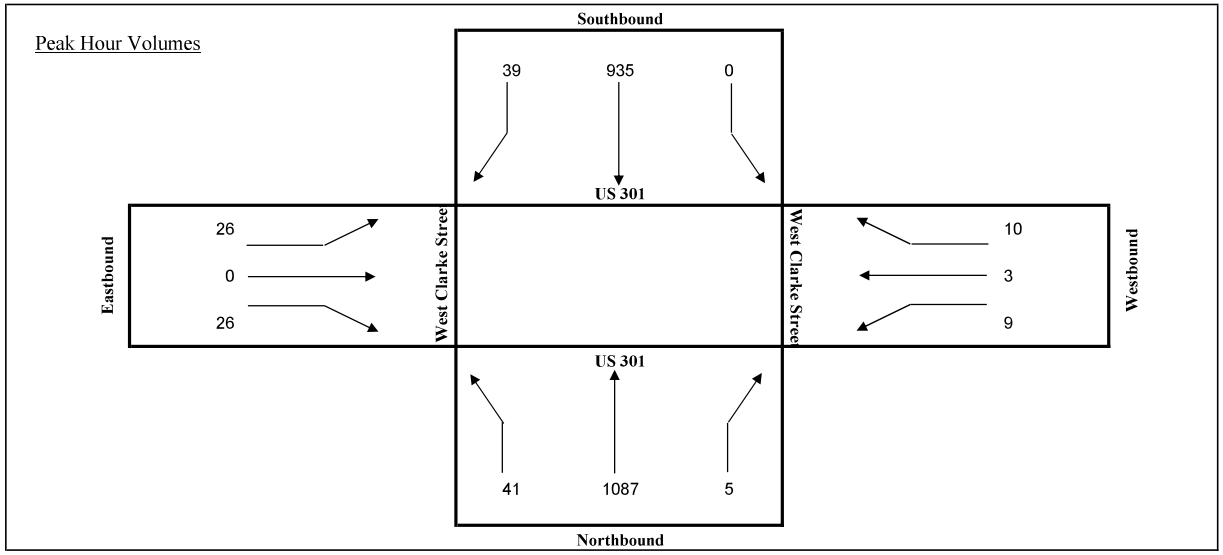


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): West Clarke Street
Date: 11/29/2023

		US 301 NB			US 301 SB			West Clarke Street EB			West Clarke Street WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	10	270	1	0	260	13	7	0	7	2	0	3	573
4:15 PM	4:30 PM	19	311	1	0	228	10	8	0	8	2	1	2	590
4:30 PM	4:45 PM	5	261	2	0	227	9	6	0	5	4	2	4	525
4:45 PM	5:00 PM	7	245	1	0	220	7	5	0	6	1	0	1	493
5:00 PM	5:15 PM	7	280	1	0	202	17	6	0	5	1	0	0	519
5:15 PM	5:30 PM	10	275	0	0	173	12	1	0	3	0	0	0	474
5:30 PM	5:45 PM	12	240	0	0	215	5	9	0	10	0	0	0	491
5:45 PM	6:00 PM	11	272	0	0	157	2	4	0	8	0	0	0	454
Total for:	4:00 PM	5:00 PM	41	1087	5	0	935	39	26	0	26	9	3	10	2181
Total for:	5:00 PM	6:00 PM	40	1067	1	0	747	36	20	0	26	1	0	0	1938
Tota Peak Hour:	4:00 PM	5:00 PM	41	1087	5	0	935	39	26	0	26	9	3	10	2181
Overall PHF:	0.92														

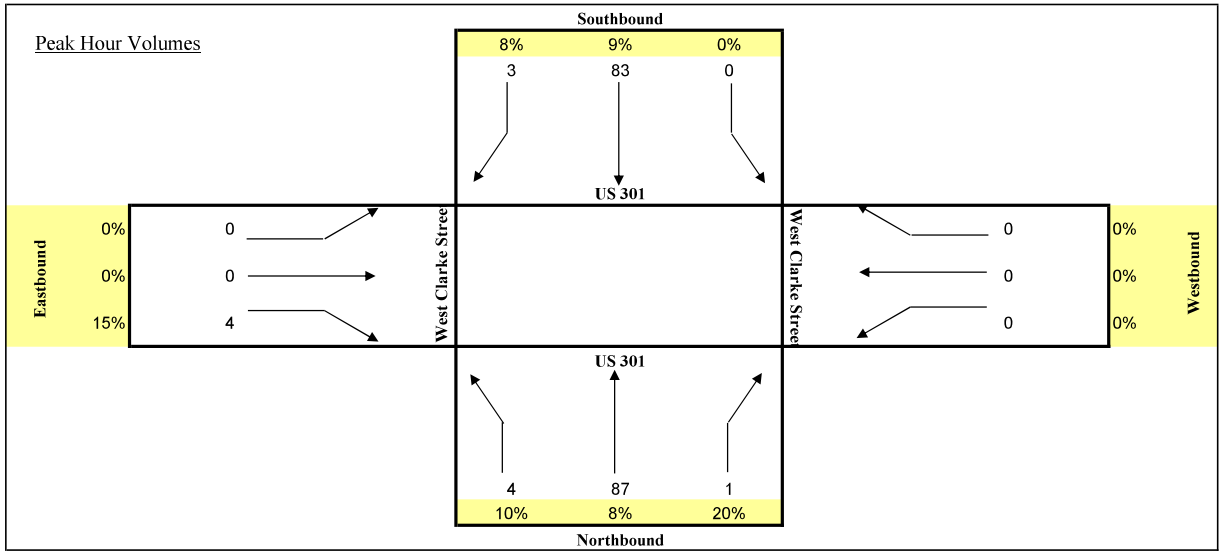


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): West Clarke Street
Date: 11/29/2023

		US 301 NB			US 301 SB			West Clarke Street EB			West Clarke Street WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	1	21	0	0	21	3	0	0	1	0	0	0	47
4:15 PM	4:30 PM	2	16	0	0	17	0	0	0	0	0	0	0	35
4:30 PM	4:45 PM	1	19	1	0	20	0	0	0	1	0	0	0	42
4:45 PM	5:00 PM	0	31	0	0	25	0	0	0	2	0	0	0	58
5:00 PM	5:15 PM	1	27	0	0	14	0	0	0	0	0	0	0	42
5:15 PM	5:30 PM	0	20	0	0	6	1	0	0	0	0	0	0	27
5:30 PM	5:45 PM	0	23	0	0	14	0	0	0	0	0	0	0	37
5:45 PM	6:00 PM	0	27	0	0	8	0	0	0	0	0	0	0	35
Total for:	4:00 PM	5:00 PM	4	87	1	0	83	3	0	0	4	0	0	0	182
Total for:	5:00 PM	6:00 PM	1	97	0	0	42	1	0	0	0	0	0	0	141
Tota Peak Hour:	4:00 PM	5:00 PM	4	87	1	0	83	3	0	0	4	0	0	0	182
Overall PHF:	0.78														

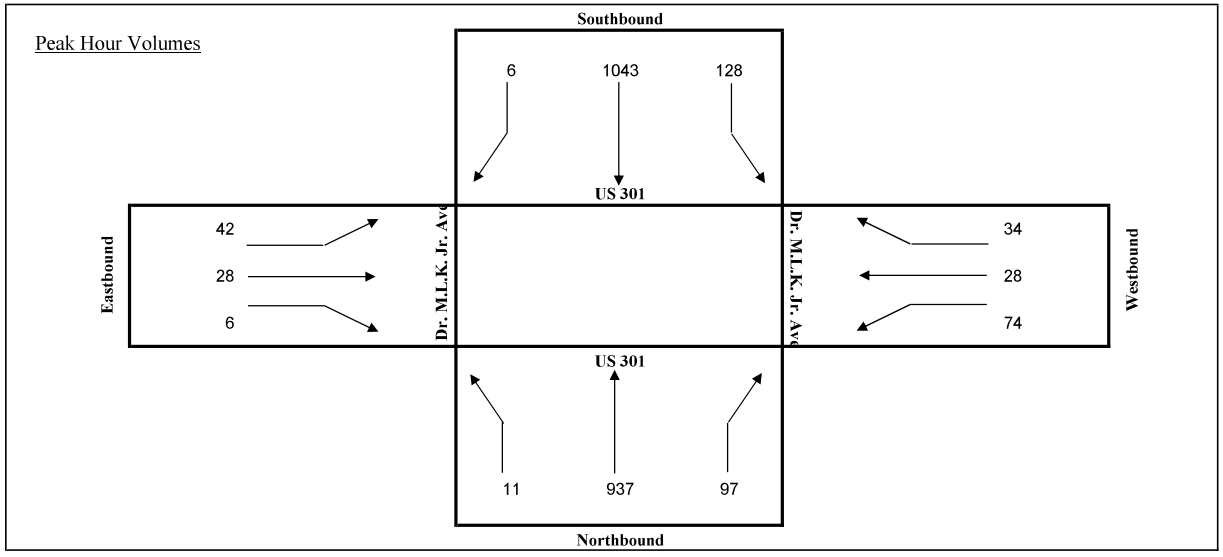


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Dr. M.L.K. Jr. Avenue/Huey St
Date: 11/29/2023

			US 301 NB			US 301 SB			Dr. M.L.K. Jr. Avenue/Huey St EB			Dr. M.L.K. Jr. Avenue/Huey St WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	2	239	24	30	264	0	0	0	0	8	1	8	576
7:15 AM	7:30 AM	1	211	33	27	264	0	1	0	0	23	1	6	567
7:30 AM	7:45 AM	2	242	24	30	289	4	28	12	1	23	11	13	679
7:45 AM	8:00 AM	6	245	16	41	226	2	13	16	5	20	15	7	612
8:00 AM	8:15 AM	4	259	24	16	206	8	6	15	7	9	9	7	570
8:15 AM	8:30 AM	6	209	22	24	207	4	11	19	5	23	15	13	558
8:30 AM	8:45 AM	1	246	20	10	185	5	12	22	0	17	10	4	532
8:45 AM	9:00 AM	2	252	13	4	211	4	8	5	8	12	11	9	539
Total for:	7:00 AM	8:00 AM	11	937	97	128	1043	6	42	28	6	74	28	34	2434
Total for:	8:00 AM	9:00 AM	13	966	79	54	809	21	37	61	20	61	45	33	2199
Tota Peak Hour:	7:00 AM	8:00 AM	11	937	97	128	1043	6	42	28	6	74	28	34	2434
Overall PHF:	0.90														

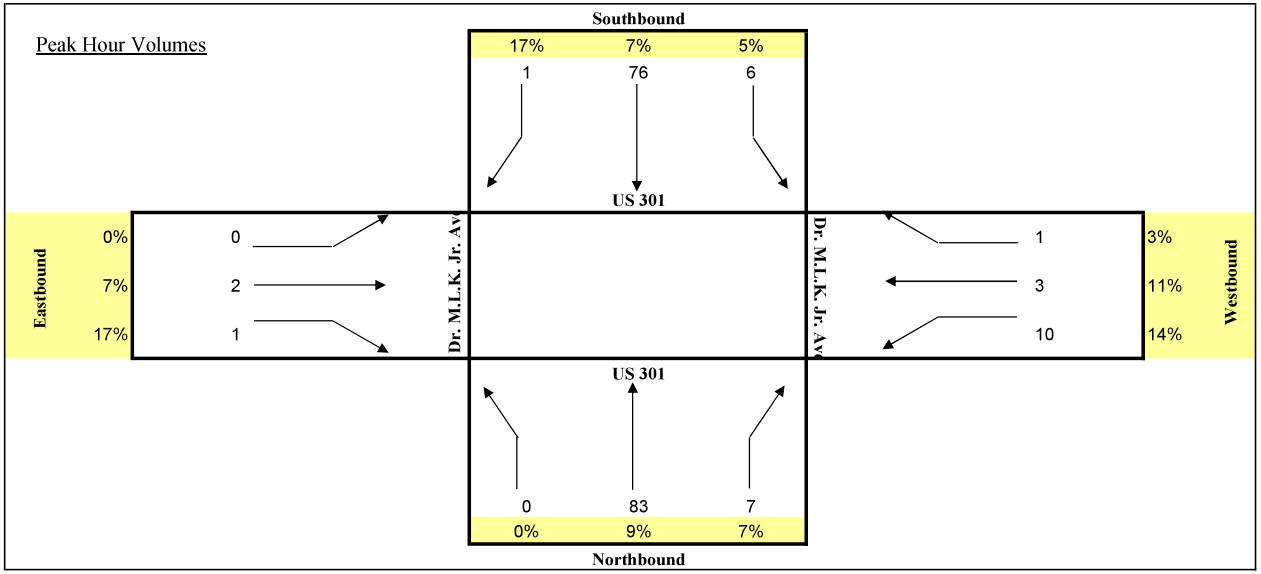


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Dr. M.L.K. Jr. Avenue/Huey St
Date: 11/29/2023

		US 301 NB			US 301 SB			Dr. M.L.K. Jr. Avenue/Huey St EB			Dr. M.L.K. Jr. Avenue/Huey St WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	1	14	0	2	15	0	0	0	0	0	0	1	33
7:15 AM	7:30 AM	0	7	0	1	26	0	0	0	0	3	0	0	37
7:30 AM	7:45 AM	0	15	2	0	17	0	1	0	0	2	0	0	37
7:45 AM	8:00 AM	0	16	1	4	20	0	0	0	1	3	1	0	46
8:00 AM	8:15 AM	0	23	3	0	15	1	0	0	0	0	0	0	42
8:15 AM	8:30 AM	0	15	1	2	14	0	0	0	0	3	1	1	37
8:30 AM	8:45 AM	0	29	2	0	27	0	0	2	0	4	1	0	65
8:45 AM	9:00 AM	0	21	1	0	20	0	0	0	0	0	0	0	42
Total for:	7:00 AM	8:00 AM	1	52	3	7	78	0	1	0	1	8	1	1	153
Total for:	8:00 AM	9:00 AM	0	88	7	2	76	1	0	2	0	7	2	1	186
Tota Peak Hour:	7:45 AM	8:45 AM	0	83	7	6	76	1	0	2	1	10	3	1	190
Overall PHF:	0.73														

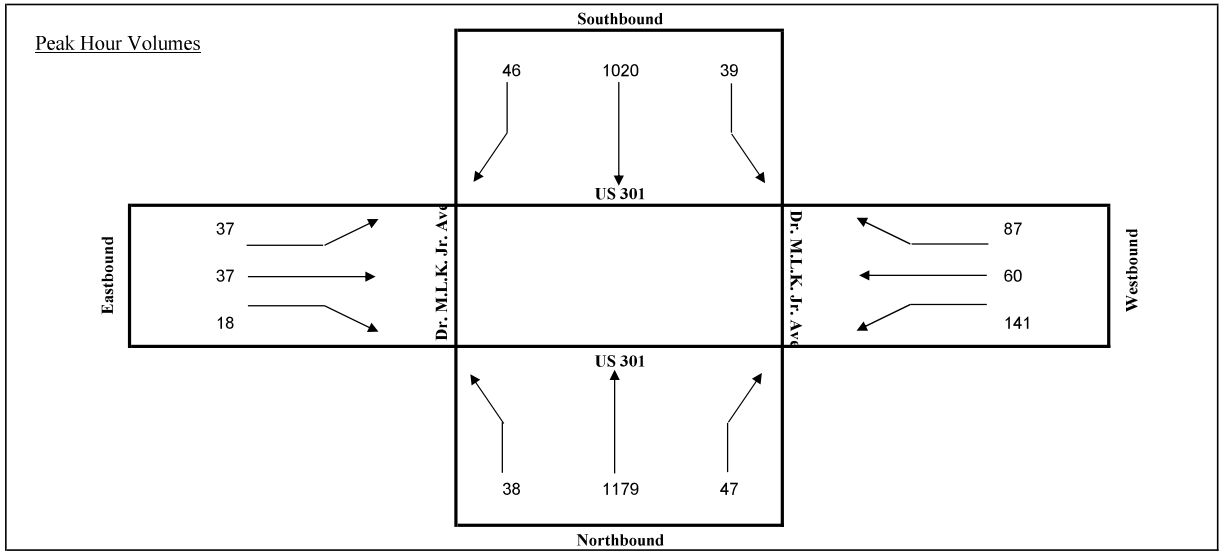


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Dr. M.L.K. Jr. Avenue/Huey St
Date: 11/29/2023

			US 301 NB			US 301 SB			Dr. M.L.K. Jr. Avenue/Huey St EB			Dr. M.L.K. Jr. Avenue/Huey St WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM		5	310	15	17	228	10	13	4	7	37	19	18	683
4:15 PM	4:30 PM		7	293	17	10	272	7	9	7	3	37	20	23	705
4:30 PM	4:45 PM		4	301	7	9	245	11	4	8	2	48	15	16	670
4:45 PM	5:00 PM		14	290	11	11	236	14	10	15	2	23	11	16	653
5:00 PM	5:15 PM		13	295	12	9	267	14	14	7	11	33	14	32	721
5:15 PM	5:30 PM		18	285	14	16	241	18	14	7	4	19	18	23	677
5:30 PM	5:45 PM		13	306	17	10	221	16	11	10	5	17	14	16	656
5:45 PM	6:00 PM		18	305	12	6	183	9	8	7	5	17	3	12	585
Total for:	4:00 PM	5:00 PM	30	1194	50	47	981	42	36	34	14	145	65	73	2711
Total for:	5:00 PM	6:00 PM	62	1191	55	41	912	57	47	31	25	86	49	83	2639
Tota Peak Hour:	4:15 PM	5:15 PM	38	1179	47	39	1020	46	37	37	18	141	60	87	2749
Overall PHF:	0.95														

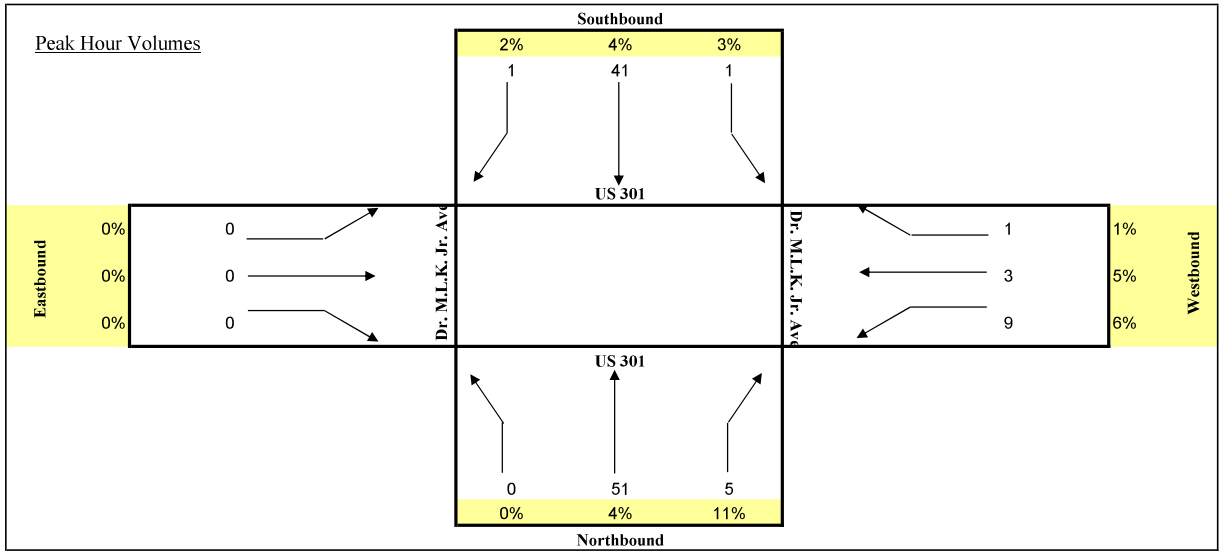


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Dr. M.L.K. Jr. Avenue/Huey St
Date: 11/29/2023

		US 301			US 301			Dr. M.L.K. Jr. Avenue/Huey St			Dr. M.L.K. Jr. Avenue/Huey St			
		NB			SB			EB			WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	14	3	0	6	0	0	0	0	3	0	0	26
4:15 PM	4:30 PM	0	8	1	1	14	1	0	0	0	3	3	0	31
4:30 PM	4:45 PM	0	14	0	0	10	0	0	0	0	3	0	0	27
4:45 PM	5:00 PM	0	15	1	0	11	0	0	0	0	0	0	1	28
5:00 PM	5:15 PM	0	12	0	0	4	0	0	1	0	0	0	0	17
5:15 PM	5:30 PM	0	15	0	0	3	0	0	0	0	0	0	0	18
5:30 PM	5:45 PM	0	6	0	0	7	0	0	0	0	0	0	0	13
5:45 PM	6:00 PM	0	10	0	0	8	1	0	0	0	0	0	0	19
Total for:	4:00 PM	5:00 PM	0	51	5	1	41	1	0	0	0	9	3	1	112
Total for:	5:00 PM	6:00 PM	0	43	0	0	22	1	0	1	0	0	0	0	67
Tota Peak Hour:	4:00 PM	5:00 PM	0	51	5	1	41	1	0	0	0	9	3	1	112
Overall PHF:	0.90														

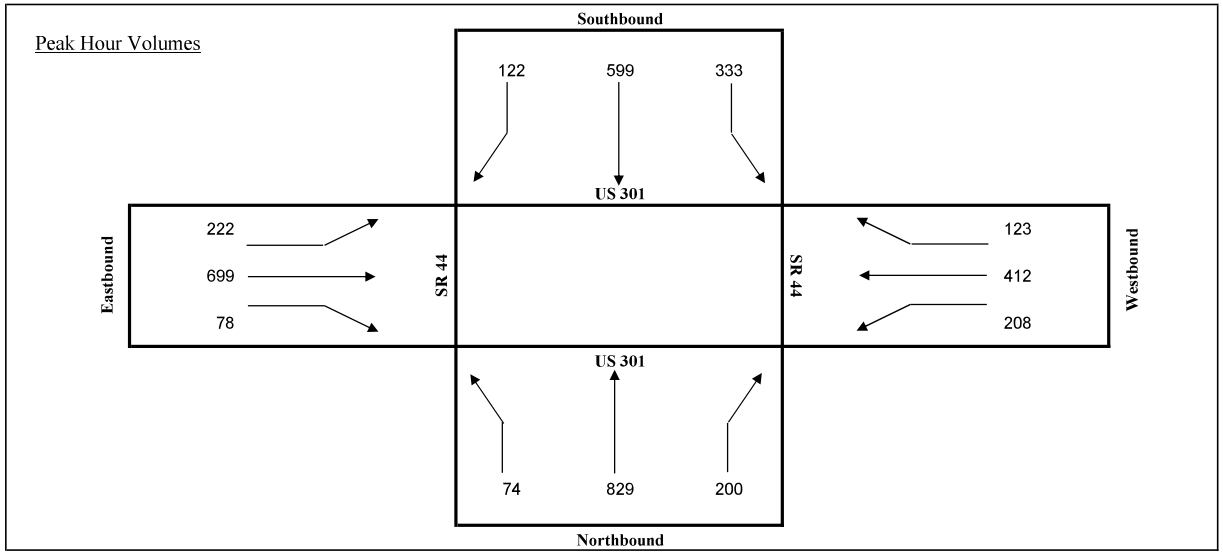


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): SR 44
Date: 11/29/2023

		US 301 NB			US 301 SB			SR 44 EB			SR 44 WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	12	139	40	65	139	22	33	163	11	33	85	21	763
7:15 AM	7:30 AM	9	173	52	60	160	24	40	177	9	41	110	24	879
7:30 AM	7:45 AM	18	206	53	74	177	30	50	169	16	48	92	30	963
7:45 AM	8:00 AM	11	199	44	87	169	30	56	198	23	47	106	35	1005
8:00 AM	8:15 AM	19	217	50	92	132	33	55	168	20	56	106	30	978
8:15 AM	8:30 AM	26	207	53	80	121	29	61	164	19	57	108	28	953
8:30 AM	8:45 AM	17	188	44	76	106	23	60	151	17	47	117	20	866
8:45 AM	9:00 AM	15	174	45	65	118	21	62	159	16	43	96	27	841
Total for:	7:00 AM	8:00 AM	50	717	189	286	645	106	179	707	59	169	393	110	3610
Total for:	8:00 AM	9:00 AM	77	786	192	313	477	106	238	642	72	203	427	105	3638
Tota Peak Hour:	7:30 AM	8:30 AM	74	829	200	333	599	122	222	699	78	208	412	123	3899
Overall PHF:	0.97														

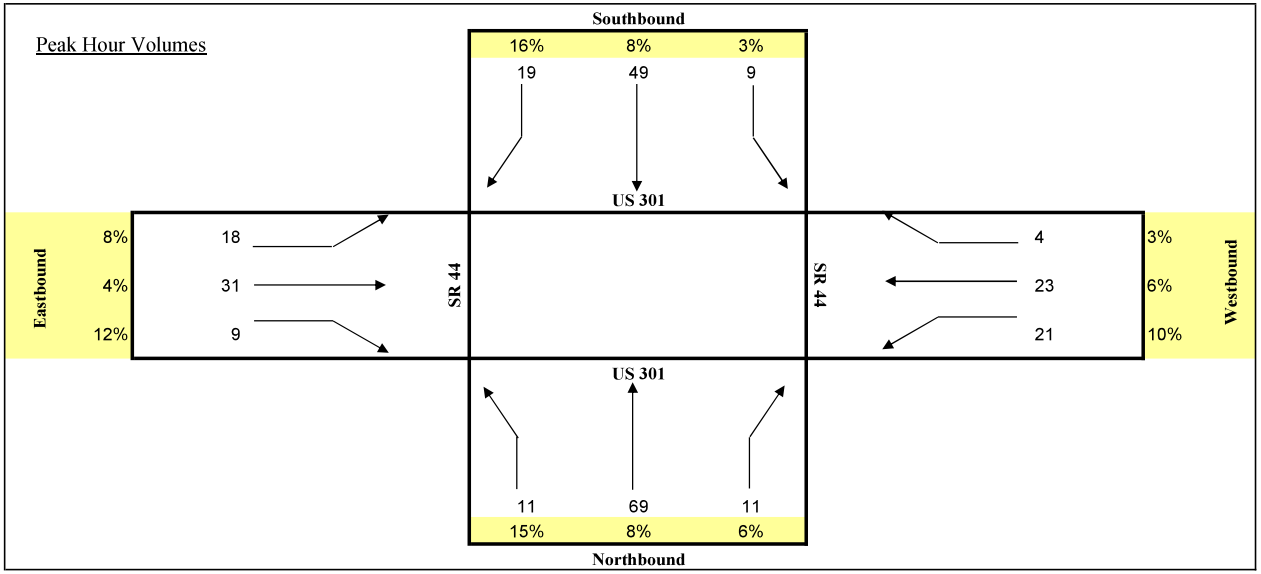


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): SR 44
Date: 11/29/2023

		US 301 NB			US 301 SB			SR 44 EB			SR 44 WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	2	10	0	2	11	1	0	5	3	1	1	1	37
7:15 AM	7:30 AM	0	15	4	2	14	5	5	6	1	5	8	0	65
7:30 AM	7:45 AM	4	16	2	4	16	4	2	10	4	7	5	2	76
7:45 AM	8:00 AM	1	21	2	2	11	7	4	10	4	3	7	2	74
8:00 AM	8:15 AM	6	17	3	1	8	3	7	5	0	6	3	0	59
8:15 AM	8:30 AM	6	13	0	3	13	2	5	7	2	2	2	1	56
8:30 AM	8:45 AM	0	8	2	1	10	2	1	9	4	5	4	0	46
8:45 AM	9:00 AM	3	11	1	3	8	1	3	3	1	3	2	3	42
Total for:	7:00 AM	8:00 AM	7	62	8	10	52	17	11	31	12	16	21	5	252
Total for:	8:00 AM	9:00 AM	15	49	6	8	39	8	16	24	7	16	11	4	203
Tota Peak Hour:	7:15 AM	8:15 AM	11	69	11	9	49	19	18	31	9	21	23	4	274
Overall PHF:	0.90														

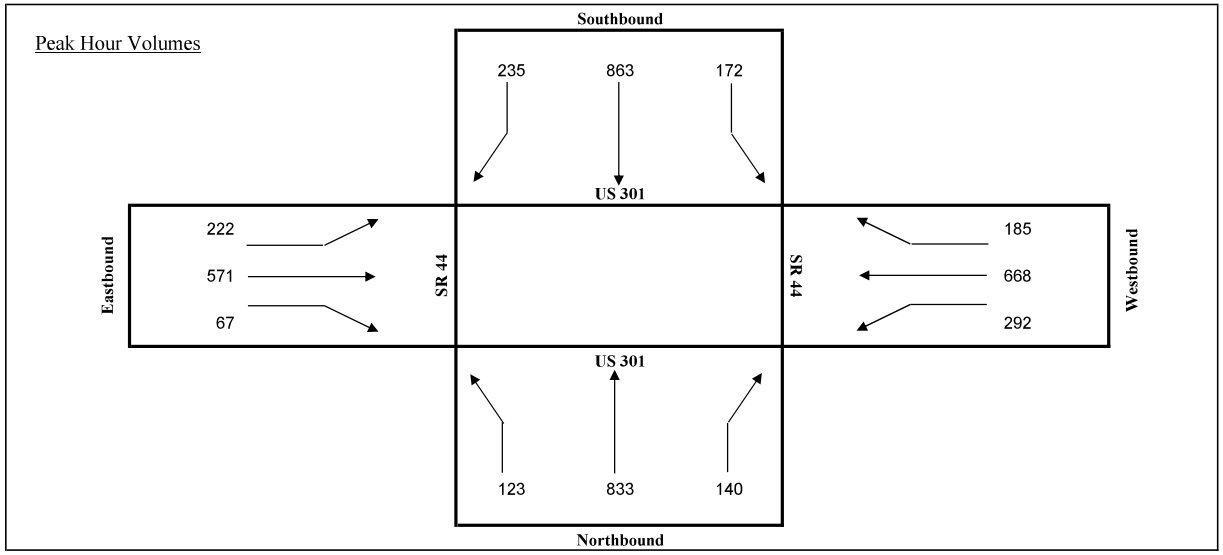


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): SR 44
Date: 11/29/2023

			US 301 NB			US 301 SB			SR 44 EB			SR 44 WB			
Start	End		L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM		22	199	32	30	200	54	44	104	7	57	150	39	938
4:15 PM	4:30 PM		29	189	25	37	216	52	53	124	14	69	172	50	1030
4:30 PM	4:45 PM		35	216	32	45	234	48	48	135	16	73	155	46	1083
4:45 PM	5:00 PM		30	206	35	49	202	59	55	145	20	74	172	41	1088
5:00 PM	5:15 PM		33	196	37	36	230	62	53	142	15	71	175	46	1096
5:15 PM	5:30 PM		25	215	36	42	197	66	66	149	16	74	166	52	1104
5:30 PM	5:45 PM		21	190	37	38	213	57	74	153	13	58	167	49	1070
5:45 PM	6:00 PM		27	196	32	42	221	64	64	158	13	67	155	52	1091
Total for:	4:00 PM	5:00 PM	116	810	124	161	852	213	200	508	57	273	649	176	4139
Total for:	5:00 PM	6:00 PM	106	797	142	158	861	249	257	602	57	270	663	199	4361
Tota Peak Hour:	4:30 PM	5:30 PM	123	833	140	172	863	235	222	571	67	292	668	185	4371
Overall PHF:	0.99														

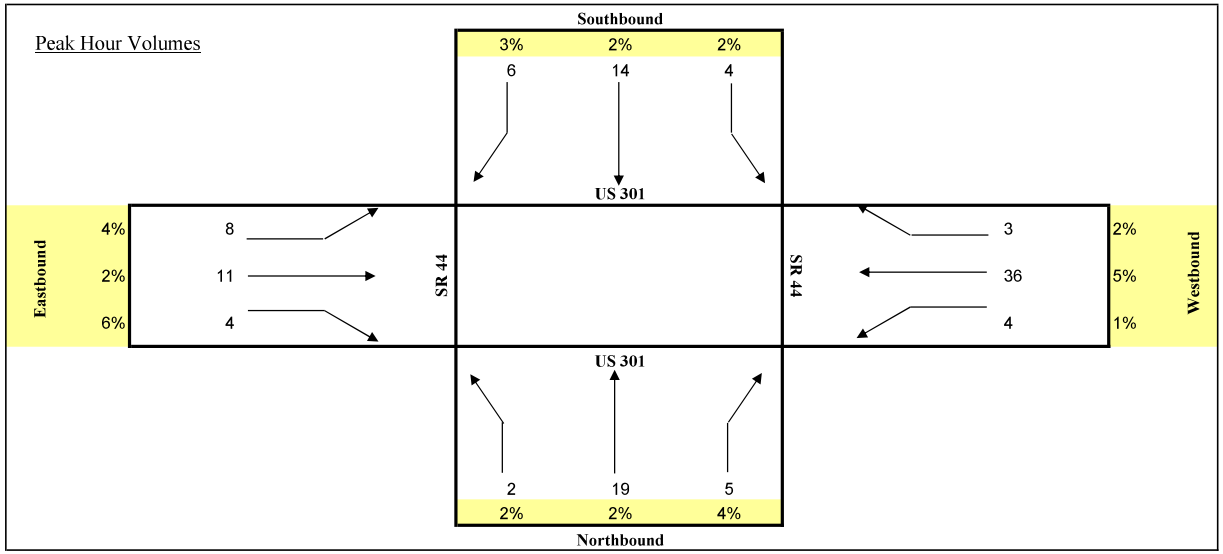


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): SR 44
Date: 11/29/2023

		US 301 NB			US 301 SB			SR 44 EB			SR 44 WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	7	2	0	5	4	3	2	0	0	8	2	33
4:15 PM	4:30 PM	0	2	0	2	2	0	1	5	3	3	12	0	30
4:30 PM	4:45 PM	1	7	1	1	4	0	2	1	1	1	7	0	26
4:45 PM	5:00 PM	1	3	2	1	3	2	2	3	0	0	9	1	27
5:00 PM	5:15 PM	0	6	2	0	6	1	4	3	1	2	5	1	31
5:15 PM	5:30 PM	0	1	0	1	2	0	0	4	0	2	7	0	17
5:30 PM	5:45 PM	1	1	0	1	0	0	0	1	1	0	3	0	8
5:45 PM	6:00 PM	0	3	1	0	1	1	1	2	0	1	3	1	14
Total for:	4:00 PM	5:00 PM	2	19	5	4	14	6	8	11	4	4	36	3	116
Total for:	5:00 PM	6:00 PM	1	11	3	2	9	2	5	10	2	5	18	2	70
Tota Peak Hour:	4:00 PM	5:00 PM	2	19	5	4	14	6	8	11	4	4	36	3	116
Overall PHF:	0.88														

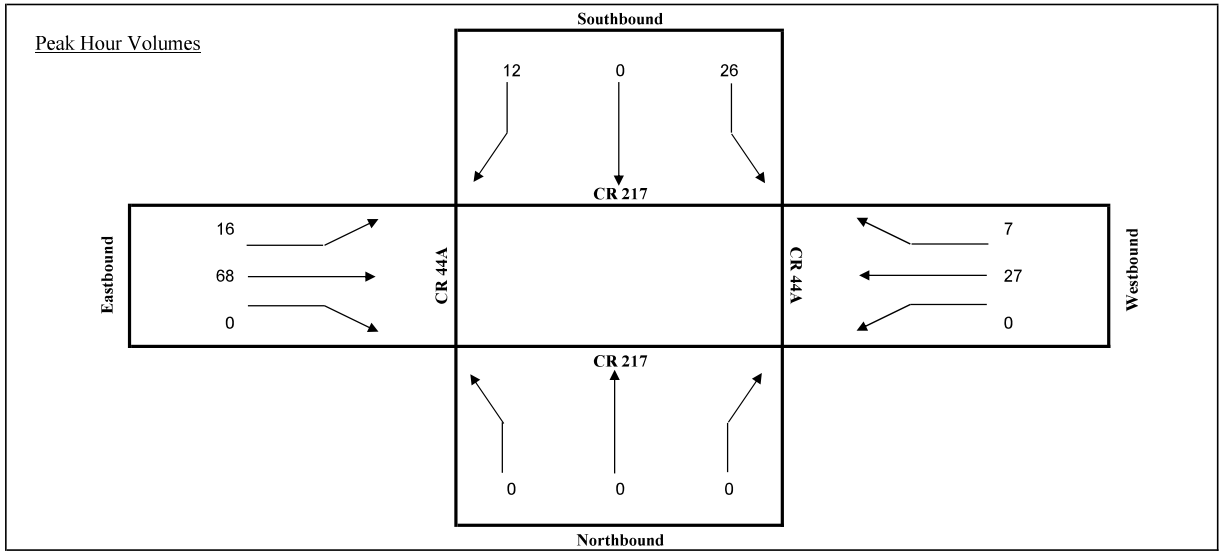


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): CR 217
Intersection (E/W): CR 44A
Date: 11/29/2023

		CR 217 NB			CR 217 SB			CR 44A EB			CR 44A WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	0	0	8	0	5	4	16	0	0	3	4	40
7:15 AM	7:30 AM	0	0	0	5	0	1	4	19	0	0	3	0	32
7:30 AM	7:45 AM	0	0	0	7	0	2	3	15	0	0	8	1	36
7:45 AM	8:00 AM	0	0	0	6	0	4	5	18	0	0	13	2	48
8:00 AM	8:15 AM	0	0	0	9	0	2	1	18	0	0	9	0	39
8:15 AM	8:30 AM	0	0	0	4	0	0	1	11	0	0	4	2	22
8:30 AM	8:45 AM	0	0	0	6	0	4	3	15	0	0	13	2	43
8:45 AM	9:00 AM	0	0	0	6	0	2	1	11	0	0	8	1	29
Total for:	7:00 AM	8:00 AM	0	0	0	26	0	12	16	68	0	0	27	7	156
Total for:	8:00 AM	9:00 AM	0	0	0	25	0	8	6	55	0	0	34	5	133
Tota Peak Hour:	7:00 AM	8:00 AM	0	0	0	26	0	12	16	68	0	0	27	7	156
Overall PHF:	0.81														

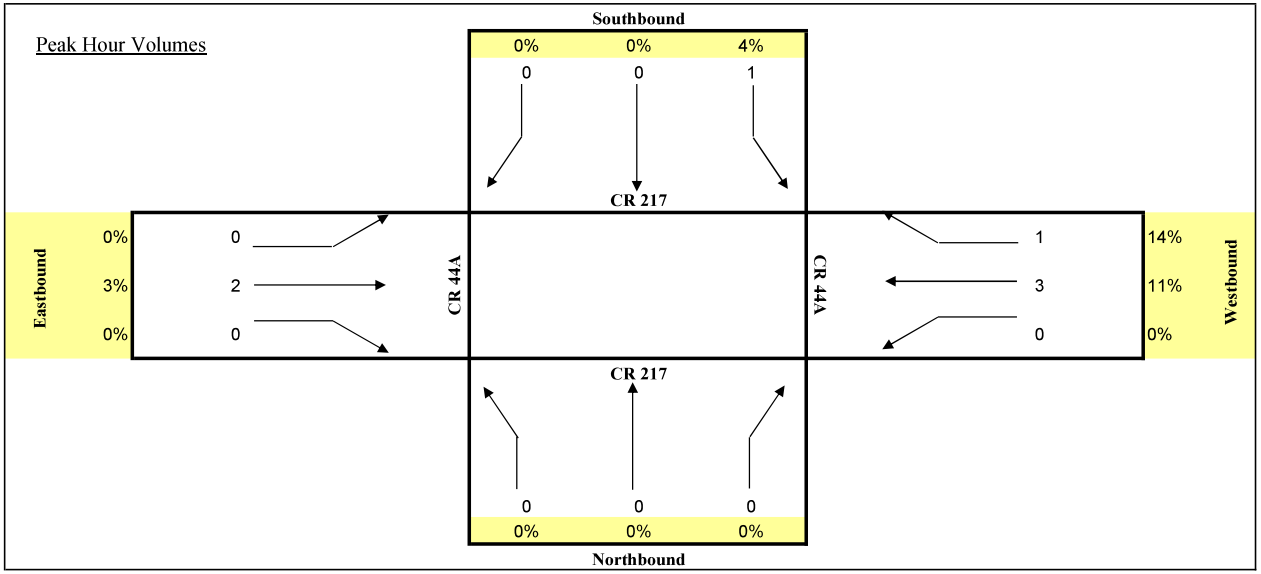


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): CR 217
Intersection (E/W): CR 44A
Date: 11/29/2023

		CR 217 NB			CR 217 SB			CR 44A EB			CR 44A WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:15 AM	7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	0	0	1	0	0	0	2	0	0	1	1	5
8:30 AM	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total for:	7:00 AM	8:00 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
Total for:	8:00 AM	9:00 AM	0	0	0	1	0	0	0	2	0	0	2	1	6
Tota Peak Hour:	7:30 AM	8:30 AM	0	0	0	1	0	0	0	2	0	0	3	1	7
Overall PHF:	0.35														

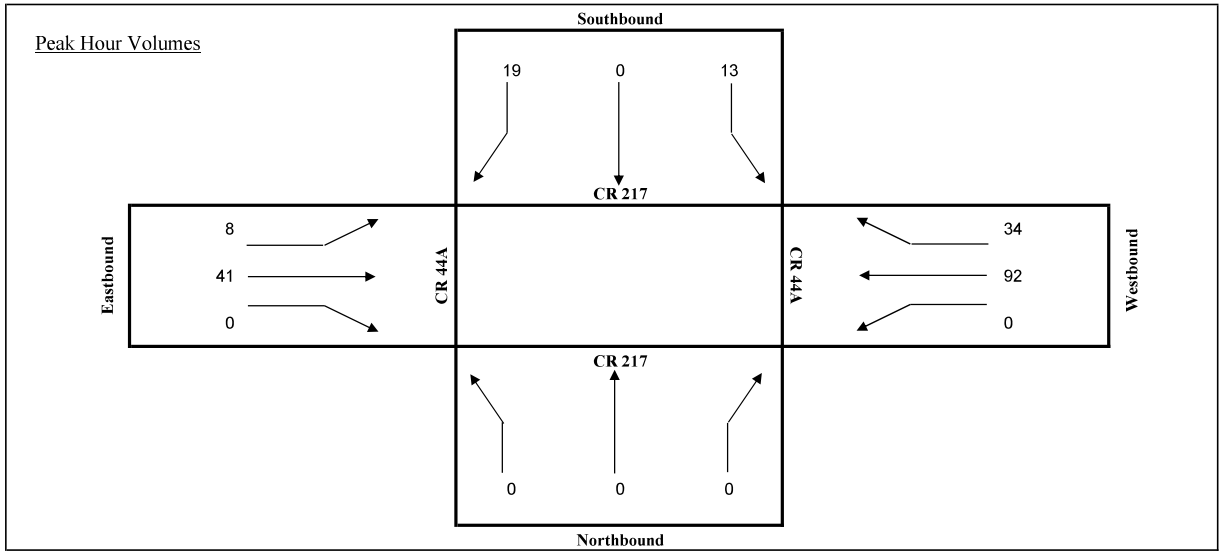


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): CR 217
Intersection (E/W): CR 44A
Date: 11/29/2023

		CR 217 NB			CR 217 SB			CR 44A EB			CR 44A WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	0	0	4	0	4	4	13	0	0	9	14	48
4:15 PM	4:30 PM	0	0	0	1	0	5	0	9	0	0	15	6	36
4:30 PM	4:45 PM	0	0	0	6	0	2	4	11	0	0	15	6	44
4:45 PM	5:00 PM	0	0	0	2	0	6	5	13	0	0	26	4	56
5:00 PM	5:15 PM	0	0	0	6	0	6	2	8	0	0	14	7	43
5:15 PM	5:30 PM	0	0	0	3	0	5	0	12	0	0	29	11	60
5:30 PM	5:45 PM	0	0	0	2	0	2	1	8	0	0	23	12	48
5:45 PM	6:00 PM	0	0	0	1	0	3	3	20	0	0	18	5	50
Total for:	4:00 PM	5:00 PM	0	0	0	13	0	17	13	46	0	0	65	30	184
Total for:	5:00 PM	6:00 PM	0	0	0	12	0	16	6	48	0	0	84	35	201
Tota Peak Hour:	4:45 PM	5:45 PM	0	0	0	13	0	19	8	41	0	0	92	34	207
Overall PHF:	0.86														

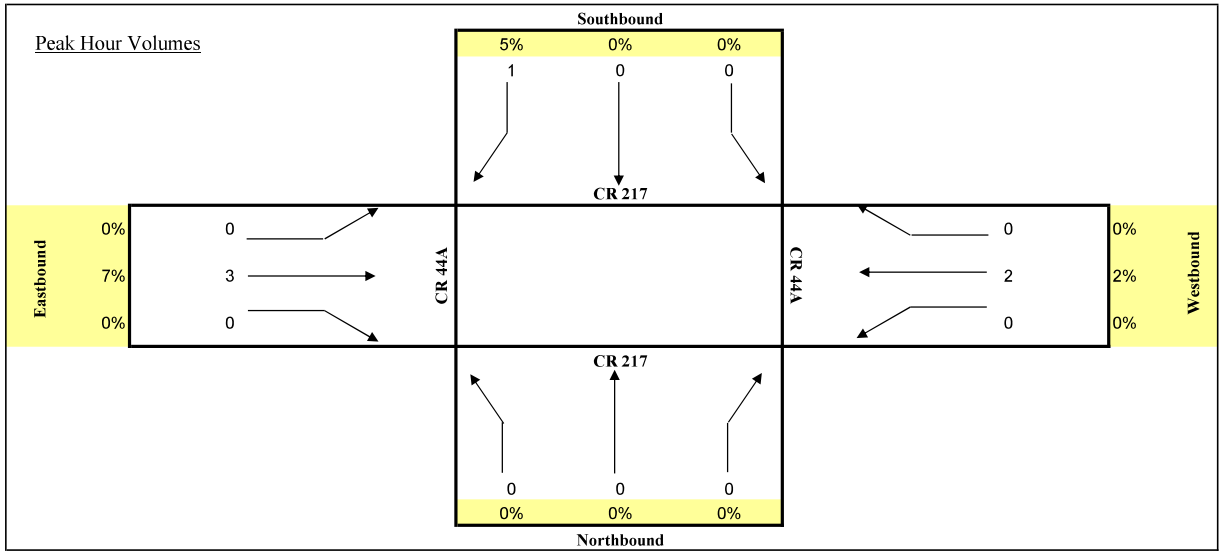


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): CR 217
Intersection (E/W): CR 44A
Date: 11/29/2023

		CR 217 NB			CR 217 SB			CR 44A EB			CR 44A WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
4:30 PM	4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
4:45 PM	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
5:30 PM	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total for:	4:00 PM	5:00 PM	0	0	0	0	0	1	0	2	0	0	2	0	5
Total for:	5:00 PM	6:00 PM	0	0	0	1	0	0	0	1	0	0	2	0	4
Tota Peak Hour:	4:15 PM	5:15 PM	0	0	0	0	0	1	0	3	0	0	2	0	6
Overall PHF:	0.50														

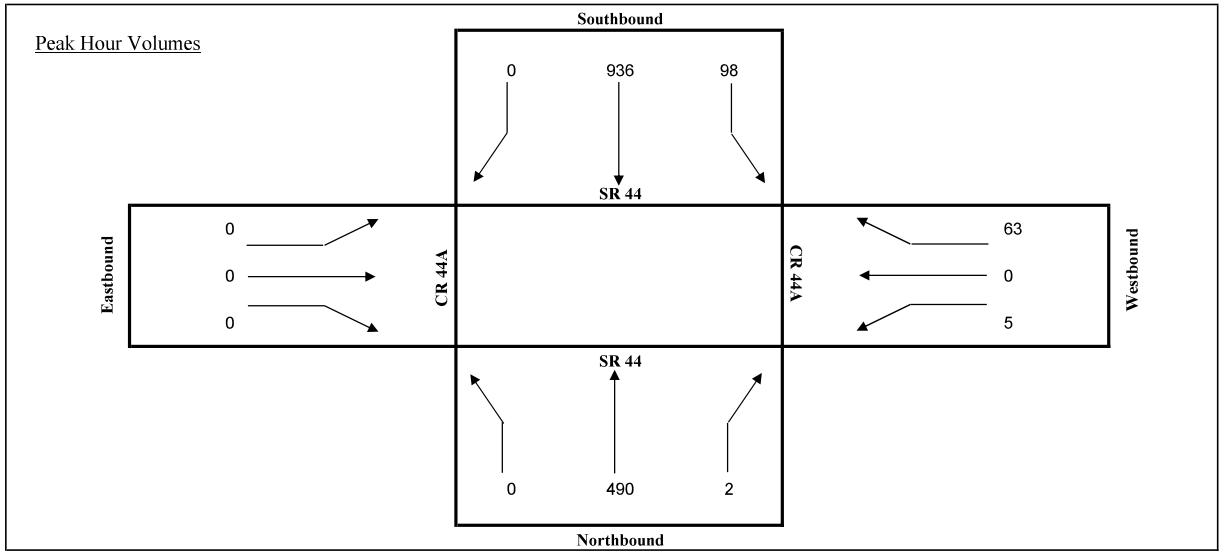


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): SR 44
Intersection (E/W): CR 44A
Date: 11/29/2023

			SR 44 NB			SR 44 SB			CR 44A EB			CR 44A WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	96	0	19	206	0	0	0	0	1	0	13	335
7:15 AM	7:30 AM	0	121	0	22	234	0	0	0	0	2	0	15	394
7:30 AM	7:45 AM	0	119	0	29	262	0	0	0	0	1	0	19	430
7:45 AM	8:00 AM	0	116	0	29	225	0	0	0	0	2	0	12	384
8:00 AM	8:15 AM	0	134	2	18	215	0	0	0	0	0	0	17	386
8:15 AM	8:30 AM	0	124	0	19	184	0	0	0	0	1	0	12	340
8:30 AM	8:45 AM	0	139	0	18	185	0	0	0	0	0	0	10	352
8:45 AM	9:00 AM	0	130	0	14	177	0	0	0	0	0	0	18	339
Total for:	7:00 AM	8:00 AM	0	452	0	99	927	0	0	0	0	6	0	59	1543
Total for:	8:00 AM	9:00 AM	0	527	2	69	761	0	0	0	0	1	0	57	1417
Tota Peak Hour:	7:15 AM	8:15 AM	0	490	2	98	936	0	0	0	0	5	0	63	1594
Overall PHF:	0.93														

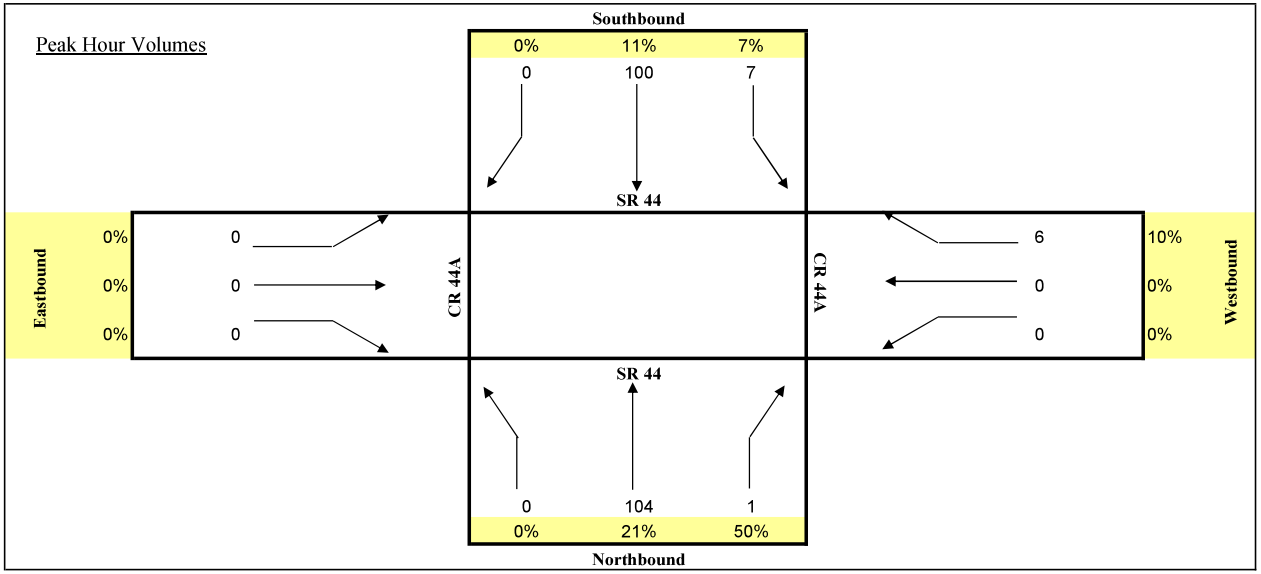


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): SR 44
Intersection (E/W): CR 44A
Date: 11/29/2023

		SR 44 NB			SR 44 SB			CR 44A EB			CR 44A WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	0	18	0	1	23	0	0	0	0	0	0	0	42
7:15 AM	7:30 AM	0	16	0	2	20	0	0	0	0	0	0	0	38
7:30 AM	7:45 AM	0	20	0	0	24	0	0	0	0	0	0	1	45
7:45 AM	8:00 AM	0	20	0	2	20	0	0	0	0	2	0	0	44
8:00 AM	8:15 AM	0	36	1	4	20	0	0	0	0	0	0	0	61
8:15 AM	8:30 AM	0	16	0	1	30	0	0	0	0	0	0	2	49
8:30 AM	8:45 AM	0	31	0	0	27	0	0	0	0	0	0	2	60
8:45 AM	9:00 AM	0	21	0	2	23	0	0	0	0	0	0	2	48
Total for:	7:00 AM	8:00 AM	0	74	0	5	87	0	0	0	0	2	0	1	169
Total for:	8:00 AM	9:00 AM	0	104	1	7	100	0	0	0	0	0	0	6	218
Tota Peak Hour:	8:00 AM	9:00 AM	0	104	1	7	100	0	0	0	0	0	0	6	218
Overall PHF:	0.89														

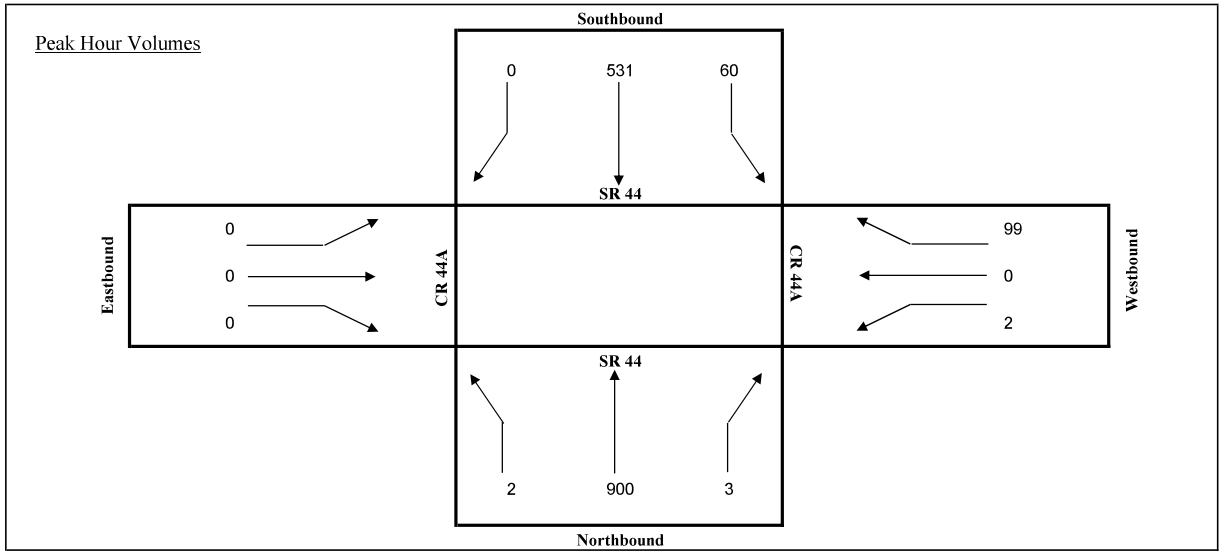


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): SR 44
Intersection (E/W): CR 44A
Date: 11/29/2023

		SR 44 NB			SR 44 SB			CR 44A EB			CR 44A WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	214	1	10	147	0	0	0	0	1	0	18	391
4:15 PM	4:30 PM	0	217	0	10	119	0	0	0	0	1	0	23	370
4:30 PM	4:45 PM	0	224	2	12	133	0	0	0	0	0	0	19	390
4:45 PM	5:00 PM	0	229	1	19	143	0	0	0	0	1	0	27	420
5:00 PM	5:15 PM	2	234	0	15	134	0	0	0	0	1	0	21	407
5:15 PM	5:30 PM	0	213	0	14	121	0	0	0	0	0	0	32	380
5:30 PM	5:45 PM	0	205	1	13	131	0	0	0	0	2	0	35	387
5:45 PM	6:00 PM	0	170	0	20	112	0	0	0	0	0	0	29	331
Total for:	4:00 PM	5:00 PM	0	884	4	51	542	0	0	0	0	3	0	87	1571
Total for:	5:00 PM	6:00 PM	2	822	1	62	498	0	0	0	0	3	0	117	1505
Tota Peak Hour:	4:30 PM	5:30 PM	2	900	3	60	531	0	0	0	0	2	0	99	1597
Overall PHF:	0.95														

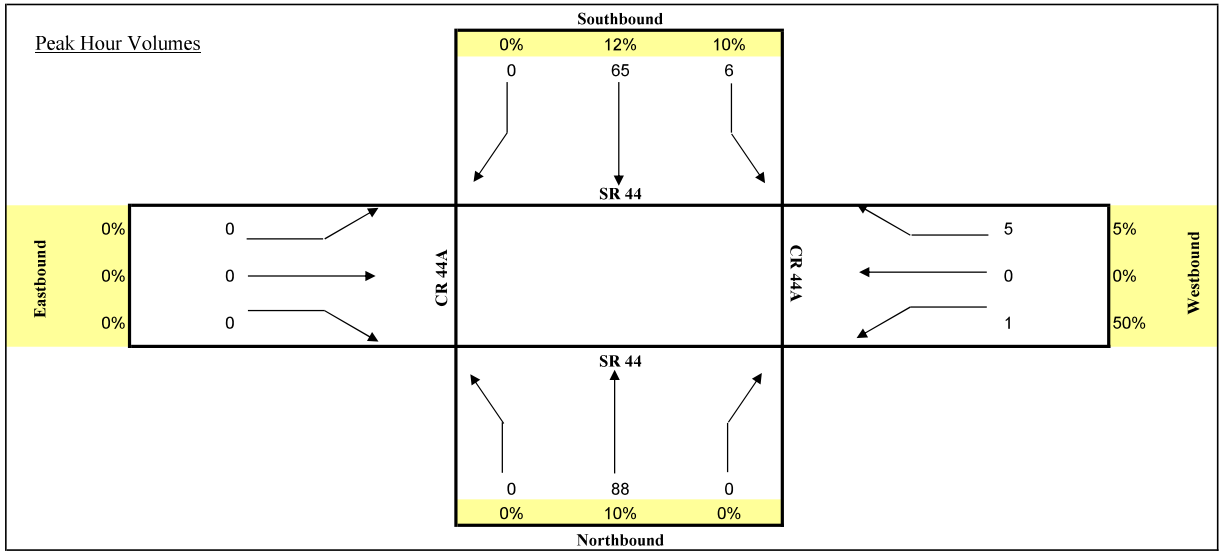


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): SR 44
Intersection (E/W): CR 44A
Date: 11/29/2023

		SR 44 NB			SR 44 SB			CR 44A EB			CR 44A WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	15	0	1	12	0	0	0	0	0	0	0	28
4:15 PM	4:30 PM	0	20	0	0	10	0	0	0	0	0	0	1	31
4:30 PM	4:45 PM	0	22	0	1	15	0	0	0	0	0	0	1	39
4:45 PM	5:00 PM	0	24	0	2	21	0	0	0	0	0	0	1	48
5:00 PM	5:15 PM	0	24	0	3	17	0	0	0	0	1	0	1	46
5:15 PM	5:30 PM	0	18	0	0	12	0	0	0	0	0	0	2	32
5:30 PM	5:45 PM	0	21	0	0	7	0	0	0	0	0	0	3	31
5:45 PM	6:00 PM	0	10	0	1	15	0	0	0	0	0	0	2	28
Total for:	4:00 PM	5:00 PM	0	81	0	4	58	0	0	0	0	0	0	3	146
Total for:	5:00 PM	6:00 PM	0	73	0	4	51	0	0	0	0	1	0	8	137
Tota Peak Hour:	4:30 PM	5:30 PM	0	88	0	6	65	0	0	0	0	1	0	5	165
Overall PHF:	0.86														



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

Appendix G
HCM Analysis – Existing Conditions & Signal Timing Sheets

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	2	80	0	2	1	28	789	21	7	1148	39
Future Vol, veh/h	37	2	80	0	2	1	28	789	21	7	1148	39
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	100	-	-	-	-	-	450	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	2	4	2	2	2	4	12	19	2	10	5
Mvmt Flow	42	2	91	0	2	1	32	897	24	8	1305	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1857	2328	675	1643	2338	461	1349	0	0	921	0	0
Stage 1	1343	1343	-	973	973	-	-	-	-	-	-	-
Stage 2	514	985	-	670	1365	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.54	6.98	7.54	6.54	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.6	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.02	3.34	3.52	4.02	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	44	37	392	66	36	547	496	-	-	737	-	-
Stage 1	156	219	-	271	329	-	-	-	-	-	-	-
Stage 2	504	324	-	413	214	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 40	33	392	46	32	547	496	-	-	737	-	-
Mov Cap-2 Maneuver	134	163	-	179	144	-	-	-	-	-	-	-
Stage 1	146	209	-	253	308	-	-	-	-	-	-	-
Stage 2	467	303	-	300	205	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.7	24.2	0.4	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	496	-	-	134	379	191	737	-	-
HCM Lane V/C Ratio	0.064	-	-	0.314	0.246	0.018	0.011	-	-
HCM Control Delay (s)	12.8	-	-	43.7	17.6	24.2	9.9	0.2	-
HCM Lane LOS	B	-	-	E	C	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	1	0.1	0	-	-

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

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	26	0	26	9	3	10	41	1087	5	0	935	39
Future Vol, veh/h	26	0	26	9	3	10	41	1087	5	0	935	39
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	100	-	-	-	-	-	450	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	15	2	2	2	10	8	20	2	9	8
Mvmt Flow	28	0	28	10	3	11	45	1182	5	0	1016	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1720	2314	529	1783	2333	594	1058	0	0	1187	0	0
Stage 1	1037	1037	-	1275	1275	-	-	-	-	-	-	-
Stage 2	683	1277	-	508	1058	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.54	6.54	6.94	4.3	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.52	4.02	3.32	2.3	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	37	462	52	36	448	609	-	-	584	-	-
Stage 1	247	307	-	177	236	-	-	-	-	-	-	-
Stage 2	405	236	-	516	300	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	53	34	462	46	33	448	609	-	-	584	-	-
Mov Cap-2 Maneuver	189	170	-	148	159	-	-	-	-	-	-	-
Stage 1	229	307	-	164	219	-	-	-	-	-	-	-
Stage 2	361	219	-	484	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.3	23.7	0.4	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	609	-	-	189	462	216	584	-	-
HCM Lane V/C Ratio	0.073	-	-	0.15	0.061	0.111	-	-	-
HCM Control Delay (s)	11.4	-	-	27.4	13.3	23.7	0	-	-
HCM Lane LOS	B	-	-	D	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.2	0.4	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	28	6	74	28	34	11	937	97	128	1043	6
Future Volume (veh/h)	42	28	6	74	28	34	11	937	97	128	1043	6
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	1796	1648	1693	1737	1856	1870	1767	1796	1826	1796	1648
Adj Flow Rate, veh/h	47	31	6	82	31	31	12	1041	87	142	1159	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	7	17	14	11	3	2	9	7	5	7	17
Cap, veh/h	348	219	42	354	134	134	251	1437	120	308	1789	9
Arrive On Green	0.04	0.15	0.15	0.06	0.17	0.17	0.01	0.46	0.46	0.07	0.51	0.51
Sat Flow, veh/h	1781	1462	283	1612	797	797	1781	3136	262	1739	3481	18
Grp Volume(v), veh/h	47	0	37	82	0	62	12	557	571	142	568	597
Grp Sat Flow(s),veh/h/ln	1781	0	1745	1612	0	1594	1781	1678	1719	1739	1706	1793
Q Serve(g_s), s	1.7	0.0	1.4	3.2	0.0	2.6	0.3	20.5	20.6	3.1	18.5	18.5
Cycle Q Clear(g_c), s	1.7	0.0	1.4	3.2	0.0	2.6	0.3	20.5	20.6	3.1	18.5	18.5
Prop In Lane	1.00		0.16	1.00		0.50	1.00		0.15	1.00		0.01
Lane Grp Cap(c), veh/h	348	0	262	354	0	268	251	769	788	308	877	921
V/C Ratio(X)	0.13	0.00	0.14	0.23	0.00	0.23	0.05	0.72	0.72	0.46	0.65	0.65
Avail Cap(c_a), veh/h	858	0	571	785	0	939	808	989	1013	756	1006	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	0.0	28.2	25.1	0.0	27.5	12.0	16.8	16.8	13.0	13.5	13.5
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.5	0.0	0.6	0.1	2.4	2.3	1.5	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.6	1.2	0.0	1.0	0.1	7.1	7.3	1.1	6.3	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	0.0	28.5	25.6	0.0	28.1	12.2	19.1	19.1	14.5	15.0	14.9
LnGrp LOS	C	A	C	C	A	C	B	B	B	B	B	B
Approach Vol, veh/h		84			144			1140			1307	
Approach Delay, s/veh		27.1			26.7			19.1			14.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	44.2	8.2	17.8	10.4	40.0	9.5	16.5
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	25.0	45.0	25.0	45.0	25.0	45.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	2.3	20.5	3.7	4.6	5.1	22.6	5.2	3.4
Green Ext Time (p_c), s	0.0	11.3	0.1	0.5	0.5	10.2	0.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	37	18	141	60	87	38	1179	47	39	1020	46
Future Volume (veh/h)	37	37	18	141	60	87	38	1179	47	39	1020	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1811	1826	1870	1870	1841	1737	1856	1841	1870
Adj Flow Rate, veh/h	39	39	16	148	63	74	40	1241	40	41	1074	39
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, %	2	2	2	6	5	2	2	4	11	3	4	2
Cap, veh/h	332	190	78	420	162	190	268	1598	51	226	1593	58
Arrive On Green	0.04	0.15	0.15	0.10	0.21	0.21	0.04	0.46	0.46	0.04	0.46	0.46
Sat Flow, veh/h	1781	1260	517	1725	765	899	1781	3458	111	1767	3442	125
Grp Volume(v), veh/h	39	0	55	148	0	137	40	627	654	41	546	567
Grp Sat Flow(s),veh/h/ln	1781	0	1777	1725	0	1664	1781	1749	1821	1767	1749	1818
Q Serve(g_s), s	1.4	0.0	2.1	5.4	0.0	5.6	0.9	23.8	23.8	0.9	19.3	19.3
Cycle Q Clear(g_c), s	1.4	0.0	2.1	5.4	0.0	5.6	0.9	23.8	23.8	0.9	19.3	19.3
Prop In Lane	1.00		0.29	1.00		0.54	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	332	0	268	420	0	352	268	808	841	226	809	841
V/C Ratio(X)	0.12	0.00	0.21	0.35	0.00	0.39	0.15	0.78	0.78	0.18	0.67	0.67
Avail Cap(c_a), veh/h	830	0	674	797	0	946	765	994	1035	718	994	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	29.5	23.2	0.0	26.8	12.7	17.9	17.9	14.1	16.6	16.6
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.7	0.0	1.0	0.4	3.6	3.5	0.5	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.9	2.2	0.0	2.3	0.3	8.9	9.2	0.4	7.1	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	30.0	23.9	0.0	27.8	13.1	21.5	21.4	14.7	18.3	18.3
LnGrp LOS	C	A	C	C	A	C	B	C	C	B	B	B
Approach Vol, veh/h		94			285			1321			1154	
Approach Delay, s/veh		28.7			25.8			21.2			18.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	41.6	7.9	21.7	8.0	41.6	12.7	16.9
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	25.0	45.0	25.0	45.0	25.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	2.9	21.3	3.4	7.6	2.9	25.8	7.4	4.1
Green Ext Time (p_c), s	0.1	10.5	0.1	1.2	0.1	10.7	0.6	0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	699	78	208	412	123	74	829	200	333	599	122
Future Volume (veh/h)	222	699	78	208	412	123	74	829	200	333	599	122
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	1781	1841	1722	1752	1811	1856	1678	1781	1811	1856	1781	1663
Adj Flow Rate, veh/h	229	721	40	214	425	64	76	855	103	343	618	63
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	4	12	10	6	3	15	8	6	3	8	16
Cap, veh/h	293	790	330	239	962	440	95	938	425	411	1133	472
Arrive On Green	0.09	0.23	0.23	0.14	0.28	0.28	0.06	0.28	0.28	0.12	0.33	0.33
Sat Flow, veh/h	3291	3497	1459	1668	3441	1572	1598	3385	1535	3428	3385	1409
Grp Volume(v), veh/h	229	721	40	214	425	64	76	855	103	343	618	63
Grp Sat Flow(s),veh/h/ln	1646	1749	1459	1668	1721	1572	1598	1692	1535	1714	1692	1409
Q Serve(g_s), s	8.8	26.1	2.8	16.4	13.2	4.0	6.1	31.7	6.7	12.7	19.3	4.0
Cycle Q Clear(g_c), s	8.8	26.1	2.8	16.4	13.2	4.0	6.1	31.7	6.7	12.7	19.3	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	790	330	239	962	440	95	938	425	411	1133	472
V/C Ratio(X)	0.78	0.91	0.12	0.89	0.44	0.15	0.80	0.91	0.24	0.83	0.55	0.13
Avail Cap(c_a), veh/h	561	1291	539	285	1270	581	266	981	445	581	1133	472
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	57.9	49.0	40.0	54.6	38.4	35.1	60.3	45.3	36.3	55.8	35.1	30.1
Incr Delay (d2), s/veh	5.5	4.0	0.1	26.0	0.1	0.1	16.7	12.2	0.4	7.9	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	11.7	1.0	8.4	5.4	1.5	2.9	14.6	2.5	5.8	7.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	53.0	40.0	80.6	38.5	35.1	76.9	57.6	36.7	63.7	35.8	30.2
LnGrp LOS	E	D	D	F	D	D	E	E	D	E	D	C
Approach Vol, veh/h		990			703			1034			1024	
Approach Delay, s/veh		54.9			51.0			56.9			44.8	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	43.4	23.6	43.4	26.4	36.4	16.1	50.8
Change Period (Y+Rc), s	* 7.9	7.1	8.0	7.4	* 7.8	7.1	* 8.4	7.4
Max Green Setting (Gmax), s	* 2	47.9	22.0	37.6	* 22	47.9	* 22	37.6
Max Q Clear Time (g_c+I1), s	10.8	15.2	14.7	33.7	18.4	28.1	8.1	21.3
Green Ext Time (p_c), s	0.7	0.6	0.9	2.3	0.3	1.2	0.2	4.3

Intersection Summary	
HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	571	67	292	668	185	123	833	140	172	863	235
Future Volume (veh/h)	222	571	67	292	668	185	123	833	140	172	863	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	229	589	35	301	689	96	127	859	72	177	890	121
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	663	296	326	1000	446	156	1089	486	246	1018	454
Arrive On Green	0.09	0.19	0.19	0.18	0.28	0.28	0.09	0.31	0.31	0.07	0.29	0.29
Sat Flow, veh/h	3456	3554	1585	1781	3554	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	229	589	35	301	689	96	127	859	72	177	890	121
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.8	19.4	2.2	19.9	20.7	5.6	8.4	26.5	4.0	6.0	28.6	7.1
Cycle Q Clear(g_c), s	7.8	19.4	2.2	19.9	20.7	5.6	8.4	26.5	4.0	6.0	28.6	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	663	296	326	1000	446	156	1089	486	246	1018	454
V/C Ratio(X)	0.76	0.89	0.12	0.92	0.69	0.22	0.81	0.79	0.15	0.72	0.87	0.27
Avail Cap(c_a), veh/h	637	1420	634	330	1420	634	321	1115	497	634	1115	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	53.4	47.5	40.5	48.1	38.4	32.9	53.7	38.0	30.2	54.5	40.7	33.0
Incr Delay (d2), s/veh	4.6	1.7	0.1	30.6	0.3	0.1	11.5	3.9	0.2	4.7	7.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	8.6	0.8	11.3	8.7	2.1	4.2	11.8	1.5	2.7	13.1	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.1	49.2	40.6	78.7	38.7	33.0	65.2	41.9	30.4	59.2	48.3	33.4
LnGrp LOS	E	D	D	E	D	C	E	D	C	E	D	C
Approach Vol, veh/h		853			1086			1058			1188	
Approach Delay, s/veh		51.2			49.3			43.9			48.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	40.8	16.5	44.1	29.7	29.5	18.9	41.7
Change Period (Y+Rc), s	* 7.9	7.1	8.0	7.4	* 7.8	7.1	* 8.4	7.4
Max Green Setting (Gmax), s	* 23	47.9	22.0	37.6	* 22	47.9	* 22	37.6
Max Q Clear Time (g_c+I1), s	19.8	22.7	8.0	28.5	21.9	21.4	10.4	30.6
Green Ext Time (p_c), s	0.7	1.0	0.5	4.4	0.0	1.0	0.3	3.8

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	68	27	7	26	12
Future Vol, veh/h	16	68	27	7	26	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	3	11	14	4	2
Mvmt Flow	20	84	33	9	32	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	162	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	4.12	-	-	-	6.44	6.22
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.218	-	-	-	3.536	3.318
Pot Cap-1 Maneuver	1567	-	-	-	824	1034
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	813	1034
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	872
HCM Lane V/C Ratio	0.013	-	-	-	0.054
HCM Control Delay (s)	7.3	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	41	92	34	13	19
Future Vol, veh/h	8	41	92	34	13	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	7	2	2	2	5
Mvmt Flow	9	48	107	40	15	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	147	0	-	0	193	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	1435	-	-	-	796	915
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1435	-	-	-	791	915
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1435	-	-	-	860
HCM Lane V/C Ratio	0.006	-	-	-	0.043
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	5	0	63	0	0	490	2	98	936	0
Future Vol, veh/h	0	0	0	5	0	63	0	0	490	2	98	936	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	500	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	92	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	10	2	2	21	50	7	11	2
Mvmt Flow	0	0	0	5	0	68	0	0	527	2	105	1006	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1480	1745	503	1241	1744	265	1006	-	0	0	529	0	0
Stage 1	1216	1216	-	528	528	-	-	-	-	-	-	-	-
Stage 2	264	529	-	713	1216	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.1	6.44	-	-	-	4.24	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.4	2.52	-	-	-	2.27	-	-
Pot Cap-1 Maneuver	87	85	514	131	86	710	329	0	-	-	1000	-	0
Stage 1	192	252	-	502	526	-	-	0	-	-	-	-	0
Stage 2	718	525	-	389	252	-	-	0	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	72	76	514	121	77	710	329	-	-	-	1000	-	-
Mov Cap-2 Maneuver	177	198	-	291	204	-	-	-	-	-	-	-	-
Stage 1	192	226	-	502	526	-	-	-	-	-	-	-	-
Stage 2	649	525	-	348	226	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	11.3	0	0.9
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	329	-	-	-	642	1000	-
HCM Lane V/C Ratio	-	-	-	-	0.114	0.105	-
HCM Control Delay (s)	0	-	-	0	11.3	9	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.4	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	99	2	0	900	3	60	531	0
Future Vol, veh/h	0	0	0	2	0	99	2	0	900	3	60	531	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	500	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	92	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	50	2	5	2	2	10	2	10	12	2
Mvmt Flow	0	0	0	2	0	104	2	0	947	3	63	559	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1163	1639	280	1359	1638	475	559	-	0	0	950	0	0
Stage 1	685	685	-	953	953	-	-	-	-	-	-	-	-
Stage 2	478	954	-	406	685	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	8.5	6.54	7	6.44	-	-	-	4.3	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.5	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.5	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4	4.02	3.35	2.52	-	-	-	2.3	-	-
Pot Cap-1 Maneuver	150	99	717	70	100	528	635	0	-	-	671	-	0
Stage 1	404	447	-	200	336	-	-	0	-	-	-	-	0
Stage 2	537	335	-	480	447	-	-	0	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	111	89	717	65	90	528	635	-	-	-	671	-	-
Mov Cap-2 Maneuver	278	227	-	178	258	-	-	-	-	-	-	-	-
Stage 1	403	405	-	199	335	-	-	-	-	-	-	-	-
Stage 2	430	334	-	435	405	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14	0	1.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	635	-	-	-	508	671	-
HCM Lane V/C Ratio	0.003	-	-	-	0.209	0.094	-
HCM Control Delay (s)	10.7	-	-	0	14	10.9	-
HCM Lane LOS	B	-	-	A	B	B	-
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0.3	-

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		5	4.0	20	30	4.0					Lock
2		35	4.0	50	50	4.0	1.0	7	20	min	Non Lock
3		5	4.0	20	30	4.0					Lock
4		5	4.0	25	50	4.0	1.0				Non Lock
5		5	4.0	20	30	4.0					Lock
6		35	4.0	50	50	4.0	1.0			min	Non Lock
7		5	4.0	20	30	4.0					Lock
8		12	4.0	20	30	4.0	1.0	8	22		Non Lock
											Off Set

COORDINATION SETTINGS

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

INTERSECTION: 5001 US301 @ CR44A/Hwy

DATE: July 2019

NOTES:

1. NEW SIGNAL HEADS SHALL HAVE BACK PLATES WITH YELLOW REFLECTIVE BORDERS.
2. ANY EXISTING PULL BOX (TO REMAIN) THAT CONTAINS LOOP WIRE SHALL HAVE THE LOOP WIRE REMOVED.
3. EXISTING PULL BOXES (TO REMAIN) WITHIN PROPOSED SIDEWALK SHALL BE RELOCATED SO THAT THE LID IS FLUSH WITH THE SIDEWALK.
4. MAJOR STREET IS SR 44, MOVEMENTS 2 AND 6. EXISTING SIGNAL OPERATION PLAN 10 SHALL REMAIN.

DETECTOR CHANNEL ASSIGNMENT

VIDEO CAMERA NO.	DETS. ZONE	BIU 1 CHANNEL	SIZE	DELAY TIME (SEC)
VC-1	DZ-1A	1	9'X40'	
VC-1	DZ-1B	2	9'X40'	
VC-1	DZ-6A	3	9'X140'	
VC-1	DZ-6B	4	9'X140'	
VC-1	DZ-6R	5	9'X40'	
VC-2	DZ-3A	6	9'X40'	
VC-2	DZ-3B	7	9'X40'	
VC-2	DZ-8A	8	9'X40'	
VC-2	DZ-8B	9	9'X40'	
VC-2	DZ-8R	10	9'X40'	5
VC-2	DZ-3A-ADV	11	6'X6'	
VC-2	DZ-3B-ADV	12	6'X6'	
VC-2	DZ-8A-ADV	13	6'X6'	
VC-2	DZ-8B-ADV	14	6'X6'	
VC-2	DZ-8R-ADV	15	6'X6'	
VC-3	DZ-5A	16	9'X40'	

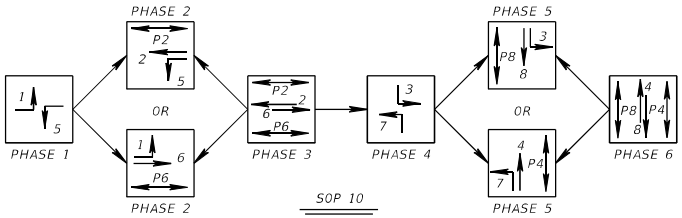
DETECTOR CHANNEL ASSIGNMENT

VIDEO CAMERA NO.	DETS. ZONE	BIU 2 CHANNEL	SIZE	DELAY TIME (SEC)
VC-3	DZ-5B	17	9'X40'	
VC-3	DZ-2A	18	9'X140'	
VC-3	DZ-2B	19	9'X140'	
VC-3	DZ-2R	20	9'X40'	
VC-4	DZ-7	21	9'X40'	
VC-4	DZ-4A	22	9'X40'	
VC-4	DZ-4B	23	9'X40'	
VC-4	DZ-4R	24	9'X40'	5
VC-4	DZ-4A-ADV	25	6'X6'	
VC-4	DZ-4B-ADV	26	6'X6'	

DETECTOR CHANNEL ASSIGNMENT

LOOP	NO. OF LOOPS	NO. OF NEW DETS.	BIU 3 CHANNEL	DELAY TIME (SEC)
L-1A	1	1	33	
L-1B	1		34	
L-6A	1	1	35	
L-6B	1		36	
L-5A	1	1	37	
L-5B	1		38	
L-2A	1	1	39	
L-2B	1		40	
L-2R	1	1	41	
L-6R	1		42	

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

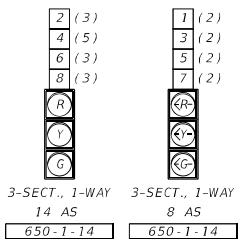


CONTROLLER TIMINGS

	DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB
	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	7	15	7	7	7	15	7	7
	EXTENSION	3.5	0.5	3.5	3.5	3.5	0.5	3.5	3.5
	MAXIMUM GREEN 1	30	55	30	45	30	55	30	45
	MAXIMUM GREEN 2	25	55	25	30	25	55	25	40
	YELLOW CLEARANCE	4.1	4.1	4.4	4.4	4.1	4.1	4.4	4.4
	ALL RED	3.8	3.0	3.6	2.7	3.7	3.0	4.0	2.7
	PEDESTRIAN WALK		7		7		7		7
	PED. CLEARANCE		38		43		35		36
	DETECTOR FUNCTION		L				L		
	RECALL		MIN				MIN		
	FLASH	R	Y	R	R	R	Y	R	R

EXISTING PHASING AND TIMING TO REMAIN EXCEPT PEDESTRIAN TIMING AS NOTED

SIGNAL HEAD DETAILS



3-SECT., 1-WAY
14 AS
650-1-14

3-SECT., 1-WAY
8 AS
650-1-14

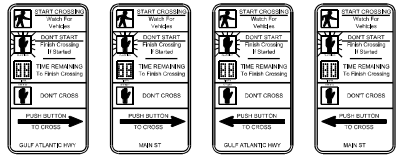
P2 (2)
P4 (2)
P6 (2)
P8 (2)

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
8 AS

P2 (2)
P4 (2)
P6 (2)
P8 (2)

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
EXIST. 8 AS
8 AS TO BE REMOVED

(1) SW
(3) SE NW SW
(3) NE NW SE
(1) NE



R10-3I
9"X15"

SR 44 @ US 301

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E.
P.E. LICENSE NUMBER 47734
HNTB CORPORATION
610 CRESCENT EXECUTIVE COURT
SUITE 400, LAKE MARY, FL 32746
(407) 805-0355

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 44	SUMTER	442875-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-6

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Appendix H
ITE Trip Generation Sheets

Single-Family Detached Housing
(210)

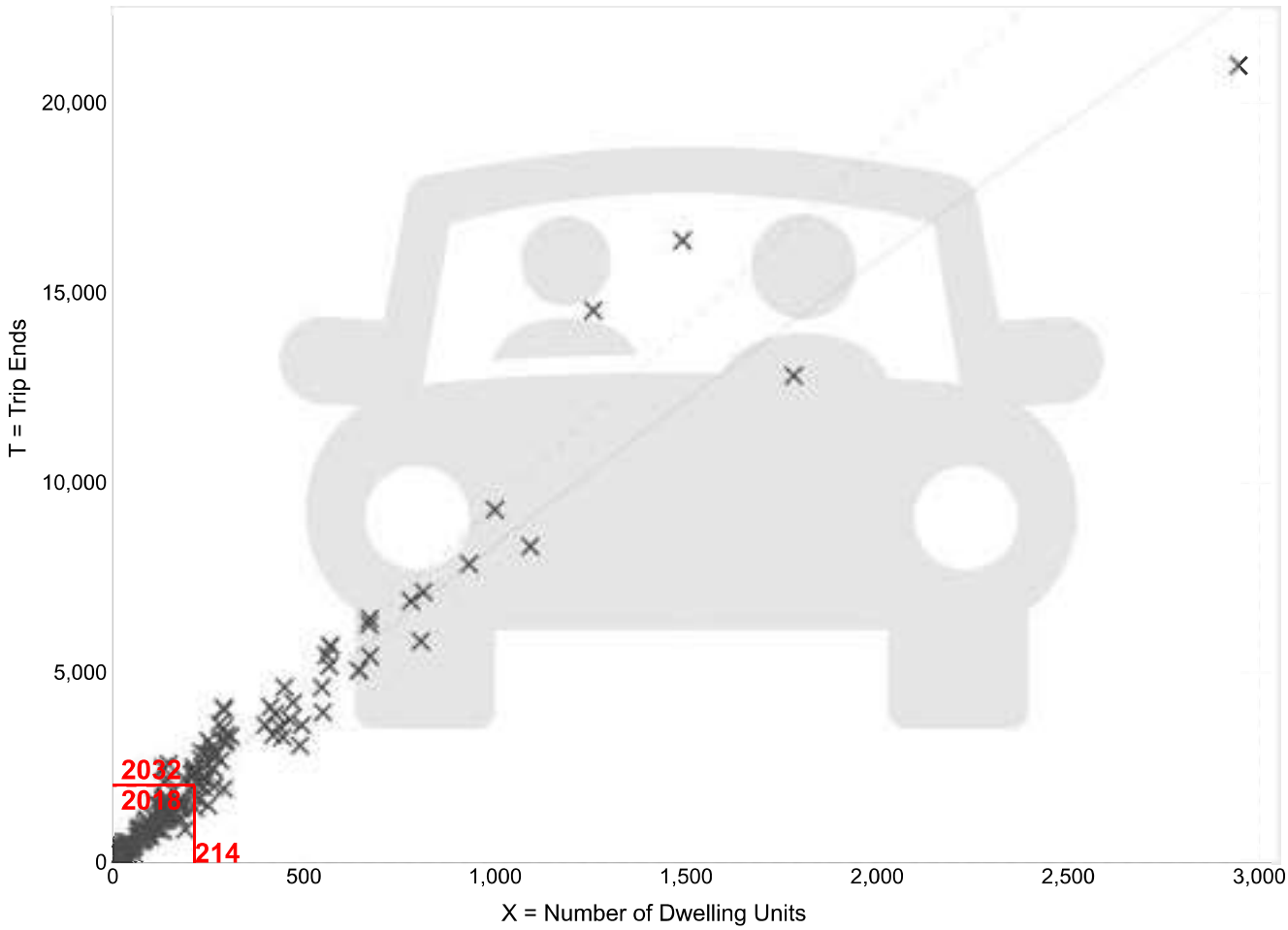
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

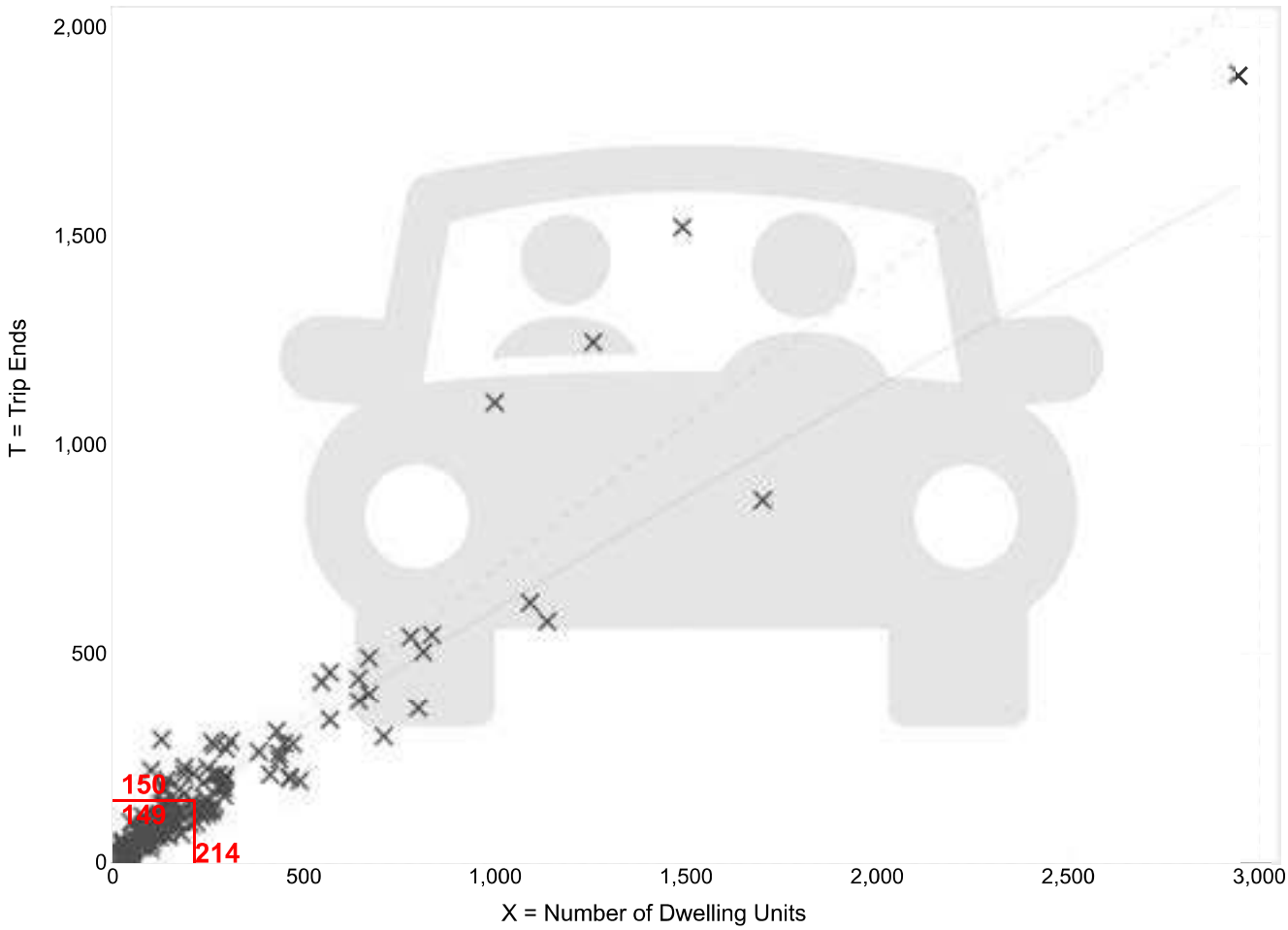
Single-Family Detached Housing
(210)

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:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



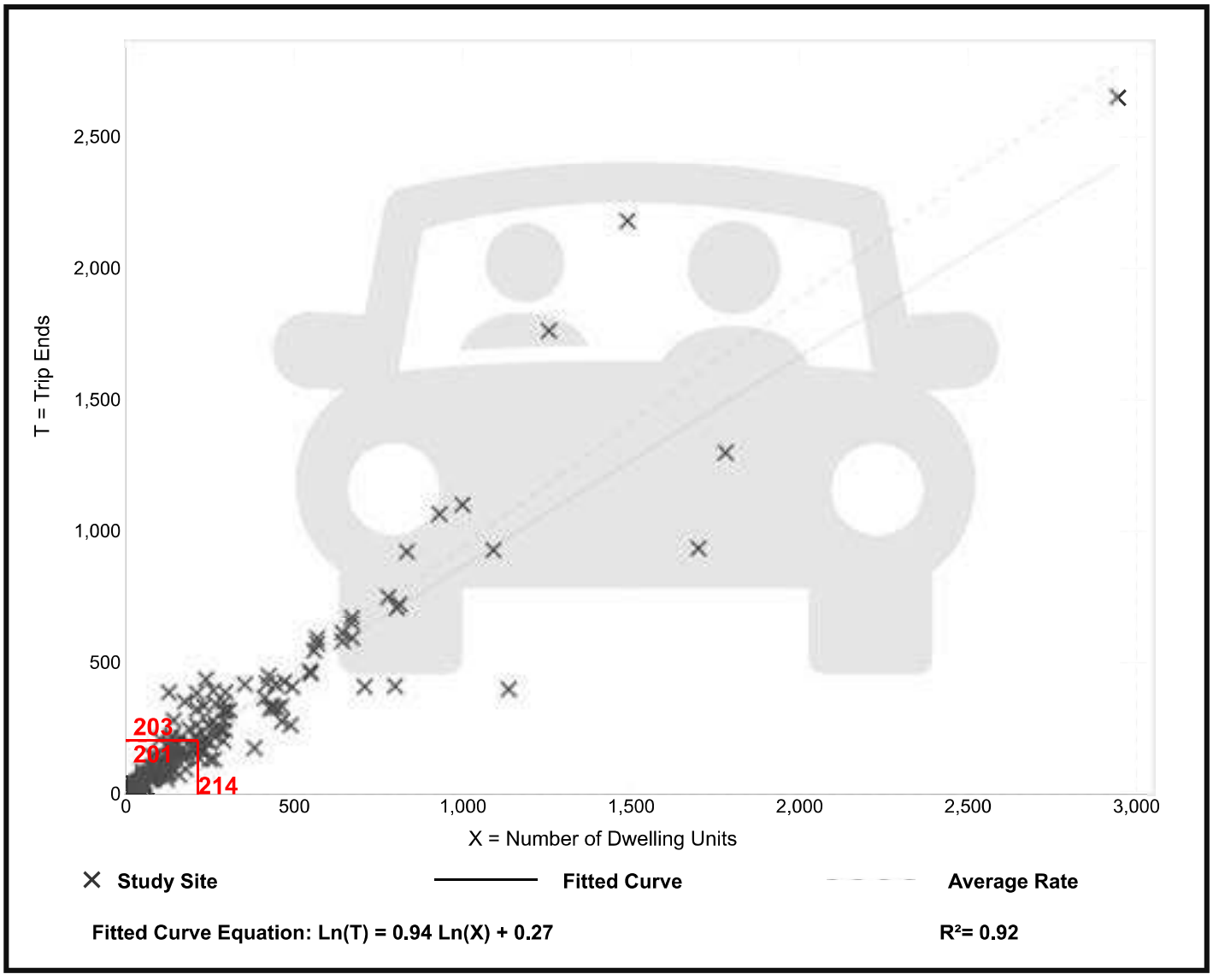
Single-Family Detached Housing
(210)

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:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Attached Housing
(215)

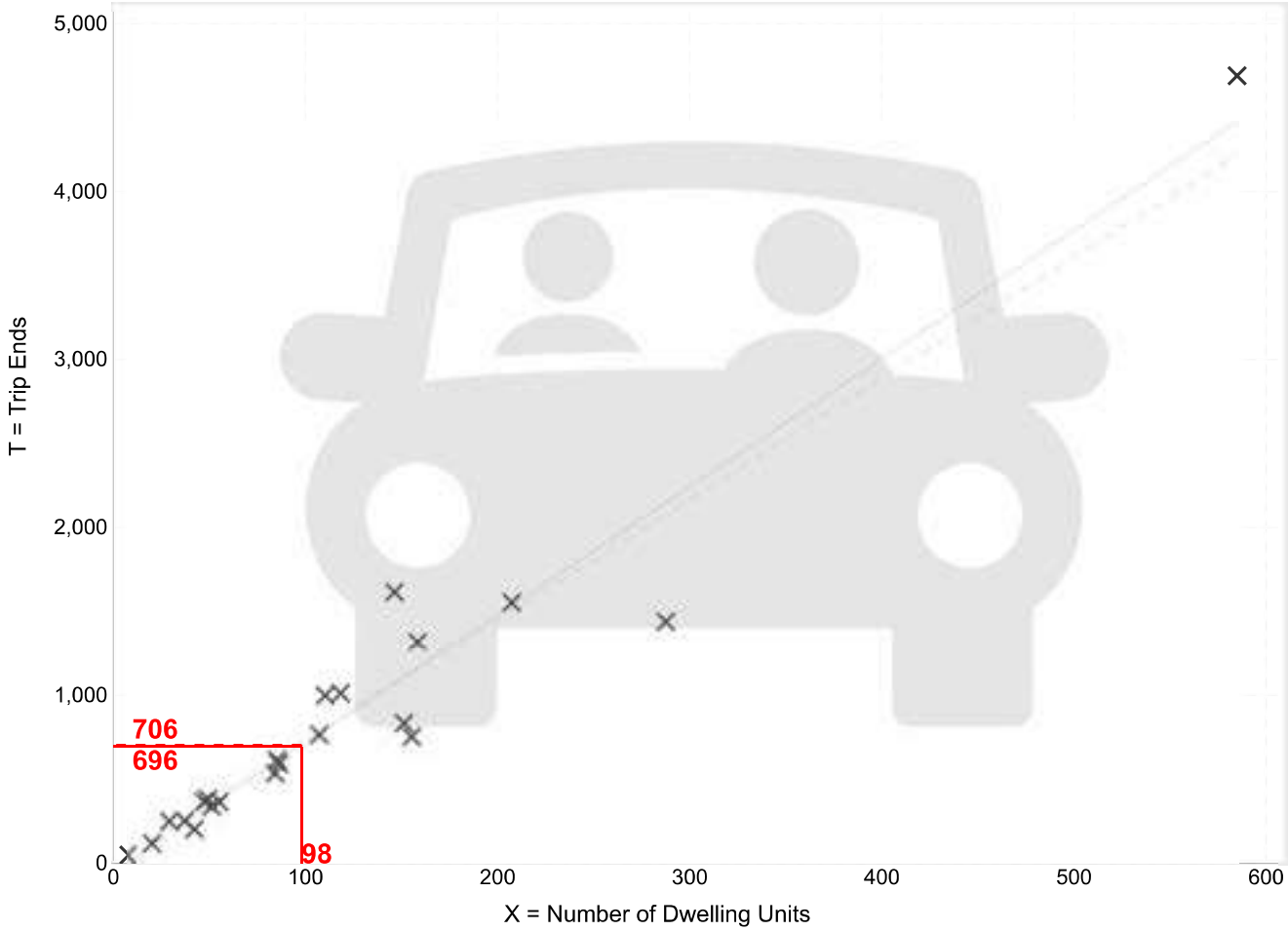
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



Fitted Curve Equation: T = 7.62(X) - 50.48

R^2= 0.94

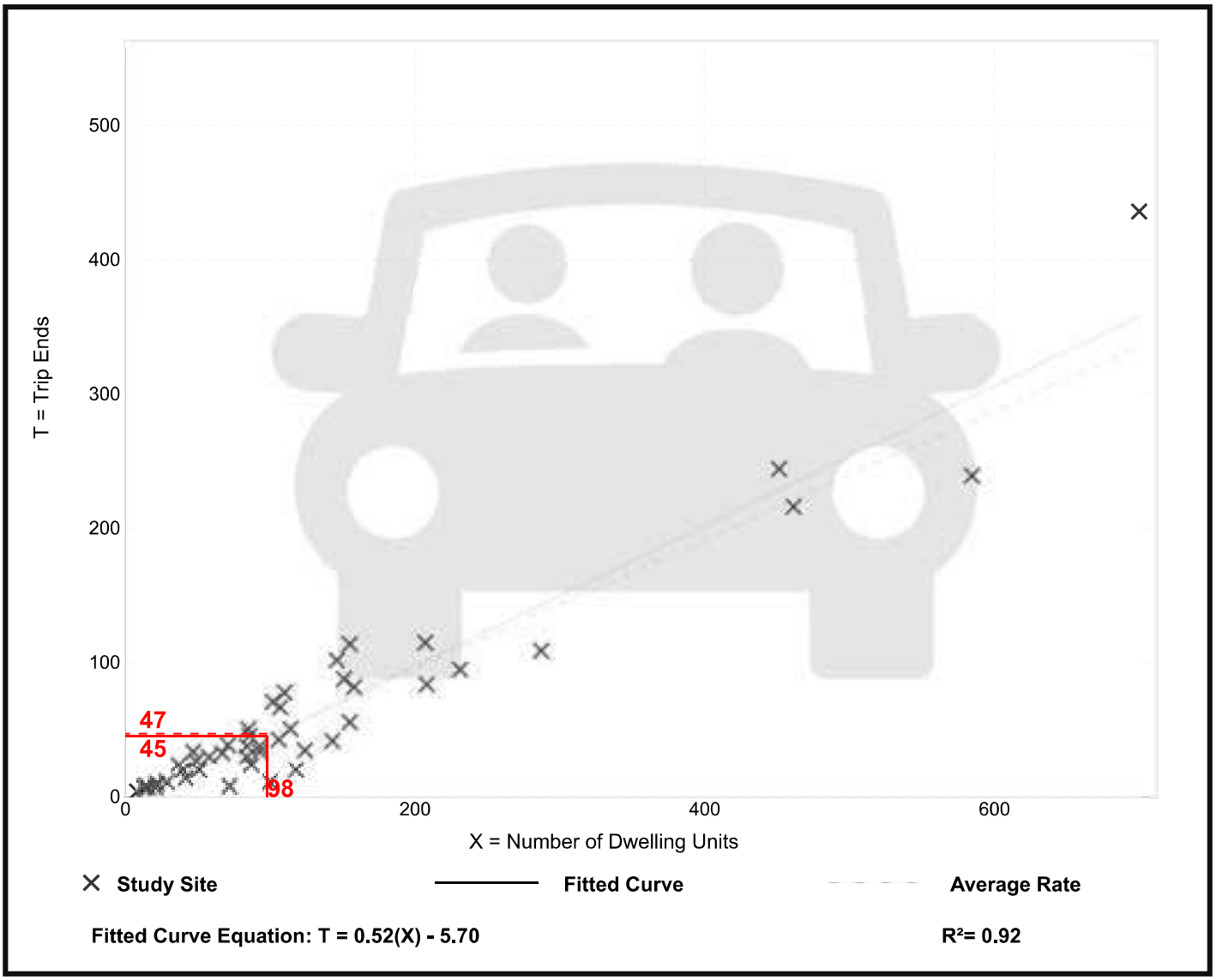
Single-Family Attached Housing
(215)

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:	46
Avg. Num. of Dwelling Units:	135
Directional Distribution:	25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



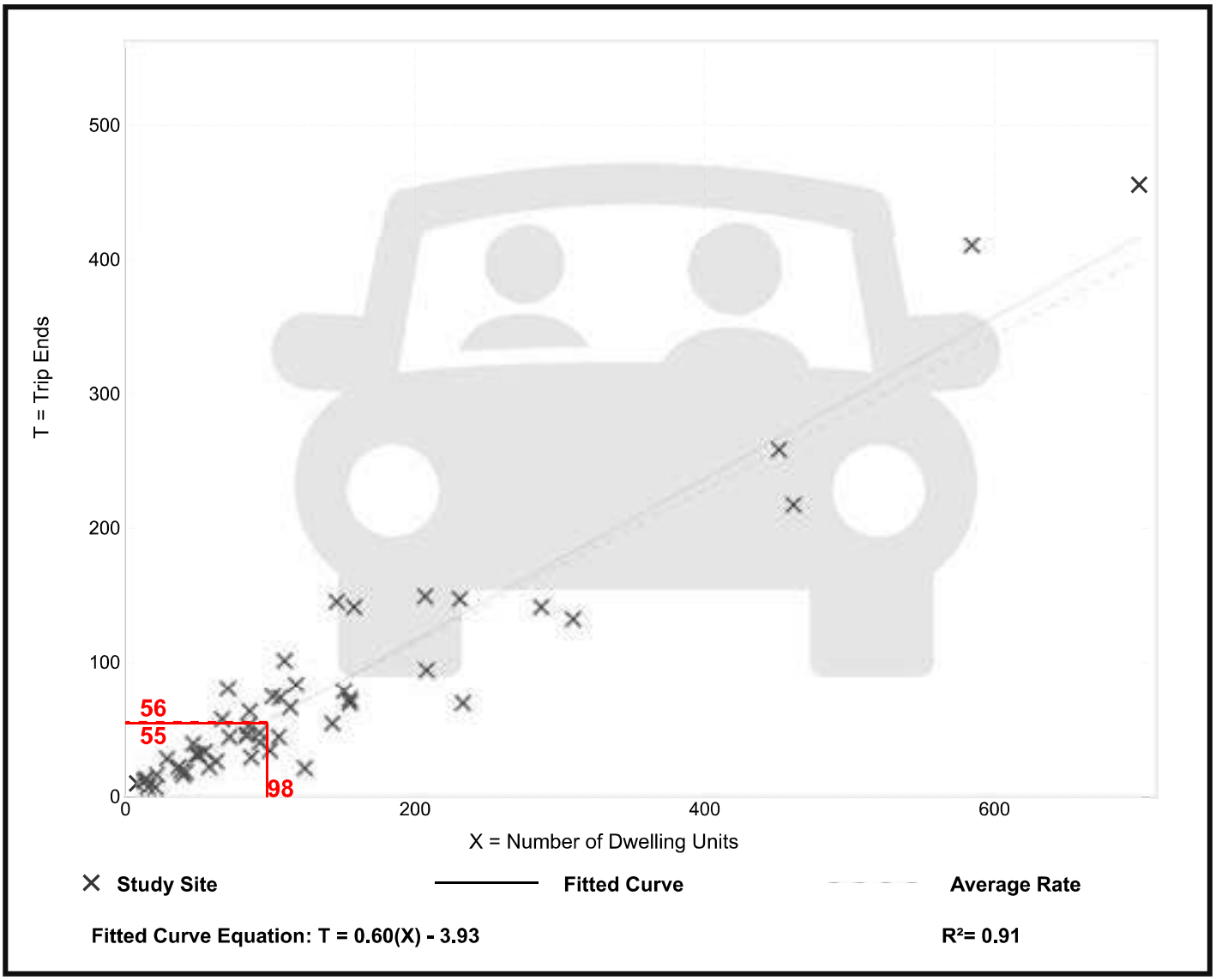
Single-Family Attached Housing
(215)

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:	51
Avg. Num. of Dwelling Units:	136
Directional Distribution:	59% entering, 41% exiting

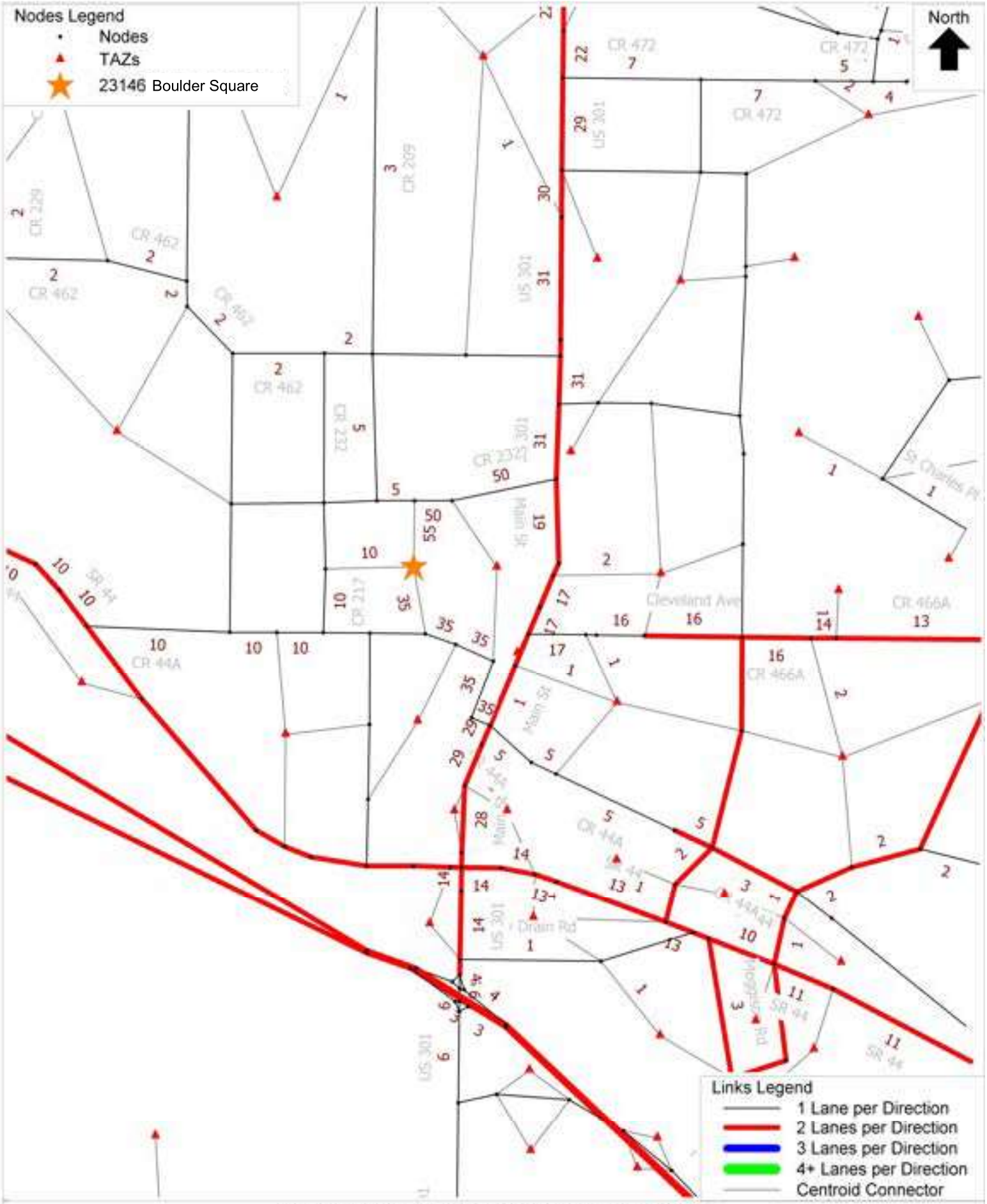
Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Appendix I
CFRPM v7 Model Output



CFRPM 7 CF2030 23146 Boulder Square Sumter County, FL TAZ 7676
Project Trip Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2030\P23146\OUTPUT\HWYLOAD_SL_AllDay_A30.NET Tue 24 Oct 2023

cube (Licensed to)

Appendix J
Planned & Programmed Improvements & Vested Trips

ROADWAY RESURFACING

U.S. 301 (S.R. 35) from C.R. 521 to S.R. 44

Sumter County

Financial Project Identification (FPID) No.: 445190-1

CONTRACTOR
C.W. Roberts Contracting, Inc.

PROJECT COST
$5.6 Million

PROJECT START
September 2023

ESTIMATED COMPLETION
Spring 2024

PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) will repave U.S. 301 (State Road (S.R.) 35) from County Road (C.R.) 521 to S.R. 44 between the cities of Coleman and Wildwood to extend the life of the existing roadway.

Planned safety enhancements include adding asphalt to several locations where side roads and driveways remain unpaved. Shoulder widening will take place on C.R. 471 through the Florida Turnpike interchange at U.S. 301. The project will also add 800 feet of sidewalk on the west side of U.S. 301 between Spring Lake Road and S.R. 44 to fill gaps and improve safety for pedestrians and bicyclists.

Additional work includes modifying signing and pavement markings, realigning the S.R. 91 exit ramp to U.S. 301, installing signalization at southbound and northbound Florida Turnpike exit ramps to U.S. 301, and installing roadway lighting at the ramp terminals.

WHAT TO EXPECT

During construction, motorists should expect lane closures and detours on weekdays and weekends. Electronic message boards and other signage will be used to direct traffic through the work zone. Uneven pavement is a common condition with projects that require temporary asphalt pavement or resurfacing, as the contractor must put down different layers of asphalt during various phases of construction. Motorists are asked to exercise caution and reduce their speed while driving through the work zone. The construction schedule may change due to weather or other unexpected conditions. For the most current project details and lane closure information, please visit FDOT's Central Florida Roads website, www.cflroads.com.

FOR QUESTIONS, CONCERNS, OR PROJECT UPDATES
Send a request to:

Matt Young
Community Outreach Coordinator
352-326-7744
matta.young@dot.state.fl.us

SEE REVERSE SIDE FOR PROJECT LOCATION MAP

Scan the QR code using your mobile device to view more information about this project.

Follow us on social media

CFLRoads.com **Facebook.com/MyFDOTCFL** **@MyFDOT_CFL** **@MyFDOT_CFL**

ROADWAY RESURFACING

U.S. 301 (S.R. 35) from C.R. 521 to S.R. 44

Sumter County

Financial Project Identification (FPID) No.: 445190-1



Scan the QR code using your mobile device to view more information about this project.

FDOT

Follow us on social media

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ROADWAY RESURFACING

S.R. 44 from east of U.S. 301 (State Road (S.R.) 35)/Main Street to the Lake County Line

Sumter County

Financial Project Identification (FPID) No.: 442875-1

PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) is resurfacing S.R. 44 from east of U.S. 301 (State Road (S.R.) 35)/Main Street to the Lake County line in the Villages, FL. The purpose of this project is to improve safety along the corridor and extend the life of the existing roadway.

This project will make safety enhancements at the intersection of S.R. 44 and U.S. 301, including adding a second left turn lane from westbound S.R. 44 to southbound U.S. 301, and extend the northbound U.S. 301 left turn lane to westbound S.R. 44. Additionally, an open median just east of U.S. 301 will be converted to a two-way directional median.

Other improvements include drainage improvements, sidewalk construction, and adding new unmarked bicycle lanes.

WHAT TO EXPECT

During construction, motorists can expect frequent single-lane closures during nighttime hours. Signage and traffic control devices will direct drivers through the remaining open lanes during these closures. Uneven pavement is a common, unavoidable roadway condition with resurfacing projects as the contractor must put down different layers of asphalt during various phases of construction. Road conditions during construction are short-term and will become less apparent as the project progresses. Motorists are asked to exercise caution while driving through the work zone.

The contractor will maintain access to sidewalks, businesses, and residences during construction. The construction schedule may change due to weather or other unexpected conditions. For project updates, visit the FDOT's Central Florida Roads website, www.cflroads.com.

CONTRACTOR
Anderson Columbia, Inc.

PROJECT COST
$18.6 Million

PROJECT START
Spring 2022

ESTIMATED COMPLETION
Early 2024

FOR QUESTIONS, CONCERNS, OR PROJECT UPDATES
Send a request to:

Matt Young
Community Outreach Coordinator
352-326-7744
matta.young@dot.state.fl.us

SEE REVERSE SIDE FOR PROJECT LOCATION MAP

Scan the QR code using your mobile device to view more information about this project.

FDOT

Follow us on social media

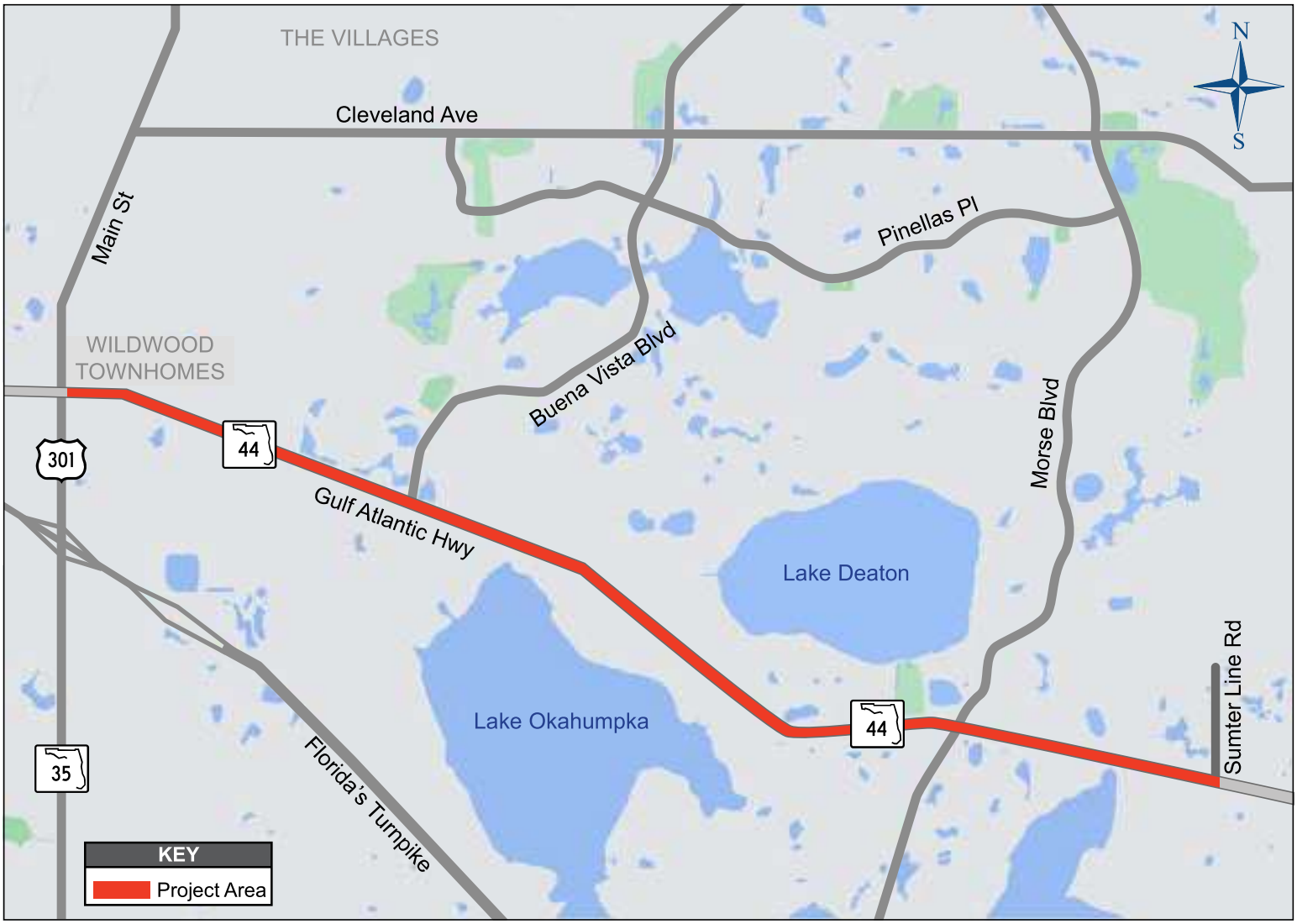
CFLRoads.com Facebook.com/MyFDOTCFL @MyFDOT_CFL @MyFDOT_CFL

ROADWAY RESURFACING

S.R. 44 from east of S.R. 35/U.S. 301 (Main Street) to the Lake County Line

Sumter County

Financial Project Identification (FPID) No.: 442875-1



Scan the QR code using your mobile device to view more information about this project.

FDOT

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STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

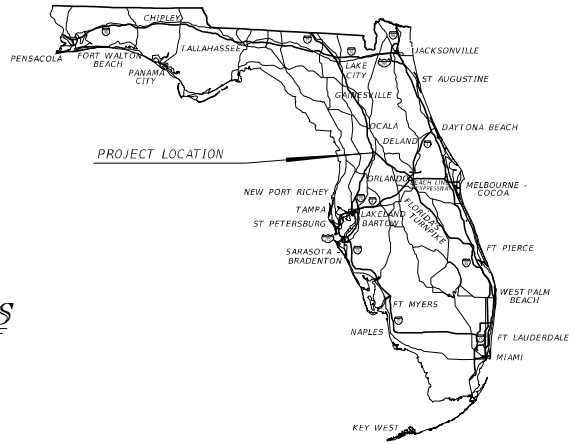
CONTRACT PLANS

FINANCIAL PROJECT ID 445190-1-52-01

SUMTER COUNTY (18010)

STATE ROAD NO. 35

SIGNING AND PAVEMENT MARKING PLANS



INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO.	SHEET DESCRIPTION
S-1	KEY SHEET
S-2	SIGNATURE SHEET
S-3 - S-6	TABULATION OF QUANTITIES
S-7 - S-28	SIGNING AND PAVEMENT MARKING PLANS

SIGNING AND PAVEMENT MARKING PLANS ENGINEER OF RECORD:

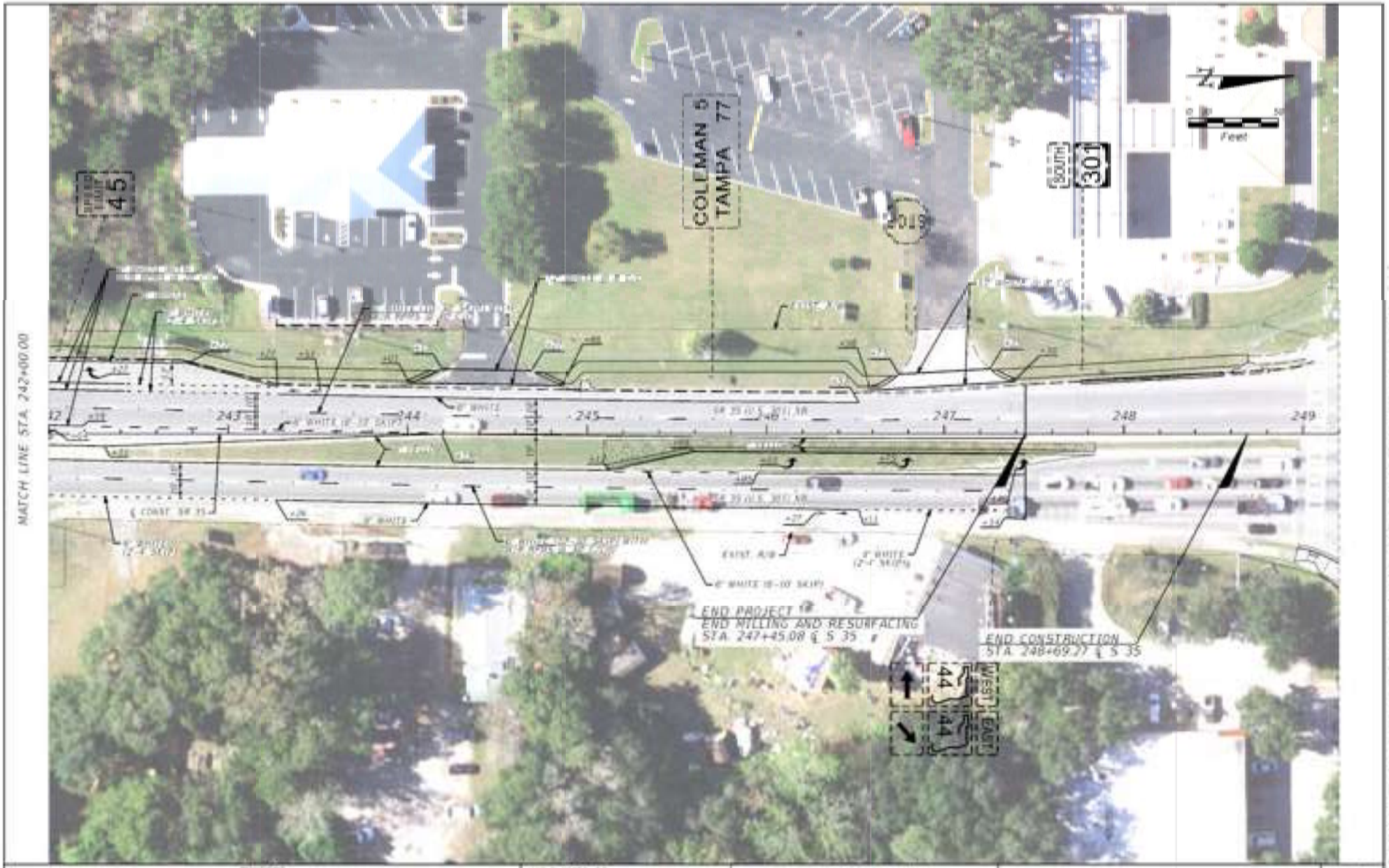
LUIS E. NIETO, P.E.
P.E. NO.: 77621
TETRA TECH, INC.
201 EAST PINE STREET, SUITE 1000
ORLANDO, FL 32801
CONTRACT NO.: CA781
VENDOR NO.: F954148514001
CERTIFICATE OF AUTHORIZATION NO.: 2429

FDOT PROJECT MANAGER:

DANIEL SIMPSON

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
.	23	S-1

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LUIS E. VIETO, P.E.
P.E. LICENSE NUMBER 77625
TETRA TECH, INC.
201 EAST PINE STREET, SUITE 1000
ORLANDO, FL 32801
CERTIFICATE OF AUTHORIZATION 2429

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 35	SUMTER	445080-1-52-01

SIGNING AND PAVEMENT MARKINGS (2 OF 2)

SHEET NO.
S-28

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STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

FINANCIAL PROJECT ID 442875-1-52-01

(FEDERAL FUNDS)

SUMTER COUNTY (18070)

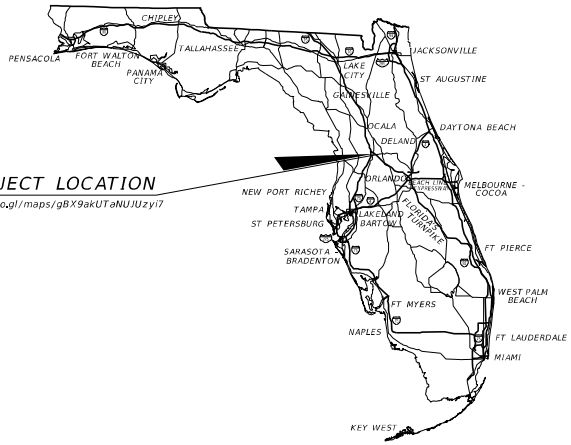
STATE ROAD NO. 44

FROM SR 35/MAIN STREET TO LAKE COUNTY LINE

SIGNALIZATION PLANS

INDEX OF SIGNALIZATION PLANS

SHEET NO.	SHEET DESCRIPTION
T-1	KEYSHEET
T-2	SIGNATURE SHEET
T-3	TABULATION OF QUANTITIES
T-4	GENERAL NOTES
T-5 - T-15	SIGNALIZATION PLAN
T-16	GUIDESIGN WORKSHEET
T-17	MAST ARM TABULATION
T-18	STANDARD MAST ARM ASSEMBLY DATA TABLE
T-19	REPORT OF SPT BORING RESULT



PROJECT LOCATION

https://goo.gl/maps/gBX9akUTaNUJUzyi7

SIGNALIZATION PLANS ENGINEER OF RECORD:

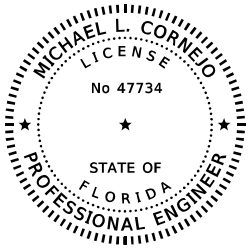
MICHAEL L. CORNEJO, P.E.
P.E. NO.: 47734
HNTB CORPORATION
610 CRESCENT EXECUTIVE COURT, SUITE 400
LAKE MARY, FL 32746
(407) 805-0355
VENDOR NO.: F431623092-009

FDOT PROJECT MANAGER:

SU HAO, P.E.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T5721	22	T-1

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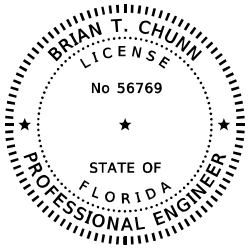
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HNTB CORPORATION
610 CRESCENT EXECUTIVE CT. SUITE 400
LAKE MARY, FLORIDA 32746
MICHAEL L. CORNEJO, P.E. NO. 47734

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004 F.A.C.

SHEET NO.	*SHEET DESCRIPTION*
T-1	*KEYSHEET*
T-2	*SIGNATURE SHEET*
T-3	*TABULATION OF QUANTITIES*
T-4	*GENERAL NOTES*
T-5 - T-15	*SIGNALIZATION PLAN*
T-16	*GUIDESIGN WORKSHEET*
T-17	*MAST ARM TABULATION*



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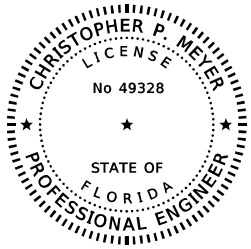
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AECOM TECHNICAL SERVICES, INC
150 N. ORANGE AVE. SUITE 200
ORLANDO, FLORIDA 32801
BRIAN T. CHUNN, P.E. NO. 56769

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004 F.A.C.

SHEET NO.	*SHEET DESCRIPTION*
T-18	*STANDARD MAST ARM ASSEMBLY DATA TABLE*



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GEOTECHNICAL AND ENVIRONMENTAL CONSULTANTS, INC
919 LAKE BALDWIN LN
ORLANDO, FLORIDA 32814
CHRISTOPHER P. MEYER, P.E. NO. 49328

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004 F.A.C.

SHEET NO.	*SHEET DESCRIPTION*
T-19	*REPORT OF SPT BORING RESULT*

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E.
P.E. LICENSE NUMBER 47734
HNTB CORPORATION
610 CRESCENT EXECUTIVE COURT
SUITE 400, LAKE MARY, FL 32746
(407) 805-0355

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 44	SUMTER	442875-1-52-01

SIGNATURE SHEET

SHEET NO.
T-2

TABULATION OF QUANTITIES

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS																						GRAND TOTAL	
			T-5		T-6		T-7		T-8		T-9		T-10		T-11		T-12		T-13		T-14		T-15			
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL
630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	365				88		835		230				48		830		142		735		115		3388	
630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	630				300		400								450				595				2375	
632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	P1	1						1				1				1				1				5	
632 7 6	SIGNAL CABLE, REMOVE- INTERSECTION	P1	1						1				1				1				1				5	
633 2 32	FIBER OPTIC CONNECTION, INSTALL, TERMINATION	EA	36						12						12		12				12				84	
633 3 16	FIBER OPTIC CONNECTION HARDWARE, F&I, PATCH PANEL- FIELD TERMINATED	EA	1						1								1				1				4	
635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	12				11		14								14				11				62	
635 2 12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA									1								1						2	
639 1 122	ELECTRICAL POWER SERVICE, F&I, UG METER PURCHASED BY CONTRACTOR FROM POWER COMPANY	AS	1																						1	
639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	10				300		10		45						20				20				405	
639 2 6	ELECTRICAL SERVICE WIRE, REMOVE	LF	15						10								10				10				45	
639 3 11	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT	EA					1																		1	
641 2 12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE	EA	1				1																		2	
641 2 70	PRESTRESSED CONCRETE POLE, SHALLOW POLE REMOVAL- POLE 30' AND GREATER	EA	4																						4	
646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA					6				8				1				8				8		31	
646 1 40	ALUMINUM SIGNALS POLE, RELOCATE	EA					1								2										3	
646 1 60	ALUMINUM SIGNALS POLE, REMOVE	EA	8																						8	
649 21 15	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'	EA	1																						1	
649 21 21	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 78'	EA	2																						2	
649 21 27	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 78'-78'	EA	1																						1	
650 1 14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS			22																				22	
650 2 102	VEHICULAR SIGNAL AUXILIARIES, REPLACE/RETROFIT- F&I, BACKPLATE- BLACK WITH REFLECT BORDER	EA							10								8								18	
653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS					8				8				1				8				8		33	
660 1 109	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9, 2 CHANNEL RACK MOUNT	EA	5						4								3				4				16	
660 2 102	LOOP ASSEMBLY, F&I, TYPE B	AS	10						7								6				8				31	
660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	1						1								1				1				4	
660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT	EA	4						4								4				4				16	
660 4 60	VEHICLE DETECTION SYSTEM- VIDEO, REMOVE	EA							4								4				4				12	
665 1 12	PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE	EA					8				8								8				8		32	
665 1 40	PEDESTRIAN DETECTOR, RELOCATE	EA													1										1	
670 5 111	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 1 PREEMPTION	AS	1						1								1				1				4	
670 5 600	TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET	AS	1						1								1				1				4	
684 1 1	MANAGED FIELD ETHERNET SWITCH, FURNISH & INSTALL	EA							1								1				1				3	
684 6 40	WIRELESS COMMUNICATION DEVICE, RELOCATE	EA	1																						1	
684 90 23	MANAGED FIELD ETHERNET SWITCH, LAYER 3	EA	1																						1	
685 1 11	UNINTERRUPTIBLE POWER SUPPLY, F&I, LINE INTERACTIVE	EA	1						1								1				1				4	
700 5 22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	4																						4	

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REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E.
P.E. LICENSE NUMBER 47734
HNTB CORPORATION
610 CRESCENT EXECUTIVE COURT
SUITE 400, LAKE MARY, FL 32746
(407) 805-0355

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 44	SUMTER	442875-1-52-01

TABULATION OF QUANTITIES

SHEET NO. T-3

GENERAL:

1. DELAY TIMES FOR DETECTION ZONES MARKED "DELAY" SHALL SET TO 5 SECONDS. ALL OTHERS SHALL BE SET TO ZERO.

2. ALUMINUM PEDESTALS SHALL BE MOUNTED ON A BREAKAWAY TRANSFORMER BASE.

3. PAVEMENT MARKINGS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.

4. THE CONTRACTOR IS ADVISED THAT THE PRESENCE OF OVERHEAD ELECTRIC CONDUCTORS IN CLOSE PROXIMITY TO THE LOCATIONS OF THE PROPOSED SIGNAL MAST ARMS MAY LIMIT THE TYPE OF EQUIPMENT THAT CAN BE USED IN CONSTRUCTION OF THE MAST ARM AND ITS FOUNDATION. CONTRACTOR SHALL COORDINATE WITH POWER COMPANY TO DEACTIVATE LINES IF NECESSARY.

5. INTERNALLY ILLUMINATED SIGNS SHALL HAVE SEPARATE CIRCUIT BREAKERS.

6. NEW PED POLES AT US 301, MEGGISON RD, AND MORSE BLVD TO MATCH MAST ARM FINISH. PED POLES AT SIGNATURE RD/POWELL RD AND BUENA VISTA DR/HERITAGE BLVD SHALL BE UNPAINTED.

CONTROLLER

1. THE CONTROLLER ASSEMBLY SHALL CONSIST OF AN INTELIGHT NEMA TS 2 TYPE VI CABINET WITH A TS 2 TYPE 1 MAXVIEW CONTROLLER AND BE COMPATIBLE WITH THE CENTRAL SYSTEM USED IN D-5. THE CONTROLLER ASSEMBLY SHALL HAVE ALL NECESSARY HARDWARE TO COMMUNICATE WITH THE D-5 RTMC. ANY ADDITIONAL EQUIPMENT AND/OR ACCESSORIES REQUIRED FOR THE TERMINATION AND OPERATION OF THE FIBER OPTIC INTERCONNECT CABLE SHALL BE FURNISHED AND INSTALLED AS PART OF THE CONTROLLER ASSEMBLY.

2. THE CONTROLLER CABINET SHALL BE ORIENTED SO THAT THE DOOR OPENS AWAY FROM THE INTERSECTION.

3. EACH PHASE/MOVEMENT SHALL BE WIRED FROM THE SIGNAL DISPLAY TO THE CONTROLLER AS A SEPARATE PHASE/MOVEMENT. THIS INCLUDES THE LEFT TURN MOVEMENT WHICH SHALL HAVE CONDUCTORS AVAILABLE FOR EITHER PROTECTED OR PERMISSIVE MOVEMENTS.

PAY ITEM NOTES

1. 639-1-122 TO INCLUDE ALL FEES BY THE POWER COMPANY FOR ENERGIZING THE POWER SOURCE. THE CONTRACTOR SHALL VERIFY THE POWER SERVICE REQUIREMENTS WITH SUMTER COUNTY AND THE POWER COMPANY PRIOR TO BIDDING THE PROJECT.

2. 639-2-1 THE CONTRACTOR SHALL BE RESPONSIBLE FOR SIZING THE CONDUCTORS FOR THE POWER SERVICE.

3. 649-21-15 CONTRACTOR SHOULD NOTE THERE IS EXISTING CONCRETE DEBRIS IN CLOSE PROXIMITY TO POLE 1 IN THE NE CORNER OF THE US 301 INTERSECTION WHICH MAY NEED REMOVAL.

4. 660-4-11 & 660-4-12 SHALL CONSIST OF A COMPLETE INSTALLATION FOR ALL APPROACHES OF THE INTERSECTION. THE VIDEO EQUIPMENT SHALL BE CAPABLE OF MONITORING THE DETECTION AREAS SHOWN IN THE PLANS AND SHALL INTERFACE WITH THE TRAFFIC SIGNAL CONTROLLER. VIDEO IS TO PROVIDE LANE BY LANE DETECTION AND TURNING MOVEMENT COUNTS INCLUDING PEDESTRIANS AND BICYCLES WITH RADAR USED FOR ADVANCE DETECTION. VIDEO AND RADAR MAY BE FIELD ADJUSTED DURING INSTALLATION. THE CONTRACTOR IS ENCOURAGED TO COORDINATE WITH THE SUPPLIER TO ENSURE RELIABLE OPERATION.

5. 665-1-12 SHALL INCLUDE COST OF LABOR AND MATERIALS REQUIRED FOR INSTALLATION OF PEDESTRIAN SIGNAL SIGNS R10-3I.

6. 684-6-40 INCLUDES CABLING NECESSARY TO RUN TO NEW CABINET AND ATTACHMENT TO MAST ARM 3.

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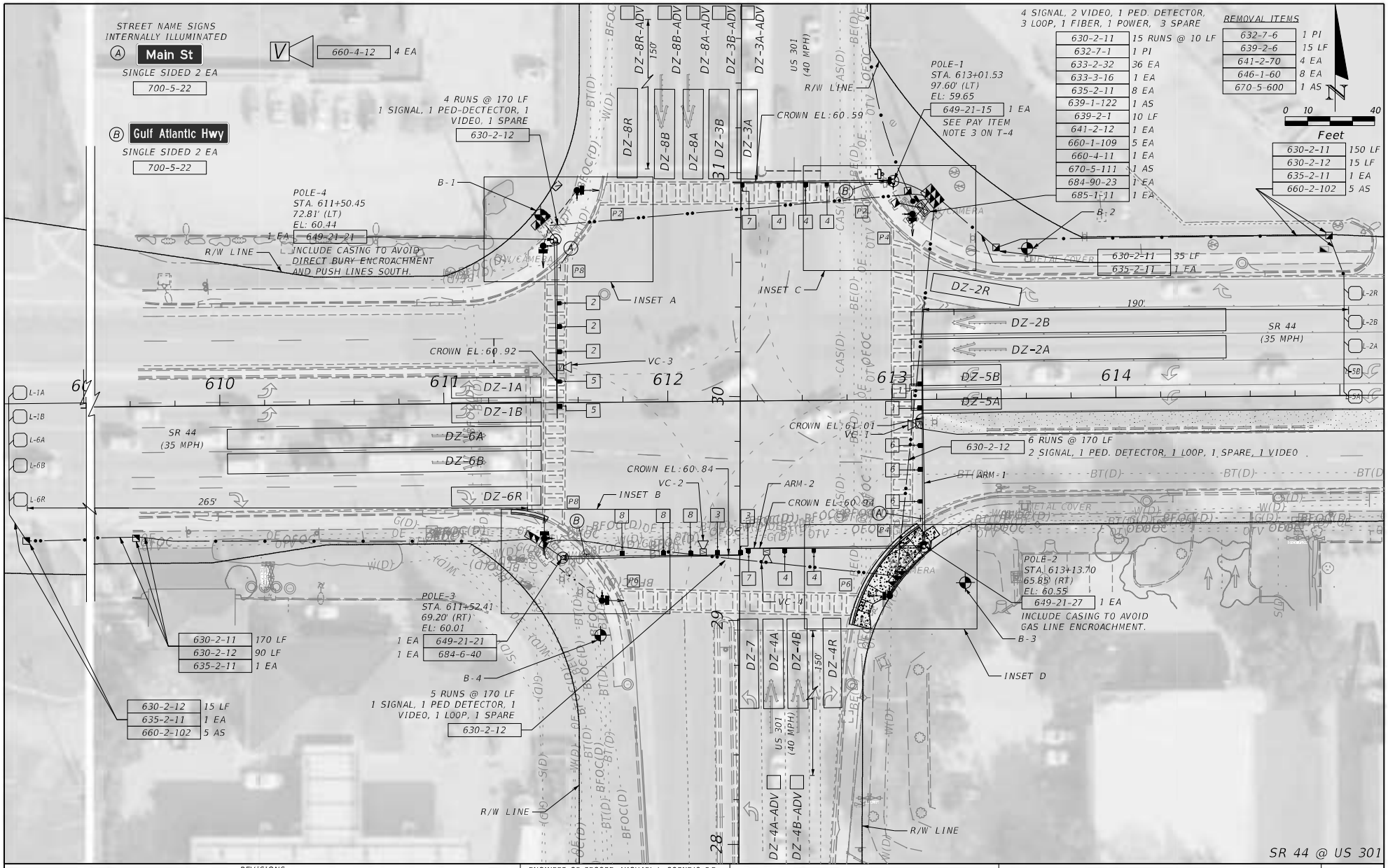
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HNTB CORPORATION
610 CRESCENT EXECUTIVE COURT
SUITE 400, LAKE MARY, FL 32746
(407) 805-0355

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 44	SUMTER	442875-1-52-01

GENERAL NOTES

SHEET NO. T-4



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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 44	SUMTER	442875-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-5

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NOTES:

1. NEW SIGNAL HEADS SHALL HAVE BACK PLATES WITH YELLOW REFLECTIVE BORDERS.
2. ANY EXISTING PULL BOX (TO REMAIN) THAT CONTAINS LOOP WIRE SHALL HAVE THE LOOP WIRE REMOVED.
3. EXISTING PULL BOXES (TO REMAIN) WITHIN PROPOSED SIDEWALK SHALL BE RELOCATED SO THAT THE LID IS FLUSH WITH THE SIDEWALK.
4. MAJOR STREET IS SR 44, MOVEMENTS 2 AND 6. EXISTING SIGNAL OPERATION PLAN 10 SHALL REMAIN.

DETECTOR CHANNEL ASSIGNMENT

VIDEO CAMERA NO.	DETS. ZONE	BIU 1 CHANNEL	SIZE	DELAY TIME (SEC)
VC-1	DZ-1A	1	9'X40'	
VC-1	DZ-1B	2	9'X40'	
VC-1	DZ-6A	3	9'X140'	
VC-1	DZ-6B	4	9'X140'	
VC-1	DZ-6R	5	9'X40'	
VC-2	DZ-3A	6	9'X40'	
VC-2	DZ-3B	7	9'X40'	
VC-2	DZ-8A	8	9'X40'	
VC-2	DZ-8B	9	9'X40'	
VC-2	DZ-8R	10	9'X40'	5
VC-2	DZ-3A-ADV	11	6'X6'	
VC-2	DZ-3B-ADV	12	6'X6'	
VC-2	DZ-8A-ADV	13	6'X6'	
VC-2	DZ-8B-ADV	14	6'X6'	
VC-2	DZ-8R-ADV	15	6'X6'	
VC-3	DZ-5A	16	9'X40'	

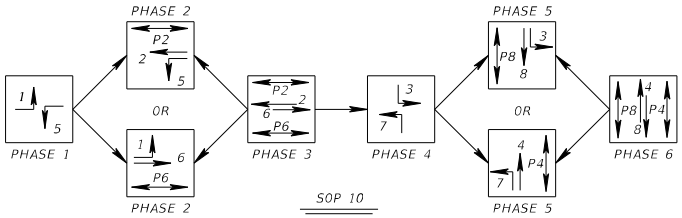
DETECTOR CHANNEL ASSIGNMENT

VIDEO CAMERA NO.	DETS. ZONE	BIU 2 CHANNEL	SIZE	DELAY TIME (SEC)
VC-3	DZ-5B	17	9'X40'	
VC-3	DZ-2A	18	9'X140'	
VC-3	DZ-2B	19	9'X140'	
VC-3	DZ-2R	20	9'X40'	
VC-4	DZ-7	21	9'X40'	
VC-4	DZ-4A	22	9'X40'	
VC-4	DZ-4B	23	9'X40'	
VC-4	DZ-4R	24	9'X40'	5
VC-4	DZ-4A-ADV	25	6'X6'	
VC-4	DZ-4B-ADV	26	6'X6'	

DETECTOR CHANNEL ASSIGNMENT

LOOP	NO. OF LOOPS	NO. OF NEW DETS.	BIU 3 CHANNEL	DELAY TIME (SEC)
L-1A	1	1	33	
L-1B	1		34	
L-6A	1	1	35	
L-6B	1		36	
L-5A	1	1	37	
L-5B	1		38	
L-2A	1	1	39	
L-2B	1		40	
L-2R	1	1	41	
L-6R	1		42	

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

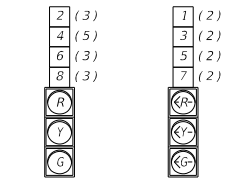


CONTROLLER TIMINGS

	DIRECTION	EBL	WB	SBL	NB	WBL	EB	NBL	SB
	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	7	15	7	7	7	15	7	7
	EXTENSION	3.5	0.5	3.5	3.5	3.5	0.5	3.5	3.5
	MAXIMUM GREEN 1	30	55	30	45	30	55	30	45
	MAXIMUM GREEN 2	25	55	25	30	25	55	25	40
	YELLOW CLEARANCE	4.1	4.1	4.4	4.4	4.1	4.1	4.4	4.4
	ALL RED	3.8	3.0	3.6	2.7	3.7	3.0	4.0	2.7
	PEDESTRIAN WALK		7		7		7		7
	PED. CLEARANCE		38		43		35		36
	DETECTOR FUNCTION		L				L		
	RECALL		MIN				MIN		
	FLASH	R	Y	R	R	R	Y	R	R

EXISTING PHASING AND TIMING TO REMAIN EXCEPT PEDESTRIAN TIMING AS NOTED

SIGNAL HEAD DETAILS



3-SECT., 1-WAY
14 AS
650-1-14

3-SECT., 1-WAY
8 AS
650-1-14

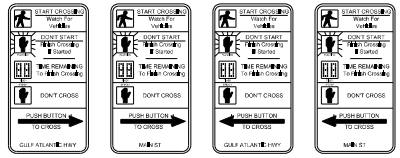
P2 (2)
P4 (2)
P6 (2)
P8 (2)

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
8 AS

P2 (2)
P4 (2)
P6 (2)
P8 (2)

PED. SIGNAL
COUNT-DOWN
1-SECT., 1-WAY
EXIST. 8 AS
8 AS TO BE REMOVED

(1) SW | (3) SE NW SW | (3) NE NW SE | (1) NE



R10-3I
9"X15"

SR 44 @ US 301

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E.
P.E. LICENSE NUMBER 47734
HNTB CORPORATION
610 CRESCENT EXECUTIVE COURT
SUITE 400, LAKE MARY, FL 32746
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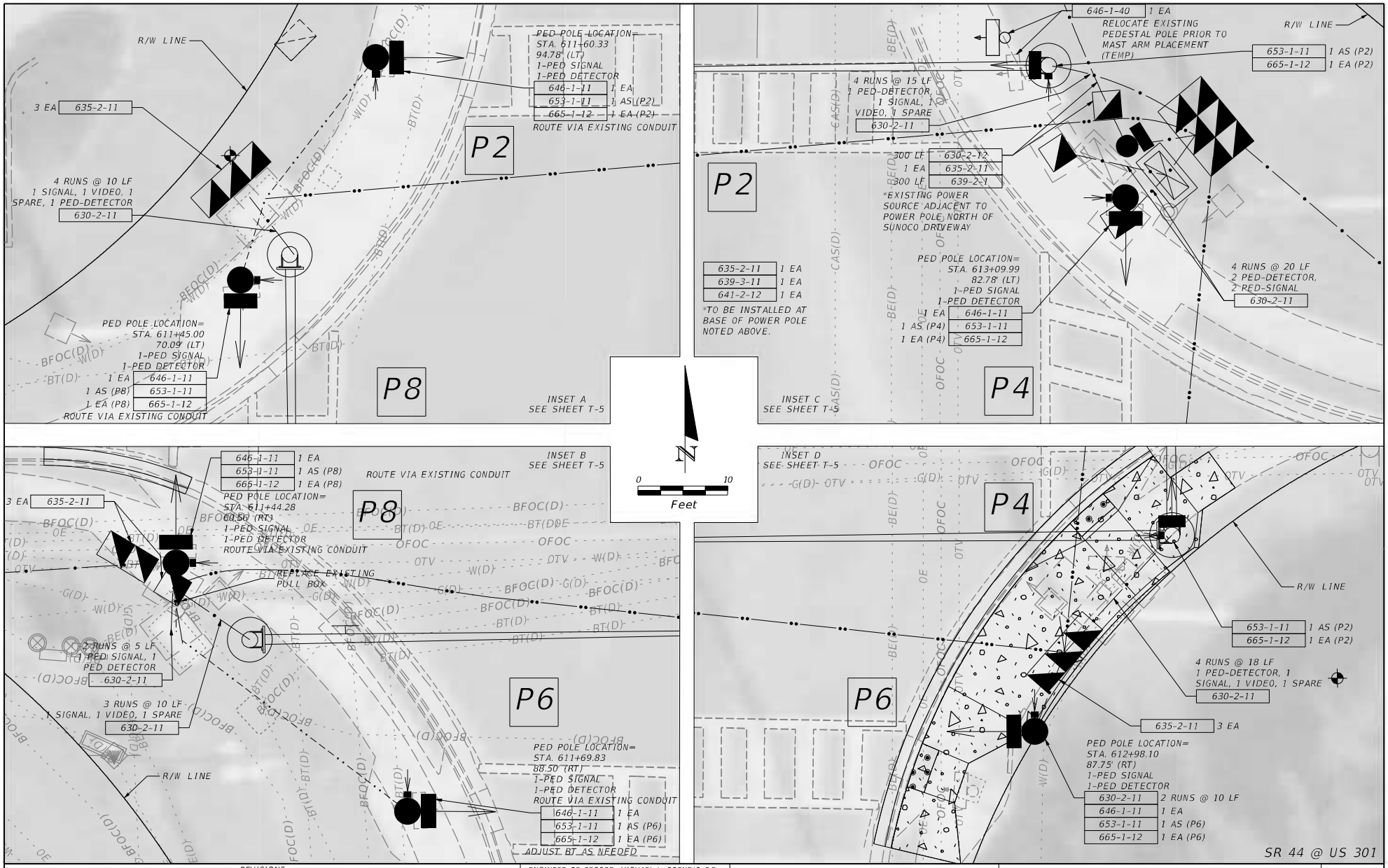
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 44	SUMTER	442875-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-6

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STATE OF FLORIDA
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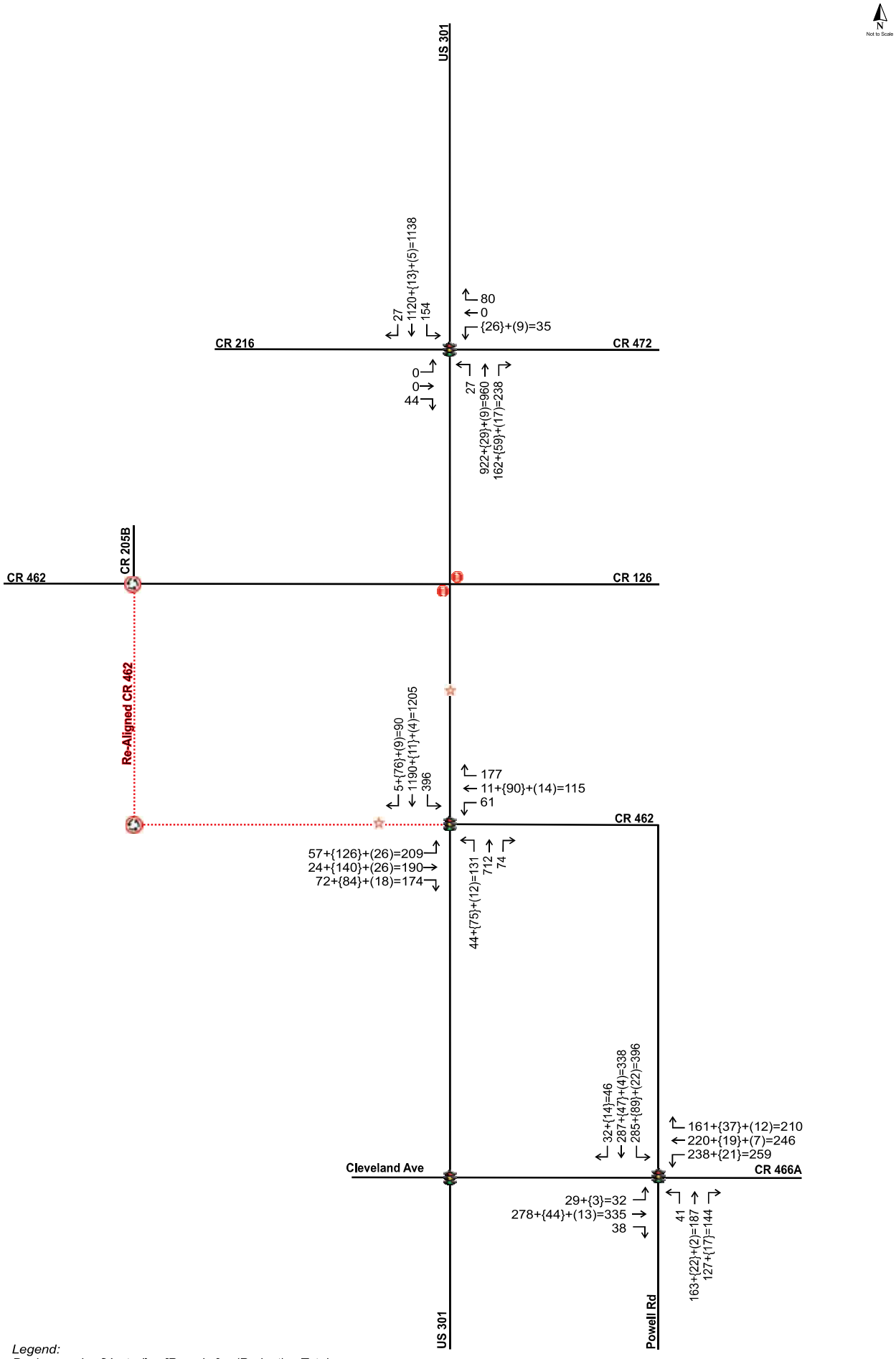
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 44	SUMTER	442875-1-52-01

SIGNALIZATION PLAN

SHEET NO. T-7

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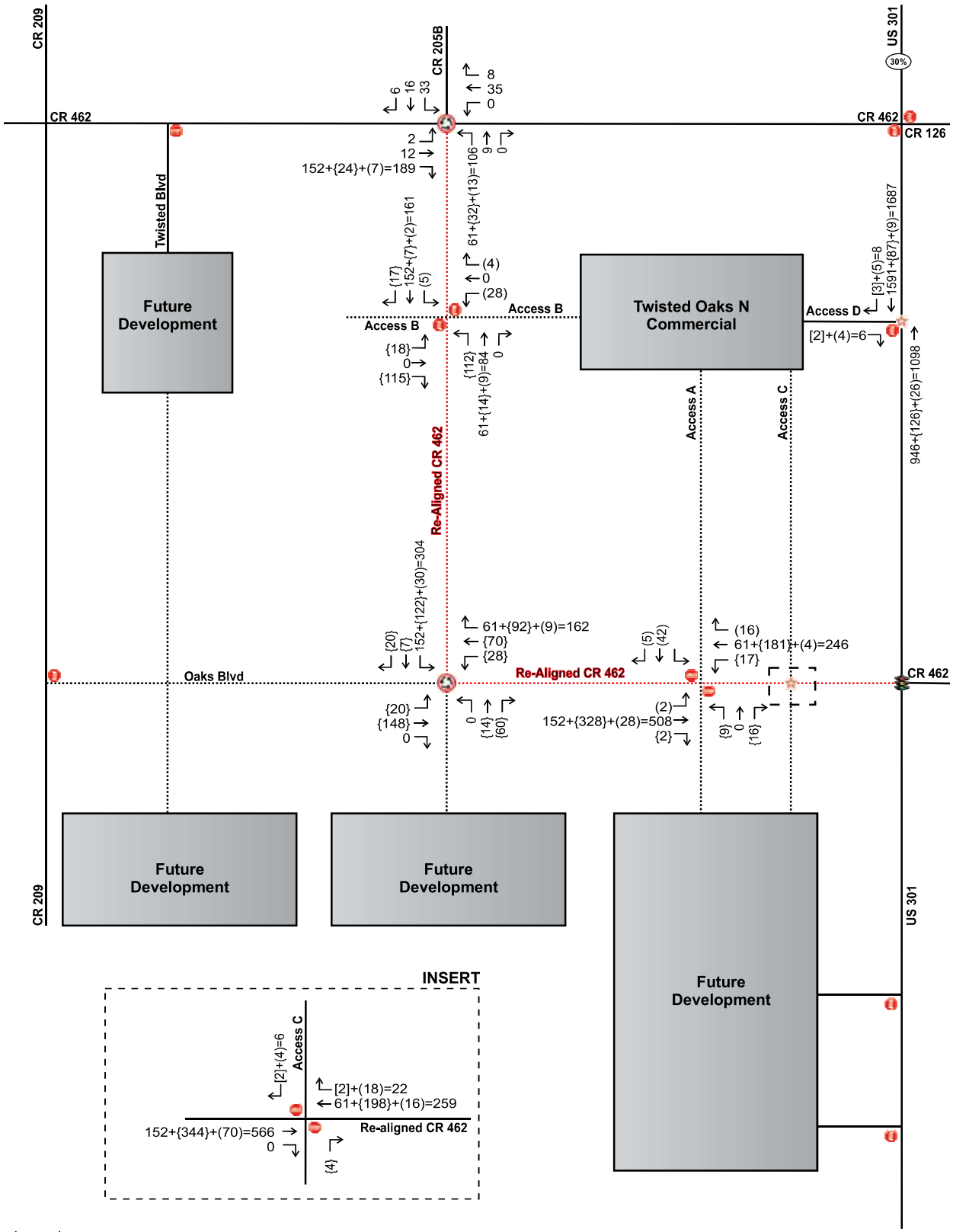
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Legend:
Background + {Vested} + [Pass-by] + (Project) = Total
Future Right-in/Right-out Access Driveways

Projected AM Peak Hour Intersection Volumes- External Network
Twisted Oaks Multi-family & Commercial
22098

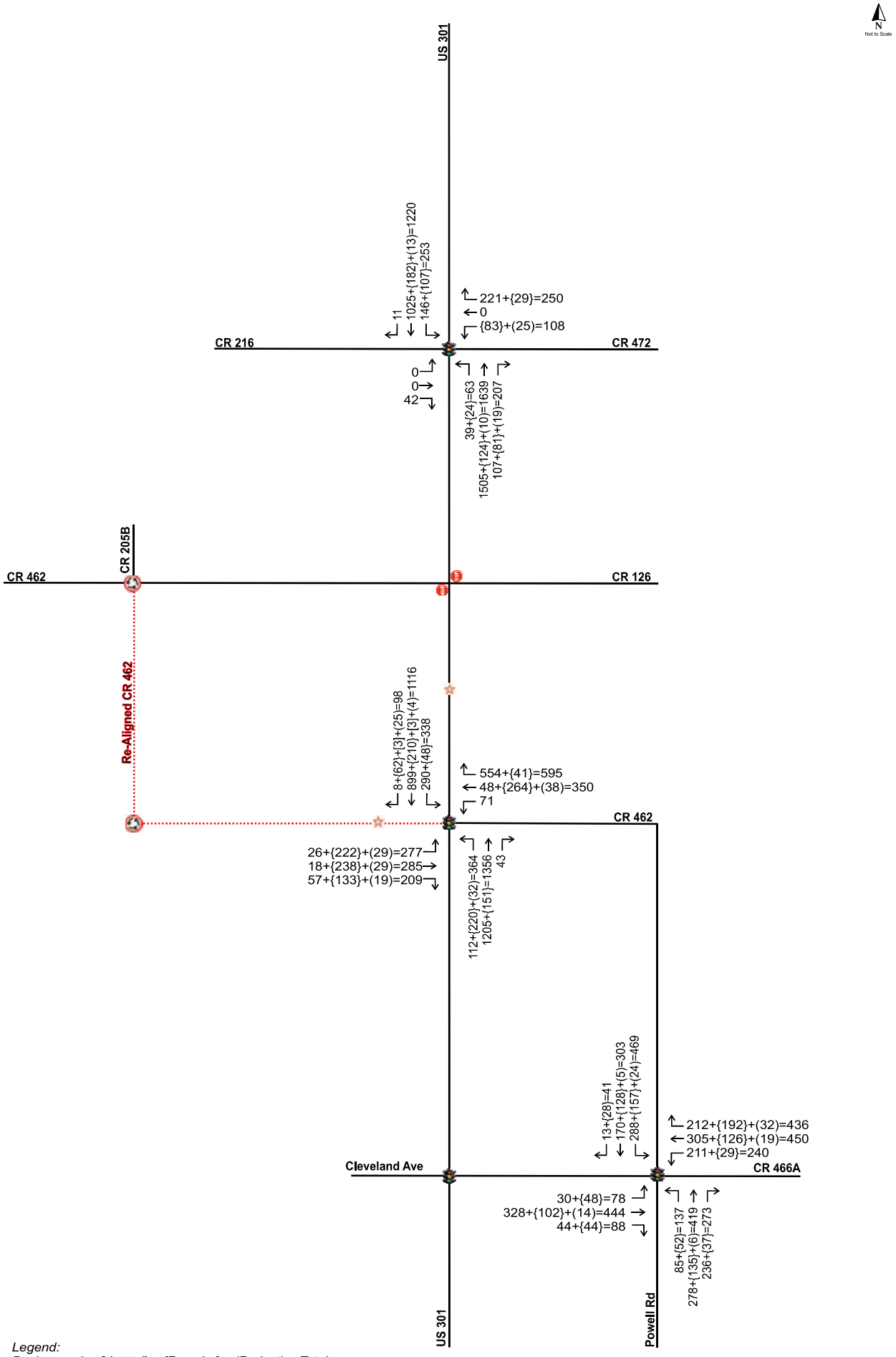
Figure **6A**



Legend:
Background + {Vested} + [Pass-by] + (Project) + <Internal Capture> = Total
Future Right-in/Right-out Access Driveways

Projected AM Peak Hour Intersection Volumes- Internal Network
Twisted Oaks Multi-family & Commercial
22098

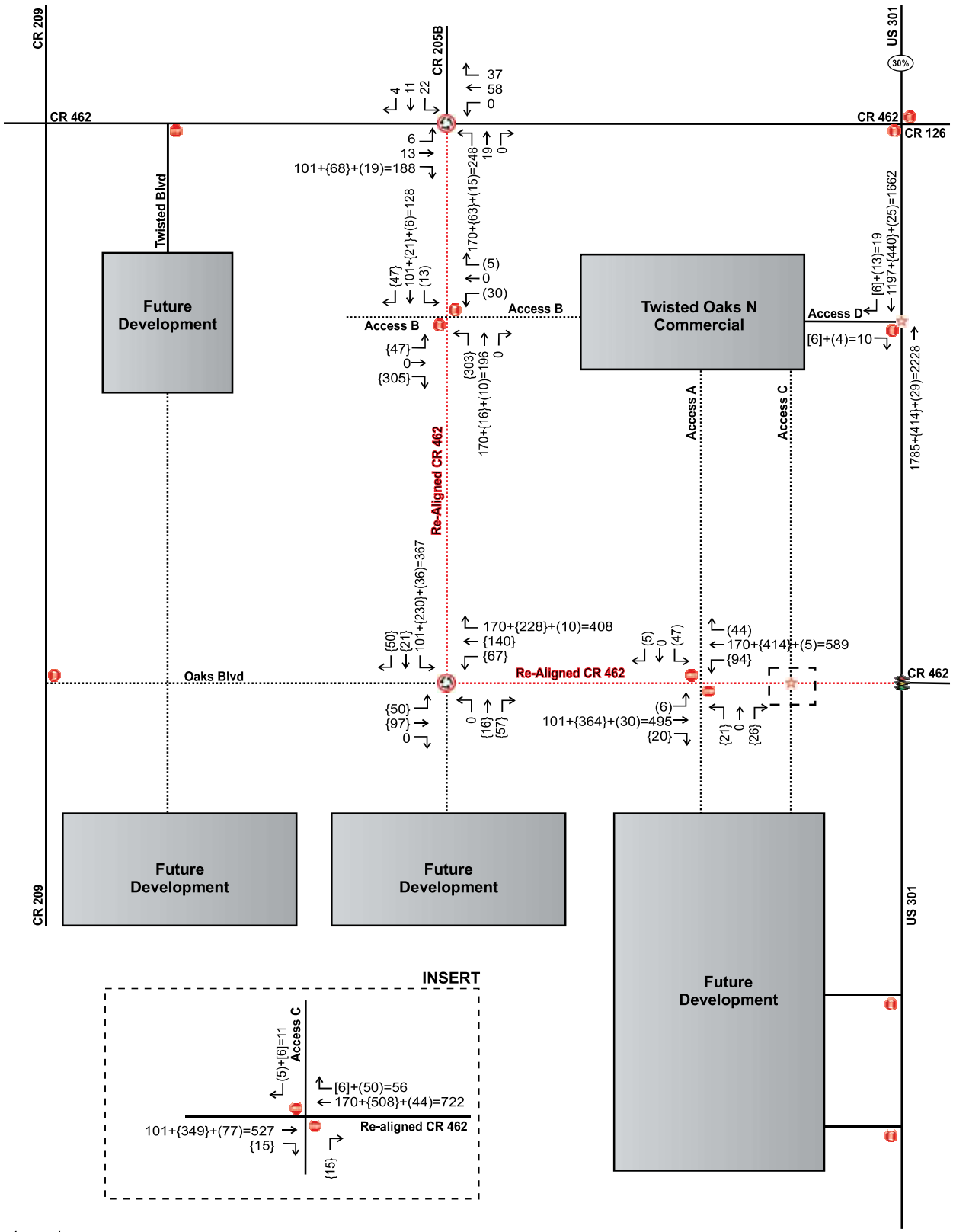
Figure **6B**



Legend:
Background + {Vested} + [Pass-by] + (Project) = Total
Future Right-in/Right-out Access Driveways

Projected PM Peak Hour Intersection Volumes- External Network
Twisted Oaks Multi-family & Commercial
22098

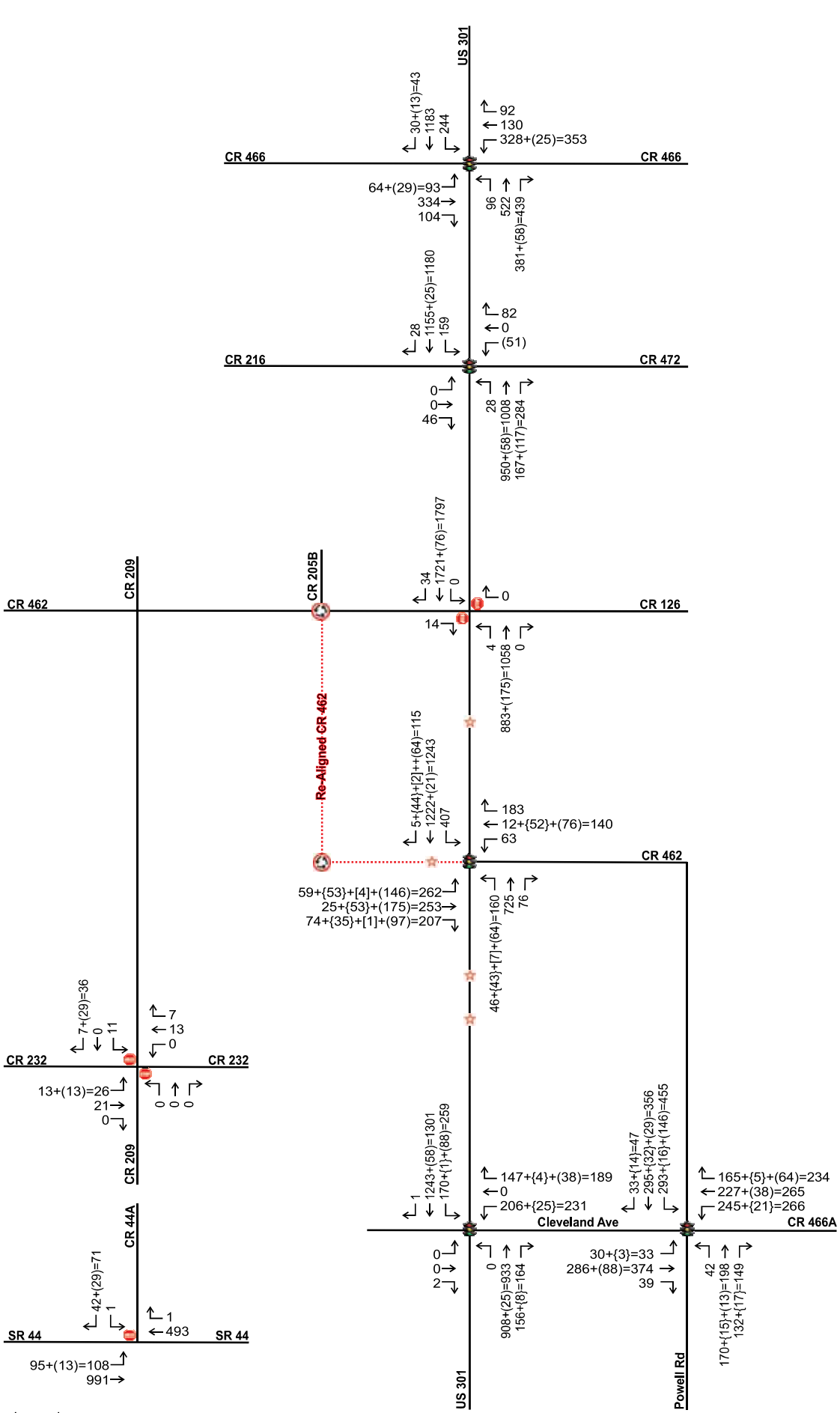
Figure 7A



Legend:
Background + {Vested} + [Pass-by] + (Project) + <Internal Capture> = Total
Future Right-in/Right-out Access Driveways

Projected PM Peak Hour Intersection Volumes- Internal Network
Twisted Oaks Multi-family & Commercial
22098

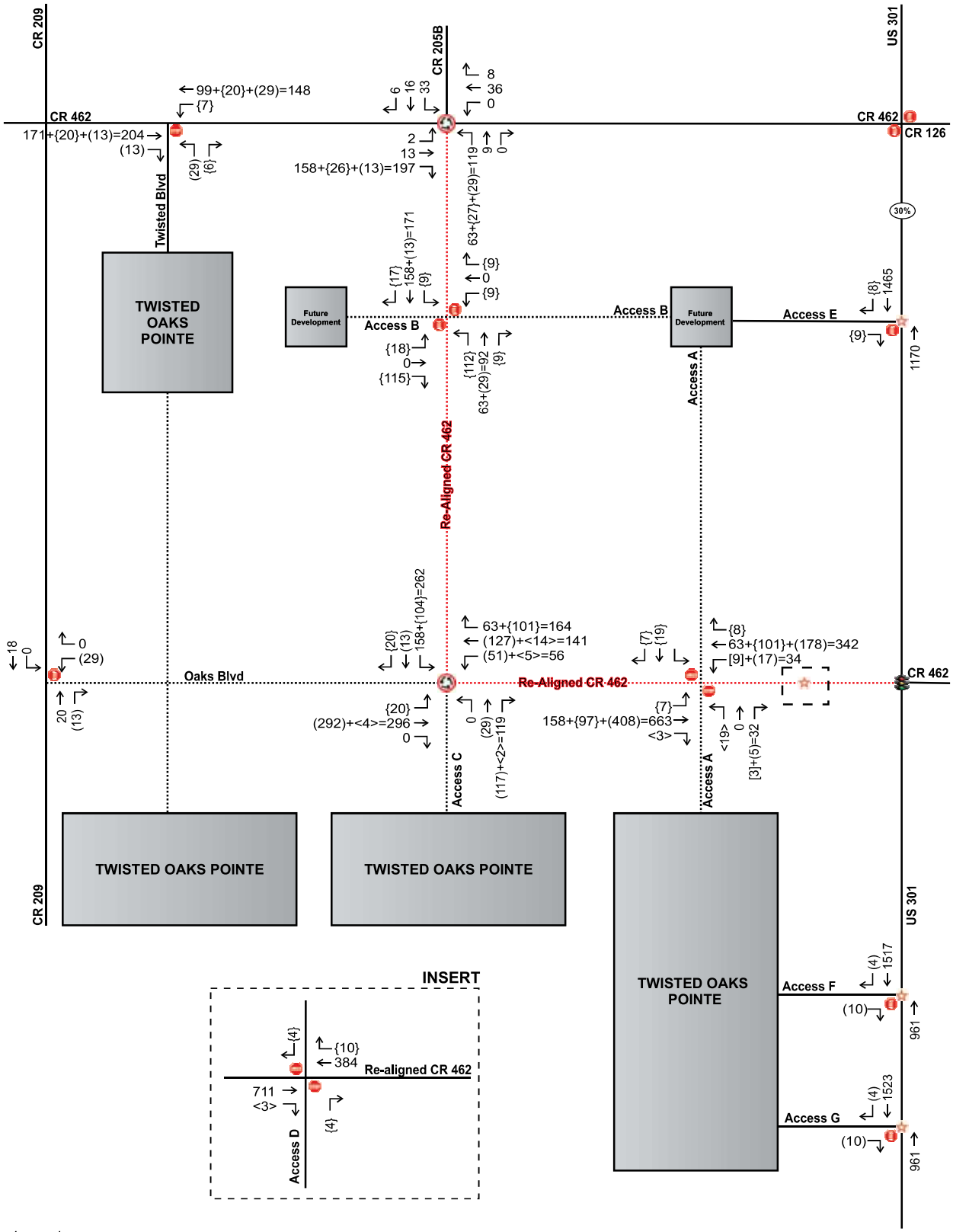
Figure **7B**



Legend:
Background + {Vested} + [Pass-by] + (Project) = Total
Future Right-in/Right-out Access Driveways

Projected AM Peak Hour Intersection Volumes- External Network
Twisted Oaks Pointe
21101 v2.1

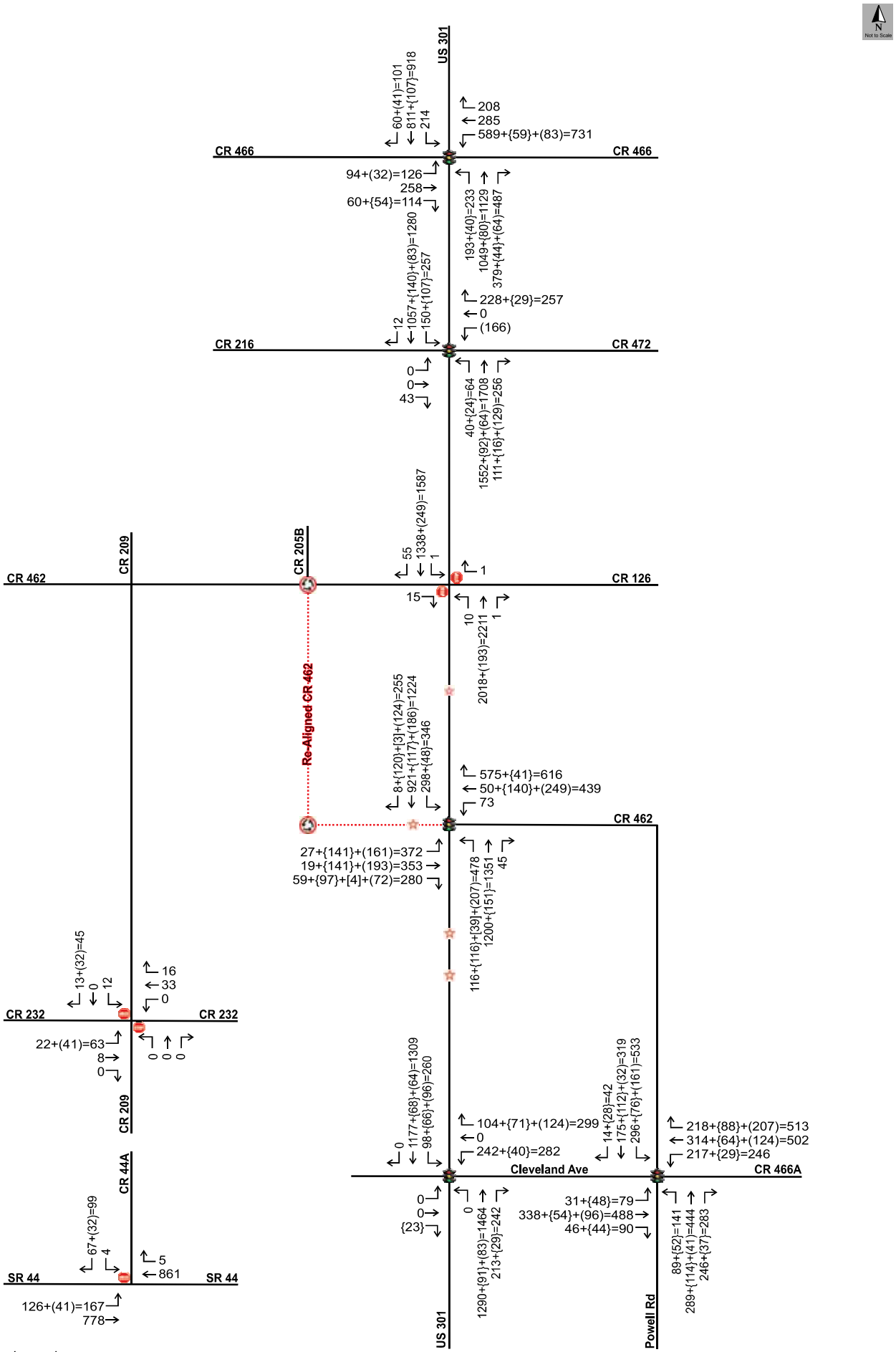
Figure 6A



Legend:
Background + {Vested} + [Pass-by] + (Project) + <Internal Capture> = Total
Future Right-in/Right-out Access Driveways

Projected AM Peak Hour Intersection Volumes- Internal Network
Twisted Oaks Pointe
21101 v2.1

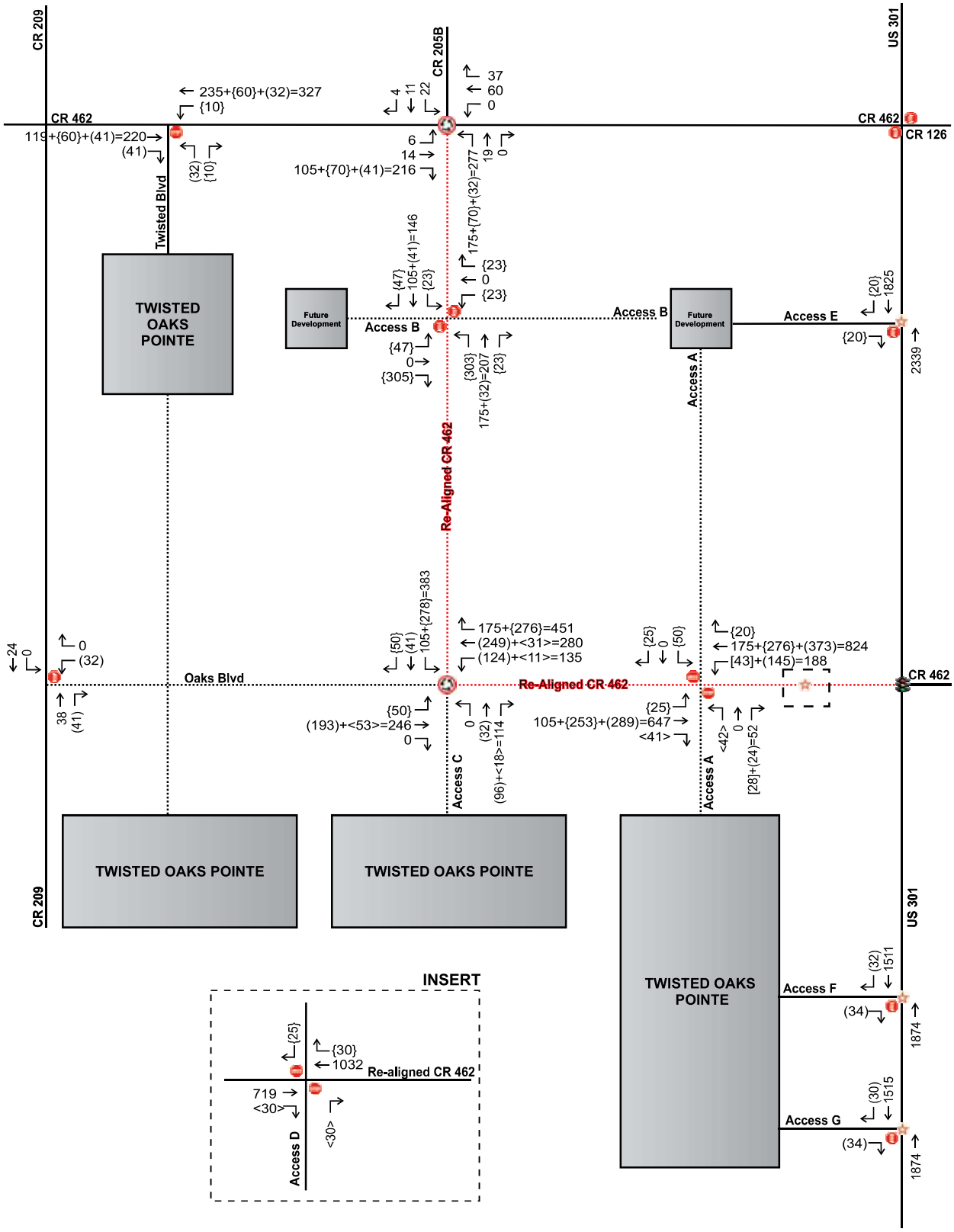
Figure **6B**



Legend:
Background + {Vested} + [Pass-by] + (Project) = Total
Future Right-in/Right-out Access Driveways

Projected PM Peak Hour Intersection Volumes- External Network
Twisted Oaks Pointe
21101 v2.1

Figure 7A



Legend:
Background + {Vested} + [Pass-by] + (Project) + <Internal Capture> = Total
Future Right-in/Right-out Access Driveways

Projected PM Peak Hour Intersection Volumes- Internal Network
Twisted Oaks Pointe
21101 v2.1

Figure **7B**

Appendix K
Intersection Volume Calculation Worksheets

23146 Boulder Square

Intersection Volumes AM (2028 PROJECTED)

| | | |

23146 Boulder Square

Intersection Volumes AM (2028 PROJECTED)

Period	Trips	Enter	Exit	Pass By	Enter	Exit	SF	AGR	CR 465A/US 301	Yrs	Legend
							CR 44A	CR 44A			
							4.75%	3.25%			
PM Peak	Gen.	160	98	Trips			1.00	1%	2%	5	Backg'd + (Project) = Total

Intersection = US 301 & CR 232/West Clarke Street — Twisted Oaks — **1**

App.	Mvmt	Raw	SF	Adjusted	GF	Adj Bckg'd	Pointe	Highfield	Vested	% PB Ent	% PB Ext	Passby	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	26	1.00	26	1.05	27			0			0		25%	23	50	27 + (23) = 50
EB	T	0	1.00	0	1.05	0			0			0			0	0	
	R	26	1.00	26	1.05	27			0			0		20%	20	47	27 + (20) = 47
	L	9	1.00	9	1.05	9			0			0			0	9	9
WB	T	3	1.00	3	1.05	3			0			0			0	3	3
	R	10	1.00	10	1.05	11			0			0			0	11	11
	L	41	1.00	41	1.05	43			0			0	20%		32	75	43 + (32) = 75
NB	T	1,087	1.00	1,087	1.05	1141	207	54	261			0			0	1402	1141 + {261} = 1402
	R	5	1.00	5	1.05	5			0			0			0	5	5
	L	0	1.00	0	1.05	0			0			0			0	0	
SB	T	935	1.00	935	1.05	982	264	32	296			0			0	1278	982 + {296} = 1278
	R	39	1.00	39	1.05	41			0			0	25%		40	81	41 + (40) = 81

Intersection = US 301 & Dr. M.L.K Jr. Avenue/Huey Street — Twisted Oaks — **2**

App.	Mvmt	Raw	SF	Adjusted	GF	Adj Bckg'd	Pointe	Highfield	Vested	% PB Ent	% PB Ext	Passby	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	37	1.00	37	1.05	39			0			0			0	39	39
EB	T	37	1.00	37	1.05	39			0			0		5%	5	44	39 + (5) = 44
	R	18	1.00	18	1.05	19			0			0		20%	20	39	19 + (20) = 39
	L	141	1.00	141	1.05	148			0			0			0	148	148
WB	T	60	1.00	60	1.05	63			0			0	5%		8	71	63 + (8) = 71
	R	87	1.00	87	1.05	91			0			0			0	91	91
	L	38	1.00	38	1.05	40			0			0	20%		32	72	40 + (32) = 72
NB	T	1,179	1.00	1,179	1.05	1238	83	22	105			0			0	1343	1238 + {105} = 1343
	R	47	1.00	47	1.05	49			0			0			0	49	49
	L	39	1.00	39	1.05	41			0			0			0	41	41
SB	T	1,020	1.00	1,020	1.05	1071	64	13	77			0			0	1148	1071 + {77} = 1148
	R	46	1.00	46	1.05	48			0			0			0	48	48

Intersection = US 301 & SR 44 — Twisted Oaks — **3**

App.	Mvmt	Raw	SF	Adjusted	GF	Adj Bckg'd	Pointe	Highfield	Vested	% PB Ent	% PB Ext	Passby	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	222	1.00	222	1.05	233			0			0			0	233	233
EB	T	571	1.00	571	1.05	600			0			0			0	600	600
	R	67	1.00	67	1.05	70			0			0			0	70	70
	L	292	1.00	292	1.05	307			0			0			0	307	307
WB	T	668	1.00	668	1.05	701			0			0			0	701	701
	R	185	1.00	185	1.05	194			0			0	10%		16	210	194 + (16) = 210
	L	123	1.00	123	1.05	129			0			0			0	129	129
NB	T	833	1.00	833	1.05	875	83	22	105			0	10%		16	996	875 + {105} + (16) = 996
	R	140	1.00	140	1.05	147			0			0			0	147	147
	L	172	1.00	172	1.05	181			0			0		10%	10	191	181 + (10) = 191
SB	T	863	1.00	863	1.05	906	64	13	77			0		10%	10	993	906 + {77} + (10) = 993
	R	235	1.00	235	1.05	247			0			0			0	247	247

Intersection = CR 217 & CR 44A — Twisted Oaks — **4**

App.	Mvmt	Raw	SF	Adjusted	GF	Adj Bckg'd	Pointe	Highfield	Vested	% PB Ent	% PB Ext	Passby	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	8	1.00	8	1.05	8			0			0	10%		16	24	8 + (16) = 24
EB	T	41	1.00	41	1.05	43			0			0	10%		16	59	43 + (16) = 59
	R	0	1.00	0	1.05	0			0			0			0	0	
	L	0	1.00	0	1.05	0			0			0			0	0	
WB	T	92	1.00	92	1.05	97			0			0		10%	10	107	97 + (10) = 107
	R	34	1.00	34	1.05	36			0			0			0	36	36
	L	0	1.00	0	1.05	0			0			0			0	0	
NB	T	0	1.00	0	1.05	0			0			0			0	0	
	R	0	1.00	0	1.05	0			0			0			0	0	
	L	13	1.00	13	1.05	14			0			0			0	14	14
SB	T	0	1.00	0	1.05	0			0			0			0	0	
	R	19	1.00	19	1.05	20			0			0		10%	10	30	20 + (10) = 30

Intersection = SR 44 & CR 44A — Twisted Oaks — **5**

App.	Mvmt	Raw	SF	Adjusted	GF	Adj Bckg'd	Pointe	Highfield	Vested	% PB Ent	% PB Ext	Passby	%Proj Ent	%Proj Ext	Project	Total	Formula
	L	0	1.00	0	1.05	0			0			0			0	0	
EB	T	0	1.00	0	1.05	0			0			0			0	0	
	R	0	1.00	0	1.05	0			0			0			0	0	
	L	2	1.00	2	1.05	2			0			0			0	2	2
WB	T	0	1.00	0	1.05	0			0			0			0	0	
	R	99	1.00	99	1.05	104	32		32			0		20%	20	156	104 + {32} + (20) = 156
	L	2	1.00	2	1.05	2			0			0			0	2	2
NB	T	900	1.00	900	1.05	945			0			0			0	945	945
	R	3	1.00	3	1.05	3			0			0			0	3	3
	L	60	1.00	60	1.05	63	41		41			0	20%		32	136	63 + {41} + (32) = 136
SB	T	531	1.00	531	1.05	558			0			0			0	558	558
	R	0	1.00	0	1.05	0			0			0			0	0	

Intersection = CR 232/West Clarke Street & Access Driveway A — **6**

App.	Mvmt	Raw	SF	Adjusted	GF	Adj Bckg'd	Pointe	Highfield	Vested	% PB Ent	% PB Ext	Passby	%Proj Ent	%Proj Ext	Project	Total	Formula
	L		1.00	0	1.05	0			0			0			0	0	
EB	T	52	1.00	52	1.05	55			0			0			0	55	55
	R		1.00	0	1.05	0			0			0	10%		16	16	(16)
	L		1.00	0	1.05	0			0			0	45%		72	72	(72)
WB	T	83	1.00	83	1.05	87			0			0			0	87	87
	R		1.00	0	1.05	0			0			0			0	0	
	L		1.00	0	1.05	0			0			0		10%	10	10	(10)
NB	T		1.00	0	1.05	0			0			0			0	0	
	R		1.00	0	1.05	0			0			0		45%	43	43	(43)
	L		1.00	0	1.05	0			0			0			0	0	
SB	T		1.00	0	1.05	0			0			0			0	0	
	R		1.00	0	1.05	0			0			0			0	0	

Intersection = CR 217 & Access Driveway B — Twisted Oaks — **7**

App.	Mvmt	Raw	SF	Adjusted	GF	Adj Bckg'd	Pointe	Highfield	Vested	% PB Ent	% PB Ext	Passby	%Proj Ent	%Proj Ext	Project	Total	Formula
	L		1.00	0	1.05	0			0			0			0	0	
EB	T		1.00	0	1.05	0			0			0			0	0	
	R		1.00	0	1.05	0			0			0			0	0	
	L		1.00	0	1.05	0			0			0		10%	10	10	(10)
WB	T		1.00	0	1.05	0			0			0			0	0	
	R		1.00	0	1.05	0			0			0			0	0	
	L		1.00	0	1.05	0			0			0			0	0	
NB	T	42	1.00	42	1.05	44			0			0			0	44	44
	R		1.00	0	1.05	0			0			0	10%		16	16	(16)
	L		1.00	0	1.05	0			0			0			0	0	
SB	T	32	1.00	32	1.05	34			0			0			0	34	34
	R		1.00	0	1.05	0			0			0			0	0	

Intersection = CR 44A & Access Driveway C — Twisted Oaks — **8**

App.	Mvmt	Raw	SF	Adjusted	GF	Adj Bckg'd	Pointe	Highfield	Vested	% PB Ent	% PB Ext	Passby	%Proj Ent	%Proj Ext	Project	Total	Formula
	L		1.00	0	1.05	0			0			0	10%		16	16	(16)
EB	T	54	1.00	54	1.05	57			0			0			0	57	57
	R		1.00	0	1.05	0			0			0			0	0	
	L		1.00	0	1.05	0			0			0			0	0	
WB	T	126	1.00	126	1.05	132			0			0			0	132	132
	R		1.00	0	1.05	0			0			0	25%		40	40	(40)
	L		1.00	0	1.05	0			0			0			0	0	
NB	T		1.00	0	1.05	0			0			0			0	0	
	R		1.00	0	1.05	0			0			0			0	0	
	L		1.00	0	1.05	0			0			0		25%	25	25	(25)
SB	T		1.00	0	1.05	0			0			0			0	0	
	R		1.00	0	1.05	0			0			0		10%	10	10	(10)

Vested trips are those generated by approved Twisted Oaks developments, as provided by Sumter County, and are part of background traffic conditions

Appendix L
HCM Analysis – Projected Conditions

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	2	111	0	2	1	39	908	22	7	1381	52
Future Vol, veh/h	76	2	111	0	2	1	39	908	22	7	1381	52
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	100	-	-	-	-	-	450	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	2	4	2	2	2	4	12	19	2	10	5
Mvmt Flow	86	2	126	0	2	1	44	1032	25	8	1569	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2220	2760	814	1935	2777	529	1628	0	0	1057	0	0
Stage 1	1615	1615	-	1133	1133	-	-	-	-	-	-	-
Stage 2	605	1145	-	802	1644	-	-	-	-	-	-	-
Critical Hdwy	7.6	6.54	6.98	7.54	6.54	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.6	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.6	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.55	4.02	3.34	3.52	4.02	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 23	19	317	40	19	494	386	-	-	655	-	-
Stage 1	105	161	-	216	276	-	-	-	-	-	-	-
Stage 2	444	272	-	344	156	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 18	15	317	19	15	494	386	-	-	655	-	-
Mov Cap-2 Maneuver	~ 86	112	-	103	80	-	-	-	-	-	-	-
Stage 1	93	139	-	191	245	-	-	-	-	-	-	-
Stage 2	389	241	-	176	134	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	89.4	38.5	0.6	0.7
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	386	-	-	86	307	111	655	-	-
HCM Lane V/C Ratio	0.115	-	-	1.004	0.418	0.031	0.012	-	-
HCM Control Delay (s)	15.5	-	-	185.4	24.9	38.5	10.6	0.7	-
HCM Lane LOS	C	-	-	F	C	E	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	5.7	2	0.1	0	-	-

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	0	47	9	3	11	75	1402	5	0	1278	81
Future Vol, veh/h	50	0	47	9	3	11	75	1402	5	0	1278	81
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	100	-	-	-	-	-	450	-	-	-	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	15	2	2	2	10	8	20	2	9	8
Mvmt Flow	54	0	51	10	3	12	82	1524	5	0	1389	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2361	3126	739	2386	3168	765	1477	0	0	1529	0	0
Stage 1	1433	1433	-	1691	1691	-	-	-	-	-	-	-
Stage 2	928	1693	-	695	1477	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	7.2	7.54	6.54	6.94	4.3	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.45	3.52	4.02	3.32	2.3	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 19	11	332	18	10	346	414	-	-	432	-	-
Stage 1	141	198	-	97	148	-	-	-	-	-	-	-
Stage 2	288	147	-	399	188	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 15	9	332	13	8	346	414	-	-	432	-	-
Mov Cap-2 Maneuver	95	94	-	71	73	-	-	-	-	-	-	-
Stage 1	113	198	-	78	119	-	-	-	-	-	-	-
Stage 2	217	118	-	338	188	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	52.2	44.8	0.8	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	414	-	-	95	332	115	432	-	-
HCM Lane V/C Ratio	0.197	-	-	0.572	0.154	0.217	-	-	-
HCM Control Delay (s)	15.8	-	-	84.5	17.8	44.8	0	-	-
HCM Lane LOS	C	-	-	F	C	E	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	2.6	0.5	0.8	0	-	-

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	0	0	189	0	0	3	39	908	22	7	1381	52
Future Vol, veh/h	0	0	189	0	0	3	39	908	22	7	1381	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	2	4	2	2	2	4	12	19	2	10	5
Mvmt Flow	0	0	215	0	0	3	44	1032	25	8	1569	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	814	-	-	529	1628	0	0	1057	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.98	-	-	6.94	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.34	-	-	3.32	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	317	0	0	494	386	-	-	655	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	317	-	-	494	386	-	-	655	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.2	12.3	0.6	0.1
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	386	-	-	317	494	655	-	-
HCM Lane V/C Ratio	0.115	-	-	0.678	0.007	0.012	-	-
HCM Control Delay (s)	15.5	-	-	37.2	12.3	10.6	-	-
HCM Lane LOS	C	-	-	E	B	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	4.6	0	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	97	0	0	23	75	1402	5	0	1278	81
Future Vol, veh/h	0	0	97	0	0	23	75	1402	5	0	1278	81
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	450	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	15	2	2	2	10	8	20	2	9	8
Mvmt Flow	0	0	105	0	0	25	82	1524	5	0	1389	88

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	739	-	-	765	1477	0	0	1529	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.2	-	-	6.94	4.3	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.45	-	-	3.32	2.3	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	332	0	0	346	414	-	-	432	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	332	-	-	346	414	-	-	432	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	16.2	0.8	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	414	-	-	332	346	432	-	-
HCM Lane V/C Ratio	0.197	-	-	0.318	0.072	-	-	-
HCM Control Delay (s)	15.8	-	-	20.8	16.2	0	-	-
HCM Lane LOS	C	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	1.3	0.2	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	36	36	78	31	36	22	1015	102	134	1171	6
Future Volume (veh/h)	44	36	36	78	31	36	22	1015	102	134	1171	6
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	1796	1648	1693	1737	1856	1870	1767	1796	1826	1796	1648
Adj Flow Rate, veh/h	49	40	39	87	34	33	24	1128	92	149	1301	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	7	17	14	11	3	2	9	7	5	7	17
Cap, veh/h	347	126	123	322	139	135	227	1443	118	288	1763	8
Arrive On Green	0.04	0.15	0.15	0.06	0.17	0.17	0.03	0.46	0.46	0.07	0.51	0.51
Sat Flow, veh/h	1781	835	814	1612	810	786	1781	3143	256	1739	3484	16
Grp Volume(v), veh/h	49	0	79	87	0	67	24	602	618	149	637	670
Grp Sat Flow(s),veh/h/ln	1781	0	1650	1612	0	1596	1781	1678	1721	1739	1706	1793
Q Serve(g_s), s	1.8	0.0	3.4	3.5	0.0	2.9	0.6	23.8	23.8	3.4	23.1	23.1
Cycle Q Clear(g_c), s	1.8	0.0	3.4	3.5	0.0	2.9	0.6	23.8	23.8	3.4	23.1	23.1
Prop In Lane	1.00		0.49	1.00		0.49	1.00		0.15	1.00		0.01
Lane Grp Cap(c), veh/h	347	0	248	322	0	274	227	770	790	288	863	907
V/C Ratio(X)	0.14	0.00	0.32	0.27	0.00	0.24	0.11	0.78	0.78	0.52	0.74	0.74
Avail Cap(c_a), veh/h	839	0	525	733	0	914	747	961	985	714	977	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	29.8	25.8	0.0	28.1	13.1	17.9	17.9	14.8	15.3	15.3
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.6	0.0	0.7	0.3	3.9	3.8	2.0	3.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.4	1.4	0.0	1.1	0.2	8.6	8.8	1.2	8.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	30.8	26.4	0.0	28.8	13.4	21.8	21.8	16.9	18.3	18.1
LnGrp LOS	C	A	C	C	A	C	B	C	C	B	B	B
Approach Vol, veh/h		128			154			1244			1456	
Approach Delay, s/veh		29.2			27.4			21.6			18.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	44.8	8.3	18.5	10.7	41.1	10.0	16.8
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	25.0	45.0	25.0	45.0	25.0	45.0	25.0	25.0
Max Q Clear Time (g_c+I1), s	2.6	25.1	3.8	4.9	5.4	25.8	5.5	5.4
Green Ext Time (p_c), s	0.0	11.5	0.1	0.5	0.6	10.2	0.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	44	39	148	71	91	72	1343	49	41	1148	48
Future Volume (veh/h)	39	44	39	148	71	91	72	1343	49	41	1148	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1811	1826	1870	1870	1841	1737	1856	1841	1870
Adj Flow Rate, veh/h	41	46	34	156	75	77	76	1414	43	43	1208	42
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, %	2	2	2	6	5	2	2	4	11	3	4	2
Cap, veh/h	305	141	104	386	169	174	257	1683	51	198	1635	57
Arrive On Green	0.04	0.14	0.14	0.10	0.21	0.21	0.05	0.49	0.49	0.04	0.47	0.47
Sat Flow, veh/h	1781	999	738	1725	826	848	1781	3465	105	1767	3448	120
Grp Volume(v), veh/h	41	0	80	156	0	152	76	713	744	43	612	638
Grp Sat Flow(s),veh/h/ln	1781	0	1737	1725	0	1673	1781	1749	1822	1767	1749	1819
Q Serve(g_s), s	1.6	0.0	3.5	6.2	0.0	6.8	1.8	30.1	30.2	1.0	24.1	24.1
Cycle Q Clear(g_c), s	1.6	0.0	3.5	6.2	0.0	6.8	1.8	30.1	30.2	1.0	24.1	24.1
Prop In Lane	1.00		0.43	1.00		0.51	1.00		0.06	1.00		0.07
Lane Grp Cap(c), veh/h	305	0	245	386	0	343	257	849	885	198	829	863
V/C Ratio(X)	0.13	0.00	0.33	0.40	0.00	0.44	0.30	0.84	0.84	0.22	0.74	0.74
Avail Cap(c_a), veh/h	764	0	613	718	0	885	693	925	964	651	925	962
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	32.9	25.5	0.0	29.6	14.2	19.0	19.0	16.1	18.1	18.1
Incr Delay (d2), s/veh	0.3	0.0	1.1	1.0	0.0	1.3	0.9	6.9	6.7	0.8	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.5	2.6	0.0	2.8	0.7	12.0	12.5	0.4	9.3	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	34.0	26.4	0.0	30.8	15.1	25.9	25.8	16.9	21.3	21.2
LnGrp LOS	C	A	C	C	A	C	B	C	C	B	C	C
Approach Vol, veh/h		121			308			1533			1293	
Approach Delay, s/veh		32.6			28.6			25.3			21.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	45.3	8.1	22.5	8.2	46.3	13.6	17.0
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	25.0	45.0	25.0	45.0	25.0	45.0	25.0	30.0
Max Q Clear Time (g_c+I1), s	3.8	26.1	3.6	8.8	3.0	32.2	8.2	5.5
Green Ext Time (p_c), s	0.2	10.6	0.1	1.4	0.1	9.1	0.6	0.5

Intersection Summary	
HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	734	82	218	433	134	78	906	210	365	720	128
Future Volume (veh/h)	233	734	82	218	433	134	78	906	210	365	720	128
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	1781	1841	1722	1752	1811	1856	1678	1781	1811	1856	1781	1663
Adj Flow Rate, veh/h	240	757	45	225	446	75	80	934	113	376	742	69
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	8	4	12	10	6	3	15	8	6	3	8	16
Cap, veh/h	308	830	346	290	801	366	100	1006	456	448	1225	510
Arrive On Green	0.09	0.24	0.24	0.09	0.23	0.23	0.06	0.30	0.30	0.13	0.36	0.36
Sat Flow, veh/h	3291	3497	1459	3237	3441	1572	1598	3385	1535	3428	3385	1409
Grp Volume(v), veh/h	240	757	45	225	446	75	80	934	113	376	742	69
Grp Sat Flow(s),veh/h/ln	1646	1749	1459	1618	1721	1572	1598	1692	1535	1714	1692	1409
Q Serve(g_s), s	8.8	26.0	3.0	8.4	14.1	4.8	6.1	33.1	6.9	13.2	22.1	4.1
Cycle Q Clear(g_c), s	8.8	26.0	3.0	8.4	14.1	4.8	6.1	33.1	6.9	13.2	22.1	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	308	830	346	290	801	366	100	1006	456	448	1225	510
V/C Ratio(X)	0.78	0.91	0.13	0.78	0.56	0.20	0.80	0.93	0.25	0.84	0.61	0.14
Avail Cap(c_a), veh/h	588	1355	565	581	1333	609	279	1029	467	610	1225	510
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	54.8	45.9	37.1	55.1	41.8	38.2	57.2	42.2	33.0	52.5	32.2	26.5
Incr Delay (d2), s/veh	5.1	3.8	0.1	5.3	0.2	0.1	15.9	14.0	0.3	8.1	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	11.6	1.1	3.6	5.9	1.8	2.9	15.4	2.5	6.1	8.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	49.7	37.2	60.4	42.0	38.3	73.1	56.2	33.3	60.6	33.2	26.6
LnGrp LOS	E	D	D	E	D	D	E	E	C	E	C	C
Approach Vol, veh/h		1042			746			1127			1187	
Approach Delay, s/veh		51.5			47.2			55.1			41.5	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	35.9	24.2	44.1	18.9	36.4	16.1	52.2
Change Period (Y+Rc), s	* 7.9	7.1	8.0	7.4	* 7.8	7.1	* 8.4	7.4
Max Green Setting (Gmax), s	* 23	47.9	22.0	37.6	* 22	47.9	* 22	37.6
Max Q Clear Time (g_c+I1), s	10.8	16.1	15.2	35.1	10.4	28.0	8.1	24.1
Green Ext Time (p_c), s	0.7	0.6	0.9	1.6	0.7	1.3	0.2	4.8

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.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	600	70	307	701	210	129	996	147	191	993	247
Future Volume (veh/h)	233	600	70	307	701	210	129	996	147	191	993	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	240	619	36	316	723	108	133	1027	77	197	1024	128
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	720	321	398	798	356	164	1193	532	272	1133	505
Arrive On Green	0.09	0.20	0.20	0.12	0.22	0.22	0.09	0.34	0.34	0.08	0.32	0.32
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	240	619	36	316	723	108	133	1027	77	197	1024	128
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.7	19.0	2.1	10.1	22.4	6.4	8.3	30.5	3.8	6.3	31.2	6.8
Cycle Q Clear(g_c), s	7.7	19.0	2.1	10.1	22.4	6.4	8.3	30.5	3.8	6.3	31.2	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	720	321	398	798	356	164	1193	532	272	1133	505
V/C Ratio(X)	0.75	0.86	0.11	0.79	0.91	0.30	0.81	0.86	0.14	0.72	0.90	0.25
Avail Cap(c_a), veh/h	675	1505	671	678	1505	671	340	1193	532	672	1181	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	1.00	1.00
Uniform Delay (d), s/veh	50.1	43.5	36.8	48.7	42.7	36.5	50.4	35.1	26.2	50.9	36.9	28.6
Incr Delay (d2), s/veh	4.3	1.2	0.1	4.3	1.7	0.2	10.9	6.7	0.1	4.4	9.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	8.3	0.8	4.4	9.6	2.4	4.1	13.8	1.4	2.8	14.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	44.7	36.9	53.1	44.4	36.7	61.3	41.8	26.4	55.3	46.7	28.9
LnGrp LOS	D	D	D	D	D	D	E	D	C	E	D	C
Approach Vol, veh/h		895			1147			1237			1349	
Approach Delay, s/veh		47.0			46.0			42.9			46.2	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	32.5	16.9	45.4	20.8	30.0	18.8	43.5
Change Period (Y+Rc), s	* 7.9	7.1	8.0	7.4	* 7.8	7.1	* 8.4	7.4
Max Green Setting (Gmax), s	* 22	47.9	22.0	37.6	* 22	47.9	* 22	37.6
Max Q Clear Time (g_c+I1), s	9.7	24.4	8.3	32.5	12.1	21.0	10.3	33.2
Green Ext Time (p_c), s	0.8	1.0	0.6	3.2	1.0	1.0	0.3	2.9

Intersection Summary	
HCM 6th Ctrl Delay	45.5
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	89	48	9	27	28
Future Vol, veh/h	25	89	48	9	27	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	2	3	11	14	4	2
Mvmt Flow	31	110	59	11	33	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	237	65
Stage 1	-	-	-	-	65	-
Stage 2	-	-	-	-	172	-
Critical Hdwy	4.12	-	-	-	6.44	6.22
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.218	-	-	-	3.536	3.318
Pot Cap-1 Maneuver	1531	-	-	-	747	999
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	853	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1531	-	-	-	731	999
Mov Cap-2 Maneuver	-	-	-	-	731	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	853	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1531	-	-	-	847
HCM Lane V/C Ratio	0.02	-	-	-	0.08
HCM Control Delay (s)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	59	107	36	14	30
Future Vol, veh/h	24	59	107	36	14	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	7	2	2	2	5
Mvmt Flow	28	69	124	42	16	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	166	0	-	0	270	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	1412	-	-	-	719	894
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1412	-	-	-	704	894
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1412	-	-	-	823
HCM Lane V/C Ratio	0.02	-	-	-	0.062
HCM Control Delay (s)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	6	0	137	0	0	515	2	126	983	0
Future Vol, veh/h	0	0	0	6	0	137	0	0	515	2	126	983	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	500	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	92	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	10	2	2	21	50	7	11	2
Mvmt Flow	0	0	0	6	0	147	0	0	554	2	135	1057	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1604	1883	529	1354	1882	278	1057	-	0	0	556	0	0
Stage 1	1327	1327	-	555	555	-	-	-	-	-	-	-	-
Stage 2	277	556	-	799	1327	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.1	6.44	-	-	-	4.24	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.4	2.52	-	-	-	2.27	-	-
Pot Cap-1 Maneuver	70	70	494	108	70	696	305	0	-	-	977	-	0
Stage 1	164	223	-	484	511	-	-	0	-	-	-	-	0
Stage 2	706	511	-	345	223	-	-	0	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	49	60	494	97	60	696	305	-	-	-	977	-	-
Mov Cap-2 Maneuver	148	168	-	253	174	-	-	-	-	-	-	-	-
Stage 1	164	192	-	484	511	-	-	-	-	-	-	-	-
Stage 2	557	511	-	297	192	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.3	0	1.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	305	-	-	-	648	977	-
HCM Lane V/C Ratio	-	-	-	-	0.237	0.139	-
HCM Control Delay (s)	0	-	-	0	12.3	9.3	-
HCM Lane LOS	A	-	-	A	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.9	0.5	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	156	2	0	945	3	136	558	0
Future Vol, veh/h	0	0	0	2	0	156	2	0	945	3	136	558	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	500	-	-	0	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	92	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	50	2	5	2	2	10	2	10	12	2
Mvmt Flow	0	0	0	2	0	164	2	0	995	3	143	587	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1375	1875	294	1581	1874	499	587	-	0	0	998	0	0
Stage 1	873	873	-	1001	1001	-	-	-	-	-	-	-	-
Stage 2	502	1002	-	580	873	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	8.5	6.54	7	6.44	-	-	-	4.3	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.5	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.5	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4	4.02	3.35	2.52	-	-	-	2.3	-	-
Pot Cap-1 Maneuver	104	71	702	46	71	509	610	0	-	-	643	-	0
Stage 1	311	366	-	185	319	-	-	0	-	-	-	-	0
Stage 2	520	318	-	365	366	-	-	0	-	-	-	-	0
Platoon blocked, %									-	-		-	
Mov Cap-1 Maneuver	58	55	702	38	55	509	610	-	-	-	643	-	-
Mov Cap-2 Maneuver	172	148	-	149	206	-	-	-	-	-	-	-	-
Stage 1	310	285	-	184	318	-	-	-	-	-	-	-	-
Stage 2	351	317	-	284	285	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	15.9	0	2.4
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	610	-	-	-	494	643	-
HCM Lane V/C Ratio	0.004	-	-	-	0.337	0.223	-
HCM Control Delay (s)	10.9	-	-	0	15.9	12.2	-
HCM Lane LOS	B	-	-	A	C	B	-
HCM 95th %tile Q(veh)	0	-	-	-	1.5	0.8	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	125	5	21	72	15	64
Future Vol, veh/h	125	5	21	72	15	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	136	5	23	78	16	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	263	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1442	-	726	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	714	909
Mov Cap-2 Maneuver	-	-	-	-	714	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	864	-	-	1442	-
HCM Lane V/C Ratio	0.099	-	-	0.016	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	16	72	87	10	43
Future Vol, veh/h	55	16	72	87	10	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	17	78	95	11	47

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	320	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	251	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	673	994
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	637	994
Mov Cap-2 Maneuver	-	-	-	-	637	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	899	-	-	1522	-
HCM Lane V/C Ratio	0.064	-	-	0.051	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	0	24	5	0	40
Future Vol, veh/h	15	0	24	5	0	40
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	26	5	0	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	72	29	0	0	31	0
Stage 1	29	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	932	1046	-	-	1582	-
Stage 1	994	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	932	1046	-	-	1582	-
Mov Cap-2 Maneuver	932	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	1582	-
HCM Lane V/C Ratio	-	-	0.017	-	-
HCM Control Delay (s)	-	-	8.9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	44	16	0	34
Future Vol, veh/h	10	0	44	16	0	34
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	48	17	0	37

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	94	57	0	0	65	0
Stage 1	57	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	906	1009	-	-	1537	-
Stage 1	966	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	906	1009	-	-	1537	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	985	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	906	1537	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	-	-	9	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	137	50	12	37	15
Future Vol, veh/h	5	137	50	12	37	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	149	54	13	40	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	220	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	768	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	765	1004
Mov Cap-2 Maneuver	-	-	-	-	765	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	870	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	821
HCM Lane V/C Ratio	0.004	-	-	-	0.069
HCM Control Delay (s)	7.4	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	57	132	40	25	10
Future Vol, veh/h	16	57	132	40	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	62	143	43	27	11

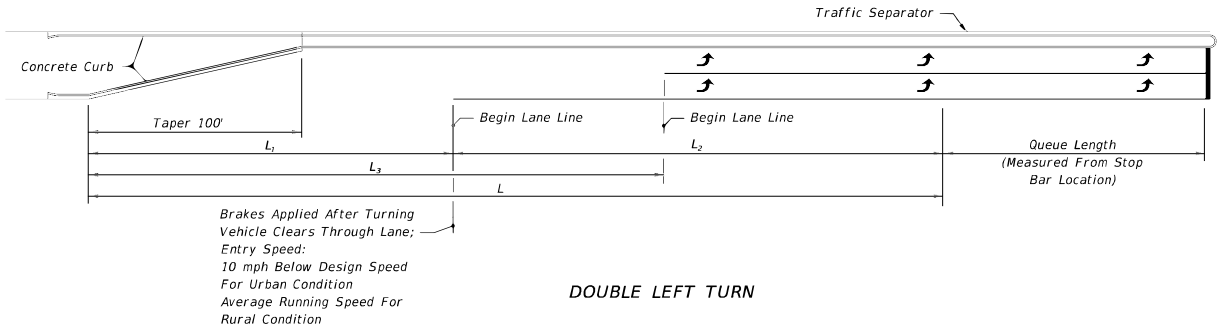
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	186	0	-	0	261	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1388	-	-	-	728	879
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	719	879
Mov Cap-2 Maneuver	-	-	-	-	719	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	10
HCM LOS			B

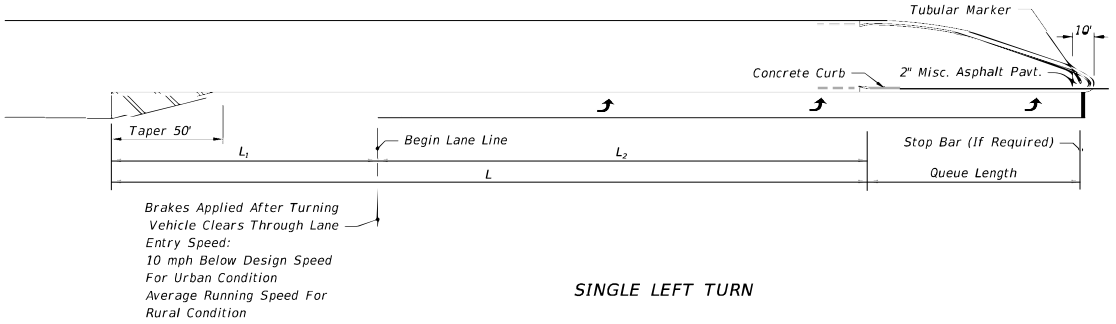
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	758
HCM Lane V/C Ratio	0.013	-	-	-	0.05
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Appendix M
Exhibit 212-1 of FDM & Turn Lane Warrant Analyses

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES								
			URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
35	25	70	75	145	110	———	———	———
40	30	80	75	155	120	———	———	———
45	35	85	100	185	135	———	———	———
50	40/44	105	135	240	160	185	290	160
55	48	125	———	———	———	225	350	195
60	52	145	———	———	———	260	405	230
65	55	170	———	———	———	290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2023

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

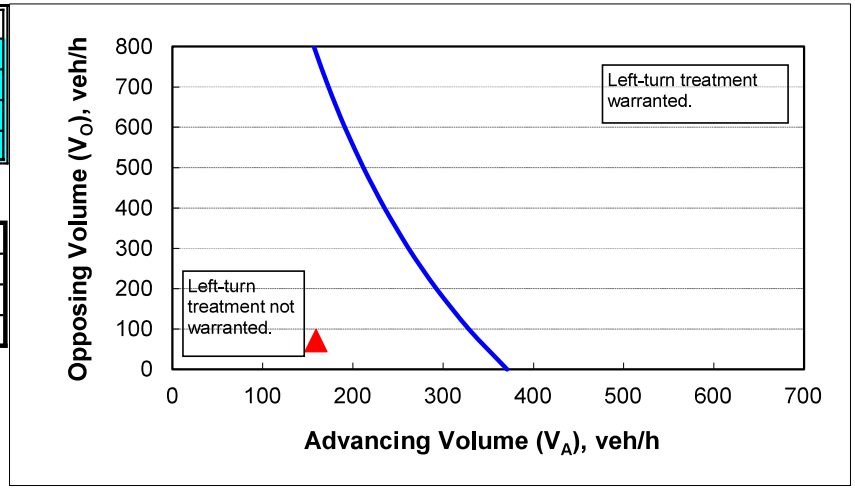
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	45%
Advancing volume (V_A), veh/h:	159
Opposing volume (V_O), veh/h:	71

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	340
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

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

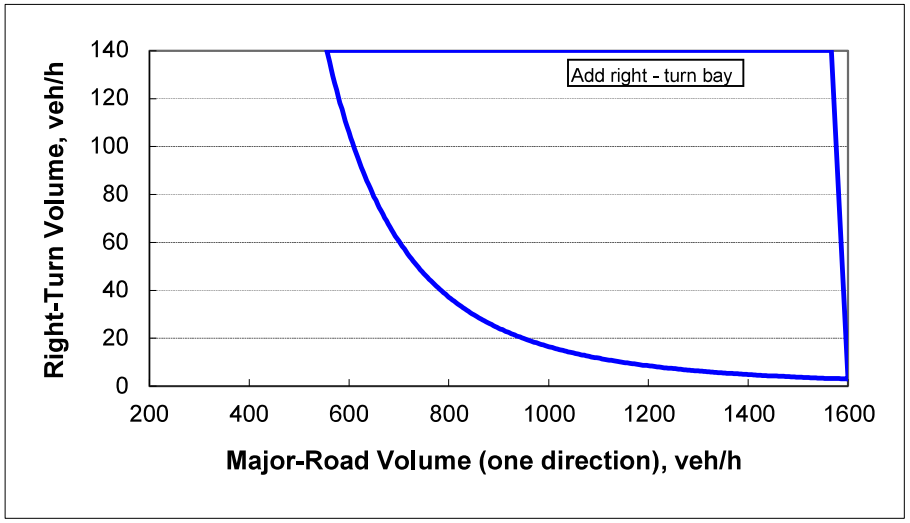
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	71
Right-turn volume, veh/h:	16

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	248514
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

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

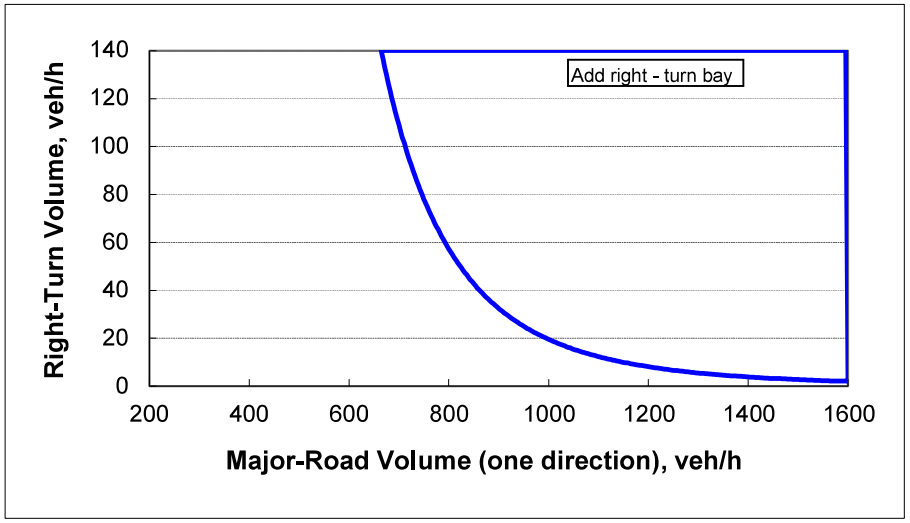
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	30
Major-road volume (one direction), veh/h:	60
Right-turn volume, veh/h:	16

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15101275
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

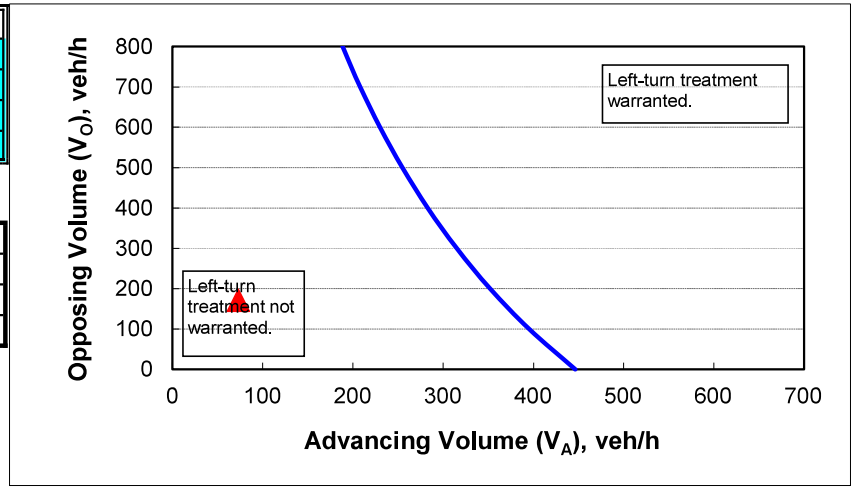
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	22%
Advancing volume (V_A), veh/h:	73
Opposing volume (V_O), veh/h:	172

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	363
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

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

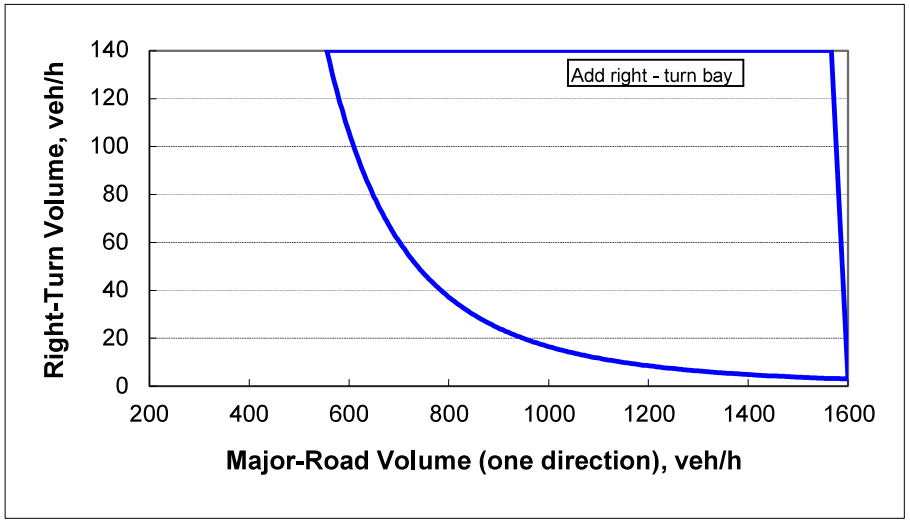
INPUT

Roadway geometry:	2-lane roadway

Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	172
Right-turn volume, veh/h:	40

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	9955
Guidance for determining the need for a major-road right-turn bay for a 2-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Petition to Amend the Boundary Line of Village Community Development District No. 15**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The Board of Supervisors of the Villages No. 15 Community Development District (the "District") has petitioned the City of Wildwood to amend Ordinance O2023-7 to reflect a net increase in the size of the District by 2.00 acres, such that the resulting District will total 1,380.4 acres MOL. The net increase in the size of the District has no effect on the City limits.

The District has requested that the Commission adopt an ordinance approving the proposed changes as outlined by Section 190.046(b), Florida Statutes.

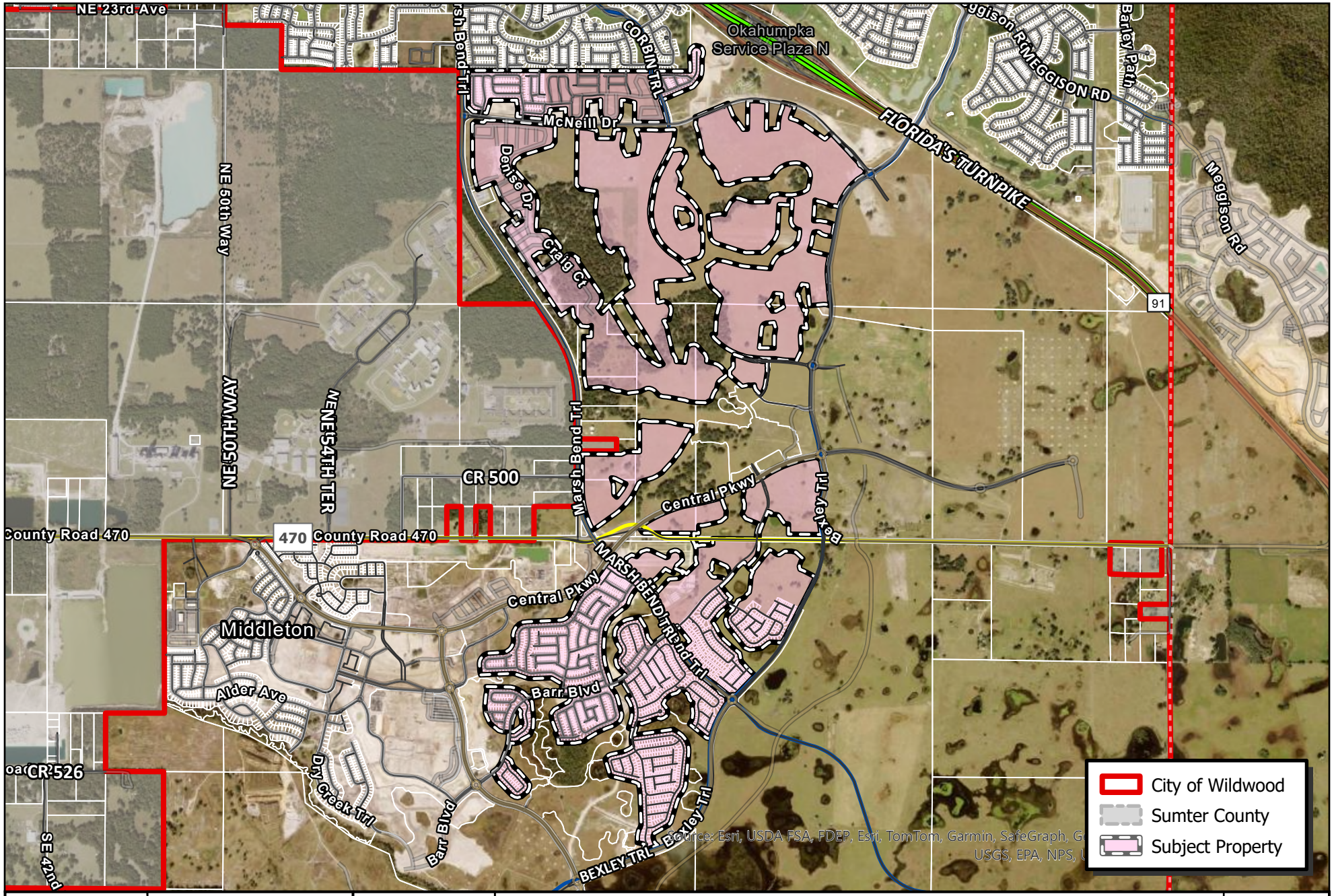
Ordinance O2024-36 has been prepared should the Commission move to support the request. This is the second and final public hearing for Ordinance O2024-36.

DATED: 6/11/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

LOCATION MAP



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 35 70 140

CDD 2405-001

VCDD NO 15 BOUNDARY REVISION

MAP 1B
LOCATION MAP
MAY 2024

NELSON MULLINS

NELSON MULLINS RILEY & SCARBOROUGH LLP
ATTORNEYS AND COUNSELORS AT LAW

390 North Orange Avenue, Suite 1400
Orlando, FL 32801
T: 407.669.4200 F: 407.425.8377
nelsonmullins.com

Kate Stangle
T: 407.669.4309
celia.dorn@nelsonmullins.com

May 10, 2024

VIA FEDEX

City of Wildwood
c/o Melanie Peavy
100 N. Main Street
Wildwood, FL 34785

RE: Petition to Amend the Boundary Line of Village Community Development District No. 15

Dear Ms. Peavy:

Enclosed please find the following original documents for filing:

- Petition to Amend the Boundary Line of Village Community Development District No. 15; and
- Filing fee check for $1,500.00.

We anticipate sending the original documents for the Petition to Amend the Boundary Line of the Middleton CDD A, after the Petition is approved by the CDD Board at its May 17th meeting.

If you have any questions, please do not hesitate to contact me, and thank you for your help.

Sincerely,

Kate Stangle

Enclosures

ORDINANCE NO. O2024-36

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AMENDING THE BOUNDARIES OF THE VILLAG COMMUNITY DEVELOPMENT DISTRICT NO. 15 PURSUANT TO FLORIDA STATUTE 190.046 RATIFYING AND CONSENTING TO THE SECTION 190.012(1) AND 190.012(2) FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Wildwood, Florida Board established the Village Community Development District No. 15 ("District") by Ordinance O2023-7; and

WHEREAS, the District has approved a Petition to the City of Wildwood requesting that the legal description included in Exhibit "A" to Ordinance O2023-7 be amended to reflect a net increase in the size of the District by 2.00 acres, such that the resulting District will total 1,380.4 acres, more or less.

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

SECTION 1. Petition. The "Petition to Amend the Boundaries of Village Community Development District No. 15 pursuant to Florida Statutes 190.046" as submitted to the City of Wildwood Commissioners, is hereby GRANTED.

SECTION 2. Modification of Map and Legal Description. Ordinance O2023-7 are hereby amended so that the external boundary of the District shall be as per Exhibit "A" attached hereto.

SECTION 3. Modification of Powers and Functions. The District shall have all general and special functions and powers as described in Chapter 190, Florida Statutes, as the same may be expanded by general law from time to time. Without limiting the foregoing, the City of Wildwood consents to the exercise of the special powers described in Section 190.012(2); provided however, that if the District chooses to exercise any of the special powers contained in Section 190.012(2), Florida Statutes, the District shall ensure that the exercise of any special powers do not conflict with current systems and facilities provided by the City of Wildwood unless agreed to by the City of Wildwood. Notwithstanding the foregoing, those matters which are traditionally governed by franchise agreements (i.e., water, wastewater, natural gas, electric, garbage, etc.), are not granted as functions and powers herein, unless the District enters into a separate franchise agreement with the City of Wildwood to provide those services within the

District. The special powers set forth in 190.012(1)(b) and 190.012(2)(f) are specifically excluded unless the District enters into a franchise agreement with the City of Wildwood to provide the special powers set forth in 190.012(1)(b) and 190.012(2)(f) within the District.

SECTION 4. Ratification and Consent. The City Commission of the City of Wildwood, Florida, ratifies and consents to the special powers authorized in Section 190.012(1) and 190.012(2) Florida Statutes as requested by the petitioner.

SECTION 5. **Conflict.** All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed to the extent of such conflict.

SECTION 6. Severability. If any section, sentence, clause, or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this ordinance.

SECTION 7. Effective Date. This ordinance shall become effective in accordance with law.

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

PETITION TO AMEND THE BOUNDARY LINE OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

Petitioner, Village Community Development District No. 15, a Florida Community Development District, petitions the City of Wildwood, Florida (hereinafter referred to as "City") pursuant to the Uniform Community Development District Act of 1980, Chapter 190, Florida Statutes, to adopt an ordinance to amend the boundary line of Village Community Development District No. 15 (the "District") and states as follows:

1. Petitioner is a Florida Community Development District with its principal place of business at 984 Old Mill Run, The Villages, Florida 32162.

2. The District presently comprises 1,378.4 acres. The amendment will increase the District's size to 1380.4 acres. A map showing the location of the amended boundary lines of the District is attached as **Exhibit 1**. All of the land in the existing District and in the amended boundary is within the City.

3. A metes and bounds legal description and sketch of the external boundaries of the current boundaries of the District is attached as **Exhibit 2.**

4. A metes and bounds legal description and sketch of the external boundaries of the areas to be added to the District is attached as **Exhibit 3**.

5. A metes and bounds legal description and sketch of the external boundaries of the areas to be deleted from the District is attached as **Exhibit 4**.

6. Attached as **Exhibit 5-1** is documentation constituting written consent to amendment of the District Boundary by the owners of the real property to be added to the District and attached as **Exhibit 5-2** is documentation constituting written consent to amendment of the District Boundary by the owners of the real property to be deleted from the District.

7. The five (5) persons serving as the Board of Supervisors of the District are named in **Exhibit 6** attached hereto.

8. A metes and bounds legal description and sketch of the new boundary of the District is attached as **Exhibit 7**.

9. The name of the District remains Village Community Development District No. 15.

10. The proposed timetables and related estimates of cost to construct the District services and facilities, based upon available data, are attached as **Exhibit 8**.

11. The major trunk water mains, sewer interceptors, and outfalls currently in existence on the property to be serviced by the District are identified on **Exhibit 9** attached hereto.

12. All of the property to be included in the District, as shown in **Exhibit 10**, will be developed pursuant to the approved development plan of The Villages of Southern Oaks (VOSO) Age Restricted Development.

13. The Statement of Estimated Regulatory Costs of the District is attached as **Exhibit 11**.

WHEREFORE, Petitioner respectfully requests the City of Wildwood to:

A. Schedule a public hearing on June 10, 2024 and June 17, 2024, to consider this Petition filed pursuant to the uniform procedures set forth in Section 190.005(2), Florida Statutes.

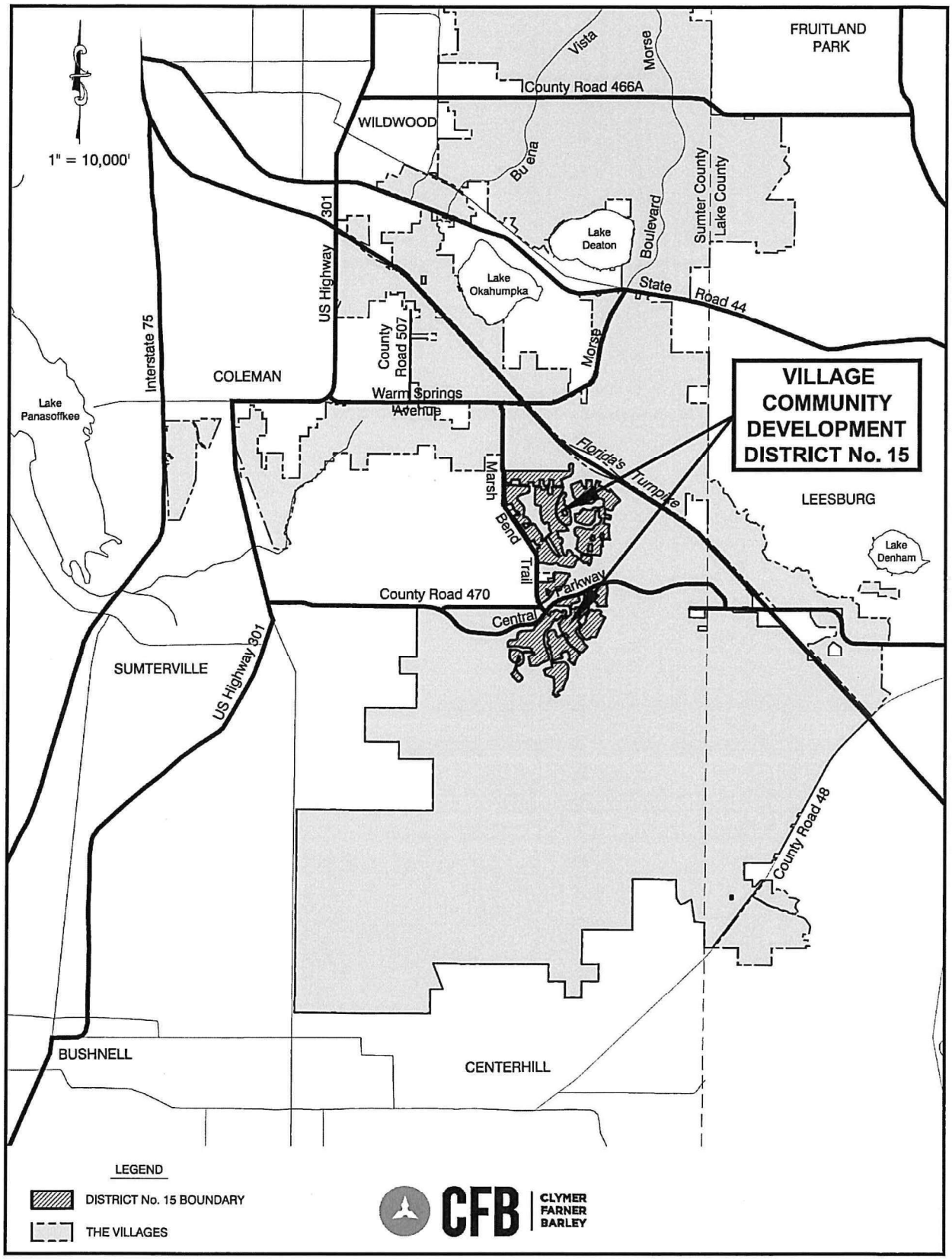
B. Grant the Petition and adopt an ordinance to amend the boundary line of the District.

RESPECTFULLY SUBMITTED this 9th day of May, 2024.

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

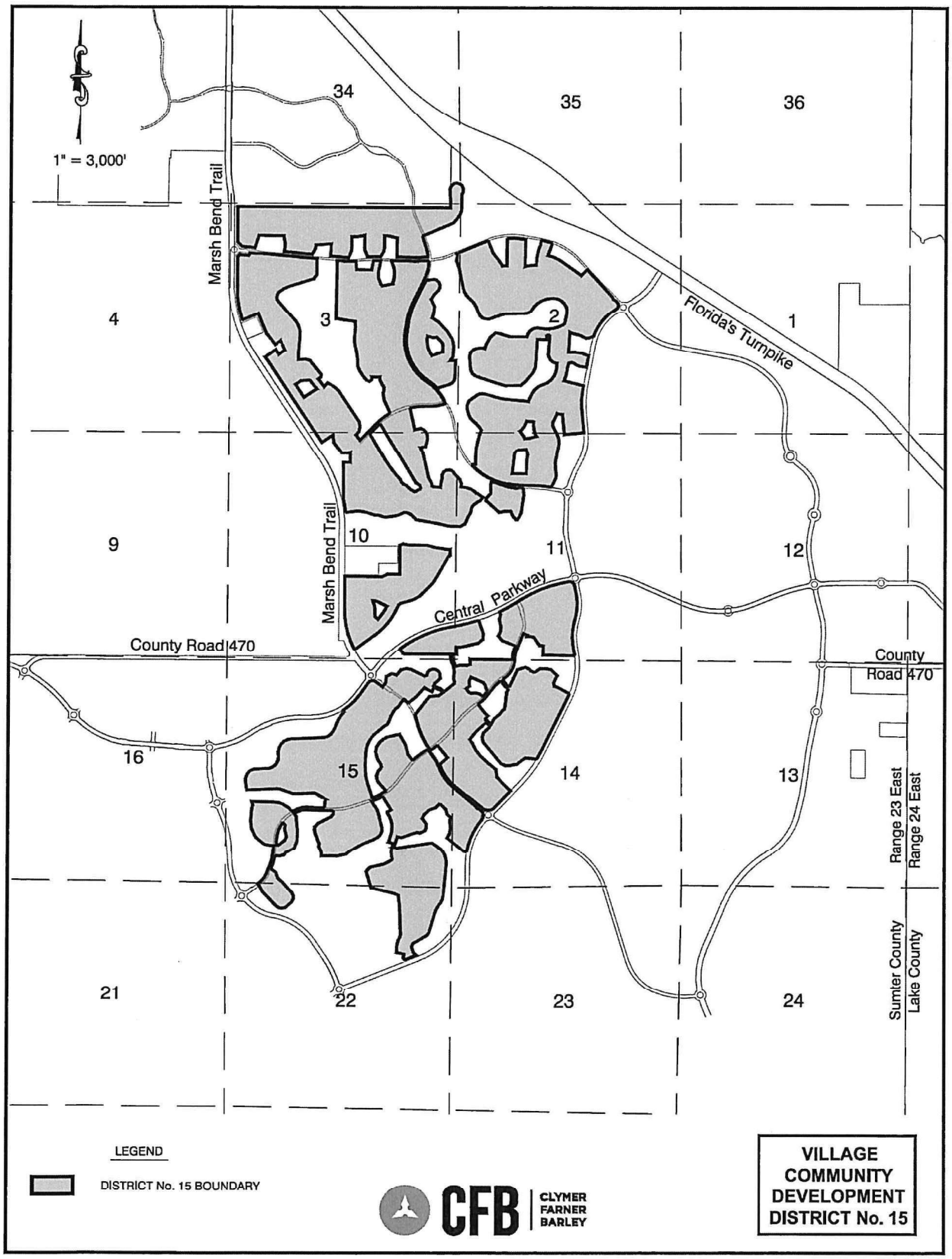
By: _____
Spencer Novak, Chairman

EXHIBIT 1



GENERAL LOCATION MAP

EXHIBIT 2


1" = 3,000'
34
35
36
Marsh Bend Trail
4
3
2
1
Florida's Turnpike
9
10
11
12
Marsh Bend Trail
Central Parkway
County Road 470
County Road 470
16
15
14
13
Range 23 East
Range 24 East
21
22
23
24
Sumter County
Lake County
LEGEND
DISTRICT No. 15 BOUNDARY
CFB
CLYMER FARNER BARLEY
VILLAGE COMMUNITY DEVELOPMENT DISTRICT No. 15

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 1 OF 15

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 34 AND 35, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SECTIONS 2 AND 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND BEING A PORTION OF TRACT "H", VILLAGES OF SOUTHERN OAKS UNIT NO. 38, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 17, PAGES 40, 40A THROUGH 40H, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF AFORESAID TRACT "H"; THENCE ALONG THE EAST LINE THEREOF RUN N00°21'30"E, 147.94 FEET; THENCE DEPARTING SAID EAST LINE RUN N06°08'11"W, 70.45 FEET; THENCE N01°49'16"W, 140.10 FEET; THENCE N04°11'41"W, 70.22 FEET; THENCE N10°47'31"E, 32.04 FEET; THENCE N26°35'27"E, 68.22 FEET; THENCE N52°47'14"E, 76.80 FEET; THENCE N77°14'11"E, 53.33 FEET; THENCE S78°02'54"E, 91.05 FEET; THENCE S50°22'17"E, 53.33 FEET; THENCE S25°52'25"E, 88.47 FEET; THENCE S02°52'10"W, 70.06 FEET; THENCE S21°11'04"W, 74.90 FEET; THENCE S00°20'07"W, 287.29 FEET; THENCE S07°25'34"W, 92.34 FEET; THENCE S19°35'06"W, 93.02 FEET; THENCE S35°53'08"W, 153.16 FEET; THENCE S43°10'06"W, 105.72 FEET; THENCE S67°11'26"W, 790.25 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 863.50 FEET AND A CHORD BEARING AND DISTANCE OF S20°16'23"E, 95.51 FEET TO WHICH A RADIAL LINE BEARS N66°33'24"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°20'25", AN ARC DISTANCE OF 95.55 FEET TO THE POINT OF TANGENCY; THENCE S17°06'11"E, 254.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 863.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°11'14", AN ARC DISTANCE OF 153.53 FEET; THENCE ALONG A NON-TANGENT LINE RUN S86°53'15"W, 224.88 FEET; THENCE N89°20'19"W, 514.67 FEET; THENCE N00°39'41"E, 443.74 FEET; THENCE N75°22'03"W, 36.83 FEET; THENCE N75°31'49"W, 138.83 FEET; THENCE N82°18'30"W, 63.09 FEET; THENCE N89°49'34"W, 68.11 FEET; THENCE S00°10'26"W, 284.58 FEET; THENCE S10°51'17"W, 74.94 FEET; THENCE S29°26'18"W, 153.54 FEET; THENCE N89°26'57"W, 310.09 FEET; THENCE N22°08'52"W, 172.68 FEET; THENCE N05°23'55"W, 55.42 FEET; THENCE N00°10'26"E, 283.85 FEET; THENCE S71°32'44"W, 28.92 FEET; THENCE S81°34'36"W, 66.16 FEET; THENCE S80°59'53"W, 77.00 FEET; THENCE S87°28'24"W, 81.69 FEET; THENCE N89°49'34"W, 50.00 FEET; THENCE S00°10'26"W, 268.50 FEET; THENCE S09°13'59"W, 63.16 FEET; THENCE S23°52'42"W, 171.47 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,433.51 FEET AND A CHORD BEARING AND DISTANCE OF N86°37'30"W, 90.79 FEET TO WHICH A RADIAL LINE BEARS S01°33'38"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°37'45", AN ARC DISTANCE OF 90.80 FEET TO THE POINT OF TANGENCY; THENCE N84°48'37"W, 339.84 FEET; THENCE N05°11'23"E, 138.73 FEET; THENCE N00°29'02"W, 127.07 FEET; THENCE N10°56'26"E, 20.24 FEET; THENCE S85°30'53"W, 355.10 FEET; THENCE S01°51'33"W, 15.37 FEET; THENCE S12°25'28"W, 62.02 FEET; THENCE S28°44'02"W, 162.28 FEET; THENCE N84°48'37"W, 655.55 FEET; THENCE N05°11'23"E, 185.90 FEET; THENCE N10°14'36"W, 170.74 FEET; THENCE N00°10'26"E, 21.49 FEET; THENCE N89°49'34"W, 588.04 FEET; THENCE S17°28'50"W, 301.95 FEET; THENCE N84°40'44"W, 304.78 FEET; THENCE N45°31'40"W, 156.01 FEET; THENCE N00°08'27"W, 827.03 FEET TO THE SOUTH LINE OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 34; THENCE ALONG SAID SOUTH LINE RUN S89°51'17"E, 2,384.76 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 34; THENCE ALONG THE SOUTH LINE THEREOF RUN S89°47'59"E, 2,646.24 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 3, 10 AND 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°45'28"W, 938.15 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°14'32"E, 82.34 FEET TO THE POINT OF BEGINNING; THENCE N78°19'11"E, 141.25 FEET; THENCE S85°42'20"E, 67.57 FEET; THENCE S49°32'31"E, 57.41 FEET; THENCE S33°22'51"E, 67.64 FEET; THENCE S17°13'11"E, 54.93 FEET; THENCE S01°07'32"E, 63.72 FEET; THENCE S13°17'27"W, 192.89 FEET; THENCE S78°19'11"W, 126.74 FEET; THENCE S27°09'45"E, 139.21 FEET; THENCE S13°03'36"E, 585.50 FEET; THENCE S19°58'17"E, 52.26 FEET; THENCE S32°25'33"E, 76.50 FEET; THENCE S21°41'16"E, 48.37 FEET; THENCE S10°56'59"E, 73.01 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 940.00 FEET AND A CHORD BEARING AND DISTANCE OF S86°22'05"E, 183.94 FEET TO WHICH A RADIAL LINE BEARS N01°58'58"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°13'48", AN ARC DISTANCE OF 184.24 FEET TO THE POINT OF TANGENCY; THENCE S80°45'11"E, 8.84 FEET; THENCE N09°14'49"E, 90.00 FEET; THENCE N11°33'44"E,

CONTINUED ON SHEET 2

4/17/24
DATE

KAYE M. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01122.09640

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3129 LB5498

DRAWING NAME: C:\USERS\GALLE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_18260\DIST15 EXISTING - 8.5 x 11 4/16/2024 11:36 AM BY: GALLE~1

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 2 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

111.34 FEET; THENCE N02°17'37"E, 94.59 FEET; THENCE N29°37'03"E, 78.81 FEET; THENCE N55°19'10"E, 62.55 FEET; THENCE N81°01'16"E, 84.59 FEET; THENCE S73°16'37"E, 56.28 FEET; THENCE S51°15'55"E, 42.87 FEET; THENCE S37°59'35"E, 71.92 FEET; THENCE S41°09'38"E, 71.10 FEET; THENCE S44°20'59"E, 98.86 FEET; THENCE S22°52'25"E, 105.25 FEET; THENCE S05°46'26"W, 57.68 FEET; THENCE S09°14'49"W, 16.62 FEET; THENCE S78°40'22"E, 157.85 FEET; THENCE S71°34'09"E, 81.00 FEET; THENCE S59°44'08"E, 67.62 FEET; THENCE S53°45'23"E, 50.47 FEET; THENCE S37°47'57"E, 64.23 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 317.50 FEET AND A CHORD BEARING AND DISTANCE OF N37°10'41"E, 21.11 FEET TO WHICH A RADIAL LINE BEARS S50°55'02"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°48'36", AN ARC DISTANCE OF 21.11 FEET; THENCE ALONG A RADIAL LINE RUN S54°43'37"E, 165.00 FEET; THENCE S40°40'35"W, 90.87 FEET; THENCE S58°37'44"W, 90.53 FEET; THENCE S55°59'24"W, 65.29 FEET; THENCE S46°49'34"W, 64.69 FEET; THENCE S28°10'29"W, 64.94 FEET; THENCE S10°19'13"W, 65.53 FEET; THENCE S17°43'33"W, 59.96 FEET; THENCE S34°22'34"W, 67.35 FEET; THENCE S25°15'45"W, 78.01 FEET; THENCE S22°58'25"W, 128.21 FEET; THENCE S61°19'04"W, 127.02 FEET; THENCE N88°52'50"W, 243.55 FEET; THENCE N82°17'16"W, 79.71 FEET; THENCE N77°57'12"W, 79.71 FEET; THENCE N73°28'16"W, 76.62 FEET; THENCE N79°38'22"W, 415.06 FEET; THENCE N85°10'47"W, 87.39 FEET; THENCE N74°59'32"W, 88.92 FEET; THENCE N46°12'25"W, 171.49 FEET; THENCE N59°28'07"W, 59.10 FEET; THENCE N75°30'24"W, 58.09 FEET; THENCE S88°35'40"W, 58.09 FEET; THENCE S66°48'49"W, 71.58 FEET; THENCE S64°28'28"W, 76.50 FEET; THENCE S75°56'54"W, 74.89 FEET; THENCE S83°36'10"W, 149.48 FEET; THENCE S80°19'08"W, 75.35 FEET; THENCE N76°37'20"W, 77.24 FEET; THENCE N72°19'37"W, 89.83 FEET; THENCE N86°55'40"W, 103.31 FEET; THENCE N71°18'30"W, 129.90 FEET; THENCE N72°03'13"W, 71.18 FEET; THENCE N77°15'42"W, 70.30 FEET; THENCE N83°09'13"W, 69.50 FEET; THENCE N88°55'33"W, 67.45 FEET; THENCE S85°29'29"W, 67.44 FEET; THENCE S83°37'32"W, 213.58 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 3,125.00 FEET AND A CHORD BEARING AND DISTANCE OF N09°58'52"W, 331.40 FEET TO WHICH A RADIAL LINE BEARS N83°03'30"E; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°04'44", AN ARC DISTANCE OF 331.56 FEET; THENCE ALONG A NON-TANGENT LINE RUN N00°01'51"W, 851.31 FEET; THENCE N89°58'09"E, 160.00 FEET; THENCE N00°01'51"W, 180.54 FEET; THENCE N00°22'23"E, 57.37 FEET; THENCE S75°19'38"W, 70.06 FEET; THENCE N86°49'50"W, 138.89 FEET; THENCE N38°10'47"W, 309.10 FEET; THENCE N06°09'44"W, 175.03 FEET; THENCE S57°03'09"W, 315.99 FEET; THENCE N33°54'37"W, 825.87 FEET; THENCE N33°58'04"W, 1,400.02 FEET; THENCE N33°56'01"W, 169.30 FEET; THENCE N54°29'52"E, 298.22 FEET; THENCE S35°30'08"E, 130.80 FEET; THENCE N54°29'52"E, 169.07 FEET; THENCE N23°01'29"W, 103.03 FEET; THENCE S67°37'52"W, 4.07 FEET; THENCE N22°22'08"W, 101.13 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 106.50 FEET AND A CHORD BEARING AND DISTANCE OF N73°16'08"W, 46.74 FEET TO WHICH A RADIAL LINE BEARS S04°03'23"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 25°20'57", AN ARC DISTANCE OF 47.12 FEET; THENCE ALONG A NON-TANGENT LINE RUN S52°14'13"W, 118.34 FEET; THENCE N37°45'47"W, 295.00 FEET; THENCE N44°45'17"W, 36.34 FEET; THENCE N22°46'56"W, 516.69 FEET; THENCE S67°13'04"W, 410.12 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 2,860.00 FEET AND A CHORD BEARING AND DISTANCE OF N12°03'51"W, 556.24 FEET TO WHICH A RADIAL LINE BEARS S72°21'19"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°09'40", AN ARC DISTANCE OF 557.12 FEET TO THE POINT OF TANGENCY; THENCE N00°06'06"W, 948.49 FEET; THENCE N45°38'16"E, 76.37 FEET; THENCE S84°48'37"E, 204.56 FEET; THENCE N41°01'47"E, 56.13 FEET; THENCE N05°11'23"E, 15.00 FEET; THENCE S84°48'37"E, 125.11 FEET; THENCE N89°48'40"E, 170.69 FEET; THENCE S84°48'37"E, 1,289.13 FEET; THENCE S05°11'23"W, 15.00 FEET; THENCE S00°16'18"W, 357.53 FEET; THENCE S36°15'00"W, 124.90 FEET; THENCE S72°42'59"W, 596.90 FEET; THENCE S68°19'44"W, 68.89 FEET; THENCE S62°27'01"W, 72.61 FEET; THENCE S56°02'12"W, 155.84 FEET; THENCE S25°17'34"W, 60.21 FEET; THENCE S13°13'56"W, 57.65 FEET; THENCE S07°53'24"E, 56.50 FEET; THENCE S28°45'58"E, 56.52 FEET; THENCE S41°41'38"E, 637.36 FEET; THENCE S30°06'42"E, 86.81 FEET; THENCE S21°25'34"E, 86.60 FEET; THENCE S11°23'20"E, 86.60 FEET; THENCE S01°25'30"E, 86.61 FEET; THENCE S04°52'58"W, 422.04 FEET; THENCE S02°26'08"W, 59.98 FEET; THENCE S04°03'57"E, 86.22 FEET; THENCE N87°32'22"E, 155.59 FEET; THENCE S74°15'18"E, 116.79 FEET; THENCE S39°04'01"E, 420.83 FEET; THENCE S11°11'49"W, 56.04 FEET; THENCE S50°55'59"W, 76.91 FEET; THENCE S39°04'01"E, 224.01 FEET; THENCE N43°58'14"E, 112.45 FEET; THENCE S65°55'59"E, 83.46 FEET; THENCE S59°04'40"E, 83.32 FEET; THENCE S51°02'53"E, 83.32 FEET; THENCE S44°20'20"E, 83.49 FEET; THENCE S34°23'32"E, 860.94 FEET; THENCE S11°16'10"E, 116.60 FEET; THENCE S15°18'52"W, 116.67 FEET; THENCE S38°49'55"W, 106.08 FEET; THENCE S38°10'47"E, 154.65 FEET; THENCE N44°34'50"E, 511.57 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,660.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°14'59", AN ARC DISTANCE OF 441.82 FEET; THENCE ALONG A NON-TANGENT LINE RUN N25°09'31"W, 324.89 FEET; THENCE N11°56'14"W, 89.21 FEET; THENCE N02°00'22"W, 88.94 FEET; THENCE N08°25'09"E, 78.50 FEET; THENCE N05°27'10"W, 52.81 FEET; THENCE N26°33'41"W, 36.57 FEET; THENCE N35°10'46"W, 25.42 FEET; THENCE N26°03'25"W, 140.83 FEET; THENCE N00°39'41"E, 50.71 FEET; THENCE N89°20'19"W, 190.68 FEET; THENCE S00°39'41"W, 54.56 FEET; THENCE S52°12'05"W, 71.85 FEET; THENCE N68°39'54"W, 71.45 FEET; THENCE N42°48'51"W, 94.22 FEET; THENCE N33°24'33"W, 190.00 FEET; THENCE N23°51'05"W, 101.87 FEET; THENCE N04°13'52"W, 93.26 FEET; THENCE N00°41'08"W, 67.84 FEET; THENCE N04°19'01"W, 67.84 FEET; THENCE N07°56'54"W, 67.84 FEET; THENCE N11°34'47"W, 67.84 FEET; THENCE N14°49'07"W, 70.28 FEET; THENCE N11°50'32"W, 78.32 FEET; THENCE N06°44'18"W, 78.32 FEET; THENCE N01°38'03"W, 78.32 FEET; THENCE N04°53'35"E, 77.33 FEET; THENCE N05°26'19"E, 205.70 FEET; THENCE N10°52'30"W, 66.89 FEET; THENCE N00°39'41"E, 51.14 FEET; THENCE N81°37'49"W, 455.11 FEET; THENCE N00°39'41"E, 1,359.27 FEET; THENCE N05°11'23"E, 15.00 FEET; THENCE S84°48'37"E, 171.27 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,521.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 09°19'49", AN ARC DISTANCE OF 247.77 FEET TO THE POINT OF TANGENCY; THENCE N85°51'33"E, 23.29 FEET; THENCE S04°08'27"E, 15.00 FEET; THENCE S06°57'38"E, 179.94 FEET; THENCE S89°20'19"E, 353.86 FEET; THENCE N11°26'21"E, 163.69 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 225.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°34'29", AN ARC DISTANCE OF 33.67 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND

CONTINUED ON SHEET 3

JOB S01122.09640

CFB CLYMER FARNER BARLEY
SURVEYING
4450 NE 63RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB8498

DRAWING NAME: C:\USERS\GWALTE~1\AppData\Local\Temp\AcPublish_16920\DWG To PDF.pc3 8.5 x 11 4/16/2021 11:36 AM BY: GWALTERS
---: CFB_Survey_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 3 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 2

HAVING A RADIUS OF 20.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°12'11", AN ARC DISTANCE OF 32.18 FEET TO A POINT OF CUSP; THENCE S89°20'19"E, 196.70 FEET; THENCE S00°39'41"W, 15.00 FEET; THENCE S11°26'21"W, 229.60 FEET; THENCE S08°52'05"W, 63.64 FEET; THENCE S00°47'05"E, 61.30 FEET; THENCE S10°41'25"E, 61.30 FEET; THENCE S20°31'17"E, 62.84 FEET; THENCE S23°47'21"E, 73.72 FEET; THENCE S35°50'48"E, 50.83 FEET; THENCE N78°42'56"E, 263.14 FEET; THENCE N02°43'09"W, 42.44 FEET; THENCE N17°10'02"E, 46.82 FEET; THENCE N13°33'19"E, 38.67 FEET; THENCE N09°34'25"E, 38.38 FEET; THENCE N05°04'48"E, 48.57 FEET; THENCE N00°34'21"E, 38.65 FEET; THENCE N03°24'29"W, 38.38 FEET; THENCE N07°54'03"W, 48.55 FEET; THENCE N12°24'31"W, 38.68 FEET; THENCE N16°23'26"W, 38.38 FEET; THENCE N21°47'11"W, 120.52 FEET; THENCE N00°39'41"E, 15.00 FEET; THENCE S89°20'19"E, 350.57 FEET; THENCE S87°42'07"E, 210.53 FEET; THENCE N82°59'49"E, 50.16 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 921.50 FEET AND A CHORD BEARING AND DISTANCE OF N87°58'58"E, 15.49 FEET TO WHICH A RADIAL LINE BEARS S01°32'09"E; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°57'47", AN ARC DISTANCE OF 15.49 FEET TO THE POINT OF TANGENCY; THENCE N87°30'04"E, 234.48 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°53'47", AN ARC DISTANCE OF 34.86 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 872.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°00'56", AN ARC DISTANCE OF 365.71 FEET TO THE POINT OF TANGENCY; THENCE S24°24'47"W, 138.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 831.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°29'26", AN ARC DISTANCE OF 36.15 FEET TO THE POINT OF TANGENCY; THENCE S26°54'13"W, 454.26 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,621.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°54'17", AN ARC DISTANCE OF 506.71 FEET TO THE POINT OF TANGENCY; THENCE S08°59'57"W, 271.48 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,171.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 66°39'03", AN ARC DISTANCE OF 1,362.78 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,128.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°46'24", AN ARC DISTANCE OF 566.72 FEET TO THE POINT OF TANGENCY; THENCE S28°52'42"E, 121.96 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF N67°57'15"W, 31.52 FEET TO WHICH A RADIAL LINE BEARS N61°07'20"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 78°09'09", AN ARC DISTANCE OF 34.10 FEET TO THE POINT OF TANGENCY; THENCE S72°58'12"W, 38.86 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,030.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°33'49", AN ARC DISTANCE OF 351.69 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,600.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°45'21", AN ARC DISTANCE OF 439.99 FEET; THENCE ALONG A RADIAL LINE RUN S13°13'21"E, 520.67 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN SECTIONS 3 AND 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°45'28"W, 1766.05 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°14'32"E, 213.90 FEET TO THE POINT OF BEGINNING; THENCE S36°58'31"E, 63.58 FEET; THENCE S32°30'47"E, 67.18 FEET; THENCE S30°07'53"E, 272.82 FEET; THENCE S32°11'20"E, 613.14 FEET; THENCE S30°51'27"E, 615.37 FEET; THENCE S57°18'19"E, 107.34 FEET; THENCE S18°51'26"E, 88.17 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 940.00 FEET AND A CHORD BEARING AND DISTANCE OF S68°48'23"W, 76.65 FEET TO WHICH A RADIAL LINE BEARS N18°51'26"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°40'23", AN ARC DISTANCE OF 76.67 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 114.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 37°53'57", AN ARC DISTANCE OF 75.41 FEET; THENCE ALONG A RADIAL LINE RUN N61°25'46"W, 118.19 FEET; THENCE N48°41'31"W, 83.62 FEET; THENCE N47°18'38"W, 69.23 FEET; THENCE N65°51'01"W, 73.84 FEET; THENCE N44°48'27"W, 69.77 FEET; THENCE N23°46'14"W, 73.85 FEET; THENCE N42°18'23"W, 69.21 FEET; THENCE N41°03'19"W, 69.21 FEET; THENCE N39°48'16"W, 69.21 FEET; THENCE N38°33'12"W, 69.21 FEET; THENCE N37°18'08"W, 69.21 FEET; THENCE N36°03'05"W, 69.21 FEET; THENCE N34°48'01"W, 69.21 FEET; THENCE N33°32'57"W, 69.21 FEET; THENCE N32°17'54"W, 69.21 FEET; THENCE N31°05'47"W, 69.44 FEET; THENCE N30°46'32"W, 597.78 FEET; THENCE N44°34'50"E, 243.22 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,600.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°14'44", AN ARC DISTANCE OF 90.63 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONTINUED ON SHEET 4

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB#698

DRAWING NAME: C:\USERS\JANE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_18260\DWG TO PDF.DWG 11"X 17" 4/16/2024 11:16 AM BY: GRALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 4 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 3

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°45'28"W, 2665.34 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE ALONG THE SOUTH LINE OF SAID SOUTHWEST 1/4 RUN N89°40'44"W, 604.73 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°19'16"E, 1018.01 FEET TO THE POINT OF BEGINNING; THENCE S57°03'09"W, 359.82 FEET; THENCE N33°58'04"W, 352.37 FEET; THENCE N54°29'52"E, 150.30 FEET; THENCE N83°46'35"E, 50.32 FEET; THENCE N87°32'22"E, 140.00 FEET; THENCE S84°36'38"E, 30.51 FEET; THENCE S39°04'01"E, 247.84 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE EAST 1/2 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; SAID POINT BEARS S00°32'36"W, 5292.25 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 3; THENCE ALONG SAID LINE RUN N00°32'36"E, 1146.31 FEET; THENCE DEPARTING SAID LINE RUN N89°27'24"W, 118.17 FEET TO THE POINT OF BEGINNING; THENCE S71°25'52"W, 147.32 FEET; THENCE S74°16'23"W, 120.34 FEET; THENCE S47°05'07"W, 45.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 1,171.50 FEET AND A CHORD BEARING AND DISTANCE OF N50°16'59"W, 300.49 FEET TO WHICH A RADIAL LINE BEARS N47°05'07"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°44'13", AN ARC DISTANCE OF 301.32 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,128.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 66°39'03", AN ARC DISTANCE OF 1,312.76 FEET TO THE POINT OF TANGENCY; THENCE N08°59'57"E, 271.48 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,578.50 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°54'17", AN ARC DISTANCE OF 493.27 FEET TO THE POINT OF TANGENCY; THENCE N26°54'13"E, 446.14 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 831.50 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°44'01", AN ARC DISTANCE OF 68.70 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 927.50 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°33'55", AN ARC DISTANCE OF 73.90 FEET; THENCE ALONG A RADIAL LINE RUN S62°55'40"E, 39.00 FEET; THENCE N81°15'43"E, 133.73 FEET; THENCE S72°42'56"E, 71.52 FEET; THENCE S46°27'49"E, 73.81 FEET; THENCE S20°26'28"E, 70.28 FEET; THENCE S03°50'43"W, 64.35 FEET; THENCE S26°50'45"W, 63.25 FEET; THENCE S44°53'55"W, 147.45 FEET; THENCE S32°29'12"W, 129.79 FEET; THENCE S26°03'28"E, 191.69 FEET; THENCE S07°16'06"W, 115.65 FEET; THENCE S13°36'25"W, 75.00 FEET; THENCE S15°22'59"W, 90.74 FEET; THENCE S57°27'08"E, 176.57 FEET; THENCE S43°49'38"E, 303.44 FEET; THENCE S33°07'28"E, 204.19 FEET; THENCE S19°04'43"E, 92.31 FEET; THENCE S05°09'31"E, 90.89 FEET; THENCE S01°05'12"W, 140.00 FEET; THENCE S04°59'21"W, 102.76 FEET; THENCE S32°52'33"W, 117.66 FEET; THENCE S89°11'53"E, 120.00 FEET; THENCE S00°48'07"W, 360.00 FEET; THENCE S02°22'02"W, 40.01 FEET; THENCE S13°30'55"W, 40.10 FEET; THENCE S28°28'51"W, 53.65 FEET; THENCE S43°50'08"W, 42.53 FEET; THENCE S60°07'42"W, 59.92 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; SAID POINT BEARS S00°32'36"W, 5292.25 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 3; THENCE ALONG SAID LINE RUN N00°32'36"E, 1898.56 FEET; THENCE DEPARTING SAID LINE RUN N89°27'24"W, 307.68 FEET TO THE POINT OF BEGINNING; THENCE S70°25'25"W, 265.96 FEET; THENCE N32°58'15"W, 80.60 FEET; THENCE N25°13'17"W, 69.51 FEET; THENCE N18°58'24"W, 69.46 FEET; THENCE N12°43'33"W, 69.50 FEET; THENCE N06°28'29"W, 69.54 FEET; THENCE N00°29'56"W, 63.38 FEET; THENCE N07°28'14"E, 62.44 FEET; THENCE S77°31'45"E, 150.66 FEET; THENCE N79°00'32"E, 73.89 FEET; THENCE S44°04'57"E, 70.00 FEET; THENCE S43°49'38"E, 70.00 FEET; THENCE S38°53'08"E, 62.71 FEET; THENCE S13°08'01"E, 53.17 FEET; THENCE S02°18'35"W, 149.54 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 2, 3 AND 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 432.61 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 737.38 FEET TO THE

CONTINUED ON SHEET 5

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB6408

DRAWING NAME: C:\USERS\CFBALTC-1\AX\APPDATA\LOCAL\TEMP\ACPUBLISH_18876\DISTRICT EXHIBITS.DWG 11 X 17 4/10/2024 11:36 AM STEVE GWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 5 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 4

POINT OF BEGINNING; THENCE N47°06'34"E, 15.00 FEET; THENCE N84°13'51"E, 67.83 FEET; THENCE N02°33'45"E, 369.89 FEET; THENCE N11°14'29"E, 82.13 FEET; THENCE N14°35'21"E, 71.05 FEET; THENCE N14°37'19"E, 213.33 FEET; THENCE N22°51'39"E, 84.55 FEET; THENCE N31°49'01"W, 72.32 FEET; THENCE N41°39'30"W, 70.00 FEET; THENCE N44°07'39"W, 66.13 FEET; THENCE N51°21'49"W, 69.93 FEET; THENCE N43°47'49"W, 92.31 FEET; THENCE N29°46'13"W, 92.06 FEET; THENCE N16°35'24"W, 85.84 FEET; THENCE N12°09'34"W, 77.81 FEET; THENCE N00°12'16"W, 57.51 FEET; THENCE N19°56'06"E, 73.11 FEET; THENCE N65°00'08"W, 3.81 FEET; THENCE N24°59'52"E, 50.00 FEET; THENCE N54°46'54"E, 229.23 FEET; THENCE N64°28'09"E, 72.86 FEET; THENCE N82°57'51"E, 66.30 FEET; THENCE S80°30'02"E, 59.00 FEET; THENCE S74°21'28"E, 294.00 FEET; THENCE S74°21'47"E, 72.90 FEET; THENCE S77°27'28"E, 66.80 FEET; THENCE S83°05'27"E, 67.56 FEET; THENCE S85°01'40"E, 538.47 FEET; THENCE N20°12'02"E, 66.32 FEET; THENCE N26°06'31"E, 70.00 FEET; THENCE N27°19'45"E, 78.05 FEET; THENCE N37°09'04"E, 89.19 FEET; THENCE N49°07'38"E, 89.19 FEET; THENCE N61°06'11"E, 89.19 FEET; THENCE N68°33'23"E, 72.56 FEET; THENCE N67°30'06"E, 67.42 FEET; THENCE N59°45'58"E, 65.13 FEET; THENCE N51°07'47"E, 65.13 FEET; THENCE N42°29'37"E, 65.13 FEET; THENCE N33°51'27"E, 65.13 FEET; THENCE N25°13'17"E, 65.13 FEET; THENCE N16°35'06"E, 65.13 FEET; THENCE N07°55'44"E, 65.52 FEET; THENCE N03°54'18"E, 103.11 FEET; THENCE N74°44'55"W, 71.47 FEET; THENCE N58°52'40"W, 59.61 FEET; THENCE N42°36'29"W, 62.93 FEET; THENCE N26°44'14"W, 56.62 FEET; THENCE N11°31'10"W, 58.04 FEET; THENCE N01°34'58"E, 48.44 FEET; THENCE N03°54'18"E, 420.95 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 957.50 FEET AND A CHORD BEARING AND DISTANCE OF S87°33'16"W, 70.17 FEET TO WHICH A RADIAL LINE BEARS S04°32'43"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°11'59", AN ARC DISTANCE OF 70.18 FEET; THENCE ALONG A RADIAL LINE RUN S00°20'44"E, 110.00 FEET; THENCE N88°17'25"W, 76.57 FEET; THENCE N84°10'48"W, 76.57 FEET; THENCE S88°44'25"W, 71.70 FEET; THENCE S03°16'46"W, 645.78 FEET; THENCE S22°17'01"W, 89.92 FEET; THENCE S30°35'33"W, 89.13 FEET; THENCE S39°48'47"W, 76.44 FEET; THENCE S40°36'17"W, 168.38 FEET; THENCE S50°03'25"W, 148.50 FEET; THENCE S89°42'42"W, 370.78 FEET; THENCE N73°15'23"W, 277.60 FEET; THENCE N71°47'28"W, 420.78 FEET; THENCE N63°26'17"W, 59.20 FEET; THENCE N47°34'29"W, 60.35 FEET; THENCE N30°36'39"W, 67.37 FEET; THENCE N14°37'33"W, 53.02 FEET; THENCE N05°47'33"W, 73.04 FEET; THENCE N05°41'59"W, 177.72 FEET; THENCE N01°38'28"E, 55.33 FEET; THENCE N17°21'53"E, 63.13 FEET; THENCE N33°18'17"E, 56.95 FEET; THENCE N49°00'31"E, 61.36 FEET; THENCE N64°56'55"E, 58.71 FEET; THENCE N79°47'16"E, 53.12 FEET; THENCE N86°50'02"E, 39.06 FEET; THENCE N87°57'59"E, 75.38 FEET; THENCE S71°10'19"E, 41.24 FEET; THENCE N18°49'41"E, 92.00 FEET; THENCE N27°49'11"E, 203.70 FEET; THENCE N49°23'51"E, 167.77 FEET; THENCE S80°33'11"E, 112.64 FEET; THENCE S71°10'19"E, 127.78 FEET; THENCE S71°44'04"E, 56.79 FEET; THENCE S78°44'21"E, 56.49 FEET; THENCE S87°29'07"E, 59.47 FEET; THENCE N89°42'42"E, 305.50 FEET; THENCE S86°14'34"E, 29.47 FEET; THENCE N19°13'58"E, 70.61 FEET; THENCE N33°30'24"E, 61.12 FEET; THENCE N46°49'55"E, 56.06 FEET; THENCE N59°13'58"E, 53.03 FEET; THENCE N71°31'02"E, 55.04 FEET; THENCE N83°55'06"E, 54.04 FEET; THENCE S82°08'22"E, 87.03 FEET; THENCE S82°57'12"E, 67.33 FEET; THENCE S87°42'11"E, 67.33 FEET; THENCE N87°32'51"E, 67.33 FEET; THENCE N84°28'03"E, 20.00 FEET; THENCE N81°31'30"E, 63.44 FEET; THENCE N77°07'23"E, 61.38 FEET; THENCE N72°54'58"E, 57.91 FEET; THENCE N68°41'30"E, 61.88 FEET; THENCE N64°07'12"E, 67.76 FEET; THENCE N46°55'29"E, 52.40 FEET; THENCE N16°46'19"E, 57.93 FEET; THENCE N10°21'40"E, 208.64 FEET; THENCE N00°31'18"E, 61.97 FEET; THENCE N13°41'23"W, 62.29 FEET; THENCE N27°40'45"W, 62.91 FEET; THENCE N38°47'05"W, 63.95 FEET; THENCE N49°29'54"W, 63.95 FEET; THENCE N60°12'43"W, 63.95 FEET; THENCE N70°55'32"W, 63.95 FEET; THENCE N81°38'21"W, 63.95 FEET; THENCE S88°40'14"W, 65.77 FEET; THENCE S82°33'54"W, 66.71 FEET; THENCE S76°42'18"W, 66.71 FEET; THENCE S70°50'42"W, 66.71 FEET; THENCE S64°54'16"W, 66.83 FEET; THENCE S57°29'17"W, 65.52 FEET; THENCE S49°32'13"W, 65.52 FEET; THENCE S41°35'08"W, 65.52 FEET; THENCE S33°39'19"W, 67.17 FEET; THENCE S39°38'20"W, 57.81 FEET; THENCE S55°30'35"W, 61.74 FEET; THENCE S71°23'50"W, 57.94 FEET; THENCE S85°18'40"W, 51.54 FEET; THENCE S88°40'30"W, 350.00 FEET; THENCE S86°40'48"W, 67.38 FEET; THENCE S80°38'22"W, 66.98 FEET; THENCE S75°17'45"W, 66.98 FEET; THENCE S70°49'00"W, 291.05 FEET; THENCE N85°13'19"W, 118.78 FEET; THENCE N63°04'49"W, 53.57 FEET; THENCE N47°13'36"W, 65.85 FEET; THENCE N26°28'29"W, 98.66 FEET; THENCE N19°55'35"W, 136.20 FEET; THENCE N30°31'52"W, 65.67 FEET; THENCE N36°53'20"W, 65.52 FEET; THENCE N44°49'12"W, 66.66 FEET; THENCE N47°45'04"W, 70.00 FEET; THENCE N42°59'25"W, 87.16 FEET; THENCE N31°11'24"W, 89.46 FEET; THENCE N19°14'12"W, 89.47 FEET; THENCE N11°59'11"W, 421.91 FEET; THENCE N13°32'39"W, 67.29 FEET; THENCE N19°15'57"W, 172.11 FEET; THENCE N05°48'31"E, 135.44 FEET; THENCE N22°22'30"W, 45.00 FEET; THENCE N67°37'30"E, 765.21 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,578.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°27'37", AN ARC DISTANCE OF 40.23 FEET; THENCE ALONG A NON-TANGENT LINE RUN S22°22'30"E, 319.30 FEET; THENCE S39°54'44"E, 64.29 FEET; THENCE S39°29'05"E, 72.12 FEET; THENCE S37°31'22"E, 73.81 FEET; THENCE S35°20'14"E, 73.81 FEET; THENCE S33°01'19"E, 84.14 FEET; THENCE N87°38'54"E, 97.94 FEET; THENCE N01°00'58"E, 640.51 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1,533.50 FEET AND A CHORD BEARING AND DISTANCE OF S87°25'08"E, 361.76 FEET TO WHICH A RADIAL LINE BEARS N04°11'34"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 13°32'52", AN ARC DISTANCE OF 362.60 FEET TO THE POINT OF TANGENCY ; THENCE S80°38'42"E, 70.45 FEET; THENCE S01°00'58"W, 626.97 FEET; THENCE N77°07'24"E, 109.49 FEET; THENCE N87°38'54"E, 156.00 FEET; THENCE N02°35'09"E, 31.56 FEET; THENCE N03°21'08"E, 75.84 FEET; THENCE N07°00'13"E, 75.84 FEET; THENCE N10°39'18"E, 75.84 FEET; THENCE N14°18'23"E, 75.84 FEET; THENCE N17°57'28"E, 75.84 FEET; THENCE N21°36'33"E, 75.84 FEET; THENCE

CONTINUED ON SHEET 6

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE BIRD ROAD • WILDWOOD, FL 34785
(352) 748-3128 LB5409

DRAWING NAME: C:\USERS\GAULTE~1.FAR\APPDATA\LOCAL\TEMP\ACPUBLISH_18260\DIST15 EXISTING -5 8.5 X 11- 4/16/2024 11:26 AM ERIC GAULTER

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 6 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 5

N09°24'14"E, 109.26 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1,578.50 FEET AND A CHORD BEARING AND DISTANCE OF S75°35'35"E, 275.32 FEET TO WHICH A RADIAL LINE BEARS N09°24'14"E; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°00'23", AN ARC DISTANCE OF 275.67 FEET; THENCE ALONG A RADIAL LINE RUN S19°24'37"W, 137.53 FEET; THENCE S22°05'50"W, 67.67 FEET; THENCE S17°57'01"W, 67.67 FEET; THENCE S18°23'02"W, 29.40 FEET; THENCE S72°24'26"E, 155.17 FEET; THENCE S61°33'44"E, 148.57 FEET; THENCE S55°59'27"E, 70.33 FEET; THENCE S55°15'41"E, 543.12 FEET; THENCE N46°52'15"E, 168.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 39.27 FEET TO A POINT OF CUSP; THENCE S43°07'45"E, 548.25 FEET; THENCE S41°36'06"E, 150.05 FEET; THENCE S43°07'45"E, 201.90 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°13'46", AN ARC DISTANCE OF 16.22 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 86°27'32", AN ARC DISTANCE OF 73.19 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°13'46", AN ARC DISTANCE OF 16.22 FEET; THENCE ALONG A N ON-TANGENT LINE RUN S43°07'53"E, 85.58 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 116.50 FEET AND A CHORD BEARING AND DISTANCE OF S28°00'07"E, 60.80 FEET TO WHICH A RADIAL LINE BEARS N46°52'15"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°15'16", AN ARC DISTANCE OF 61.52 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 123.00 FEET AND A CHORD BEARING AND DISTANCE OF S19°10'45"W, 34.41 FEET TO WHICH A RADIAL LINE BEARS N62°46'50"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°04'49", AN ARC DISTANCE OF 34.52 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S58°38'31"W, 32.06 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,200.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°50'44", AN ARC DISTANCE OF 834.52 FEET; THENCE ALONG A RADIAL LINE RUN N71°12'13"W, 15.00 FEET; THENCE S68°39'15"W, 94.95 FEET; THENCE S87°34'29"W, 68.37 FEET; THENCE N69°24'06"W, 68.26 FEET; THENCE N63°29'46"W, 66.94 FEET; THENCE N69°11'45"W, 66.80 FEET; THENCE N74°41'43"W, 62.25 FEET; THENCE N79°06'52"W, 58.72 FEET; THENCE N67°41'50"W, 84.21 FEET; THENCE S03°54'18"W, 470.23 FEET; THENCE S84°03'50"E, 54.34 FEET; THENCE N87°07'25"E, 91.39 FEET; THENCE S78°44'07"E, 83.28 FEET; THENCE S82°41'00"E, 71.74 FEET; THENCE S71°05'44"E, 185.02 FEET; THENCE S10°30'16"W, 277.60 FEET; THENCE N80°52'30"W, 163.81 FEET; THENCE N69°32'41"W, 80.31 FEET; THENCE N53°29'28"W, 73.03 FEET; THENCE N76°25'09"W, 60.20 FEET; THENCE S79°05'32"W, 60.50 FEET; THENCE S16°29'20"W, 122.08 FEET; THENCE S06°04'36"W, 76.68 FEET; THENCE S12°33'05"W, 80.99 FEET; THENCE S19°17'03"W, 152.30 FEET; THENCE S76°16'53"E, 458.61 FEET; THENCE S79°29'44"E, 15.00 FEET; THENCE S10°30'16"W, 117.68 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,500.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°00'05", AN ARC DISTANCE OF 418.92 FEET TO THE POINT OF TANGENCY; THENCE S05°29'50"E, 563.17 FEET; THENCE S84°30'10"W, 469.00 FEET; THENCE N05°29'50"W, 471.74 FEET; THENCE N81°52'37"W, 124.38 FEET; THENCE S25°17'46"W, 160.58 FEET; THENCE S28°03'56"W, 64.40 FEET; THENCE S03°25'57"W, 63.77 FEET; THENCE S20°02'48"E, 63.16 FEET; THENCE S26°42'45"E, 206.55 FEET; THENCE S19°36'07"E, 94.36 FEET; THENCE S03°47'31"E, 96.83 FEET; THENCE S11°09'35"W, 359.01 FEET; THENCE S10°55'58"W, 68.77 FEET; THENCE S04°26'08"W, 64.62 FEET; THENCE S03°56'17"E, 208.40 FEET; THENCE S03°36'15"E, 75.88 FEET; THENCE S07°45'51"W, 60.55 FEET; THENCE S23°42'02"W, 59.50 FEET; THENCE S26°20'45"W, 157.76 FEET; THENCE S09°07'37"W, 15.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 3,449.50 FEET AND A CHORD BEARING AND DISTANCE OF N84°53'48"W, 484.07 FEET TO WHICH A RADIAL LINE BEARS N09°07'37"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°02'49", AN ARC DISTANCE OF 484.47 FEET TO THE POINT OF TANGENCY; THENCE N88°55'12"W, 232.82 FEET; THENCE N87°52'45"W, 120.20 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,112.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°55'37", AN ARC DISTANCE OF 173.33 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 128.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°43'57", AN ARC DISTANCE OF 15.10 FEET TO THE POINT OF TANGENCY; THENCE N85°41'07"W, 77.08 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 127.09 FEET AND A CHORD BEARING AND DISTANCE OF N79°23'23"W, 23.61 FEET TO WHICH A RADIAL LINE BEARS S05°16'47"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°39'39", AN ARC DISTANCE OF 23.65 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,130.78 FEET AND A CHORD BEARING AND DISTANCE OF N72°27'01"W, 25.26 FEET TO WHICH A RADIAL LINE BEARS S16°54'35"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°16'47", AN ARC DISTANCE OF 25.26 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,171.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°29'27", AN ARC DISTANCE OF 50.93

CONTINUED ON SHEET 7

JOB S01122.09640

CFB CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB#909

DRAWING NAME: C:\USERS\GWALTE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_16240\D5115 EXST.DWG, 18 B.5 x 11 4/16/2024 11:58 AM GPC GWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 7 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 6

FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,478.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°24'37", AN ARC DISTANCE OF 810.53 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1421.90 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 482.37 FEET TO THE POINT OF BEGINNING; THENCE N15°10'10"E, 57.51 FEET; THENCE N41°14'50"E, 55.17 FEET; THENCE N66°55'37"E, 55.24 FEET; THENCE N84°33'52"E, 137.63 FEET; THENCE N85°16'07"E, 39.83 FEET; THENCE S15°58'04"E, 133.76 FEET; THENCE S10°39'48"W, 110.74 FEET; THENCE S07°24'26"W, 65.52 FEET; THENCE S01°04'48"W, 277.03 FEET; THENCE N88°55'12"W, 330.04 FEET; THENCE N06°18'03"E, 440.86 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN SECTIONS 2 AND 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1806.95 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 69.08 FEET TO THE POINT OF BEGINNING; THENCE S80°42'14"W, 65.29 FEET; THENCE S85°48'38"W, 83.48 FEET; THENCE N22°44'10"W, 56.32 FEET; THENCE N38°18'50"W, 72.20 FEET; THENCE N37°56'06"W, 78.26 FEET; THENCE N50°21'46"E, 69.17 FEET; THENCE N36°00'30"E, 80.60 FEET; THENCE N28°31'29"E, 80.60 FEET; THENCE N21°34'32"E, 59.58 FEET; THENCE S85°01'40"E, 144.87 FEET; THENCE S71°26'23"E, 18.34 FEET; THENCE S01°09'29"W, 79.40 FEET; THENCE S05°28'21"E, 79.40 FEET; THENCE S12°06'11"E, 79.40 FEET; THENCE S17°05'59"E, 40.29 FEET; THENCE S27°30'51"E, 67.81 FEET; THENCE S74°01'56"W, 131.30 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 776.02 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1523.39 FEET TO THE POINT OF BEGINNING; THENCE N42°38'48"E, 155.14 FEET; THENCE N12°54'05"E, 24.24 FEET; THENCE N01°47'08"W, 172.60 FEET; THENCE N16°12'03"E, 102.03 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,521.50 FEET AND A CHORD BEARING AND DISTANCE OF S70°08'16"E, 220.91 FEET TO WHICH A RADIAL LINE BEARS S24°01'31"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°19'34", AN ARC DISTANCE OF 221.10 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,128.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°08'38", AN ARC DISTANCE OF 42.23 FEET; THENCE ALONG A NON-TANGENT LINE RUN S70°02'59"E, 88.72 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 503.50 FEET AND A CHORD BEARING AND DISTANCE OF S75°03'21"E, 87.85 FEET TO WHICH A RADIAL LINE BEARS S19°56'55"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°00'33", AN ARC DISTANCE OF 87.96 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,181.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°27'32", AN ARC DISTANCE OF 50.71 FEET; THENCE ALONG A NON-TANGENT LINE RUN N85°57'36"E, 26.47 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,176.50 FEET AND A CHORD BEARING AND DISTANCE OF S84°24'26"E, 25.67 FEET TO WHICH A RADIAL LINE BEARS S06°13'04"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°15'00", AN ARC DISTANCE OF 25.67 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 42°06'44", AN ARC DISTANCE OF 15.80 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°33'16", AN ARC DISTANCE OF 74.11 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 41°33'15", AN ARC DISTANCE OF 15.59 FEET TO THE POINT OF TANGENCY; THENCE S88°55'12"E, 89.16 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 46.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF

CONTINUED ON SHEET 8

JOB S01122.09640

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

DRAWING NAME: C:\USERS\DWOLFE\DESKTOP\CAD\BUSH_HERSON\DWG\15 EXISTING 7 SHEETS.DWG 4/16/2024 11:36 AM BY: DWOLFE

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 8 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 7

SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 73.04 FEET TO THE POINT OF TANGENCY; THENCE S01°04'48"W, 48.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 203.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°10'07", AN ARC DISTANCE OF 60.98 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 196.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°34'01", AN ARC DISTANCE OF 39.67 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 5.00 FEET AND A CHORD BEARING AND DISTANCE OF N69°22'40"W, 2.13 FEET TO WHICH A RADIAL LINE BEARS N32°56'02"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°37'24", AN ARC DISTANCE OF 2.15 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 47.54 FEET AND A CHORD BEARING AND DISTANCE OF N72°43'01"W, 11.46 FEET TO WHICH A RADIAL LINE BEARS S10°21'33"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 13°50'53", AN ARC DISTANCE OF 11.49 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 184.00 FEET AND A CHORD BEARING AND DISTANCE OF S00°59'12"W, 45.59 FEET TO WHICH A RADIAL LINE BEARS N83°52'14"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°13'57", AN ARC DISTANCE OF 45.71 FEET TO THE POINT OF TANGENCY; THENCE S08°06'11"W, 268.67 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 484.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 34°09'21", AN ARC DISTANCE OF 288.53 FEET; THENCE ALONG A NON-TANGENT LINE RUN N43°14'28"W, 107.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 224.03 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°42'15", AN ARC DISTANCE OF 155.24 FEET; THENCE ALONG A NON-TANGENT LINE RUN S84°24'59"W, 90.50 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 50.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°43'08", AN ARC DISTANCE OF 21.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 50.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°07'08", AN ARC DISTANCE OF 27.16 FEET TO THE POINT OF TANGENCY; THENCE S78°00'59"W, 140.50 FEET; THENCE N48°18'33"W, 426.66 FEET; THENCE N06°29'39"E, 39.70 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE EAST 1/2 OF SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 10; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°43'47"W, 1851.02 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°16'13"E, 583.65 FEET TO THE POINT OF BEGINNING; THENCE N37°00'42"W, 0.48 FEET; THENCE S54°25'52"W, 576.70 FEET; THENCE S61°56'37"W, 45.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 2,003.00 FEET AND A CHORD BEARING AND DISTANCE OF N14°02'47"W, 969.79 FEET TO WHICH A RADIAL LINE BEARS S61°56'37"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 28°01'09", AN ARC DISTANCE OF 979.52 FEET; THENCE ALONG A NON-TANGENT LINE RUN N00°02'37"W, 205.64 FEET TO THE EAST RIGHT OF WAY LINE OF MARSH BEND TRAIL; THENCE ALONG SAID EAST RIGHT OF WAY LINE RUN N00°01'49"W, 568.65 FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE RUN S89°43'27"E, 887.29 FEET; THENCE N64°51'19"E, 140.69 FEET; THENCE S89°43'27"E, 285.15 FEET; THENCE N00°04'03"W, 681.01 FEET; THENCE N70°33'59"E, 85.77 FEET; THENCE S80°23'16"E, 131.83 FEET; THENCE S86°58'09"E, 70.10 FEET; THENCE N88°27'54"E, 70.02 FEET; THENCE S88°44'04"E, 292.22 FEET; THENCE S79°02'03"E, 81.13 FEET; THENCE S73°20'34"E, 70.07 FEET; THENCE S77°03'41"E, 70.02 FEET; THENCE S80°46'15"E, 70.26 FEET; THENCE S80°58'55"E, 70.28 FEET; THENCE S80°52'35"E, 132.01 FEET; THENCE N88°54'35"E, 64.61 FEET; THENCE S01°22'35"E, 165.48 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 767.50 FEET AND A CHORD BEARING AND DISTANCE OF S89°57'24"W, 35.71 FEET TO WHICH A RADIAL LINE BEARS S01°22'35"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°39'57", AN ARC DISTANCE OF 35.71 FEET; THENCE ALONG A NON-TANGENT LINE RUN S30°10'11"W, 535.51 FEET; THENCE S31°03'43"W, 74.23 FEET; THENCE S33°16'31"W, 76.29 FEET; THENCE S38°37'06"W, 76.32 FEET; THENCE S43°54'09"W, 76.28 FEET; THENCE S45°15'40"W, 291.23 FEET; THENCE S55°45'49"W, 79.68 FEET; THENCE S60°00'12"W, 79.52 FEET; THENCE S65°51'04"W, 79.52 FEET; THENCE S73°06'30"W, 79.45 FEET; THENCE S75°13'43"W, 141.32 FEET; THENCE S71°09'02"W, 61.97 FEET; THENCE S49°52'17"W, 57.19 FEET; THENCE S27°34'39"W, 61.61 FEET; THENCE S25°23'35"W, 74.23 FEET; THENCE S27°59'48"W, 74.23 FEET; THENCE S30°36'30"W, 74.23 FEET; THENCE S33°13'13"W, 74.23 FEET; THENCE S35°49'55"W, 74.23 FEET; THENCE S38°26'37"W, 74.23 FEET; THENCE S41°03'19"W, 74.23 FEET; THENCE S43°41'36"W, 75.71 FEET; THENCE S47°21'28"W, 132.56 FEET; THENCE S51°20'22"W, 93.73 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONTINUED ON SHEET 9

JOB S01122.09640

CFB CLYMER FARNER BARLEY
SURVEYING
4150 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB5419

DRAWING NAME: C:\USERS\GRANTE~1.FAR\APPDATA\LOCAL\TEMP\ACPUBLISH_16520\DISTRICT 15 EXISTING 2ND AMD.DWG 38 8.5 X 11 4/15/2024 11:26 AM Er. GRAL BRS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT "2"
SHEET 9 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 8

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 10; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°43'47"W, 1806.22 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°16'13"E, 943.49 FEET TO THE POINT OF BEGINNING; THENCE N47°30'17"W, 82.66 FEET; THENCE N07°19'08"W, 60.51 FEET; THENCE N00°08'21"E, 122.52 FEET; THENCE N08°58'43"W, 78.16 FEET; THENCE N19°07'31"W, 126.00 FEET; THENCE S89°43'27"E, 7.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 225.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°05'53", AN ARC DISTANCE OF 102.49 FEET TO THE POINT OF TANGENCY; THENCE S63°37'33"E, 250.76 FEET; THENCE S28°49'38"W, 64.37 FEET; THENCE S31°16'30"W, 59.49 FEET; THENCE S33°49'09"W, 59.49 FEET; THENCE S36°10'14"W, 59.49 FEET; THENCE S38°37'06"W, 59.49 FEET; THENCE S41°04'00"W, 64.48 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 10, 11, 14, 15 AND 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE THEREOF RUN N00°12'36"E, 785.67 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 395.22 FEET TO THE POINT OF BEGINNING; THENCE S33°44'56"E, 113.44 FEET; THENCE S26°54'12"E, 189.08 FEET; THENCE S37°42'25"E, 158.80 FEET; THENCE S47°48'47"E, 260.14 FEET; THENCE S49°21'43"E, 51.76 FEET; THENCE S50°54'39"E, 170.98 FEET; THENCE S10°10'19"E, 181.67 FEET; THENCE S41°34'40"E, 220.81 FEET; THENCE S46°04'26"E, 232.00 FEET; THENCE S43°55'34"W, 539.15 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 450.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°02'48", AN ARC DISTANCE OF 47.49 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 50°31'46", AN ARC DISTANCE OF 89.95 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°05'54", AN ARC DISTANCE OF 49.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°41'06", AN ARC DISTANCE OF 92.01 FEET TO THE POINT OF TANGENCY; THENCE N50°54'40"W, 381.47 FEET; THENCE N56°59'59"W, 150.82 FEET; THENCE N50°54'40"W, 335.18 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,148.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 30°25'01", AN ARC DISTANCE OF 609.71 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 781.50 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°08'16", AN ARC DISTANCE OF 29.16 FEET; THENCE ALONG A RADIAL LINE RUN N67°22'05"E, 25.00 FEET; THENCE N48°42'38"E, 216.49 FEET; THENCE N39°21'58"W, 377.36 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 2,030.00 FEET AND A CHORD BEARING AND DISTANCE OF S53°35'32"W, 96.83 FEET TO WHICH A RADIAL LINE BEARS S37°46'29"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°44'00", AN ARC DISTANCE OF 96.84 FEET TO THE POINT OF TANGENCY; THENCE S54°57'32"W, 86.85 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°23'55", AN ARC DISTANCE OF 31.90 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 2,068.50 FEET AND A CHORD BEARING AND DISTANCE OF N24°49'38"W, 832.75 FEET TO WHICH A RADIAL LINE BEARS S53°33'37"W; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°13'31", AN ARC DISTANCE OF 838.48 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 831.50 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°52'50", AN ARC DISTANCE OF 114.37 FEET; THENCE ALONG A RADIAL LINE RUN N68°54'17"E, 25.00 FEET; THENCE N38°09'22"E, 517.24 FEET; THENCE N86°03'14"E, 219.18 FEET; THENCE N52°02'26"E, 121.02 FEET; THENCE N37°57'34"W, 3.58 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 182.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°45'13", AN ARC DISTANCE OF 85.22 FEET TO THE POINT OF TANGENCY; THENCE N64°42'47"W, 153.33 FEET; THENCE S25°17'13"W, 110.00 FEET; THENCE N64°42'47"W, 140.00 FEET; THENCE N56°17'18"W, 60.65 FEET; THENCE S42°23'07"W, 295.89 FEET; THENCE S52°24'09"W, 209.55 FEET; THENCE S47°59'33"W, 25.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 831.50 FEET AND A CHORD BEARING AND DISTANCE OF N46°47'22"W, 138.63 FEET TO WHICH A RADIAL LINE BEARS N47°59'33"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 09°33'50", AN ARC DISTANCE OF 138.79 FEET TO THE POINT OF TANGENCY; THENCE S38°25'44"W, 43.00 FEET; THENCE S36°16'49"W, 188.95 FEET; THENCE S54°35'03"W, 64.65 FEET; THENCE S37°08'27"W, 39.02 FEET; THENCE S34°51'21"W, 39.18 FEET; THENCE S32°16'32"W, 49.12 FEET; THENCE S29°42'00"W, 39.01 FEET; THENCE S27°07'27"W, 49.14 FEET; THENCE S24°32'53"W, 39.02 FEET; THENCE S22°15'47"W, 39.18 FEET; THENCE S18°30'18"W, 65.41 FEET; THENCE S31°55'14"W, 42.09 FEET; THENCE S44°51'06"W, 45.30 FEET; THENCE S56°32'46"W, 70.31 FEET; THENCE S51°14'40"W, 249.07 FEET; THENCE S47°08'12"W, 66.56 FEET; THENCE S41°05'03"W, 66.55 FEET;

CONTINUED ON SHEET 10

JOB S01122.09640

CFB CLYMER FARNER BARLEY
SURVEYING
4130 NE 63RD ROAD - WILDWOOD, FL 34785
(352) 748-3129 LB#49

DRAWING NAME: C:\USERS\GWALTER\APPDATA\LOCAL\TEMP\ACPUBLISH_16200\DISTRICT 15 EXISTING.DWG 8.5 X 11 4/16/2024 11:35 AM BY: GWALTERS
---- : CFB_Surve_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 10 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 9

THENCE S34°57'20"W, 66.55 FEET; THENCE S28°49'37"W, 66.55 FEET; THENCE S22°41'54"W, 66.55 FEET; THENCE S16°34'10"W, 66.55 FEET; THENCE S10°26'22"W, 66.62 FEET; THENCE S06°43'38"W, 69.14 FEET; THENCE S05°11'15"W, 69.14 FEET; THENCE S03°38'51"W, 69.14 FEET; THENCE S02°06'27"W, 69.14 FEET; THENCE S00°34'03"W, 69.14 FEET; THENCE S00°58'21"E, 69.14 FEET; THENCE S02°30'44"E, 69.14 FEET; THENCE S04°15'15"E, 68.64 FEET; THENCE S07°23'57"E, 68.10 FEET; THENCE S10°52'49"E, 71.31 FEET; THENCE S14°33'21"E, 75.90 FEET; THENCE S18°04'56"E, 76.73 FEET; THENCE S18°48'19"E, 304.12 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,220.00 FEET AND A CHORD BEARING AND DISTANCE OF N61°59'14"E, 362.21 FEET TO WHICH A RADIAL LINE BEARS S19°28'33"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 17°04'26", AN ARC DISTANCE OF 363.55 FEET; THENCE ALONG A NON-TANGENT LINE RUN N42°32'55"W, 212.25 FEET; THENCE N38°22'15"W, 92.33 FEET; THENCE N12°21'30"W, 118.41 FEET; THENCE N19°23'05"E, 118.42 FEET; THENCE N41°18'46"E, 80.71 FEET; THENCE N24°32'46"E, 48.94 FEET; THENCE N10°26'41"W, 55.50 FEET; THENCE N33°55'03"W, 68.10 FEET; THENCE N28°06'02"W, 83.54 FEET; THENCE N19°45'43"W, 83.54 FEET; THENCE N11°23'58"W, 84.02 FEET; THENCE N05°55'04"E, 113.50 FEET; THENCE N30°21'20"E, 95.67 FEET; THENCE N41°54'54"E, 86.60 FEET; THENCE N52°10'12"E, 86.60 FEET; THENCE N62°25'30"E, 86.60 FEET; THENCE N73°59'07"E, 86.45 FEET; THENCE N78°22'08"E, 214.65 FEET; THENCE S30°40'00"E, 276.33 FEET; THENCE S14°16'42"E, 240.90 FEET; THENCE S37°09'04"E, 178.03 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 630.00 FEET AND A CHORD BEARING AND DISTANCE OF N49°17'53"E, 124.28 FEET TO WHICH A RADIAL LINE BEARS N46°21'45"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°19'17", AN ARC DISTANCE OF 124.48 FEET TO THE POINT OF TANGENCY; THENCE N54°57'32"E, 299.02 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 88°39'21", AN ARC DISTANCE OF 30.95 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 2,111.50 FEET AND A CHORD BEARING AND DISTANCE OF S36°55'41"E, 238.01 FEET TO WHICH A RADIAL LINE BEARS S56°18'10"W; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°27'42", AN ARC DISTANCE OF 238.13 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 738.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°39'53", AN ARC DISTANCE OF 253.46 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,191.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 30°25'01", AN ARC DISTANCE OF 632.54 FEET TO THE POINT OF TANGENCY; THENCE S50°54'40"E, 335.23 FEET; THENCE S49°23'01"E, 150.05 FEET; THENCE S50°54'40"E, 201.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°13'46", AN ARC DISTANCE OF 16.22 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 86°27'32", AN ARC DISTANCE OF 73.19 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°13'46", AN ARC DISTANCE OF 16.22 FEET; THENCE ALONG A NON-TANGENT LINE RUN S50°54'49"E, 74.72 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 102.00 FEET AND A CHORD BEARING AND DISTANCE OF S23°10'11"E, 94.96 FEET TO WHICH A RADIAL LINE BEARS N39°05'20"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 55°28'58", AN ARC DISTANCE OF 98.77 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°59'08", AN ARC DISTANCE OF 27.88 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S39°05'20"W, 21.02 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,675.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°51'08", AN ARC DISTANCE OF 843.47 FEET; THENCE ALONG A RADIAL LINE RUN N79°45'48"W, 76.28 FEET; THENCE N50°54'40"W, 506.40 FEET; THENCE N29°30'01"E, 124.67 FEET; THENCE N06°48'11"E, 135.12 FEET; THENCE N05°48'28"W, 119.44 FEET; THENCE N13°13'35"E, 6.67 FEET; THENCE N02°04'17"E, 51.69 FEET; THENCE N13°13'35"E, 39.81 FEET; THENCE N04°37'44"E, 27.32 FEET; THENCE N52°53'02"W, 43.39 FEET; THENCE N45°31'12"W, 60.30 FEET; THENCE N18°03'51"W, 119.39 FEET; THENCE N45°26'02"W, 170.58 FEET; THENCE N81°32'04"W, 34.55 FEET; THENCE S45°14'47"W, 119.99 FEET; THENCE S72°20'04"W, 86.28 FEET; THENCE S68°27'01"W, 76.48 FEET; THENCE S47°13'40"W, 67.47 FEET; THENCE S48°10'26"W, 88.32 FEET; THENCE S27°25'05"W, 100.86 FEET; THENCE S37°23'07"E, 160.72 FEET; THENCE S01°25'41"E, 92.93 FEET; THENCE S25°17'17"W, 63.51 FEET; THENCE S57°29'46"W, 79.70 FEET; THENCE S70°19'36"W, 63.60 FEET; THENCE N80°14'16"W, 80.38 FEET; THENCE S70°19'36"W, 372.08 FEET; THENCE N81°54'45"W, 104.02 FEET; THENCE S17°14'09"W, 235.33 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 475.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°24'20", AN ARC DISTANCE OF 44.81 FEET; THENCE ALONG A NON-TANGENT LINE RUN N85°16'00"E, 60.38 FEET; THENCE N81°43'01"E, 848.69 FEET; THENCE S57°31'06"E, 91.01 FEET; THENCE S56°08'03"E, 70.00 FEET; THENCE S50°56'12"E, 86.88 FEET; THENCE S40°32'42"E, 86.81 FEET; THENCE S30°09'26"E, 86.81 FEET; THENCE S19°46'11"E, 86.81 FEET; THENCE S09°22'56"E, 86.81 FEET; THENCE S02°15'43"W, 85.61 FEET; THENCE S05°32'25"W, 717.18 FEET;

CONTINUED ON SHEET 11

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4430 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3129 LB6498

DRAWING NAME: C:\USERS\GRANLEE-17FAN\APPDATA\LOCAL\TEMP\ACPUBLISH_12620\DISTRICT 15 EXISTING 10 8.5 X 11 4/16/2024 10:36 AM BY: GRANTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 11 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 10

THENCE S12°40'29"W, 73.90 FEET; THENCE S24°36'20"W, 89.27 FEET; THENCE S36°14'34"W, 79.43 FEET; THENCE S35°08'27"W, 67.62 FEET; THENCE S28°36'47"W, 66.04 FEET; THENCE S21°45'00"W, 66.05 FEET; THENCE S16°27'09"W, 484.36 FEET; THENCE S38°13'07"W, 84.35 FEET; THENCE S60°02'46"W, 381.51 FEET; THENCE S20°59'51"W, 69.90 FEET; THENCE S10°24'19"E, 69.78 FEET; THENCE S22°16'30"E, 78.10 FEET; THENCE S47°55'56"E, 89.28 FEET; THENCE S68°48'02"W, 260.64 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 50.00 FEET AND A CHORD BEARING AND DISTANCE OF N31°36'34"W, 99.47 FEET TO WHICH A RADIAL LINE BEARS S25°44'05"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 168°15'03", AN ARC DISTANCE OF 146.83 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 45.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 41°18'38", AN ARC DISTANCE OF 32.45 FEET; THENCE ALONG A NON-TANGENT LINE RUN N76°27'22"W, 191.56 FEET; THENCE N03°07'53"E, 64.04 FEET; THENCE N01°12'01"W, 72.15 FEET; THENCE N10°24'06"E, 79.53 FEET; THENCE N16°23'49"E, 74.63 FEET; THENCE N27°39'39"E, 69.82 FEET; THENCE N15°14'48"E, 65.66 FEET; THENCE N02°03'55"W, 668.34 FEET; THENCE N07°28'09"W, 248.56 FEET; THENCE N63°10'57"W, 90.63 FEET; THENCE N75°42'31"W, 579.61 FEET; THENCE N17°10'45"W, 395.84 FEET; THENCE N37°27'53"E, 53.03 FEET; THENCE N43°12'38"E, 66.01 FEET; THENCE N66°08'16"E, 51.51 FEET; THENCE N78°09'40"E, 210.35 FEET; THENCE N75°13'42"E, 58.20 FEET; THENCE N70°58'10"E, 58.20 FEET; THENCE N66°39'06"E, 58.20 FEET; THENCE N62°20'01"E, 58.21 FEET; THENCE N57°56'56"E, 86.94 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 525.00 FEET AND A CHORD BEARING AND DISTANCE OF N00°52'38"W, 326.44 FEET TO WHICH A RADIAL LINE BEARS S71°00'35"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°13'35", AN ARC DISTANCE OF 331.94 FEET TO THE POINT OF TANGENCY; THENCE N17°14'09"E, 62.28 FEET; THENCE N72°45'51"W, 110.00 FEET; THENCE N17°14'09"E, 140.00 FEET; THENCE N16°48'28"E, 68.44 FEET; THENCE N11°28'58"E, 65.34 FEET; THENCE N04°51'10"E, 65.34 FEET; THENCE N01°46'39"W, 65.34 FEET; THENCE N08°24'28"W, 65.34 FEET; THENCE N15°02'16"W, 65.34 FEET; THENCE N21°40'05"W, 65.34 FEET; THENCE N28°17'54"W, 65.35 FEET; THENCE N31°37'15"W, 52.04 FEET; THENCE N01°27'29"W, 20.62 FEET; THENCE N58°07'39"E, 99.34 FEET; THENCE N31°52'21"W, 355.48 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°40'56", AN ARC DISTANCE OF 30.61 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1,280.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°44'58", AN ARC DISTANCE OF 240.14 FEET TO THE POINT OF TANGENCY; THENCE S71°11'41"W, 21.20 FEET; THENCE S29°05'21"E, 85.12 FEET; THENCE S39°09'54"E, 58.03 FEET; THENCE S30°17'59"E, 89.42 FEET; THENCE S22°00'23"E, 82.16 FEET; THENCE S15°09'50"E, 77.49 FEET; THENCE S13°39'49"E, 210.00 FEET; THENCE S13°49'09"E, 101.52 FEET; THENCE S07°04'10"W, 67.99 FEET; THENCE S22°56'25"W, 62.57 FEET; THENCE S38°48'40"W, 59.03 FEET; THENCE S52°21'13"W, 26.92 FEET; THENCE S56°46'39"W, 83.53 FEET; THENCE S63°56'47"W, 83.40 FEET; THENCE S69°52'32"W, 73.34 FEET; THENCE S68°28'28"W, 68.81 FEET; THENCE S66°28'24"W, 68.81 FEET; THENCE S64°28'21"W, 68.81 FEET; THENCE S62°28'18"W, 68.81 FEET; THENCE S60°28'15"W, 68.81 FEET; THENCE S58°28'12"W, 68.81 FEET; THENCE S60°25'02"W, 90.87 FEET; THENCE S51°24'47"W, 127.69 FEET; THENCE S78°22'10"W, 214.25 FEET; THENCE S89°42'27"W, 377.37 FEET; THENCE N00°17'33"W, 72.53 FEET; THENCE N20°45'41"W, 80.23 FEET; THENCE N26°15'05"W, 90.24 FEET; THENCE N19°06'45"E, 57.65 FEET; THENCE N17°24'04"W, 13.68 FEET; THENCE N24°38'31"W, 53.88 FEET; THENCE N19°00'41"W, 84.86 FEET; THENCE N20°51'43"W, 117.25 FEET; THENCE N08°53'56"W, 109.47 FEET; THENCE N77°33'32"W, 1.07 FEET; THENCE N12°26'28"E, 53.33 FEET; THENCE N41°20'19"E, 101.93 FEET; THENCE N62°57'25"E, 350.00 FEET; THENCE N38°49'58"E, 75.89 FEET; THENCE N00°17'21"W, 80.27 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,530.00 FEET AND A CHORD BEARING AND DISTANCE OF N88°55'10"W, 73.15 FEET TO WHICH A RADIAL LINE BEARS S00°17'21"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°44'22", AN ARC DISTANCE OF 73.15 FEET TO THE POINT OF TANGENCY; THENCE N87°32'59"W, 557.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 370.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 27°43'43", AN ARC DISTANCE OF 179.06 FEET TO THE POINT OF TANGENCY; THENCE S64°43'18"W, 121.37 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 720.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°20'21", AN ARC DISTANCE OF 4.26 FEET TO THE POINT OF TANGENCY; THENCE S25°32'17"E, 10.09 FEET; THENCE S36°22'33"E, 73.53 FEET; THENCE S06°00'29"E, 249.08 FEET; THENCE S05°25'21"E, 58.52 FEET; THENCE S00°01'47"W, 153.83 FEET; THENCE S02°30'53"W, 123.36 FEET; THENCE S22°02'57"W, 182.10 FEET; THENCE S61°39'13"W, 224.97 FEET; THENCE S34°03'10"W, 66.18 FEET; THENCE S76°37'49"W, 54.98 FEET; THENCE S26°22'23"E, 1.03 FEET; THENCE S76°37'49"W, 64.34 FEET; THENCE N85°24'30"W, 97.02 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 880.00 FEET AND A CHORD BEARING AND DISTANCE OF S14°48'58"W, 187.03 FEET TO WHICH A RADIAL LINE BEARS S81°17'03"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 12°12'02", AN ARC DISTANCE OF 187.39 FEET TO THE POINT OF TANGENCY; THENCE S20°54'59"W, 134.90 FEET; THENCE S53°24'45"E, 139.30 FEET; THENCE S19°08'17"E, 77.61 FEET; THENCE S22°05'45"E, 65.29 FEET; THENCE S43°20'19"E, 58.82 FEET; THENCE S50°54'56"E, 73.47 FEET; THENCE S45°58'13"E, 77.35 FEET; THENCE S41°14'15"E, 278.68 FEET; THENCE S26°40'26"E, 77.53 FEET; THENCE S02°34'32"W, 64.73 FEET; THENCE S25°40'41"W, 89.23 FEET; THENCE S48°45'45"W, 190.83 FEET; THENCE S76°36'53"W, 93.30 FEET; THENCE N80°30'39"W, 62.94 FEET;

CONTINUED ON SHEET 12

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4420 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8498

DRAWING NAME: C:\USERS\JWALE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_1256\DIST15 EXS.DWG 11 x 17 4/16/2024 11:15 AM BY: GWALE

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 12 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 11

THENCE N57°40'31"W, 80.41 FEET; THENCE N44°18'22"W, 467.21 FEET; THENCE N27°49'14"W, 164.17 FEET; THENCE N34°53'59"W, 60.04 FEET; THENCE N55°06'01"E, 42.09 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 34°11'02", AN ARC DISTANCE OF 280.41 FEET TO THE POINT OF TANGENCY; THENCE N20°54'59"E, 272.50 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 820.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°19'29", AN ARC DISTANCE OF 233.63 FEET TO THE POINT OF TANGENCY; THENCE N04°35'30"E, 176.85 FEET; THENCE N85°24'30"W, 135.00 FEET; THENCE N73°50'39"W, 97.94 FEET; THENCE N50°20'55"W, 212.58 FEET; THENCE N38°49'31"W, 75.49 FEET; THENCE N24°38'48"W, 176.96 FEET; THENCE N15°01'24"W, 50.49 FEET; THENCE N05°30'35"W, 146.17 FEET; THENCE N05°17'12"E, 225.98 FEET; THENCE N08°57'03"E, 147.79 FEET; THENCE N12°23'15"W, 80.32 FEET; THENCE S88°31'32"E, 561.76 FEET; THENCE S79°33'47"E, 83.93 FEET; THENCE S71°41'08"E, 83.81 FEET; THENCE S58°22'38"E, 167.03 FEET; THENCE S45°35'09"E, 124.73 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 780.00 FEET AND A CHORD BEARING AND DISTANCE OF N64°01'09"E, 19.12 FEET TO WHICH A RADIAL LINE BEARS N26°40'59"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°24'17", AN ARC DISTANCE OF 19.12 FEET TO THE POINT OF TANGENCY; THENCE N64°43'18"E, 121.37 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 430.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 27°43'43", AN ARC DISTANCE OF 208.10 FEET TO THE POINT OF TANGENCY; THENCE S87°32'59"E, 402.17 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 31.42 FEET TO THE POINT OF TANGENCY; THENCE N02°27'01"E, 23.29 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,025.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°56'07", AN ARC DISTANCE OF 159.85 FEET; THENCE ALONG A NON-TANGENT LINE RUN N60°02'38"W, 240.97 FEET; THENCE N63°56'34"W, 50.68 FEET; THENCE S87°31'27"W, 420.00 FEET; THENCE N86°59'23"W, 95.97 FEET; THENCE N70°43'21"W, 323.94 FEET; THENCE N81°51'05"W, 51.24 FEET; THENCE S87°31'27"W, 722.62 FEET; THENCE N14°23'41"W, 71.26 FEET; THENCE N04°14'19"W, 156.74 FEET; THENCE N00°19'00"W, 39.50 FEET; THENCE N12°59'30"E, 63.33 FEET; THENCE N25°52'54"E, 52.46 FEET; THENCE N38°46'18"E, 63.67 FEET; THENCE N51°39'38"E, 47.83 FEET; THENCE N64°32'59"E, 79.05 FEET; THENCE N86°36'27"E, 371.82 FEET; THENCE N70°30'04"E, 64.93 FEET; THENCE N55°40'41"E, 87.70 FEET; THENCE N36°44'29"E, 65.65 FEET; THENCE N25°21'22"E, 66.45 FEET; THENCE N11°45'52"E, 62.52 FEET; THENCE N01°12'34"W, 64.16 FEET; THENCE N05°10'10"W, 82.56 FEET; THENCE N13°04'40"E, 98.21 FEET; THENCE N29°06'29"E, 97.72 FEET; THENCE N46°48'47"E, 97.72 FEET; THENCE N64°31'04"E, 97.72 FEET; THENCE N81°31'28"E, 92.21 FEET; THENCE N87°31'27"E, 700.00 FEET; THENCE N86°15'15"E, 66.62 FEET; THENCE N74°48'14"E, 62.40 FEET; THENCE N61°24'31"E, 62.40 FEET; THENCE N48°00'42"E, 62.41 FEET; THENCE N36°56'31"E, 65.78 FEET; THENCE N30°42'43"E, 66.57 FEET; THENCE N24°34'54"E, 66.57 FEET; THENCE N20°21'01"E, 72.86 FEET; THENCE N24°26'38"E, 78.14 FEET; THENCE N29°32'53"E, 78.15 FEET; THENCE N34°17'16"E, 66.99 FEET; THENCE N38°39'46"E, 66.99 FEET; THENCE N41°57'19"E, 33.85 FEET; THENCE N31°48'39"W, 45.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,400.00 FEET AND A CHORD BEARING AND DISTANCE OF N47°00'43"E, 542.77 FEET TO WHICH A RADIAL LINE BEARS S31°48'39"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 22°21'17", AN ARC DISTANCE OF 546.23 FEET TO THE POINT OF TANGENCY; THENCE N35°50'04"E, 346.34 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°15'48", AN ARC DISTANCE OF 13.45 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°12'24", AN ARC DISTANCE OF 87.60 FEET TO THE POINT OF TANGENCY; THENCE S53°43'11"E, 210.94 FEET; THENCE N36°16'49"E, 120.00 FEET; THENCE N07°21'31"E, 141.52 FEET; THENCE N58°44'42"E, 141.50 FEET; THENCE S72°29'17"E, 119.86 FEET; THENCE N42°23'07"E, 156.33 FEET; THENCE N71°50'22"E, 130.73 FEET; THENCE S78°30'05"E, 103.20 FEET; THENCE S64°42'47"E, 372.27 FEET; THENCE N69°45'53"E, 48.12 FEET; THENCE N18°14'48"E, 81.35 FEET; THENCE N43°56'55"E, 59.17 FEET; THENCE N69°39'01"E, 85.47 FEET; THENCE S84°38'52"E, 59.17 FEET; THENCE S58°56'46"E, 85.47 FEET; THENCE S33°14'39"E, 59.17 FEET; THENCE S07°32'32"E, 118.30 FEET; THENCE S44°26'50"W, 104.09 FEET; THENCE S52°47'03"W, 67.64 FEET; THENCE S25°17'13"W, 65.20 FEET; THENCE S64°42'47"E, 174.00 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 217.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°45'13", AN ARC DISTANCE OF 101.56 FEET TO THE POINT OF TANGENCY; THENCE S37°57'34"E, 5.58 FEET; THENCE N52°02'26"E, 329.93 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 275.00 FEET AND A CHORD BEARING AND DISTANCE OF N07°44'38"W, 173.37 FEET TO WHICH A RADIAL LINE BEARS S63°52'57"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°44'50", AN ARC DISTANCE OF 176.37 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 467.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°26'47", AN ARC DISTANCE OF 321.52 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 375.00 FEET; THENCE NORTHERLY

CONTINUED ON SHEET 13

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4150 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB#68

DRAWING NAME: C:\USERS\DANIEL~1\AppData\Local\Temp\AcPublish_8260\DWG 12 8.5 X 11 4/16/2024 11:38 AM BY: GWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT "2"
SHEET 13 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 12

ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°22'00", AN ARC DISTANCE OF 192.20 FEET TO THE POINT OF TANGENCY; THENCE N00°33'00"E, 14.62 FEET; THENCE N89°43'47"W, 1,087.59 FEET; THENCE N59°30'49"W, 29.81 FEET; THENCE N36°57'12"W, 133.50 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,823.00 FEET AND A CHORD BEARING AND DISTANCE OF N66°15'48"E, 1,290.88 FEET TO WHICH A RADIAL LINE BEARS N36°57'12"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°26'01", AN ARC DISTANCE OF 1,302.40 FEET TO THE POINT OF TANGENCY; THENCE N79°28'48"E, 195.27 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 3,850.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°39'22", AN ARC DISTANCE OF 514.46 FEET; THENCE ALONG A RADIAL LINE RUN S18°10'34"E, 169.34 FEET; THENCE S20°46'30"E, 88.91 FEET; THENCE S18°25'14"E, 70.00 FEET; THENCE S02°06'38"W, 134.36 FEET; THENCE S49°52'38"W, 141.47 FEET; THENCE S74°34'25"W, 71.51 FEET; THENCE S75°30'47"W, 71.51 FEET; THENCE S76°27'10"W, 71.51 FEET; THENCE S77°23'32"W, 71.51 FEET; THENCE S78°19'55"W, 71.51 FEET; THENCE S79°16'18"W, 71.51 FEET; THENCE N89°27'00"W, 92.08 FEET; THENCE S00°33'00"W, 178.67 FEET; THENCE N89°27'00"W, 65.67 FEET; THENCE N89°43'47"W, 44.33 FEET; THENCE S00°33'00"W, 14.87 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 325.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°22'00", AN ARC DISTANCE OF 166.58 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 517.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°30'58", AN ARC DISTANCE OF 121.96 FEET; THENCE ALONG A NON-TANGENT LINE RUN N77°10'06"E, 96.90 FEET; THENCE S89°51'45"E, 173.91 FEET; THENCE N72°59'49"E, 80.34 FEET; THENCE N00°08'15"E, 123.88 FEET; THENCE S89°27'00"E, 985.68 FEET; THENCE N03°57'33"E, 90.98 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 530.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°09'57", AN ARC DISTANCE OF 168.04 FEET; THENCE N22°07'30"E, 86.23 FEET; THENCE N67°52'30"W, 339.61 FEET; THENCE N38°12'07"W, 138.57 FEET; THENCE N22°07'30"E, 128.07 FEET; THENCE N02°36'40"E, 112.74 FEET; THENCE N15°37'48"W, 70.00 FEET; THENCE N08°42'16"W, 94.12 FEET; THENCE N12°32'05"E, 116.01 FEET; THENCE N25°55'27"W, 64.61 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 3,850.00 FEET AND A CHORD BEARING AND DISTANCE OF N60°45'03"E, 446.60 FEET TO WHICH A RADIAL LINE BEARS S25°55'27"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°39'00", AN ARC DISTANCE OF 446.85 FEET TO THE POINT OF TANGENCY; THENCE N57°25'33"E, 130.76 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 2,850.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 21°08'48", AN ARC DISTANCE OF 1,051.88 FEET TO THE POINT OF TANGENCY; THENCE N78°34'22"E, 168.30 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'06", AN ARC DISTANCE OF 84.56 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°00'16", AN ARC DISTANCE OF 10.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S11°25'38"E, 229.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 1,096.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 25°21'21", AN ARC DISTANCE OF 485.03 FEET TO THE POINT OF TANGENCY; THENCE S13°55'42"W, 204.65 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,196.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°07'45", AN ARC DISTANCE OF 482.80 FEET TO THE POINT OF TANGENCY; THENCE S09°12'03"E, 221.89 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 1,750.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°44'32", AN ARC DISTANCE OF 53.21 FEET; THENCE ALONG A NON-TANGENT LINE RUN N89°27'00"W, 743.99 FEET; THENCE N00°32'43"E, 229.99 FEET; THENCE N82°39'38"W, 90.62 FEET; THENCE N37°05'53"W, 125.16 FEET; THENCE N29°43'53"W, 60.72 FEET; THENCE N43°47'54"W, 61.91 FEET; THENCE N82°51'08"W, 14.47 FEET; THENCE N82°51'35"W, 70.32 FEET; THENCE S87°42'34"W, 72.45 FEET; THENCE N12°38'30"E, 38.26 FEET; THENCE N67°52'30"W, 91.96 FEET; THENCE S22°07'30"W, 426.64 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°09'57", AN ARC DISTANCE OF 149.01 FEET TO THE POINT OF TANGENCY; THENCE S03°57'33"W, 104.55 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 555.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°18'33", AN ARC DISTANCE OF 526.07 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 970.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°19'16", AN ARC DISTANCE OF 5.44 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°42'54", AN ARC DISTANCE OF 32.36 FEET TO THE POINT OF TANGENCY; THENCE S34°46'03"E, 72.71 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 375.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 22°14'48", AN ARC DISTANCE OF 145.60 FEET; THENCE ALONG A NON-TANGENT LINE RUN N25°10'57"E, 449.15 FEET; THENCE N72°25'02"E, 195.99 FEET; THENCE S64°49'03"E, 83.35

CONTINUED ON SHEET 14

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4150 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3129 LB#99

DRAWING NAME: C:\USERS\DOWNLE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_38260\DS15 EXHIBIT.DWG 11-25-X11 4/15/2024 11:36 AM DYE GRANLEES

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT "2"
SHEET 14 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 13

FEET; THENCE S48°52'20"E, 72.80 FEET; THENCE S64°52'35"E, 69.32 FEET; THENCE N86°39'04"E, 40.12 FEET; THENCE N55°00'26"E, 134.76 FEET; THENCE N89°54'59"E, 152.21 FEET; THENCE S77°43'47"E, 110.24 FEET; THENCE S47°17'30"E, 208.81 FEET; THENCE S32°28'40"W, 73.88 FEET; THENCE S20°25'28"W, 119.42 FEET; THENCE S13°18'50"E, 73.74 FEET; THENCE S69°37'49"E, 87.06 FEET; THENCE S61°53'26"E, 307.29 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,750.00 FEET AND A CHORD BEARING AND DISTANCE OF S24°23'41"W, 114.69 FEET TO WHICH A RADIAL LINE BEARS S67°29'00"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°45'21", AN ARC DISTANCE OF 114.72 FEET TO THE POINT OF TANGENCY; THENCE S26°16'21"W, 1,356.79 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 2,950.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°51'12", AN ARC DISTANCE OF 249.89 FEET; THENCE ALONG A RADIAL LINE RUN N58°52'26"W, 15.00 FEET; THENCE N86°19'51"W, 252.33 FEET; THENCE S61°26'27"W, 59.63 FEET; THENCE S52°02'14"W, 190.98 FEET; THENCE S83°10'20"W, 53.78 FEET; THENCE S78°51'08"W, 101.14 FEET; THENCE S85°43'14"W, 112.35 FEET; THENCE N64°06'39"W, 124.97 FEET; THENCE N39°38'20"W, 559.53 FEET; THENCE N38°08'22"W, 82.95 FEET; THENCE N15°38'53"W, 118.41 FEET; THENCE N16°05'37"E, 118.41 FEET; THENCE N43°53'03"E, 98.08 FEET; THENCE N50°19'40"E, 68.94 FEET; THENCE N29°01'37"E, 65.34 FEET; THENCE N60°58'23"W, 36.83 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 825.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°16'12", AN ARC DISTANCE OF 75.88 FEET; THENCE ALONG A NON-TANGENT LINE RUN S49°39'30"W, 226.83 FEET; THENCE S45°13'29"W, 67.82 FEET; THENCE S40°47'35"W, 67.84 FEET; THENCE S38°09'22"W, 179.73 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE THEREOF RUN N00°12'36"E, 1255.77 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 744.27 FEET TO THE POINT OF BEGINNING; THENCE N39°15'53"E, 110.00 FEET; THENCE N47°51'28"W, 66.77 FEET; THENCE N42°06'10"W, 69.01 FEET; THENCE N37°57'34"W, 217.18 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,530.00 FEET AND A CHORD BEARING AND DISTANCE OF N42°56'35"E, 444.57 FEET TO WHICH A RADIAL LINE BEARS S38°42'11"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°42'27", AN ARC DISTANCE OF 446.15 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 970.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°55'41", AN ARC DISTANCE OF 303.52 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°42'54", AN ARC DISTANCE OF 32.36 FEET; THENCE S34°46'03"E, 72.71 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 425.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°10'10", AN ARC DISTANCE OF 171.86 FEET; THENCE ALONG A NON-TANGENT LINE RUN S25°10'57"W, 96.19 FEET; THENCE S05°29'30"W, 294.01 FEET; THENCE S11°12'03"W, 90.13 FEET; THENCE S50°09'20"W, 72.80 FEET; THENCE S35°34'41"W, 83.79 FEET; THENCE S50°45'26"W, 176.91 FEET; THENCE S29°01'37"W, 135.07 FEET; THENCE N60°58'23"W, 42.05 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 775.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°14'16", AN ARC DISTANCE OF 138.48 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE THEREOF RUN N00°12'36"E, 1973.96 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 298.94 FEET TO THE POINT OF BEGINNING; THENCE N52°20'49"E, 101.67 FEET; THENCE N04°44'34"W, 113.96 FEET; THENCE N24°27'06"E, 101.13 FEET; THENCE S67°15'29"E, 91.82 FEET; THENCE S66°36'18"E, 220.32 FEET; THENCE S36°15'29"E, 68.43 FEET; THENCE S18°33'58"E, 141.56 FEET; THENCE S53°04'15"E, 20.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,470.00 FEET AND A CHORD BEARING AND DISTANCE OF S40°16'17"W, 171.40 FEET TO WHICH A RADIAL LINE BEARS S53°04'15"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°41'03", AN ARC DISTANCE OF 171.49 FEET; THENCE ALONG A NON-TANGENT LINE RUN N45°59'49"W, 92.74 FEET; THENCE N77°25'01"W, 125.62 FEET; THENCE S79°50'54"W, 75.68 FEET; THENCE N71°50'59"W, 54.18 FEET; THENCE N41°11'42"W, 54.10 FEET; THENCE N37°39'11"W, 64.87 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONTINUED ON SHEET 15

JOB S01122.09640

CFB CLYMER FARNER BARLEY
SURVEYING
4490 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB0408

DRAWING NAME: C:\USERS\DANIEL.TAPIA\APPDATA\LOCAL\TEMP\ACPUBLISH_16820\DISTRICT 15 EAST.DWG 11 X 17 4/16/2024 11:56 AM BY: DANIEL TAPIA

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

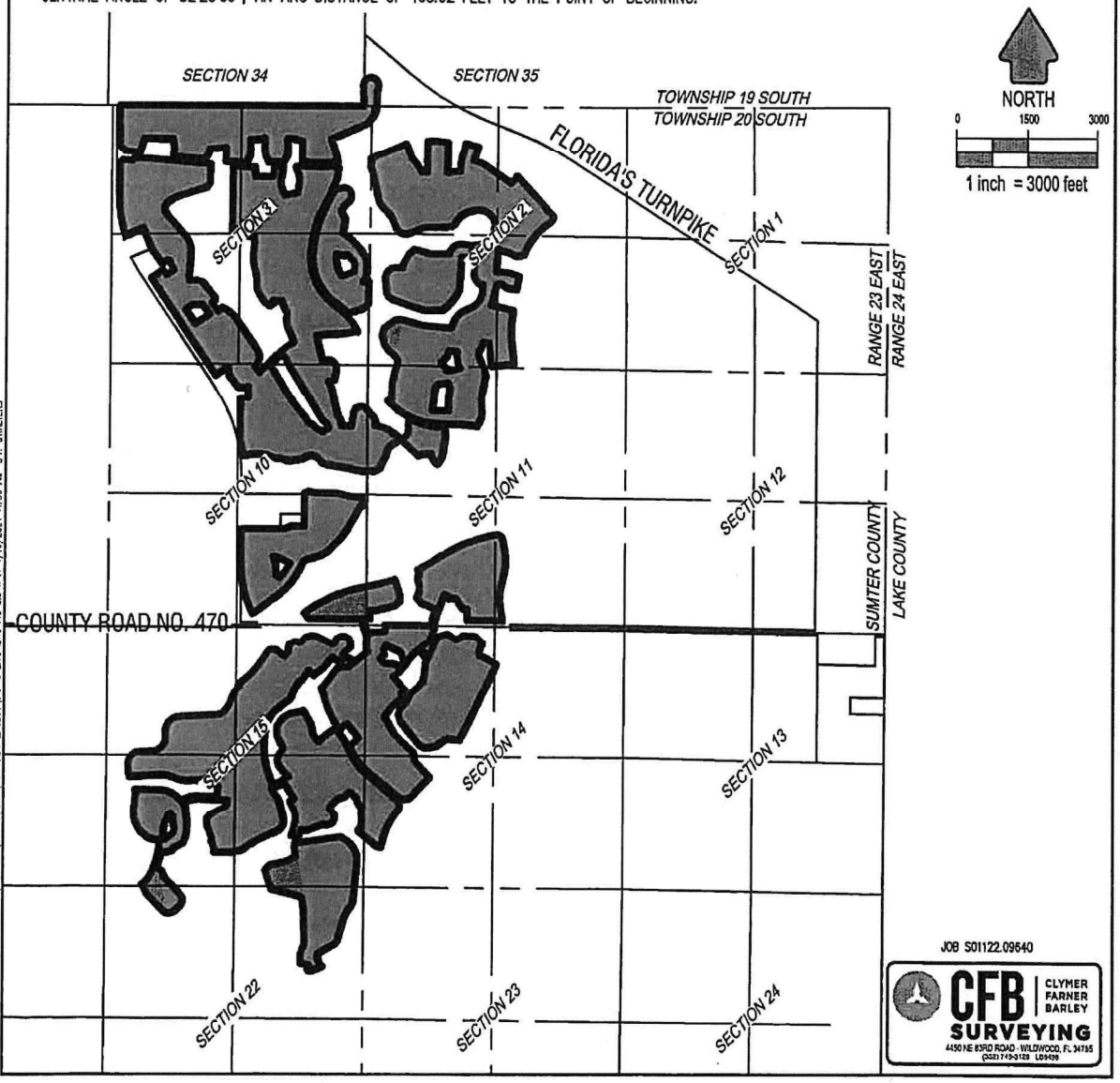
DISTRICT 15 (2ND AMENDMENT) EXISTING
1378.4 ACRES±

EXHIBIT " 2 "
SHEET 15 OF 15

LEGAL DESCRIPTION

CONTINUED FROM SHEET 14

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 15; THENCE ALONG THE EAST LINE THEREOF RUN S00°13'06"W, 1188.46 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°46'54"W, 4009.75 FEET TO THE POINT OF BEGINNING; THENCE S41°09'05"E, 86.54 FEET; THENCE S10°44'49"W, 76.87 FEET; THENCE S12°32'18"E, 190.31 FEET; THENCE S18°25'22"W, 82.25 FEET; THENCE S47°11'55"W, 34.82 FEET; THENCE S53°04'00"W, 168.99 FEET; THENCE S88°13'15"W, 42.86 FEET; THENCE N85°24'30"W, 10.00 FEET; THENCE N04°35'30"E, 154.44 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 720.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 32°28'09", AN ARC DISTANCE OF 408.02 FEET TO THE POINT OF BEGINNING.



JOB S01122.09640

CFB CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB9499

DRAWING NAME: C:\USERS\GRALE~1.FAR\APPDATA\LOCAL\TEMP\ACPUBLISH_18260\0-SHT15 EXIST.DWG :19 8.5 x 11 4/16/2024 11:36 AM BY: DWALTERS

EXHIBIT 3

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) ADDED
2.4 ACRES±

EXHIBIT " 3 "
SHEET 1 OF 6

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE NORTH LINE THEREOF RUN S89°51'17"E, 432.13 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°08'43"W, 1130.42 FEET TO THE POINT OF BEGINNING; THENCE S41°01'47"W, 13.31 FEET; THENCE N84°48'37"W, 0.96 FEET; (SAID POINT BEARS S20°10'54"E, 1216.13 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 3); THENCE N44°14'53"E, 13.90 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°40'44"W, 1581.34 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°19'16"E, 1923.86 FEET TO THE POINT OF BEGINNING; THENCE S54°29'52"W, 298.22 FEET; THENCE N33°56'01"W, 11.00 FEET; (SAID POINT BEARS N45°48'41"W, 2537.42 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 3); THENCE N54°29'52"E, 297.91 FEET; THENCE S35°30'08"E, 11.00 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTH 1/2 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN S89°45'28"E, 291.89 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°14'32"E, 2591.40 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N06°40'08"E, 2607.79 FEET FROM SAID SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 3); THENCE N81°37'49"W, 365.55 FEET; THENCE N42°56'26"W, 19.68 FEET; THENCE S81°37'49"E, 379.24 FEET; THENCE S00°39'41"W, 12.41 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN S89°45'28"E, 363.68 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°14'32"E, 1542.68 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N13°30'25"E, 1584.97 FEET FROM SAID SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 3); THENCE N11°26'58"W, 95.13 FEET; THENCE N00°41'08"W, 67.08 FEET; THENCE N00°46'49"E, 67.53 FEET; THENCE N13°02'44"W, 67.53 FEET; THENCE N11°34'47"W, 67.46 FEET; THENCE N14°49'50"W, 69.69 FEET; THENCE N11°49'11"W, 79.92 FEET; THENCE N06°44'18"W, 78.86 FEET; THENCE N07°01'06"E, 79.76 FEET; THENCE S01°38'03"E, 78.32 FEET; THENCE S06°44'18"E, 78.32 FEET; THENCE S11°50'32"E, 78.32 FEET; THENCE S14°49'07"E, 70.28 FEET; THENCE S11°34'47"E, 67.84 FEET; THENCE S07°56'54"E, 67.84 FEET; THENCE S04°19'01"E, 67.84 FEET; THENCE S00°41'08"E, 67.84 FEET; THENCE S04°13'52"E, 93.26 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°40'44"W, 351.70 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°19'16"E, 1153.62 FEET TO THE POINT OF BEGINNING; THENCE N43°58'14"E, 8.64 FEET; (SAID POINT BEARS N16°16'37"W, 1210.31 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 3); THENCE N87°19'39"E, 92.93 FEET; THENCE S59°04'40"E, 90.32 FEET; THENCE S51°02'53"E, 90.32 FEET; THENCE S42°58'01"W, 35.22 FEET; THENCE S34°23'32"E, 85.47 FEET; THENCE N44°20'20"W, 83.49 FEET; THENCE N51°02'53"W, 83.32 FEET; THENCE N59°04'40"W, 83.32 FEET; THENCE N65°55'59"W, 83.46 FEET TO THE POINT OF BEGINNING.

AND

CONTINUED ON SHEET 2

4/17/24
DATE

KAYE M. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 63RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB8459

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.

DRAWING NAME: C:\USERS\DNUE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_12860\D5715 ADJDNG.T E.S.T.T. 4/16/2024 11:17 AM BY: GRALEN5

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) ADDED
2.4 ACRES±

EXHIBIT " 3 "
SHEET 2 OF 6

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

A PARCEL OF LAND LYING WITHIN THE NORTH 1/2 OF SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 10; THENCE ALONG THE NORTH LINE THEREOF RUN S89°45'28"E, 181.06 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°14'32"W, 468.73 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S20°52'41"E, 502.49 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 10); THENCE S75°19'38"W, 42.59 FEET; THENCE N86°49'50"W, 138.89 FEET; THENCE N38°10'47"W, 11.95 FEET; THENCE S84°10'05"E, 131.80 FEET; THENCE N82°47'05"E, 56.59 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHEAST 1/4 OF SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 10; THENCE ALONG THE NORTH LINE THEREOF RUN S89°45'28"E, 181.06 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°14'32"W, 468.73 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S20°52'41"E, 502.49 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 10); THENCE N61°58'23"E, 40.97 FEET; THENCE S00°01'51"E, 250.19 FEET; THENCE S89°58'09"W, 10.00 FEET; THENCE N00°01'51"W, 180.54 FEET; THENCE N00°22'23"E, 57.37 FEET; THENCE S75°19'38"W, 27.47 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHEAST 1/4 OF SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 10; THENCE ALONG THE NORTH LINE THEREOF RUN S89°45'28"E, 1758.72 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°14'32"W, 1173.04 FEET TO THE POINT OF BEGINNING; THENCE S57°18'19"E, 107.34 FEET; THENCE S18°51'26"E, 88.17 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 940.00 FEET AND A CHORD BEARING AND DISTANCE OF S70°13'39"W, 30.03 FEET TO WHICH A RADIAL LINE BEARS N18°51'26"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°49'51", AN ARC DISTANCE OF 30.04 FEET; (SAID POINT BEARS S54°09'42"E, 2275.03 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 10); THENCE ALONG A NON-TANGENT LINE RUN N30°51'27"W, 176.57 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE NORTH LINE THEREOF RUN S89°47'59"E, 1957.24 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°12'01"W, 1675.67 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S49°13'53"E, 2576.55 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 3); THENCE S62°55'40"E, 6.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 927.50 FEET AND A CHORD BEARING AND DISTANCE OF S29°21'18"W, 73.88 FEET TO WHICH A RADIAL LINE BEARS S62°55'40"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°33'55", AN ARC DISTANCE OF 73.90 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 831.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°44'01", AN ARC DISTANCE OF 68.70 FEET TO A POINT OF CUSP; THENCE N26°54'13"E, 142.45 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHEAST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE NORTH LINE THEREOF RUN S89°47'59"E, 2243.86 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°12'01"W, 1933.41 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S49°03'00"E, 2961.92 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 3); THENCE S32°29'12"W, 293.18 FEET; THENCE N26°03'28"W, 37.15 FEET; THENCE N32°29'12"E, 129.79 FEET; THENCE N44°53'55"E, 147.45 FEET TO THE POINT OF BEGINNING.

JOB S01122.09640

AND

CONTINUED ON SHEET 3

CFB CLYMER FARNER BARLEY
SURVEYING
4430 NE 83RD ROAD - WILDWOOD, FL. 34785
(352) 748-3126 LB8498

DRAWING NAME: C:\USERS\GWALTE~1.FAR\APPDATA\LOCAL\TEMP\ACPUBLISH_1856\DWG015 ADDDMC 12.5 X 11 4/16/2024 11:37 AM BY: GWALTERS
---- : CFB_Survey_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) ADDED
2.4 ACRES±

EXHIBIT " 3 "
SHEET 3 OF 6

LEGAL DESCRIPTION

CONTINUED FROM SHEET 2

A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°45'28"W, 111.39 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°14'32"E, 1695.21 FEET TO THE POINT OF BEGINNING; THENCE N32°52'33"E, 117.66 FEET; (SAID POINT BEARS N01°17'18"W, 1794.93 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 3); THENCE S29°10'54"E, 115.10 FEET; THENCE N89°11'53"W, 120.00 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 2; THENCE ALONG THE SOUTH LINE THEREOF RUN S89°02'15"E, 321.54 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°57'45"E, 1758.45 FEET TO THE POINT OF BEGINNING; THENCE N05°41'59"W, 198.45 FEET; (SAID POINT BEARS N09°38'31"E, 1978.21 FEET FROM SAID SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 2); THENCE N79°47'16"E, 173.66 FEET; THENCE S64°56'55"W, 58.71 FEET; THENCE S49°00'31"W, 61.36 FEET; THENCE S33°18'17"W, 56.95 FEET; THENCE S17°21'53"W, 63.13 FEET; THENCE S01°38'28"W, 55.33 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF AFORESAID SECTION 2; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 2; THENCE ALONG SAID LINE RUN S89°02'15"E, 329.58 FEET; THENCE DEPARTING SAID LINE RUN N00°57'45"E, 764.20 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N20°39'31"E, 834.57 FEET FROM SAID SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 2); THENCE N65°00'08"W, 52.88 FEET; THENCE N54°46'54"E, 295.41 FEET; THENCE S80°30'02"E, 127.16 FEET; THENCE S82°57'51"W, 66.30 FEET; THENCE S64°28'09"W, 72.86 FEET; THENCE S54°46'54"W, 229.23 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF AFORESAID SECTION 2; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 2; THENCE ALONG SAID LINE RUN S89°02'15"E, 2400.97 FEET; THENCE DEPARTING SAID LINE RUN N00°57'45"E, 58.85 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N89°33'30"E, 2401.69 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE N26°42'45"W, 136.55 FEET; THENCE N20°02'48"W, 63.16 FEET; THENCE S88°47'55"E, 34.76 FEET; THENCE S05°26'47"E, 52.20 FEET; THENCE S14°03'36"E, 65.97 FEET; THENCE S22°54'01"E, 70.16 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF AFORESAID SECTION 2; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 2; THENCE ALONG SAID LINE RUN S89°02'15"E, 2912.39 FEET; THENCE DEPARTING SAID LINE RUN N00°57'45"E, 58.39 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N89°48'50"E, 2912.98 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE N84°30'10"E, 143.91 FEET; THENCE S05°28'07"E, 42.41 FEET; THENCE S85°50'49"W, 15.00 FEET; THENCE N70°30'24"W, 76.01 FEET; THENCE N86°50'06"W, 60.82 FEET TO THE POINT OF BEGINNING.

AND

CONTINUED ON SHEET 4

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4150 NE 83RD ROAD - WILDWOOD, FL. 34785
(352) 748-3128 LB6998

DRAWING NAME: C:\USERS\QUALE\APPDATA\LOCAL\TEMP\ACPUBLISH_16276\SKETCHES ADDITION 2.3 & 2.4 4/16/2024 11:37 AM BY: QUALERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) ADDED
2.4 ACRES±

EXHIBIT " 3 "
SHEET 4 OF 6

LEGAL DESCRIPTION

CONTINUED FROM SHEET 3

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 2466.63 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 91.49 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S86°54'48"E, 2468.32 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE N78°38'09"E, 68.90 FEET; THENCE S13°11'55"W, 114.00 FEET; THENCE S08°58'22"E, 90.55 FEET; THENCE S11°09'26"W, 70.00 FEET; THENCE S12°23'45"E, 76.36 FEET; THENCE S05°32'29"E, 73.08 FEET; THENCE N78°50'25"W, 117.29 FEET; THENCE N11°09'35"E, 289.01 FEET; THENCE N03°47'31"W, 96.83 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 2 AND 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1742.71 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 80.70 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S86°23'10"E, 1744.57 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE N62°04'18"E, 190.66 FEET; THENCE S27°30'51"E, 48.07 FEET; THENCE S74°01'56"W, 131.30 FEET; THENCE S80°42'14"W, 65.29 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1094.99 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1135.36 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,478.50 FEET AND A CHORD BEARING AND DISTANCE OF S73°44'39"E, 28.72 FEET TO WHICH A RADIAL LINE BEARS S16°48'44"W; SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°06'46", AN ARC DISTANCE OF 28.72 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,171.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°14'33", AN ARC DISTANCE OF 45.85 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 471.50 FEET AND A CHORD BEARING AND DISTANCE OF N74°15'41"W, 19.14 FEET TO WHICH A RADIAL LINE BEARS S14°34'32"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°19'34", AN ARC DISTANCE OF 19.14 FEET TO THE POINT OF TANGENCY; (SAID POINT BEARS S43°58'49"E, 1625.54 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE N73°05'54"W, 55.43 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1246.66 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1228.33 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 503.50 FEET AND A CHORD BEARING AND DISTANCE OF S76°28'30"E, 44.46 FEET TO WHICH A RADIAL LINE BEARS S16°03'19"W; SAID POINT ALSO BEING THE POINT OF BEGINNING; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 05°03'38", AN ARC DISTANCE OF 44.47 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,481.96 FEET AND A CHORD BEARING AND DISTANCE OF S80°35'32"E, 82.13 FEET TO WHICH A RADIAL LINE BEARS S10°59'44"W; (SAID POINT BEARS S45°13'01"E, 1787.98 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°10'33", AN ARC DISTANCE OF 82.14 FEET; THENCE ALONG A NON-TANGENT LINE RUN N86°33'46"E, 26.79 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,476.50 FEET AND A CHORD BEARING AND DISTANCE OF S83°42'13"E, 25.95 FEET TO WHICH A RADIAL LINE BEARS S06°47'59"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°00'25", AN ARC DISTANCE OF 25.95 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 42°39'35", AN ARC DISTANCE OF 16.01 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°51'16", AN ARC DISTANCE OF 74.37 FEET TO THE

CONTINUED ON SHEET 5

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 53RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB6499

DRAWING NAME: C:\USERS\CFBALES-1\APPDATA\LOCAL\TEMP\ACPUBLISH_16016\DWG TO PDF.PC3 ANSI B (11.00 X 17.00 INCHES) 4/16/2024 10:37 AM BY: CHALFERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) ADDED
2.4 ACRES±

EXHIBIT " 3 "
SHEET 5 OF 6

LEGAL DESCRIPTION

CONTINUED FROM SHEET 4

POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 41°28'50", AN ARC DISTANCE OF 15.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,477.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°59'56", AN ARC DISTANCE OF 25.76 FEET TO A POINT OF CUSP; THENCE N88°55'12"W, 26.13 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 41°33'15", AN ARC DISTANCE OF 15.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°33'16", AN ARC DISTANCE OF 74.11 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 42°06'44", AN ARC DISTANCE OF 15.80 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,176.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°15'00", AN ARC DISTANCE OF 25.67 FEET; THENCE ALONG A NON-TANGENT LINE RUN S85°57'36"W, 26.47 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,181.50 FEET AND A CHORD BEARING AND DISTANCE OF N81°17'23"W, 50.70 FEET TO WHICH A RADIAL LINE BEARS S07°28'51"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°27'32", AN ARC DISTANCE OF 50.71 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 503.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°45'46", AN ARC DISTANCE OF 77.00 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1080.96 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1176.07 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S41°37'28"E, 1597.37 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE S73°05'54"E, 2.34 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,521.50 FEET AND A CHORD BEARING AND DISTANCE OF N69°34'50"W, 191.39 FEET TO WHICH A RADIAL LINE BEARS S16°48'48"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°12'43", AN ARC DISTANCE OF 191.51 FEET; THENCE ALONG A NON-TANGENT LINE RUN N16°12'03"E, 0.002 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,521.50 FEET AND A CHORD BEARING AND DISTANCE OF S69°32'12"E, 189.05 FEET TO WHICH A RADIAL LINE BEARS S24°01'31"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°07'25", AN ARC DISTANCE OF 189.17 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF AFORESAID SECTION 2; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 2; THENCE ALONG SAID LINE RUN S89°02'15"E, 3213.76 FEET; THENCE DEPARTING SAID LINE RUN N00°57'45"E, 2268.07 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N55°45'02"E, 3933.50 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE N73°55'32"W, 89.04 FEET; THENCE N68°39'15"E, 94.95 FEET; THENCE S71°12'13"E, 15.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 1,200.00 FEET AND A CHORD BEARING AND DISTANCE OF S17°26'08"W, 57.00 FEET TO WHICH A RADIAL LINE BEARS N71°12'13"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°43'19", AN ARC DISTANCE OF 57.01 FEET TO THE POINT OF BEGINNING.

JOB S01122.09640

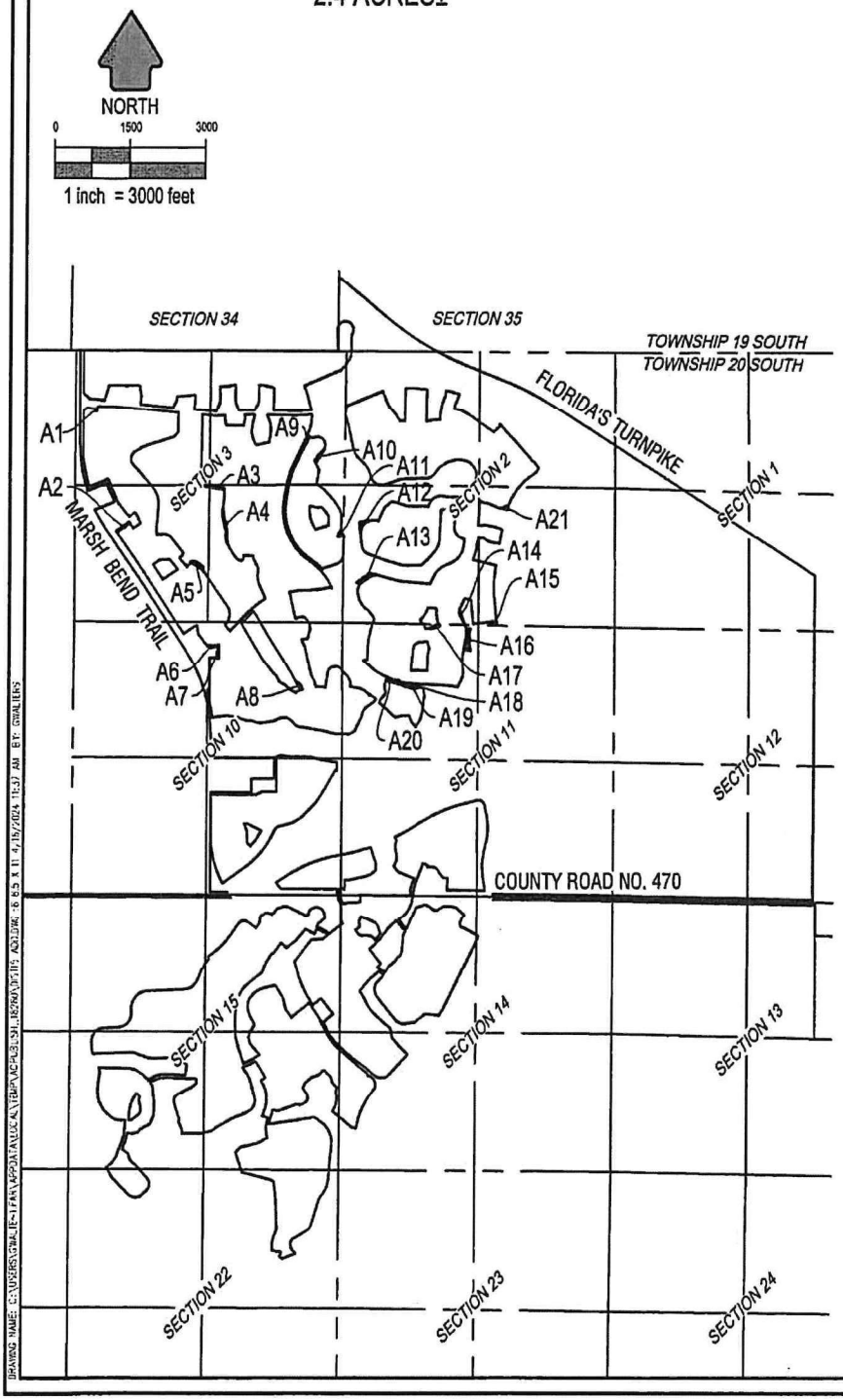
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB5498

GRAPHIC NAME: C:\USERS\GWALES-LFAX\APPDATA\LOCAL\TEMP\ACPUBLISH_16260\DISTRICT 15 ADDITION - 8.5 X 11 - 4/16/2024 11:27 AM BY: GWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) ADDED
2.4 ACRES±

EXHIBIT " 3 "
SHEET 6 OF 6



ADDED TABLE	
#	AREA
A1	5.19 SQUARE FEET±
A2	0.1 ACRES±
A3	0.1 ACRES±
A4	0.1 ACRES±
A5	0.2 ACRES±
A6	920.54 SQUARE FEET±
A7	0.1 ACRES±
A8	0.1 ACRES±
A9	427.11 SQUARE FEET±
A10	0.1 ACRES±
A11	0.1 ACRES±
A12	0.2 ACRES±
A13	0.3 ACRES±
A14	0.1 ACRES±
A15	0.1 ACRES±
A16	0.6 ACRES±
A17	0.1 ACRES±
A18	24.02 SQUARE FEET±
A19	522.72 SQUARE FEET±
A20	0.33 SQUARE FEET±
A21	0.1 ACRES±

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4150 NE 83RD ROAD - WILLISTON, FL 34695
(352) 749-3126 LB6498

DRAWING NAME: C:\USERS\CFB-LEE-FAN\APPDATA\LOCAL\TEMP\ACPUBLISH_16896\DWG TO PDF.PC3 ADJUSTED TO 8.5 X 11 - 4/15/2024 11:37 AM BY: GWALTERS

EXHIBIT 4

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) DELETED
0.4 ACRES±

EXHIBIT " 4 "
SHEET 1 OF 4

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE NORTH LINE THEREOF RUN S89°51'17"E, 432.13 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°08'43"W, 1130.42 FEET TO THE POINT OF BEGINNING; THENCE N41°01'47"E, 42.82 FEET; THENCE N05°11'23"E, 15.00 FEET; THENCE S84°48'37"E, 3.10 FEET; (SAID POINT BEARS S23°03'53"E, 1178.78 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 3); THENCE S05°11'23"W, 14.99 FEET; THENCE S44°14'53"W, 44.71 TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE WEST 1/2 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 3; THENCE ALONG THE NORTH LINE THEREOF RUN S89°51'17"E, 2502.37 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°08'43"W, 2553.73 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S44°16'22"E, 3575.39 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 3); THENCE S42°56'26"E, 109.02 FEET; THENCE N81°37'49"W, 75.87 FEET; THENCE N00°39'41"E, 68.77 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 571.81 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1403.82 FEET TO THE POINT OF BEGINNING; THENCE S54°43'37"E, 165.00 FEET; THENCE S40°40'35"W, 90.87 FEET; THENCE S58°37'44"W, 90.53 FEET; THENCE N55°59'24"E, 17.50 FEET; THENCE N48°46'30"E, 75.44 FEET; THENCE N26°00'04"W, 123.71 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 352.50 FEET AND A CHORD BEARING AND DISTANCE OF N39°28'25"E, 4.81 FEET TO WHICH A RADIAL LINE BEARS S50°08'09"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°46'53", AN ARC DISTANCE OF 4.81 FEET; THENCE ALONG A RADIAL LINE RUN N50°55'02"W, 35.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 317.50 FEET AND A CHORD BEARING AND DISTANCE OF N37°10'41"E, 21.11 FEET TO WHICH A RADIAL LINE BEARS S50°55'02"E; (SAID POINT BEARS S20°31'31"E, 1526.98 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°48'36", AN ARC DISTANCE OF 21.11 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 432.61 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 737.38 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 1,478.52 FEET AND A CHORD BEARING AND DISTANCE OF S57°59'40"E, 770.51 FEET TO WHICH A RADIAL LINE BEARS S47°06'33"W; SAID POINT ALSO BEING THE POINT OF BEGINNING; (SAID POINT BEARS S29°26'13"E, 854.92 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°12'27", AN ARC DISTANCE OF 779.51 FEET TO THE POINT OF TANGENCY; THENCE S73°05'54"E, 2.31 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 1,478.50 FEET AND A CHORD BEARING AND DISTANCE OF N58°02'21"W, 772.74 FEET TO WHICH A RADIAL LINE BEARS S16°48'44"W; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°17'51", AN ARC DISTANCE OF 781.82 FEET TO THE POINT OF BEGINNING.

AND

CONTINUED ON SHEET 2

4/17/24
DATE

KAYE M. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01122.09640

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 63RD ROAD - WILDWOOD, FL 34785
(352) 748-2126 LB0493

DRAWING NAME: C:\USERS\GRAITE~1.FAR\APPDATA\LOCAL\TEMP\ACPUBLISH_18260\DSTIS DELETED.DWG 11 8.5 x 11 4/16/2024 10:37 AM BY: GWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) DELETED
0.4 ACRES±

EXHIBIT " 4 "
SHEET 2 OF 4

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1241.49 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1167.31 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S45°48'05"E, 1704.08 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE S84°37'29"E, 94.80 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 478.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°09'37", AN ARC DISTANCE OF 26.39 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,411.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°54'01", AN ARC DISTANCE OF 120.68 FEET TO THE POINT OF TANGENCY; THENCE S86°21'53"E, 121.29 FEET; THENCE N87°52'45"W, 120.20 FEET TO THE POINT OF CURVATURE OF A CURVE NORTHERLY AND HAVING A RADIUS OF 1,112.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°55'37", AN ARC DISTANCE OF 173.33 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 128.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°43'57", AN ARC DISTANCE OF 15.10 FEET TO THE POINT OF TANGENCY; THENCE N85°41'07"W, 77.08 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 127.09 FEET AND A CHORD BEARING AND DISTANCE OF N79°23'23"W, 23.61 FEET TO WHICH A RADIAL LINE BEARS S05°16'47"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°39'39", AN ARC DISTANCE OF 23.65 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,130.78 FEET AND A CHORD BEARING AND DISTANCE OF N72°27'01"W, 25.26 FEET TO WHICH A RADIAL LINE BEARS S16°54'35"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°16'47", AN ARC DISTANCE OF 25.26 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1,171.50 FEET AND A CHORD BEARING AND DISTANCE OF N71°56'02"W, 5.08 FEET TO WHICH A RADIAL LINE BEARS N18°11'25"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°14'54", AN ARC DISTANCE OF 5.08 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 471.50 FEET AND A CHORD BEARING AND DISTANCE OF S80°01'29"E, 75.63 FEET TO WHICH A RADIAL LINE BEARS S14°34'32"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 09°12'01", AN ARC DISTANCE OF 75.71 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1152.37 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1196.02 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S42°48'37"E, 1653.63 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE S70°02'59"E, 88.72 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 503.50 FEET AND A CHORD BEARING AND DISTANCE OF S70°40'28"E, 10.95 FEET TO WHICH A RADIAL LINE BEARS S19°56'55"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°14'47", AN ARC DISTANCE OF 10.95 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 503.50 FEET AND A CHORD BEARING AND DISTANCE OF N71°56'09"W, 35.30 FEET TO WHICH A RADIAL LINE BEARS S16°03'19"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°01'03", AN ARC DISTANCE OF 35.30 FEET TO THE POINT OF TANGENCY; THENCE N69°55'38"W, 72.96 FEET; THENCE N73°05'54"W, 63.20 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,521.50 FEET AND A CHORD BEARING AND DISTANCE OF S73°44'37"E, 29.58 FEET TO WHICH A RADIAL LINE BEARS S16°48'48"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°06'51", AN ARC DISTANCE OF 29.58 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,128.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°08'38", AN ARC DISTANCE OF 42.23 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 804.73 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1491.15 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S27°23'31"E, 1694.44 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE S00°00'00"E, 101.24 FEET; THENCE N48°18'33"W, 45.17 FEET; THENCE N06°29'39"E, 39.70 FEET; THENCE N42°38'48"E, 43.17 FEET TO THE POINT OF BEGINNING.

AND

CONTINUED ON SHEET 3

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB6498

DRAWING NAME: C:\USERS\GRALEIGH-TAN\APPDATA\LOCAL\TEMP\ACPUBLISH_26260\D3715 DELETE.DWG - 8.5 X 11 - 4/19/2024 11:37 AM - BY: GRALEIGH

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) DELETED
0.4 ACRES±

EXHIBIT " 4 "
SHEET 3 OF 4

LEGAL DESCRIPTION

CONTINUED FROM SHEET 2

A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 10; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°43'47"W, 1778.11 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°16'13"E, 642.55 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N69°51'42"W, 1890.65 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 10); THENCE S51°20'22"W, 93.73 FEET; THENCE N37°00'42"W, 0.48 FEET; THENCE N51°38'06"E, 93.72 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF AFORESAID SECTION 2; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 2; THENCE ALONG SAID LINE RUN S89°02'15"E, 312.69 FEET; THENCE DEPARTING SAID LINE RUN N00°57'45"E, 716.99 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N24°31'31"E, 782.20 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE N65°00'08"W, 3.81 FEET; THENCE N24°59'52"E, 50.00 FEET; THENCE S65°00'08"E, 3.81 FEET; THENCE S24°59'52"W, 50.00 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 2, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF AFORESAID SECTION 2; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE SOUTHEAST CORNER OF SAID SECTION 2; THENCE ALONG SAID LINE RUN S89°02'15"E, 3055.38 FEET; THENCE DEPARTING SAID LINE RUN N00°57'45"E, 74.58 FEET TO THE POINT OF BEGINNING; THENCE N05°28'07"W, 563.17 FEET; (SAID POINT BEARS N78°59'45"E, 3058.78 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE SD5°29'50"E, 563.17 FEET; THENCE S84°30'10"W, 0.28 FEET TO THE POINT OF BEGINNING.

JOB S01122.09640

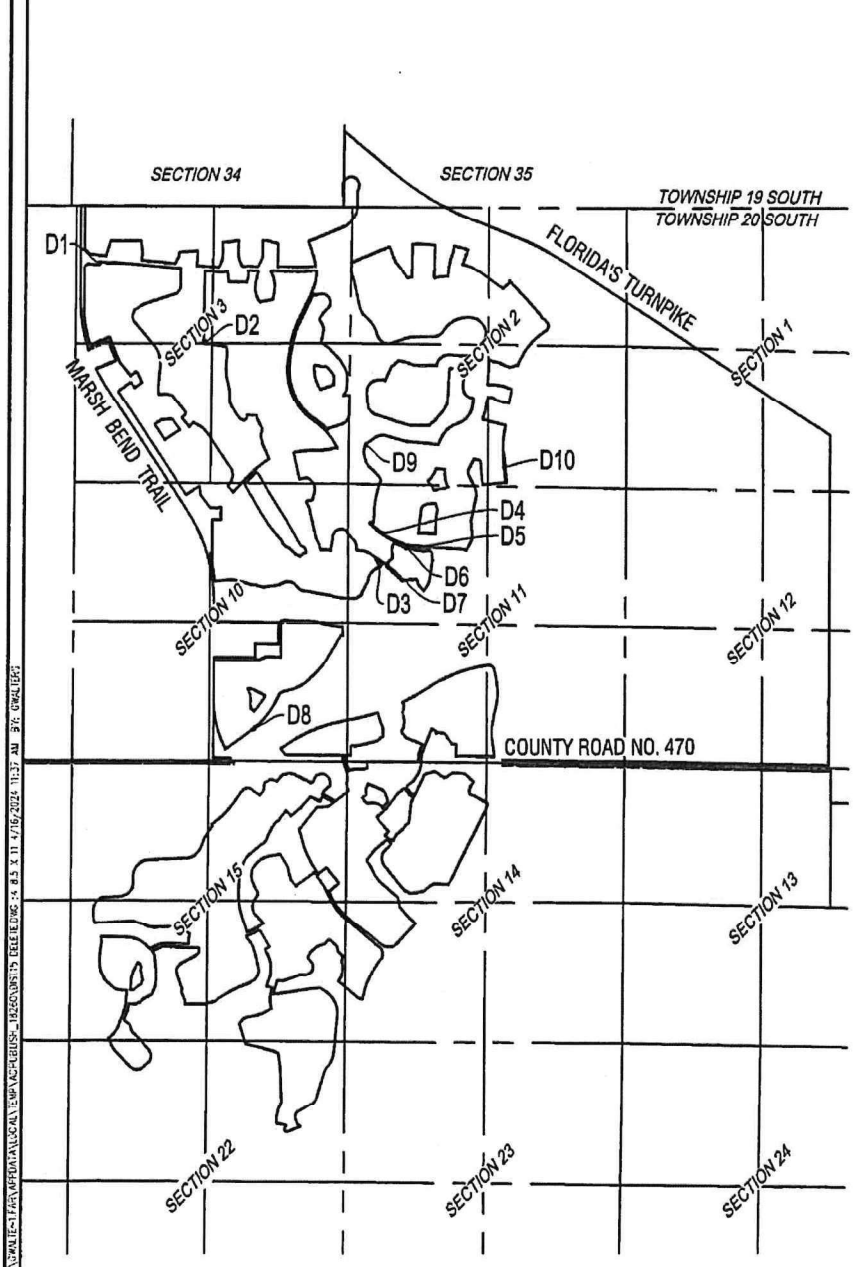
CFB | CLYMER FARNER BARLEY
SURVEYING
4150 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB#696

DRAWING NAME: C:\USERS\DWALTER\FARLAPPOINTALLOCATIONS\DELETE.DWG 13.85 X 11 4/10/2024 11:37 AM BY: DWALTER

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) DELETED
0.4 ACRES±

EXHIBIT " 4 "
SHEET 4 OF 4



DELETED TABLE	
#	AREA
D1	100.24 SQUARE FEET±
D2	0.1 ACRES±
D3	0.2 ACRES±
D4	1.028 SQUARE FEET±
D5	1173.23 SQUARE FEET±
D6	113.88 SQUARE FEET±
D7	0.1 ACRES±
D8	22.67 SQUARE FEET±
D9	190.53 SQUARE FEET±
D10	79.25 SQUARE FEET±

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4150 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB#688

DRAWING NAME: C:\USERS\SWALTER\APPDATA\LOCAL\TEMP\ACPUBLISH_19260\DS15 DELETED.DWG 24 X 36 (ANSI D) 4/16/2024 11:37 AM SWALTER

EXHIBIT 5-1

CONSENT TO AMEND THE BOUNDARY LINE OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

The undersigned, being the owner of the property described in Exhibit 3 to the Petition Amend the Boundary Line of Village Community Development District No. 15, hereby consents to the Petition to Amend the Boundary Line of Village Community Development District No. 15, dated the 3 of May, 2024.

THE VILLAGES DEVELOPMENT COMPANY, LLC, a Florida limited liability company

By: VDC Manager, LLC, a Florida limited liability company, its Manager

By: _____
Name: Robert L. Chandler IV
Title: Manager

EXHIBIT 5-2

CONSENT TO AMEND THE BOUNDARY LINE OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

The undersigned, being the owner of the property described in Exhibit 4 to the Petition Amend the Boundary Line of Village Community Development District No. 15, hereby consents to the Petition to Amend the Boundary Line of Village Community Development District No. 15, dated the 3 of May, 2024.

THE VILLAGES DEVELOPMENT COMPANY, LLC, a Florida limited liability company

By: VDC Manager, LLC, a Florida limited liability company, its Manager

By: _____

Name: Robert L. Chandler IV

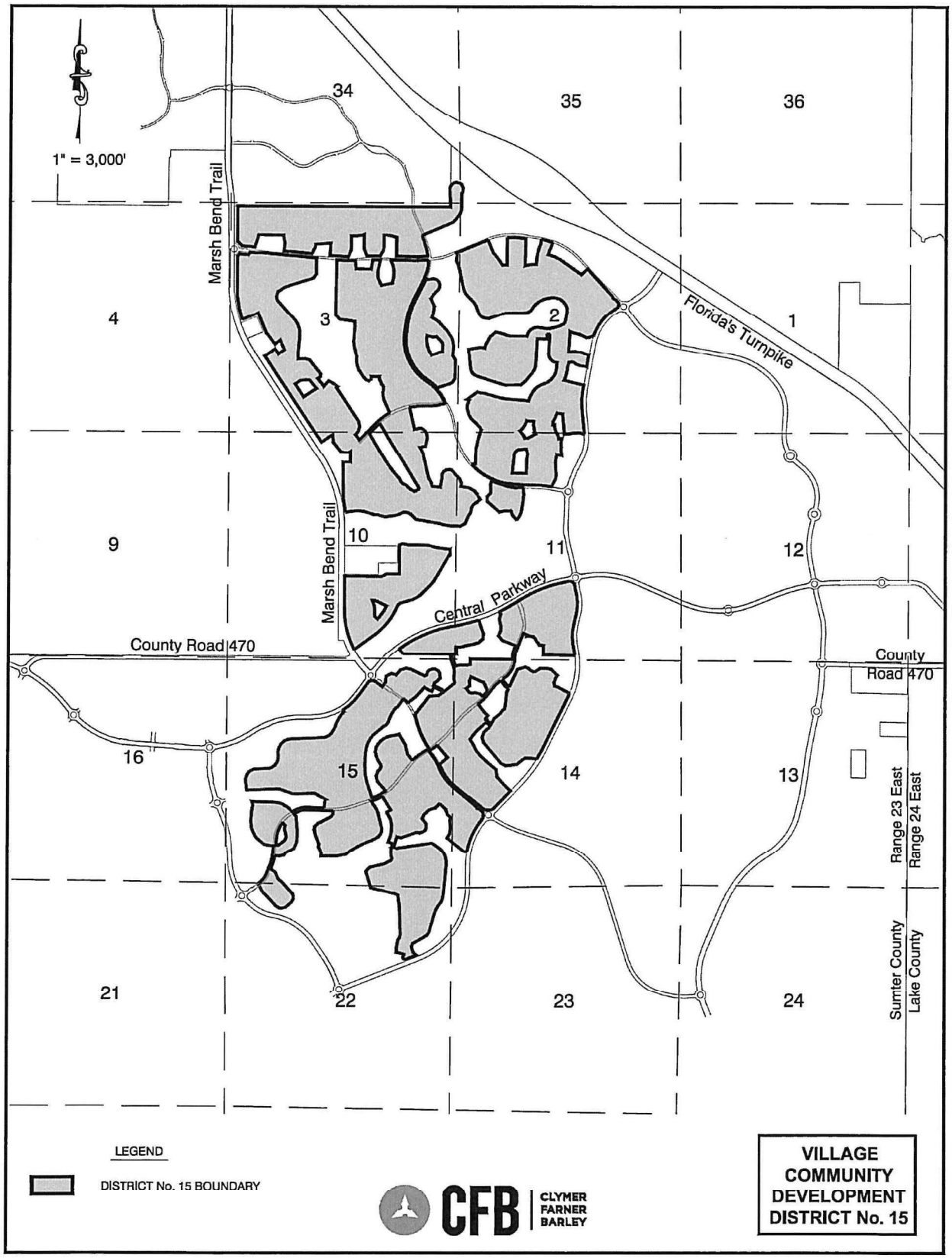
Title: Manager

EXHIBIT 6

BOARD OF SUPERVISORS
VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

1. Supervisor/Chair – Spencer Novak
2. Supervisor/Vice Chair – Liz Rodriguez
3. Supervisor/Secretary - Treasurer – Cooper Hage
4. Supervisor – Al Flori
5. Supervisor – Dayna Graham

EXHIBIT 7


1" = 3,000'
Marsh Bend Trail
Marsh Bend Trail
Florida's Turnpike
Central Parkway
County Road 470
County Road 470
34
35
36
4
3
2
1
9
10
11
12
16
15
14
13
21
22
23
24
Range 23 East
Range 24 East
Sumter County
Lake County
LEGEND
DISTRICT No. 15 BOUNDARY
CFB
CLYMER FARNER BARLEY
VILLAGE COMMUNITY DEVELOPMENT DISTRICT No. 15

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 1 OF 14

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 34 AND 35, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SECTIONS 2 AND 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND BEING A PORTION OF TRACT "H", VILLAGES OF SOUTHERN OAKS UNIT NO. 38, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 17, PAGES 40, 40A THROUGH 40H, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHEAST CORNER OF AFORESAID TRACT "H"; THENCE ALONG THE EAST LINE THEREOF RUN N00°21'30"E, 147.94 FEET; THENCE DEPARTING SAID EAST LINE RUN N06°08'11"W, 70.45 FEET; THENCE N01°49'16"W, 140.10 FEET; THENCE N04°11'41"W, 70.22 FEET; THENCE N10°47'31"E, 32.04 FEET; THENCE N26°35'27"E, 68.22 FEET; THENCE N52°47'14"E, 76.80 FEET; THENCE N77°14'11"E, 53.33 FEET; THENCE S78°02'54"E, 91.05 FEET; THENCE S50°22'17"E, 53.33 FEET; THENCE S25°52'25"E, 88.47 FEET; THENCE S02°52'10"W, 70.06 FEET; THENCE S21°11'04"W, 74.90 FEET; THENCE S00°20'07"W, 287.29 FEET; THENCE S07°25'34"W, 92.34 FEET; THENCE S19°35'06"W, 93.02 FEET; THENCE S35°53'08"W, 153.16 FEET; THENCE S43°10'06"W, 105.72 FEET; THENCE S67°11'26"W, 790.25 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 863.50 FEET AND A CHORD BEARING AND DISTANCE OF S20°16'23"E, 95.51 FEET TO WHICH A RADIAL LINE BEARS N66°33'24"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°20'25", AN ARC DISTANCE OF 95.55 FEET TO THE POINT OF TANGENCY; THENCE S17°06'11"E, 254.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 863.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°11'14", AN ARC DISTANCE OF 153.53 FEET; THENCE ALONG A NON-TANGENT LINE RUN S86°53'15"W, 224.88 FEET; THENCE N89°20'19"W, 514.67 FEET; THENCE N00°39'41"E, 443.74 FEET; THENCE N75°22'03"W, 36.83 FEET; THENCE N75°31'49"W, 138.83 FEET; THENCE N82°18'30"W, 63.09 FEET; THENCE N89°49'34"W, 68.11 FEET; THENCE S00°10'26"W, 284.58 FEET; THENCE S10°51'17"W, 74.94 FEET; THENCE S29°26'18"W, 153.54 FEET; THENCE N89°26'57"W, 310.09 FEET; THENCE N22°08'52"W, 172.68 FEET; THENCE N05°23'55"W, 55.42 FEET; THENCE N00°10'26"E, 283.85 FEET; THENCE S71°32'44"W, 28.92 FEET; THENCE S81°34'36"W, 66.16 FEET; THENCE S80°59'53"W, 77.00 FEET; THENCE S87°28'24"W, 81.69 FEET; THENCE N89°49'34"W, 50.00 FEET; THENCE S00°10'26"W, 268.50 FEET; THENCE S09°13'59"W, 63.16 FEET; THENCE S23°52'42"W, 171.47 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,433.51 FEET AND A CHORD BEARING AND DISTANCE OF N86°37'30"W, 90.79 FEET TO WHICH A RADIAL LINE BEARS S01°33'38"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°37'45", AN ARC DISTANCE OF 90.80 FEET TO THE POINT OF TANGENCY; THENCE N84°48'37"W, 339.84 FEET; THENCE N05°11'23"E, 138.73 FEET; THENCE N00°29'02"W, 127.07 FEET; THENCE N10°56'26"E, 20.24 FEET; THENCE S85°30'53"W, 355.10 FEET; THENCE S01°51'33"W, 15.37 FEET; THENCE S12°25'28"W, 62.02 FEET; THENCE S28°44'02"W, 162.28 FEET; THENCE N84°48'37"W, 655.55 FEET; THENCE N05°11'23"E, 185.90 FEET; THENCE N10°14'38"W, 170.74 FEET; THENCE N00°10'26"E, 21.49 FEET; THENCE N89°49'34"W, 588.04 FEET; THENCE S17°28'50"W, 301.95 FEET; THENCE N84°40'44"W, 304.78 FEET; THENCE N45°31'40"W, 156.01 FEET; THENCE N00°08'27"W, 827.03 FEET TO THE SOUTH LINE OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 34; THENCE ALONG SAID SOUTH LINE RUN S89°51'17"E, 2,384.76 FEET TO THE SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SAID SECTION 34; THENCE ALONG THE SOUTH LINE THEREOF RUN S89°47'59"E, 2,646.24 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 3, 10 AND 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°45'28"W, 938.15 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°14'32"E, 82.34 FEET TO THE POINT OF BEGINNING; THENCE N78°19'11"E, 141.25 FEET; THENCE S65°42'20"E, 67.57 FEET; THENCE S49°32'31"E, 57.41 FEET; THENCE S33°22'51"E, 67.64 FEET; THENCE S17°13'11"E, 54.93 FEET; THENCE S01°07'32"E, 63.72 FEET; THENCE S13°17'27"W, 192.89 FEET; THENCE S78°19'11"W, 126.74 FEET; THENCE S27°09'45"E, 139.21 FEET; THENCE S13°03'36"E, 585.50 FEET; THENCE S19°58'17"E, 52.26 FEET; THENCE S32°25'33"E, 76.50 FEET; THENCE S21°41'16"E, 48.37 FEET; THENCE S10°56'59"E, 73.01 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 940.00 FEET AND A CHORD BEARING AND DISTANCE OF S86°22'05"E, 183.94 FEET TO WHICH A RADIAL LINE BEARS N01°58'58"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°13'48", AN ARC DISTANCE OF 184.24 FEET TO THE POINT OF TANGENCY; THENCE S80°45'11"E, 8.84 FEET; THENCE N09°14'49"E, 90.00 FEET; THENCE N11°33'44"E, 111.34 FEET; THENCE N02°17'37"E, 94.59 FEET; THENCE N29°37'03"E, 78.81 FEET; THENCE N55°19'10"E, 62.55 FEET; THENCE N81°01'16"E, 84.59 FEET; THENCE S73°16'37"E, 56.28 FEET; THENCE S51°15'55"E, 42.87 FEET; THENCE S37°59'35"E, 71.92 FEET; THENCE S41°09'38"E, 71.10 FEET;

CONTINUED ON SHEET 2

4/17/24
DATE

KAYE N. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8498

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.

DRAWING NAME: C:\USERS\GWALTE~1.FAR\APPDATA\LOCAL\TEMP\MCPUBUSH_M26\EVSI15 VC\ENG 21 8.5 X 11 4/15/2024 11:38 AM 81 24 ARIES

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 2 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

THENCE S44°20'59"E, 98.86 FEET; THENCE S22°52'25"E, 105.25 FEET; THENCE S05°46'26"W, 57.68 FEET; THENCE S09°14'49"W, 16.62 FEET; THENCE S78°40'22"E, 157.85 FEET; THENCE S71°34'09"E, 81.00 FEET; THENCE S59°44'08"E, 67.62 FEET; THENCE S53°45'23"E, 50.47 FEET; THENCE S37°47'57"E, 64.23 FEET; (SAID POINT BEARS S20°31'31"E, 1526.98 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE S50°55'02"E, 35.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 352.50 FEET AND A CHORD BEARING AND DISTANCE OF S39°28'25"W, 4.81 FEET TO WHICH A RADIAL LINE BEARS S50°55'02"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°46'53", AN ARC DISTANCE OF 4.81 FEET; THENCE ALONG A NON-TANGENT LINE RUN S28°00'04"E, 123.71 FEET; THENCE S48°46'30"W, 75.44 FEET; THENCE S55°59'24"W, 82.79 FEET; THENCE S46°49'34"W, 64.69 FEET; THENCE S28°10'29"W, 64.94 FEET; THENCE S10°19'13"W, 65.53 FEET; THENCE S17°43'33"W, 59.96 FEET; THENCE S34°22'34"W, 67.35 FEET; THENCE S25°15'45"W, 78.01 FEET; THENCE S22°58'25"W, 128.21 FEET; THENCE S61°19'04"W, 127.02 FEET; THENCE N88°52'50"W, 243.55 FEET; THENCE N82°17'16"W, 79.71 FEET; THENCE N77°57'12"W, 79.71 FEET; THENCE N73°28'16"W, 76.62 FEET; THENCE N79°38'22"W, 415.06 FEET; THENCE N85°10'47"W, 87.39 FEET; THENCE N74°59'32"W, 88.92 FEET; THENCE N46°12'25"W, 171.49 FEET; THENCE N59°28'07"W, 59.10 FEET; THENCE N75°30'24"W, 58.09 FEET; THENCE S88°35'40"W, 58.09 FEET; THENCE S66°48'49"W, 71.58 FEET; THENCE S64°28'28"W, 76.50 FEET; THENCE S75°56'54"W, 74.89 FEET; THENCE S83°36'10"W, 149.48 FEET; THENCE S80°19'08"W, 75.35 FEET; THENCE N76°37'20"W, 77.24 FEET; THENCE N72°19'37"W, 89.83 FEET; THENCE N86°55'40"W, 103.31 FEET; THENCE N71°18'30"W, 129.90 FEET; THENCE N72°03'13"W, 71.18 FEET; THENCE N77°15'42"W, 70.30 FEET; THENCE N83°09'13"W, 69.50 FEET; THENCE N88°55'33"W, 67.45 FEET; THENCE S85°29'29"W, 67.44 FEET; THENCE S83°37'32"W, 213.58 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 3,125.00 FEET AND A CHORD BEARING AND DISTANCE OF N09°58'52"W, 331.40 FEET TO WHICH A RADIAL LINE BEARS N83°03'30"E; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°04'44", AN ARC DISTANCE OF 331.56 FEET; THENCE ALONG A NON-TANGENT LINE RUN N00°01'51"W, 851.31 FEET; THENCE N89°58'09"E, 170.00 FEET; THENCE N00°01'51"W, 250.19 FEET; THENCE S61°58'23"W, 40.97 FEET; (SAID POINT BEARS S20°52'41"E, 502.49 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 10); THENCE S82°47'05"W, 56.59 FEET; THENCE N84°10'05"W, 131.80 FEET; THENCE N38°10'47"W, 297.15 FEET; THENCE N06°09'44"W, 175.03 FEET; THENCE S57°03'09"W, 315.99 FEET; THENCE N33°54'37"W, 825.87 FEET; THENCE N33°58'04"W, 1,400.02 FEET; THENCE N33°56'01"W, 180.31 FEET; (SAID POINT BEARS N45°48'41"W, 2537.42 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 3); THENCE N54°29'52"E, 297.91 FEET; THENCE S35°30'08"E, 141.80 FEET; THENCE N54°29'52"E, 169.07 FEET; THENCE N23°01'29"W, 103.03 FEET; THENCE S67°37'52"W, 4.07 FEET; THENCE N22°22'08"W, 101.13 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 106.50 FEET AND A CHORD BEARING AND DISTANCE OF N73°16'08"W, 46.74 FEET TO WHICH A RADIAL LINE BEARS S04°03'23"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 25°20'57", AN ARC DISTANCE OF 47.12 FEET; THENCE ALONG A NON-TANGENT LINE RUN S52°14'13"W, 118.34 FEET; THENCE N37°45'47"W, 295.00 FEET; THENCE N44°45'17"W, 36.34 FEET; THENCE N22°46'56"W, 516.69 FEET; THENCE S67°13'04"W, 410.12 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 2,860.00 FEET AND A CHORD BEARING AND DISTANCE OF N12°03'51"W, 556.24 FEET TO WHICH A RADIAL LINE BEARS S72°21'19"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°09'40", AN ARC DISTANCE OF 557.12 FEET TO THE POINT OF TANGENCY; THENCE N00°06'06"W, 948.49 FEET; THENCE N45°38'16"E, 76.37 FEET; THENCE S84°48'37"E, 203.60 FEET; (SAID POINT BEARS S20°10'54"E, 1216.13 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 3); THENCE N44°14'53"E, 58.60 FEET; THENCE N05°11'23"E, 14.99 FEET; (SAID POINT BEARS S23°03'53"E, 1178.78 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 3); THENCE S84°48'37"E, 122.01 FEET; THENCE N89°48'40"E, 170.69 FEET; THENCE S84°48'37"E, 1,289.13 FEET; THENCE S05°11'23"W, 15.00 FEET; THENCE S00°16'18"W, 357.53 FEET; THENCE S36°15'00"W, 124.90 FEET; THENCE S72°42'59"W, 596.90 FEET; THENCE S68°19'44"W, 68.89 FEET; THENCE S62°27'01"W, 72.61 FEET; THENCE S56°02'12"W, 155.84 FEET; THENCE S25°17'34"W, 60.21 FEET; THENCE S13°13'56"W, 57.65 FEET; THENCE S07°53'24"E, 56.50 FEET; THENCE S28°45'58"E, 56.52 FEET; THENCE S41°41'38"E, 637.36 FEET; THENCE S30°06'42"E, 86.81 FEET; THENCE S21°25'34"E, 86.60 FEET; THENCE S11°23'20"E, 86.60 FEET; THENCE S01°25'30"E, 86.61 FEET; THENCE S04°52'58"W, 422.04 FEET; THENCE S02°26'08"W, 59.98 FEET; THENCE S04°03'57"E, 86.22 FEET; THENCE N87°32'22"E, 155.59 FEET; THENCE S74°15'18"E, 116.79 FEET; THENCE S39°04'01"E, 420.83 FEET; THENCE S11°11'49"W, 56.04 FEET; THENCE S50°55'59"W, 76.91 FEET; THENCE S39°04'01"E, 224.01 FEET; THENCE N43°58'14"E, 121.09 FEET; (SAID POINT BEARS N16°16'37"W, 1210.31 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 3); THENCE N87°19'39"E, 92.93 FEET; THENCE S59°04'40"E, 90.32 FEET; THENCE S51°02'53"E, 90.32 FEET; THENCE S42°58'01"W, 35.22 FEET; THENCE S34°23'32"E, 946.41 FEET; THENCE S11°16'10"E, 116.60 FEET; THENCE S15°18'52"W, 116.67 FEET; THENCE S38°49'55"W, 106.08 FEET; THENCE S38°10'47"E, 154.65 FEET; THENCE N44°34'50"E, 511.57 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,660.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°14'59", AN ARC DISTANCE OF 441.82 FEET; THENCE ALONG A NON-TANGENT LINE RUN N25°09'31"W, 324.89 FEET; THENCE N11°56'14"W, 89.21 FEET; THENCE N02°00'22"W, 88.94 FEET; THENCE N08°25'09"E, 78.50 FEET; THENCE N05°27'10"W, 52.81 FEET; THENCE N26°33'41"W, 36.57 FEET; THENCE N35°10'46"W, 25.42 FEET; THENCE N26°03'25"W, 140.83 FEET; THENCE N00°39'41"E, 50.71 FEET; THENCE N89°20'19"W, 190.68 FEET; THENCE S00°39'41"W, 54.56 FEET; THENCE S52°12'05"W, 71.85 FEET; THENCE

CONTINUED ON SHEET 3

JOB S01122.09540

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB8498

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SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 3 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 2

N68°39'54"W, 71.45 FEET; THENCE N42°48'51"W, 94.22 FEET; THENCE N33°24'33"W, 190.00 FEET; THENCE N23°51'05"W, 101.87 FEET; (SAID POINT BEARS N13°30'25"E, 1584.97 FEET FROM SAID SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 3); THENCE N11°26'58"W, 95.13 FEET; THENCE N00°41'08"W, 67.08 FEET; THENCE N00°46'49"E, 67.53 FEET; THENCE N13°02'44"W, 67.53 FEET; THENCE N11°34'47"W, 67.46 FEET; THENCE N14°49'50"W, 69.69 FEET; THENCE N11°49'11"W, 79.92 FEET; THENCE N06°44'18"W, 78.86 FEET; THENCE N07°01'06"E, 79.76 FEET; THENCE N04°53'35"E, 77.33 FEET; THENCE N05°26'19"E, 205.70 FEET; THENCE N10°52'30"W, 66.89 FEET; THENCE N00°39'41"E, 38.73 FEET; (SAID POINT BEARS N06°40'08"E, 2607.79 FEET FROM SAID SOUTHWEST CORNER OF THE SOUTHEAST 1/4 OF SECTION 3); THENCE N81°37'49"W, 365.55 FEET; THENCE N42°56'26"W, 128.69 FEET; (SAID POINT BEARS S44°16'22"E, 3575.39 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 3); THENCE N00°39'41"E, 1,290.50 FEET; THENCE N05°11'23"E, 15.00 FEET; THENCE S84°48'37"E, 171.27 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,521.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 09°19'49", AN ARC DISTANCE OF 247.77 FEET TO THE POINT OF TANGENCY; THENCE N85°51'33"E, 23.29 FEET; THENCE S04°08'27"E, 15.00 FEET; THENCE S06°57'38"E, 179.94 FEET; THENCE S89°20'19"E, 353.86 FEET; THENCE N11°26'21"E, 163.69 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 225.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°34'29", AN ARC DISTANCE OF 33.67 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°12'11", AN ARC DISTANCE OF 32.18 FEET TO A POINT OF CUSP; THENCE S89°20'19"E, 196.70 FEET; THENCE S00°39'41"W, 15.00 FEET; THENCE S11°26'21"W, 229.60 FEET; THENCE S08°52'05"W, 63.64 FEET; THENCE S00°47'05"E, 61.30 FEET; THENCE S10°41'25"E, 61.30 FEET; THENCE S20°31'17"E, 62.84 FEET; THENCE S23°47'21"E, 73.72 FEET; THENCE S35°50'48"E, 50.83 FEET; THENCE N78°42'56"E, 263.14 FEET; THENCE N02°43'09"W, 42.44 FEET; THENCE N17°10'02"E, 46.82 FEET; THENCE N13°33'19"E, 38.67 FEET; THENCE N09°34'25"E, 38.38 FEET; THENCE N05°04'48"E, 48.57 FEET; THENCE N00°34'21"E, 38.65 FEET; THENCE N03°24'29"W, 38.38 FEET; THENCE N07°54'03"W, 48.55 FEET; THENCE N12°24'31"W, 38.68 FEET; THENCE N16°23'26"W, 38.38 FEET; THENCE N21°47'11"W, 120.52 FEET; THENCE N00°39'41"E, 15.00 FEET; THENCE S89°20'19"E, 350.57 FEET; THENCE S87°42'07"E, 210.53 FEET; THENCE N82°59'49"E, 50.16 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 921.50 FEET AND A CHORD BEARING AND DISTANCE OF N87°58'58"E, 15.49 FEET TO WHICH A RADIAL LINE BEARS S01°32'09"E; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°57'47", AN ARC DISTANCE OF 15.49 FEET TO THE POINT OF TANGENCY; THENCE N87°30'04"E, 234.48 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°53'47", AN ARC DISTANCE OF 34.86 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 872.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°00'56", AN ARC DISTANCE OF 365.71 FEET TO THE POINT OF TANGENCY; THENCE S24°24'47"W, 138.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 831.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°29'26", AN ARC DISTANCE OF 36.15 FEET TO THE POINT OF TANGENCY; THENCE S26°54'13"W, 454.26 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,621.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°54'17", AN ARC DISTANCE OF 506.71 FEET TO THE POINT OF TANGENCY; THENCE S08°59'57"W, 271.48 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,171.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 66°39'03", AN ARC DISTANCE OF 1,362.78 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,128.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°46'24", AN ARC DISTANCE OF 566.72 FEET TO THE POINT OF TANGENCY; THENCE S28°52'42"E, 121.96 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF N67°57'15"W, 31.52 FEET TO WHICH A RADIAL LINE BEARS N61°07'20"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 78°09'09", AN ARC DISTANCE OF 34.10 FEET TO THE POINT OF TANGENCY; THENCE S72°58'12"W, 38.86 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,030.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°33'49", AN ARC DISTANCE OF 351.69 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,600.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°45'21", AN ARC DISTANCE OF 439.99 FEET; THENCE ALONG A RADIAL LINE RUN S13°13'21"E, 520.67 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN SECTIONS 3 AND 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°45'28"W, 1766.05 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°14'32"E, 213.90 FEET TO THE POINT OF BEGINNING; THENCE S36°58'31"E, 63.58 FEET; THENCE S32°30'47"E, 67.18 FEET; THENCE S30°07'53"E, 272.82 FEET; THENCE S32°11'20"E, 613.14 FEET; THENCE S30°51'27"E, 791.94 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 940.00 FEET AND A CHORD BEARING AND DISTANCE OF S67°53'27"W, 46.63 FEET TO WHICH A RADIAL LINE BEARS N20°41'16"W; (SAID POINT BEARS S54°09'42"E, 2275.03 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 10); THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°50'32", AN ARC DISTANCE OF 46.63 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 114.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 37°53'57", AN ARC DISTANCE OF 75.41 FEET; THENCE ALONG A RADIAL LINE RUN N61°25'46"W, 118.19 FEET; THENCE N48°41'31"W, 83.62 FEET; THENCE N47°18'38"W, 69.23 FEET; THENCE N65°51'01"W, 73.84 FEET; THENCE N44°48'27"W, 69.77 FEET; THENCE N23°46'14"W, 73.85 FEET; THENCE N42°18'23"W, 69.21 FEET; THENCE N41°03'19"W, 69.21 FEET; THENCE N39°48'16"W, 69.21 FEET; THENCE N38°33'12"W, 69.21 FEET; THENCE N37°18'08"W, 69.21 FEET; THENCE N36°03'05"W, 69.21 FEET; THENCE N34°48'01"W, 69.21 FEET;

CONTINUED ON SHEET 4

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB#68

DRAWING NAME: C:\USERS\CHALLEN.MAR\APPDATA\LOCAL\TEMP\ACPUBLISH_16260\DWG TO PDF.DWG LAYOUT: NEW LOG: 1 = 2.5 X 11 4/19/2024 11:58 AM BY: CHALLEN

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 4 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 3

THENCE N33°32'57"W, 69.21 FEET; THENCE N32°17'54"W, 69.21 FEET; THENCE N31°05'47"W, 69.44 FEET; THENCE N30°46'32"W, 597.78 FEET; THENCE N44°34'50"E, 243.22 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,600.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°14'44", AN ARC DISTANCE OF 90.63 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°45'28"W, 2665.34 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 3; THENCE ALONG THE SOUTH LINE OF SAID SOUTHWEST 1/4 RUN N89°40'44"W, 604.73 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°19'16"E, 1018.01 FEET TO THE POINT OF BEGINNING; THENCE S57°03'09"W, 359.82 FEET; THENCE N33°58'04"W, 352.37 FEET; THENCE N54°29'52"E, 150.30 FEET; THENCE N83°46'35"E, 50.32 FEET; THENCE N87°32'22"E, 140.00 FEET; THENCE S84°36'38"E, 30.51 FEET; THENCE S39°04'01"E, 247.84 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE EAST 1/2 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; SAID POINT BEARS S00°32'36"W, 5292.25 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 3; THENCE ALONG SAID LINE RUN N00°32'36"E, 1146.31 FEET; THENCE DEPARTING SAID LINE RUN N89°27'24"W, 118.17 FEET TO THE POINT OF BEGINNING; THENCE S71°25'52"W, 147.32 FEET; THENCE S74°16'23"W, 120.34 FEET; THENCE S47°05'07"W, 45.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 1,171.50 FEET AND A CHORD BEARING AND DISTANCE OF N50°16'59"W, 300.49 FEET TO WHICH A RADIAL LINE BEARS N47°05'07"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°44'13", AN ARC DISTANCE OF 301.32 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,128.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 66°39'03", AN ARC DISTANCE OF 1,312.76 FEET TO THE POINT OF TANGENCY; THENCE N08°59'57"E, 271.48 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,578.50 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°54'17", AN ARC DISTANCE OF 493.27 FEET TO THE POINT OF TANGENCY; THENCE N26°54'13"E, 588.59 FEET; (SAID POINT BEARS S49°13'53"E, 2576.55 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 3); THENCE S62°55'40"E, 45.00 FEET; THENCE N81°15'43"E, 133.73 FEET; THENCE S72°42'56"E, 71.52 FEET; THENCE S46°27'49"E, 73.81 FEET; THENCE S20°26'28"E, 70.28 FEET; THENCE S03°50'43"W, 64.35 FEET; THENCE S26°50'45"W, 63.25 FEET; (SAID POINT BEARS S49°03'00"E, 2961.92 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 3); THENCE S32°29'12"W, 293.18 FEET; THENCE S26°03'28"E, 154.53 FEET; THENCE S07°16'06"W, 115.65 FEET; THENCE S13°36'25"W, 75.00 FEET; THENCE S15°22'59"W, 90.74 FEET; THENCE S57°27'08"E, 176.57 FEET; THENCE S43°49'38"E, 303.44 FEET; THENCE S33°07'28"E, 204.19 FEET; THENCE S19°04'43"E, 92.31 FEET; THENCE S05°09'31"E, 90.89 FEET; THENCE S01°05'12"W, 140.00 FEET; THENCE S04°59'21"W, 102.76 FEET; (SAID POINT BEARS N01°17'18"W, 1794.93 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 3); THENCE S29°10'54"E, 115.10 FEET; THENCE S00°48'07"W, 360.00 FEET; THENCE S02°22'02"W, 40.01 FEET; THENCE S13°30'55"W, 40.10 FEET; THENCE S28°28'51"W, 53.65 FEET; THENCE S43°50'08"W, 42.53 FEET; THENCE S60°07'42"W, 59.92 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF AFORESAID SECTION 3; SAID POINT BEARS S00°32'36"W, 5292.25 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 3; THENCE ALONG SAID LINE RUN N00°32'36"E, 1898.56 FEET; THENCE DEPARTING SAID LINE RUN N89°27'24"W, 307.68 FEET TO THE POINT OF BEGINNING; THENCE S70°25'25"W, 265.96 FEET; THENCE N32°58'15"W, 80.60 FEET; THENCE N25°13'17"W, 69.51 FEET; THENCE N18°58'24"W, 69.46 FEET; THENCE N12°43'33"W, 69.50 FEET; THENCE N06°28'29"W, 69.54 FEET; THENCE N00°29'56"W, 63.38 FEET; THENCE N07°28'14"E, 62.44 FEET; THENCE S77°31'45"E, 150.66 FEET; THENCE N79°00'32"E, 73.89 FEET; THENCE S44°04'57"E, 70.00 FEET; THENCE S43°49'38"E, 70.00 FEET; THENCE S38°53'08"E, 62.71 FEET; THENCE S13°08'01"E, 53.17 FEET; THENCE S02°18'35"W, 149.54 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 2, 3 AND 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 432.61 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 737.38 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S29°26'13"E, 854.92 FEET FROM SAID NORTHWEST CORNER OF SECTION 11);

CONTINUED ON SHEET 5

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB#49

DRAWING NAME: C:\USERS\CWILTE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_18260\DWG 1-4 8.5 X 11 4/16/2024 11:38 AM BY: CWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

EXHIBIT " 7 "
SHEET 5 OF 14

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

LEGAL DESCRIPTION

CONTINUED FROM SHEET 4

THENCE N47°06'34"E, 15.00 FEET; THENCE N84°13'51"E, 67.83 FEET; THENCE N02°33'45"E, 369.89 FEET; THENCE N11°14'29"E, 82.13 FEET; THENCE N14°35'21"E, 71.05 FEET; THENCE N14°37'19"E, 213.33 FEET; THENCE N22°51'39"E, 84.55 FEET; THENCE N31°49'01"W, 72.32 FEET; THENCE N41°39'30"W, 70.00 FEET; THENCE N44°07'39"W, 66.13 FEET; THENCE N51°21'49"W, 69.93 FEET; THENCE N43°47'49"W, 92.31 FEET; THENCE N29°46'13"W, 92.06 FEET; THENCE N16°35'24"W, 85.84 FEET; THENCE N12°09'34"W, 77.81 FEET; THENCE N00°12'16"W, 57.51 FEET; THENCE N19°56'06"E, 73.11 FEET; (SAID POINT BEARS N24°31'31"E, 782.20 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE N24°59'52"E, 50.00 FEET; THENCE N65°00'08"W, 56.70 FEET; (SAID POINT BEARS N20°39'31"E, 834.57 FEET FROM SAID SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 2); THENCE N54°46'54"E, 295.41 FEET; THENCE S80°30'02"E, 186.16 FEET; THENCE S74°21'28"E, 294.00 FEET; THENCE S74°21'47"E, 72.90 FEET; THENCE S77°27'28"E, 66.80 FEET; THENCE S83°05'27"E, 67.56 FEET; THENCE S85°01'40"E, 538.47 FEET; THENCE N20°12'02"E, 66.32 FEET; THENCE N26°06'31"E, 70.00 FEET; THENCE N27°19'45"E, 78.05 FEET; THENCE N37°09'04"E, 89.19 FEET; THENCE N49°07'38"E, 89.19 FEET; THENCE N61°06'11"E, 89.19 FEET; THENCE N68°33'23"E, 72.56 FEET; THENCE N67°30'06"E, 67.42 FEET; THENCE N59°45'58"E, 65.13 FEET; THENCE N51°07'47"E, 65.13 FEET; THENCE N42°29'37"E, 65.13 FEET; THENCE N33°51'27"E, 65.13 FEET; THENCE N25°13'17"E, 65.13 FEET; THENCE N16°35'06"E, 65.13 FEET; THENCE N07°55'44"E, 65.52 FEET; THENCE N03°54'18"E, 103.11 FEET; THENCE N74°44'55"W, 71.47 FEET; THENCE N58°52'40"W, 59.61 FEET; THENCE N42°36'29"W, 62.93 FEET; THENCE N26°44'14"W, 56.62 FEET; THENCE N11°31'10"W, 58.04 FEET; THENCE N01°34'58"E, 48.44 FEET; THENCE N03°54'18"E, 420.95 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 957.50 FEET AND A CHORD BEARING AND DISTANCE OF S87°33'16"W, 70.17 FEET TO WHICH A RADIAL LINE BEARS S04°32'43"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 04°11'59", AN ARC DISTANCE OF 70.18 FEET; THENCE ALONG A RADIAL LINE RUN S00°20'44"E, 110.00 FEET; THENCE N88°17'25"W, 76.57 FEET; THENCE N84°10'48"W, 76.57 FEET; THENCE S88°44'25"W, 71.70 FEET; THENCE S03°16'46"W, 645.78 FEET; THENCE S22°17'01"W, 89.92 FEET; THENCE S30°35'33"W, 89.13 FEET; THENCE S39°48'47"W, 76.44 FEET; THENCE S40°36'17"W, 168.38 FEET; THENCE S50°03'25"W, 148.50 FEET; THENCE S89°42'42"W, 370.78 FEET; THENCE N73°15'23"W, 277.60 FEET; THENCE N71°47'28"W, 420.78 FEET; THENCE N63°26'17"W, 59.20 FEET; THENCE N47°34'29"W, 60.35 FEET; THENCE N30°36'39"W, 67.37 FEET; THENCE N14°37'33"W, 53.02 FEET; THENCE N05°47'33"W, 73.04 FEET; THENCE N05°41'59"W, 376.16 FEET; (SAID POINT BEARS N09°38'31"E, 1978.21 FEET FROM SAID SOUTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 2); THENCE N79°47'16"E, 226.77 FEET; THENCE N86°50'02"E, 39.06 FEET; THENCE N87°57'59"E, 75.38 FEET; THENCE S71°10'19"E, 41.24 FEET; THENCE N18°49'41"E, 92.00 FEET; THENCE N27°49'11"E, 203.70 FEET; THENCE N49°23'51"E, 167.77 FEET; THENCE S80°33'11"E, 112.64 FEET; THENCE S71°10'19"E, 127.78 FEET; THENCE S71°44'04"E, 56.79 FEET; THENCE S78°44'21"E, 56.49 FEET; THENCE S87°29'07"E, 59.47 FEET; THENCE N89°42'42"E, 305.50 FEET; THENCE S86°14'34"E, 29.47 FEET; THENCE N19°13'58"E, 70.61 FEET; THENCE N33°30'24"E, 61.12 FEET; THENCE N46°49'55"E, 56.06 FEET; THENCE N59°13'58"E, 53.03 FEET; THENCE N71°31'02"E, 55.04 FEET; THENCE N83°55'06"E, 54.04 FEET; THENCE S82°08'22"E, 87.03 FEET; THENCE S82°57'12"E, 67.33 FEET; THENCE S87°42'11"E, 67.33 FEET; THENCE N87°32'51"E, 67.33 FEET; THENCE N84°28'03"E, 20.00 FEET; THENCE N81°31'30"E, 63.44 FEET; THENCE N77°07'23"E, 61.38 FEET; THENCE N72°54'58"E, 57.91 FEET; THENCE N68°41'30"E, 61.88 FEET; THENCE N64°07'12"E, 67.76 FEET; THENCE N46°55'29"E, 52.40 FEET; THENCE N16°46'19"E, 57.93 FEET; THENCE N10°21'40"E, 208.64 FEET; THENCE N00°31'18"E, 61.97 FEET; THENCE N13°41'23"W, 62.29 FEET; THENCE N27°40'45"W, 62.91 FEET; THENCE N38°47'05"W, 63.95 FEET; THENCE N49°29'54"W, 63.95 FEET; THENCE N60°12'43"W, 63.95 FEET; THENCE N70°55'32"W, 63.95 FEET; THENCE N81°38'21"W, 63.95 FEET; THENCE S88°40'14"W, 65.77 FEET; THENCE S82°33'54"W, 66.71 FEET; THENCE S76°42'18"W, 66.71 FEET; THENCE S70°50'42"W, 66.71 FEET; THENCE S64°54'16"W, 66.83 FEET; THENCE S57°29'17"W, 65.52 FEET; THENCE S49°32'13"W, 65.52 FEET; THENCE S41°35'08"W, 65.52 FEET; THENCE S33°39'19"W, 67.17 FEET; THENCE S39°38'20"W, 57.81 FEET; THENCE S55°30'35"W, 61.74 FEET; THENCE S71°23'50"W, 57.94 FEET; THENCE S85°18'40"W, 51.54 FEET; THENCE S88°40'30"W, 350.00 FEET; THENCE S86°40'48"W, 67.38 FEET; THENCE S80°38'22"W, 66.98 FEET; THENCE S75°17'45"W, 66.98 FEET; THENCE S70°49'00"W, 291.05 FEET; THENCE N85°13'19"W, 118.78 FEET; THENCE N63°04'49"W, 53.57 FEET; THENCE N47°13'36"W, 65.85 FEET; THENCE N26°28'29"W, 98.66 FEET; THENCE N19°55'35"W, 136.20 FEET; THENCE N30°31'52"W, 65.67 FEET; THENCE N36°53'20"W, 65.52 FEET; THENCE N44°49'12"W, 66.66 FEET; THENCE N47°45'04"W, 70.00 FEET; THENCE N42°59'25"W, 87.16 FEET; THENCE N31°11'24"W, 89.46 FEET; THENCE N19°14'12"W, 89.47 FEET; THENCE N11°59'11"W, 421.91 FEET; THENCE N13°32'39"W, 67.29 FEET; THENCE N19°15'57"W, 172.11 FEET; THENCE N05°48'31"E, 135.44 FEET; THENCE N22°22'30"W, 45.00 FEET; THENCE N67°37'30"E, 765.21 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,578.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°27'37", AN ARC DISTANCE OF 40.23 FEET; THENCE ALONG A NON-TANGENT LINE RUN S22°22'30"E, 319.30 FEET; THENCE S39°54'44"E, 64.29 FEET; THENCE S39°29'05"E, 72.12 FEET; THENCE S37°31'22"E, 73.81 FEET; THENCE S35°20'14"E, 73.81 FEET; THENCE S33°01'19"E, 84.14 FEET; THENCE N87°38'54"E, 97.94 FEET; THENCE N01°00'58"E, 640.51 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1,533.50 FEET AND A CHORD BEARING AND DISTANCE OF S87°25'08"E, 361.76 FEET TO WHICH A RADIAL LINE BEARS N04°11'34"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 13°32'52", AN ARC DISTANCE OF 362.60 FEET TO THE POINT OF TANGENCY ; THENCE S80°38'42"E, 70.45 FEET; THENCE S01°00'58"W, 626.97 FEET; THENCE N77°07'24"E, 109.49 FEET; THENCE N87°38'54"E, 156.00 FEET; THENCE N02°35'09"E, 31.56 FEET; THENCE N03°21'08"E, 75.84 FEET; THENCE N07°00'13"E, 75.84 FEET; THENCE N10°39'18"E, 75.84 FEET; THENCE N14°18'23"E, 75.84 FEET; THENCE N17°57'28"E, 75.84 FEET; THENCE N21°36'33"E, 75.84 FEET; THENCE N09°24'14"E, 109.26 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 1,578.50 FEET AND A CHORD BEARING AND DISTANCE OF S75°35'35"E, 275.32 FEET TO WHICH A RADIAL LINE BEARS N09°24'14"E; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°00'23", AN ARC DISTANCE OF 275.67 FEET; THENCE ALONG A RADIAL LINE RUN S19°24'37"W, 137.53 FEET; THENCE S22°05'50"W, 67.67 FEET; THENCE S17°57'01"W, 67.67 FEET; THENCE S18°23'02"W, 29.40 FEET; THENCE S72°24'26"E, 155.17 FEET; THENCE S61°33'44"E, 148.57 FEET; THENCE S55°59'27"E, 70.33 FEET; THENCE S55°15'41"E, 543.12 FEET; THENCE N46°52'15"E, 168.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 39.27 FEET TO A POINT OF CUSP; THENCE S43°07'45"E, 548.25 FEET; THENCE S41°36'06"E, 150.05 FEET; THENCE S43°07'45"E, 201.90 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°13'46", AN ARC DISTANCE OF 16.22 FEET TO THE POINT OF

JOB S01122.0964O

CONTINUED ON SHEET 6

CFB CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3125 LB8499

DRAWING NAME: C:\USERS\GWALTE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_16280\D0513 NEWDWG 8.5 X 11 4/16/2024 11:32 AM BY: GWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 6 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 5

REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 86°27'32", AN ARC DISTANCE OF 73.19 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°13'46", AN ARC DISTANCE OF 16.22 FEET; THENCE ALONG A N ON-TANGENT LINE RUN S43°07'53"E, 85.58 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 116.50 FEET AND A CHORD BEARING AND DISTANCE OF S28°00'07"E, 60.80 FEET TO WHICH A RADIAL LINE BEARS N46°52'15"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°15'16", AN ARC DISTANCE OF 61.52 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 123.00 FEET AND A CHORD BEARING AND DISTANCE OF S19°10'45"W, 34.41 FEET TO WHICH A RADIAL LINE BEARS N62°46'50"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°04'49", AN ARC DISTANCE OF 34.52 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S58°38'31"W, 32.06 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,200.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 42°34'03", AN ARC DISTANCE OF 891.53 FEET; THENCE ALONG A RADIAL LINE RUN N73°55'32"W, 89.04 FEET; THENCE S87°34'29"W, 68.37 FEET; THENCE N69°24'06"W, 68.26 FEET; THENCE N63°29'46"W, 66.94 FEET; THENCE N69°11'45"W, 66.80 FEET; THENCE N74°41'43"W, 62.25 FEET; THENCE N79°06'52"W, 58.72 FEET; THENCE N67°41'50"W, 84.21 FEET; THENCE S03°54'18"W, 470.23 FEET; THENCE S84°03'50"E, 54.34 FEET; THENCE N87°07'25"E, 91.39 FEET; THENCE S78°44'07"E, 83.28 FEET; THENCE S82°41'00"E, 71.74 FEET; THENCE S71°05'44"E, 185.02 FEET; THENCE S10°30'16"W, 277.60 FEET; THENCE N80°52'30"W, 163.81 FEET; THENCE N69°32'41"W, 80.31 FEET; THENCE N53°29'28"W, 73.03 FEET; THENCE N76°25'09"W, 60.20 FEET; THENCE S79°05'32"W, 60.50 FEET; THENCE S16°29'20"W, 122.08 FEET; THENCE S06°04'36"W, 76.68 FEET; THENCE S12°33'05"W, 80.99 FEET; THENCE S19°17'03"W, 152.30 FEET; THENCE S76°16'53"E, 458.61 FEET; THENCE S79°29'44"E, 15.00 FEET; THENCE S10°30'16"W, 117.68 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,500.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°00'05", AN ARC DISTANCE OF 418.92 FEET TO THE POINT OF TANGENCY; (SAID POINT BEARS N78°59'45"E, 3058.78 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE S05°28'07"E, 605.57 FEET; THENCE S85°50'49"W, 15.00 FEET; THENCE N70°30'24"W, 76.01 FEET; THENCE N86°05'06"W, 60.82 FEET; (SAID POINT BEARS N89°48'50"E, 2912.98 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE S84°30'10"W, 324.81 FEET; THENCE N05°29'50"W, 471.74 FEET; THENCE N81°52'37"W, 124.38 FEET; THENCE S25°17'46"W, 160.58 FEET; THENCE S28°03'56"W, 64.40 FEET; THENCE S03°25'57"W, 63.77 FEET; THENCE S88°47'55"E, 34.76 FEET; THENCE S05°26'47"E, 52.20 FEET; THENCE S14°03'36"E, 65.97 FEET; THENCE S22°54'01"E, 70.16 FEET; (SAID POINT BEARS N89°33'30"E, 2401.69 FEET FROM SAID SOUTHWEST CORNER OF SECTION 2); THENCE S26°42'45"E, 70.00 FEET; THENCE S19°36'07"E, 94.36 FEET; (SAID POINT BEARS S86°54'48"E, 2468.32 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE N78°38'09"E, 68.90 FEET; THENCE S13°11'55"W, 114.00 FEET; THENCE S08°58'22"E, 90.55 FEET; THENCE S11°09'26"W, 70.00 FEET; THENCE S12°23'45"E, 76.36 FEET; THENCE S05°32'29"E, 73.08 FEET; THENCE N78°50'25"W, 117.29 FEET; THENCE S11°09'35"W, 70.00 FEET; THENCE S10°55'58"W, 68.77 FEET; THENCE S04°26'08"W, 64.62 FEET; THENCE S03°56'17"E, 208.40 FEET; THENCE S03°36'15"E, 75.88 FEET; THENCE S07°45'51"W, 60.55 FEET; THENCE S23°42'02"W, 59.50 FEET; THENCE S26°20'45"W, 157.76 FEET; THENCE S09°07'37"W, 15.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 3,449.50 FEET AND A CHORD BEARING AND DISTANCE OF N84°53'48"W, 484.07 FEET TO WHICH A RADIAL LINE BEARS N09°07'37"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°02'49", AN ARC DISTANCE OF 484.47 FEET TO THE POINT OF TANGENCY; THENCE N88°55'12"W, 232.82 FEET; THENCE N86°21'53"W, 121.29 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,411.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°54'01", AN ARC DISTANCE OF 120.68 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 478.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°09'37", AN ARC DISTANCE OF 26.39 FEET TO THE POINT OF TANGENCY; THENCE N84°37'29"W, 94.80 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 471.50 FEET; (SAID POINT BEARS S45°48'05"E, 1704.08 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°31'35", AN ARC DISTANCE OF 94.85 FEET TO THE POINT OF TANGENCY; (SAID POINT BEARS S43°58'49"E, 1625.54 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE N73°05'54"W, 57.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,478.52 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 30°12'27", AN ARC DISTANCE OF 779.51 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1421.90 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 482.37 FEET TO THE POINT OF BEGINNING; THENCE N15°10'10"E, 57.51 FEET; THENCE N41°14'50"E, 55.17 FEET; THENCE N66°55'37"E, 55.24 FEET; THENCE N84°33'52"E, 137.63 FEET; THENCE N85°16'07"E, 39.83 FEET; THENCE S15°58'04"E, 133.76 FEET; THENCE S10°39'48"W, 110.74 FEET; THENCE S07°24'26"W, 65.52 FEET; THENCE S01°04'48"W, 277.03 FEET; THENCE N88°55'12"W, 330.04 FEET; THENCE N06°18'03"E, 440.86 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN SECTIONS 2 AND 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONTINUED ON SHEET 7

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8408

DRAWING NAME: C:\USERS\DONALDE~1.FAR\APPDATA\LOCAL\TEMP\ACPUBLISH_18276\DISTRICT 15 NEW.DWG 19.5 X 11 4/16/2024 11:38 AM BY DONALDFS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 7 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 6

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 1742.71 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 80.70 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S86°23'10"E, 1744.57 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE S85°48'38"W, 83.48 FEET; THENCE N22°44'10"W, 56.32 FEET; THENCE N38°18'50"W, 72.20 FEET; THENCE N37°56'06"W, 78.26 FEET; THENCE N50°21'46"E, 69.17 FEET; THENCE N36°00'30"E, 80.60 FEET; THENCE N28°31'29"E, 80.60 FEET; THENCE N21°34'32"E, 59.58 FEET; THENCE S85°01'40"E, 144.87 FEET; THENCE S71°26'23"E, 18.34 FEET; THENCE S01°09'29"W, 79.40 FEET; THENCE S05°28'21"E, 79.40 FEET; THENCE S12°06'11"E, 79.40 FEET; THENCE S17°05'59"E, 40.29 FEET; THENCE S27°30'51"E, 19.74 FEET; THENCE S62°04'18"W, 190.66 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF AFORESAID SECTION 11; SAID POINT BEARS N89°02'15"W, 5385.32 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 11; THENCE ALONG SAID LINE RUN S89°02'15"E, 804.73 FEET; THENCE DEPARTING SAID LINE RUN S00°57'45"W, 1491.15 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S27°23'31"E, 1694.44 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE N42°38'48"E, 111.98 FEET; THENCE N12°54'05"E, 24.24 FEET; THENCE N01°47'08"W, 172.60 FEET; THENCE N16°12'03"E, 102.03 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,521.50 FEET AND A CHORD BEARING AND DISTANCE OF S69°32'12"E, 189.05 FEET TO WHICH A RADIAL LINE BEARS S24°01'31"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°07'25", AN ARC DISTANCE OF 189.17 FEET TO THE POINT OF TANGENCY; (SAID POINT BEARS S41°37'28"E, 1597.37 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE S73°05'54"E, 65.54 FEET; (SAID POINT BEARS S42°48'37"E, 1653.63 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE S69°55'38"E, 72.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 503.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 09°04'41", AN ARC DISTANCE OF 79.77 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,481.96 FEET AND A CHORD BEARING AND DISTANCE OF S80°35'32"E, 82.13 FEET TO WHICH A RADIAL LINE BEARS S10°59'44"W; (SAID POINT BEARS S45°13'01"E, 1787.98 FEET FROM SAID NORTHWEST CORNER OF SECTION 11); THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°10'33", AN ARC DISTANCE OF 82.14 FEET; THENCE ALONG A NON-TANGENT LINE RUN N86°33'46"E, 26.79 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,476.96 FEET AND A CHORD BEARING AND DISTANCE OF S83°42'13"E, 25.95 FEET TO WHICH A RADIAL LINE BEARS S06°47'59"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°00'25", AN ARC DISTANCE OF 25.95 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 42°39'35", AN ARC DISTANCE OF 16.01 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°51'16", AN ARC DISTANCE OF 74.37 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 41°28'50", AN ARC DISTANCE OF 15.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,477.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°59'56", AN ARC DISTANCE OF 25.76 FEET TO THE POINT OF TANGENCY; THENCE S88°55'12"E, 63.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 46.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 73.04 FEET TO THE POINT OF TANGENCY; THENCE S01°04'48"W, 48.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 203.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°10'07", AN ARC DISTANCE OF 60.98 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 196.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°34'01", AN ARC DISTANCE OF 39.67 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 5.00 FEET AND A CHORD BEARING AND DISTANCE OF N69°22'40"W, 2.13 FEET TO WHICH A RADIAL LINE BEARS N32°56'02"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°37'24", AN ARC DISTANCE OF 2.15 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 47.54 FEET AND A CHORD BEARING AND DISTANCE OF N72°43'01"W, 11.46 FEET TO WHICH A RADIAL LINE BEARS S10°21'33"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 13°50'53", AN ARC DISTANCE OF 11.49 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 184.00 FEET AND A CHORD BEARING AND DISTANCE OF S00°59'12"W, 45.59 FEET TO WHICH A RADIAL LINE BEARS N83°52'14"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°13'57", AN ARC DISTANCE OF 45.71 FEET TO THE POINT OF TANGENCY; THENCE S08°06'11"W, 268.67 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 484.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 34°09'21", AN ARC DISTANCE OF 288.53 FEET; THENCE ALONG A NON-TANGENT LINE RUN N43°14'28"W, 107.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 224.03 FEET;

CONTINUED ON SHEET 8

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB8618

DRAWING NAME: C:\USERS\CHALLEN\APPDATA\LOCAL\TEMP\ACPUBLISH_12620\DIVISION 7 8.5 X 11 4/16/2021 11:38 AM BY CHALLEN

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 8 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 7

THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°42'15", AN ARC DISTANCE OF 155.24 FEET; THENCE ALONG A NON-TANGENT LINE RUN S84°24'59"W, 90.50 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 50.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°43'08", AN ARC DISTANCE OF 21.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 50.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°07'08", AN ARC DISTANCE OF 27.16 FEET TO THE POINT OF TANGENCY; THENCE S78°00'59"W, 140.50 FEET; THENCE N48°18'33"W, 381.49 FEET; THENCE N00°00'00"E, 101.24 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE EAST 1/2 OF SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 10; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°43'47"W, 1851.32 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°16'13"E, 584.04 FEET TO THE POINT OF BEGINNING; THENCE S54°25'52"W, 576.70 FEET; THENCE S61°56'37"W, 45.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 2,003.00 FEET AND A CHORD BEARING AND DISTANCE OF N14°02'47"W, 969.79 FEET TO WHICH A RADIAL LINE BEARS S61°56'37"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 28°01'09", AN ARC DISTANCE OF 979.52 FEET; THENCE ALONG A NON-TANGENT LINE RUN N00°02'37"W, 205.64 FEET TO THE EAST RIGHT OF WAY LINE OF MARSH BEND TRAIL; THENCE ALONG SAID EAST RIGHT OF WAY LINE RUN N00°01'49"W, 568.65 FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE RUN S89°43'27"E, 887.29 FEET; THENCE N64°51'19"E, 140.69 FEET; THENCE S89°43'27"E, 285.15 FEET; THENCE N00°04'03"W, 681.01 FEET; THENCE N70°33'59"E, 85.77 FEET; THENCE S80°23'16"E, 131.83 FEET; THENCE S86°58'09"E, 70.10 FEET; THENCE N88°27'54"E, 70.02 FEET; THENCE S88°44'04"E, 292.22 FEET; THENCE S79°02'03"E, 81.13 FEET; THENCE S73°20'34"E, 70.07 FEET; THENCE S77°03'41"E, 70.02 FEET; THENCE S80°46'15"E, 70.26 FEET; THENCE S80°58'55"E, 70.28 FEET; THENCE S80°52'35"E, 132.01 FEET; THENCE N88°54'35"E, 64.61 FEET; THENCE S01°22'35"E, 165.48 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 767.50 FEET AND A CHORD BEARING AND DISTANCE OF S89°57'24"W, 35.71 FEET TO WHICH A RADIAL LINE BEARS S01°22'35"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°39'57", AN ARC DISTANCE OF 35.71 FEET; THENCE ALONG A NON-TANGENT LINE RUN S30°10'11"W, 535.51 FEET; THENCE S31°03'43"W, 74.23 FEET; THENCE S33°16'31"W, 76.29 FEET; THENCE S38°37'06"W, 76.32 FEET; THENCE S43°54'09"W, 76.28 FEET; THENCE S45°15'40"W, 291.23 FEET; THENCE S55°45'49"W, 79.68 FEET; THENCE S60°00'12"W, 79.52 FEET; THENCE S65°51'04"W, 79.52 FEET; THENCE S73°06'30"W, 79.45 FEET; THENCE S75°13'43"W, 141.32 FEET; THENCE S71°09'02"W, 61.97 FEET; THENCE S49°52'17"W, 57.19 FEET; THENCE S27°34'39"W, 61.61 FEET; THENCE S25°23'35"W, 74.23 FEET; THENCE S27°59'48"W, 74.23 FEET; THENCE S30°36'30"W, 74.23 FEET; THENCE S33°13'13"W, 74.23 FEET; THENCE S35°49'55"W, 74.23 FEET; THENCE S38°26'37"W, 74.23 FEET; THENCE S41°03'19"W, 74.23 FEET; THENCE S43°41'36"W, 75.71 FEET; THENCE S47°21'28"W, 132.56 FEET; (SAID POINT BEARS N69°51'42"W, 1890.65 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 10); THENCE S51°38'06"W, 93.72 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE SOUTHEAST 1/4 OF SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 10; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°43'47"W, 1806.22 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°16'13"E, 943.49 FEET TO THE POINT OF BEGINNING; THENCE N47°30'17"W, 82.66 FEET; THENCE N07°19'08"W, 60.51 FEET; THENCE N00°08'21"E, 122.52 FEET; THENCE N08°58'43"W, 78.16 FEET; THENCE N19°07'31"W, 126.00 FEET; THENCE S89°43'27"E, 7.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 225.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°05'53", AN ARC DISTANCE OF 102.49 FEET TO THE POINT OF TANGENCY; THENCE S63°37'33"E, 250.76 FEET; THENCE S28°49'38"W, 64.37 FEET; THENCE S31°16'30"W, 59.49 FEET; THENCE S33°49'09"W, 59.49 FEET; THENCE S36°10'14"W, 59.49 FEET; THENCE S38°37'06"W, 59.49 FEET; THENCE S41°04'00"W, 64.48 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 10, 11, 14, 15 AND 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE THEREOF RUN N00°12'36"E, 785.67 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 395.22 FEET TO THE POINT OF BEGINNING; THENCE S33°44'56"E, 113.44 FEET; THENCE

CONTINUED ON SHEET 9

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 8TH ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8491

DRAWING NAME: C:\USERS\DWALE\FARMAPPDATA\LOCAL\TEMP\ACPUBLISH_18260\D-TITLE HEADING (8.5 X 11 4/16/2024 11:38 AM BY: DWALE)

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 9 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 8

S26°54'12"E, 189.08 FEET; THENCE S37°42'25"E, 158.80 FEET; THENCE S47°48'47"E, 260.14 FEET; THENCE S49°21'43"E, 51.76 FEET; THENCE S50°54'39"E, 170.98 FEET; THENCE S10°10'19"E, 181.67 FEET; THENCE S41°34'40"E, 220.81 FEET; THENCE S46°04'26"E, 232.00 FEET; THENCE S43°55'34"W, 539.15 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 450.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°02'48", AN ARC DISTANCE OF 47.49 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 50°31'46", AN ARC DISTANCE OF 89.95 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°05'54", AN ARC DISTANCE OF 49.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°41'06", AN ARC DISTANCE OF 92.01 FEET TO THE POINT OF TANGENCY; THENCE N50°54'40"W, 381.47 FEET; THENCE N56°59'59"W, 150.82 FEET; THENCE N50°54'40"W, 335.18 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,148.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 30°25'01", AN ARC DISTANCE OF 609.71 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 781.50 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°08'16", AN ARC DISTANCE OF 29.16 FEET; THENCE ALONG A RADIAL LINE RUN N67°22'05"E, 25.00 FEET; THENCE N48°42'38"E, 216.49 FEET; THENCE N39°21'58"W, 377.36 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 2,030.00 FEET AND A CHORD BEARING AND DISTANCE OF S53°35'32"W, 96.83 FEET TO WHICH A RADIAL LINE BEARS S37°46'29"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°44'00", AN ARC DISTANCE OF 96.84 FEET TO THE POINT OF TANGENCY; THENCE S54°57'32"W, 86.85 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°23'55", AN ARC DISTANCE OF 31.90 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 2,068.50 FEET AND A CHORD BEARING AND DISTANCE OF N24°49'38"W, 832.75 FEET TO WHICH A RADIAL LINE BEARS S53°33'37"W; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°13'31", AN ARC DISTANCE OF 838.48 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 831.50 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°52'50", AN ARC DISTANCE OF 114.37 FEET; THENCE ALONG A RADIAL LINE RUN N68°54'17"E, 25.00 FEET; THENCE N38°09'22"E, 517.24 FEET; THENCE N86°03'14"E, 219.18 FEET; THENCE N52°02'26"E, 121.02 FEET; THENCE N37°57'34"W, 3.58 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 182.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°45'13", AN ARC DISTANCE OF 85.22 FEET TO THE POINT OF TANGENCY; THENCE N64°42'47"W, 153.33 FEET; THENCE S25°17'13"W, 110.00 FEET; THENCE N64°42'47"W, 140.00 FEET; THENCE N56°17'18"W, 60.65 FEET; THENCE S42°23'07"W, 295.89 FEET; THENCE S52°24'09"W, 209.55 FEET; THENCE S47°59'33"W, 25.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 831.50 FEET AND A CHORD BEARING AND DISTANCE OF N46°47'22"W, 138.63 FEET TO WHICH A RADIAL LINE BEARS N47°59'33"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 09°33'50", AN ARC DISTANCE OF 138.79 FEET TO THE POINT OF TANGENCY; THENCE S38°25'44"W, 43.00 FEET; THENCE S36°16'49"W, 188.95 FEET; THENCE S54°35'03"W, 64.65 FEET; THENCE S37°08'27"W, 39.02 FEET; THENCE S34°51'21"W, 39.18 FEET; THENCE S32°16'32"W, 49.12 FEET; THENCE S29°42'00"W, 39.01 FEET; THENCE S27°07'27"W, 49.14 FEET; THENCE S24°32'53"W, 39.02 FEET; THENCE S22°15'47"W, 39.18 FEET; THENCE S18°30'18"W, 65.41 FEET; THENCE S31°55'14"W, 42.09 FEET; THENCE S44°51'06"W, 45.30 FEET; THENCE S56°32'46"W, 70.31 FEET; THENCE S51°14'40"W, 249.07 FEET; THENCE S47°08'12"W, 66.56 FEET; THENCE S41°05'03"W, 66.55 FEET; THENCE S34°57'20"W, 66.55 FEET; THENCE S28°49'37"W, 66.55 FEET; THENCE S22°41'54"W, 66.55 FEET; THENCE S16°34'10"W, 66.55 FEET; THENCE S10°26'22"W, 66.62 FEET; THENCE S06°43'38"W, 69.14 FEET; THENCE S05°11'15"W, 69.14 FEET; THENCE S03°38'51"W, 69.14 FEET; THENCE S02°06'27"W, 69.14 FEET; THENCE S00°34'03"W, 69.14 FEET; THENCE S00°58'21"E, 69.14 FEET; THENCE S02°30'44"E, 69.14 FEET; THENCE S04°15'15"E, 68.64 FEET; THENCE S07°23'57"E, 68.10 FEET; THENCE S10°52'49"E, 71.31 FEET; THENCE S14°33'21"E, 75.90 FEET; THENCE S18°04'56"E, 76.73 FEET; THENCE S18°48'19"E, 304.12 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,220.00 FEET AND A CHORD BEARING AND DISTANCE OF N61°59'14"E, 362.21 FEET TO WHICH A RADIAL LINE BEARS S19°28'33"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 17°04'26", AN ARC DISTANCE OF 363.55 FEET; THENCE ALONG A NON-TANGENT LINE RUN N42°32'55"W, 212.25 FEET; THENCE N38°22'15"W, 92.33 FEET; THENCE N12°21'30"W, 118.41 FEET; THENCE N19°23'05"E, 118.42 FEET; THENCE N41°18'46"E, 80.71 FEET; THENCE N24°32'46"E, 48.94 FEET; THENCE N10°26'41"W, 55.50 FEET; THENCE N33°55'03"W, 68.10 FEET; THENCE N28°06'02"W, 83.54 FEET; THENCE N19°45'43"W, 83.54 FEET; THENCE N11°23'58"W, 84.02 FEET; THENCE N05°55'04"E, 113.50 FEET; THENCE N30°21'20"E, 95.67 FEET; THENCE N41°54'54"E, 86.60 FEET; THENCE N52°10'12"E, 86.60 FEET; THENCE N62°25'30"E, 86.60 FEET; THENCE N73°59'07"E, 86.45 FEET; THENCE N78°22'08"E, 214.65 FEET; THENCE S30°40'00"E, 276.33 FEET; THENCE S14°16'42"E, 240.90 FEET; THENCE S37°09'04"E, 178.03 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 630.00 FEET AND A CHORD BEARING AND DISTANCE OF N49°17'53"E, 124.28 FEET TO WHICH A RADIAL LINE BEARS N46°21'45"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°19'17", AN ARC DISTANCE OF 124.48 FEET TO THE POINT OF TANGENCY; THENCE N54°57'32"E, 299.02 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 88°39'21", AN ARC DISTANCE OF 30.95 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 2,111.50 FEET AND A CHORD BEARING AND DISTANCE OF S36°55'41"E, 238.01 FEET TO WHICH A RADIAL LINE BEARS S56°18'10"W; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°27'42", AN ARC DISTANCE OF 238.13 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 738.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°39'53", AN ARC DISTANCE OF 253.46 FEET TO THE POINT OF

CONTINUED ON SHEET 10

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4400 NE 83RD ROAD - WILDWOOD, FL 34785
(352)748-3125 LB6995

DRAWING NAME: C:\USERS\GRALTE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_12620\D-SHT2 NEW.dwg, 9 x 5.5 x 11, 4/15/2024 11:38 AM, BY: GRALTES

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 10 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 9

REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,191.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 30°25'01", AN ARC DISTANCE OF 632.54 FEET TO THE POINT OF TANGENCY; THENCE S50°54'40"E, 335.23 FEET; THENCE S49°23'01"E, 150.05 FEET; THENCE S50°54'40"E, 201.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°13'46", AN ARC DISTANCE OF 16.22 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 48.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 86°27'32", AN ARC DISTANCE OF 73.19 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 21.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°13'46", AN ARC DISTANCE OF 16.22 FEET; THENCE ALONG A NON-TANGENT LINE RUN S50°54'49"E, 74.72 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 102.00 FEET AND A CHORD BEARING AND DISTANCE OF S23°10'11"E, 94.96 FEET TO WHICH A RADIAL LINE BEARS N39°05'20"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 55°28'58", AN ARC DISTANCE OF 98.77 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°59'08", AN ARC DISTANCE OF 27.88 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S39°05'20"W, 21.02 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,675.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°51'08", AN ARC DISTANCE OF 843.47 FEET; THENCE ALONG A RADIAL LINE RUN N79°45'48"W, 76.28 FEET; THENCE N50°54'40"W, 506.40 FEET; THENCE N29°30'01"E, 124.67 FEET; THENCE N06°48'11"E, 135.12 FEET; THENCE N05°48'28"W, 119.44 FEET; THENCE N13°13'35"E, 6.67 FEET; THENCE N02°04'17"E, 51.69 FEET; THENCE N13°13'35"E, 39.81 FEET; THENCE N04°37'44"E, 27.32 FEET; THENCE N52°53'02"W, 43.39 FEET; THENCE N45°31'12"W, 60.30 FEET; THENCE N18°03'51"W, 119.39 FEET; THENCE N45°26'02"W, 170.58 FEET; THENCE N81°32'04"W, 34.55 FEET; THENCE S45°14'47"W, 119.99 FEET; THENCE S72°20'04"W, 86.28 FEET; THENCE S68°27'01"W, 76.48 FEET; THENCE S47°13'40"W, 67.47 FEET; THENCE S48°10'26"W, 88.32 FEET; THENCE S27°25'05"W, 100.86 FEET; THENCE S37°23'07"E, 160.72 FEET; THENCE S01°25'41"E, 92.93 FEET; THENCE S25°17'17"W, 63.51 FEET; THENCE S57°29'46"W, 79.70 FEET; THENCE S70°19'36"W, 63.60 FEET; THENCE N80°14'16"W, 80.38 FEET; THENCE S70°19'36"W, 372.08 FEET; THENCE N81°54'45"W, 104.02 FEET; THENCE S17°14'09"W, 235.33 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 475.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°24'20", AN ARC DISTANCE OF 44.81 FEET; THENCE ALONG A NON-TANGENT LINE RUN N85°16'00"E, 60.38 FEET; THENCE N81°43'01"E, 848.69 FEET; THENCE S57°31'06"E, 91.01 FEET; THENCE S56°08'03"E, 70.00 FEET; THENCE S50°56'12"E, 86.88 FEET; THENCE S40°32'42"E, 86.81 FEET; THENCE S30°09'26"E, 86.81 FEET; THENCE S19°46'11"E, 86.81 FEET; THENCE S09°22'56"E, 86.81 FEET; THENCE S02°15'43"W, 85.61 FEET; THENCE S05°32'25"W, 717.18 FEET; THENCE S12°40'29"W, 73.90 FEET; THENCE S24°36'20"W, 89.27 FEET; THENCE S36°14'34"W, 79.43 FEET; THENCE S35°08'27"W, 67.62 FEET; THENCE S28°36'47"W, 66.04 FEET; THENCE S21°45'00"W, 66.05 FEET; THENCE S16°27'09"W, 484.36 FEET; THENCE S38°13'07"W, 84.35 FEET; THENCE S60°02'46"W, 381.51 FEET; THENCE S20°59'51"W, 69.90 FEET; THENCE S10°24'19"E, 69.78 FEET; THENCE S22°16'30"E, 78.10 FEET; THENCE S47°55'56"E, 89.28 FEET; THENCE S68°48'02"W, 260.64 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 50.00 FEET AND A CHORD BEARING AND DISTANCE OF N31°36'34"W, 99.47 FEET TO WHICH A RADIAL LINE BEARS S25°44'05"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 168°15'03", AN ARC DISTANCE OF 146.83 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 45.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 41°18'38", AN ARC DISTANCE OF 32.45 FEET; THENCE ALONG A NON-TANGENT LINE RUN N76°27'22"W, 191.56 FEET; THENCE N03°07'53"E, 64.04 FEET; THENCE N01°12'01"W, 72.15 FEET; THENCE N10°24'06"E, 79.53 FEET; THENCE N16°23'49"E, 74.63 FEET; THENCE N27°39'39"E, 69.82 FEET; THENCE N15°14'48"E, 65.66 FEET; THENCE N02°03'55"W, 668.34 FEET; THENCE N07°28'09"W, 248.56 FEET; THENCE N63°10'57"W, 90.63 FEET; THENCE N75°42'31"W, 579.61 FEET; THENCE N17°10'45"W, 395.84 FEET; THENCE N37°27'53"E, 53.03 FEET; THENCE N43°12'38"E, 66.01 FEET; THENCE N66°08'16"E, 51.51 FEET; THENCE N78°09'40"E, 210.35 FEET; THENCE N75°13'42"E, 58.20 FEET; THENCE N70°58'10"E, 58.20 FEET; THENCE N66°39'06"E, 58.20 FEET; THENCE N62°20'01"E, 58.21 FEET; THENCE N57°56'56"E, 86.94 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 525.00 FEET AND A CHORD BEARING AND DISTANCE OF N00°52'38"W, 326.44 FEET TO WHICH A RADIAL LINE BEARS S71°00'35"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°13'35", AN ARC DISTANCE OF 331.94 FEET TO THE POINT OF TANGENCY; THENCE N17°14'09"E, 62.28 FEET; THENCE N72°45'51"W, 110.00 FEET; THENCE N17°14'09"E, 140.00 FEET; THENCE N16°48'28"E, 68.44 FEET; THENCE N11°28'58"E, 65.34 FEET; THENCE N04°51'10"E, 65.34 FEET; THENCE N01°46'39"W, 65.34 FEET; THENCE N08°24'28"W, 65.34 FEET; THENCE N15°02'16"W, 65.34 FEET; THENCE N21°40'05"W, 65.34 FEET; THENCE N28°17'54"W, 65.35 FEET; THENCE N31°37'15"W, 52.04 FEET; THENCE N01°27'29"W, 20.62 FEET; THENCE N58°07'39"E, 99.34 FEET; THENCE N31°52'21"W, 355.48 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 87°40'56", AN ARC DISTANCE OF 30.61 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1,280.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°44'58", AN ARC DISTANCE OF 240.14 FEET TO THE POINT OF TANGENCY; THENCE S71°11'41"W, 21.20 FEET; THENCE S29°05'21"E, 85.12 FEET; THENCE S39°09'54"E, 58.03 FEET; THENCE S30°17'59"E, 89.42 FEET; THENCE S22°00'23"E, 82.16 FEET; THENCE S15°09'50"E, 77.49 FEET; THENCE S13°39'49"E, 210.00 FEET; THENCE S13°49'09"E, 101.52 FEET; THENCE S07°04'10"W, 67.99 FEET; THENCE S22°56'25"W, 62.57 FEET; THENCE S38°48'40"W, 59.03 FEET; THENCE S52°21'13"W, 26.92 FEET; THENCE S56°46'39"W, 83.53 FEET; THENCE S63°56'47"W, 83.40 FEET; THENCE S69°52'32"W, 73.34 FEET; THENCE S68°28'28"W, 68.81 FEET; THENCE S66°28'24"W, 68.81 FEET; THENCE S64°28'21"W, 68.81 FEET; THENCE S62°28'18"W, 68.81 FEET; THENCE S60°28'15"W, 68.81 FEET; THENCE S58°28'12"W, 68.81 FEET; THENCE S60°25'02"W, 90.87 FEET; THENCE S51°24'47"W, 127.69 FEET; THENCE S78°22'10"W,

CONTINUED ON SHEET 11

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4455 NE 8350 ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB8498

DRAWING NAME: C:\USERS\VISALE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_26280\D315 NEW.DWG 10.85 X 11 4/15/2024 10:38 AM BY: CHALTES
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SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 11 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 10

214.25 FEET; THENCE S89°42'27"W, 377.37 FEET; THENCE N00°17'33"W, 72.53 FEET; THENCE N20°45'41"W, 80.23 FEET; THENCE N26°15'05"W, 90.24 FEET; THENCE N19°06'45"E, 57.65 FEET; THENCE N17°24'04"W, 13.68 FEET; THENCE N24°38'31"W, 53.88 FEET; THENCE N19°00'41"W, 84.86 FEET; THENCE N20°51'43"W, 117.25 FEET; THENCE N08°53'56"W, 109.47 FEET; THENCE N77°33'32"W, 1.07 FEET; THENCE N12°26'28"E, 53.33 FEET; THENCE N41°20'19"E, 101.93 FEET; THENCE N62°57'25"E, 350.00 FEET; THENCE N38°49'58"E, 75.89 FEET; THENCE N00°17'21"W, 80.27 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,530.00 FEET AND A CHORD BEARING AND DISTANCE OF N88°55'10"W, 73.15 FEET TO WHICH A RADIAL LINE BEARS S00°17'21"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°44'22", AN ARC DISTANCE OF 73.15 FEET TO THE POINT OF TANGENCY; THENCE N87°32'59"W, 557.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 370.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 27°43'43", AN ARC DISTANCE OF 179.06 FEET TO THE POINT OF TANGENCY; THENCE S64°43'18"W, 121.37 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 720.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°20'21", AN ARC DISTANCE OF 4.26 FEET TO THE POINT OF TANGENCY; THENCE S25°32'17"E, 10.09 FEET; THENCE S36°22'33"E, 73.53 FEET; THENCE S06°00'29"E, 249.08 FEET; THENCE S05°25'21"E, 58.52 FEET; THENCE S00°01'47"W, 153.83 FEET; THENCE S02°30'53"W, 123.36 FEET; THENCE S22°02'57"W, 182.10 FEET; THENCE S61°39'13"W, 224.97 FEET; THENCE S34°03'10"W, 66.18 FEET; THENCE S76°37'49"W, 54.98 FEET; THENCE S26°22'23"E, 1.03 FEET; THENCE S76°37'49"W, 64.34 FEET; THENCE N85°24'30"W, 97.02 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 880.00 FEET AND A CHORD BEARING AND DISTANCE OF S14°48'58"W, 187.03 FEET TO WHICH A RADIAL LINE BEARS S81°17'03"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 12°12'02", AN ARC DISTANCE OF 187.39 FEET TO THE POINT OF TANGENCY; THENCE S20°54'59"W, 134.90 FEET; THENCE S53°24'45"E, 139.30 FEET; THENCE S19°08'17"E, 77.61 FEET; THENCE S22°05'45"E, 65.29 FEET; THENCE S43°20'19"E, 58.82 FEET; THENCE S50°54'56"E, 73.47 FEET; THENCE S45°58'13"E, 77.35 FEET; THENCE S41°14'15"E, 278.68 FEET; THENCE S26°40'26"E, 77.53 FEET; THENCE S02°34'32"W, 64.73 FEET; THENCE S25°40'41"W, 89.23 FEET; THENCE S48°45'45"W, 190.83 FEET; THENCE S76°36'53"W, 93.30 FEET; THENCE N80°30'39"W, 62.94 FEET; THENCE N57°40'31"W, 80.41 FEET; THENCE N44°18'22"W, 467.21 FEET; THENCE N27°49'14"W, 164.17 FEET; THENCE N34°53'59"W, 60.04 FEET; THENCE N55°06'01"E, 42.09 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 34°11'02", AN ARC DISTANCE OF 280.41 FEET TO THE POINT OF TANGENCY; THENCE N20°54'59"E, 272.50 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 820.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°19'29", AN ARC DISTANCE OF 233.63 FEET TO THE POINT OF TANGENCY; THENCE N04°35'30"E, 176.85 FEET; THENCE N85°24'30"W, 135.00 FEET; THENCE N73°50'39"W, 97.94 FEET; THENCE N50°20'55"W, 212.58 FEET; THENCE N38°49'31"W, 75.49 FEET; THENCE N24°38'48"W, 176.96 FEET; THENCE N15°01'24"W, 50.49 FEET; THENCE N05°30'35"W, 146.17 FEET; THENCE N05°17'12"E, 225.98 FEET; THENCE N08°57'03"E, 147.79 FEET; THENCE N12°23'15"W, 80.32 FEET; THENCE S88°31'32"E, 561.76 FEET; THENCE S79°33'47"E, 83.93 FEET; THENCE S71°41'08"E, 83.81 FEET; THENCE S58°22'38"E, 167.03 FEET; THENCE S45°35'09"E, 124.73 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 780.00 FEET AND A CHORD BEARING AND DISTANCE OF N64°01'09"E, 19.12 FEET TO WHICH A RADIAL LINE BEARS N26°40'59"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°24'17", AN ARC DISTANCE OF 19.12 FEET TO THE POINT OF TANGENCY; THENCE N64°43'18"E, 121.37 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 430.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 27°43'43", AN ARC DISTANCE OF 208.10 FEET TO THE POINT OF TANGENCY; THENCE S87°32'59"E, 402.17 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 31.42 FEET TO THE POINT OF TANGENCY; THENCE N02°27'01"E, 23.29 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,025.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°56'07", AN ARC DISTANCE OF 159.85 FEET; THENCE ALONG A NON-TANGENT LINE RUN N60°02'38"W, 240.97 FEET; THENCE N63°56'34"W, 50.68 FEET; THENCE S87°31'27"W, 420.00 FEET; THENCE N86°59'23"W, 95.97 FEET; THENCE N70°43'21"W, 323.94 FEET; THENCE N81°51'05"W, 51.24 FEET; THENCE S87°31'27"W, 722.62 FEET; THENCE N14°23'41"W, 71.26 FEET; THENCE N04°14'19"W, 156.74 FEET; THENCE N00°19'00"W, 39.50 FEET; THENCE N12°59'30"E, 63.33 FEET; THENCE N25°52'54"E, 52.46 FEET; THENCE N38°46'18"E, 63.67 FEET; THENCE N51°39'38"E, 47.83 FEET; THENCE N64°32'59"E, 79.05 FEET; THENCE N86°36'27"E, 371.82 FEET; THENCE N70°30'04"E, 64.93 FEET; THENCE N55°40'41"E, 87.70 FEET; THENCE N36°44'29"E, 65.65 FEET; THENCE N25°21'22"E, 66.45 FEET; THENCE N11°45'52"E, 62.52 FEET; THENCE N01°12'34"W, 64.16 FEET; THENCE N05°10'10"W, 82.56 FEET; THENCE N13°04'40"E, 98.21 FEET; THENCE N29°06'29"E, 97.72 FEET; THENCE N46°48'47"E, 97.72 FEET; THENCE N64°31'04"E, 97.72 FEET; THENCE N81°31'28"E, 92.21 FEET; THENCE N87°31'27"E, 700.00 FEET; THENCE N86°15'15"E, 66.62 FEET; THENCE N74°48'14"E, 62.40 FEET; THENCE N61°24'31"E, 62.40 FEET; THENCE N48°00'42"E, 62.41 FEET; THENCE N36°56'31"E, 65.78 FEET; THENCE N30°42'43"E, 66.57 FEET; THENCE N24°34'54"E, 66.57 FEET; THENCE N20°21'01"E, 72.86 FEET; THENCE N24°26'38"E, 78.14 FEET; THENCE N29°32'53"E, 78.15 FEET; THENCE N34°17'16"E, 66.99 FEET; THENCE N38°39'46"E, 66.99 FEET; THENCE N41°57'19"E, 33.85 FEET; THENCE N31°48'39"W, 45.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,400.00 FEET AND A CHORD BEARING AND DISTANCE OF N47°00'43"E, 542.77 FEET TO WHICH A RADIAL LINE BEARS S31°48'39"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 22°21'17", AN ARC DISTANCE OF 546.23 FEET TO THE POINT OF TANGENCY; THENCE N35°50'04"E, 346.34 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°15'48", AN ARC DISTANCE OF 13.45 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°12'24", AN

CONTINUED ON SHEET 12

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB8499

DRAWING NAME: C:\USERS\DWALE\FARMPREMIUM\LOCAL_TEMP\ACPUBLISH_16280\DISTRICT 15 NEW.DWG 11" X 17" 4/16/2024 11:38 AM DWALES

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 12 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 11

ARC DISTANCE OF 87.60 FEET TO THE POINT OF TANGENCY; THENCE S53°43'11"E, 210.94 FEET; THENCE N36°16'49"E, 120.00 FEET; THENCE N07°21'31"E, 141.52 FEET; THENCE N58°44'42"E, 141.50 FEET; THENCE S72°29'17"E, 119.86 FEET; THENCE N42°23'07"E, 156.33 FEET; THENCE N71°50'22"E, 130.73 FEET; THENCE S78°30'05"E, 103.20 FEET; THENCE S64°42'47"E, 372.27 FEET; THENCE N69°45'53"E, 48.12 FEET; THENCE N18°14'48"E, 81.35 FEET; THENCE N43°56'55"E, 59.17 FEET; THENCE N69°39'01"E, 85.47 FEET; THENCE S84°38'52"E, 59.17 FEET; THENCE S58°56'46"E, 85.47 FEET; THENCE S33°14'39"E, 59.17 FEET; THENCE S07°32'32"E, 118.30 FEET; THENCE S44°26'50"W, 104.09 FEET; THENCE S52°47'03"W, 67.64 FEET; THENCE S25°17'13"W, 65.20 FEET; THENCE S64°42'47"E, 174.00 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 217.50 FEET: THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 26°45'13", AN ARC DISTANCE OF 101.56 FEET TO THE POINT OF TANGENCY; THENCE S37°57'34"E, 5.58 FEET; THENCE N52°02'26"E, 329.93 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 275.00 FEET AND A CHORD BEARING AND DISTANCE OF N07°44'38"W, 173.37 FEET TO WHICH A RADIAL LINE BEARS S63°52'57"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 36°44'50", AN ARC DISTANCE OF 176.37 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 467.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°26'47", AN ARC DISTANCE OF 321.52 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 375.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°22'00", AN ARC DISTANCE OF 192.20 FEET TO THE POINT OF TANGENCY; THENCE N00°33'00"E, 14.62 FEET; THENCE N89°43'47"W, 1,087.59 FEET; THENCE N59°30'49"W, 29.81 FEET; THENCE N36°57'12"W, 133.50 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,823.00 FEET AND A CHORD BEARING AND DISTANCE OF N66°15'48"E, 1,290.88 FEET TO WHICH A RADIAL LINE BEARS N36°57'12"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°26'01", AN ARC DISTANCE OF 1,302.40 FEET TO THE POINT OF TANGENCY; THENCE N79°28'48"E, 195.27 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 3,850.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°39'22", AN ARC DISTANCE OF 514.46 FEET; THENCE ALONG A RADIAL LINE RUN S18°10'34"E, 169.34 FEET; THENCE S20°46'30"E, 88.91 FEET; THENCE S18°25'14"E, 70.00 FEET; THENCE S02°06'38"W, 134.36 FEET; THENCE S49°52'38"W, 141.47 FEET; THENCE S74°34'25"W, 71.51 FEET; THENCE S75°30'47"W, 71.51 FEET; THENCE S76°27'10"W, 71.51 FEET; THENCE S77°23'32"W, 71.51 FEET; THENCE S78°19'55"W, 71.51 FEET; THENCE S79°16'18"W, 71.51 FEET; THENCE N89°27'00"W, 92.08 FEET; THENCE S00°33'00"W, 178.67 FEET; THENCE N89°27'00"W, 65.67 FEET; THENCE N89°43'47"W, 44.33 FEET; THENCE S00°33'00"W, 14.87 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 325.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°22'00", AN ARC DISTANCE OF 166.58 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 517.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 13°30'58", AN ARC DISTANCE OF 121.96 FEET; THENCE ALONG A NON-TANGENT LINE RUN N77°10'06"E, 96.90 FEET; THENCE S89°51'45"E, 173.91 FEET; THENCE N72°59'49"E, 80.34 FEET; THENCE N00°08'15"E, 123.88 FEET; THENCE S89°27'00"E, 985.68 FEET; THENCE N03°57'33"E, 90.98 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 530.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°09'57", AN ARC DISTANCE OF 168.04 FEET; THENCE N22°07'30"E, 86.23 FEET; THENCE N67°52'30"W, 339.61 FEET; THENCE N38°12'07"W, 138.57 FEET; THENCE N22°07'30"E, 128.07 FEET; THENCE N02°36'40"E, 112.74 FEET; THENCE N15°37'48"W, 70.00 FEET; THENCE N08°42'16"W, 94.12 FEET; THENCE N12°32'05"E, 116.01 FEET; THENCE N25°55'27"W, 64.61 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 3,850.00 FEET AND A CHORD BEARING AND DISTANCE OF N60°45'03"E, 446.60 FEET TO WHICH A RADIAL LINE BEARS S25°55'27"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°39'00", AN ARC DISTANCE OF 446.85 FEET TO THE POINT OF TANGENCY; THENCE N57°25'33"E, 130.76 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 2,850.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 21°08'48", AN ARC DISTANCE OF 1,051.88 FEET TO THE POINT OF TANGENCY; THENCE N78°34'22"E, 168.30 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'06", AN ARC DISTANCE OF 84.56 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°00'16", AN ARC DISTANCE OF 10.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S11°25'38"E, 229.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 1,096.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 25°21'21", AN ARC DISTANCE OF 485.03 FEET TO THE POINT OF TANGENCY; THENCE S13°55'42"W, 204.65 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,196.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°07'45", AN ARC DISTANCE OF 482.80 FEET TO THE POINT OF TANGENCY; THENCE S09°12'03"E, 221.89 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 1,750.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°44'32", AN ARC DISTANCE OF 53.21 FEET; THENCE ALONG A NON-TANGENT LINE RUN N89°27'00"W, 743.99 FEET; THENCE N00°32'43"E, 229.99 FEET; THENCE N82°39'38"W, 90.62 FEET; THENCE N37°05'53"W, 125.16 FEET; THENCE N29°43'53"W, 60.72 FEET; THENCE N43°47'54"W, 61.91 FEET; THENCE N82°51'08"W, 14.47 FEET; THENCE N82°51'35"W, 70.32 FEET; THENCE S87°42'34"W, 72.45 FEET; THENCE N12°38'30"E, 38.26 FEET; THENCE N67°52'30"W, 91.96 FEET; THENCE S22°07'30"W, 426.64 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 470.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°09'57", AN ARC DISTANCE OF 149.01 FEET TO THE POINT OF TANGENCY; THENCE S03°57'33"W, 104.55 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 555.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°18'33", AN ARC DISTANCE OF 526.07 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE

CONTINUED ON SHEET 13

JOB S01122.09640

CFB CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB8998

DRAWING NAME: C:\USERS\QUALITY1\APPDATA\LOCAL\TEMP\ACPUBLISH_16280\D-0715 NEW.DWG 11"X 8.5" X 11 4/16/2024 11:38 AM BY: DWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 13 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 12

SOUTHEASTERLY AND HAVING A RADIUS OF 970.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°19'16", AN ARC DISTANCE OF 5.44 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°42'54", AN ARC DISTANCE OF 32.36 FEET TO THE POINT OF TANGENCY; THENCE S34°46'03"E, 72.71 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 375.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 22°14'48", AN ARC DISTANCE OF 145.60 FEET; THENCE ALONG A NON-TANGENT LINE RUN N25°10'57"E, 449.15 FEET; THENCE N72°25'02"E, 195.99 FEET; THENCE S64°49'03"E, 83.35 FEET; THENCE S48°52'20"E, 72.80 FEET; THENCE S64°52'35"E, 69.32 FEET; THENCE N86°39'04"E, 40.12 FEET; THENCE N55°00'26"E, 134.76 FEET; THENCE N89°54'59"E, 152.21 FEET; THENCE S77°43'47"E, 110.24 FEET; THENCE S47°17'30"E, 208.81 FEET; THENCE S32°28'40"W, 73.88 FEET; THENCE S20°25'28"W, 119.42 FEET; THENCE S13°18'50"E, 73.74 FEET; THENCE S69°37'49"E, 87.06 FEET; THENCE S61°53'26"E, 307.29 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,750.00 FEET AND A CHORD BEARING AND DISTANCE OF S24°23'41"W, 114.69 FEET TO WHICH A RADIAL LINE BEARS S67°29'00"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°45'21", AN ARC DISTANCE OF 114.72 FEET TO THE POINT OF TANGENCY; THENCE S26°16'21"W, 1,356.79 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 2,950.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°51'12", AN ARC DISTANCE OF 249.89 FEET; THENCE ALONG A RADIAL LINE RUN N58°52'26"W, 15.00 FEET; THENCE N86°19'51"W, 252.33 FEET; THENCE S61°26'27"W, 59.63 FEET; THENCE S52°02'14"W, 190.98 FEET; THENCE S83°10'20"W, 53.78 FEET; THENCE S78°51'08"W, 101.14 FEET; THENCE S85°43'14"W, 112.35 FEET; THENCE N64°06'39"W, 124.97 FEET; THENCE N39°38'20"W, 559.53 FEET; THENCE N38°08'22"W, 82.95 FEET; THENCE N15°38'53"W, 118.41 FEET; THENCE N16°05'37"E, 118.41 FEET; THENCE N43°53'03"E, 98.08 FEET; THENCE N50°19'40"E, 68.94 FEET; THENCE N29°01'37"E, 65.34 FEET; THENCE N60°58'23"W, 36.83 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 825.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°16'12", AN ARC DISTANCE OF 75.88 FEET; THENCE ALONG A NON-TANGENT LINE RUN S49°39'30"W, 226.83 FEET; THENCE S45°13'29"W, 67.82 FEET; THENCE S40°47'35"W, 67.84 FEET; THENCE S38°09'22"W, 179.73 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE THEREOF RUN N00°12'36"E, 1255.77 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 744.27 FEET TO THE POINT OF BEGINNING; THENCE N39°15'53"E, 110.00 FEET; THENCE N47°51'28"W, 66.77 FEET; THENCE N42°06'10"W, 69.01 FEET; THENCE N37°57'34"W, 217.18 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,530.00 FEET AND A CHORD BEARING AND DISTANCE OF N42°56'35"E, 444.57 FEET TO WHICH A RADIAL LINE BEARS S38°42'11"E; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°42'27", AN ARC DISTANCE OF 446.15 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 970.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°55'41", AN ARC DISTANCE OF 303.52 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°42'54", AN ARC DISTANCE OF 32.36 FEET; THENCE S34°46'03"E, 72.71 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 425.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°10'10", AN ARC DISTANCE OF 171.86 FEET; THENCE ALONG A NON-TANGENT LINE RUN S25°10'57"W, 96.19 FEET; THENCE S05°29'30"W, 294.01 FEET; THENCE S11°12'03"W, 90.13 FEET; THENCE S50°09'20"W, 72.80 FEET; THENCE S35°34'41"W, 83.79 FEET; THENCE S50°45'26"W, 176.91 FEET; THENCE S29°01'37"W, 135.07 FEET; THENCE N60°58'23"W, 42.05 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 775.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°14'16", AN ARC DISTANCE OF 138.48 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE THEREOF RUN N00°12'36"E, 1973.96 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 298.94 FEET TO THE POINT OF BEGINNING; THENCE N52°20'49"E, 101.67 FEET; THENCE N04°44'34"W, 113.96 FEET; THENCE N24°27'06"E, 101.13 FEET; THENCE S67°15'29"E, 91.82 FEET; THENCE S66°36'18"E, 220.32 FEET; THENCE S36°15'29"E, 68.43 FEET; THENCE S18°33'58"E, 141.56 FEET; THENCE S53°04'15"E, 20.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 1,470.00 FEET AND A CHORD BEARING AND DISTANCE OF S40°16'17"W, 171.40 FEET TO WHICH A RADIAL LINE BEARS S53°04'15"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°41'03", AN ARC DISTANCE OF 171.49 FEET; THENCE ALONG A NON-TANGENT LINE RUN N45°59'49"W, 92.74 FEET; THENCE N77°25'01"W, 125.62 FEET; THENCE S79°50'54"W, 75.68 FEET; THENCE N71°50'59"W, 54.18 FEET; THENCE N41°11'42"W, 54.10 FEET; THENCE N37°39'11"W, 64.87 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPT A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

CONTINUED ON SHEET 14

JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB6416

DRAWING NAME: C:\USERS\CFBAL\DESKTOP\CFB\APPDATA\LOCAL\TEMP\ACPUBLISH_12660\DISTRICTS NEW.DWG 15 8.5 X 11 4/16/2024 11:58 AM D.K. GWALTNEY

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

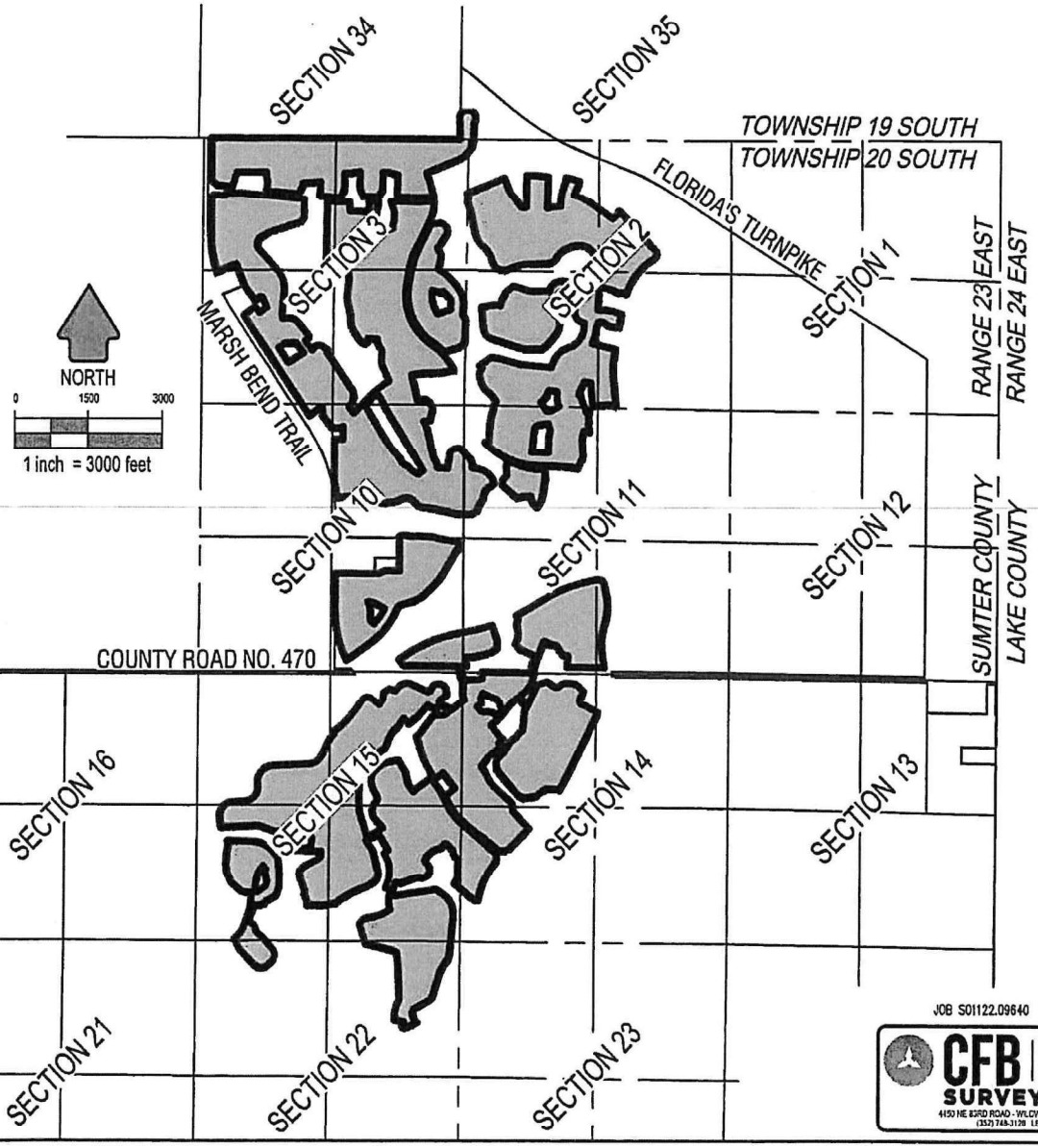
DISTRICT 15 (2ND AMENDMENT) NEW
1380.4 ACRES±

EXHIBIT " 7 "
SHEET 14 OF 14

LEGAL DESCRIPTION

CONTINUED FROM SHEET 13

COMMENCE AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 15; THENCE ALONG THE EAST LINE THEREOF RUN S00°13'06"W, 1188.46 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°46'54"W, 4009.75 FEET TO THE POINT OF BEGINNING; THENCE S41°09'05"E, 86.54 FEET; THENCE S10°44'49"W, 76.87 FEET; THENCE S12°32'18"E, 190.31 FEET; THENCE S18°25'22"W, 82.25 FEET; THENCE S47°11'55"W, 34.82 FEET; THENCE S53°04'00"W, 168.99 FEET; THENCE S88°13'15"W, 42.86 FEET; THENCE N85°24'30"W, 10.00 FEET; THENCE N04°35'30"E, 154.44 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 720.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 32°28'09", AN ARC DISTANCE OF 408.02 FEET TO THE POINT OF BEGINNING.



JOB S01122.09640

CFB CLYMER FARNER BARLEY SURVEYING
4150 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8499

DRAWING NAME: C:\USERS\GRALEE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_16260\DISTRICT 15 AMENDMENT 2.dwg 8.5 X 11 4/15/2021 11:39 AM GRALEE

EXHIBIT 8

PROPOSED TIME TABLES AND RELATED ESTIMATES OF COST[1] OF THE DISTRICT SERVICES AND FACILITIES OF THE EXPANDED VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ITEM	ANTICIPATED SCHEDULE	ESTIMATED COST
Subdivision Infrastructure Roads & Drainage	2022-2028	$99,434,476
Collector Road Infrastructure Roads & Drainage	2022-2028	$17,509,807
Multi-Use Trails & Paths, Golf Cart Bridges & Tunnels	2022-2028	$31,973,066
Landscaping & Irrigation in Common Areas[2]	2022-2028	$64,758,631
Boundary Security Buffers/Walls & Fencing in Common Areas	2022-2028	$19,256,948
Master Earthwork and Stormwater Collection Systems	2022-2028	$356,967,303
Wetland & Wildlife Mitigation/Protection Measures	2022-2028	$2,887,500
Project Entry Features	2022-2028	$5,804,835
TOTAL:		**$598,592,566**

[1] Costs are preliminary in nature and are subject to change. Costs include engineering and contingencies.
[2] The irrigation system beyond the point of delivery serving common areas will be owned and maintained by the District, with water purchased pursuant to a bulk water agreement. The master irrigation system up to the point of delivery will be funded by the Utility.

EXHIBIT 9

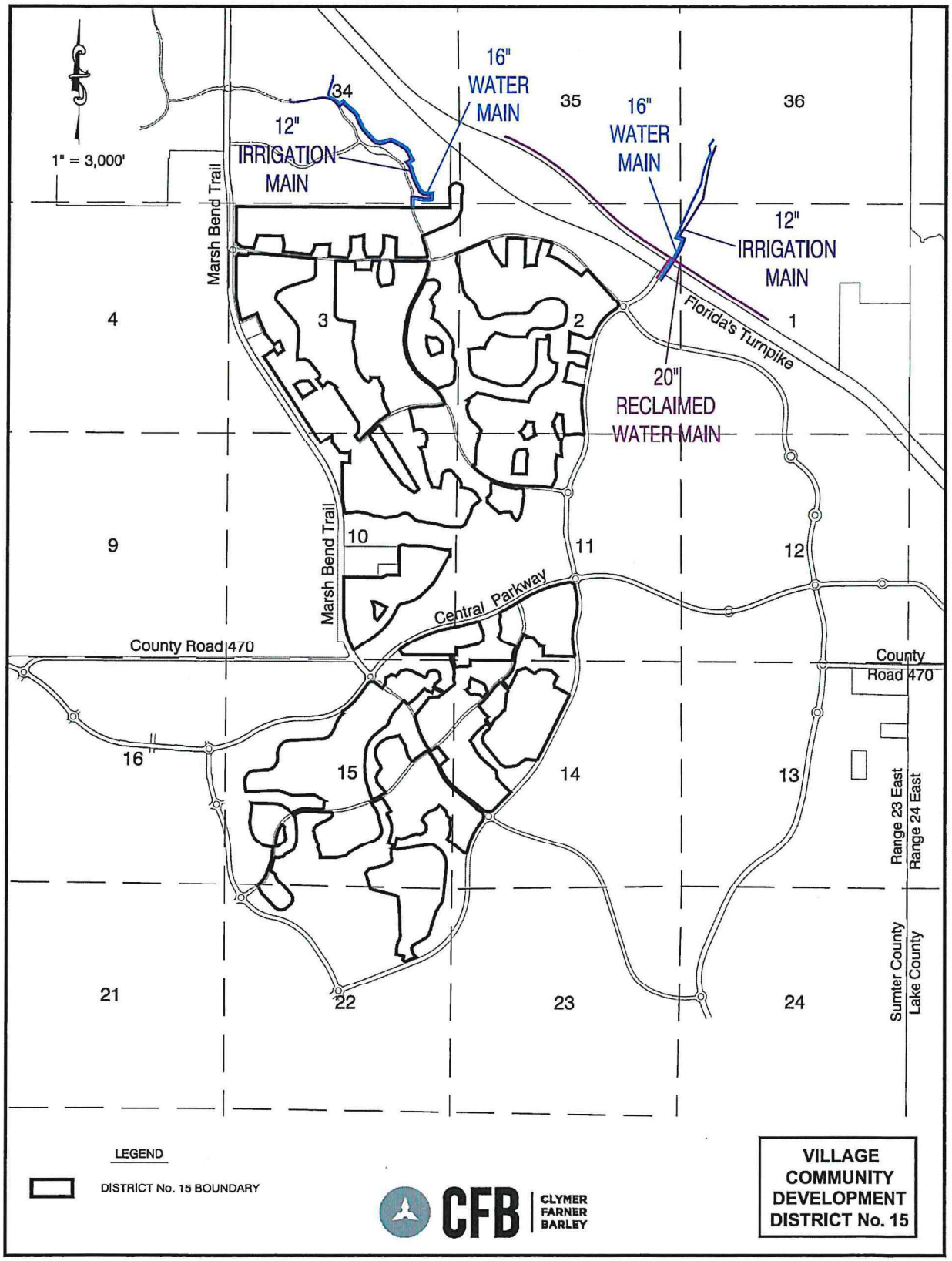
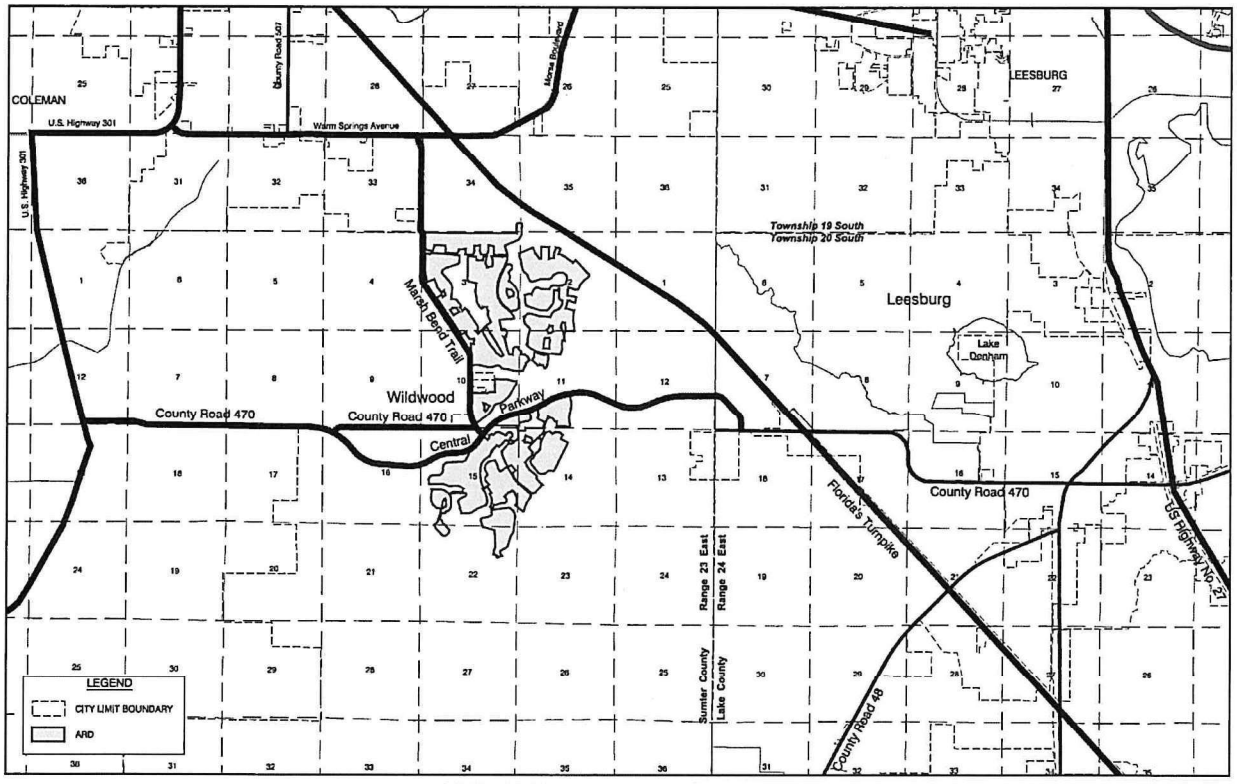

1" = 3,000'
16" WATER MAIN
12" IRRIGATION MAIN
16" WATER MAIN
12" IRRIGATION MAIN
20" RECLAIMED WATER MAIN
Florida's Turnpike
Marsh Bend Trail
Marsh Bend Trail
Central Parkway
County Road 470
County Road 470
34
35
36
4
3
2
1
9
10
11
12
16
15
14
13
21
22
23
24
Range 23 East
Range 24 East
Sumter County
Lake County
LEGEND
DISTRICT No. 15 BOUNDARY
CFB
CLYMER FARNER BARLEY
VILLAGE COMMUNITY DEVELOPMENT DISTRICT No. 15

EXHIBIT 10

The Village Community Development District No. 15 (the "District") is located within the city limits of the City of Wildwood (the "City") in Sumter County, Florida. The District lies within The Villages of Southern Oaks (VOSO), which was approved on May 8, 2017 as an Age Restricted Development (ARD). Subsequent amendments were approved by the City on January 8, 2018, January 22, 2018 August 27, 2018, January 28, 2019, September 23, 2019, February 24, 2020, October 12, 2020, November 8, 2021, July 11, 2022 and again on February 27, 2023



LAND USE AND ZONING MAP

EXHIBIT 11

STATEMENT OF ESTIMATED REGULATORY COSTS ESTABLISHMENT OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

1.0 Introduction

1.1 Purpose and Scope

This statement of estimated regulatory costs (SERC) supports the petition to amend Village Community Development District No. 15 (the "District"). The amended District will include approximately 1,380.4 acres of land on which roughly 7,500 dwelling units are planned for development. This amendment will add 2.0 net acres to the existing District. The District proposes to provide infrastructure and community services to this area in the District as described more fully below.

The limitations on the scope and use of this SERC are set out in Section 190.002(2)(d), Florida Statutes ("F.S."), as follows:

> "That the process of establishing such a District pursuant to uniform general law shall be fair and based only on factors material to managing and financing the service delivery function of the District, so that any matter concerning permitting or planning of the development is not material or relevant."

1.2 Overview of the Proposed District Village Community Development District No. 15

The proposed District would provide community infrastructure, services, and facilities, along with their operations and maintenance, to the proposed area, located in the City of Wildwood, Florida. The proposed amendment adds 2.0 acres making the entire District 1,380.4 acres. The District will include roughly 7,500 units with a mix of housing types, designs and models.

1.3 Requirements for Statement of Estimated Regulatory Costs (SERC)

Section 120.541(2), F.S. (2022) defines the elements a SERC must contain (or in this case, County ordinance).

(a) An economic analysis showing whether the rule directly or indirectly:

1. Is likely to have an adverse impact on economic growth, private sector job creation or employment, or private sector investment in

excess of $1 million in the aggregate within five (5) years after the implementation of the rule;

2. Is likely to have an adverse impact on business competitiveness, including the ability of persons doing business in the state to compete with persons doing business in other states or domestic markets, productivity, or innovation in excess of $1 million in the aggregate within five years after the implementation of the rule; or

3. Is likely to increase regulatory costs, including any transactional costs, in excess of $1 million in the aggregate within five years after the implementation of the rule.

(b) A good faith estimate of the number of individuals and entities likely to be required to comply with the rule, together with a general description of the types of individuals likely to be affected by the rule.

(c) A good faith estimate of the cost to the agency, and to any other state and local government entities, of implementing and enforcing the proposed rule, and any anticipated effect on state or local revenues.

(d) A good faith estimate of the transactional costs likely to be incurred by individuals and entities, including local government entities, required to comply with the requirements of the rule. As used in this section, "transactional costs" are direct costs that are readily ascertainable based upon standard business practices, and include filing fees, the cost of obtaining a license, the cost of equipment required to be installed or used or procedures required to be employed in complying with the rule, additional operating costs incurred, the cost of monitoring and reporting, and any other costs necessary to comply with the rule.

(e) An analysis of the impact on small businesses as defined by Section 288.703, F.S., and an analysis of the impact on small counties and small cities as defined in Section 120.52, F.S. The impact analysis for small businesses must include the basis for the agency's decision not to implement alternatives that would reduce adverse impacts on small businesses.

(f) Any additional information that the agency determines may be useful.

(g) In the statement or revised statement, whichever applies, a description of any regulatory alternatives submitted under paragraph (1)(a) and a statement adopting the alternative or a statement of the reasons for rejecting the alternative in favor of the proposed rule.

2.0 An economic analysis showing whether the rule/ordinance directly or indirectly will have an adverse impact on economic growth, job creation, employment, private-sector investment, business competitiveness, or regulatory costs.

Section 120.541(2)(a), F.S., requires an economic analysis showing whether the establishment of the District will directly or indirectly have an adverse impact on economic growth, job creation, employment, private-sector investment, business competitiveness, or regulatory costs exceeding $1 million in the aggregate within five years after the establishment takes place. The answer, based upon numerous other residential community development districts, is that the amendment of the District will not have an adverse impact on economic growth, job creation, employment, private-sector investment, business competitiveness, or regulatory costs.

The amendment of the District is likely to increase economic growth, job creation, employment, private-sector investment, and business competitiveness. This is because the District will provide infrastructure improvements within the District's boundaries, allowing for the development of the land within the District. This new demand created by the District's residents will increase economic growth, job creation, employment, private-sector investment, and business competitiveness in the areas surrounding the District.

The District will have the ability to assess the property owners to pay for the installation, operation, and maintenance of its infrastructure improvements. However, such costs will not be in addition to, or unique to, the District. The infrastructure improvements to be funded by the District would be required to support development of the planned residences, regardless of the District's existence. Community development districts, such as Village Community Development District No. 15 can fund their infrastructure improvements with long-term bond financing that typically carries more favorable terms than other sources of funding. Thus, the costs related to the installation of the public infrastructure serving the planned development will not be increased due to the existence of the District.

3.0 A good-faith estimate of the number of individuals and entities likely to be required to comply with the rule/ordinance, together with a general description of the types of individuals likely to be affected by the rule/ordinance.

The landowner of the District plans to develop a total of 7,500 dwelling units. If this amendment is approved, this would put all of these residents under the jurisdiction of the District. Prior to the sale of the property encompassing the additional dwelling units, the developer will also be subject to the District's jurisdiction.

4.0 Good-faith estimate of the cost to state and local government entities, of implementing and enforcing the proposed ordinance, and any anticipated effect on state and local revenues

4.1 Impact on State and Local Costs

State Government Entities

There will be virtually no costs to various Florida ("State") governmental entities due to the fact that the District already exists, and the amendment will have no effect on various Florida governmental entities. The District consists of less than 2,500 acres; therefore, the City of Wildwood, Florida (the "City") is the reviewing agency, pursuant to Florida Statutes Section 190.005(2). The State will incur no costs in reviewing the petition to establish the District and the State will not be required to hold any public hearings on the matter.

The ongoing costs to various State entities to implement and enforce the amended District relate strictly to the receipt and processing of various reports that the District is required to file annually with the State and its various entities. These annual reports are outlined in the attached Appendix. However, the costs to the State agencies that will receive and process the District's reports will be minimal. The District is only one of many governmental subdivisions required to submit various reports to the State. Additionally, pursuant to Section 189.018, F.S., the District will pay an annual fee to the State Department of Commerce to offset such processing costs.

The City of Wildwood

City staff will process, analyze, and conduct public hearing(s) on the petition to amend the District. These activities will utilize the time of the staff and City Commissioners, however, these costs to the City are likely to be minimal for a number of reasons. First, review of the petition does not include analysis of the development to be served by the District. Second, the petition itself provides most of the information needed for City staff's review. Third, the City currently employs the staff needed to conduct the review of the petition. Fourth, no capital expenditure is required to review the petition. Finally, local governments routinely process similar petitions for land use and zoning changes that are more complex than is the petition to amend a Community Development District.

The annual costs to the City, related to the ongoing operations of the District, are also minimal. The District will be an independent unit of local government. The only annual costs incurred by the City will be the minimal costs of receiving and, to the extent desired, reviewing the various reports that the District is required to provide to the City.

4.2 Impact on State and Local Revenues

Adoption of the proposed ordinance will have no negative impact on State or local revenues. The District is an independent unit of local government. It is designed to

provide community facilities and services to serve the development. It has its own sources of revenue. No State or local subsidies are required or expected.

In this regard, it is important to note that any debt obligations incurred by the District to construct its infrastructure, or for any other reason, are not debts of the State, the County, the City, or any unit of local government. By State law, the debts of the District are strictly its own responsibility.

5.0 A good-faith estimate of the transactional costs likely to be incurred by individuals and entities required to comply with the requirements of the rule/ordinance.

Table 2, below, provides an outline of the various facilities and services the proposed District may provide. The District plans to fund, own, operate, and maintain certain drainage and stormwater systems, landscaping, and ponds. The District will also plan, construct, and finance some of the community's roadways, along with possibly offsite roadway improvements. The roadways and drainage systems within publicly dedicated rights-of-way will be conveyed to the appropriate general-purpose government for operation and maintenance. The landowner will construct the utilities and other community infrastructure and facilities. The District will be responsible for maintenance of some of these facilities.

Table 2. Proposed Facilities and Services

Improvements/Facility	Funded By	O&M By	Ownership
Roads	Landowner/CDD	City	City
Utilities	Landowner	Landowner	Landowner
Amenities	Landowner	Landowner	Landowner
Drainage/Basins	Landowner/CDD	CDD	CDD
Landscape	Landowner/CDD	CDD	CDD

The petitioner has estimated the costs for providing the capital improvements and facilities outlined in Table 2. The cost estimates for these improvements and facilities are shown in Table 3, below. Total costs are estimated at approximately $598,592,568.00. To fund these improvements, the District may issue special assessment or other revenue bonds. These bonds would be repaid through non-ad valorem assessments levied on all properties located within the District that benefit from these improvements.

Table 3. Summary of Estimated Capital Costs for New Infrastructure

Improvement/Facility	Cost
Subdivision Infrastructure Roads & Drainage	$99,434,476
Collector Road Infrastructure Roads & Drainage	$17,509,807
Multi-Use Trails & Paths, Golf Cart Bridges & Tunnels	$31,973,066
Landscaping & Irrigation in Common Areas	$64,758,631
Boundary Security Buffers/Walls & Fencing in Common Areas	$19,256,948
Master Earthwork and Stormwater Collection Systems	$356,967,303
Wetland & Wildlife Mitigation/Protection Measures	$2,887,500
Project Entry Features	$5,804,835
TOTAL:	**$598,592,566**

Prospective future landowners in the District may be required to pay non-ad valorem assessments levied by the District to secure the debt incurred by the District through one or more bond issuances. In addition to the levy of non-ad valorem assessments for debt service, the District may also impose a non-ad valorem assessment to fund the operations and maintenance of the District and its facilities and services.

It is important to note that the various costs outlined in Table 3 are typical for residential developments of the type contemplated herein. In other words, there is nothing unusual about the District's financing that requires additional infrastructure over and above what would normally be needed. Therefore, these costs are not in addition to normal development costs. Instead, the facilities and services provided by the District are substituting in part for developer-provided infrastructure and facilities. Along these same lines, District-imposed assessments for operations and maintenance costs are similar to what would be charged in any event by a property owner's association common to most master-planned developments.

Real estate markets take into account the District's cost because buyers and renters evaluate all of the costs and benefits associated with various alternative locations. Therefore, market forces preclude developers from marking up the prices of their products beyond what the competition allows. To remain competitive, the operations and maintenance charges must also be in line with the competition.

Furthermore, locating in the District by new residents is completely voluntary. So ultimately, all owners and users of the affected property choose to accept the District's costs because of the benefits that the District provides.

The District is an alternative means to finance necessary community services. District financing is no more expensive, and often less expensive, than the alternatives of a municipal services taxing unit (MSTU), a neighborhood association, County provision (directly or via a dependent special District), or through developer-bank loans.

6.0 An analysis of the impact on small businesses, as defined by Section 288.703, F.S., and an analysis of the impact on small counties and small cities as defined by Section 120.52, F.S.

There will be no adverse impact on small businesses because of establishment the District. If anything, the impact will be positive. This is because the District must competitively bid certain of its contracts. This affords small businesses the opportunity to bid on District work.

The City of Wildwood has an estimate population of 15,730 according to the most recent U.S. Census Bureau (2020) and the population was 6,709 at the 2010 census. Therefore, the City of Wildwood is not considered a small city as defined by Section 120.52, F.S. The District will provide infrastructure facilities and services to the property located within the District. These facilities and services will help to make this property developable.

Development of the property within the District will increase the value of this property, and consequently, will increase the property taxes that accrue to the City. These increased property taxes, along with other direct and indirect revenues accruing to the City as a result of the development of the land within the District, will offset any new staff, facilities, or equipment the City adds to provide services to the property owners within the District.

7.0 Any additional useful information.

The analysis provided above is based on a straightforward application of economic theory, especially as it relates to tracking the incidence of regulatory costs and benefits. Inputs were received from the developer's engineer and other professionals associated with the developer.

It is useful to reflect upon the question of whether the establishment of the District is the best alternative to provide community facilities and services to the development. As an alternative to the District, the City could approve a dependent special District for the area, such as an MSBU or a special taxing District under Chapter 170 of the Florida Statutes. Either of these alternatives could finance the improvements contemplated in Table 2 in a fashion similar to the existing District.

However, unlike the District, the alternatives would require the City to continue to administer the projects and its facilities and services. As a result, the costs for these services and facilities would not be sequestered to the land directly benefiting from them, as the case would be with the District. In addition, administering a project of the size and complexity of the development program for the District is a very significant and expensive undertaking, especially in light of the fact that the District already exists.

Another alternative to the District would be for the developer to provide the infrastructure and to use a property owners association (POA) for operations and maintenance of community facilities and services. A District is superior to a POA for a variety of reasons. First, unlike a POA, a District can impose and collect its assessments along with other

property taxes on the combined real estate tax bill through the County tax collector. Therefore, the District is far more assured of obtaining its needed funds than is a POA. Second, the District is a unit of local government. Therefore, unlike a POA, the District must abide by all governmental rules and regulations.

Additionally, any debt of a District is strictly the District's responsibility. While it may be technically true that the debt of a City-established, dependent special district, is not strictly the City's responsibility, any financial problems that the special district may have will inevitably entangle the City. This will not be the case if the District is established as proposed.

With a District, residents (owners and renters) within the District would have a focused unit of government under their direct control. The District can then be more responsive to resident needs without disrupting other City responsibilities.

APPENDIX

REPORT	STATUE SECTION	DUE DATE
Annual Financial Audit	218.39	Nine months after end of fiscal year
Annual Financial Report (AFR)	218.32	Within 45 days after completion of audit but no later than 9 months after end of fiscal year
Financial Disclosure Form 1	112.3145	By July 1
Public Depositor Report	280.17	By November 30
Proposed Budget	190.008	By June 15
Adopted Budget	190.008	By October 1
Public Meetings Schedule	189.015	Quarterly semiannually or annually
Notice of Bond Issuance	218.38	Within 120 days after delivery
Registered Agent	189.014	30 days after first Board meeting
Notice of Establishment	190.0485	30 days after formation
Establishment Documents	189.016	30 days after adoption
Notice of Public Finance	190.009	After financing

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Petition to Amend the Boundary Line of Middleton CDD A**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The Board of Supervisors of the Middleton Community Development District A (the “District”) has petitioned the City of Wildwood to amend Ordinance O2022-35 to reflect a net decrease in the size of the District by 1800.9 acres, such that the resulting District will total 683.7 acres MOL. The net decrease in the size of the District has no effect on the City limits.

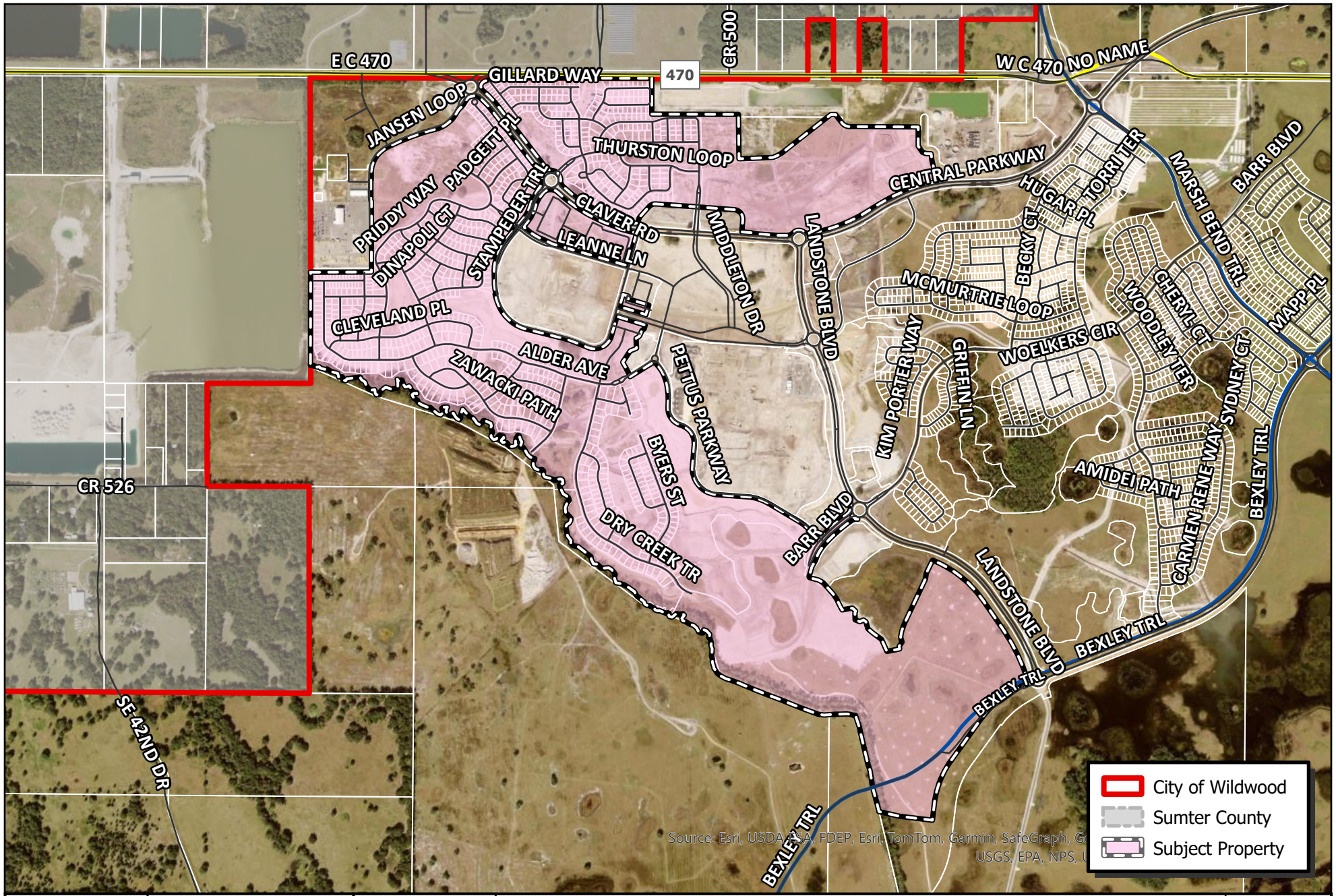
The District has requested that the Commission adopt an ordinance approving the proposed changes as outlined by Section 190.046(b), Florida Statutes.

Ordinance O2024-37 has been prepared should the Commission move to support the request. This is the second and final public hearing for Ordinance O2024-37.

DATED: 6/11/2024

Wendy Then, AICP, CFM
Assistant Director Development Services

LOCATION MAP



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 35 70 140	CDD 2405-002 **VCDD BOUNDARY LINE REVISION MIDDLETON**	**MAP 1B** **LOCATION MAP** **MAY 2024**

NELSON MULLINS

NELSON MULLINS RILEY & SCARBOROUGH LLP
ATTORNEYS AND COUNSELORS AT LAW

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May 17, 2024

VIA FEDEX

City of Wildwood
c/o Melanie Peavy
100 N. Main Street
Wildwood, FL 34785

RE: Petition to Amend the Boundary Line of Middleton Community Development District A

Dear Ms. Peavy:

Enclosed please find the original Petition to Amend the Boundary Line of Middleton Community Development District A. My colleague, Kate Stangle, is sending the filing fee check in the amount of $1,500.00 to your attention via federal express, for delivery on Monday, May 20th.

I apologize for any inconvenience. If you have any questions, please do not hesitate to contact me, and thank you for your help.

Sincerely,

Jo O. Thacker

Jo O. Thacker

Enclosures

ORDINANCE NO. O2024-37

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA AMENDING THE BOUNDARIES OF THE MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A PURSUANT TO FLORIDA STATUTE 190.046 RATIFYING AND CONSENTING TO THE SECTION 190.012(1) AND 190.012(2) FLORIDA STATUTES; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Wildwood, Florida Board established the Middleton Community Development District A ("District") by Ordinance O2022-35; and

WHEREAS, the District has approved a Petition to the City of Wildwood requesting that the legal description included in Exhibit "A" to Ordinance O2022-35 be amended to reflect a net decrease in the size of the District by 1,800.9 acres, such that the resulting District will total 683.7 acres, more or less; and

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

SECTION 1. Petition. The "Petition to Amend the Boundaries of Middleton Community Development District A pursuant to Florida Statutes 190.046" as submitted to the City of Wildwood Commissioners, is hereby GRANTED.

SECTION 2. Modification of Map and Legal Description. Ordinance O2022-35 is hereby amended so that the external boundary of the District shall be as per Exhibit "A" attached hereto.

SECTION 3. Modification of Powers and Functions. The District shall have all general and special functions and powers as described in Chapter 190, Florida Statutes, as the same may be expanded by general law from time to time. Without limiting the foregoing, the City of Wildwood consents to the exercise of the special powers described in Section 190.012(2); provided however, that if the District chooses to exercise any of the special powers contained in Section 190.012(2), Florida Statutes, the District shall ensure that the exercise of any special powers do not conflict with current systems and facilities provided by the City of Wildwood unless agreed to by the City of Wildwood. Notwithstanding the foregoing, those matters which are traditionally governed by franchise agreements (i.e., water, wastewater, natural gas, electric, garbage, etc.), are not granted as functions and powers herein, unless the District enters into a separate franchise agreement with the City of Wildwood to provide those services within the

District. The special powers set forth in 190.012(1)(b) and 190.012(2)(f) are specifically excluded unless the District enters into a franchise agreement with the City of Wildwood to provide the special powers set forth in 190.012(1)(b) and 190.012(2)(f) within the District.

SECTION 4. Ratification and Consent. The City Commission of the City of Wildwood, Florida, ratifies and consents to the special powers authorized in Section 190.012(1) and 190.012(2) Florida Statutes as requested by the petitioner.

SECTION 5. **Conflict.** All ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed to the extent of such conflict.

SECTION 6. Severability. If any section, sentence, clause, or phrase of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then said holding shall in no way affect the validity of the remaining portions of this ordinance.

SECTION 7. Effective Date. This ordinance shall become effective in accordance with law.

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

PETITION TO AMEND THE BOUNDARY LINE OF MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

Petitioner, Middleton Community Development District A, a Florida Community Development District, petitions the City of Wildwood, Florida (hereinafter referred to as "City") pursuant to the Uniform Community Development District Act of 1980, Chapter 190, Florida Statutes, to adopt an ordinance to amend the boundary line of Middleton Community Development District A (the "District") and states as follows:

1. Petitioner is a Florida Community Development District with its principal place of business at 984 Old Mill Run, The Villages, Florida 32162.

2. The District presently comprises 2,484.6 acres. The amendment will decrease the District's size to 683.7 acres. A map showing the location of the amended boundary lines of the District is attached as **Exhibit 1**. All of the land in the existing District and in the amended boundary is within the City.

3. A metes and bounds legal description and sketch of the external boundaries of the current boundaries of the District is attached as **Exhibit 2.**

4. A metes and bounds legal description and sketch of the external boundaries of the areas to be added to the District is attached as **Exhibit 3**.

5. A metes and bounds legal description and sketch of the external boundaries of the areas to be deleted from the District is attached as **Exhibit 4**.

6. Attached as **Exhibit 5-1** is documentation constituting written consent to amendment of the District Boundary by the owners of the real property to be added to the District and attached as **Exhibit 5-2** is documentation constituting written consent to amendment of the District Boundary by the owners of the real property to be deleted from the District.

7. The five (5) persons serving as the Board of Supervisors of the District are named in **Exhibit 6** attached hereto.

8. A metes and bounds legal description and sketch of the new boundary of the District is attached as **Exhibit 7**.

9. The name of the District remains Middleton Community Development District A.

10. The proposed timetables and related estimates of cost to construct the District services and facilities, based upon available data, are attached as **Exhibit 8**.

11. The major trunk water mains, sewer interceptors, and outfalls currently in existence on the property to be serviced by the District are identified on **Exhibit 9** attached hereto.

12. All of the property to be included in the District, as shown in **Exhibit 10**, will be developed pursuant to the approved development plan of The Villages of Southern Oaks (VOSO) Age Restricted Development.

13. The Statement of Estimated Regulatory Costs of the District is attached as **Exhibit 11**.

WHEREFORE, Petitioner respectfully requests the City of Wildwood to:

A. Schedule a public hearing on June 10, 2024 and June 17, 2024, to consider this Petition filed pursuant to the uniform procedures set forth in Section 190.005(2), Florida Statutes.

B. Grant the Petition and adopt an ordinance to amend the boundary line of the District.

RESPECTFULLY SUBMITTED this 17th day of May, 2024.

MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

By: _____
Joe Ricciardi, Chairman

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (EXISTING)
2,484.6 ACRES±

EXHIBIT " 2 "
SHEET 1 OF 5

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 15, 16, 17, 20, 21, 22, 27, 28 AND 29, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 17; THENCE ALONG THE NORTH LINE THEREOF RUN N89°41'47"W, 1,333.69 FEET TO THE NORTHWEST CORNER OF THE EAST 1/4 OF SAID SECTION 17; THENCE DEPARTING SAID NORTH LINE AND ALONG THE WEST LINE THEREOF RUN S00°05'18"E, 2,563.07 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID WEST LINE RUN N89°54'42"E, 803.28 FEET; THENCE N32°37'22"E, 17.60 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 15.07 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 37°48'40", AN ARC DISTANCE OF 9.94 FEET TO THE POINT OF TANGENCY; THENCE N00°09'19"E, 239.44 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 237.63 FEET AND A CHORD BEARING AND DISTANCE OF N15°04'36"E, 145.12 FEET TO WHICH A RADIAL LINE BEARS S87°17'55"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 35°33'24", AN ARC DISTANCE OF 147.47 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 179.10 FEET AND A CHORD BEARING AND DISTANCE OF N00°07'35"E, 172.91 FEET TO WHICH A RADIAL LINE BEARS S61°00'36"E; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 57°43'37", AN ARC DISTANCE OF 180.45 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 100.00 FEET AND A CHORD BEARING AND DISTANCE OF N14°31'21"W, 50.15 FEET TO WHICH A RADIAL LINE BEARS S60°57'17"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 29°02'43", AN ARC DISTANCE OF 50.69 FEET TO THE POINT OF TANGENCY; THENCE N00°00'00"E, 149.16 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 198.37 FEET AND A CHORD BEARING AND DISTANCE OF N12°46'28"E, 66.00 FEET TO WHICH A RADIAL LINE BEARS N86°48'04"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 19°09'03", AN ARC DISTANCE OF 66.31 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 192.63 FEET AND A CHORD BEARING AND DISTANCE OF N04°55'00"E, 109.23 FEET TO WHICH A RADIAL LINE BEARS S68°36'46"E; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 32°56'28", AN ARC DISTANCE OF 110.75 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 350.00 FEET AND A CHORD BEARING AND DISTANCE OF N05°07'23"W, 62.26 FEET TO WHICH A RADIAL LINE BEARS S79°46'27"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°12'20", AN ARC DISTANCE OF 62.34 FEET TO THE POINT OF TANGENCY; THENCE N00°01'13"W, 160.04 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF N28°42'14"W, 24.30 FEET TO WHICH A RADIAL LINE BEARS S89°37'49"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 58°08'50", AN ARC DISTANCE OF 25.37 FEET TO THE POINT OF TANGENCY; THENCE N57°46'39"W, 58.23 FEET; THENCE N00°05'18"W, 1,285.48 FEET TO THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD NO. 470 PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, SECTION 18580-2601; THE FOLLOWING SEVEN (7) COURSES BEING ALONG SAID SOUTH RIGHT OF WAY LINE: RUN S89°41'47"E, 499.19 FEET; THENCE S00°18'13"W, 10.00 FEET; THENCE S89°41'47"E, 33.60 FEET; THENCE S89°47'31"E, 166.50 FEET; THENCE N00°12'29"E, 10.00 FEET; THENCE S89°47'31"E, 2,529.50 FEET; THENCE S89°52'59"E, 375.37 FEET; THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE RUN S00°00'00"E, 462.00 FEET; THENCE S89°52'59"E, 2,304.21 FEET; THENCE S89°43'47"E, 114.80 FEET; THENCE S00°00'00"E, 155.00 FEET; THENCE S89°43'47"E, 1,010.59 FEET; THENCE S00°16'13"W, 246.77 FEET; THENCE S35°41'54"E, 98.14 FEET; THENCE S69°57'28"E, 48.40 FEET; THENCE S87°55'59"E, 65.31 FEET; THENCE S05°50'08"E, 82.28 FEET; THENCE S13°02'33"E, 285.80 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 2,133.00 FEET AND A CHORD BEARING AND DISTANCE OF S68°49'14"W, 796.22 FEET TO WHICH A RADIAL LINE BEARS N10°25'21"W; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°30'50", AN ARC DISTANCE OF 800.92 FEET TO THE POINT OF TANGENCY; THENCE S58°03'49"W, 181.42 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 2,033.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 21°46'48", AN ARC DISTANCE OF 772.81 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°55'05", AN ARC DISTANCE OF 88.87 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 82°15'33", AN ARC DISTANCE OF 176.59 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 90.00 FEET AND A CHORD BEARING AND DISTANCE OF S57°48'41"W, 93.28 FEET TO

CONTINUED ON SHEET 2

LEGEND:

LB	= LICENSED BUSINESS
(R)	= RADIAL
Δ	= CENTRAL ANGLE
R	= RADIUS
L	= ARC LENGTH
CB	= CHORD BEARING
CH	= CHORD LENGTH
ORB	= OFFICIAL RECORDS BOOK
PG	= PAGE

4/30/24
DATE

KAYE M. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01123.0143

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB6198

DRAWING NAME: C:\USERS\CMAC\DESKTOP\CFB\APPDATA\LOCAL\TEMP\ACPUBLISH_28649\SKETCH DIST MIDD A EXISTING.DWG, 8.5 x 11, 4/30/2024 11:37 AM, BY: CMACLURES

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (EXISTING)
2,484.6 ACRES±

EXHIBIT " 2 "
SHEET 2 OF 5

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

WHICH A RADIAL LINE BEARS S63°24'12"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 62°25'46", AN ARC DISTANCE OF 98.06 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 2,033.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°10'03", AN ARC DISTANCE OF 183.36 FEET TO THE POINT OF TANGENCY; THENCE N85°48'23"W, 223.83 FEET; THENCE N73°23'56"W, 51.20 FEET; THENCE N85°48'23"W, 118.96 FEET; THENCE N04°11'37"E, 159.23 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 120.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'05", AN ARC DISTANCE OF 188.50 FEET TO THE POINT OF TANGENCY; THENCE N85°48'28"W, 433.09 FEET; THENCE N85°49'47"W, 578.50 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 105.00 FEET AND A CHORD BEARING AND DISTANCE OF S68°06'32"W, 92.19 FEET TO WHICH A RADIAL LINE BEARS N04°08'54"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 52°04'44", AN ARC DISTANCE OF 95.44 FEET TO THE POINT OF TANGENCY; THENCE S42°04'10"W, 135.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 236.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°27'07", AN ARC DISTANCE OF 10.10 FEET; THENCE ALONG A NON-TANGENT LINE RUN S16°05'58"W, 662.73 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 12.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 19.63 FEET TO THE POINT OF TANGENCY; THENCE N73°54'02"W, 947.43 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 487.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°59'27", AN ARC DISTANCE OF 110.53 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 512.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°53'32", AN ARC DISTANCE OF 70.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 648.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°37'52", AN ARC DISTANCE OF 210.87 FEET TO THE POINT OF TANGENCY; THENCE N50°10'15"W, 158.48 FEET; THENCE S39°49'45"W, 224.12 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 809.48 FEET AND A CHORD BEARING AND DISTANCE OF S27°33'10"W, 363.78 FEET TO WHICH A RADIAL LINE BEARS N49°27'43"W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 25°58'14", AN ARC DISTANCE OF 366.92 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 502.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°50'40", AN ARC DISTANCE OF 138.96 FEET TO THE POINT OF TANGENCY; THENCE S01°16'37"E, 106.89 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 839.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°10'12", AN ARC DISTANCE OF 178.31 FEET; THENCE ALONG A RADIAL LINE RUN S76°33'11"W, 13.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 852.50 FEET AND A CHORD BEARING AND DISTANCE OF S19°00'35"E, 165.28 FEET TO WHICH A RADIAL LINE BEARS S76°33'11"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°07'32", AN ARC DISTANCE OF 165.54 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 527.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°33'16", AN ARC DISTANCE OF 474.64 FEET TO THE POINT OF TANGENCY; THENCE S76°07'37"E, 478.83 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 972.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°07'51", AN ARC DISTANCE OF 104.06 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 3,647.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°40'00", AN ARC DISTANCE OF 233.43 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 227.50 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 97°34'16", AN ARC DISTANCE OF 387.42 FEET TO THE POINT OF TANGENCY; THENCE N16°05'58"E, 261.43 FEET; THENCE S72°58'38"E, 379.61 FEET; THENCE S14°12'14"W, 46.54 FEET; THENCE S47°55'49"W, 40.13 FEET; THENCE S25°01'13"W, 72.97 FEET; THENCE S11°21'25"W, 307.93 FEET; THENCE S31°59'24"E, 156.47 FEET; THENCE N58°00'36"E, 134.46 FEET; THENCE N62°49'35"E, 22.10 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 53.50 FEET AND A CHORD BEARING AND DISTANCE OF S82°35'10"E, 58.97 FEET TO WHICH A RADIAL LINE BEARS N26°01'45"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 66°53'10", AN ARC DISTANCE OF 62.45 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 503.29 FEET AND A CHORD BEARING AND DISTANCE OF S28°40'04"E, 264.69 FEET TO WHICH A RADIAL LINE BEARS N46°05'13"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°29'27", AN ARC DISTANCE OF 267.83 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 914.39 FEET AND A CHORD BEARING AND DISTANCE OF S05°52'15"E, 257.92 FEET TO WHICH A RADIAL LINE BEARS N76°01'17"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 16°12'56", AN ARC DISTANCE OF 258.79 FEET; THENCE ALONG A NON-TANGENT LINE RUN S01°59'07"W, 70.92 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 230.50 FEET

CONTINUED ON SHEET 3

JOB S01123.0143

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD FL 34785
(352) 748-3120 LB#695

DRAWING NAME: C:\USERS\GRAHAM.ENGLAND\APPDATA\LOCAL\TEMP\ACPUBLISH_8845\SKETCH DIST MIDDLETON CDD A EXISTING.DWG 11.5 X 11 (2) 4/30/2024 11:57 AM GRAHAM.ENGLAND

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (EXISTING)
2,484.6 ACRES±

EXHIBIT " 2 "
SHEET 3 OF 5

LEGAL DESCRIPTION

CONTINUED FROM SHEET 2

AND A CHORD BEARING AND DISTANCE OF S35°44'10"E, 283.77 FEET TO WHICH A RADIAL LINE BEARS N87°44'36"W; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 75°59'08", AN ARC DISTANCE OF 305.69 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 241.72 FEET AND A CHORD BEARING AND DISTANCE OF S34°22'33"E, 303.85 FEET TO WHICH A RADIAL LINE BEARS N16°41'03"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 77°52'47", AN ARC DISTANCE OF 328.56 FEET; THENCE ALONG A NON-TANGENT LINE RUN S04°36'22"W, 278.51 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 338.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°36'22", AN ARC DISTANCE OF 535.30 FEET TO THE POINT OF TANGENCY; THENCE S86°00'00"E, 383.46 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 670.76 FEET AND A CHORD BEARING AND DISTANCE OF S72°35'20"E, 311.49 FEET TO WHICH A RADIAL LINE BEARS N03°59'06"E; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°51'08", AN ARC DISTANCE OF 314.36 FEET; THENCE ALONG A NON-TANGENT LINE RUN S59°10'40"E, 433.71 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 654.39 FEET AND A CHORD BEARING AND DISTANCE OF S48°59'03"E, 229.24 FEET TO WHICH A RADIAL LINE BEARS N30°55'40"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 20°10'33", AN ARC DISTANCE OF 230.43 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 168.50 FEET AND A CHORD BEARING AND DISTANCE OF S34°21'30"E, 24.73 FEET TO WHICH A RADIAL LINE BEARS N51°25'58"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°25'03", AN ARC DISTANCE OF 24.75 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 181.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°50'06", AN ARC DISTANCE OF 53.33 FEET TO THE POINT OF TANGENCY; THENCE S46°59'05"E, 44.43 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1,087.68 FEET AND A CHORD BEARING AND DISTANCE OF N42°18'34"E, 64.00 FEET TO WHICH A RADIAL LINE BEARS N49°22'36"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°22'19", AN ARC DISTANCE OF 64.01 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,250.00 FEET AND A CHORD BEARING AND DISTANCE OF N49°09'44"E, 437.58 FEET TO WHICH A RADIAL LINE BEARS N46°25'05"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°09'38", AN ARC DISTANCE OF 438.28 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°09'51", AN ARC DISTANCE OF 83.96 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 123.00 FEET AND A CHORD BEARING AND DISTANCE OF S43°12'04"E, 190.58 FEET TO WHICH A RADIAL LINE BEARS N82°25'18"W; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 101°33'32", AN ARC DISTANCE OF 218.02 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S46°28'40"E, 96.54 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,100.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 33°29'09", AN ARC DISTANCE OF 642.88 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,450.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°23'16", AN ARC DISTANCE OF 1,148.64 FEET TO THE POINT OF TANGENCY; THENCE S34°34'32"E, 424.43 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 2,530.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°27'38", AN ARC DISTANCE OF 815.16 FEET; THENCE ALONG A NON-TANGENT LINE RUN S68°48'08"W, 213.65 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 965.05 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°44'32", AN ARC DISTANCE OF 736.76 FEET TO THE POINT OF TANGENCY; THENCE S25°03'37"W, 250.07 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1,070.04 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°02'17", AN ARC DISTANCE OF 803.77 FEET TO THE POINT OF TANGENCY; THENCE S68°05'53"W, 1,116.15 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,348.97 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 36°58'54", AN ARC DISTANCE OF 870.70 FEET TO THE POINT OF TANGENCY; THENCE S31°06'59"W, 1,208.14 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1,393.77 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°02'12", AN ARC DISTANCE OF 754.99 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 3,810.06 FEET AND A CHORD BEARING AND DISTANCE OF S26°03'35"E, 1,750.62 FEET TO WHICH A RADIAL LINE BEARS N50°39'31"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°33'47", AN ARC DISTANCE OF 1,766.40 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 910.31 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°26'03", AN ARC DISTANCE OF 499.42 FEET

JOB S01123.0143

CONTINUED ON SHEET 4

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB6498

DRAWING NAME: C:\USERS\GWALTE~1\APPDATA\LOCAL\TEMP\ACPUBLISH_8048\SKETCH DST MID A EXISTING.DWG 5:1 (3) 4/30/2024 11:37 AM BY: GWALTERS
---: CFB_Survey_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (EXISTING)
2,484.6 ACRES±

EXHIBIT " 2 "
SHEET 4 OF 5

LEGAL DESCRIPTION

CONTINUED FROM SHEET 3

TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 3,906.10 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°31'26", AN ARC DISTANCE OF 1,126.51 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,002.53 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°38'47", AN ARC DISTANCE OF 711.21 FEET TO THE POINT OF TANGENCY; THENCE S20°05'23"E, 407.60 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,345.73 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°08'45", AN ARC DISTANCE OF 449.69 FEET TO THE POINT OF TANGENCY; THENCE S39°14'08"E, 481.65 FEET TO THE SOUTH LINE OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID SOUTH LINE RUN N89°50'20"W, 1,438.70 FEET TO THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 28; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°33'55"W, 2,661.88 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 28; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°34'06"W, 2,662.39 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 28; THENCE ALONG THE WEST LINE THEREOF RUN N00°08'00"W, 4,005.96 FEET TO THE SOUTHEAST CORNER OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 29; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°38'49"W, 2,694.68 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE THEREOF RUN N00°25'41"E, 1,335.19 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 20; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°43'54"W, 2,681.21 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE THEREOF RUN N00°16'44"E, 2,658.68 FEET TO THE NORTHWEST CORNER THEREOF; THENCE ALONG THE NORTH LINE OF THE SOUTH 1/2 OF SAID SECTION 20 RUN S89°39'12"E, 4,028.43 FEET TO THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF SAID SECTION 20; THENCE ALONG THE WEST LINE THEREOF RUN N00°24'57"E, 2,656.98 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 17; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°35'34"W, 1,334.84 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE THEREOF RUN N00°04'35"W, 1,330.43 FEET TO THE NORTHWEST CORNER THEREOF; THENCE ALONG THE NORTH LINE THEREOF RUN S89°37'37"E, 1,334.55 FEET TO THE NORTHEAST CORNER THEREOF; THENCE ALONG AFORESAID WEST LINE OF THE EAST 1/4 OF SAID SECTION 17 RUN N00°05'18"W, 1,431.39 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTION 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN S89°47'31"E, 2,695.91 FEET TO THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN S89°52'59"E, 128.24 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°07'01"W, 2,533.30 FEET TO THE POINT OF BEGINNING; THENCE S74°16'58"E, 100.42 FEET; THENCE S76°47'49"E, 74.27 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 1,135.50 FEET AND A CHORD BEARING AND DISTANCE OF S67°13'34"E, 217.69 FEET TO WHICH A RADIAL LINE BEARS N17°16'24"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°00'04", AN ARC DISTANCE OF 218.02 FEET; THENCE ALONG A NON-TANGENT LINE RUN S61°30'34"E, 8.57 FEET; THENCE S28°30'59"W, 63.88 FEET; THENCE S46°05'39"W, 33.22 FEET; THENCE S16°26'38"W, 385.22 FEET; THENCE N72°58'38"W, 404.07 FEET; THENCE N16°05'58"E, 473.80 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 46.83 FEET AND A CHORD BEARING AND DISTANCE OF N79°29'52"E, 41.94 FEET TO WHICH A RADIAL LINE BEARS N37°06'14"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 53°12'13", AN ARC DISTANCE OF 43.49 FEET TO THE POINT OF BEGINNING.

JOB S01123.0143

CFB SURVEYING
CLYMER FARNER BARLEY
4450 NE 83RD ROAD · WILDWOOD, FL 34785
(352) 748-3120 LB5995

DRAWING NAME: C:\USERS\GRAHLE~1.FAR\APPDATA\LOCAL\TEMP\ACPUBLISH_5849\SKETCH DST MIDD A EXISTING.DWG, 8.5 X 11 (4) 4/30/2024 11:37 AM EST, GRAHLER

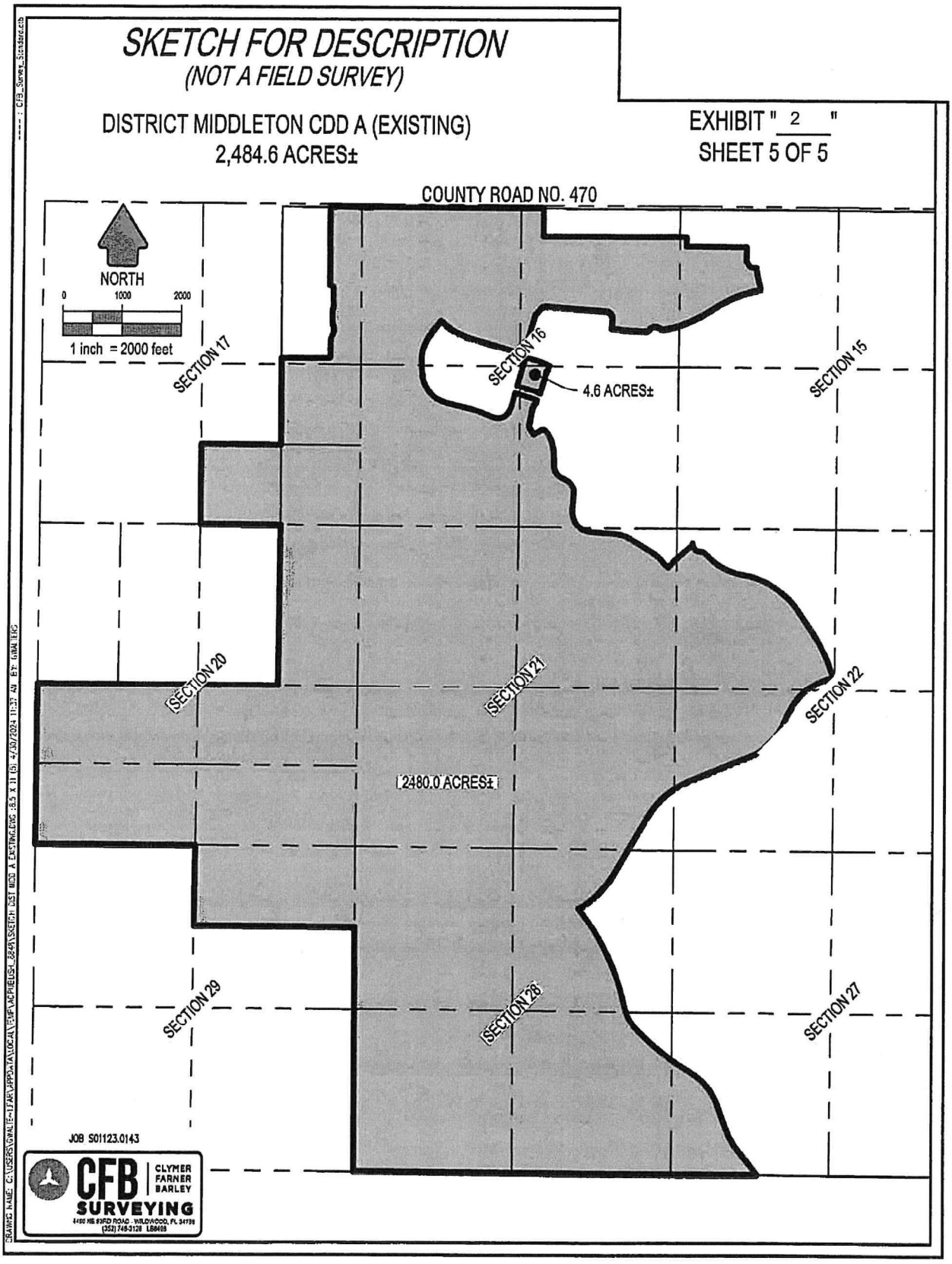
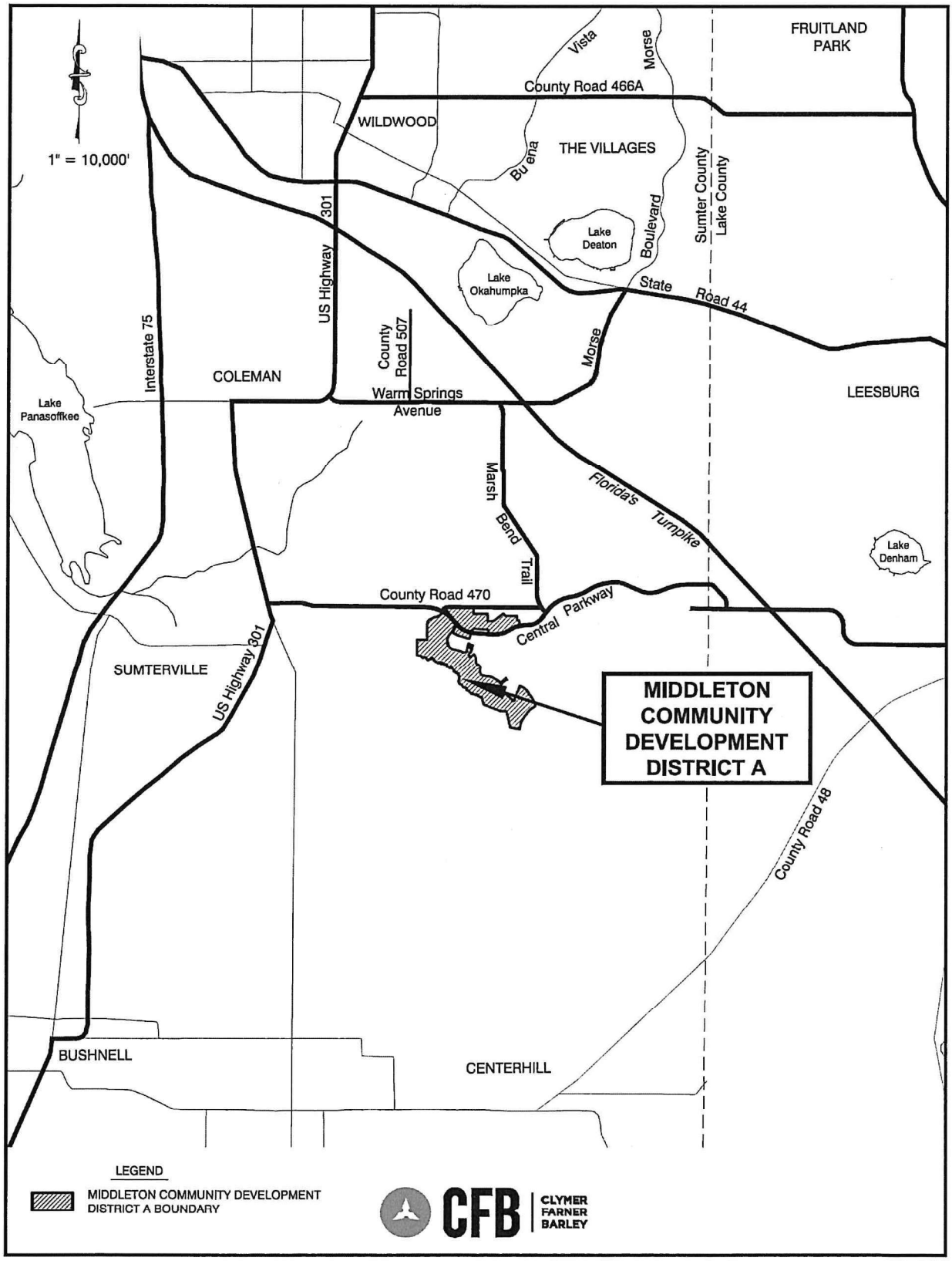
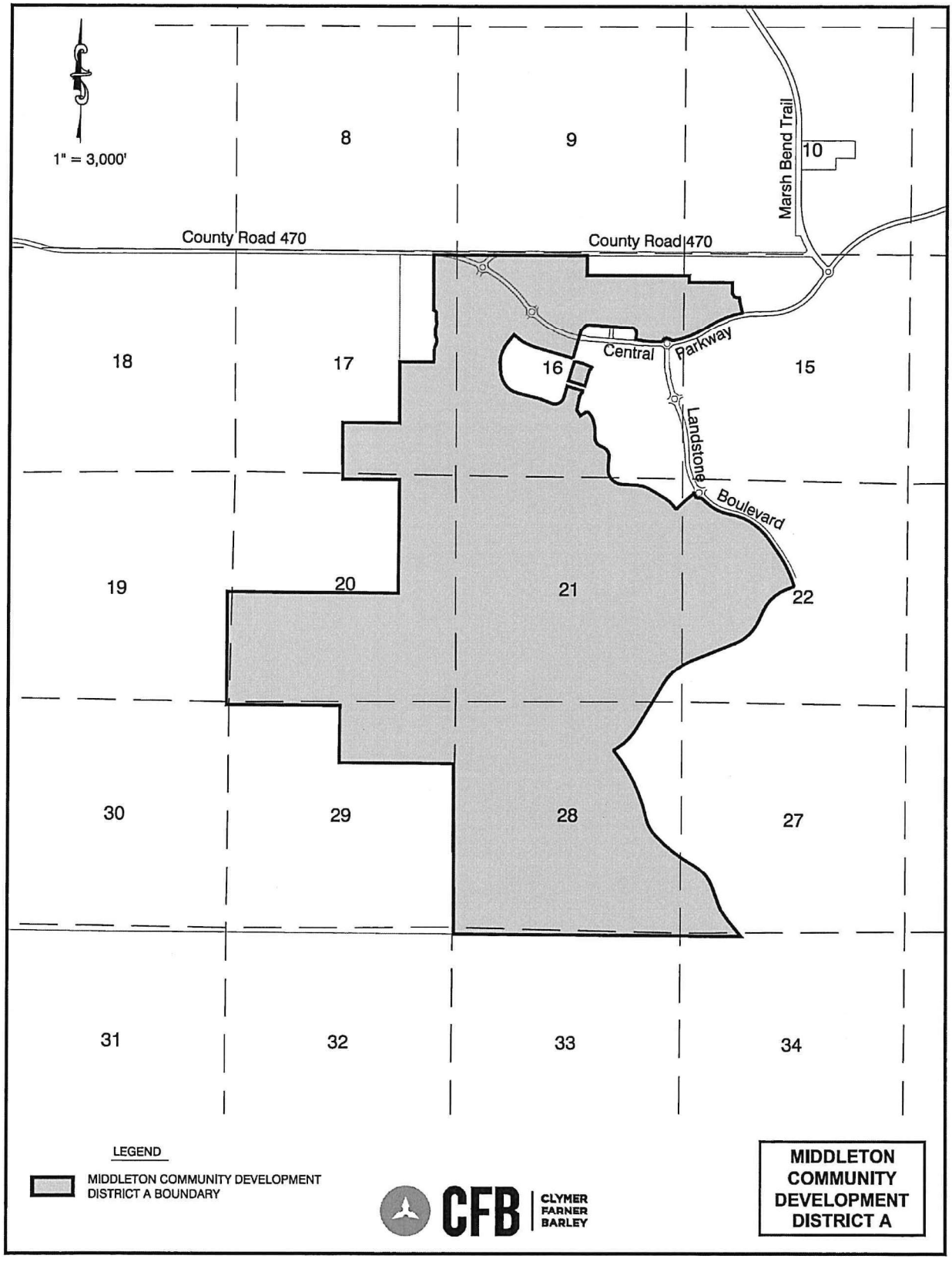

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)
DISTRICT MIDDLETON CDD A (EXISTING)
2,484.6 ACRES±
EXHIBIT " 2 "
SHEET 5 OF 5
COUNTY ROAD NO. 470
NORTH
0
1000
2000
1 inch = 2000 feet
SECTION 17
SECTION 16
SECTION 15
4.6 ACRES±
SECTION 20
SECTION 21
SECTION 22
2480.0 ACRES±
SECTION 29
SECTION 28
SECTION 27
JOB S01123.0143
CFB
CLYMER
FARNER
BARLEY
SURVEYING
4490 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8405

EXHIBIT 1



GENERAL LOCATION MAP

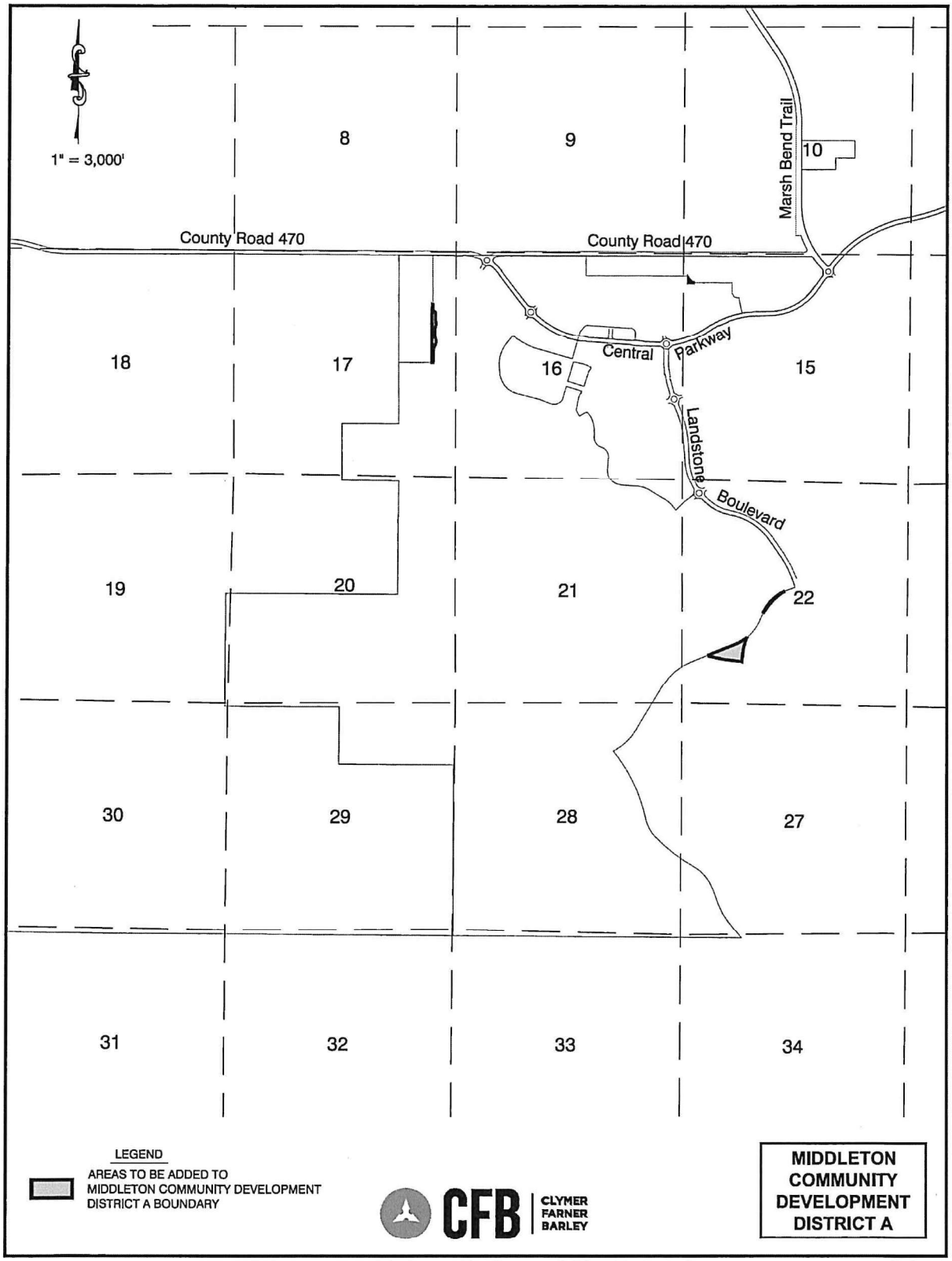
EXHIBIT 2



MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

2-1

EXHIBIT 3



NET AREAS TO BE ADDED TO MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

3-1

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (ADDED)
7.4 ACRES±

EXHIBIT " 3 "
SHEET 1 OF 5

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 15; THENCE ALONG THE NORTH LINE THEREOF RUN S89°43'47"E, 246.59 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°16'13"W, 667.00 FEET TO THE BOUNDARY LINE OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3991, PAGE 784, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, FOR THE POINT OF BEGINNING; (SAID POINT BEARS S20°01'10"E, 711.12 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 15); THE FOLLOWING TWO (2) COURSES BEING ALONG SAID BOUNDARY LINE: RUN N89°43'47"W, 130.38 FEET; THENCE N00°00'00"E, 85.19 FEET; THENCE DEPARTING SAID BOUNDARY LINE RUN S38°04'02"E, 45.19 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 131.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°39'45", AN ARC DISTANCE OF 118.12 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN N89°52'59"W, 245.81 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°07'01"W, 2037.99 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S06°59'39"W, 2052.76 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 16); SAID POINT ALSO BEING ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 2,033.00 FEET AND A CHORD BEARING AND DISTANCE OF S80°11'02"W, 24.14 FEET TO WHICH A RADIAL LINE BEARS S10°09'23"E; AND ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY PER MIDDLETON UNIT NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING FIVE (5) COURSES BEING ALONG SAID NORTHERLY RIGHT OF WAY LINE: RUN WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°40'49", AN ARC DISTANCE OF 24.14 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 100.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°31'59", AN ARC DISTANCE OF 79.47 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 106.67 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 82°56'44", AN ARC DISTANCE OF 154.42 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 100.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°31'59", AN ARC DISTANCE OF 79.47 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 2,033.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°22'53", AN ARC DISTANCE OF 13.53 FEET TO A POINT OF CUSP OF A CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 90.00 FEET AND A CHORD BEARING AND DISTANCE OF

CONTINUED ON SHEET 2

LEGEND:

LB	= LICENSED BUSINESS
(R)	= RADIAL
Δ	= CENTRAL ANGLE
R	= RADIUS
L	= ARC LENGTH
CB	= CHORD BEARING
CH	= CHORD LENGTH
ORB	= OFFICIAL RECORDS BOOK
PG	= PAGE

4/30/24
DATE

KAYE M. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01123.0143

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB8408

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AVIA PETITIONS\05 AMENDED\ST AMENDMENT (FEB 2024)\DESCRIPTIONS\SKETCH DSF MID A ADDING 7.4± AC 4/30/2024 11:37 AM BY: CWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (ADDED)
7.4 ACRES±

EXHIBIT " 3 "
SHEET 2 OF 5

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

N57°48'41"E, 93.28 FEET TO WHICH A RADIAL LINE BEARS S00°58'26"E; THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY LINE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 62°25'46", AN ARC DISTANCE OF 98.06 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 123.00 FEET AND A CHORD BEARING AND DISTANCE OF N88°37'55"E, 161.81 FEET TO WHICH A RADIAL LINE BEARS N42°29'51"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 82°15'33", AN ARC DISTANCE OF 176.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°55'05", AN ARC DISTANCE OF 88.87 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE WEST 1/2 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 22; THENCE ALONG THE EAST LINE THEREOF RUN S00°13'06"W, 2541.42 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°46'54"W, 2939.95 FEET TO THE POINT OF BEGINNING; THENCE S59°17'03"W, 19.75 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,196.00 FEET; (SAID POINT BEARS S49°25'36"W, 3905.60 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°30'26", AN ARC DISTANCE OF 490.69 FEET TO THE POINT OF TANGENCY; THENCE S35°46'37"W, 216.95 FEET; THENCE N25°03'37"E, 45.52 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 965.05 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 41°05'15", AN ARC DISTANCE OF 692.05 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 22; THENCE ALONG THE EAST LINE THEREOF RUN N00°13'06"E, 1357.68 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°46'54"W, 3914.07 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N70°39'05"W, 4142.85 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 22); THENCE S06°52'59"W, 216.88 FEET; THENCE N83°07'01"W, 429.43 FEET; THENCE N77°15'34"W, 341.65 FEET; THENCE N08°06'48"W, 7.64 FEET; THENCE N14°36'16"W, 26.24 FEET; THENCE N68°05'53"E, 660.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1,070.04 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°39'10", AN ARC DISTANCE OF 329.68 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 1,196.00 FEET AND A CHORD BEARING AND DISTANCE OF S15°50'56"W, 372.78 FEET TO WHICH A RADIAL LINE BEARS N65°11'08"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 17°55'53", AN ARC DISTANCE OF 374.30 FEET TO THE POINT OF BEGINNING.

AND

CONTINUED ON SHEET 3

JOB S01123.0143

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

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AVE\ PETITIONS TO AMEND\1ST AMENDMENT (FEE 2024)\MXDS\SKETCH DESCRIPTION MIDDLETON AVE 1ST AMENDMENT (FEE 2024).MXD 11:57 AM BY: KWALTERS
---- : CFB_Survey_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (ADDED)
7.4 ACRES±

EXHIBIT " 3 "
SHEET 3 OF 5

LEGAL DESCRIPTION

CONTINUED FROM SHEET 2

A PARCEL OF LAND BEING A PORTION OF TRACT "Q", MIDDLETON UNIT NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 17, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA; THENCE ALONG THE NORTH LINE THEREOF RUN N89°41'47"W, 1,333.69 FEET TO THE NORTHWEST CORNER OF THE EAST 1/4 OF SAID SECTION 17; THENCE DEPARTING SAID NORTH LINE AND ALONG THE WEST LINE THEREOF RUN S00°05'18"E, 2,563.07 FEET TO THE NORTHWEST CORNER OF TRACT "I", MIDDLETON UNIT NO. 2, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 29, 29A THROUGH 29N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG THE NORTHERLY BOUNDARY LINE OF SAID PLAT RUN N89°54'42"E, 782.21 FEET TO THE WESTERLY BOUNDARY LINE OF AFOREMENTIONED MIDDLETON UNIT NO. 1 FOR THE POINT OF BEGINNING; (SAID POINT BEARS S12°05'45"W, 2612.80 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 17); SAID POINT ALSO BEING ON THE WESTERLY BOUNDARY LINE OF AFOREMENTIONED TRACT "Q"; THE FOLLOWING SIX (6) COURSES BEING ALONG SAID WESTERLY BOUNDARY LINE OF SAID MIDDLETON UNIT NO. 1 AND TRACT "Q": RUN N00°05'18"W, 912.19 FEET; THENCE N22°35'18"W, 15.68 FEET; THENCE N00°05'18"W, 258.97 FEET; THENCE S89°43'45"E, 4.00 FEET; THENCE N00°05'19"W, 82.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 379.50 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 18°51'24", AN ARC DISTANCE OF 124.90 FEET; THENCE DEPARTING SAID WESTERLY BOUNDARY LINE AND ALONG A NON-TANGENT LINE RUN S00°05'18"E, 169.13 FEET; THENCE S57°46'39"E, 58.23 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 58°08'50", AN ARC DISTANCE OF 25.37 FEET; THENCE ALONG A NON-TANGENT LINE RUN S00°01'13"E, 160.04 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 350.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°12'20", AN ARC DISTANCE OF 62.34 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 192.63 FEET AND A CHORD BEARING AND DISTANCE OF S04°55'00"W, 109.23 FEET TO WHICH A RADIAL LINE BEARS N78°26'46"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 32°56'28", AN ARC DISTANCE OF 110.75 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 198.37 FEET AND A CHORD BEARING AND DISTANCE OF S12°46'28"W, 66.00 FEET TO WHICH A RADIAL LINE BEARS N67°39'00"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 19°09'03", AN ARC DISTANCE OF 66.31 FEET; THENCE ALONG A NON-TANGENT LINE RUN S00°00'00"E, 149.16 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 100.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°02'43", AN ARC DISTANCE OF 50.69 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 179.10 FEET AND A CHORD BEARING AND DISTANCE OF S00°07'35"W, 172.91 FEET TO WHICH A RADIAL LINE BEARS N61°15'46"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 57°43'37", AN ARC DISTANCE OF 180.45 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 237.63 FEET AND A CHORD BEARING AND DISTANCE OF S15°04'36"W, 145.12 FEET TO WHICH A RADIAL LINE BEARS N57°08'42"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 35°33'24", AN

CONTINUED ON SHEET 4

JOB S01123.0143

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB8498

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\MIDDLETON A\02 PETITIONS TO AMEND\1ST AMENDMENT FEES 2024\DWGS\SKETCH DIST 3.MOD - A JROSEMC 18.5 x 11 (1) 4/30/2024 11:37 AM BY: CRAIG.TEMS
---- : CFD - Survey Standards

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (ADDED)
7.4 ACRES±

EXHIBIT " 3 "
SHEET 4 OF 5

LEGAL DESCRIPTION

CONTINUED FROM SHEET 3

ARC DISTANCE OF 147.47 FEET; THENCE ALONG A NON-TANGENT LINE RUN S00°09'19"W, 239.44 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 15.07 FEET AND A CHORD BEARING AND DISTANCE OF S13°43'02"W, 9.76 FEET TO WHICH A RADIAL LINE BEARS N84°48'42"E; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 37°48'40", AN ARC DISTANCE OF 9.94 FEET TO THE POINT OF TANGENCY; THENCE S32°37'22"W, 17.60 FEET TO THE NORTHEAST CORNER OF LOT 172 PER AFORESAID PLAT OF MIDDLETON UNIT NO. 2; THENCE ALONG THE NORTH BOUNDARY LINE OF SAID LOT 172 RUN S89°54'42"W, 21.07 FEET TO THE POINT OF BEGINNING.

JOB S01123.0143

CFB CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3129 LB8498

DRAWING NAME: S:\SURVEY\NEW SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AVAIL PETITIONS TO AMEND\1ST AMENDMENT (FEB 2024)\DRGS\SKETCH DIST MID A ADDED.DWG - 8.5 X 11 (4) 4/30/2024 12:37 AM BY: GINA.TEDS
---: CFE Survey Standard.ctb

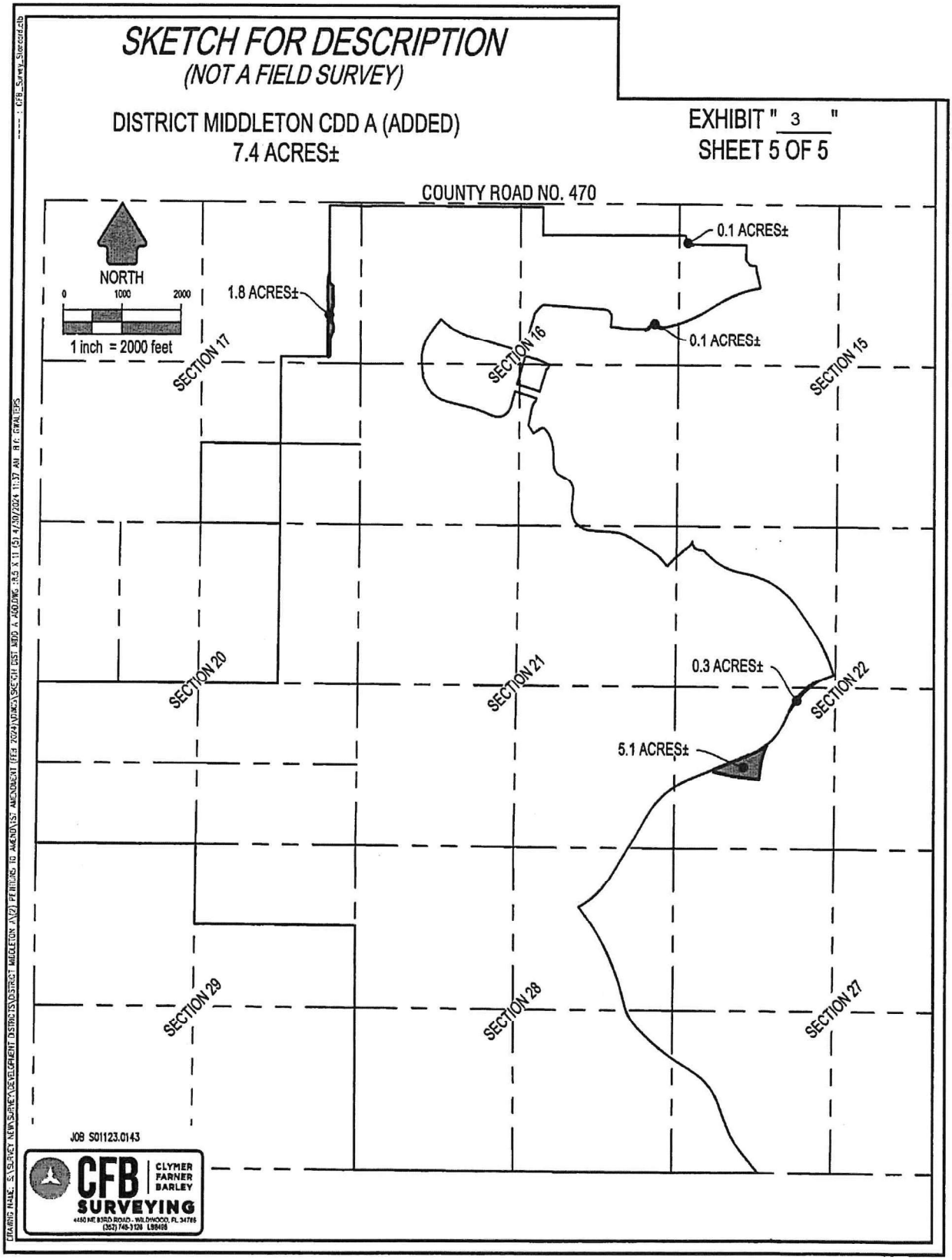
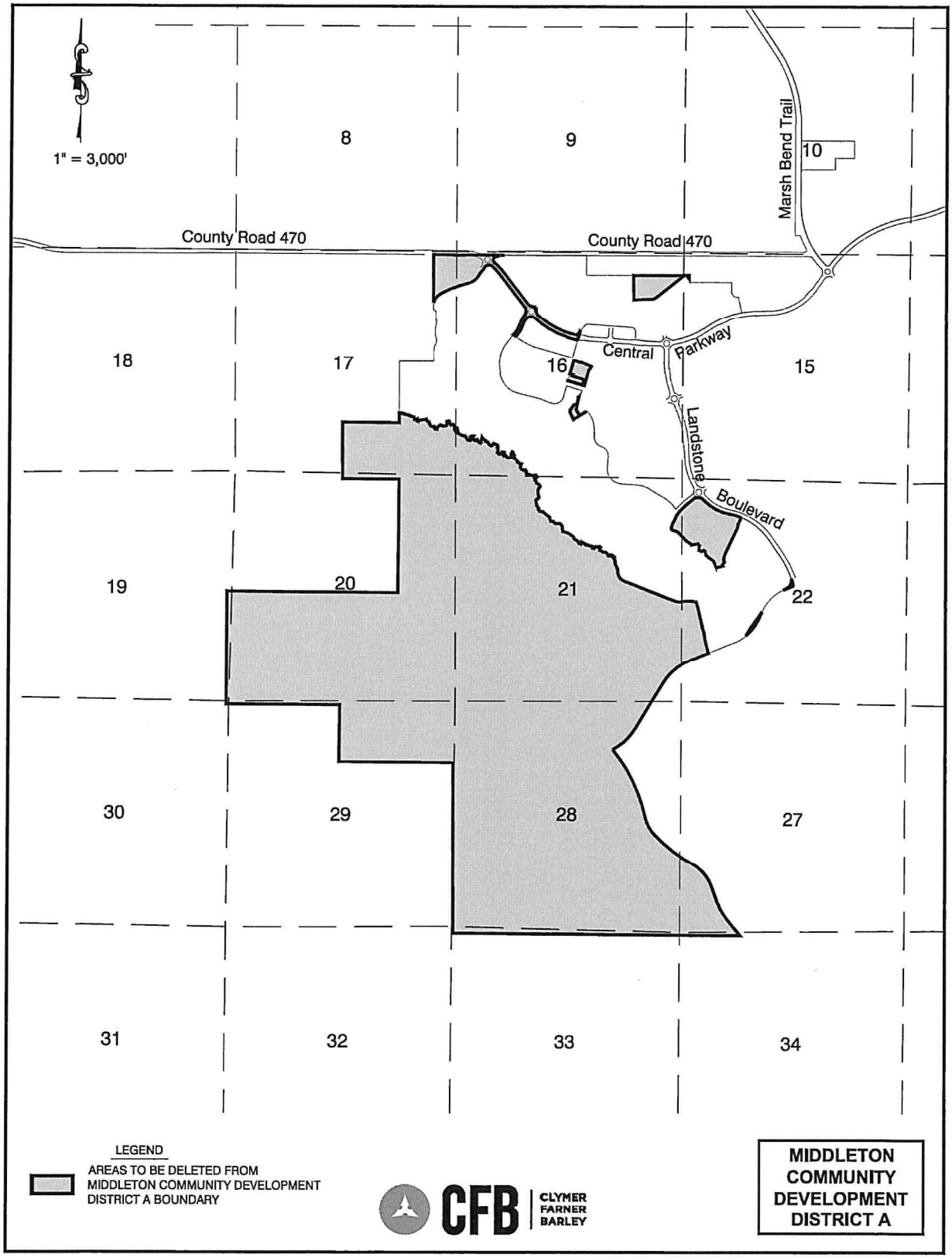

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)
DISTRICT MIDDLETON CDD A (ADDED)
7.4 ACRES±
EXHIBIT " 3 "
SHEET 5 OF 5
COUNTY ROAD NO. 470
NORTH
0
1000
2000
1 inch = 2000 feet
1.8 ACRES±
0.1 ACRES±
0.1 ACRES±
0.3 ACRES±
5.1 ACRES±
SECTION 17
SECTION 16
SECTION 15
SECTION 20
SECTION 21
SECTION 22
SECTION 29
SECTION 28
SECTION 27
JOB S01123.0143
CFB
CLYMER
FARNER
BARLEY
SURVEYING
4480 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB8408

EXHIBIT 4



NET AREAS TO BE DELETED FROM MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

4-1

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (DELETED)
1,808.3 ACRES±

EXHIBIT " 4 "
SHEET 1 OF 8

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 16 AND 17, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND BEING A PORTION OF MIDDLETON UNIT NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 17; THENCE ALONG THE NORTH LINE THEREOF RUN N89°41'47"W, 533.08 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°05'18"E, 50.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD NO. 470 PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION 18580-2601; SAID POINT ALSO BEING THE POINT OF BEGINNING; THE FOLLOWING SIX (6) COURSES BEING ALONG SAID SOUTH RIGHT OF WAY LINE: RUN S89°41'47"E, 499.19 FEET; THENCE S00°18'13"W, 10.00 FEET; THENCE S89°41'47"E, 33.60 FEET; THENCE S89°47'31"E, 166.50 FEET; THENCE N00°12'29"E, 10.00 FEET; THENCE S89°47'31"E, 958.68 FEET TO A POINT OF CUSP OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 500.00 FEET AND A CHORD BEARING AND DISTANCE OF S77°23'36"W, 221.80 FEET TO WHICH A RADIAL LINE BEARS N00°12'29"E; (SAID POINT BEARS S87°14'51"E, 1126.24 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 17); SAID POINT ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY PER AFOREMENTIONED PLAT; THE FOLLOWING TEN (10) COURSES BEING ALONG SAID NORTHERLY RIGHT OF WAY LINE: RUN WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 25°37'46", AN ARC DISTANCE OF 223.66 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 70.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 115°27'40", AN ARC DISTANCE OF 141.06 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,196.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°58'46", AN ARC DISTANCE OF 270.94 FEET TO THE POINT OF TANGENCY; THENCE S37°54'10"E, 1,007.91 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°29'40", AN ARC DISTANCE OF 88.11 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°10'39", AN ARC DISTANCE OF 193.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 50°01'47", AN ARC DISTANCE OF 89.06 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,946.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°04'44", AN ARC DISTANCE OF 1055.57 FEET; THENCE ALONG A NON-TANGENT LINE RUN N56°39'01"E, 15.59 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,935.00 FEET AND A CHORD BEARING AND DISTANCE OF S78°41'32"E, 2.53 FEET TO WHICH A RADIAL LINE BEARS S11°20'43"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°04'30", AN ARC DISTANCE OF 2.53 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET; SAID POINT ALSO BEING ON THE EASTERLY BOUNDARY LINE OF TRACT "C" OF MIDDLETON UNIT NO. 4, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 7, 7A THROUGH 7I, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING FOUR (4) COURSES BEING ALONG SAID EASTERLY BOUNDARY LINE OF TRACT "C": RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 90°36'14", AN ARC DISTANCE OF 31.62 FEET TO THE POINT OF TANGENCY; THENCE N10°40'32"E, 21.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 109.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°23'38", AN ARC DISTANCE OF 59.72 FEET TO THE POINT OF TANGENCY; THENCE N42°04'10"E, 18.30 FEET TO A POINT ON THE NORTHERLY EXTENSION OF THE WESTERLY RIGHT OF WAY LINE OF STAMPEDER TRAIL PER AFORESAID MIDDLETON UNIT NO. 1; THENCE ALONG SAID NORTHERLY EXTENSION RUN S16°05'58"W, 237.30 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 2,057.00 FEET AND A CHORD BEARING AND DISTANCE OF N76°14'22"W, 227.76 FEET TO WHICH A RADIAL LINE BEARS S10°35'13"W; SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF AFORESAID CENTRAL PARKWAY; THE FOLLOWING FIVE (5) COURSES BEING ALONG SAID SOUTHERLY RIGHT OF WAY LINE: RUN WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°20'50", AN ARC DISTANCE OF 227.88 FEET; THENCE ALONG A NON-TANGENT LINE RUN N60°12'42"W, 52.30 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 2,046.00 FEET AND A CHORD BEARING AND DISTANCE OF N59°16'41"W, 875.88 FEET TO WHICH A RADIAL LINE BEARS S18°21'45"W; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°43'09", AN ARC DISTANCE OF 882.71 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 105.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 44°54'03", AN ARC DISTANCE OF 82.29 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°50'36", AN ARC DISTANCE OF 14.69 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 110.00 FEET; SAID POINT ALSO BEING ON THE EASTERLY RIGHT OF WAY LINE OF AFORESAID STAMPEDER TRAIL; THE FOLLOWING FIVE (5) COURSES BEING ALONG SAID EASTERLY RIGHT OF WAY LINE: RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 56°32'32", AN ARC DISTANCE OF 108.55 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 459.40 FEET AND A CHORD BEARING AND DISTANCE OF S29°00'10"W, 206.75 FEET TO WHICH A RADIAL LINE BEARS N47°59'34"W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°00'31", AN ARC DISTANCE OF 208.54

CONTINUED ON SHEET 2

LEGEND:

LB	= LICENSED BUSINESS
(R)	= RADIAL
Δ	= CENTRAL ANGLE
R	= RADIUS
L	= ARC LENGTH
CB	= CHORD BEARING
CH	= CHORD LENGTH
ORB	= OFFICIAL RECORDS BOOK
PG	= PAGE

4/30/24
DATE

KAYE M. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01123.0143

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB#618

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AND EXTENTIONS TO JENDUST AMENDMENT FEB 2024\DWGS\SKETCH DST MID A DELETED.dwg 8.5 X 11 4/30/2024 11:38 AM BY: KMALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (DELETED)
1,808.3 ACRES±

EXHIBIT " 4 "
SHEET 2 OF 8

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 540.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°49'45", AN ARC DISTANCE OF 224.79 FEET TO THE POINT OF TANGENCY; THENCE S39°49'45"W, 51.15 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 23.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 78°01'53", AN ARC DISTANCE OF 31.32 FEET; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE AND ALONG A NON-TANGENT LINE RUN N50°10'15"W, 89.73 FEET TO A POINT ON THE SOUTHERLY EXTENSION OF THE WESTERLY RIGHT OF WAY LINE OF AFORESAID STAMPEDER TRAIL; THE FOLLOWING SIX (6) COURSES BEING ALONG SAID SOUTHERLY EXTENSION AND WESTERLY RIGHT OF WAY LINE: RUN N39°49'45"E, 73.65 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 469.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°49'45", AN ARC DISTANCE OF 195.06 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 531.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°31'28", AN ARC DISTANCE OF 134.61 FEET TO THE POINT OF TANGENCY; THENCE N30°31'27"E, 102.77 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1,242.00 FEET AND A CHORD BEARING AND DISTANCE OF N36°53'22"E, 40.82 FEET TO WHICH A RADIAL LINE BEARS N54°03'08"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 01°53'00", AN ARC DISTANCE OF 40.82 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 110.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°58'45", AN ARC DISTANCE OF 78.67 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 123.00 FEET; SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF AFORESAID CENTRAL PARKWAY; THE FOLLOWING SIX (6) COURSES BEING ALONG SAID SOUTHERLY RIGHT OF WAY LINE: RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°41'26", AN ARC DISTANCE OF 22.95 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°26'43", AN ARC DISTANCE OF 80.90 FEET TO THE POINT OF TANGENCY; THENCE N37°54'10"W, 1,018.65 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,096.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°02'47", AN ARC DISTANCE OF 230.43 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 52°07'07", AN ARC DISTANCE OF 92.78 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°42'23", AN ARC DISTANCE OF 10.10 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 102.00 FEET; SAID POINT ALSO BEING ON THE WESTERLY BOUNDARY LINE OF AFORESAID MIDDLETON UNIT NO. 1; THE FOLLOWING EIGHT (8) COURSES BEING ALONG SAID WESTERLY BOUNDARY LINE: RUN SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°00'12", AN ARC DISTANCE OF 90.80 FEET TO THE POINT OF TANGENCY; THENCE S31°38'06"W, 57.59 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 231.49 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°06'20", AN ARC DISTANCE OF 69.11 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 200.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°06'20", AN ARC DISTANCE OF 59.71 FEET TO THE POINT OF TANGENCY; THENCE S31°38'06"W, 50.07 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 419.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°55'18", AN ARC DISTANCE OF 321.58 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 3,149.50 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°09'03", AN ARC DISTANCE OF 667.92 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 379.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 44°38'16", AN ARC DISTANCE OF 295.66 FEET; THENCE DEPARTING SAID WESTERLY BOUNDARY LINE AND ALONG A NON-TANGENT LINE RUN N00°05'18"W, 1,116.35 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTION 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN S89°47'31"E, 2,695.91 FEET TO THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN S89°52'59"E, 128.24 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°07'01"W, 2,533.30 FEET TO THE POINT OF BEGINNING; THENCE S74°16'58"E, 100.42 FEET; THENCE S76°47'49"E, 74.27 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 1,135.50 FEET AND A CHORD BEARING AND DISTANCE OF S67°13'34"E, 217.69 FEET TO WHICH A RADIAL LINE BEARS N17°16'24"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°00'04", AN ARC DISTANCE OF 218.02 FEET; THENCE ALONG A NON-TANGENT LINE RUN S61°30'34"E, 8.57 FEET; THENCE S28°30'59"W, 63.88 FEET; THENCE S46°05'39"W, 33.22 FEET; THENCE S16°26'38"W, 385.22 FEET; THENCE N72°58'38"W, 404.07 FEET TO THE EASTERLY RIGHT OF WAY LINE OF STAMPEDER TRAIL PER MIDDLETON UNIT NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE RUN N16°05'58"E, 27.22 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 37.50 FEET AND A CHORD BEARING AND DISTANCE OF S00°44'41"W, 18.50 FEET TO WHICH A RADIAL LINE BEARS N74°58'31"W; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE RUN SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 28°33'36", AN ARC DISTANCE OF 18.69 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 5.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 59°26'31", AN ARC DISTANCE OF 5.19 FEET TO THE POINT OF TANGENCY; THENCE S72°58'38"E, 338.80 FEET

CONTINUED ON SHEET 3

JOB S01123.0143

CFB SURVEYING
CLYMER FARNER BARLEY
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 749-3128 LB#628

DRAWING NAME: S:\SURVEY\MISC\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AVAIL PETITIONS TO AMEND\1ST AMENDMENT (FEB 2024)\MISC\SKETCH DST MDD A DELETE.DWG 8.5 X 11 (2) 4/30/2024 11:38 AM DT: CFB_Survey_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (DELETED)
1,808.3 ACRES±

EXHIBIT " 4 "
SHEET 3 OF 8

LEGAL DESCRIPTION

CONTINUED FROM SHEET 2

TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 5.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'09", AN ARC DISTANCE OF 7.85 FEET TO THE POINT OF TANGENCY; THENCE N17°01'13"E, 123.00 FEET; THENCE N72°58'38"W, 285.00 FEET; THENCE N17°01'22"E, 33.67 FEET; THENCE N72°58'38"W, 70.56 FEET TO AFORESAID EASTERLY RIGHT OF WAY LINE; (SAID POINT BEARS S43°26'16"E, 3916.88 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 16); THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE RUN N16°05'58"E, 305.11 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 46.83 FEET AND A CHORD BEARING AND DISTANCE OF N79°29'52"E, 41.94 FEET TO WHICH A RADIAL LINE BEARS N37°06'14"W; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE RUN EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 53°12'13", AN ARC DISTANCE OF 43.49 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 15 AND 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 15; THENCE ALONG THE NORTH LINE THEREOF RUN S89°43'47"E, 115.48 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°16'13"W, 512.00 FEET TO THE BOUNDARY LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3991, PAGE 784, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, FOR THE POINT OF BEGINNING; THENCE ALONG SAID BOUNDARY LINE RUN S00°00'00"E, 69.82 FEET; THENCE DEPARTING SAID BOUNDARY LINE RUN N38°04'02"W, 88.88 FEET; THENCE N89°48'46"W, 59.74 FEET; THENCE S51°55'58"W, 806.84 FEET; THENCE S59°21'34"W, 71.35 FEET; THENCE S68°39'24"W, 57.40 FEET; THENCE S88°03'09"W, 433.38 FEET; THENCE N00°37'46"W, 572.12 FEET TO AFORESAID BOUNDARY LINE; (SAID POINT BEARS S66°50'08"W, 1295.40 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 15); THE FOLLOWING TWO (2) COURSES BEING ALONG SAID BOUNDARY LINE: RUN S89°52'59"E, 1,189.23 FEET; THENCE S89°43'47"E, 114.80 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND ALSO BEING A PORTION OF MIDDLETON UNIT NO. 2, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 29, 29A THROUGH 29N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN S89°52'59"E, 214.85 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°07'01"W, 3369.24 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S03°31'54"E, 3376.08 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 16); THENCE S11°09'33"W, 303.62 FEET; THENCE S31°59'24"E, 156.47 FEET; THENCE N58°00'36"E, 134.46 FEET; THENCE N62°49'35"E, 22.10 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 53.50 FEET AND A CHORD BEARING AND DISTANCE OF N79°16'58"E, 28.26 FEET TO WHICH A RADIAL LINE BEARS N26°01'45"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 30°37'25", AN ARC DISTANCE OF 28.59 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 50.00 FEET AND A CHORD BEARING AND DISTANCE OF S75°37'56"W, 29.64 FEET TO WHICH A RADIAL LINE BEARS N02°52'26"E; SAID POINT ALSO BEING ON THE NORTHERLY BOUNDARY OF TRACT "A", MIDDLETON UNIT NO. 3, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 6, 6A THROUGH 6"O", INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING TWO (2) COURSES BEING ALONG SAID NORTHERLY BOUNDARY LINE: RUN WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 34°28'59", AN ARC DISTANCE OF 30.09 FEET TO THE POINT OF TANGENCY; THENCE S58°23'27"W, 326.95 FEET TO THE NORTHWEST CORNER OF SAID TRACT "A"; THENCE DEPARTING SAID NORTHERLY BOUNDARY LINE RUN N22°11'04"W, 53.73 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF ALDER AVENUE PER AFORESAID MIDDLETON UNIT NO. 2; THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY LINE RUN N25°58'28"W, 73.22 FEET; THENCE N30°45'08"W, 82.72 FEET; THENCE N33°41'39"E, 173.52 FEET; THENCE N66°09'22"E, 89.63 FEET; THENCE N03°07'46"W, 125.92 FEET; THENCE N56°27'15"E, 53.80 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHEAST 1/4 OF SECTION 21, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND ALSO BEING A PORTION OF MIDDLETON UNIT NO. 3, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 6, 6A THROUGH 6"O", INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA; THENCE ALONG THE EAST LINE THEREOF RUN S00°13'06"W, 605.90 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°46'54"W, 5453.22 FEET TO THE INTERSECTION OF THE NORTHEASTERLY RIGHT OF WAY LINE OF PETTUS PARKWAY WITH THE MOST SOUTHERLY CORNER OF TRACT "K" PER AFOREMENTIONED PLAT FOR THE POINT OF BEGINNING; (SAID POINT BEARS S83°52'42"W, 5486.78 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22); THENCE DEPARTING SAID RIGHT OF WAY LINE AND TRACT "K" RUN S42°18'34"W, 64.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE

JOB S01123.0143

CONTINUED ON SHEET 4

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB6495

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AVC\ PETITIONS TO AMEND\1ST AMENDMENT (CDD 2024)\DRWGS\SKETCH DIST MIDD A (DELETE).DWG - 8.5 X 11 (S) - 4/30/2024 11:39 AM - BY: GRALTERS
---- : CFB Survey Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (DELETED)
1,808.3 ACRES±

EXHIBIT " 4 "
SHEET 4 OF 8

LEGAL DESCRIPTION

CONTINUED FROM SHEET 3

CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1,087.68 FEET AND A CHORD BEARING AND DISTANCE OF N42°18'34"E, 64.00 FEET TO WHICH A RADIAL LINE BEARS N49°22'36"W; SAID POINT ALSO BEING ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF AFORESAID PETTUS PARKWAY; THENCE DEPARTING SAID RIGHT OF WAY LINE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°22'19", AN ARC DISTANCE OF 64.01 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 21 AND 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND ALSO BEING A PORTION OF MIDDLETON UNIT NO. 3, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 6, 6A THROUGH 6"0", INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 22; THENCE ALONG THE EAST LINE THEREOF RUN S00°13'06"W, 844.27 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°46'54"W, 3950.11 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S78°09'14"W, 4039.33 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22); THENCE S25°13'00"W, 185.62 FEET; THENCE S09°58'12"W, 76.06 FEET; THENCE S25°12'59"W, 622.17 FEET; THENCE S23°09'47"W, 44.96 FEET; THENCE S17°51'14"W, 71.28 FEET; THENCE S11°04'15"W, 77.21 FEET; THENCE S15°54'40"E, 66.30 FEET; THENCE S34°23'53"W, 64.52 FEET; THENCE S12°12'44"E, 34.04 FEET; THENCE S77°47'16"W, 128.29 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 275.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 08°06'24", AN ARC DISTANCE OF 38.91 FEET; THENCE ALONG A NON-TANGENT LINE RUN N24°13'05"W, 170.41 FEET; THENCE N54°07'42"W, 136.24 FEET; THENCE N49°57'08"W, 86.65 FEET; THENCE N14°54'41"W, 93.69 FEET; THENCE N54°38'54"W, 40.30 FEET; THENCE S62°13'46"W, 49.73 FEET; THENCE N67°02'48"W, 67.71 FEET; THENCE N00°47'19"W, 86.80 FEET; THENCE N18°50'27"E, 24.89 FEET; THENCE N46°03'52"W, 56.88 FEET; THENCE S79°39'46"W, 135.75 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 1,025.00 FEET AND A CHORD BEARING AND DISTANCE OF N55°10'35"W, 110.17 FEET TO WHICH A RADIAL LINE BEARS N37°54'16"E; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 06°09'41", AN ARC DISTANCE OF 110.23 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 475.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°08'56", AN ARC DISTANCE OF 142.17 FEET TO THE POINT OF TANGENCY; THENCE N41°06'29"W, 139.67 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 225.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 34°44'27", AN ARC DISTANCE OF 136.43 FEET TO THE POINT OF TANGENCY; THENCE N75°50'56"W, 78.46 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°09'22", AN ARC DISTANCE OF 32.17 FEET TO THE POINT OF TANGENCY; SAID POINT ALSO BEING ON THE EASTERLY RIGHT OF WAY LINE OF BARR BOULEVARD OF AFORESAID MIDDLETON UNIT NO. 3; THE FOLLOWING FIVE (5) BEING ALONG SAID EASTERLY RIGHT OF WAY LINE: RUN N16°18'26"E, 118.25 FEET; THENCE N28°04'56"E, 100.18 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 600.00 FEET AND A CHORD BEARING AND DISTANCE OF N30°38'30"E, 252.17 FEET TO WHICH A RADIAL LINE BEARS N71°29'21"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 24°15'42", AN ARC DISTANCE OF 254.07 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 2,150.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°55'12", AN ARC DISTANCE OF 447.29 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°53'21", AN ARC DISTANCE OF 85.25 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 123.00 FEET; SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF LANDSTONE BOULEVARD OF VILLAGES OF SOUTHERN OAKS UNIT NO. 202, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 38, 38A THROUGH 38F, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING FIVE (5) COURSES BEING ALONG SAID SOUTHERLY RIGHT OF WAY LINE: RUN EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°33'43", AN ARC DISTANCE OF 35.55 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S46°28'40"E, 96.54 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,100.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 33°29'09", AN ARC DISTANCE OF 642.88 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 1,450.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°44'37", AN ARC DISTANCE OF 297.20 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE NORTHWEST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 22; THENCE ALONG THE EAST LINE THEREOF RUN S00°13'06"W, 2446.12 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°46'54"W, 2699.82 FEET TO THE POINT OF BEGINNING; THENCE S68°48'08"W, 213.65 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 965.05 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF

CONTINUED ON SHEET 5

JOB S01123.0143

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8408

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AVO1 PETITIONS 10 AMENDMENT\FEB 2024\DWGS\SKETCH CDD MID A DELETE.DWG 2/5/2024 11:38 AM BY: CHATTERS
---- : CFB_Survey_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (DELETED)
1,808.3 ACRES±

EXHIBIT " 4 "
SHEET 5 OF 8

LEGAL DESCRIPTION

CONTINUED FROM SHEET 4

SAID CURVE THROUGH A CENTRAL ANGLE OF 02°39'17", AN ARC DISTANCE OF 44.71 FEET; THENCE ALONG A NON-TANGENT LINE RUN N59°17'03"E, 138.57 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°38'13", AN ARC DISTANCE OF 37.86 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°25'51", AN ARC DISTANCE OF 88.00 FEET TO A POINT OF CUSP OF A CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 2,530.00 FEET AND A CHORD BEARING AND DISTANCE OF S18°03'49"E, 172.05 FEET TO WHICH A RADIAL LINE BEARS N69°59'16"E; (SAID POINT BEARS S50°33'41"W, 3576.91 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22); THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 03°53'50", AN ARC DISTANCE OF 172.09 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTHWEST 1/4 OF SECTION 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 22; THENCE ALONG THE EAST LINE THEREOF RUN N00°13'06"E, 2275.17 FEET; THENCE DEPARTING SAID EAST LINE RUN N89°46'54"W, 3441.22 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS N56°18'39"W, 4125.34 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 22); THENCE S25°03'37"W, 204.55 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1,070.04 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 25°23'07", AN ARC DISTANCE OF 474.09 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1,196.00 FEET AND A CHORD BEARING AND DISTANCE OF N30°17'45"E, 228.48 FEET TO WHICH A RADIAL LINE BEARS N65°11'08"W; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°57'45", AN ARC DISTANCE OF 228.83 FEET TO THE POINT OF TANGENCY; THENCE N35°46'37"E, 443.48 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 16, 17, 20, 21, 22, 27, 28 AND 29, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, ALSO ALL OF TRACT "P", MIDDLETON UNIT NO. 2, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 29, 29A THROUGH 29N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, AND ALSO ALL OF TRACTS "C" AND "D", MIDDLETON UNIT NO. 3, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 6, 6A THROUGH 6"O", INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 20; THENCE ALONG THE WEST LINE THEREOF RUN N00°24'57"E, 2,656.98 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 17; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°35'34"W, 1,334.84 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE THEREOF RUN N00°04'35"W, 1,330.43 FEET TO THE NORTHWEST CORNER THEREOF; THENCE ALONG THE NORTH LINE THEREOF RUN S89°37'37"E, 1,334.55 FEET TO THE SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 17; THENCE ALONG THE WEST LINE THEREOF RUN N00°05'18"W, 231.20 FEET TO THE NORTHWEST CORNER OF AFOREMENTIONED TRACT "P"; THE FOLLOWING ONE-HUNDRED AND SIXTY (160) COURSES BEING ALONG THE NORTHEASTERLY BOUNDARY LINE OF SAID TRACT "P": RUN N89°58'52"E, 41.99 FEET; THENCE S54°27'37"E, 24.02 FEET; THENCE S73°51'59"E, 23.64 FEET; THENCE N82°52'18"E, 30.82 FEET; THENCE S33°28'19"E, 22.21 FEET; THENCE S76°34'07"E, 59.62 FEET; THENCE S71°01'43"E, 18.67 FEET; THENCE N41°06'57"E, 12.93 FEET; THENCE S57°34'37"E, 38.45 FEET; THENCE S67°22'21"E, 46.97 FEET; THENCE S73°41'16"E, 66.02 FEET; THENCE S14°57'18"E, 49.97 FEET; THENCE N83°18'05"E, 48.78 FEET; THENCE S03°38'04"W, 20.29 FEET; THENCE S08°37'36"E, 19.85 FEET; THENCE S71°11'40"E, 40.47 FEET; THENCE N32°05'04"E, 34.00 FEET; THENCE S89°33'31"E, 21.81 FEET; THENCE N80°51'50"E, 71.22 FEET; THENCE N82°27'52"E, 78.45 FEET; THENCE S20°52'21"E, 17.06 FEET; THENCE S30°24'58"E, 24.01 FEET; THENCE S57°09'14"E, 51.93 FEET; THENCE S11°39'43"E, 22.44 FEET; THENCE S29°48'21"E, 30.74 FEET; THENCE S33°45'05"E, 44.30 FEET; THENCE S59°04'09"E, 37.84 FEET; THENCE N80°50'05"E, 46.60 FEET; THENCE S29°37'10"E, 12.40 FEET; THENCE S02°30'22"E, 37.39 FEET; THENCE S40°56'41"E, 22.69 FEET; THENCE S86°35'13"E, 39.54 FEET; THENCE N09°30'06"E, 36.99 FEET; THENCE N47°22'41"E, 60.46 FEET; THENCE N55°02'53"E, 39.76 FEET; THENCE S66°47'11"E, 30.84 FEET; THENCE S71°43'50"E, 41.82 FEET; THENCE N82°14'25"E, 42.10 FEET; THENCE N83°27'00"E, 34.22 FEET; THENCE N20°13'17"E, 27.80 FEET; THENCE N01°09'11"E, 50.04 FEET; THENCE N10°15'00"W, 40.85 FEET; THENCE S38°03'25"E, 27.66 FEET; THENCE N71°55'26"E, 40.80 FEET; THENCE S43°51'44"E, 13.28 FEET; THENCE S14°47'59"E, 44.39 FEET; THENCE S33°04'10"E, 44.26 FEET; THENCE N83°21'23"E, 26.20 FEET; THENCE N68°22'05"E, 28.86 FEET; THENCE S38°56'09"E, 22.39 FEET; THENCE S23°21'54"E, 54.76 FEET; THENCE S61°38'32"E, 45.00 FEET; THENCE N83°06'49"E, 18.20 FEET; THENCE S18°01'23"E, 15.79 FEET; THENCE N79°04'22"W, 36.58 FEET; THENCE S55°38'55"W, 30.69 FEET; THENCE S11°45'01"E, 15.82 FEET; THENCE S33°32'12"E, 47.41 FEET; THENCE S86°44'49"E, 29.75 FEET; THENCE S62°05'06"E, 17.67 FEET; THENCE S14°09'53"E, 28.13 FEET; THENCE S55°08'50"E, 42.30 FEET; THENCE S65°50'11"E, 50.01 FEET; THENCE S69°31'11"E, 49.84 FEET; THENCE S89°29'44"E, 28.74 FEET; THENCE S41°15'45"E, 42.09 FEET; THENCE S43°43'26"E, 63.56 FEET; THENCE S50°02'26"E, 30.68 FEET; THENCE S72°09'18"E, 35.91 FEET; THENCE

CONTINUED ON SHEET 6

JOB S01123.0143

CFB CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3129 LB6468

DRAWING NAME: S:\CFB\SURVEY\DEVELOPMENT DISTRICTS\SUMTER\MIDDLETON AND LAKE PANASOFFKEE CDD\MIDDLETON AND LAKE PANASOFFKEE CDD AMENDMENT (FEB 2024)\MIDDLETON CDD A (DELETED) - 1,808.3 ACRES±.dgn 8.5 X 11 (1) 4/30/2024 11:38:24 BY: GWALTERS
---- 1. CFB - Survey Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (DELETED)
1,808.3 ACRES±

EXHIBIT " 4 "
SHEET 6 OF 8

LEGAL DESCRIPTION

CONTINUED FROM SHEET 5

N46°46'01"E, 41.05 FEET; THENCE N19°53'03"E, 13.35 FEET; THENCE N24°33'31"W, 49.73 FEET; THENCE N55°55'52"E, 22.78 FEET; THENCE N82°54'35"E, 35.76 FEET; THENCE S89°31'17"E, 20.23 FEET; THENCE S23°00'24"W, 30.02 FEET; THENCE S14°23'33"W, 28.55 FEET; THENCE S25°50'18"E, 35.61 FEET; THENCE S51°47'04"E, 36.37 FEET; THENCE N87°50'27"E, 24.82 FEET; THENCE N24°42'54"E, 24.80 FEET; THENCE N66°54'13"E, 17.45 FEET; THENCE S29°13'15"E, 46.80 FEET; THENCE S39°49'24"E, 37.81 FEET; THENCE S62°35'42"E, 33.61 FEET; THENCE N44°36'27"E, 24.15 FEET; THENCE N00°52'48"E, 44.02 FEET; THENCE N16°29'10"E, 80.95 FEET; THENCE S42°21'54"E, 72.52 FEET; THENCE S52°07'54"E, 41.15 FEET; THENCE N89°09'27"E, 0.61 FEET; THENCE S13°41'17"E, 17.20 FEET; THENCE S69°48'49"E, 33.76 FEET; THENCE S62°27'27"E, 22.21 FEET; THENCE S40°42'26"E, 32.53 FEET; THENCE S30°24'33"E, 43.45 FEET; THENCE S60°32'00"E, 26.05 FEET; THENCE S64°57'12"E, 20.07 FEET; THENCE N56°58'25"E, 27.41 FEET; THENCE N35°00'06"E, 49.13 FEET; THENCE S74°37'25"E, 17.77 FEET; THENCE S66°47'01"E, 45.24 FEET; THENCE S62°54'44"E, 38.92 FEET; THENCE S13°50'54"E, 32.84 FEET; THENCE S25°03'35"W, 22.90 FEET; THENCE S21°36'57"E, 26.02 FEET; THENCE S21°36'04"E, 28.42 FEET; THENCE S12°26'59"W, 32.89 FEET; THENCE S20°47'55"W, 28.62 FEET; THENCE S13°09'15"E, 16.15 FEET; THENCE S42°19'57"E, 40.55 FEET; THENCE N83°57'00"E, 35.37 FEET; THENCE N35°59'14"E, 46.60 FEET; THENCE N45°43'53"E, 22.71 FEET; THENCE S72°02'10"E, 51.01 FEET; THENCE S20°32'20"E, 21.53 FEET; THENCE S53°51'50"W, 32.66 FEET; THENCE S23°52'04"W, 19.10 FEET; THENCE S40°24'30"E, 32.67 FEET; THENCE N73°31'07"E, 27.25 FEET; THENCE S67°21'52"E, 30.76 FEET; THENCE S35°13'27"E, 53.94 FEET; THENCE S88°48'52"E, 26.92 FEET; THENCE N80°31'24"E, 41.45 FEET; THENCE N46°52'42"E, 24.10 FEET; THENCE N15°50'51"W, 31.16 FEET; THENCE N09°41'37"E, 53.10 FEET; THENCE N29°52'06"E, 44.12 FEET; THENCE S87°04'38"E, 19.96 FEET; THENCE S16°46'27"E, 56.50 FEET; THENCE S38°20'51"E, 25.78 FEET; THENCE S15°49'12"W, 70.54 FEET; THENCE S57°55'31"E, 20.69 FEET; THENCE N77°05'20"E, 22.03 FEET; THENCE S32°34'23"E, 41.62 FEET; THENCE S29°26'56"E, 66.02 FEET; THENCE S49°46'56"E, 22.13 FEET; THENCE S42°14'37"E, 26.64 FEET; THENCE S72°21'23"E, 60.77 FEET; THENCE S23°31'06"W, 52.56 FEET; THENCE S02°14'50"E, 43.15 FEET; THENCE S35°06'04"E, 42.28 FEET; THENCE S65°45'54"E, 39.73 FEET; THENCE N89°00'28"E, 23.62 FEET; THENCE N83°18'32"E, 28.33 FEET; THENCE S40°54'21"E, 30.59 FEET; THENCE S04°48'40"W, 36.14 FEET; THENCE S12°03'31"E, 22.00 FEET; THENCE S42°53'36"E, 21.97 FEET; THENCE S75°18'46"E, 76.98 FEET; THENCE S69°14'40"E, 63.46 FEET; THENCE N64°07'59"E, 33.33 FEET; THENCE N88°30'31"E, 46.30 FEET; THENCE S58°01'03"E, 19.89 FEET; THENCE S10°47'00"E, 41.35 FEET; THENCE S38°58'32"W, 14.85 FEET; THENCE N60°08'58"W, 20.23 FEET; THENCE S83°21'33"W, 12.40 FEET; THENCE S25°28'41"W, 17.80 FEET; THENCE S12°09'13"E, 45.82 FEET TO A POINT ON THE BOUNDARY LINE OF AFOREMENTIONED TRACT "D"; THE FOLLOWING THIRTY-FOUR (34) COURSES BEING ALONG SAID BOUNDARY LINE OF TRACT "D" AND THE SOUTHERLY EXTENSION THEREOF; THENCE S26°46'29"E, 86.68 FEET; THENCE S58°58'02"E, 55.88 FEET; THENCE S40°27'25"E, 39.13 FEET; THENCE S07°05'40"E, 23.42 FEET; THENCE S39°55'07"W, 39.47 FEET; THENCE S20°59'49"W, 69.35 FEET; THENCE S03°17'19"E, 58.94 FEET; THENCE S16°44'07"E, 61.58 FEET; THENCE S03°36'35"W, 31.38 FEET; THENCE S29°05'22"W, 34.94 FEET; THENCE S58°13'01"W, 41.31 FEET; THENCE S26°48'24"W, 26.52 FEET; THENCE S09°30'40"E, 36.09 FEET; THENCE S11°02'22"E, 28.45 FEET; THENCE S10°18'50"E, 59.35 FEET; THENCE S36°39'24"E, 71.51 FEET; THENCE S00°57'10"W, 31.69 FEET; THENCE S33°00'10"E, 39.77 FEET; THENCE S78°15'21"E, 70.46 FEET; THENCE S53°28'56"E, 62.57 FEET; THENCE S51°43'45"E, 77.93 FEET; THENCE S52°23'58"E, 71.42 FEET; THENCE S10°41'58"E, 37.87 FEET; THENCE S23°31'10"E, 61.84 FEET; THENCE S86°27'53"E, 49.90 FEET; THENCE S45°07'03"E, 34.80 FEET; THENCE S51°39'47"E, 39.53 FEET; THENCE S81°53'55"E, 24.25 FEET; THENCE N86°26'08"E, 71.05 FEET; THENCE S54°22'39"E, 42.97 FEET; THENCE S40°29'53"E, 47.33 FEET; THENCE S29°13'29"E, 27.01 FEET; THENCE S16°25'28"W, 38.50 FEET; THENCE S16°51'01"E, 71.65 FEET TO THE WESTERLY EXTENSION OF THE BOUNDARY LINE OF AFOREMENTIONED TRACT "C"; THE FOLLOWING TWENTY-SIX (26) COURSES BEING ALONG SAID WESTERLY EXTENSION AND THE BOUNDARY LINE OF TRACT "C": RUN S77°49'37"E, 60.31 FEET; THENCE S71°36'55"E, 44.79 FEET; THENCE S60°38'30"E, 67.27 FEET; THENCE S55°12'14"E, 95.36 FEET; THENCE S28°27'28"E, 64.00 FEET; THENCE S55°48'13"E, 70.43 FEET; THENCE S50°50'49"E, 57.38 FEET; THENCE S00°50'15"E, 15.60 FEET; THENCE S26°35'42"E, 14.49 FEET; THENCE S65°55'44"E, 34.96 FEET; THENCE N29°38'07"E, 53.92 FEET; THENCE S57°02'08"E, 17.15 FEET; THENCE S62°07'16"E, 30.19 FEET; THENCE S62°16'18"E, 23.94 FEET; THENCE S24°44'48"E, 22.52 FEET; THENCE S69°21'30"E, 39.97 FEET; THENCE N61°13'38"E, 14.80 FEET; THENCE S66°50'58"E, 29.68 FEET; THENCE S67°14'46"E, 79.02 FEET; THENCE N48°51'23"E, 18.60 FEET; THENCE S66°31'28"E, 17.42 FEET; THENCE S09°43'38"W, 24.07 FEET; THENCE S21°10'53"E, 18.91 FEET; THENCE S75°41'28"E, 38.07 FEET; THENCE N47°52'13"E, 73.18 FEET; THENCE S72°49'24"E, 39.73 FEET TO THE MOST EASTERLY CORNER OF SAID TRACT "C"; THENCE DEPARTING SAID BOUNDARY LINE OF TRACT "C" RUN N79°50'28"E, 45.53 FEET; THENCE S44°45'51"E, 26.81 FEET; THENCE S36°47'33"W, 51.35 FEET; THENCE S19°39'57"E, 31.82 FEET; THENCE S74°25'02"E, 37.55 FEET; THENCE S56°08'17"E, 56.85 FEET; THENCE S88°44'50"E, 54.65 FEET; THENCE S47°58'33"E, 50.02 FEET; THENCE S29°09'04"E, 57.37 FEET; THENCE S63°25'42"E, 27.65 FEET; THENCE N89°35'16"E, 30.44 FEET; THENCE N04°49'56"E, 28.03 FEET; THENCE N27°25'11"E, 13.31 FEET; THENCE S73°45'08"E, 32.76 FEET; THENCE S44°05'29"E, 64.88 FEET; THENCE S03°06'35"W, 28.68 FEET; THENCE S44°46'15"W, 14.85 FEET; THENCE S35°27'29"E, 36.66 FEET; THENCE S15°31'23"E, 44.71 FEET; THENCE S07°07'16"W, 31.68 FEET; THENCE S16°54'39"E, 50.72 FEET; THENCE S23°53'28"E, 108.39 FEET; THENCE S10°47'34"E, 47.47 FEET; THENCE S01°15'36"W, 37.57 FEET; THENCE S18°21'30"E, 44.92 FEET; THENCE S13°26'26"E, 31.38 FEET; THENCE S32°04'12"E, 73.55 FEET; THENCE S50°44'15"E, 54.74 FEET; THENCE S61°19'04"E, 77.24 FEET; THENCE S73°02'32"E, 76.51 FEET; THENCE S69°13'17"E, 67.51 FEET; THENCE S69°53'02"E, 59.19 FEET; THENCE S65°41'50"E, 56.49 FEET; THENCE S68°40'49"E, 65.58 FEET; THENCE S65°27'29"E, 60.58 FEET; THENCE S70°49'11"E, 67.19 FEET; THENCE S67°01'57"E, 86.47 FEET; THENCE S69°37'51"E, 90.22 FEET; THENCE S68°54'01"E, 138.94 FEET; THENCE S68°34'28"E, 110.27 FEET; THENCE S67°37'36"E, 130.33 FEET; THENCE S69°36'23"E, 123.41 FEET; THENCE S63°45'00"E, 13.33 FEET; THENCE S70°04'46"E, 136.57 FEET; THENCE S83°56'47"E, 74.70 FEET; THENCE N86°07'25"E, 128.34 FEET; THENCE N88°18'46"E, 89.91 FEET; THENCE N88°38'58"E, 72.98 FEET; THENCE S85°36'14"E, 41.93 FEET; THENCE S73°29'38"E, 33.38 FEET; THENCE S83°47'11"E, 38.33 FEET; THENCE S17°54'46"E, 156.92 FEET; THENCE S11°43'01"E, 97.62 FEET; THENCE S13°43'09"E, 149.92 FEET; THENCE S13°16'06"E, 103.27 FEET; THENCE S13°38'48"E, 89.52 FEET; THENCE S11°38'19"E, 35.34 FEET; THENCE S17°31'35"E, 102.81 FEET; THENCE S08°46'19"E, 119.86 FEET; THENCE S08°12'59"E, 89.23 FEET; THENCE S15°37'10"E, 86.47 FEET; THENCE S14°25'47"E, 151.88 FEET; THENCE S14°36'16"E, 60.60 FEET; THENCE S68°05'53"W, 455.68 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,348.97 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 36°58'54", AN ARC DISTANCE OF 870.70 FEET TO THE POINT OF TANGENCY; THENCE S31°06'59"W, 1,208.14 FEET TO THE

CONTINUED FROM SHEET 7

JOB S01123.0143

CFB CLYMER PARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB#669

DRAWING NAME: S:\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AND PETITIONS TO AMEND\ASSESSMENT AREA 2024\DMSS\SKETCH DIST MCD A DELETED.DWG - 8.5 X 11 (6) - 7/30/2024 11:33 AM - BY: CMALTERS ----- - CFB Survey Standards

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (DELETED)
1,808.3 ACRES±

EXHIBIT " 4 "
SHEET 7 OF 8

LEGAL DESCRIPTION

CONTINUED FROM SHEET 6

POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1,393.77 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°02'12", AN ARC DISTANCE OF 754.99 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 3,810.06 FEET AND A CHORD BEARING AND DISTANCE OF S26°03'35"E, 1,750.62 FEET TO WHICH A RADIAL LINE BEARS N50°39'31"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°33'47", AN ARC DISTANCE OF 1,766.40 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 910.31 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°26'03", AN ARC DISTANCE OF 499.42 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 3,906.10 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°31'26", AN ARC DISTANCE OF 1,126.51 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,002.53 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°38'47", AN ARC DISTANCE OF 711.21 FEET TO THE POINT OF TANGENCY; THENCE S20°05'23"E, 407.60 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 1,345.73 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 19°08'45", AN ARC DISTANCE OF 449.69 FEET TO THE POINT OF TANGENCY; THENCE S39°14'08"E, 481.65 FEET TO THE SOUTH LINE OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 27; THENCE ALONG SAID SOUTH LINE RUN N89°50'20"W, 1,438.70 FEET TO THE SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF AFORESAID SECTION 28; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°33'55"W, 2,661.88 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF SAID SECTION 28; THENCE ALONG SAID SOUTH LINE RUN N89°34'06"W, 2,662.39 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE OF SAID SECTION 28 RUN N00°08'00"W, 4,005.96 FEET TO THE SOUTHEAST CORNER OF THE NORTH 1/2 OF THE NORTHEAST 1/4 OF AFORESAID SECTION 29; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°38'49"W, 2,694.68 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE THEREOF RUN N00°25'41"E, 1,335.19 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST 1/4 OF AFORESAID SECTION 20; THENCE ALONG THE SOUTH LINE THEREOF RUN N89°43'54"W, 2,681.21 FEET TO THE SOUTHWEST CORNER THEREOF; THENCE ALONG THE WEST LINE THEREOF RUN N00°16'44"E, 2,658.68 FEET TO THE NORTHWEST CORNER THEREOF; THENCE ALONG THE SOUTH LINE OF THE SOUTH 1/2 OF SAID SECTION 20 RUN S89°39'12"E, 4,028.43 FEET TO THE POINT OF BEGINNING.

JOB S01123.0143

CFB CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB#428

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AND PETITIONS TO AMEND\1ST AMENDMENT (FEB 2024)\DWG\SKETCH MIDDLETON CDD A DELETED.DWG 8.5 X 11 (1) 4/30/2024 11:13 AM BY: CHARLES

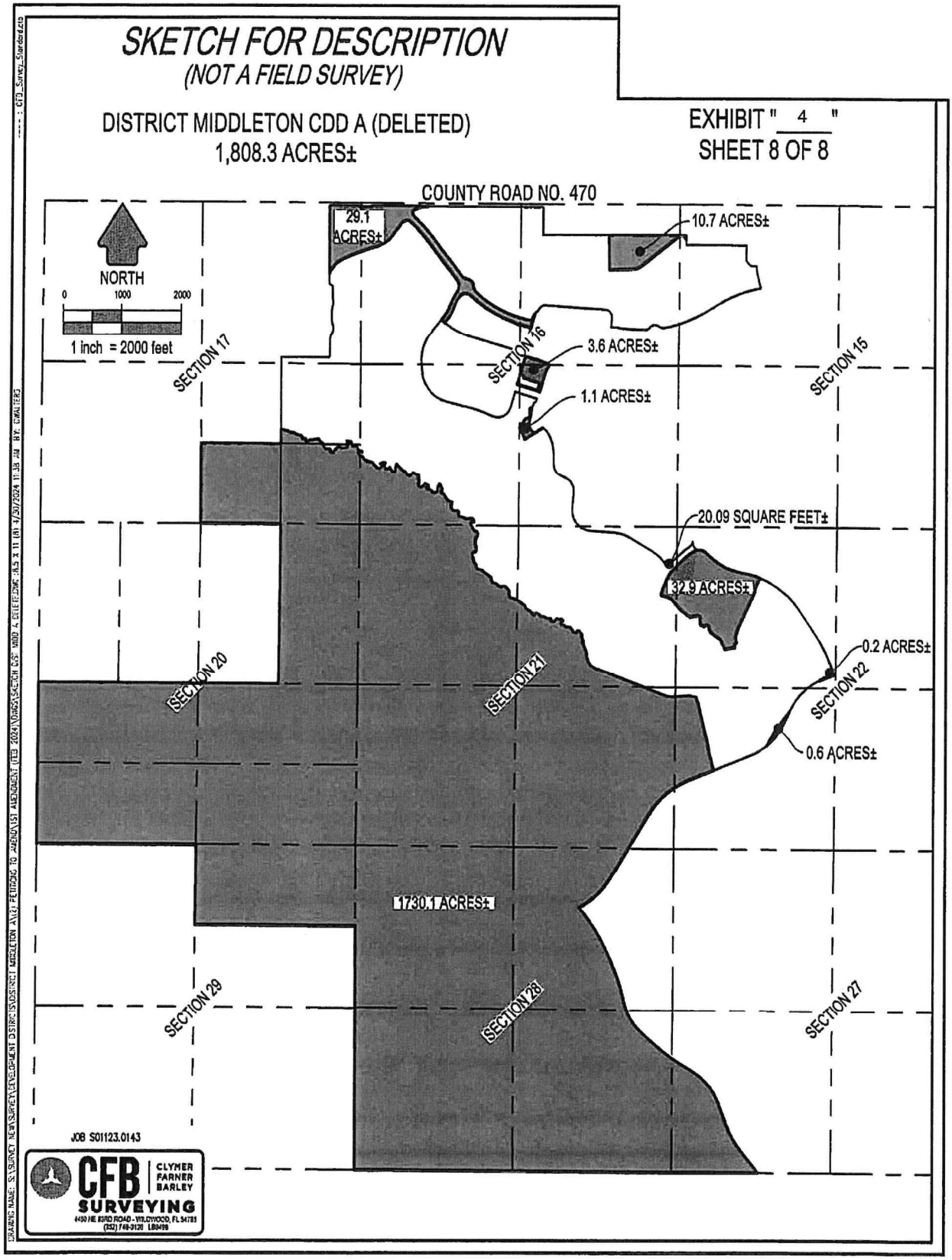

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)
DISTRICT MIDDLETON CDD A (DELETED)
1,808.3 ACRES±
EXHIBIT " 4 "
SHEET 8 OF 8
COUNTY ROAD NO. 470
NORTH
0 1000 2000
1 inch = 2000 feet
29.1 ACRES±
10.7 ACRES±
3.6 ACRES±
1.1 ACRES±
20.09 SQUARE FEET±
32.9 ACRES±
0.2 ACRES±
0.6 ACRES±
1730.1 ACRES±
SECTION 17
SECTION 16
SECTION 15
SECTION 20
SECTION 21
SECTION 22
SECTION 29
SECTION 28
SECTION 27
JOB S01123.0143
CFB
CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB8498

EXHIBIT 5-1

CONSENT TO AMEND THE BOUNDARY LINE OF MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

The undersigned, being the owner of the property described in Exhibit 3 to the Petition Amend the Boundary Line of Middleton Community Development District A, hereby consents to the Petition to Amend the Boundary Line of Middleton Community Development District A, dated the 3 of May, 2024.

THE VILLAGES DEVELOPMENT COMPANY, LLC, a Florida limited liability company

By: VDC Manager, LLC, a Florida limited liability company, its Manager

By: _____

Name: Robert L. Chandler IV

Title: Manager

EXHIBIT 5-2

CONSENT TO AMEND THE BOUNDARY LINE OF MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

The undersigned, being the owners of the property described in Exhibit 4 to the Petition Amend the Boundary Line of Middleton Community Development District A, hereby consents to the Petition to Amend the Boundary Line of Middleton Community Development District A, dated the 3 of May, 2024.

THE VILLAGES DEVELOPMENT COMPANY, LLC, a Florida limited liability company

By: VDC Manager, LLC, a Florida limited liability company, its Manager

By: _____
Name: Robert L. Chandler IV
Title: Manager

THE VILLAGES DEVELOPMENT OPERATING COMPANY, LLC, a Florida limited liability company

By: VDC Manager, LLC, a Florida limited liability company, its Manager

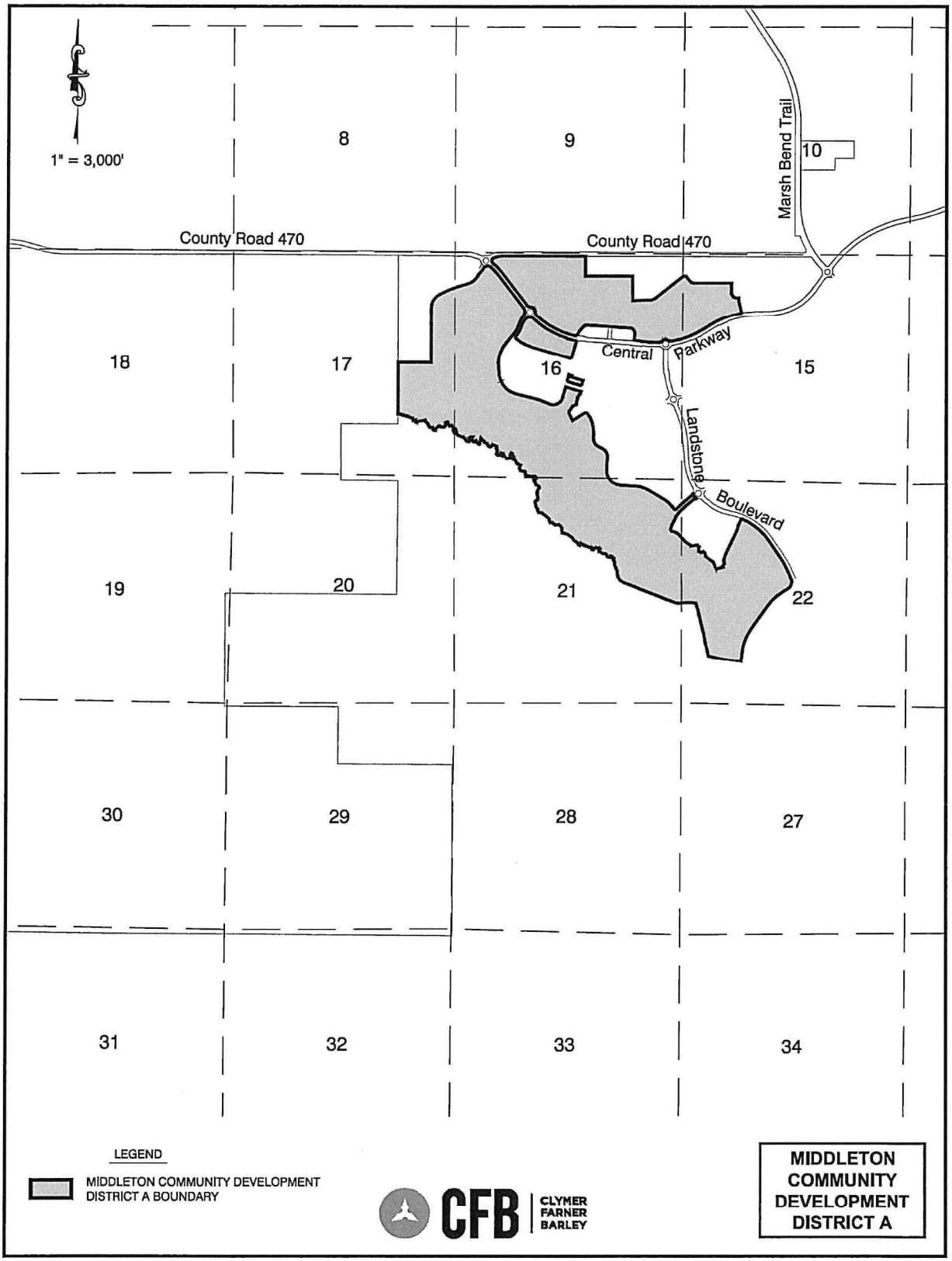
By: _____
Name: Robert L. Chandler IV
Title: Manager

EXHIBIT 6

BOARD OF SUPERVISORS
MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

1. Supervisor/Chair – Joe Ricciardi
2. Supervisor/Vice Chair – Brandon Matulka
3. Supervisor – David Rees
4. Supervisor – Lane Munz
5. Supervisor – Bob Trinh

EXHIBIT 7



AMENDED MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

7-1

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (1ST AMENDMENT OVERALL)
683.7 ACRES±

EXHIBIT " 7 "
SHEET 1 OF 7

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 15 AND 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, ALSO BEING A PORTION OF MIDDLETON UNIT NO. 4, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 7, 7A THROUGH 7"I", INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN S89°52'59"E, 375.33 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°07'01"W, 50.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD NO. 470 PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, SECTION 18580-2601; SAID POINT ALSO BEING THE NORTHEAST CORNER OF TRACT "D" OF AFOREMENTIONED PLAT; SAID POINT ALSO BEING THE NORTHWEST CORNER OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3991, PAGE 784, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, FOR THE POINT OF BEGINNING; THE FOLLOWING TWO (2) COURSES BEING ALONG THE BOUNDARY OF SAID LANDS: THENCE DEPARTING SAID SOUTH RIGHT OF WAY LINE RUN S00°00'00"E, 462.06 FEET; THENCE S89°52'59"E, 1114.97 FEET TO THE BOUNDARY LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4514, PAGE 510, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; (SAID POINT BEARS S66°50'08"W, 1295.40 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 15); THE FOLLOWING SIX (6) COURSES BEING ALONG SAID BOUNDARY LINES: RUN S00°37'46"E, 572.12 FEET; THENCE N88°03'09"E, 433.38 FEET; THENCE N68°39'24"E, 57.40 FEET; THENCE N59°21'34"E, 71.35 FEET; THENCE N51°55'58"E, 806.84 FEET; THENCE S89°48'46"E, 59.74 FEET; THENCE S38°04'02"E, 88.88 FEET TO THE BOUNDARY LINE OF THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4514, PAGE 514, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING TWO (2) COURSES BEING ALONG SAID BOUNDARY LINES: RUN S38°04'02"E, 45.19 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 131.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°39'46", AN ARC DISTANCE OF 118.12 FEET TO AFORESAID BOUNDARY OF LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 3991, PAGE 784 FOR THE POINT OF TANGENCY; (SAID POINT BEARS S20°01'10"E, 711.12 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 15); THENCE ALONG SAID BOUNDARY RUN S89°43'47"E, 880.21 FEET; THENCE DEPARTING SAID BOUNDARY RUN S00°16'13"W, 246.77 FEET; THENCE S35°41'54"E, 98.14 FEET; THENCE S69°57'28"E, 48.40 FEET; THENCE S87°55'59"E, 65.31 FEET; THENCE S05°50'08"E, 82.28 FEET; THENCE S13°02'33"E, 285.80 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 2,133.00 FEET AND A CHORD BEARING AND DISTANCE OF S68°49'14"W, 796.22 FEET TO WHICH A RADIAL LINE BEARS N10°25'21"W; SAID POINT ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY PER MIDDLETON UNIT NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING TEN (10) COURSES BEING ALONG SAID NORTHERLY RIGHT OF WAY LINE: RUN WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 21°30'50", AN ARC DISTANCE OF 800.92 FEET TO THE POINT OF TANGENCY; THENCE S58°03'49"W, 181.42 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 2,033.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 22°27'37", AN ARC DISTANCE OF 796.95 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 100.00 FEET; (SAID POINT BEARS S06°59'39"W, 2052.76 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 16); THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°31'59", AN ARC DISTANCE OF 79.47 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 106.67 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 82°56'44", AN ARC DISTANCE OF 154.42 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 100.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°31'59", AN ARC DISTANCE OF 79.47 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 2,033.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°32'56", AN ARC DISTANCE OF 196.89 FEET TO THE POINT OF TANGENCY; THENCE N85°48'23"W, 223.83 FEET; THENCE N73°23'56"W, 51.20 FEET; THENCE N85°48'23"W, 118.96 FEET; THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY LINE RUN N04°11'37"E, 159.23 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 120.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'05", AN ARC DISTANCE OF 188.50 FEET TO THE POINT OF TANGENCY; THENCE N85°48'28"W, 434.03 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY LINE OF MIDDLETON DRIVE OF AFORESAID MIDDLETON UNIT NO. 4; THENCE DEPARTING SAID EASTERLY RIGHT OF WAY LINE RUN N86°01'32"W, 58.18 FEET TO THE WESTERLY RIGHT OF WAY LINE OF SAID MIDDLETON DRIVE; SAID POINT ALSO BEING ON THE EASTERLY EXTENSION OF THE BOUNDARY LINE OF SAID PLAT; THE FOLLOWING EIGHTEEN (18) COURSES BEING ALONG SAID EASTERLY EXTENSION AND BOUNDARY LINE OF PLAT: RUN N85°48'28"W, 519.38 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 105.00 FEET AND A CHORD BEARING AND DISTANCE OF S68°06'32"W, 92.19 FEET TO WHICH A RADIAL LINE BEARS N04°08'54"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 52°04'44", AN ARC DISTANCE OF 95.44 FEET TO THE POINT OF TANGENCY; THENCE S42°04'10"W, 164.57 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 109.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°23'38", AN ARC DISTANCE OF 59.72 FEET TO THE POINT OF TANGENCY; THENCE S10°40'32"W, 21.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°36'14", AN ARC DISTANCE OF 31.62 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 1,935.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'30", AN ARC DISTANCE OF 2.53 FEET; THENCE ALONG A NON-TANGENT LINE RUN S56°39'01"W, 15.59 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE

CONTINUED ON SHEET 2

LEGEND:

LB	= LICENSED BUSINESS
(R)	= RADIAL
Δ	= CENTRAL ANGLE
R	= RADIUS
L	= ARC LENGTH
CB	= CHORD BEARING
CH	= CHORD LENGTH
ORB	= OFFICIAL RECORDS BOOK
PG	= PAGE

4/30/24
DATE

KAYE M. JAMESON - PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01123.0143

CFB CLYMER PARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB9418

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AVD1 PETITIONS TO AMEND\1ST AMENDMENT (FEB 2024)\DWGS\SKETCH - DIST MIDD 1 AMENDED.DWG, 8.5 X 11, 4/30/2024 11:25 AM, BY: CRAIG TEPS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (1ST AMENDMENT OVERALL)
683.7 ACRES±

EXHIBIT " 7 "
SHEET 2 OF 7

LEGAL DESCRIPTION

CONTINUED FROM SHEET 1

CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 1,946.00 FEET AND A CHORD BEARING AND DISTANCE OF N62°47'20"W, 1,042.68 FEET TO WHICH A RADIAL LINE BEARS S11°40'18"W; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 31°04'44", AN ARC DISTANCE OF 1,055.57 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 50°01'47", AN ARC DISTANCE OF 89.06 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°10'39", AN ARC DISTANCE OF 193.59 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°29'40", AN ARC DISTANCE OF 88.11 FEET TO THE POINT OF TANGENCY; THENCE N37°54'10"W, 1,007.91 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,196.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°58'46", AN ARC DISTANCE OF 270.94 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 70.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 115°27'40", AN ARC DISTANCE OF 141.06 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 500.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 25°37'46", AN ARC DISTANCE OF 223.66 FEET TO THE POINT OF TANGENCY; (SAID POINT BEARS S87°14'51"E, 1126.24 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 17); THENCE S89°47'31"E, 1,570.82 FEET; THENCE S89°53'33"E, 375.37 FEET TO THE POINT OF BEGINNING.

AND

A PARCEL OF LAND LYING WITHIN THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN S89°47'31"E, 2,695.91 FEET TO THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 16; THENCE ALONG THE NORTH LINE THEREOF RUN S89°52'59"E, 3.01 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°07'01"W, 2,834.34 FEET TO THE POINT OF BEGINNING; (SAID POINT BEARS S43°26'16"E, 3916.88 FEET FROM SAID NORTHWEST CORNER OF THE NORTHWEST 1/4 OF SECTION 16); THENCE S72°58'38"E, 70.56 FEET; THENCE S17°01'22"W, 33.67 FEET; THENCE S72°58'38"E, 285.00 FEET; THENCE S17°01'13"W, 123.00 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 5.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'09", AN ARC DISTANCE OF 7.85 FEET TO THE POINT OF TANGENCY; THENCE N72°58'38"W, 338.80 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 5.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 59°26'31", AN ARC DISTANCE OF 5.19 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 37.50 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°33'36", AN ARC DISTANCE OF 18.69 FEET TO THE EASTERLY RIGHT OF WAY LINE OF STAMPEDER TRAIL PER MIDDLETON UNIT NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE AND A NON-TANGENT LINE RUN N16°05'58"E, 141.47 FEET TO THE POINT OF BEGINNING.

AND

TRACTS "K" AND "M", MIDDLETON UNIT NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

AND

A PARCEL OF LAND LYING WITHIN SECTIONS 16, 17, 21 AND 22, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, ALSO BEING A PORTION OF MIDDLETON UNIT NO. 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, ALSO BEING A PORTION OF MIDDLETON UNIT NO. 2, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 20, PAGES 29, 29A THROUGH 29N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, ALSO BEING A PORTION OF MIDDLETON UNIT NO. 3, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 6, 6A THROUGH 6"O", INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, AND ALSO ALL OF MIDDLETON UNIT NO. 3B, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 11 AND 11A, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 17; THENCE ALONG THE NORTH LINE THEREOF RUN N89°41'47"W, 1,333.69 FEET TO THE NORTHWEST CORNER OF THE EAST 1/4 OF SAID SECTION 17; THENCE DEPARTING SAID NORTH LINE AND ALONG THE WEST LINE THEREOF RUN S00°05'18"E, 2,563.07 FEET TO THE NORTHWEST CORNER OF TRACT "I" PER AFOREMENTIONED MIDDLETON UNIT NO. 2 FOR THE POINT OF BEGINNING; THENCE ALONG THE NORTHERLY BOUNDARY LINE OF SAID PLAT RUN N89°54'42"E, 782.21 FEET TO THE WESTERLY BOUNDARY LINE OF AFOREMENTIONED MIDDLETON UNIT NO. 1; (SAID POINT BEARS S12°05'45"W, 2612.80 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF

CONTINUED ON SHEET 3

JOB S01123.0143

CFB | CLYMER FARNER BARLEY
SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8481

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON A\02 PETITIONS TO AMEND\1ST AMENDMENT (OFF 300')\DOCS\SKETCH DIST MIDD A 1ST AMEND.DWG 7.8.3 11:01 4/30/2024 11:38 AM BY: SWALTERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (1ST AMENDMENT OVERALL)
683.7 ACRES±

EXHIBIT " 7 "
SHEET 3 OF 7

LEGAL DESCRIPTION

CONTINUED FROM SHEET 2

SECTION 17); THE FOLLOWING THIRTEEN (13) COURSES BEING ALONG SAID WESTERLY BOUNDARY LINE OF SAID MIDDLETON UNIT NO. 1: RUN N00°05'18"W, 912.19 FEET; THENCE N22°35'18"W, 15.68 FEET; THENCE N00°05'18"W, 258.97 FEET; THENCE S89°43'45"E, 4.00 FEET; THENCE N00°05'19"W, 82.96 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 379.50 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 63°29'40", AN ARC DISTANCE OF 420.56 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 3,149.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°09'03", AN ARC DISTANCE OF 667.92 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 419.50 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 43°55'18", AN ARC DISTANCE OF 321.58 FEET TO THE POINT OF TANGENCY; THENCE N31°38'06"E, 50.07 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 200.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°06'20", AN ARC DISTANCE OF 59.71 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 231.49 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°06'20", AN ARC DISTANCE OF 69.11 FEET TO THE POINT OF TANGENCY; THENCE N31°38'06"E, 57.59 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°00'12", AN ARC DISTANCE OF 90.80 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 123.00 FEET; SAID POINT BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY OF SAID MIDDLETON UNIT NO. 1; THE FOLLOWING SIX (6) COURSES BEING ALONG SAID SOUTHERLY RIGHT OF WAY LINE: RUN EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°42'23", AN ARC DISTANCE OF 10.10 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 52°07'07", AN ARC DISTANCE OF 92.78 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,096.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°02'47", AN ARC DISTANCE OF 230.43 FEET TO THE POINT OF TANGENCY; THENCE S37°54'10"E, 1,018.65 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 45°26'43", AN ARC DISTANCE OF 80.90 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 10°41'26", AN ARC DISTANCE OF 22.95 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 110.00 FEET; SAID POINT BEING ON THE WESTERLY RIGHT OF WAY LINE OF STAMPEDER TRAIL OF SAID MIDDLETON UNIT NO. 1; THE FOLLOWING EIGHTEEN (18) COURSES BEING ALONG SAID WESTERLY, SOUTHERLY AND EASTERLY RIGHT OF WAY LINES: RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 40°58'45", AN ARC DISTANCE OF 78.67 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,242.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°53'00", AN ARC DISTANCE OF 40.82 FEET; THENCE ALONG A NON-TANGENT LINE RUN S30°31'27"W, 102.77 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 531.00 FEET AND A CHORD BEARING AND DISTANCE OF S23°15'44"W, 134.25 FEET TO WHICH A RADIAL LINE BEARS N59°28'32"W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 14°31'28", AN ARC DISTANCE OF 134.61 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 469.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°49'45", AN ARC DISTANCE OF 195.06 FEET TO THE POINT OF TANGENCY; THENCE S39°49'45"W, 297.76 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 809.48 FEET AND A CHORD BEARING AND DISTANCE OF S27°33'10"W, 363.78 FEET TO WHICH A RADIAL LINE BEARS N49°27'43"W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 25°58'14", AN ARC DISTANCE OF 366.92 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 502.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°50'40", AN ARC DISTANCE OF 138.96 FEET TO THE POINT OF TANGENCY; THENCE S01°16'37"E, 106.89 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 839.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 12°10'12", AN ARC DISTANCE OF 178.31 FEET; THENCE ALONG A RADIAL LINE RUN S76°33'11"W, 13.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 852.50 FEET AND A CHORD BEARING AND DISTANCE OF S19°00'35"E, 165.28 FEET TO WHICH A RADIAL LINE BEARS S76°33'11"W; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°07'32", AN ARC DISTANCE OF 165.54 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 527.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 51°33'16", AN ARC DISTANCE OF 474.64 FEET TO THE POINT OF TANGENCY; THENCE S76°07'37"E, 478.83 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 972.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°07'51", AN ARC DISTANCE OF 104.06 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 3,647.50 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 03°40'00", AN ARC DISTANCE OF 233.43 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 227.50 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 97°34'16", AN ARC DISTANCE OF 387.42 FEET TO THE POINT OF TANGENCY; THENCE N16°05'58"E, 261.43 FEET;

CONTINUED ON SHEET 4

JOB S01123.0143

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 63RD ROAD - WILDWOOD, FL 34785
(352) 748-3129 LB#69

GRAPHIC NAME: S:\SURVEY NEW\SURVEY\DISTRICTS\DUPONT DISTRICT\DISTRICT MIDDLETON A\V2\ PETITIONS TO AUDIO\1ST AMENDMENT (FEB 2024)\DWGS\SKETCH DIST MIDD A AMENDED.DWG - 8.5 X 11 (3) 4/29/2024 11:33 AM BY: CMALTERS
---- : CFB_Surveyor_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (1ST AMENDMENT OVERALL)
683.7 ACRES±

EXHIBIT " 7 "
SHEET 4 OF 7

LEGAL DESCRIPTION

CONTINUED FROM SHEET 3

THENCE S72°58'38"E, 379.61 FEET; THENCE S14°12'14"W, 46.54 FEET; THENCE S47°55'49"W, 40.13 FEET; THENCE S25°01'13"W, 77.40 FEET; (SAID POINT BEARS S03°31'54"E, 3376.08 FEET FROM SAID NORTHWEST CORNER OF THE NORTHEAST 1/4 OF SECTION 16); THENCE S56°27'15"W, 53.80 FEET; THENCE S03°07'46"E, 125.92 FEET; THENCE S66°09'22"W, 89.63 FEET; THENCE S33°41'39"W, 173.52 FEET; THENCE S30°45'08"E, 82.72 FEET; THENCE S25°58'28"E, 73.22 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF ALDER AVENUE OF AFORESAID MIDDLETON UNIT NO. 2; THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY LINE RUN S22°11'04"E, 53.73 FEET TO THE SOUTHERLY RIGHT OF WAY LINE OF AFORESAID ALDER AVENUE; THE FOLLOWING TWO (2) COURSES BEING ALONG SAID SOUTHERLY RIGHT OF WAY LINE AND SOUTHERLY RIGHT OF WAY LINE OF ALDER AVENUE OF AFOREMENTIONED MIDDLETON UNIT NO. 3: RUN N58°23'27"E, 326.95 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 50.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 79°52'23", AN ARC DISTANCE OF 69.70 FEET TO THE POINT OF TANGENCY; SAID POINT ALSO BEING ON THE WESTERLY RIGHT OF WAY LINE OF PETTUS PARKWAY OF AFORESAID MIDDLETON UNIT NO. 3; THE FOLLOWING FIVETEEN (15) COURSES BEING ALONG SAID WESTERLY RIGHT OF WAY LINE: RUN S41°44'11"E, 10.19 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 515.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°00'34", AN ARC DISTANCE OF 252.01 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 943.50 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 15°42'43", AN ARC DISTANCE OF 258.73 FEET TO THE POINT OF TANGENCY; THENCE S01°59'07"W, 70.95 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 230.50 FEET AND A CHORD BEARING AND DISTANCE OF S35°44'14"E, 283.73 FEET TO WHICH A RADIAL LINE BEARS N87°45'03"W; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 75°58'22", AN ARC DISTANCE OF 305.64 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 241.51 FEET AND A CHORD BEARING AND DISTANCE OF S34°22'42"E, 303.86 FEET TO WHICH A RADIAL LINE BEARS N16°38'15"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 77°58'05", AN ARC DISTANCE OF 328.64 FEET; THENCE ALONG A NON-TANGENT LINE RUN S04°36'22"W, 278.51 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 338.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°36'22", AN ARC DISTANCE OF 535.30 FEET TO THE POINT OF TANGENCY; THENCE S86°00'00"E, 383.46 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 670.76 FEET AND A CHORD BEARING AND DISTANCE OF S72°35'20"E, 311.49 FEET TO WHICH A RADIAL LINE BEARS N03°59'06"E; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°51'08", AN ARC DISTANCE OF 314.36 FEET; THENCE ALONG A NON-TANGENT LINE RUN S59°10'40"E, 433.71 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 654.39 FEET AND A CHORD BEARING AND DISTANCE OF S48°59'03"E, 229.24 FEET TO WHICH A RADIAL LINE BEARS N30°55'40"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 20°10'33", AN ARC DISTANCE OF 230.43 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 168.50 FEET AND A CHORD BEARING AND DISTANCE OF S34°21'30"E, 24.73 FEET TO WHICH A RADIAL LINE BEARS N51°25'58"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°25'03", AN ARC DISTANCE OF 24.75 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 181.50 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°50'06", AN ARC DISTANCE OF 53.33 FEET TO THE POINT OF TANGENCY; THENCE S46°59'05"E, 44.43 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF BARR BOULEVARD OF SAID MIDDLETON UNIT NO. 3; THE FOLLOWING NINE (9) COURSES BEING ALONG SAID NORTHERLY, EASTERLY AND SOUTHERLY RIGHT OF WAY LINES: RUN N42°18'34"E, 64.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,250.00 FEET AND A CHORD BEARING AND DISTANCE OF N49°09'44"E, 437.58 FEET TO WHICH A RADIAL LINE BEARS N46°25'05"W; (SAID POINT BEARS S83°52'42"W, 5486.78 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22); THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 11°09'38", AN ARC DISTANCE OF 438.28 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°09'51", AN ARC DISTANCE OF 83.96 FEET TO A POINT OF CUSP OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 123.00 FEET AND A CHORD BEARING AND DISTANCE OF S34°55'12"E, 166.19 FEET TO WHICH A RADIAL LINE BEARS N82°25'18"W; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 84°59'48", AN ARC DISTANCE OF 182.47 FEET TO A POINT OF CUSP OF A CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 102.00 FEET AND A CHORD BEARING AND DISTANCE OF S78°38'13"W, 82.79 FEET TO WHICH A RADIAL LINE BEARS N12°34'54"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 47°53'21", AN ARC DISTANCE OF 85.25 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 2,150.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°55'12", AN ARC DISTANCE OF 447.29 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 600.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 24°15'42", AN ARC DISTANCE OF 254.07 FEET; THENCE ALONG A NON-TANGENT LINE RUN S28°04'56"W, 100.18 FEET; THENCE S16°18'26"W, 118.25 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE DEPARTING SAID

CONTINUED ON SHEET 5

JOB S01123.0143

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3120 LB8498

DRAWING NAME: S:\SURVEY R&W\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AV2\1 PETITION TO AMEND\1ST AMENDMENT (FEB 2024)\MD01 SKETCH DST MID A AMEND.DWG - 16.5 x 11 (4) 4/30/2024 11:38 AM BY: GMATHIS
----- : CFB_Survey_Standards.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (1ST AMENDMENT OVERALL) EXHIBIT " 7 "

LEGAL DESCRIPTION 683.7 ACRES± SHEET 5 OF 7

CONTINUED FROM SHEET 4

SOUTHERLY RIGHT OF WAY LINE RUN SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 92°09'22", AN ARC DISTANCE OF 32.17 FEET TO THE POINT OF TANGENCY; THENCE S75°50'56"E, 78.46 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 225.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 34°44'27", AN ARC DISTANCE OF 136.43 FEET TO THE POINT OF TANGENCY; THENCE S41°06'29"E, 139.67 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 475.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°08'56", AN ARC DISTANCE OF 142.17 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1,025.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°09'41", AN ARC DISTANCE OF 110.23 FEET; THENCE ALONG A NON-TANGENT LINE RUN N79°39'46"E, 135.75 FEET; THENCE S46°03'52"E, 56.88 FEET; THENCE S18°50'27"W, 24.89 FEET; THENCE S00°47'19"E, 86.80 FEET; THENCE S67°02'48"E, 67.71 FEET; THENCE N62°13'46"E, 49.73 FEET; THENCE S54°38'54"E, 40.30 FEET; THENCE S14°54'41"E, 93.69 FEET; THENCE S49°57'08"E, 86.65 FEET; THENCE S54°07'42"E, 136.24 FEET; THENCE S24°13'05"E, 170.41 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 275.00 FEET AND A CHORD BEARING AND DISTANCE OF N81°50'27"E, 38.88 FEET TO WHICH A RADIAL LINE BEARS S04°06'21"E; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°06'24", AN ARC DISTANCE OF 38.91 FEET TO THE POINT OF TANGENCY; THENCE N77°47'16"E, 128.29 FEET; THENCE N12°12'44"W, 34.04 FEET; THENCE N34°23'53"E, 64.52 FEET; THENCE N15°54'40"W, 66.30 FEET; THENCE N11°04'15"E, 77.21 FEET; THENCE N17°51'14"E, 71.28 FEET; THENCE N23°09'47"E, 44.96 FEET; THENCE N25°12'59"E, 622.17 FEET; THENCE N09°58'12"E, 76.06 FEET; THENCE N25°13'00"E, 185.62 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 1,450.00 FEET AND A CHORD BEARING AND DISTANCE OF S51°23'52"E, 839.26 FEET TO WHICH A RADIAL LINE BEARS N21°46'49"E; (SAID POINT BEARS S78°09'14"W, 4039.33 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22); THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 33°38'39", AN ARC DISTANCE OF 851.44 FEET TO THE POINT OF TANGENCY; THENCE S34°34'32"E, 424.43 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 2,530.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 14°33'48", AN ARC DISTANCE OF 643.07 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 102.00 FEET; (SAID POINT BEARS S50°33'41"W, 3576.91 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22); THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 49°25'51", AN ARC DISTANCE OF 88.00 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°38'13", AN ARC DISTANCE OF 37.86 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 47°30'10", AN ARC DISTANCE OF 84.57 FEET TO THE POINT OF TANGENCY; THENCE S59°17'03"W, 158.33 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,196.00 FEET; (SAID POINT BEARS S49°25'36"W, 3905.60 FEET FROM SAID NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SECTION 22); THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°30'26", AN ARC DISTANCE OF 490.69 FEET TO THE POINT OF TANGENCY; (SAID POINT BEARS N56°18'39"W, 4125.34 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 22); THENCE S35°46'37"W, 660.44 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1,196.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 28°53'38", AN ARC DISTANCE OF 603.14 FEET TO THE POINT OF TANGENCY; (SAID POINT BEARS N70°39'05"W, 4142.85 FEET FROM SAID SOUTHEAST CORNER OF THE SOUTHEAST 1/4 OF SECTION 22); THENCE S06°52'59"W, 216.88 FEET; THENCE N83°07'01"W, 429.43 FEET; THENCE N77°15'34"W, 341.65 FEET; THENCE N08°06'48"W, 7.64 FEET; THENCE N14°36'16"W, 86.84 FEET; THENCE N14°25'47"W, 151.88 FEET; THENCE N15°37'10"W, 86.47 FEET; THENCE N08°12'59"W, 89.23 FEET; THENCE N08°46'19"W, 119.86 FEET; THENCE N17°31'35"W, 102.81 FEET; THENCE N11°38'19"W, 35.34 FEET; THENCE N13°38'48"W, 89.52 FEET; THENCE N13°16'06"W, 103.27 FEET; THENCE N13°43'09"W, 149.92 FEET; THENCE N11°43'01"W, 97.62 FEET; THENCE N17°54'46"W, 156.92 FEET; THENCE N83°47'11"W, 38.33 FEET; THENCE N73°29'38"W, 33.38 FEET; THENCE N85°36'14"W, 41.93 FEET; THENCE S88°38'58"W, 72.98 FEET; THENCE S88°18'46"W, 89.91 FEET; THENCE S86°07'25"W, 128.34 FEET; THENCE N83°56'47"W, 74.70 FEET; THENCE N70°04'46"W, 136.57 FEET; THENCE N63°45'00"W, 13.33 FEET; THENCE N69°36'23"W, 123.41 FEET; THENCE N67°37'36"W, 130.33 FEET; THENCE N68°34'28"W, 110.27 FEET; THENCE N68°54'01"W, 138.94 FEET; THENCE N69°37'51"W, 90.22 FEET; THENCE N67°01'57"W, 86.47 FEET; THENCE N70°49'11"W, 67.19 FEET; THENCE N65°27'29"W, 60.58 FEET; THENCE N68°40'49"W, 65.58 FEET; THENCE N65°41'50"W, 56.49 FEET; THENCE N69°53'02"W, 59.19 FEET; THENCE N69°13'17"W, 67.51 FEET; THENCE N73°02'32"W, 76.51 FEET; THENCE N61°19'04"W, 77.24 FEET; THENCE N50°44'15"W, 54.74 FEET; THENCE N32°04'12"W, 73.55 FEET; THENCE N13°26'26"W, 31.38 FEET; THENCE N18°21'30"W, 44.92 FEET; THENCE N01°15'36"E, 37.57 FEET; THENCE N10°47'34"W, 47.47 FEET; THENCE N23°53'28"W, 108.39 FEET; THENCE N16°54'39"W, 50.72 FEET; THENCE N07°07'16"E, 31.68 FEET; THENCE N15°31'23"W, 44.71 FEET; THENCE N35°27'29"W, 36.66 FEET; THENCE N44°46'15"E, 14.85 FEET; THENCE N03°06'35"E, 28.68 FEET; THENCE N44°05'29"W, 64.88 FEET; THENCE N73°45'08"W, 32.76 FEET; THENCE S27°25'11"W, 13.31 FEET; THENCE S04°49'56"W, 28.03 FEET; THENCE S89°35'16"W, 30.44 FEET; THENCE N63°25'42"W, 27.65 FEET; THENCE N29°09'04"W, 57.37 FEET; THENCE N47°58'33"W, 50.02 FEET; THENCE N88°44'50"W, 54.65 FEET; THENCE N56°08'17"W, 56.85 FEET; THENCE N74°25'02"W, 37.55 FEET; THENCE N19°39'57"W, 31.82 FEET; THENCE N36°47'33"E, 51.35 FEET; THENCE N44°45'51"W, 26.81 FEET; THENCE S79°50'28"W, 45.53 FEET TO A POINT ON THE BOUNDARY LINE OF TRACT "E" OF AFOREMENTIONED PLAT, MIDDLETON UNIT NO. 3; THENCE ALONG SAID BOUNDARY LINE OF TRACT "E" AND THE WESTERLY EXTENSION THEREOF FOR THE FOLLOWING COURSES: RUN N72°49'24"W, 39.73 FEET; THENCE S47°52'13"W, 73.18 FEET; THENCE N75°41'28"W, 38.07 FEET; THENCE N21°10'53"W, 18.91 FEET; THENCE N09°43'38"E, 24.07 FEET; THENCE N66°31'28"W, 17.42

CONTINUED ON SHEET 6

JOB S01123.0143

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8491

DRAWING NAME: S:\SURVEY\NEW SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AV2\ EXHIBITS TO AMENDMENT AMENDMENT (FEB 2024)\DWGS\SKETCH DESCRIPTION MIDDLETON AV2 AMENDMENT.DWG - 8.5 X 11 (S) 4/30/2024 11:38 AM BY: CMALTEPS
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SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

DISTRICT MIDDLETON CDD A (1ST AMENDMENT OVERALL)
683.7 ACRES±

EXHIBIT " 7 "
SHEET 6 OF 7

LEGAL DESCRIPTION

CONTINUED FROM SHEET 5

FEET; THENCE S48°51'23"W, 18.60 FEET; THENCE N67°14'46"W, 79.02 FEET; THENCE N66°50'58"W, 29.68 FEET; THENCE S61°13'38"W, 14.80 FEET; THENCE N69°21'30"W, 39.97 FEET; THENCE N24°44'48"W, 22.52 FEET; THENCE N62°16'18"W, 23.94 FEET; THENCE N62°07'16"W, 30.19 FEET; THENCE N57°02'08"W, 17.15 FEET; THENCE S29°38'07"W, 53.92 FEET; THENCE N65°55'44"W, 34.96 FEET; THENCE N26°35'42"W, 14.49 FEET; THENCE N00°50'15"W, 15.60 FEET; THENCE N50°50'49"W, 57.38 FEET; THENCE N55°48'13"W, 70.43 FEET; THENCE N28°27'28"W, 64.00 FEET; THENCE N55°12'14"W, 95.36 FEET; THENCE N60°38'30"W, 67.27 FEET; THENCE N71°36'55"W, 44.79 FEET; THENCE N77°49'37"W, 60.31 FEET TO A POINT ON THE SOUTHERLY EXTENSION OF THE WESTERLY BOUNDARY LINE OF SAID TRACT "E"; THENCE ALONG SAID SOUTHERLY EXTENSION AND SAID WESTERLY BOUNDARY LINE OF TRACT "E" FOR THE FOLLOWING COURSES: RUN N16°51'01"W, 71.65 FEET; THENCE N16°25'28"E, 38.50 FEET; THENCE N29°13'29"W, 27.01 FEET; THENCE N40°29'53"W, 47.33 FEET; THENCE N54°22'39"W, 42.97 FEET; THENCE S86°26'08"W, 71.05 FEET; THENCE N81°53'55"W, 24.25 FEET; THENCE N51°39'47"W, 39.53 FEET; THENCE N45°07'03"W, 34.80 FEET; THENCE N86°27'53"W, 49.90 FEET; THENCE N23°31'10"W, 61.84 FEET; THENCE N10°41'58"W, 37.87 FEET; THENCE N52°23'58"W, 71.42 FEET; THENCE N51°43'45"W, 77.93 FEET; THENCE N53°28'56"W, 62.57 FEET; THENCE N78°15'21"W, 70.46 FEET; THENCE N33°00'10"W, 39.77 FEET; THENCE N00°57'10"E, 31.69 FEET; THENCE N36°39'24"W, 71.51 FEET; THENCE N10°18'50"W, 59.35 FEET; THENCE N11°02'22"W, 28.45 FEET; THENCE N09°30'40"W, 36.09 FEET; THENCE N26°48'24"E, 26.52 FEET; THENCE N58°13'01"E, 41.31 FEET; THENCE N29°05'22"E, 34.94 FEET; THENCE N03°36'35"E, 31.38 FEET; THENCE N16°44'07"W, 61.58 FEET; THENCE N03°17'19"W, 58.94 FEET; THENCE N20°59'49"E, 69.35 FEET; THENCE N39°55'07"E, 39.47 FEET; THENCE N07°05'40"W, 23.42 FEET; THENCE N40°27'25"W, 39.13 FEET; THENCE N58°58'02"W, 55.88 FEET; THENCE N26°46'29"W, 63.88 FEET TO A POINT ON THE BOUNDARY LINE OF TRACT "K" OF AFOREMENTIONED PLAT, MIDDLETON UNIT NO. 2; THENCE ALONG SAID BOUNDARY LINE OF TRACT "K" FOR THE FOLLOWING COURSES: CONTINUE N26°46'29"W, 22.80 FEET; THENCE N12°09'13"W, 45.82 FEET; THENCE N25°28'41"E, 17.80 FEET; THENCE N83°21'33"E, 12.40 FEET; THENCE S60°08'58"E, 20.23 FEET; THENCE N38°58'32"E, 14.85 FEET; THENCE N10°47'00"W, 41.35 FEET; THENCE N58°01'03"W, 19.89 FEET; THENCE S88°30'31"W, 46.30 FEET; THENCE S64°07'59"W, 33.33 FEET; THENCE N69°14'40"W, 63.46 FEET; THENCE N75°18'46"W, 76.98 FEET; THENCE N42°53'36"W, 21.97 FEET; THENCE N12°03'31"W, 22.00 FEET; THENCE N04°48'40"E, 36.14 FEET; THENCE N40°54'21"W, 30.59 FEET; THENCE S83°18'32"W, 28.33 FEET; THENCE S89°00'28"W, 23.62 FEET; THENCE N65°45'54"W, 39.73 FEET; THENCE N35°06'04"W, 42.28 FEET; THENCE N02°14'50"W, 43.15 FEET; THENCE N23°31'06"E, 52.56 FEET; THENCE N72°21'23"W, 60.77 FEET; THENCE N42°14'37"W, 26.64 FEET; THENCE N49°46'56"W, 22.13 FEET; THENCE N29°26'56"W, 66.02 FEET; THENCE N32°34'23"W, 41.62 FEET; THENCE S77°05'20"W, 22.03 FEET; THENCE N57°55'31"W, 20.69 FEET; THENCE N15°49'12"E, 70.54 FEET; THENCE N38°20'51"W, 25.78 FEET; THENCE N16°46'27"W, 56.50 FEET; THENCE N67°04'38"W, 19.96 FEET; THENCE S29°52'06"W, 44.12 FEET; THENCE S09°41'37"W, 53.10 FEET; THENCE S15°50'51"E, 31.16 FEET; THENCE S46°52'42"W, 24.10 FEET; THENCE S80°31'24"W, 41.45 FEET; THENCE N88°48'52"W, 26.92 FEET; THENCE N35°13'27"W, 53.94 FEET; THENCE N67°21'52"W, 30.76 FEET; THENCE S73°31'07"W, 27.25 FEET; THENCE N40°24'30"W, 32.67 FEET; THENCE N23°52'04"E, 19.10 FEET; THENCE N53°51'50"E, 32.66 FEET; THENCE N20°32'20"W, 21.53 FEET; THENCE N72°02'10"W, 51.01 FEET; THENCE S45°43'53"W, 22.71 FEET; THENCE S35°59'14"W, 46.60 FEET; THENCE S83°57'00"W, 35.37 FEET; THENCE N42°19'57"W, 40.55 FEET; THENCE N13°09'15"W, 16.15 FEET; THENCE N20°47'55"E, 28.62 FEET; THENCE N12°26'59"E, 32.89 FEET; THENCE N21°36'04"W, 28.42 FEET; THENCE N21°36'57"W, 26.02 FEET; THENCE N25°03'35"E, 22.90 FEET; THENCE N13°50'54"W, 32.84 FEET; THENCE N62°54'44"W, 38.92 FEET; THENCE N66°47'01"W, 45.24 FEET; THENCE N74°37'25"W, 17.77 FEET; THENCE S35°00'06"W, 49.13 FEET; THENCE S56°58'25"W, 27.41 FEET; THENCE N64°57'12"W, 20.07 FEET; THENCE N60°32'00"W, 26.05 FEET; THENCE N30°24'33"W, 43.45 FEET; THENCE N40°42'26"W, 32.53 FEET; THENCE N62°27'27"W, 22.21 FEET; THENCE N69°48'49"W, 33.76 FEET; THENCE N13°41'17"W, 17.20 FEET; THENCE S89°09'27"W, 0.61 FEET; THENCE N52°07'54"W, 41.15 FEET; THENCE N42°21'54"W, 72.52 FEET; THENCE S16°29'10"W, 80.95 FEET; THENCE S00°52'48"W, 44.02 FEET; THENCE S44°36'27"W, 24.15 FEET; THENCE N62°35'42"W, 33.61 FEET; THENCE N39°49'24"W, 37.81 FEET; THENCE N29°13'15"W, 46.80 FEET; THENCE S66°54'13"W, 17.45 FEET; THENCE S24°42'54"W, 24.80 FEET; THENCE S87°50'27"W, 24.82 FEET; THENCE N51°47'04"W, 36.37 FEET; THENCE N25°50'18"W, 35.61 FEET; THENCE N14°23'33"E, 28.55 FEET; THENCE N23°00'24"E, 30.02 FEET; THENCE N89°31'17"W, 20.23 FEET; THENCE S82°54'35"W, 35.76 FEET; THENCE S55°55'52"W, 22.78 FEET; THENCE S24°33'31"E, 49.73 FEET; THENCE S19°53'03"W, 13.35 FEET; THENCE S46°46'01"W, 41.05 FEET; THENCE N72°09'18"W, 35.91 FEET; THENCE N50°02'26"W, 30.68 FEET; THENCE N43°43'26"W, 63.56 FEET; THENCE N41°15'45"W, 42.09 FEET; THENCE N89°29'44"W, 28.74 FEET; THENCE N69°31'11"W, 49.84 FEET; THENCE N65°50'11"W, 50.01 FEET; THENCE N55°08'50"W, 42.30 FEET; THENCE N14°09'53"W, 28.13 FEET; THENCE N62°05'06"W, 17.67 FEET; THENCE N86°44'49"W, 29.75 FEET; THENCE N33°32'12"W, 47.41 FEET; THENCE N11°45'01"W, 15.82 FEET; THENCE N55°38'55"E, 30.69 FEET; THENCE S79°04'22"E, 36.58 FEET; THENCE N18°01'23"W, 15.79 FEET; THENCE S83°06'49"W, 18.20 FEET; THENCE N61°38'32"W, 45.00 FEET; THENCE N23°21'54"W, 54.76 FEET; THENCE N38°56'09"W, 22.39 FEET; THENCE S68°22'05"W, 28.86 FEET; THENCE S83°21'23"W, 26.20 FEET; THENCE N33°04'10"W, 44.26 FEET; THENCE N14°47'59"W, 44.39 FEET; THENCE N43°51'44"W, 13.28 FEET; THENCE S71°55'26"W, 40.80 FEET; THENCE N38°03'25"W, 27.66 FEET; THENCE S10°15'00"E, 40.85 FEET; THENCE S01°09'11"W, 50.04 FEET; THENCE S20°13'17"W, 27.80 FEET; THENCE S83°27'00"W, 34.22 FEET; THENCE S82°14'25"W, 42.10 FEET; THENCE N71°43'50"W, 41.82 FEET; THENCE N66°47'11"W, 30.84 FEET; THENCE S55°02'53"W, 39.76 FEET; THENCE S47°22'41"W, 60.46 FEET; THENCE S09°30'06"W, 36.99 FEET; THENCE N86°35'13"W, 39.54 FEET; THENCE N40°56'41"W, 22.69 FEET; THENCE N02°30'22"W, 37.39 FEET; THENCE N29°37'10"W, 12.40 FEET; THENCE S80°50'05"W, 46.60 FEET; THENCE N59°04'09"W, 37.84 FEET; THENCE N33°45'05"W, 44.30 FEET; THENCE N29°48'21"W, 30.74 FEET; THENCE N11°39'43"W, 22.44 FEET; THENCE N57°09'14"W, 51.93 FEET; THENCE N30°24'58"W, 24.01 FEET; THENCE N20°52'21"W, 17.06 FEET; THENCE S82°27'52"W, 78.45 FEET; THENCE S80°51'50"W, 71.22 FEET; THENCE N89°33'31"W, 21.81 FEET; THENCE S32°05'04"W, 34.00 FEET; THENCE N71°11'40"W, 40.47 FEET; THENCE N08°37'36"W,

JOB S01123.0143

CONTINUED ON SHEET 7

CFB CLYMER FARNER BARLEY SURVEYING
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DRAWING NAME: S:\SURVEY\NEWSURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON JV2\ PETITIONS TO AMEND\1ST AMENDMENT FEE 2024\LEGALS\SKETCH DIST JV2 - AMENDED.dwg, 11 X 17 (1), 4/30/2024 11:38 AM, BEN CHARLES

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

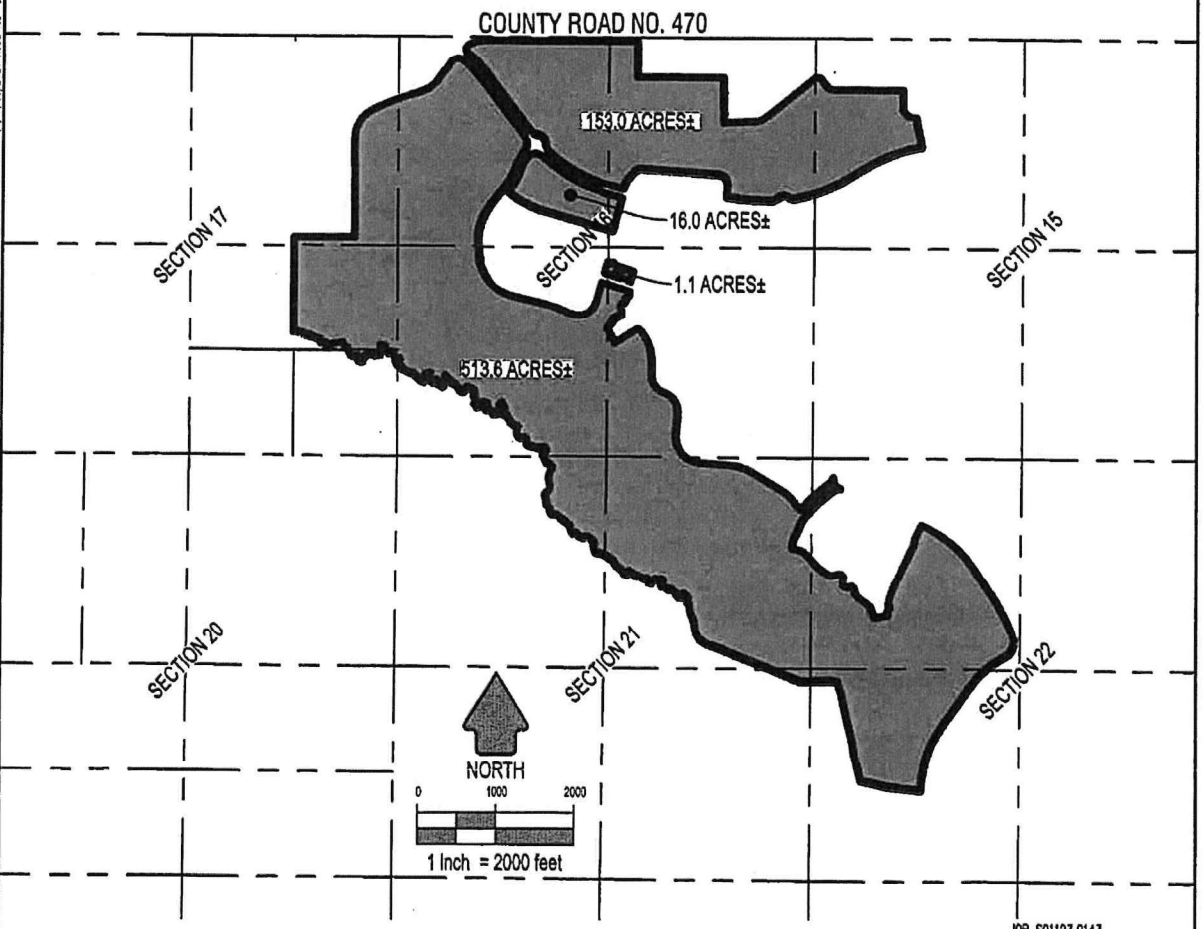
DISTRICT MIDDLETON CDD A (1ST AMENDMENT OVERALL)
683.7 ACRES±

EXHIBIT " 7 "
SHEET 7 OF 7

LEGAL DESCRIPTION

CONTINUED FROM SHEET 6

19.85 FEET; THENCE N03°38'04"E, 20.29 FEET; THENCE S83°18'05"W, 48.78 FEET; THENCE N14°57'18"W, 49.97 FEET; THENCE N73°41'16"W, 66.02 FEET; THENCE N67°22'21"W, 46.97 FEET; THENCE N57°34'37"W, 38.45 FEET; THENCE S41°06'57"W, 12.93 FEET; THENCE N71°01'43"W, 18.67 FEET; THENCE N76°34'07"W, 59.62 FEET; THENCE N33°28'19"W, 22.21 FEET; THENCE S82°52'18"W, 30.82 FEET; THENCE N73°51'59"W, 23.64 FEET; THENCE N54°27'37"W, 24.02 FEET; THENCE S89°58'52"W, 41.99 FEET TO A POINT ON THE WEST LINE OF THE EAST 1/4 OF AFORESAID SECTION 17; SAID POINT ALSO BEING THE WESTERLY BOUNDARY LINE OF AFORESAID MIDDLETON UNIT NO. 2; SAID POINT ALSO LIES N00°05'18"W, 231.20 FEET FROM THE SOUTHWEST CORNER OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 17; THENCE ALONG SAID WESTERLY BOUNDARY LINE OF AFORESAID MIDDLETON UNIT NO. 2 LINE RUN N00°05'18"W, 1,200.19 FEET TO THE POINT OF BEGINNING.



JOB S01123.0143

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(352) 748-3126 LB6699

DRAWING NAME: S:\SURVEY NEW\SURVEY\DEVELOPMENT DISTRICTS\DISTRICT MIDDLETON AV2\PETITION TO AMEND\1ST AMENDMENT FEB 2024\DWG\SKETCH DST MID A AMENDED.DWG 8.5 x 11 (1) 4/30/2024 11:38 AM BY: GMALTERS

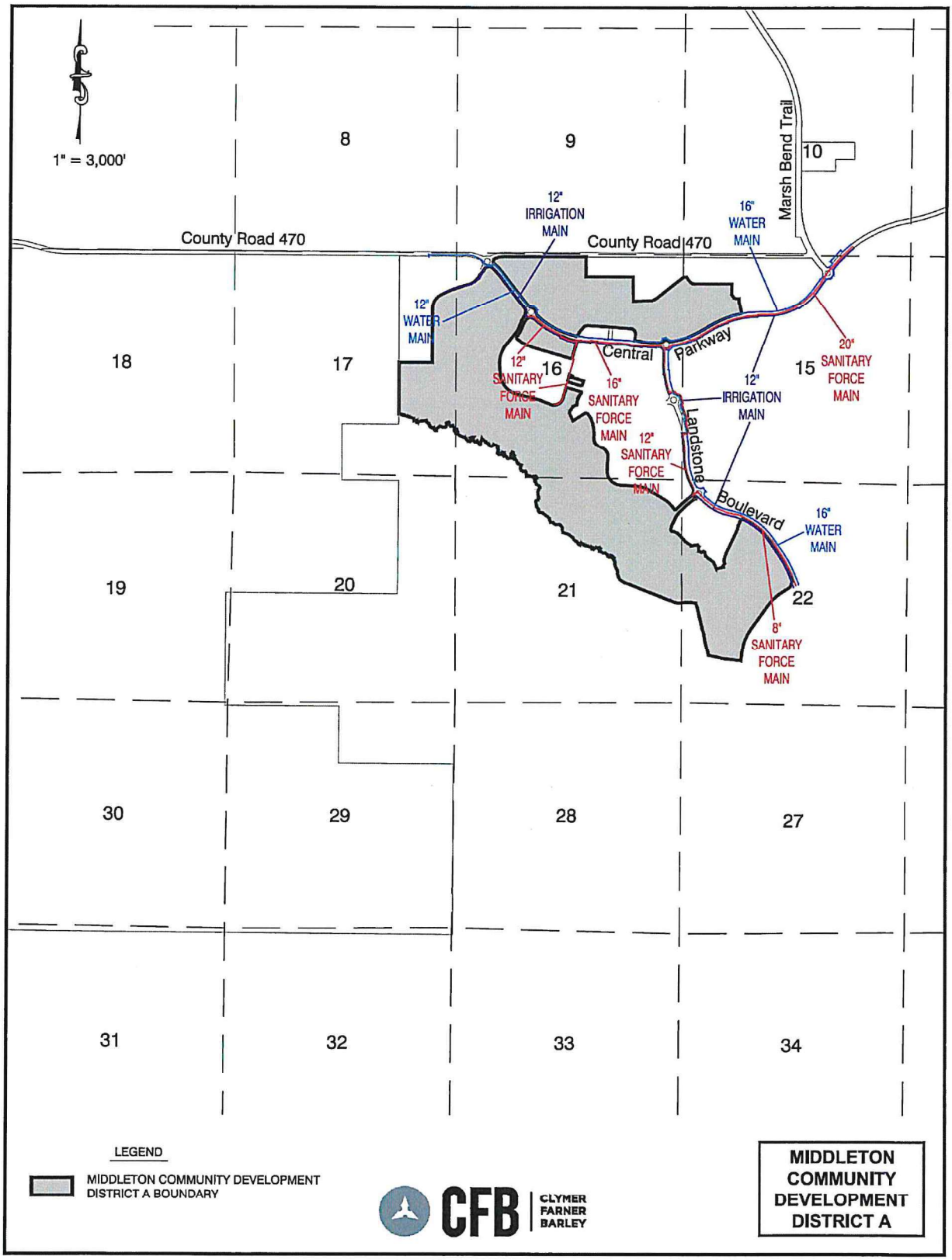
EXHIBIT 8

PROPOSED TIME TABLES AND RELATED ESTIMATES OF COST OF THE DISTRICT SERVICES AND FACILITIES MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

ITEM	ANTICIPATED SCHEDULE	ESTIMATED COST
Arterial and Collector Roads and Traffic Signalization Improvements	2021-2028	$11,475,117
Arterial and Collector Road Drainage	2021-2028	$5,238,723
Multi-Use Paths, Golf Cart Bridges & Tunnels	2021-2028	$1,814,290
Landscaping & Irrigation in Common Areas[1]	2021-2028	$31,174,558
Subdivision Infrastructure Roads	2021-2028	$50,745,459
Subdivision Drainage	2021-2028	$31,377,914
Stormwater-Earthwork, Grading, & Collection System[2]	2021-2028	$235,566,680
Wetland & Wildlife Mitigation/Protection Measures	2021-2028	$2,601,901
Boundary Security Buffers/Walls & Fencing in Common Areas	2021-2028	$23,424,967
Project Entry Features	2021-2028	$5,001,846
TOTAL[3]:		$398,421,455

[1] The irrigation system beyond the point of delivery to be owned and maintained by the District. The master irrigation system up to the point of delivery will be funded by Middleton Water Conversation Authority, LLC (MWCA).
[2] Stormwater-earthwork, grading, and collection system work as required by the Development Agreement with the City of Wildwood or Southwest Florida Water Management District Requirements
[3] Costs are preliminary in nature and are subject to change. Costs include engineering and contingencies.

EXHIBIT 9

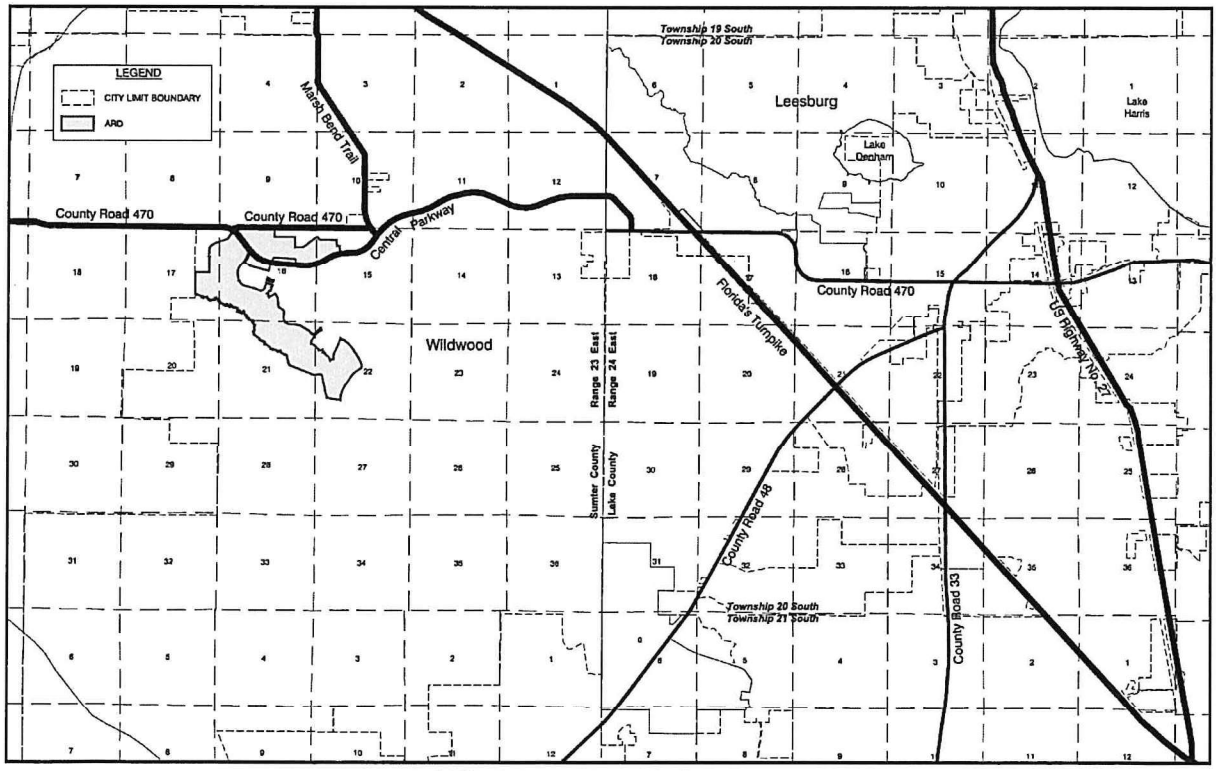


MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

9-1

EXHIBIT 10

The Middleton Community Development District A (the "District") is located within the city limits of the City of Wildwood (the "City") in Sumter County, Florida. The District lies within The Villages of Southern Oaks (VOSO), which was approved on May 8, 2017 as an Age Restricted Development (ARD). Subsequent amendments were approved by the City on January 8, 2018, January 22, 2018 August 27, 2018, January 28, 2019, September 23, 2019, February 24, 2020, October 12, 2020, November 8, 2021, July 11, 2022 and again on February 27, 2023.



LAND USE AND ZONING MAP

EXHIBIT 11

STATEMENT OF ESTIMATED REGULATORY COSTS ESTABLISHMENT OF MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

1.0 Introduction

1.1 Purpose and Scope

This statement of estimated regulatory costs (SERC) supports the petition to amend Middleton Community Development District A (the "District"). This amendment will reduce the District by approximately 1,800.9 acres, The amended District will include approximately 683.7 acres of land on which roughly 2,000 dwelling units are planned for development. The District proposes to provide additional infrastructure and community services to this area in the District as described more fully below.

The limitations on the scope and use of this SERC are set out in Section 190.002(2)(d), Florida Statutes ("F.S."), as follows:

> "That the process of establishing such a District pursuant to uniform general law shall be fair and based only on factors material to managing and financing the service delivery function of the District, so that any matter concerning permitting or planning of the development is not material or relevant."

1.2 Overview of the District

The District provides community infrastructure, services, and facilities, along with their operations and maintenance, to the proposed area, located in the City of Wildwood, Florida. This amendment will reduce the District by 1,800.9 acres, The amended District will include 683.7 acres of land on which roughly 2,000 dwelling units are planned for development, with a mix of housing types, designs and models.

1.3 Requirements for Statement of Estimated Regulatory Costs (SERC)

Section 120.541(2), F.S. (2022) defines the elements a SERC must contain (or in this case, County ordinance).

(a) An economic analysis showing whether the rule directly or indirectly:

1. Is likely to have an adverse impact on economic growth, private sector job creation or employment, or private sector investment in excess of $1 million in the aggregate within five (5) years after the implementation of the rule;

2. Is likely to have an adverse impact on business competitiveness, including the ability of persons doing business in the state to compete with persons doing business in other states or domestic markets, productivity, or innovation in excess of $1 million in the aggregate within five years after the implementation of the rule; or

3. Is likely to increase regulatory costs, including any transactional costs, in excess of $1 million in the aggregate within five years after the implementation of the rule.

(b) A good faith estimate of the number of individuals and entities likely to be required to comply with the rule, together with a general description of the types of individuals likely to be affected by the rule.

(c) A good faith estimate of the cost to the agency, and to any other state and local government entities, of implementing and enforcing the proposed rule, and any anticipated effect on state or local revenues.

(d) A good faith estimate of the transactional costs likely to be incurred by individuals and entities, including local government entities, required to comply with the requirements of the rule. As used in this section, "transactional costs" are direct costs that are readily ascertainable based upon standard business practices, and include filing fees, the cost of obtaining a license, the cost of equipment required to be installed or used or procedures required to be employed in complying with the rule, additional operating costs incurred, the cost of monitoring and reporting, and any other costs necessary to comply with the rule.

(e) An analysis of the impact on small businesses as defined by Section 288.703, F.S., and an analysis of the impact on small counties and small cities as defined in Section 120.52, F.S. The impact analysis for small businesses must include the basis for the agency's decision not to implement alternatives that would reduce adverse impacts on small businesses.

(f) Any additional information that the agency determines may be useful.

(g) In the statement or revised statement, whichever applies, a description of any regulatory alternatives submitted under paragraph (1)(a) and a statement adopting the alternative or a statement of the reasons for rejecting the alternative in favor of the proposed rule.

2.0 An economic analysis showing whether the rule/ordinance directly or indirectly will have an adverse impact on economic growth, job creation, employment, private-sector investment, business competitiveness, or regulatory costs.

Section 120.541(2)(a), F.S., requires an economic analysis showing whether the establishment of the District will directly or indirectly have an adverse impact on economic growth, job creation, employment, private-sector investment, business competitiveness, or regulatory costs exceeding $1 million in the aggregate within five years after the establishment takes place. The answer, based upon numerous other residential community development districts, is that the amendment of the District will not have an adverse impact on economic growth, job creation, employment, private-sector investment, business competitiveness, or regulatory costs.

The amendment of the District is likely to increase economic growth, job creation, employment, private-sector investment, and business competitiveness. This is because the District will provide infrastructure improvements within the District's boundaries, allowing for the development of the land within the District. This new demand created by the District's residents will increase economic growth, job creation, employment, private-sector investment, and business competitiveness in the areas surrounding the District.

The District will have the ability to assess the property owners to pay for the installation, operation, and maintenance of its infrastructure improvements. However, such costs will not be in addition to, or unique to, the District. The infrastructure improvements to be funded by the District would be required to support development of the planned residences, regardless of the District's existence. Community development districts can fund their infrastructure improvements with long-term bond financing that typically carries more favorable terms than other sources of funding. Thus, the costs related to the installation of the public infrastructure serving the planned development will not be increased due to the existence of the District.

3.0 A good-faith estimate of the number of individuals and entities likely to be required to comply with the rule/ordinance, together with a general description of the types of individuals likely to be affected by the rule/ordinance.

The landowner of the District plans to develop a total of 2,000 dwelling units within the District. If this amendment is approved, this would put all of these residents under the jurisdiction of the proposed District. Prior to the sale of the property within the District, the developer will also be subject to the District's jurisdiction.

4.0 Good-faith estimate of the cost to state and local government entities, of implementing and enforcing the proposed ordinance, and any anticipated effect on state and local revenues

4.1 Impact on State and Local Costs

State Government Entities

There will be virtually no costs to various Florida ("State") governmental entities due to the fact that the District already exists, and the amendment will have no effect on various Florida governmental entities. The District consists of less than 2,500 acres; therefore, the City of Wildwood, Florida (the "City") is the reviewing agency, pursuant to Florida Statutes Section 190.005(2). The State will incur no costs in reviewing the petition to establish the District and the State will not be required to hold any public hearings on the matter.

The ongoing costs to various State entities to implement and enforce the amended District relate strictly to the receipt and processing of various reports that the District is required to file annually with the State and its various entities. These annual reports are outlined in the attached Appendix. However, the costs to the State agencies that will receive and process the District's reports will be minimal. The District is only one of many governmental subdivisions required to submit various reports to the State. Additionally, pursuant to Section 189.018, F.S., the District will pay an annual fee to the State Department of Commerce to offset such processing costs.

The City of Wildwood

City staff will process, analyze, and conduct public hearing(s) on the petition to amend the District. These activities will utilize the time of the staff and City Commissioners, however, these costs to the City are likely to be minimal for a number of reasons. First, review of the petition does not include analysis of the development to be served by the District. Second, the petition itself provides most of the information needed for City staff's review. Third, the City currently employs the staff needed to conduct the review of the petition. Fourth, no capital expenditure is required to review the petition. Finally, local governments routinely process similar petitions for land use and zoning changes that are more complex than is the petition to amend a Community Development District.

The annual costs to the City, related to the ongoing operations of the District, are also minimal. The District will be an independent unit of local government. The only annual costs incurred by the City will be the minimal costs of receiving and, to the extent desired, reviewing the various reports that the District is required to provide to the City.

4.2 Impact on State and Local Revenues

Adoption of the proposed ordinance will have no negative impact on State or local revenues. The District is an independent unit of local government. It is designed to

provide community facilities and services to serve the development. It has its own sources of revenue. No State or local subsidies are required or expected.

In this regard, it is important to note that any debt obligations incurred by the District to construct its infrastructure, or for any other reason, are not debts of the State, the County, the City, or any unit of local government. By State law, the debts of the District are strictly its own responsibility.

5.0 A good-faith estimate of the transactional costs likely to be incurred by individuals and entities required to comply with the requirements of the rule/ordinance.

Table 2, below, provides an outline of the various facilities and services the proposed District may provide. The District plans to fund, own, operate, and maintain certain drainage and stormwater systems, landscaping, and ponds. The District will also plan, construct, and finance some of the community's roadways, along with possibly offsite roadway improvements. The roadways and drainage systems within publicly dedicated rights-of-way will be conveyed to the appropriate general-purpose government for operation and maintenance. The landowner will construct the utilities and other community infrastructure and facilities. The District will be responsible for maintenance of some of these facilities.

Table 2. Proposed Facilities and Services

Improvements/Facility	Funded By	O&M By	Ownership
Roads	Landowner/CDD	City	City
Utilities	Landowner	Landowner	Landowner
Amenities	Landowner	CDD	CDD
Drainage/Basins	Landowner/CDD	CDD	CDD
Landscape	Landowner/CDD	CDD	CDD

The petitioner has estimated the costs for providing the capital improvements and facilities outlined in Table 2. The cost estimates for these improvements and facilities are shown in Table 3, below. Total costs are estimated at approximately $398,421,455. To fund these improvements, the District may issue special assessment or other revenue bonds. These bonds would be repaid through non-ad valorem assessments levied on al properties located within the District that benefit from these improvements.

Table 3. Summary of Estimated Capital Costs and Time Table

Improvement/Facility	SCHEDULE	Cost
Arterial and Collector Roads and Traffic Signalization Improvements	2021-2028	$11,475,117
Arterial and Collector Road Drainage	2021-2028	$5,238,723
Multi-Use Trails & Paths, Golf Cart Bridges & Tunnels	2021-2028	$1,814,290
Landscaping & Irrigation in Common Areas	2021-2028	$31,174,558
Subdivision Infrastructure Roads	2021-2028	$50,745,459
Subdivision Drainage	2021-2028	$31,377,914
Stormwater-Earthwork, Grading & Collection System	2021-2028	$235,566,680
Wetland & Wildlife Mitigation/Protection Measures	2021-2028	$2,601,901
Boundary Security Buffers/Walls & Fencing in Common Areas	2021-2028	$23,424,967
Project Entry Features	2021-2028	$5,001,846
TOTAL:		**$398,421,455**

Prospective future landowners in the District may be required to pay non-ad valorem assessments levied by the District to secure the debt incurred by the District through one or more bond issuances. In addition to the levy of non-ad valorem assessments for debt service, the District may also impose a non-ad valorem assessment to fund the operations and maintenance of the District and its facilities and services.

It is important to note that the various costs outlined in Table 3 are typical for residential developments of the type contemplated herein. In other words, there is nothing unusual about the District's financing that requires additional infrastructure over and above what would normally be needed. Therefore, these costs are not in addition to normal development costs. Instead, the facilities and services provided by the District are substituting in part for developer-provided infrastructure and facilities. Along these same lines, District-imposed assessments for operations and maintenance costs are similar to what would be charged in any event by a property owner's association common to most master-planned developments.

Real estate markets take into account the District's cost because buyers and renters evaluate all of the costs and benefits associated with various alternative locations. Therefore, market forces preclude developers from marking up the prices of their products beyond what the competition allows. To remain competitive, the operations and maintenance charges must also be in line with the competition.

Furthermore, locating in the District by new residents is completely voluntary. So ultimately, all owners and users of the affected property choose to accept the District's costs because of the benefits that the District provides.

The District is an alternative means to finance necessary community services. District financing is no more expensive, and often less expensive, than the alternatives of a municipal services taxing unit (MSTU), a neighborhood association, County provision (directly or via a dependent special District), or through developer-bank loans.

6.0 An analysis of the impact on small businesses, as defined by Section 288.703, F.S., and an analysis of the impact on small counties and small cities as defined by Section 120.52, F.S.

There will be no adverse impact on small businesses because of establishment the District. If anything, the impact will be positive. This is because the District must competitively bid certain of its contracts. This affords small businesses the opportunity to bid on District work.

The City of Wildwood has an estimate population of 15,730 according to the most recent U.S. Census Bureau (2020) and the population was 6,709 at the 2010 census. Therefore, the City of Wildwood is not considered a small city as defined by Section 120.52, F.S. The District will provide infrastructure facilities and services to the property located within the District. These facilities and services will help to make this property developable.

Development of the property within the District will increase the value of this property, and consequently, will increase the property taxes that accrue to the City. These increased property taxes, along with other direct and indirect revenues accruing to the City as a result of the development of the land within the District, will offset any new staff, facilities, or equipment the City adds to provide services to the property owners within the District.

7.0 Any additional useful information.

The analysis provided above is based on a straightforward application of economic theory, especially as it relates to tracking the incidence of regulatory costs and benefits. Inputs were received from the developer's engineer and other professionals associated with the developer.

It is useful to reflect upon the question of whether the establishment of the District is the best alternative to provide community facilities and services to the development. As an alternative to the District, the City could approve a dependent special District for the area, such as an MSBU or a special taxing District under Chapter 170 of the Florida Statutes. Either of these alternatives could finance the improvements contemplated in Table 2 in a fashion similar to the existing District.

However, unlike the District, the alternatives would require the City to continue to administer the projects and its facilities and services. As a result, the costs for these services and facilities would not be sequestered to the land directly benefiting from them, as the case would be with the District. In addition, administering a project of the size and complexity of the development program for the District is a very significant and expensive undertaking, especially in light of the fact that the District already exists.

Another alternative to the District would be for the developer to provide the infrastructure and to use a property owners association (POA) for operations and maintenance of community facilities and services. A District is superior to a POA for a variety of reasons.

First, unlike a POA, a District can impose and collect its assessments along with other property taxes on the combined real estate tax bill through the County tax collector. Therefore, the District is far more assured of obtaining its needed funds than is a POA. Second, the District is a unit of local government. Therefore, unlike a POA, the District must abide by all governmental rules and regulations.

Additionally, any debt of a District is strictly the District's responsibility. While it may be technically true that the debt of a City-established, dependent special district, is not strictly the City's responsibility, any financial problems that the special district may have will inevitably entangle the City. This will not be the case if the District is established as proposed.

With a District, residents (owners and renters) within the District would have a focused unit of government under their direct control. The District can then be more responsive to resident needs without disrupting other City responsibilities.

APPENDIX

REPORT	STATUE SECTION	DUE DATE
Annual Financial Audit	218.39	Nine months after end of fiscal year
Annual Financial Report (AFR)	218.32	Within 45 days after completion of audit but no later than 9 months after end of fiscal year
Financial Disclosure Form 1	112.3145	By July 1
Public Depositor Report	280.17	By November 30
Proposed Budget	190.008	By June 15
Adopted Budget	190.008	By October 1
Public Meetings Schedule	189.015	Quarterly semiannually or annually
Notice of Bond Issuance	218.38	Within 120 days after delivery
Registered Agent	189.014	30 days after first Board meeting
Notice of Establishment	190.0485	30 days after formation
Establishment Documents	189.016	30 days after adoption
Notice of Public Finance	190.009	After financing

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2312-001 Boulder Square**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval subject to the approval of O2024-12, which establishes a future land use appropriate to the proposed zoning.

CONTRACT:

Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2312-001 Boulder Square
Ordinance Number	O2024-13
Applicant(s)	PFD Twisted Sisters, LLC
Owner(s)	Ronnie Bailey Jr, Stephanie Bailey, Ronnie Bailey Sr, Paul Pumphrey, Sandra Pumphrey, and PFD Twisted Sisters, LLC
Property Location	The subject property is generally located between C 44A and W Clarke St, with portions along CR 217, and approximately 0.64 miles west of N Main St/US 301.
Parcel(s)	F01A008, F01-101, G06-185, G06-186, & G06-187
Date	June 12, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map Amendment to change the zoning district from A10C (County), R2C (County), C-2 (City), and C-2A (City) to R-1 (City) for the parcels listed above on 83.97 acres MOL. This request is accompanied by a concurrent Large Scale Comprehensive Plan amendment request CP 2312-001 (O2024-12).

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), staff believes the zoning change to R-1 should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;
The proposed rezoning to R-1 is consistent with the proposed Future Land Use Map

designation of Low Density Residential 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) The existing land use pattern of the surrounding area;
The land use pattern of the properties to the north, south and west of the subject property consists of varies residential densities within the City and County along with agricultural land use in the County. The eastern properties include agricultural land uses in the County and commercial land uses in the City. The proposed R-1 zoning designation will serve as a transition in this area to serve city residents.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;
Schools: The proposed project is expected to generate 107 school-year-aged children for the Sumter County School District. The school district has advised there is sufficient capacity available.
Potable Water & Sewer: A 12" water line and 16" force main is available within a utility easement that runs through the property. The applicant will work with the City Utilities Department at the site plan review stage to connect to water and sewer services.
Streets: A traffic impact analysis (TIA) was conducted by Traffic & Mobility Consultants and was accepted by Sumter County's Public Works Department. The proposed development is expected to generate a total of 2,728 daily trips, 194 AM peak hour trips and 258 PM peak hour trips. Access to the subject property is proposed from C 44A, CR 217, and W Clarke St. C 44A is a major urban collector roadway with portions maintained by Sumter County and the City of Wildwood, CR 217 is a minor local road maintained by Sumter County, and W Clarke St/CR 232 is a minor local road with portions maintained by the City of Wildwood and Sumter County.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;
The proposed future land use of Low Density Residential requires compatible zoning. This zoning request for R-1 is compatible with the requested future land use and adjacent parcel zoning.

(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;
The TIA outlines turn lanes are not warranted at the project's access driveways and most intersections will maintain operating at an acceptable LOS at the project buildout in 2028 except for N US 301 and W Clarke St. The project trips will contribute 4% of the overall traffic at this intersection. It is recommended that the N US 301 and W Clarke St intersection is converted to a directional median. The directional median will restrict eastbound and westbound left-turn movements from the minor streets, to help avoid potential conflicts. N US 301 and W Clarke St are projected to operate at an acceptable LOS with mitigation improvements. Alternatively, the developer is donating right-of-way in efforts to help the City extend CR 209 south from W Clarke Street/CR 232 to C 44A, creating a parallel corridor to N US 301.

(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. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	A10C, RR5C (County) & NMU-7 (City)
SOUTH	A10C (County) & NMU-7 (City)
EAST	C-2A & A10C (City)
WEST	RR1C & RR5C (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 Developer's Agreements that may be needed to ensure proper traffic mitigation measures and costs. This is the second and final public hearing for Ordinance O2024-13.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-13

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:

F01A008, F01-101, G06-185, G06-186, & G06-187
Ronnie Bailey Jr, Stephanie Bailey, Ronnie Bailey Sr, Paul Pumphrey, Sandra Pumphrey, and PFD Twisted Sisters, LLC
83.97 +/-

LEGAL DESCRIPTION:

(PARCEL G06-187: AS FURNISHED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY - COMMITMENT NUMBER: 1416906A1, DATED AUGUST 29, 2023)

COMMENCE AT THE NORTHWEST CORNER OF THE S 1/2, OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE S 89°59'41" E ALONG THE NORTH LINE OF SAID S 1/2, OF THE NW 1/4, DISTANCE OF 16.59 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE S 89°59'41" E ALONG SAID NORTH LINE A DISTANCE OF 667.00 FEET, THENCE S 00°01'13" W, A DISTANCE OF 1326.62 FEET, TO THE SOUTH LINE OF SAID NW 1/4, THENCE N 89°59'21" W ALONG SAID SOUTH LINE A DISTANCE OF 666.99 FEET, THENCE N 00°01'12" E A DISTANCE OF 1326.56 FEET, TO THE POINT OF BEGINNING. SUBJECT TO A ROAD EASEMENT DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTH-WEST CORNER OF THE S 1/2, OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE S 89°59'41" E ALONG THE NORTH LINE OF SAID S 1/2, OF THE NW 1/4, A DISTANCE OF 16.59 FEET, THENCE CONTINUE S 89°59'41" E ALONG SAID NORTH LINE A DISTANCE OF 667.00 FEET, THENCE S 00°01'13" W, A DISTANCE OF 1289.04 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE S 00°01'13" W A DISTANCE OF 37.58 FEET TO THE SOUTH LINE OF SAID NW 1/4, THENCE N 89°59'21" W ALONG SAID SOUTH LINE A DISTANCE OF 666.99 FEET, THENCE N

00°01'12" E A DISTANCE OF 35.09 FEET, THENCE N 89°47'48" E A DISTANCE OF 667.00 FEET TO THE POINT OF BEGINNING. SUBJECT TO A WATER, SEWER, AND GREY WATER EASEMENT DESCRIBED IN OFFICIAL RECORD BOOK 490, PAGE 552, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. LESS ROAD RIGHT-OF-WAY.

(PARCELS F01A008 & F01-101: AS FURNISHED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY - COMMITMENT NUMBER: 1435397, DATED JULY 28, 2023)

PARCEL 1

LOT 1, OF AN UNRECORDED SUBDIVISION IN SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST AND SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, FURTHER DESCRIBED AS:

BEGIN AT THE NORTHWEST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA; THENCE NORTH 89°44'08" EAST ALONG THE NORTH LINE OF SAID SOUTHEAST 1/4 OF THE NORTHEAST 1/4, A DISTANCE OF 1328.28 FEET, TO THE NORTHEAST CORNER OF SAID SOUTHEAST 1/4 OF THE NORTHEAST 1/4, SAID CORNER ALSO BEING THE NORTHWEST CORNER OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST; THENCE SOUTH 89°59'41" EAST A DISTANCE OF 16.59 FEET; THENCE SOUTH 00°01'12" WEST, A DISTANCE OF 430.00 FEET; THENCE SOUTH 89°44'20" WEST A DISTANCE OF 1345.34 FEET TO THE WEST LINE OF THE SAID SOUTHEAST 1/4 OF THE NORTHEAST 1/4; THENCE NORTH 00°04'56" EAST ALONG SAID WEST LINE A DISTANCE OF 430.00 FEET, TO THE POINT OF BEGINNING.

PARCEL 2

THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF NORTHEAST 1/4 OF SECTION 1, TOWNSHIP 19 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT OF WAY. TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS OVER AND ACROSS THE EAST 20 FEET OF LOTS 24, 25, 72, 73 AND 120 AND THE EAST 20 FEET OF WASHINGTON STREET AND PEMPERTON STREET, AVONDALE PARK SUBDIVISION, AS A PER PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 20, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

(PARCEL G06-186: AS FURNISHED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY - COMMITMENT NUMBER: 1435399, DATED AUGUST 4, 2023)

LOT 4, DESCRIBED AS FOLLOWS:

BEGIN AT THE NW CORNER OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH,

RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE N89°59'59"E ALONG THE NORTH LINE OF SAID NW1/4, A DISTANCE OF 644.11 FEET, THENCE S01°41'43"E, A DISTANCE OF 1327.20 FEET, TO THE SOUTH LINE OF THE N 1/2 OF SAID NW 1/4, THENCE N89°59'41"W ALONG SAID SOUTH LINE A DISTANCE OF 683.59 TO THE SW CORNER OF SAID N 1/2 OF THE NW 1/4, THENCE N00°00'34"E ALONG THE WEST LINE OF SAID NW 1/4 A DISTANCE OF 1326.56 FEET TO THE POINT OF BEGINNING SUBJECT TO A ROAD EASEMENT DESCRIBED AS FOLLOWS:

BEGIN AT THE NW CORNER OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, THENCE N89°59'59"E ALONG SAID NORTH LINE A DISTANCE OF 644.11 FEET, THENCE S01°41'43"E A DISTANCE OF 29.87 FEET, THENCE S89°46.26"W A DISTANCE OF 645.00 FEET TO THE WEST LINE OF SAID NW 1/4, THENCE N00°00'34"E ALONG SAID WEST LINE A DISTANCE OF 32.00 FEET TO THE POINT OF BEGINNING.

(PARCEL G06-185: AS FURNISHED BY STEWART TITLE GUARANTY COMPANY - COMMITMENT NUMBER: 23000050234, DATED AUGUST 8, 2023)

LOT 5

COMMENCE AT THE NORTHWEST CORNER OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, THENCE N 89° 59' 59" E ALONG THE NORTH LINE OF SAID NW 1/4, A DISTANCE OF 644.11 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE N 89° 59' 59" E ALONG SAID NORTH LINE A DISTANCE OF 657.86 FEET, THENCE S 02° 07' 57" E, A DISTANCE OF 1327.60 FEET, TO THE SOUTH LINE OF THE N 1/2 OF SAID NW 1/4, THENCE N 89 °59' 41" W ALONG SAID SOUTH LINE A DISTANCE OF 668.00 FEET, THENCE N 01° 41' 43" W A DISTANCE OF 1327.20 FEET, TO THE POINT OF BEGINNING SUBJECT TO A ROAD EASEMENT DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NW 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, THENCE N 89 °59' 59" E ALONG THE NORTH LINE OF SAID NW 1/4 A DISTANCE OF 644.11 FEET, TO THE POINT OF BEGINNING, THENCE CONTINUE N 89° 59' 59" E ALONG SAID NORTH LINE A DISTANCE OF 657.86 FEET, THENCE S 02° 07' 57"E A DISTANCE OF 27.28 FEET, THENCE S 89° 46' 26" W A DISTANCE OF 658.00 FEET, THENCE N 01° 41' 43" W A DISTANCE OF 29.87 FEET, TO THE POINT OF BEGINNING.

This property is to be reclassified from A10C, R2C (County), C-2, and C-2A (City) 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 the state local planning agency notifies the City of Wildwood that the received approval package for the accompanying Large-Scale Comprehensive Plan Amendment is complete.

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

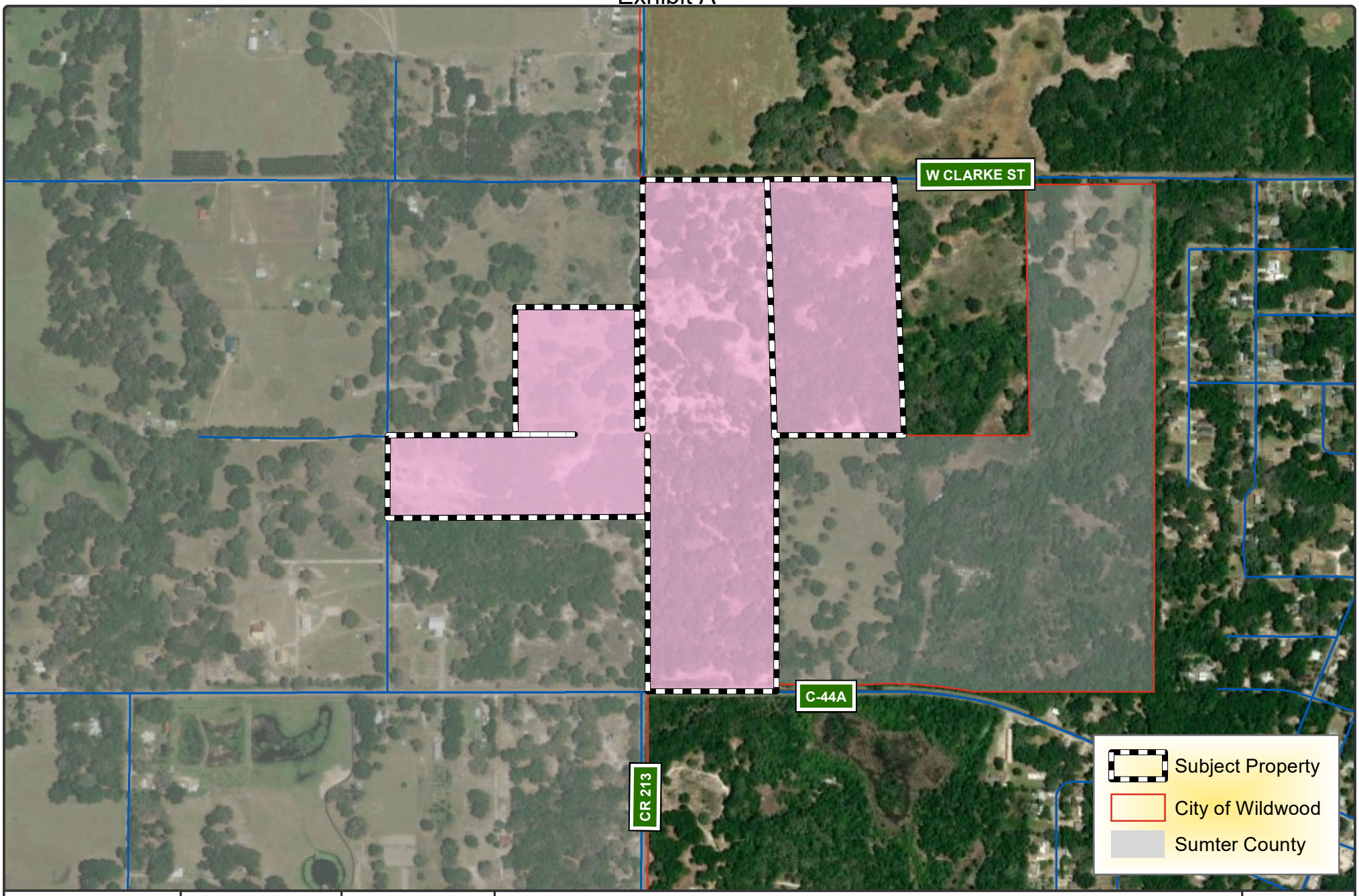
ATTEST: _____
Jessica Barnes, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney



WILDWOOD
FLORIDA
EST. 1877

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

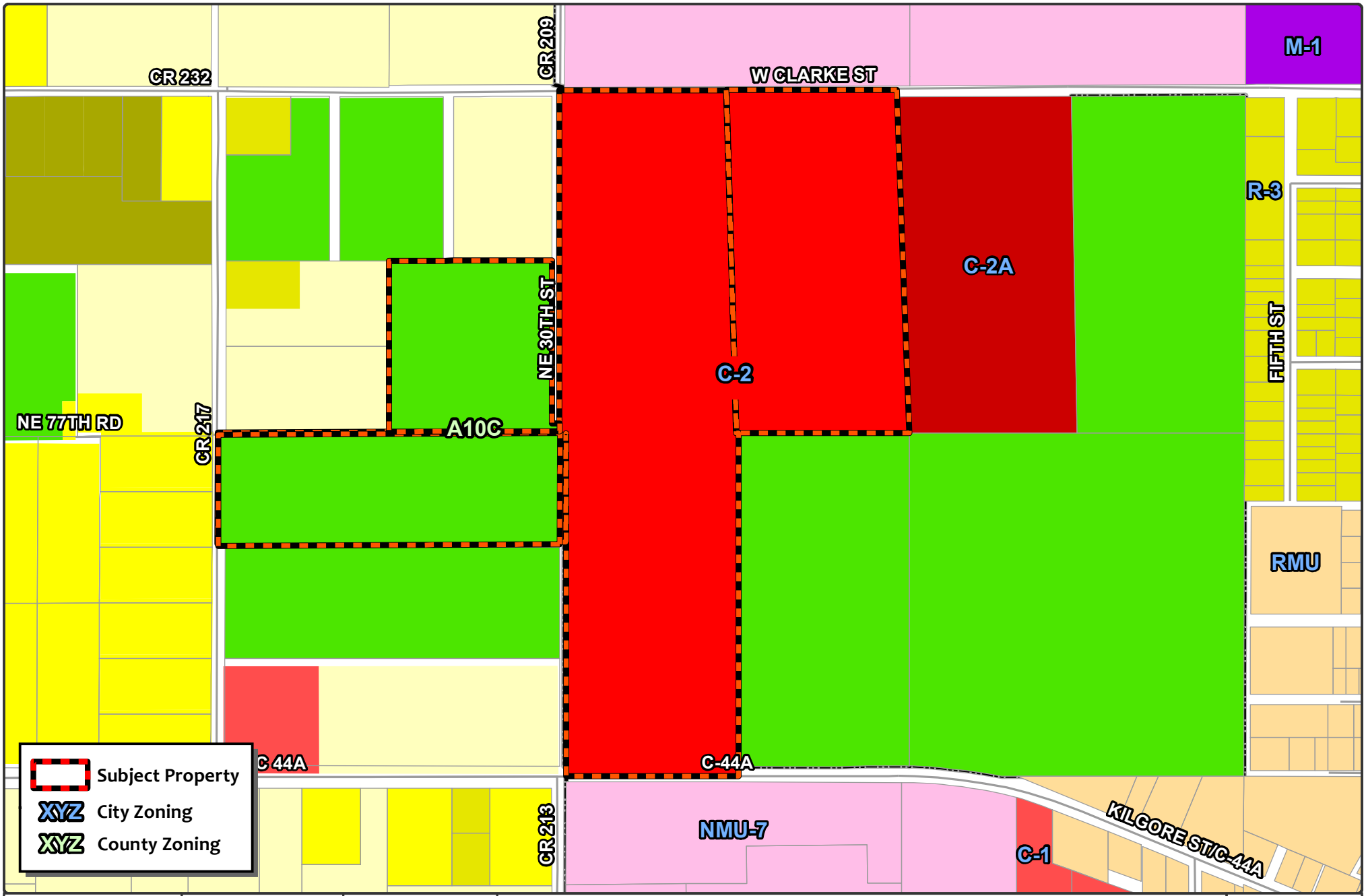
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0 330 660

RZ 2312-001

BOULDER SQUARE

PARCELS F01-101, F01A008, G06-185, G06-186 & G06-187

MAP 1B
LOCATION MAP
DECEMBER 2023



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

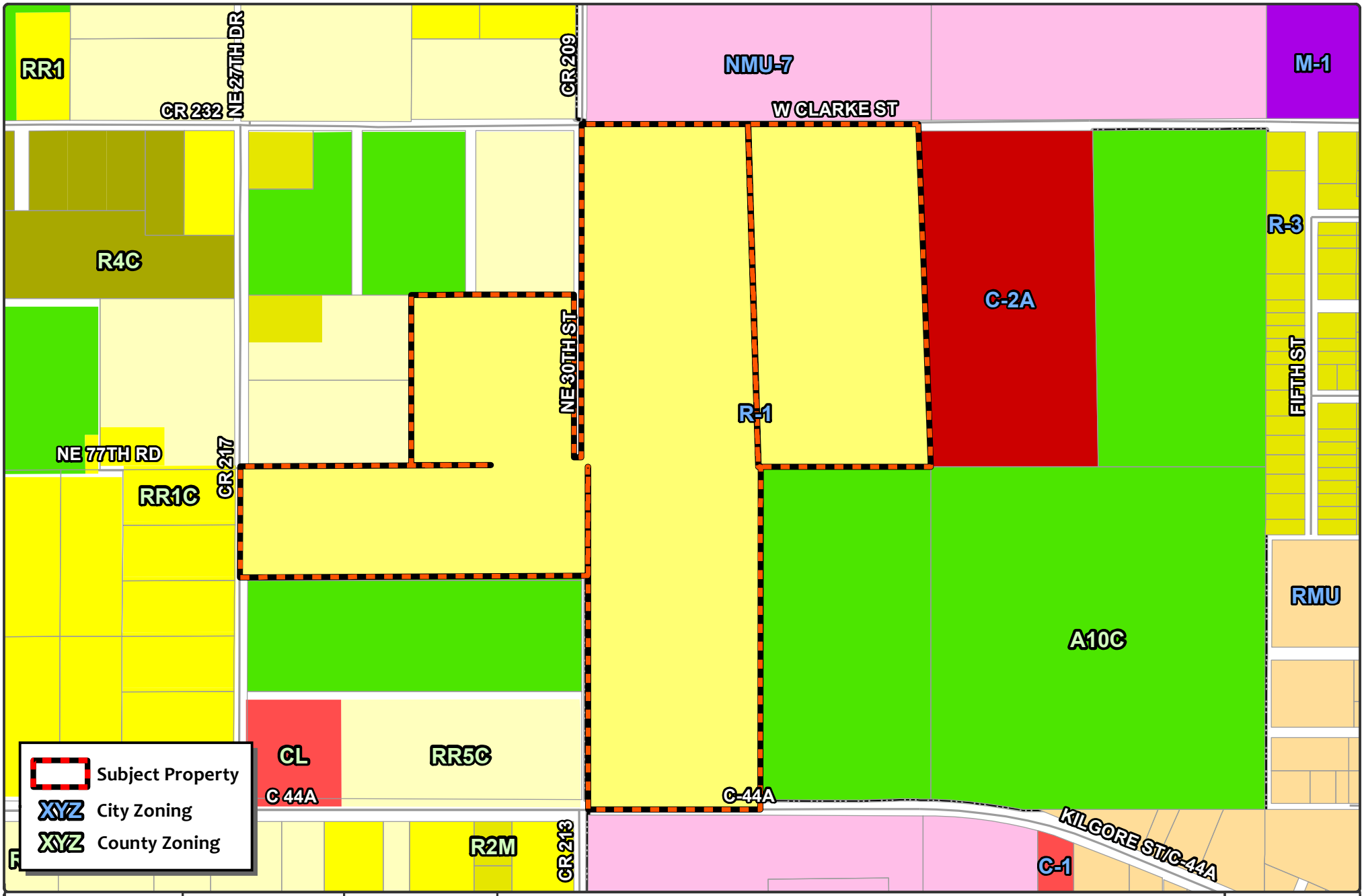
Feet 0 250 500

RZ 2312-001

BOULDER SQUARE

PARCELS F01-101, F01A008, G06-185, G06-186 & G06-187

MAP 3A
CURRENT ZONING
DECEMBER 2023



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

RZ 2312-001

BOULDER SQUARE

PARCELS F01-101, F01A008, G06-185, G06-186 & G06-187

MAP 3B
PROPOSED ZONING
DECEMBER 2023

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-13

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.

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, April 2, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from A10C, R2C (County), C-2, and C-2A (City) to R-1 (City) for the on 83.97 acres MOL. The subject property is generally located between C 44A and W Clarke St, with portions along CR 217, and approximately 0.64 miles west of N Main St/US 301.

Case Number: RZ 2312-001 Boulder Square

Applicant(s): PFD Twisted Sisters, LLC

Owner(s): Ronnie Bailey Jr, Stephanie Bailey, Ronnie Bailey Sr, Paul Pumphrey, Sandra Pumphrey, PFD Twisted Sisters, LLC

Parcel(s): F01A008, F01-101, G06-185, G06-186, & G06-187

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate recommends approval of the Zoning Map amendment and gives a favorable recommendation of Ordinance O2024-13 to the City Commission for final determination.

Dated: April 2, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

Kimley»Horn

May 29, 2024

Ms. Wendy Then, AICP CFM
Assistant Director, Development Services Department
City of Wildwood
100 N. Main Street
Wildwood, FL 34785

RE: ***Future Traffic Projections CR 209 from SR 44 to CR 466***
Kimley-Horn Job Number 142173000

Dear Ms. Then:

At the request of the City of Wildwood (the City), Kimley-Horn reviewed future traffic projections on CR 209, from SR 44 to CR 466. The purpose of the review was to provide input on the needed right of way width to complete the missing section of roadway from CR 44A to CR 232.

Existing traffic data published by the Florida Department of Transportation (FDOT) was obtained for CR 209. Transportation modeling software was used to estimate the growth in traffic along CR 209 from background traffic, planned developments along CR 209 that were provided by the City, and completing the missing connection of the roadway. Our analysis found that the projected daily traffic volume on CR 209 within the planning horizon and considering the developments under review or approved by the City of Wildwood, is less than the service volume of a two-lane roadway (14,000 vehicles per day).

A more detailed traffic analysis will be performed during the Preliminary Engineering Report to identify turn lane needs and traffic control at the intersections along the corridor. It is recommended that the City plan for 100 feet of right-of-way on CR 209. This will allow for a 2-lane roadway with sidewalks to be constructed initially but will also provide flexibility for a 4-lane roadway if needed in the future due to continued development on and around the CR 209 corridor.

An exhibit showing the study area, future developments, and a two-lane and four-lane typical section within the proposed 100-foot right-of-way is provided as an attachment.

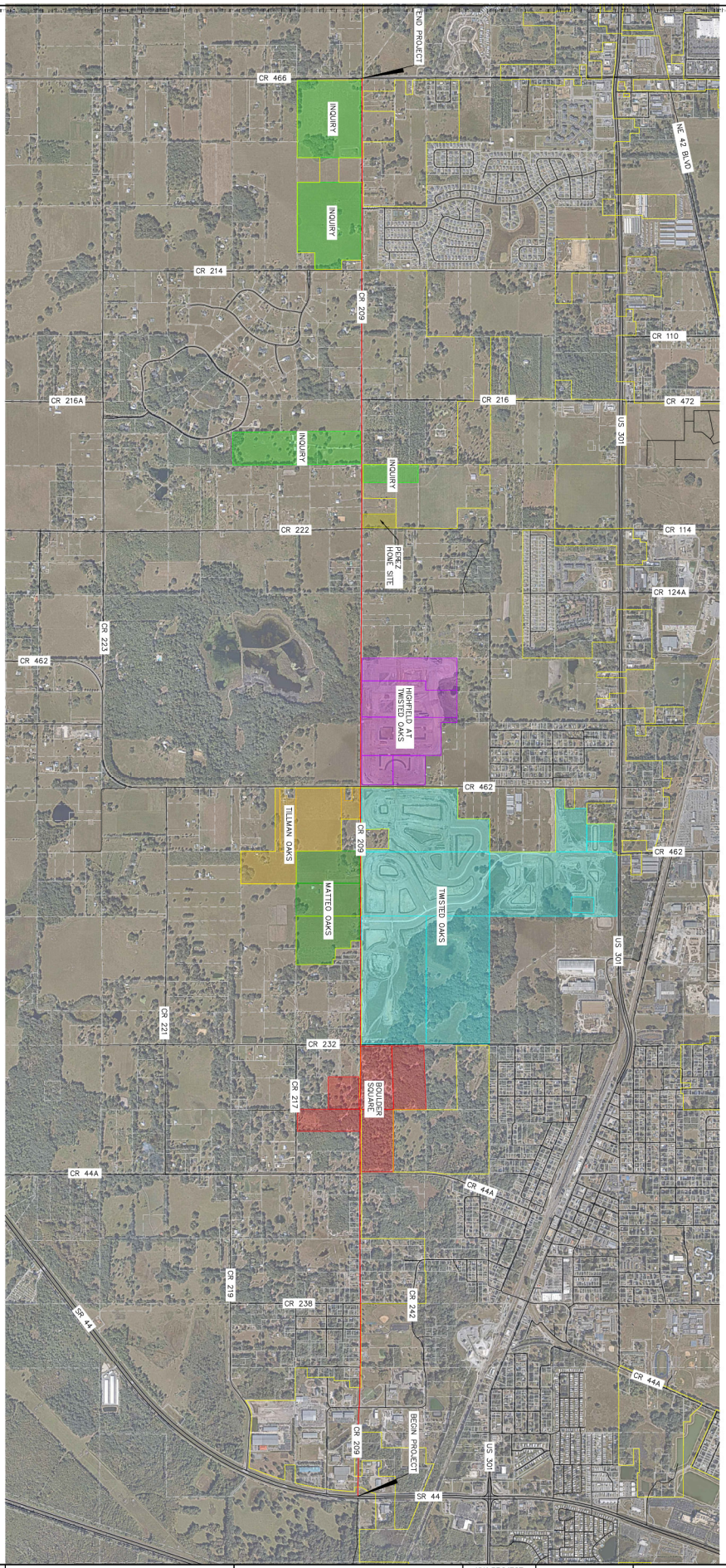
Please contact me if you have any questions.

Sincerely,
KIMLEY-HORN

Amber L. Gartner, P.E.
ALG/sab

Attachments – Aerial Exhibit

K:\OCA_Civil\1421\73000 - City Engineering Support\Additional Tasks\0290 - CR 209\doc\Lwt240529alg - CR 209.docx



LEGEND

CITY LIMITS

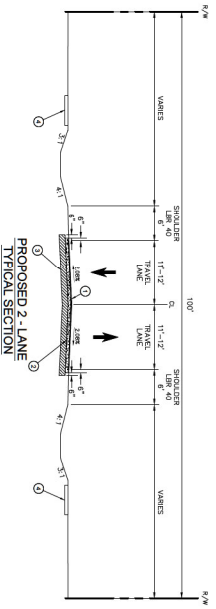
NOTES:

TOTAL LENGTH: 29,124 FT.
TOTAL LENGTH: 5.516 MILES

GRAPHIC SCALE IN FEET
0 1000 2000

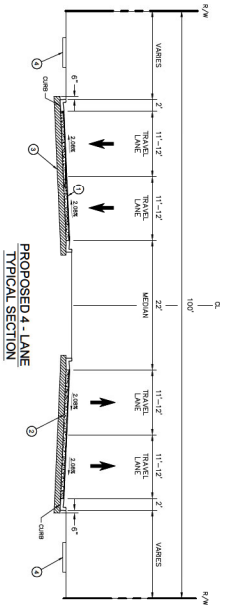
NORTH

PROPOSED 2 - LANE TYPICAL SECTION



① ASPHALT SURFACE COURSE
② BASE COURSE
③ STABILIZATION
④ 5' CONCRETE SIDEWALK

PROPOSED 4 - LANE TYPICAL SECTION



① ASPHALT SURFACE COURSE
② BASE COURSE
③ STABILIZATION
④ 5' CONCRETE SIDEWALK

SHEET NUMBER
EX-01

AERIAL EXHIBIT

SUMTER COUNTY FLORIDA

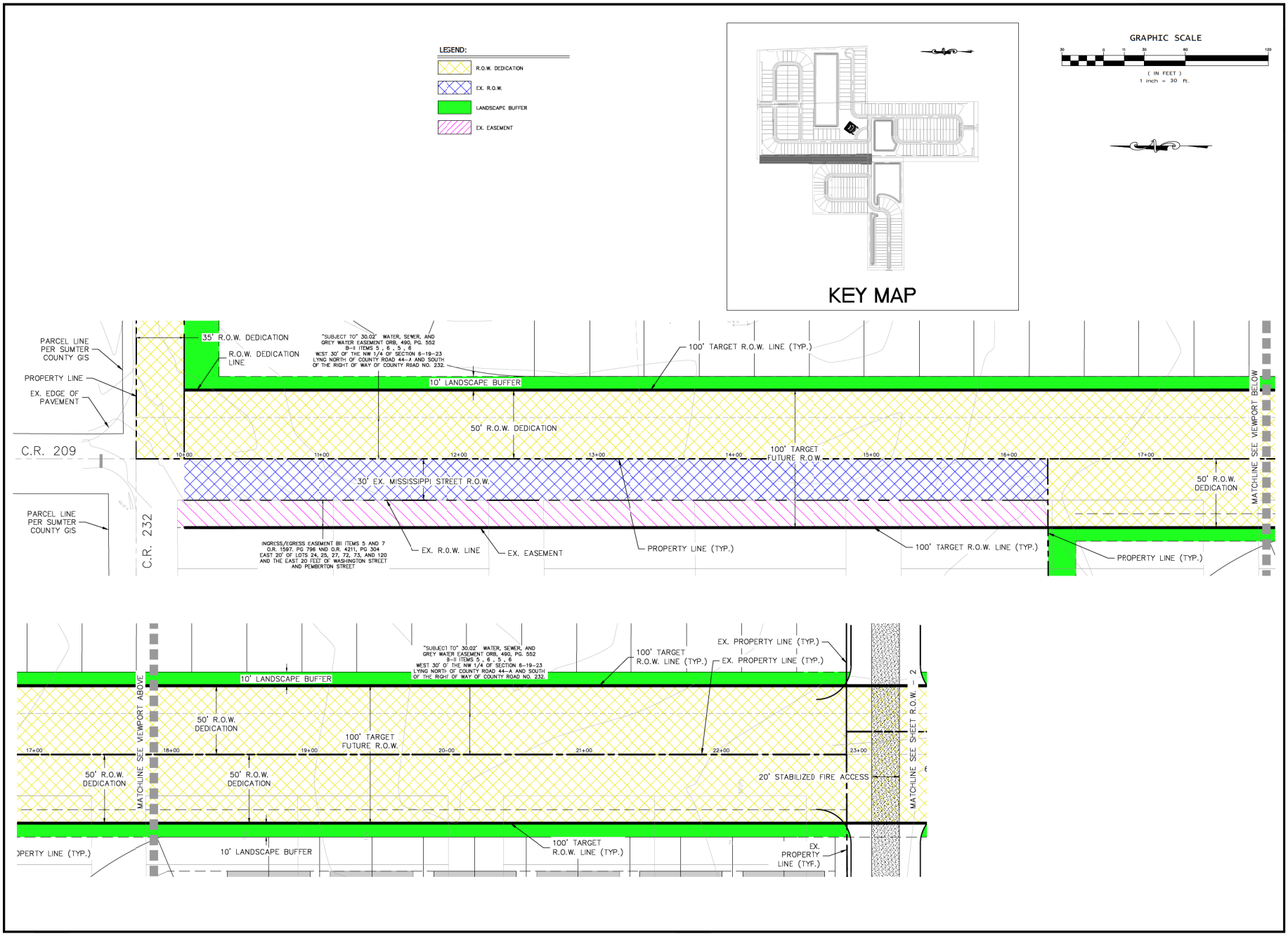
CR 209
PRELIMINARY ENGINEERING
STUDY SCOPE LIMITS
CITY OF WILDWOOD

KHA PROJECT	
DATE	MAY 2024
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	
CHECKED BY	

Kimley»Horn

©2024 KIMLEY-HORN AND ASSOCIATES, INC.
1700 SE 17TH STREET, SUITE 200, OCALA, FL 34471
PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM, REGISTRY 35106

No.	REVISIONS	DATE



MADDEN
BOCKMEAD & STONES, INC.
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

R.O.W. EXHIBIT
FOR
WILDWOOD RESIDENTIAL
CITY OF WILDWOOD FLORIDA

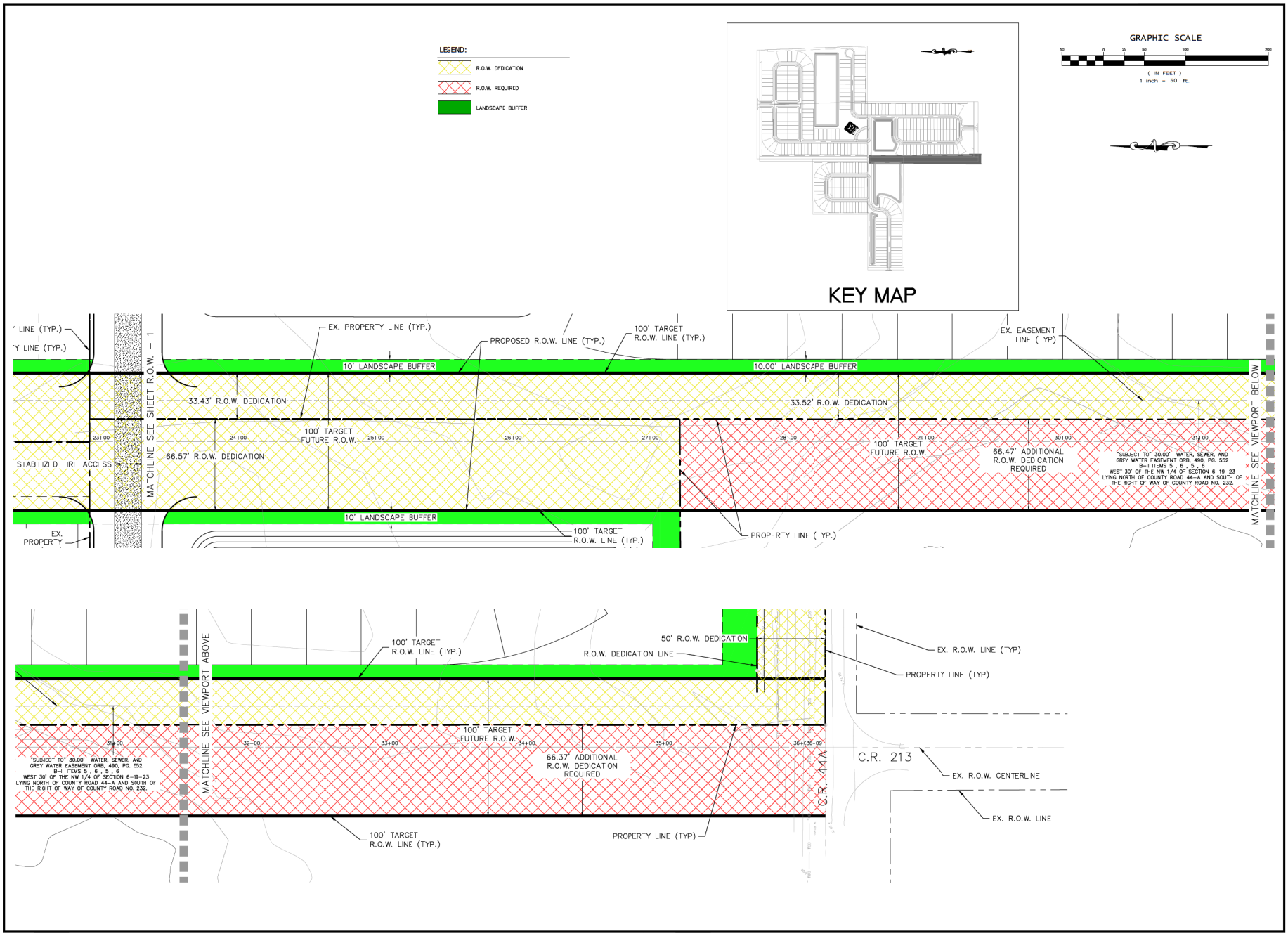
ENGINEER IN CHARGE:
DAVID A. STONES P.E. #66527
CERTIFICATE OF AUTHORIZATION NO. EB-0007725

NO.	DATE	REVISIONS
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

JOB # 23083
DATE: 03/20/24
SCALE: 1" = 30'
DESIGNED BY: DAS
DRAWN BY: DAS
APPROVED BY: DAS

H:\Data\23083 - Wildwood Residential\Landdesk\R.O.W. Exhibit\R.O.W.EXHIBIT - BRANDON.dwg Jun 04, 2024-9:34:47 am

R.O.W. - 1



MADDEN
BOCKMEAD & STONES, INC.
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

R.O.W. EXHIBIT
FOR
WILDWOOD RESIDENTIAL
CITY OF WILDWOOD FLORIDA

ENGINEER IN CHARGE:
DAVID A. STONES P.E. #65527
CERTIFICATE OF AUTHORIZATION NO. EB-0007725

NO.	DATE	REVISIONS
1		
2		
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JOB # 23083
DATE: 03/20/24
SCALE: 1" = 50'
DESIGNED BY: DAS
DRAWN BY: DAS
APPROVED BY: DAS

R.O.W. - 2

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City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

March 15, 2024

ADAMS EDWARD W & EDNA M (LE)
7795 CR 217
WILDWOOD, FL 34785

and David and Kristina Adams
7819 CR 217
Wildwood, FL 34785

Your Parcel Number(s): F01A007

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY IN YOUR AREA

NO CHANGES WILL BE MADE TO YOUR PROPERTY

TO: Property owners near a property which is being considered by the Planning & Zoning Board/Local Planning Agency/Special Magistrate to change the Future Land Use Map designation from Agricultural (County), Commercial, and Neighborhood Commercial (City) to Low Density Residential (City) and to change the Zoning Map designation from A10C, R2C (County), C-2, and C-2A (City) to R-1 (City).

OWNERS:	**Ronnie Bailey Jr, Stephanie Bailey, Ronnie Bailey Sr, Paul Pumphrey, Sandra Pumphrey, PDF Twisted Sisters, LLC**
APPLICANT:	**PFD Twisted Sister, LLC**
CASE NUMBERS:	**CP/RZ 2312-001**
PARCEL NUMBER:	**F01A008, F01-101, G06-185, G06-186, & G06-187**

The subject property is generally located between C 44A and W Clarke St, with portions along CR 217, and approximately 0.64 miles west of N Main St/US 301.

A public hearing before the City of Wildwood Planning & Zoning Board/Local Planning Agency/Special Magistrate will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on **Tuesday, April 2, 2024, at 2:00 & 2:15 p.m.**

The recommendations of the Planning and Zoning Board/Local Planning Agency/Special Magistrate will be presented to the City Commission at a public adoption hearing to be held in the City Hall Commission Chamber on **Monday, May 13, 2024, at 9:00 a.m.**

Written comments submitted will be heard. Hearings may be continued from time to time as found necessary. Please return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785. Questions should be directed to the Development Services Department at (352) 330-1334.

APPEAL: NECESSITY OF RECORD. In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.

____ I support this request.
____ I do not object to this request.
✓ I do not support this request for the following reason(s) See attached 3 pages

Edna and Edward Adams
David and Kristina Adams

(1)

We are going to be affected by this development more than anyone else. We are not happy about so many houses surrounding us on 2 sides - over 300. With 35-40 and 50 foot lots (35 foot on 2 sides of us) it does not sound like low density - it sounds like wall to wall houses.
We have some major concerns. What will keep water run off from and flooding us during wet weather. The water naturally run onto our property - under ground and on top of the ground.
And what about traffic. Twisted Oaks alone is going to put an awful strain on our roads. And across the road from Twisted Oaks is the Dillman property and the Bennett property - both scheduled for development each with over 300 houses. CR 217 is already a cut-through to I-75. Are you going to put more traffic lights on 301 so we can get onto the highway? It is very difficult to get on 301 now.

Will you require a wall between our property and the subdivision? There is a buffer zone planned for the South side of our property but nothing on the East side. It looks like houses would be almost backed up to our fence. A wall like the Villages puts up would be helpful. We have been living here 51 years. We should get some consideration. As I said this affects us more than anyone else. This is our home.

MADDEN
CIVIL ENGINEERS
431 E. Horatio Avenue
Suite 260
Maitland, Florida 32751
(407) 629-8330

CONCEPT PLAN 3
FOR
BOULDER SQUARE
CITY OF MILDWOOD
FLORIDA

PFD Twisted Sisters, LLC
7575 SW PHILLIPS BLVD, STE 265
OKLAHOMA, FL 32819
407-730-9916

ENGINEER IN CHARGE
DAVID A. SIMMES, P.E. #66527
MARCH 6, 2024
CERTIFICATE OF AUTHORIZATION NO. EA-0000723

DATE	REVISIONS
11	
10	
9	
8	
7	
6	
5	
4	
3	
2	
1	

JOB #: 11122722
DATE: 3/6/2024
SCALE: 1" = 150'
DESIGNED BY: DAS
DRAWN BY: DAS
APPROVED BY: DAS

C001

3

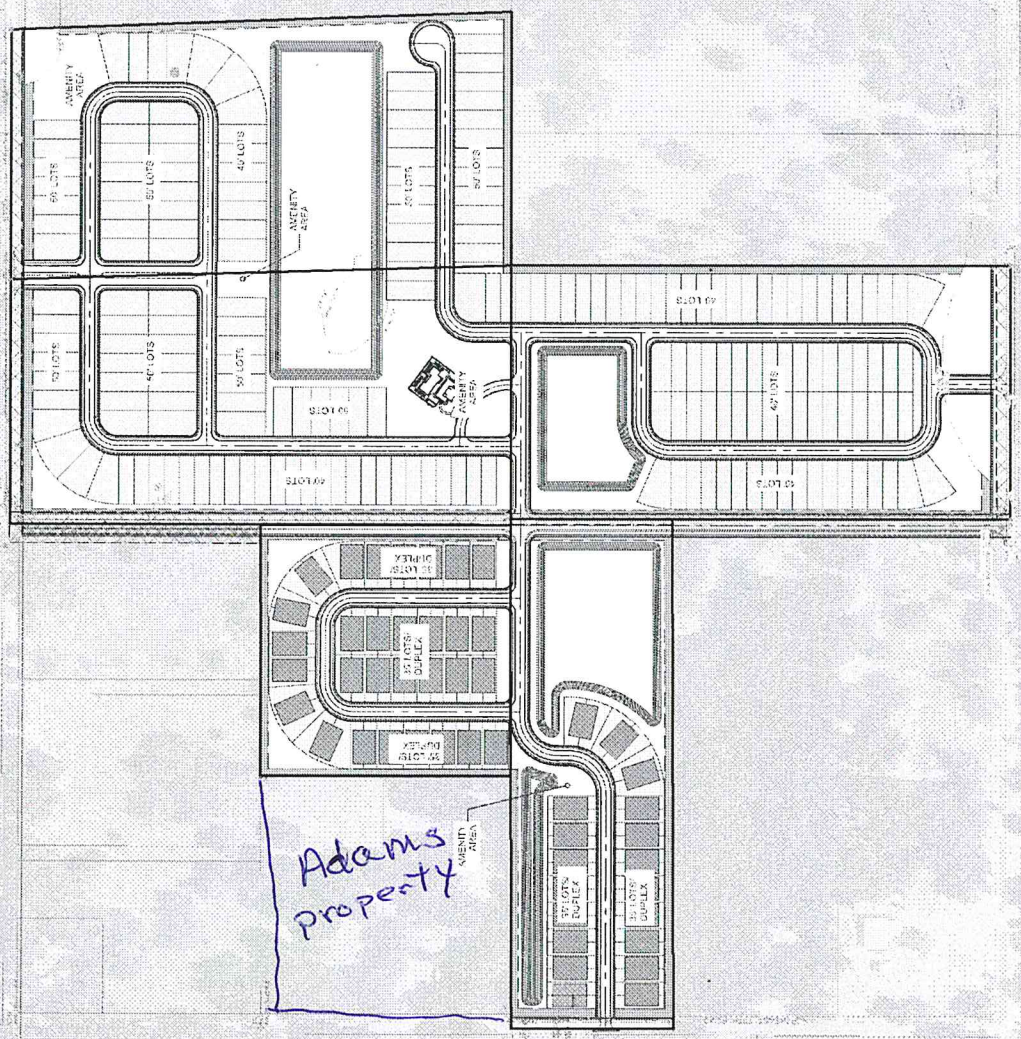
TOTAL SITE AREA = 84.09 AC

ROW DEDICATION = 0.77 SOUTH
= 0.30 WEST
= 1.05 NORTH
= 2.61 CENTRAL
= 4.73 TOTAL

FLOOD ZONE AREA = 1.50

NET DEVELOPABLE AREA = 84.09 – 4.73 – 1.5 = 77.86

LOTS
40' = 108
50' = 96
DUPLEX = 98
TOTAL = 302



Edward and Edna Adams
David and Kristina Adams

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with the condition of verification of wastewater capacity.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2309-002 Wildwood East
Ordinance Number	O2024-18
Applicant(s)	LPG Urban & Regional Planners, Inc
Owner(s)	Southwinds Commercial LTD
Property Location	The subject project is generally located approximately 0.12 miles east of the CR 144 and Powell Rd intersection, north along CR 144.
Parcel(s)	G04-013
Date	May 22, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to High Density Residential (City) for the parcel listed above on 2.94 acres MOL. This request is accompanied by rezoning request RZ 2309-002 (O2024-19).

ANALYSIS: The applicant is proposing to construct a residential development and is requesting High Density Residential (HDR) land use which allows a maximum of 15 dwelling units per acre. This request is an increase in density as the current land use is within Sumter County with a maximum of 6 dwelling units for the property. With this density request it would result in a maximum of 44 dwelling units on the subject property. The project buildout is anticipated in 2026 according to the Transportation Impact Analysis.

The applicant believes the proposed amendment should be granted based on the following criteria found in Land Development Regulation (LDR) §1.7(D).

(1) Justification of the proposed amendment has been adequately presented;
The applicant submitted their justification to the City of Wildwood for the proposed request to change the Future Land Use from Rural Residential (County) to High Density Residential (City), as supported in the 2050 Comprehensive Plan Amendment. This is in line with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.”

(2) The proposed amendment is not inconsistent with the goals, objectives, and policies of the comprehensive plan;
The applicant finds the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan as stated with Policy 1.1.1.a for High Density Residential future land use as it is intended to accommodate multifamily residential dwelling units at a high density. The subject property is located within an area of existing development where public infrastructure, services, and utilities are already present, approximately 639 feet from the western corner of the subject property, which is in line with Policy 1.2.1., “The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years.”

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy-inefficient land use pattern;
This parcel is located along CR 144, a Sumter County owned and maintained minor local road with central and residential mixed use and low residential land uses surrounding the property. Objective 1.2 could be met from Policy 1.2.8., “the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern,” as the properties to the north and west allow a maximum of 14 units per acre. This would include direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl, and maintaining compatibility with adjacent land uses. This parcel falls within the Joint Planning Area (JPA) and is in line with Policy 1.2.5., the City is using the JPA to combat urban sprawl, provide an energy-efficient land use pattern, and manage growth in an environmentally sensitive manner.

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;
The applicant finds the proposed amendment will not have an adverse effect on environmentally sensitive systems. An environmental assessment was done by RES in October 2022. Onsite observations identified the following land cover classifications on the subject property: FLUCCS Code, 420 – Upland Hardwood Forest and FLUCCS Code, 213 Woodland Pasture. Tree mitigation requirements will be met at the site plan stage of the development in accordance with the Land Development Regulations (LDR) 6.10. There were no wetlands or other surface waters on the site. Although no engaged species were found during the environmental assessment, it is recommended that an updated gopher tortoise survey be conducted no more than 90 days prior to construction to allow permitting and relocation in the event tortoises are found on the subject property, using FWC guidelines. A request for concurrency from the USFWS was also recommended to ensure that surveys for the Florida scrub jay would not be necessary prior to development.

(5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools, or other public facilities without providing remedies to correct the system or facility.

Transportation: A minor transportation impact analysis was done by VHB and accepted by Sumter County's Public Works Department with a condition. Access to the property is proposed from Powell Rd, a four-lane divided minor local road maintained by Sumter County through the existing right-in/right-out access to the Wildwood Preserve Apartments. A driveway connection on CR 144 is to be used as emergency access and is currently gated. 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. The proposed development is projected to generate 30 AM peak hour trips and 38 PM peak hour trips with a total of 245 daily trips. A deficiency was identified at the southbound left turn lane on Powell Rd at C 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. At the project buildout in 2026, all intersections within the TIA are projected to operate at an acceptable LOS. Policy 2.3.3., "The City shall rely on the Level of Service Standards established in the ISBA and as follows, based on peak hour, peak direction traffic volumes, to ensure that acceptable traffic conditions are maintained."

Potable Water & Sewer: City water and sewer lines are located within 1,000 feet of the subject property and connection to city utilities is required per Policy 1.3.2., "The City shall prohibit the installation of new septic tanks within all new residential, commercial, and industrial projects within the City where wastewater is available." BASED ON THE MOST RECENT ANALYSIS OF UTILITY CAPACITY, STAFF IS UNABLE TO VERIFY ADEQUATE WASTEWATER CAPACITY FOR NEW APPLICATIONS WHICH RESULT IN DENSITY OR INTENSITY. The subject property anticipates project buildout in 2026, adding an estimated 44 ERUs of potable water and sanitary sewer. Although plans to add additional capacity have been programmed, city staff has no way of ensuring that adequate wastewater capacity will be available at the time of buildout. Per 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."

Schools: The residential development is anticipated to generate a total of 13 school-aged children.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-18

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; 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 local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment 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 Rural Residential (County) to High Density Residential (City)

AND WHEREAS, the City is proposing to amend the Future Land Use Map to include the future land use of property that shall pertain and be applicable to said amendment.

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

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan 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

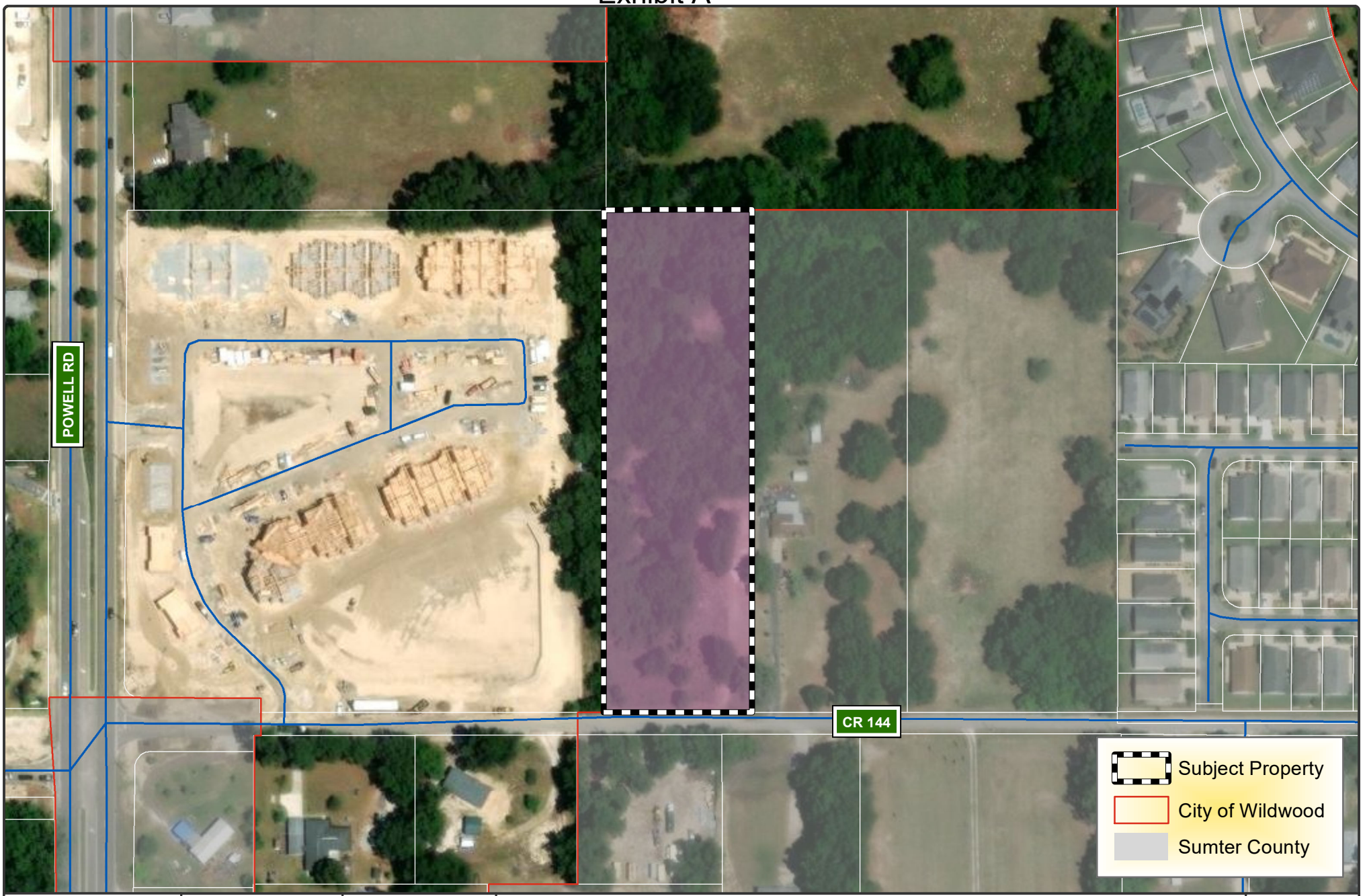
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD FLORIDA
EST. 1877

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

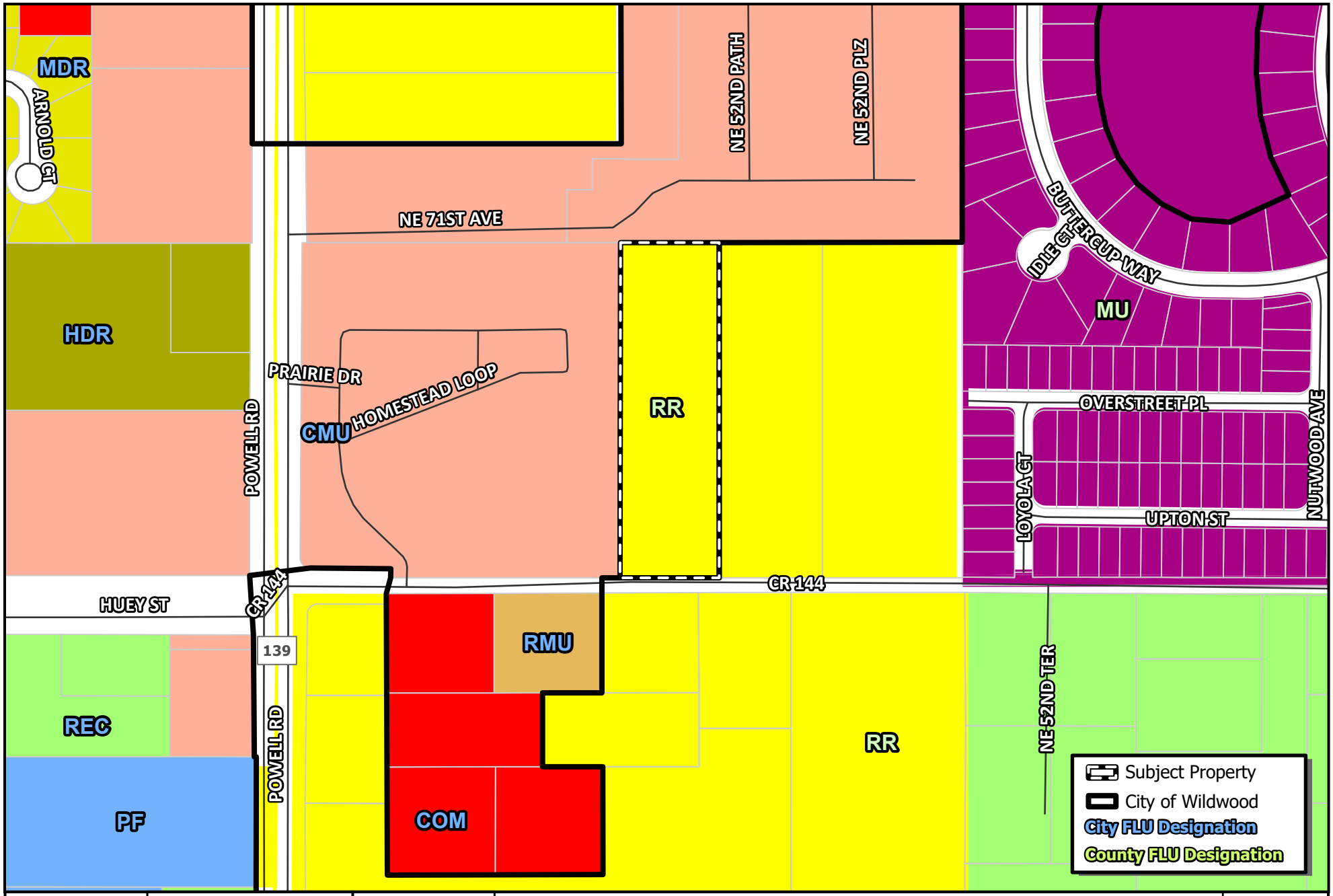
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CP 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 1B
LOCATION MAP
SEPTEMBER 2023



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
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CP 2309-002

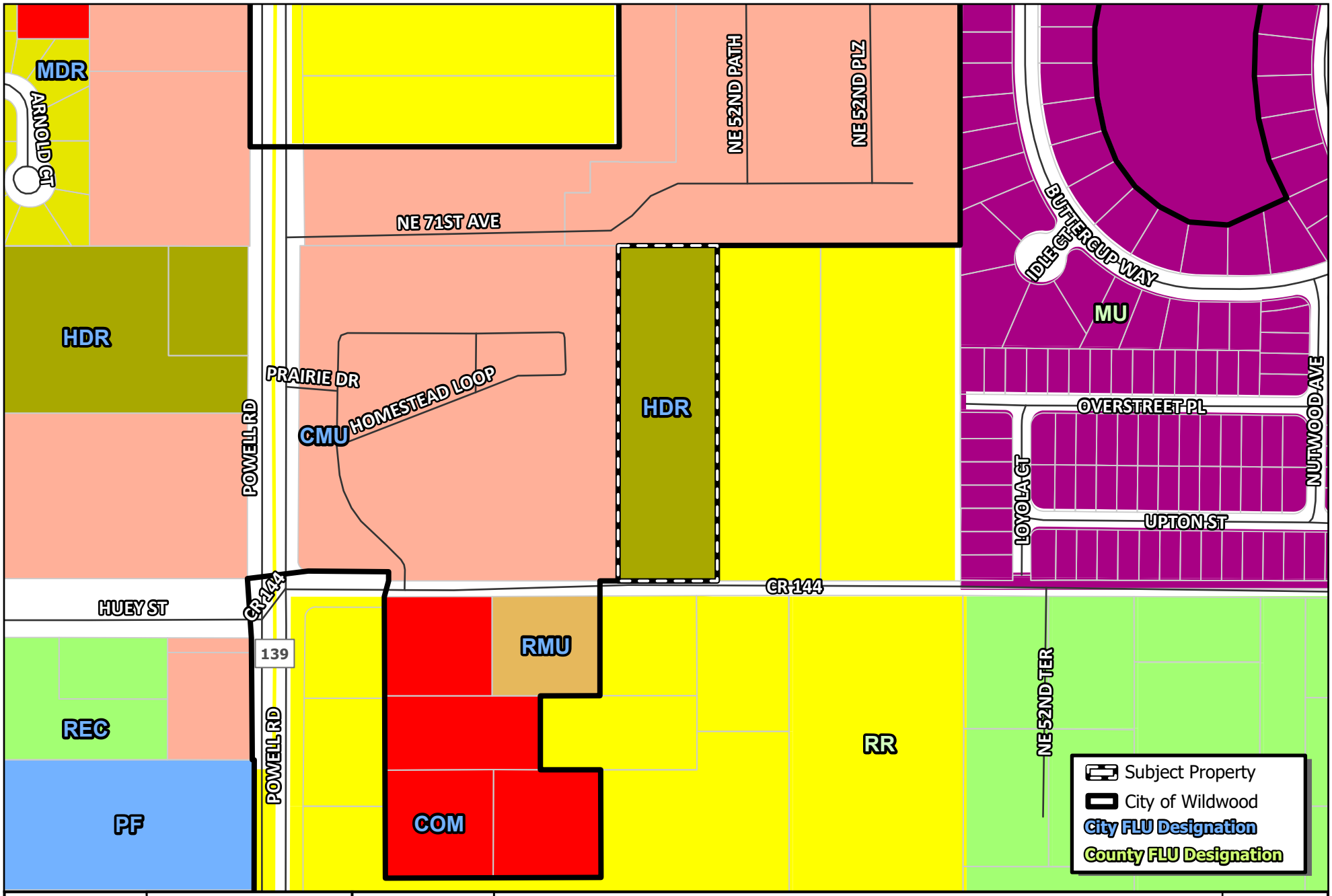
WILDWOOD EAST

PARCEL G04-013

MAP 2A

EXISTING LAND USE

MAY 2024



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

CP 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 2B

PROPOSED LAND USE

MAY 2024

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-18

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.

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate
as Local Planning Agency

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Rural Residential (Sumter County) to High Density Residential (City) on 2.94 acres MOL. The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.

Case Number: CP 2309-002 Wildwood East

Applicant(s): LPG Urban & Regional Planners, Inc

Owner(s): Southwinds Commercial LTD

Parcel(s): G04-013

Under Land Development Regulation (LDR) § 1.7(C), the Planning and Zoning Board/Special Magistrate as Local Planning Agency has a duty to make a recommendation to the City Commission on all proposed Comprehensive Plan amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate

☐ recommends approval.

☒ recommends approval with the following conditions:

verification of wastewater capacity

☐ recommends denial.

Dated: June 11, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

City of Wildwood, Florida
Development Services Department
100 N. Main St., Wildwood, FL 34785
Tel: 352.330.1334 Fax: 352.330.1338
www.wildwood-fl.gov

Staff Use Only
Case No.: _____
Fee Paid: _____
Receipt No.: _____

Application for Preliminary Concurrency Determination

Applicant Name: LPG Urban & Regional Planners, LLC, Michael Rankin Phone: 352-385-1940
Address: 1162 Camp Ave., Mount Dora, FL 32757 E-mail: MichaelR@lpgurp.com
Owner Name: Southwinds Commercial LTD, Paul Missigman, Manager Phone: 407-741-8500
Address: 200 E. Canton Ave., Suite 102, Winter Park, FL 32789 E-mail: M.Gauthier@atlantichousing.com
Engineer Name: Madden, Moorhead & Stokes, Inc., David Stokes, P.E. Phone: 407-629-8330
Address: 431 E Horatio Ave., Maitland, FL 32751 E-mail: dstokes@madden-eng.com

Property Information:

PROJECT NAME*: Wildwood East

*A project name is required for all submissions. Please choose a unique name for your project.

Property Address: East of Powell Road and North of CR 144
List Parcel Number(s): G04-013
Use of Property: Single Family
Do you currently have City Utilities? ☐ Yes ☒ No Size of Property (Acres or Square Feet): 2.94 +/- acres

Required Submittal Items: All document(s) listed below can be submitted electronically in PDF format.

A.0 Application for Preliminary Concurrency Determination

Project Buildout Information:

Phasing Schedule:	Phase 1: 2025	Phase 2:	Phase 3:	Phase 4:	Total:
Residential Units:	44 MF				
Retail SF:					
Office SF:					
Institutional SF:					
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1: 2025	Phase 2:	Phase 3:	Phase 4:	Total:
Sewer (Avg GPD):	11,000				
Water (Avg GPD):	13,200				
Parks (Acreage):	0.294				
Refuse (cy/day):	0.26 cy/day				

Notes: _____

Signature: [signature] Print Name: Michael Rankin Date: 19 Sept 2023

Note: If application is being submitted by any person other than the legal owner(s) of the property, the applicant **MUST** provide a notarized Authorized Agent Form from the owner to submit application.

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

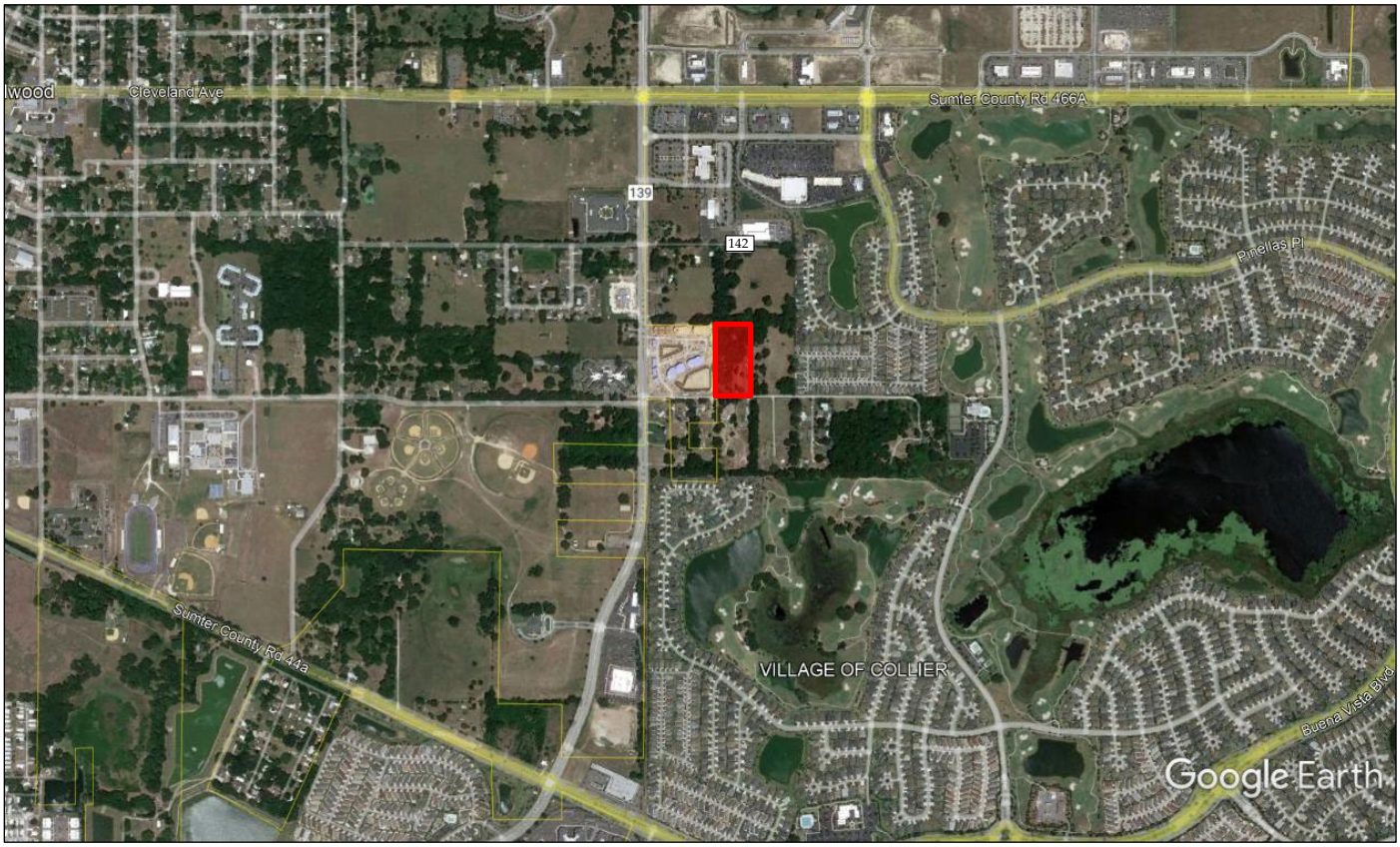
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

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**

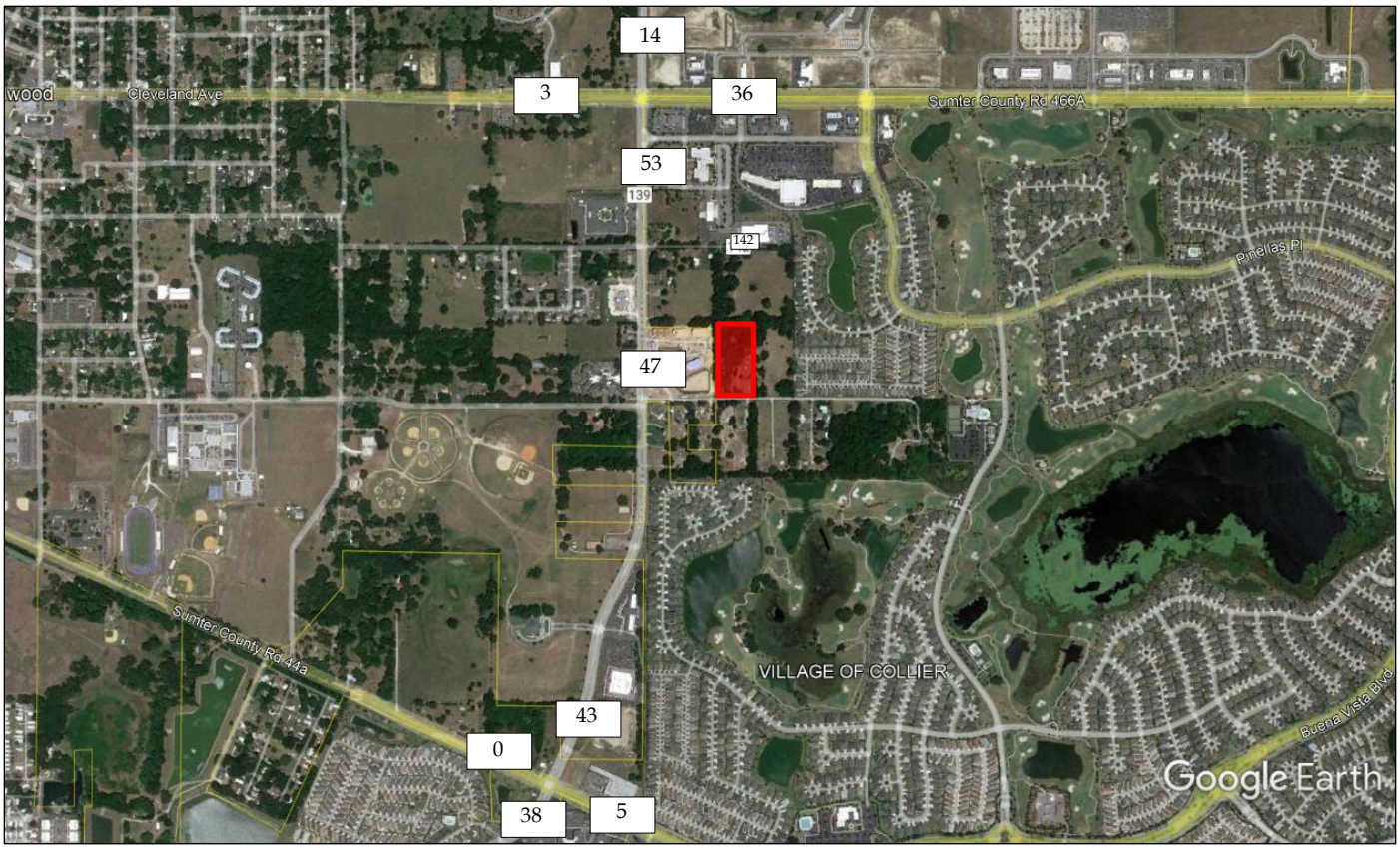
Source: *ITE Trip Generation, 11th Edition*

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**.

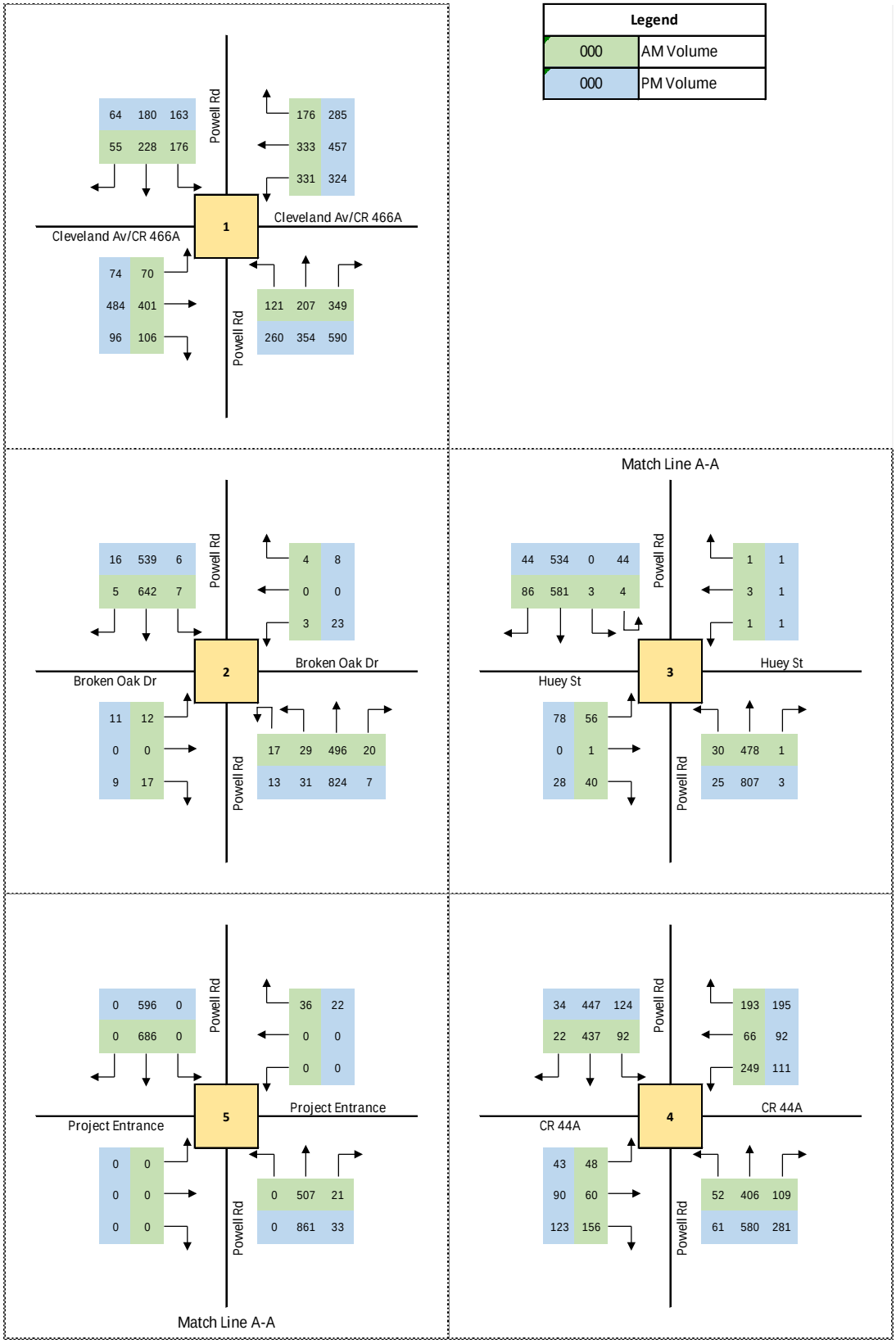
The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level 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

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD Vol NB/EB	2022 PHPD Vol SB/WB	Annual Growth Rate	2023 PHPD NB/EB	2023 PHPD SB/WB	2026 Background Volume NB/EB	2026 Background Volume SB/WB	2026 Background Committed NB/EB	2026 Background Committed SB/WB	2026 Background v/c	2026 Background Deficient?	Project Distrib	Project Volume NB/EB	Project Volume SB/WB	2024 Total Total Volume NB/EB	2024 Total Total Volume SB/WB	2024 Total v/c	2024 Total Remaining Capacity NB/EB	2024 Total Remaining Capacity SB/WB	2024 Total 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

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD Vol NB/EB	2022 PHPD Vol SB/WB	Annual Growth Rate	2023 PHPD NB/EB	2023 PHPD SB/WB	2026 Background Volume NB/EB	2026 Background Volume SB/WB	2026 Background Committed NB/EB	2026 Background Committed SB/WB	2026 Background v/c	2026 Background Deficient?	Project Distrib	Project Volume NB/EB	Project Volume SB/WB	2024 Total Total Volume NB/EB	2024 Total Total Volume SB/WB	2024 Total v/c	2024 Total Remaining Capacity NB/EB	2024 Total Remaining Capacity SB/WB	2024 Total 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

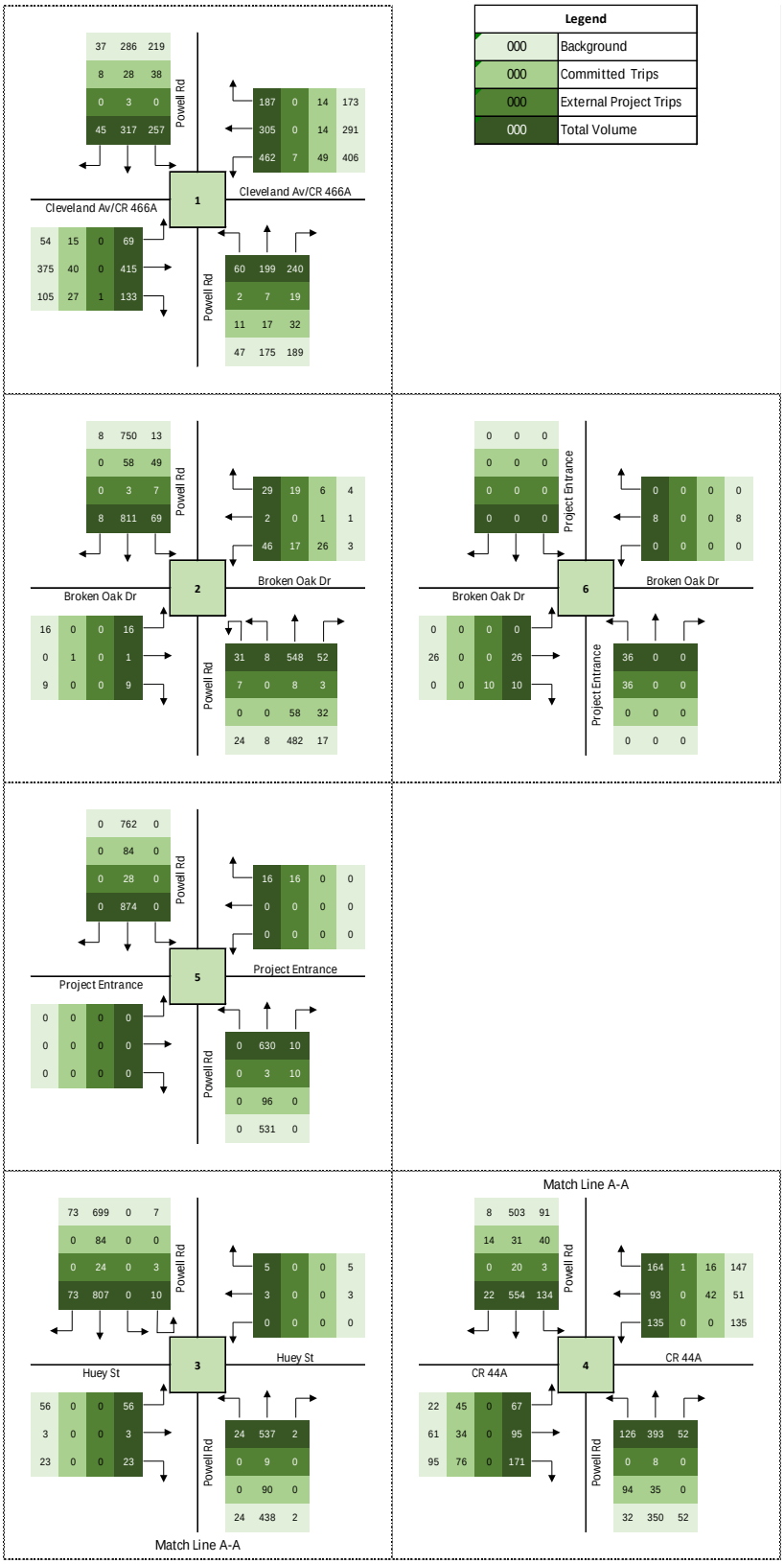
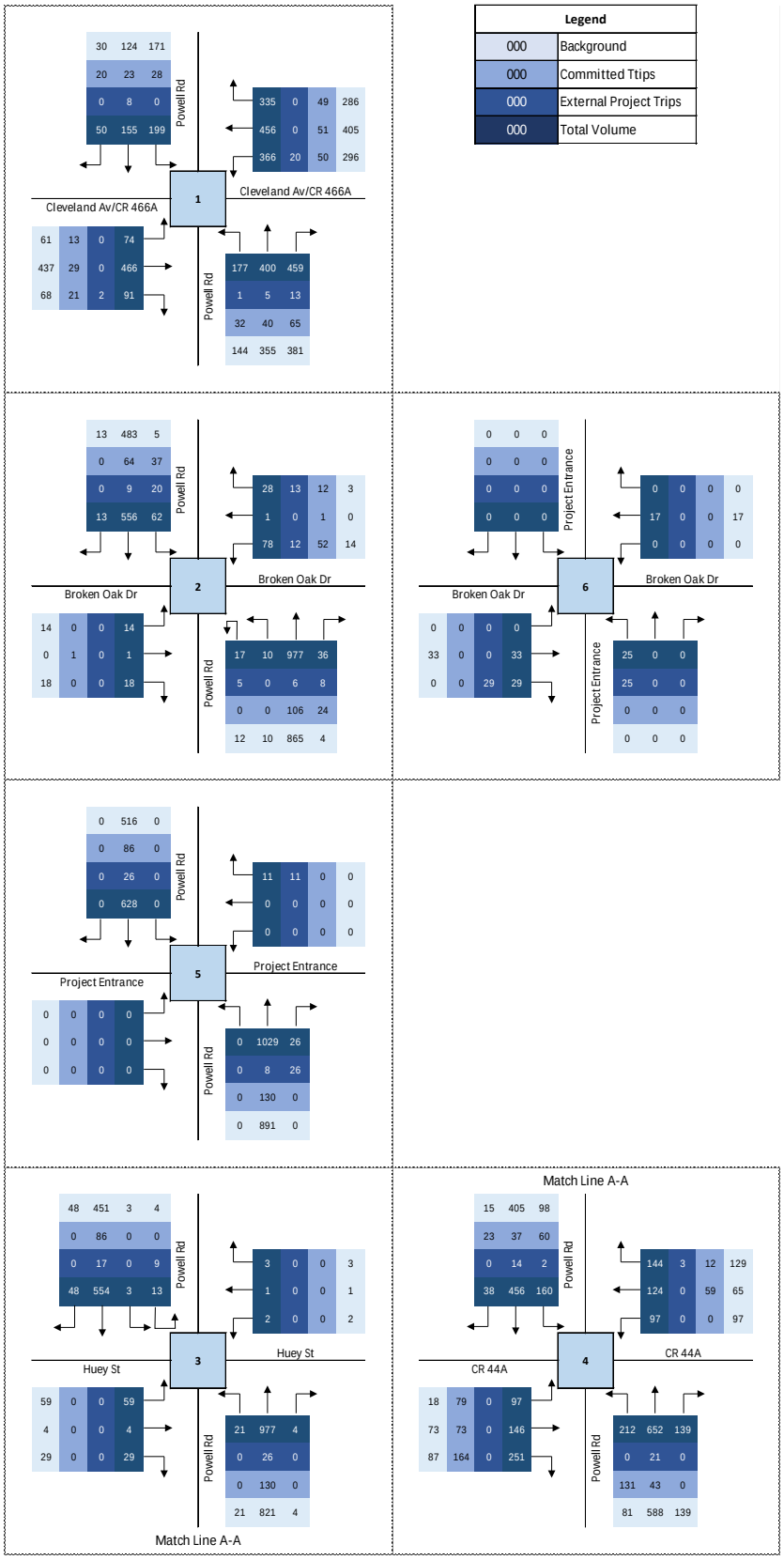


Figure 4 Future Turning Movement Volumes PM Peak Hour



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.



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

Roadway Segment	Sta	No. of Lanes	Adopted LOS	% Project Distrib	Daily			PM Peak Hour Peak Direction (PHPD)						Adj to Site	Incl. in Study	Significance (Yes/No)
					Daily Cap	Project Trips	% Signif-icance	PHPD Cap	NB/EB	Project Trips NB/EB	Project Trips SB/WB	% Significance NB/EB	% Significance SB/WB			
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:

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

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

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

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period In Trips	AM Peak Period Out Trips	AM Peak Period Total	PM Peak Period In Trips	PM Peak Period Out Trips	PM Peak Period 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**.

Section 9: Transportation Assessment

Include AM peak hour as well.

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

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

Section 10: Report

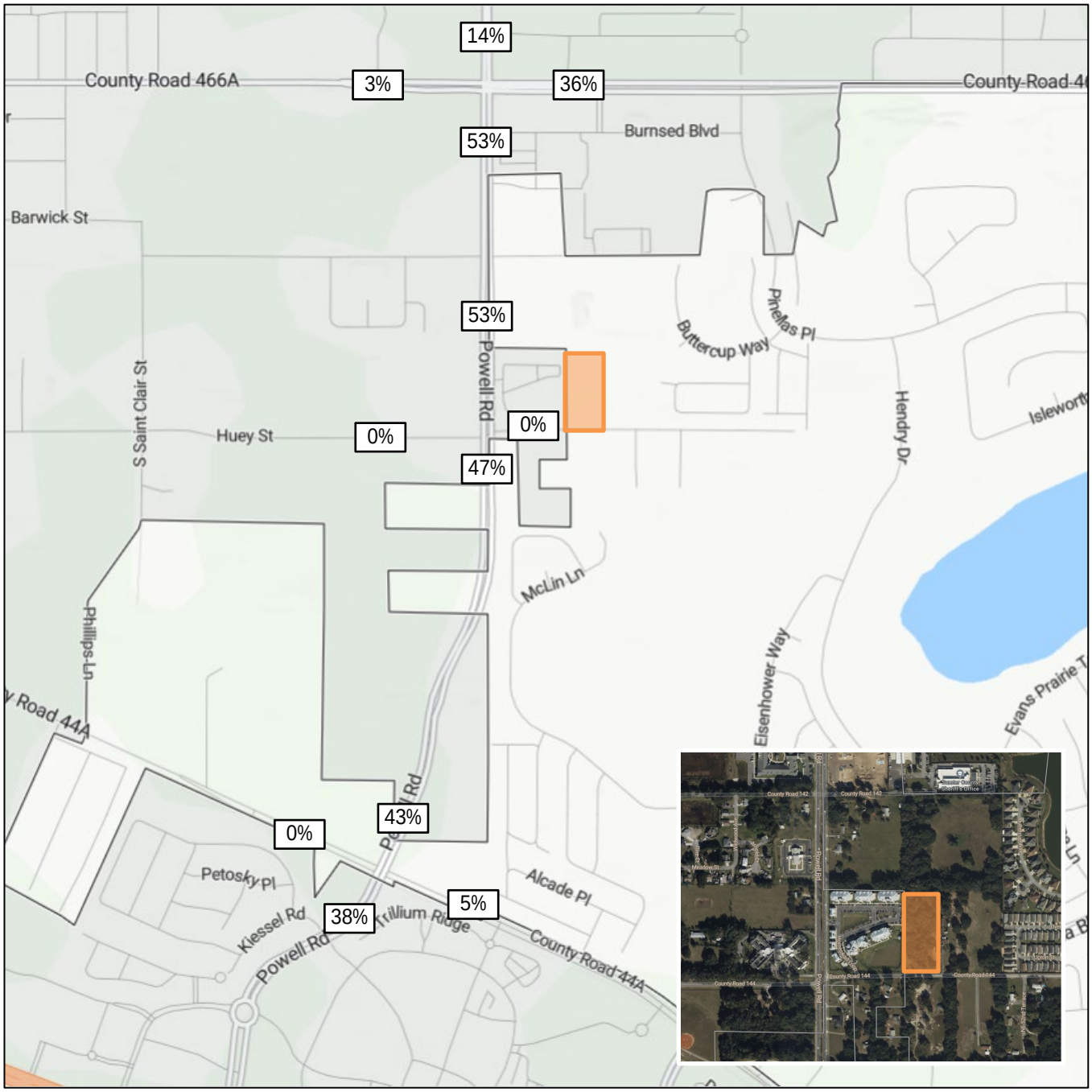
A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the City of Wildwood and Sumter County.

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

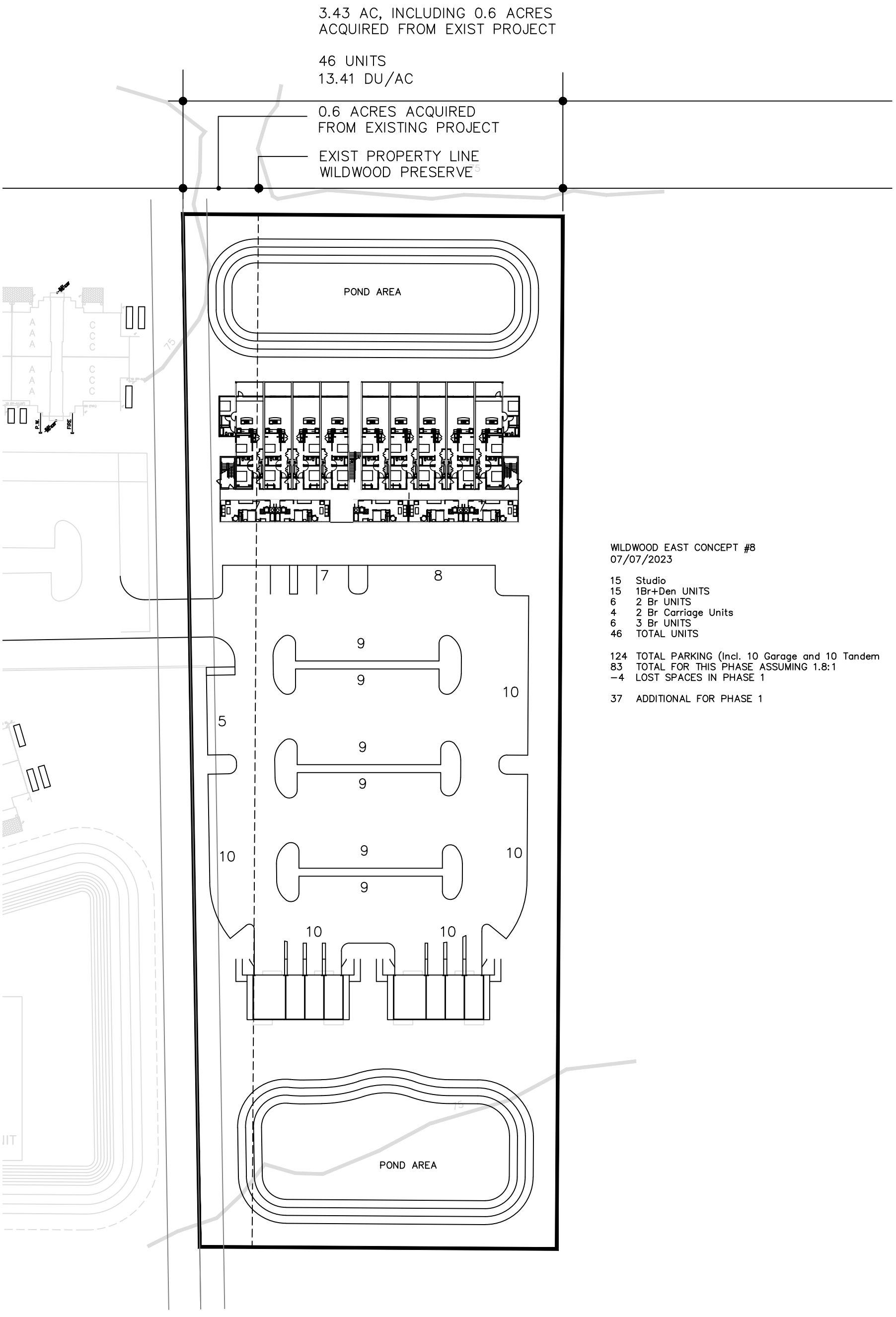


38% Project Distribution

Project Location

Source: Bing Maps 20223

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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)

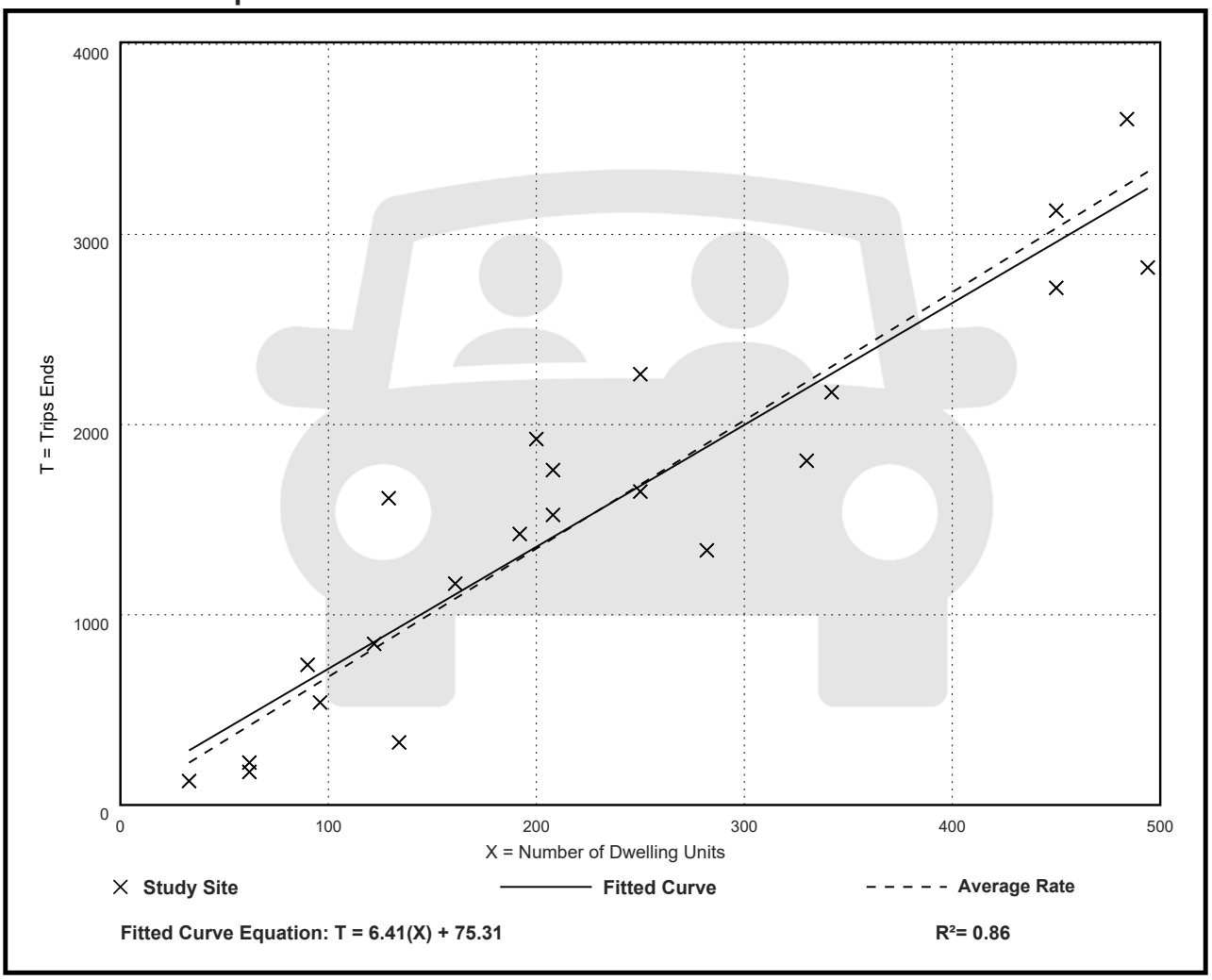
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

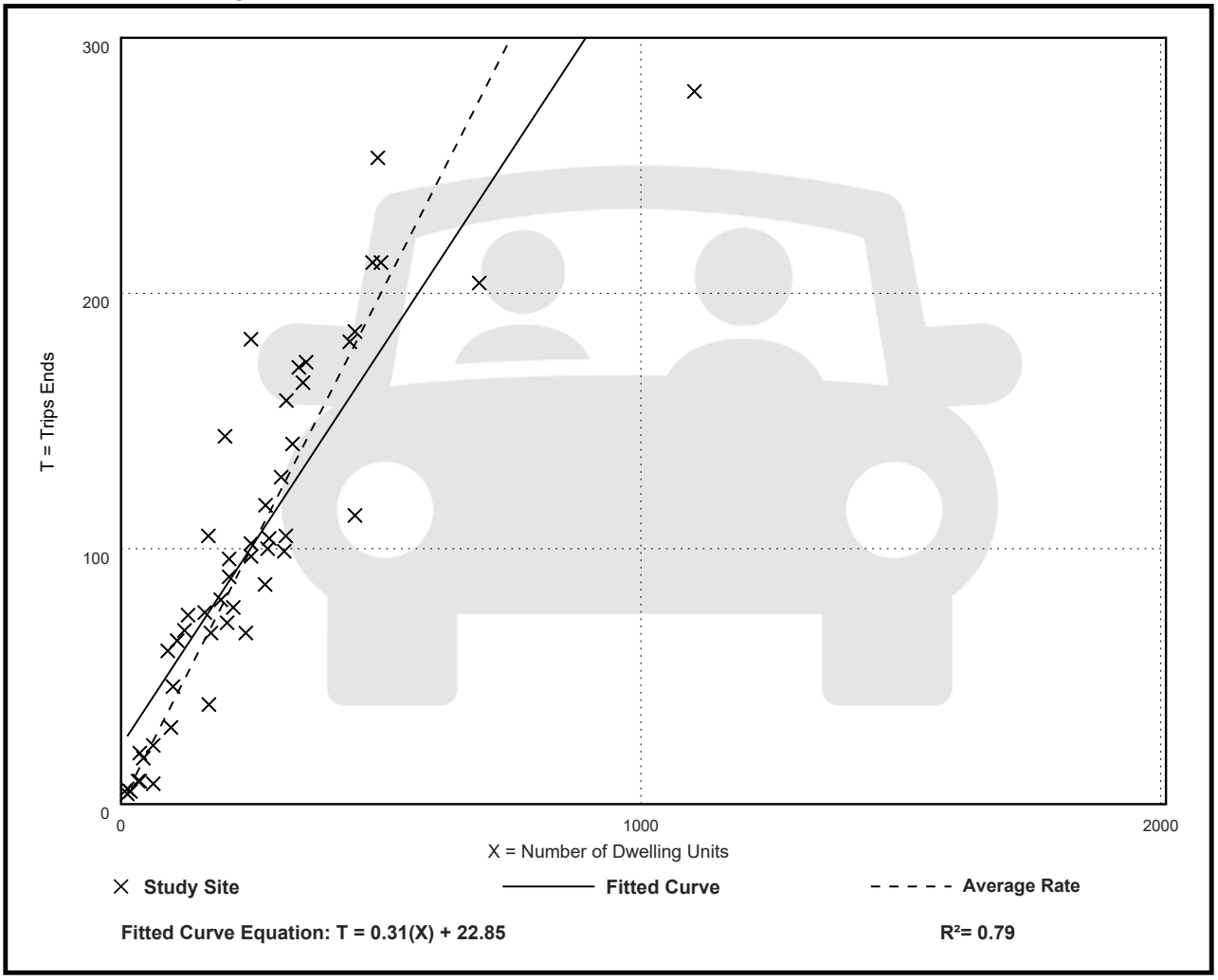
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



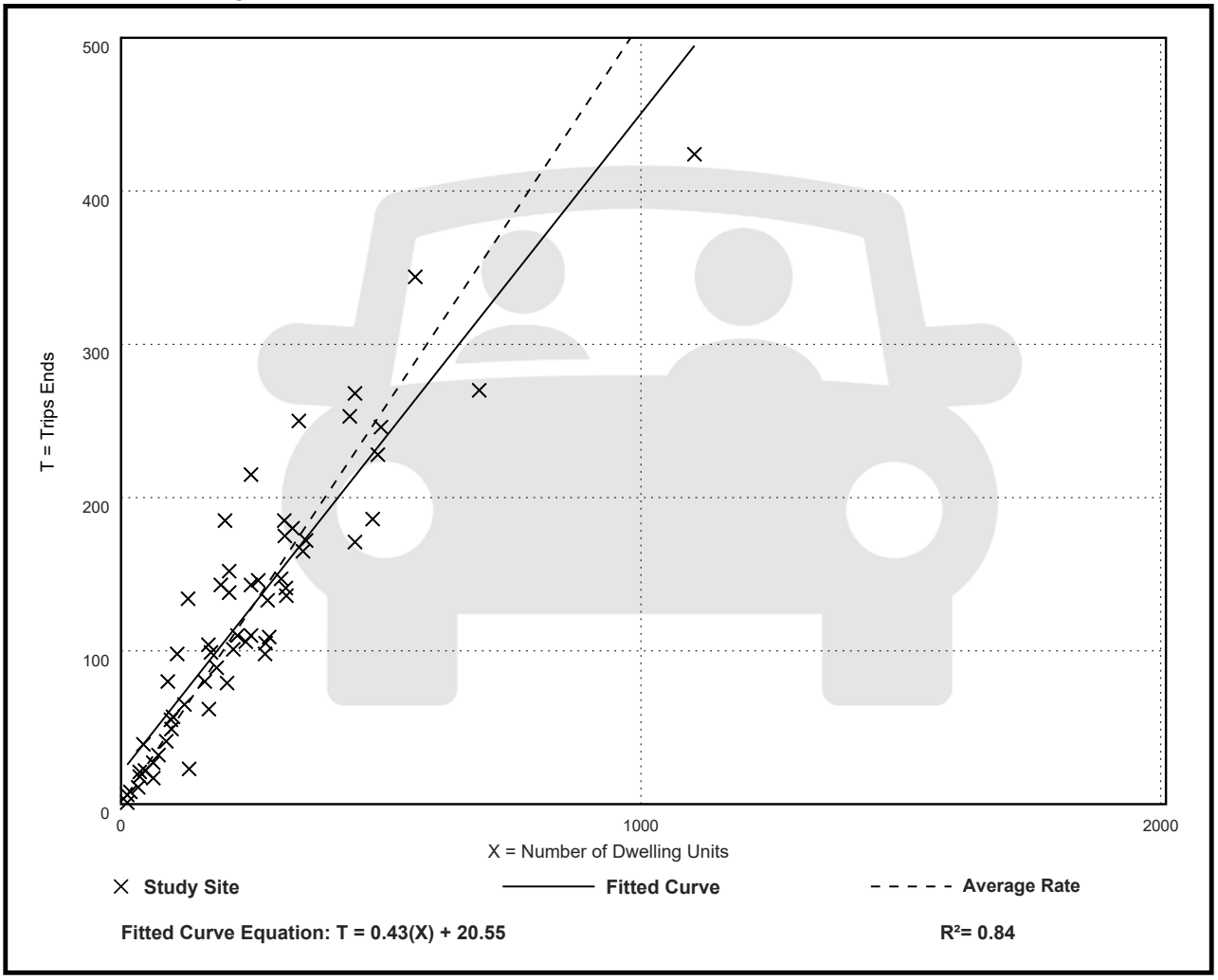
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



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

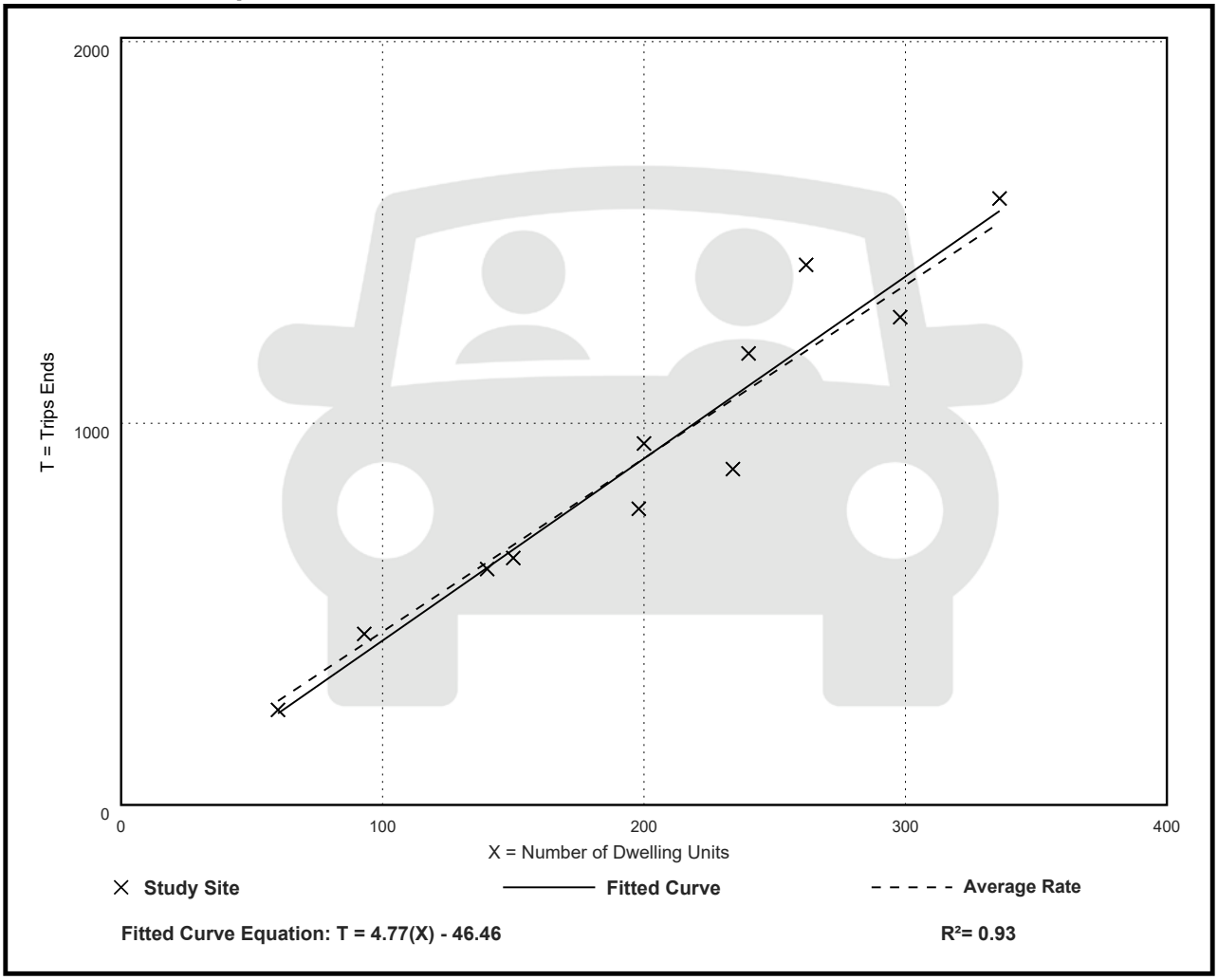
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



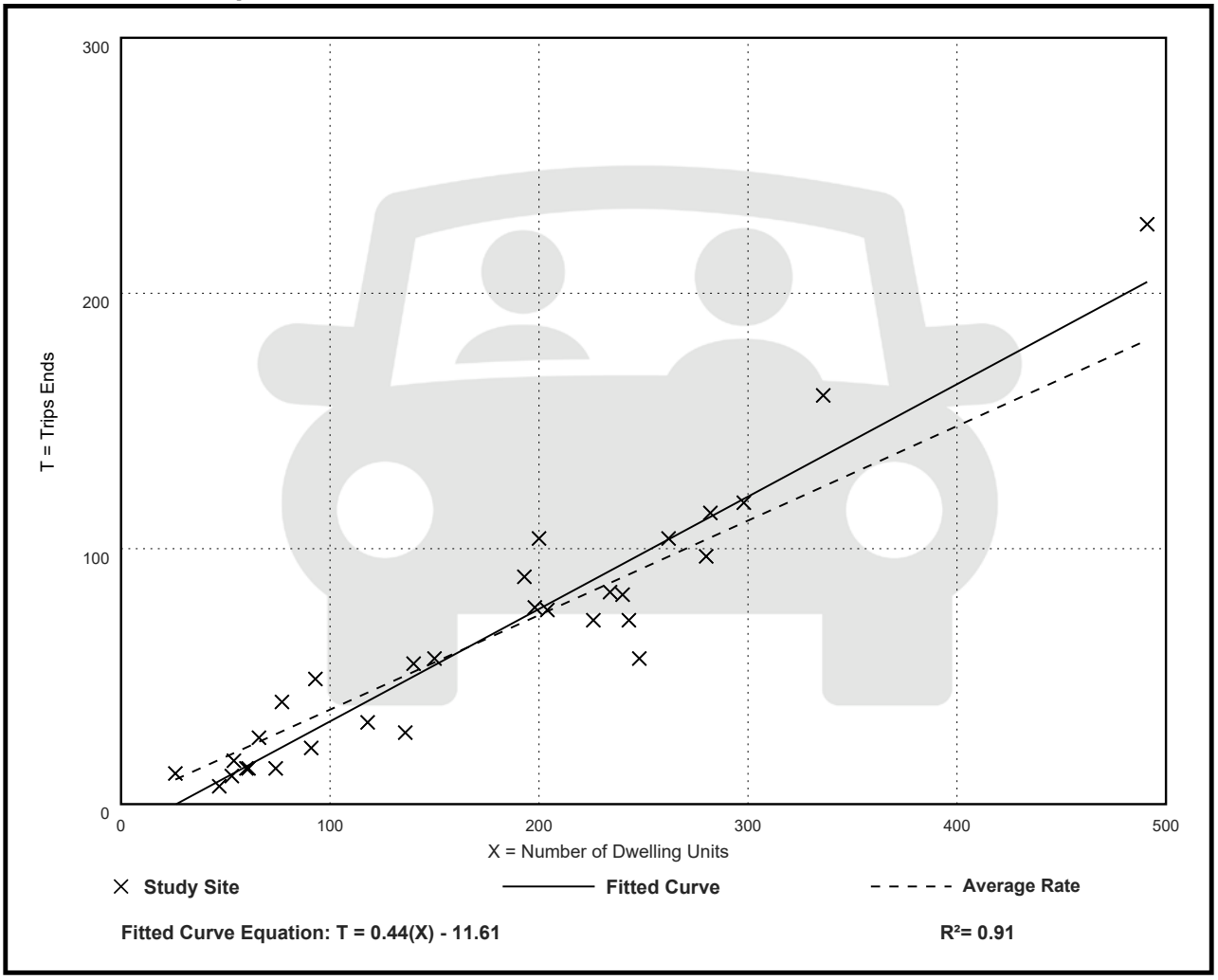
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



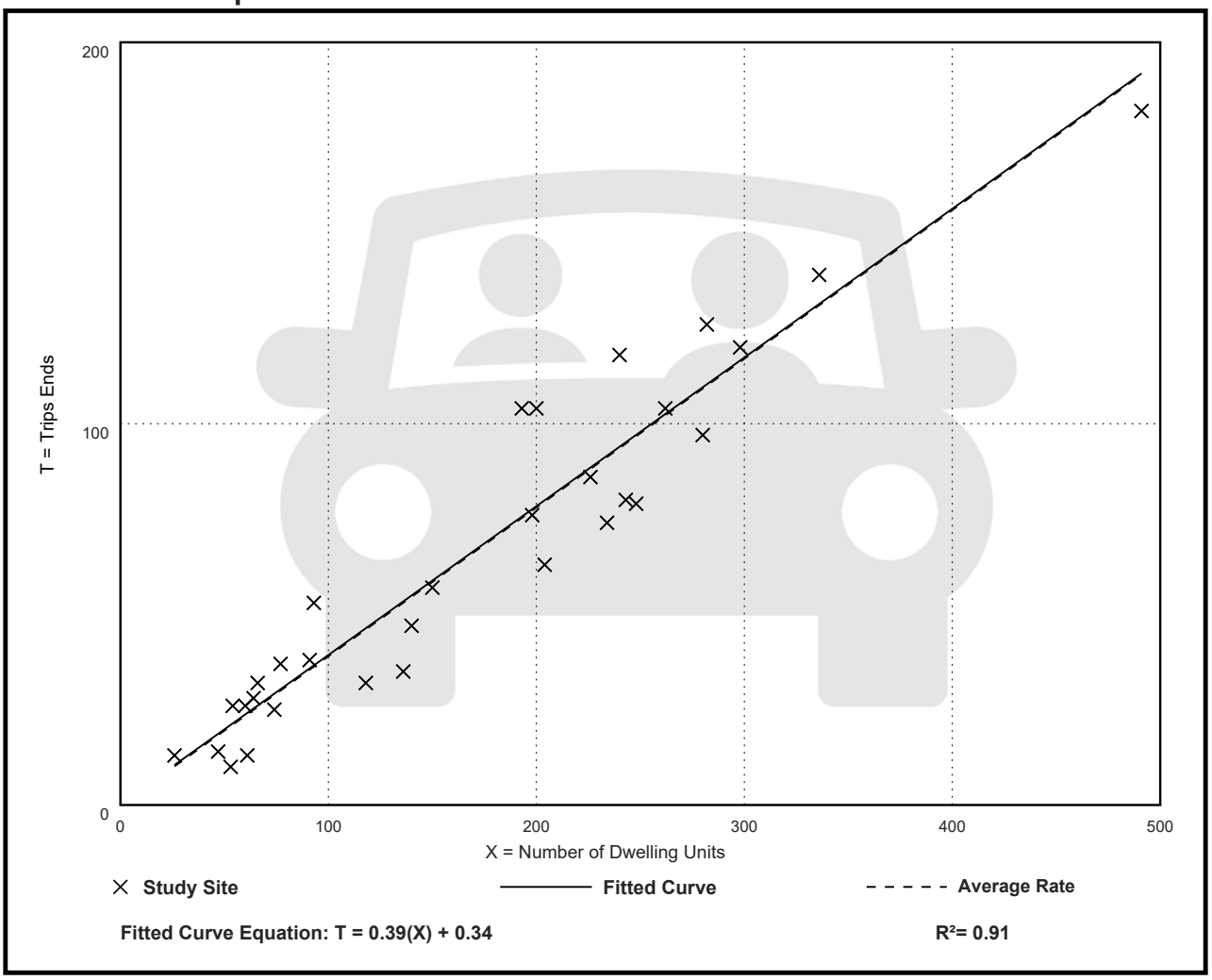
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



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

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
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	DIVIDED	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 VIS

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**

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**

NORTH APPROACH
CR 139-Powell Road

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**

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**

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 142
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**

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**

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**

NORTH APPROACH
CR 139-Powell Road

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**

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**

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 44A
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**

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

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**

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

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour					
					2017	2018	2019	2020	2021	2022		Time	Total	NB/EB	SB/WB	K	D	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.
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

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

5018

INTERSECTION: 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.	Coordination Settings: Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
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			

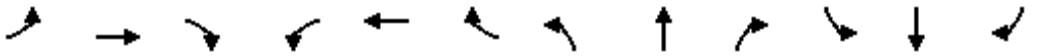
5020

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	-	-

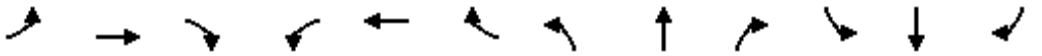
Intersection	
Int Delay, s/veh	1.9

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.

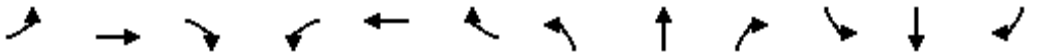
Intersection	
Int Delay, s/veh	0.3

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	-	-

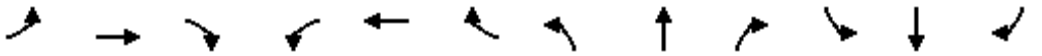
Intersection	
Int Delay, s/veh	2.1

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:

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(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

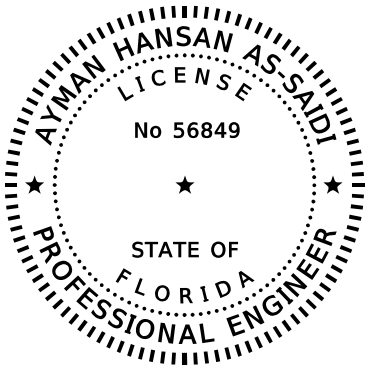
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional 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.



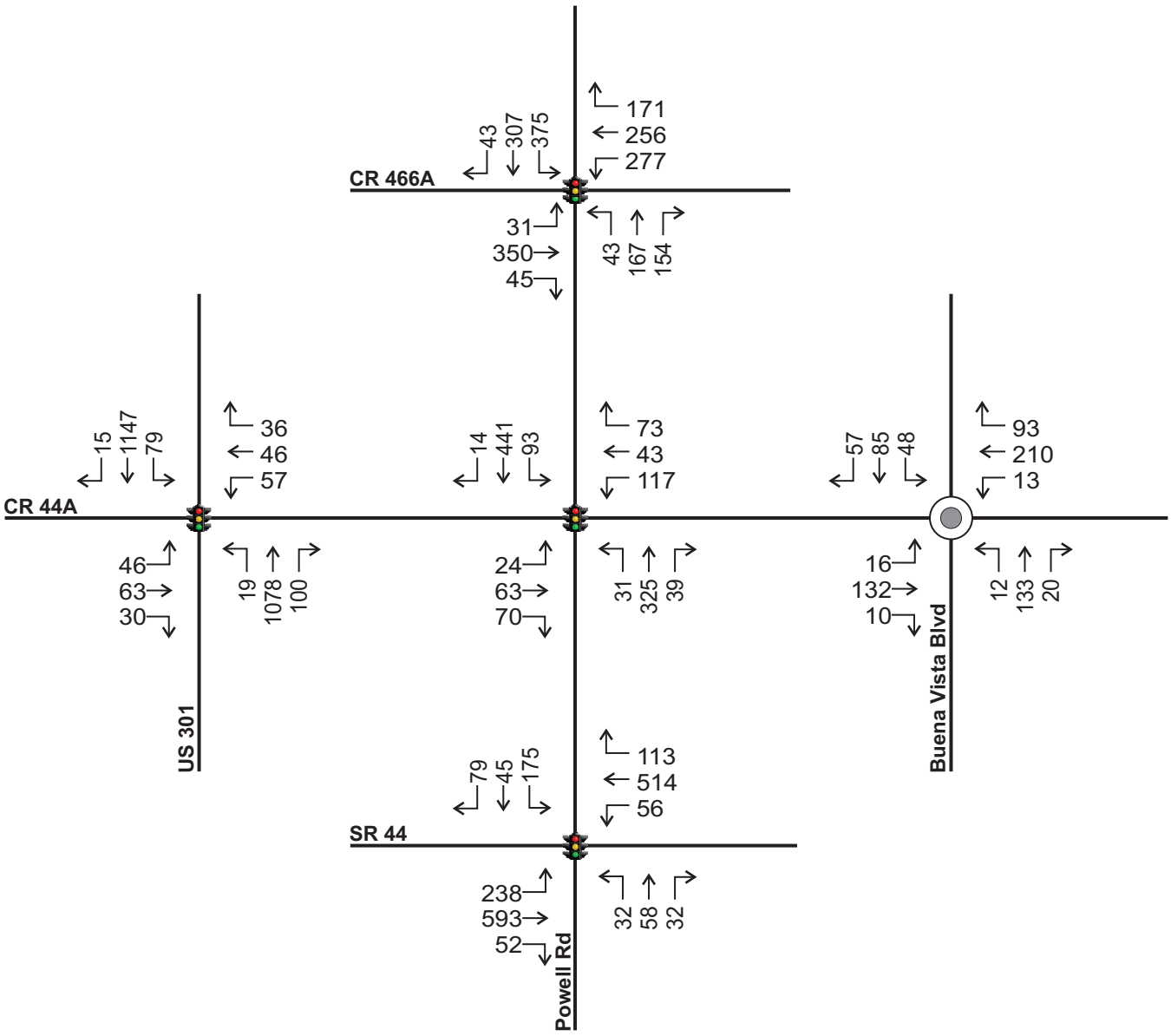
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ON THE DATE ADJACENT TO THE SEAL

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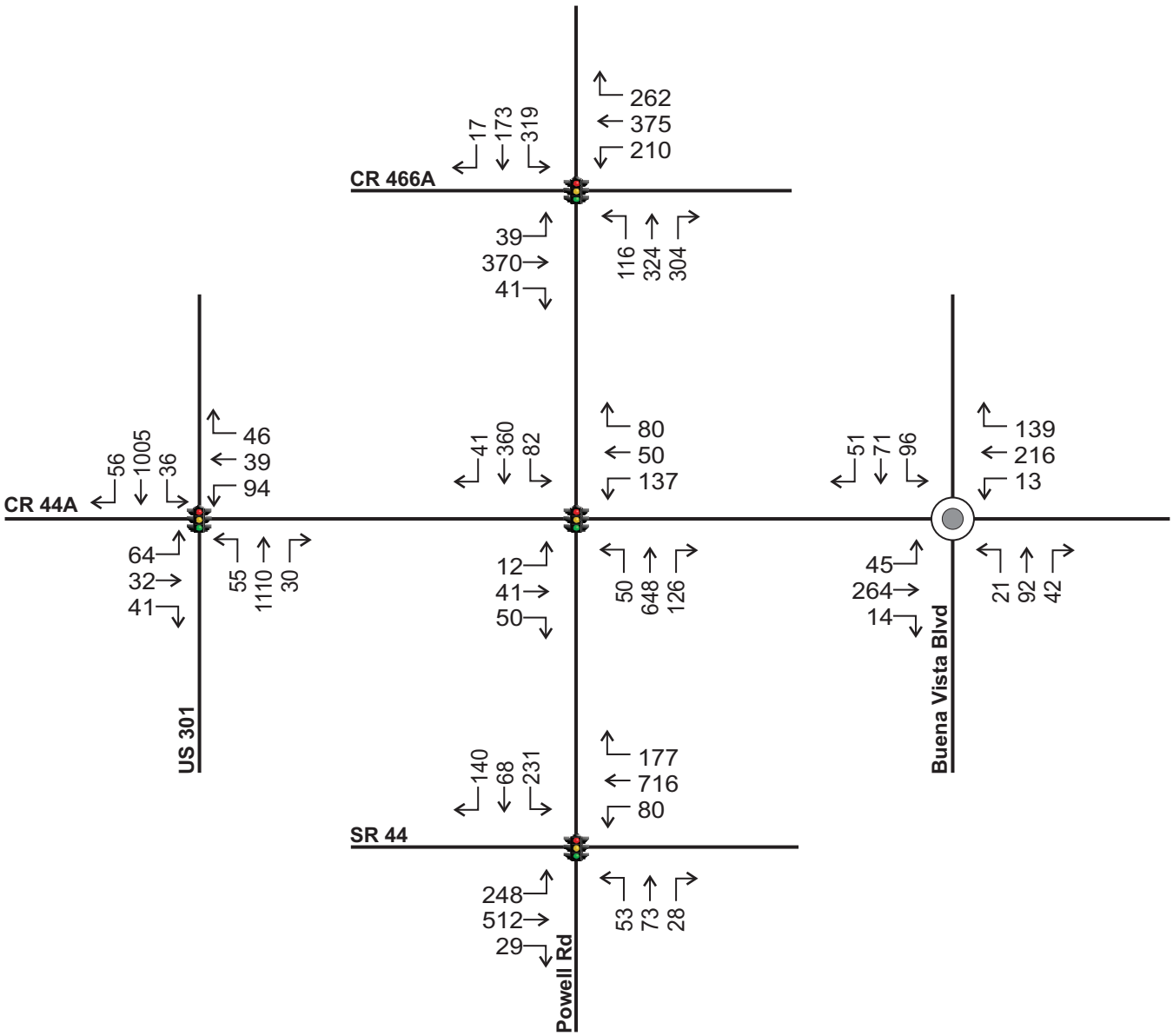
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ORLANDO, FLORIDA 32803
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AYMAN H. AS-SAIDI, P.E. NO 56849

N
Not to Scale



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

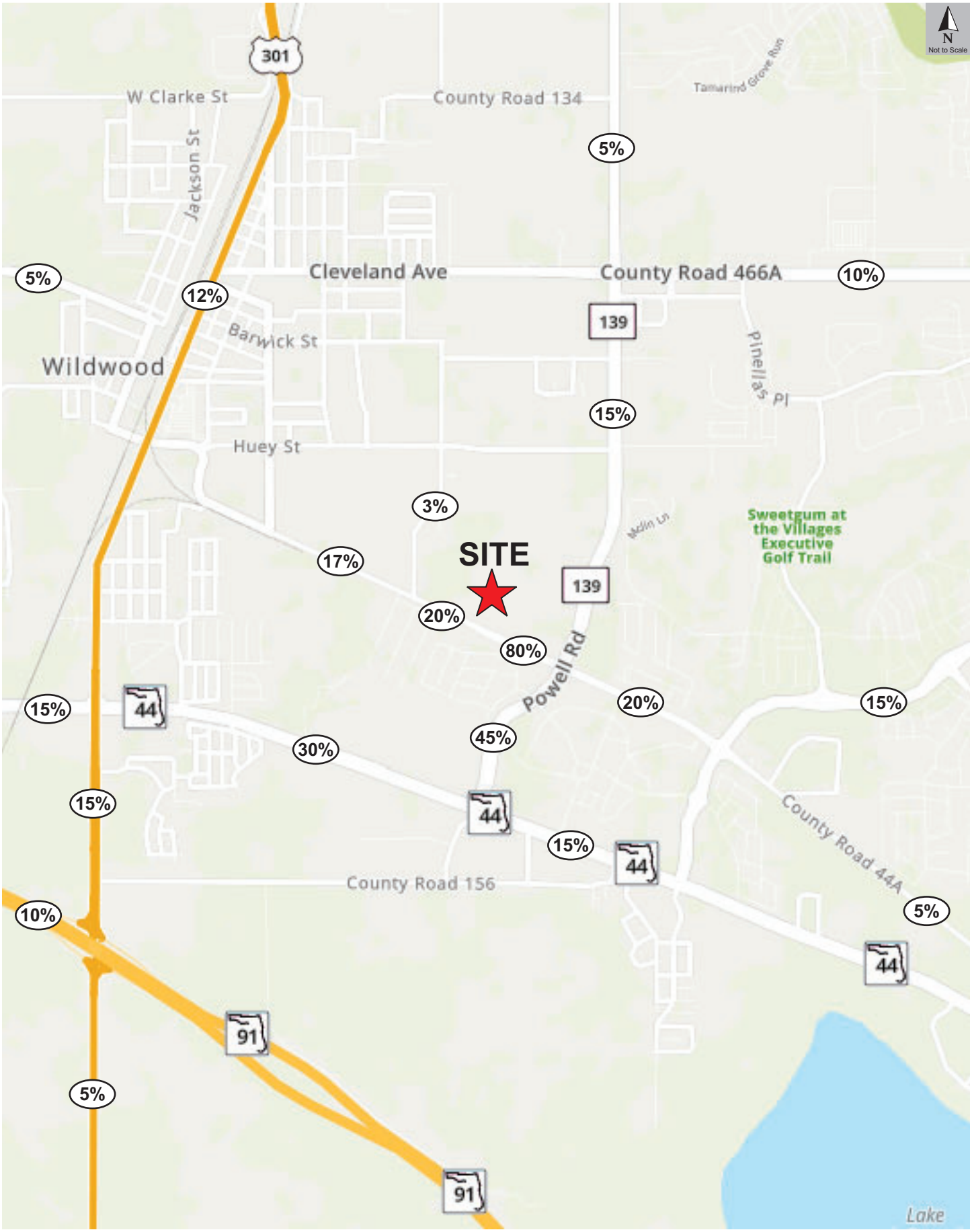
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27	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

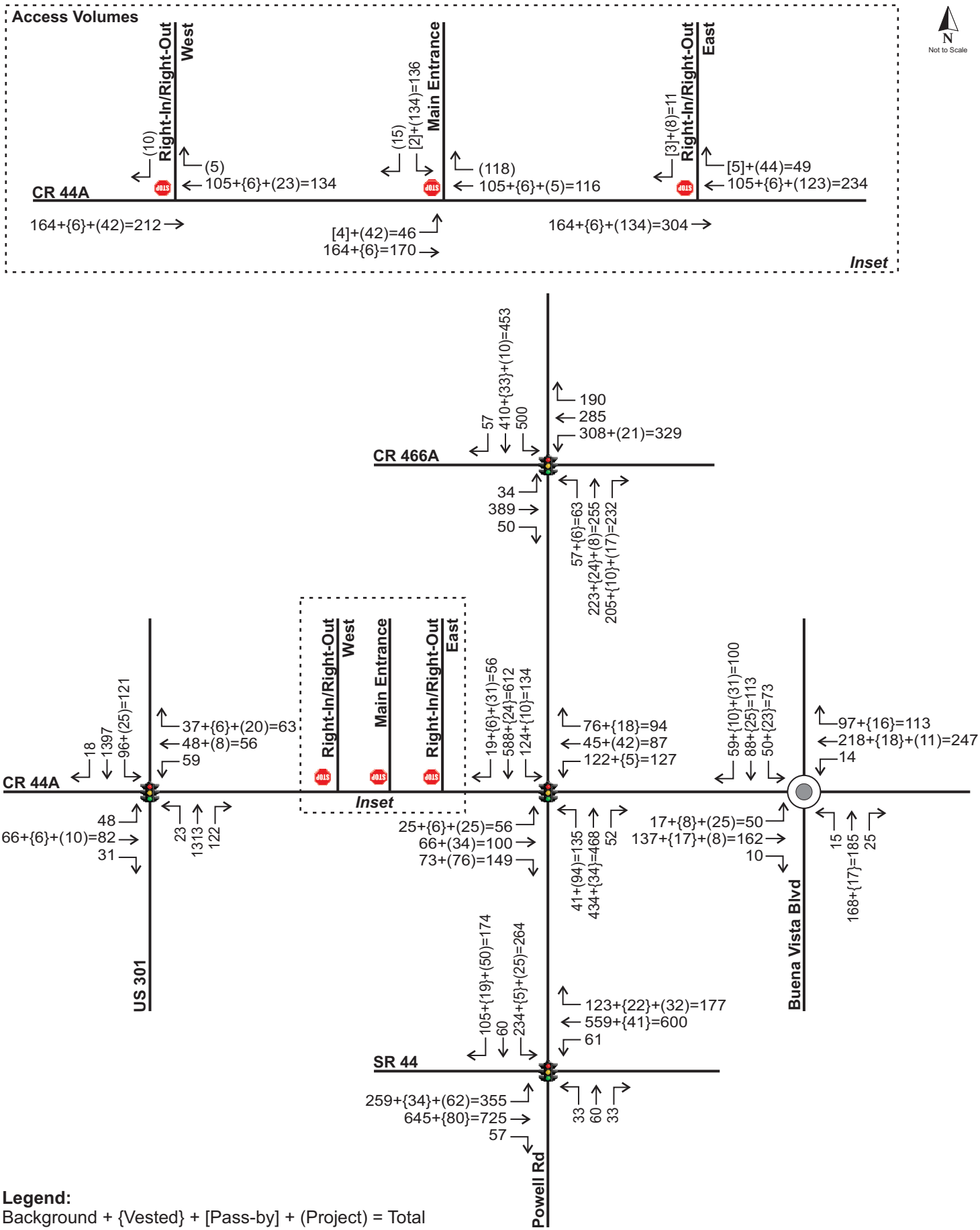
Road Name	# LNS	LOS Std	LOS Cap	AGR	Background 2024 NB/EB	Background 2024 SB/WB	Background 2024 LOS	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Total Volume NB/EB	Total Volume SB/WB	Total Volume LOS
CR 139 / Powell Rd													
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164	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**.

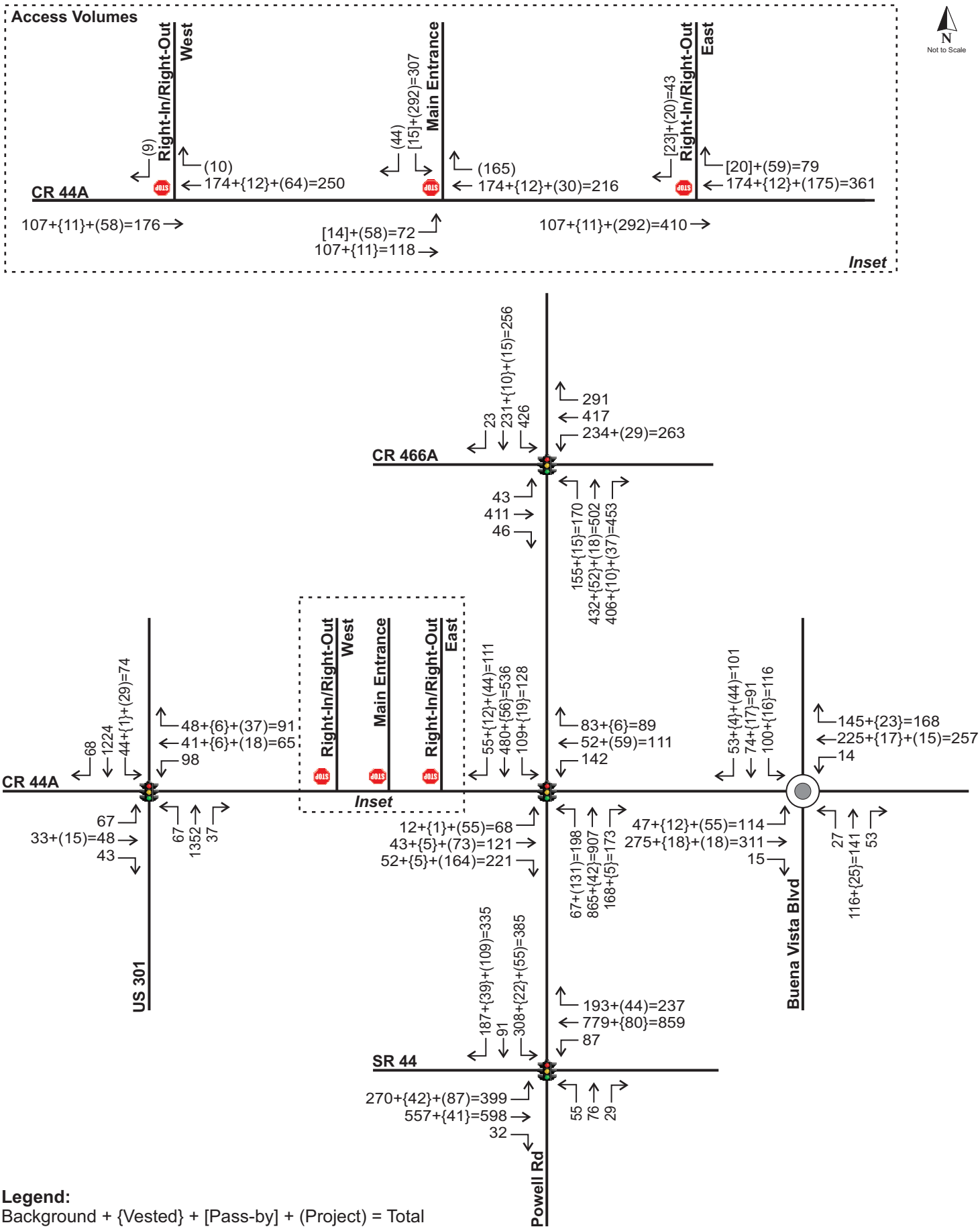
The detailed intersection volume projection calculations are included in **Appendix K**. The projected AM and PM peak hour volumes are illustrated in **Figure 5** and **Figure 6**, respectively.



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

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

Figure 5



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

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:

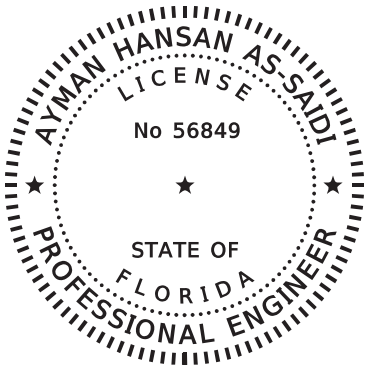
Auxiliary Turn Lanes:	CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).
Off-site Improvements:	Re-time the traffic signal controller for the following intersections: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard

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

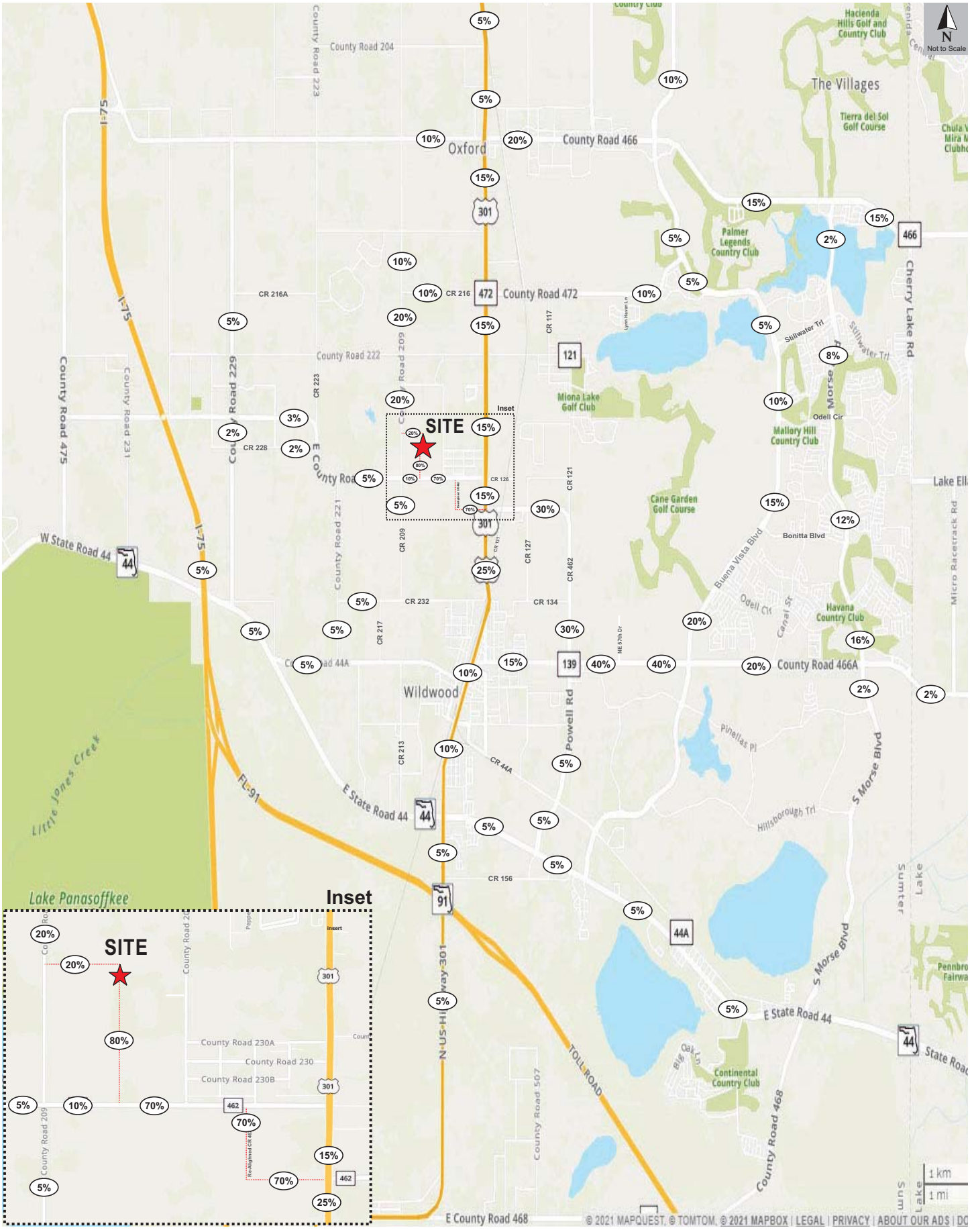
ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

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**.



Project Trips Distribution
Highfield at Twisted Oaks
21184.1

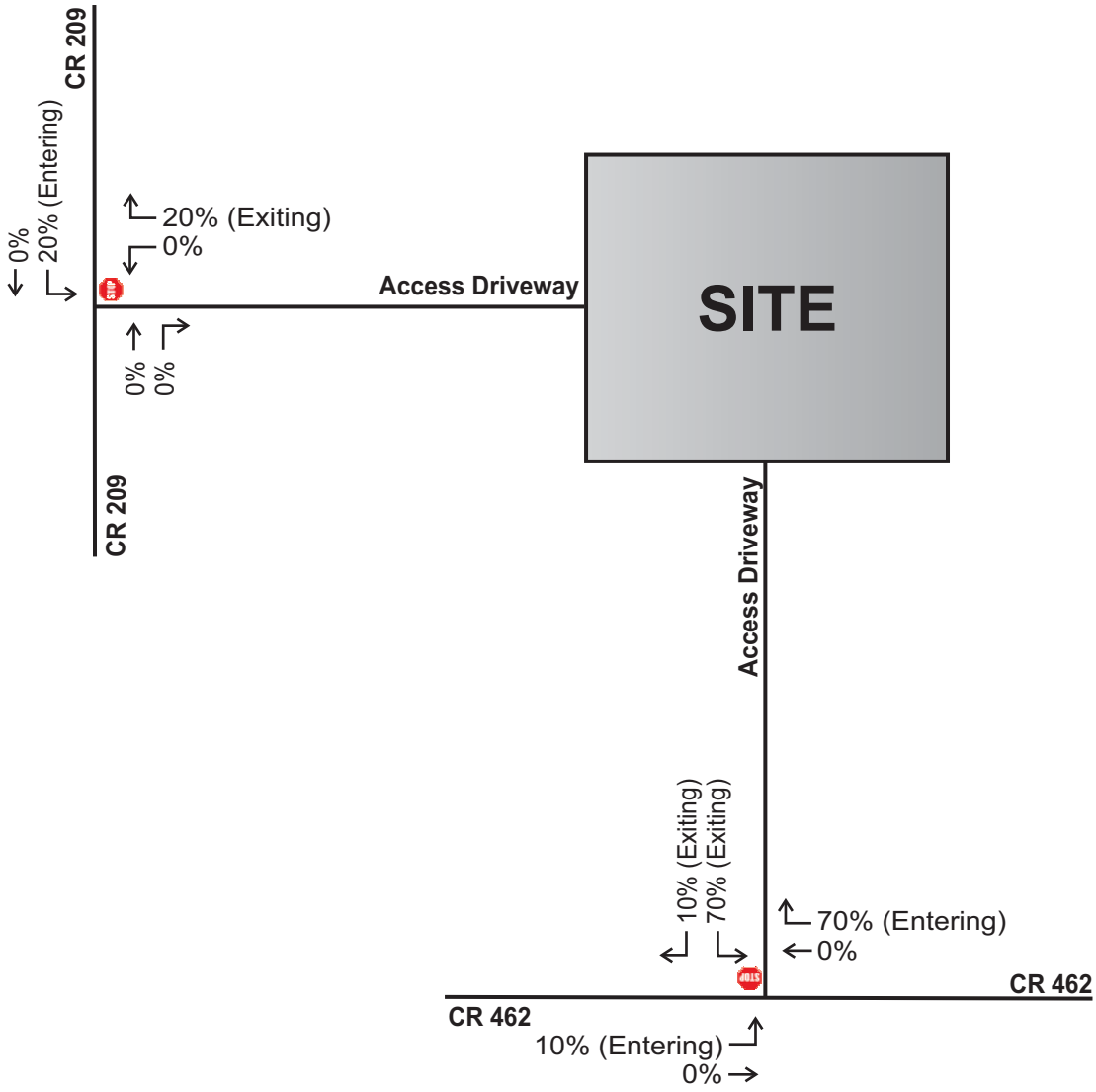
Figure
4

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

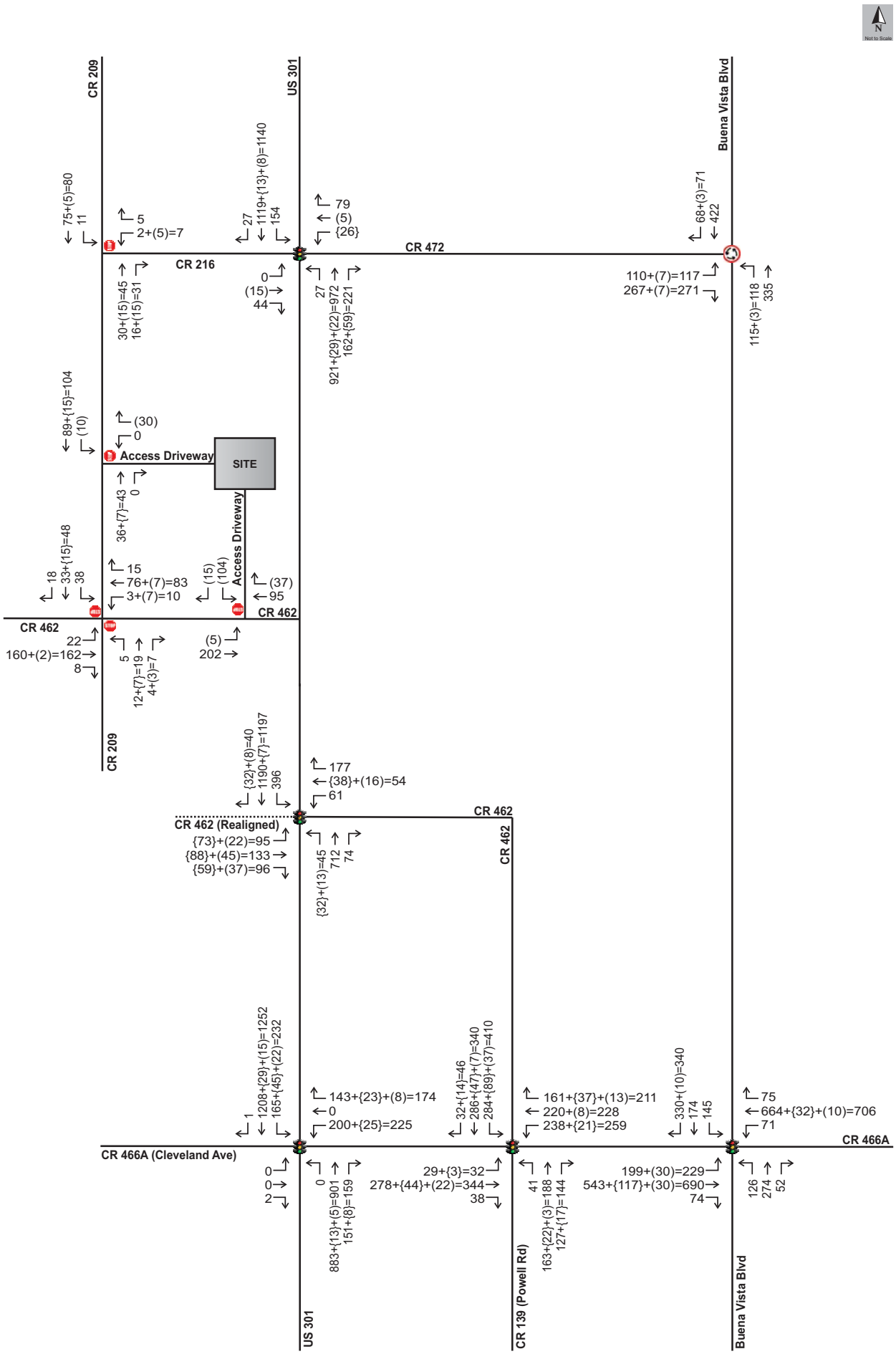
Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

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

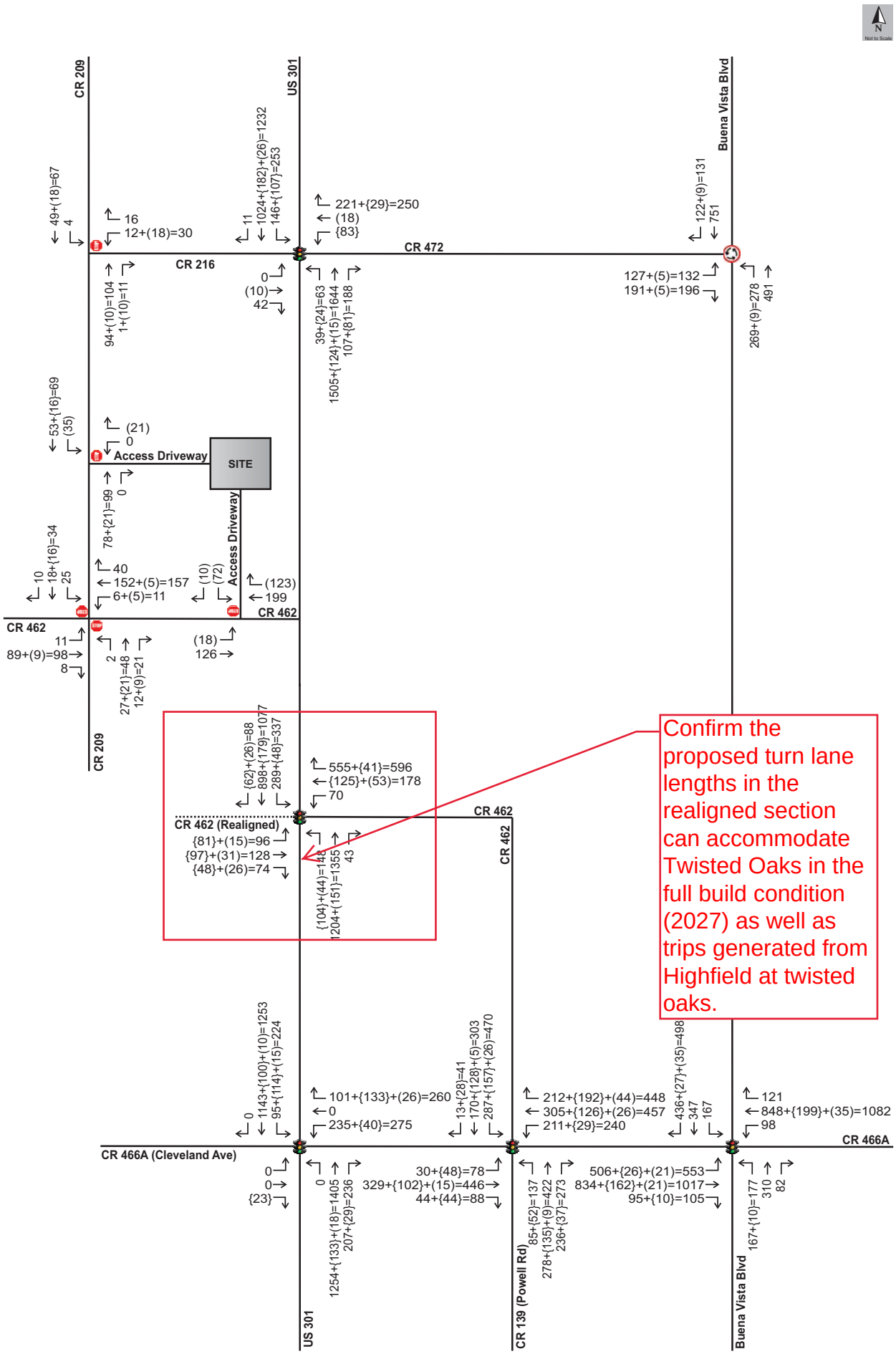
Figure **5**



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 6



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 operate at the adopted overall LOS and are projected to do so at the project buildout.
- 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

see previous comments

- 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

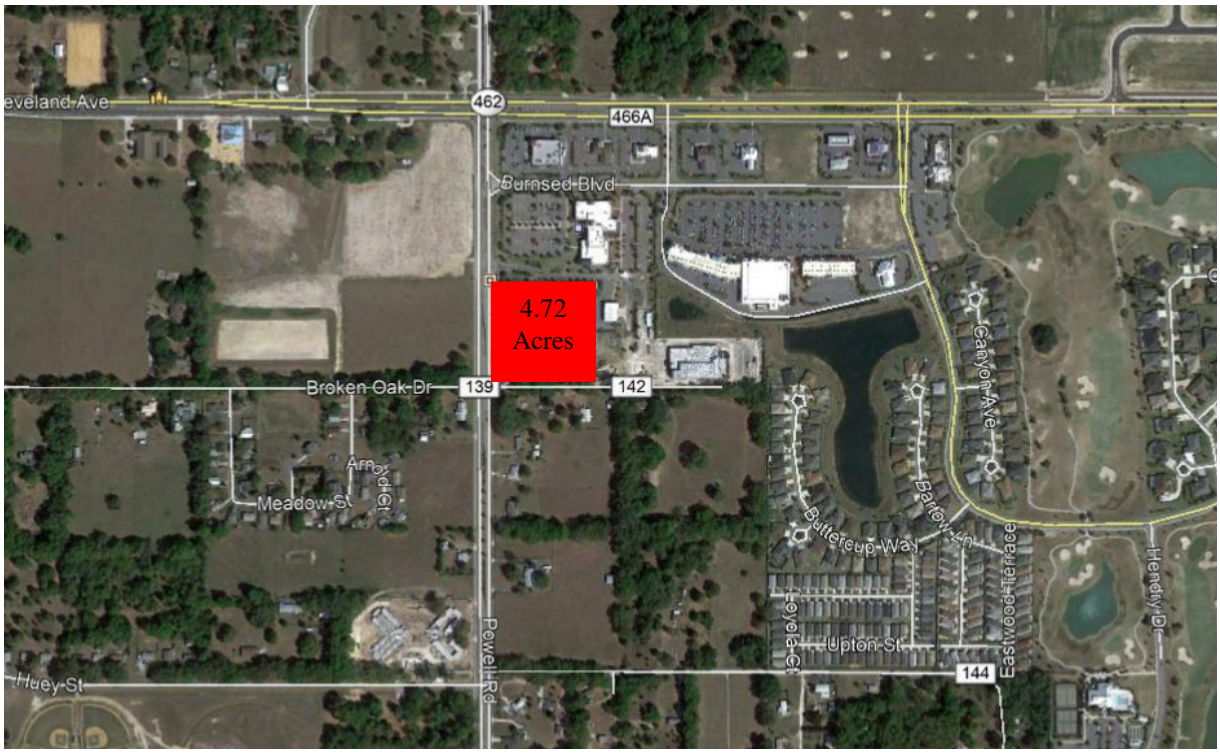


Figure 1: Project Location Map

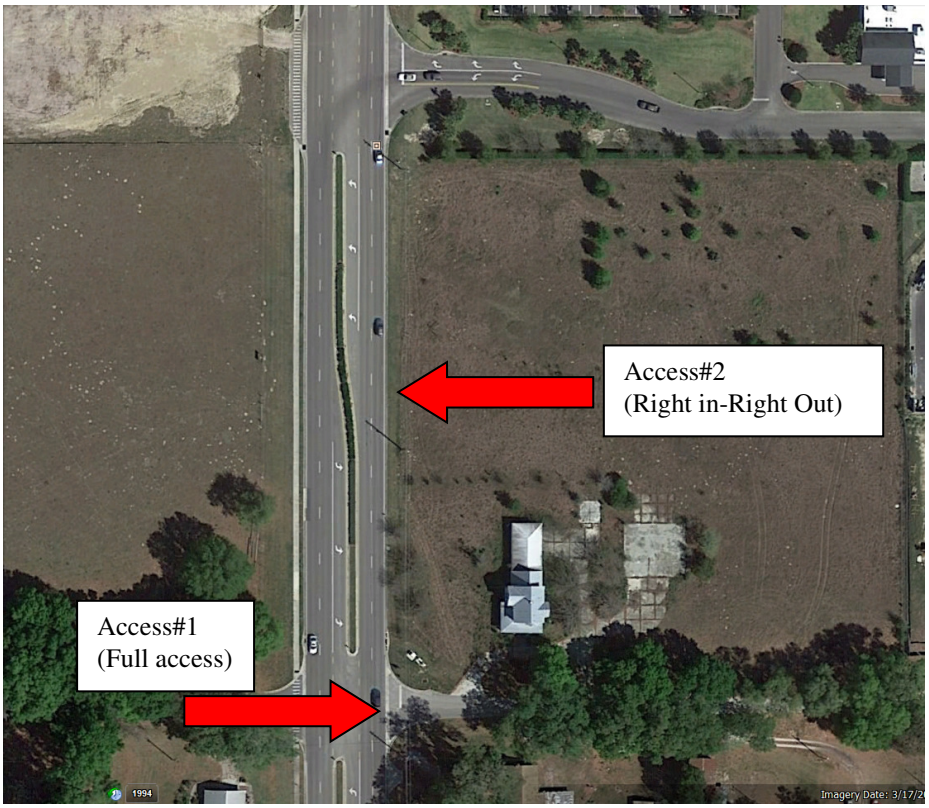


Figure 2: Project Access Locations

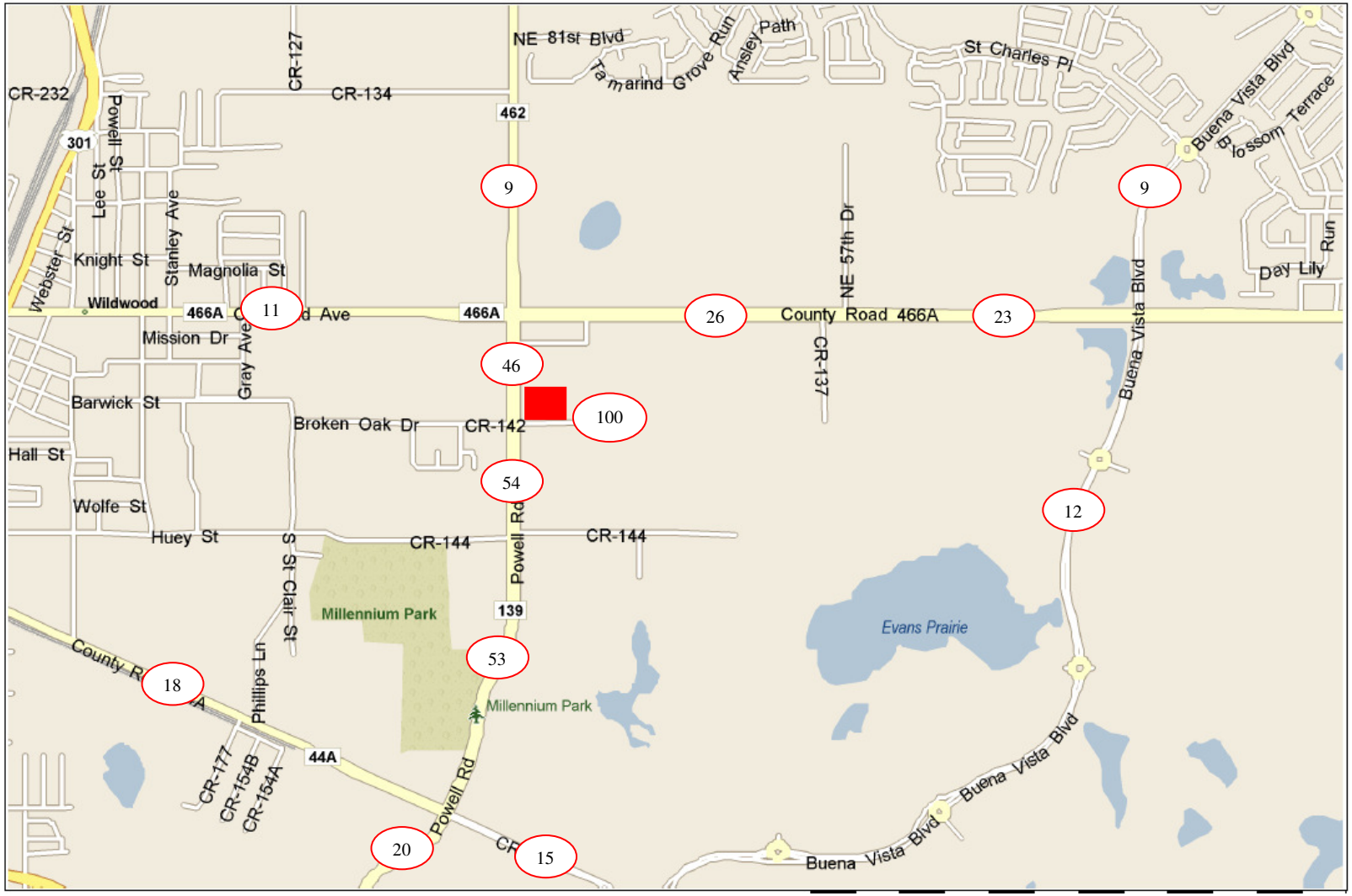
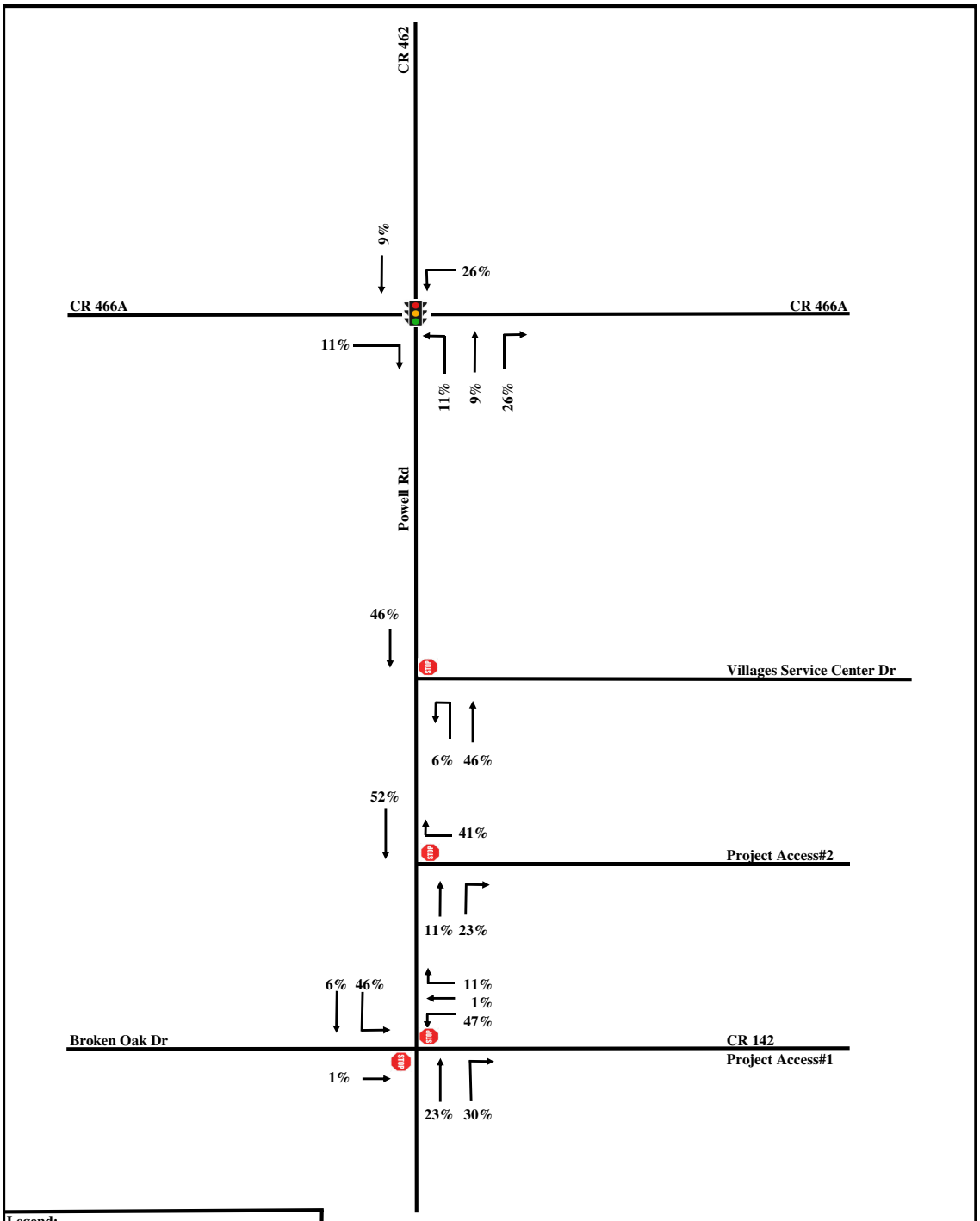
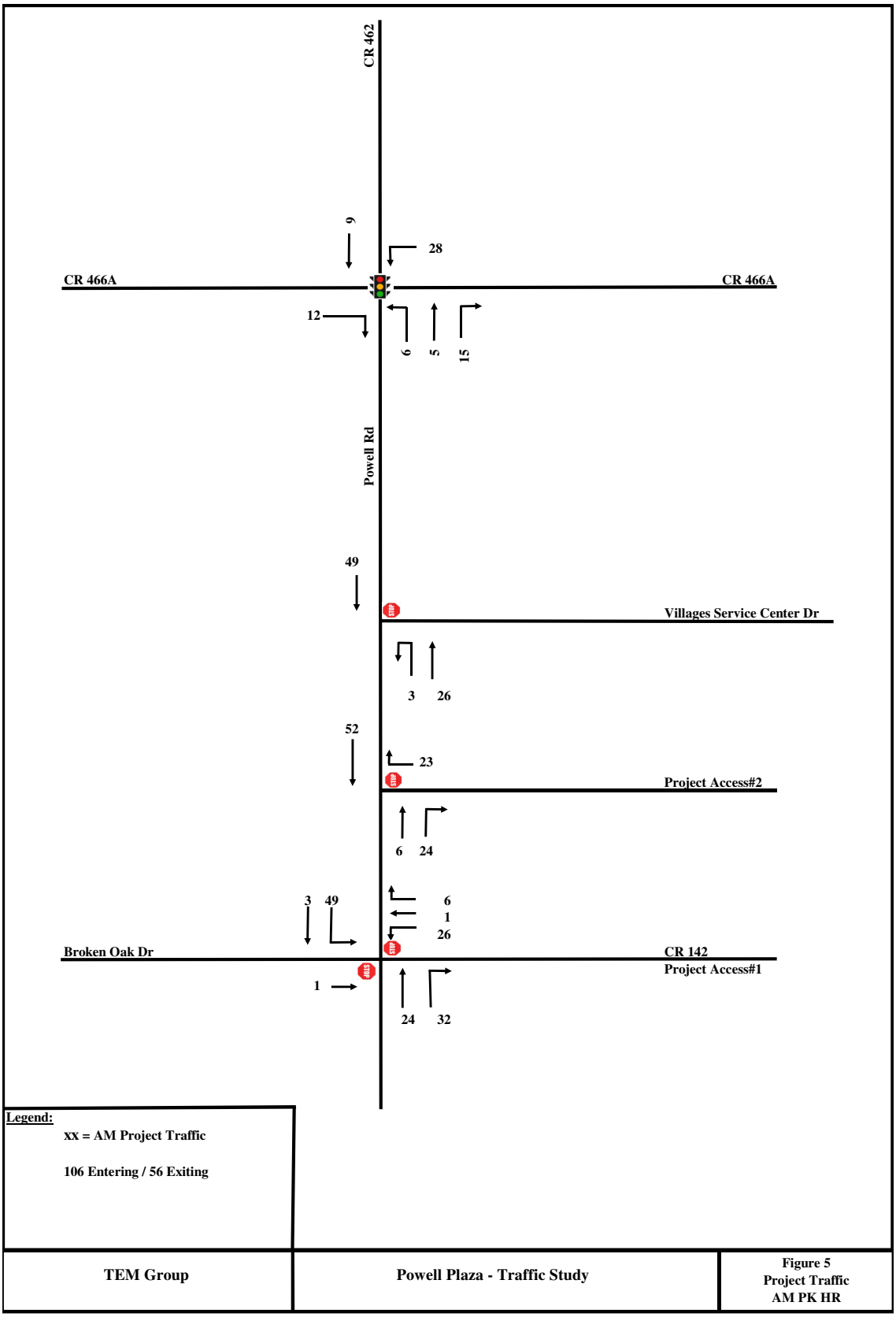


Figure 3: Project Trip Distribution – Roadway Segments


CR 462
9%
26%
CR 466A
CR 466A
11%
11%
9%
26%
Powell Rd
46%
Villages Service Center Dr
6%
46%
52%
41%
Project Access#2
11%
23%
6%
46%
11%
1%
47%
Broken Oak Dr
CR 142
Project Access#1
1%
23%
30%
Legend:
xx% = Project Traffic Distribution
TEM Group
Powell Plaza - Traffic Study
Figure 4
Project Distribution


CR 462
9
28
CR 466A
CR 466A
12
6
5
15
Powell Rd
49
Villages Service Center Dr
3
26
52
23
Project Access#2
6
24
3
49
6
1
26
Broken Oak Dr
CR 142
Project Access#1
1
24
32
Legend:
xx = AM Project Traffic
106 Entering / 56 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 5
Project Traffic
AM PK HR

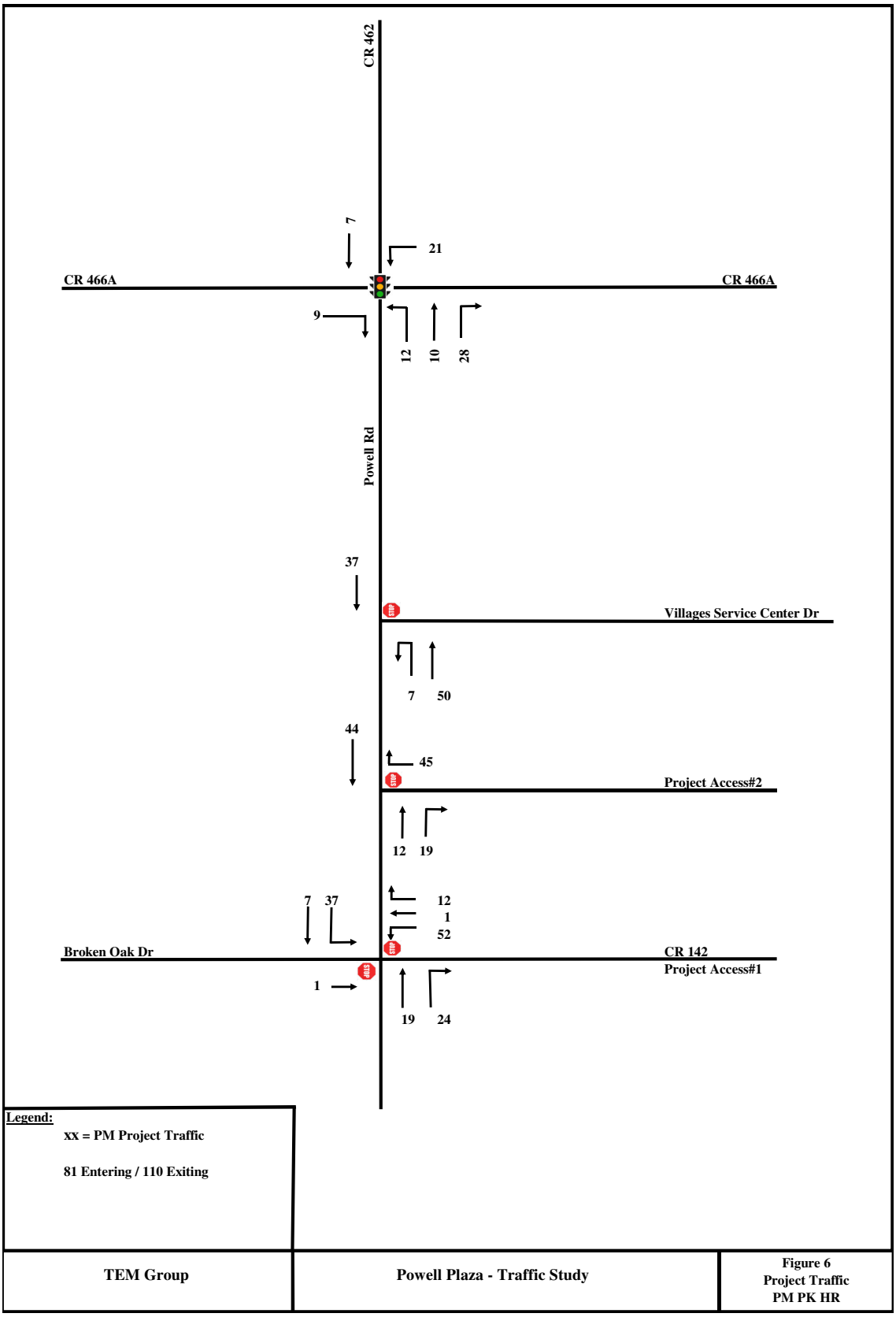

CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
7
21
9
12
10
28
37
7
50
44
45
12
19
7
37
12
1
52
1
19
24
Legend:
xx = PM Project Traffic
81 Entering / 110 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 6
Project Traffic
PM PK HR

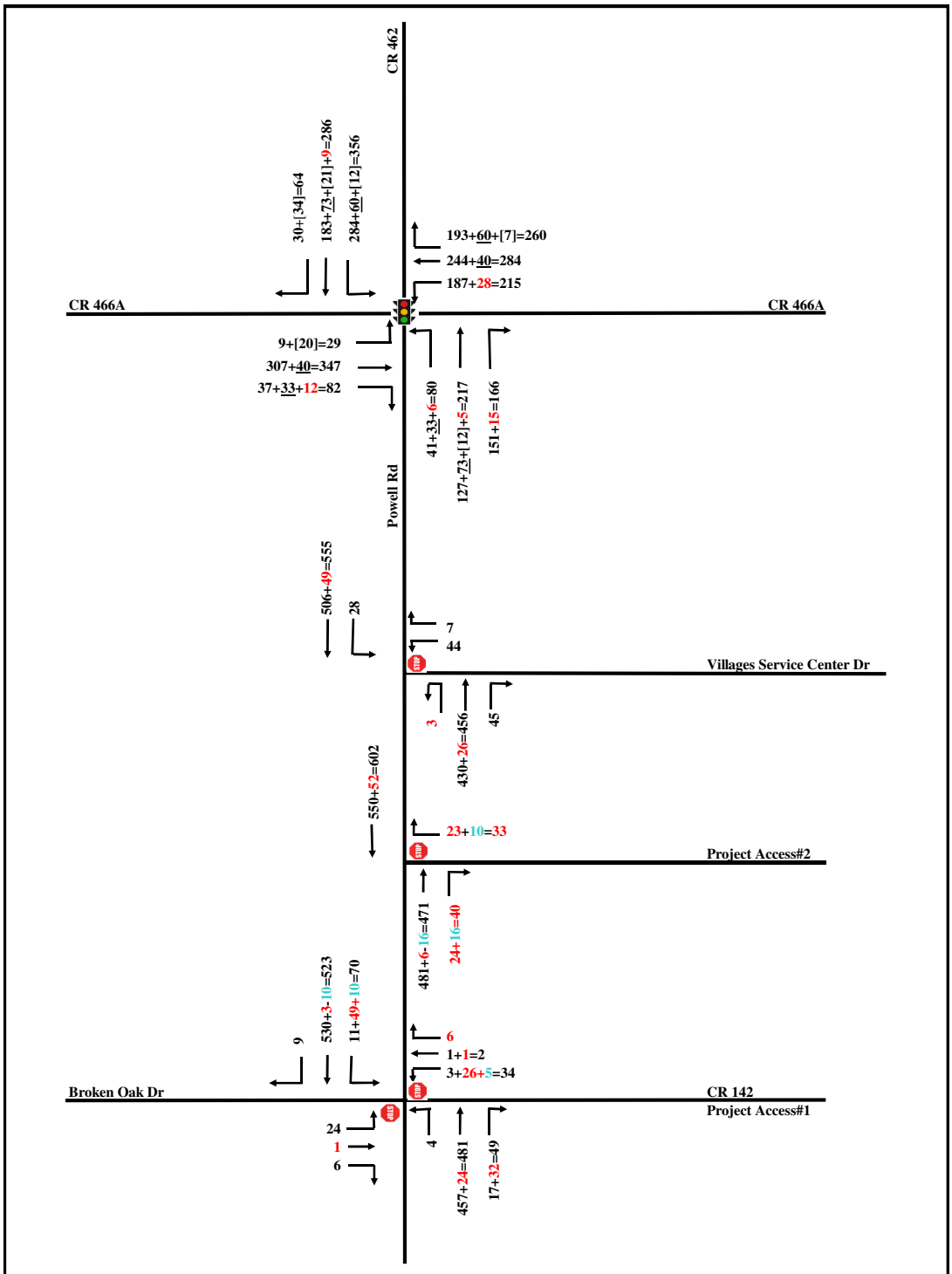
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

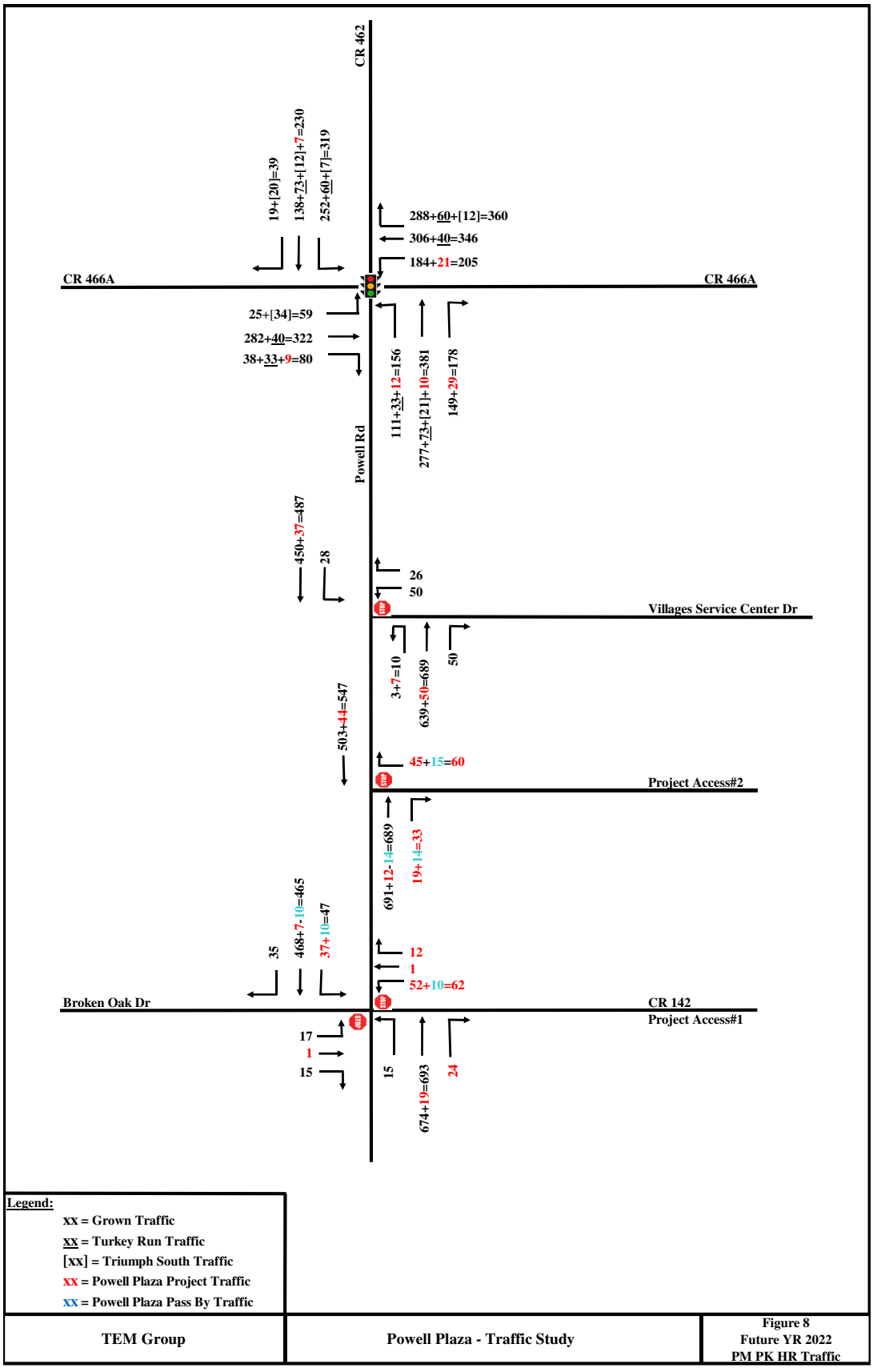
Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic				Project Traffic					YR 2022 Total Traffic				Significant & Adverse
			Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	Project Dist(%)	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour Significance	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	
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:

Source: TEM Group, LLC

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


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
30+[34]=64
183+73+[21]+9=286
284+60+[12]=356
193+60+[7]=260
244+40=284
187+28=215
9+[20]=29
307+40=347
37+33+12=82
41+33+6=80
127+73+[12]+5=217
151+15=166
506+49=555
28
7
44
3
430+26=456
45
550+52=602
23+10=33
481+6-16=471
24+16=40
9
530+3-10=523
11+49+10=70
6
1+1=2
3+26+5=34
24
1
6
4
457+24=481
17+32=49
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


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
19+[20]=39
138+73+[12]+7=230
252+60+[7]=319
288+60+[12]=360
306+40=346
184+21=205
25+[34]=59
282+40=322
38+33+9=80
111+33+12=156
277+73+[21]+10=381
149+29=178
450+37=487
28
26
50
3+7=10
639+50=689
50
503+44=547
45+15=60
691+12-14=689
19+14=33
35
468+7-10=465
37+10=47
12
1
52+10=62
17
1
15
15
674+19=693
24
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

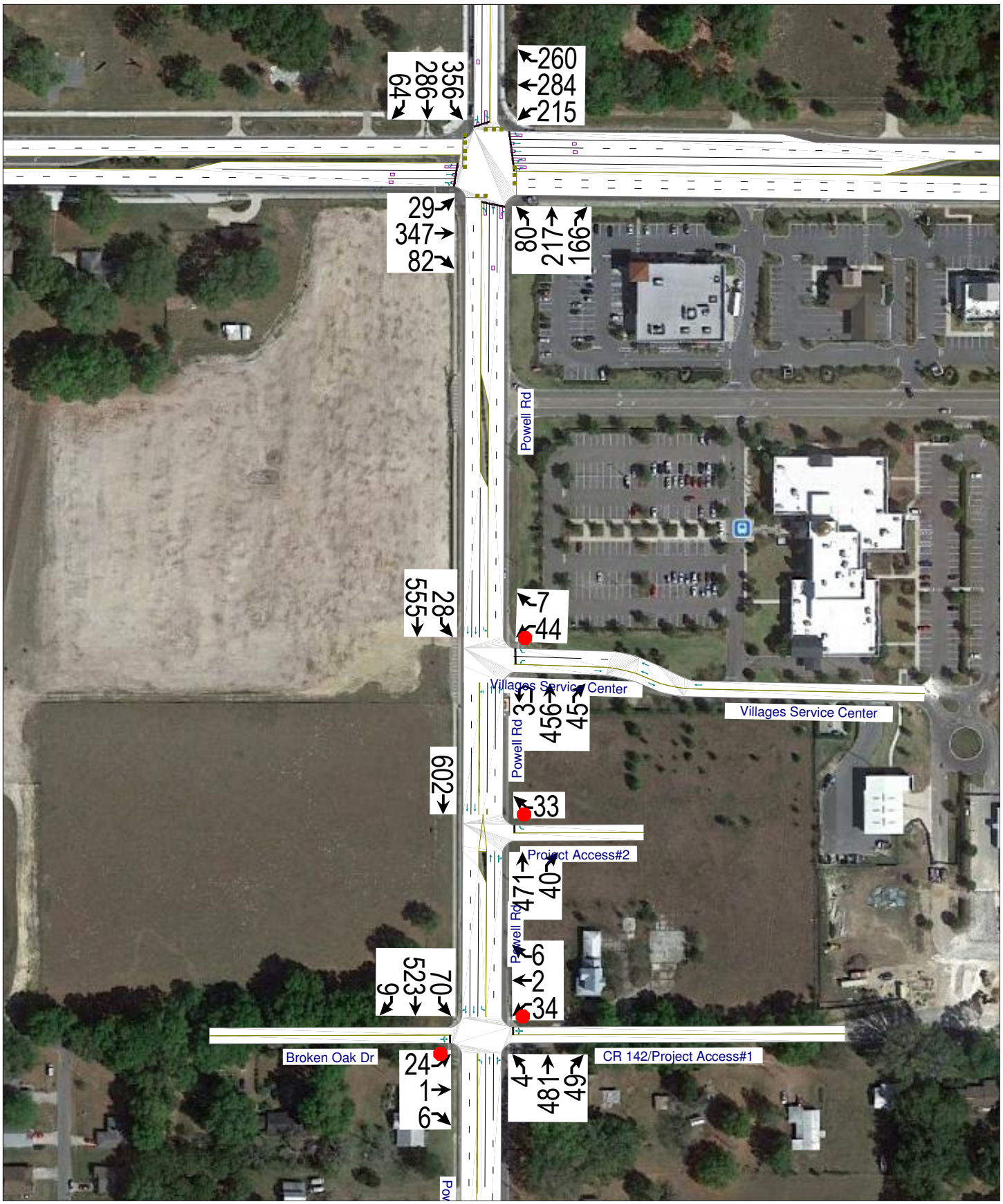


Figure 9 - Future YR 2022 AM PK HR Total Traffic

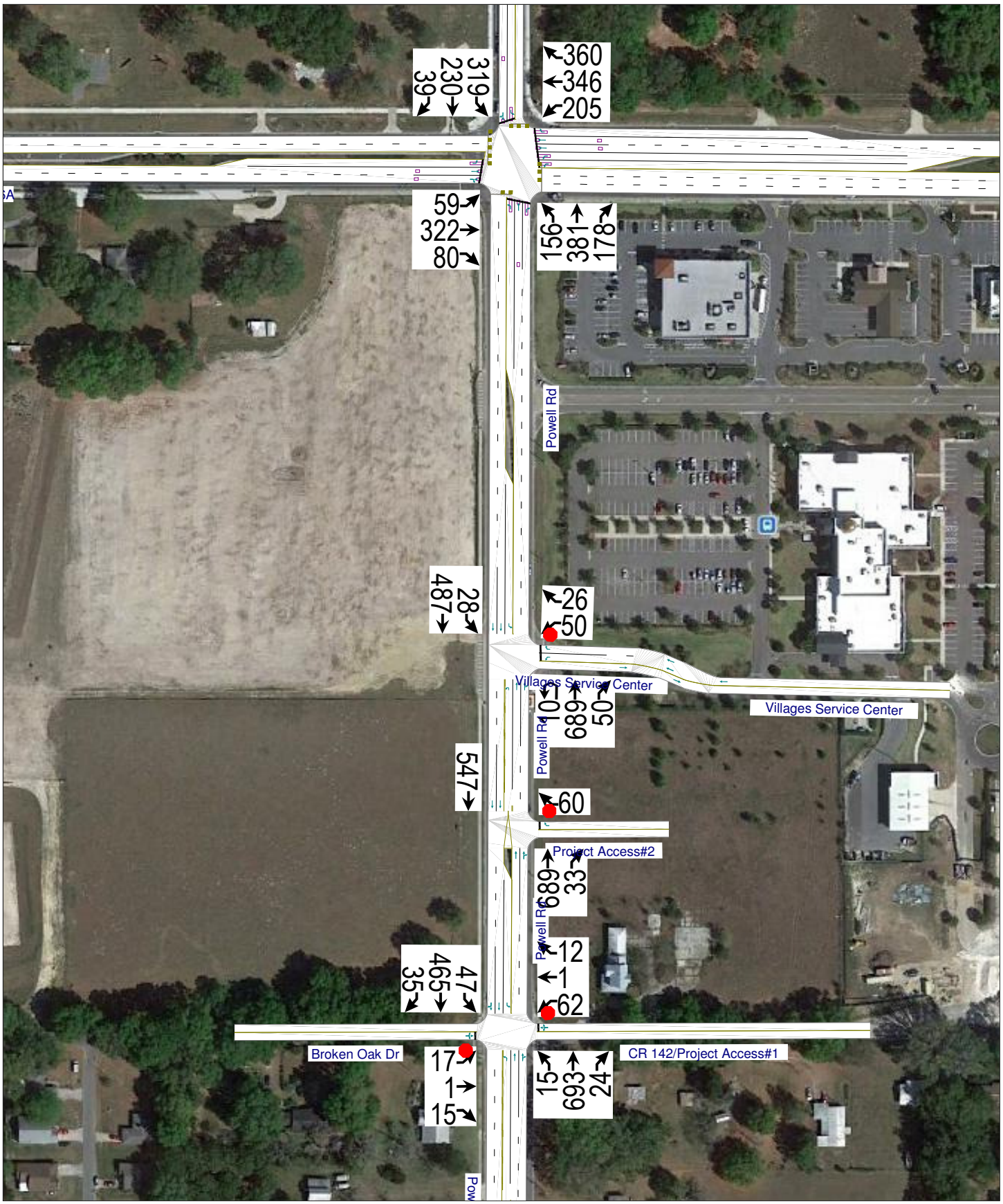


Figure 10 - Future YR 2022 PM PK HR Total Traffic

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

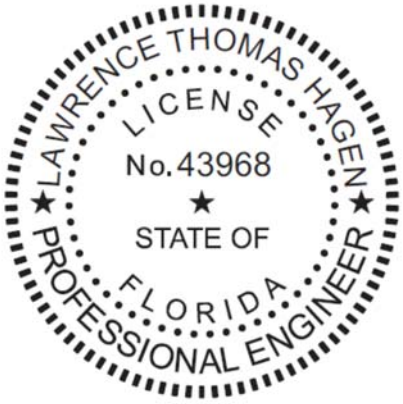
I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional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

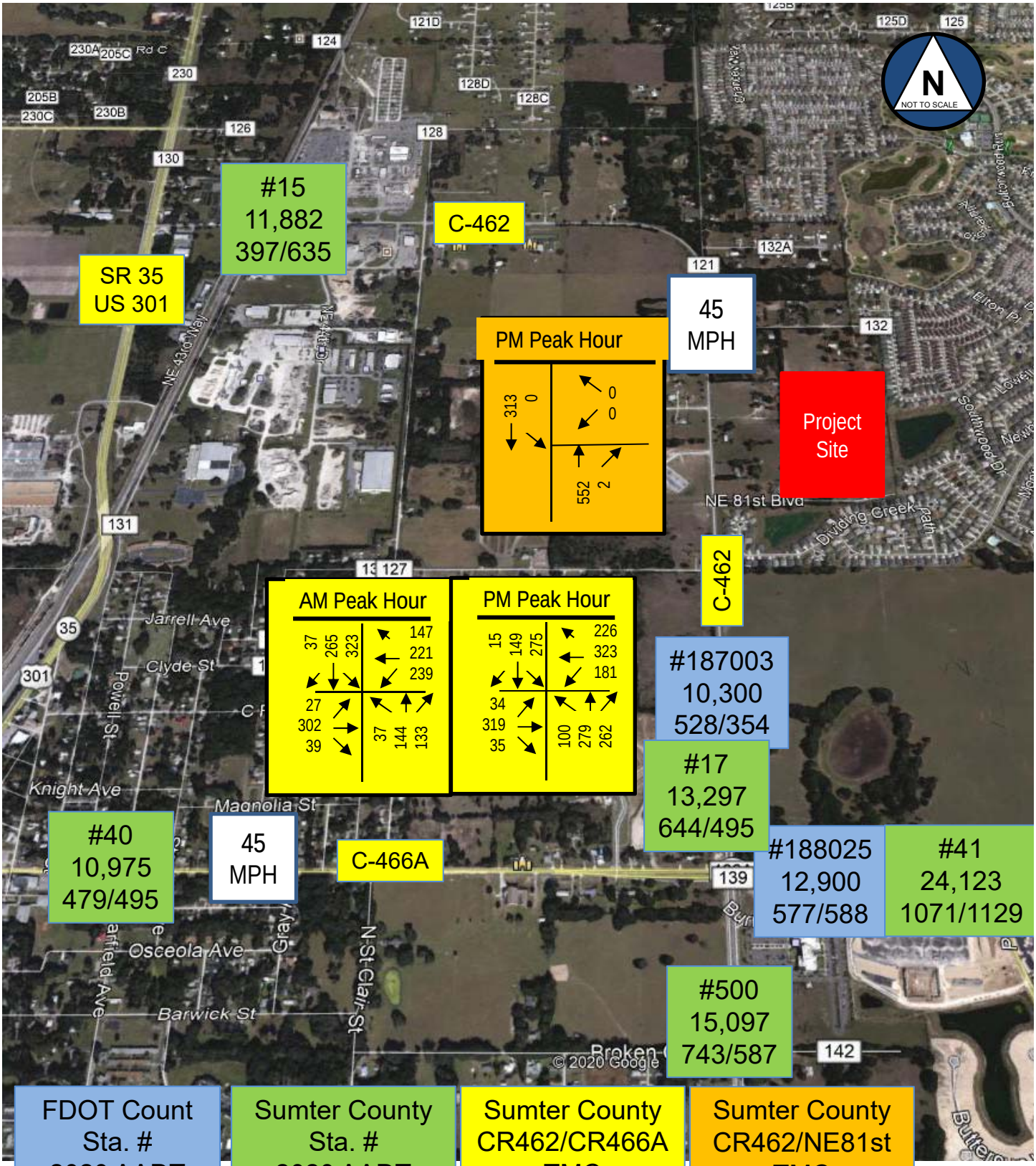
The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

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

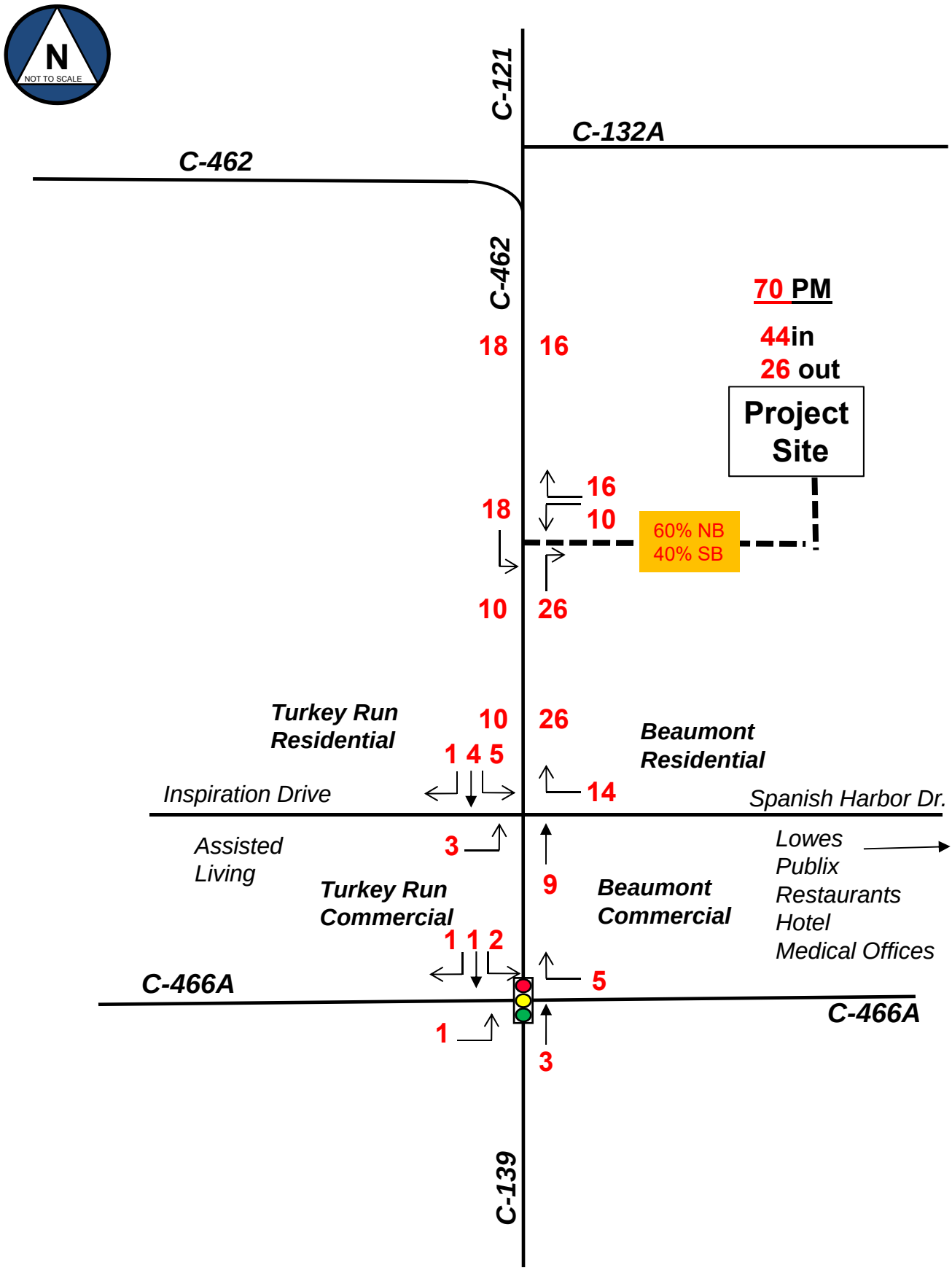
Daily Project Trips		**Enter**	**359**	**Exit**	**359**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

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
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(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

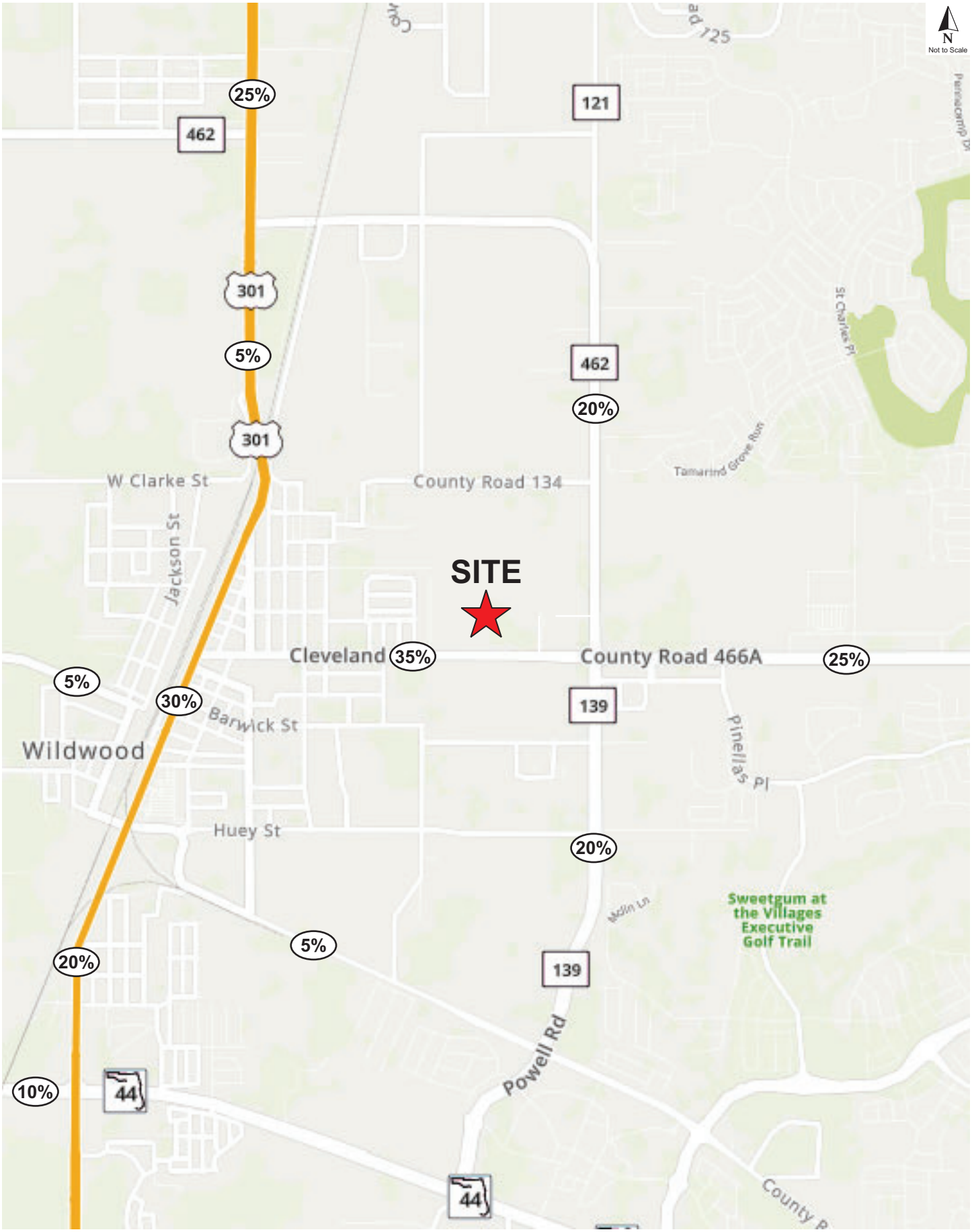
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

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

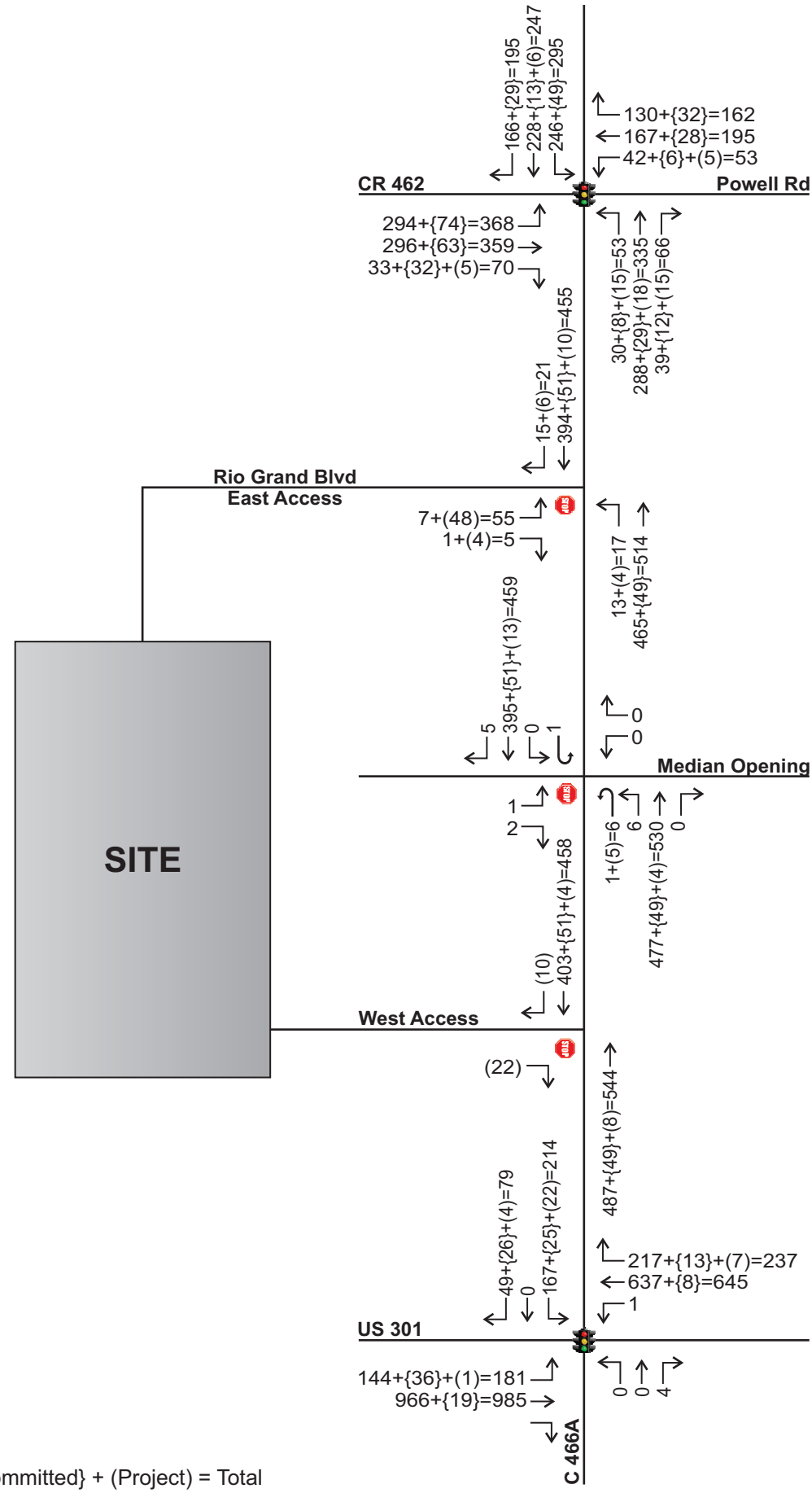
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

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

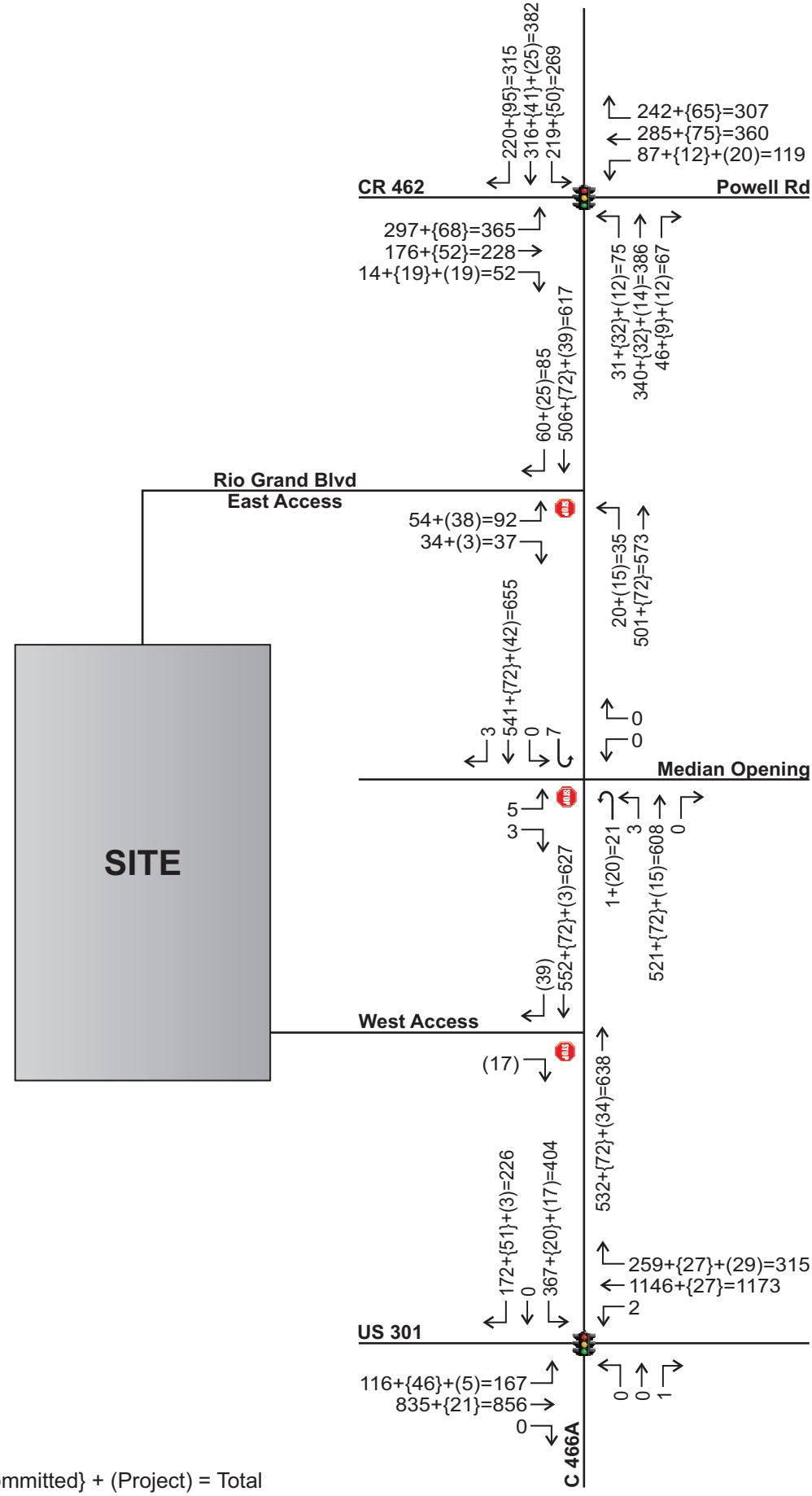
AGR denotes Annual Growth Rate



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).

Table 1 Trip Generation Comparison

Scenario	Land Use	ITE Code	Size	Daily Trip Ends	AM Peak Period				PM Peak Period			
					In		Out		In		Out	
					%	Trips	Trips	Total	%	Trips	Trips	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.

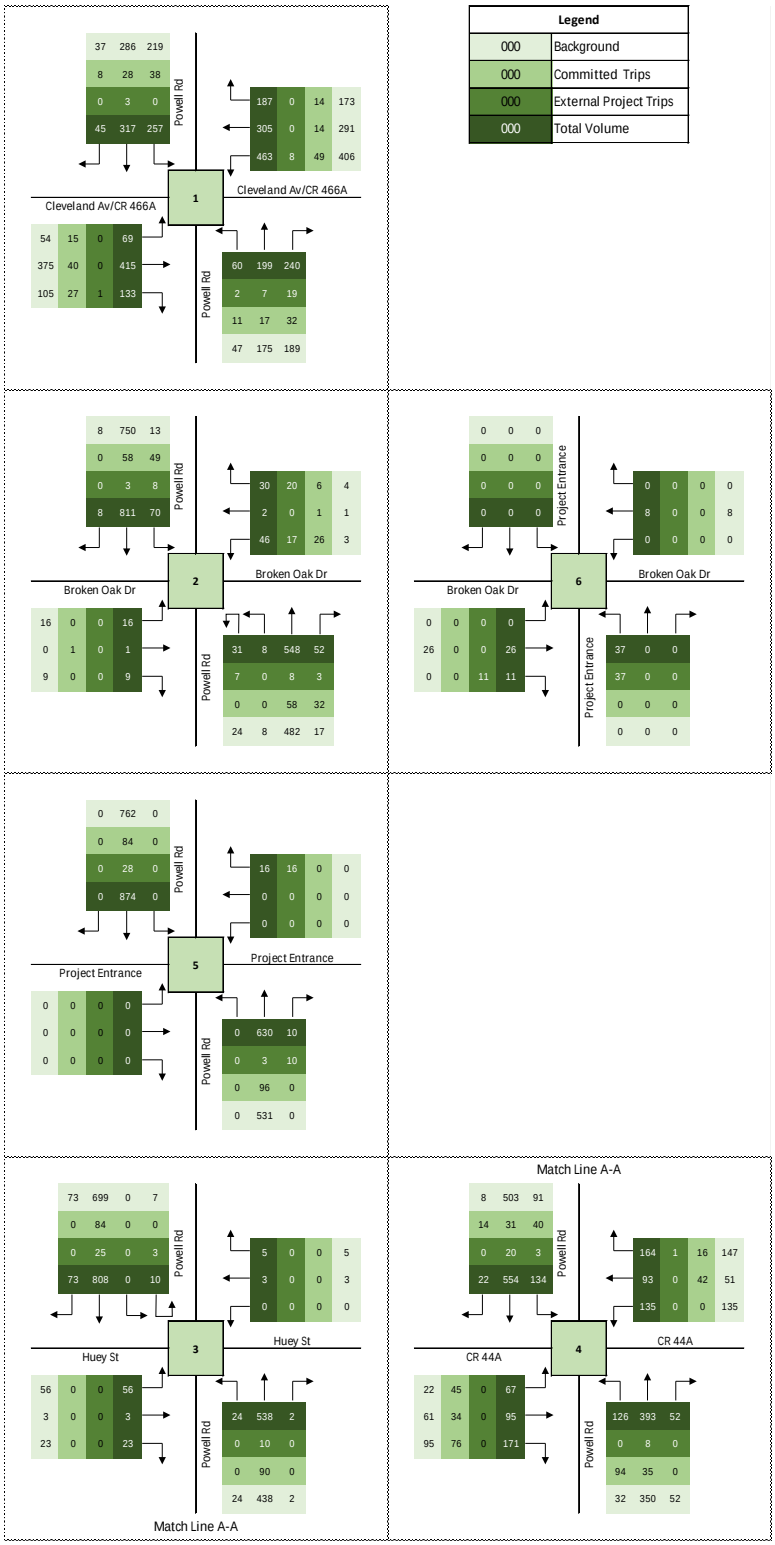
Intersection Capacity Analysis – Build

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.

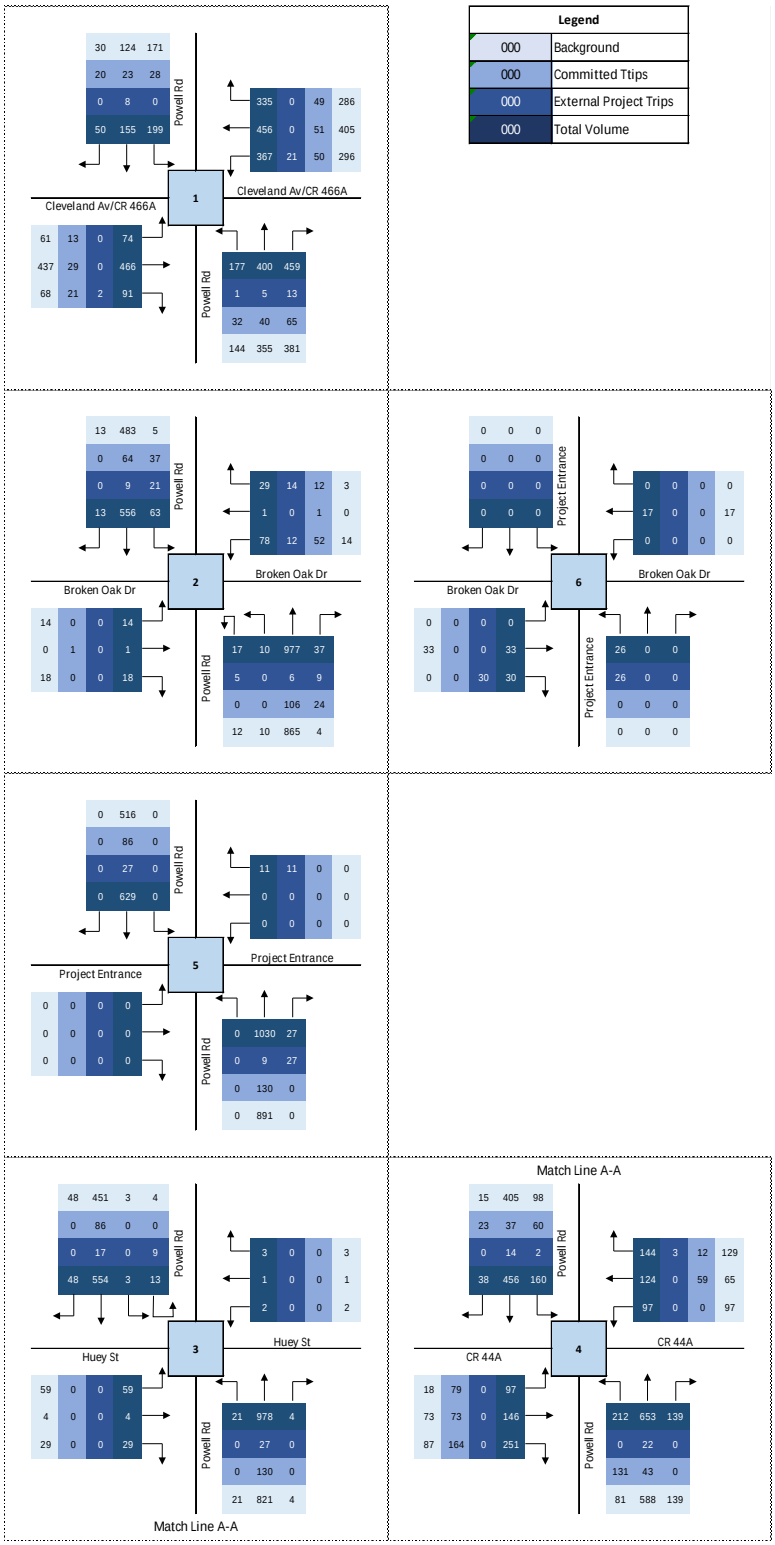
Memorandum

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

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD NB/EB	2022 PHPD SB/WB	Annual Growth Rate	2024 Background Volume NB/EB	2024 Background Volume SB/WB	2024 Background Committed NB/EB	2024 Background Committed SB/WB	2024 Background v/c	2024 Background Deficient?	Project Distrib	Project Volume NB/EB	Project Volume SB/WB	2024 Total Total Volume NB/EB	2024 Total Total Volume SB/WB	2024 Total v/c	2024 Total Remaining Capacity NB/EB	2024 Total Remaining Capacity SB/WB	2024 Total 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		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		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

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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		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

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

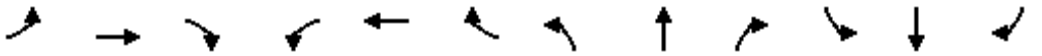
Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1	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

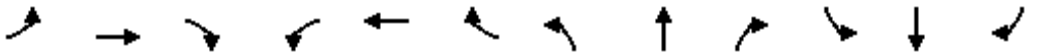
Intersection	
Int Delay, s/veh	2.1

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.

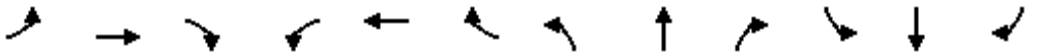
Intersection	
Int Delay, s/veh	0.3

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

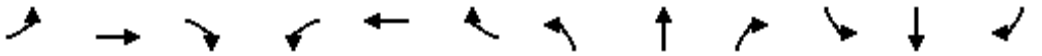
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	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.

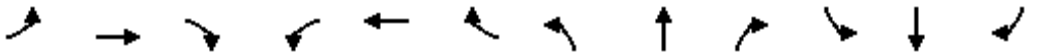
Intersection	
Int Delay, s/veh	0.2

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		

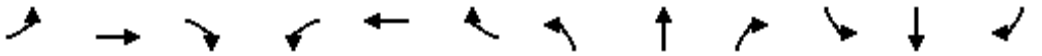
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	442	-
HCM Lane V/C Ratio	-	-	0.058	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



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

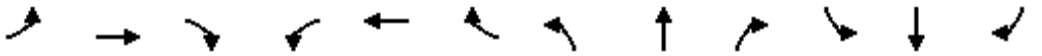
Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



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

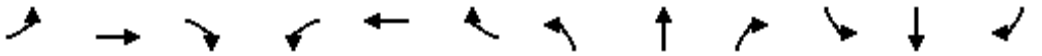
Intersection	
Int Delay, s/veh	2.2

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.

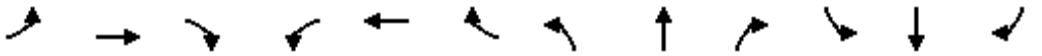
Intersection	
Int Delay, s/veh	0.4

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

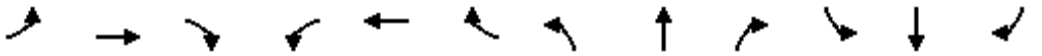
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	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.	

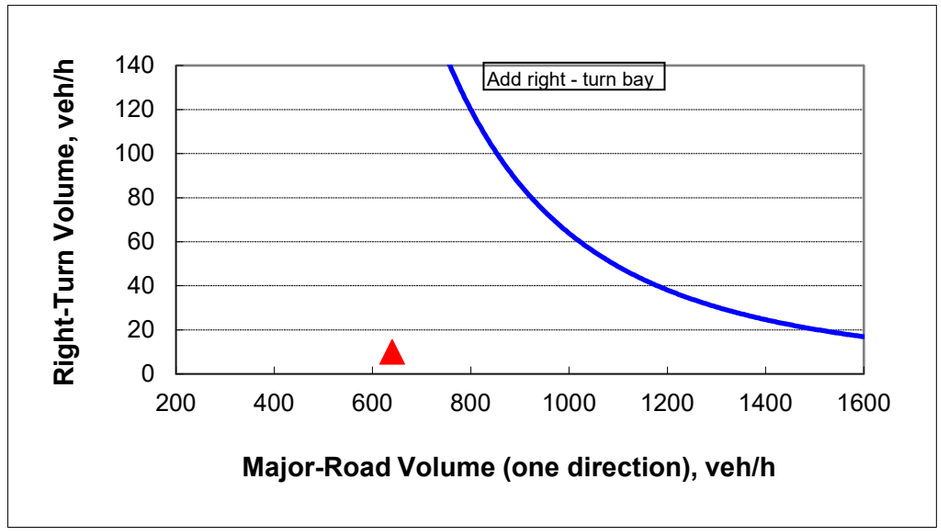


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

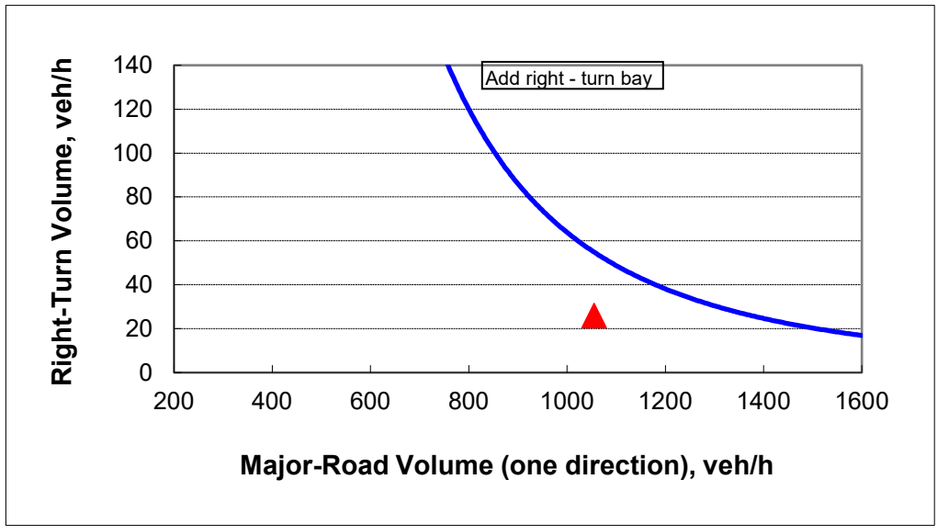
INPUT

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.	



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with the condition of the verification of wastewater capacity, 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 approval from the City of Wildwood City Commission 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) The existing land use pattern of the surrounding area;
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 allow a maximum of 14 units per acre.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;
Schools: The residential development is proposed to add 13 school-aged students to Wildwood Schools.
Potable Water & Sewer: BASED ON THE MOST RECENT ANALYSIS OF UTILITY CAPACITY, STAFF IS UNABLE TO VERIFY ADEQUATE WASTEWATER CAPACITY FOR NEW APPLICATIONS WHICH RESULT IN DENSITY OR INTENSITY. The subject property anticipates project buildout in 2026, adding an estimated 44 ERUs of potable water and sanitary sewer. Although plans to add additional capacity have been programmed, city staff has no way of ensuring that adequate wastewater capacity will be available at the time of buildout. 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. There is an existing 12" water main and a 4" force main at the northeast corner of the CR 144 and Powell Rd intersection.
Streets: 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) Whether changed or changing conditions make the passage of the proposed amendment necessary;
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) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;
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) Whether the proposed change will be a deterrent to the improvement or development of adjacent property;
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

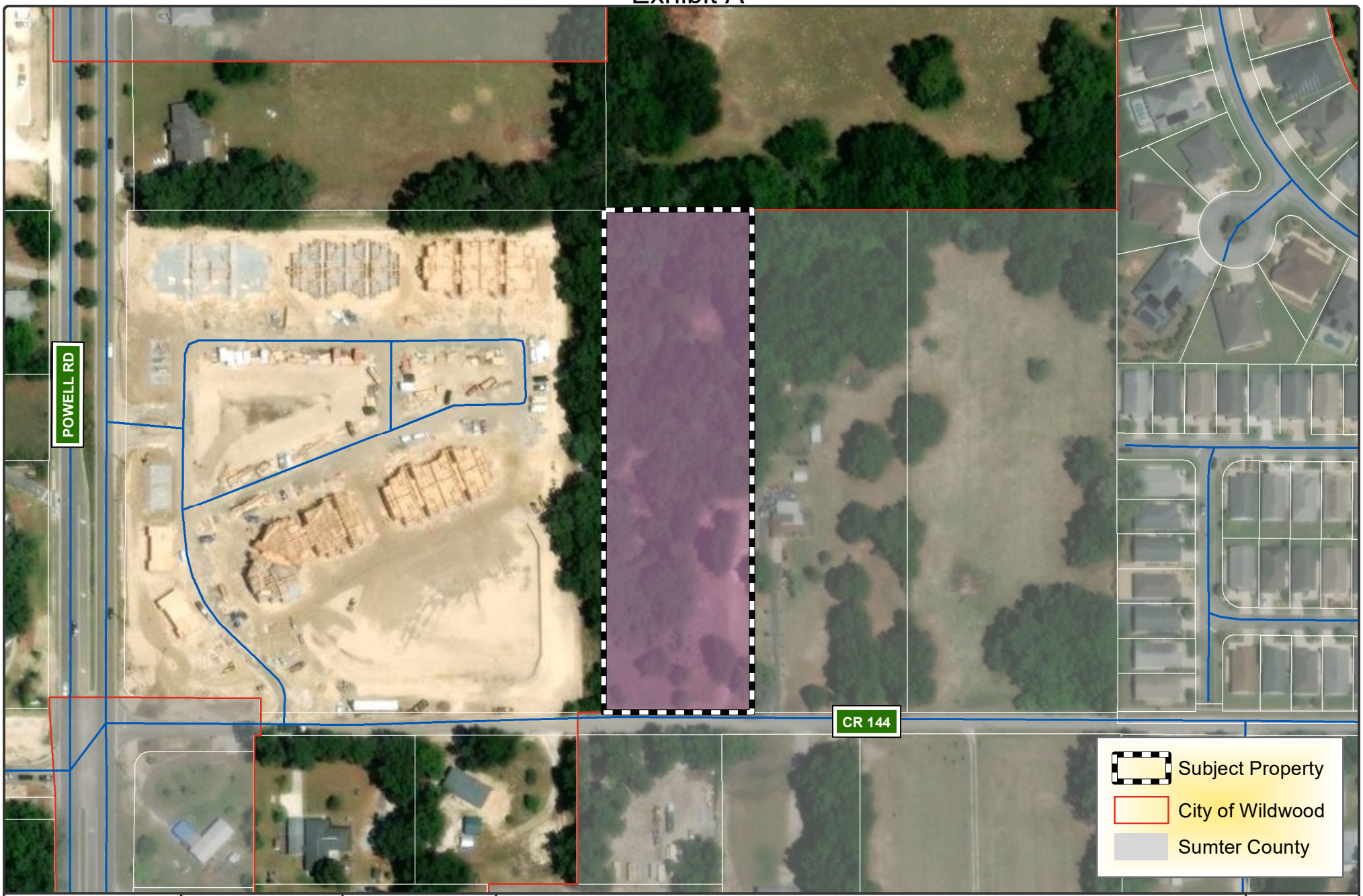
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD
EST. 1877
FLORIDA

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

Feet
0 80 160

RZ 2309-002

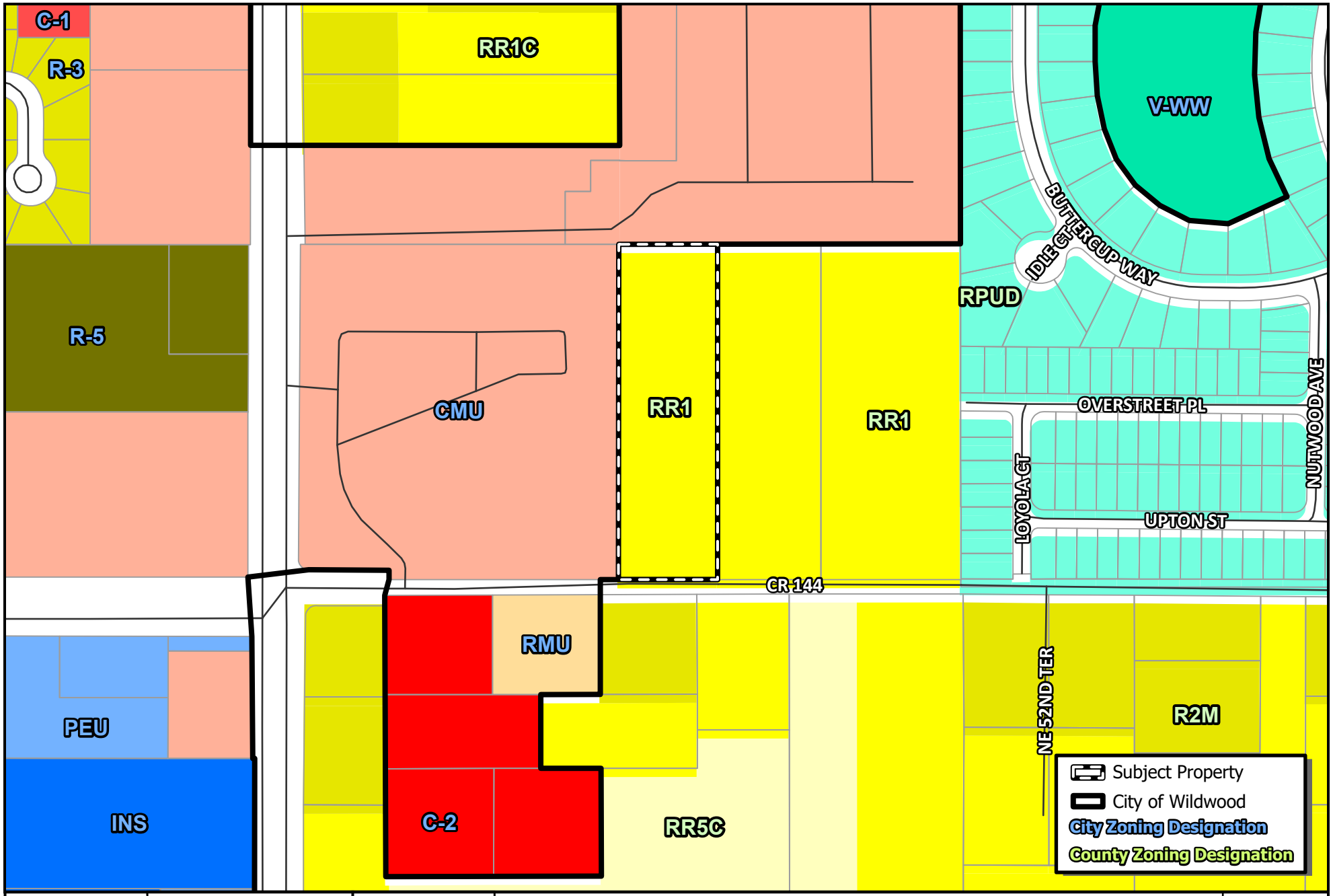
WILDWOOD EAST

PARCEL G04-013

MAP 1B

LOCATION MAP

SEPTEMBER 2023



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

RZ 2309-002

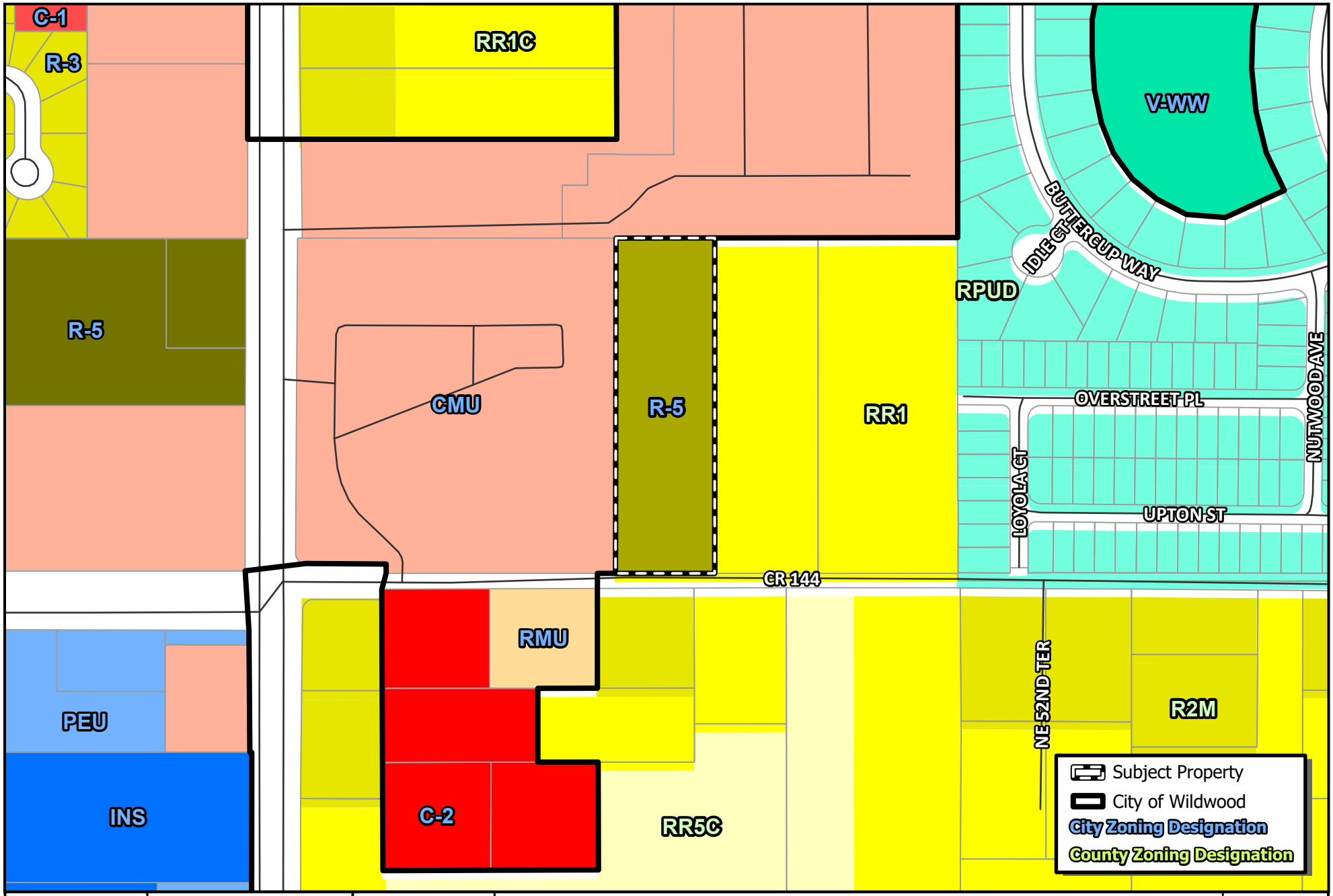
WILDWOOD EAST

PARCEL G04-013

MAP 3A

EXISTING ZONING

MAY 2024



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

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.

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant seeks approval and 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) on 2.94 acres MOL. The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.

Case Number: RZ 2309-002 Wildwood East

Applicant(s): LPG Urban & Regional Planners, Inc

Owner(s): Southwinds Commercial LTD

Parcel(s): G04-013

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate

☐ recommends approval.

☒ recommends approval with the following conditions:

verification of wastewater capacity

☐ recommends denial.

Dated: June 11, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

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

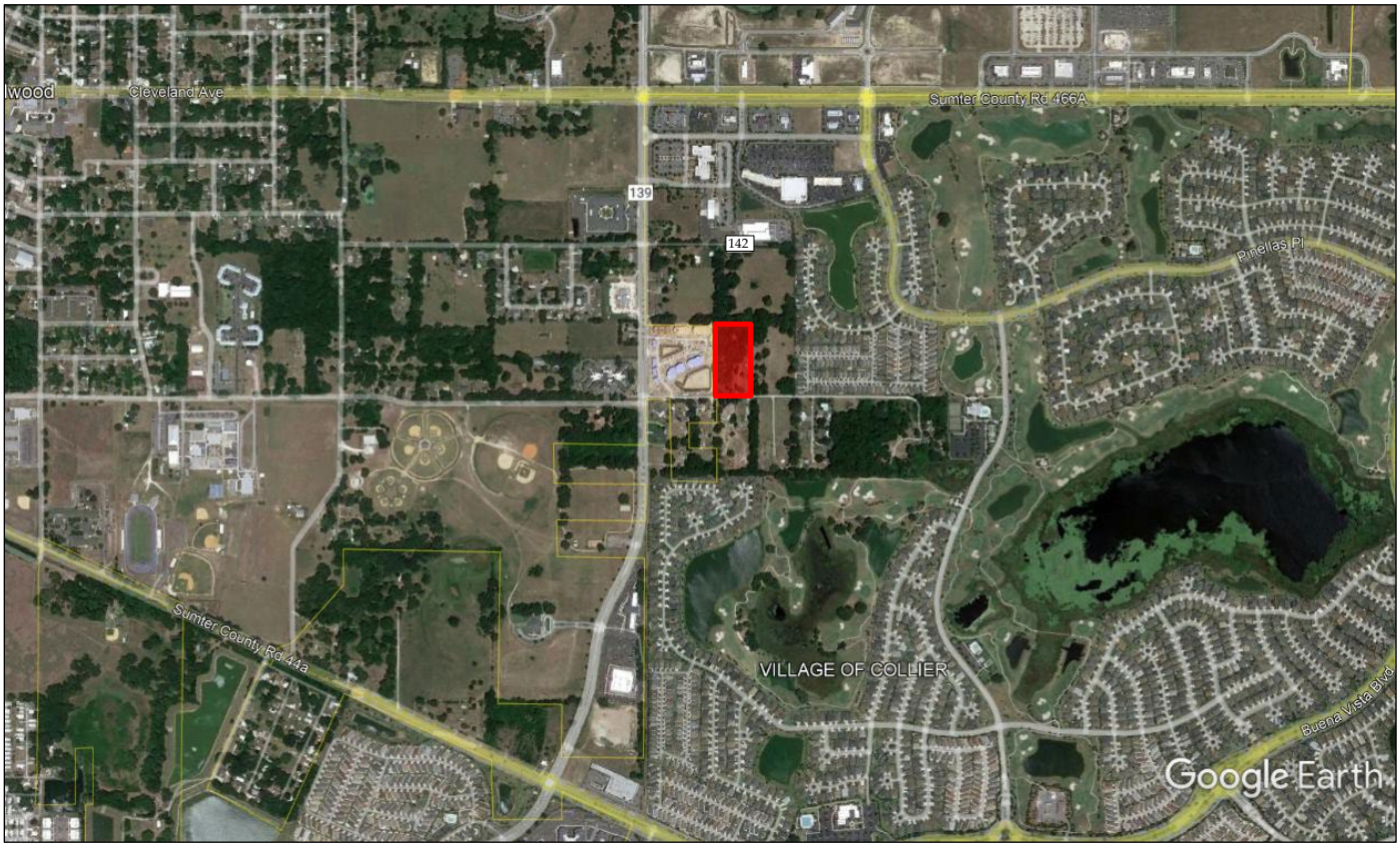
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

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		
	ITE		Trip	In	Out		In	Out	
Land Use	Code	Intensity	Ends	Trips	Trips	Total	Trips	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**

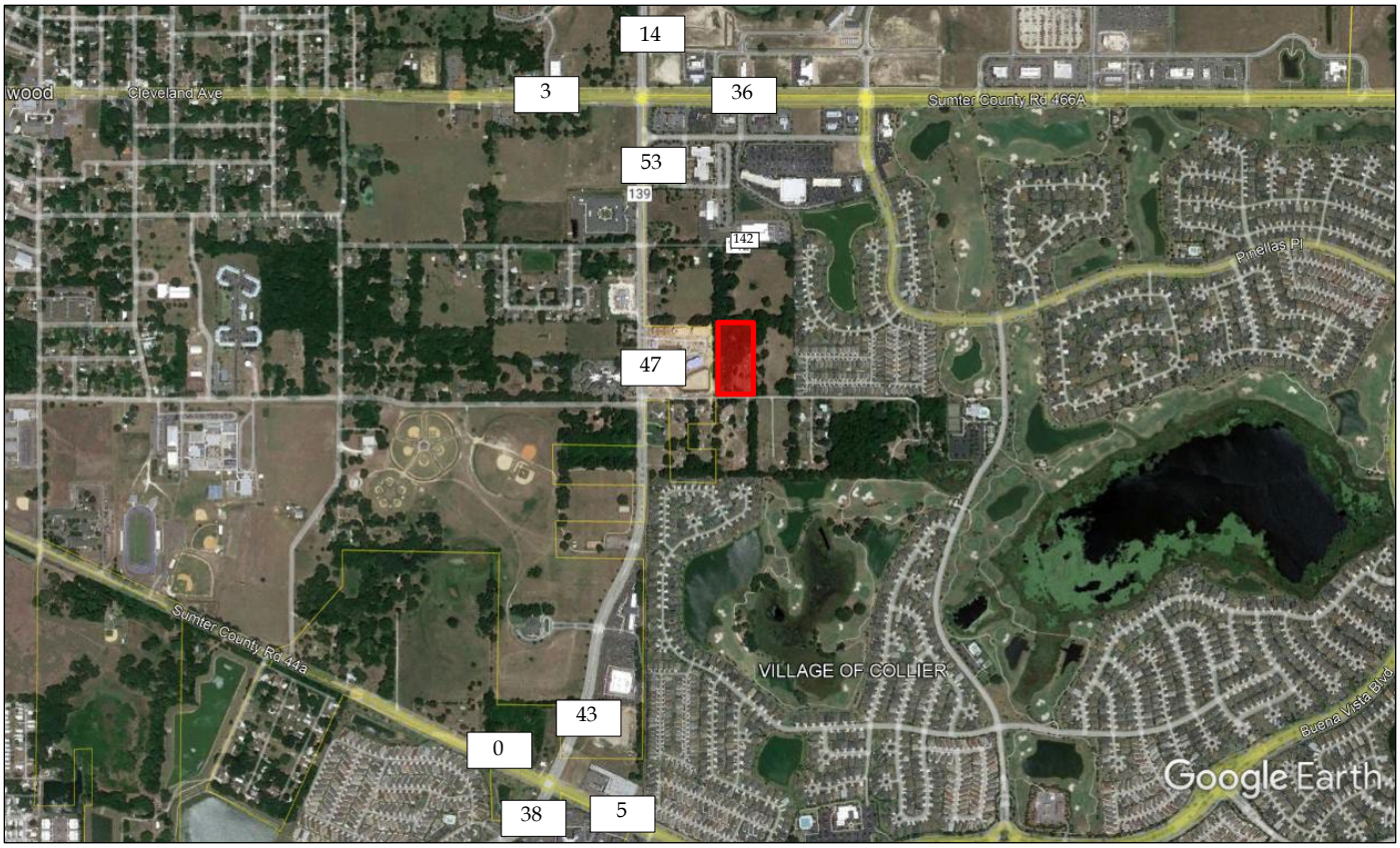
Source: *ITE Trip Generation, 11th Edition*

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**.

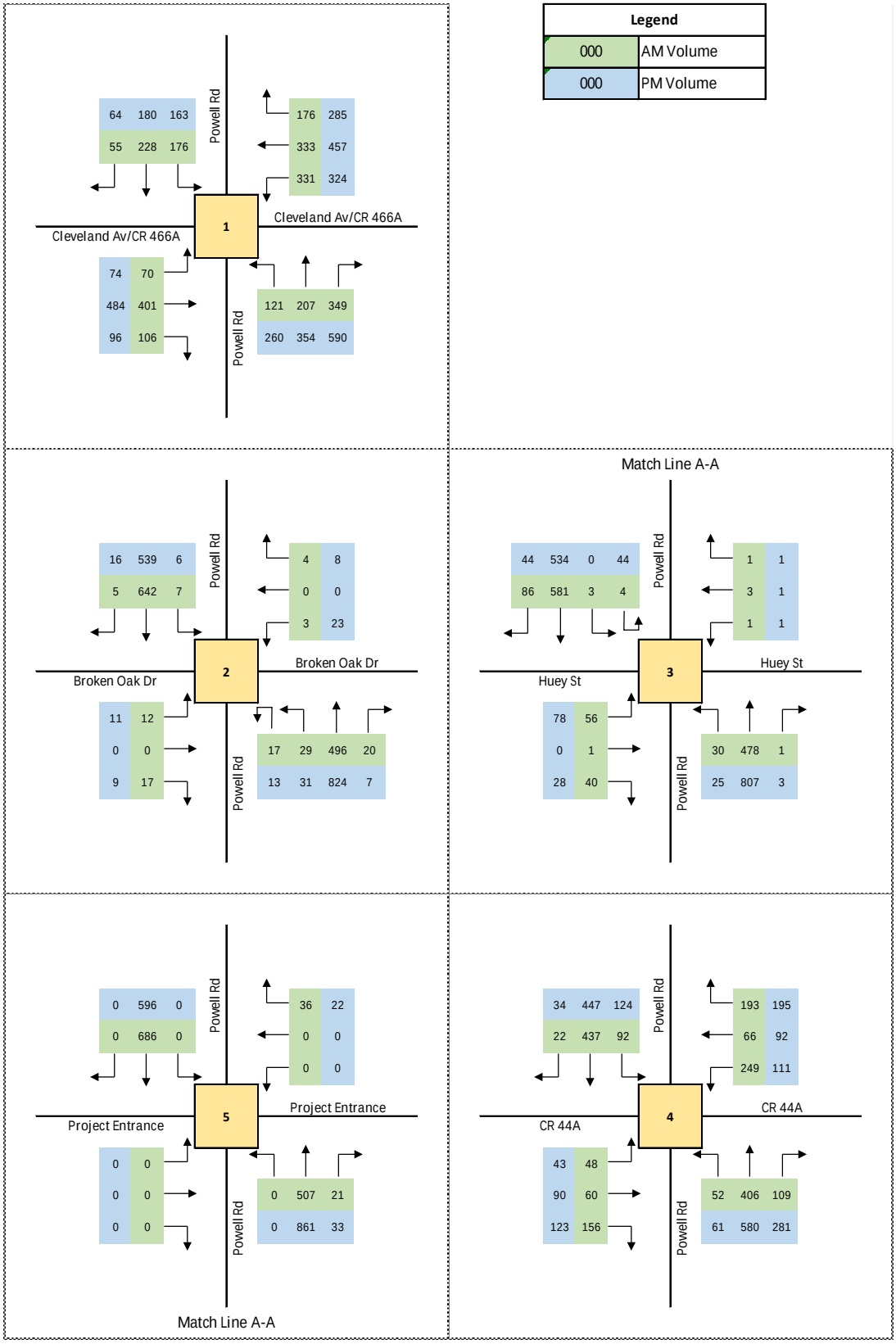
The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level 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

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD Vol NB/EB	2022 PHPD Vol SB/WB	Annual Growth Rate	2023 PHPD NB/EB	2023 PHPD SB/WB	2026 Background Volume NB/EB	2026 Background Volume SB/WB	Committed NB/EB	Committed SB/WB	v/c	Deficient?	Project Distrib	Project Volume NB/EB	Project Volume SB/WB	2024 Total Total Volume NB/EB	2024 Total Total Volume SB/WB	v/c	Remaining Capacity NB/EB	Remaining Capacity 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

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD Vol NB/EB	2022 PHPD Vol SB/WB	Annual Growth Rate	2023 PHPD NB/EB	2023 PHPD SB/WB	2026 Background Volume NB/EB	2026 Background Volume SB/WB	Committed NB/EB	Committed SB/WB	v/c	Deficient?	Project Distrib	Project Volume NB/EB	Project Volume SB/WB	2024 Total Total Volume NB/EB	2024 Total Total Volume SB/WB	v/c	Remaining Capacity NB/EB	Remaining Capacity 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

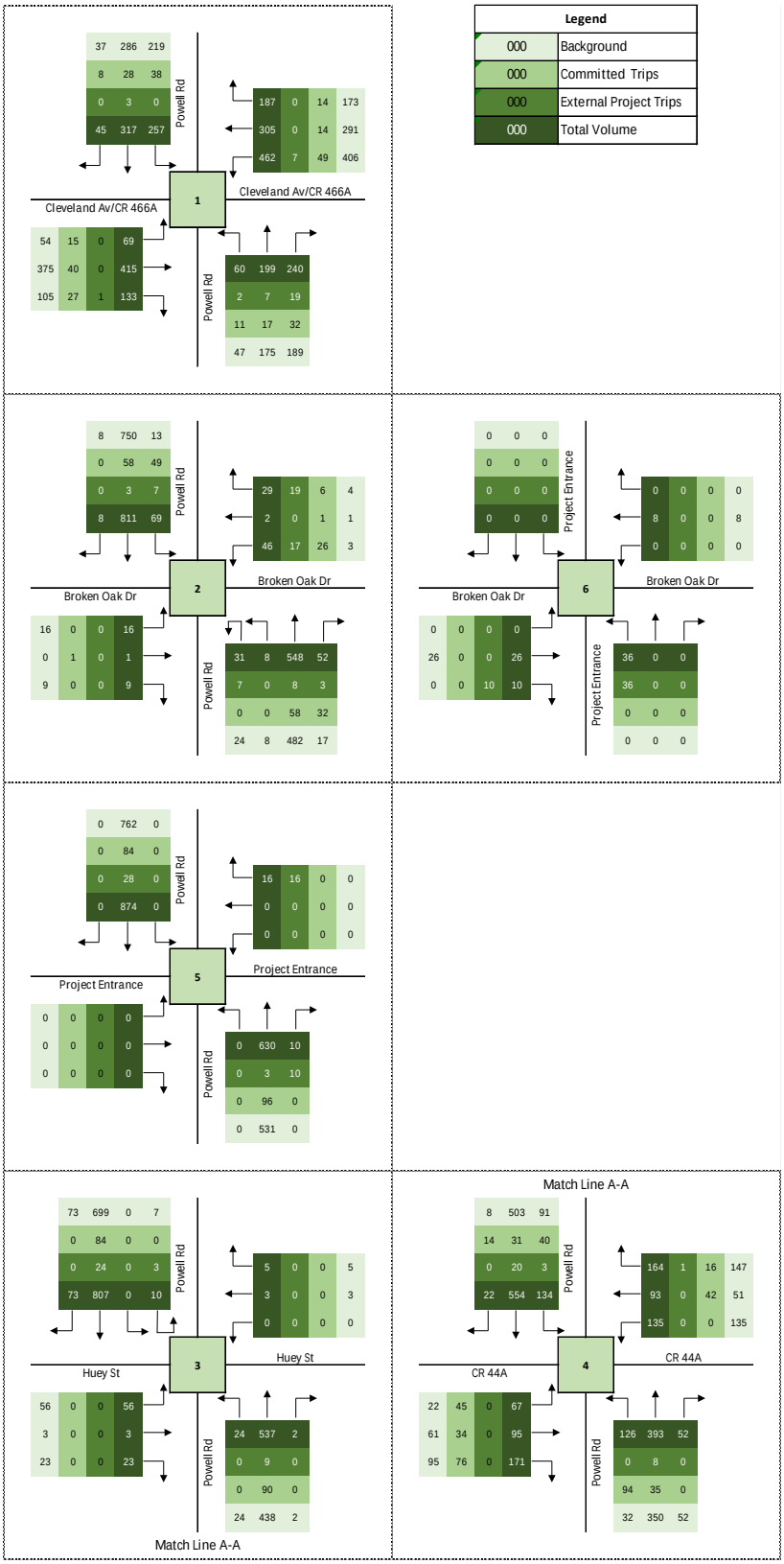
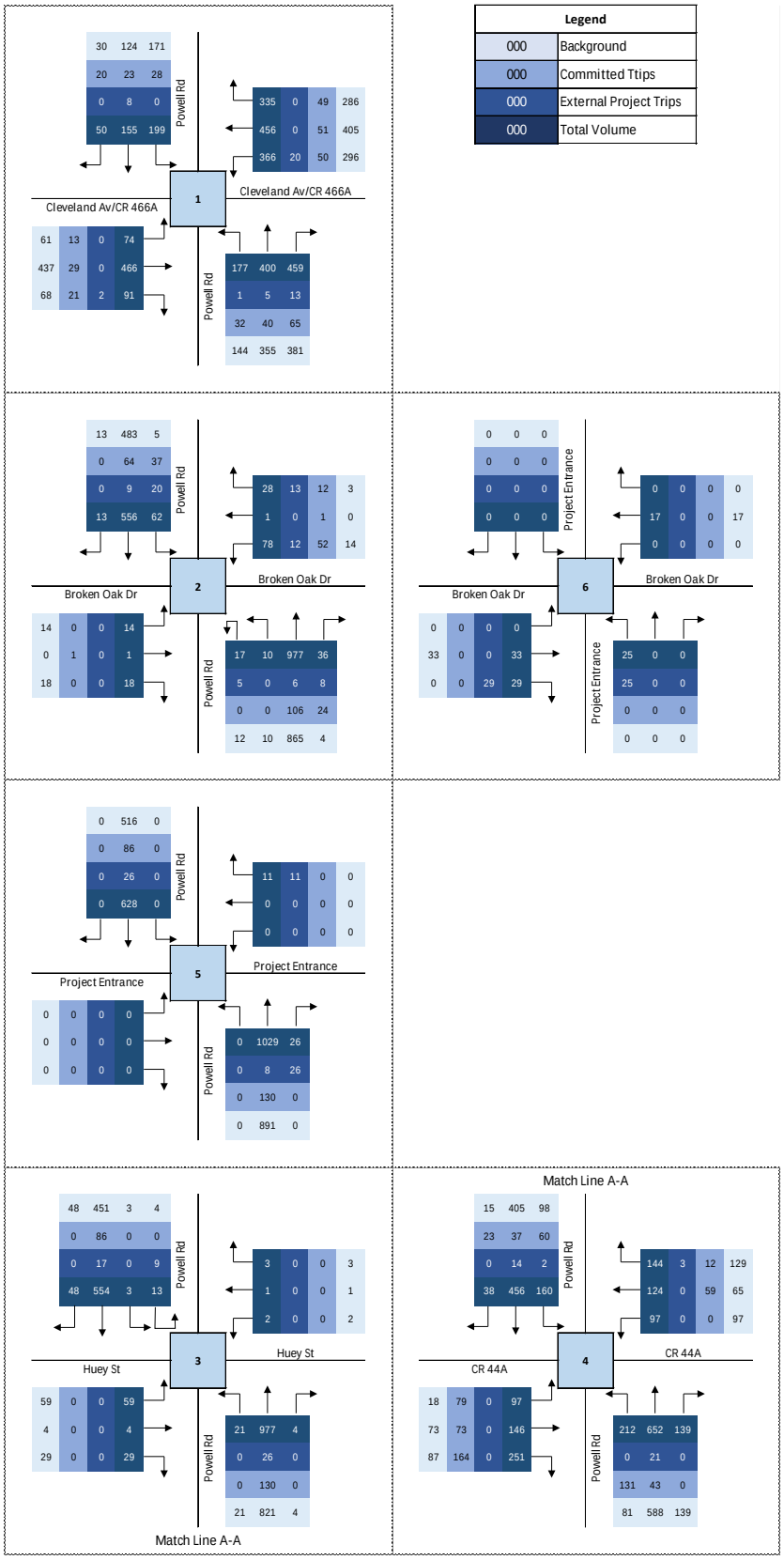


Figure 4 Future Turning Movement Volumes PM Peak Hour



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.



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

Roadway Segment	Sta	No. of Lanes	Adopted LOS	% Project Distrib	Daily			PM Peak Hour Peak Direction (PHPD)						Adj to Site	Incl. in Study	Significance (Yes/No)
					Daily Cap	Project Trips	% Signif-icance	PHPD Cap	NB/EB	Project Trips NB/EB	Project Trips SB/WB	% Significance NB/EB	% Significance SB/WB			
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:

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

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

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

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period In Trips	AM Peak Period Out Trips	AM Peak Period Total	PM Peak Period In Trips	PM Peak Period Out Trips	PM Peak Period 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**.

Section 9: Transportation Assessment

Include AM peak hour as well.

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

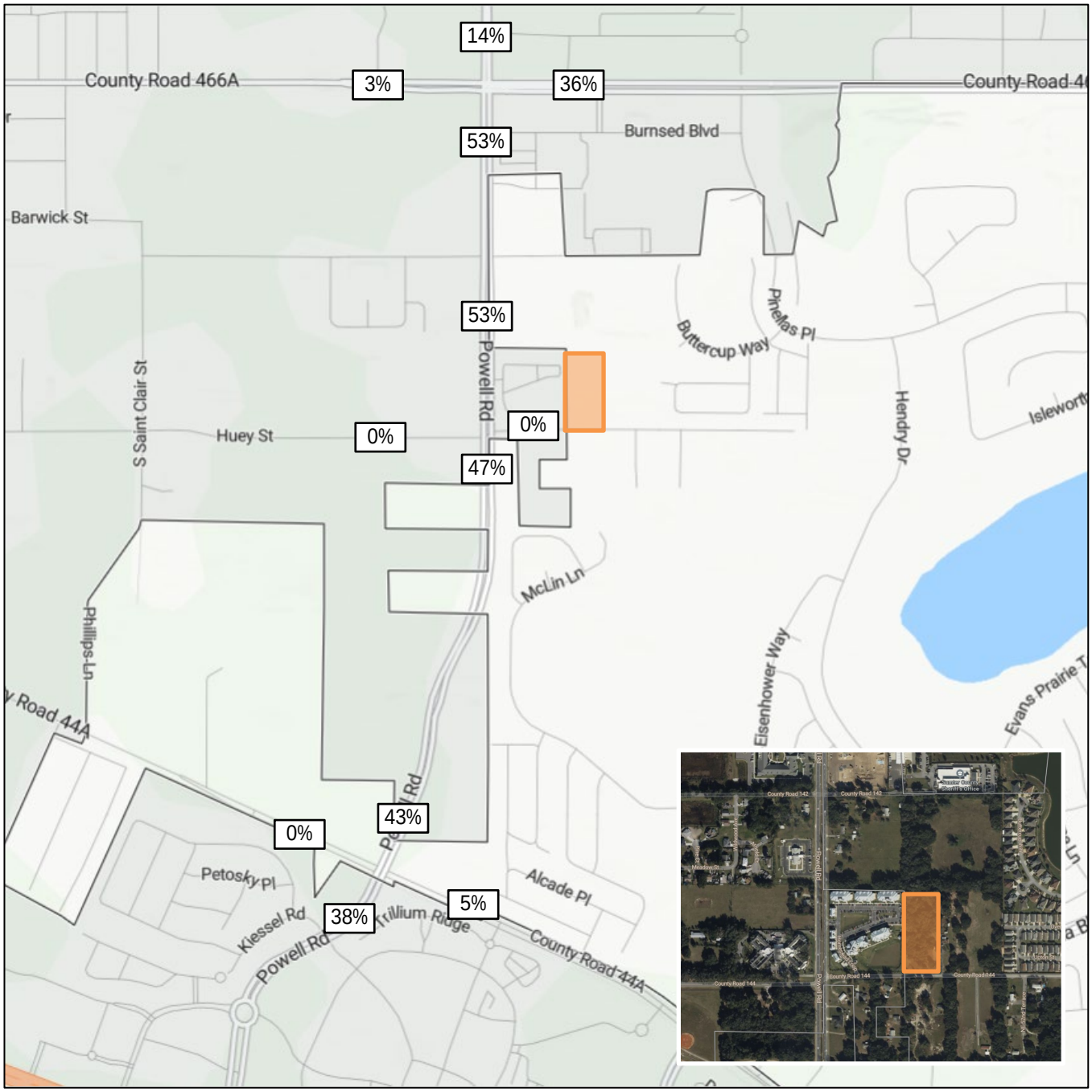
for the entire project. In addition, VHB will determine the necessary Mitigation Plan, if any is required, to accommodate the project.

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

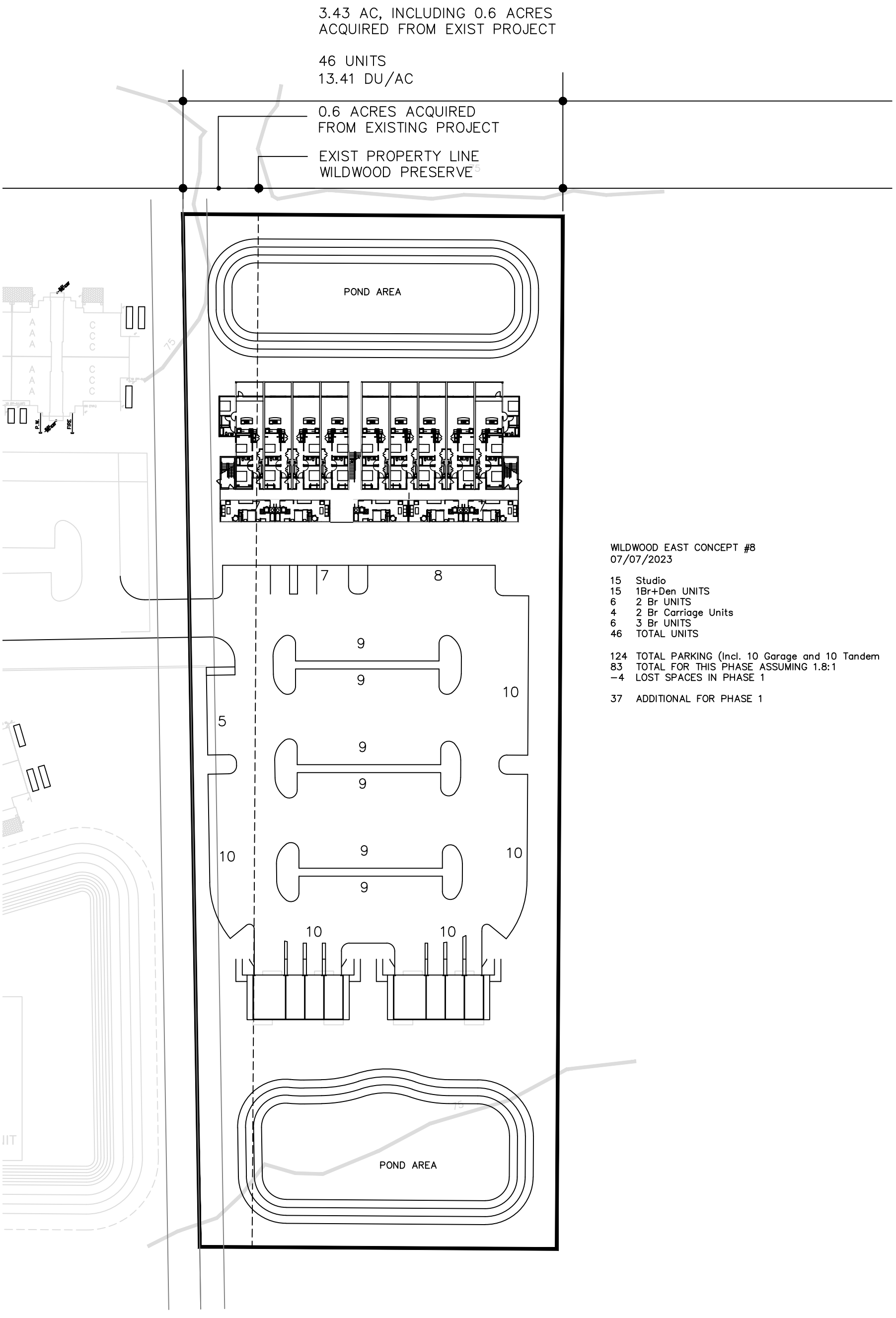


38% Project Distribution

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)

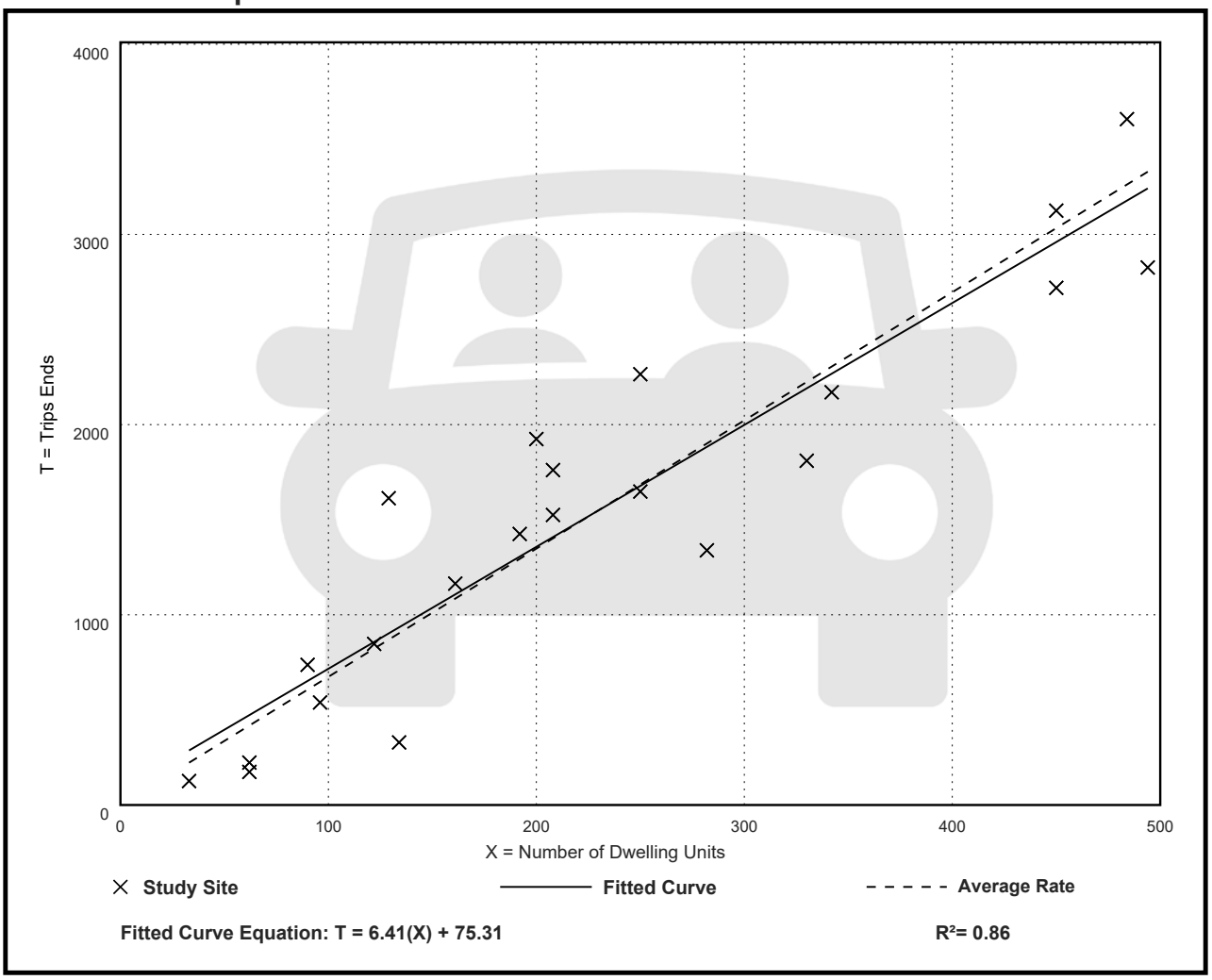
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

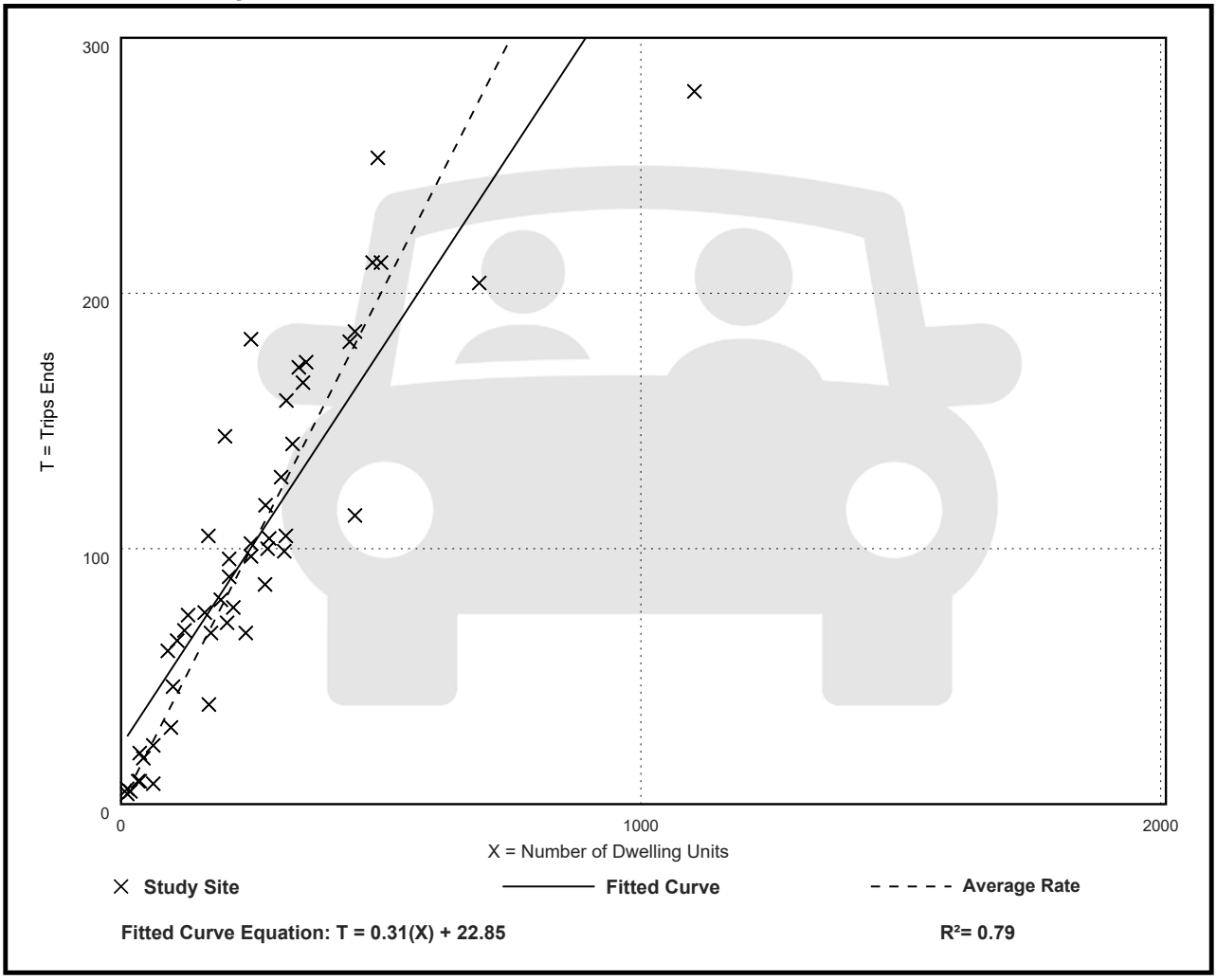
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



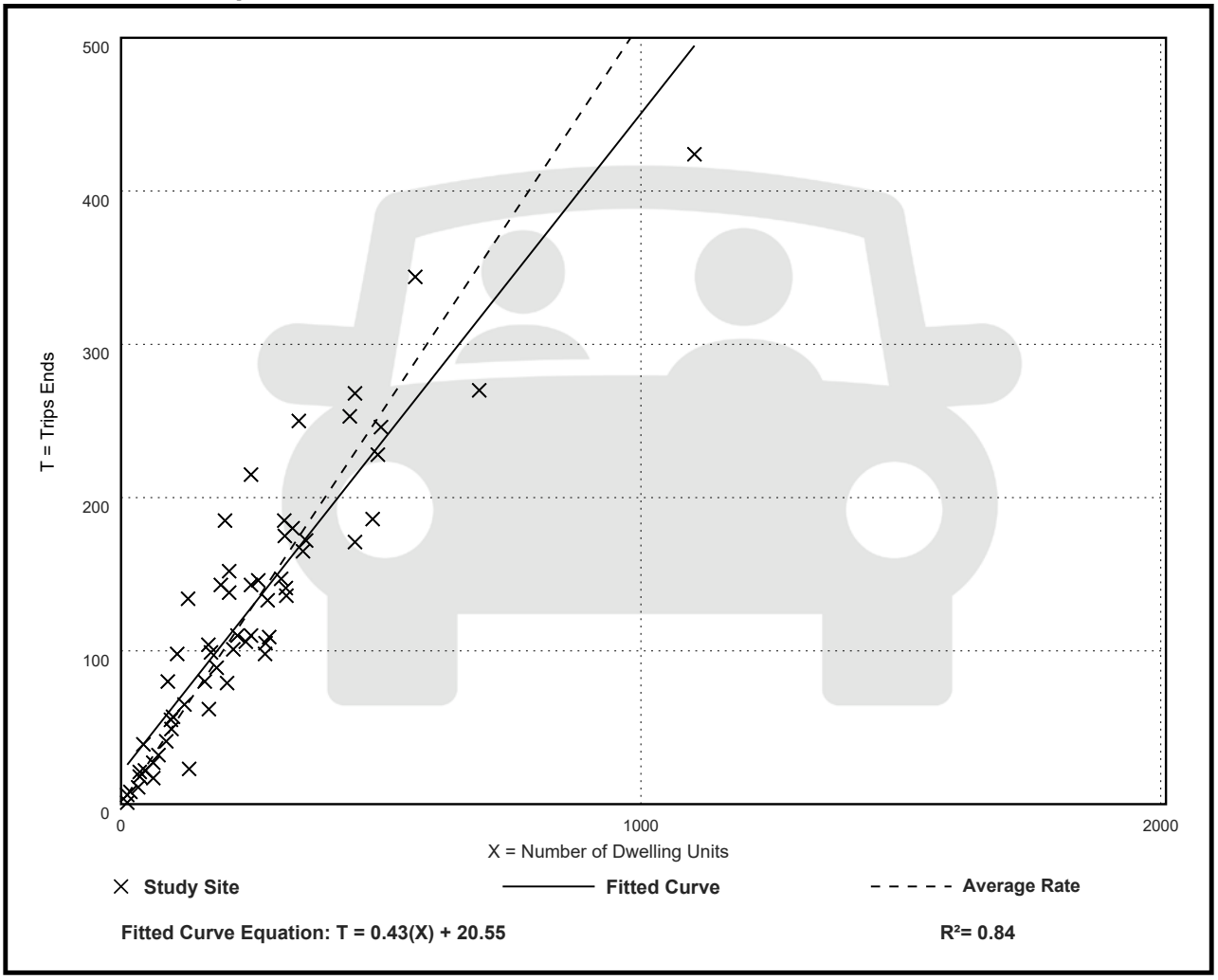
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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



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

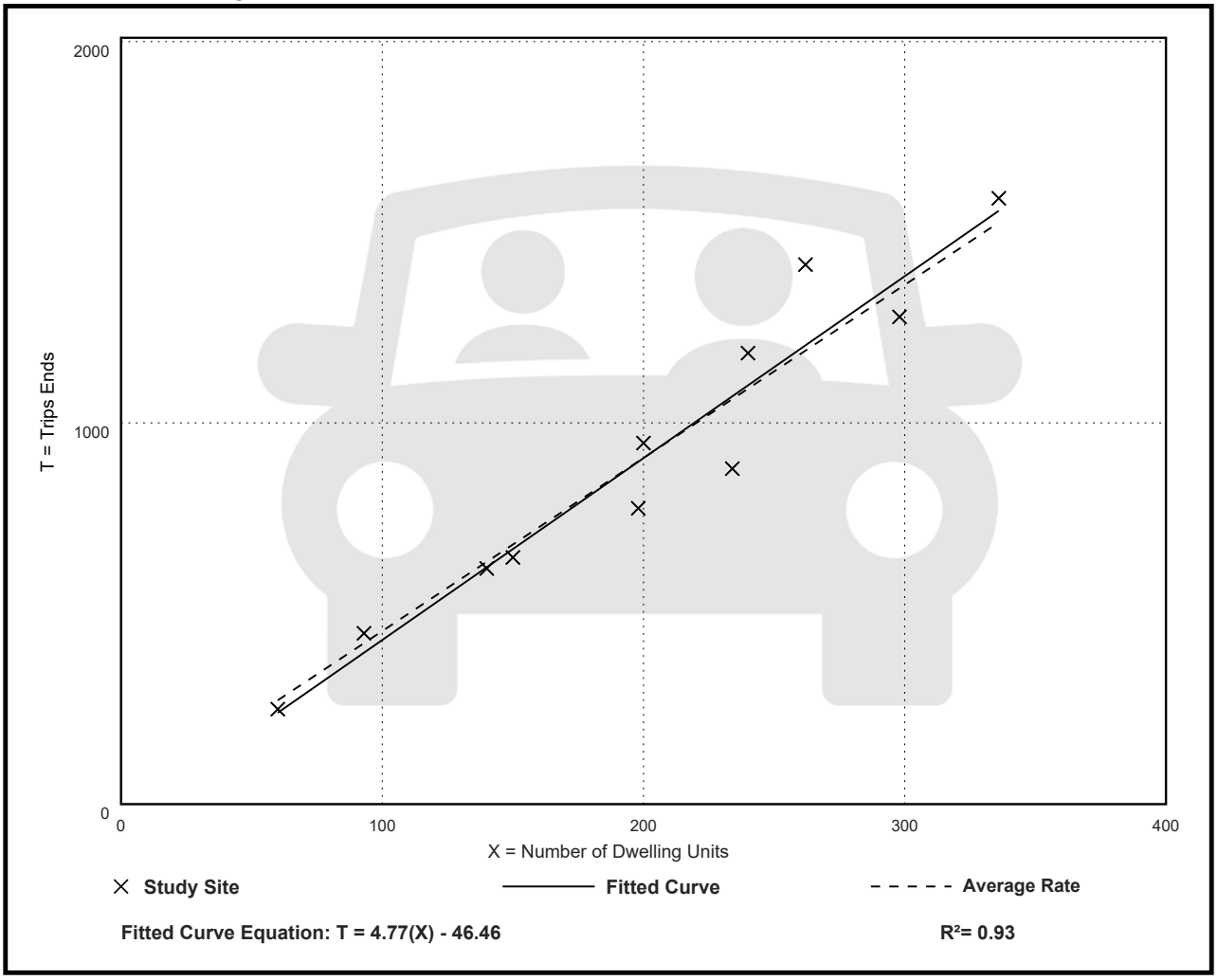
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



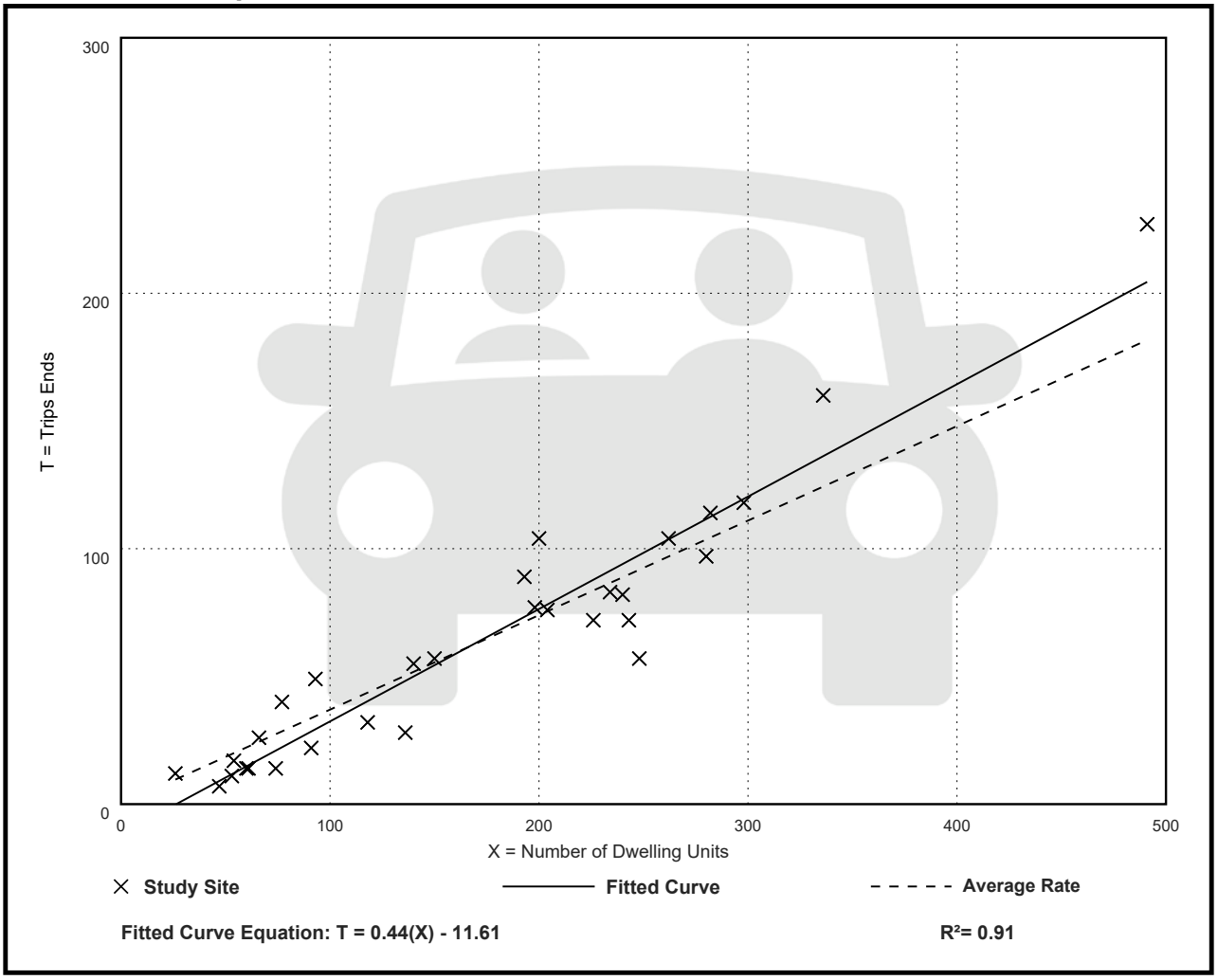
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



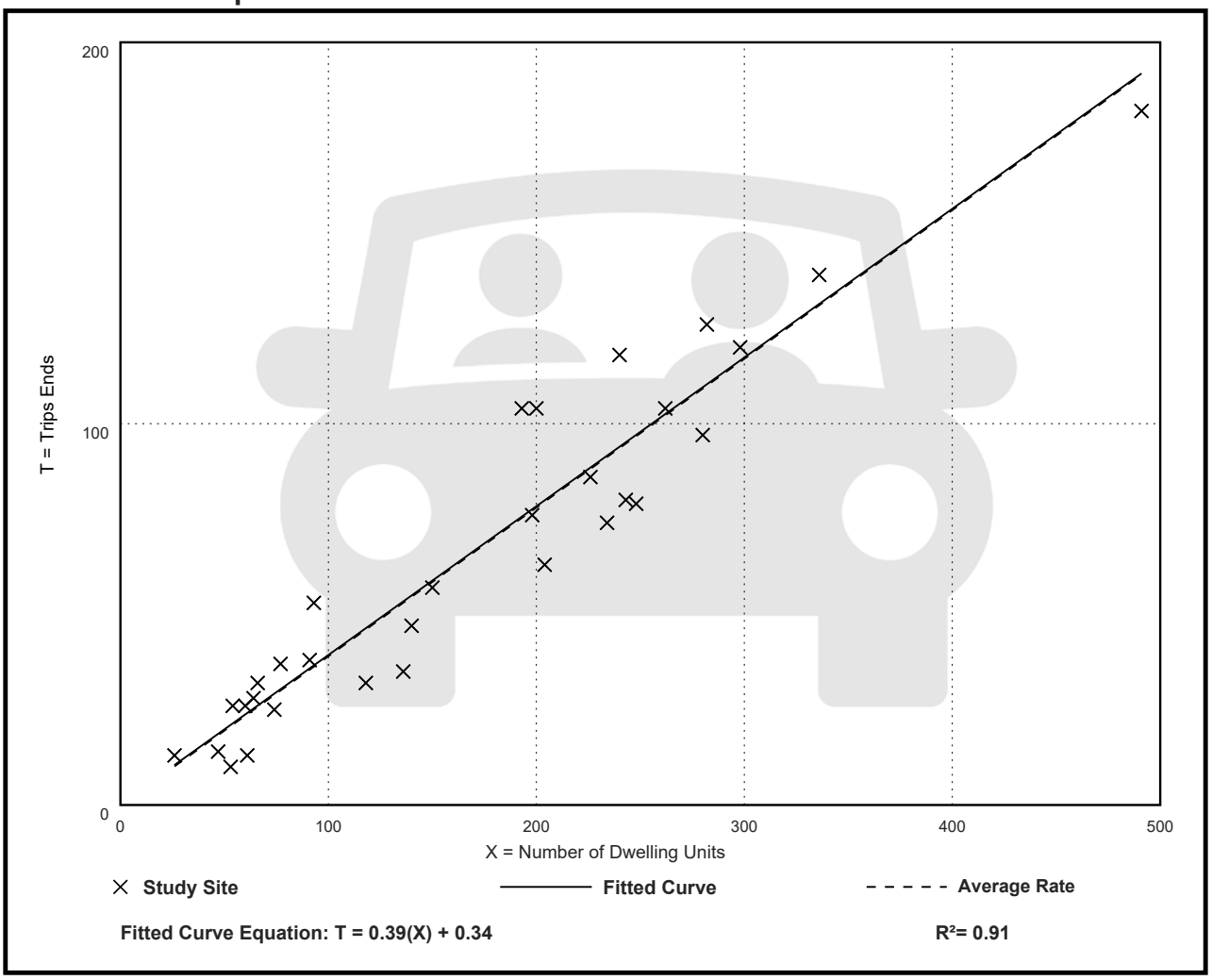
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



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

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
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

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**

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**

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 466A
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	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**

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**

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**

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 142
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**

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**

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**

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 144 Huey St
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**

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**

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**

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 44A
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**

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

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**

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

Sumter County Annual Traffic Counts

Station ID	Street	Location Description	Start Date	Dura-tion	Yearly ADT						ADT (+/-) Change	A.M. Peak Hour						P.M. Peak Hour					
					2017	2018	2019	2020	2021	2022		Time	Total	NB/EB	SB/WB	K	D	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.
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

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

5018

INTERSECTION: 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.	Coordination Settings: Dial 1 AVC Split Sec	Dial 2/AM Split Sec	Dial 3/PM Split Sec
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			

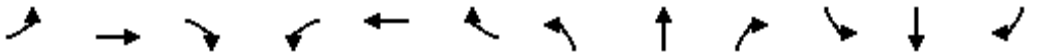
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INTERSECTION: CR466A & Powell Rd / CR462E

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	-	-

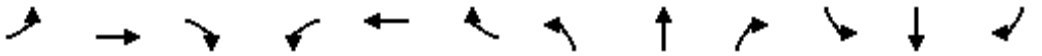
Intersection	
Int Delay, s/veh	1.9

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.

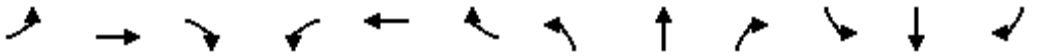
Intersection	
Int Delay, s/veh	0.3

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	-	-

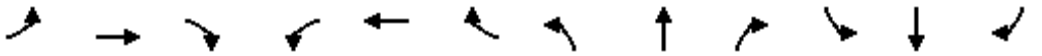
Intersection	
Int Delay, s/veh	2.1

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

Roadway	Peak Hour	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	
		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

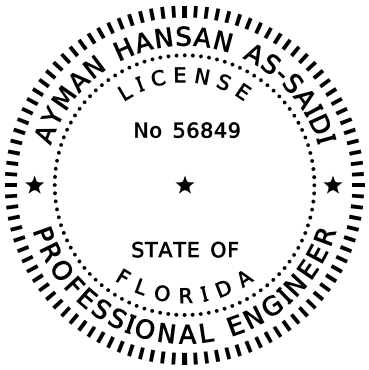
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional 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.



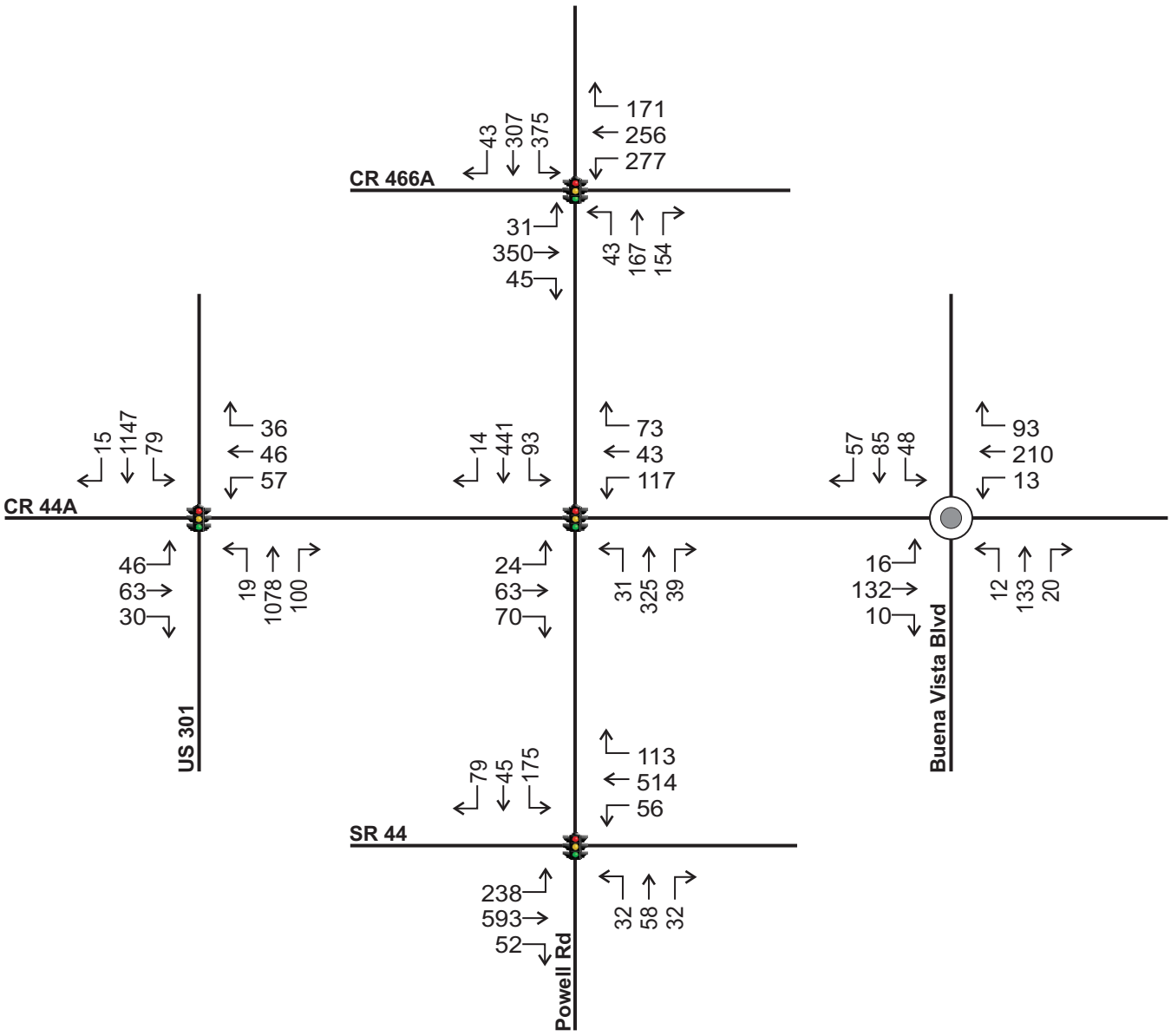
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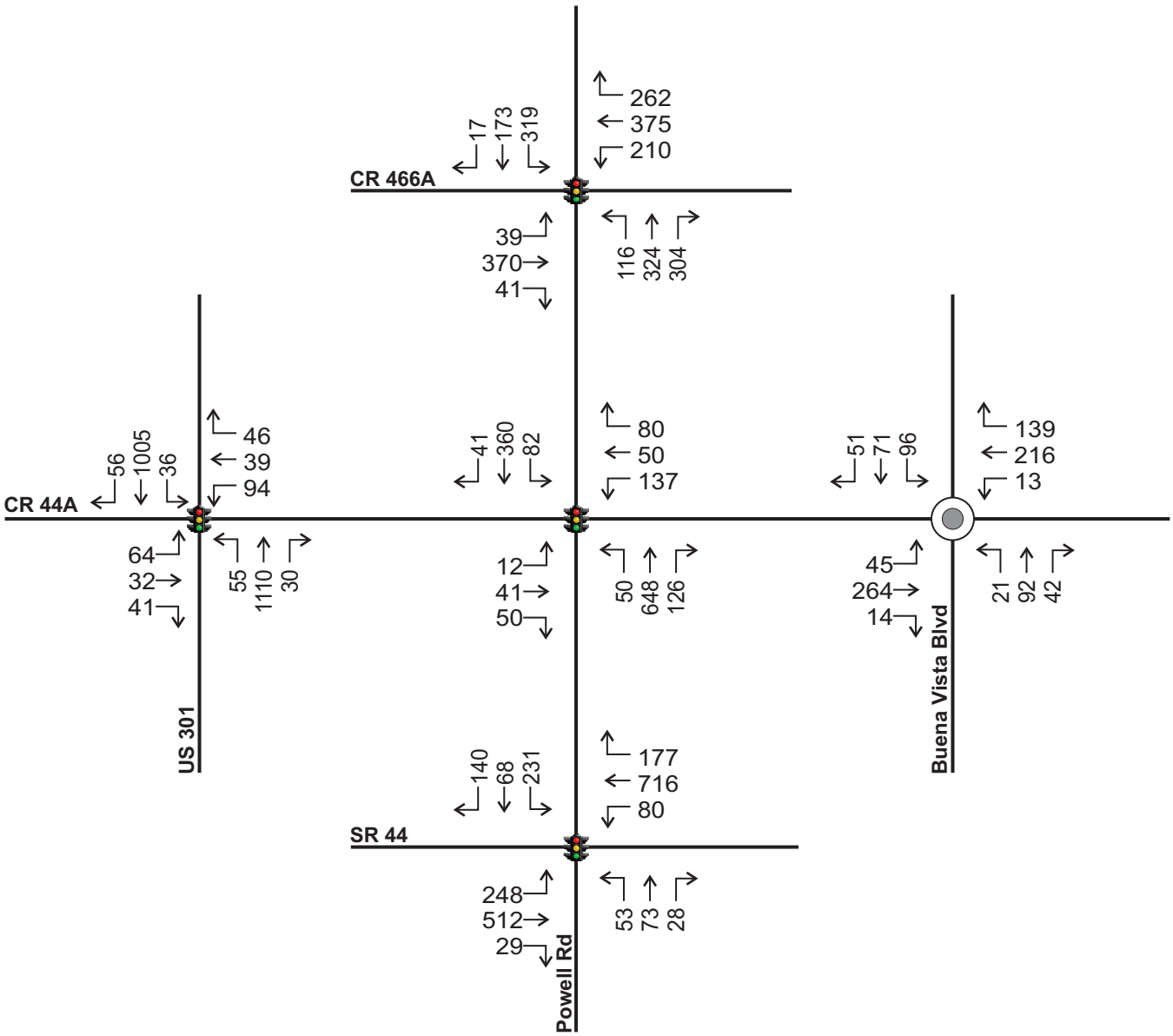
TRAFFIC & MOBILITY CONSULTANTS LLC
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ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO 56849

N
Not to Scale



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

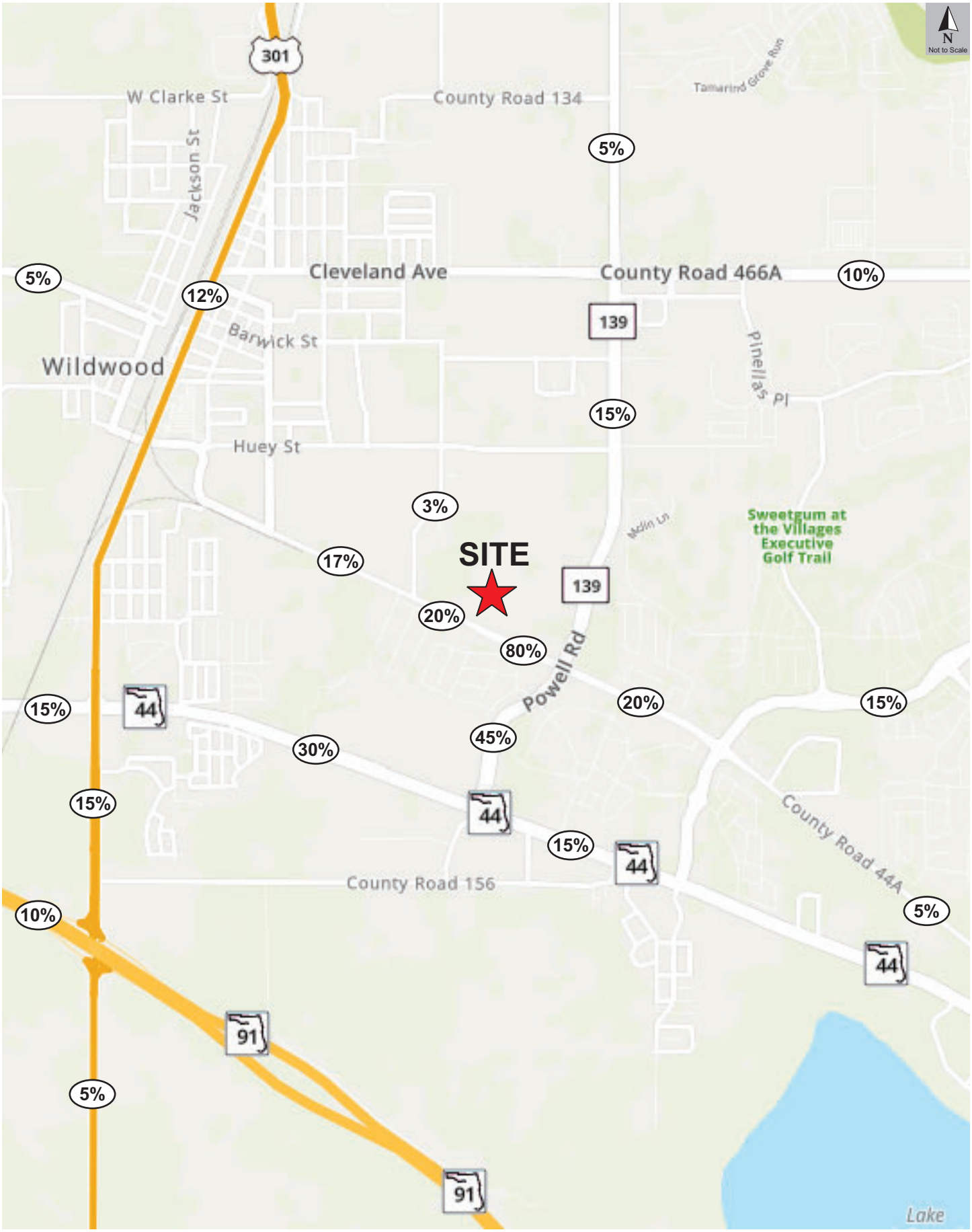
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27	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

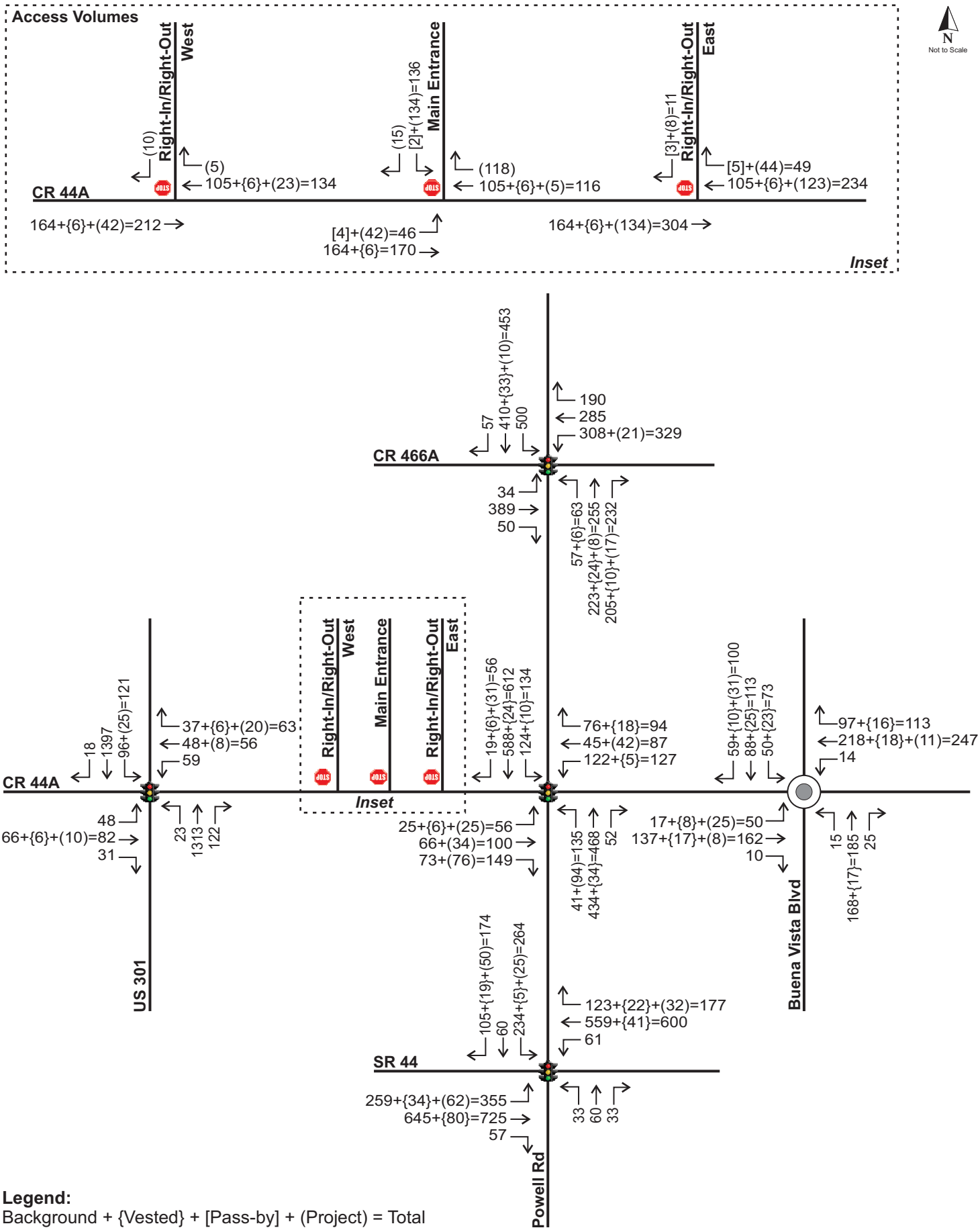
Road Name	# LNS	LOS Std	LOS Cap	AGR	Background 2024 NB/EB	Background 2024 SB/WB	Background 2024 LOS	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Total Volume NB/EB	Total Volume SB/WB	Total Volume LOS
CR 139 / Powell Rd													
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164	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.



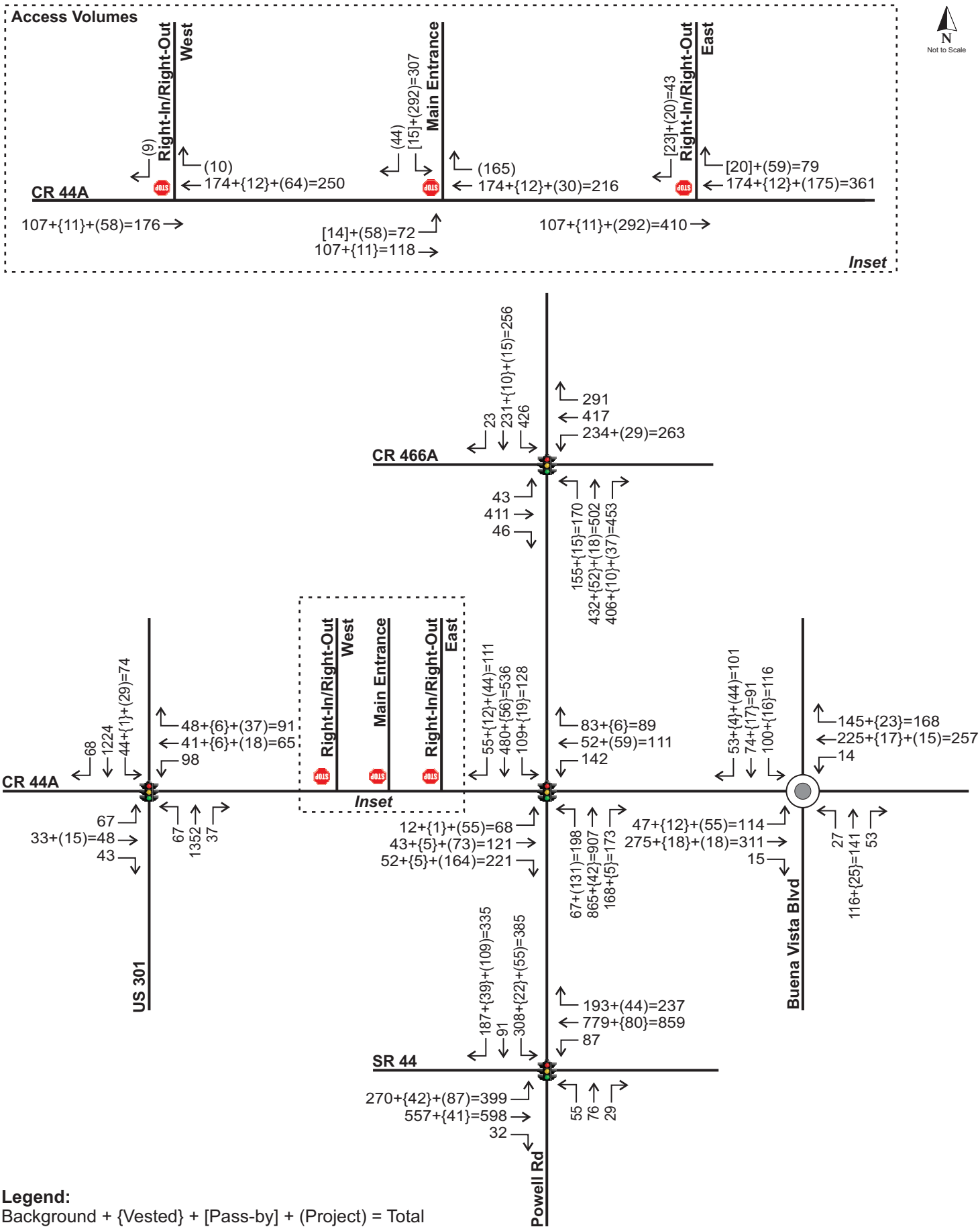
Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

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

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
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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:

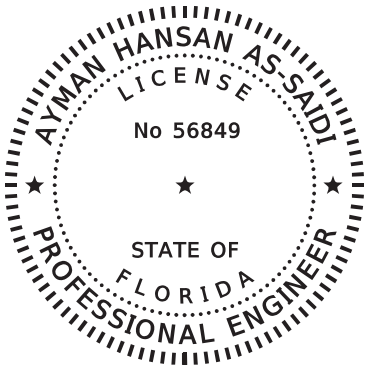
Auxiliary Turn Lanes:	CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).
Off-site Improvements:	Re-time the traffic signal controller for the following intersections: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard

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.



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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

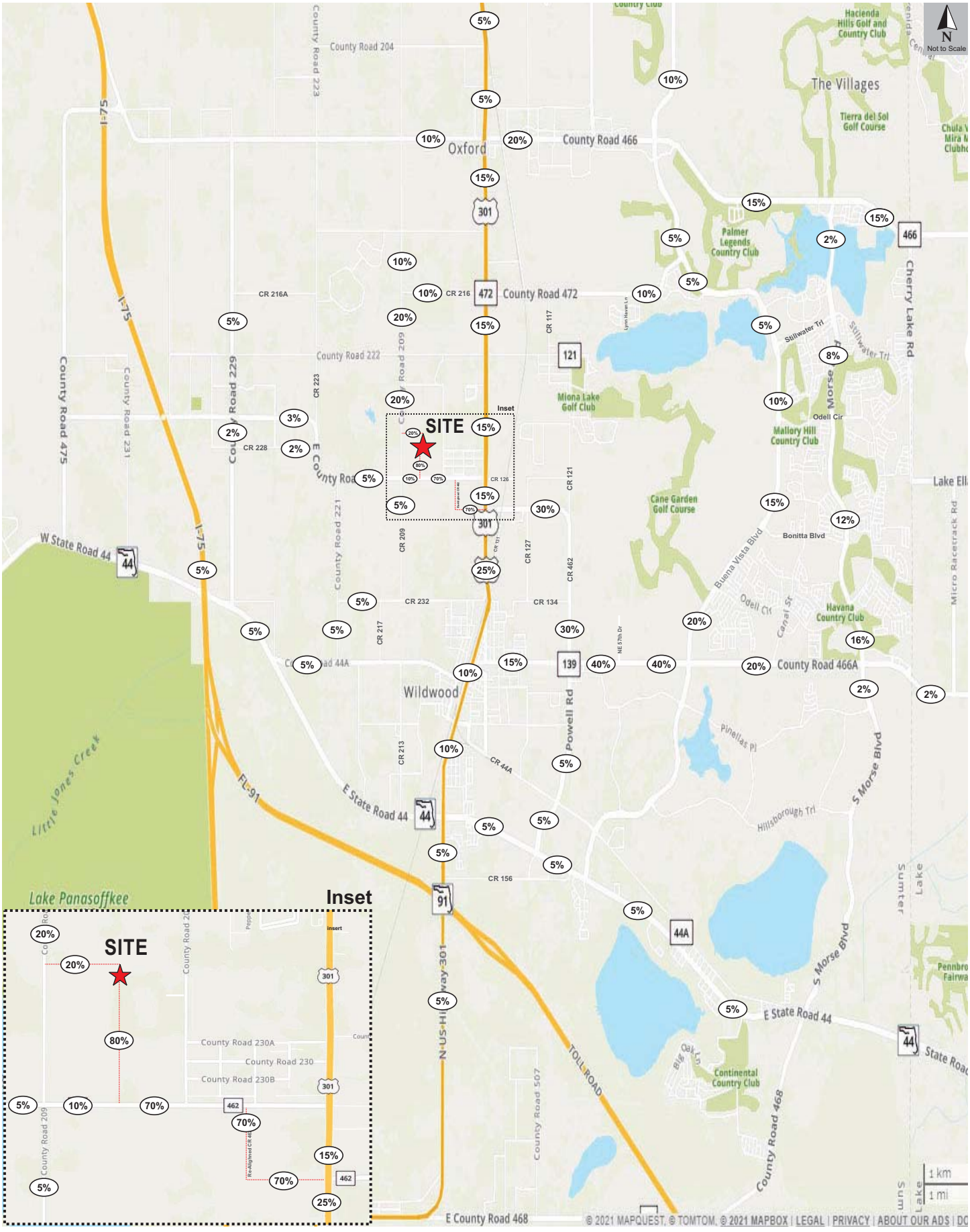
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

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**.



Project Trips Distribution
Highfield at Twisted Oaks
21184.1

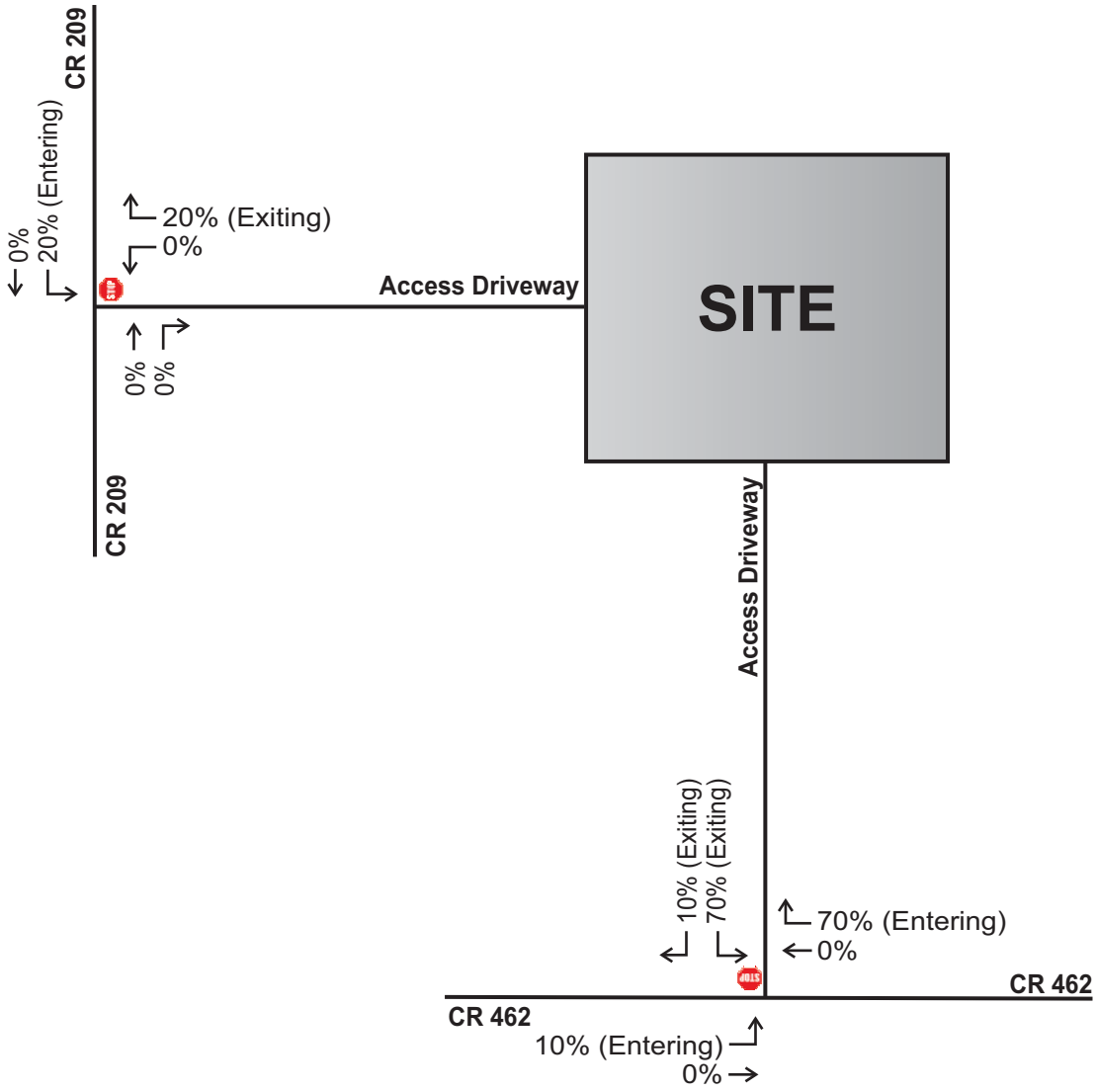
Figure
4

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

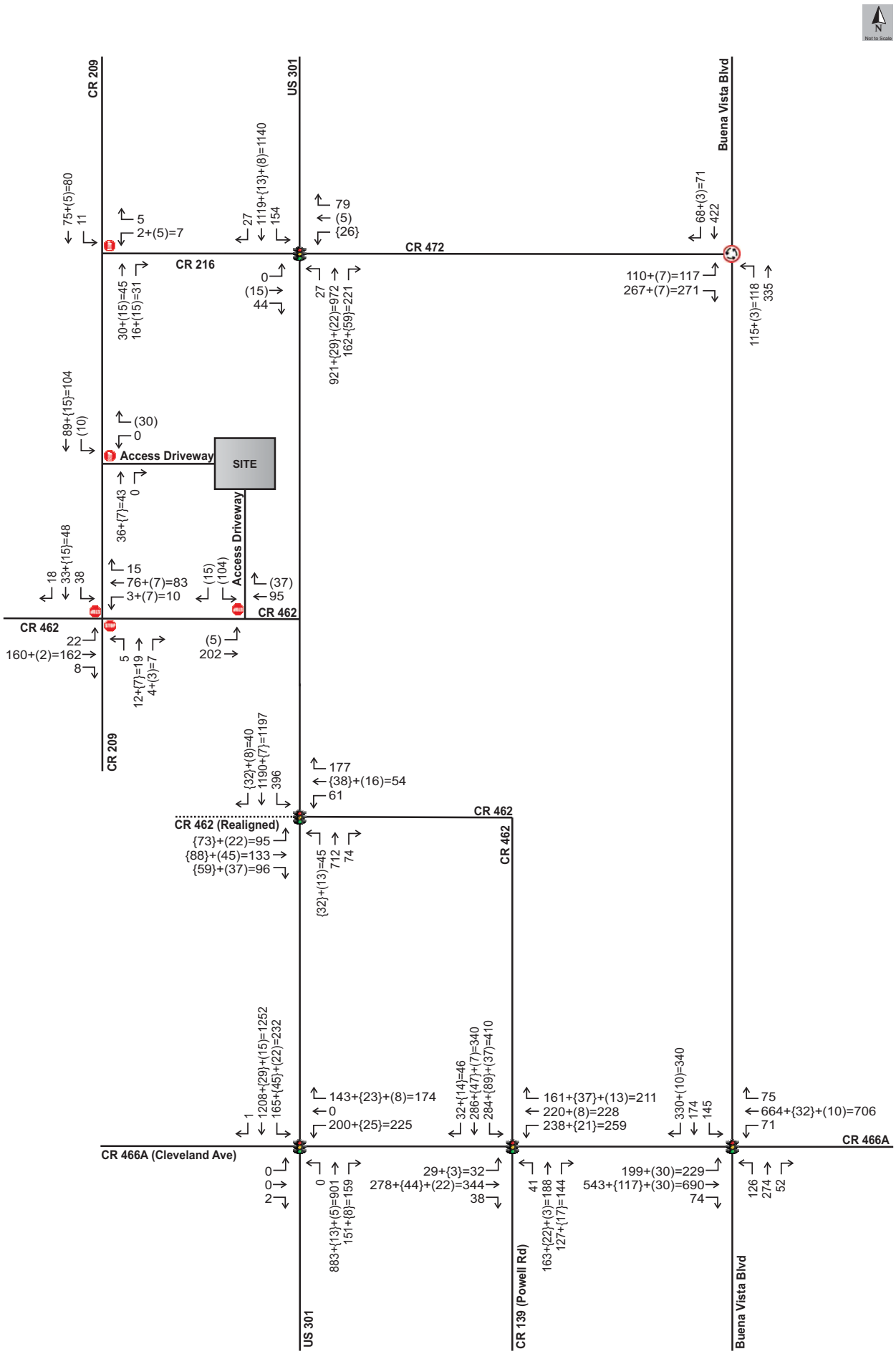
Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

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

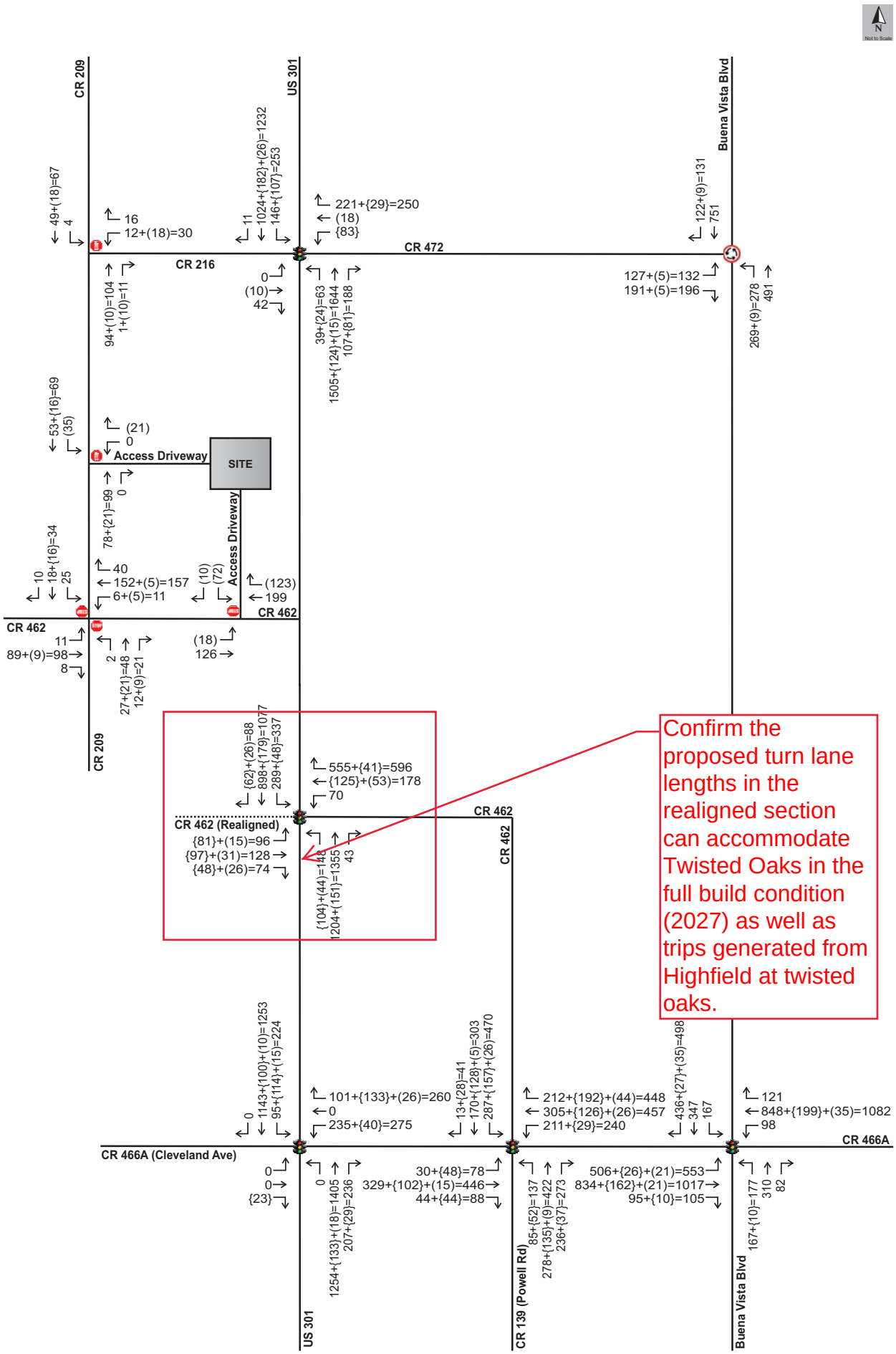
Figure 5



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 6



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 operate at the adopted overall LOS and are projected to do so at the project buildout.
- 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

see previous comments

- 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

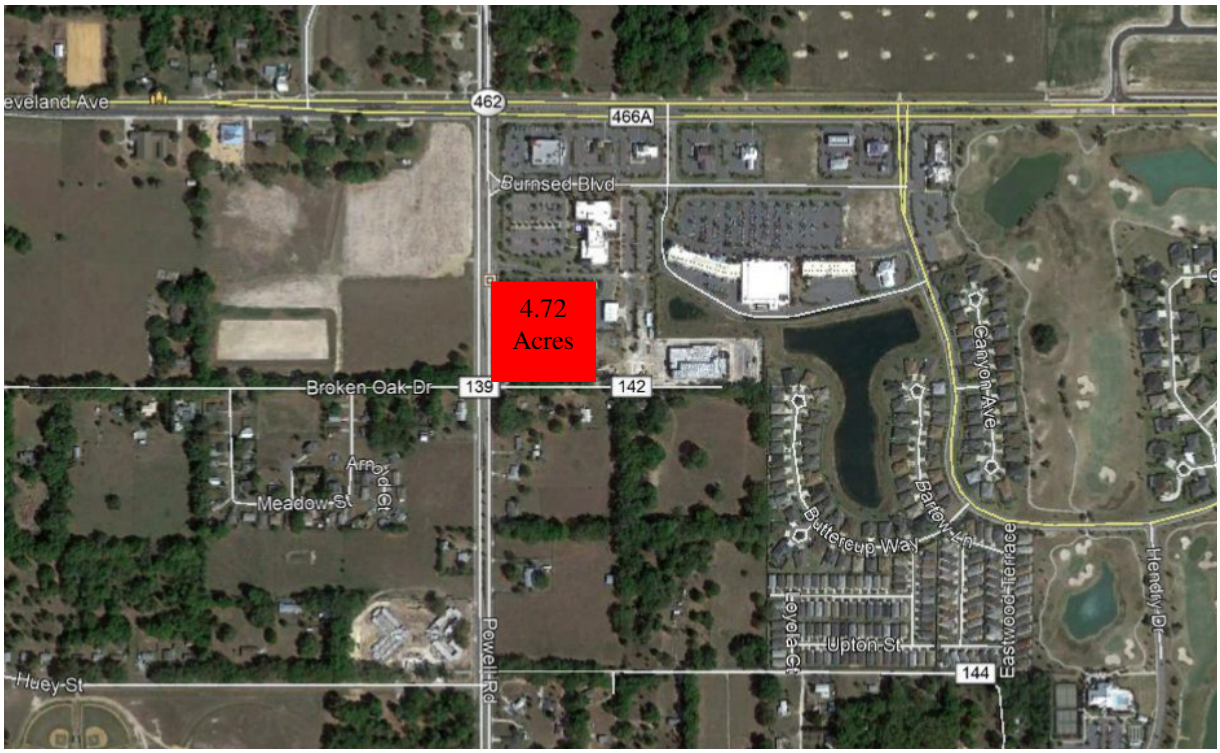


Figure 1: Project Location Map

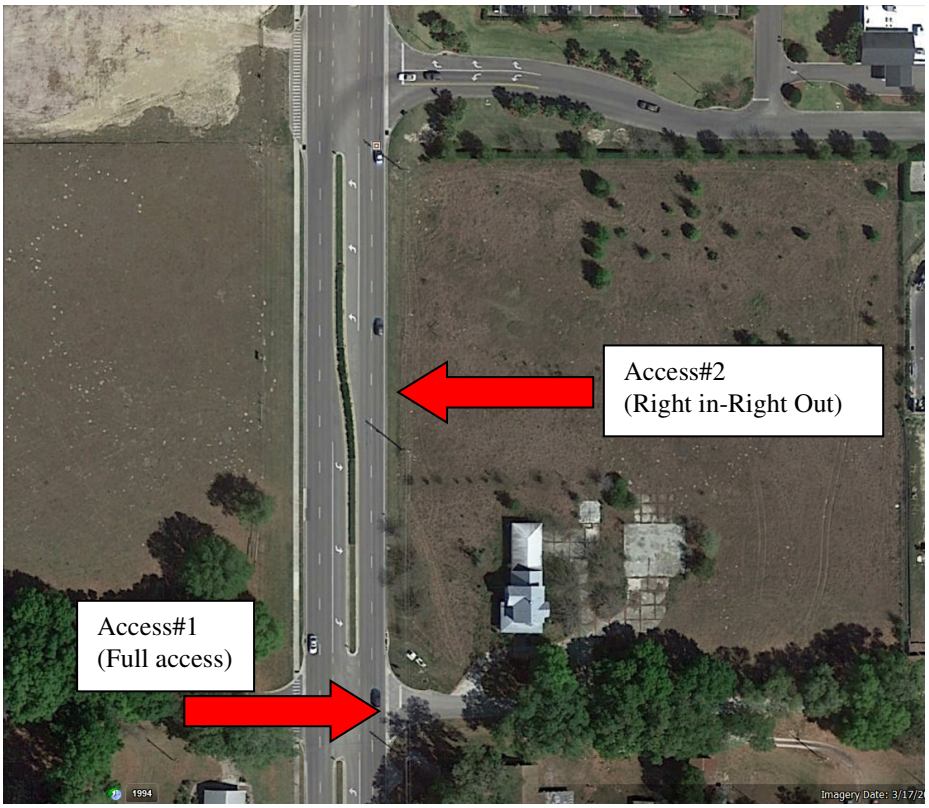


Figure 2: Project Access Locations

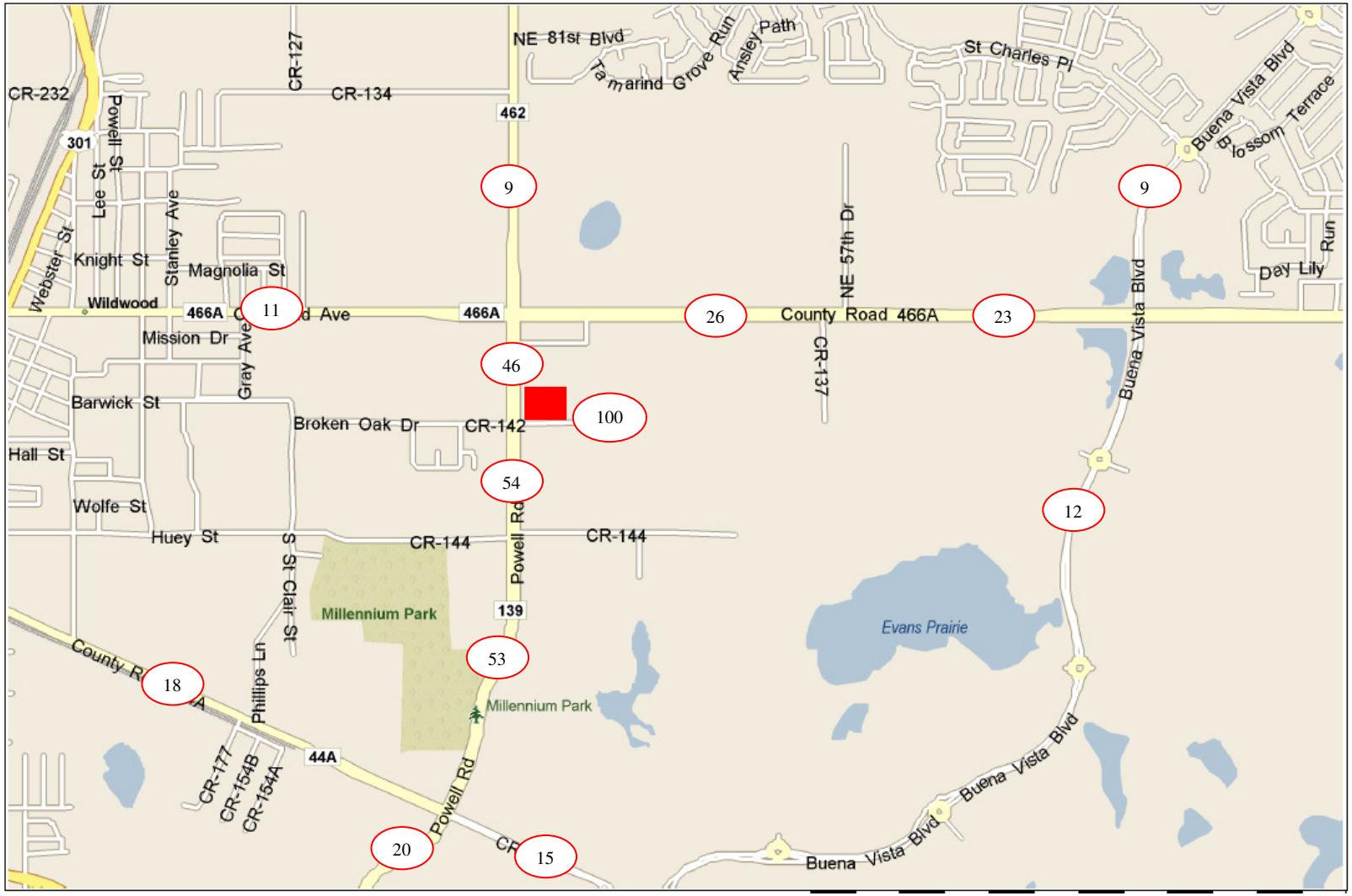
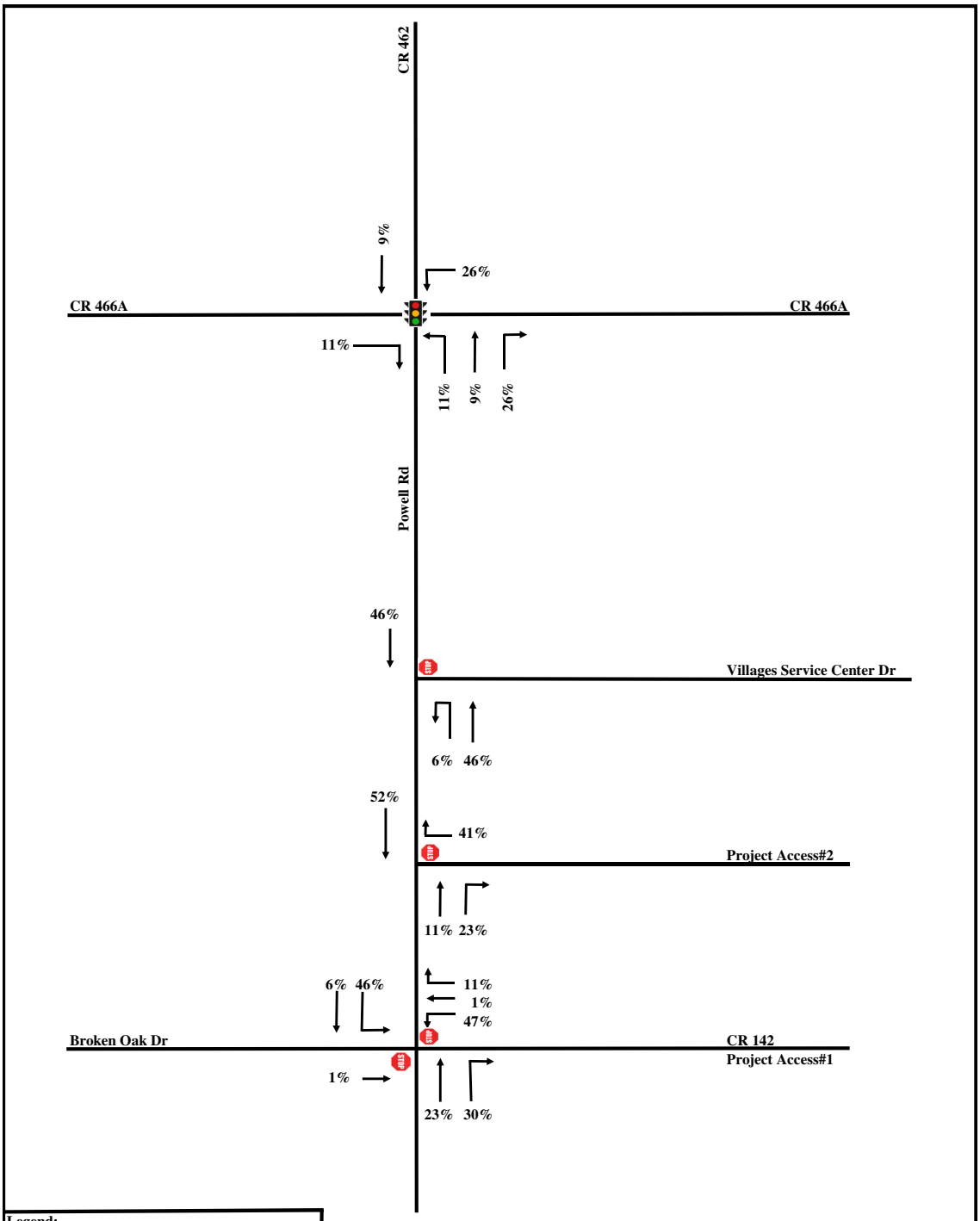
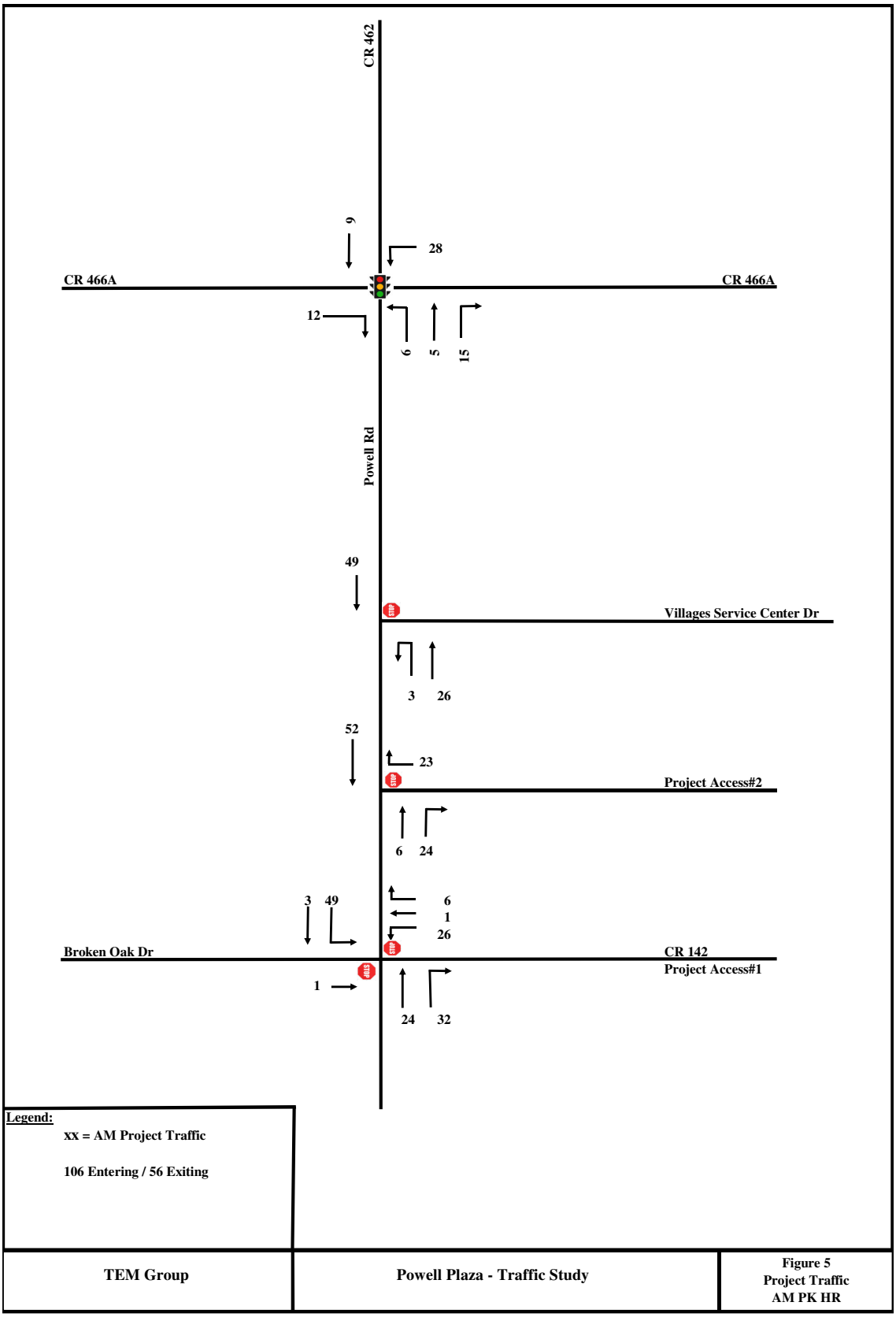


Figure 3: Project Trip Distribution – Roadway Segments


CR 462
9%
26%
CR 466A
CR 466A
11%
11%
9%
26%
Powell Rd
46%
Villages Service Center Dr
6%
46%
52%
41%
Project Access#2
11%
23%
6%
46%
11%
1%
47%
Broken Oak Dr
CR 142
Project Access#1
1%
23%
30%
Legend:
xx% = Project Traffic Distribution
TEM Group
Powell Plaza - Traffic Study
Figure 4
Project Distribution


CR 462
9
28
CR 466A
CR 466A
12
6
5
15
Powell Rd
49
Villages Service Center Dr
3
26
52
23
Project Access#2
6
24
3
49
6
1
26
Broken Oak Dr
CR 142
Project Access#1
1
24
32
Legend:
xx = AM Project Traffic
106 Entering / 56 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 5
Project Traffic
AM PK HR

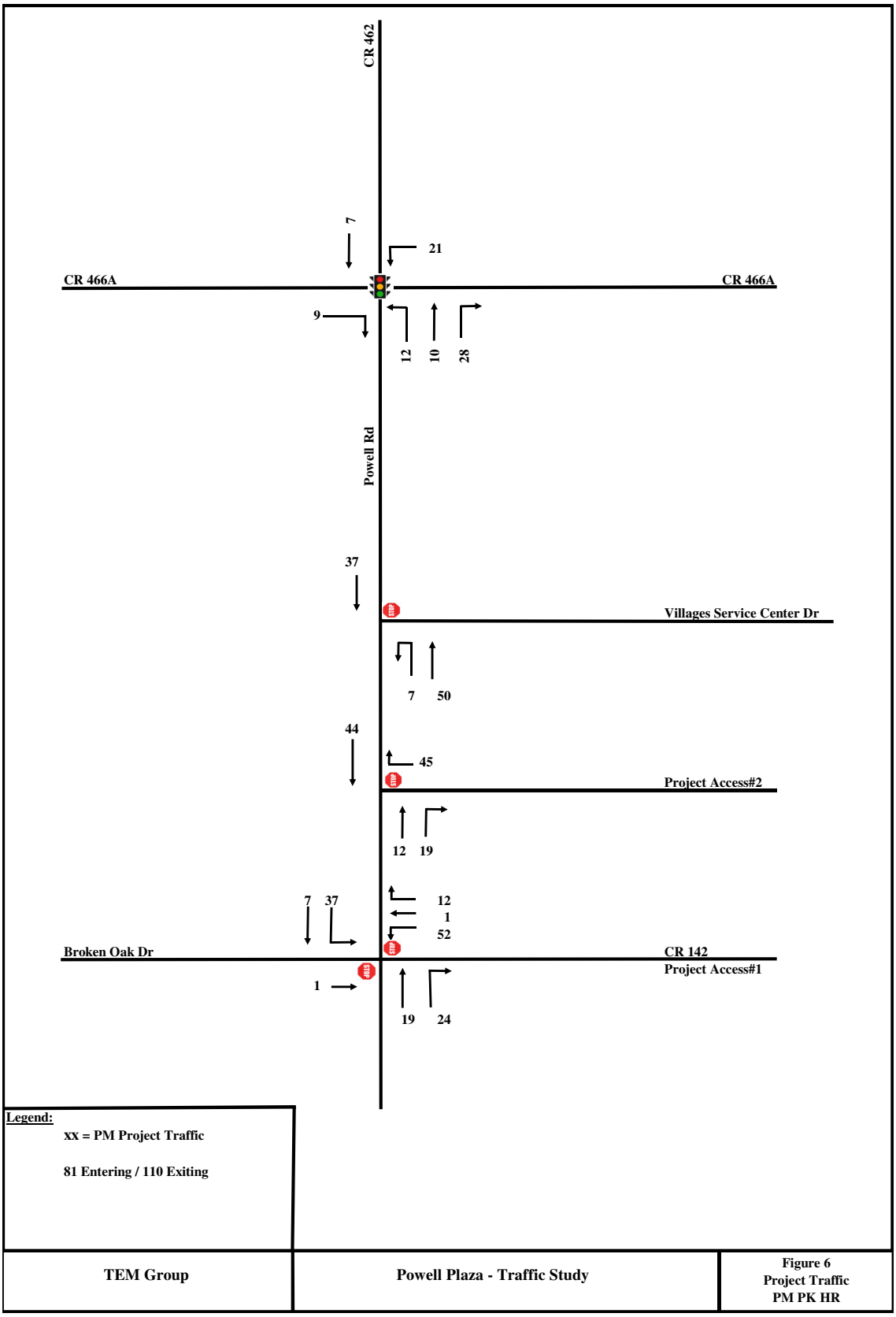

CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
7
21
9
12
10
28
37
7
50
44
45
12
19
7
37
12
1
52
1
19
24
Legend:
xx = PM Project Traffic
81 Entering / 110 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 6
Project Traffic
PM PK HR

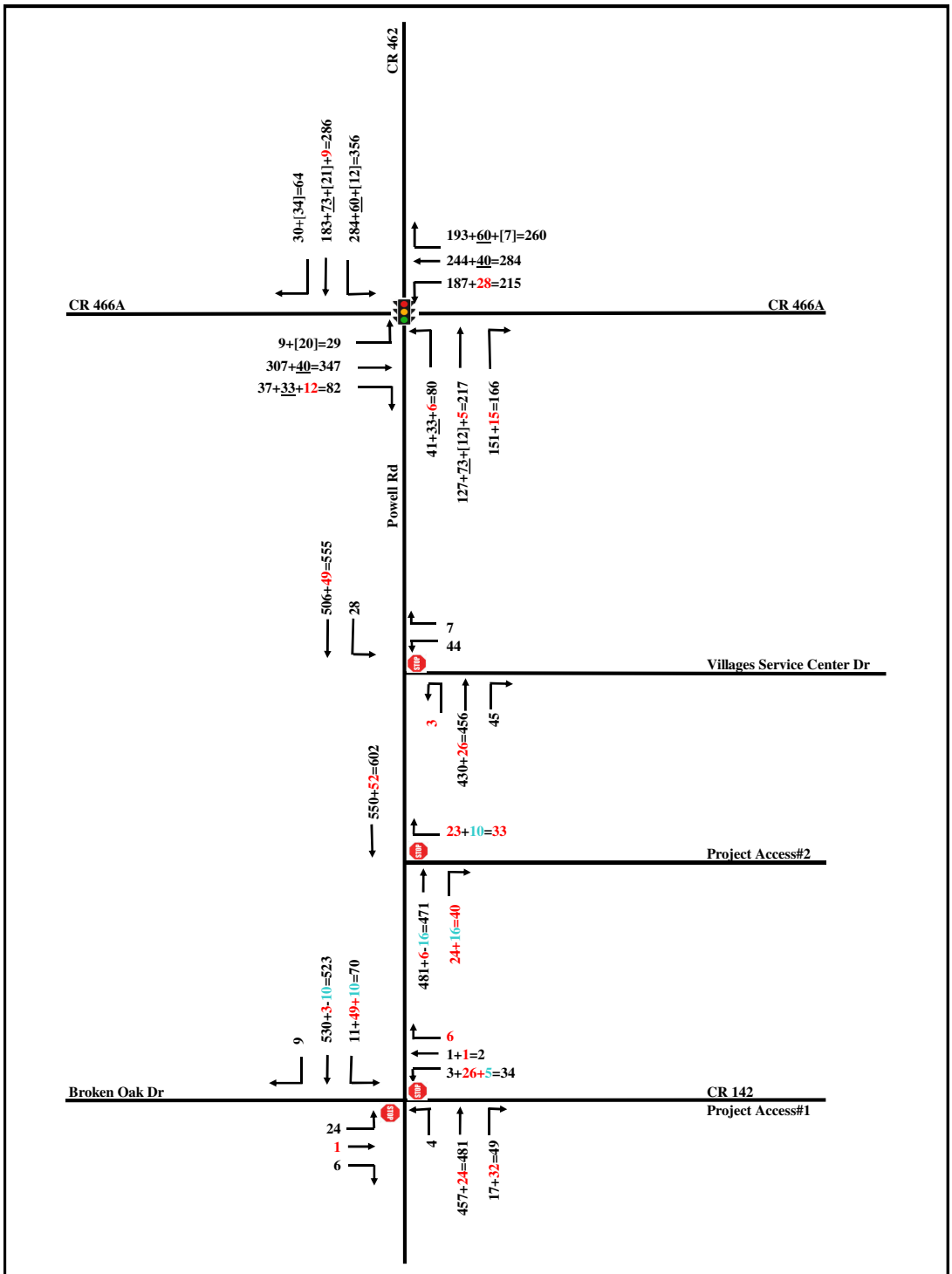
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

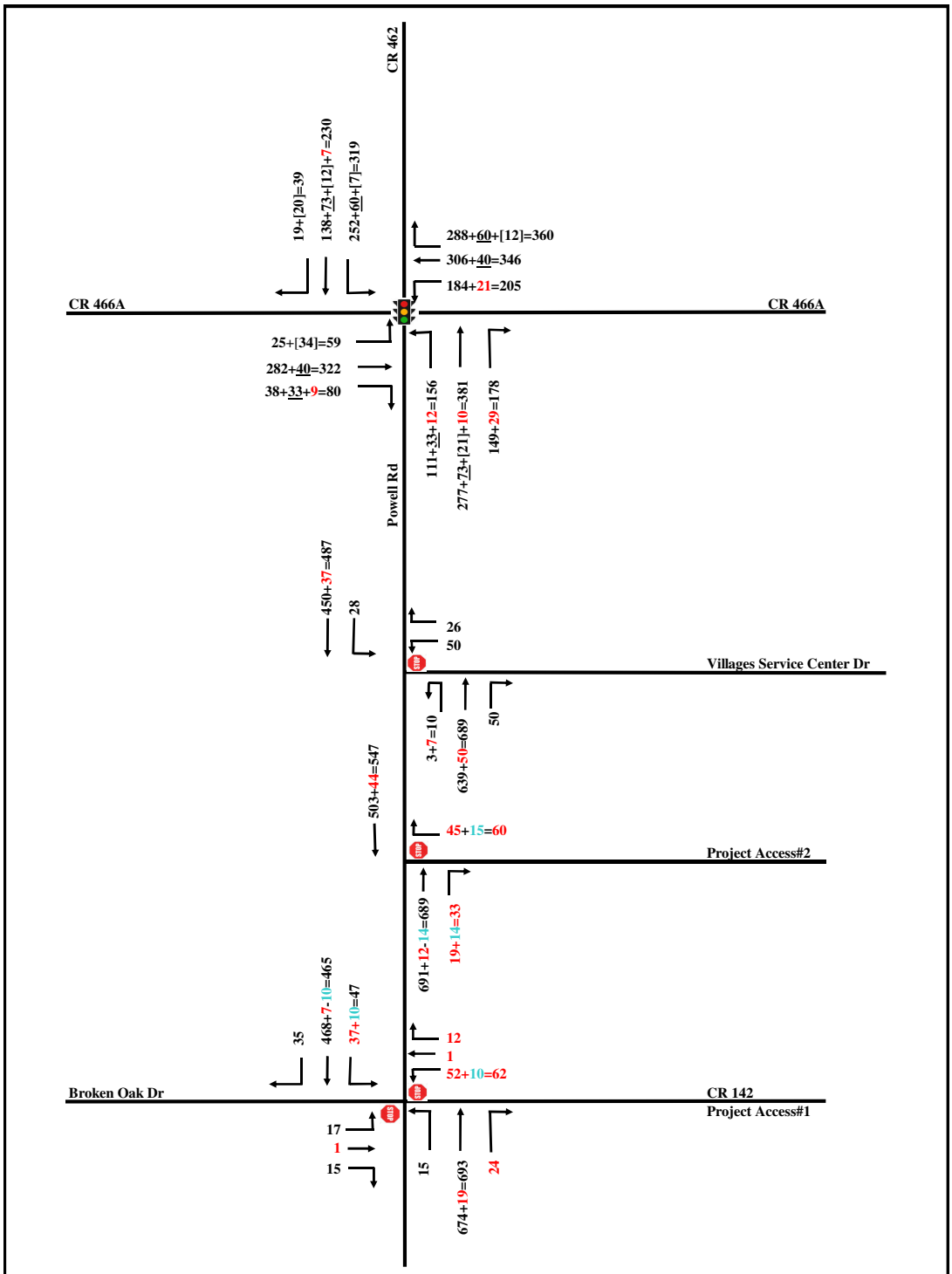
Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic				Project Traffic					YR 2022 Total Traffic				Significant & Adverse
			Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	Project Dist(%)	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour Significance	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	
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:

Source: TEM Group, LLC

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


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
30+[34]=64
183+73+[21]+9=286
284+60+[12]=356
193+60+[7]=260
244+40=284
187+28=215
9+[20]=29
307+40=347
37+33+12=82
41+33+6=80
127+73+[12]+5=217
151+15=166
506+49=555
28
7
44
3
430+26=456
45
550+52=602
23+10=33
481+6-16=471
24+16=40
9
530+3-10=523
11+49+10=70
6
1+1=2
3+26+5=34
24
1
6
4
457+24=481
17+32=49
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


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
19+[20]=39
138+73+[12]+7=230
252+60+[7]=319
288+60+[12]=360
306+40=346
184+21=205
25+[34]=59
282+40=322
38+33+9=80
111+33+12=156
277+73+[21]+10=381
149+29=178
450+37=487
28
26
50
3+7=10
639+50=689
50
503+44=547
45+15=60
691+12-14=689
19+14=33
35
468+7-10=465
37+10=47
12
1
52+10=62
17
1
15
15
674+19=693
24
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

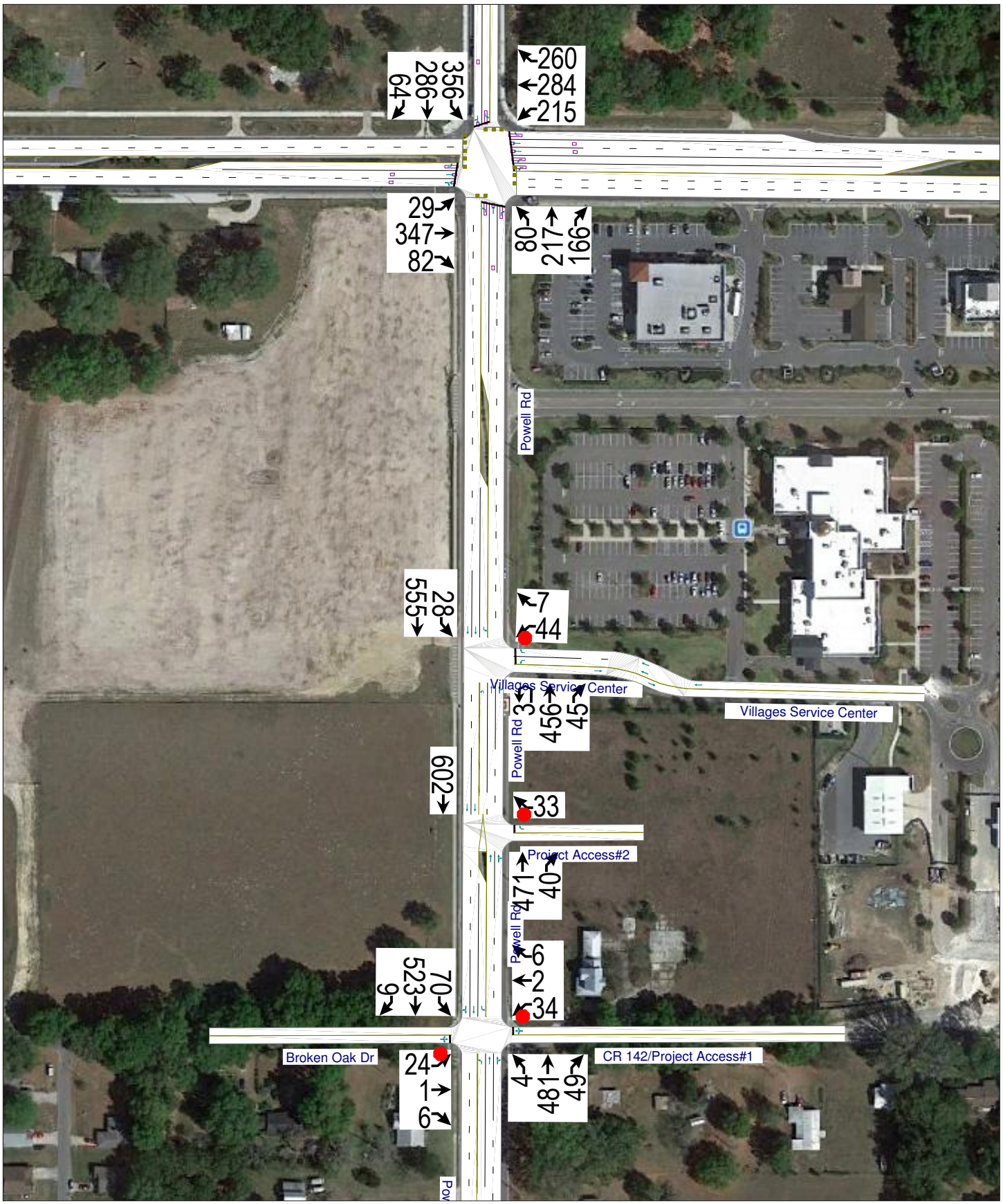


Figure 9 - Future YR 2022 AM PK HR Total Traffic

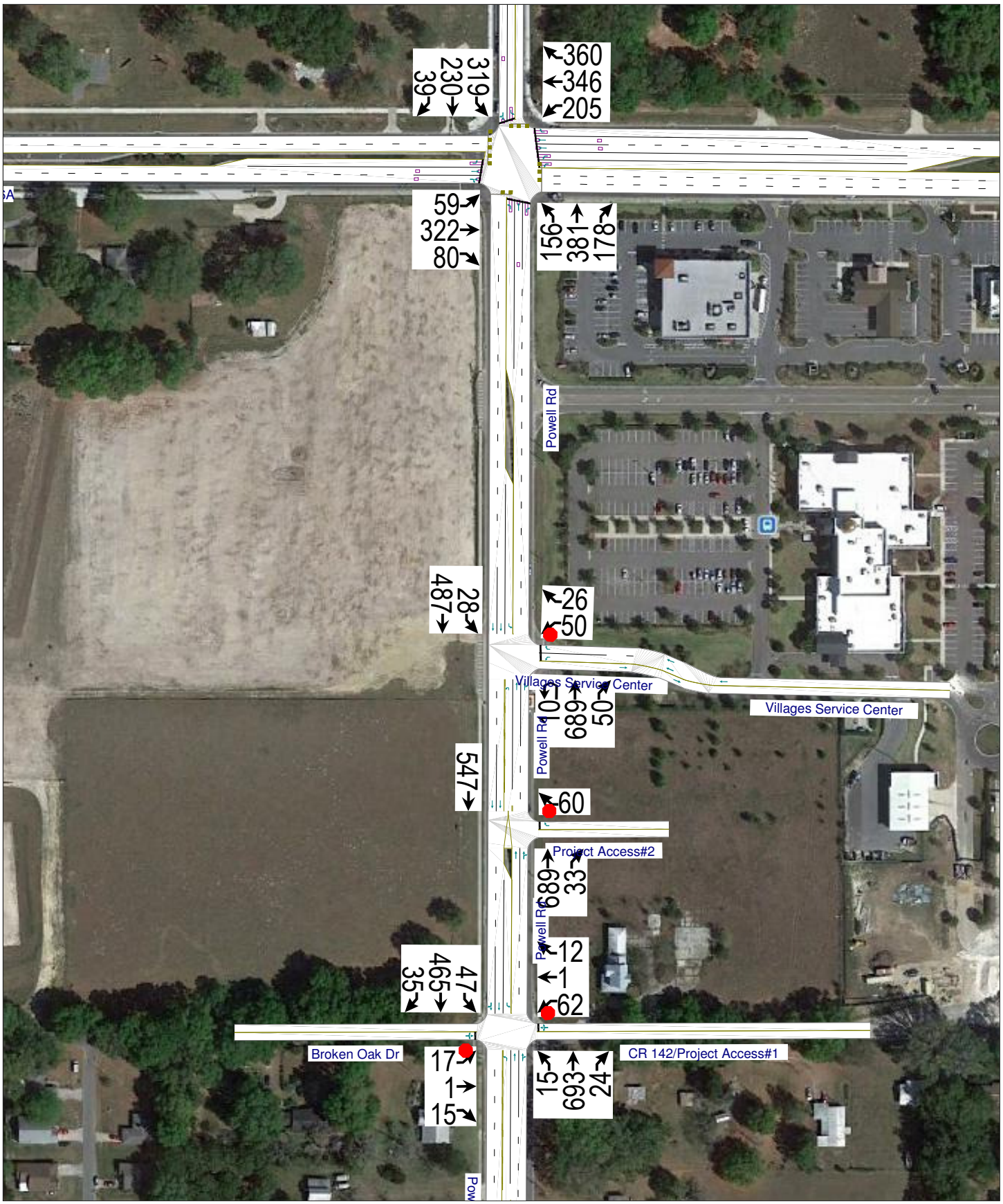


Figure 10 - Future YR 2022 PM PK HR Total Traffic

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

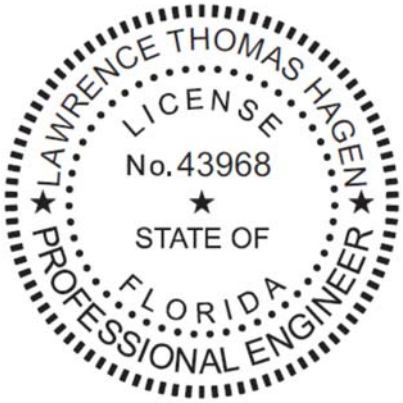
I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional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

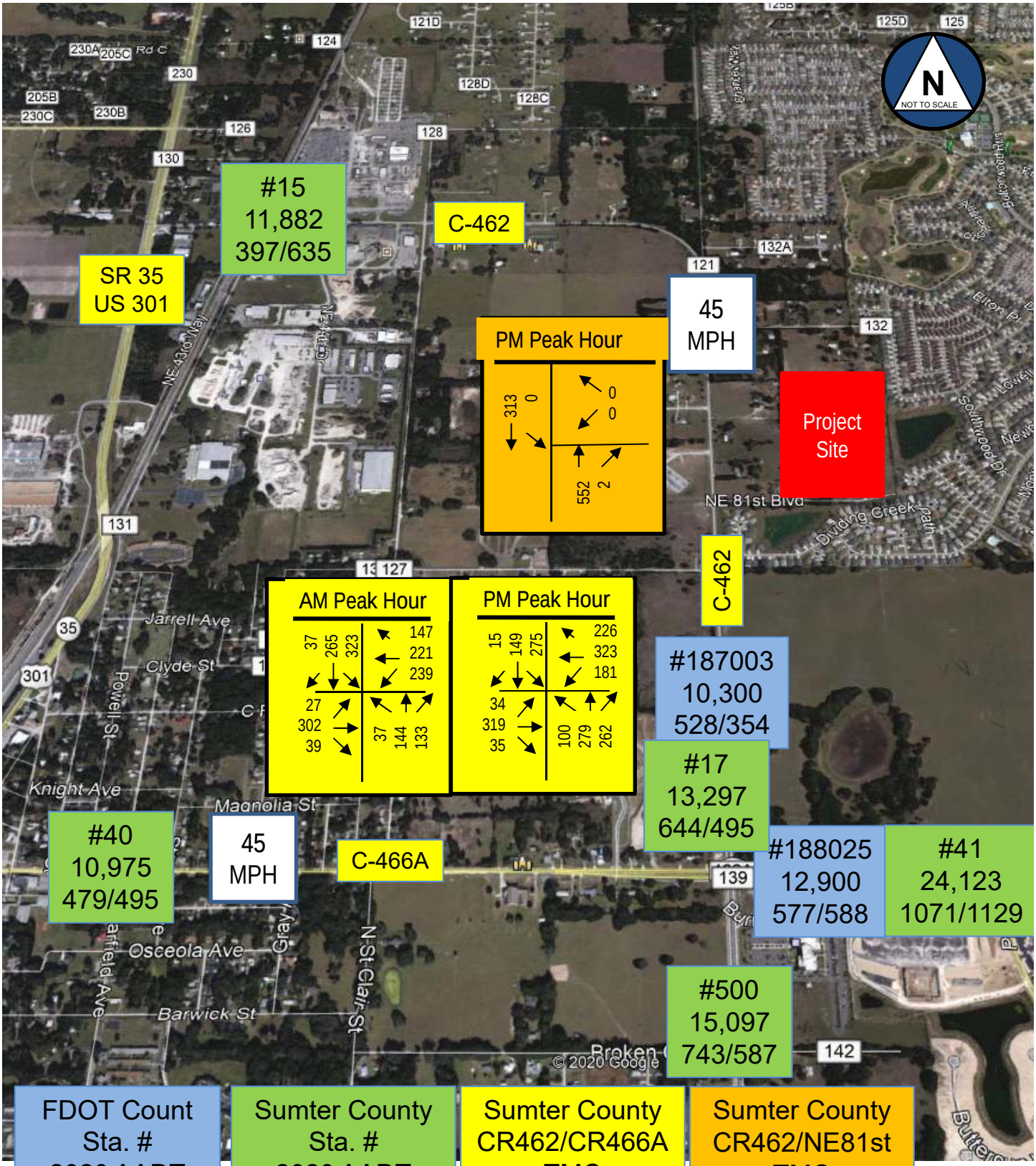
The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

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

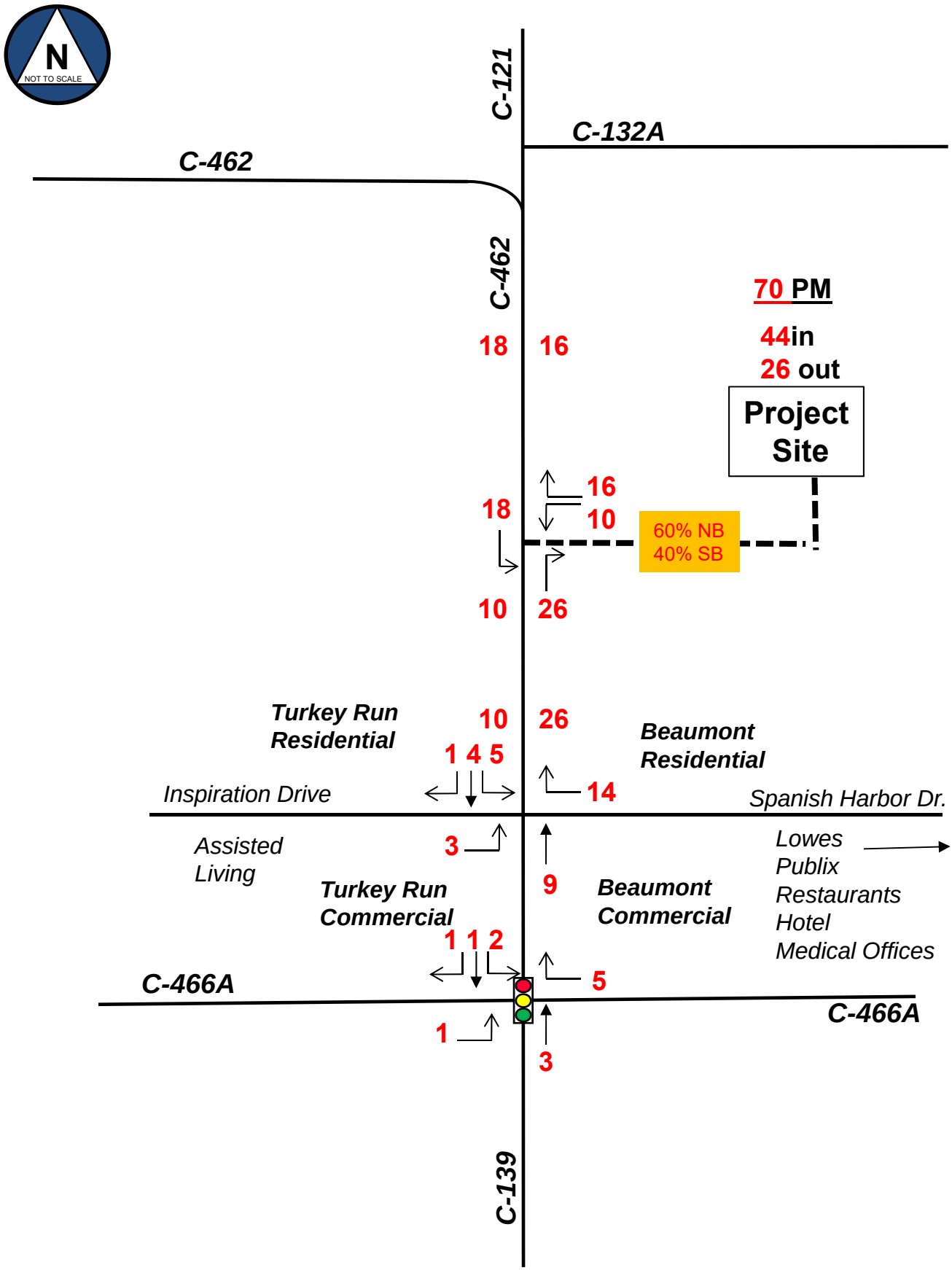
Daily Project Trips		**Enter**	**359**	**Exit**	**359**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

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
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(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

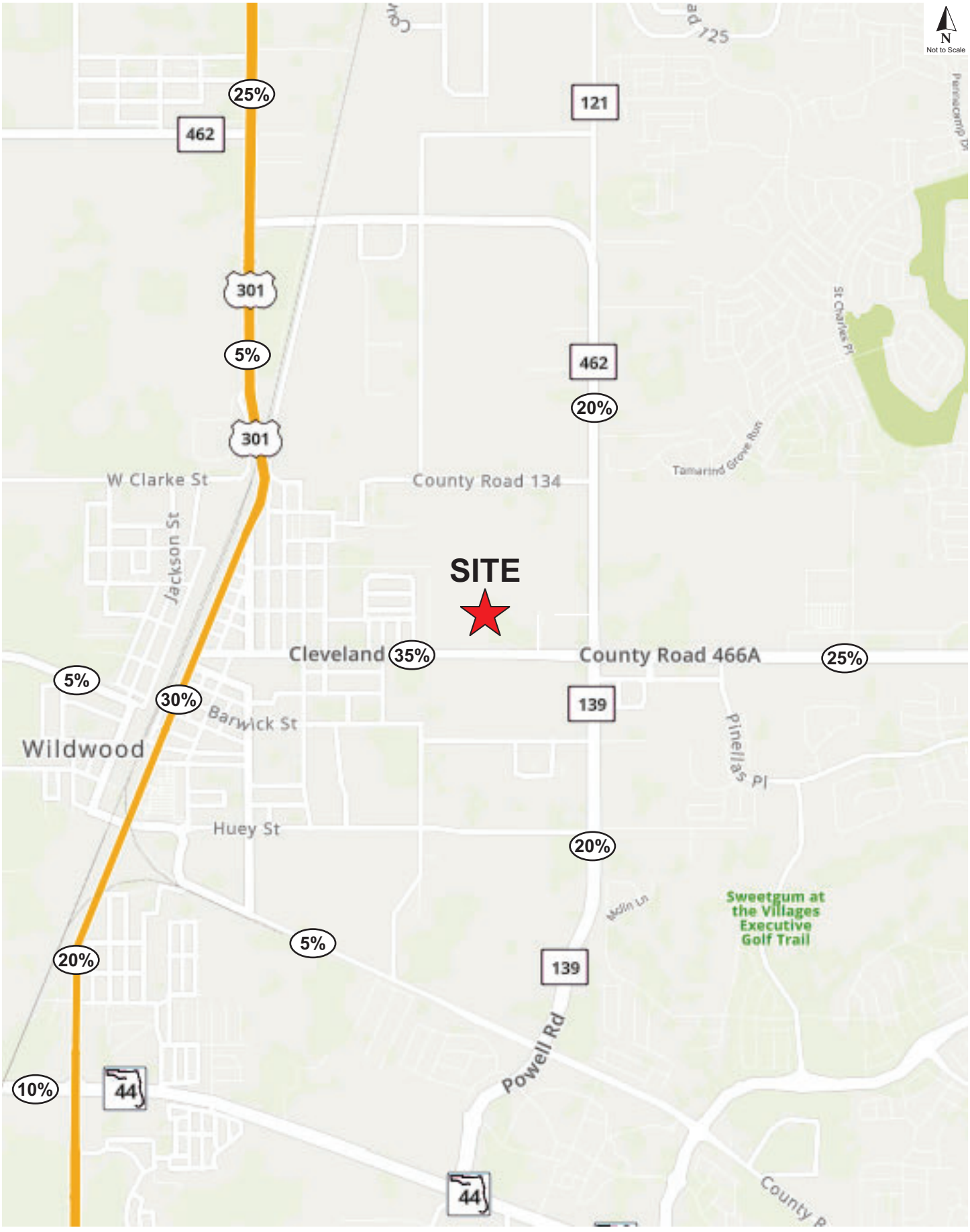
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

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

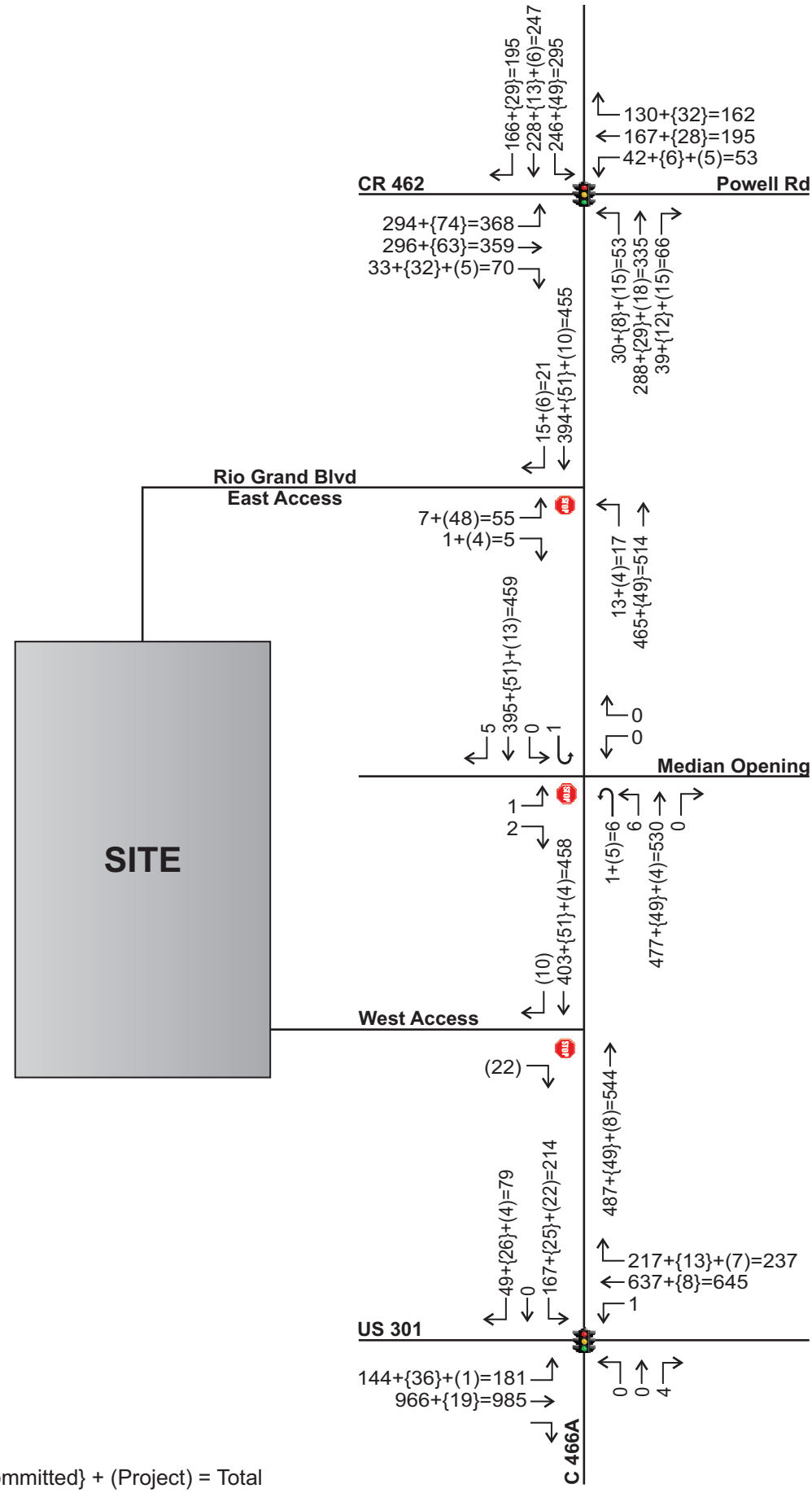
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

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

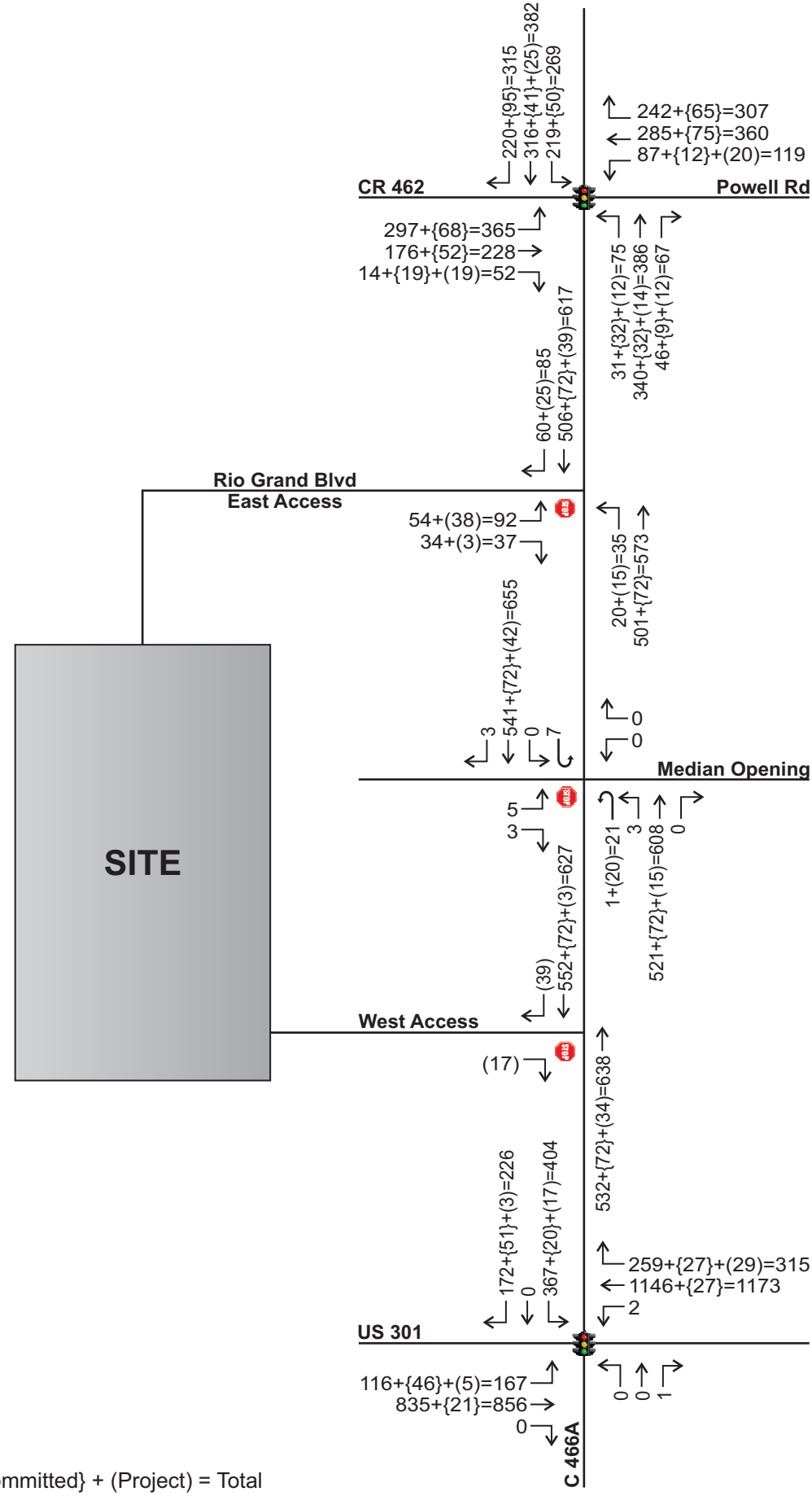
AGR denotes Annual Growth Rate



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).

Table 1 Trip Generation Comparison

Scenario	Land Use	ITE Code	Size	Daily Trip Ends	AM Peak Period				PM Peak Period			
					In		Out		In		Out	
					%	Trips	Trips	Total	%	Trips	Trips	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.

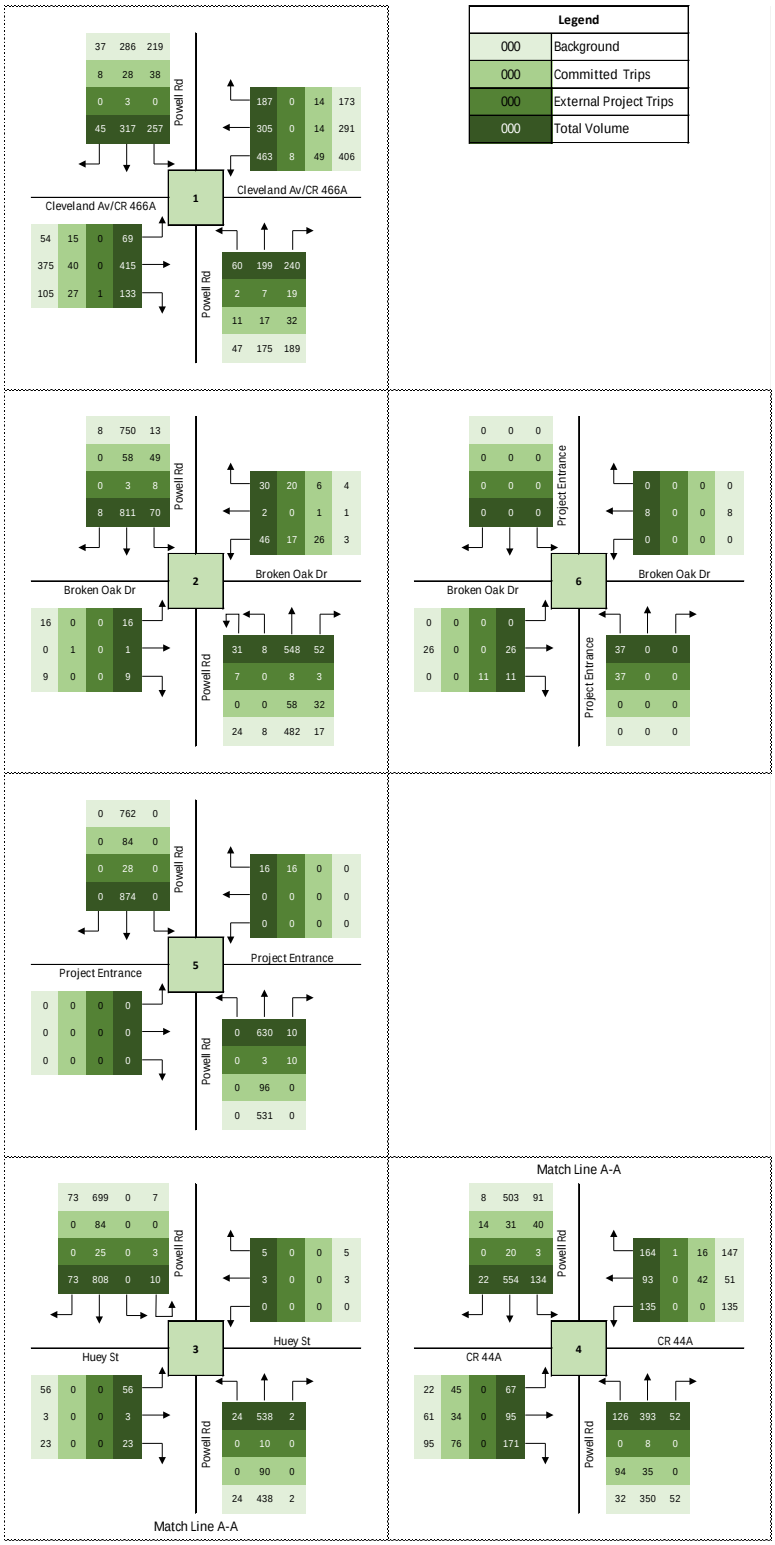
Intersection Capacity Analysis – Build

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.

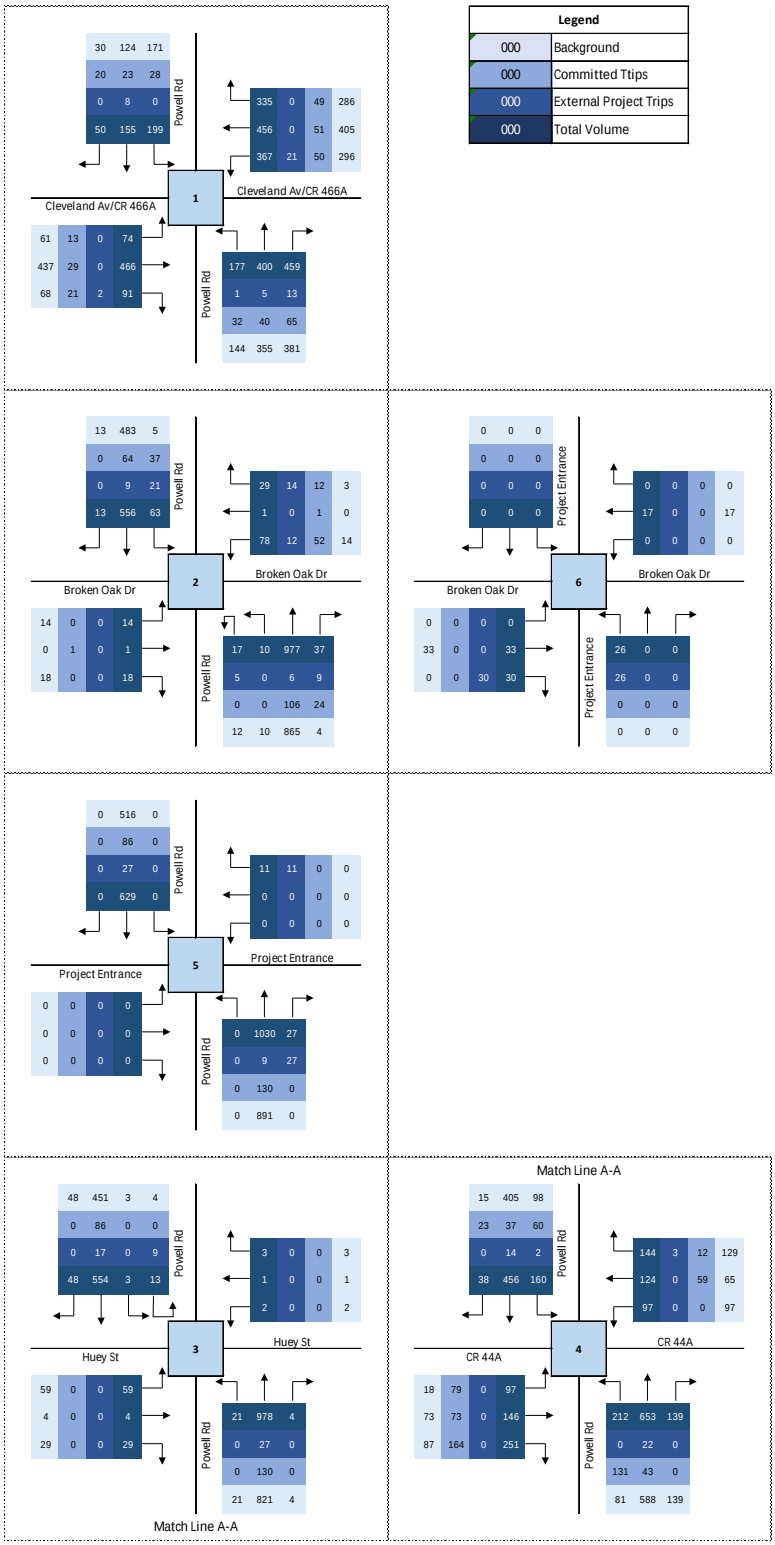
Memorandum

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

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD NB/EB	2022 PHPD SB/WB	Annual Growth Rate	2024 Background Volume NB/EB	2024 Background Volume SB/WB	2024 Background Committed NB/EB	2024 Background Committed SB/WB	2024 Background v/c	2024 Background Deficient?	Project Distrib	Project Volume NB/EB	Project Volume SB/WB	2024 Total Total Volume NB/EB	2024 Total Total Volume SB/WB	2024 Total v/c	2024 Total Remaining Capacity NB/EB	2024 Total Remaining Capacity SB/WB	2024 Total 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		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		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

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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		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

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

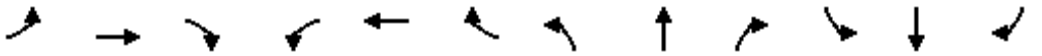
Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1	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

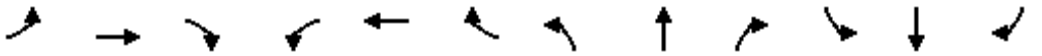
Intersection	
Int Delay, s/veh	2.1

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.

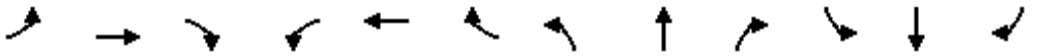
Intersection	
Int Delay, s/veh	0.3

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

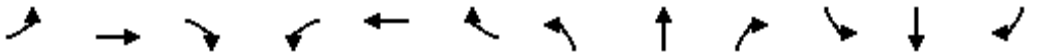
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	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.

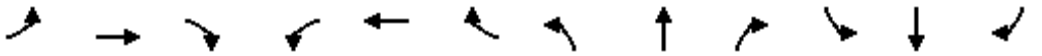
Intersection	
Int Delay, s/veh	0.2

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		

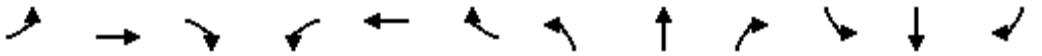
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	442	-
HCM Lane V/C Ratio	-	-	0.058	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



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

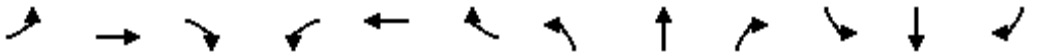
Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



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

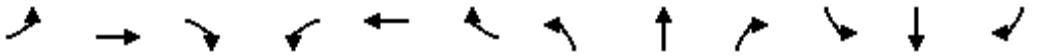
Intersection	
Int Delay, s/veh	2.2

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.

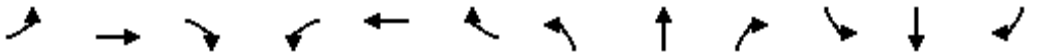
Intersection	
Int Delay, s/veh	0.4

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

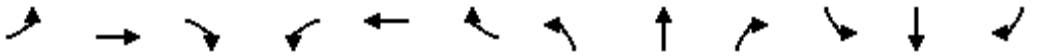
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	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.	

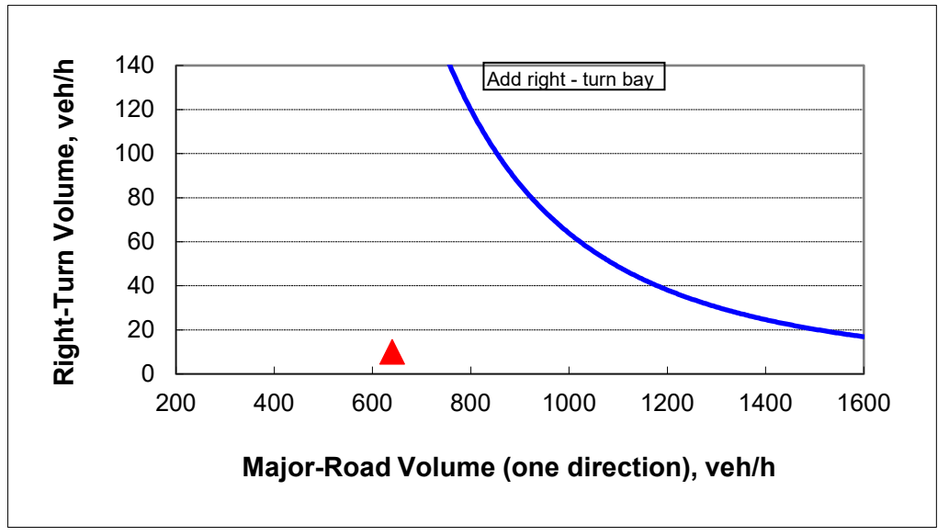


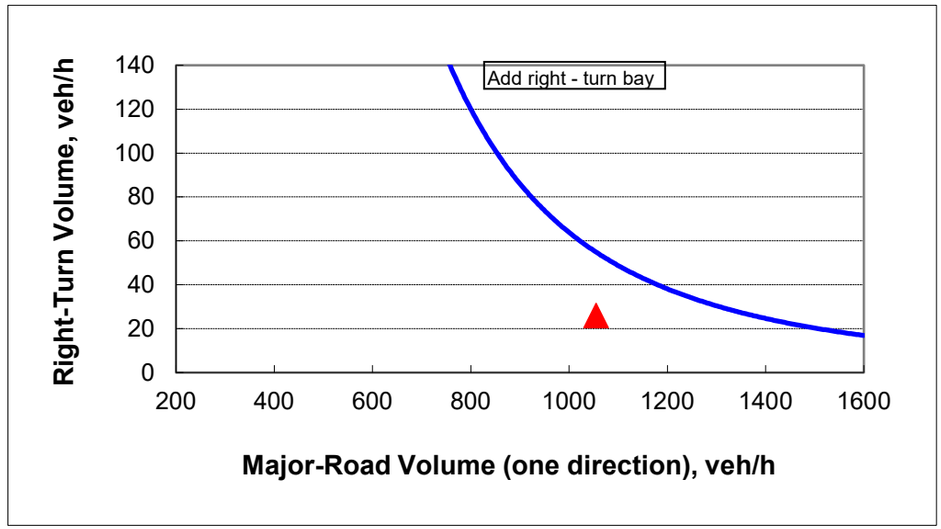
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

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.	



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CP 2404-002 Cheng Zheng Home Site**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case #	CP 2404-002 Zheng Home Site
Ordinance #	O2024-38
Applicant	Mei Chen
Owner	Cheng Lei Zheng
Property Location	A 0.442-acre parcel located at the northwest corner of the intersection of CR 503 and CR 503D
Parcel Number	G33-063
Date	06/11/2024

The applicant seeks approval from the City of Wildwood City Commission for a Small Scale Comprehensive Plan Amendment request to change the Future Land Use Map designation from Agriculture (Sumter County) to Low Density Residential (City) for the parcel listed above on 0.442 acres of land MOL. This request is accompanied by rezoning request RZ 2404-003 (O2024-39).

ANALYSIS: The applicant seeks to erect a single family residence on the property. The proposed amendment should be reviewed based on the following criteria found in Land Development Regulation (LDR) §1.7(D).

(1) Justification of the proposed amendment has been adequately presented;
At this time, the applicant intends to construct a single family residence on the parcel. 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.

(2) The proposed amendment is not inconsistent with the goals, objectives and policies of the comprehensive plan;
The proposed amendment is not inconsistent with the policies of the Comprehensive Plan. Low Density Residential (LDR) Future Land Use designation accommodates intensity for

single family residential at low density. The 2050 Comprehensive Plan FLU Policy 1.1.1 designates a maximum density allowance of four (4) units per acre for the proposed FLU designation. However, the proposed scale and the layout of the site is designated to accommodate just one dwelling unit on premises. As such, the proposed amendment is not inconsistent with the FLUM and conforms with the Comprehensive Plan.

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy-inefficient land use pattern;
The amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern.

Per F.S. Chapter 163.3177(6)(a)9a any amendment to the Future Land Use element shall discourage urban sprawl. The primary indicators that a plan amendment does not discourage urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan amendment:

(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses. The subject property is located approximately 0.25 miles south of the intersection of Warm Springs Avenue and CR 503, which has an extensive mix of existing residential dwelling units along the north and south of Warm Springs Avenue.

(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development. The existing site is located within an older, well established, developed residential-packet neighborhood that features both site-built and manufactured homes. Overall, this area encompasses less than 50 home sites served by four (4) county-maintained roads. As per Housing Policy 3.1.5, “the City shall allow a wide range of housing types to accommodate a diversity of housing needs and preferences. These may include attached and detached single family homes, cluster development, multifamily homes, and innovative housing types.” The applicant is erecting a new single family residence.

(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments. The proposed plan amendment is not an isolated or strip development. There are several developments being considered for approval in the vicinity of the subject parcel as the parcels fall within the JPA.

(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems. The subject property contains wetland/flood zone areas classified as Flood Zone A on the FEMA maps.
The subject property does not contain Wetland/Special Flood Hazard Areas.

(V) Fails to adequately protect adjacent agricultural areas and activities, including

silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils. The subject property does not have adjacent parcels that are actively utilized for agricultural/silviculture activities but rather smaller parcels of residential dwelling units created outside of recorded subdivisions. Although some of the surrounding areas have a future land use of Agricultural (County), this parcel falls within the Joint Planning Area (JPA) where the proposed future land uses could be commercial or residential should they be annexed into the City of Wildwood.

(VI) Fails to maximize use of existing public facilities and services. City water lines are already located on the south side of CR 468/Warm Springs Avenue. However, connection may not be required due to distance requirement (subject parcel is approximately 1,320 linear feet from existing water lines). No additional requirements are needed based on the nature and scale of the proposal.

(VII) Fails to maximize use of future public facilities and services. Once water and sewer lines become available, the applicant will be required to connect to city's utilities based on the established connection matrix.

(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government. As per the JPA agreement between Sumter County and the City of Wildwood, this parcel must be annexed into the City to be developed.

(IX) Fails to provide a clear separation between rural and urban uses. Although some of the surrounding areas have a future land use of Agricultural (County), these parcels fall within the Joint Planning Area (JPA) where the proposed future land uses could be commercial and residential should they be annexed into the City of Wildwood.

(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities. Parcel G33-063 just underwent the annexation process and had its second and final reading on June 10, 2024. The proposal is consistent with Policy 1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.” Development is beginning to physically materialize in this area of the city and it's getting a lot of momentum. Other developments are expected as city utilities are available to the neighboring parcels.

(XI) Fails to encourage a functional mix of uses. The proposal does not constitute a mixed-used development. However, with proximity to CR 468/Warm Springs Avenue being just one fourth of a mile of the subject parcel, it indicates nearby businesses that would benefit from sales and services received by the proposed residents of the single-family dwelling unit. The existing site is located within an older, well established, developed residential-packet neighborhood that features both site-built and manufactured homes. Overall, this area encompasses less than 50 home sites served by four (4) county-maintained roads.

(XII) Results in poor accessibility among linked or related land uses. Access to the site can be provided via either CR 503 or CR 503D; both of which are county-maintained roads.

(XIII) Results in the loss of significant amounts of functional open space. The proposal will have to adhere to the impervious surface requirements of the Low Density Residential Land Use Designation (with 0.3 Floor Area Ratio).

Although some of the surrounding areas have a future land use of Agricultural (County), this parcel falls within the Joint Planning Area (JPA) where the proposed future land uses could be commercial or residential should they be annexed into the City of Wildwood.

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;

No wetlands and/or surface waters are present within the project boundary. In addition, the property is completely cleared except for a few specimen trees bordering to the north of the subject parcel.

(5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools or other public facilities without providing remedies to correct the system or facility.

Transportation: Access to the site can be provided via either CR 503 or CR 503D; both of which are county-maintained roads.

Potable Water & Sewer: There is a 12-inch water main currently available on the south side of CR 468/Warm Springs Avenue. There is no Sanitary Sewer Line in the vicinity.

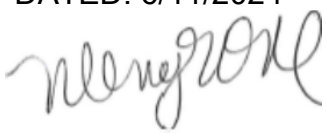
Schools: With the proposal of up to one dwelling unit on this parcel, the expected number of Sumter County Generated Students is one (1) student. The breakdown is as follows:

School	Rate/Students Generated
High	0.102
Middle	0.074
Elementary	0.152
Total	0.328

CONCLUSION:

The proposed amendment to the Comprehensive Plan is compatible with the Goals, Policies and Objectives stated in the City of Wildwood's 2050 Comprehensive Plan. The proposed amendment has been evaluated for the 13 indicators of urban sprawl as listed in F.S. Chapter 163.3177(6)(a)9a. This is the first public hearing of Ordinance O2024-38.

DATED: 6/11/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-38

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; 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 local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment 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 Agriculture (Sumter County) to Low Density Residential (City).

AND WHEREAS, the City is proposing to amend the Future Land Use Map to include the future land use of property that shall pertain and be applicable to said amendment.

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

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan 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

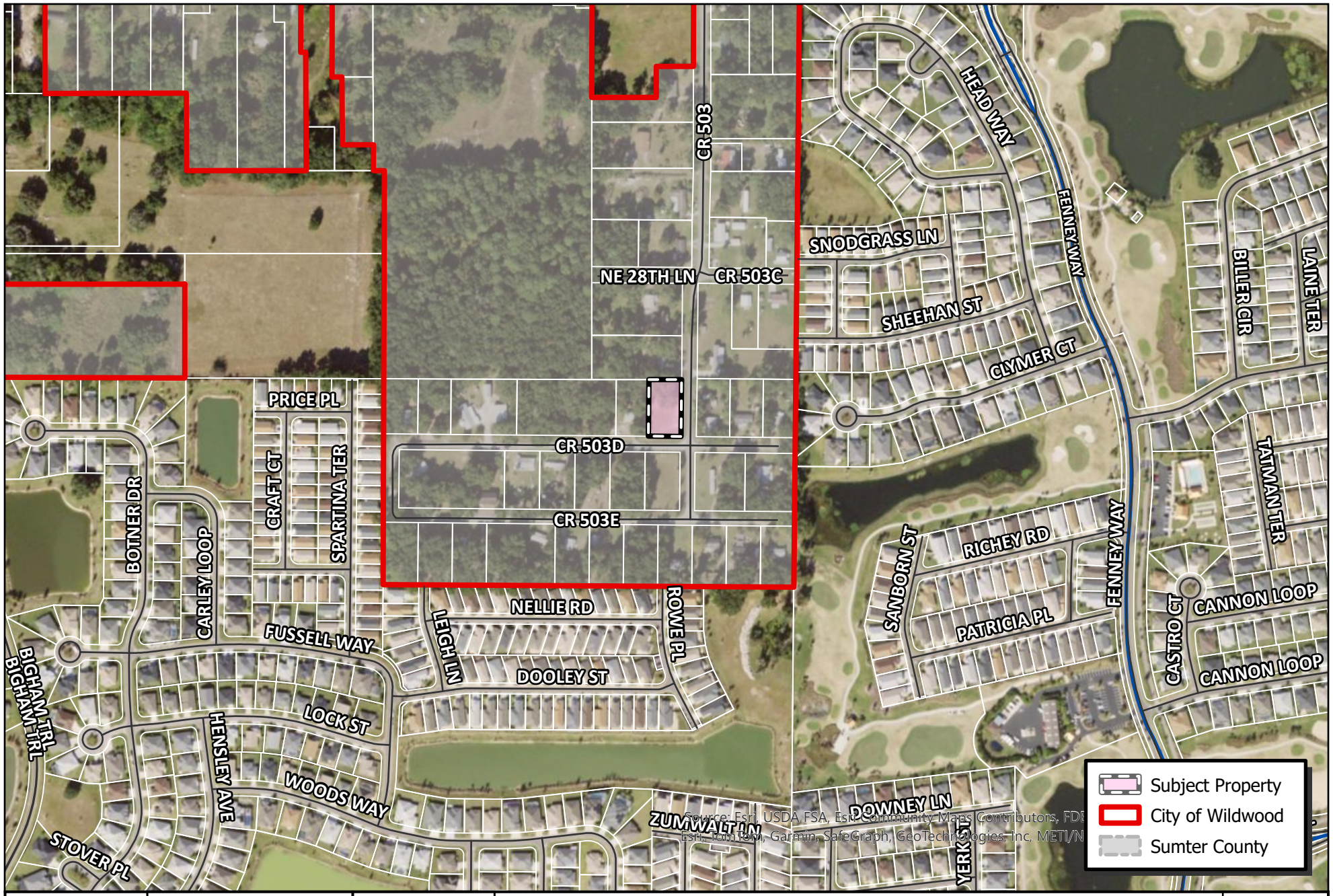
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
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www.wildwood-fl.gov

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US Feet
0 35 70 140

CP 2404-002

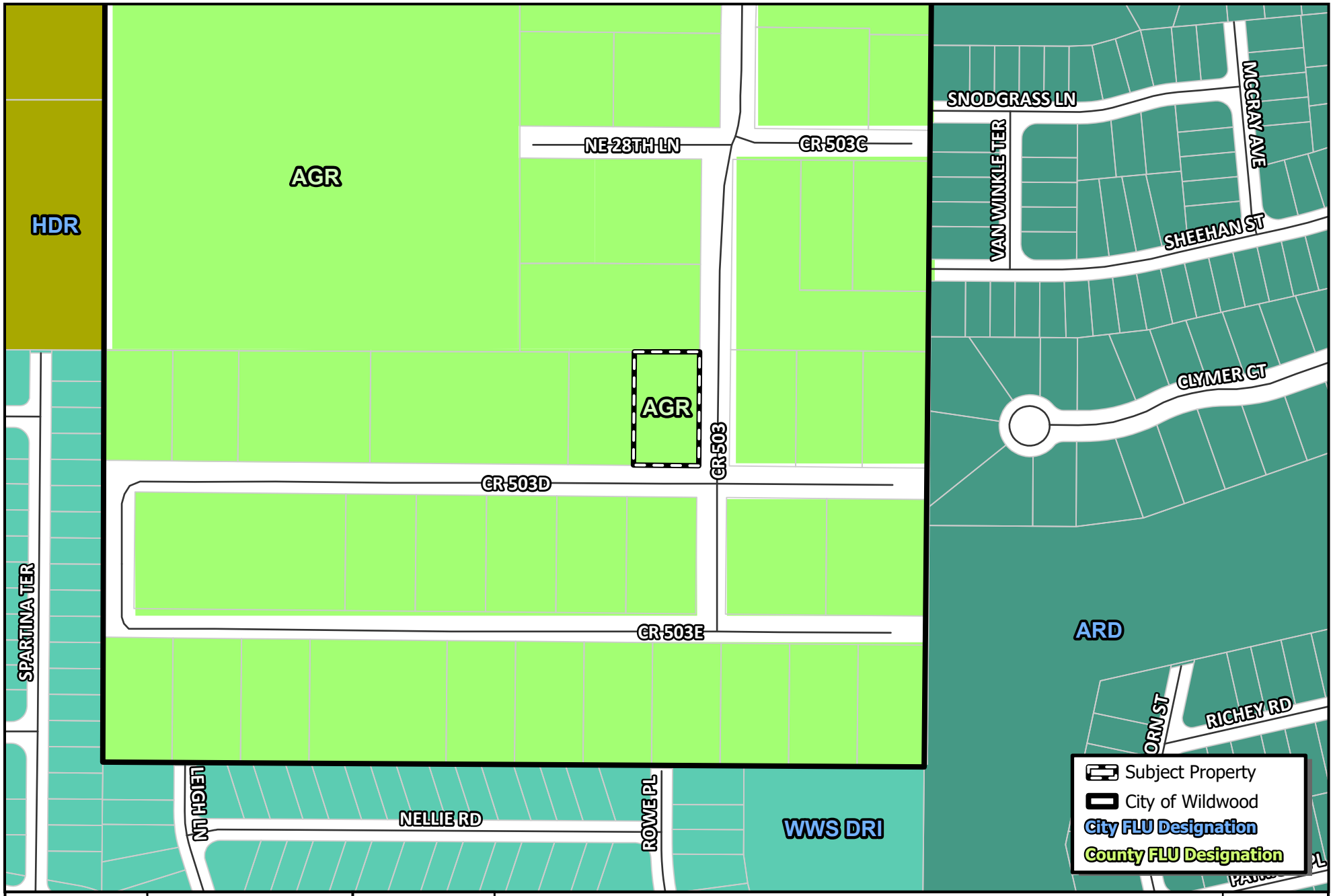
ZHENG HOME SITE

PARCEL G33-063

MAP 1B

LOCATION MAP

MAY 2024



CITY OF WILDWOOD
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CP 2404-002

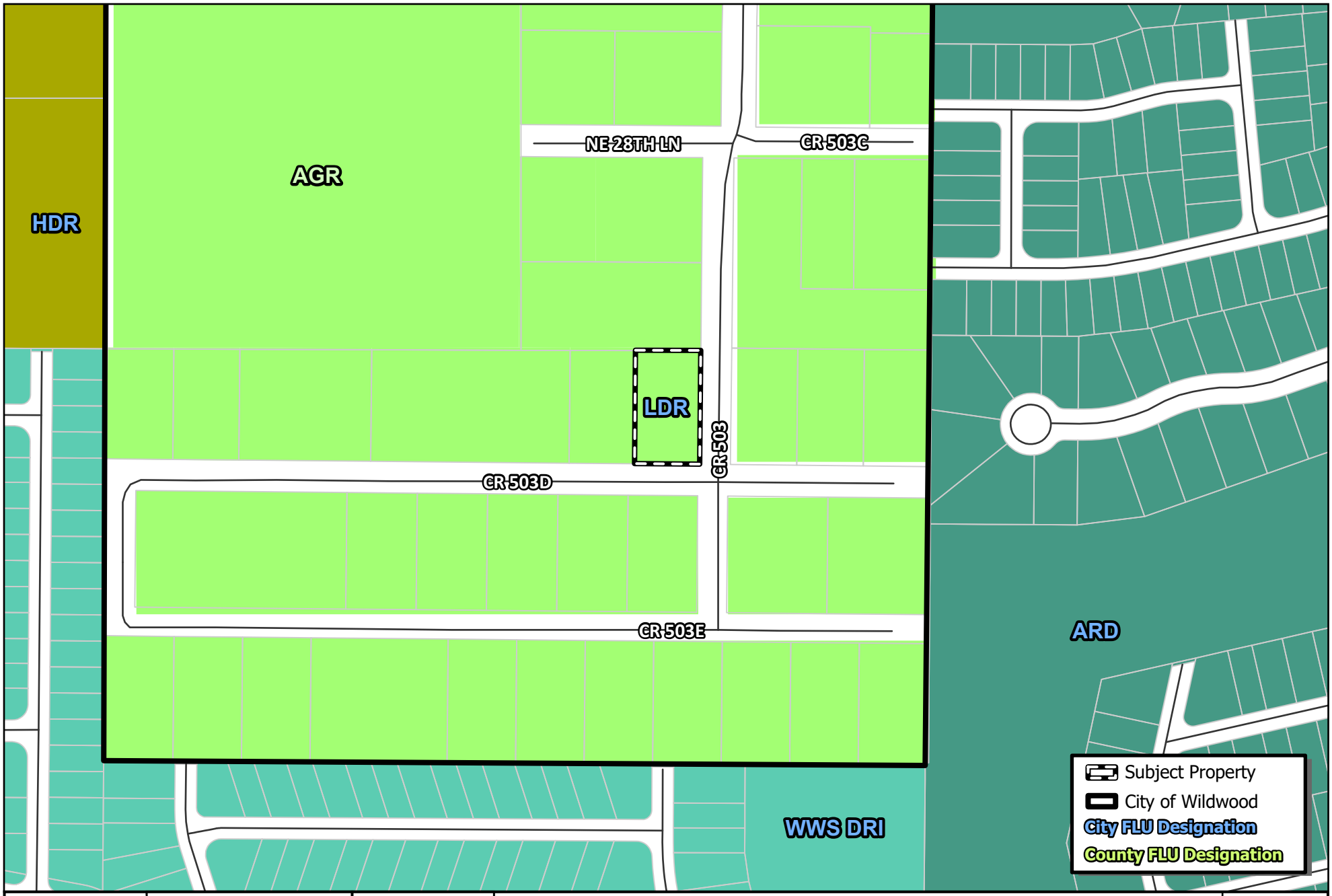
ZHENG HOME SITE

PARCEL G33-063

MAP 2A

EXISTING LAND USE

MAY 2024



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0 45 90 180

CP 2404-002

ZHENG HOME SITE

PARCEL G33-063

MAP 2B

PROPOSED LAND USE

MAY 2024

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-38

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.

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate
as Local Planning Agency

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Agriculture (Sumter County) to Low Density Residential (City) on 0.442 acres MOL. The subject property is generally located at the northwest corner of the intersection of CR 503 and CR 503D, approximately 0.25 miles south of the intersection of Warm Springs and CR 503.

Case Number: CP 2404-002 Zheng Home Site

Applicant(s): Mei Chen

Owner(s): Cheng Lei Zheng

Parcel(s): G33-063

Under Land Development Regulation (LDR) § 1.7(C), the Planning and Zoning Board/Special Magistrate as Local Planning Agency has a duty to make a recommendation to the City Commission on all proposed Comprehensive Plan amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate, as it respects to O2024-38:

☒ recommends approval.

☐ recommends approval with the following conditions:

☐ recommends denial.

Dated: June 11, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval.

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	06/11/2024

The applicant seeks approval from the City of Wildwood City Commission 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 R-1 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-inch 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 the utility connection matrix. There are 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 that time.

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

(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.

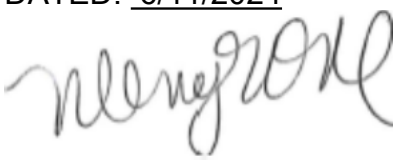
ZONING DESIGNATION OF SURROUNDING PROPERTIES

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 R-1 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. This is the first public hearing for Ordinance O2024-39.

DATED: 6/11/2024



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

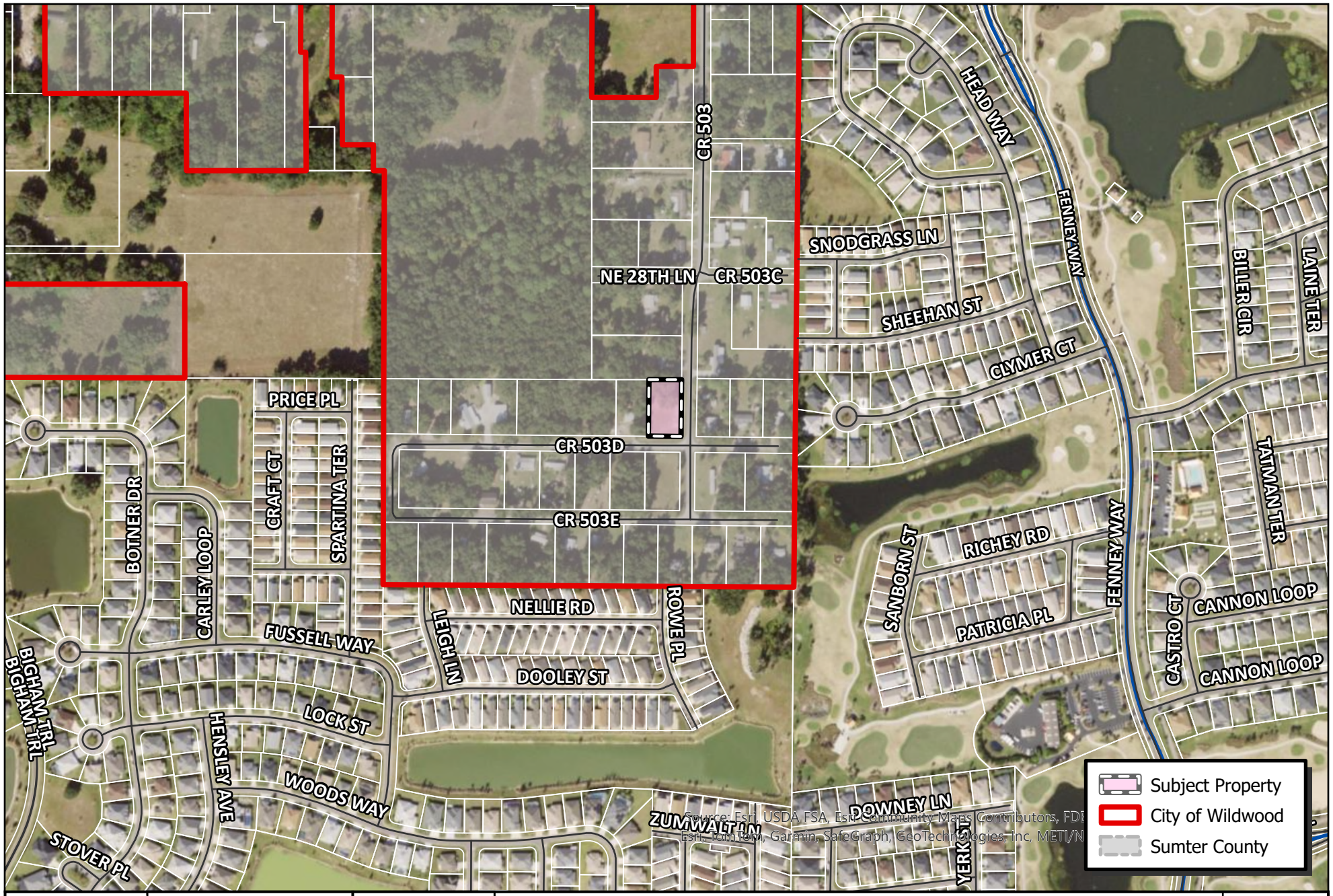
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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RZ 2404-002

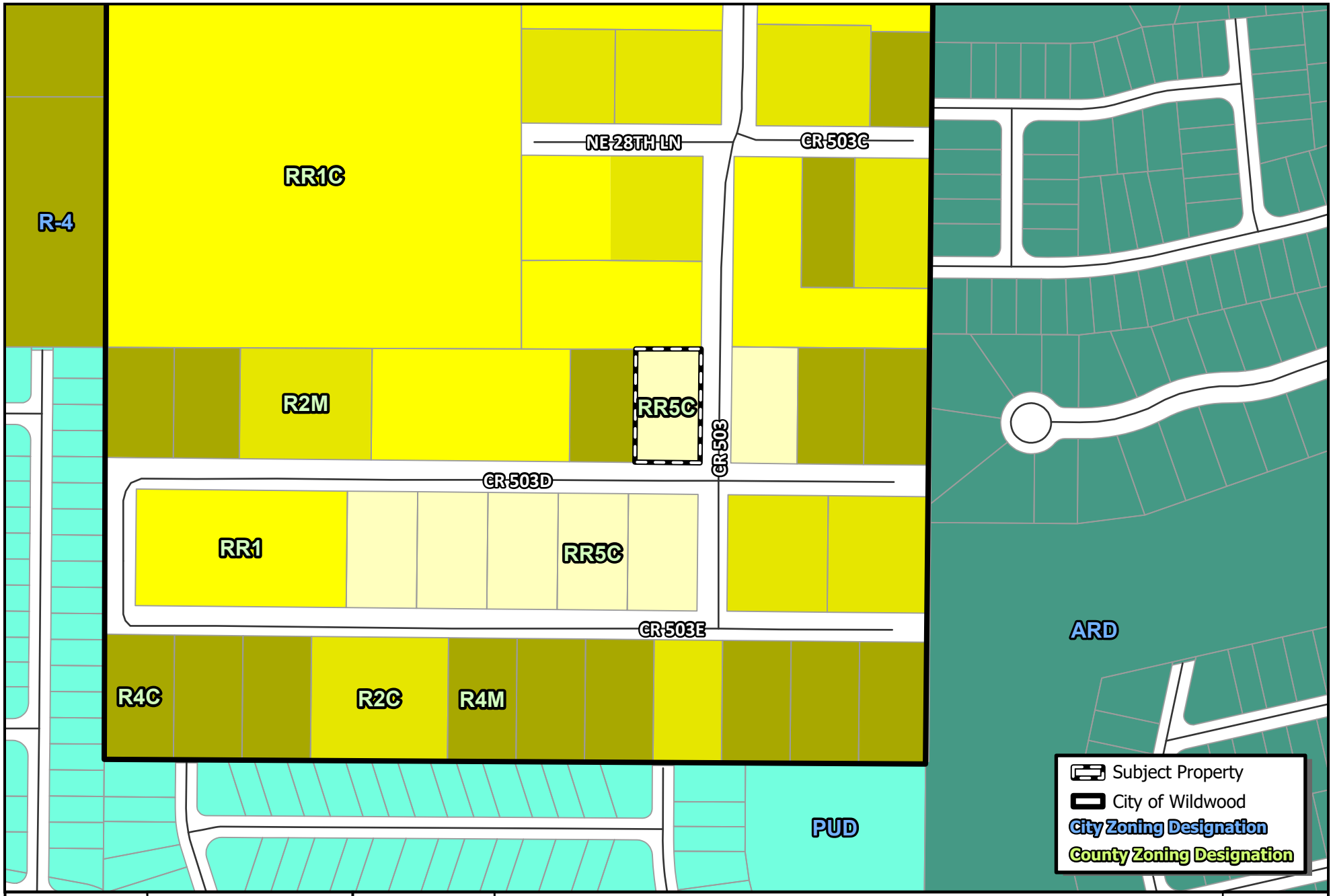
ZHENG HOME SITE

PARCEL G33-063

MAP 1B

LOCATION MAP

MAY 2024



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
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RZ 2404-003

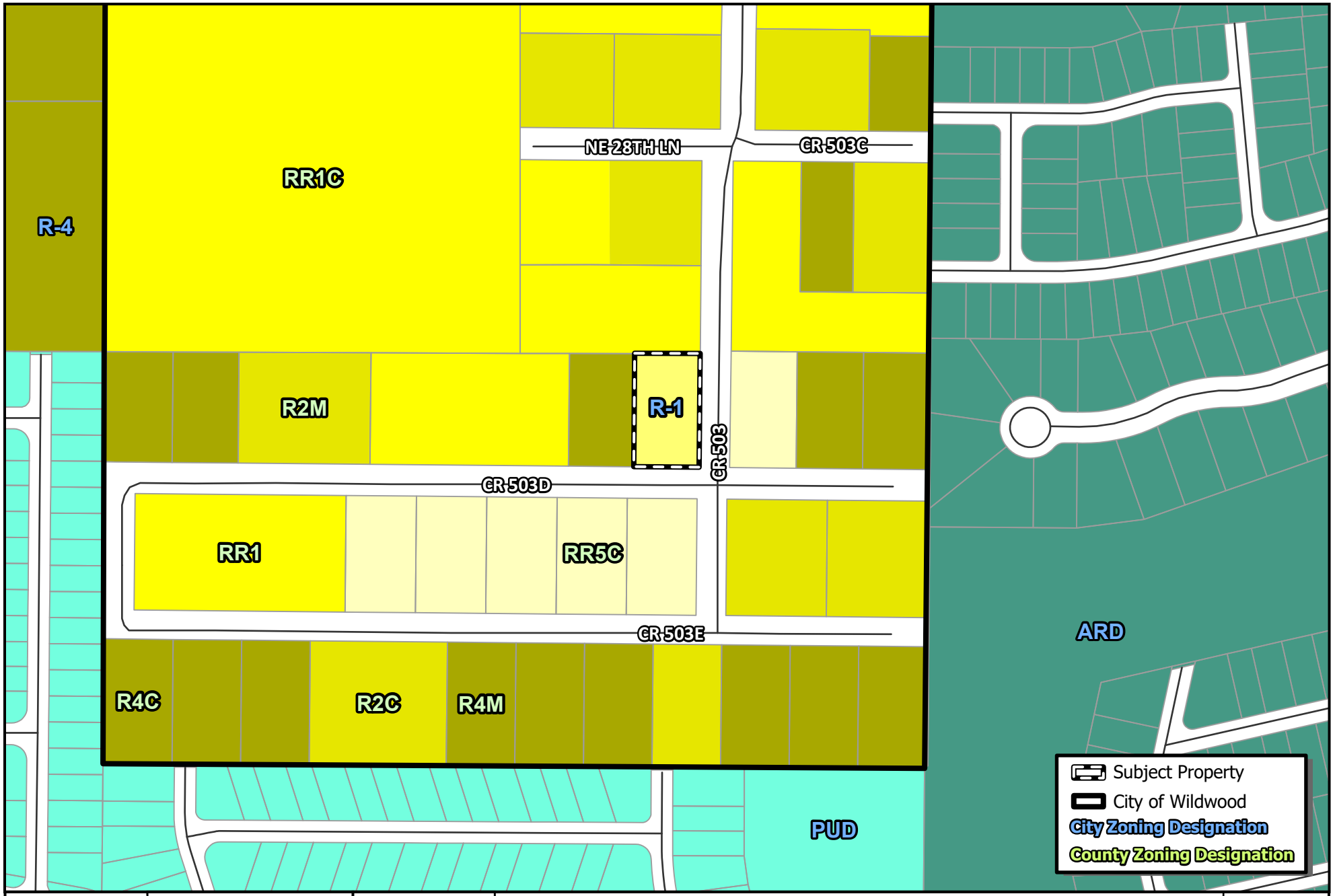
ZHENG HOME SITE

PARCEL G33-063

MAP 3A

EXISTING ZONING

MAY 2024



WILDWOOD FLORIDA EST. 1877

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100 North Main Street
Wildwood, FL 34785
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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.

City of Wildwood, Florida
Planning & Zoning Board/Special Magistrate

The case below was heard on Tuesday, June 11, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR5C (Sumter County) to R-1 (City) on 0.442 acres MOL. The subject property is generally located at the northwest corner of the intersection of CR 503 and CR 503D, approximately 0.25 miles south of the intersection of Warm Springs and CR 503.

Case Number: RZ 2404-002 Zheng Home Site

Applicant(s): Mei Chen

Owner(s): Cheng Lei Zheng

Parcel(s): G33-063

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate, as it respects to O2024-39:

☒ recommends approval.

☐ recommends approval with the following conditions:

_____

☐ recommends denial.

Dated: June 11, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2406-001 Oxford Oaks Professional Plaza**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The applicant, Rodolfo De Anda, managing member of Oxford Oaks Plaza, LLC, has submitted a voluntary annexation application for portions of parcel D17-069. The property to be annexed totals 0.17 acres, MOL and is located approximately 445 linear feet east of N US 301, and approximately 467 linear feet south of CR 106, in section 17, township 18 south, range 23 east.

Annexation into the City is necessary to incorporate a portion of Perry Street, which has recently been vacated by Sumter County at the request of the applicant. The area consists of the north ½ of Perry Street, being approximately 25 feet in width and 297.2 linear feet in length.

The applicant plans to construct a professional/medical plaza (Oxford Oaks Professional Plaza), whose site plan has been submitted for review and this is how it was found that the extra step is necessary to incorporate that piece of land into the City limits and establish a future land use (Commercial) and zoning designation (R-2) consistent with the City for the rest of Parcel D17-069.

DATED: 6/11/2024

Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-40

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.17 ACRES LOCATED APPROXIMATELY 445 LINEAR FEET EAST OF N US 301, APPROXIMATELY 467 LINEAR FEET SOUTH OF CR 106, IN SECTION 17, TOWNSHIP 18 SOUTH, RANGE 23 EAST; WHICH IS CONTIGUOUS TO THE CITY OF WILDWOOD LIMITS AND LOCATED IN THE CITY'S JOINT PLANNING AREA; PROVIDING THAT SECTION 1-14 OF THE CITY OF WILDWOOD CODE OF ORDINANCES IS AMENDED TO INCLUDE THE ANNEXED PROPERTY; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION 1. Based upon the petition of the owners of the following described real property, which is located approximately 445 linear feet east of N US 301, approximately 467 linear feet south of CR 106, to be annexed into the City, the property is hereby annexed into the City of Wildwood pursuant to Sections 171.044 and 171.204, Florida Statutes. The City Commission finds that the property is contiguous to the City of Wildwood; is located within the City's Joint Planning Area with Sumter County; and meets all legal requirements for annexation. The annexed property lying in Sumter County, Florida, owned by Oxford Oaks Plaza, LLC and Oxford Oaks Investments, LLC., is more particularly described as follows:

Portion of Parcel D17-069
Oxford Oaks Plaza, LLC
0.17 +/-

LEGAL DESCRIPTION

PORTION OF PARCEL D17-069

That portion of the North half of Perry Street (50 feet wide) as shown on the Plat of TOWN of OXFORD, as recorded in Plat Book 1, Page 32, of the Public Records of

SUMTER County, Florida, Lying South of the Following Described Parcel: The West 297.2 feet of Block F of TOWN of OXFORD, according to the Plat thereof as recorded in Plat Book 1, Page(s) 32-33, of the Public Records of SUMTER County, Florida.

SECTION 2. All of the above described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above described annexed property shall be subject to the laws and ordinance of the City of Wildwood as if this territory had been a part of the City of Wildwood at the time of passage and approval of said laws and ordinances.

SECTION 4. Until such time as the City amends its comprehensive plan, the current Sumter County zoning classification and future land use regulations will remain in full force and effect.

SECTION 5. Section 1-14 of the City of Wildwood Code of Ordinances is hereby amended to include the legal description of the annexed parcel pursuant to this Ordinance. The location map identifying the property to be annexed are attached hereto as “Exhibit A” and incorporated herein by reference.

SECTION 6. If any portion of this Ordinance is declared invalid for any purpose, the remaining portion shall remain valid and in full force and effect

SECTION 7. This Ordinance shall take effect upon final approval by the City Commission.

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



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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AN 2406-001

OXFORD OAKS PROFESSIONAL PLAZA

PARCEL D17-069

MAP 1B
LOCATION MAP
JUN 2024

Statement of Exemption from Business Impact Estimate

Proposed ordinance's title/reference: O2024-40

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.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Parking Ordinance**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The parking regulations found within the City's Code of Ordinances were amended in February 2020 via Ordinance 2020-13 to prohibit all on-street parking within the public right-of-way. The intent of Ordinance 2020-13 was to provide uniform parking standards within The Villages community to ensure the City's regulations were consistent with Sumter County and the Town of Lady Lake.

Staff wishes to amend Section 12-91(1)(k) and (2)(f) of the Code to only prohibit vehicles from parking within certain areas of the City's public rights-of-way, except for temporary purposes such as loading or unloading. Areas where on-street parking is prohibited are included in the Ordinance and depicted on the map. Nothing in the Ordinance would prevent the City's Public Works Department from installing signage prohibiting parking along other City roadways as warranted.

ORDINANCE NO. O2024-41

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, RELATING TO STOPPING, STANDING AND PARKING; AMENDING SECTION 12-91(1)(k) and (2)(f) OF THE CITY OF WILDWOOD CODE CONCERNING NO STOPPING, STANDING AND PARKING DESIGNATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 316.008, Florida Statutes (F.S.), authorizes the City Commission of the City of Wildwood to regulate the stopping, standing and parking of motor vehicles upon streets and highways within the City of Wildwood's jurisdiction; and,

WHEREAS, the City of Wildwood has home rule authority to prohibit parking in spaces designated or restricted for specific purposes, and to authorize adequate enforcement provisions to enforce the designations; and,

WHEREAS, Section 12-91(1)(k) and (2)(f) of the City of Wildwood Code prohibits parking, standing and stopping in specified City-owned rights-of-way during specified periods of time; and,

WHEREAS, the City of Wildwood wishes to amend the designated prohibited parking areas in Section 12-91(1)(k) and (2)(f) of the City of Wildwood Code for the benefit of the motoring public and pedestrians and to better serve the community and protect the public's health, safety and welfare; and,

WHEREAS, the City of Wildwood wishes to amend Section 12-91(1)(k) and (2)(f) of the City of Wildwood Code to prohibit restricted vehicles from parking within certain areas of the City's public rights-of-way, except for temporary purposes; and,

WHEREAS, the City Commission of the City of Wildwood finds that the provisions of this Ordinance are in the best interests of the City, its citizens, taxpayers and business community.

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

SECTION 1. Section 12-91(1)(k) and (2)(f) of the City of Wildwood Code is hereby amended as set forth in attached Exhibit "A" to this Ordinance (underlined text add, strike-through text delete).

SECTION 2. The codifier of the City of Wildwood Code of Ordinances, Municipal Code Corporation, shall codify the substantive amendments to the City of Wildwood Code contained in Section 1 of this Ordinance as provided therein, and shall not codify any other sections not designated for codification.

SECTION 3. The map attached hereto as Exhibit "B" to this Ordinance shall be available for the public to review upon request to the City Clerk.

SECTION 4. If any section, subsection, sentence, clause, provision or word of this Ordinance is held invalid, same shall be severable and the remainder of this Ordinance shall not be affected by such invalidity, such that any remainder of the Ordinance shall withstand any severed provision, as the City Commission would have adopted the Ordinance and its regulatory scheme even absent the invalid part.

SECTION 5. SCRIVENER'S ERROR. The city attorney may correct scrivener's errors found in this ordinance by filing a corrected copy of this ordinance with the city clerk.

SECTION 6. This ordinance shall take effect upon its final approval by the City Commission of the City of Wildwood, Florida.

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"

Section 12-91

(1) Stop a vehicle, stand a vehicle, or park a vehicle in any of the following places:

***

k. In or on any city road or street right-of-way located within the boundary of the following areas ~~City of Wildwood, Florida~~:

i. All City roads within The Villages ARD, except for the Middleton community residential subdivisions;

ii. All City roads within The Villages of Wildwood DRI;

iii. All City roads within The Oxford Oaks Subdivision; and

iv. All roads within the Lakeside Landings Subdivision.

***

(2) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

***

f. In or on any city road, street, or right-of-way located within the boundaries of the following areas ~~City of Wildwood, Florida~~:

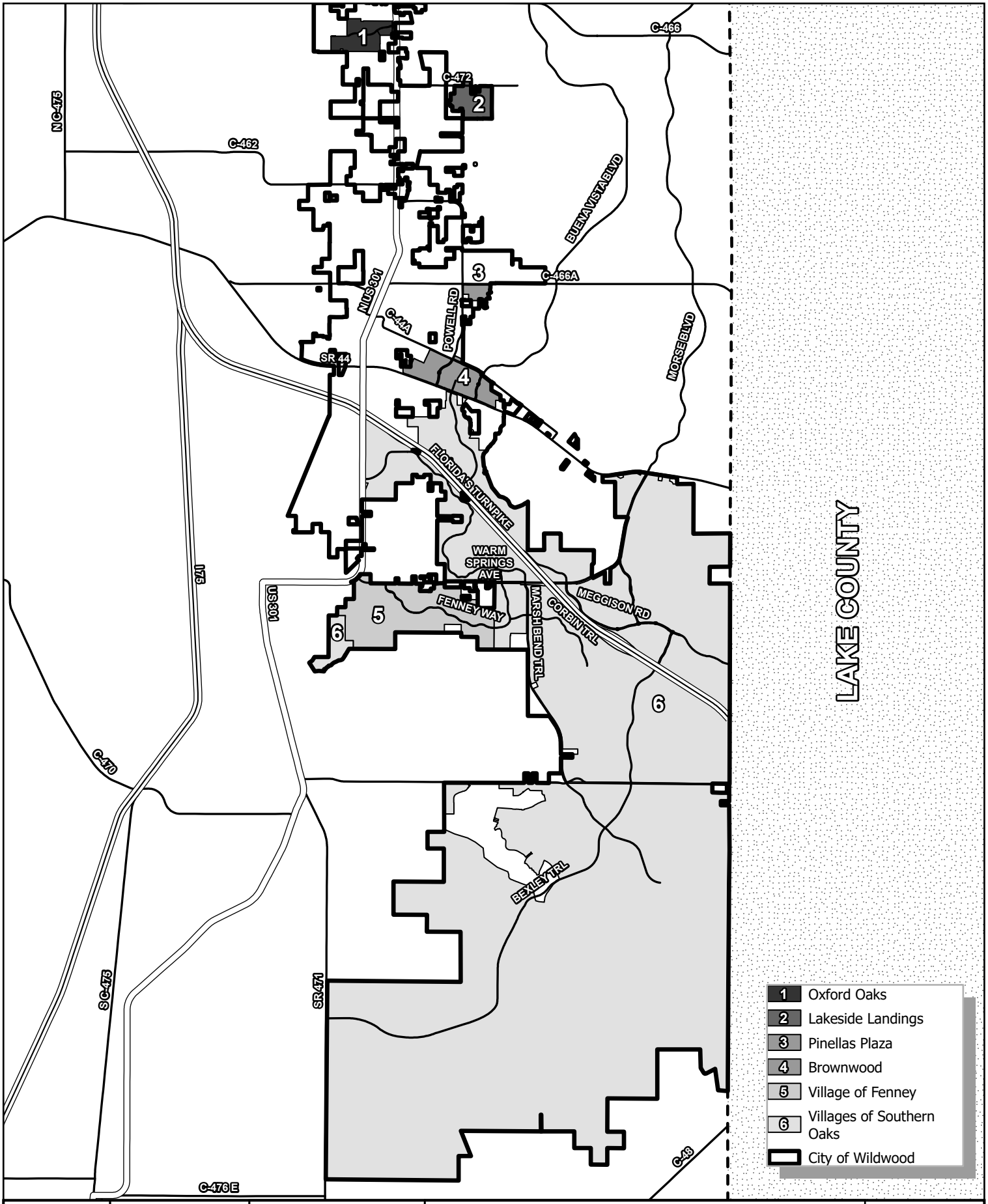
i. All City roads within The Villages ARD, except for the Middleton community residential subdivisions;

ii. All City roads within The Villages of Wildwood DRI;

iii. All City roads within The Oxford Oaks Subdivision; and

iv. All roads within the Lakeside Landings Subdivision.

EXHIBIT "B"



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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ORDINANCE 2024-41 - "EXHIBIT B"
PROHIBITED ON STREET PARKING LOCATIONS

JUN 2024
K NILSON
DEVELOPMENT SERVICES

11200

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202060012291 Date: 03/20/2020 Time: 1:30PM
Page 1 of 13 B: 3725 P: 412 By: KL

ORDINANCE NO. O2020-13

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, AMENDING, REPLACING AND RENUMBERING CERTAIN SECTIONS WITHIN CHAPTER 12 - MOTOR VEHICLES AND TRAFFIC, ARTICLE IV. - STOPPING, STANDING AND PARKING OF THE CITY OF WILDWOOD CODE OF ORDINANCES; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT AND SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

Return to: City of Wildwood
100 N Main St
Wildwood, FL 34785

WHEREAS, the City of Wildwood previously identified changes necessary to the provisions of Chapter 12 of the City Code of Ordinances "Motor Vehicles and Traffic"; and

WHEREAS, the City Commission of the City of Wildwood, Florida adopted Ordinance No. O2019-20 along with its amendments to Chapter 12 of the City Code of Ordinances; and

WHEREAS, the City Commission of the City of Wildwood, Florida now wishes to further amend Chapter 12 of the City Code of Ordinances; and

WHEREAS, the City Commission of the City of Wildwood, Florida, after the appropriate publication of notice of its intention to consider this Ordinance, has determined that in consideration of the health, safety, and welfare of its citizens, it is in the best interest of the City of Wildwood, Florida to approve this Ordinance.

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

SECTION 1. PURPOSE. The purpose of this Ordinance is to Amend, Replace and Renumber certain sections of the City of Wildwood Code of Ordinances: Chapter 12 (Motor Vehicles and Traffic), specifically Amending Chapter 12 as shown in "EXHIBIT A" attached hereto.

SECTION 2. AUTHORITY. Pursuant to Article VIII, Section II of the Florida Constitution and Section 166.021 of the Florida Statutes, the City Commission of the City of Wildwood, Florida has all powers of local self-government to perform municipality functions, and render services and facilities, except when prohibited by law, including the authority to amend its Code of Ordinances.

SECTION 3. CODIFICATION. It is the intention of the City Commission of the City of Wildwood, Florida, and it is hereby ordained, that the provisions of this ordinance shall become and be made a part of the Code of Ordinances of the City of Wildwood, Florida.

SECTION 4. CONFLICT. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

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

SECTION 6. EFFECTIVE DATE. This ordinance shall take effect upon its final approval by the City Commission of the City of Wildwood, Florida.

DONE AND ORDAINED this 24th day of February, 2020, by the City Commission of the City of Wildwood, Florida.

SEAL

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

Ed Wolf, Mayor

ATTEST: Cassandra Smith
Cassandra Smith, City Clerk

First reading: 2/10/2020

Second Reading: 2/24/2020

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202060012291 Date: 03/20/2020 Time: 1:30PM
Page 2 of 13 B: 3725 P: 413 By: KL

Approved as to form:

~~Ashley Hunt~~, City Attorney
Joshua F. Bills

"EXHIBIT A"

ARTICLE IV. – STOPPING, STANDING AND PARKING

DIVISION 1. – GENERALLY

Sec. 12-86. – Ownership as evidence of committing violation.

In any prosecution charging violation of any provision of this article, proof that the particular vehicle described in the parking ticket was stopped, standing, parked, or operated in violation of this article, together with proof that the defendant named in the parking ticket was, at the time of the stopping, standing, parking, or operating, the registered owner of the vehicle shall constitute prima facie evidence that the registered owner of the vehicle was the person who stopped, stood, parked, or operated the vehicle at the point where and for the time which the violation occurred. However, nothing contained herein shall preclude the issuance of a "John Doe" parking ticket and subsequent identification of the registered owner at the time of the violation.

Sec. 12-87. – Authority to impound vehicles.

(a) Whenever any law enforcement officer finds a vehicle standing upon a street, highway, alley, private property as described herein, or right-of-way in violation of this section such officer is authorized to move such vehicle or require the driver or person in charge of the vehicle to move the vehicle, so as to correct the violation. Law enforcement officers shall only be empowered to tow vehicles in accordance with subsection (b) of this section.

(b) Law enforcement officers are authorized to remove and impound a vehicle from a street, highway, alley, private property described herein, or right-of-way to the city-contracted tow service storage facility, or other place of safety, or to a garage designated or maintained by the City, under the following circumstances:

(1) When any vehicle is left unattended and constitutes an obstruction to traffic.

(2) When the owner or person in charge of the vehicle is, by reason of physical injury, incapacitated to such an extent as to be unable to provide for its custody and removal.

(3) When any vehicle is left unattended and is so parked illegally as to constitute a definite hazard or obstruction to the normal movement of traffic, in violation of this part.

(4) When any vehicle is left unattended continuously for more than forty-eight (48) hours and may be presumed to be abandoned.

(5) When the driver of such vehicle is taken into custody by law enforcement and such vehicle would thereby be left unattended.

(6) When removal is necessary in the interest of public safety because of fire, flood, storm, or other emergency.

(7) When a vehicle is found to have parts, components, or equipment which is so defective that the vehicle is unsafe or improper to drive.

(8) When a vehicle is subject to seizure under the state Contraband Forfeiture Act.

(9) When the vehicle is one which is illegal to drive.

(c) No vehicle impounded as provided in this section shall be released therefrom until:

(1) The charges for towing such vehicle into the garage and storage charges have been paid:

(2) Proper proof of ownership has been exhibited; and

(3) Any hold which has been placed upon the vehicle by law enforcement has been removed by law enforcement.

(d) Whenever a law enforcement officer moves a vehicle in accordance with this section, and the officer knows or is able to ascertain the name and address of the owner thereof, such officer shall make a reasonable effort to notify, or cause notification to be given to, such owner of the fact of such removal and the reasons therefore and of the place to which such vehicle has been moved. The owner of a vehicle is responsible and liable for payment of any parking ticket violations unless the owner can furnish evidence that the vehicle was, at the time of the parking violation, in the care, custody, or control of another person. In such instances, the owner of the vehicle is required, no later than fourteen (14) days after the date that the certified notice of the parking violation is mailed, the owner of the vehicle is to furnish to the appropriate law enforcement authority issuing the ticket, the name and address of the person or company who leased, rented, or otherwise has the care, custody, or control of the vehicle. The owner of a vehicle is not responsible for parking ticket violations if the vehicle involved, was, at the time, stolen or in the care, custody, or control of some person who did not have permission of the owner to use the vehicle.

Sec.12-88. Removal or immobilization of vehicles.

The chief of police or any police officer of the city is authorized to remove, or cause to be removed to a place designated by such chief or officer, any vehicle parked in violation of any provision of this article and is authorized and empowered to keep the same in such place so designated until all fines and charges assessed for towing and storage against the owner and the

vehicle have been paid for satisfactory bond arranged. In addition, the chief of police or any police officer of the city is authorized to immobilize, by use of a lock-up device, any vehicle parked in violation of any provision of this article until the prescribed fine is paid or a hearing is scheduled.

DIVISION 2. – CITY OF WILDWOOD FLORIDA PARKING ORDINANCE

Sec. 12-89. – Short title.

This division shall be known as the City of Wildwood Florida Parking Ordinance.

Sec. 12-90. – Definitions.

The following words and phrases, when used in this division, shall have the meaning ascribed to them in this section, except where the context otherwise requires:

(a) City Clerk: The City Clerk of the City of Wildwood and any member of the City's finance department designated by the City Clerk.

(b) *City Commissioners*: The City Commissioners of the City of Wildwood, Florida.

(c) *Clerk of Court*: The clerk of the circuit and county courts of Sumter County, Florida.

(d) *City*: The City of Wildwood, Florida.

(e) *Designated public parking space*: Any public parking space marked in accordance with and conforming to the minimum requirements of Section 316.1955, Florida Statute.

(f) *Fire lane*: Any area adjacent to a structure, whether said area is on public or private property, which has been designated by the appropriate officials as a fire lane pursuant to the Standard Fire Protection Code of 1988 as adopted by the board of county commissioners of Sumter County, Florida and as amended from time to time, and which is clearly marked as such.

(g) *Intersection*:

(1) The area embraced within the prolongation or connection of the lateral curb lines; or, if none, then the lateral boundary lines of the roadways of two (2) highways which join one another at, or approximately at, right angles; or the area within which vehicles traveling upon different highways joining at any other angle might come in conflict.

(2) Where the highway includes two (2) roadways thirty-nine (39) feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting

highway also includes two (2) roadways thirty (30) feet or more apart, then every crossing of two (2) roadways of such highways shall be regarded as a separate intersection.

(h) *Law enforcement officer*: The chief of police of the City of Wildwood, Florida or any police officer of the City of Wildwood, Florida, the sheriff of Sumter County, Florida or his deputy, the Florida Highway Patrol, and any other law enforcement officer authorized to issue traffic citations.

(i) *Official traffic control device*: All signs, signals, markings, and devices placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating, warning, or guiding traffic.

(j) *Official traffic control signal*: Any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

(k) *Owner*: A person who holds the legal title of a vehicle, or, in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and which an immediate right of possession vested in the conditional vendee or lessee, or in the event a mortgagor of the vehicle is entitled to possession, then such conditional vendee, or lessee, or mortgagor shall be deemed the owner, for purposes of this division.

(l) *Park or parking*: The standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and which is actually engaged in loading or unloading of merchandise or passengers as may be permitted by law under this division.

(m) *Parking ticket*: Official form used by the chief to notify the owner of a vehicle that said vehicle is parked, stopped, or standing in violation of the terms of this division.

(n) *Person*: Any natural person, firm, copartnership, association, or corporation.

(o) *Private road or driveway*: Any privately owned way or place for vehicular travel by the owner and not open to travel by the public.

(p) *Public parking space*: Any parking space which the owner, lessee, or person in control of such property provides for use of members of the public other than employees of such owner, lessee, or person, including, but not limited to, parking spaces at shopping centers, stores, offices, motels, malls, restaurants, and marinas.

(q) *Right-of-way*: The area of a street or road adjacent to the roadway including drainage swales and areas, clear zones and all lands owned by or under the control of the City.

(r) *Roadway*: That portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of berm or shoulder. In the event a highway includes two (2) or more separate roadways, the term "roadway" as used herein shall refer to any such roadway separately, but not to all such roadways collectively.

(s) *Sidewalk*: That portion of a street between the curb lines, or the lateral line, of a roadway and the adjacent property lines, intended for use of pedestrians.

(t) *Stand or standing*: The halting of a vehicle, whether occupied or not, other than temporarily, for the purpose of, and while actually engaged in, receiving or discharging passengers, as may be permitted by law under this division.

(u) *Street or highway*: The entire width between the boundary lines of every way or place of whatever nature when any part thereof is open to the use of the public for purposes of vehicular traffic.

(v) *Traffic*: Pedestrians, ridden or herded animals, and vehicles, and other conveyances either singly or together while using any street or highway for the purposes of travel.

(w) *Vehicle*: Any device, in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

Sec. 12-91. – Stopping, standing, or parking.

Within the boundaries of the City of Wildwood, Florida, except when necessary to avoid conflict with other traffic, or in compliance with applicable law or other directions of the chief of police or any law enforcement officer or official traffic control device, no person shall,

(1) Stop a vehicle, stand a vehicle, or park a vehicle in any of the following places:

a. On the roadway side of any vehicle stopped or parked at the edge or curb of a street (i.e., double parked);

b. On a sidewalk;

c. Within an intersection;

d. On a crosswalk;

e. Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic;

f. Upon any bridge or other elevated structure upon a highway or within a highway tunnel;

g. On any railroad tracks;

h. On any bicycle path;

i. At any place where official signs prohibit stopping;

j. In any area containing the raised or painted separator or median;

k. In or on any city road or street right-of-way within the boundary of the City of Wildwood, Florida.

(2) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

a. In front of a public or private driveway;

b. Within fifteen (15) feet of a fire hydrant;

c. Within twenty (20) feet of a crosswalk at an intersection;

d. Within thirty (30) feet upon the approach to any flashing signal, stop sign, or official traffic control signal located at the side of a roadway;

e. Within twenty (20) feet of the driveway entrance to any fire station and on the side of a street opposite the entrances to any fire station within seventy-five (75) feet of said entrances (when sign is properly posted);

f. In or on any city road, street, or right-of-way within the boundaries of the City of Wildwood, Florida;

g. On an exclusive bicycle lane.

(3) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading and unloading merchandise or passengers:

a. Within fifty (50) feet of the nearest rail of railroad crossing;

b. At any place where official signs prohibit parking;

c. In or on any city road, public parking lot, public or private property where the public has the right to travel by motor vehicle where the parking is not marked as a parking space or otherwise impedes the orderly progression of traffic within such lot, street, right-of-way, or property within the boundaries of the City of Wildwood, Florida.

d. At any public or private place that is designated as a handicapped parking place for handicapped persons, unless and except when said vehicle is duly permitted for parking therein by virtue of the fact that there is a handicapped occupant.

e. At any public or private place where the official traffic control devices prohibit stopping, standing, parking by signage, or would otherwise impede the drive aisle or access to handicapped ramps, and pedestrian accessways.

f. The provisions in subsections (3)(a), (b), and (d) above shall not apply to delivery vehicles, utility company vehicles, service vehicles, or other vehicles temporarily parked or stopped in the areas mentioned above in connection with bona fide deliveries, construction, maintenance, or other

duties normally associated with the duties and responsibilities of the drives thereof, provided, however, if a law enforcement officer determines that such vehicle is posing an immediate danger to the safety and welfare of the public, the driver or other person responsible for the vehicle shall move the vehicle upon request by the law enforcement officer. Failure to comply with any such order shall constitute a violation of this division.

(4) Additional parking regulations:

a. Except as otherwise provided in this division, every vehicle stopped or parked upon a one-way street or highway shall be so stopped or parked parallel to the curb or edge of the roadway, in the direction of the authorized traffic movement, with its right-hand wheel within twelve (12) inches of the right-hand curb or edge of the roadway, or its left-hand wheel within twelve (12) inches of the left-hand curb or edge of the roadway.

b. Except as otherwise provided in this division, every vehicle stopped or parked upon a two-way street or highway shall be so stopped and parked with the right-hand wheels parallel to and within twelve (12) inches of the right-hand curb or edge of the street or highway.

c. The provisions of Section 12-91 are not applicable to a person stopping a vehicle to render aid to an injured person or assistance to a disabled vehicle or other emergency. However, if a law enforcement officer determines that such vehicle is posing an immediate danger to the safety and welfare of the public, the person rendering aid or assistance shall move the vehicle upon a request by the law enforcement officer.

Sec. 12-92. – Parking in fire lanes.

No person shall park a vehicle in a fire lane except for a police, emergency, rescue, and/or firefighting vehicle or piece of equipment.

Sec. 12-93. – Regulation of parking in parking areas located on property owned or leased by the City of Wildwood, Florida.

The City Commission of the City of Wildwood, Florida shall have jurisdiction to regulate parking by resolution of the Commission and the erection of signs conforming to the manual and specifications of the Department of Transportation, in all parking areas located within the boundaries of the City of Wildwood, Florida.

Sec. 12-94. – Civil Penalties

(a) Any person who stops, parks, or stands a vehicle in violation of the terms of this division shall be deemed to be charged with a noncriminal violation and violations of said sections shall be assessed a civil penalty of twenty-five dollars ($25.00) unless specified otherwise.

(b) The following civil penalties shall be assessed for the violations specified:

(1) Handicap parking ….. $250.00

(2) Fire hydrant and fire lane/zone violations ….. $35.00

(3) Late payment ….. $10.00

(c) The above civil penalties, and any additional fines for specific violations, may be amended from time to time by ordinance adopted by the City Commissioners of the City of Wildwood, Florida.

(d) Each day any violation occurs or continues to occur shall be a separate violation which shall be assessed each day as a separate violation and ticketed as a separate offense designated on the parking ticket, as established by the schedule set forth above in subsections (a) and (b) of this section.

(e) A late payment charge of ten dollars ($10.00) may be assessed as provided in section 12-96(d).

Sec. 12-95. – Violations and enforcement

(a) The chief of police or any law enforcement officer, who has probable cause to believe that a person has committed an act in violation of this division or section 12-94, violations and enforcement, may issue a parking ticket, therefor. A law enforcement officer who discovers a vehicle parked in violation of this division shall issue a parking ticket approved for use by the City Commissioners of the City of Wildwood, Florida, and shall attach such ticket to the vehicle in a conspicuous place. The law enforcement officer shall determine the registered owner of the vehicle for which a parking ticket has been issued and shall complete the parking ticket form. The original copy of the parking ticket form shall be forwarded to the City Clerk when completed for processing.

(b) Parking tickets issued pursuant to this section shall include the following information:

(1) Date, time, and location of issuance;

(2) Vehicle license number and state;

(3) Vehicle make and color;

(4) Violation charged;

(5) Amount of fine;

(6) Department case number;

(7) Issuing officer's signature;

(8) Name and address of issuing agency;

(9) Number of days allowed to pay the fine;

(10) Instructions for contesting the parking ticket; and

(11) Instructions for paying the fine and failure to pay fine.

Sec. 12-96. – Procedures governing payment of civil penalties and proceedings to enforce payment for city parking violations.

(a) Any person issued a city parking ticket, pursuant to section 12-94 shall answer the ticket by either of the following procedures within a ten-day (10) period which begins to run on the day immediately following the day said was issued.

(1) Payment of the civil penalty indicated on the parking ticket may be remitted to the City Clerk, pursuant to the directions of such ticket, which civil penalty is subject to increase pursuant to the terms of this division.

(2) A hearing may be requested by the person receiving such parking ticket or the cited vehicle's registered owner for the purpose of presenting evidence before a county judge concerning a parking violation. Any person requesting a hearing shall execute a statement on a form prepared by the City Clerk. The City Clerk shall then transmit the form to the Clerk of Court, along with the citation, and the Clerk of Court will set a court date.

(b) Payments made pursuant to subsection (a)(1) above, which are postmarked and mailed to the City Clerk within the ten (10) day period shall be considered timely.

(c) Any person electing to contest the parking ticket pursuant to subsection (a)(2) above, and choosing to appear in county court shall be deemed to have waived any limitation on the civil penalty specified in Section 12-94(a). The court, after a hearing, shall make a determination as to whether an infraction has been committed. If the commission of a violation has been proven, the court may impose a civil penalty not to exceed five hundred dollars ($500.00), plus court costs.

(d) Failure to answer the parking ticket by either of the procedures described in subsection (a) above, within ten (10) days of receiving the parking ticket shall result in having a late payment charge of ten dollars ($10.00) imposed.

(e) Any person failing to pay the civil penalty or contest the parking ticket as described in subsection (a) above, within ten (10) days of receiving the parking ticket shall be deemed to have waived any right to contest the parking ticket. The owner of the vehicle in question shall be promptly notified, by certified mail, return receipt requested, by the City Clerk, of such failure. The notice shall advise the owner that failure to pay the fine plus the late payment charge of $10.00 within fourteen (14) days of the receipt of the notice shall result in the matter being transferred to the county court for further proceedings. The notice shall also advise the owner that any right to contest the parking ticket has been waived and that failure to pay the amount due may result in the imposition of a fine by the court not to exceed $500.00 and in a hold being put on the further issuances of drivers licenses and registrations to the owner.

(f) If the owner does not pay the fine and the late payment charge within the prescribed fourteen (14) day time limit set forth in subsection (e), the parking ticket may be forwarded to the Clerk of Court for placement upon the county court docket. Notice of the hearing date shall be promptly provided by the Clerk of Court to the owner of the vehicle in question by certified mail, return receipt requested.

Sec. 12-97

(a) The Clerk of Court shall submit to the State Department of Safety and Motor Vehicles a list of all owners who have three or more outstanding municipal citations issued by the city, for which fines have not been paid directly to the city or through the county court. Upon receipt of this list, the State Department of Safety and Motor Vehicles shall make the appropriate annotations to the records of the owner in question so as to prevent the owner from receiving a driver's license or vehicle registration until the fines for the parking tickets are paid.

(b) Any person issued a parking ticket for a violation of Section 12-94(a)(1) above may provide proof that they have a valid parking permit or license plate issued pursuant to a F.S. §§ 316.1958, 320.0842, 320.0845, or 320.0848, and present a signed affidavit from the owner of the disabled parking permit stating that the owner of the disabled parking permit was present at the time the violation occurred, and such parking permit or license plate was valid at the time the violation occurred. Upon provision of proof of such a valid parking permit or license plate and payment of a five-dollar ($5.00) administrative dismissal fee, the violation shall be dismissed.

Sec. 12-98. – Disbursement of proceeds of civil penalties.

The proceeds of each civil penalty received by either the City Clerk hereunder shall be disbursed as follows: Five dollars ($5.00) to the City Clerk to defray the costs of administration hereunder, and the remainder into the general fund of the City Commissioners of the City of Wildwood, Florida. Any funds collected by Clerk of Court pursuant to a determination by the court shall be allocated in accordance with state statute.

Sec. 12-99. – Altering parking tickets.

No person, whether the recipient or otherwise, shall willfully throw away, alter, mar, mutilate, destroy or discard the parking violation notice of the city. Any person violating this section shall be subject to the penalty as provided in section 1-7 of this Code.

Sec. 12-100. – Jurisdiction.

The terms of this division shall be applicable within the boundaries of the City of Wildwood, Florida.

Sec. 12-101. – Promulgation of administrative orders.

The City Commission of the City of Wildwood, Florida recognizes that the county court may adopt administrative orders to further effectuate the purpose and intent of this division.

Secs. 12-102 – 12-110. – Reserved.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Police Department Grant Acceptance**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Earlier this year, the Police Department applied for a grant through the SECO Energy Foundation to help support the Department's "Saving More Lives" initiatives. The grant provides funding for various community outreach initiatives including a child ID program, a cognitive program, community outreach vehicle wrap with causes for marketing visibility, K-9 program, community outreach education and giveaways, printing costs for community outreach marketing, newborn safety seats, and speed laser guns. Staff received a notification letter dated May 6, 2024, that the Wildwood Police Department had been awarded the grant in the amount of $50,000. With acceptance of this grant, the Police Department can expand their Community Outreach programs and activities.

RESOLUTION NO. R2024-11

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA; AUTHORIZING ACCEPTANCE OF GRANT FUNDS IN THE AMOUNT OF $50,000 FROM SECO ENERGY FOUNDATION FOR THE SAVING MORE LIVES INITIATIVE; AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO EXECUTE ALL NECESSARY DOCUMENTS IN FURTHERANCE OF THE GRANT ACCEPTANCE; AUTHORIZING THE CITY MANAGER TO APPROVE ALL EXPENDITURES RELATED TO THE GRANT; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, by letter dated May 6, 2024, the SECO Energy Foundation notified the City that the foundation has awarded a grant in the amount of $50,000 in support of the Police Departments "Saving More Lives" initiative; and**,**

WHEREAS, the Police Chief recommends that the grant funds be accepted.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA, THAT:

1. The City Commission hereby authorizes acceptance of grant funds from the SECO Energy Foundation in the amount of $50,000 for the Police Department's "Saving More Lives" initiative.

2. The City Manager or his designee is hereby authorized to execute all necessary documents in furtherance of the grant acceptance.

3. The City Manager or his designee is hereby authorized to approve all expenditures related to the grant funds upon confirmation that the expenses are approved uses per the executed grant agreement.

4. This Resolution shall become effective immediately upon its adoption.

DONE AND RESOLVED 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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Temporarily Appointing Acting City Manager**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City Manager will be out of the country for a period of roughly two (2) weeks, during which time, Assistant City Manager, Cassandra Smith, will be appointed as acting City Manager with the adoption of this Resolution. This resolution is appropriate to ensure proper management of the City if the City Manager is unreachable, particularly in the event of an emergency.

RESOLUTION NO. R2024-12

A RESOLUTION OF THE CITY OF WILDWOOD, FLORIDA APPOINTING ASSISTANT CITY MANAGER AS ACTING CITY MANAGER PURSUANT TO SECTION 4-3 OF THE CITY CHARTER FOR A PERIOD OF TWO WEEKS IN THE ABSENCE OF THE CITY MANAGER.

WHEREAS, Section 4-1(1) of the City Charter designates the City Manager as the administrative head of the City government and all City affairs; and,

WHEREAS, the City Manager holds certain executive powers and abilities which have been solely vested to him by Section 4-5 of the City Charter subject to the approval of the City Commission; and,

WHEREAS, Section 4-3 of the City Charter provides that the City Commission may by resolution designate a person as “Acting City Manager” during the absence of the City Manager; and,

WHEREAS, the City Manager will be out of the country for a period of roughly two (2) weeks, during which time he may be unable to exercise his executive powers in the event that they're necessary; and,

WHEREAS, the City Manager has deemed it appropriate to appoint Assistant City Manager, Cassandra Smith, as acting City Manager during his absence; and,

WHEREAS, as acting City Manager, Cassandra Smith shall hold all the powers and duties granted to the City Manager by the City Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA, THAT:

1. Pursuant to Section 4-3 of the City Charter, the City Commission of the City of Wildwood, Florida adopts this Resolution appointing Cassandra Smith as acting City Manager during the period of time listed below and grants her all of the powers vested to the City Manager during that time.
2. Effective Date: This Resolution shall take effect on Friday, June 21, 2024, at 5 PM.
3. Termination Date: This Resolution shall terminate on Monday, July 8, 2024, at 7 AM.

DONE AND RESOLVED this _____ day of _____, 20____, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Kimley-Horn Amendment 6 to Work Authorization 18 for Barwick St., St. Clair St., and Huey St. Improvements**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for the project has been allocated to account 301-541-60-6308.

HISTORY/FACTS/ISSUES:

On April 26, 2021, Kimley-Horn was retained to design and permit improvements along Barwick Street, St. Clair Street, and Huey Street. The Huey Street Improvement project design was completed and construction awarded to Art Walker Construction Inc. Amendment 6 is for the performance of construction phase services on an hourly basis as follows:

Task 1 - Pre-construction meeting, Site Visits and Construction Observation, Construction Meetings, Dispute resolution, Request for Information (RFI), Applications for Payment and other activities related to Substantial Completion, Final Acceptance and Project Closeout. The proposed fee for task 1 is $45,000.

Task 2 - Full-Depth Reclamation Geotechnical Construction Consultation. Kimley-Horn will retain the services of Professional Service Industries, Inc. (PSI), an Intertek company, to perform full-depth reclamation (FDR) construction consultation for the project. The proposed fee for task 1 is $9,900.

The total proposed fee for Amendment 6 to WA 18 is $54,900.

AMENDMENT NUMBER 6 TO THE WORK AUTHORIZATION 18 BETWEEN KIMLEY-HORN AND ASSOCIATES, INC. AND THE CITY OF WILDWOOD

AMENDMENT NUMBER 6 DATED June 10, 2024 to Work Authorization (WA) 18 between the City of Wildwood ("City") and Kimley-Horn and Associates, Inc. ("Kimley-Horn" or "Consultant") dated April 26, 2021 ("WA") concerning Barwick Street, St. Clair Street, and Huey Street Improvements (the "Project").

Kimley-Horn entered into WA 18 with the City for the furnishing of professional services, and the parties now desire to amend the WA.

Therefore, it is mutually agreed that the WA is amended to include Additional Services to be performed by Kimley-Horn and provisions for additional compensation by the City to Kimley-Horn, all as set forth in Exhibit A (attached hereto). The parties ratify the terms and conditions of WA 18 not inconsistent with this Amendment, all of which are incorporated by reference.

ACCEPTED:

CITY OF WILDWOOD	KIMLEY-HORN AND ASSOCIATES, INC.
BY: _____	BY: _____
	Richard V. Busche, P.E.
TITLE: _____	TITLE: Sr. Vice President
DATE: _____	DATE: June 10, 2024

G:\New Business\Public Sector\City of Wildwood\2023\NJM\142173391 - Huey St\Amendment No. 6\Amd 6 to WA 18.docx

Project Understanding

On April 26, 2021, Kimley-Horn was retained to design and permit improvements along Barwick Street, St. Clair Street, and Huey Street. The Huey Street component of the project is now under construction. This Amendment is for the performance of construction phase services, as described below. All terms and conditions of the original WA shall remain effective.

Scope of Services

Task 1 – Construction Phase Services (Huey Street Improvements)

Consultant will provide the following construction phase services as needed and stated below:

A. Pre-Construction meeting. Consultant will coordinate, prepare, and attend one pre-construction meeting with the awarded contractor and the City before the project goes into construction.

B. Site Visits and Construction Observation. Kimley-Horn will make up to four site visits during construction to observe the progress of the work. Observations will not be exhaustive or extend to every aspect of Contractor's work, but will be limited to spot checking, and similar methods of general observation. Based on the site visits, Consultant will evaluate whether Contractor's work is generally proceeding in accordance with the Contract Document and keep the City informed of the general progress of the work.

    1) Consultant will not supervise, direct, or control Contractor's work, and will not have authority to stop the Work or responsibility for the means, methods, techniques, equipment choice and use, schedules, or procedures of construction selected by Contractor, for safety programs incidental to Contractor's work, or for failure of Contractor to comply with laws. Consultant does not guarantee Contractor’s performance and has no responsibility for Contractor's failure to perform in accordance with the Contract Documents.

C. Construction Meetings. Consultant will attend up to three construction meetings on-site, at the City, or via teleconference.

D. Recommendations with Respect to Defective Work. Consultant will recommend to City that Contractor's work be disapproved and rejected while it is in progress if Consultant believes that such work will not produce a completed Project that generally conforms to the Contract Documents.

E. Clarifications and Interpretations. Consultant will respond to reasonable and appropriate Contractor requests for information made in accordance with the Contract Documents and issue necessary clarifications and interpretations. Any orders authorizing variations from the Contract Documents will be made only by the City. This task can include preparation of up to two plan revisions as necessary.

F. Change Orders. Consultant may recommend Change Orders to the City and will review and make recommendations related to Change Orders submitted or proposed by the Contractor.

G. Shop Drawings and Samples. Consultant will review and take appropriate action in respect to Shop Drawings and Samples and other data which Contractor is required to submit, but only for general conformance with the Contract Documents. Such review and action will not extend to means, methods, techniques, equipment choice and usage, schedules, or procedures of construction or to related safety programs. Any action in response to a shop drawing will not constitute a change in the Contract Documents, which can be changed only through the Change Orders.

H. Substitutes and "or-equal/equivalent." Consultant will evaluate and determine the acceptability of substitute or "or-equal/equivalent" materials and equipment proposed by Contractor in accordance with the Contract Documents.

I. Inspections and Tests. Consultant may require special inspections or tests of Contractor's work and may receive and review certificates of inspections within Consultant's area of responsibility. Consultant's review will be solely to determine that the results indicate compliance with the Contract Documents and will not be an independent evaluation that the content or procedures of such inspections, tests, or approvals comply with the Contract Documents. Consultant is entitled to rely on the results of such tests.

J. Disputes between City and Contractor. Consultant will, if requested by City, render written decision on all claims of City and Contractor relating to the acceptability of Contractor's work or the interpretation of the requirements of the Contract Documents. In rendering decisions, Consultant shall be fair and not show partiality to City or Contractor and shall not be liable in connection with any decision.

K. Applications for Payment. Based on its observations and on review of applications for payment and supporting documentation, Consultant will recommend amounts that Contractor be paid. Recommendations will be based on Consultant's knowledge, information and belief, and will state whether in Consultant's opinion Contractor's work has progressed to the point indicated, subject to any qualifications stated in the recommendation. Consultant's recommendations will not be a representation that its observations to check Contractor's work have been exhaustive, extended to every aspect of Contractor's work, or involved detailed inspections.

L. Substantial Completion. When requested by Contractor and City, Consultant will conduct a site visit to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items with the exception of those identified on a final punch list.

M. Final Notice of Acceptability of the Work. Consultant will conduct a final site visit to determine if the completed Work of Contractor is generally in accordance with the Contract Documents and the final punch list so that Consultant may recommend final payment to Contractor.

Task 2 – Full-Depth Reclamation Geotechnical Construction Consultation

Kimley-Horn will retain the services of a subconsultant, Professional Service Industries, Inc. (PSI), an Intertek company, to perform full-depth reclamation (FDR) construction consultation for the project. Specific tasks include the following, and will be performed only if requested by the City:

A. Perform limited site visits during FDR construction.

B. Provide FDR construction consultation, including attending meetings and answering requests for additional information.

C. Provide construction recommendations if unforeseen conditions arise.

D. Provide consultations if materials testing reports a failure.

E. As PSI will not be monitoring the construction activities full-time, and will not be performing the CMT, PSI will not be in charge of approving or rejecting test results reported by others.

Schedule

Kimley-Horn will provide our services as expeditiously as practicable with the goal of meeting a mutually agreed upon schedule.

Fee and Expenses

Kimley-Horn will perform the services in Tasks 1 and 2 on a labor fee plus expense basis with the maximum labor fees shown below. Labor fee will be billed on an hourly basis according to our then-current rates.

Description	Fees
Task 1 – Construction Phase Services (Huey Street Improvements)	$45,000.00
Task 2 – Full-Depth Reclamation Geotechnical Construction Consultation	$9,900.00

As to Task 1 only, direct reimbursable expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at 1.15 times cost. A percentage of labor fee will be added to each invoice to cover certain other expenses as to these tasks such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Administrative time related to the project may be billed hourly.

All permitting, application, and similar project fees will be paid directly by the City. Should the City request Kimley-Horn to advance any such project fees on the City's behalf, a separate invoice for such fees, with a fifteen percent (15%) markup, will be immediately issued to and paid by the City.

Payment will be due within 30 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Osceola Forcemain Project Final Pay Application for the Amount of $32,201.45**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: Art Walker Construction Inc.

Effective Date: 6/11/2024 Termination Date:

Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: Funds for this project were allocated in account 409-535-60-6315 (Huey Street Sanitary Sewer Reroute).

HISTORY/FACTS/ISSUES:

The Osceola forcemain and St. Clair lift station improvement project was identified in this year's budget to reroute the sanitary sewer flows from the Huey Street gravity system to the Trailwinds forcemain. The commission awarded this project to Art Walker Construction Inc. on January 22, 2024. Attached is the final Pay Application No. 4 in the amount of $32,201.45. The project engineer, Kimley-Horn, and City staff have reviewed the pay application, confirmed its accuracy, and recommend approval to pay Art Walker Construction Inc. the amount of $32,201.45 to close out the project.

Contractor's Application for Payment No. 4-Final

	Application Period: 5/1/24-6/10/24	Application Date: 6/10/2024
To (Owner): City of Wildwood	From (Contractor): Art Walker Construction, Inc.	Via (Engineer): Kimley Horn
Project: Osceola Force Main and St Clair Lift Station Improvements	Contract:	
Owner's Contract No.:	Contractor's Project No.: 12726	Engineer's Project No.:

Application For Payment

Change Order Summary

Approved Change Orders		
Number	Additions	Deductions
1		-$773,671.80
2	$2,034.76	
3	$6,335.95	
4		-$12,419.54
TOTALS	$8,370.71	-$786,091.34
NET CHANGE BY CHANGE ORDERS	-$777,720.63	

1. ORIGINAL CONTRACT PRICE	$	$1,077,760.62
2. Net change by Change Orders	$	-$777,720.63
3. Current Contract Price (Line 1 ± 2)	$	$300,039.99
4. TOTAL COMPLETED AND STORED TO DATE (Column F on Progress Estimate)	$	$300,039.99
5. RETAINAGE:		
a. X $300,039.99 Work Completed	$	
b. X Stored Material	$	
c. Total Retainage (Line 5a + Line 5b)	$	
6. AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c)	$	$300,039.99
7. LESS PREVIOUS PAYMENTS (Line 6 from prior Application)	$	$267,838.54
8. AMOUNT DUE THIS APPLICATION	$	$32,201.45
9. BALANCE TO FINISH, PLUS RETAINAGE (Column G on Prog		

Contractor's Certification

The undersigned Contractor certifies that to the best of its knowledge: (1) all previous progress payments received from Owner on account of Work done under the Contract have been applied on account to discharge Contractor's legitimate obligations incurred in connection with Work covered by prior Applications for Payment; (2) title of all Work, materials and equipment incorporated in said Work or otherwise listed in or covered by this Application for Payment will pass to Owner at time of payment free and clear of all Liens, security interests and encumbrances (except such as are covered by a Bond acceptable to Owner indemnifying Owner against any such Liens, security interest or encumbrances); and (3) all Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

By: Sarah Walker Date: 6/10/2024

Payment of:

is recommended by:

Payment of:

is approved by:

Approved by:

Kimley»Horn

- [x] NO EXCEPTIONS TAKEN
- [ ] CORRECTIONS NOTED
- [ ] REJECTED
- [ ] VERIFY & MAKE CORRECTIONS
- [ ] RESUBMIT
- [ ] FOR INFORMATION ONLY

Our limited review is only for conformance with the design concept of the project and general compliance with the information given in our Plans and Specifications. Contractor is responsible for dimensions to be confirmed and correlated at the job site, information that pertains to the fabrication processes or to techniques of construction, quantities, safety, coordination with other work, and for conformance to the requirements of the plans and specifications. Review does not authorize changes to contract unless stated specifically in separate letter or change order.

Reviewed By: HEATH.SMITH Date: 6/11/24

Progress Estimate - Unit-Price Work

Contractor's Application

For (Contract): Osceola Force Main and St Clair Lift Station Improvements

Application Period: May 1, 2024 through June 10, 2024

Application No.: 4-Final

Application Date: 6/10/2024

A					B	C				D	E	F	G	H
Item						Estimated Quantity Installed Previous Period		Estimated Quantity Installed This Period						
Bid Item No.	Description	Bid Item Quantity	Bid Item Unit	Unit Price	Bid Item Value ($)	Quantity	Amount	Quantity	Amount	Value of Work Installed to Date	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
1	Mobilization	1.00	LS	$ 22,440.00	$ 22,440.00	0.90	$ 20,196.00	0.10	$ 2,244.00	$22,440.00		$22,440.00	100.0%	
2	Maintenance of Traffic	1.00	LS	$ 4,402.92	$ 4,402.92	1.00	$ 4,402.92		$ -	$4,402.92		$4,402.92	100.0%	
3	Sediment Barrier (standard)	1127.00	LF	$ 2.75	$ 3,099.25	1127.00	$ 3,099.25		$ -	$3,099.25		$3,099.25	100.0%	
4	As-Built Plans and Construction Layout Survey	1.00	LS	$ 11,528.00	$ 11,528.00	0.50	$ 5,764.00	0.50	$ 5,764.00	$11,528.00		$11,528.00	100.0%	
5	Subsoil Excavation, Unsuitable Soil	100.00	CY	$ 32.65	$ 3,265.00		$ -	100.00	$ 3,265.00	$3,265.00		$3,265.00	100.0%	
6	Subsoil Excavation, Rock	100.00	CY	$ 32.65	$ 3,265.00		$ -	100.00	$ 3,265.00	$3,265.00		$3,265.00	100.0%	
7	Restoration, Complete (landscaping right of way, fencing, etc.)	1.00	LS	$ 46,495.90	$ 46,495.90	0.80	$ 37,196.72	0.20	$ 9,299.18	$46,495.90		$46,495.90	100.0%	
9	Professional Site Video (pre and post construction)	1.00	LS	$ 1,595.00	$ 1,595.00	0.50	$ 797.50	0.50	$ 797.50	$1,595.00		$1,595.00	100.0%	
10	4" DR 18 C900 PVC Force Main by Open Cut	8.00	LF	$ 475.41	$ 3,803.28	8.00	$ 3,803.28		$ -	$3,803.28		$3,803.28	100.0%	
11	6" DR 18 C900 PVC Force Main by Open Cut	1200.00	LF	$ 41.04	$ 49,248.00	1200.00	$ 49,248.00		$ -	$49,248.00		$49,248.00	100.0%	
12	6" DR-11 HDPE Force Main by HDD	940.00	LF	$ 98.11	$ 92,223.40	940.00	$ 92,223.40		$ -	$92,223.40		$92,223.40	100.0%	
13	Above Ground Air Release Valve	4.00	EA	$ 5,889.54	$ 23,558.16	3.00	$ 17,668.62	1.00	$ 5,889.54	$23,558.16		$23,558.16	100.0%	
14	4" Gate Valve (by cut-in)	2.00	EA	$ 2,781.06	$ 5,562.12	2.00	$ 5,562.12		$ -	$5,562.12		$5,562.12	100.0%	
15	6" Gate Valve	5.00	EA	$ 3,036.04	$ 15,180.20	5.00	$ 15,180.20		$ -	$15,180.20		$15,180.20	100.0%	
16	Cut in and Tie In to Existing 6" Force Main	3.00	EA	$ 2,771.53	$ 8,314.59	3.00	$ 8,314.59		$ -	$8,314.59		$8,314.59	100.0%	
17	Core in and Tie in to Existing 4" Manhole	1.00	EA	$ 3,108.00	$ 3,108.00	1.00	$ 3,108.00		$ -	$3,108.00		$3,108.00	100.0%	
18	Payment and Performance Bond	1.00	LS	$ 7,000.00	$ 7,000.00	1.00	$ 7,000.00		$ -	$7,000.00		$7,000.00	100.0%	
	Change Order No. 2	1.00	LS	$ 2,034.76	$ 2,034.76	1.00	$ 2,034.76		$ -	$2,034.76		$2,034.76	100.0%	
	Change Order No. 3	1.00	LS	$ 6,335.95	$ 6,335.95	1.00	$ 6,335.95		$ -	$6,335.95		$6,335.95	100.0%	
	Change Order No. 4	1.00	LS	$ (12,419.54)	$ (12,419.54)		$ -	1.00	$ (12,419.54)	-$12,419.54		-$12,419.54	100.0%	
	Totals				$300,039.99		$281,935.31		$18,104.68	$300,039.99		$300,039.99	100.0%	

REV 10/13

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Agreement with The Villages Charter School for Establishing and Funding a School Crossing Guard Program**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

A proposal for the City of Wildwood to administer and fund a School Crossing Guard Program was presented to the Commission for consideration at the April 29, 2024, Special Meeting. The Commission directed the City Manager to contact school officials to explore potential shared funding arrangements for the program. Discussions with The Villages Charter School resulted in the formulation of the attached Agreement. The proposed Agreement provides that Wildwood will administer the School Grossing Guard Program and establishes a shared funding agreement providing that The Villages Charter School will reimburse Wildwood for 50% of the total cost of their portion of the program. The total financial impact for the City of Wildwood to administer the program for the 24/25 school year would be $81,853.06.

Of note, the City of Wildwood does not currently provide this service for any of the schools within the municipal limits. Should the Commission move to approve this Agreement, the School Crossing Guard Program would be staffed and administered by the Wildwood Police Department and would provide school crossing guards for all schools within the City's jurisdictional boundary.

AGREEMENT BETWEEN
THE CITY OF WILDWOOD, FLORIDA, AND
THE VILLAGES CHARTER SCHOOLS INC.
FOR ESTABLISHING AND FUNDING A SCHOOL
CROSSING GUARD PROGRAM

This Agreement (hereinafter the "Agreement") is made and entered into on this _____ day of _____, 2024, by and between the City of Wildwood, Florida (hereinafter "Wildwood"), and The Villages® Charter Schools Inc. (hereinafter "VCS"), to establish and fund a School Crossing Guard Program.

WHEREAS, the recent expansion of VCS to Middleton, a family housing development by The Villages®, has brought multiple VCS locations to the jurisdictional boundary of Wildwood including an early childhood center, a kindergarten through 8th grade campus, and a high school campus (hereinafter "VCS Middleton"); and,

WHEREAS, VCS desired a School Crossing Guard Program for VCS Middleton locations and solicited the City of Wildwood for the staffing and funding of the program; and,

WHEREAS, schools located within the jurisdictional boundaries of Wildwood include VCS Middleton, Wildwood Elementary School, Wildwood Intermediate School, and Wildwood Middle High School; and,

WHEREAS, a proposal was presented to the Wildwood City Commission on April 29, 2024, for Wildwood and the Wildwood Police Department to provide school crossing guards for all schools within the jurisdictional boundaries of Wildwood; and,

WHEREAS, Wildwood finds providing School Crossing Guards is in the public's best interest; and,

WHEREAS, enacting the proposal for Wildwood and the Wildwood Police Department to administer the School Crossing Guard Program will impact Wildwood and the Wildwood Police Department in several ways, particularly in regard to staffing and funding; and,

WHEREAS, VCS and Wildwood wish to enter into this Agreement to clearly define the funding responsibilities for the School Crossing Guard Program in relation to VCS Middleton.

NOW, THEREFORE, in consideration of the premises and mutual undertakings contained herein, Wildwood and VCS hereby agree as follows:

1. Wildwood and VCS agree that the Preamble above is true and correct.

2. Wildwood shall administer the School Crossing Guard Program at VCS Middleton.

3. The anticipated cost for funding and administering the School Crossing Guard Program is indicated in Exhibit "A."

4. VCS agrees to reimburse Wildwood for 50% of the actual costs to Wildwood for the School Crossing Guard Program for VCS Middleton schools only.

5. Beginning on June 1, 2025, Wildwood shall invoice VCS annually on June 1st for said 50% of the actual costs and VCS shall promptly remit payment to Wildwood.

6. Increases in staffing numbers or salary increases requiring additional funding for the School Crossing Guard Program for VCS Middleton shall be agreed upon by both parties before implementation and shall be documented by written addendum to this Agreement.

7. Should Wildwood administer the School Crossing Guard Program for Wildwood Elementary School, Wildwood Intermediate School, and Wildwood Middle High School, Wildwood shall bear the complete cost and financial impact of that portion of the School Crossing Guard Program.

8. Effective Date. The Agreement shall become effective upon approval by both parties on the date first written above.

9. Termination Date. This Agreement shall be effective until April 1, 2029 or shall terminate if a School Crossing Guard Program is funded by another party.

IN WITNESS WHEREOF, the parties hereby execute this Agreement as first set forth above.

WITNESS: **THE VILLAGES CHARTER SCHOOLS**

_____ By: _____

Print Name: _____

ITS: _____

WITNESS: **CITY OF WILDWOOD**

_____ By: _____

Jessica Barnes, City Clerk Print Name: _____

ITS: _____

“EXHIBIT A”

Crossing Guards Required Per School - 24/25 School Year	
The Villages Charter Schools	7
Wildwood Elementary School	1
Wildwood Intermediate School	1
Wildwood Middle High School	1
Reserve Crossing Guards Needed - Wildwood	1
Reserve Crossing Guards Needed - VCS	2
Total Crossing Guards required for the 24/25 School Year	**13**

Total Cost of the Crossing Guard Program for the 24/25 School Year			
	Cost Per Crossing Guard	# of Crossing Guards	Total Cost
Salary	$11,040	10	$110,400
FRS Contributions	$1,322.01	10	$13,220.10
Equipment Cost	$200	11	$2,200
Training	$0 (offered by FDOT)	11	$0
Total Cost of the School Crossing Guard Program for the 24/25 School Year			**$125,820.10**

Cost of the Crossing Guard Program for the 24/25 School Year - VCS			
	Cost Per Crossing Guard	# of Crossing Guards	Total Cost
Salary	$11,040	7	$77,280
FRS Contributions	$1,322.01	7	$9,254.07
Equipment Cost	$200	7	$1,400
Training	$0 (offered by FDOT)	9	$0
Total Cost of the School Crossing Guard Program for VCS Schools for the 24/25 School Year			**$87,934.07**
50% of the Above Total Cost for the School Crossing Guard Program for VCS			**$43,967.04**

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Set First FY 25 Budget Workshop for July 15, 2024, at 9:00am**

REQUESTED ACTION: City Manager requests direction from the Commission.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City Manager requests consensus of the City Commission to set the first budget workshop for FY 25 for July 15th at 9:00am as stated in the FY 25 Budget Calendar.

CITY OF WILDWOOD BUDGET CALENDAR

DATE	RESPONSIBLE PARTY	REQUIRED ACTIVITY	REQUIREMENT REFERENCE
3/11 – 3/15/2024	Executive Dept. & Assistant CFO	Preliminary discussions with each Department concerning Capital/Equipment requests	
3/22/2024	Assistant CFO	Open budgeting modules in ClearGov	
4/30/2024	Department Directors	Capital/Equipment requests due from all Departments	
5/24/2024	Department Directors	Operating budget requests due from all Departments	
6/1/2024	Property Appraiser	Estimated taxable values are submitted to the City	Florida Statutes
6/3 - 6/7 2024	Executive Dept. & Assistant CFO	Discussions with each Department concerning budget requests	
On or before 7/1/2024	Property Appraiser	Certified taxable values (DR420) are submitted to the City	Florida Statutes
7/15/2024	City Manager & City Commission	1st Budget Workshop	
7/22/2024	City Commission	Tentative millage rate is set, and public hearing dates are determined	
7/29/2024	City Manager & City Commission	2nd Budget Workshop	
7/29-8/2/2024 (Tentative)	Executive Dept. & Assistant CFO	Discussion with each Department concerning budget requests	
8/2/2024	Assistant CFO	DR-420 is submitted to the Property Appraiser	
8/19/2024 (Tentative)	City Manager & City Commission	3rd Budget Workshop	
Not later than 8/23/2024	Property Appraiser	TRIM notice mailed to residents	Florida Statutes
9/9/2024	City Commission	First reading and first public hearing on proposed budget	Florida Statutes
9/23/2024	City Commission	Second reading/public hearing; Adoption of budget for FY2024	Florida Statutes

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Local Infrastructure Projects Construction Update - June 2024**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached local projects update.

Local Infrastructure Projects
Construction Update
June 12, 2024
Updates Shown in Red

1. **City Water Projects**

   a. *CR 209 Water Main - Phase 2&3 and CR 462 Line Relocation*
      i. Project included in the Developer's Agreement with Twisted Oaks
      ii. Portion of Phase 3 (Highfield development) will be included in a Developer's Agreement modification with Kolter
      iii. KHA coordinating with Hughes Brothers to include the water line relocation at the intersection of CR 462 and US 301 due to the new intersection alignment

   b. *Ashley Well and Water Use Permit Modification*
      i. Well Pump #2 Installation:
         i. Sawcross - $277,00
         ii. Notice to Proceed – October 16, 2023
         iii. Substantial Completion: January 14, 2024
         iv. Final Completion: March 17, 2024
         v. CM approved a change order to add additional days to the contract due to electrical delays
         vi. Contractor completing punch list items
         vii. Final walk through scheduled for week of June 17th

   c. *Oxford Water Treatment Plant – Corrosion Inhibitor*
      i. Water quality improvement to mitigate iron in the system (per KHA Technical Memorandum)
      ii. Plans complete
      iii. Coordinating bid schedule with KHA

   d. *Coleman WTP- Iron Filtration and High Service Pump Upgrades*
      i. Construction Plans for iron filtration, electrical upgrades, and pump upgrades completed
      ii. Water quality improvement to mitigate iron in the system (per KHA Technical Memorandum)
      i. Plans complete
      ii. Out to bid

2. City Wastewater Projects

a. *Water Reclamation Facility*
   i. CPH designing the expansion of the new plant to 8 MGD
   ii. Commission moved to build 4 MGD new plant and maximize the capacity of the existing plant; both will be AWT with a total capacity estimated at 5.5 MGD
      i. CPH to submit 60% construction plans by July 1, 2024 for Phases 1 and 2
   iii. Garney Preconstruction Agreement approved at the January 22, 2024 Commission meeting
   iv. City Manager/City Attorney finalizing comments on Garney's latest contract revisions (construction agreement)
      i. Tentatively scheduled for Commission consideration in July
      ii. GMP for first two phases anticipated in December
   v. Dissolved oxygen issue
      i. The Commission approved the installation of flat panel, fine bubble aeration (Veola) proposed for the Kruger ditches
      ii. PO issued for Veola – (10 week lead time)

b. *Oxford Oaks/CR 209 Lift Station*
   i. Approval for additional property from the HOA received
      i. Working to finalize the easement
   ii. Commission approved CPH design activities
      i. Design complete
   iii. Commission to consider bidding the project once pilot program test results are presented
   iv. Technical Memorandum from KHA recommends implementation of bioxide chemicals
      i. To be addressed during FY 25 budget meetings ($750K yearly cost

c. *SR 44 Forcemain and CR 219 Lift Station Improvements*
   i. Funded by Sumter County BOCC (ARPA funds); awarded to Art Walker Construction
   ii. NTP issued on 4/1/2024
   iii. Finalizing ERP permit
   iv. Reviewing shop drawings

d. *Osceola Forcemain/St. Claire Lift Station Rehab (Huey Street Reroute)*
   i. Lift Station upgrades being completed by Staff
      i. Panels and pumps have been ordered
      ii. FDEP permit received

iii. Generator purchase on the May 13, 2024 City Commission agenda; existing generator to be relocated to Industrial Drive station

ii. Forcemain by Art Walker under construction

i. Project complete

ii. Final Pay Application in the amount of $32,201.45 on the June 17th Commission meeting

e. *Millennium Park Reclaimed Water Line Extension*

i. Pump Station design at RIBS site – 99% complete

i. Coordinating bid-date with KHA

ii. KHA to provide Technical Memorandum on maximum line capacity and alternative outfall locations to increase reuse capacity

i. Estimated max – 3.6 MGD

ii. KHA to provide OPC

ii. Reclaimed line design – 80% complete

i. Phase 1 (Millennium Park)

i. Complete.

ii. Phase 2: St. Claire Street

iii. DB Civil - $524,828.60

iv. Construction progress -60%

v. Pay App. No. 2 in the amount of $84,112.09 approved at the June 10th Commission meeting

ii. Phase 3: Broken Oak Drive

i. Complete.

ii. Phase 4: Assembly of God/Ed and Irish Wolf Property

i. Critical easement needed from C-466A to Broken Oak

ii. Easement negotiations resumed with Assembly of God church for 15' of western property boundary

iii. Phase 5: Solamar

i. Easement Agreement including installation of reuse main needed

1. Coordinating with contractor on final pricing to install line

iv. Phase 6: Turkey Run Development and North

i. Easement on The Villas property received

ii. Coordinating easement D32-093 (Dixon – Cassablanca)

1. Awaiting sketch and legal to complete easement document for execution

iii. Coordinating route through Turkey Run/ Inspiration Drive; Easement negotiations

resumed with owner of Lot 2 in Turkey Run; awaiting sketch and legal

1. Project will be bid once we have this easement

f. SR 44 Forcemain – Decommissioning of the Continental Country Club WWTF

i. DB Civil - $3,434,899

i. NTP – October 16, 2023

ii. Final Completion – May 13, 2024

iii. CM approved Change Order to August 23, 2024; delay due to FDOT roadway project

iv. Construction Progress – 75%

i. FDOT permit for SR 44 work obtained

v. Change Order No. 1 for additional work on the wet well on the March 11, 2024 Commission agenda

vi. Owner Direct Purchase of equipment approved at the September 11, 2023 Commission meeting; Purchase Orders sent to contractor; Reflected in Change Order No. 2

vii. Pay Application No. 5 in the amount of $465,212.95 approved at the June 10th Commission meeting

3. City Projects (Other)

a. Millennium Park Phase 1 and II

i. Commission approved project in CIP for FY 25

ii. CPH finalizing design and preparing bid specifications

iii. Coordination with Parkview for Joint Stormwater/Reuse pond:

i. Coordinating lighted pathway and new tie-in location around the joint pond

i. Working through electrical design on new fountain

ii. CPH designing a pedestrian bridge and the tie-in location on the City side

iii. Staff and CPH reviewing Change Order pricing for fountain installation and electrical work

b. Dr. Martin Luther King Jr. Park Recreation and Outreach Center

i. OLC Design contract approved at the 5/22 City Commission meeting

ii. Design progress – OLC preparing 60% design documents

c. Lake Deaton Pier Renovation

i. Fender Marine Construction, Inc - $394,497.55

ii. Under construction; Boat ramp and pier are closed

iii. Pay Applications Nos. 1 and 2 totaling $192,356.19 on the May 13, 2024 City Commission agenda
iv. Final completion and demobilization – June 21st

d. *Downtown Master Plan Related*
   i. Coordinating with FDOT on Complete Streets Project
      i. Development Services Department working directly with FDOT on Complete Street application
         i. Included in FDOT's 5 Year Work Plan
      ii. Project may require a 50% match
   ii. CSX Coordination
      i. Meeting with CSX Real Estate team scheduled for June 12th
   iii. Christian Worship Center
      i. Purchase Agreement for building approved by seller
      ii. Closing occurred March 8th; Public Works has secured the building
      iii. Future workshop needed to discuss building usage
   iv. Commercial Properties
      i. City Attorney coordinating real estate closing with G3 development; removing TIF deed from FDOT
         i. TIF Release has been received and recorded
      ii. G3 responded to the latest round of comments on site plan submittal;
      iii. Tentatively scheduled for the July PRC meeting
   v. Parking Garage
      i. Construction Progress – 60%
      ii. Pay App. No. 2 in the amount of $1,243,101 approved at the May 13th Commission meeting
      iii. ODP invoice No. 2 in the amount of $1,195,050 approved at the June 10th Commission meeting

4. City Road and Drainage Projects

a. FY 24 Pavement Activities
   i. Updating Pavement Management Plan
   ii. Rejuvenation Activities
      i. Commission approved rejuvenation activities within The Villages development at the February 12, 2024 Commission meeting
      ii. Reclamite application complete
      iii. Second batch of roads to be completed later in the fiscal year
   iii. Paving Activities

i. List of roads approved by the City Commission; Contractor completing pavement treatments week of June 10th

b. Oak Grove Village Drainage Improvement
   i. Property acquired to facilitate drainage project; trailer removed
   ii. Geotechnical work is underway; survey work is completed
   iii. Seeking grant funding

c. *Signature Drive and Clay Drain Road*
   i. PES adopted by the City Commission on October 11, 2021
   ii. FDOT permit comments received
   iii. SWFWMD permit obtained
   iv. City completed 90% design review
   v. City met with impacted property owners; KHA providing updated driveways based on feedback received
   vi. Project to be broken out into phases (Signature Drive/SR 44 and Clay Drain Road/US 301)
      i. Signature Drive Phase included in the FY 25 CIP
      ii. Clay Drain Road Phase included in later years

d. *Jackson Street (Utilities, Roadway, and Drainage)*
   i. KHA design work approved at the November 22, 2021 Commission meeting
   ii. KHA finalizing FDR mix report
   iii. Awaiting OPC and 90% plans
   iv. Project included in FY 25 CIP

e. *Barwick Street Improvements:*
   i. Under design
   ii. Closed on the acquisition of the pond property on March 8th
   iii. KHA incorporating stormwater pond into design
   iv. City and KHA to discuss FDR design options
   v. Second pond (near Osceola Rd.) - waiting for city-initiated foreclosure to finish; appraisal for adjacent property received
   vi. Project included in FY 26 CIP

f. *Huey Street Improvements (Old Water Line, Roadway, Drainage)*
   i. Roadway
      i. Project awarded to Art Walker Construction
      ii. NTP issued; Construction has started
      iii. Substantial Completion – 8/7/2024
      iv. Final Completion – 8/21/2024