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
August 26, 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: MAY 13, 2024 REGULAR COMMISSION MEETING*

C. *MINUTES FOR APPROVAL: MAY 20, 2024 SPECIAL COMMISSION MEETING*

D. *PLAT 2406-006 VOSO UNIT 244 FINAL PLAT*

E. *PLAT 2406-007 VOSO UNIT 246 FINAL PLAT*

F. *PLAT 2407-002 VOSO UNIT 243 FINAL PLAT*

G. *PLAT 2407-003 VOSO UNIT 183 FINAL PLAT*

H. *VILLAGES OF SOUTHERN OAKS RIGHT-OF-WAY DEEDS UNIT NO. 142*

I. *VILLAGES OF SOUTHERN OAKS RIGHT-OF-WAY DEEDS UNIT NOS. 148, 149, AND 150*

J. *VILLAGES OF SOUTHERN OAKS RIGHT-OF-WAY DEEDS UNIT NO. 236*

3. Presentations and/or Proclamations

4. Public Hearings - Timed - Legislative

A. *SWEAR IN CITY STAFF AND PUBLIC SPEAKERS*

B. ***ORDINANCE NO. O2024-46 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 7.121 ACRES LOCATED APPROXIMATELY 0.14 MILES NORTH OF E C 470, WEST ALONG MARSH BEND TRAIL, IN SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST WHICH IS CONTIGUOUS TO THE CITY'S MUNICIPAL BOUNDARY 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 2405-001 7202 Marsh Bend Trail

The applicant has submitted a voluntary annexation application for parcel K09A010. The property to be annexed totals 7.121 acres and is generally located west along Marsh Bend Trail approximately 0.13 miles north of E C 470. **Staff recommends approval.**

C. ***ORDINANCE NO. O2024-47 -*** *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 2402-003 Wildwood Oaks

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 Institutional (City) to Central Mixed Use (City) for parcel G05-183 on 4.681 acres MOL. This request is accompanied by a rezoning request RZ 2402-003 (O2024-48).
The Planning and Zoning Board/Special Magistrate recommends approval with compliance of Sumter County TIA improvements.

D. ***ORDINANCE NO. O2024-49 -*** *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 2403-001 Wildwood Micro Hospital - CONTINUE TO A DATE CERTAIN OF SEPTEMBER 9, 2024 @ 7:00 PM, 100 N. MAIN ST., WILDWOOD, FL, 34785 PER APPLICANT'S REQUEST

Parcel G19-003
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 Industrial (City) to Commercial (City) for the parcel listed above on 44.0 acres MOL. This request is accompanied by a rezoning request RZ 2403-001 (O2024-50).
Staff recommends approval.

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

A. ***ORDINANCE NO. O2024-48 -*** *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 2402-003 Wildwood Oaks

The applicant is seeking approval from the City of Wilwood City Commission for a Zoning Map Amendment to change the zoning district from INS (City) to CMU (City) for parcel G05-183 on 4.681 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2402-003 (O2024-47).
The Planning and Zoning Board/Special Magistrate recommends approval with compliance of Sumter County TIA improvements.

B. ***ORDINANCE NO. O2024-50 -*** *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 2403-001 Wildwood Micro Hospital - CONTINUE TO A DATE CERTAIN OF SEPTEMBER 9, 2024 @ 7:00 PM, 100 N. MAIN ST., WILDWOOD, FL, 34785 PER APPLICANT'S REQUEST

Parcel G19-003
The applicant is seeking approval from the City of Wildwood City Commission to change the zoning designation from M-1 (City) to C-3 (City) for the parcels listed above on 44.0 acres MOL. This request is accompanied by a small-scale comprehensive plan amendment request CP 2403-001 (O2024-49).
Staff recommends approval

6. Public Forum - 4 minute time limit

7. Ordinances First Reading Only (No Vote)

8. Resolutions for Approval

A. ***RESOLUTION NO. R2024-17 -*** *A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA DECLARING CERTAIN EQUIPMENT AS SURPLUS; DETERMINING THAT CERTAIN EQUIPMENT IS TO BE DISPOSED OF THROUGH ONLINE AUCTION, DONATION TO A NON-PROFIT ORGANIZATION, RETAINED FOR PARTS, EMPLOYEE PURCHASE, OR JUNK TO BE DISPOSED OF AS TRASH; PROVIDING FOR AN EFFECTIVE DATE.*

IT Surplus Computers & Other Equipment August 2024

Staff recommends approval.

9. Financial & Contracts & Agreements

A. *HUEY STREET IMPROVEMENTS PROJECT PAYMENT APPLICATION 2 IN THE AMOUNT OF $152,873.22*

B. *ASHLEY WATER TREATMENT PLANT WELL NO. 2 PROJECT PAY APPLICATION NO. 3 (FINAL PAY APP) FOR THE AMOUNT OF $13,850.00*

C. *PURCHASE OF A 60HP EMERGENCY TRANSFER PUMP FROM XYLEM FOR THE AMOUNT OF $106,304.10*

D. *CONTINENTAL WASTEWATER TREATMENT PLANT DECOMMISSIONING AND SR 44 FORCE MAIN PAY APP NO. 8 IN THE AMOUNT OF $271,111.83*

E. *MAIN STREET PARKING GARAGE PAY APP NO. 7 IN THE AMOUNT OF $179,170.93*

F. *CHANGE ORDER/INVOICE APPROVAL IN THE AMOUNT OF $176,523.84 REGARDING THE BLOUNT/PARKVIEW DEVELOPERS AGREEMENT*

10. General Items for Consideration/Discussion and Other Business

A. *PRELIMINARY 2024 POPULATION ESTIMATE FOR THE CITY OF WILDWOOD (BEBR)*

11. Appointments

12. City Manager Reports

A. *PARKING GARAGE RIBBON CUTTING EVENT*

B. *WELCOME TO WILDWOOD 2024*

13. Other Department Reports

14. Commission Members Reports

15. City Attorney Reports

16. Adjournment

Upcoming Events

September 7, 2024 - Wildwood PD Suicide Awareness & Prevention Walk at Wildwood Community Center at 8am

September 7, 2024 - '50s Sock Hop at Warfield Auditorium from 6pm to 9pm

September 9, 2024 - City Commission Meeting at City Hall at 7pm

September 11, 2024 - 9/11 Memorial Stair Climb at The Iron Village Gym at 8:30am

September 23, 2024 - City Commission Meeting at City Hall at 7pm

August 26, 2024 7:00 PM

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 26 2024

Revenue Account Range: *First to zzz-zzz-zzzz* ***Include Non-Anticipated:*** *No* ***Year To Date As Of:*** *08/31/24*
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	16,456,629.17	56,499.17	100
001-312-4100	LOCAL OPTION GAS TAX	707,889.09	1,125,000.00	911,407.57	213,592.43-	81
001-312-6000	DISCRETIONARY/LOCAL GOVT. INFRA	3,810,789.17	4,415,000.00	3,824,822.49	590,177.51-	87
001-313-1000	FRANCHISE TAX-/PROGRESS ENERGY SVCS	1,046,042.62	1,050,000.00	907,463.91	142,536.09-	86
001-313-1010	FRANCHISE TAX- SECO	1,551,762.62	1,600,000.00	1,371,740.87	228,259.13-	86
001-313-4080	LEESBURG ELECTRIC FRANCHISE FEE	79,325.50	90,000.00	59,345.03	30,654.97-	66
001-313-4160	FRANCHISE TAX- TECO/PEOPLES GAS	313,002.40	360,000.00	287,127.83	72,872.17-	80
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	19,296.50	19,296.50	0
001-313-4180	LEESBURG GAS FRANCHISE FEE	61,554.15	75,000.00	69,310.99	5,689.01-	92
001-313-4190	SOUTH SUMTER UTILITY COMPANY FRANCH	695,643.83	965,000.00	942,922.02	22,077.98-	98
001-313-4196	GIBSON PLACE UTILITY CO FRAN FEES	43.63	0.00	4,871.99	4,871.99	0
001-313-5000	FRANCHISE TAX- WASTE MGMNT-REFUSE S\	226,460.71	220,000.00	185,598.92	34,401.08-	84
001-313-5001	TRI-COUNTY SANITATION FRANCHISE FEE	426,940.97	350,000.00	366,290.32	16,290.32	105
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	762,717.28	127,992.72-	86
001-314-1010	UTILITY TAX-SUMTER ELECTRIC	1,233,030.50	1,360,000.00	1,283,518.60	76,481.40-	94
001-314-3000	UTILITY TAX-WATER SALES	133,214.91	115,000.00	106,963.37	8,036.63-	93
001-314-3002	THE VILLAGES-5% WATER UTILITY TAX	226,700.44	250,000.00	211,873.30	38,126.70-	85
001-314-3003	CENTRAL SUMTER UTILIITY CO. LLC	132,936.81	200,000.00	120,073.79	79,926.21-	60
001-314-4000	UTILITY TAX-SUBURBAN PROPANE	15,676.56	17,000.00	14,640.53	2,359.47-	86
001-314-4030	FERRELLGAS LP	1,698.35	1,500.00	1,567.36	67.36	104
001-314-4040	CIRCLE K STORES	278.72	200.00	272.90	72.90	136
001-314-4080	LEESBURG ELECTRIC UTILITY TAX	54,268.08	55,000.00	49,203.45	5,796.55-	89

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 26 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-314-4081	LEESBURG GAS UTILITY TAX	92,701.29	90,000.00	110,884.49	20,884.49	123
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	9,893.94	5,106.06-	66
001-314-4150	CVS	308.56	300.00	349.47	49.47	116
001-314-4151	AMERIGAS PROPANE	6,851.95	9,000.00	3,765.05	5,234.95-	42
001-314-4152	LOWE'S PROPANE TAX	2,059.38	2,500.00	1,757.79	742.21-	70
001-314-4153	BLOSSMAN COMPANIES PROPANE TAX	355.46	300.00	314.13	14.13	105
001-314-4160	TECO-PEOPLES GAS	318,155.92	360,000.00	338,354.48	21,645.52-	94
001-314-4162	GAS SOUTH UTILITY TAX	670.25	400.00	708.38	308.38	177
001-314-4190	SOUTH SUMTER UTILITY CO UTILITY TAX	214,991.27	170,000.00	256,908.06	86,908.06	151
001-314-4191	PUBLIX UTILITY TAX	1,027.22	1,000.00	679.34	320.66-	68
001-314-9010	STATE COMMUNICATIONS TAX	673,980.16	680,000.00	689,597.82	9,597.82	101
001-331-5000	FEMA GRANT	65,810.15	0.00	33,192.46	33,192.46	0
001-335-1200	STATE REVENUE SHARING	832,340.97	881,300.00	782,835.24	98,464.76-	89
001-335-1400	MOBILE HOME LICENSES	16,522.99	15,000.00	15,428.19	428.19	103
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	2,021,608.08	1,919,500.00	1,862,056.04	57,443.96-	97
001-341-2006	COMMUNITY DEVELOPMENT SERVICES	647,525.92	759,000.00	591,734.09	167,265.91-	78
001-341-2010	TREE MITIGATION PERMITS	93,452.00	500.00	76,370.00	75,870.00	***
001-347-5300	BUILDING RENTAL-WILDWOOD COMMUNITY	101,080.62	70,000.00	126,826.24	56,826.24	181
001-347-5302	COMMUNITY CENTER-RESERVATION FEES	530.00	0.00	1,283.90	1,283.90	0
001-347-5304	COMMUNITY CENTER STAFF FEES	300.00	0.00	0.00	0.00	0
001-347-5305	BUILDING RENTAL-OXFORD COMMUNITY CEI	11,804.65	10,000.00	9,771.39	228.61-	98
001-347-5306	BUILDING RENTAL-MLK JR COMMUNITY CEN	1,863.62	1,500.00	2,312.03	812.03	154
001-347-5307	OUTDOOR BUILDING RENTALS	199.08	100.00	215.77	115.77	216
001-347-5308	OPEN SPACE RENTALS	1,190.30	800.00	765.14	34.86-	96
001-350-1000	FINES	45,332.73	30,000.00	77,820.90	47,820.90	259

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 26 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-351-1002	CODE ENFORCEMENT	2,212.86	1,500.00	3,680.90	2,180.90	245
001-351-3000	POLICE-2ND DOLLAR FUND	3,636.85	2,500.00	7,100.28	4,600.28	284
001-361-0000	INTEREST EARNINGS	197,068.73	100,000.00	204,711.93	104,711.93	205
001-369-0000	OTHER MISCELLANEOUS REVENUE	12,884.48	10,000.00	4,030.71	5,969.29-	40
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	19,032.44	4,032.44	127
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	11,664.25	11,664.25	0
001-369-0076	BASEBALL FIELD RENTAL	5,035.07	3,000.00	4,748.51	1,748.51	158
001-369-0078	FIELD PREPARATION FEES	954.24	500.00	1,020.00	520.00	204
001-369-0792	PROGRAM REGISTRATION FEES	40,566.41	30,000.00	33,912.28	3,912.28	113
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	28,311.37	23,311.37	566
001-369-2100	POLICE DEPT MISCELLANEOUS REVENUE	5,525.39	3,500.00	7,630.95	4,130.95	218
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	7,600.00	5,100.00	304
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	10,000.00	0.00	100
001-382-1013	TRANSFER FROM LAW ENFORCEMENT IMP F	412,800.00	412,800.00	412,800.00	0.00	100
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	**30,775,018.59**	**47,584,840.00**	**33,775,869.97**	**13,808,970.03-**	**70**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 26 2024

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	46,878.90	4,811.10	91
001-511-10-2100	FICA EXPENSE	3,780.22	3,960.00	3,586.37	373.63	91
001-511-10-2200	RETIREMENT	27,624.40	30,340.00	27,508.48	2,831.52	91
001-511-10-2300	LIFE & HEALTH INSURANCE	469.49	450.00	261.25	188.75	58
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	4,699.24	2,300.76	67
001-511-30-4100	TELEPHONE EXPENSE	1,087.28	2,000.00	907.84	1,092.16	45
001-511-30-4110	IT LICENSING / EQUIPMENT	5,121.35	5,970.00	5,224.39	745.61	88
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	652.72	652.72-	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	4,811.87	1,488.13	76
001-511-30-5500	TRAINING	1,725.00	2,800.00	2,050.00	750.00	73
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**	**97,308.19**	**323,001.81**	**23**
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	376,408.72	132,881.28	74
001-512-10-1500	SICK LEAVE	4,591.46	0.00	10,973.85	10,973.85-	0
001-512-10-1600	VACATION PAY	26,104.49	0.00	25,399.27	25,399.27-	0
001-512-10-1800	HOLIDAY PAY	18,026.99	0.00	16,519.24	16,519.24-	0
001-512-10-2100	FICA EXPENSE	34,295.27	38,970.00	32,003.26	6,966.74	82

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 26 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-512-10-2200	RETIREMENT	115,018.34	138,110.00	117,507.64	20,602.36	85
001-512-10-2210	BENEFIT ADMIN FEES	153.00	0.00	99.00	99.00-	0
001-512-10-2300	LIFE & HEALTH INSURANCE	40,486.96	46,800.00	38,155.85	8,644.15	82
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	252,251.02	69,552.98	78
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	303.00	447.00	40
001-512-30-4000	TRAVEL & PER DIEM	7,320.95	10,600.00	8,419.30	2,180.70	79
001-512-30-4100	TELEPHONE EXPENSE	3,985.51	5,000.00	3,417.83	1,582.17	68
001-512-30-4110	IT LICENSING / EQUIPMENT	11,800.91	23,150.00	22,433.57	716.43	97
001-512-30-4150	ADVERTISING/RECORDING EXPENSE	1,819.40	4,000.00	1,832.33	2,167.67	46
001-512-30-4200	POSTAGE/TRANSPORTATION FEES	277.35	1,000.00	294.01	705.99	29
001-512-30-4600	REPAIR & MAINTENANCE	1,097.68	5,800.00	1,751.61	4,048.39	30
001-512-30-4900	MISC. EXPENSE & OTHER CURRENT	638.69	2,500.00	330.45	2,169.55	13
001-512-30-5100	OFFICE SUPPLIES	1,403.47	2,000.00	768.40	1,231.60	38
001-512-30-5200	OPERATING SUPPLIES	7,042.67	18,750.00	2,098.27	16,651.73	11
001-512-30-5250	FUEL EXPENSE	0.00	0.00	111.43	111.43-	0
001-512-30-5400	SUBSCRIPTIONS/DUES	3,596.75	6,300.00	2,651.88	3,648.12	42
001-512-30-5500	TRAINING	4,457.85	9,700.00	3,795.72	5,904.28	39
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**	**918,281.92**	**226,742.08**	**80**
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	252,429.86	136,700.14	65
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	8,253.03	8,253.03-	0
001-513-10-1600	VACATION PAY	12,552.80	0.00	17,787.86	17,787.86-	0

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001-513-10-1800	HOLIDAY PAY	8,838.03	0.00	9,793.12	9,793.12-	0
001-513-10-2100	FICA EXPENSE	19,448.22	30,380.00	22,052.19	8,327.81	73
001-513-10-2200	RETIREMENT	36,260.78	51,660.00	43,709.20	7,950.80	85
001-513-10-2210	BENEFIT ADMIN FEES	75.00	0.00	49.50	49.50-	0
001-513-10-2300	LIFE & HEALTH INSURANCE	36,748.71	49,500.00	45,341.51	4,158.49	92
001-513-10-2500	UNEMPLOYMENT COMPENSATION	0.00	500.00	377.40	122.60	75
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	22,500.00	1,500.00	94
001-513-30-3400	OTHER CONTRACTUAL SERVICES	13,581.98	17,210.00	11,356.40	5,853.60	66
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	4,494.84	3,015.16	60
001-513-30-4110	IT LICENSING / EQUIPMENT	31,339.27	71,720.00	62,778.32	8,941.68	88
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	1,422.33	6,457.67	18
001-513-30-4300	UTILITIES EXPENSE	18,888.70	27,300.00	17,803.56	9,496.44	65
001-513-30-4400	RENTAL & LEASING	3,127.85	3,940.00	2,345.73	1,594.27	60
001-513-30-4500	GENERAL INSURANCE	189,109.92	400,000.00	316,367.90	83,632.10	79
001-513-30-4600	REPAIR & MAINTENANCE	14,957.33	33,060.00	23,674.49	9,385.51	72
001-513-30-4900	MISC. EXPENSE & OTHER CURRENT	4,611.16	6,000.00	4,195.23	1,804.77	70
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	2,295.44	4,534.56	34
001-513-30-5200	OPERATING SUPPLIES	6,126.97	7,930.00	5,956.68	1,973.32	75
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	1,576.00	7,954.00	17
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

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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	235,452.36	0.36-	100
001-513-70-7550	DEBT SERVICE/POLICE STATION-INTEREST	62,185.41	56,158.00	56,158.33	0.33-	100
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**	**1,661,941.37**	**363,178.63**	**82**
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	549,735.33	358,054.67	61
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	17,133.52	17,133.52-	0
001-516-10-1600	VACATION PAY	26,461.79	0.00	30,462.33	30,462.33-	0
001-516-10-1800	HOLIDAY PAY	20,973.43	0.00	20,910.31	20,910.31-	0
001-516-10-2100	FICA EXPENSE	45,759.45	69,530.00	47,295.12	22,234.88	68
001-516-10-2200	RETIREMENT	86,933.28	154,060.00	98,641.80	55,418.20	64
001-516-10-2210	BENEFIT ADMIN FEES	103.50	0.00	108.00	108.00-	0
001-516-10-2300	LIFE & HEALTH INSURANCE	80,945.20	107,640.00	88,120.30	19,519.70	82
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	574,883.35	260,116.65	69
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	2,256.10	12,723.90	15
001-516-30-4100	TELEPHONE EXPENSE	7,125.87	8,000.00	7,164.72	835.28	90
001-516-30-4110	IT LICENSING / EQUIPMENT	37,471.62	111,810.00	66,396.09	45,413.91	59
001-516-30-4150	ADVERTISING/RECORDING EXPENSE	28,356.57	35,200.00	20,429.66	14,770.34	58
001-516-30-4200	POSTAGE/TRANSPORTATION FEES	1,530.23	2,000.00	982.80	1,017.20	49
001-516-30-4600	REPAIR & MAINTENANCE	2,237.89	2,500.00	1,877.73	622.27	75

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-516-30-4900	MISC. EXPENSE & OTHER CURRENT	2,398.31	5,000.00	16,431.62	11,431.62-	329
001-516-30-4950	CODE ENFORCEMENT	8,266.28	58,500.00	13,008.90	45,491.10	22
001-516-30-5100	OFFICE SUPPLIES	1,827.88	10,000.00	1,121.57	8,878.43	11
001-516-30-5200	OPERATING SUPPLIES	3,409.32	10,000.00	5,024.25	4,975.75	50
001-516-30-5250	FUEL EXPENSE	1,423.51	1,800.00	332.68	1,467.32	18
001-516-30-5400	SUBSCRIPTIONS/DUES	1,934.17	5,180.00	2,766.94	2,413.06	53
001-516-30-5500	TRAINING	9,509.07	24,180.00	4,619.09	19,560.91	19
001-516-60-6300	CAPITAL IMPROVEMENT-OTHER	11,128.33	0.00	0.00	0.00	0
	516 DEVELOPMENT SERVICES:	**1,536,595.81**	**2,368,820.00**	**1,571,971.10**	**796,848.90**	**66**
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	184,604.32	73,835.68	71
001-518-10-1500	SICK LEAVE	3,232.96	0.00	5,521.14	5,521.14-	0
001-518-10-1600	VACATION PAY	6,919.23	0.00	11,708.24	11,708.24-	0
001-518-10-1800	HOLIDAY PAY	3,694.26	0.00	5,726.66	5,726.66-	0
001-518-10-2100	FICA EXPENSE	12,097.18	19,780.00	15,533.21	4,246.79	79
001-518-10-2200	RETIREMENT	19,744.44	35,080.00	28,189.06	6,890.94	80
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	30,705.65	6,734.35	82
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	3,951.47	11,048.53	26
001-518-30-4000	TRAVEL & PER DIEM	1,998.28	7,500.00	559.14	6,940.86	7
001-518-30-4100	TELEPHONE EXPENSE	8,114.39	7,500.00	6,429.97	1,070.03	86
001-518-30-4110	IT LICENSING / EQUIPMENT	12,054.30	14,400.00	12,077.49	2,322.51	84
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	1,612.47	687.53	70

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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	1,056.98	943.02	53
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	147.44	1,052.56	12
001-518-30-5200	OPERATING SUPPLIES	5,279.04	5,000.00	4,960.78	39.22	99
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	599.00	11,401.00	5
001-518-30-5550	LICENSING	15,120.10	43,625.00	13,370.69	30,254.31	31
001-518-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	4,072.69	16,000.00	0.00	16,000.00	0
	518 INFORMATION TECHNOLOGY DEPARTME	**292,463.64**	**527,035.00**	**327,577.55**	**199,457.45**	**62**
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	138,142.52	68,047.48	67
001-519-10-1500	SICK LEAVE	1,838.36	0.00	6,062.51	6,062.51-	0
001-519-10-1600	VACATION PAY	6,336.13	0.00	7,293.05	7,293.05-	0
001-519-10-1800	HOLIDAY PAY	5,277.49	0.00	5,750.66	5,750.66-	0
001-519-10-2100	FICA EXPENSE	10,387.46	15,780.00	12,029.31	3,750.69	76
001-519-10-2200	RETIREMENT	16,901.01	27,980.00	21,356.08	6,623.92	76
001-519-10-2210	BENEFIT ADMIN FEES	49.50	0.00	49.50	49.50-	0
001-519-10-2300	LIFE & HEALTH INSURANCE	17,342.88	28,080.00	19,394.34	8,685.66	69
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	12,280.00	25,545.00	32
001-519-30-3400	OTHER CONTRACTUAL SERVICES	4,397.96	6,400.00	4,882.13	1,517.87	76
001-519-30-4000	TRAVEL & PER DIEM	3,208.81	5,500.00	1,323.89	4,176.11	24
001-519-30-4100	TELEPHONE EXPENSE	4,805.63	4,750.00	4,429.62	320.38	93
001-519-30-4110	IT LICENSING / EQUIPMENT	21,442.11	45,880.00	38,466.12	7,413.88	84
001-519-30-4150	ADVERTISING/RECRUITING	1,780.25	7,200.00	8,353.88	1,153.88-	116

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001-519-30-4200	POSTAGE/TRANSPORTATION FEES	166.92	500.00	147.88	352.12	30
001-519-30-4300	UTILITIES EXPENSE	1,941.27	2,300.00	1,244.04	1,055.96	54
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	4,039.25	539.25-	115
001-519-30-4800	EMPLOYEE PROGRAMS	8,414.36	13,200.00	13,234.76	34.76-	100
001-519-30-4900	MISC. EXPENSE & OTHER CURRENT	637.16	1,000.00	55.72	944.28	6
001-519-30-5100	OFFICE SUPPLIES	1,294.92	2,900.00	1,553.38	1,346.62	54
001-519-30-5200	OPERATING SUPPLIES	2,234.93	5,300.00	2,523.76	2,776.24	48
001-519-30-5250	FUEL EXPENSE	680.38	600.00	262.89	337.11	44
001-519-30-5400	SUBSCRIPTIONS/DUES	2,486.82	1,600.00	1,679.68	79.68-	105
001-519-30-5500	TRAINING	5,562.77	5,450.00	3,681.73	1,768.27	68
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**	**309,110.67**	**119,444.33**	**72**
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	2,574,350.92	1,628,219.08	61
001-521-10-1220	UNIFORM ALLOWANCE	14,160.00	14,820.00	13,560.00	1,260.00	92
001-521-10-1250	ON CALL	6,375.00	10,400.00	10,425.00	25.00-	100
001-521-10-1260	SHIFT DIFFERENTIAL	12,907.03	20,080.00	12,979.70	7,100.30	65
001-521-10-1300	OVERTIME	122,261.90	157,000.00	131,913.89	25,086.11	84
001-521-10-1500	SICK LEAVE	56,978.41	0.00	57,745.14	57,745.14-	0
001-521-10-1600	VACATION PAY	110,427.31	0.00	116,307.47	116,307.47-	0
001-521-10-1700	INCENTIVE PAY	23,270.00	56,000.00	21,860.00	34,140.00	39
001-521-10-1800	HOLIDAY PAY	96,792.19	0.00	97,255.91	97,255.91-	0
001-521-10-1820	HOLIDAY PREMIUM	107,836.95	82,000.00	89,874.12	7,874.12-	110
001-521-10-2100	FICA EXPENSE	226,149.00	346,430.00	239,154.83	107,275.17	69
001-521-10-2200	RETIREMENT	814,482.29	1,529,280.00	955,421.75	573,858.25	62

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001-521-10-2210	BENEFIT ADMIN FEES	418.50	0.00	481.50	481.50-	0
001-521-10-2300	LIFE & HEALTH INSURANCE	365,935.51	575,640.00	426,088.23	149,551.77	74
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	23,529.21	28,470.79	45
001-521-30-3400	OTHER CONTRACTUAL SERVICES	38,152.58	61,500.00	35,695.72	25,804.28	58
001-521-30-3450	CLOTHING AND UNIFORMS	9,092.53	15,000.00	13,494.02	1,505.98	90
001-521-30-3500	INVESTIGATIONS	8,792.29	17,000.00	6,981.69	10,018.31	41
001-521-30-4000	TRAVEL & PER DIEM	9,544.20	12,000.00	13,181.50	1,181.50-	110
001-521-30-4100	TELEPHONE EXPENSE	62,549.63	82,000.00	57,632.36	24,367.64	70
001-521-30-4110	IT LICENSING / EQUIPMENT	214,454.17	268,200.00	234,487.97	33,712.03	87
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	34,501.82	19,498.18	64
001-521-30-4400	RENTAL & LEASING	2,133.43	10,500.00	1,434.60	9,065.40	14
001-521-30-4600	REPAIR & MAINTENANCE	83,232.20	75,000.00	64,077.30	10,922.70	85
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	1,355.85	5,144.15	21
001-521-30-5100	OFFICE SUPPLIES	1,587.89	5,000.00	1,722.58	3,277.42	34
001-521-30-5200	OPERATING SUPPLIES	52,647.04	85,000.00	40,215.67	44,784.33	47
001-521-30-5250	FUEL EXPENSE	149,285.20	180,000.00	114,067.10	65,932.90	63
001-521-30-5400	SUBSCRIPTIONS/DUES	1,675.05	3,000.00	1,438.60	1,561.40	48
001-521-30-5500	TRAINING	36,516.56	40,000.00	10,831.46	29,168.54	27
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	159,259.60	513,727.78	24
	521 POLICE DEPARTMENT:	**5,483,674.31**	**8,755,907.38**	**5,675,283.01**	**3,080,624.37**	**65**
001-541-00-0000	PUBLIC WORKS/STREET DEPT.	0.00	0.00	0.00	0.00	0

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001-541-10-1200	SALARIES	955,823.84	1,538,070.00	1,107,918.32	430,151.68	72
001-541-10-1250	ON CALL	3,900.00	3,900.00	5,650.00	1,750.00-	145
001-541-10-1300	OVERTIME	11,916.51	12,000.00	20,864.47	8,864.47-	174
001-541-10-1500	SICK LEAVE	51,790.96	0.00	46,843.39	46,843.39-	0
001-541-10-1600	VACATION PAY	55,362.39	0.00	68,812.68	68,812.68-	0
001-541-10-1800	HOLIDAY PAY	39,263.68	0.00	42,974.10	42,974.10-	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	98,988.84	19,891.16	83
001-541-10-2200	RETIREMENT	171,716.50	236,570.00	205,639.11	30,930.89	87
001-541-10-2210	BENEFIT ADMIN FEES	0.00	0.00	36.00	36.00-	0
001-541-10-2300	LIFE & HEALTH INSURANCE	165,630.32	243,360.00	199,931.46	43,428.54	82
001-541-10-2500	UNEMPLOYMENT COMPENSATION	39.50	2,000.00	0.00	2,000.00	0
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	119,856.22	335,093.03	26
001-541-30-3400	OTHER CONTRACTUAL SERVICES	352,499.68	1,096,640.74	909,709.68	186,931.06	83
001-541-30-3440	RIGHT-OF-WAY MAINTENANCE	242,817.84	395,000.00	242,020.44	152,979.56	61
001-541-30-3450	CLOTHING AND UNIFORMS	8,765.60	8,000.00	7,906.07	93.93	99
001-541-30-4000	TRAVEL & PER DIEM	1,435.34	5,500.00	549.26	4,950.74	10
001-541-30-4100	TELEPHONE EXPENSE	20,442.43	24,600.00	21,508.28	3,091.72	87
001-541-30-4110	IT LICENSING / EQUIPMENT	34,153.45	83,100.00	46,363.44	36,736.56	56
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	25,244.48	2,044.48-	109
001-541-30-4350	VILLAGES STREET LIGHTING	507,878.07	600,000.00	515,922.33	84,077.67	86
001-541-30-4400	RENTAL & LEASING	3,349.34	24,580.00	16,824.28	7,755.72	68
001-541-30-4600	REPAIR & MAINTENANCE	45,875.13	51,500.00	45,365.85	6,134.15	88
001-541-30-4601	REPAIR & MAINTENANCE - BUILDINGS	26,968.35	35,000.00	5,512.05	29,487.95	16
001-541-30-4603	PAVEMENT PRESERVATION/REHABILITATION	0.00	1,000,000.00	354,307.83	645,692.17	35

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
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	4,586.45	1,413.55	76
001-541-30-4960	BOOT ALLOWANCE	3,154.56	4,200.00	2,630.61	1,569.39	63
001-541-30-5100	OFFICE SUPPLIES	2,537.48	3,000.00	1,482.51	1,517.49	49
001-541-30-5200	OPERATING SUPPLIES	71,147.55	70,000.00	69,792.09	207.91	100
001-541-30-5250	FUEL EXPENSE	31,160.82	35,000.00	19,838.33	15,161.67	57
001-541-30-5400	SUBSCRIPTIONS/DUES	5,204.03	14,815.00	6,771.51	8,043.49	46
001-541-30-5500	TRAINING	11,459.60	22,080.00	7,501.56	14,578.44	34
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
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**	**4,513,514.39**	**2,172,048.79**	**68**
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	209,950.57	82,329.43	72
001-549-10-1300	OVERTIME	0.00	1,500.00	277.94	1,222.06	19
001-549-10-1500	SICK LEAVE	5,641.21	0.00	7,366.70	7,366.70-	0
001-549-10-1600	VACATION PAY	14,415.13	0.00	17,983.89	17,983.89-	0
001-549-10-1800	HOLIDAY PAY	9,083.30	0.00	8,481.64	8,481.64-	0
001-549-10-2100	FICA EXPENSE	19,237.17	22,480.00	18,670.42	3,809.58	83
001-549-10-2200	RETIREMENT	31,312.42	39,870.00	33,144.65	6,725.35	83
001-549-10-2210	BENEFIT ADMIN FEES	36.00	0.00	103.50	103.50-	0
001-549-10-2300	LIFE & HEALTH INSURANCE	40,971.87	46,800.00	42,081.52	4,718.48	90

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
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	6,822.80	1,177.20	85
001-549-30-3450	CLOTHING AND UNIFORMS	2,587.72	1,500.00	2,396.85	896.85-	160
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	1,561.72	1,938.28	45
001-549-30-4110	IT LICENSING / EQUIPMENT	12,132.52	31,500.00	21,096.92	10,403.08	67
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	3,636.45	3,363.55	52
001-549-30-4400	RENTAL & LEASING	1,721.35	2,500.00	1,513.00	987.00	61
001-549-30-4600	REPAIR & MAINTENANCE	3,105.14	5,000.00	4,399.42	600.58	88
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	350.00	350.00	50
001-549-30-5100	OFFICE SUPPLIES	1,212.89	1,500.00	266.32	1,233.68	18
001-549-30-5200	OPERATING SUPPLIES	32,637.84	35,000.00	32,770.78	2,229.22	94
001-549-30-5250	FUEL EXPENSE	3,445.46	3,600.00	2,816.18	783.82	78
001-549-30-5400	SUBSCRIPTIONS/DUES	886.54	500.00	314.00	186.00	63
001-549-30-5500	TRAINING	1,434.00	3,000.00	575.00	2,425.00	19
001-549-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	84,300.11	45,000.00	25,597.41	19,402.59	57
	549 FLEET MAINTENANCE DEPT:	**507,446.35**	**560,230.00**	**454,605.19**	**105,624.81**	**81**
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	573,955.74	453,984.26	56
001-572-10-1250	ON CALL	3,900.00	3,500.00	5,150.00	1,650.00-	147
001-572-10-1300	OVERTIME	9,050.86	2,000.00	11,550.27	9,550.27-	578
001-572-10-1500	SICK LEAVE	18,053.57	0.00	11,908.20	11,908.20-	0
001-572-10-1600	VACATION PAY	19,144.82	0.00	31,133.06	31,133.06-	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-572-10-1800	HOLIDAY PAY	20,144.75	0.00	20,336.71	20,336.71-	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	50,771.90	28,288.10	64
001-572-10-2200	RETIREMENT	74,454.67	140,240.00	87,400.82	52,839.18	62
001-572-10-2210	BENEFIT ADMIN FEES	9.00	0.00	13.50	13.50-	0
001-572-10-2300	LIFE & HEALTH INSURANCE	110,296.50	168,480.00	123,839.17	44,640.83	74
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	5,657.10	8,342.90	40
001-572-30-3400	OTHER CONTRACTUAL SERVICES	101,881.05	159,200.00	158,735.06	464.94	100
001-572-30-3450	CLOTHING AND UNIFORMS	2,882.30	8,250.00	6,281.47	1,968.53	76
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	24,807.33	10,207.33-	170
001-572-30-4110	IT LICENSING / EQUIPMENT	39,819.80	53,720.00	33,363.38	20,356.62	62
001-572-30-4150	ADVERTISING AND PROMOTIONS	31,535.41	25,000.00	24,547.48	452.52	98
001-572-30-4200	POSTAGE/TRANSPORTATION FEES	5.46	200.00	2.56	197.44	1
001-572-30-4300	UTILITIES EXPENSE	32,955.60	35,000.00	37,707.53	2,707.53-	108
001-572-30-4400	RENTAL & LEASING	3,516.27	6,900.00	7,914.86	1,014.86-	115
001-572-30-4600	REPAIR & MAINTENANCE	35,138.45	48,650.00	48,647.33	2.67	100
001-572-30-4601	REPAIR & MAINTENANCE - BUILDINGS	23,464.57	36,000.00	23,029.09	12,970.91	64
001-572-30-4610	BAKER HOUSE MAINTENANCE	1,495.52	15,000.00	1,803.37	13,196.63	12
001-572-30-4620	BAKER HOUSE OPERATIONS-OTHER MISC.	4,930.49	5,720.00	2,146.80	3,573.20	38
001-572-30-4630	BAKER HOUSE SPECIAL EVENTS	11,356.54	15,000.00	5,017.77	9,982.23	33
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	119,232.16	46,567.84	72
001-572-30-4915	ATHLETIC LEAGUES & ACTIVITIES	89,783.22	104,400.00	83,048.39	21,351.61	80
001-572-30-4920	YOUTH CAMPS & PROGRAMS	13,595.23	48,000.00	11,966.14	36,033.86	25
001-572-30-4960	BOOT ALLOWANCE	928.71	1,580.00	874.04	705.96	55

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-572-30-5100	OFFICE SUPPLIES	3,185.48	4,500.00	1,955.32	2,544.68	43
001-572-30-5200	OPERATING SUPPLIES	77,301.88	81,500.00	58,385.25	23,114.75	72
001-572-30-5250	FUEL EXPENSE	22,070.55	25,000.00	14,796.98	10,203.02	59
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	867.83	2,342.17	27
001-572-30-5500	TRAINING	5,990.37	7,200.00	5,743.81	1,456.19	80
001-572-60-6200	CAP. IMPROVEMENT-BUILDINGS	38,696.00	14,500.00	8,954.29	5,545.71	62
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**	**1,736,908.84**	**729,041.16**	**70**
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	64,079.41	76,210.59	46
001-575-10-1300	OVERTIME	0.00	0.00	225.00	225.00-	0
001-575-10-1800	HOLIDAY PAY	0.00	0.00	67.00	67.00-	0
001-575-10-2100	FICA EXPENSE	3,710.66	10,740.00	4,924.54	5,815.46	46
001-575-10-2200	RETIREMENT	6,024.14	19,040.00	7,918.64	11,121.36	42
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	19,395.98	10,955.98-	230
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	43,335.46	3,335.46-	108
001-575-30-4400	RENTAL & LEASING	981.12	1,600.00	2,058.11	458.11-	129
001-575-30-4600	REPAIR & MAINTENANCE	2,826.34	30,000.00	36,283.83	6,283.83-	121

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-575-30-5100	OFFICE SUPPLIES	897.95	1,000.00	504.23	495.77	50
001-575-30-5200	OPERATING SUPPLIES	3,715.25	10,000.00	13,004.50	3,004.50-	130
001-575-30-5400	SUBSCRIPTIONS/DUES	75.00	0.00	100.00	100.00-	0
001-575-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	250,000.00	14,623.89	235,376.11	6
	575 COMMUNITY CENTER:	**126,386.79**	**522,440.00**	**206,522.51**	**315,917.49**	**40**
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	215,690.00	0.00	100
001-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	3,000,000.00	3,000,000.00	0.00	100
001-581-90-3010	TRANSFER TO CAPITAL PROJECT FUND	10,100,000.00	15,700,000.00	15,700,000.00	0.00	100
	581 Total	**10,297,729.00**	**18,915,690.00**	**18,915,690.00**	**0.00**	**100**
	GENERAL FUND Expenditure Totals	**26,265,434.99**	**47,584,840.00**	**36,388,714.74**	**11,196,125.26**	**76**

001 GENERAL FUND	**Prior**	**YTD**
Revenues:	**30,775,018.59**	**33,775,869.97**
Expenditures:	**26,265,434.99**	**36,388,714.74**
Net Income:	**4,509,583.60**	**2,612,844.77-**

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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	202.79	2.79	101
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	1,310.00	690.00-	66
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**	**2,112.79**	**63,757.21-**	**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**

101 CEMETERY FUND	**Prior**	**YTD**
Revenues:	**3,231.16**	**2,112.79**
Expenditures:	**0.00**	**0.00**
Net Income:	**3,231.16**	**2,112.79**

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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	13,572.79	13,572.79	0
104-369-9000	TAX INCREMENT FINANCING - SUM CTY	367,422.00	368,670.00	395,695.00	27,025.00	107
104-382-0010	TRANSFER FROM GENERAL	197,729.00	215,690.00	215,690.00	0.00	100
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**	**624,957.79**	**1,355,902.21-**	**31**

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	40,043.15	28,376.85	59
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	4,451.18	4,451.18-	0
104-550-10-1800	HOLIDAY PAY	1,499.38	0.00	1,625.02	1,625.02-	0
104-550-10-2100	FICA EXPENSE	3,337.84	5,240.00	3,575.53	1,664.47	68
104-550-10-2200	RETIREMENT	14,128.34	23,620.00	16,134.20	7,485.80	68
104-550-10-2300	LIFE & HEALTH INSURANCE	3,524.88	3,600.00	3,467.28	132.72	96
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**	**82,661.05**	**414,347.95**	**17**
104-580-90-9904	CONTINGENCY - CRA DISTRICT	0.00	1,483,851.00	0.00	1,483,851.00	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
	COMMUNITY REDEVELOPMENT Expenditure	**115,318.60**	**1,980,860.00**	**82,661.05**	**1,898,198.95**	**4**

104 COMMUNITY REDEVELOPMENT	**Prior**	**YTD**
Revenues:	**576,953.03**	**624,957.79**
Expenditures:	**115,318.60**	**82,661.05**
Net Income:	**461,634.43**	**542,296.74**

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COMMISSION MEETING AUGUST 26 2024

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	21,832.00	6,832.00	146
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**	**21,845.58**	**11,254.42-**	**65**

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	71.31	71.31-	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**	**71.31**	**33,028.69**	**0**

105 BAKER HOUSE	**Prior**	**YTD**
Revenues:	**31,033.20**	**21,845.58**
Expenditures:	**45,844.10**	**71.31**
Net Income:	**14,810.90-**	**21,774.27**

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 ASSOCIATIOI	**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 Tc	**0.00**	**45.00**	**0.00**	**45.00**	**0**

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

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YEAR TO DATE REVENUE-EXPENDITURE REPORT
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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	276,012.84	51,012.84	123
107-361-0000	INTEREST	6,203.97	1,000.00	8,613.13	7,613.13	861
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**	**284,625.97**	**677,534.03-**	**29**

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**

107 RECREATION IMPACT FEES	**Prior**	**YTD**
Revenues:	**422,465.22**	**284,625.97**
Expenditures:	**0.00**	**0.00**
Net Income:	**422,465.22**	**284,625.97**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
108-341-3001	LAW ENFORCEMENT IMPACT FEES	737,825.68	1,100,000.00	974,534.76	125,465.24-	89
108-361-0000	INTEREST	199.89	100.00	175.86	75.86	176
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	**738,025.57**	**2,420,430.00**	**974,710.62**	**1,445,719.38-**	**40**

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	338.31	338.31-	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	621,471.89	13,096.45-	102
108-521-70-9105	TRANSFER TO GENERAL FUND - LOAN PAYM	412,800.00	412,800.00	412,800.00	0.00	100
	521 LAW ENFORCEMENT IMPACT FEES:	**551,383.52**	**1,421,175.44**	**1,034,610.20**	**386,565.24**	**73**
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**	**1,034,610.20**	**1,385,819.80**	**43**

108 LAW ENFORCEMENT IMPACT FEES	**Prior**	**YTD**
Revenues:	**738,025.57**	**974,710.62**
Expenditures:	**551,383.52**	**1,034,610.20**
Net Income:	**186,642.05**	**59,899.58-**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 26 2024

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	139,877.11	129,877.11	***
301-382-0010	TRANSFER FROM GENERAL FUND	10,100,000.00	15,700,000.00	15,700,000.00	0.00	100
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**	**15,839,877.11**	**14,251,247.89-**	**52**

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	844,128.90	6,571.10	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**	**844,688.72**	**6,011.28**	**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

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
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	61,377.00	138,623.00	31
301-541-60-6307	JACKSON ST IMPROVEMENTS	0.00	27,000.00	37,864.72	10,864.72-	140
301-541-60-6308	HUEY ST IMPROVEMENTS	44,900.00	2,432,000.00	629,403.87	1,802,596.13	26
301-541-60-6309	ST CLAIR STREET IMPROVEMENTS	0.00	525,000.00	489,039.19	35,960.81	93
301-541-60-6310	DOWNTOWN PARKING GARAGE	276,116.16	7,600,000.00	6,282,043.66	1,317,956.34	83
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**	**8,943,998.96**	**3,644,320.41**	**71**
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	192,990.90	807,009.10	19
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	398,405.89	3,405.89-	101
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**	**760,440.79**	**1,092,147.21**	**41**
301-575-60-6201	COMMUNITY CENTER HVAC UPGRADES	37,930.00	50,000.00	50,081.74	81.74-	100
301-580-90-9901	CONTINGENCY-CAP.IMPROVEMENT FUND	0.00	9,728,248.63	0.00	9,728,248.63	0
301-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	0.00	5,000,000.00	5,000,000.00	0.00	100
	CAPITAL IMPROVEMENT FUN Expenditure To	**4,796,197.28**	**30,091,125.00**	**15,612,120.99**	**14,479,004.01**	**52**

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301 CAPITAL IMPROVEMENT FUND	Prior	YTD
Revenues:	**10,229,463.97**	**15,839,877.11**
Expenditures:	**4,796,197.28**	**15,612,120.99**
Net Income:	**5,433,266.69**	**227,756.12**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
401-343-3100	WATER SALES-OPERATING INCOME	3,564,169.66	4,016,300.00	2,964,056.18	1,052,243.82-	74
401-343-3500	WATER- METER INSTALLATIONS	346,338.87	263,000.00	206,721.92	56,278.08-	79
401-343-3510	WATER- OTHER (ON/OFF FEES)	40,145.00	30,000.00	26,330.00	3,670.00-	88
401-343-3520	WATER INCOME-OTHER	21,611.81	10,000.00	15,506.21	5,506.21	155
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	4,940,236.34	2,160,363.66-	70
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	14,547.50	452.50-	97
401-343-5520	TSS/COD WASTEWATER FEES	937,238.46	800,000.00	751,397.11	48,602.89-	94
401-343-6100	REUSE WATER OPERATIONS	138,140.49	118,450.00	123,951.94	5,501.94	105
401-361-0000	INTEREST EARNINGS	104,713.63	50,000.00	78,775.08	28,775.08	158
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 FU	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	**15,505,602.83**	**20,015,350.00**	**9,121,522.28**	**10,893,827.72-**	**45**

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	133,940.75	57,099.25	70
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	8,450.34	8,450.34-	0
401-530-10-1600	VACATION PAY	8,073.35	0.00	10,541.99	10,541.99-	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-530-10-1800	HOLIDAY PAY	6,078.27	0.00	5,576.35	5,576.35-	0
401-530-10-2100	FICA EXPENSE	12,806.59	14,700.00	12,099.54	2,600.46	82
401-530-10-2200	RETIREMENT	20,844.77	25,880.00	21,526.58	4,353.42	83
401-530-10-2210	BENEFIT ADMIN FEES	129.00	0.00	27.00	27.00-	0
401-530-10-2300	LIFE & HEALTH INSURANCE	36,885.28	37,440.00	32,526.45	4,913.55	87
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	22,500.00	1,500.00	94
401-530-30-3400	OTHER CONTRACTUAL SERVICES	28,943.41	34,950.00	23,885.06	11,064.94	68
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	4,248.34	751.66	85
401-530-30-4110	IT LICENSING / EQUIPMENT	26,620.78	37,730.00	37,484.67	245.33	99
401-530-30-4200	POSTAGE/TRANSPORTATION FEES	25,964.26	32,800.00	21,453.13	11,346.87	65
401-530-30-4300	UTILITIES EXPENSE	17,422.24	20,000.00	14,190.94	5,809.06	71
401-530-30-4400	RENTAL & LEASING	2,949.61	3,650.00	2,345.57	1,304.43	64
401-530-30-4500	GENERAL INSURANCE	186,069.91	400,000.00	316,165.89	83,834.11	79
401-530-30-4600	REPAIR & MAINTENANCE	10,473.19	23,700.00	23,036.48	663.52	97
401-530-30-4900	MISC. EXPENSE & OTHER CURRENT	25,142.96	14,500.00	15,233.19	733.19-	105
401-530-30-5100	OFFICE SUPPLIES	970.43	1,000.00	518.22	481.78	52
401-530-30-5200	OPERATING SUPPLIES	4,579.90	5,500.00	4,577.23	922.77	83
401-530-30-5400	SUBSCRIPTIONS/DUES	37.50	500.00	409.86	90.14	82
401-530-30-5500	TRAINING	702.00	1,000.00	380.00	620.00	38
	530 PHYSICAL ENVIRONMENT/ADMIN:	**596,001.40**	**880,390.00**	**713,835.20**	**166,554.80**	**81**
401-533-00-0000	WATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-533-10-1200	SALARIES	682,907.59	967,250.00	665,408.11	301,841.89	69

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-533-10-1250	ON CALL	7,950.00	7,800.00	11,300.00	3,500.00-	145
401-533-10-1300	OVERTIME	11,878.23	15,000.00	14,123.93	876.07	94
401-533-10-1500	SICK LEAVE	23,141.58	0.00	24,443.44	24,443.44-	0
401-533-10-1600	VACATION PAY	39,942.19	0.00	35,187.77	35,187.77-	0
401-533-10-1700	INCENTIVE PAY	0.00	0.00	950.00	950.00-	0
401-533-10-1800	HOLIDAY PAY	24,209.16	0.00	25,148.06	25,148.06-	0
401-533-10-1820	HOLIDAY PREMIUM	2,583.89	5,000.00	1,493.99	3,506.01	30
401-533-10-2100	FICA EXPENSE	57,882.46	76,130.00	59,832.73	16,297.27	79
401-533-10-2200	RETIREMENT	317,112.21	135,030.00	105,532.19	29,497.81	78
401-533-10-2210	BENEFIT ADMIN FEES	85.50	0.00	90.00	90.00-	0
401-533-10-2300	LIFE & HEALTH INSURANCE	114,180.59	168,480.00	135,470.60	33,009.40	80
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	98,751.57	25,348.43	80
401-533-30-3400	OTHER CONTRACTUAL SERVICES	69,380.07	349,000.00	122,264.27	226,735.73	35
401-533-30-3450	CLOTHING AND UNIFORMS	5,724.11	9,000.00	7,245.04	1,754.96	80
401-533-30-4000	TRAVEL & PER DIEM	7,055.09	8,000.00	3,854.26	4,145.74	48
401-533-30-4100	TELEPHONE EXPENSE	32,434.59	38,600.00	29,698.80	8,901.20	77
401-533-30-4110	IT LICENSING / EQUIPMENT	37,240.50	83,500.00	44,291.65	39,208.35	53
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	147,836.82	37,163.18	80
401-533-30-4400	RENTAL & LEASING	14,413.20	9,000.00	2,896.76	6,103.24	32
401-533-30-4600	REPAIR & MAINTENANCE	83,881.43	130,000.00	108,601.85	21,398.15	84
401-533-30-4900	MISC. EXPENSE & OTHER CURRENT	8,196.70-	5,000.00	4,030.00	970.00	81
401-533-30-4960	BOOT ALLOWANCE	1,062.16	3,000.00	2,321.27	678.73	77
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	3,055.51	3,444.49	47

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-533-30-5200	OPERATING SUPPLIES	407,423.19	325,000.00	151,043.49	173,956.51	46
401-533-30-5220	WATER METERS	0.00	311,445.01	273,558.20	37,886.81	88
401-533-30-5250	FUEL EXPENSE	43,487.93	45,000.00	32,992.11	12,007.89	73
401-533-30-5260	CHEMICALS	285,007.78	250,000.00	326,043.80	76,043.80-	130
401-533-30-5270	LABORATORY SAMPLES	38,371.00	45,000.00	43,750.00	1,250.00	97
401-533-30-5400	SUBSCRIPTIONS/DUES	6,399.80	9,000.00	7,231.64	1,768.36	80
401-533-30-5500	TRAINING	5,191.95	7,600.00	3,237.18	4,362.82	43
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	260,809.35	289,190.65	47
401-533-60-6400	CAP. IMPROVEMENT-MACHINERY	7,125.00	419,566.00	153,423.00	266,143.00	37
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	2,471.69	3,160.00	2,409.86	750.14	76
	533 WATER DEPARTMENT:	**2,781,739.79**	**4,556,861.01**	**3,094,651.99**	**1,462,209.02**	**68**
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	943,935.15	510,204.85	65
401-535-10-1250	ON CALL	11,700.00	19,500.00	16,700.00	2,800.00	86
401-535-10-1300	OVERTIME	17,642.88	19,500.00	27,709.62	8,209.62-	142
401-535-10-1500	SICK LEAVE	21,642.51	0.00	44,222.25	44,222.25-	0
401-535-10-1600	VACATION PAY	50,846.50	0.00	56,910.25	56,910.25-	0
401-535-10-1700	INCENTIVE PAY	0.00	0.00	1,300.00	1,300.00-	0
401-535-10-1800	HOLIDAY PAY	26,619.62	0.00	32,967.58	32,967.58-	0
401-535-10-1820	HOLIDAY PREMIUM	10,363.17	12,000.00	7,710.22	4,289.78	64
401-535-10-2100	FICA EXPENSE	71,892.67	115,150.00	87,345.50	27,804.50	76
401-535-10-2200	RETIREMENT	118,000.52	204,250.00	158,231.77	46,018.23	77
401-535-10-2210	BENEFIT ADMIN FEES	103.50	0.00	283.50	283.50-	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-535-10-2300	LIFE & HEALTH INSURANCE	136,447.11	290,160.00	171,685.13	118,474.87	59
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	138,671.95	985.95-	101
401-535-30-3400	OTHER CONTRACTUAL SERVICES	118,857.29	498,000.00	260,316.33	237,683.67	52
401-535-30-3450	CLOTHING AND UNIFORMS	5,939.26	10,000.00	8,241.29	1,758.71	82
401-535-30-4000	TRAVEL & PER DIEM	2,788.56	4,500.00	5,843.85	1,343.85-	130
401-535-30-4100	TELEPHONE EXPENSE	19,656.30	20,000.00	20,273.16	273.16-	101
401-535-30-4110	IT LICENSING / EQUIPMENT	32,186.87	87,170.00	56,462.31	30,707.69	65
401-535-30-4200	POSTAGE/TRANSPORTATION FEES	803.09	2,000.00	2,062.74	62.74-	103
401-535-30-4300	UTILITIES EXPENSE	439,112.44	400,000.00	437,982.66	37,982.66-	110
401-535-30-4400	RENTAL & LEASING	1,503.49	3,000.00	20,756.90	17,756.90-	692
401-535-30-4600	REPAIR & MAINTENANCE	468,998.09	470,000.00	539,186.54	69,186.54-	115
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	138,788.53	41,211.47	77
401-535-30-4960	BOOT ALLOWANCE	1,249.32	5,000.00	1,253.77	3,746.23	25
401-535-30-5100	OFFICE SUPPLIES	5,204.89	5,500.00	3,996.34	1,503.66	73
401-535-30-5200	OPERATING SUPPLIES	187,089.01	300,000.00	203,637.69	96,362.31	68
401-535-30-5250	FUEL EXPENSE	59,971.52	65,000.00	52,033.51	12,966.49	80
401-535-30-5260	CHEMICALS	200,187.21	200,000.00	208,521.70	8,521.70-	104
401-535-30-5270	LABORATORY SAMPLES	43,141.00	65,000.00	99,815.00	34,815.00-	154
401-535-30-5400	SUBSCRIPTIONS/DUES	1,171.85	4,000.00	2,636.64	1,363.36	66
401-535-30-5500	TRAINING	2,402.83	7,600.00	6,343.94	1,256.06	83
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	441,798.91	278,757.09	61
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	99,177.12	18,812.50	84

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
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	272,151.38	187,848.62	59
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	5,525.79	4,620.00	4,616.50	3.50	100
401-535-60-6770	SR 44 FM / CCC DECOMMISSIONING	0.00	3,773,495.00	2,504,097.84	1,269,397.16	66
401-535-70-7303	WILDWOOD ESTATES LS	0.03-	82,736.40	81,767.83	968.57	99
	535 WASTEWATER DEPARTMENT:	**3,856,515.61**	**12,177,632.02**	**8,225,317.12**	**3,952,314.90**	**68**
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)	38,212.87	31,980.00	16,889.64	15,090.36	53
401-582-70-7206	DEBT SERV-INTERST-2016 CONTINENTAL (BB	25,471.22	26,863.00	24,083.78	2,779.22	90
	582 DEBT SERVICE:	**2,678,045.09**	**2,002,640.00**	**494,572.48**	**1,508,067.52**	**25**
	UTILITY FUND Expenditure Totals	**9,912,301.89**	**20,015,350.00**	**12,528,376.79**	**7,486,973.21**	**63**

	401 UTILITY FUND	**Prior**	**YTD**

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Revenues:	**15,505,602.83**	**9,121,522.28**
Expenditures:	**9,912,301.89**	**12,528,376.79**
Net Income:	**5,593,300.94**	**3,406,854.51 -**

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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	19,919.28	18,919.28	***
402-382-0010	TRANSFER FROM GENERAL FUND	0.00	3,000,000.00	3,000,000.00	0.00	100
402-382-3010	TRANSFER FROM CAPITAL IMPROVEMENT FI	0.00	5,000,000.00	5,000,000.00	0.00	100
402-382-4090	TRANSFER FROM WW SDC FUND	0.00	1,000,000.00	1,000,000.00	0.00	100
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**	**9,019,919.28**	**132,826,080.72-**	**6**

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	587,269.51	50,098,542.49	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**	**587,269.51**	**141,258,730.49**	**0**

402 CAPITAL PROJECTS (LOAN/GRANT)	**Prior**	**YTD**
Revenues:	**51,560.20**	**9,019,919.28**
Expenditures:	**3,644,211.00**	**587,269.51**
Net Income:	**3,592,650.80-**	**8,432,649.77**

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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	235.71	135.71	236
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**	**235.71**	**63,164.29-**	**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	10,000.00	0.00	100
	INDUSTRIAL FUND Expenditure Totals	**16,607.00**	**63,400.00**	**10,000.00**	**53,400.00**	**16**

403 INDUSTRIAL FUND	**Prior**	**YTD**
Revenues:	**555.13**	**235.71**
Expenditures:	**16,607.00**	**10,000.00**
Net Income:	**16,051.87-**	**9,764.29-**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
404-361-0000	INTEREST	43.51	0.00	16.96	16.96	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**	**16.96**	**309,983.04-**	**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	300.57	300.57-	0
404-533-70-7352	ASHLEY WTP PROJECT	0.05	260,192.70	231,325.00	28,867.70	89
	533 WATER CONNECTION FEES:	**361.38**	**260,192.70**	**231,625.57**	**28,567.13**	**89**
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**	**231,625.57**	**78,374.43**	**75**

404 WATER CONNECTION FEES	**Prior**	**YTD**
Revenues:	**43.51**	**16.96**
Expenditures:	**176,159.38**	**231,625.57**
Net Income:	**176,115.87-**	**231,608.61-**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
406-361-0000	INTEREST	26.27	0.00	12.92	12.92	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**	**12.92**	**183,787.08-**	**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	300.19	300.19-	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**	**300.19**	**300.19-**	**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**	**300.19**	**183,499.81**	**0**

406 WASTEWATER CONNECTION FEES	**Prior**	**YTD**
Revenues:	**26.27**	**12.92**
Expenditures:	**228,950.28**	**300.19**
Net Income:	**228,924.01-**	**287.27-**

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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	1,570,181.86	1,449,418.14-	52
408-361-0000	INTEREST EARNED	415.69	100.00	438.62	338.62	439
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**	**1,570,620.48**	**5,750,779.52-**	**21**

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	324.49	324.49-	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	26,250.00	1,973,750.00	1
408-533-70-7352	ASHLEY WTP UPGRADES	0.00	550,000.00	263,150.00	286,850.00	48
	533 Total	**383.92**	**4,746,000.00**	**289,724.49**	**4,456,275.51**	**6**
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	222,961.58	1.58-	100
408-582-70-7207	SRF INTEREST - OXFORD WTP	35,017.20	33,070.00	33,068.02	1.98	100
	582 Total	**35,017.20**	**256,030.00**	**256,029.60**	**0.40**	**100**
	WATER SDC FEES Expenditure Totals	**949,642.65**	**7,321,400.00**	**545,754.09**	**6,775,645.91**	**7**

408 WATER SDC FEES	**Prior**	**YTD**

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Revenues:	**1,829,189.97**	**1,570,620.48**
Expenditures:	**949,642.65**	**545,754.09**
Net Income:	**879,547.32**	**1,024,866.39**

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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	4,723,744.40	1,255,655.60-	79
409-361-0000	INTEREST EARNED	860.27	500.00	1,055.29	555.29	211
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**	**4,724,799.69**	**10,755,100.31-**	**30**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
409-535-30-4900	MISC. EXPENSE & OTHER CURRENT	388.69	0.00	329.29	329.29-	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	395,454.99	85,045.01	82
409-535-70-7346	WWTP FACILITY PLAN	0.31-	11,751,660.06	973,501.17	10,778,158.89	8
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**	**1,495,762.67**	**13,862,874.61**	**10**
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	1,000,000.00	0.00	100
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**	**1,000,000.00**	**0.00**	**100**
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	69,809.23	0.77	100
409-582-70-7200	INTEREST EXPENSE-CR209 FM SRF CONSTR	330.51	310.00	309.57	0.43	100
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**	**72,851.91**	**2,748.09**	**96**
	WASTEWATER SDC FEES Expenditure Totals	**754,996.40**	**15,479,900.00**	**2,568,614.58**	**12,911,285.42**	**17**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 26 2024

409 WASTEWATER SDC FEES	Prior	YTD
Revenues:	**3,982,616.25**	**4,724,799.69**
Expenditures:	**754,996.40**	**2,568,614.58**
Net Income:	**3,227,619.85**	**2,156,185.11**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING AUGUST 26 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	113.56	103.56	***
	LAW ENFORCEMENT FUND Revenue Totals	**278.76**	**1,510.00**	**113.56**	**1,396.44-**	**7**

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**

601 LAW ENFORCEMENT FUND	**Prior**	**YTD**
Revenues:	**278.76**	**113.56**
Expenditures:	**0.00**	**0.00**
Net Income:	**278.76**	**113.56**

Grand Totals	Prior	YTD
Revenues:	**64,146,063.66**	**75,961,240.71**
Expenditures:	**47,457,047.09**	**69,590,119.02**
Net Income:	**16,689,016.57**	**6,371,121.69**

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
May 13, 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
Jessica Barnes	City Clerk	Present
Randall Parmer	Police Chief	Present
Melanie Strickland	Development Services Director	Present
Jeremy Hockenbury	Public Works Director	Present
Jason Martin	Assistant Utilities Director	Present

Mayor Wolf brought 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 - J 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: March 4, 2024 Commission Workshop

C. Minutes for Approval: March 11, 2024 Regular Commission Meeting

D. PLAT 2401-003 VOSO Unit 115 Final Plat

E. PLAT 2402-005 VOSO Unit 146 Final Plat

F. PLAT 2403-004 VOSO Unit 147 Final Plat

G. SP 2301-007 Bigham Plaza

H. SP 2307-007 WW Cave Vehicular Multi-story Garage

I. SP 2310-012 Betancur Orthodontics

J. SP 2311-009 Trailwinds Retirement Community

3. Presentations and/or Proclamations

B. Proclaim May 31, 2024, as Cleveland "Conrad" Porter Day

Mayor Wolf read aloud the proclamation for Cleveland "Conrad" Porter Day. There were no representatives in attendance to accept the proclamation. No comments were offered or received. Vote 5-0.

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

A. Proclaim May 19-25, 2024, as National Public Works Week

Mayor Wolf read aloud the proclamation for National Public Works Week. Public Works Director Jeremy Hockenbury was in attendance to accept the proclamation. 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

4. Public Hearings - Timed - Legislative

A. Swear in City Staff and Public Speakers

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

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

Mayor Wolf read aloud Ordinance O2024-10, CP 2310-001 Wildwood III. The item was presented by Development Services Director Melanie Strickland. 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. Kevin Reali, a representative for the applicant, provided a short presentation on the details of the item, including property information, existing and proposed future land use, property constraints, surrounding uses, land use comparison, and comprehensive plan consistency. Wolf and Strickland discussed what the next steps of the project would look like.

Resident Norma King addressed the commission with her concerns about the development of the property. She submitted a letter to the Development Services Department that included all the concerns she brought to the commission. She also submitted two signed letters of non-support on behalf of her neighbors - one from Elizabeth Marchand and the other from the Raines family. Mike Rumer, owner of the self-storage facility at 924 Kilgore Street, also addressed the commission regarding his concerns about the project. He supports the project, but also wanted to ensure his property would not be negatively affected. He also suggested an extension of the sidewalk along CR 44A. A short discussion was held regarding growth on the west side of US 301 and traffic plans for those projects. No further 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

5. Public Hearings - Timed - Quasi-Judicial

A. RZ 2312-002 Wildwood III

Mayor Wolf read aloud Ordinance O2024-11, RZ 2312-002 Wildwood III. The item was presented by Development Services Director Melanie Strickland. 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. No comments were offered or received. Vote 5-0.

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

B. AN 2309-001 Summers Gym

Mayor Wolf read aloud Ordinance O2024-23, AN 2309-001 Summers Gym. The item was presented by Development Services Director Melanie Strickland. At the November 13, 2023 regular City Commission meeting, the City Commission approved and adopted Ordinance O2023-60 for the voluntary annexation application for parcel G15C016. After adoption of O2023-60 and upon being sent for recording, a typographical error within the legal description was discovered, and the City Attorney determined that a new ordinance was required to reconcile the discrepancy on the record. No comments were offered or received. Vote 5-0.

RESULT:	**Adopted**
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

C. AN 2403-001 Freeman-Allen Annexation

Mayor Wolf read aloud Ordinance O2024-25, AN 2403-001 Freeman-Allen Annexation. The item was presented by Development Services Director Melanie Strickland. Applicant James Hartley with Gooding & Batsel, PLLC on behalf of property owner Arthur Freeman Jr., has submitted a voluntary annexation for parcel F01-116. Annexation into the city is appropriate because the property is located within the City's Joint Planning Area with Sumter County, which interlocal agreement allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of an "enclave." No comments were offered or received. Vote 5-0.

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

D. AN 2403-002 Sarah Empey Annexation

Mayor Wolf read aloud Ordinance O2024-26, AN 2403-002 Sarah Empey Annexation. The item was presented by Development Services Director Melanie Strickland. Applicant/owner Sarah E. Empey has submitted a voluntary annexation for parcel G16ED001. Annexation into the city is appropriate because the property is located within the City's Joint Planning Area with Sumter County, which interlocal agreement allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of an "enclave." No comments were offered or received. Vote 5-0.

RESULT:	**Adopted**
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

E. Text Amendment to the City's Land Development Regulations Update

Mayor Wolf read aloud Ordinance O2024-24, Text Amendment to the City's Land Development Regulations Update. The item was presented by Development Services Director Melanie Strickland. At the March 11, 2024, regular City Commission meeting, the City Commission approved and adopted Ordinance O2024-2 for the proposed Text Amendments to the Land Development Regulations necessary to be in compliance with the City's adopted 2050 Comprehensive Plan and the Florida State Statutes. With the adoption of Ordinance O2024-2, Land Development Regulations Chapters 1 through 8 were amended. In the process, it was found that there were software formatting issues on the Chapter 3 zoning tables that did not translate some of the proposed changes and needed to be formally rectified on the record via a new ordinance. No comments were offered or received. Vote 5-0.

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

6. Public Forum - 4 minute time limit

Steven Gerard Sidlovsky addressed the commission regarding a personhood resolution. He requested that the commission consider adopting the resolution. He provided further information regarding his cause and the upcoming legislation.

Resident Norma King addressed the commission again regarding a concern she forgot to include earlier. She questioned the commission if the city considered contacting CSX to work together on a walker overpass.

7. Ordinances First Reading Only (No Vote)

A. AN 2404-001 Zheng Home Site

Mayor Wolf read aloud the title of Ordinance O2024-35, AN 2404-001 Zheng Home Site. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

B. CP 2307-002 Densan Park Phase 4

Mayor Wolf read aloud the title of Ordinance O2024-27, CP 2307-002 Densan Park Phase 4. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

C. RZ 2307-002 Densan Park Phase 4

Mayor Wolf read aloud the title of Ordinance O2024-28, RZ 2307-002 Densan Park Phase 4. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

D. CP 2403-002 Pest Bear Office

Mayor Wolf read aloud the title of Ordinance O2024-20, CP 2403-002 Pest Bear Office. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

E. RZ 2403-002 Pest Bear Office

Mayor Wolf read aloud the title of Ordinance O2024-21, RZ 2403-002 Pest Bear Office. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

F. CP 2403-003 Freeman-Allen Home Site

Mayor Wolf read aloud the title of Ordinance O2024-29, CP 2403-003 Freeman-Allen Home Site. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

G. RZ 2403-003 Freeman-Allen Home Site

Mayor Wolf read aloud the title of Ordinance O2024-30, RZ 2403-003 Freeman-Allen Home Site. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

H. CP 2403-004 Empey Home Site

Mayor Wolf read aloud the title of Ordinance O2024-31, CP 2403-004 Empey Home Site. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

I. RZ 2403-004 Empey Home Site

Mayor Wolf read aloud the title of Ordinance O2024-32, RZ 2403-004 Empey Home Site. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

J. CP 2404-001 301 Lots

Mayor Wolf read aloud the title of Ordinance O2024-33, CP 2404-001 301 Lots. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING**	**PUBLIC HEARING: 06/10/2024**

K. RZ 2404-001 301 Lots

Mayor Wolf read aloud the title of Ordinance O2024-34, RZ 2404-001 301 Lots. The item was presented by Development Services Director Strickland. First reading only - no vote.

RESULT:	**FIRST READING** **PUBLIC HEARING: 06/10/2024**

8. Resolutions for Approval

None.

9. Financial & Contracts & Agreements

A. Lake Deaton Pier Improvements Project Pay Applications 1 and 2 for a Total of $192,356.13

Public Works Director Hockenbury presented the item. The Lake Deaton Pier Improvement Project was approved by the Commission and awarded to Fender Marine Construction, Inc. on December 14, 2023. Fender Marine requested Pay Application 1 in the amount of $103,857.81 and Pay Application 2 in the amount of $88,498.32 for site work performed through April 16, 2024. No comments were offered or received. Vote 5-0.

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

B. Public Works Building New HVAC System Project Pay Application 2 in the Amount of $51,927.94

Public Works Director Hockenbury presented the item. The Public Works Building New HVAC System Project was approved by the Commission and awarded to Air Mechanical & Service Corporation Inc. (AMSCO), on February 23, 2024. AMSCO requested Pay Application 2 in the amount of $51,927.94 for equipment and site work performed through May 3, 2024. No 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

C. Osceola Forcemain Project Pay Application No. 3 in the Amount of $61,635.03

Assistant Utilities Director Martin presented the item. 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 the project to Art Walker Construction Inc. on January 22, 2024. Art Walker Construction Inc. requested Pay Application 3 in the amount of $61,635.03. No comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Commissioner Elliott
SECONDER:	Mayor Pro Tem/Commissioner Harrison-Bivins

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

D. Purchase and Installation of a 100KW Generator for the St Clair Lift Station for the Amount of $93,592.42

Assistant Utilities Director Martin presented the item. On January 22, 2024, the commission approved the Osceola forcemain project. Utility Department staff would perform the lift station upgrades for the St Clair lift station in-house. The new generator would provide continuous, uninterrupted service and increase reliability during storm and emergency events. Staff requested to purchase the generator via the Sourcewell Cooperative Pricing Agreement through Ring Power Caterpillar. A discussion was held regarding the increase in size of the generator and lift station. No further comments were offered or received. Vote 5-0.

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

E. Relocation of Backup Generator from St Clair Lift Station to the Industrial Drive Lift Station for the Amount of $32,824.00

Assistant Utilities Director Martin presented the item. On January 22, 2024, the commission approved the Osceola forcemain project. Utility Department staff would perform the lift station upgrades for the St Clair lift station in-house. After the purchase of the new 100KW generator, staff requested the relocation of the 40KW generator from the St Clair lift station to the Industrial Drive lift station. Martin added that doing the lift station upgrades in-house would save the city approximately $420,000. No comments were offered or received. Vote 5-0.

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

F. Replacement of Chemical Tanks at the Oxford WTP for the Amount of $66,659.00

Assistant Utilities Director Martin presented the item. Two chemical storage tanks at the Oxford Water Treatment Facility for acid and chlorine had failures and needed to be replaced. The tanks' life expectancy is 10 years and were just beyond the 5-year manufacturer's warranty. Staff contacted the city's Chemical Feed Maintenance and Repair vendor, Guardian Equipment, to obtain replacement quotes. Staff recommended replacing the failed tanks with the proposed Houston Polyethylene tanks, which have a 30-year life expectancy. Staff also requested to increase the tank size from 1,500 gallons to 2,000 gallons to accommodate the designed plant build-out, which would avoid the need for another tank replacement when the next plant expansion occurs. No comments were offered or received. Vote 5-0.

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

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

G. Pay Application No. 4 for the Main Street Parking Garage in the Amount of $1,243,101.47

Development Services Director Strickland presented the item. In August 2023, the City Commission approved a design-build contract with FINFROCK Construction, LLC for the construction of the Main Street Parking Garage. FINFROCK requested Pay Application No. 4 in the amount of $1,243,101.47 together with an associated conditional waiver and release of lien upon progress payment of the same amount. Commissioner Elliott complimented the progress on the parking garage. Mayor Wolf provided comments on the development of the downtown area. A short discussion was held regarding the downtown area. No further comments were offered or received. Vote 5-0.

RESULT:	**Approved**
MOVER:	Commissioner Elliott
SECONDER:	Mayor Pro Tem/Commissioner Harrison-Bivins
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 his local construction projects update.

B. Request Special Called Meeting for May 20, 2024, at 9 AM

City Manager McHugh requested a commission meeting for May 20th and provided an overview of items he anticipated to be included on that agenda.

C. Memo on Charter Review Process

City Manager McHugh provided a memo with a tentative schedule for the charter review process.

He also addressed the concerns that Wildwood Country Resort residents brought to the commission recently regarding annexing into the city. He advised that he planned to schedule a workshop to discuss this topic sometime in July.

13. Other Department Reports

A. Temporary Sign Code Violations

Development Services Director Strickland presented a report created by Development Services and the Code Compliance Division. She explained the process that Code Compliance follows to correct temporary sign code violations and how they work with the sign owners. She also provided staff's recommendation of not making any changes to the code. A discussion was held regarding signage and businesses within the Community Redevelopment Agency (CRA).

B. Development Services Department Update Report

Development Services Director Strickland provided a department update report. The purpose of the update was to highlight trends in growth and development for both residential and commercial projects as well as emphasize compliance of all projects in accordance with applicable state and local regulations. Additionally, the Code Compliance Division was dedicated to preventing unsightly and unsafe neighborhood conditions by proactively educating residents and investigating complaints to ensure compliance with state statutes, City of Wildwood Land Development Regulations, and the Code of Ordinances.

14. Commission Members Reports

Commissioner Elliott spoke about his assignment to The Villages Autistic Center Board. He advised they planned to open in January 2025 with K-5 offered.

Commissioner Green discussed his next meeting with the East Central Florida Regional Planning Council and his upcoming 'Chat with a Commissioner' lunch.

Mayor Wolf questioned staff regarding how much right-of-way was received from the developer of the property on CR 213. McHugh advised the agreement was still being worked on. Wolf felt strongly about planning for that road widening and felt setbacks should be increased for property along that road. Strickland responded with the upcoming project of updating Chapter 6 of the Code of Ordinances regarding roadways.

Officer Ruhl, a representative for the Conrad Porter Day proclamation, arrived at the meeting, and addressed the commission. She would be taking over the area that Officer Porter handled once he retired.

15. City Attorney Reports

None.

16. Adjournment

With no further business to discuss, the meeting was adjourned at 10:20 a.m.

RESULT:	**Adjourned**
MOVER:	Mayor Pro Tem/Commissioner Harrison-Bivins
SECONDER:	Commissioner Elliott
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
CITY OF WILDWOOD, FLORIDA
SPECIAL MEETING
May 20, 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
Joshua Bills	City Attorney	Present
Cassandra Smith	Assistant City Manager/CFO	Present
Jessica Barnes	City Clerk	Present
Randall Parmer	Police Chief	Present
Courtney Kellem	Parks & Recreation Director	Present
Jeremy Hockenbury	Public Works Director	Present
Jason Martin	Assistant Utilities Director	Present
Melissa Tuck	Human Resources Director	Present
Melanie Strickland	Development Services Director	Present

Mayor Wolf brought the meeting to order at 9 a.m., followed by the Invocation and Pledge of Allegiance.

2. **Consent Agenda/Informational Items**
None.

3. **Presentations and/or Proclamations**

A. Proclaim May 19-25, 2024, as Wildwood Middle High School Debate Celebration Week
Mayor Wolf read aloud the proclamation for Wildwood Middle High School Debate Celebration Week. Illiana Miranda, Varsity Debate Coach, and part of the debate team were in attendance at the meeting. Ms. Miranda addressed the commission and provided history and information about the debate teams at Wildwood Middle High School. The commission congratulated the team. No

further comments were offered or received. Vote 5-0.

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

B. Parks and Recreation - Department Status Report

Parks & Recreation Director Kellem provided a presentation to the commission regarding her department, which included the department's vision, mission, and core values; the importance of the department; staffing and future positions; a SWOT analysis; the department's goals and objectives; accountability and monitoring progress; and upcoming events and procedure updates. Commissioner Elliott complimented Kellem on her presentation and her analysis of her department. He suggested the department's metrics be added to the city's dashboard on the website. Further, he would like to see a sign outside the Wildwood Community Center that shows information about upcoming events in the city. Mayor Wolf gave kudos to Kellem for a job well done for her first few months in the position.

4. Public Hearings - Timed - Legislative

None.

5. Public Hearings - Timed - Quasi-Judicial

None.

6. Public Forum - 4 minute time limit

None.

7. Ordinances First Reading Only (No Vote)

None.

8. Resolutions for Approval

None.

9. Financial & Contracts & Agreements

A. Funding Authorization for Annual Pavement Rehabilitation for a Not-to-Exceed Amount of $750,000

Public Works Director Hockenbury presented the item. The City Commission approved funding in the FY 2024 budget to implement the City’s Pavement Management Program. The program identified certain roadways for pavement rehabilitation. Asphalt Paving Systems, Inc. was the selected company to provide all pavement services required in the identified pavement management project plan and offered piggyback pricing for services based on a Sumter County contract. Staff reviewed and confirmed that the contract is in conformance with the proposed project specifications and requested authorization to expend a not-to-exceed amount of $750,000 with Asphalt Paving Systems, Inc for pavement rehabilitation services. No comments were offered or received. Vote 5-0.

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

B. Huey St Improvement Project Notice of Intent to Award in the Amount of $2,412,015.51

Public Works Director Hockenbury presented the item. The Huey Street Improvements Project was included in the City's Capital Improvement Program approved by the City Commission during the FY 24 mid-year budget amendment. Kimley-Horn was hired to provide design services and coordinate the bidding process. The project was advertised, and three responsive bids were received on May 8, 2024. Kimley-Horn reviewed the bid submissions and recommended issuing a Notice of Intent to Award to Art Walker Construction, Inc as the lowest responsive bidder, with a bid amount of $2,412,015.51. The bid tabulations for the project were included in the agenda item. No comments were offered or received. Vote 5-0.

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

C. Wastewater Treatment Facility Supplemental Aeration Purchase for the Amount of $1,299,000.00

Assistant Utilities Director Martin presented the item. With increasing flows entering the wastewater facility, Martin advised that staff had been unable to produce enough dissolved oxygen in the Kruger ditches to effectively treat the incoming wastewater. Staff engaged the city's engineering consultant, CPH, to coordinate and provide a solution to the dissolved oxygen issue. As discussed during the April 29, 2024, commission workshop, CPH recommended the installation of the AE-DENITRO system by Veolia Water Technologies. The project would provide each ditch with three plate diffusers, with eight panels on each plate. The system was predicted to increase the dissolved oxygen levels in the Kruger ditches by approximately 60% and would be part of the long-term solution to increase capacity at the city's wastewater treatment plant. No comments were offered or received. Vote 5-0.

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

10. General Items for Consideration/Discussion and Other Business

A. June Commission Meeting Schedule

City Manager McHugh requested the second commission meeting in June be moved from June 24, 2024, to June 17, 2024, as he would be out of the country. Sufficient advertising had been planned by staff to ensure the public was aware of the change in meeting dates. No comments were offered or received. Vote 5-0.

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

11. Appointments

None.

12. City Manager Reports

A. Memo and Spreadsheet Regarding Wastewater Capacity

City Manager McHugh presented a memo and statement regarding the city's wastewater capacity. Mayor Wolf stated he had confidence in staff to handle the situation. Commissioner Elliott mirrored his comments. A short discussion was held regarding moving forward with development and capacity. No further comments were offered or received.

13. Other Department Reports

A. 2022-2023 Plan Year Proshare Refund

HR Director Tuck presented the item. The city received the Proshare Annual Accounting insurance refund breakdown for the 2022-2023 Plan Year, and would be receiving a refund in the amount of $113,065. Mayor Wolf gave kudos to city staff. No further comments were offered or received.

14. Commission Members Reports

Mayor Wolf thanked Public Works Director Hockenbury and his staff for their help recently. They stayed to help and he appreciated that.

15. City Attorney Reports

None.

16. Adjournment

With no further business to discuss, the meeting was adjourned at 9:40 p.m.

RESULT:	**Adjourned**
MOVER:	Commissioner Elliott
SECONDER:	Commissioner Green
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 2406-006 VOSO Unit 244 Final Plat**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

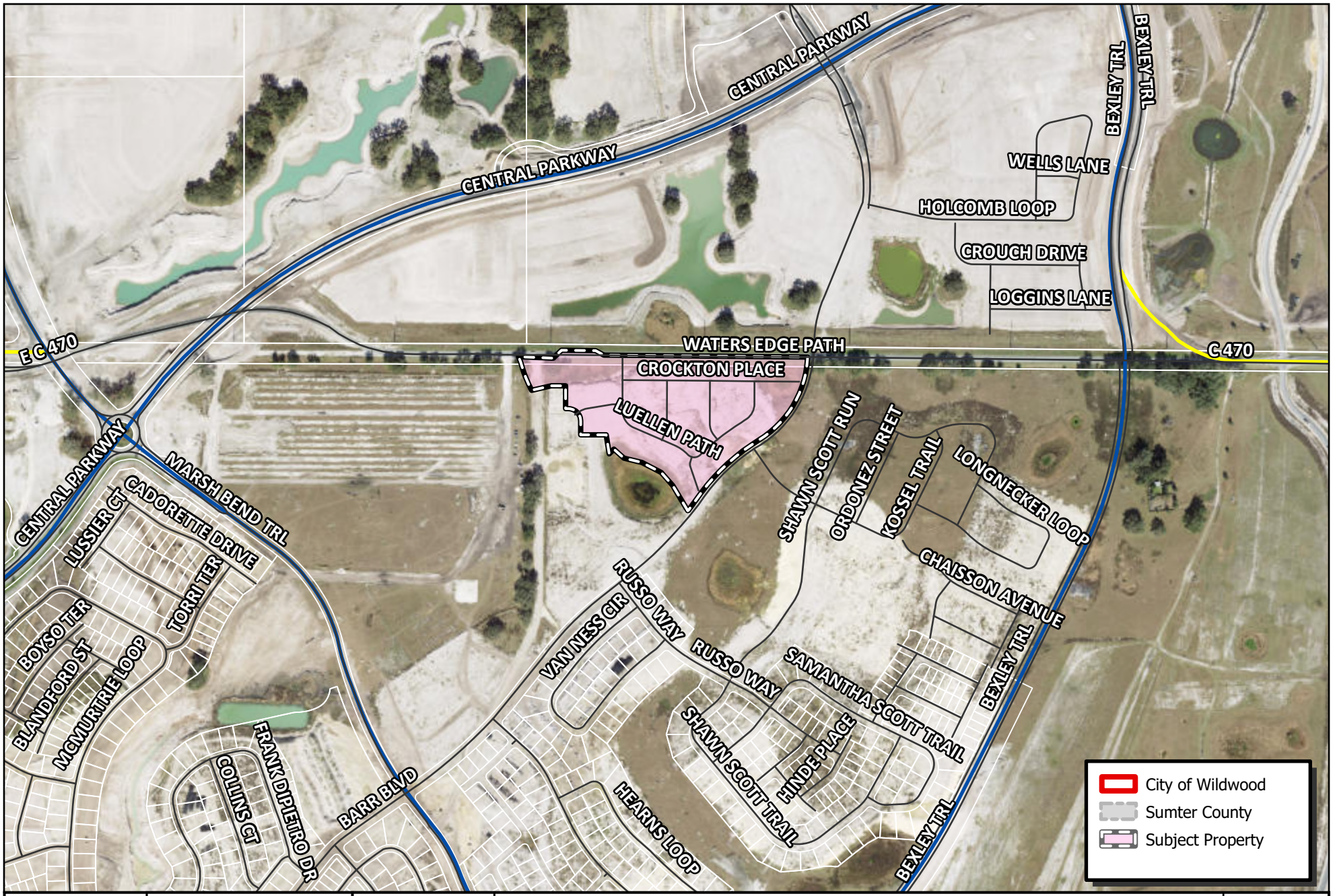
HISTORY/FACTS/ISSUES:

Case Number	PLAT 2406-006 VOSO Unit 244 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	13.09 +/-
Property Location	The subject property is generally located approximately 0.58 miles east of Marsh Bend Trail and approximately 2.71 miles west of the Florida Turnpike.
Parcel(s)	K14-003 & K15-006
Date	August 19, 2024

The applicant is seeking approval from the City Commission for the VOSO Unit 244 Final Plat, a subdivision consisting of 57 lots and 7 tracts, per the attached plans.

Plat 2406-006 meets the criteria set forth in the F.S. 177, the Villages of Southern Oaks 163 Agreement, the Land Development Regulations, and is consistent with the goals, objectives, and policies of the 2050 Comprehensive Plan.

Date: 08/19/2024
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 35 70 140

PLAT 2406-006

VOSO - UNIT 244 FINAL PLAT

PARCELS K14-003 & K15-006

MAP 1B
LOCATION MAP
JUN 2024

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. OR BOOK _____, PAGE _____

VILLAGES OF SOUTHERN OAKS UNIT NO. 244

SHEET 1 OF 4

SECTIONS 11, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____

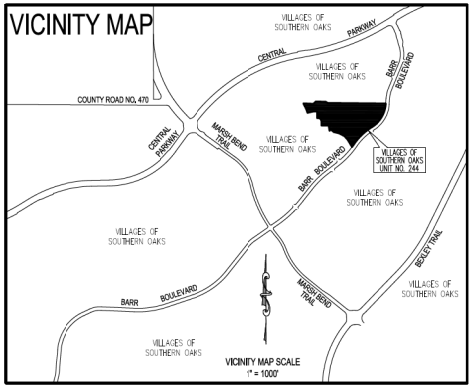
LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 11, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA 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, 1918.31 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 799.85 FEET TO THE POINT OF BEGINNING; THENCE N30°42'46"W, 140.98 FEET; THENCE N41°35'55"W, 84.70 FEET; THENCE N62°32'56"W, 105.03 FEET; THENCE N76°34'45"W, 89.81 FEET; THENCE N48°11'56"W, 64.71 FEET; THENCE S45°00'03"W, 31.61 FEET; THENCE N09°22'18"W, 92.91 FEET; THENCE N89°51'45"W, 122.93 FEET; THENCE N00°08'15"E, 66.53 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 60.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 94.25 FEET TO THE POINT OF TANGENCY; THENCE N89°51'45"W, 13.42 FEET; THENCE N00°08'15"E, 110.35 FEET; THENCE N89°51'45"W, 70.00 FEET; THENCE S77°10'08"W, 96.90 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 517.00 FEET AND A CHORD BEARING AND DISTANCE OF N22°03'32"W, 121.68 FEET TO WHICH A RADIAL LINE BEARS N74°41'57"E; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 13°30'58", AN ARC DISTANCE OF 121.96 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 325.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 09°14'09", AN ARC DISTANCE OF 52.39 FEET; THENCE ALONG A NON-TANGENT LINE RUN S87°30'01"E, 167.96 FEET; THENCE N45°39'04"E, 55.46 FEET; THENCE S89°27'00"E, 165.01 FEET; THENCE S81°26'07"E, 45.77 FEET; THENCE S89°27'00"E, 985.68 FEET; THENCE S03°57'33"W, 13.57 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 495.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°18'33", AN ARC DISTANCE OF 469.20 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,030.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°40'45", AN ARC DISTANCE OF 425.68 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 1,470.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 02°22'55", AN ARC DISTANCE OF 61.11 FEET TO THE POINT OF BEGINNING.

CONTAINING 13.09 ACRES, MORE OR LESS.

VICINITY MAP



57 LOTS – 7 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 ARE BASED ON THE WEST LINE OF THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST AS BEING N00°12'36"E.

2.) 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.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) WITH REFERENCE TO CURVILINEAR LOTS, RADIAL LINES HAVE BEEN DESIGNATED BY (R). ALL OTHER LINES ARE NON-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 STATUTES.

8.) TRACTS "A", "B" AND "C" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER.

9.) TRACTS "C" "D", "E" AND "F" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER. NO INGRESS OR EGRESS IS PERMITTED WITHOUT THE DEVELOPER'S CONSENT.

10.) THE DISTRICT FINDS IF IN THE PUBLIC INTEREST, AND HEREBY AGREES TO PROVIDE THE FOLLOWING SERVICES: (A) MAINTENANCE AND REPAIR OF AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, THE SUBDIVISION, OR THE PUBLIC; (B) PAY FOR THE COST OF WATER AND SEWER PROVIDED BY GIBSON PLACE UTILITY COMPANY, LLC, OR ITS ASSIGNS, TOGETHER WITH THE COST OF GARBAGE, ELECTRICAL, LIGHTING, TELEPHONE, GAS AND OTHER NECESSARY UTILITY SERVICE FOR AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, SUBDIVISION, OR THE PUBLIC; (C) MAINTENANCE AND REPAIR OF THE STORM WATER RUNOFF DRAINAGE SYSTEM INCLUDING DRAINAGE EASEMENTS AND DRAIN PIPES NOT MAINTAINED BY GIBSON PLACE WATER CONSERVATION AUTHORITY, LLC, OR ITS ASSIGNS, OR THE CITY OF WILDWOOD; (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON ISLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY; (E) MAINTENANCE AND REPAIR TO THE TOP AND EXTERIOR OF THE WALLS AND/OR FENCES LOCATED ON OR ADJACENT TO TRACTS A AND B OF THE SUBDIVISION; (F) MAINTENANCE AND REPAIR TO THE EXTERIOR OF THE WALLS, BUT NOT ANY RAILINGS, LOCATED ON OR ADJACENT TO: (I) THE REAR LOT LINE OF HOMESITES 4 THROUGH 17 AND 28 THROUGH 34; AND (II) THE EASTERLY BOUNDARY OF HOMESITES 10, 20, AND 21; AND (G) MAINTENANCE AND REPAIR, INCLUDING STRUCTURAL REPAIR, TO THE WALLS AND/OR FENCES LOCATED ON OR ADJACENT TO TRACTS D, E, AND F OF THE SUBDIVISION.

11.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

VILLAGES OF SOUTHERN OAKS UNIT NO. 244 CONVEYANCE AND GRANT OF EASEMENTS TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ALL RIGHT, TITLE AND INTEREST OF THE VILLAGES DEVELOPMENT COMPANY, LLC, (THE DEVELOPER) IN TRACTS "A", "B", "C", "D", "E", "F" AND "G" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 244, IS HEREBY SOLD, CONVEYED AND SET OVER TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT); (1) RESERVING UNTO THE DEVELOPER AND ITS ASSIGNS, AND EACH OF THEIR SUCCESSORS, TENANTS, INVITEES, AND GUESTS PERPETUAL EASEMENTS FOR INGRESS AND EGRESS AND THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF UNDERGROUND ELECTRIC, TELEPHONE, CABLE, GAS AND OTHER UTILITIES, IRRIGATION FACILITIES, POTABLE WATER, SANITARY SEWER AND STORM WATER FACILITIES, LANDSCAPED AREAS, FENCES, WALLS, ENTRY FACILITIES, INCLUDING ELECTRONIC CARD READING EQUIPMENT, GOLF CART AND PEDESTRIAN PATHS, SIGNAGE, ENJOYMENT IMPROVEMENTS AND GOLF CART AND PEDESTRIAN BRIDGES AND (2) SUBJECT TO THE RESTRICTION THAT ALL ADDITIONS OF, REMOVAL OF, AND CHANGES TO IMPROVEMENTS LOCATED ON SUCH TRACTS AND ROADWAYS (INCLUDING, WITHOUT LIMITATION, ALL THOSE IMPROVEMENTS DESCRIBED ABOVE), MUST FIRST BE APPROVED IN ADVANCE BY THE DEVELOPER.

THE DEVELOPER ALSO GRANTS TO THE DISTRICT NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER, ACROSS AND UPON ANY SPECIAL EASEMENTS SHOWN HEREON FOR THE PURPOSE OF MAINTAINING DRAINAGE FACILITIES LOCATED THEREON.

THE DISTRICT, BY EXECUTING THE DEDICATION CONTAINED ON THIS PLAT, ACCEPTS THIS CONVEYANCE AND AGREES TO MAINTAIN THE TRACTS LISTED ABOVE, INCLUDING ALL IMPROVEMENTS CONSTRUCTED THEREON AND DRAINAGE FACILITIES LOCATED WITHIN ANY SPECIAL EASEMENTS PERPETUALLY, AND MAINTAIN THE ROADWAYS AND DRAINAGE FEATURES LYING WITHIN SUCH ROADWAYS FOR TWO YEARS AFTER THE CITY ENGINEER HAS CERTIFIED THE CONSTRUCTION HAS BEEN COMPLETED.

WITNESSES AS TO ALL

SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY TO F.S. CHAPTER 177, AS CERTIFIED BY THE REVIEWING SURVEYOR SHOWN BELOW.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

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

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.

4907
REGISTRATION NO.

SEAL

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, THE VILLAGES DEVELOPMENT COMPANY, LLC (THE DEVELOPER) HAS CAUSED TO BE MADE THIS PLAT, VILLAGES OF SOUTHERN OAKS UNIT NO. 244, A SUBDIVISION OF LAND HEREIN DESCRIBED AND JOINS WITH VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT) TO HEREBY DEDICATE THE ROADWAYS SHOWN HEREON TO THE CITY OF WILDWOOD AND THE PERPETUAL USE OF THE PUBLIC; AND DEDICATES TRACTS "A", "B", "C", "D", "E", "F" AND "G" TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15.

WITNESSES:

(1) _____
SIGNATURE
PRINT NAME
3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE
PRINT NAME
4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

WITNESSES:

(1) _____
SIGNATURE
PRINT NAME
3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE
PRINT NAME
4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

VILLAGE COMMUNITY DEVELOPMENT
DISTRICT NO. 15

BY: _____
SPENCER R. NOVAK, CHAIR

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY SPENCER R. NOVAK, THE CHAIR OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15, ON BEHALF OF THE DISTRICT, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 244, 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, FLORIDA STATUTES.

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

SEAL

KAYE M. JAMESON
REGISTRATION NO. 5912

DATE

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, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 20____, AT _____ FILE NUMBER _____

PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND
FOR SUMTER COUNTY, FLORIDA

SEAL

PRINT NAME
DEPUTY CLERK

SIGNATURE
DEPUTY CLERK

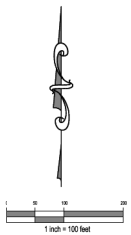
PREPARED BY:
CFB | CLYMER FARNER BARLEY SURVEYING
4450 NE BIRD ROAD • WILDWOOD, FL 34785
(352) 748-5128 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 244

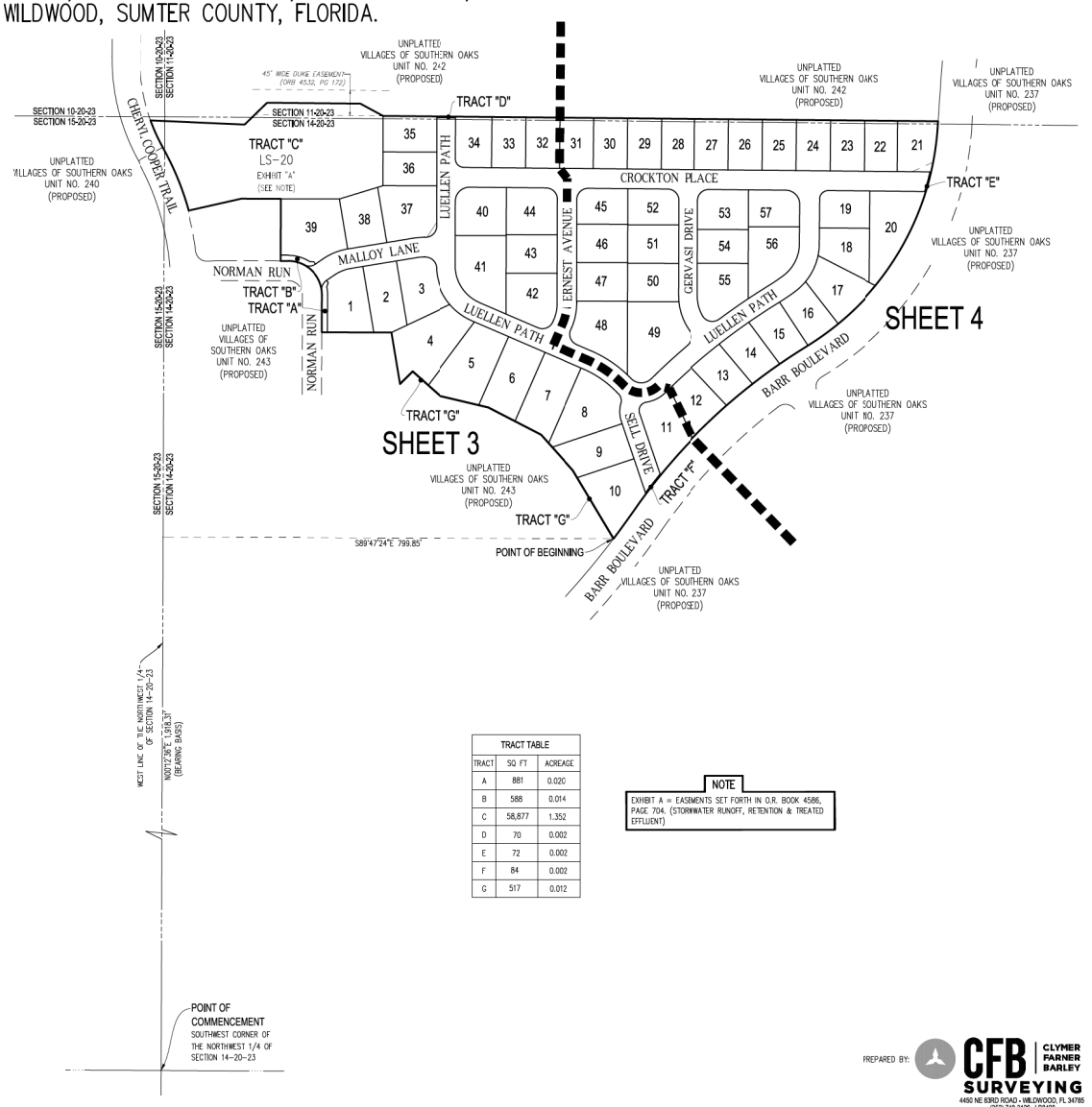
SHEET 2 OF 4

PLAT BOOK _____
PAGE _____

SECTIONS 11, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.



KEY MAP



LEGEND

▣	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
⊡	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #6498
◉	INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #6498 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.)
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
R	INDICATES RADIUS LENGTH
(R)	INDICATES RADIAL LINE
DRA	INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
GFE	INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
SE	INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB	INDICATES PLAT BOOK
PG	INDICATES PAGE
PGS	INDICATES PAGES
SQ FT	INDICATES SQUARE FEET
R/W	INDICATES RIGHT-OF-WAY

TRACT TABLE

TRACT	SQ FT	ACREAGE
A	881	0.020
B	588	0.014
C	58,877	1.352
D	70	0.002
E	72	0.002
F	84	0.002
G	517	0.012

NOTE

EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

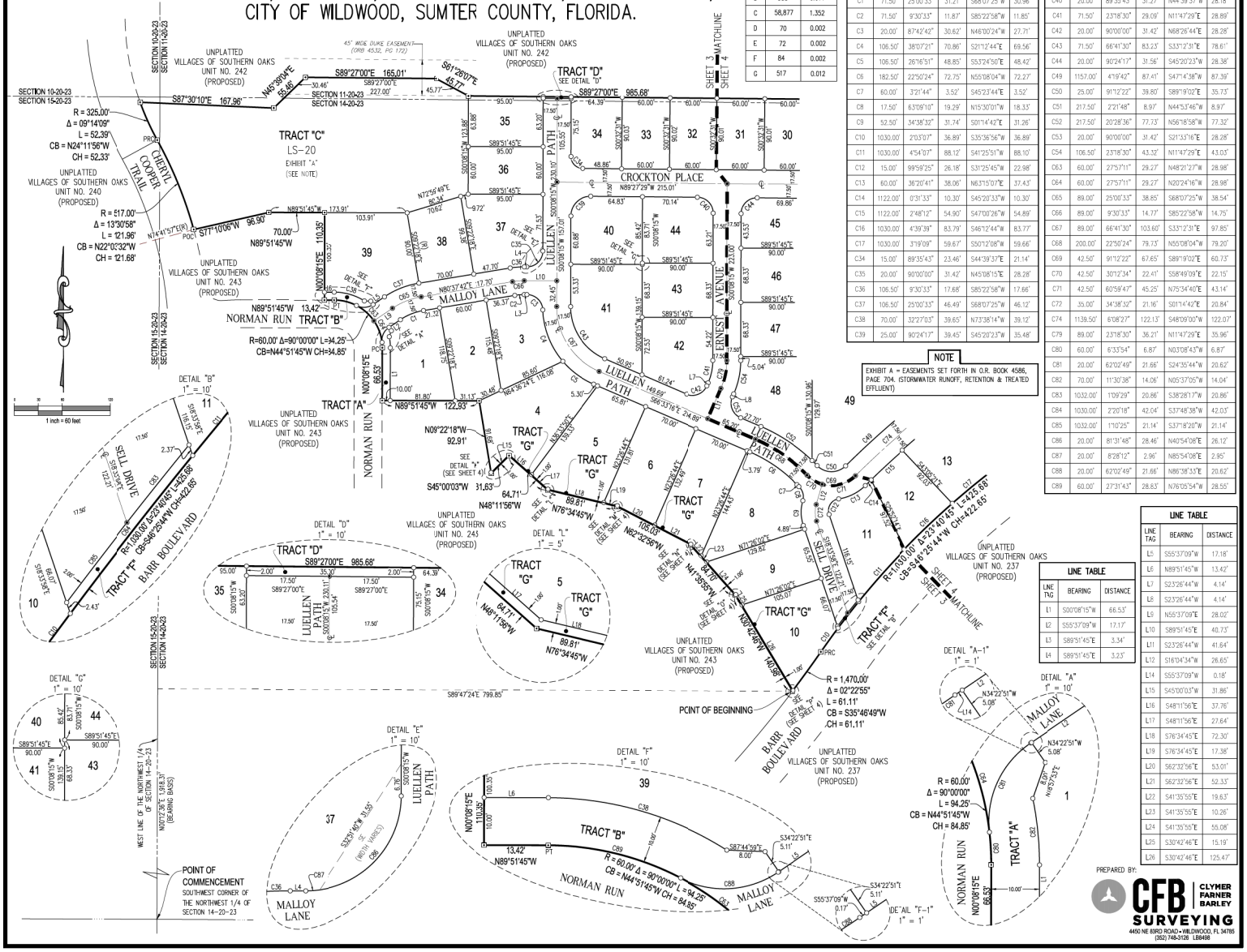
PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB6498

VILLAGES OF SOUTHERN OAKS UNIT NO. 244

SHEET 3 OF 4

PLAT BOOK _____
PAGE _____

SECTIONS 11, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.



TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	881	0.020
B	588	0.014
C	58,877	1.352
D	70	0.002
E	72	0.002
F	84	0.002
G	517	0.012

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	71.50'	25°00'33"	31.21'	S68°07'25"W	30.96'
C2	71.50'	9°30'33"	11.87'	S85°22'58"W	11.85'
C3	20.00'	87°42'42"	30.62'	N46°00'24"W	27.71'
C4	106.50'	38°07'21"	70.86'	S21°12'44"E	69.56'
C5	106.50'	26°16'51"	48.85'	S53°24'50"E	48.42'
C6	182.50'	22°50'24"	72.75'	N55°08'04"W	72.27'
C7	60.00'	3°21'44"	3.52'	S45°23'44"E	3.52'
C8	17.50'	63°09'10"	19.29'	N15°30'01"W	18.33'
C9	52.50'	34°38'32"	31.74'	S01°14'42"E	31.26'
C10	1030.00'	2°03'07"	36.89'	S35°36'56"W	36.89'
C11	1030.00'	4°54'07"	88.12'	S41°25'51"W	88.10'
C12	15.00'	99°59'25"	26.18'	S31°25'45"W	22.98'
C13	60.00'	36°20'41"	38.06'	N63°15'07"E	37.43'
C14	1122.00'	0°31'33"	10.30'	S45°20'33"W	10.30'
C15	1122.00'	2°48'12"	54.90'	S47°00'26"W	54.89'
C16	1030.00'	4°39'39"	83.79'	S46°12'44"W	83.77'
C17	1030.00'	3°19'09"	59.67'	S50°12'08"W	59.66'
C34	15.00'	89°35'43"	23.46'	S44°39'37"E	21.14'
C35	20.00'	90°00'00"	31.42'	N45°08'15"E	28.28'
C36	106.50'	9°30'33"	17.68'	S85°22'58"W	17.66'
C37	106.50'	25°00'33"	46.49'	S68°07'25"W	46.12'
C38	70.00'	32°27'03"	39.65'	N73°38'14"W	39.12'
C39	25.00'	90°24'17"	39.45'	S45°20'33"W	35.48'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C40	20.00'	89°35'43"	31.27'	N44°39'37"W	28.18'
C41	71.50'	23°18'30"	29.09'	N11°47'29"E	28.89'
C42	20.00'	90°00'00"	31.42'	N68°26'44"E	28.28'
C43	71.50'	66°41'30"	83.23'	S33°12'51"E	78.61'
C44	20.00'	90°24'17"	31.56'	S45°20'23"W	28.38'
C49	1157.00'	4°19'42"	87.41'	S47°14'38"W	87.39'
C50	25.00'	91°12'22"	39.80'	S89°19'02"E	35.73'
C51	217.50'	2°21'48"	8.97'	N44°53'46"W	8.97'
C52	217.50'	20°28'36"	77.73'	N56°18'58"W	77.32'
C53	20.00'	90°00'00"	31.42'	S21°33'16"E	28.28'
C54	106.50'	23°18'30"	43.32'	N11°47'29"E	43.03'
C63	60.00'	27°57'11"	29.27'	N48°21'27"W	28.98'
C64	60.00'	27°57'11"	29.27'	N20°24'16"W	28.98'
C65	89.00'	25°00'33"	38.85'	S68°07'25"W	38.54'
C66	89.00'	9°30'33"	14.77'	S85°22'58"W	14.75'
C67	89.00'	66°41'30"	103.60'	S33°12'51"E	97.85'
C68	200.00'	22°50'24"	79.73'	N55°08'04"W	79.20'
C69	42.50'	91°12'22"	67.65'	S89°19'02"E	60.73'
C70	42.50'	30°12'34"	22.41'	S58°49'09"E	22.15'
C71	42.50'	60°59'47"	45.25'	N75°34'40"E	43.14'
C72	35.00'	34°38'32"	21.16'	S01°14'42"E	20.84'
C74	1139.50'	6°08'27"	122.13'	S48°09'00"W	122.07'
C79	89.00'	23°18'30"	36.21'	N11°47'29"E	35.96'
C80	60.00'	6°33'54"	6.87'	N03°08'43"W	6.87'
C81	20.00'	62°02'49"	21.66'	S24°35'44"W	20.62'
C82	70.00'	11°30'38"	14.06'	N05°37'05"W	14.04'
C83	1032.00'	1°09'29"	20.86'	S38°28'17"W	20.86'
C84	1030.00'	2°20'18"	42.04'	S37°48'38"W	42.03'
C85	1032.00'	1°10'25"	21.14'	S37°18'20"W	21.14'
C86	20.00'	81°31'48"	28.46'	N40°54'08"E	26.12'
C87	20.00'	8°28'12"	2.96'	N85°54'08"E	2.95'
C88	20.00'	62°02'49"	21.66'	N86°38'33"E	20.62'
C89	60.00'	27°31'43"	28.83'	N76°05'54"W	28.55'

NOTE

EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S00°08'15"W	66.53'
L2	S55°37'09"W	17.17'
L3	S89°51'45"E	3.34'
L4	S89°51'45"E	3.23'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L5	S55°37'09"W	17.18'
L6	N89°51'45"W	13.42'
L7	S23°26'44"W	4.14'
L8	S23°26'44"W	4.14'
L9	N55°37'09"E	28.02'
L10	S89°51'45"E	40.73'
L11	S23°26'44"W	41.64'
L12	S16°04'34"W	26.65'
L14	S55°37'09"W	0.18'
L15	S45°00'03"W	31.86'
L16	S48°11'56"E	37.76'
L17	S48°11'56"E	27.64'
L18	S76°34'45"E	72.30'
L19	S76°34'45"E	17.38'
L20	S62°32'56"E	53.01'
L21	S62°32'56"E	52.33'
L22	S41°35'55"E	19.63'
L23	S41°35'55"E	10.26'
L24	S41°35'55"E	55.08'
L25	S30°42'46"E	15.19'
L26	S30°42'46"E	125.47'

PREPARED BY:

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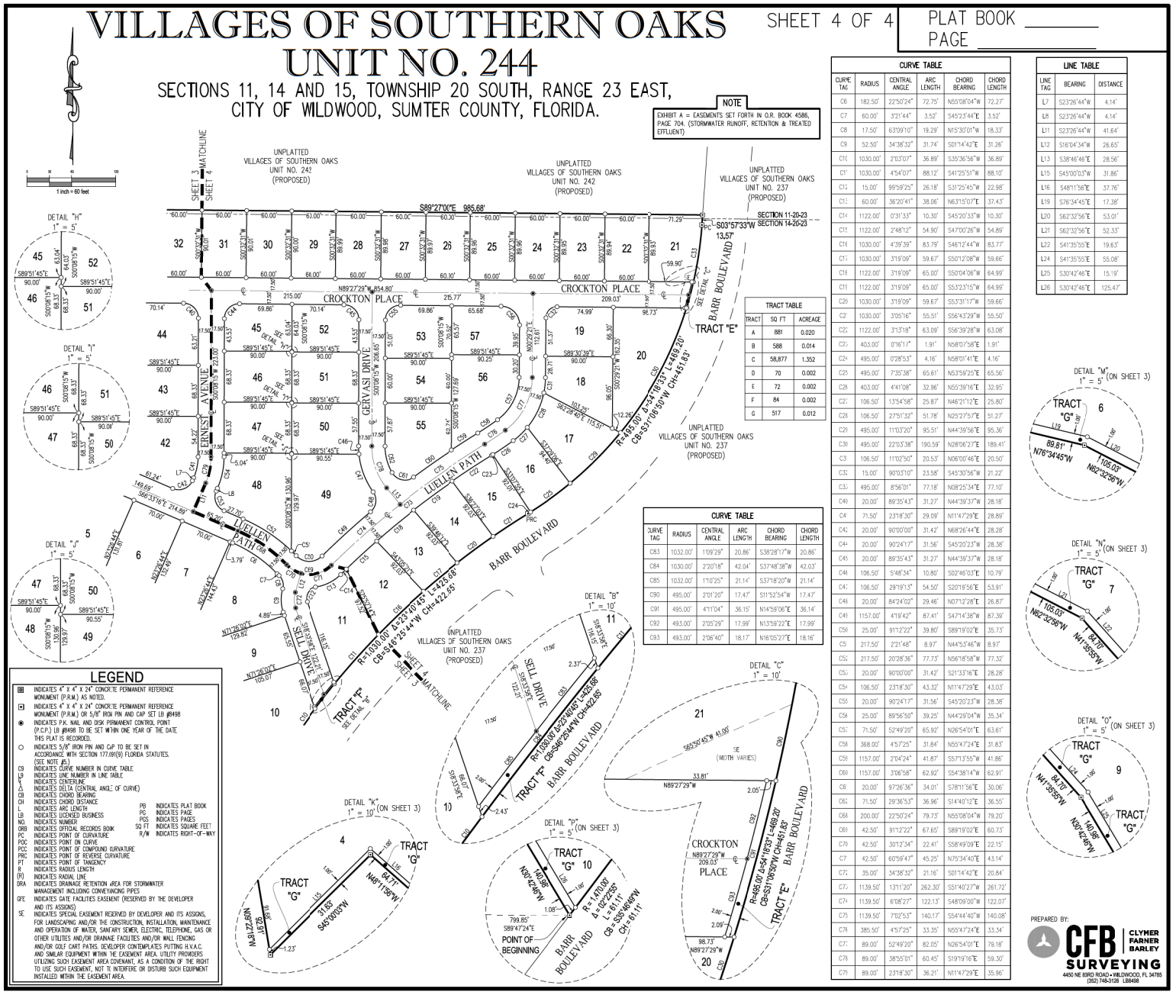
VILLAGES OF SOUTHERN OAKS UNIT NO. 244

SHEET 4 OF 4

PLAT BOOK _____
PAGE _____

SECTIONS 11, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.



LEGEND

- ■ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #6498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #6498 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.)
- CB INDICATES CURVE NUMBER IN CURVE TABLE
- LB INDICATES LINE NUMBER IN LINE TABLE
- ℄ INDICATES CENTERLINE
- Δ INDICATES DELTA (CENTRAL ANGL 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
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB INDICATES PLAT BOOK
PG INDICATES PAGE
PGS INDICATES PAGES
SQ FT INDICATES SQUARE FEET
R/W INDICATES RIGHT-OF-WAY

TRACT TABLE

TRACT	SQ FT	ACREAGE
A	881	0.020
B	588	0.014
C	58,877	1.352
D	70	0.002
E	72	0.002
F	84	0.002
G	517	0.012

CURVE TABLE

CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C83	1032.00'	1°09'29"	20.86'	S38°28'17"W	20.86'
C84	1030.00'	2°20'18"	42.04'	S37°48'38"W	42.03'
C85	1032.00'	1°10'25"	21.14'	S37°18'20"W	21.14'
C90	495.00'	2°01'20"	17.47'	S11°52'54"W	17.47'
C91	495.00'	4°11'04"	36.15'	N14°59'06"E	36.14'
C92	493.00'	2°05'29"	17.99'	N13°59'22"E	17.99'
C93	493.00'	2°06'40"	18.17'	N16°05'27"E	18.16'

CURVE TABLE

CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C6	182.50'	22°50'24"	72.75'	N55°08'04"W	72.27'
C7	60.00'	3°21'44"	3.52'	S45°23'44"E	3.52'
C8	17.50'	63°09'10"	19.29'	N15°30'01"W	18.33'
C9	52.50'	34°38'32"	31.74'	S01°14'42"E	31.26'
C10	1030.00'	2°03'07"	36.89'	S35°36'56"W	36.89'
C11	1030.00'	4°54'07"	88.12'	S41°25'51"W	88.10'
C12	15.00'	99°59'25"	26.18'	S31°25'45"W	22.98'
C13	60.00'	36°20'41"	38.06'	N63°15'07"E	37.43'
C14	1122.00'	0°31'33"	10.30'	S45°20'33"W	10.30'
C15	1122.00'	2°48'12"	54.90'	S47°00'26"W	54.89'
C16	1030.00'	4°39'39"	83.79'	S46°12'44"W	83.77'
C17	1030.00'	3°19'09"	59.67'	S50°12'08"W	59.66'
C18	1122.00'	3°19'09"	65.00'	S50°04'08"W	64.99'
C19	1122.00'	3°19'09"	65.00'	S53°23'15"W	64.99'
C20	1030.00'	3°19'09"	59.67'	S53°31'17"W	59.66'
C21	1030.00'	3°05'16"	55.51'	S56°43'29"W	55.50'
C22	1122.00'	3°13'18"	63.09'	S56°39'28"W	63.08'
C23	403.00'	0°16'17"	1.91'	N58°07'58"E	1.91'
C24	495.00'	0°28'53"	4.16'	N58°01'41"E	4.16'
C25	495.00'	7°35'38"	65.61'	N53°59'25"E	65.56'
C26	403.00'	4°41'08"	32.96'	N55°39'16"E	32.95'
C27	106.50'	13°54'58"	25.87'	N46°21'12"E	25.80'
C28	106.50'	27°51'32"	51.78'	N25°27'57"E	51.27'
C29	495.00'	11°03'20"	95.51'	N44°39'56"E	95.36'
C30	495.00'	22°03'38"	190.59'	N28°06'27"E	189.41'
C31	106.50'	11°02'50"	20.53'	N06°00'46"E	20.50'
C32	15.00'	90°03'10"	23.58'	S45°30'56"W	21.22'
C33	495.00'	8°56'01"	77.18'	N08°25'34"E	77.10'
C40	20.00'	89°35'43"	31.27'	N44°39'37"W	28.18'
C41	71.50'	2°31'8.30"	29.09'	N11°47'29"E	28.89'
C42	20.00'	90°00'00"	31.42'	N68°26'44"E	28.28'
C44	20.00'	90°24'17"	31.56'	S45°20'23"W	28.38'
C45	20.00'	89°35'43"	31.27'	N44°39'37"W	28.18'
C46	106.50'	5°48'34"	10.80'	S02°46'03"E	10.79'
C47	106.50'	29°19'13"	54.50'	S20°19'56"E	53.91'
C48	20.00'	84°24'02"	29.46'	N07°12'28"E	26.87'
C49	1157.00'	4°19'42"	87.41'	S47°14'38"W	87.39'
C50	25.00'	91°12'22"	39.80'	S89°19'02"E	35.73'
C51	217.50'	2°21'48"	8.97'	N44°53'46"W	8.97'
C52	217.50'	20°28'36"	77.73'	N56°18'58"W	77.32'
C53	20.00'	90°00'00"	31.42'	S21°33'16"E	28.28'
C54	106.50'	2°31'8.30"	43.32'	N11°47'29"E	43.03'
C55	20.00'	90°24'17"	31.56'	S45°20'23"W	28.38'
C56	25.00'	89°56'50"	39.25'	N44°29'04"W	35.34'
C57	71.50'	52°49'20"	65.92'	N26°54'01"E	63.61'
C58	368.00'	4°57'25"	31.84'	N55°47'24"E	31.83'
C59	1157.00'	2°04'24"	41.87'	S57°13'55"W	41.86'
C60	1157.00'	3°06'58"	62.92'	S54°38'14"W	62.91'
C61	20.00'	97°26'36"	34.01'	S78°11'56"E	30.06'
C62	71.50'	29°36'53"	36.96'	S14°40'12"E	36.55'
C68	200.00'	22°50'24"	79.73'	N55°08'04"W	79.20'
C69	42.50'	91°12'22"	67.65'	S89°19'02"E	60.73'
C70	42.50'	30°12'34"	22.41'	S58°49'09"E	22.15'
C71	42.50'	60°59'47"	45.25'	N75°34'40"E	43.14'
C72	35.00'	34°38'32"	21.16'	S01°14'42"E	20.84'
C73	1139.50'	13°11'20"	262.30'	S51°40'27"W	261.72'
C74	1139.50'	6°08'27"	122.13'	S48°09'00"W	122.07'
C75	1139.50'	7°02'53"	140.17'	S54°44'40"W	140.08'
C76	385.50'	4°51'25"	33.35'	N55°47'24"E	33.34'
C77	89.00'	52°49'20"	82.05'	N26°54'01"E	78.18'
C78	89.00'	38°55'01"	60.45'	S19°19'16"E	59.30'
C79	89.00'	2°31'8.30"	36.21'	N11°47'29"E	35.96'

LINE TABLE

LINE TAG	BEARING	DISTANCE
L7	S23°26'44"W	4.14'
L8	S23°26'44"W	4.14'
L11	S23°26'44"W	41.64'
L12	S16°04'34"W	26.65'
L13	S38°46'46"E	28.56'
L15	S45°00'03"W	31.86'
L16	S48°11'56"E	37.76'
L19	S76°34'45"E	17.38'
L20	S62°32'56"E	53.01'
L21	S62°32'56"E	52.33'
L22	S41°35'55"E	19.63'
L24	S41°35'55"E	55.08'
L25	S30°42'46"E	15.19'
L26	S30°42'46"E	125.47'

PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB6498

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2406-007 VOSO Unit 246 Final Plat**

REQUESTED ACTION: Staff recommends approval

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

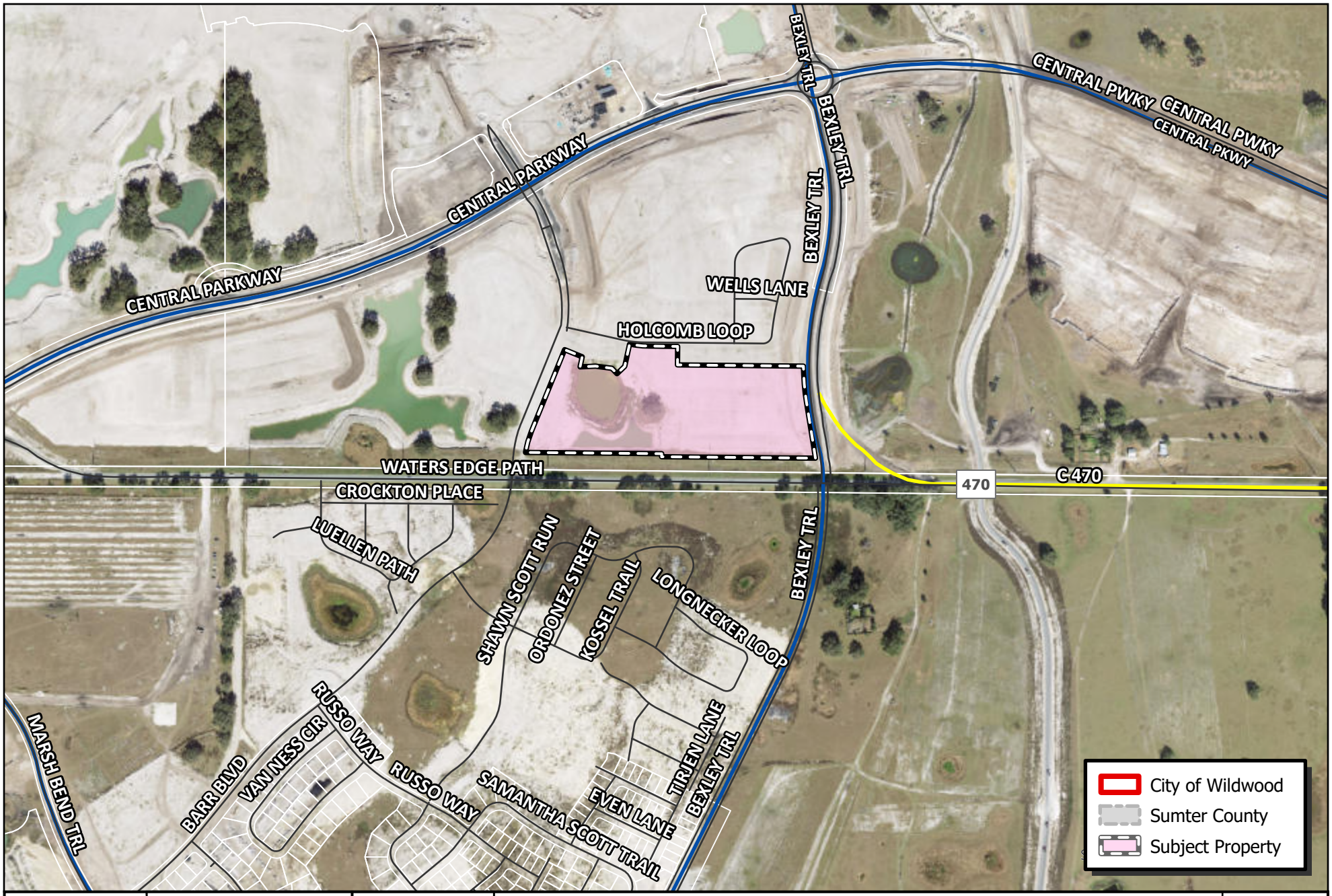
Case Number	PLAT 2406-007 VOSO Unit 246 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	13.56 +/- Acres
Property Location	The subject parcel is generally located west of Bexley Trail, just north of E C 470 and approximately 0.20 miles south of Central Parkway
Parcel	K11-001

The applicant is seeking approval from the City Commission for the VOSO Unit 246 Final Plat, a subdivision consisting of 42 single-family dwelling unit detached lots and nine (9) tracts, on 13.56 acres, MOL, as per the attached plans.

PLAT 2406-007 meets the criteria set forth in the F.S. 177, the Villages of Southern Oaks 163 agreement, the Land Development Regulations, and is in line with the goals, objectives, and policies of the 2050 Comprehensive Plan.

Dated: 08/19/2024

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 35 70 140

PLAT 2406-007

VOSO - UNIT 246 FINAL PLAT

PARCEL K11-001

MAP 1B

LOCATION MAP

JUN 2024

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. OR BOOK _____, PAGE _____

VILLAGES OF SOUTHERN OAKS UNIT NO. 246

SHEET 1 OF 4

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____

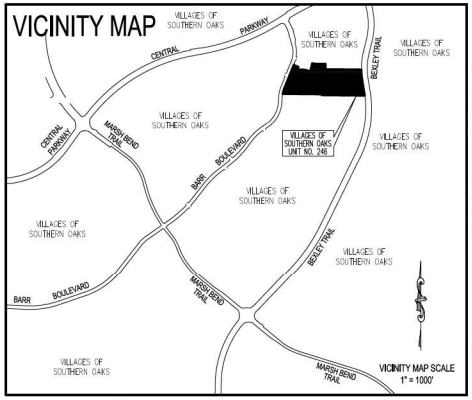
LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE SOUTH 1/2 OF SECTION 11, 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 11; THENCE ALONG THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 11 RUN S89°27'00"E, 2102.19 FEET; THENCE DEPARTING SAID SOUTH LINE RUN N00°33'00"E, 120.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N00°33'00"E, 15.00 FEET; THENCE N89°27'00"W, 658.89 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 470.00 FEET AND A CHORD BEARING AND DISTANCE OF N15°39'47"E, 105.79 FEET TO WHICH A RADIAL LINE BEARS N80°47'56"W; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 12°55'26", AN ARC DISTANCE OF 106.02 FEET TO THE POINT OF TANGENCY; THENCE N22°07'30"E, 426.64 FEET; THENCE S67°52'30"E, 91.96 FEET; THENCE S12°38'30"W, 49.64 FEET; THENCE N87°42'34"E, 74.53 FEET; THENCE S82°51'08"E, 79.92 FEET; THENCE S43°47'54"E, 36.09 FEET; THENCE N46°12'06"E, 51.29 FEET; THENCE N12°38'30"E, 110.18 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 517.50 FEET AND A CHORD BEARING AND DISTANCE OF S84°09'25"E, 95.48 FEET TO WHICH A RADIAL LINE BEARS S11°08'10"W; THENCE EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 10°35'11", AN ARC DISTANCE OF 95.62 FEET TO THE POINT OF TANGENCY; THENCE S89°27'00"E, 137.67 FEET; THENCE S00°33'00"W, 90.00 FEET; THENCE S89°27'00"E, 609.02 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF BEXLEY TRAIL AS RECORDED IN OFFICIAL RECORDS BOOK 4641, PAGE 433, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; SAID POINT ALSO BEING 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 S05°00'57"E, 174.56 FEET TO WHICH A RADIAL LINE BEARS S89°10'09"W; THENCE ALONG SAID RIGHT OF WAY LINE WITH THE FOLLOWING THREE (3) COURSES: SOUTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°22'12", AN ARC DISTANCE OF 174.72 FEET TO THE POINT OF TANGENCY; THENCE S09°12'03"E, 221.89 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY, 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 DEPARTING SAID RIGHT OF WAY LINE WITH A NON-TANGENT LINE RUN N89°27'00"W, 744.01 FEET TO THE POINT OF BEGINNING.

CONTAINING 13.56 ACRES, MORE OR LESS.

VICINITY MAP



42 LOTS – 9 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 ARE BASED ON THE SOUTH LINE OF THE SOUTHWEST 1/4 OF SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST AS BEING S89°27'00"E.

2.) 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.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) WITH REFERENCE TO CURVILINEAR LOTS, RADIAL LINES HAVE BEEN DESIGNATED BY (R). ALL OTHER LINES ARE NON-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 STATUTES.

8.) TRACTS "A" AND "B" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER.

9.) TRACTS "C", "D", "E", "F", "G" AND "H" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER. NO INGRESS OR EGRESS IS PERMITTED WITHOUT THE DEVELOPER'S CONSENT.

10.) TRACT "I" IS RESERVED BY THE DEVELOPER.

11.) THE DISTRICT FINDS IT IN THE PUBLIC INTEREST, AND HEREBY AGREES TO PROVIDE THE FOLLOWING SERVICES: (A) MAINTENANCE AND REPAIR OF AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, THE SUBDIVISION, OR THE PUBLIC; (B) PAY FOR THE COST OF WATER AND SEWER PROVIDED BY GIBSON PLACE UTILITY COMPANY, LLC, OR ITS ASSIGNS, TOGETHER WITH THE COST OF GARBAGE, ELECTRICAL, LIGHTING, TELEPHONE, GAS AND OTHER NECESSARY UTILITY SERVICE FOR AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, SUBDIVISION, OR THE PUBLIC; (C) MAINTENANCE AND REPAIR OF THE STORM WATER RUNOFF DRAINAGE SYSTEM INCLUDING DRAINAGE EASEMENTS AND DRAIN PIPES NOT MAINTAINED BY GIBSON PLACE WATER CONSERVATION AUTHORITY, LLC, OR ITS ASSIGNS, OR THE CITY OF WILDWOOD; AND (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON ISLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY; (E) MAINTENANCE AND REPAIR TO THE TOP AND EXTERIOR OF THE WALLS AND/OR FENCES LOCATED ON OR ADJACENT TO TRACTS A AND B OF THE SUBDIVISION; (F) MAINTENANCE AND REPAIR TO THE EXTERIOR OF THE WALLS, BUT NOT ANY RAILING, LOCATED ON OR ADJACENT TO: (I) THE SOUTHERLY BOUNDARY OF HOMESITES 14 THROUGH 23; AND (II) TRACT C OF THE SUBDIVISION; AND (G) MAINTENANCE AND REPAIR, INCLUDING STRUCTURAL REPAIR, TO THE WALLS AND/OR FENCES LOCATED ON OR ADJACENT TO TRACTS D, E, AND H OF THE SUBDIVISION.

12.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

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

VILLAGES OF SOUTHERN OAKS UNIT NO. 246 CONVEYANCE AND GRANT OF EASEMENTS TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ALL RIGHT, TITLE AND INTEREST OF THE VILLAGES DEVELOPMENT COMPANY, LLC, (THE DEVELOPER) IN TRACTS "A", "B", "C", "D", "E", "F", "G" AND "H" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 246, IS HEREBY SOLD, CONVEYED AND SET OVER TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT): (1) RESERVING UNTO THE DEVELOPER AND ITS ASSIGNS, AND EACH OF THEIR SUCCESSORS, TENANTS, INVITEES, AND GUESTS PERPETUAL EASEMENTS FOR INGRESS AND EGRESS AND THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF UNDERGROUND ELECTRIC, TELEPHONE, CABLE, GAS AND OTHER UTILITIES, IRRIGATION FACILITIES, POTABLE WATER, SANITARY SEWER AND STORM WATER FACILITIES, LANDSCAPED AREAS, FENCES, WALLS, ENTRY FACILITIES, INCLUDING ELECTRONIC CARD READING EQUIPMENT, GOLF CART AND PEDESTRIAN PATHS, SIGNAGE, ENJOYMENT IMPROVEMENTS AND GOLF CART AND PEDESTRIAN BRIDGES; AND (2) SUBJECT TO THE RESTRICTION THAT ALL ADDITIONS OF, REMOVAL OF, AND CHANGES TO IMPROVEMENTS LOCATED ON SUCH TRACTS AND ROADWAYS (INCLUDING, WITHOUT LIMITATION, ALL THOSE IMPROVEMENTS DESCRIBED ABOVE), MUST FIRST BE APPROVED IN ADVANCE BY THE DEVELOPER.

THE DEVELOPER ALSO GRANTS TO THE DISTRICT NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER, ACROSS AND UPON ANY SPECIAL EASEMENTS SHOWN HEREON FOR THE PURPOSE OF MAINTAINING DRAINAGE FACILITIES LOCATED THEREON.

THE DISTRICT, BY EXECUTING THE DEDICATION CONTAINED ON THIS PLAT, ACCEPTS THIS CONVEYANCE AND AGREES TO MAINTAIN THE TRACTS LISTED ABOVE, INCLUDING ALL IMPROVEMENTS CONSTRUCTED THEREON AND DRAINAGE FACILITIES LOCATED WITHIN ANY SPECIAL EASEMENTS PERPETUALLY, AND MAINTAIN THE ROADWAYS AND DRAINAGE FEATURES LYING WITHIN SUCH ROADWAYS FOR TWO YEARS AFTER THE CITY ENGINEER HAS CERTIFIED THE CONSTRUCTION HAS BEEN COMPLETED.

WITNESSES AS TO ALL

SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS ___ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY TO F.S. CHAPTER 177, AS CERTIFIED BY THE REVIEWING SURVEYOR SHOWN BELOW.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

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

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.

4907
REGISTRATION NO.

SEAL

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, THE VILLAGES DEVELOPMENT COMPANY, LLC (THE DEVELOPER) HAS CAUSED TO BE MADE THIS PLAT, VILLAGES OF SOUTHERN OAKS UNIT NO. 246, A SUBDIVISION OF LAND HEREIN DESCRIBED AND JOINS WITH VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT) TO HEREBY DEDICATE THE ROADWAYS SHOWN HEREON TO THE CITY OF WILDWOOD AND THE PERPETUAL USE OF THE PUBLIC; AND DEDICATES TRACTS "A", "B", "C", "D", "E", "F", "G" AND "H" TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15.

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

BY: _____
SPENCER R. NOVAK, CHAIR

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS ___ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS ___ DAY OF _____, 20____, BY SPENCER R. NOVAK, THE CHAIR OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15, ON BEHALF OF THE DISTRICT, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 246, 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, FLORIDA STATUTES.

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

SEAL

KAYE M. JAMESON
REGISTRATION NO. 5912

DATE

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, 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

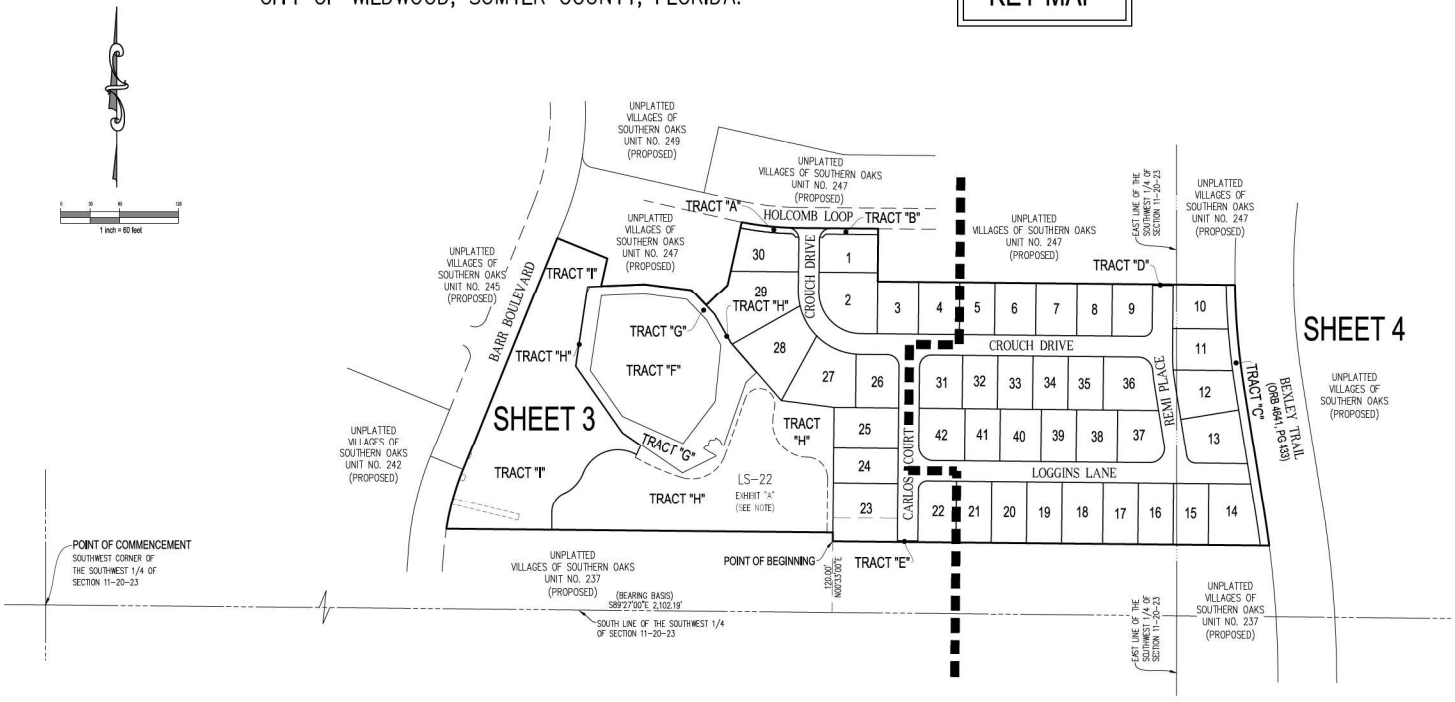
VILLAGES OF SOUTHERN OAKS UNIT NO. 246

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 2 OF 4

PLAT BOOK _____
PAGE _____

KEY MAP



LEGEND

- ⊞ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.). LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- CB INDICATES CURVE NUMBER IN CURVE TABLE
- LN 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
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	957	0.022
B	960	0.022
C	6,747	0.155
D	70	0.002
E	70	0.002
F	42,118	0.967
G	23,485	0.539
H	77,184	1.772
I	75,988	1.744

NOTE

EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 63RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 246

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 3 OF 4

PLAT BOOK _____
PAGE _____

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	20.00'	12°36'43"	4.40'	S06°51'21"W	4.39'
C2	71.50'	90°00'00"	112.31'	S44°27'00"E	101.12'
C11	15.00'	90°00'00"	23.56'	S45°33'00"W	21.21'
C12	20.00'	90°00'00"	31.42'	N44°27'00"W	28.28'
C13	106.50'	3°49'35"	7.11'	S87°32'13"E	7.11'
C14	106.50'	40°32'55"	75.37'	S65°20'51"E	73.81'
C15	106.50'	31°47'12"	59.08'	S29°10'54"E	58.33'
C16	106.50'	13°50'18"	25.72'	S06°22'09"E	25.66'
C17	527.50'	9°44'27"	89.68'	S83°42'20"E	89.57'
C18	20.00'	11°34'56"	4.04'	N05°14'29"W	4.04'
C19	20.00'	90°00'00"	31.42'	S45°33'00"W	28.28'
C23	25.00'	90°00'00"	39.27'	S44°27'00"E	35.36'
C24	89.00'	90°00'00"	139.80'	S44°27'00"E	125.87'
C27	20.00'	77°23'17"	27.01'	S51°51'21"W	25.01'
C30	517.50'	8°44'19"	78.93'	S83°13'59"E	78.85'
C31	20.00'	76°34'13"	26.73'	N49°19'03"W	24.78'
C32	35.00'	65°01'56"	39.73'	S33°03'58"W	37.63'
C33	53.00'	44°04'41"	40.77'	N43°32'39"E	41.28'
C34	64.00'	98°01'06"	109.49'	S70°30'48"W	96.62'
C35	35.00'	89°40'04"	54.77'	N44°17'33"W	49.35'
C36	60.00'	97°15'14"	101.84'	S40°29'51"E	90.05'
C37	26.00'	168°36'40"	76.51'	N76°10'40"W	51.74'
C38	60.00'	88°00'54"	92.17'	N63°31'27"E	83.37'
C39	410.00'	11°55'29"	85.33'	S66°30'22"E	85.18'
C40	25.00'	28°57'48"	12.64'	S23°01'11"W	12.50'
C41	470.00'	3°16'33"	43.28'	S11°30'21"W	43.26'
C42	470.00'	1°13'10"	10.00'	S15°05'12"W	10.00'
C43	470.00'	4°12'33"	34.53'	S17°48'04"W	34.52'
C44	517.50'	1°50'51"	16.69'	S88°31'36"E	16.69'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	N45°47'25"E	8.00'
L2	N89°27'00"W	89.18'
L3	S41°15'33"E	126.76'
L4	N29°43'53"W	55.90'
L5	N43°47'54"W	20.68'
L6	S43°19'44"E	8.00'
L7	N00°33'00"E	30.67'
L8	S24°06'05"W	18.06'
L9	S55°38'28"E	38.06'
L10	S08°07'40"W	19.84'
L11	S24°06'05"W	5.02'
L12	S24°06'05"W	23.08'
L13	N47°42'14"E	23.75'
L14	N41°15'33"W	66.97'
L15	N29°43'53"W	55.88'
L16	N43°47'54"W	56.65'
L17	N82°51'08"W	79.92'
L18	S87°42'34"W	93.46'
L19	S76°22'26"E	116.57'
L20	N13°37'34"E	10.00'
L21	N76°22'26"W	116.31'
L22	S87°42'34"W	23.21'

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	957	0.022
B	960	0.022
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D	70	0.002
E	70	0.002
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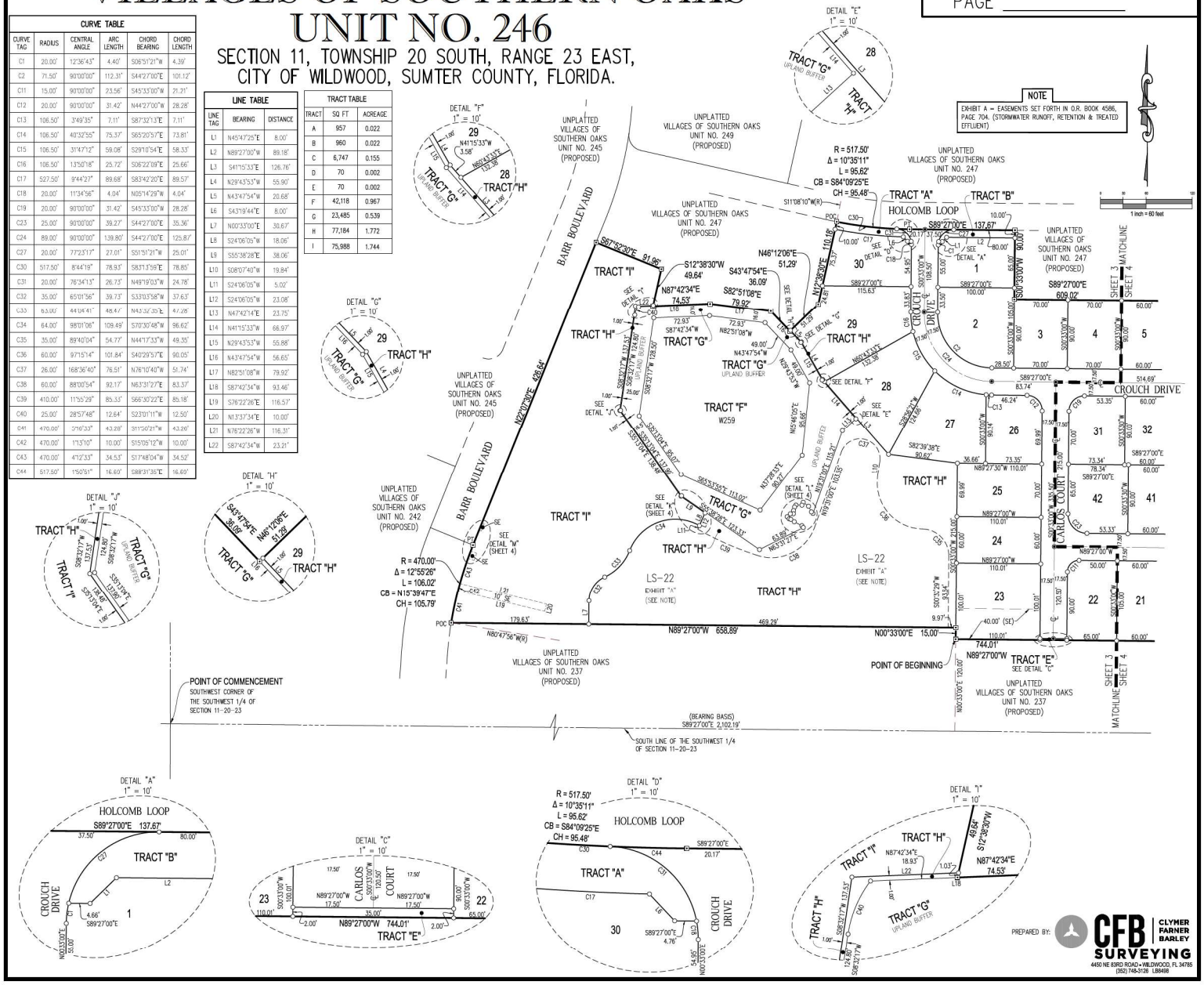
I	75,988	1.744

NOTE
EXHIBIT A – EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

1 inch = 60 feet



PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB6488

VILLAGES OF SOUTHERN OAKS UNIT NO. 246

SECTION 11, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 4 OF 4

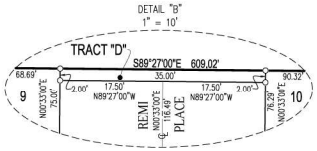
PLAT BOOK _____
PAGE _____

NOTE
EXHIBIT A = EASEMENTS SET FORTH IN O.R. BOOK 4586, PAGE 704. (STORMWATER RUNOFF, RETENTION & TREATED EFFLUENT)

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C3	15.00'	90°00'00"	23.56'	N45°33'00"E	21.21'
C4	1211.00'	3°36'57"	76.42'	S02°37'18"E	76.41'
C5	1211.00'	3°20'05"	70.48'	S06°05'49"E	70.47'
C6	267.50'	5°57'56"	27.85'	S02°25'58"E	27.84'
C7	267.50'	3°47'07"	17.67'	S07°18'30"E	17.67'
C8	1211.00'	1°26'12"	30.36'	S08°28'51"E	30.36'
C9	15.00'	80°14'57"	21.01'	S49°19'32"E	19.33'
C10	1735.00'	1°40'21"	50.65'	N08°21'52"W	50.64'
C11	15.00'	90°00'00"	23.56'	S45°33'00"W	21.21'
C12	20.00'	90°00'00"	31.42'	N44°27'00"W	28.28'
C19	20.00'	90°00'00"	31.42'	S45°33'00"W	28.28'
C20	25.00'	84°28'45"	36.86'	N47°12'38"W	33.61'
C21	302.50'	4°13'48"	22.33'	S07°05'09"E	22.33'
C22	25.00'	99°45'03"	43.52'	N40°40'28"E	38.23'
C23	25.00'	90°00'00"	39.27'	S44°27'00"E	35.36'
C25	285.00'	9°45'03"	48.50'	S04°19'32"E	48.44'
C29	1211.00'	8°23'14"	177.27'	S05°00'26"E	177.11'
C34	64.00'	98°01'06"	109.49'	S70°30'48"W	96.62'
C43	470.00'	4°12'33"	34.53'	S17°48'04"W	34.52'
C45	470.00'	1°00'01"	8.21'	S21°37'29"W	8.21'
C46	470.00'	1°13'09"	10.00'	S20°30'54"W	10.00'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L8	S24°06'05"W	18.06'
L9	S55°38'28"E	38.06'
L11	S24°06'05"W	5.02'
L12	S24°06'05"W	23.08'
L23	S46°00'50"E	2.83'
L24	S27°07'08"E	8.27'
L25	S53°22'59"E	8.60'
L26	N24°21'55"E	4.12'
L27	S89°09'19"E	7.84'
L28	N35°02'57"E	3.20'
L29	N15°15'49"E	4.61'
L30	N03°45'29"E	4.08'
L31	N88°03'52"E	3.92'
L32	N48°49'39"E	5.68'
L33	N44°50'55"W	3.84'
L34	N72°54'57"W	2.27'
L35	N55°13'51"W	5.42'
L36	N62°43'00"W	11.25'
L37	N38°01'05"W	2.97'
L38	S67°52'30"E	3.16'
L39	N67°52'30"W	3.16'

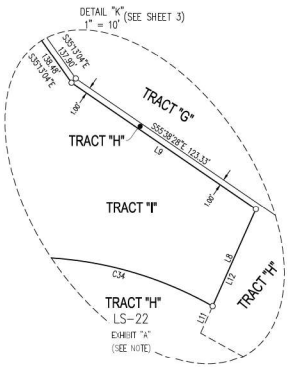
TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	957	0.022
B	960	0.022
C	6,747	0.155
D	70	0.002
E	70	0.002
F	42,118	0.967
G	23,485	0.539
H	77,184	1.772
I	75,988	1.744

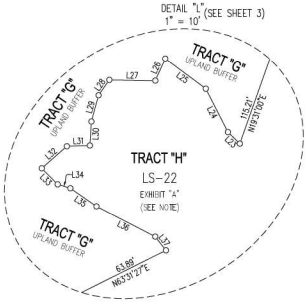


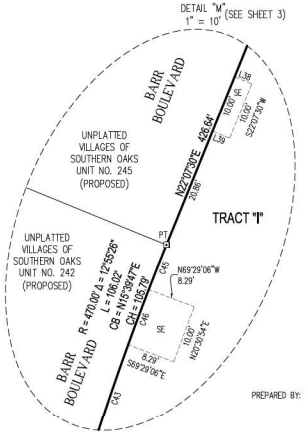
LEGEND

- ⊠ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- 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
- R INDICATES RADIUS LENGTH
- (R) INDICATES RADIAL LINE
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY







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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2407-002 VOSO Unit 243 Final Plat**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

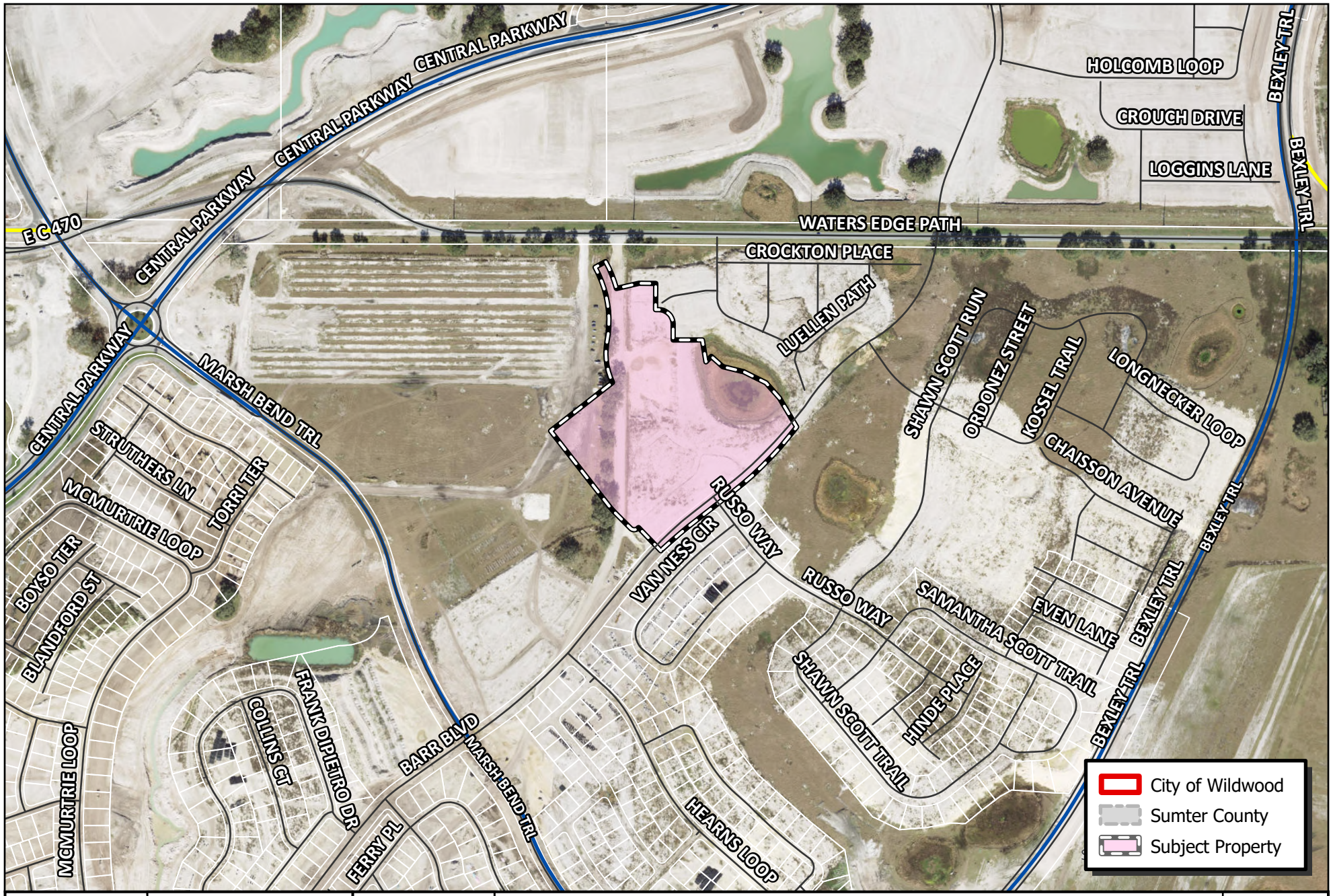
HISTORY/FACTS/ISSUES:

Case Number	PLAT 2407-002 VOSO Unit 243 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	13.65 +/-
Property Location	The subject property is generally located approximately 0.42 miles east of Marsh Bend Trail and approximately 2.86 miles west of the Florida Turnpike.
Parcel(s)	K15-006
Date	August 19, 2024

The applicant is seeking approval from the City Commission for the VOSO Unit 243 Final Plat, a subdivision consisting of 51 lots and 3 tracts, per the attached plans.

Plat 2407-002 meets the criteria set forth in the F.S. 177, the Villages of Southern Oaks 163 Agreement, the Land Development Regulations, and is consistent with the goals, objectives, and policies of the 2050 Comprehensive Plan.

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 35 70 140

PLAT 2407-002

VOSO - UNIT 243 FINAL PLAT

PARCEL K15-006

MAP 1B

LOCATION MAP

JUL 2024

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. OR BOOK _____, PAGE _____.

VILLAGES OF SOUTHERN OAKS UNIT NO. 243

SHEET 1 OF 5

PLAT BOOK _____
PAGE _____

SECTIONS 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

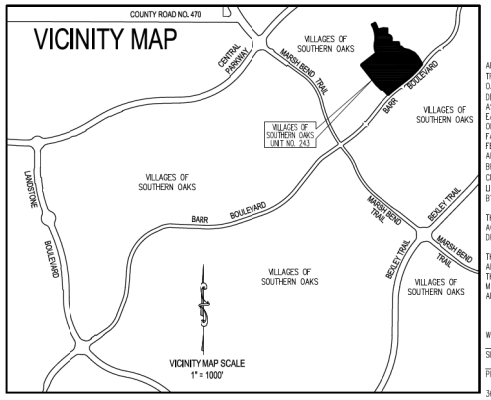
LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF AFORESAID SECTION 14; THENCE ALONG THE WEST LINE OF THE NORTHWEST 1/4 OF SAID SECTION 14 RUN N00°17'36"E, 1398.23 FEET; THENCE DEPARTING SAID WEST LINE RUN S89°47'24"E, 232.72 FEET TO THE POINT OF BEGINNING THENCE N43°46'07"W, 134.98 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 1,667.50 FEET AND A CHORD BEARING AND DISTANCE OF S46°08'12"N, 5.51 FEET TO WHICH A RADIAL LINE BEARS N43°46'07"W; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°11'22", AN ARC DISTANCE OF 5.51 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 88°43'36", AN ARC DISTANCE OF 30.97 FEET TO THE POINT OF TANGENCY; THENCE N45°13'53"W, 91.87 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 232.50 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 07°16'19", AN ARC DISTANCE OF 29.51 FEET TO THE POINT OF TANGENCY; THENCE N37°57'34"W, 405.24 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; THENCE ALONG A RADIAL LINE RUN N61°10'59"E, 50.00 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE WESTERLY, HAVING A RADIUS OF 517.00 FEET AND A CHORD BEARING AND DISTANCE OF S22°13'32"E, 121.68 FEET TO WHICH A RADIAL LINE BEARS N61°10'59"E; 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, 70.00 FEET; THENCE S00°08'15"W, 110.35 FEET; THENCE S89°51'45"E, 13.42 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 60.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 94.25 FEET TO THE POINT OF TANGENCY; THENCE S00°08'15"W, 66.53 FEET; THENCE S89°51'45"E, 122.93 FEET; THENCE S09°22'16"E, 92.91 FEET; THENCE N45°00'03"E, 31.61 FEET; THENCE S48°11'56"E, 64.71 FEET; THENCE S76°34'45"E, 89.81 FEET; THENCE S62°32'56"E, 105.03 FEET; THENCE S41°35'55"E, 84.70 FEET; THENCE S30°42'46"E, 140.98 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 S44°36'21"W, 385.51 FEET TO WHICH A RADIAL LINE BEARS S53°01'43"E; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 15°04'09", AN ARC DISTANCE OF 386.62 FEET TO THE POINT OF TANGENCY; THENCE S52°02'26"W, 210.28 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 1,530.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°48'26", AN ARC DISTANCE OF 155.07 FEET TO THE POINT OF BEGINNING.

CONTAINING 13.65 ACRES, MORE OR LESS.

VICINITY MAP



VICINITY MAP SCALE
1" = 1000'

51 LOTS – 3 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 ARE BASED ON THE WEST LINE OF THE NORTHWEST 1/4 OF SECTION 14, TOWNSHIP 20 SOUTH, RANGE 23 EAST AS BEING N00°17'36"E.

2.) 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.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) WITH REFERENCE TO CURVILINEAR LOTS, RADIAL LINES HAVE BEEN DESIGNATED BY (R). ALL OTHER LINES ARE NON-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 STATUTES.

8.) TRACTS "A", "B" AND "C" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER. NO INGRESS OR EGRESS IS PERMITTED WITHOUT THE DEVELOPER'S CONSENT.

9.) THE DISTRICT FINDS IT IN THE PUBLIC INTEREST, AND HEREBY AGREES TO PROVIDE THE FOLLOWING SERVICES: (A) MAINTENANCE AND REPAIR OF AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, THE SUBDIVISION, OR THE PUBLIC; (B) PAY FOR THE COST OF WATER AND SEWER PROVIDED BY GIBSON PLACE UTILITY COMPANY, LLC, OR ITS ASSIGNS, TOGETHER WITH THE COST OF GARBAGE, ELECTRICAL, LIGHTING, TELEPHONE, GAS AND OTHER NECESSARY UTILITY SERVICE FOR AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, SUBDIVISION, OR THE PUBLIC; (C) MAINTENANCE AND REPAIR OF THE STORM WATER RUNOFF DRAINAGE SYSTEM INCLUDING DRAINAGE EASEMENTS AND DRAIN PIPES NOT MAINTAINED BY GIBSON PLACE WATER CONSERVATION AUTHORITY, LLC, OR ITS ASSIGNS, OR THE CITY OF WILDWOOD; AND (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON ISLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY.

10.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

VILLAGES OF SOUTHERN OAKS UNIT NO. 243
CONVEYANCE AND GRANT OF EASEMENTS TO
VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ALL RIGHT, TITLE AND INTEREST OF THE VILLAGES DEVELOPMENT COMPANY, LLC, (THE DEVELOPER) IN TRACTS "A", "B" AND "C" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 243, IS HEREBY SOLD, CONVEYED AND SET OVER TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT); (1) RESERVING UNTO THE DEVELOPER AND ITS ASSIGNS, AND EACH OF THEIR SUCCESSORS, TENANTS, INVITEES, AND GUESTS PERPETUAL EASEMENTS FOR INGRESS AND EGRESS AND THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF UNDERGROUND ELECTRIC, TELEPHONE, CABLE, GAS AND OTHER UTILITIES, IRRIGATION FACILITIES, POTABLE WATER, SANITARY SEWER AND STORM WATER FACILITIES, LANDSCAPED AREAS, FENCES, WALLS, ENTRY FACILITIES, INCLUDING ELECTRONIC CARD READING EQUIPMENT, GOLF CART AND PEDESTRIAN PATHS, SIGNAGE, ENJOYMENT IMPROVEMENTS AND GOLF CART AND PEDESTRIAN BRIDGES AND (2) SUBJECT TO THE RESTRICTION THAT ALL ADDITIONS OF, REMOVAL OF, AND CHANGES TO IMPROVEMENTS LOCATED ON SUCH TRACTS AND ROADWAYS (INCLUDING, WITHOUT LIMITATION, ALL THOSE IMPROVEMENTS DESCRIBED ABOVE), MUST FIRST BE APPROVED IN ADVANCE BY THE DEVELOPER.

THE DEVELOPER ALSO GRANTS TO THE DISTRICT NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER, ACROSS AND UPON ANY SPECIAL EASEMENTS SHOWN HEREON FOR THE PURPOSE OF MAINTAINING DRAINAGE FACILITIES LOCATED THEREON.

THE DISTRICT, BY EXECUTING THE DEDICATION CONTAINED ON THIS PLAT, ACCEPTS THIS CONVEYANCE AND AGREES TO MAINTAIN THE TRACTS LISTED ABOVE, INCLUDING ALL IMPROVEMENTS CONSTRUCTED THEREON AND DRAINAGE FACILITIES LOCATED WITHIN ANY SPECIAL EASEMENTS PERPETUALLY, AND MAINTAIN THE ROADWAYS AND DRAINAGE FEATURES LYING WITHIN SUCH ROADWAYS FOR TWO YEARS AFTER THE CITY ENGINEER HAS CERTIFIED THE CONSTRUCTION HAS BEEN COMPLETED.

WITNESSES AS TO ALL

SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, THE VILLAGES DEVELOPMENT COMPANY, LLC (THE DEVELOPER) HAS CAUSED TO BE MADE THIS PLAT, VILLAGES OF SOUTHERN OAKS UNIT NO. 243, A SUBDIVISION OF LAND HEREIN DESCRIBED AND JOINS WITH VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT) TO HEREBY DEDICATE THE ROADWAYS SHOWN HEREON TO THE CITY OF WILDWOOD AND THE PERPETUAL USE OF THE PUBLIC; AND DEDICATES TRACTS "A", "B" AND "C" TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15.

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

VILLAGE COMMUNITY DEVELOPMENT
DISTRICT NO. 15

BY: _____
SPENCER R. NOVAK, CHAIR

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY SPENCER R. NOVAK, THE CHAIR OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15, ON BEHALF OF THE DISTRICT, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY TO F.S. CHAPTER 177, AS CERTIFIED BY THE REVIEWING SURVEYOR SHOWN BELOW.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

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

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.

4907
REGISTRATION NO.

SEAL

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 243, 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, FLORIDA STATUTES.

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

SEAL

KAYE M. JAMESON
REGISTRATION NO. 5912

DATE

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, FLORIDA STATUTES AND WAS FILED FOR RECORD ON _____, 20____, AT _____ FILE NUMBER _____

PLAT BOOK _____ PAGE _____.

CLERK OF THE COURT IN AND
FOR SUMTER COUNTY, FLORIDA

SEAL

PRINT NAME
DEPUTY CLERK

SIGNATURE
DEPUTY CLERK

PREPARED BY:
CFB SURVEYING
CLYMER FARNER BARLEY
4450 NE BIRD ROAD • WILDWOOD, FL 34785
(352) 748-5128 LB8498

VILLAGES OF SOUTHERN OAKS
UNIT NO. 243

SECTIONS 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

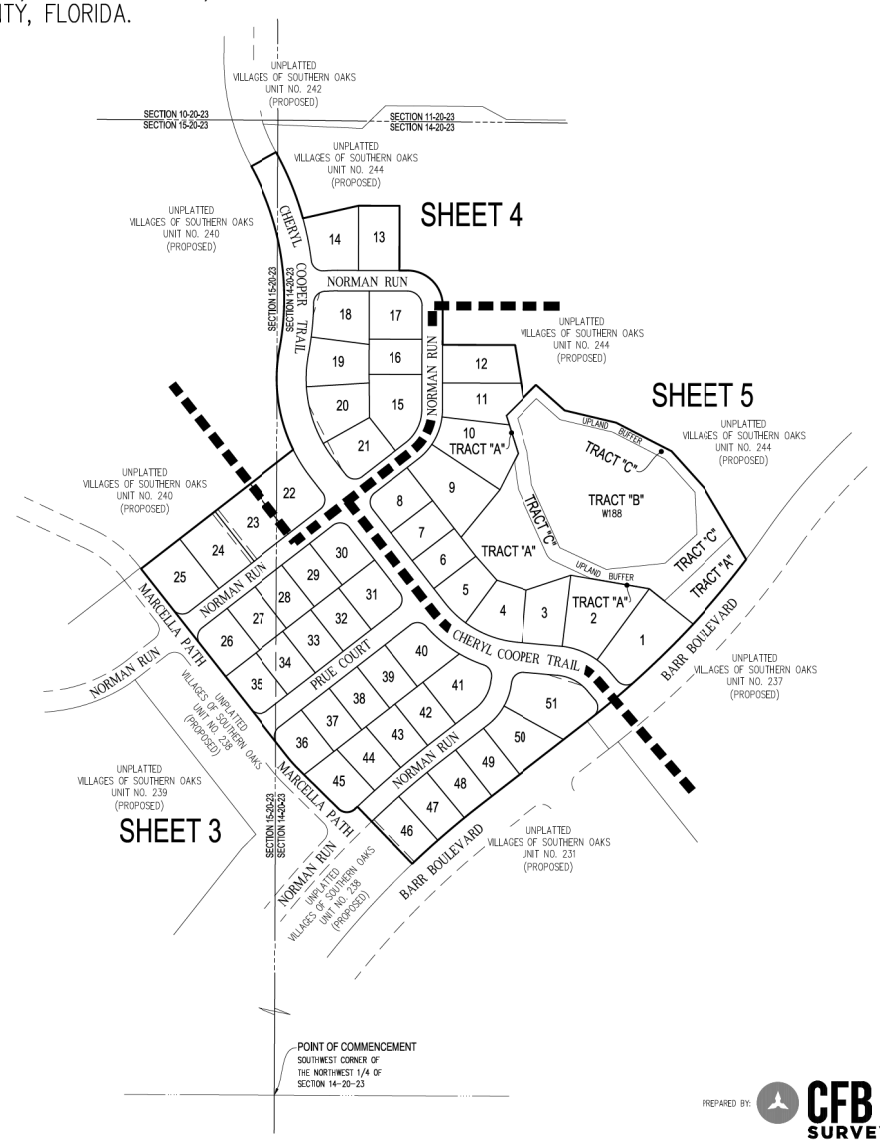
SHEET 2 OF 5

PLAT BOOK _____
PAGE _____

1 inch = 100 feet

KEY MAP

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	26,570	0.61
B	55,519	1.27
C	25,821	0.59



LEGEND

- ■ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #6498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.), LB #6498 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.)

CB INDICATES CURVE NUMBER IN CURVE TABLE
LB 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
R INDICATES RADIUS LENGTH
(R) INDICATES RADIAL LINE
DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.

PB INDICATES PLAT BOOK
PG INDICATES PAGE
PGS INDICATES PAGES
SQ FT INDICATES SQUARE FEET
R/W INDICATES RIGHT-OF-WAY

PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB6498

VILLAGES OF SOUTHERN OAKS UNIT NO. 243

SECTIONS 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 3 OF 5

PLAT BOOK _____
PAGE _____

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LNGTH	CHORD BEARING	CHORD LENGTH
C1	1470.00'	5°27'05"	139.86'	N45°14'58"E	139.81'
C2	20.00'	91°46'42"	32.04'	S86°08'08"E	28.72'
C3	125.00'	13°35'58"	29.67'	N47°02'46"W	29.60'
C4	125.00'	29°20'15"	64.00'	N68°30'53"W	63.31'
C5	125.00'	1°43'43"	3.77'	N84°02'52"W	3.77'
C6	175.00'	31°08'16"	95.10'	S69°20'36"E	93.94'
C7	175.00'	16°07'17"	49.24'	S45°42'49"E	49.08'
C8	20.00'	89°41'37"	31.31'	S07°11'37"W	28.21'
C27	20.00'	90°18'23"	31.52'	S82°48'23"E	28.36'
C29	20.00'	89°41'37"	31.31'	N07°11'37"E	28.21'
C30	20.00'	90°00'00"	31.42'	S82°57'34"E	28.28'
C31	20.00'	90°00'00"	31.42'	S07°02'26"W	28.28'
C32	20.00'	90°18'23"	31.52'	N82°48'23"W	28.36'
C33	20.00'	89°41'37"	31.31'	N07°11'37"E	28.21'
C34	20.00'	90°00'00"	31.42'	S82°57'34"E	28.28'
C35	20.00'	90°00'00"	31.42'	S07°02'26"W	28.28'
C36	20.00'	86°55'33"	30.34'	N84°29'48"W	27.52'
C37	225.00'	18°36'40"	73.09'	S50°20'21"E	72.76'
C38	225.00'	11°30'38"	45.20'	S65°24'00"E	45.13'
C39	20.00'	81°11'44"	28.34'	N30°33'27"W	26.03'
C40	71.50'	42°00'01"	52.41'	N31°02'26"E	51.25'
C41	1667.50'	0°21'18"	10.33'	S51°51'47"W	10.33'
C42	1667.50'	2°02'22"	59.36'	S50°39'57"W	59.35'
C43	1667.50'	2°02'22"	59.36'	S48°37'35"W	59.35'
C44	1667.50'	1°22'30"	40.02'	S46°55'08"W	40.02'
C45	1530.00'	2°12'55"	59.15'	S47°20'27"W	59.15'
C46	1530.00'	2°12'55"	59.15'	S49°33'22"W	59.15'
C47	1632.50'	2°12'42"	63.01'	S47°20'14"W	63.01'
C48	1632.50'	2°12'42"	63.01'	S49°32'56"W	63.01'
C49	1632.50'	1°23'09"	39.49'	S51°20'51"W	39.49'
C50	1530.00'	1°22'36"	36.77'	S51°21'08"W	36.76'
C51	106.50'	23°04'08"	42.88'	N40°30'22"E	42.59'
C52	106.50'	18°55'52"	35.19'	N19°30'21"E	35.03'
C53	20.00'	85°02'51"	29.69'	S52°33'51"W	27.04'
C54	75.00'	44°39'57"	58.47'	N62°34'45"W	57.00'
C55	20.00'	91°46'42"	32.04'	N05°38'34"E	28.72'
C56	1470.00'	0°30'30"	13.04'	N51°47'11"E	13.04'
C57	1470.00'	1°46'42"	45.63'	N50°38'34"E	45.63'
C58	1470.00'	1°46'42"	45.63'	N48°51'52"E	45.63'
C59	100.00'	44°39'57"	77.96'	N62°34'45"W	76.00'
C60	200.00'	47°15'33"	164.97'	S61°16'57"E	160.33'
C61	200.00'	4°53'09"	17.29'	S82°26'09"E	17.28'
C62	200.00'	42°18'24"	147.68'	S58°48'23"E	144.35'
C63	89.00'	42°00'01"	65.24'	N31°02'26"E	63.79'
C64	1650.00'	5°48'33"	167.29'	S49°08'09"W	167.22'

LEGEND

■	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
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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
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PB	INDICATES PLAT BOOK
PG	INDICATES PAGE
PGS	INDICATES PAGES
SQ FT	INDICATES SQUARE FEET
R/W	INDICATES RIGHT-OF-WAY

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S40°14'47"E	20.03'
L7	N37°39'11"W	33.14'
L8	N10°02'25"E	8.63'
L9	S10°02'25"W	8.07'
L10	N40°14'47"W	20.03'
L11	N40°14'47"W	40.72'
L12	N10°02'25"E	50.74'

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	26,570	0.61
B	55,519	1.27
C	25,821	0.59

PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
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VILLAGES OF SOUTHERN OAKS UNIT NO. 243

SECTIONS 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

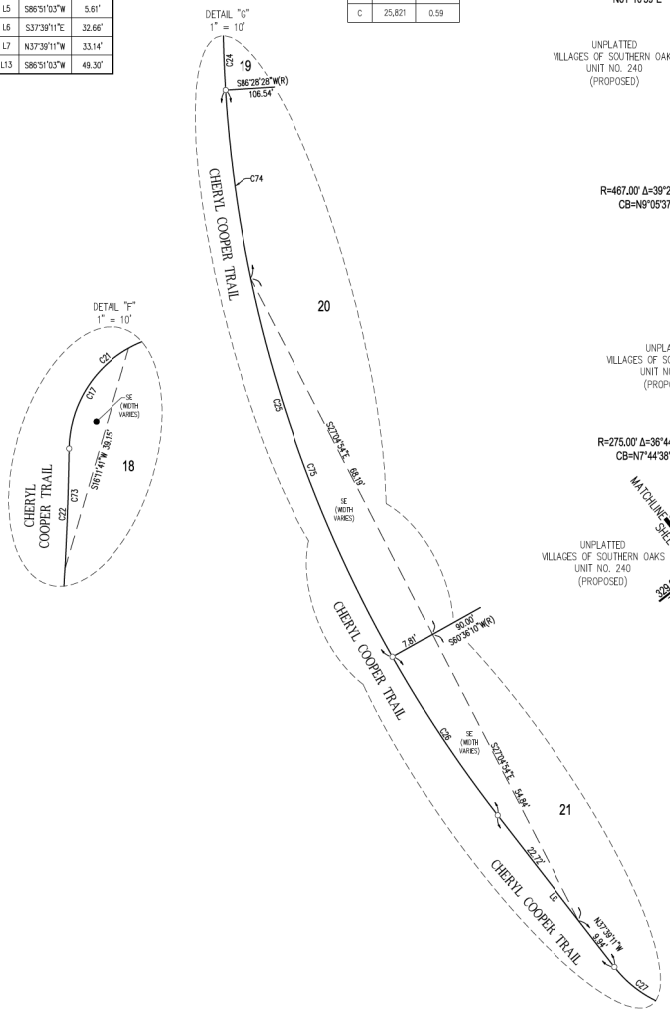
SHEET 4 OF 5

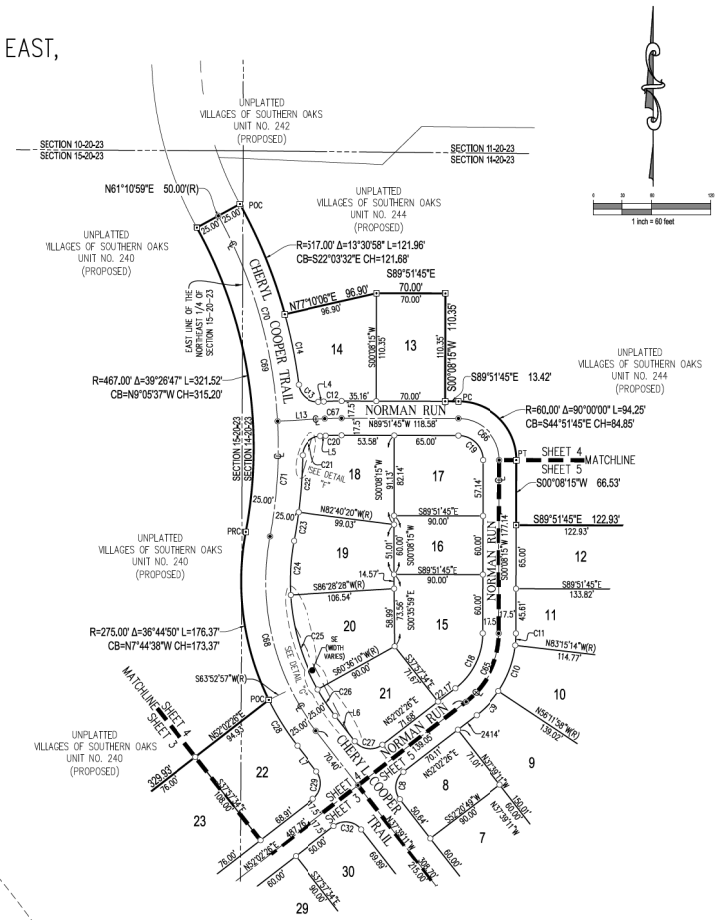
PLAT BOOK _____
PAGE _____

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C8	20.00'	89°41'37"	31.31'	S07°11'37"W	28.21'
C9	106.50'	18°14'24"	33.90'	N42°55'14"E	33.76'
C10	106.50'	27°03'16"	50.29'	N20°16'24"E	49.82'
C11	106.50'	6°36'31"	12.28'	N03°26'30"E	12.28'
C12	317.50'	3°17'11"	18.21'	S88°29'39"W	18.21'
C13	20.00'	85°59'44"	30.02'	S50°09'04"E	27.28'
C14	517.00'	8°08'51"	73.52'	N11°13'38"W	73.45'
C17	20.00'	59°50'14"	20.89'	S30°46'26"W	19.95'
C18	71.50'	51°54'11"	64.77'	N26°05'20"E	62.58'
C19	25.00'	90°00'00"	39.27'	N44°51'45"W	35.36'
C20	282.50'	3°17'11"	16.20'	S88°29'39"W	16.20'
C21	20.00'	85°59'44"	30.02'	S43°51'11"W	27.28'
C22	517.00'	6°28'21"	58.40'	N04°05'30"E	58.37'
C23	517.00'	3°18'06"	29.79'	N08°58'43"E	29.79'
C24	225.00'	14°09'18"	55.59'	S03°33'07"W	55.45'
C25	225.00'	25°52'18"	101.60'	S16°27'41"E	100.74'
C26	225.00'	8°15'21"	32.42'	S33°31'30"E	32.39'
C27	20.00'	90°18'23"	31.52'	S82°48'23"E	28.36'
C28	275.00'	11°32'08"	55.37'	S31°53'07"E	55.27'
C29	20.00'	89°41'37"	31.31'	N07°11'37"E	28.21'
C32	20.00'	90°18'23"	31.52'	N82°48'23"W	28.36'
C65	89.00'	51°54'11"	80.62'	N26°05'20"E	77.89'
C66	42.50'	90°00'00"	66.76'	N44°51'45"W	60.10'
C67	300.00'	3°17'11"	17.21'	S88°29'39"W	17.21'
C68	250.00'	48°16'57"	210.67'	S13°30'42"E	204.49'
C69	492.00'	39°26'47"	338.73'	N09°05'37"W	332.08'
C70	492.00'	25°40'04"	220.41'	N15°58'59"W	218.57'
C71	492.00'	13°46'43"	118.32'	N03°44'25"E	118.03'
C73	517.00'	2°16'05"	20.47'	N01°59'22"E	20.46'
C74	225.00'	8°14'39"	32.37'	S07°38'52"E	32.35'
C75	225.00'	17°37'38"	69.22'	S20°35'00"E	68.95'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L4	N86°51'03"E	5.61'
L5	S86°51'03"W	5.61'
L6	S37°39'11"E	32.66'
L7	N37°39'11"W	33.14'
L13	S86°51'03"W	49.30'

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	26,570	0.61
B	55,519	1.27
C	25,821	0.59





LEGEND

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- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY

VILLAGES OF SOUTHERN OAKS UNIT NO. 243

SHEET 5 OF 5

PLAT BOOK _____
PAGE _____

SECTIONS 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	1470.00'	5°27'05"	139.95'	N45°14'58"E	139.81'
C2	20.00'	91°46'42"	32.04'	S86°08'08"E	28.72'
C3	125.00'	13°35'58"	29.67'	N47°02'46"W	29.60'
C4	125.00'	29°20'15"	64.00'	N68°30'53"W	63.31'
C5	125.00'	1°43'43"	3.77'	N84°02'52"W	3.77'
C6	175.00'	31°08'16"	95.10'	S69°20'36"E	93.94'
C7	175.00'	16°07'17"	49.24'	S45°42'49"E	49.08'
C8	20.00'	89°41'37"	31.31'	S07°11'37"W	28.21'
C9	106.50'	18°14'24"	33.90'	N42°55'14"E	33.76'
C10	106.50'	27°03'16"	50.29'	N20°16'24"E	49.82'
C11	106.50'	6°36'31"	12.28'	N03°26'30"E	12.28'
C15	25.00'	40°42'51"	17.76'	S44°29'22"E	17.39'
C16	25.00'	16°10'26"	7.05'	S16°02'43"E	7.03'
C18	71.50'	51°54'11"	64.77'	N26°05'20"E	62.58'
C19	25.00'	90°00'00"	39.27'	N44°51'45"W	35.36'
C27	20.00'	90°18'23"	31.52'	S82°48'23"E	28.36'
C29	20.00'	89°41'37"	31.31'	N07°11'37"E	28.21'
C32	20.00'	90°18'23"	31.52'	N82°48'23"W	28.36'
C33	20.00'	89°41'37"	31.31'	N07°11'37"E	28.21'
C36	20.00'	86°55'33"	30.34'	N84°29'48"W	27.52'
C37	225.00'	18°36'40"	73.89'	S50°20'21"E	72.76'
C38	225.00'	11°30'38"	45.20'	S65°24'00"E	45.13'
C39	20.00'	81°11'44"	28.34'	N30°33'27"W	26.03'
C40	71.50'	42°00'01"	52.41'	N31°02'26"E	51.25'
C52	106.50'	18°55'52"	35.19'	N19°30'21"E	35.03'
C53	20.00'	85°02'51"	29.69'	S52°33'51"W	27.04'
C54	75.00'	44°39'57"	58.47'	N62°34'45"W	57.00'
C55	20.00'	91°46'42"	32.04'	N05°38'34"E	28.72'
C56	1470.00'	0°30'30"	13.04'	N51°47'11"E	13.04'
C57	1470.00'	1°46'42"	45.63'	N50°38'34"E	45.63'
C58	1470.00'	1°46'42"	45.63'	N48°51'52"E	45.63'
C59	100.00'	44°39'57"	77.96'	N62°34'45"W	76.00'
C60	200.00'	47°15'33"	164.97'	S61°16'57"E	160.33'
C61	200.00'	4°57'09"	17.29'	S82°26'09"E	17.28'
C62	200.00'	42°18'24"	147.68'	S58°48'23"E	144.35'
C65	89.00'	51°54'11"	80.62'	N26°05'20"E	77.89'
C66	42.50'	90°00'00"	66.76'	N44°51'45"W	60.10'
C72	1470.00'	5°33'09"	142.46'	N39°44'51"E	142.40'

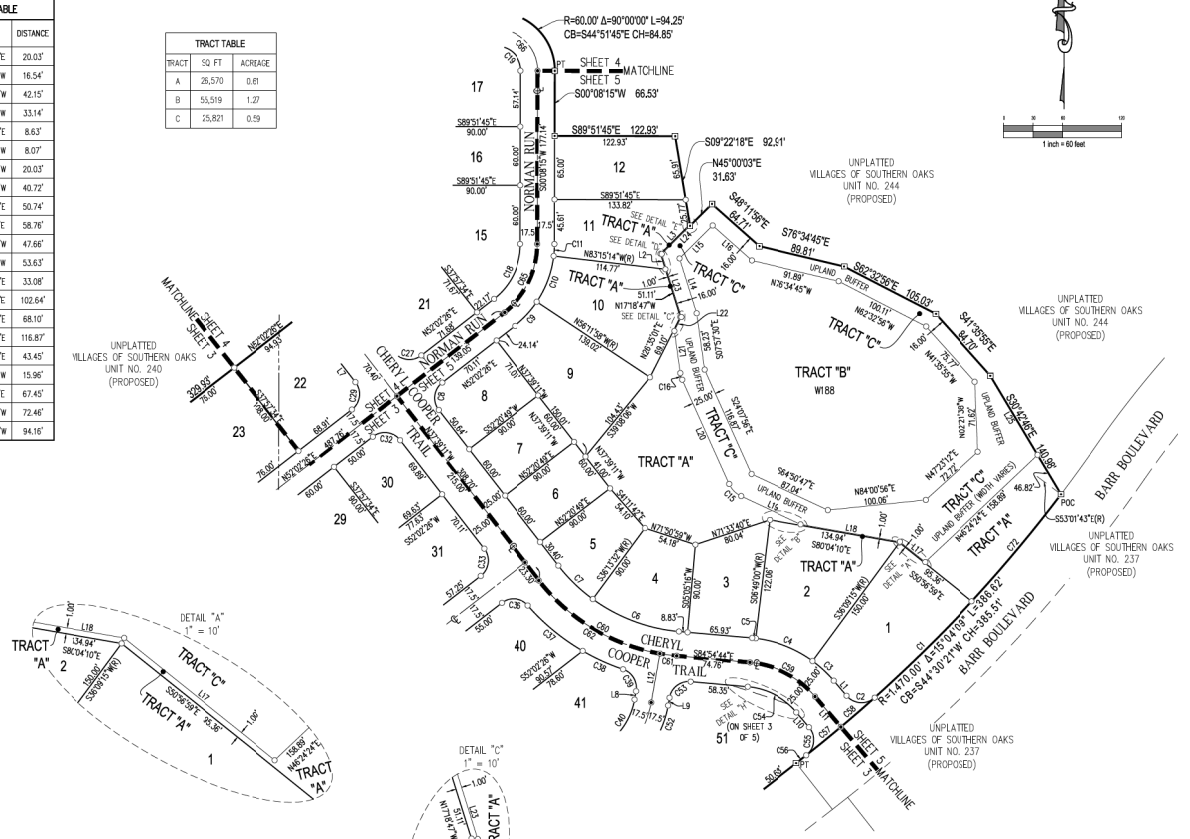
LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S40°14'47"E	20.03'
L2	N17°18'47"W	16.54'
L3	S45°00'03"W	42.15'
L7	N37°39'11"W	33.14'
L8	N10°02'25"E	8.63'
L9	S10°02'25"W	8.07'
L10	N40°14'47"W	20.03'
L11	N40°14'47"W	40.72'
L12	N10°02'25"E	50.74'
L14	S17°18'47"E	58.76'
L15	S45°00'03"W	47.66'
L16	N48°11'56"W	53.63'
L17	S50°56'59"E	33.08'
L18	S80°04'10"E	102.64'
L19	S64°50'47"E	68.10'
L20	S24°07'56"E	116.87'
L21	S07°57'30"E	43.45'
L22	S26°35'01"W	15.96'
L23	S17°18'47"E	67.45'
L24	S45°00'03"W	72.46'
L25	N30°42'46"W	94.16'

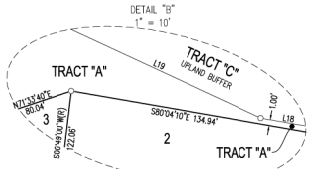
TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	25,570	0.61
B	55,519	1.27
C	25,821	0.59

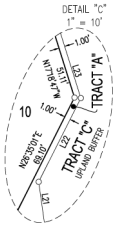
LEGEND

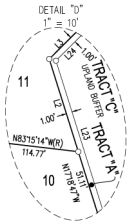
- INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) AS NOTED.
- INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITH ONE YEAR OF THE DATE 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.)

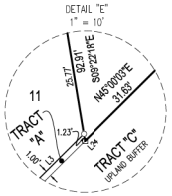
C9	INDICATES CURVE NUMBER IN CURVE TABLE	PB	INDICATES PLAT BOOK
L9	INDICATES LINE NUMBER IN LINE TABLE	PG	INDICATES PAGE
℄	INDICATES CENTERLINE	PGS	INDICATES PAGES
Δ	INDICATES DELTA (CENTRAL ANGLE OF CURVE)	SQ FT	INDICATES SQUARE FEET
CB	INDICATES CHORD BEARING	R/W	INDICATES RIGHT-OF-WAY
CH	INDICATES 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		
R	INDICATES RADIUS LENGTH		
(R)	INDICATES RADIAL LINE		
DRA	INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES		
GFE	INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)		
SE	INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.		











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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **PLAT 2407-003 VOSO Unit 183 Final Plat**

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

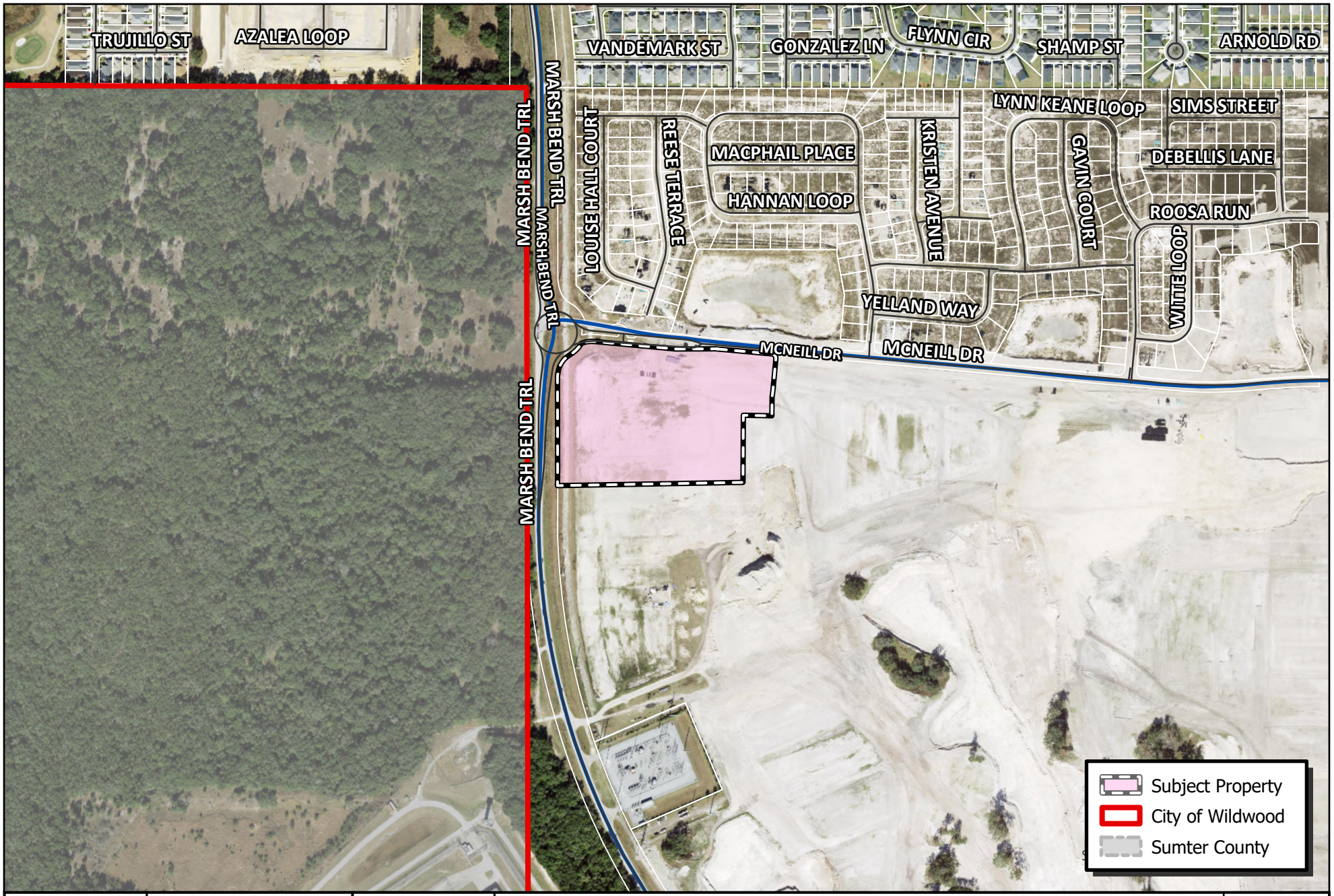
Case Number	PLAT 2407-003 VOSO Unit 183 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	10.94 +/- Acres
Property Location	The subject parcel is generally located at the southeast intersection of Marsh Bend Trail and McNeill Drive
Parcel	K03-005

The applicant is seeking approval from the City Commission for the VOSO Unit 183 Final Plat, a subdivision consisting of 63 single-family dwelling unit detached lots and six (6) tracts, on 10.94 acres, MOL, as per the attached plans.

PLAT 2407-003 meets the criteria set forth in the F.S. 177, the Villages of Southern Oaks 163 agreement, the Land Development Regulations, and is in line with the goals, objectives, and policies of the 2050 Comprehensive Plan.

Dated: 08/19/2024

Wendy Then, AICP, CFM
Assistant Director Development Services



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

PLAT 2407-003

VOSO - UNIT 183 FINAL PLAT

PARCEL K03-005

MAP 1B

LOCATION MAP

JUL 2024

COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR THIS SUBDIVISION ARE RECORDED IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. OR BOOK _____, PAGE _____.

VILLAGES OF SOUTHERN OAKS UNIT NO. 183

SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

PLAT BOOK _____
PAGE _____

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 SOUTHWEST CORNER OF TRACT "E", VILLAGES OF SOUTHERN OAKS UNIT NO. 144, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 22, 22A THROUGH 22D, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; SAID POINT ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF MCNEILL DRIVE OF SAID PLAT; THENCE ALONG THE SOUTH BOUNDARY LINE OF SAID TRACT "E" AND ALONG SAID NORTHERLY RIGHT OF WAY LINE, THE FOLLOWING COURSES: RUN S84°48'37"E, 33.01 FEET; THENCE S83°27'43"E, 169.99 FEET; THENCE DEPARTING SAID SOUTH BOUNDARY LINE AND NORTHERLY RIGHT OF WAY LINE RUN S05°11'23"W, 43.00 FEET TO THE POINT OF BEGINNING; SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT OF WAY LINE OF SAID MCNEILL DRIVE; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE RUN S84°48'37"E, 227.51 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 20.00 FEET; THENCE DEPARTING SAID SOUTHERLY RIGHT OF WAY LINE RUN SOUTHEASTERLY 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 S05°11'23"W, 114.93 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 525.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°55'05", AN ARC DISTANCE OF 45.06 FEET TO THE POINT OF TANGENCY; THENCE S00°16'18"W, 78.79 FEET; THENCE N89°47'39"W, 120.02 FEET; THENCE S00°16'18"W, 281.57 FEET; THENCE S89°00'00"W, 777.38 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MARSH BEND TRAIL (FORMERLY COUNTY ROAD NO. 501 PER SUMTER COUNTY RIGHT OF WAY MAP); THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE THE FOLLOWING COURSES: RUN N00°49'07"E, 64.40 FEET; THENCE N00°05'53"W, 395.06 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE EASTERLY, HAVING A RADIUS OF 1,300.00 FEET AND A CHORD BEARING AND DISTANCE OF N08°59'51"E, 17.40 FEET TO WHICH A RADIAL LINE BEARS N81°23'09"W; SAID POINT ALSO BEING ON THE EASTERLY RIGHT OF WAY LINE OF MARSH BEND TRAIL PER AFORESAID PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 144; THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE THE FOLLOWING COURSES: RUN NORTHERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 00°46'00", AN ARC DISTANCE OF 17.40 FEET TO A POINT OF COMPOUND 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°08'56", AN ARC DISTANCE OF 91.06 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 123.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°37'41", AN ARC DISTANCE OF 67.90 FEET TO A POINT ON THE ARC OF A NON TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 116.50 FEET AND A CHORD BEARING AND DISTANCE OF N82°05'34"E, 52.80 FEET TO WHICH A RADIAL LINE BEARS N21°00'14"W; SAID POINT ALSO BEING ON AFORESAID SOUTHERLY RIGHT OF WAY LINE OF MCNEILL DRIVE; THENCE ALONG SAID SOUTHERLY RIGHT OF WAY LINE THE FOLLOWING COURSES: RUN EASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 26°11'37", AN ARC DISTANCE OF 53.26 FEET TO THE POINT OF TANGENCY; THENCE S84°48'37"E, 344.66 FEET; THENCE N89°48'40"E, 170.69 FEET TO THE POINT OF BEGINNING.

CONTAINING 10.94 ACRES, MORE OR LESS.

NOTES:

1.) BEARINGS ARE BASED ON THE SOUTH LINE OF TRACT "E", VILLAGES OF SOUTHERN OAKS UNIT NO. 144, PLAT BOOK 21, PAGES 22 THROUGH 22D AS BEING S84°48'37"E.

2.) 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.

3.) ALL DISTANCES SHOWN ARE IN FEET.

4.) WITH REFERENCE TO CURVILINEAR LOTS, RADIAL LINES HAVE BEEN DESIGNATED BY (R). ALL OTHER LINES ARE NON-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 STATUTES.

8.) TRACTS "A", "B" AND "F" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER.

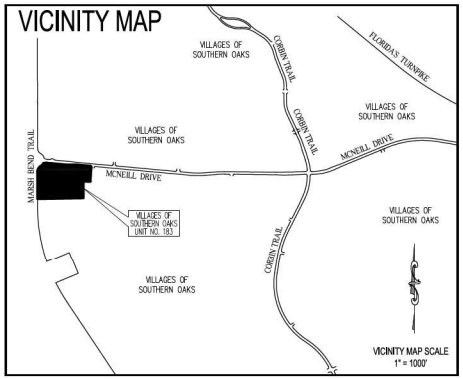
9.) TRACTS "C", "D" AND "E" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER. NO INGRESS OR EGRESS IS PERMITTED WITHOUT THE DEVELOPER'S CONSENT.

10.) THE DISTRICT FINDS IT IN THE PUBLIC INTEREST, AND HEREBY AGREES TO PROVIDE THE FOLLOWING SERVICES: (A) MAINTENANCE AND REPAIR OF AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, THE SUBDIVISION, OR THE PUBLIC; (B) PAY FOR THE COST OF WATER AND SEWER PROVIDED BY GIBSON PLACE UTILITY COMPANY, LLC, OR ITS ASSIGNS, TOGETHER WITH THE COST OF GARBAGE, ELECTRICAL, LIGHTING, TELEPHONE, GAS AND OTHER NECESSARY UTILITY SERVICE FOR AREAS OWNED BY THE DISTRICT OR DEDICATED TO THE USE AND ENJOYMENT OF THE RESIDENTS OF THE DISTRICT, SUBDIVISION, OR THE PUBLIC, (C) MAINTENANCE AND REPAIR OF THE STORM WATER RUNOFF DRAINAGE SYSTEM INCLUDING DRAINAGE EASEMENTS AND DRAIN PIPES NOT MAINTAINED BY GIBSON PLACE WATER CONSERVATION AUTHORITY, LLC, OR ITS ASSIGNS, OR THE CITY OF WILDWOOD; (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON ISLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY; (E) MAINTENANCE AND REPAIR TO THE TOP AND EXTERIOR OF THE WALLS, BUT NOT ANY RAILINGS, LOCATED ON OR ADJACENT TO TRACTS A, B, AND F OF THE SUBDIVISION; AND (F) MAINTENANCE AND REPAIR, INCLUDING STRUCTURAL REPAIR, TO THE WALLS AND/OR FENCES LOCATED ON OR ADJACENT TO TRACTS C, D, AND E OF THE SUBDIVISION.

11.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.

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

VICINITY MAP



63 LOTS – 6 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.

VILLAGES OF SOUTHERN OAKS UNIT NO. 183 CONVEYANCE AND GRANT OF EASEMENTS TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

ALL RIGHT, TITLE AND INTEREST OF THE VILLAGES DEVELOPMENT COMPANY, LLC, (THE DEVELOPER) IN TRACTS "A", "B", "C", "D", "E" AND "F" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 183, IS HEREBY SOLD, CONVEYED AND SET OVER TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT); (1) RESERVING UNTO THE DEVELOPER AND ITS ASSIGNS, AND EACH OF THEIR SUCCESSORS, TENANTS, INVITEES, AND GUESTS PERPETUAL EASEMENTS FOR INGRESS AND EGRESS AND THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF UNDERGROUND ELECTRIC, TELEPHONE, CABLE, GAS AND OTHER UTILITIES, IRRIGATION FACILITIES, POTABLE WATER, SANITARY SEWER AND STORM WATER FACILITIES, LANDSCAPED AREAS, FENCES, WALLS, ENTRY FACILITIES, INCLUDING ELECTRONIC CARD READING EQUIPMENT, GOLF CART AND PEDESTRIAN PATHS, SIGNAGE, ENJOYMENT IMPROVEMENTS AND GOLF CART AND PEDESTRIAN BRIDGES; AND (2) SUBJECT TO THE RESTRICTION THAT ALL ADDITIONS OF, REMOVAL OF, AND CHANGES TO IMPROVEMENTS LOCATED ON SUCH TRACTS AND ROADWAYS (INCLUDING, WITHOUT LIMITATION, ALL THOSE IMPROVEMENTS DESCRIBED ABOVE), MUST FIRST BE APPROVED IN ADVANCE BY THE DEVELOPER.

THE DEVELOPER ALSO GRANTS TO THE DISTRICT NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER, ACROSS AND UPON ANY SPECIAL EASEMENTS SHOWN HEREON FOR THE PURPOSE OF MAINTAINING DRAINAGE FACILITIES LOCATED THEREON.

THE DISTRICT, BY EXECUTING THE DEDICATION CONTAINED ON THIS PLAT, ACCEPTS THIS CONVEYANCE AND AGREES TO MAINTAIN THE TRACTS LISTED ABOVE, INCLUDING ALL IMPROVEMENTS CONSTRUCTED THEREON AND DRAINAGE FACILITIES LOCATED WITHIN ANY SPECIAL EASEMENTS PERPETUALLY, AND MAINTAIN THE ROADWAYS AND DRAINAGE FEATURES LYING WITHIN SUCH ROADWAYS FOR TWO YEARS AFTER THE CITY ENGINEER HAS CERTIFIED THE CONSTRUCTION HAS BEEN COMPLETED.

WITNESSES AS TO ALL

SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

THIS CERTIFIES THAT THIS PLAT HAS BEEN REVIEWED FOR CONFORMITY TO F.S. CHAPTER 177, AS CERTIFIED BY THE REVIEWING SURVEYOR SHOWN BELOW.

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

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

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.

4907
REGISTRATION NO.

SEAL

DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, THE VILLAGES DEVELOPMENT COMPANY, LLC (THE DEVELOPER) HAS CAUSED TO BE MADE THIS PLAT, VILLAGES OF SOUTHERN OAKS UNIT NO. 183, A SUBDIVISION OF LAND HEREIN DESCRIBED AND JOINS WITH VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15 (THE DISTRICT) TO HEREBY DEDICATE THE ROADWAYS SHOWN HEREON TO THE CITY OF WILDWOOD AND THE PERPETUAL USE OF THE PUBLIC; AND DEDICATES TRACTS "A", "B", "C", "D", "E" AND "F" TO VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15.

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

THE VILLAGES DEVELOPMENT COMPANY, LLC,
A FLORIDA LIMITED LIABILITY COMPANY

BY: VDC MANAGER, LLC,
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
MARTIN L. DZURO, MANAGER

WITNESSES:

(1) _____
SIGNATURE

PRINT NAME

3601 KIESSEL ROAD
THE VILLAGES, FLORIDA 32163
MAILING ADDRESS

(2) _____
SIGNATURE

PRINT NAME

4450 NE 83RD ROAD
WILDWOOD, FLORIDA 34785
MAILING ADDRESS

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

BY: _____
SPENCER R. NOVAK, CHAIR

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY MARTIN L. DZURO, AS MANAGER OF AND ON BEHALF OF VDC MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF THE VILLAGES DEVELOPMENT COMPANY, LLC, A FLORIDA LIMITED LIABILITY COMPANY, FOR THE PURPOSES EXPRESSED HEREIN, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

STATE OF FLORIDA
COUNTY OF SUMTER

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME, BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 20____, BY SPENCER R. NOVAK, THE CHAIR OF VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15, ON BEHALF OF THE DISTRICT, WHO IS PERSONALLY KNOWN TO ME AND WHO DID NOT TAKE AN OATH.

NOTARY PUBLIC – STATE OF FLORIDA
PRINT NAME: _____
COMMISSION NO.: _____
COMMISSION EXPIRES: _____

SEAL

CERTIFICATE OF SURVEYOR

I HEREBY CERTIFY THAT THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 183, 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, FLORIDA STATUTES.

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

SEAL

KAYE M. JAMESON
REGISTRATION NO. 5912

DATE

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, 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

VILLAGES OF SOUTHERN OAKS
UNIT NO. 183

SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 2 OF 4

PLAT BOOK _____
PAGE _____

KEY MAP

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	9,104	0.209
B	1,149	0.026
C	70	0.002
D	70	0.002
E	70	0.002
F	57,539	1.321

0 30 60 120
1 inch = 60 feet

LEGEND

- ■ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) FOUND AS NOTED.
- ⊡ INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8498
- ◉ INDICATES P.K. NAIL AND DISK PERMANENT CONTROL POINT (P.C.P.) LB #8498 TO BE SET WITHIN ONE YEAR OF THE DATE THIS PLAT IS RECORDED.
- ○ INDICATES 5/8" IRON PIN AND CAP TO BE SET IN ACCORDANCE WITH SECTION 177.091(9) FLORIDA STATUTES. (SEE NOTE #5.)
- 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
- ORB INDICATES OFFICIAL RECORDS BOOK
- PC INDICATES POINT OF CURVATURE
- POC INDICATES POINT ON CURVE
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- (R) INDICATES RADIAL LINE
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- PRC INDICATES POINT OF REVERSE CURVATURE
- PT INDICATES POINT OF TANGENCY
- DRA INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
- GFE INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
- SE INDICATES SPECIAL EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS, FOR LANDSCAPING AND/OR THE CONSTRUCTION, INSTALLATION, MAINTENANCE AND OPERATION OF WATER, SANITARY SEWER, ELECTRIC, TELEPHONE, GAS OR OTHER UTILITIES AND/OR DRAINAGE FACILITIES AND/OR WALL FENCING AND/OR GOLF CART PATHS. DEVELOPER CONTEMPLATES PUTTING H.V.A.C. AND SIMILAR EQUIPMENT WITHIN THE EASEMENT AREA. UTILITY PROVIDERS UTILIZING SUCH EASEMENT AREA COVENANT, AS A CONDITION OF THE RIGHT TO USE SUCH EASEMENT, NOT TO INTERFERE OR DISTURB SUCH EQUIPMENT INSTALLED WITHIN THE EASEMENT AREA.
- SME INDICATES SIGN MAINTENANCE EASEMENT RESERVED BY DEVELOPER AND ITS ASSIGNS FOR INSTALLATION AND MAINTENANCE OF SIGNAGE.
- LB INDICATES LICENSED BUSINESS
- NO. INDICATES NUMBER
- PB INDICATES PLAT BOOK
- PG INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY

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

VILLAGES OF SOUTHERN OAKS UNIT NO. 183

SHEET 3 OF 4

PLAT BOOK _____
PAGE _____

SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

TRACT TABLE		
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A	9,104	0.209
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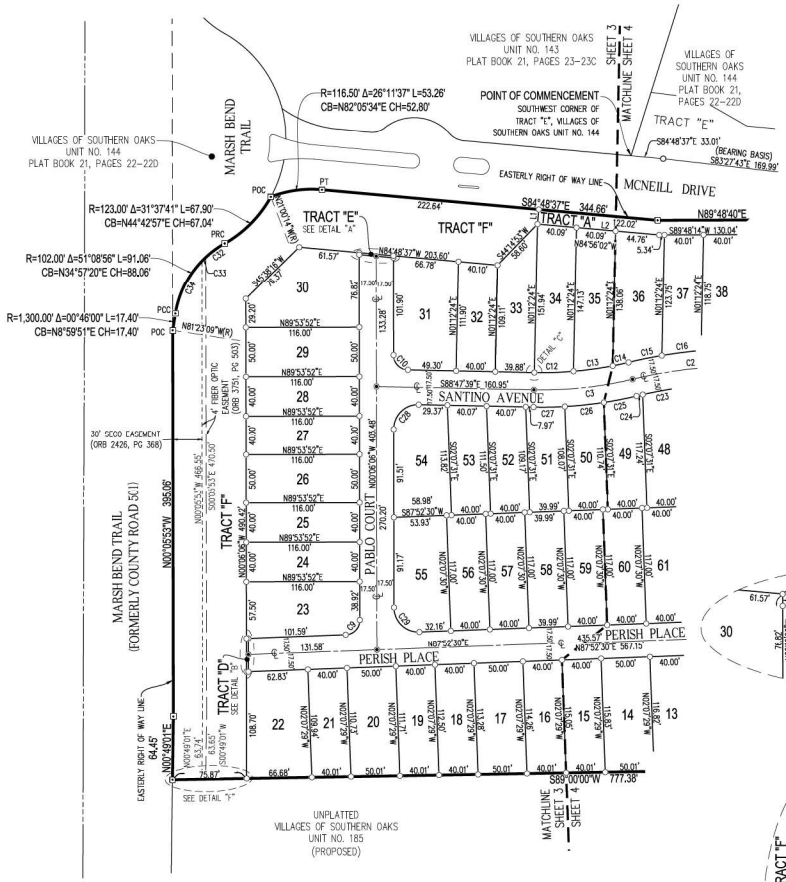
F	57,539	1.321



LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	N05°11'23"E	14.99'
L2	N84°56'02"W	124.94'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C2	500.00'	14°34'30"	127.19'	S83°55'06"W	126.85'
C3	400.00'	14°34'30"	101.75'	N83°55'06"E	101.48'
C9	15.00'	87°58'36"	23.03'	N43°53'12"E	20.84'
C10	15.00'	88°41'33"	23.22'	S44°26'53"E	20.97'
C11	382.50'	0°01'02"	0.11'	S88°48'10"E	0.11'
C12	382.50'	6°00'10"	40.07'	N88°11'14"E	40.06'
C13	382.50'	6°04'13"	40.52'	N82°09'03"E	40.50'
C14	382.50'	2°29'06"	16.59'	N77°52'23"E	16.59'
C15	517.50'	3°50'34"	34.71'	S78°33'07"W	34.70'
C16	517.50'	4°28'44"	40.45'	S82°42'46"W	40.44'
C23	482.50'	4°47'56"	40.41'	S79°48'01"W	40.40'
C24	482.50'	0°46'13"	6.49'	S77°00'57"W	6.49'
C25	417.50'	4°40'22"	34.05'	N78°58'01"E	34.04'
C26	417.50'	5°30'14"	40.10'	N84°03'19"E	40.09'
C27	417.50'	4°23'55"	32.05'	N89°00'23"E	32.04'
C28	25.00'	91°18'27"	39.84'	S45°33'07"W	35.76'
C29	25.00'	92°01'24"	40.15'	S46°06'48"E	35.97'
C32	102.00'	13°28'11"	23.98'	S53°47'42"W	23.92'
C33	102.00'	3°08'46"	5.60'	S45°29'14"W	5.60'
C34	102.00'	34°32'00"	61.48'	S26°38'51"W	60.55'

LEGEND

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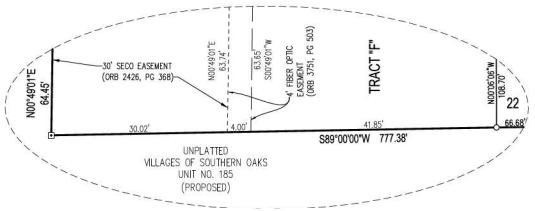

DETAIL "F"
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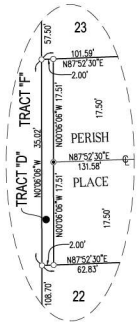
DETAIL "A"
(SCALE 1"=10')



DETAIL "B"
(SCALE 1"=10')

DETAIL "C"
(SCALE 1"=1')

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

VILLAGES OF SOUTHERN OAKS UNIT NO. 183

SECTION 3, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 4 OF 4

PLAT BOOK _____
PAGE _____

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	9,104	0.209
B	1,149	0.026
C	70	0.002
D	70	0.002
E	70	0.002
F	57,539	1.321

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	525.00'	4°01'10"	36.83'	S03°10'48"W	36.82'
C2	500.00'	14°34'30"	127.19'	S83°55'06"W	126.85'
C3	400.00'	14°34'30"	101.75'	N83°55'06"E	101.48'
C4	525.00'	0°53'55"	8.24'	S00°43'15"W	8.23'
C5	20.00'	89°57'52"	31.40'	N43°48'43"W	28.28'
C6	535.00'	0°53'18"	8.30'	S00°42'57"W	8.30'
C7	20.00'	90°56'03"	31.74'	S45°44'19"W	28.51'
C8	15.00'	92°23'48"	24.19'	N45°55'36"W	21.65'
C12	382.50'	6°00'10"	40.07'	N88°11'14"E	40.06'
C13	382.50'	6°04'13"	40.52'	N82°09'03"E	40.50'
C14	382.50'	2°29'06"	16.59'	N77°52'23"E	16.59'
C15	517.50'	3°50'34"	34.71'	S78°33'07"W	34.70'
C16	517.50'	4°28'44"	40.45'	S82°42'46"W	40.44'
C17	517.50'	4°26'27"	40.11'	S87°10'22"W	40.10'
C18	517.50'	1°48'46"	16.37'	N89°42'02"W	16.37'
C19	20.00'	86°00'58"	30.03'	N48°11'52"E	27.28'
C20	20.00'	89°03'57"	31.09'	N44°15'41"W	28.05'
C21	482.50'	4°14'49"	35.76'	S89°04'56"W	35.76'
C22	482.50'	4°45'33"	40.08'	S84°34'45"W	40.07'
C23	482.50'	4°47'56"	40.41'	S79°48'01"W	40.40'
C24	482.50'	0°46'13"	6.49'	S77°00'57"W	6.49'
C25	417.50'	4°40'22"	34.05'	N78°58'01"E	34.04'
C26	417.50'	5°30'14"	40.10'	N84°03'19"E	40.09'
C27	417.50'	4°23'55"	32.05'	N89°00'23"E	32.04'
C30	25.00'	87°36'12"	38.22'	N44°04'24"E	34.61'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	N05°11'23"E	14.99'
L2	N84°56'02"W	124.94'
L3	N89°50'11"W	40.01'

0 30 60 120
1 inch = 60 feet

VILLAGES OF SOUTHERN OAKS UNIT NO. 143 PLAT BOOK 21, PAGES 23-23C

SHEET 3 MATCHLINE SHEET 4

VILLAGES OF SOUTHERN OAKS UNIT NO. 144 PLAT BOOK 21, PAGES 22-22D

POINT OF COMMENCEMENT
SOUTHWEST CORNER OF TRACT "E", VILLAGES OF SOUTHERN OAKS UNIT NO. 144

TRACT "E"

S84°48'37"E 33.01'
(BEARING BASIS)
S83°27'43"E 189.99'

VILLAGES OF SOUTHERN OAKS UNIT NO. 144 PLAT BOOK 21, PAGES 22-22D

EASTERLY RIGHT OF WAY LINE

MCNEILL DRIVE

S84°48'37"E 344.66'

S05°11'23"W 43.00'

POINT OF BEGINNING

N89°48'40"E 170.69'

S84°48'37"E 227.51'

N84°48'37"W 593.92'

TRACT "A"

R=20.00' Δ=90°00'00" L=31.42'
CB=S39°48'37"E CH=28.28'

S89°48'14"W 130.04'

N84°48'49"W 215.19'

S05°11'23"E 114.83'

DENISE DRIVE

UNPLATTED VILLAGES OF SOUTHERN OAKS UNIT NO. 184 (PROPOSED)

DETAIL "D"

R=525.00' Δ=04°55'05" L=45.06'
CB=S2°43'50"W CH=45.05'

S00°16'18"W 78.79'

TRACT "B"

SANTINO AVENUE

N88°47'39"W 120.02'

FELIX LANE

PERISH PLACE

N87°52'30"E 567.15'

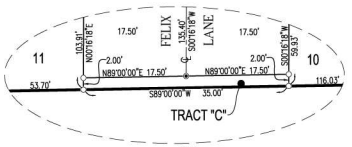
S89°00'00"W 777.38'

MATCHLINE SHEET 3 SHEET 4

TRACT "C"
SEE DETAIL "E"

UNPLATTED VILLAGES OF SOUTHERN OAKS UNIT NO. 185 (PROPOSED)

UNPLATTED VILLAGES OF SOUTHERN OAKS UNIT NO. 184 (PROPOSED)



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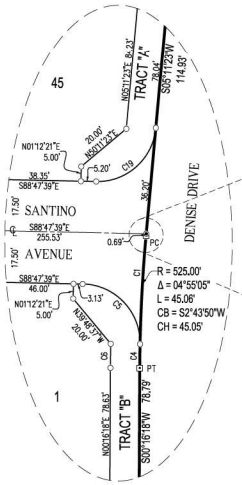

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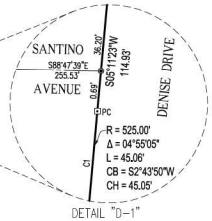

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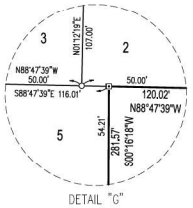

(SCALE 1"=1')

LEGEND

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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
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PRC	INDICATES POINT OF REVERSE CURVATURE
PT	INDICATES POINT OF TANGENCY
DRA	INDICATES DRAINAGE RETENTION AREA FOR STORMWATER MANAGEMENT INCLUDING CONVEYANCING PIPES
GFE	INDICATES GATE FACILITIES EASEMENT (RESERVED BY THE DEVELOPER AND ITS ASSIGNS)
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R/W	INDICATES RIGHT-OF-WAY

PREPARED BY:
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD • WILDWOOD, FL 34785
(352) 748-3126 LB6498

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Villages of Southern Oaks Right-of-Way Deeds Unit No. 142**

REQUESTED ACTION: Staff recommends acceptance of deeds pursuant to the established roadway transfer procedures.

CONTRACT:

BUDGET IMPACT:

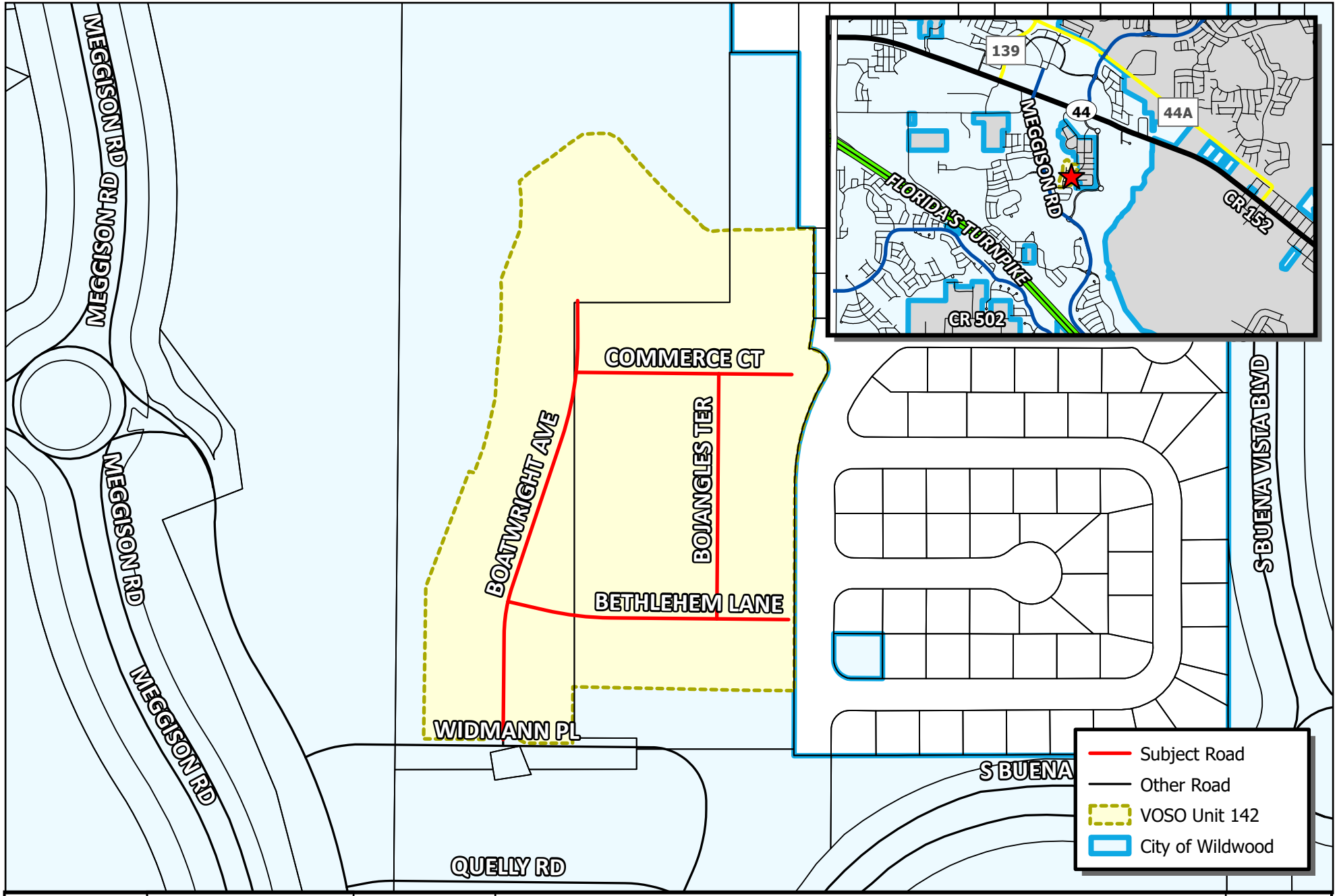
HISTORY/FACTS/ISSUES:

The city has been granted the following right-of-way for ownership. The Villages Community Development District No.13 will maintain the right-of-way until the two-year maintenance period has expired, and the City Engineer has certified completion of construction. Upon completion of the two-year maintenance period, maintenance responsibilities will be granted to the city for all the road right-of-way within the following subdivision:

- Villages of Southern Oaks Unit No. 142

DATED: 8/20/2024

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	RIGHT OF WAY DEED **VOSO - UNIT 142 FINAL PLAT** PLAT 2402-004	**MAP 1AV** **LOCATION MAP** **AUG 2024**

Office of General Counsel
Erick D. Langenbrunner, Esq.
(352) 753-6612

August 13, 2024

VIA FEDEX OVERNIGHT DELIVERY

City of Wildwood
Attn: Ms. Melanie Strickland, AICP, CPM
Development Services Director
100 N. Main Street
Wildwood, Florida 34785

RE: Right-of-Way Deed for Villages of Southern Oaks Unit No. 142

Dear Ms. Strickland:

Enclosed please find the **original executed** Right-of-Way Deed ("Deed") from Village Community Development District No. 13 ("District") to City of Wildwood ("COW") for acceptance by COW and recording for the following:

> All roadways located within **Villages of Southern Oaks Unit No. 142**, per the Plat recorded in Plat Book 21, Pages 38, 38A through 38E, inclusive, Public Records of Sumter County, Florida.

For convenience, enclosed is a copy of the recorded Quitclaim Deed from The Villages Land Company, LLC conveying the roadways to the District. Also enclosed is our check for the recording charges. Once recorded, please forward us a copy when available. If you have any questions, please give us a call.

Sincerely,

Zoey Devine, Paralegal to
Erick D. Langenbrunner, Esq.

Enclosures

cc: Ashley Hunt, Esq. (w/enclosures)
(via email: Ashley@huntlawpa.com)

Wendy Then, AICP, CFM
(via email: wthen@wildwood-fl.gov

Silas Daniel
(via email: sdaniel@wildwood-fl.gov)

Jessica Barnes, City Clerk
(via email: jbarnes@wildwood-fl.gov)

This instrument prepared by:
Erick D. Langenbrunner, Esq.
3619 Kiessel Road
The Villages, Florida 32163

RETURN TO:
City of Wildwood
100 N. Main Street
Wildwood, Florida 34785

RIGHT-OF-WAY DEED

THIS INDENTURE, made effective this 8th day of August, 2024, by **VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 13**, a local unit of special purpose government created pursuant to Chapter 190, Florida Statutes, as amended, whose post office address is 984 Old Mill Run, The Villages, Florida 32162 ("Grantor"), to **CITY OF WILDWOOD**, a Florida municipal corporation, whose post office address is 100 N. Main Street, Wildwood, Florida 34785 ("Grantee").

(Wherever the context so admits or requires, the terms "Grantor" and "Grantee" are used for singular and plural, and respectively refer to the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations)

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00), and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt of which is hereby acknowledged, has granted, bargained and sold to the Grantee, its successors or assigns forever, the following described land, situate, lying and being in Sumter County, Florida, to wit:

All roadways located within **Villages of Southern Oaks Unit No. 142**, per the Plat recorded in Plat Book 21, Pages 38, 38A through 38E, inclusive, Public Records of Sumter County, Florida.

Grantor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whosoever, **reserving unto Grantor**, its successors and assigns, perpetual easements under and upon the unpaved areas of such roadways, including and not limited to islands and cul-de-sacs located within the roadways, if any.

GRANTEE, BY ACCEPTANCE OF THIS RIGHT-OF-WAY DEED, AGREES TO PERPETUALLY MAINTAIN THESE ROADWAYS BEGINNING ON THE DATE THAT IS TWO (2) YEARS AFTER THE DATE THAT THE CITY OF WILDWOOD ENGINEER HAS CERTIFIED THAT CONSTRUCTION OF SUCH ROADWAYS HAS BEEN COMPLETED.

IN WITNESS WHEREOF, the Grantor has signed and sealed these presents the day and year first above written.

ATTEST:

Kenneth C. Blocker, District Manager
Address: 984 Old Mill Run
The Villages, Florida 32162

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 13

Thomas A. Law, Chair, Board of Supervisors

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 6th day of August, 2024, by Thomas A. Law, as Chair, Board of Supervisors, of and on behalf of Village Community Development District No. 13, for the purposes expressed herein, who is personally known to me.

Candice Harris

Notary Public – State of Florida
Print Name: Candice Harris
Commission Number:_____
Commission Expires:_____

CANDICE HARRIS
Notary Public - State of Florida
Commission # HH 254557
My Comm. Expires Apr 18, 2026
Bonded through National Notary Assn.

Copy 2.00
Rec. 18.50
Doc. 0.70
21.20

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202460028925 Date: 07/22/2024 Time: 9:37AM
Page 1 of 2 B: 4686 P: 491 By: BO
Doc Stamp-Deed: 0.70

PREPARED BY/RETURN TO:
Erick D. Langenbrunner, Esq.
3619 Kiessel Road
The Villages, Florida 32163

QUITCLAIM DEED

THIS QUITCLAIM DEED, executed this 17th day of July, 2024, by **THE VILLAGES LAND COMPANY, LLC**, a Florida limited liability company, whose post office address is 3619 Kiessel Road, The Villages, Florida 32163 ("Grantor"), to **VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 13**, a local unit of special purpose government created pursuant to Chapter 190, Florida Statutes, as amended, whose post office address is 984 Old Mill Run, The Villages, Florida 32162 ("Grantee"):

(Wherever used herein, the terms "Grantor" and "Grantee" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

WITNESSETH, that Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00), in hand paid by Grantee, the receipt whereof is hereby acknowledged, does hereby remise, release and quitclaim unto Grantee forever, all the right, title, interest, claim and demand which Grantor has in and to the following described lot, piece or parcel of land, situate, lying and being in the County of Sumter, State of Florida, to-wit:

All roadways and Tracts A, B, C, D, E, F, G, H, I, J, K, L, M, N, and O of **Villages of Southern Oaks Unit No. 142**, per the Plat recorded in Plat Book 21, Pages 38, 38A through 38E, inclusive, Public Records of Sumter County, Florida.

Reserving therefrom unto Grantor and its assigns, and each of their successors, tenants and invitees, all easements, rights, and other privileges reserved by Grantor on the Plat referenced above (the "Plat"), and **subject to** all restrictions imposed against such lands on the Plat.

This Quitclaim Deed is given for the purpose of conforming the real property records of Sumter County to the Plat Book records.

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien equity and claim whatsoever of Grantor, either in law or in equity, to the only proper use, benefit and behoof of Grantee forever.

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202460028925 Date: 07/22/2024 Time: 9:37AM
Page 2 of 2 B: 4686 P: 492 By: BO
Doc Stamp-Deed: 0.70

IN WITNESS WHEREOF, Grantor has signed and sealed these presents the day and year first above written.

WITNESSES:

Print Name: Zoey Devine
Address: 3619 Kiessel Road
The Villages, Florida 32163

Print Name: Rosemary Karpovich
Address: 3619 Kiessel Road
The Villages, Florida 32163

THE VILLAGES LAND COMPANY, LLC,
a Florida limited liability company

BY: VDC Manager, LLC,
a Florida limited liability company,
its Manager

By: _____
Martin L. Dzuro, Manager

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 17th day of July, 2024, by Martin L. Dzuro, as Manager of, and on behalf of VDC Manager, LLC, a Florida limited liability company, the Manager of The Villages Land Company, LLC, a Florida limited liability company, who is personally known to me.

Notary Public – State of Florida
Print Name: Zoey Devine
My Commission Expires: _____
My Commission Number: _____

ZOEY DEVINE
Commission # HH 390980
Expires June 25, 2027

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Villages of Southern Oaks Right-of-Way Deeds Unit Nos. 148, 149, and 150**

REQUESTED ACTION: Staff recommends acceptance of deeds pursuant to the established roadway transfer procedures.

CONTRACT:

BUDGET IMPACT:

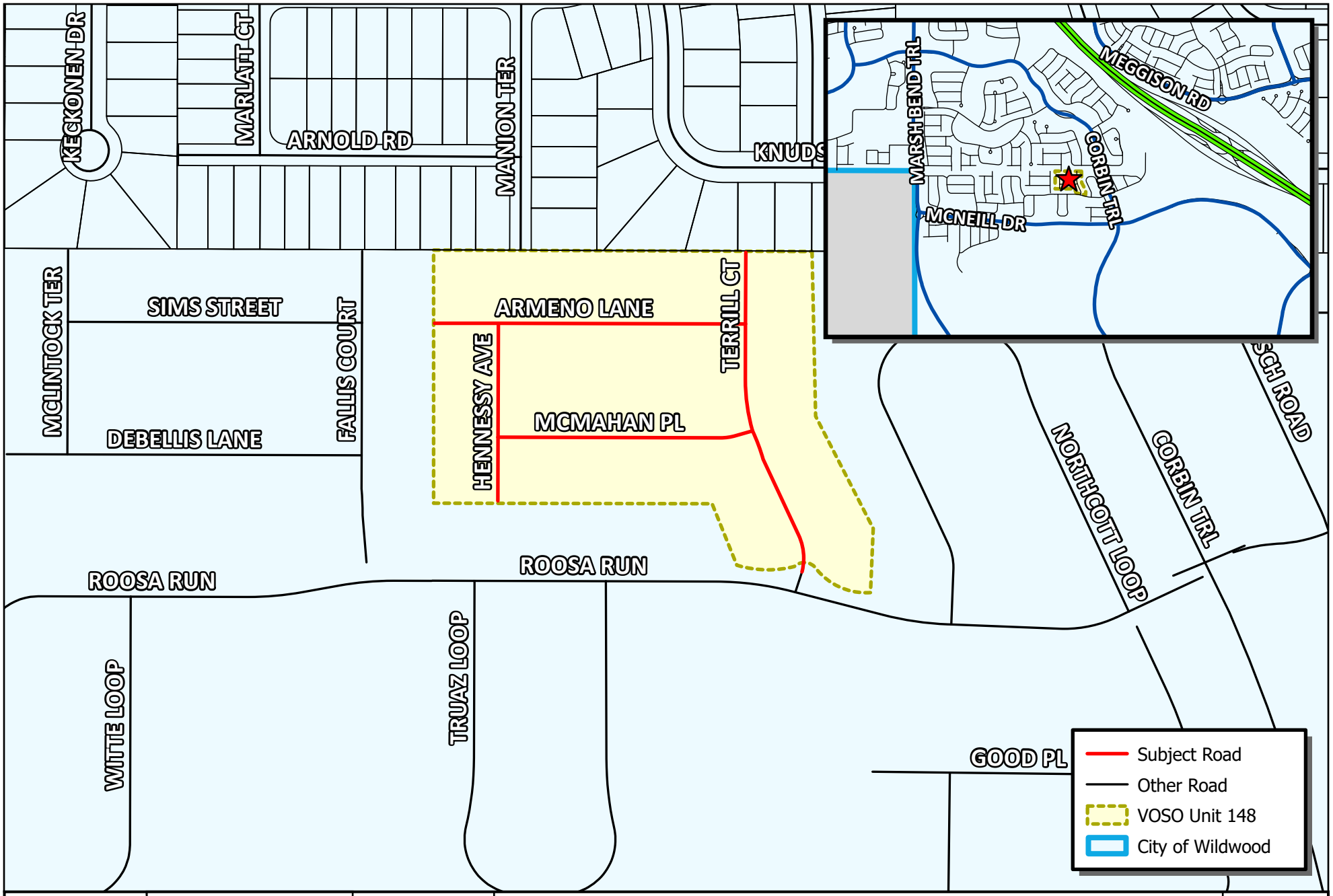
HISTORY/FACTS/ISSUES:

The city has been granted the following right-of-way for ownership. The Villages Community Development District No.15 will maintain the right-of-way until the two-year maintenance period has expired, and the City Engineer has certified completion of construction. Upon completion of the two-year maintenance period, maintenance responsibilities will be granted to the city for all the road right-of-way within the following subdivisions:

- Villages of Southern Oaks Unit No. 148
- Villages of Southern Oaks Unit No. 149
- Villages of Southern Oaks Unit No. 150

DATED: 8/20/2024

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

RIGHT OF WAY DEED

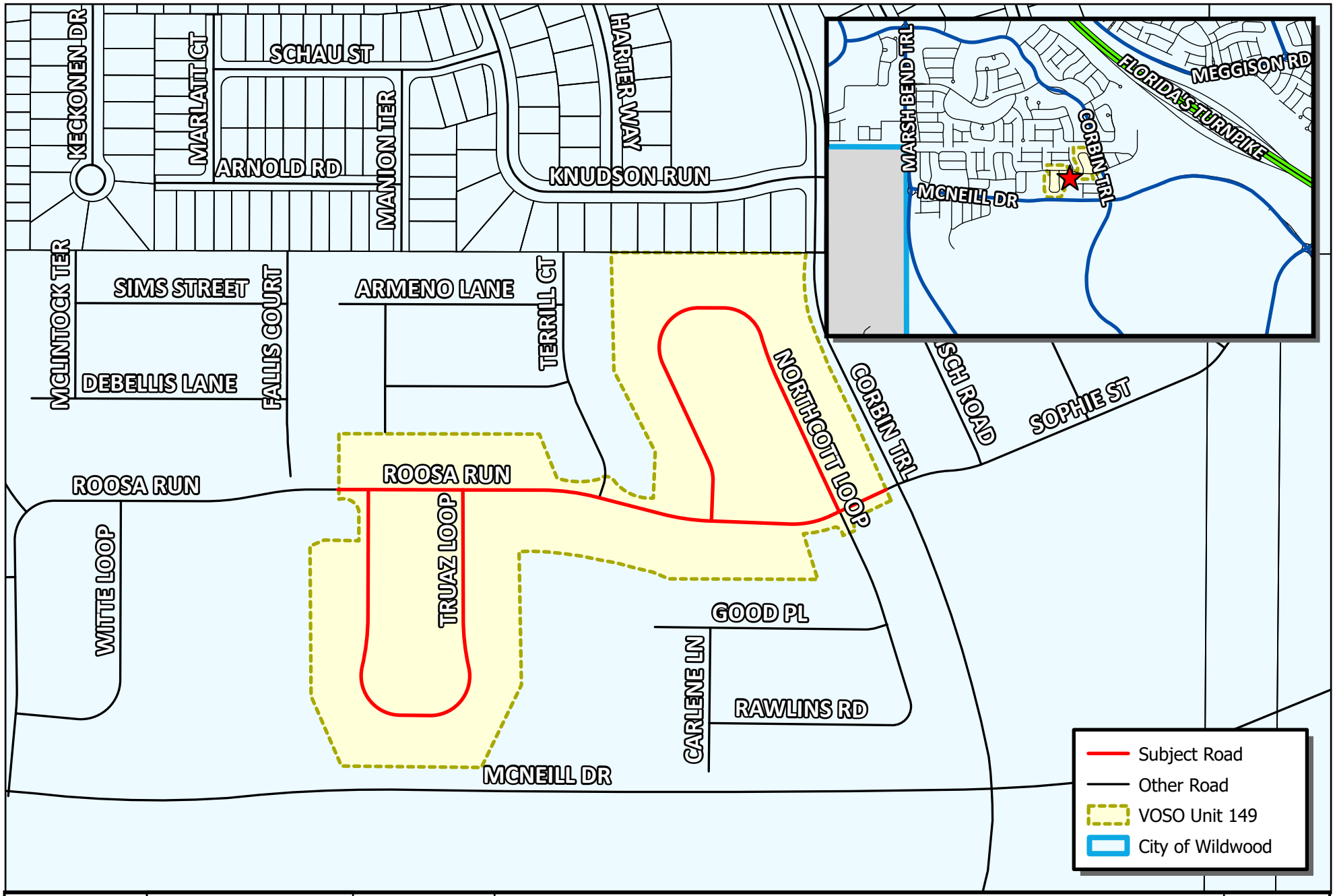
VOSO - UNIT 148 FINAL PLAT

PLAT 2403-002

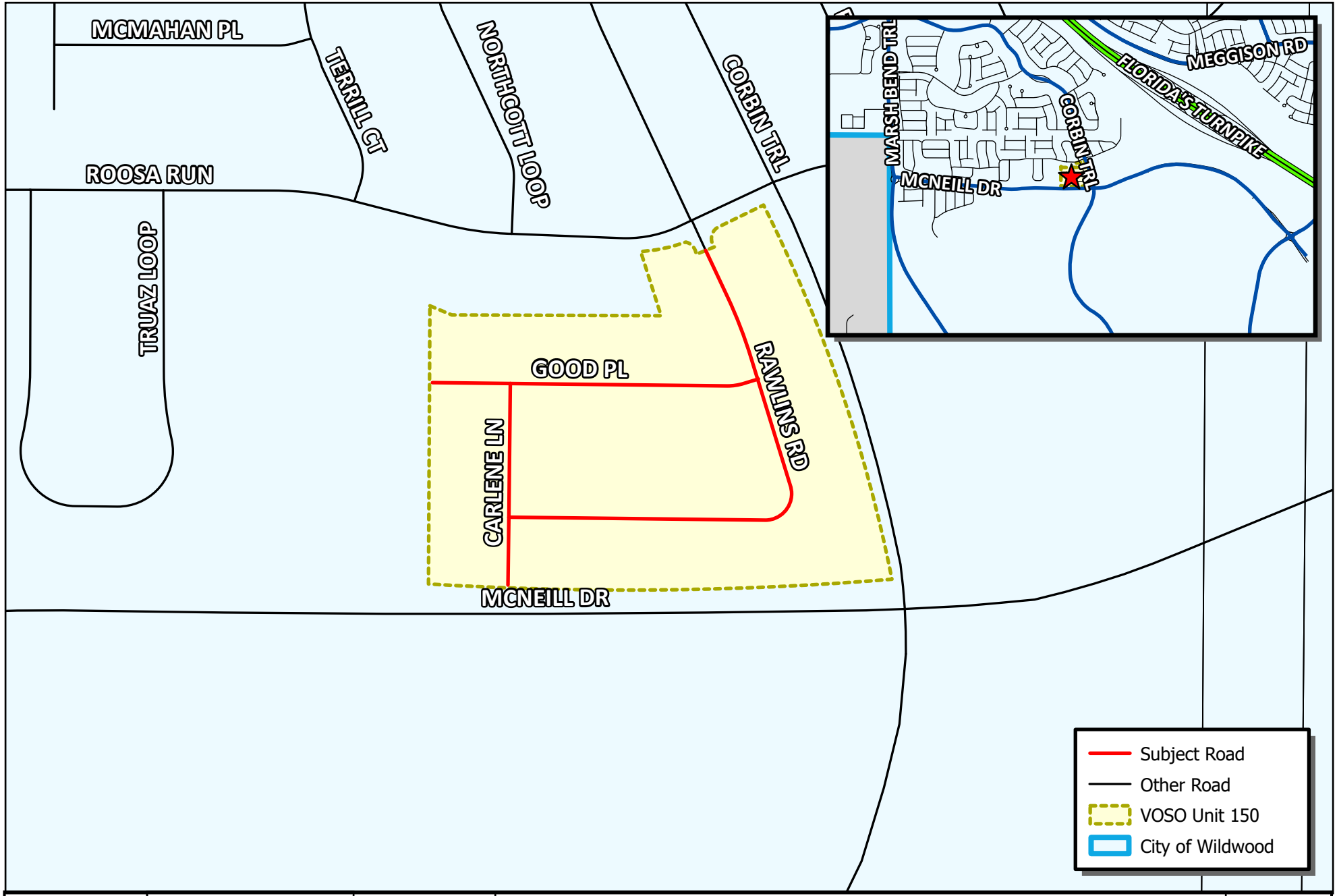
MAP 1AV

LOCATION MAP

AUG 2024



WILDWOOD FLORIDA EST. 1877	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		RIGHT OF WAY DEED **VOSO - UNIT 149 FINAL PLAT** PLAT 2404-002	**MAP 1AV** **LOCATION MAP** **AUG 2024**



WILDWOOD FLORIDA EST. 1877	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov		RIGHT OF WAY DEED **VOSO - UNIT 150 FINAL PLAT** PLAT 2404-003	**MAP 1AV** **LOCATION MAP** **AUG 2024**

Office of General Counsel
Erick D. Langenbrunner, Esq.
(352) 753-6612

August 13, 2024

VIA FEDEX OVERNIGHT DELIVERY

City of Wildwood
Attn: Ms. Melanie Strickland, AICP, CPM
Development Services Director
100 N. Main Street
Wildwood, Florida 34785

RE: Right-of-Way Deed for Villages of Southern Oaks Unit Nos. 148, 149, and 150

Dear Ms. Strickland:

Enclosed please find the **original executed** Right-of-Way Deed ("Deed") from Village Community Development District No. 15 ("District") to City of Wildwood ("COW") for acceptance by COW and recording for the following:

All roadways located within **Villages of Southern Oaks Unit No. 148**, per the Plat recorded in Plat Book 21, Pages 31 and 31A, inclusive, Public Records of Sumter County, Florida.

All roadways located within **Villages of Southern Oaks Unit No. 149**, per the Plat recorded in Plat Book 21, Pages 32, 32A through 32C, inclusive, Public Records of Sumter County, Florida.

All roadways located within **Villages of Southern Oaks Unit No. 150**, per the Plat recorded in Plat Book 21, Pages 33 and 33A, inclusive, Public Records of Sumter County, Florida.

For convenience, enclosed is a copy of the recorded Quitclaim Deed from The Villages Development Company, LLC conveying the roadways to the District. Also enclosed is our

check for the recording charges. Once recorded, please forward us a copy when available. If you have any questions, please give us a call.

Sincerely,

Zoey Devine, Paralegal to
Erick D. Langenbrunner, Esq.

Enclosures

cc: Ashley Hunt, Esq. (w/enclosures)
(via email: Ashley@huntlawpa.com)

Silas Daniel (w/enclosures)
(via email: sdaniel@wildwood-fl.gov)

Jessica Barnes, City Clerk (w/enclosures)
(via email: jbarnes@wildwood-fl.gov)

Wendy Then, AICP, CFM (w/enclosures)
(via email: wthen@wildwood-fl.gov)

This instrument prepared by:
Erick D. Langenbrunner, Esq.
3619 Kiessel Road
The Villages, Florida 32163

RETURN TO:
City of Wildwood
100 N. Main Street
Wildwood, Florida 34785

RIGHT-OF-WAY DEED

THIS INDENTURE, made effective this 8th day of August, 2024, by **VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15**, a local unit of special purpose government created pursuant to Chapter 190, Florida Statutes, as amended, whose post office address is 984 Old Mill Run, The Villages, Florida 32162 ("Grantor"), to **CITY OF WILDWOOD**, a Florida municipal corporation, whose post office address is 100 N. Main Street, Wildwood, Florida 34785 ("Grantee").

(Wherever the context so admits or requires, the terms "Grantor" and "Grantee" are used for singular and plural, and respectively refer to the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations)

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00), and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt of which is hereby acknowledged, has granted, bargained and sold to the Grantee, its successors or assigns forever, the following described land, situate, lying and being in Sumter County, Florida, to wit:

All roadways located within **Villages of Southern Oaks Unit No. 148**, per the Plat recorded in Plat Book 21, Pages 31 and 31A, inclusive, Public Records of Sumter County, Florida.

All roadways located within **Villages of Southern Oaks Unit No. 149**, per the Plat recorded in Plat Book 21, Pages 32, 32A through 32C, inclusive, Public Records of Sumter County, Florida.

All roadways located within **Villages of Southern Oaks Unit No. 150**, per the Plat recorded in Plat Book 21, Pages 33 and 33A, inclusive, Public Records of Sumter County, Florida.

Grantor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whosoever, **reserving unto Grantor**, its successors and assigns, perpetual easements under and upon the unpaved areas of such roadways, including and not limited to islands and cul-de-sacs located within the roadways, if any.

GRANTEE, BY ACCEPTANCE OF THIS RIGHT-OF-WAY DEED, AGREES TO PERPETUALLY MAINTAIN THESE ROADWAYS BEGINNING ON THE DATE THAT IS TWO (2) YEARS AFTER THE DATE THAT THE CITY OF WILDWOOD ENGINEER HAS CERTIFIED THAT CONSTRUCTION OF SUCH ROADWAYS HAS BEEN COMPLETED.

IN WITNESS WHEREOF, the Grantor has signed and sealed these presents the day and year first above written.

ATTEST:

Kenneth C. Blocker, District Manager
Address: 984 Old Mill Run
The Villages, Florida 32162

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

Spencer R. Novak, Chair, Board of Supervisors

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this 8th day of August, 2024, by Spencer R. Novak, as Chair, Board of Supervisors, of and on behalf of Village Community Development District No. 15, for the purposes expressed herein, who is personally known to me.

Notary Public – State of Florida
Print Name: Candice Harris
Commission Number:
Commission Expires:

CANDICE HARRIS
Notary Public - State of Florida
Commission # HH 254557
My Comm. Expires Apr 18, 2026
Bonded through National Notary Assn.

19.20
2 copy
21.20

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202460025705 Date: 06/27/2024 Time: 9:14AM
Page 1 of 2 B: 4673 P: 760 By: MC
Doc Stamp-Deed: 0.70

PREPARED BY/RETURN TO:
Erick D. Langenbrunner, Esq.
3619 Kiessel Road
The Villages, Florida 32163

QUITCLAIM DEED

THIS QUITCLAIM DEED, executed this 24th day of June, 2024, by **THE VILLAGES DEVELOPMENT COMPANY, LLC**, a Florida limited liability company, whose post office address is 3619 Kiessel Road, The Villages, Florida 32163 ("Grantor"), to **VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15**, a local unit of special purpose government created pursuant to Chapter 190, Florida Statutes, as amended, whose post office address is 984 Old Mill Run, The Villages, Florida 32162 ("Grantee"):

(Wherever used herein, the terms "Grantor" and "Grantee" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

WITNESSETH, that Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00), in hand paid by Grantee, the receipt whereof is hereby acknowledged, does hereby remise, release and quitclaim unto Grantee forever, all the right, title, interest, claim and demand which Grantor has in and to the following described lot, piece or parcel of land, situate, lying and being in the County of Sumter, State of Florida, to-wit:

All roadways and Tracts A, B, C, D, and E of **Villages of Southern Oaks Unit No. 148**, per the Plat recorded in Plat Book 21, Pages 31 and 31A, inclusive, Public Records of Sumter County, Florida.

All roadways and Tracts A, B, and C of **Villages of Southern Oaks Unit No. 149**, per the Plat recorded in Plat Book 21, Pages 32, 32A through 32C, inclusive, Public Records of Sumter County, Florida.

All roadways and Tracts A, B, C, and D of **Villages of Southern Oaks Unit No. 150**, per the Plat recorded in Plat Book 21, Pages 33 and 33A, inclusive, Public Records of Sumter County, Florida.

Reserving therefrom unto Grantor and its assigns, and each of their successors, tenants and invitees, all easements, rights, and other privileges reserved by Grantor on the Plats referenced above (the "Plats"), and **subject to** all restrictions imposed against such lands on the Plats.

This Quitclaim Deed is given for the purpose of conforming the real property records of Sumter County to the Plat Book records.

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien equity and claim whatsoever of Grantor, either in law or in equity, to the only proper use, benefit and behoof of Grantee forever.

IN WITNESS WHEREOF, Grantor has signed and sealed these presents the day and year first above written.

WITNESSES:

Print Name: Zoey Devine
Address: 3619 Kiessel Road
The Villages, Florida 32163

Print Name: Amy L. Young
Address: 3619 Kiessel Road
The Villages, Florida 32163

THE VILLAGES DEVELOPMENT COMPANY, LLC, a Florida limited liability company

BY: VDC Manager, LLC,
a Florida limited liability company,
its Manager

By: _____
Martin L. Dzuro, Manager

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 24th day of June, 2024, by Martin L. Dzuro, as Manager of, and on behalf of VDC Manager, LLC, a Florida limited liability company, the Manager of The Villages Development Company, LLC, a Florida limited liability company, who is personally known to me.

Notary Public – State of Florida
Print Name: Zoey Devine
My Commission Expires: _____
My Commission Number: _____

ZOEY DEVINE
Commission # HH 390980
Expires June 25, 2027

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Villages of Southern Oaks Right-of-Way Deeds Unit No. 236**

REQUESTED ACTION: Staff recommends acceptance of deeds pursuant to the established roadway transfer procedures.

CONTRACT:

BUDGET IMPACT:

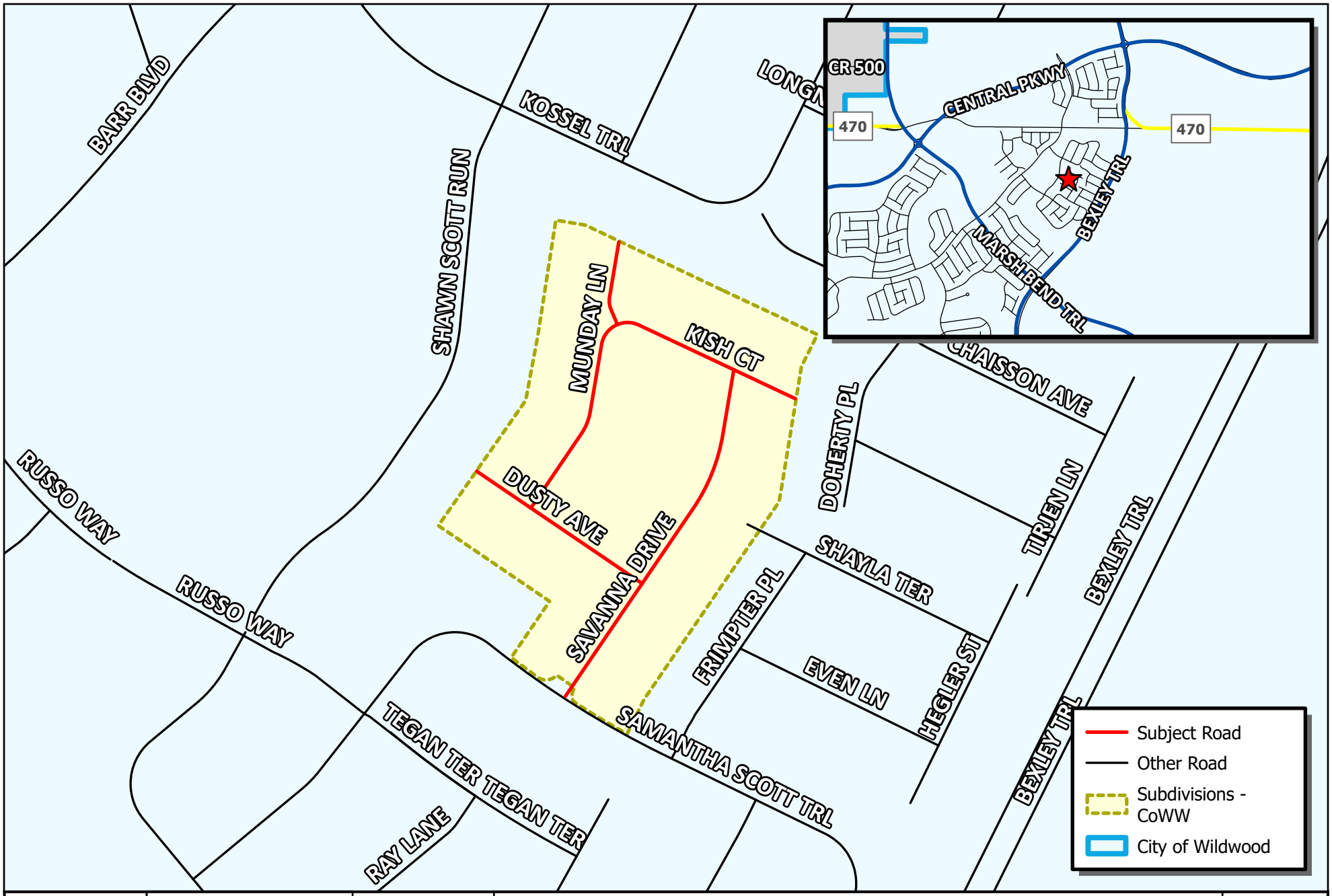
HISTORY/FACTS/ISSUES:

The city has been granted the following right-of-way for ownership. The Villages Community Development District No.15 will maintain the right-of-way until the two-year maintenance period has expired, and the City Engineer has certified completion of construction. Upon completion of the two-year maintenance period, maintenance responsibilities will be granted to the city for all the road right-of-way within the following subdivision:

- Villages of Southern Oaks Unit No. 236

DATED: 8/20/2024

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

RIGHT OF WAY DEED

VOSO - UNIT 236 FINAL PLAT

PLAT 2405-002

MAP 1AV

LOCATION MAP

AUG 2024

Office of General Counsel
Erick D. Langenbrunner, Esq.
(352) 753-6612

August 13, 2024

VIA FEDEX OVERNIGHT DELIVERY

City of Wildwood
Attn: Ms. Melanie Strickland, AICP, CPM
Development Services Director
100 N. Main Street
Wildwood, Florida 34785

RE: Right-of-Way Deed for Villages of Southern Oaks Unit No. 236

Dear Ms. Strickland:

Enclosed please find the **original executed** Right-of-Way Deed ("Deed") from Village Community Development District No. 15 ("District") to City of Wildwood ("COW") for acceptance by COW and recording for the following:

> All roadways located within **Villages of Southern Oaks Unit No. 236**, per the Plat recorded in Plat Book 21, Pages 37 and 37A, inclusive, Public Records of Sumter County, Florida.

For convenience, enclosed is a copy of the recorded Quitclaim Deed from The Villages Development Company, LLC conveying the roadways to the District. Also enclosed is our check for the recording charges. Once recorded, please forward us a copy when available. If you have any questions, please give us a call.

Sincerely,

Zoey Devine, Paralegal to
Erick D. Langenbrunner, Esq.

Enclosures

cc: Ashley Hunt, Esq. (w/enclosures)
(via email: Ashley@huntlawpa.com)

Silas Daniel (w/enclosures)
(via email: sdaniel@wildwood-fl.gov)

Jessica Barnes, City Clerk (w/enclosures)
(via email: jbarnes@wildwood-fl.gov)

Wendy Then, AICP, CFM (w/enclosures)
(via email: wthen@wildwood-fl.gov)

This instrument prepared by:
Erick D. Langenbrunner, Esq.
3619 Kiessel Road
The Villages, Florida 32163

RETURN TO:
City of Wildwood
100 N. Main Street
Wildwood, Florida 34785

RIGHT-OF-WAY DEED

THIS INDENTURE, made effective this 8th day of August, 2024, by **VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15**, a local unit of special purpose government created pursuant to Chapter 190, Florida Statutes, as amended, whose post office address is 984 Old Mill Run, The Villages, Florida 32162 ("Grantor"), to **CITY OF WILDWOOD**, a Florida municipal corporation, whose post office address is 100 N. Main Street, Wildwood, Florida 34785 ("Grantee").

(Wherever the context so admits or requires, the terms "Grantor" and "Grantee" are used for singular and plural, and respectively refer to the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations)

WITNESSETH, that Grantor, for and in consideration of the sum of Ten and No/100 Dollars ($10.00), and other good and valuable consideration to Grantor in hand paid by Grantee, the receipt of which is hereby acknowledged, has granted, bargained and sold to the Grantee, its successors or assigns forever, the following described land, situate, lying and being in Sumter County, Florida, to wit:

All roadways located within **Villages of Southern Oaks Unit No. 236**, per the Plat recorded in Plat Book 21, Pages 37 and 37A, inclusive, Public Records of Sumter County, Florida.

Grantor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whosoever, **reserving unto Grantor**, its successors and assigns, perpetual easements under and upon the unpaved areas of such roadways, including and not limited to islands and cul-de-sacs located within the roadways, if any.

GRANTEE, BY ACCEPTANCE OF THIS RIGHT-OF-WAY DEED, AGREES TO PERPETUALLY MAINTAIN THESE ROADWAYS BEGINNING ON THE DATE THAT IS TWO (2) YEARS AFTER THE DATE THAT THE CITY OF WILDWOOD ENGINEER HAS CERTIFIED THAT CONSTRUCTION OF SUCH ROADWAYS HAS BEEN COMPLETED.

IN WITNESS WHEREOF, the Grantor has signed and sealed these presents the day and year first above written.

ATTEST:

Kenneth C. Blocker, District Manager
Address: 984 Old Mill Run
The Villages, Florida 32162

VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15

Spencer R. Novak, Chair, Board of Supervisors

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 6th day of August, 2024, by Spencer R. Novak, as Chair, Board of Supervisors, of and on behalf of Village Community Development District No. 15, for the purposes expressed herein, who is personally known to me.

Candice Harris
Notary Public – State of Florida
Print Name: Candice Harris
Commission Number:
Commission Expires:

CANDICE HARRIS
Notary Public - State of Florida
Commission # HH 254557
My Comm. Expires Apr 18, 2026
Bonded through National Notary Assn.

copy 2.00
Rec. 18.50
DOC. 0.70
21.20

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202460028926 Date: 07/22/2024 Time: 9:40AM
Page 1 of 2 B: 4686 P: 493 By: BO
Doc Stamp-Deed: 0.70

PREPARED BY/RETURN TO:
Erick D. Langenbrunner, Esq.
3619 Kiessel Road
The Villages, Florida 32163

QUITCLAIM DEED

THIS QUITCLAIM DEED, executed this 17th day of July, 2024, by **THE VILLAGES DEVELOPMENT COMPANY, LLC**, a Florida limited liability company, whose post office address is 3619 Kiessel Road, The Villages, Florida 32163 ("Grantor"), to **VILLAGE COMMUNITY DEVELOPMENT DISTRICT NO. 15**, a local unit of special purpose government created pursuant to Chapter 190, Florida Statutes, as amended, whose post office address is 984 Old Mill Run, The Villages, Florida 32162 ("Grantee"):

(Wherever used herein, the terms "Grantor" and "Grantee" shall include singular and plural, heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, wherever the context so admits or requires.)

WITNESSETH, that Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00), in hand paid by Grantee, the receipt whereof is hereby acknowledged, does hereby remise, release and quitclaim unto Grantee forever, all the right, title, interest, claim and demand which Grantor has in and to the following described lot, piece or parcel of land, situate, lying and being in the County of Sumter, State of Florida, to-wit:

All roadways and Tracts A, B, and C of **Villages of Southern Oaks Unit No. 236**, per the Plat recorded in Plat Book 21, Pages 37 and 37A, inclusive, Public Records of Sumter County, Florida.

Reserving therefrom unto Grantor and its assigns, and each of their successors, tenants and invitees, all easements, rights, and other privileges reserved by Grantor on the Plat referenced above (the "Plat"), and **subject to** all restrictions imposed against such lands on the Plat.

This Quitclaim Deed is given for the purpose of conforming the real property records of Sumter County to the Plat Book records.

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien equity and claim whatsoever of Grantor, either in law or in equity, to the only proper use, benefit and behoof of Grantee forever.

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202460028926 Date: 07/22/2024 Time: 9:40AM
Page 2 of 2 B: 4686 P: 494 By: BO
Doc Stamp-Deed: 0.70

IN WITNESS WHEREOF, Grantor has signed and sealed these presents the day and year first above written.

WITNESSES:

Print Name: Zoey Devine
Address: 3619 Kiessel Road
The Villages, Florida 32163

Print Name: Rosemary Karpovich
Address: 3619 Kiessel Road
The Villages, Florida 32163

THE VILLAGES DEVELOPMENT COMPANY, LLC, a Florida limited liability company

BY: VDC Manager, LLC,
a Florida limited liability company,
its Manager

By: _____
Martin L. Dzuro, Manager

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization this 17th day of July, 2024, by Martin L. Dzuro, as Manager of, and on behalf of VDC Manager, LLC, a Florida limited liability company, the Manager of The Villages Development Company, LLC, a Florida limited liability company, who is personally known to me.

Notary Public – State of Florida
Print Name: Zoey Devine
My Commission Expires: _____
My Commission Number: _____

ZOEY DEVINE
Commission # HH 390980
Expires June 25, 2027

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2405-001 7202 Marsh Bend Trail**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	AN 2405-001 7202 Marsh Bend Trail
Owner/Applicant(s)	WGS Properties, LLC
Acreage	7.121 +/-
Property Location	The subject property is generally located west along Marsh Bend Trail approximately 0.13 miles north of E C 470.
Parcel(s)	K09A010
Date	August 16, 2024

The applicant has submitted a voluntary annexation application for parcel K09A010. Annexation into the City is appropriate because the property is contiguous to the City limits and is within the City's Joint Planning Area with Sumter County, which allows for voluntary annexations within the planning area that would otherwise not be permissible under statute due to the creation of a "pocket" or "enclave."

Parcel K09A010 will be combined with parcel K10-006 for future commercial development. A water main is located approximately 438 feet north of parcel K09A010. There is no sanitary sewer within 1,000 feet of the parcel. The applicant will work with the City's utilities department to connect to water services. Should sewer services become available to the parcel, capacity will need to be verified at that time.

Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-46

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 7.121 ACRES LOCATED APPROXIMATELY 0.14 MILES NORTH OF E C 470, WEST ALONG MARSH BEND TRAIL, IN SECTION 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST WHICH IS CONTIGUOUS TO THE CITY'S MUNICIPAL BOUNDARY 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 owner of the following described real property, which is approximately 0.14 miles north of E C 470, west along Marsh Bend Trail, 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 WGS Properties, LLC, is more particularly described as follows:

K09A010
WGS Properties, LLC
7.121 +/-

LEGAL DESCRIPTION

LOT 10, INDIAN OAKS, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 53, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LESS ROAD RIGHT-OF-WAY.

PARCEL IDENTIFICATION NUMBER K09A010

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 is 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

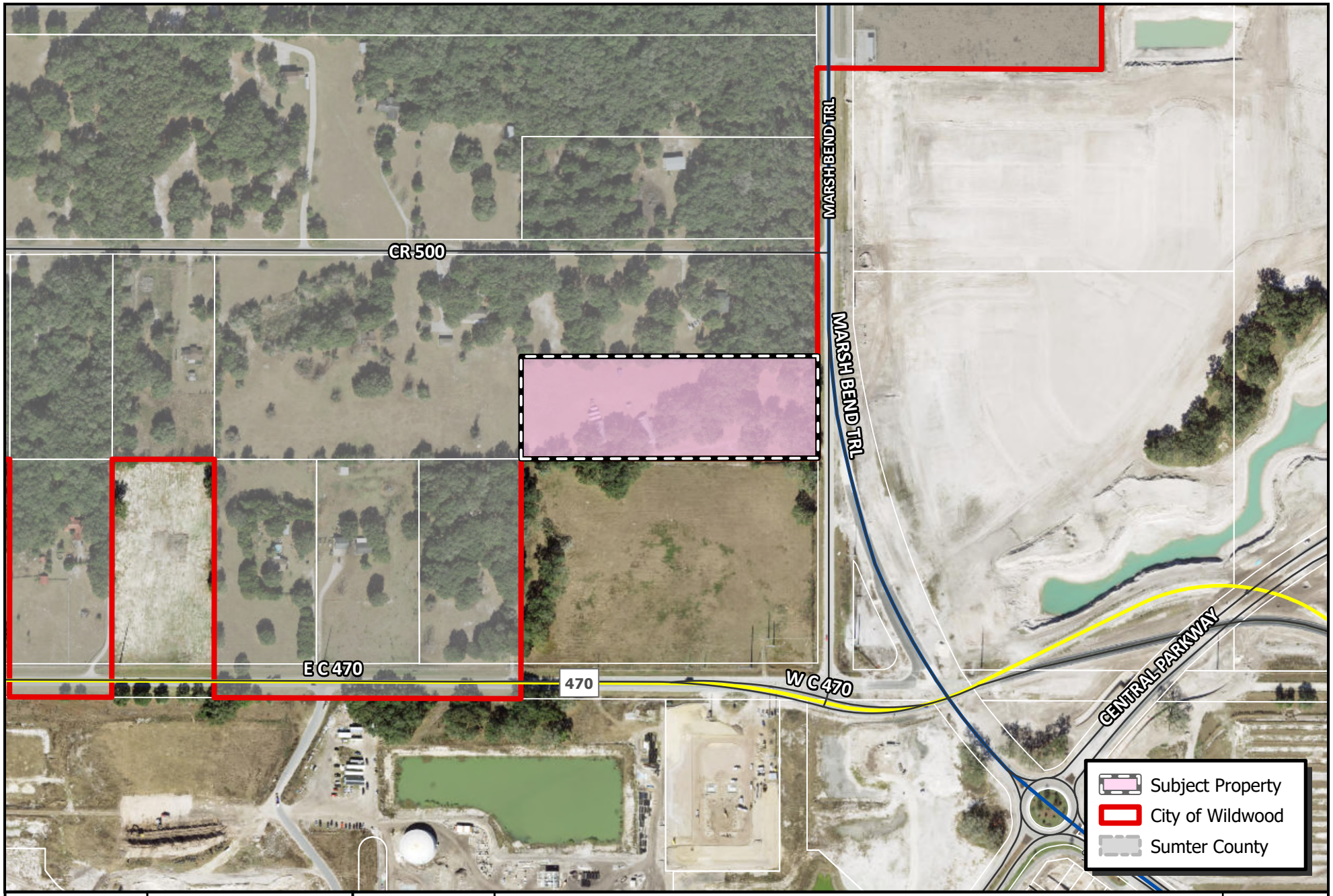
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
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N
US Feet
0 90 180 360

AN 2405-001

7202 MARSH BEND TRAIL

PARCEL K09A010

MAP 1B

LOCATION MAP

MAY 2024

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-46

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This 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.

[1] See Section 166.041(4)(c), Florida Statutes.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CP 2402-003 Wildwood Oaks**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with compliance of Sumter County TIA improvements.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2402-003 Wildwood Oaks
Ordinance Number	O2024-47
Owner(s)	Wildwood Assembly of God, Inc
Applicant(s)	BluRock Development, LLC
Property Location	The subject property is generally located approximately 0.33 miles west of the Powell Rd and C 466A intersection, with southern access along C 466A/Cleveland Ave.
Parcel(s)	G05-183
Date	August 19, 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 Institutional (City) to Central Mixed Use (City) for the parcel listed above on 4.681 acres MOL. This request is accompanied by a rezoning request RZ 2402-003 (O2024-48).

ANALYSIS: The applicant is requesting a future land use of Central Mixed Use. The maximum development scenario is 70 dwelling units at 15 units per acre or 152,960 square feet of commercial use at 0.75 FAR. Within Policy 1.1.1.b., projects less than 10 acres in size may be developed as a single use. The project will be developed as commercial. The increase of FAR from the current land use of Institutional (0.6 FAR at 122,342 square feet) will increase the buildable area an additional 30,568 square feet. The commercial use will allow an automobile service shop, a quick-service restaurant, and a future medical office that is being proposed. The applicant believes the proposed amendment should be granted based on the following criteria found in Land Development Regulations (LDR) §1.7(D).

(1) Justification of the proposed amendment has been adequately presented:
The applicant has submitted justification to the City of Wildwood for the proposed request to change the future land use from Institutional (City) to Central Mixed Use (City), as supported

in the 2050 Comprehensive Plan. Policy 1.1.1.b. The proposed land use amendment is intended to accommodate a mix of residential and non-residential uses, but the project is on 4.681 acres and projects less than 10 acres in size may be developed as a single use. This project will be developed as commercial.

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

The applicant finds the proposed amendment is not inconsistent with the goals, objectives, and policies of the comprehensive plan, with the proposed land use change from Institutional (City) to Central Mixed Use (City). Policy 1.1.1.b. The proposed land use amendment is intended to accommodate a mix of residential and non-residential uses with an FAR of 0.75. The project is on 4.681 acres and projects less than 10 acres in size may be developed as a single use according to Policy 1.1.1.b. This project is also 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."

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

The applicant finds the amendment is not considered urban sprawl, and it does not exemplify an energy inefficient land use pattern. The subject property is located on the south side of Cleveland Ave/CR 466A, approximately 0.33 miles west of Powell Rd within the Downtown Design District. Per Policy 1.2.8., The City shall encourage all new developments to cultivate a more sustainable land development pattern by maintaining compatibility with adjacent land uses using design standards, limitations on light intrusion on surrounding properties, and buffering while also directing the growth towards areas planned for urban development, thus preventing the spread of urban sprawl. As the existing mix of land use designations are Central Mixed Use (CMU), Institutional (IN), Commercial (COM), and Medium Density Residential (MDR), an addition of Central Mixed Use (CMU) would conform with Objective 1.2 of the Comprehensive Plan. Objective 1.2., states "The City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern." The proposed development directly combats urban sprawl by focusing on maximizing existing space for compact development, providing a more efficient land use in the area.

(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 survey was conducted by the Atlantic Ecological Services in May 2023. This environmental assessment was conducted prior to the existence of parcel G05-183, when it was still apart of parcel G05-125. Parcel G05-183 falls within the Church (FLUCCS 172) and Improved Pasture (FLUCCS 211) uplands habitats. The vegetation within this parcel includes, Bahia and Blackberry grass, Live Oaks, Saw Palmetto, and American Beautyberry. Tree Mitigation requirements will be analyzed during the site plan stage. Per the survey, no endangered listed species were observed on the site. Although no endangered species were observed, the subject property provides suitable habitat for the gopher tortoise and a subsequent survey should be completed prior to construction.

(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: The property has access off of Cleveland Ave/C 466A. A Transportation Impact Analysis (TIA) was conducted by Kittelson and associates in July 2024. The applicant has received an accepted TIA by Sumter County's Public Works department with conditions. The project is projected to produce 2,644 daily trips with 149 am peak hour trips and 183 pm peak hour trips. The analysis indicated that the intersection of CR 466A and US 301 and CR 466A and Powell Rd/E C 462 both operate as a LOS E or worse in at least one peak hour period. At project buildout, anticipated the year 2028, intersection improvements will need to be made. The improvement at the CR 466A and US 301 will consist of the addition of an exclusive northbound right turn lane. This improvement will require FDOT approval within the US 301 right-of-way. The improvements at the CR 466A and Powell Rd/ E C 462 intersection will consist of an addition of a second northbound left turn lane and an addition of an exclusive southbound right turn lane. These improvements will require Sumter County approval within the right-of-way. It is noted as an approval condition that the developer is responsible for constructing all proposed improvements and the proposed improvements shall be constructed within the existing right-of-way; if deemed impossible, alternative improvements shall be explored.

Potable Water & Sewer: Water and sewer services are available to the subject property. There is an existing 10" water main on the south side of Cleveland Ave/ C 466A and a 4" force main on the north side of Cleveland Ave/C 466A. The applicant/owner will work with the City's Utility Department for utility connections. A right-of-way permit will be needed from Sumter County's Public Works Department for a directional drill or jack and bore across Cleveland Ave/C 466A. Based on the most recent analysis of utility capacity, ERUs for vacant parcels within the City's limit were calculated based on the current zoning using the maximum FAR. Although the projected zoning will increase the FAR from 0.6 (INS) to 0.75 (CMU), the projected number of ERUs for the proposed project will not exceed the current INS zoning maximum (0.6 FAR) that was calculated during the utility capacity analysis. Although the capacity in the wastewater treatment facility was analyzed, capacity within the 10" water main and 4" force main will need to be verified. 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 applicant/owner will provide a utility easement to the City of Wildwood running north and south on a portion of the parcel for a reuse line.

Schools: The future land use could generate a total of 20 school-aged children at the maximum scenario, but the property will be used as a single use commercial development, no school-aged children will be generated.

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-47 to be forwarded to the City Commission with the condition of compliance with County TIA required improvements. Final Hearing.

Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-47

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:

G05-183
Wildwood Assembly of God, Inc
4.681 +/-

LEGAL DESCRIPTION:

A PORTION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH 1/4 CORNER OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN THENCE S00°01'23"E ALONG THE NORTH-SOUTH CENTER SECTION LINE OF SAID SECTION 5, A DISTANCE OF 3318.26 FEET TO THE SOUTHWEST CORNER OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2767, PAGE 686, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE S89°56'42"E ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 662.97 FEET TO THE SOUTHEAST CORNER OF SAID LANDS, SAID POINT BEING ON THE MONUMENTED WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 5, FOR A POINT OF BEGINNING; THENCE N00°00'34"W ALONG SAID WEST LINE, A DISTANCE OF 579.60 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CLEVELAND AVENUE, PER OFFICIAL RECORDS BOOK OF 2979, PAGE 156, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, SAID POINT BEING NON-TANGENT ON A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 22978.00 FEET, A CHORD BEARING OF S89°15'17"E, A CHORD DISTANCE OF 263.79 FEET, RUN THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°39'28", A DISTANCE OF 263.79 FEET; THENCE S00°00'34"E A DISTANCE OF 314.77 FEET; THENCE N89°59'26"E A

DISTANCE OF 84.50 FEET; THENCE S00°00'34"E A DISTANCE OF 345.97 FEET; THENCE S89°59'26"W A DISTANCE OF 348.26 FEET TO A POINT ON THE MONUMENTED WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST; THENCE N00°00'34"W ALONG SAID WEST LINE, A DISTANCE OF 84.61 FEET TO THE POINT OF BEGINNING.

CONTAINS 203,905 SQUARE FEET OR 4.681 ACRES MORE OR LESS.

This property is to be reclassified from Institutional (City) to Central Mixed Use (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

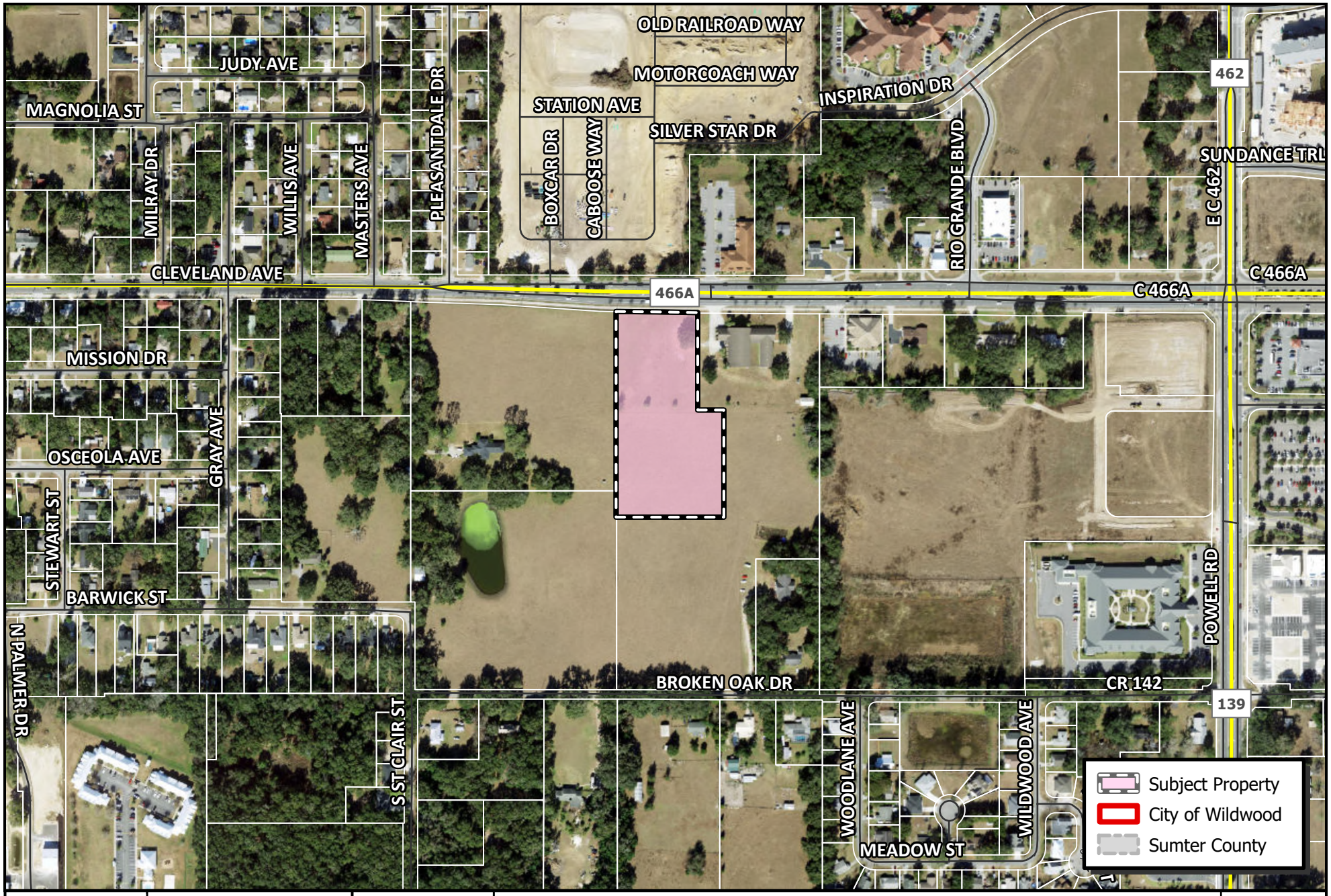
First Reading: _____

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

N

US Feet
0 90 180 360

CP 2402-003

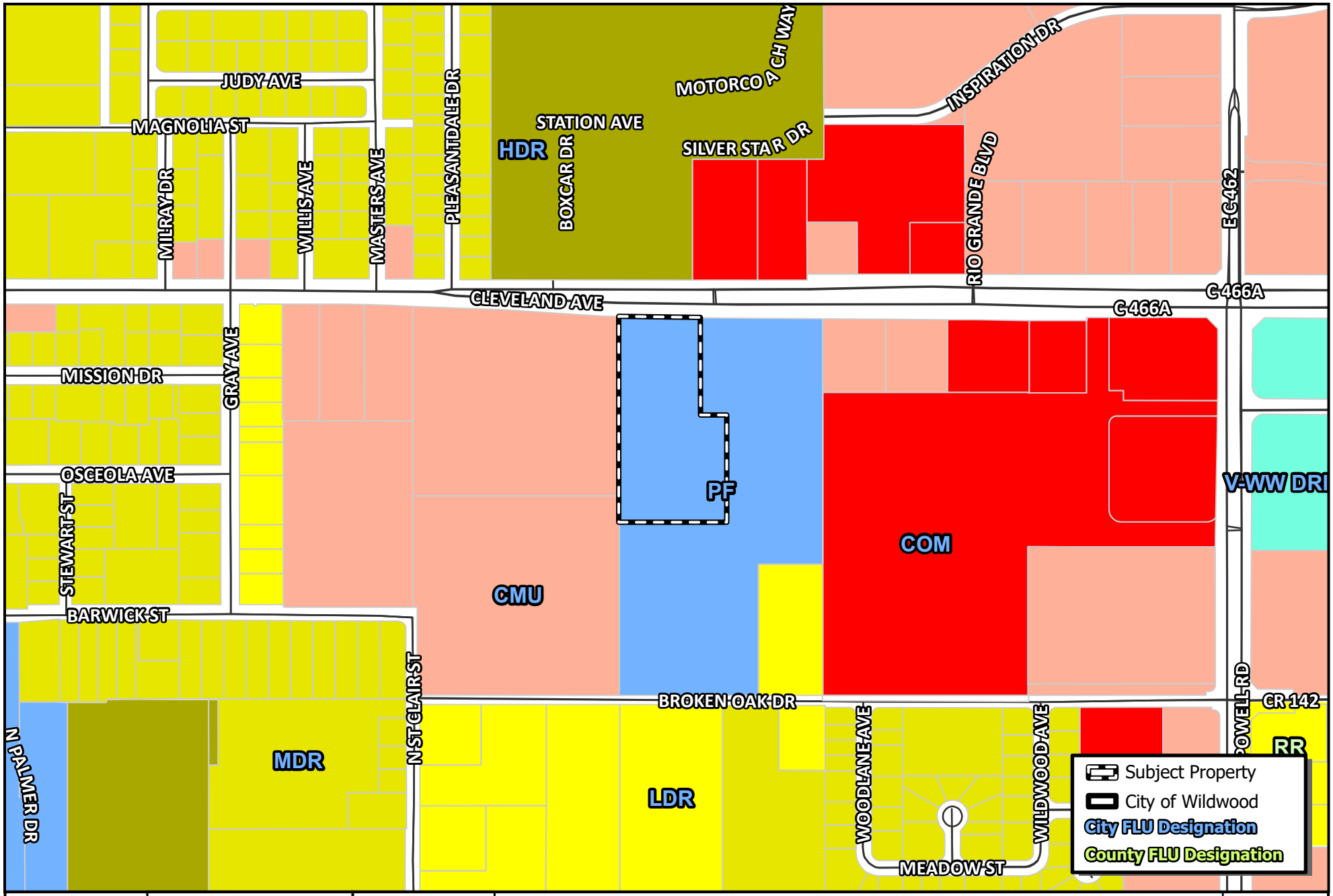
WILDWOOD OAKS

PARCEL G05-183

MAP 1B

LOCATION MAP

MAR 2024



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N

US Feet
0 90 180 360

CP 2402-003

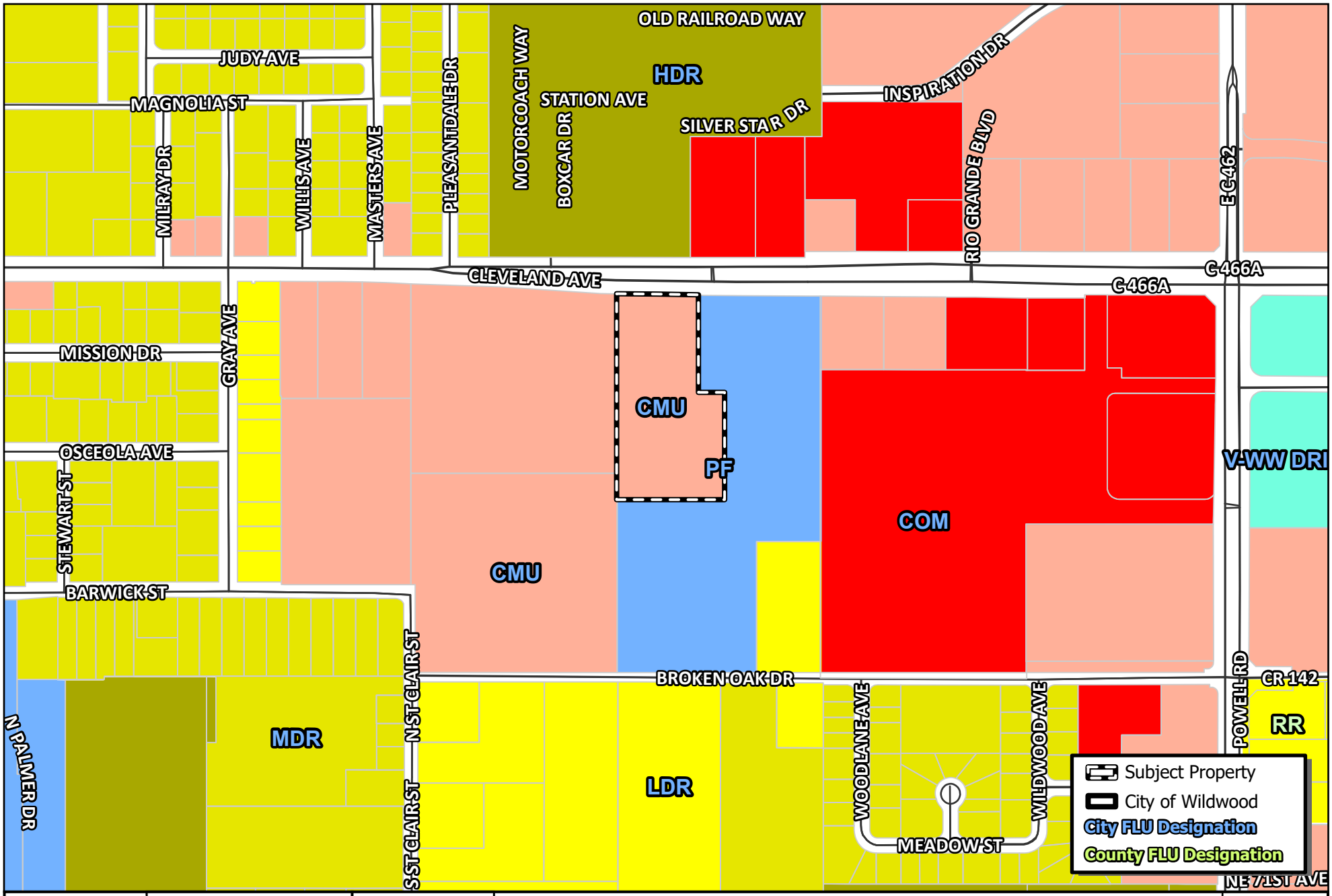
WILDWOOD OAKS

PARCEL G05-183

MAP 2A

EXISTING LAND USE

FEB 2024



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N
US Feet
0 90 180 360

CP 2402-003

WILDWOOD OAKS

PARCEL G05-183

MAP 2B

PROPOSED LAND USE

FEB 2024

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-47

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This 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.

[1] See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, August 6, 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 Institutional (City) to Central Mixed Use (City) on 4.681 acres MOL. The subject property is generally located approximately 0.33 miles west of the Powell Rd and C 466A intersection, with southern access along C 466A/Cleveland Ave.

Case Number: CP 2402-003 Wildwood Oaks

Applicant(s): BluRock Development, LLC

Owner(s): Wildwood Assembly of God, Inc

Parcel(s): G05-183

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:

compliance with County TIA improvements

☐ recommends denial.

Dated: August 6, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

WILDWOOD
FLORIDA

Memorandum

To: Wildwood City Commission

From: Jason F. McHugh, AICP, CPM, City Manager

Date: May 15, 2024

Re: Wastewater Capacity

Dear Mayor and Commissioners:

Pursuant to F.S. 163.3180 (Concurrency) and Objective 4.1 of the City's Comprehensive Plan (Public Services Availability) Staff is required to monitor and forecast demands for public facilities and services including, but not limited to, potable water and sanitary sewer services. The regulations ensure adequate public facilities and services are available to meet forecasted demands from new development. Staff is also required to assess the capacity of these systems during Comprehensive Plan Amendment applications that are ultimately presented to the City Commission for consideration.

While the City's water system has plenty of capacity to meet the demands of future development, the wastewater treatment capacity requires more scrutiny. The City's wastewater treatment plants are permitted through the Florida Department of Environmental Protection (FDEP). The City's main wastewater treatment plant located at Industrial Drive has a permitted capacity of 3.55 MGD (million gallons per day). The City also owns and operates the wastewater treatment plant at Continental Country Club (CCC). The CCC plant solely serves CCC residents and treats approximately 160,000 GPD (gallons per day). The CCC plant requires major repairs and is planned to be decommissioned when practical. The City's contractor is wrapping up a multi-year capital project to decommission the CCC plant and redirect the flows to the City's main wastewater treatment plant.

The City has initiated the expansion of its wastewater treatment plant to meet forecasted wastewater demands. This multi-year project is being completed in phases and will incrementally increase the City's wastewater treatment capacity as certain milestones are reached within the

project. Upon completion of the design and execution of a construction contract, Staff anticipates the contractor will mobilize to begin the construction of Phases 1 and 2 in January 2025. The construction timeframe for Phases 1 and 2 is roughly 14-18 months and will be completed by June 2026. Once completed, the City will have a treatment capacity of 4 MGD. Staff anticipates the contractor will complete the final phase of the plant by March 2027, at which point the total treatment capacity at the wastewater plant will be 5.5 MGD.

The attached analysis demonstrates that the City will be close to reaching its wastewater capacity in the 2nd Quarter of 2026. This analysis forecasts demand from known developments. However, there are many factors to consider in this analysis including:

1) CCC Decommissioning: The analysis shows the CCC flows (160,000 GPD or 640 ERCs) being absorbed by the City's main treatment plant before completion of the construction of Phase 1 and 2 of the wastewater treatment plant.

2) Level of Service Standard: The City's Comprehensive Plan, Land Development Regulations, and Concurrency Management System establish a high level of service standard of 250 GPD of wastewater usage per Equivalent Residential Connection (ERC).

3) Build-For-Rent Housing: The City lacks real-time service demand data on this new housing product. The forecasted demand generated from the 1,200+ units of Build-For-Rent product may be too high.

I remain confident that the City will meet concurrency standards, stay ahead of the forecasted demands, and remain in compliance with our FDEP permit for all currently approved projects. However, we have reached a point where Staff will no longer be able to recommend approval on any new Comprehensive Plan amendment applications until we can ensure the public that our wastewater system has sufficient capacity to take on more demand.

Providing adequate infrastructure to meet the needs of our growing community remains a strategic goal for the City. Staff will continue to monitor our wastewater flows and will scrutinize demand over the next two years while the wastewater treatment plant project is finished. The concurrency analysis will be updated every quarter, and I will update the Commission as warranted.

New Known Development

Project	Units	ERCs	Type	Status	New ERC's 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Juliette Apartments	330	132	Apartments	Under construction		45	45		42																							
Wildwood Landing	101	51	Cottages	Under construction			10		10	10	10	11																				
Solamar	243	243	BFR	Under construction		50	50		50	50	43																					
Eden (fka Zora)	130	130	BFR	Under construction		30	30		30	30	10																					
Villas at Wildwood	192	192	BFR	Under construction		45	45		45	45	12																					
Wildwood Multifamily at Turkey Run	144	58	Apartments	Under review												40	18															
Twisted Oaks SFD	734	734	SFD	Under construction					10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Twisted Oaks Townhomes	248	149	SFA	Under construction					25	25	25	25		25	24																	
Twisted Oaks Multifamily	277	111	Apartments	Under construction					50	50	11																					
Townhomes at Powell	128	77	Townhomes	Under construction					25	25	27																					
Oxford BFR	154	154	BFR	Approved										25	25	25	25		25	25	4											
Highfield at Twisted Oaks	374	374	SFD	Under construction			15		10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
100 Oaks	411	411	SFD	Under review												15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Southern Waters Capital	323	129	Apartments	Under review															50	50	29											
Sumter Springs (County)	274	274	SFD/Multi-family	Under review															10	10	10	10		10	10	10	10		10	10	10	10	
Highland Homes (County)	532	532	SFD	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
The Keys at Wildwood I	190	190	BFR	Under construction					80	80	30																					
The Keys at Wildwood II	302	302	BFR	Under construction			25		50	50	50	50		50	27																	
Bellweather Multifamily	248	99	Apartments	Under construction			25		25	49																						
Cassablanca at Wildwood	54	32	Townhomes	Approved										24	8																	
Evolve Apartments	248	99	Apartments	Approved								25		25	25	24																
Wildwood Place PD	300	250	Multi-family	Under review												50	50		50	50	50											
Tillman Villas	180	180	SFD	Under review							15	15		15	15	15	15		15	15	15	15		15	15							
Commander's Pointe	638	255	Multifamily	Under review												25	25		50	50	50	50		5								
Oxford Crossings (Residential)	886	443	Mixed	Awaiting Submittal												25	25		25	25	25	25		25	25	25	25		25	25	25	25	
Townhomes at Peppertree (Blount)	144	86	Townhomes	Under review								25		25	25	11																
Tillman Oaks	160	160	SFA	Under review										25	25	25	25		25	25	10			10	10	10	10		10	10	10	10	
Mateo Oaks	164	164	SFD	Under review																10	10	10		10	10	10	10		10	10	10	10	
Boulder (CR 213/CR 44A)	312	250	Mixed	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
Wildwood III (CR 213/44A)	350	210	Mixed	Under review													10		25	25	25	25		25	25	25	25					
INFILL					5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5	
Subtotal	**8,771**	**6,471**			**5**	**175**	**250**	**430**	**457**	**439**	**258**	**176**	**1,330**	**269**	**229**	**310**	**263**	**1,071**	**345**	**355**	**298**	**205**	**1,203**	**170**	**165**	**150**	**150**	**635**	**125**	**125**	**125**	**125**	**500**

Existing Residential Developments (Additional Units)

Project	Units	ERCs	Type	Status	New ERCs 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Triumph South (Phase 2)	72	72	SFD	Active					5	5	5	5		5	5	5	5		5	5	5	5		5	5	2						
Simple Life Tiny Homes	134	134	Tiny Homes	Active	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5		5	5	5	5	
Beaumont	10	10	SFD	Active	2	2	2		2																							
Densan Park (Phase 1 & 2)	86	86	SFD	Active	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	6							
Grand Oaks Manor (Phase 1)	145	145	SFD	Dormant	0	0	0		2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5	
The Mark at Wildwood	105	87	Apartments	Active	25	25	12																									
Sundance Trails at Beaumont	300	250	Apartments	Active	50	50	50		50	50																						
The Wilds (Phase 2 & Phase 3)	218	87	Apartments	Active	25	25	25		12																							
Subtotal	**1,070**	**872**			**109**	**109**	**96**	**314**	**78**	**64**	**14**	**14**	**170**	**14**	**14**	**14**	**14**	**56**	**14**	**14**	**14**	**14**	**56**	**17**	**18**	**9**	**7**	**51**	**10**	**10**	**10**	**10**	**40**

ILF/ALF Developments

Project	ERCs		Status	New ERCs 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Parkview Independent Living Facility	134	74	Under review												35	39																
Trailwinds ALF	130	72	Under review							36	36																					
Subtotal	**264**	**145**		**0**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**72**	**0**	**0**	**35**	**39**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Non-Residential Developments			New ERCs 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	ERCs	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Burger-Fi	2	Constructed; Not open			2																										
Preston Place	14	Constructed; Partially open	2	2	2		2	2	2	2																					
Pearl Plaza	3	Under construction		3																											
House of Hope	6	Approved							6																						
Wildwood Professional Plaza	6	Under construction		3																											
Home Depot	45	Constructed; not open		45																											
HCA Trailwinds Hospital	88	Under review							88																						
Target	46	Under construction			46																										
Wildwood Storage	1	Approved		1																											
Ashley Furniture	19	Approved						19																							
VIP Garage	12	Approved			6		6																								
Ocala Eye	6	Under construction			6																										
Bethany Estates Medical Center	1	Under construction	1				1																								
Turkey Run Hotel	72	Under construction										36	36																		
Trailwinds Village Shoppes III	30	Under construction					5	5	5	5		5	5																		
Cave Vehicular Garage	13	Approved								13																					
Bigham Plaza	4	Under construction							4																						
Exalt Rehab Hospital	35	Under review										35																			
Mainstay Expansion	18	Under review							18																						
Freedom Fellowship Church	6	Under review						6																							
New Horizon Plaza	48	Approved					12	6	12	6		6	6																		
Oxford Overnight	73	Under review										35	38																		
Woodspring Suites	61	Approved										31	30																		
Betancur Othordontics	2	Approved											2																		
Stipes Gutters Office	1	Under construction		1																											
South Wildwood Industrial Park Lot 5A	1	Under review						1																							
Self Storage Wildwood	1	Approved		1																											
Chesterfield Villages Plaza Ph 2	8	Approved							8																						
Clevelend Health Center	7	Under review							7																						
Oxford Crossings Commercial	40	Awaiting Submittals										4	4	4	4		4	4	4	4		4	4								
CVC - ASC - Oxford Pointe	3	Under construction		3																											
Chipolte @ Signature Drove	5	Under review						5																							
Lucky U Cycles	3	Under construction							3																						
7 Eleven @ C-462	6	Under construction						6																							
Dentist Office - Oxford Professional Park	2	Under construction					2																								
The Railyard	43	Under review						22	21																						
Mister Car Wash	13	Under construction							13																						
A-1 Ready Mix Block Plant	1	Approved					1																								
Storage at Powell	1	Under construction							1																						
Cleveland Law Office	2	Under construction						2																							
Karparti Law	2	Under review								2																					
Premier Psychological	1	Under review								1																					
Werner Trucking (County)	20	Under review					10	10																							
Old Dominion Trucking (County)	20	Under construction										10	10																		
INFILL			5	5	5		5	5	5	5		5	5	5	5																
Subtotal	791		8	64	67	139	44	89	193	34	360	167	136	9	9	321	4	4	4	4	16	4	4	0	0	8	0	0	0	0	0

Total All Developments	New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
	122	348	413	883	579	592	501	260	1,932	450	379	368	325	1,522	363	373	316	223	1,275	191	187	159	157	694	135	135	135	135	540

City of Wildwood Wastewater Treatment Plant Flow Projections

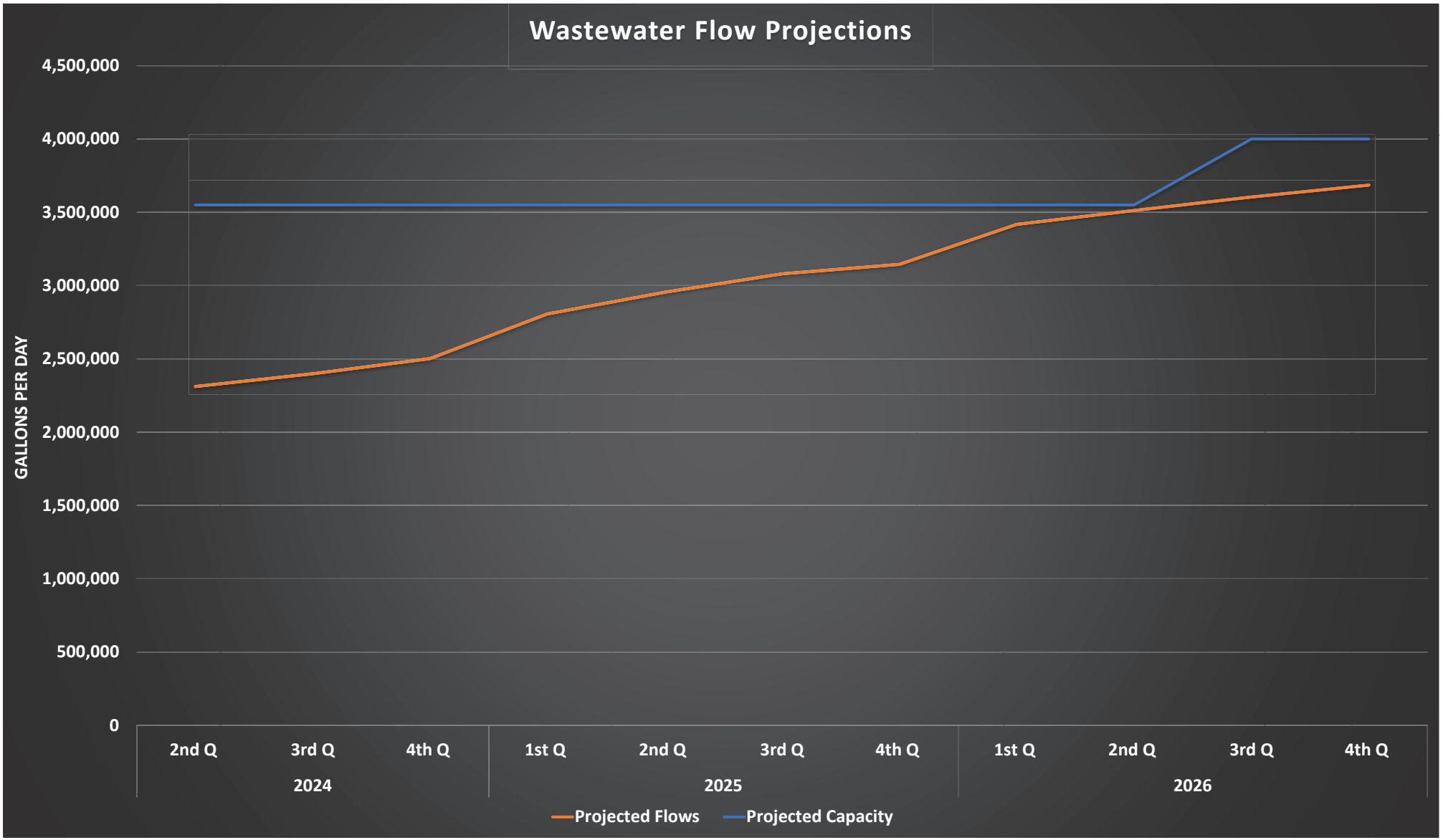
PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	47,750	46,750	39,750	39,250	33,750	33,750	33,750	33,750
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,051,750	4,098,500	4,138,250	4,177,500	4,211,250	4,245,000	4,278,750	4,312,500

Notes:
Continental Country Club flow (160,000 gpd) added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13												
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,238,500	1,151,500	1,048,250	743,500	595,500	470,250	405,250	132,750	38,000	396,000	314,750	224,000	1,630,750	1,551,750	1,496,000	1,448,250	1,401,500	1,361,750	1,322,500	1,288,750	1,255,000	1,221,250	1,187,500


Wastewater Flow Projections
4,500,000
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
GALLONS PER DAY
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
2024
2025
2026
Projected Flows
Projected Capacity

City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,054,000	4,104,000	4,154,000	4,204,000	4,254,000	4,304,000	4,354,000	4,404,000

Notes:
Continental Country Club WWTP (160,000 gpd) decommissioned and added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column13	Column14	Column15	Column16								
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

COMMITTED CAPACITY OUTSIDE OF KNOWN DEVELOPMENTS (GPD)	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250

Notes:
Capacity reserved through Developer's Agreement or Concurrency Reservation not accounted for in the flow projections

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,219,250	1,132,250	1,029,000	724,250	576,250	451,000	386,000	113,500	18,750	376,750	295,500	204,750	1,611,500	1,532,500	1,476,750	1,426,750	1,376,750	1,326,750	1,276,750	1,226,750	1,176,750	1,126,750	1,076,750

Threshold Margin of Error (2026 2Q)	0.53%

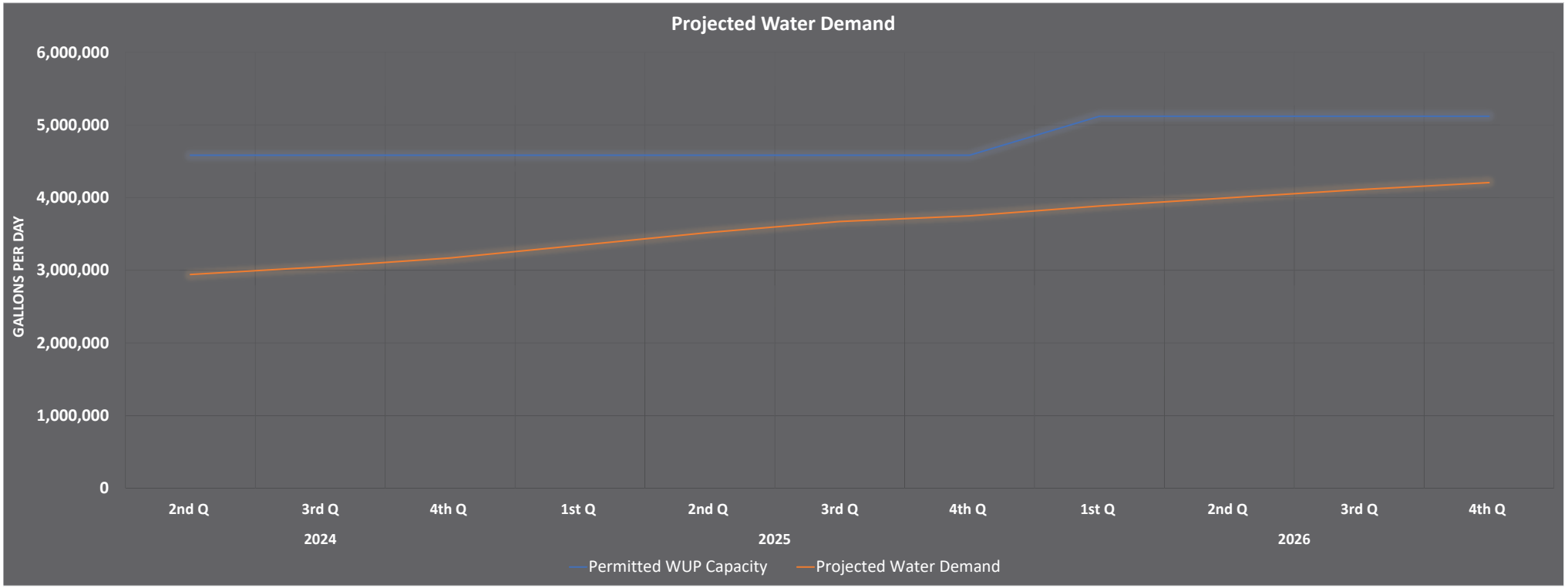
City of Wildwood Water Demand Projections

PROJECTED FLOWS (GPD)	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	36,600	104,400	123,900	173,700	177,600	150,300	78,000	135,000	113,700	110,400	97,500	108,900	111,900	94,800	66,900	57,300	56,100	47,700	47,100	39,250	173,500	33,750	33,750
2,905,270	2,941,870	3,046,270	3,170,170	3,343,870	3,521,470	3,671,770	3,749,770	3,884,770	3,998,470	4,108,870	4,206,370	4,315,270	4,427,170	4,521,970	4,588,870	4,646,170	4,702,270	4,749,970	4,797,070	4,836,320	5,009,820	5,043,570	5,077,320

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200

Notes:
CR 501 WTP expansion to 3.2 MGD online in January of 2026 (.536 MGD added capacity)
Oxford WTP expansion to 3.35 MGD online in June 2027 (1 MGD added capacity)
Water Use Permit Modification in 2025
Projected Growth of 200 ERCs per quarter from 2030 onward

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,641,330	1,536,930	1,413,030	1,239,330	1,061,730	911,430	833,430	1,234,430	1,120,730	1,010,330	912,830	803,930	692,030	1,597,230	1,530,330	1,473,030	1,416,930	1,369,230	1,322,130	1,282,880	1,109,380	1,075,630	1,041,880



Revised 12/2023

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: BluRock Development, LLC Phone: 407-319-6834
Address: 3408 S. Orange Ave Orlando,FL 32806 E-mail: joe@blurockcommercial.com
Owner Name: Wildwood Assembly of God, Inc Phone: 352-748-1022
Address: PO Box 377 Wildwood, FL 34785 E-mail: danparkerministries@yahoo.com
Engineer Name: Mitch Collins Phone: 407-448-8979
Address: 801 E South St Orlando, FL 32801 E-mail: mitchcollins@mitchcollinspe.com

Property Information:

PROJECT NAME*: WIldwood Oaks

*A project name is required for all submissions. Please choose a unique name for your project.

Property Address: 1308 Cleveland Ave
List Parcel Number(s): G05-183
Use of Property: 30,000 sf medical office building, 60 seat fast food restaurant, one automotive repair/tire store
Do you currently have City Utilities? ☒ Yes ☐ No Size of Property (Acres or Square Feet): 4.67 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: 2024	Phase 2: 2025	Phase 3:	Phase 4:	Total:
Residential Units:					
Retail SF:	9,000				
Office SF:		30,000			
Institutional SF:					
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1: 2024	Phase 2: 2025	Phase 3:	Phase 4:	Total:
Sewer (Avg GPD):	2,100	4,500			
Water (Avg GPD):	2,400	5,250			
Parks (Acreage):					
Refuse (cy/day):					
Irrigation (Avg GPD)					

Notes: _____

Signature: Joseph M Schuenam Print Name: Joseph Schuenam Date: 7-30-24

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.

BLUROCK DEVELOPMENT, LLC
SSCPA
FEBRUARY 2024

Prepared By:

LPG Urban & Regional Planners, LLC
1162 Camp Avenue
Mt. Dora, Florida 32757
(352) 385-1940

Small Scale Comprehensive Plan Amendment
BluRock Development, LLC

Executive Summary

A 4.681 ± acre site (a portion of Parcel ID G05-125) located on the southside of Clevland Avenue (CR 466A) and west of Powell Avenue (Figures 1 and 2). It should be noted that the applicant has applied for a minor lot split to create the 4.681 acre parcel which is anticipated to receive approval prior to the proposed small scale comprehensive plan amendment and rezoning. The subject property is located within an urban area.

The subject property is currently designated as Public Facilities (PF) and is undeveloped (Figure 3) and is zoned INS (Figure 4). A small-scale comprehensive plan amendment (SSCPA) is requested to amend the Public Facilities Future Land Use (FLU) to Central Mixed Use (CMU) (Figure 5) and concurrently rezone the subject property from INS to CMU pursuant to FLU Policy 1.1.1(b) (Figure 6). Under the PF land use the property could have been developed at a maximum of 0.6 FAR (FLU Policy 1.1.1(c)) which equates to 122,342 square feet. The maximum development scenario based on the proposed Central Mixed Use (CMU) is seventy (70) dwelling units and 152,960 square feet of commercial per FLU Policy 1.1.1(b) which allows up to 15 units/acre and a 0.75 FAR. The amendment results in an increase of 70 units and an increase of 30,568 square feet. The proposed small-scale comprehensive plan amendment is compatible with adjacent land uses of CMU, PF, commercial, and High Density Residential.

The amendment will not cause a deficiency in the adopted level of services established for public facilities as outlined below.

Potable Water Analysis

The subject property is within the City of Wildwood Utility Service Area. The city currently owns, operates and maintains a central potable water treatment and distribution system. The maximum pumping capacity of these facilities is limited by the City's Water Use Permit (permit no. 8135.012) as issued by the Southwest Florida Water Management District (SWFWMD). This permit, which expires in March 31, 2035, allows for a combined annual withdrawal from the Floridian Aquifer of 6.44 mgpd (annual average).

The City has a current available capacity of 3.43 mgpd. An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 3). The water demand was calculated at 300 gallons per ERU pursuant to the City's LOS standards. The estimated water demand is 0.032 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 3.39 mgpd.

Sanitary Sewer Analysis

The subject property is within the City of Wildwood Utility Service Area. The City of Wildwood currently owns, operates, and maintains a central sanitary sewer system. The City has a

current available capacity of 1.144 mgpd. An analysis was conducted of the proposed amendment based on land use and the City's Level of Service (LOS) standards (Table 2). Wastewater demand was calculated at 250 gallons per ERU pursuant to City's LOS standard. The estimated wastewater demand is 0.027 mgpd. The analysis concludes that the proposed amendment will not cause a deficiency and the City will have a remaining available capacity of 1.117 mgpd.

Solid Waste Analysis

The City of Wildwood's solid waste level of service is 5 lbs per day per capita. Population was estimated based on 70 units x 1.99 pph which equates to 139. The proposed amendment is estimated to generate 695 lbs per day. The proposed amendment will not cause a deficiency in the LOS.

Transportation Impact Analysis

A traffic impact analysis prepared by Kittleson & Associates indicates that the proposed amendment will not cause adverse impacts to area roadways (Appendix A). Clevland Avenue (CR 466A) is a four-lane roadway which is designated as an arterial roadway with an adopted LOS of D. The proposed amendment will not degrade the level of service of roadways.

School Impact Analysis

The school impact analysis for comprehensive plan purposes is outlined below. The proposed land use has the potential to generate an additional 20 students. There is sufficient capacity available.

Existing Land Use Residential Units: 0 units
Proposed CMU Units: 70 MF units

The anticipated number of students generated by the existing land use is shown in Table 2.

Estimated Sumter County Student Generation Rates	
Single Family	
Type	Student Multipliers per Dwelling Unit
High School	0.114
Middle School	0.079
Elementary School	0.157
Total	0.350

Estimated Sumter County Student Generation Rates	
Multi- Family	
Type	Student Multipliers per Dwelling Unit
High School	0.068
Middle School	0.061
Elementary School	0.153
Total	0.282

TABLE 2
STUDENTS GENERATED BASED ON PROPOSED LAND USE

SCHOOL	SF Units	STUDENT GENERATION RATE	STUDENTS GENERATED	MF UNITS	STUDENT GENERATION RATE	STUDENTS GENERATED	GRAND TOTAL
ELEMENTARY		0.157		70	0.153	11	**11**
MIDDLE		0.079		70	0.061	4	**4**
HIGH		0.114		70	0.068	5	**5**
GRAND TOTAL							**20**

Environmental Analysis

An environmental assessment was conducted on the site by Atlantic Ecological Services (Appendix B). Results of the assessment indicate that no protected species were observed. Should protected species occupy the site, appropriate regulatory permits will be secured.

The subject site contains no floodplains or wetlands (Figure 7). The topography of the site ranges from a high of 85' to a low of 70' (Figure 8). The site appears to slope from the northeast to the southwest. The onsite soils consist of Kendrick fine sand and Millhopper sand (Figure 9).

Comprehensive Plan Compliance

The proposed amendment changing the Future Land Use designation of the subject property from Public Facilities (PF) to Central Mixed Use (CMU) would specifically comply with the following Comprehensive Plan Goals, Objectives, and Policies, among others:

FLU Policy 1.1.1(b) Central Mixed Use (CMU) – intended to accommodate a mix of residential and nonresidential uses with a residential density 15 du/ac with a maximum intensity of 0.75 FAR outside of CRA and a 2.0 FAR within the CRA. Maximum ISR is 80%.

FLU 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.

FLU Policy 1.2.4: The timing and location of public facilities shall be coordinated through the Concurrency Management System (CMS) and Capital Improvement Program to ensure that development occurs in an orderly and timely manner consistent with the availability of public infrastructure, services, and utilities.

FLU Policy 1.2.6: The City shall maintain its Urban Service Area (USA), which encompasses lands that are currently, or expected (as shown in the Capital Improvements Element) to be served by public facilities and services as defined in Section 163.3164, FS, and includes areas comprising the JPA and MSA.

CIE Policy 8.3.1: All plan amendments and requests for new development shall meet at a minimum:

a. The intent and polices of the Comprehensive Plan.
b. The economic feasibility requirements of the Capital Improvements Element of the Comprehensive Plan.
c. The requirements of appropriate state and regional agency plans.
d. The minimum requirements for concurrency as set forth in this Comprehensive Plan.
e. The following adopted LOS Standards for facilities and services required by the City of Wildwood: Sanitary Sewer: 250 gallons per day per ERC Potable Water: 300 gallons per day per ERC Solid Waste: 5 pounds per capita per day (in accordance with the level of service established by the County – Source: Sumter County Infrastructure Element) Recreation: Neighborhood Parks*: 2 acres per 1,000 population Community Parks*: 3 acres per 1,000 population *Defined in the Recreation and Open Space Element Data & Analysis.

JUSTIFICATION CRITERIA PER LDR 1.7(D)

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

The applicant intends to use the parcel as commercial and office development. Justification has been presented to the city to support the proposed development.

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 comprehensive plan. The subject property is located on the southside of Clevland Avenue (CR 466A), approximately ¼ mile west of Powell Road and is located within the Downtown Design District. Comprehensive Plan FLU Policy 1.1.1(b) outlines standards for nonresidential development within CMU category which limits residential density to 15 units/acre and an FAR of 0.75. This policy also notes that properties less than 10 acres in size to develop as a single use.

FLU Policy 1.2.1 states that 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. The subject site is located within an area of existing development 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;

According to Section 163.3177(6)(a)(9)(b), Florida Statute, 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:

1. 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.
    a. *The proposed development is located along Clevland Avenue (CR 466A) within the City of Wildwood's Urban Service Area (USA). The subject site does not contain wetlands, waterbodies, or 100 year flood areas.*

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
    a. *The proposed development is located in an area where existing public infrastructure and services are available.*

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
    a. *The proposed development will provide connectivity to adjacent properties consistent with the land development regulations.*

4. Promotes conservation of water and energy.
    a. *The proposed development will utilize utilities that are available from the City of Wildwood. The proposed development has existing electric services available.*

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.
    a. *The proposed site has no agricultural operations nor do the adjacent properties, nor even the immediate vicinity have agricultural operations or uses. The proposed development is located within an urban area and is classified as infill development.*

6. Preserves open space and natural lands and provides for public open space and recreation needs.
    a. *The proposed development will provide open space requirements of the City of Wildwood Land Development Regulations.*

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.

a. *The proposed development is commercial and a mix of uses is achieved in the general area by providing for a mixture of commercial and residential housing types (single family and multi-family).*

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.
    a. *The proposed development is infill development and has been demonstrated above to not constitute urban sprawl.*

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. An environmental assessment was conducted by Atlantic Ecological Services. Results of the assessment indicate no protected species or wetlands were observed onsite. Should protected species occur, appropriate regulatory permits will be secured 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: Primary access to the property will be from Clevland Avenue (CR 466A). Appropriate cross access easements will be secured prior to development. The traffic impact analysis conducted by Kittelson & Associates indicates that the amendment will not degrade the LOS of area roadways.

Potable Water & Sewer: City water and sewer are available to the subject site. The applicant/owner will work with City utilities at the construction plan stage to connect to City water and sewer.

Schools: A school impact analysis was conducted and the amendment results in an additional 20 students. Review of available data indicates that the amendment will not have an adverse impact on schools.

Table 1 – Maximum Development Analysis

Ordinance #	Acres	Existing Land Use	Existing Intensity of Development	Proposed City Land Use	Proposed Maximum Development	Net Change in Development Potential
BluRock Development, LLC	4.681	Public Facilities	0.6 FAR	CMU (15 units/acre) 0.75 FAR	70 units	+ 70 Units +30,586 SF
TOTAL	**4.681**		**122,342 SF**	70 units 152,928 SF	**70 units** **152,928 SF**	**+ 70 Units** **+30,586 SF**

Existing City of Wildwood PF per FLU Policy 1.1.1

Proposed City of Wildwood CMU per FLU Policy 1.1.1(b)

Table 2 – Water Analysis

Ordinance #	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	Water Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						3.43
BluRock Development, LLC	4.681	Public Facilities (0.6 FAR)	Central Mixed Use (15 units/acre) (0.75 FAR)	70 Units 152,928 SF	0.032	3.39

Water demand was calculated at 300 gallons per ERU pursuant to City's LOS standard per Policy 8.3.1
MF Residential – 0.833per unit
Office/Retail – 0.334 per 1,000 SF

Table 3 – Wastewater Analysis

Ordinance #	Acres	Existing Land Use	Proposed City Land Use	Maximum Development	WasteWater Demand (gross) (mgpd)	Capacity or Deficit (mgpd)
Current Capacity						1.144
BluRock Development, LLC	4.681	Public Facilities (0.6 FAR)	Central Mixed Use (15 units/acre) (0.75 FAR)	70 Units 152,928 SF	0.027	1.117

Wastewater demand calculated at 250 gallons per ERU pursuant to the City's LOS standard per Policy 8.3.1

MF Residential – 0.833per unit
Office/Retail – 0.334 per 1,000 SF

Figure 1

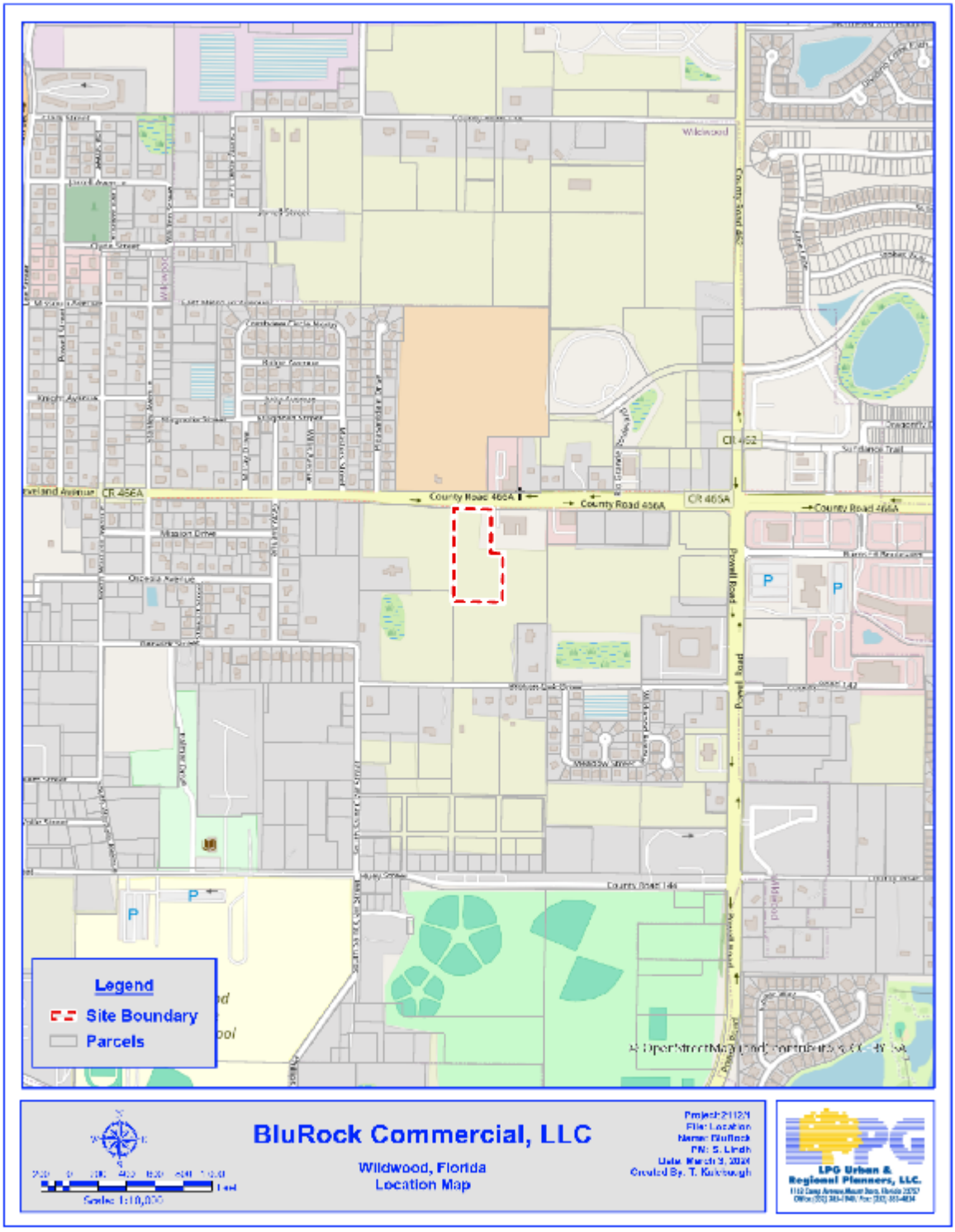
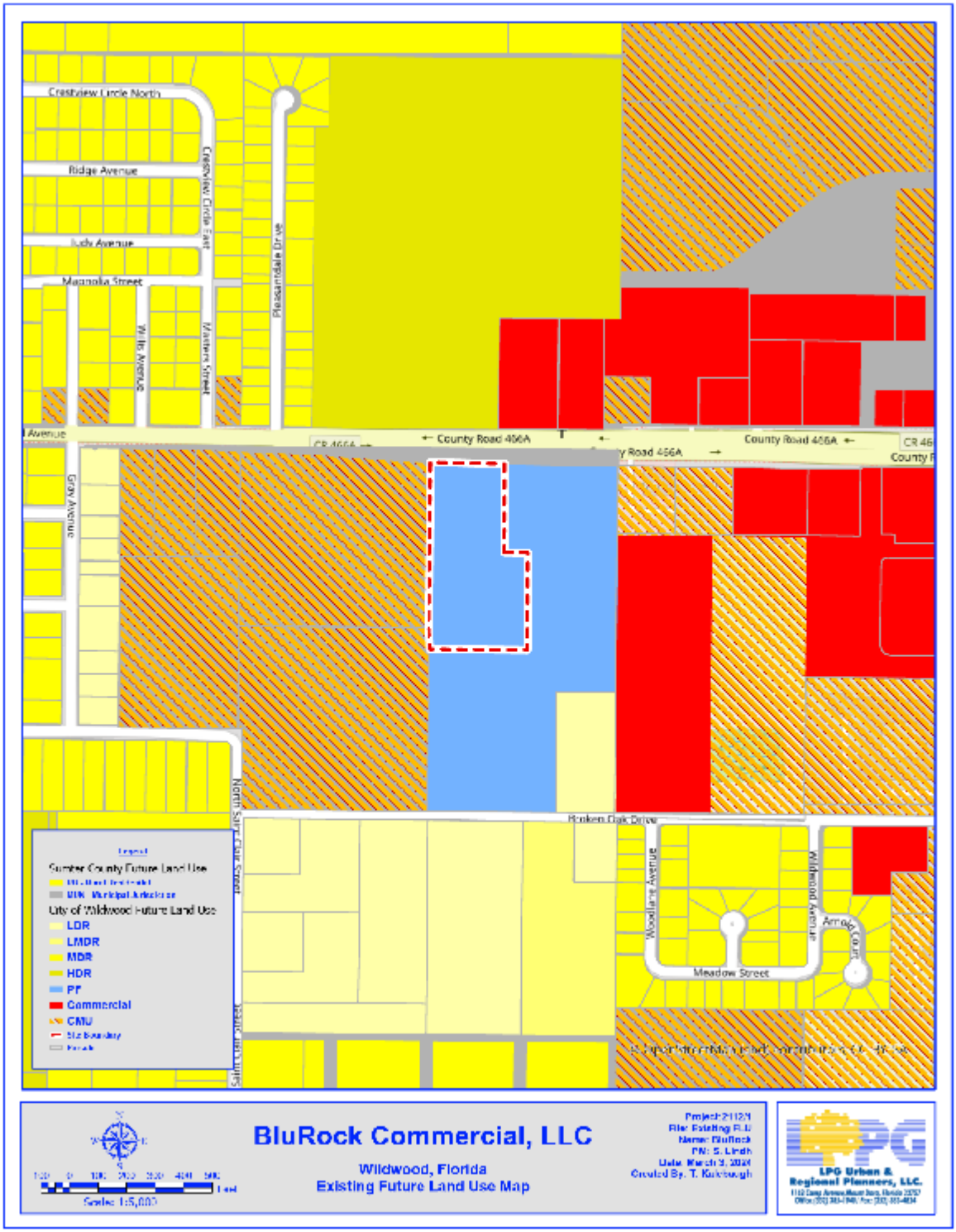

Legend
Site Boundary
Parcels
BluRock Commercial, LLC
Wildwood, Florida
Location Map
LPG Urban & Regional Planners, LLC.
County Road 466A
CR 466A
Powell Road
Wildwood

Figure 2

Legend
Parcels
BluRock Commercial, LLC
Wildwood, Florida
Aerial Map
LPG Urban & Regional Planners, LLC.

Figure 3



Crestview Circle North
Ridge Avenue
Judy Avenue
Magnolia Street
Crestview Circle East
Pleasantdale Drive
Willis Avenue
Masters Street
County Road 466A
Gray Avenue
North Saint Clair Street
Hooker Oak Drive
Woodlane Avenue
Wildwood Avenue
Meadow Street
Legend
Sumter County Future Land Use
City of Wildwood Future Land Use
LDR
LMDR
MDR
HDR
PF
Commercial
CMU
BluRock Commercial, LLC
Wildwood, Florida
Existing Future Land Use Map
Scale: 1:5,000
LPG Urban & Regional Planners, LLC.

Figure 4

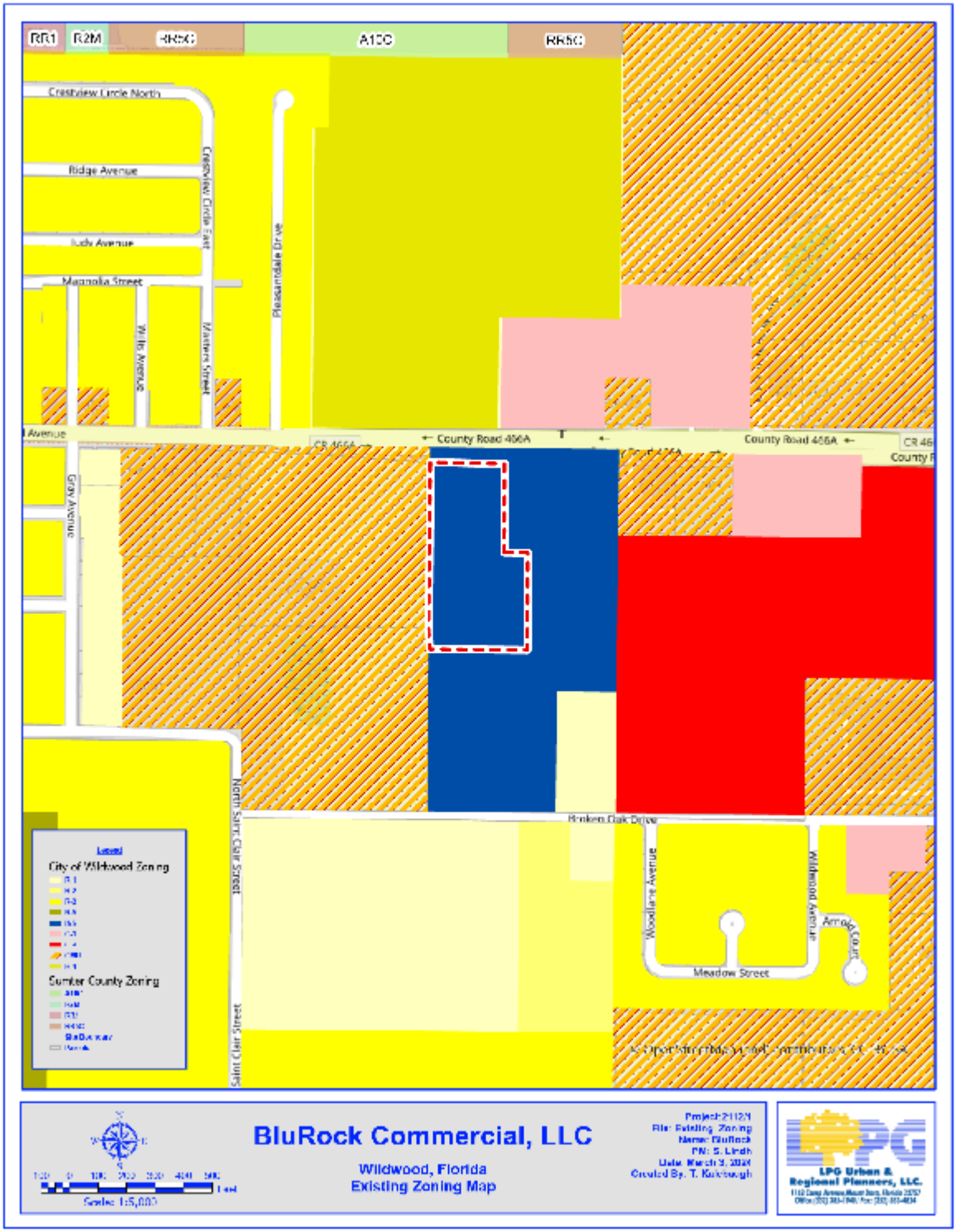
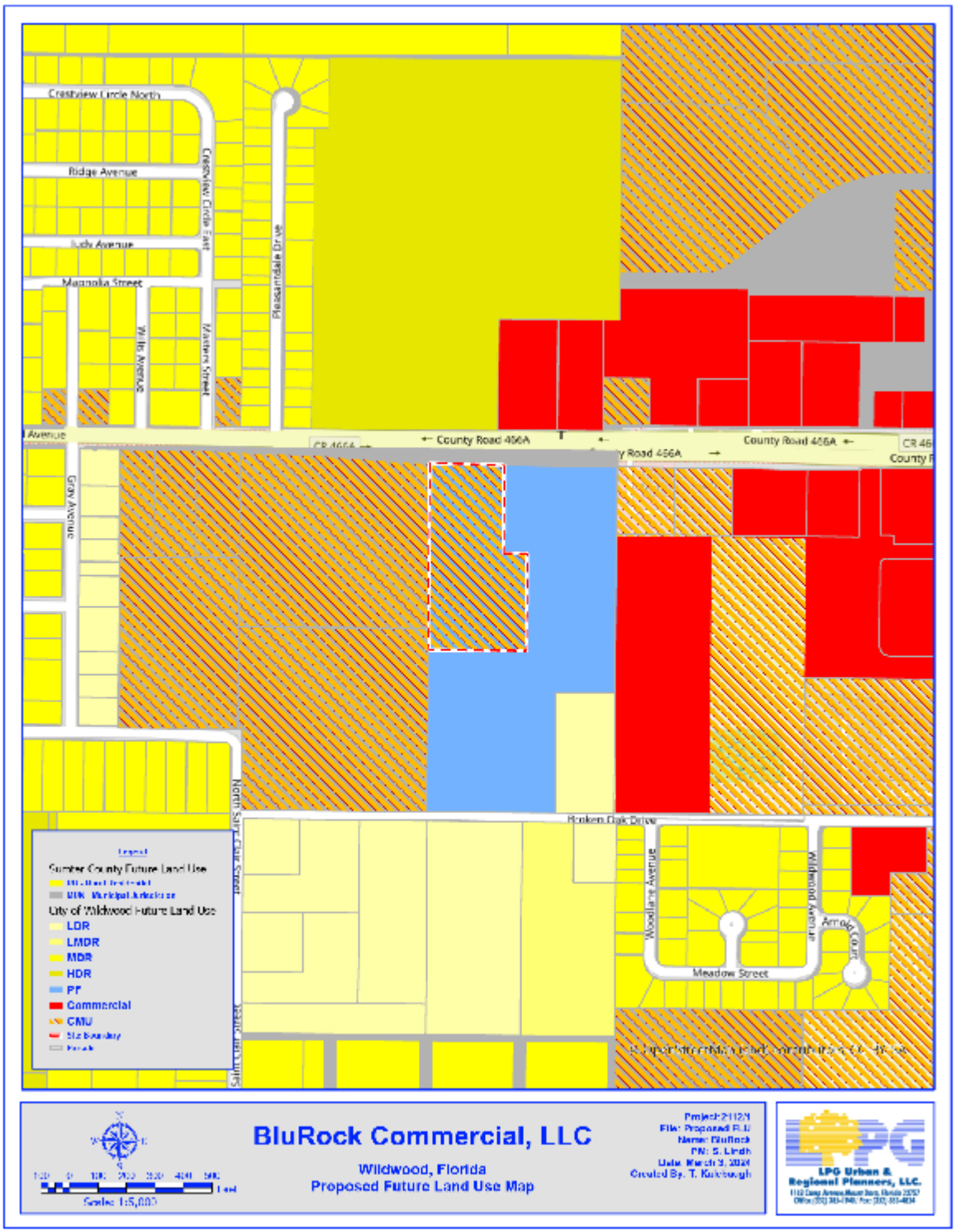

RR1
R2M
RR5C
A10C
RR5C
Crestview Circle North
Ridge Avenue
Judy Avenue
Magnolia Street
Crestview Circle East
Pleasantdale Drive
Willis Avenue
Masters Street
County Road 466A
Gray Avenue
North Saint Clair Street
Saint Clair Street
Broken Oak Drive
Woodlane Avenue
Wildwood Avenue
Meadow Street
Arnold Court
Legend
City of Wildwood Zoning
Sumter County Zoning
BluRock Commercial, LLC
Wildwood, Florida
Existing Zoning Map
Scale: 1:5,000
LPG Urban & Regional Planners, LLC.

Figure 5



Crestview Circle North
Ridge Avenue
Crestview Circle East
Pleasantdale Drive
Magnolia Street
Willis Avenue
Masters Street
County Road 466A
Gray Avenue
North Saint Clair Street
Hooker Oak Drive
Woodlane Avenue
Wildwood Avenue
Meadow Street
Legend
Sumter County Future Land Use
City of Wildwood Future Land Use
LDR
LMDR
MDR
HDR
PF
Commercial
CMU
BluRock Commercial, LLC
Wildwood, Florida
Proposed Future Land Use Map
Scale: 1:5,000
LPG Urban & Regional Planners, LLC.

Figure 6

RR1
R2M
RR5C
A10C
RR5C
Crestview Circle North
Ridge Avenue
Judy Avenue
Magnolia Street
Crestview Circle East
Pleasantdale Drive
Willis Avenue
Masters Street
County Road 466A
Gray Avenue
North Saint Clair Street
Saint Clair Street
Broken Oak Drive
Woodlane Avenue
Wildwood Avenue
Meadow Street
Arnold Court
Legend
City of Wildwood Zoning
Sumter County Zoning
BluRock Commercial, LLC
Wildwood, Florida
Proposed Zoning Map
Scale: 1:5,000
LPG Urban & Regional Planners, LLC.

Figure 7

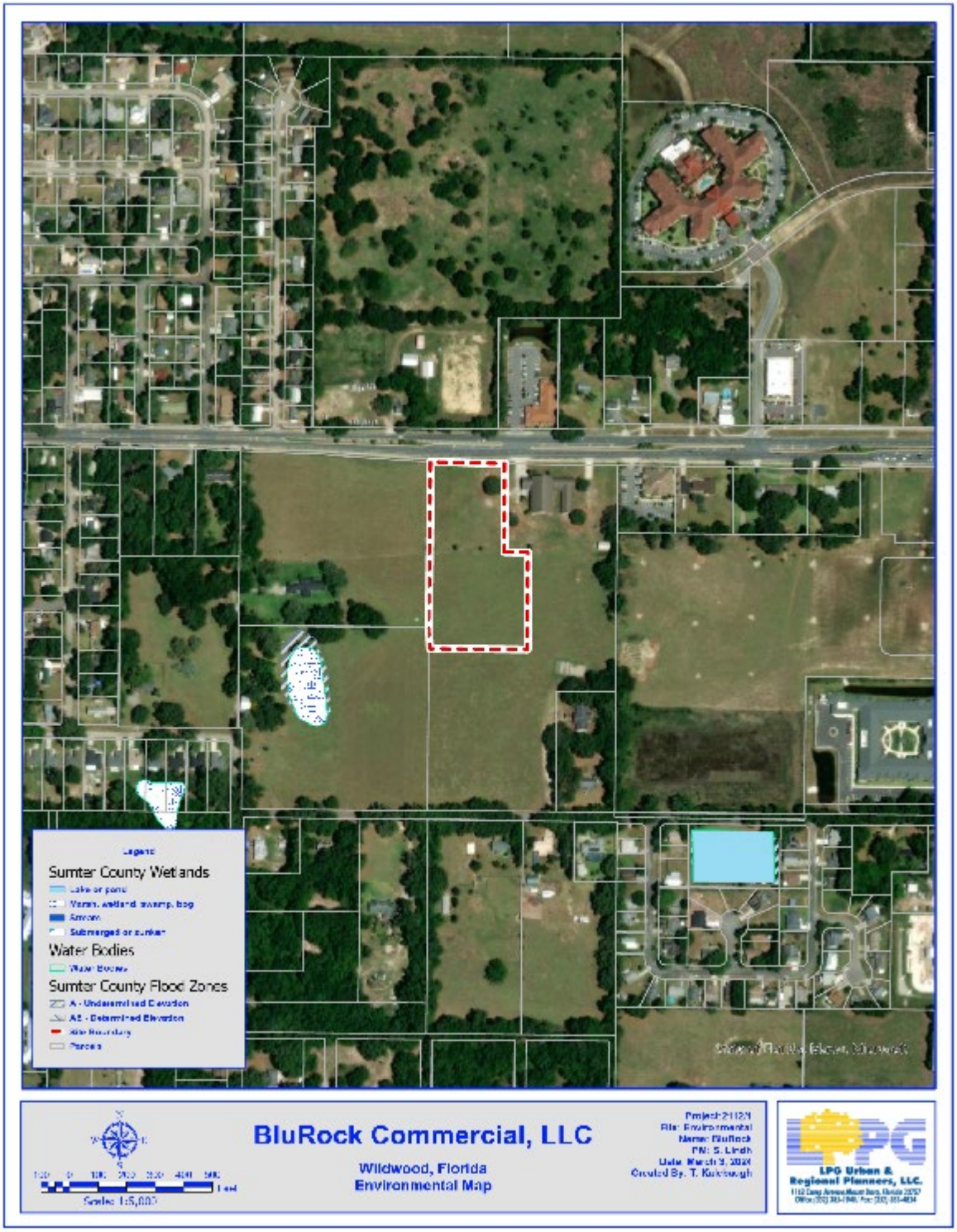

Sumter County Wetlands
Water Bodies
Sumter County Flood Zones
BluRock Commercial, LLC
Wildwood, Florida
Environmental Map
LPG Urban & Regional Planners, LLC.

Figure 8

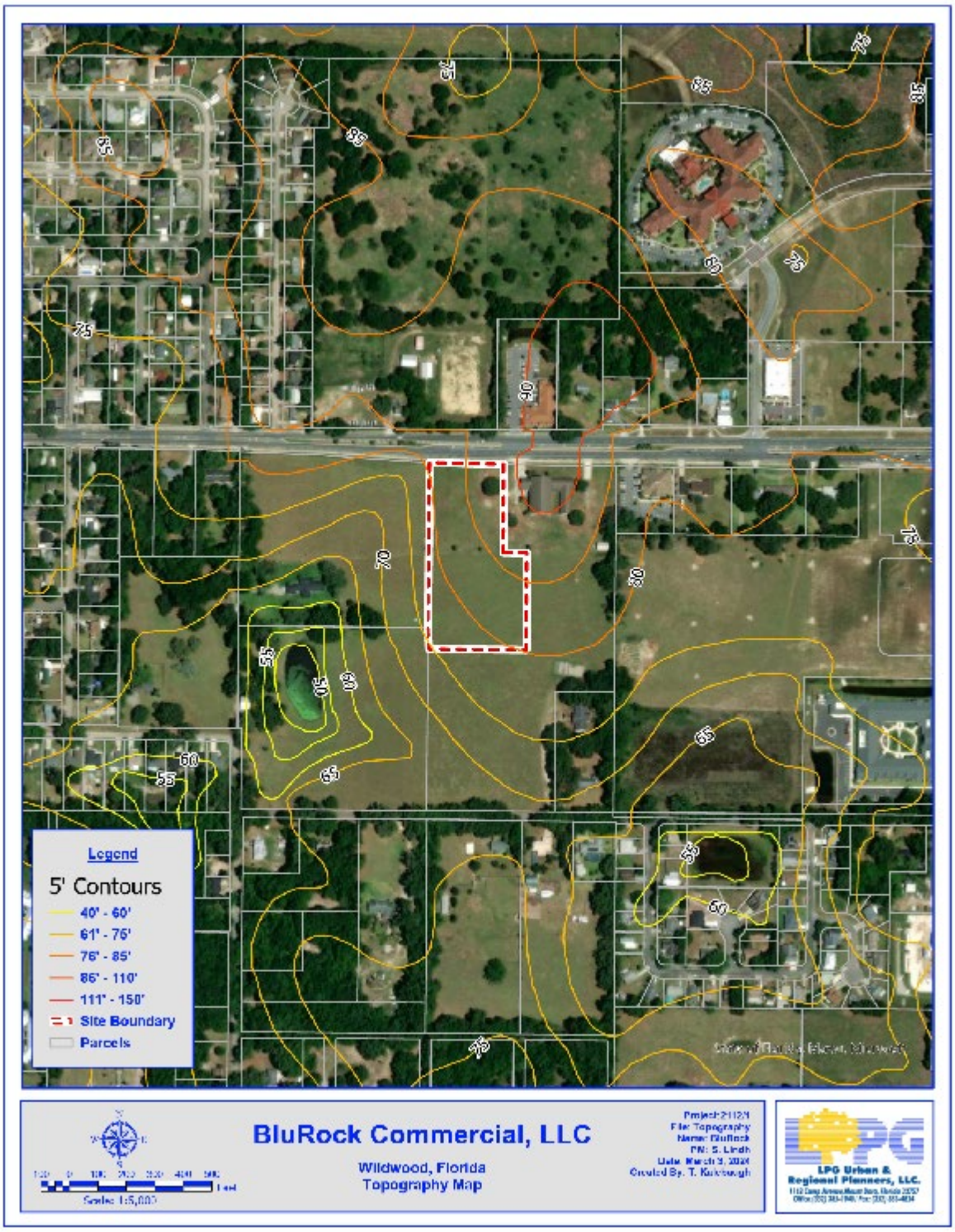

Legend
5' Contours
40' - 60'
61' - 75'
76' - 85'
86' - 110'
111' - 150'
Site Boundary
Parcels
BluRock Commercial, LLC
Wildwood, Florida
Topography Map
LPG Urban & Regional Planners, LLC.

Figure 9

11
11
16
10
10
4
13
13
6
33
11
16
Legend
Sumter County Soils
4=Candler sand, 0 to 5 percent slopes
6=Kendrick fine sand, 0 to 5 percent slopes
10=Sparr fine sand, 0 to 5 percent slopes
11=Millhopper sand, 0 to 5 percent slopes
13=Tavares fine sand, 0 to 5 percent slopes
16=Apopka fine sand, 0 to 5 percent slopes
33=Sparr fine sand, bouldery subsurface, 0 to 5 percent slopes
62=Urban land, 0 to 2 percent slopes
Site Boundary
Parcels
BluRock Commercial, LLC
Wildwood, Florida
Soils Map
LPG Urban & Regional Planners, LLC.

APPENDIX A

See attached Kittleson & Associates Traffic Impact Analysis

APPENDIX B

See attached Environmental Assessment prepared by Atlantic Ecological Services

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1270956

Date Submitted: 7/12/2024

First Name*	Last Name*	Email Address*
Kok Wan	Mah	kmah@kittelson.com

Name of Project:*

Wildwood Oaks

Phone*	Parcel Number*
407-373-1127	G05-125

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: 2024.07.19 16:44:20 -04'00'

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

- The developer is responsible for constructing all proposed improvements.
- FDOT approval is needed for proposed improvements in their right-of-way.
- Proposed improvements shall be constructed within existing right-of-way. If that is deemed impossible, alternative improvements shall be explored.

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

Wildwood Oaks_TIA.pdf

Date of Methodology Acceptance by County

3/18/24

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

KITTELSON & ASSOCIATES

WILDWOOD OAKS TIA

WILDWOOD, FLORIDA

July 2024

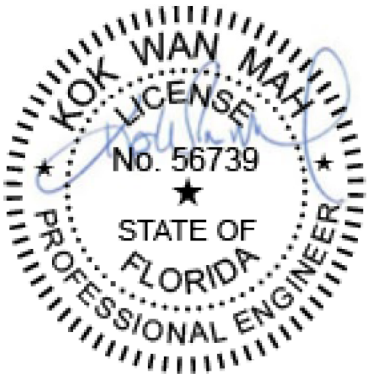
PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida, practicing with Kittelson & Associates, a corporation authorized to operate as a Professional Engineering business by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have approved the Traffic Impact Study for Wildwood Oaks in Wildwood, Florida, dated July 2024.

PROJECT:	Wildwood Oaks TIA
LOCATION:	Wildwood, Sumter County, Florida
CLIENT:	BluRock Commercial Real Estate

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 judgment and experience.

NAME:	Kok Wan Mah
P.E. NUMBER:	56739
DATE:	7/12/2024



The item has been digitally signed and sealed by Kok Wan Mah 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.

Wildwood Oaks TIA

Wildwood, Florida

Prepared for:
BluRock Commercial Real Estate, LLC
3408 South Orange Avenue, Suite B
Orlando, FL 32806

Prepared by:
Kittelson & Associates, Inc.
225 East Robinson Street, Suite 355
Orlando, FL 32801
407.540.0555

Project Manager:
Andrew Garrison
Engineer

Project Principal:
Kok Wan Mah
Associate Engineer

Project Number 29192

July 2024

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INTRODUCTION

Kittelson & Associates, Inc. has prepared a Transportation Impact Study (TIS) for the proposed Wildwood Oaks development in Wildwood, Sumter County, Florida. The study evaluated the roadway impacts in the area surrounding the proposed development and identified improvements required to mitigate potential adverse impacts in the no-build and build-out scenarios. This memorandum was prepared in accordance with the Sumter County Traffic Impact Analysis Guidelines and the agreed upon methodology, provided in **Appendix A**.

The Project is located on the south side of Cleveland Avenue (CR 466A) approximately 0.25 miles west of Powell Road (CR 139 / CR 462), as shown in **Figure 1**. The development is planned for a mix of uses including an auto repair center, a fast-food restaurant, and a medical office. Access to the development will be provided via one full access to CR 466A, sharing access with an existing church (Crossings Christian Church) to the east. The preliminary site plan is included in **Appendix B**. The proposed development will be built in a single phase, with an anticipated buildout year of 2028.

Figure 1: Site Location

STUDY AREA

The Sumter County Traffic Impact Analysis Guidelines state that a study area for a Traffic Study level of analysis included any public roadway where the new project's traffic consumes at least three percent of the maximum service volume based on the adopted level of service. From this, the project study roadway segments and intersections were determined as documented in the approved methodology. The study intersections are shown in **Figure 2.**

The intersections analyzed in this report for the AM and PM peak hours include:

- CR 466A & Main Street (US 301) (signalized)
- CR 466A & Project Access Driveway (unsignalized)

- CR 466A & CR 139 / CR 462 (signalized)

In addition, the roadway segments analyzed in this report include:

- CR 466A
  - US 301 to Project Access Driveway
  - Project Access Driveway to CR 139 / CR 462

Figure 2: Study Area

EXISTING CONDITIONS ANALYSIS

DATA COLLECTION

AM and PM peak-period turning movement counts (TMCs) were collected at the intersections from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Tuesday, March 12, 2024, for the following intersections:

- CR 466A & Main Street (US 301)
- CR 466A & Project Access Driveway
- CR 466A & CR 139 / CR 462

Signal timing sheets were provided by the County for the following signalized intersections:

- CR 466A & Main Street (US 301)
- CR 466A & CR 139 / CR 462

The traffic counts and signal timings are provided in **Appendix C**.

Field-collected traffic counts are seasonally adjusted based on when the counts were collected and how they follow patterns observed in 2022. However, because the seasonal factor for March 12 is 0.94, the counts were not seasonally adjusted, as the seasonal factor is less than 1.0. The FDOT 2022 PSCF report for Sumter County is provided in **Appendix C**.

The seasonally adjusted turning movement counts are shown in **Figure 3**, and the existing lane configurations are shown in **Figure 4**. Printouts are shown in **Appendix D**.

CR 466A is a two-lane, divided roadway from US 301 to just west of the Project Access Driveway, where it transitions to a four-lane, divided roadway, with the updated configuration maintained to CR 139 / CR 462.

Roadway segment volumes and characteristics were compiled from the 2023 Sumter County Annual Traffic Counts, as shown in **Table 1** and are provided in **Appendix F**. Volume data is represented as a single segment; however, the table splits the segment at the Project Access Driveway.

Table 1: Roadway Segment Information

Roadway	Segment	Func. Class	Speed Limit (mph)	Length (mi)	Road Type	LOS Std	Daily Capacity	PHPD Capacity	2023 AADT	2023 PM PHPD Vol (EB)	2023 PM PHPD Vol (WB)	v/c
CR 466A	US 301 to Project Access Driveway[1]	Minor Arterial	30-35	0.7	2LU	D	20,507	1,011	11,009	443	500	0.49
	Project Access Driveway to CR 139 / CR 462[2]	Minor Arterial	35	0.45	4LD	D	34,587	1,710	26,646	1,158	1,142	0.68

[1]2023 AADT and PM PHPD volumes determined using Station 33 from the Sumter County Annual Traffic Counts, found in **Appendix F**.

[2]2023 AADT and PM PHPD volumes determined using Station 29 from the Sumter County Annual Traffic Counts, found in **Appendix F**.

- Daily and PHPD Capacity based on 2023 CMP Database, found in **Appendix J**.

Figure 3: 2024 Traffic Volumes – AM and PM Peak Hours

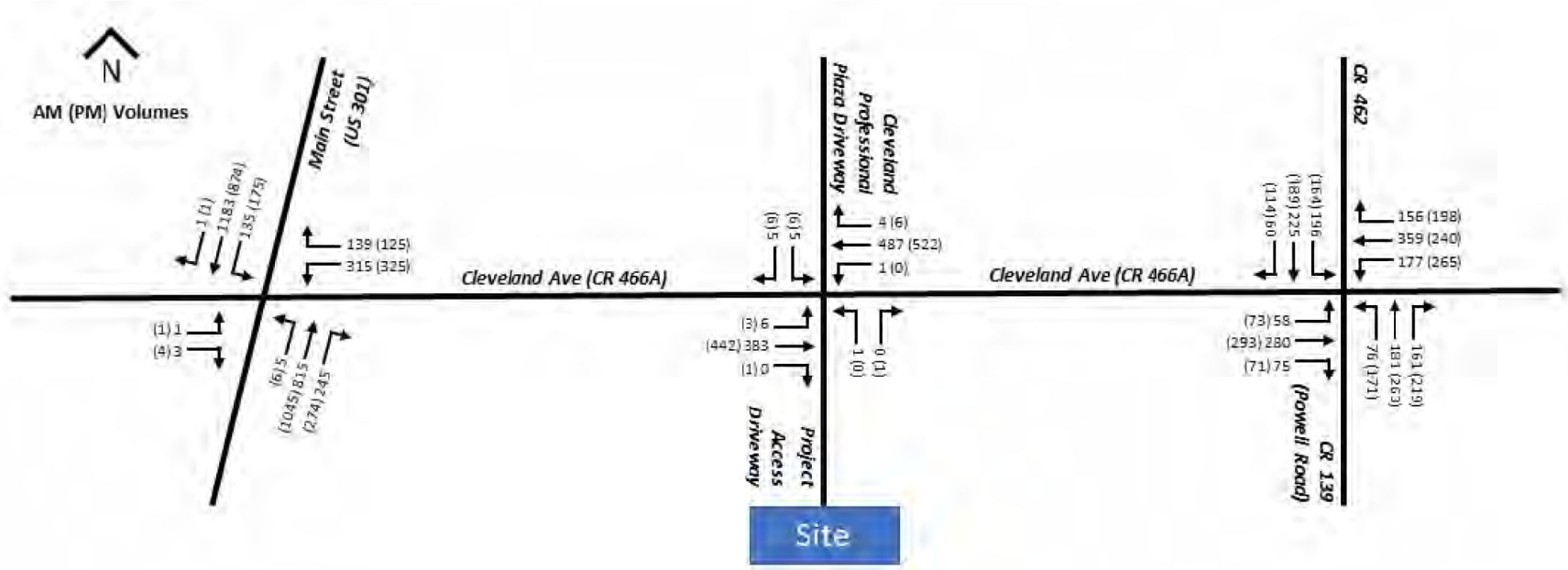
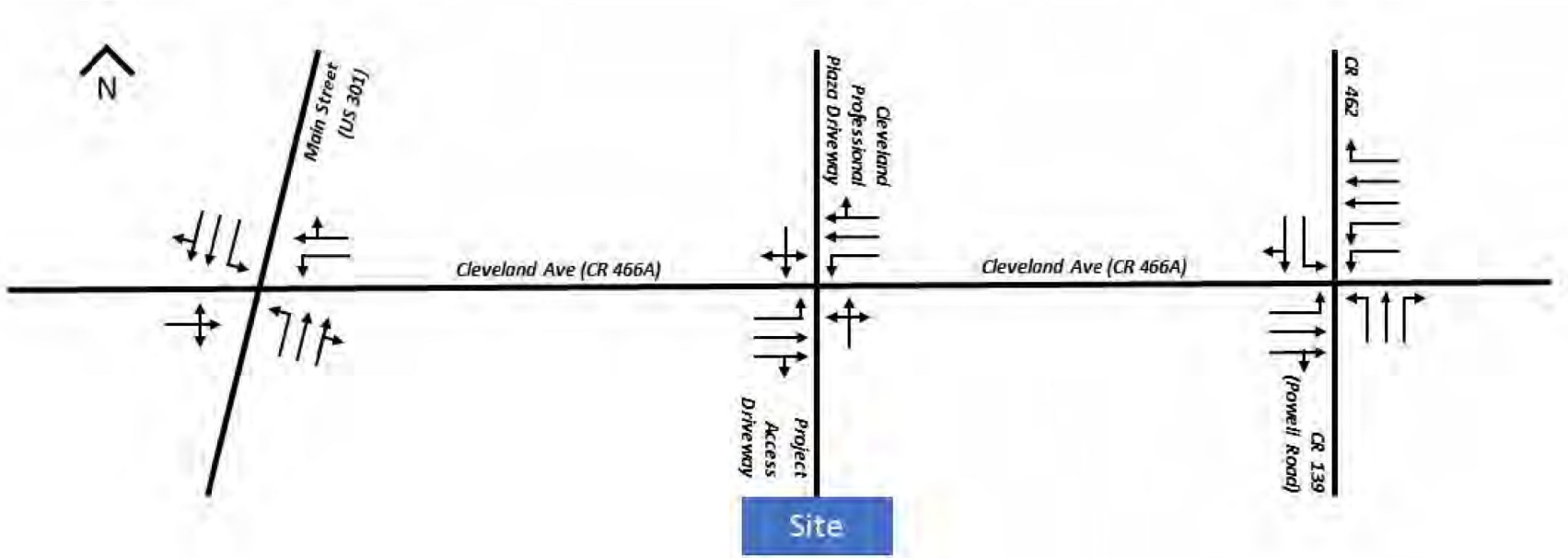


Figure 4: 2024 Existing Lane Configurations



EXISTING INTERSECTION ANALYSIS

The existing turning movement volumes were evaluated for the existing study intersections using *Highway Capacity Manual, 7th Edition* methodologies, as implemented in Synchro 12 software. The existing intersection operations are summarized in **Table 2**. Detailed analysis reports for the study intersections are provided in **Appendix D**. Based on the analysis results, the intersection of CR 466A and US 301 operates at level of service B overall for existing conditions, with all approaches operating between LOS B and C for the AM peak hour and between LOS B and D for the PM peak hour. The intersection of CR 466A and CR 139 / CR 462 operated at level of service E overall, with all approaches operating between LOS C and E for both the AM and PM peak hours. The two-way stop controlled (TWSC) intersection of CR 466A and the project access driveway has all approaches operating between LOS A and C for both the AM and PM peak hours.

Table 2: Existing Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & Main Street (US 301)	Delay (s/veh)	20.0	22.3	31.0	23.6	13.2	25.7	28.2	40.9	30.3	13.5
	LOS	B	C	C	C	B	C	C	D	C	B
	v/c ratio*	-	0.01	0.73	0.79	0.62	-	0.01	0.78	0.86	0.77
CR 466A & Project Access Driveway	Delay (s/veh)	-	8.4	8.1	13.1	11.9	-	8.7	0	9.8	15.0
	LOS	-	A	A	B	B	-	A	A	A	C
	v/c ratio*	-	0.01	0	0	0.02	-	0	-	0	0.04
CR 466A & CR 139 / CR 462	Delay (s/veh)	42.7	28.5	32.3	57.7	57.1	49.8	34.8	40.5	55.6	69.6
	LOS	D	C	C	E	E	D	C	D	E	E
	v/c ratio*	-	0.56	0.76	0.76	0.89	-	0.70	0.84	0.77	0.91

*v/c ratio is shown for the highest movement on the approach

-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

FUTURE VOLUME DEVELOPMENT

BACKGROUND GROWTH

The historic growth rate of the segment of CR 466A at CR 139 / CR 462 is -1%, as shown in the 2023 Sumter County Annual Traffic Counts. Therefore, a minimum 2% annual growth was applied to existing volumes to develop future background growth. Additionally, vested trips were included as part of the future background growth from each of the following developments:

- Solamar at Wildwood
- Highfield at Twisted Oaks
- Turkey Run II
- Dr. Heydari Medical Office

Excerpts from traffic impact analyses of each of the developments above is provided in **Appendix G**.

NO-BUILD OPERATIONAL ANALYSIS

The no-build 2028 lane configurations are shown in **Figure 5**. The background conditions included turn lane improvements at:

- CR 466A & Main Street (US 301)
- CR 466A & CR 139 / CR 462

These improvements will be constructed as part of upcoming projects documented in **Appendix I**.

Table 3 shows the intersection operations for this condition, with printouts available in **Appendix H**. Splits were optimized at each signalized intersection and the cycle lengths were optimized at CR 466A & Main Street (US 301) to improve the operational performance.

Under these future background volumes, the southbound and northbound movements in the PM peak hour at the intersection of CR 466A & Main Street (US 301) are projected to be overcapacity. Both the intersections of CR 466A & Main Street (US 301) and CR 466A & CR 139 / CR 462 operate at an unacceptable LOS E in the PM peak hour. Improvements to these overcapacity movements will be further analyzed in the build condition.

Table 4 and **Table 5** provide the segment analysis for the future no-build condition. The tables show the US 301 to Project Access Driveway segment's background PM peak-hour directional volume being just under the roadway's capacity but nonetheless being very close to it.

Table 3: Future No-Build Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & US 301	Delay (s/veh)	51.1	28.7	44.9	71.5	36.8	61.6	90.3	87.7	67.8	38.4
	LOS	D	C	D	E	D	E	F	F	E	D
	v/c ratio*	-	0.01	0.79	0.99	0.99	-	0.35	0.98	1.01	1.09
CR 466A & Project Access Driveway	Delay (s/veh)	-	10.4	10.5	16.0	13.9	-	12.8	11.5	10.3	21.4
	LOS	-	B	B	C	B	-	B	B	B	C
	v/c ratio*	-	0.02	0.01	0	0.03	-	0.05	0.02	0.00	0.06
CR 466A & CR 139 / CR 462	Delay (s/veh)	49.6	37.4	37.4	52.8	72.4	58.9	47.9	51.3	58.4	78.7
	LOS	D	D	D	D	E	E	D	D	E	E
	v/c ratio*	-	0.81	0.80	0.71	0.91	-	0.84	0.87	0.93	0.93

*v/c ratio is shown for the highest movement on the approach
-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

Figure 5: 2028 No-Build Lane Configurations

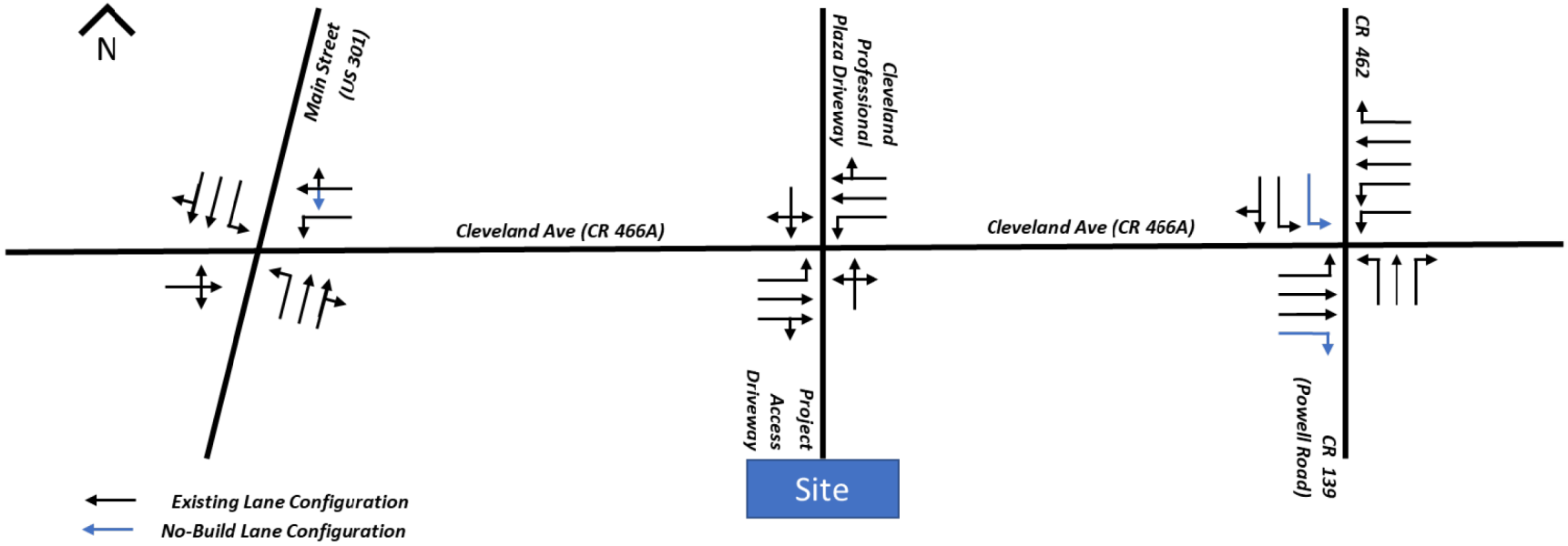


Table 4: 2028 Background No-Build Roadway Segment Peak Directional Volumes

Roadway Segment	2023 PM PHPD Volume (EB)	2023 PM PHPD Volume (WB)	2028 Background Growth PM PHPD Volume (EB)	2028 Background Growth PM PHPD Volume (WB)	Vested Trips PM PHPD Volume (EB)	Vested Trips PM PHPD Volume (WB)	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (WB)
CR 466A (US 301 to Project Access Driveway)	443	500	44	50	157	198	644	748
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,158	1,142	116	114	150	191	1,424	1,447

Table 5: 2028 Background No-Build Roadway Segment Analysis

Roadway Segment	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (WB)	# of Lanes	LOS Std	PHPD Capacity	v/c Ratio	Exceeds Capacity?
CR 466A (US 301 to Project Access Driveway)	644	748	2	D	1,011	0.74	No
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,424	1,447	4	D	1,710	0.85	No

PROJECT TRIP GENERATION

The proposed project is planned to include the following:

- 5.4 KSF of auto repair shop space
- 3.2 KSF of fast-food restaurant space
- 30.4 KSF of medical office space

The trip generation potential for the proposed development program was determined based upon appropriate rates and equations from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. The daily, AM, and PM peak-hour trip end generation potential is summarized in **Table 6**.

Table 6: Project Trip Generation

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period					PM Peak Period				
				In		Out		Total	In		Out		Total
				%	Trips	%	Trips		%	Trips	%	Trips	
Auto Repair Center	943	5.4 KSF	90	*72%*	*7*	*28%*	*3*	10	*39%*	*4*	*61%*	*7*	11
Fast Food Restaurant with Drive-Through	934	3.2 KSF	1,496	*51%*	*73*	*49%*	*70*	143	*52%*	*55*	*48%*	*51*	106
Medical Office	720	30.4 KSF	1,198	*79%*	*66*	*21%*	*17*	83	*30%*	*36*	*70%*	*83*	119
Subtotal			**2,784**		***146***		***90***	**236**		***95***		***141***	**236**
Internal Capture (17% AM, 2.5% PM)			46		20		20	40		3		3	6
Total External Project Trips			**2,738**		***126***		***70***	**196**		***92***		***138***	**230**
Pass-By (50%/55% (AM/PM) for fast food restaurant)			94		24		24	47		24		24	47
Total (Net External New Trips)			**2,644**		***102***		***46***	**149**		***68***		***114***	**183**

*Pass-by limited to no greater than 20% of the trips generated per Sumter County Guidelines. (236*20%=47)

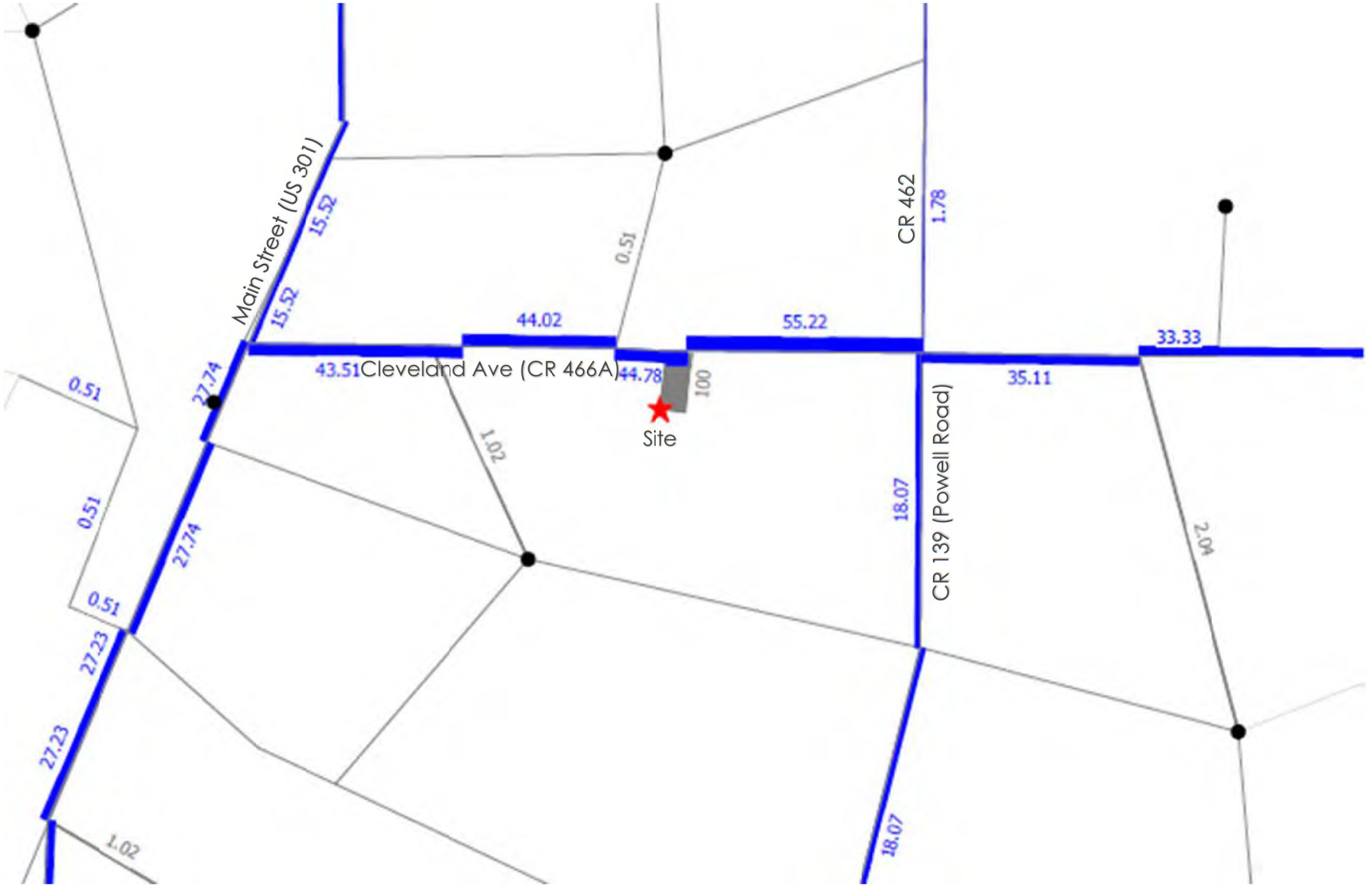
As shown in **Table 7**, the proposed development is projected to generate 2,644 new net external daily trips, with 149 of those trips occurring during the peak AM hour and 183 occurring during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution and assignment of primary project trips were estimated based on a select zone analysis using the Central Florida Regional Planning Model, Version 7, project driveway distribution, and local traffic patterns.

The daily select zone model plot for the future year is shown in **Figure 5**, with larger scales provided in **Appendix E**.

Figure 6: Trip Distribution and Assignment



The regional trip distribution from the site was determined to be the following:

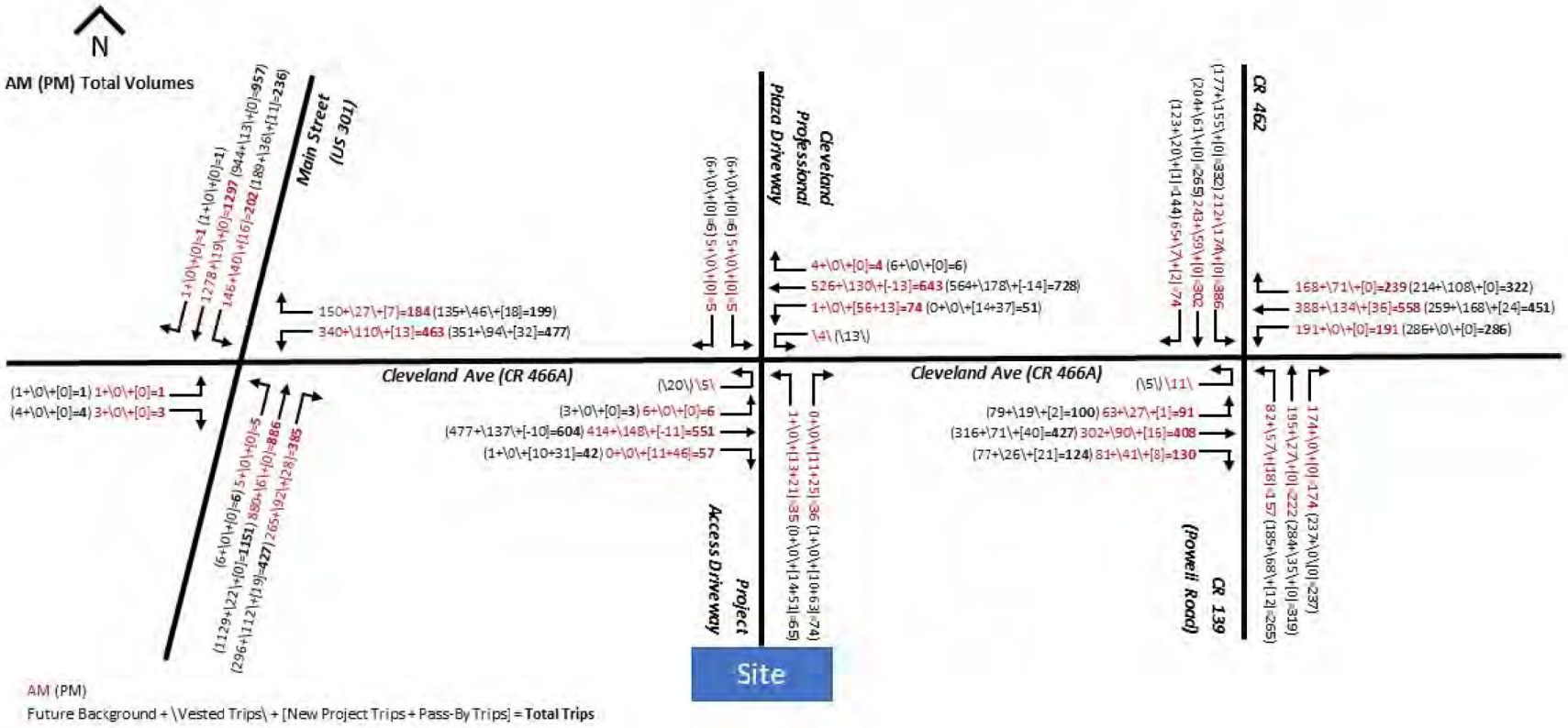
- Trips to the east along Cleveland Avenue (CR 466A), east of the site – 55 percent
  - Trips along Powell Road (CR 139), south of CR 466A – 18 percent
  - Trips along CR 462, north of CR 466A – 2 percent
  - Trips along CR 466A, east of Powell Road – 35 percent
- Trips to the west along Cleveland Avenue (CR 466A), west of the site – 45 percent
  - Trips along Main Street (US 301), south of CR 466A – 28 percent
  - Trips along Main Street (US 301), north of CR 466A – 16 percent

Utilizing the recommended trip distribution percentages above, the trip end generation potential for the proposed development program was assigned to the study intersections and proposed driveways. These assignment percentages are then multiplied by the net new external trip generation for the development to determine the number of project trips on each roadway segment and intersection turning movement within the study area.

FUTURE VOLUMES

Vested traffic from the four developments listed were added to the future background growth. The project volumes were then combined with the grown background volumes and the vested background volumes to determine the build-out volumes. The future build volumes are shown in **Figure 6**, with the grown, vested, and project volumes listed for each movement at all the study intersections.

Figure 7: 2028 Buildout Traffic AM and PM Peak Hours



FUTURE CONDITIONS ANALYSIS

BUILD INTERSECTION ANALYSIS

The build intersection turning movement volumes were analyzed in Synchro 12 with HCM 7th Edition methodologies. The intersection analysis results are shown in **Table 7**, with printouts included in **Appendix K.** Splits were optimized at each signalized intersection and the cycle lengths were optimized at CR 466A & Main Street (US 301) to improve the operational performance.

The lane configurations used in the Build analysis are shown in **Figure 8.** Several intersection improvements are applied in the Build condition to achieve LOS D intersection operations and no overcapacity movements. These lane improvements would also be necessary in the No-Build condition to achieve acceptable operations. While Sumter County does not typically use proportionate share agreements to address roadway improvements required by additional developer traffic, further discussion of a proportionate share agreement may be possible in the case of these improvements as they would be necessary to achieve acceptable operations in the No-Build condition as well.

To address the overcapacity movements calculated in the no-build condition, an exclusive northbound right turn lane is proposed at the intersection of CR 466A & Main Street (US 301). With this improvement, the intersection operates at LOS D or better and without overcapacity movements.

The operations at the driveway show all approaches operating between LOS A and C for the AM peak hour and between LOS B and E for the PM peak hour.

Several improvements were analyzed at the intersection of CR 466A & CR 139 / CR 462 to improve the overall intersection LOS to D, including an exclusive southbound right turn lane and an additional northbound left turn lane. With the improvements listed above, the intersection has an overall LOS of D in both peak periods and operates undercapacity.

Table 7: Build-Out Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & Main Street (US 301)	Delay (s/veh)	26.9	62.5	34.9	30.5	20.0	37.9	81.3	65.6	34.9	24.6
	LOS	C	E	C	C	C	D	F	E	C	C
	v/c ratio*	-	0.33	0.82	0.78	0.76	-	0.34	0.92	0.82	0.91
CR 466A & Project Access Driveway	Delay (s/veh)	-	10.3	9.3	16.1	15.5	-	12.6	10.1	47.5	26.6
	LOS	-	B	A	C	C	-	B	B	E	D
	v/c ratio*	-	0.02	0.09	0.19	0.03	-	0.05	0.09	0.66	0.07
CR 466A & CR 139 / CR 462	Delay (s/veh)	49.7	44.1	44.1	53.1	59.2	54.2	40.7	42.4	74.1	60.7
	LOS	D	D	D	D	E	D	D	D	E	E
	v/c ratio*	-	0.82	0.80	0.67	0.90	-	0.84	0.84	0.91	0.85

*v/c ratio is shown for the highest movement on the approach
-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

BUILD ROADWAY SEGMENT ANALYSIS

The 2028 build PM peak hour roadway capacity analysis for the study area roadways with addition of the no-build improvements can be found in **Table 8** and **Table 9**. Both study segments operate undercapacity.

Figure 8: 2028 Build Lane Configurations

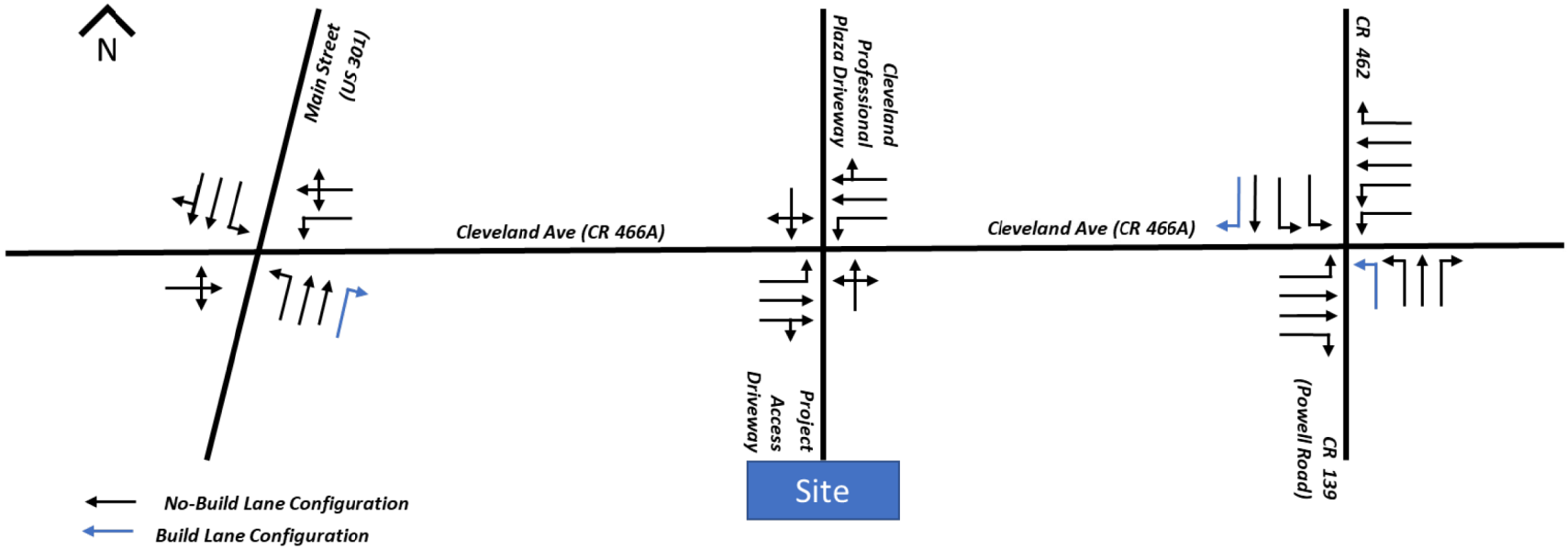


Table 8: 2028 Buildout Roadway Segment Peak Directional Volumes

Roadway Segment	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (EB)	% Project Trips	EB Direction	Project Trips PM PHPD Volume (EB)	WB Direction	Project Trips PM PHPD Volume (WB)	Total 2028 Buildout PM PHPD Volume (EB)	Total 2028 Buildout PM PHPD Volume (WB)
CR 466A (US 301 to Project Access Driveway)	644	748	45	In	31	Out	51	675	799
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,424	1,447	55	Out	63	In	37	1,487	1,484

Table 9: 2028 Buildout Roadway Segment Analysis

Roadway Segment	Total 2028 Buildout PM PHPD Volume (EB)	Total 2028 Buildout PM PHPD Volume (WB)	# of Lanes	LOS Std	PHPD Capacity	v/c Ratio	Exceeds Capacity?
CR 466A (US 301 to Project Access Driveway)	675	799	2	D	1,011	0.79	No
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,487	1,484	4	D	1,710	0.87	No

CONCLUSIONS

The Project is located south of CR 466A approximately 0.25 miles east of CR 139 / CR 462. The development is planned for a mix of uses including an auto repair shop, a fast-food restaurant, and a medical office. The proposed development will be built in a single phase, with an anticipated buildout year of 2028.

Access to the site will be provided by driveway access on CR 466A, at the location of the current driveway for Crossings Christian Church, with both the church and the project sharing the access.

The study area and methodology for the traffic analysis were based on the Sumter County Traffic Impact Analysis Guidelines and were approved by the County prior to initiation of the analysis. In the existing conditions, the intersections operate within the level of service standards.

Background growth was calculated a combination of a 2% annual growth rate to 2028 and the vested trips for the following developments:

- Solamar at Wildwood
- Highfield at Twisted Oaks
- Turkey Run II
- Dr. Heydari Medical Office

The analysis of the background 2028 volumes included several roadway improvements including:

- CR 466A & Main Street (US 301):
  - Conversion of westbound shared through-right lane to a shared left-through-right lane.
- CR 466A & CR 139 / CR 462:
  - Addition of a second southbound left turn lane.
  - Addition of an exclusive eastbound right turn lane.

The background analysis indicated that the intersection of CR 466A & Main Street (US 301) and CR 466A & CR 139 / CR 462 both operate at LOS E or worse in at least one peak period. These unacceptable operations were further addressed in the build analysis. The roadway segments operate undercapacity in the no-build condition.

In the build condition, several improvements were applied, including:

*right

- CR 466A & Main Street (US 301):
  - Addition of an exclusive northbound ~~left~~ turn lane.
- CR 466A & CR 139 / CR 462:
  - Addition of a second northbound left turn lane.
  - Addition of an exclusive southbound right turn lane.

- The developer is responsible for constructing all proposed improvements.
- FDOT approval is needed for proposed improvements in their right-of-way.
- Proposed improvements shall be constructed within existing right-of-way. If that is deemed impossible, alternative improvements shall be explored.

With these improvements, all intersections will operate undercapacity and at LOS D or better in the future buildout condition. The roadway segments operate undercapacity in the build condition without any improvements.

Appendix A: Approved Methodology

KITTELSON & ASSOCIATES
255 E Robinson Street, Suite 355
Orlando, FL 32801
P 407.540.0555

Technical Memorandum

March 8, 2024 Project# 29192.000

To: Development Review
Sumter County Board of County Commissioners
7375 Powell Road
Wildwood, FL 34785

From: Kok Wan Mah, P.E.
225 E Robinson Street, Suite 355
Orlando, FL 32801

Project: Wildwood Oaks

RE: Proposed TIA Methodology

INTRODUCTION AND PROJECT DESCRIPTION

This technical memorandum provides a recommended Transportation Impact Study (TIS) methodology for the proposed development in Wildwood, FL. The proposed property is a mixed-use development consisting of an auto repair center, fast-food restaurant, and medical office on the south side of Cleveland Avenue (CR 466A) approximately 0.25 miles west of Powell Road (CR 139). The parcel ID is G05-125 and is approximately 16.4 acres. The proposed development will be developed on a portion of the parcel, consisting of 6.6 acres on the north side of the parcel. The site plan is attached. The project location with site boundary in blue is shown in **Figure 1**.

The development is planned to include 5.4 KSF of auto repair shop, 3.2 KSF of fast-food restaurant, and 30.4 KSF of medical office. Based upon the generated project trips, a Transportation Impact Study (TIS) will be conducted per the Sumter County Traffic Impact Analysis Guidelines.

The development will be constructed in a single phase with an anticipated buildout year of 2028. Access to the development will be provided via one full access to CR 466, sharing access with an existing church to the east. The site plan is included in the **Attachments**.

Figure 1. Project Location

TRIP GENERATION

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

Table 1: Trip Generation

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period					PM Peak Period				
				In		Out		Total	In		Out		Total
				%	Trips	%	Trips		%	Trips	%	Trips	
Auto Repair Center	943	5.4 KSF	90	*72%*	*7*	*28%*	*3*	10	*39%*	*4*	*61%*	*7*	11
Fast Food Restaurant with Drive-Through	934	3.2 KSF	1,496	*51%*	*73*	*49%*	*70*	143	*52%*	*55*	*48%*	*51*	106
Medical Office	720	30.4 KSF	1,198	*79%*	*66*	*21%*	*17*	83	*30%*	*36*	*70%*	*83*	119
Subtotal			**2,784**		***146***		***90***	**236**		***95***		***141***	**236**
Internal Capture (17% AM, 2.5% PM)			46		20		20	40		3		3	6
Pass-By (50%/55% (AM/PM) for fast food restaurant)			94		24		24	47		24		24	47
Total			**2,644**		***102***		***46***	**149**		***68***		***114***	**183**

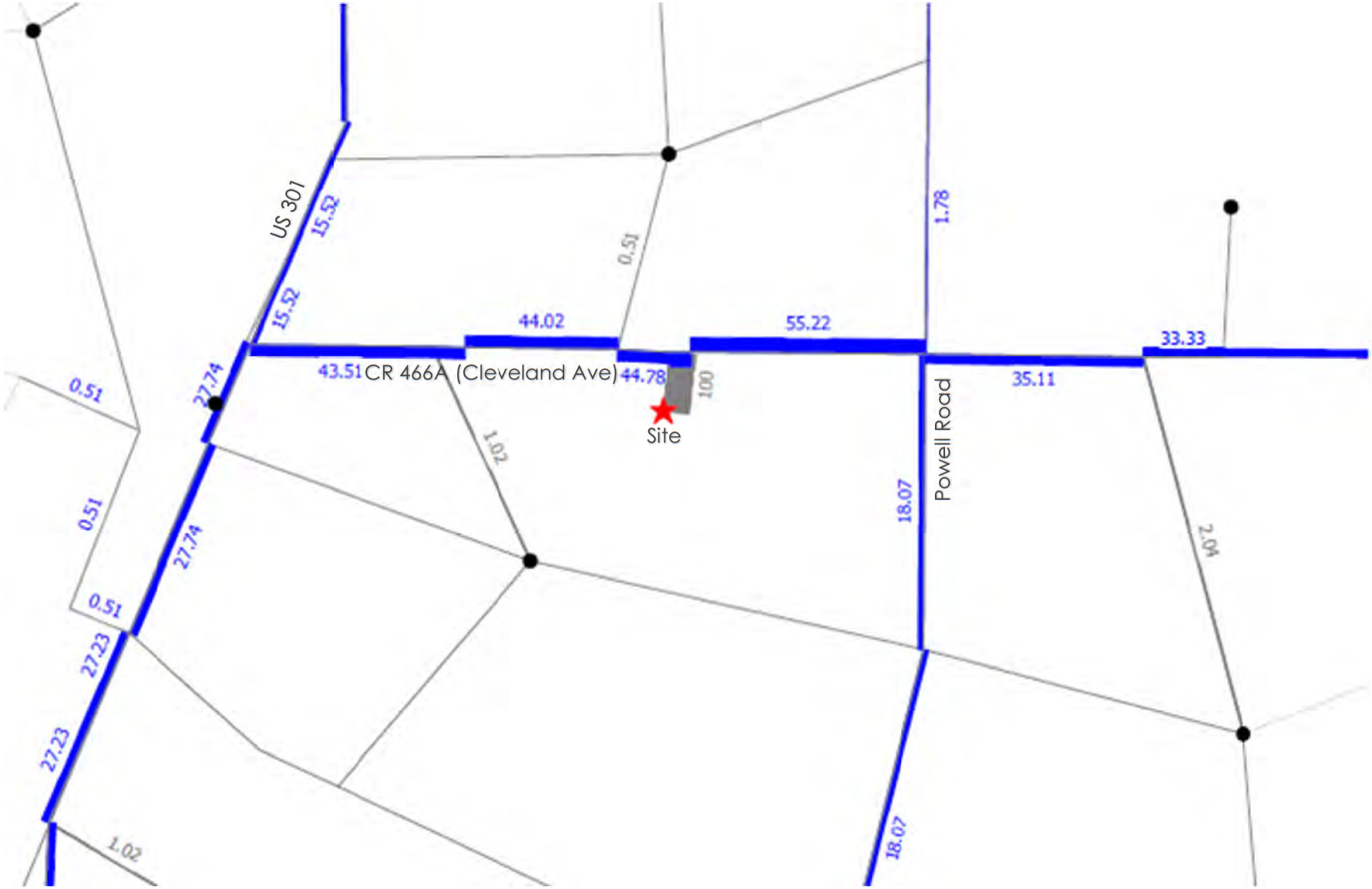
*Pass-by limited to no greater than 20% of the trips generated per Sumter County Guidelines. (236*20%=47)

The proposed development is projected to generate 2,622 new net external daily trips of which 137 trips occur during the AM peak hour and 173 trips occur during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution and assignment were estimated based on a select zone analysis using the Central Florida Regional Planning Model (CFRPM), Version 7, project driveway distribution, and local traffic patterns. The daily select zone model plot for the future year is included in **Figure 2** with larger scales included in **Attachments.** Turn restrictions were coded on the connection to Powell Road from the site to represent the right-in/right-out access.

Figure 2: Trip Distribution and Assignment



STUDY AREA DETERMINATION

Per Sumter County Traffic Impact Analysis Guidelines, a study area for a Traffic Study level of analysis includes any public roadway where the net new project's traffic consumes at least three percent of the maximum service volume based on the adopted level of service. **Table 2** presents the project's significance review, which indicates that Cleveland Avenue from US 301 to Powell Road is projected to have project trips that consume at least three percent of its maximum service volume.

Project trips were calculated by using peak-hour peak-direction trips generated by the proposed development and trip distribution presented in previous sections. Sumter County Traffic Impact Analysis Guidelines require any major intersection within a quarter mile radius of the project to be included in analysis.

Based on the expected trip generation, distribution, assignment, and significance review, it is recommended that the following roadway segments and intersections to be evaluated in the TIA.

Roadway segments:

- Cleveland Avenue
  - US 301 to Project Access
  - Project Access to Powell Road

Intersections:

- Cleveland Avenue at US 301
- Cleveland Avenue at Powell Road
- Cleveland Avenue at Site Access

Table 2. Project Trip Significance

Station ID	Road Name	From/To	No. Lanes	Functional Class.	LOS Std.	Daily Capacity	Pk-Hr Pk-Dir Capacity	AADT	PM Pk-Hr 2-Way Total	PH PD		% Project Trips	Project Volume	Proj. Significance	Adj. to Site?	In Study Area?
										Direction	Volume					
-	Cleveland Ave. (CR 466A)	US 301 to Powell Rd. (CR 139)	4	Arterial	D	39,800	2,000	26,646	2,300	EB	1,277	55.2%	63	3.15%	Yes	Yes
29	Cleveland Ave. (CR 466A)	Powell Rd. (CR 139) to 57th Dr.	4	Arterial	D	39,800	2,000	26,646	2,300	EB	1,277	35.1%	40	2.00%	No	No
97	Powell Rd. (CR 139)	CR 44A to Cleveland Ave. (CR 466A)	4	Collector	D	39,800	2,000	17,598	1,538	NB	933	18.1%	21	1.05%	No	No
20	CR 462	Cleveland Ave. (CR 466A) to CR 121	2	Collector	D	13,319	880	13,377	1,148	NB	433	1.8%	2	0.23%	No	No
180026	US 301	CR 44A to Cleveland Ave. (CR 466A)	4	Arterial	D	39,800	2,000	26,000	2,340	NB	1,264	27.7%	32	1.60%	No	No
185008	US 301	Cleveland Ave. (CR 466A) to Old Wire Rd.	4	Arterial	D	39,800	2,000	28,000	2,520	NB	1,361	15.5%	18	0.90%	No	No

Source: Roadway segmentation, LOS Standard from Sumter County 2023 Count Report. Dcily capacity, peak-hour peak-direction capacity from 2020 FDOT LOS Tables

FUTURE VOLUMES BUILDOUT (2028)

Traffic counts were provided by Sumter County, including heavy vehicle percentages. The seasonal factor will be applied to the existing peak hour traffic data. If the seasonal factor is less than 1.0, then the counts will not be seasonally adjusted.

Historic average annual daily traffic (AADT) volume data along the study roadways were initially reviewed from CMP database, included in the **Attachments**. The growth rate for County count station ID #29 shows a negative growth for the segment adjacent to the site. Therefore a growth rate of 2% will be used in addition to vested trips for approved projects provided by Sumter County.

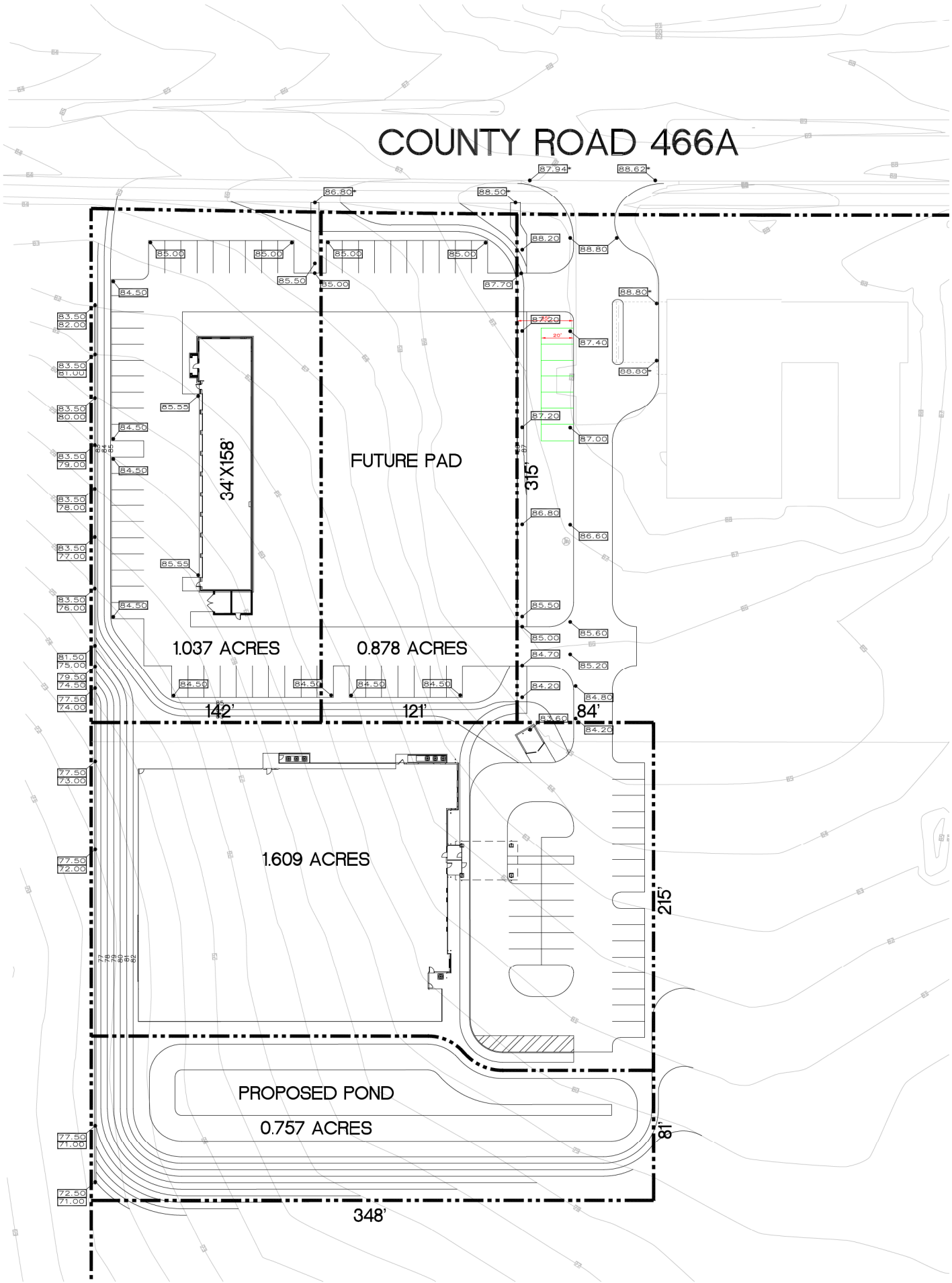
FUTURE CONDITIONS OPERATIONAL ANALYSIS

The Traffic Impact Study will provide an analysis of weekday PM peak hour traffic operations at study intersections and driveway within the study area for Future Background and Buildout conditions. AM Peak hour traffic was removed as there are more project trips added to the network in the PM than AM scenario. HCM 7th Edition methodology included in Synchro 12 software will be used for intersection operational analyses.

The intersection operational analyses will include an assessment of overall intersection delay and level of service (LOS), as well as queues, delays, and LOS by movement, for the study intersections.

Roadway segments will be analyzed for Future No-Build and Future Buildout conditions using roadway capacities published in the Sumter County Congestion Management Plan Database (2023). For roadways or intersections found to be operating deficiently due to the addition of project trips, recommendations will be provided to address the identified deficiencies.

Attachments


COUNTY ROAD 466A
FUTURE PAD
34'X158'
315'
1.037 ACRES
0.878 ACRES
142'
121'
84'
1.609 ACRES
215'
PROPOSED POND
0.757 ACRES
81'
348'

Medical-Dental Office Building - Stand-Alone
(720)

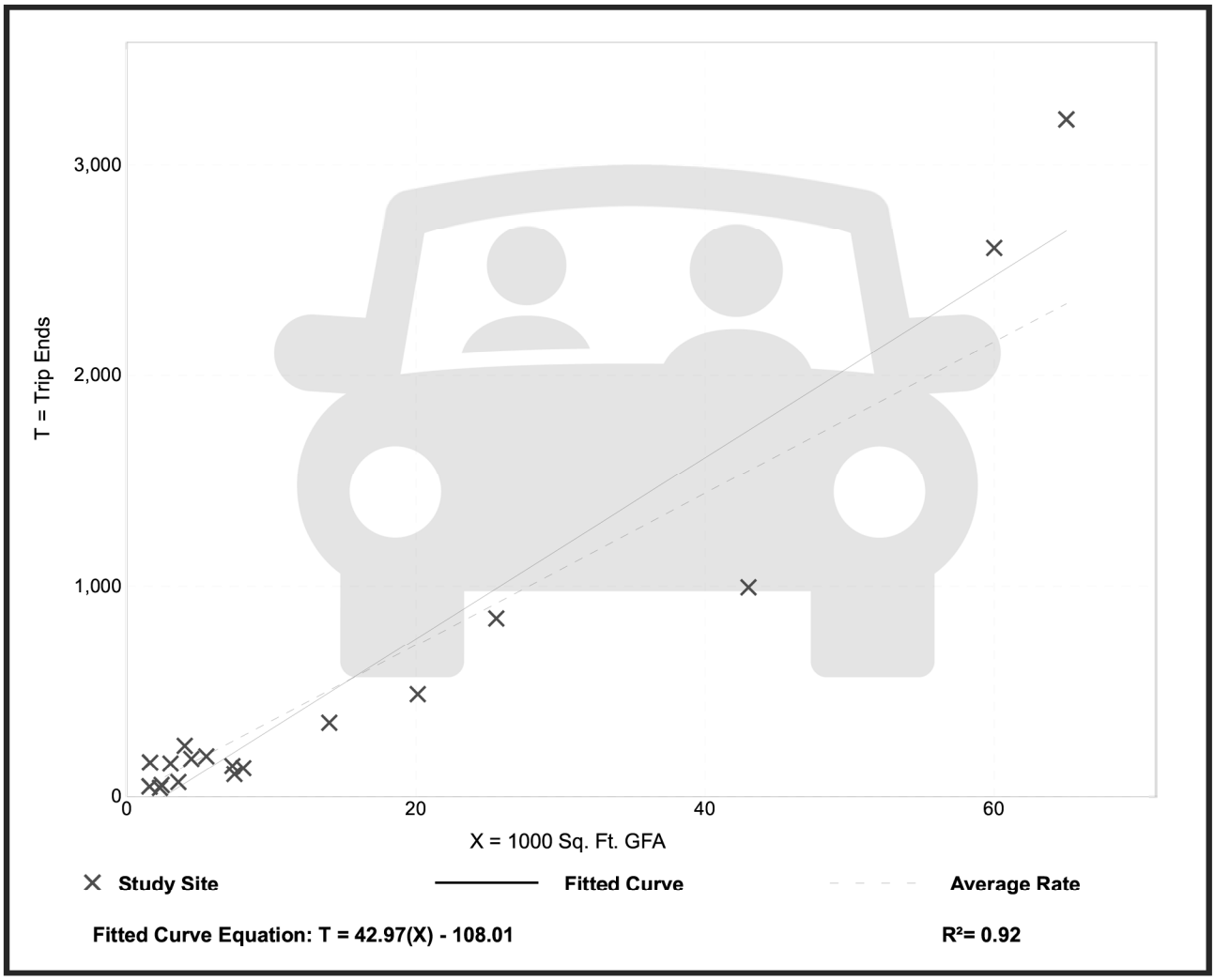
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



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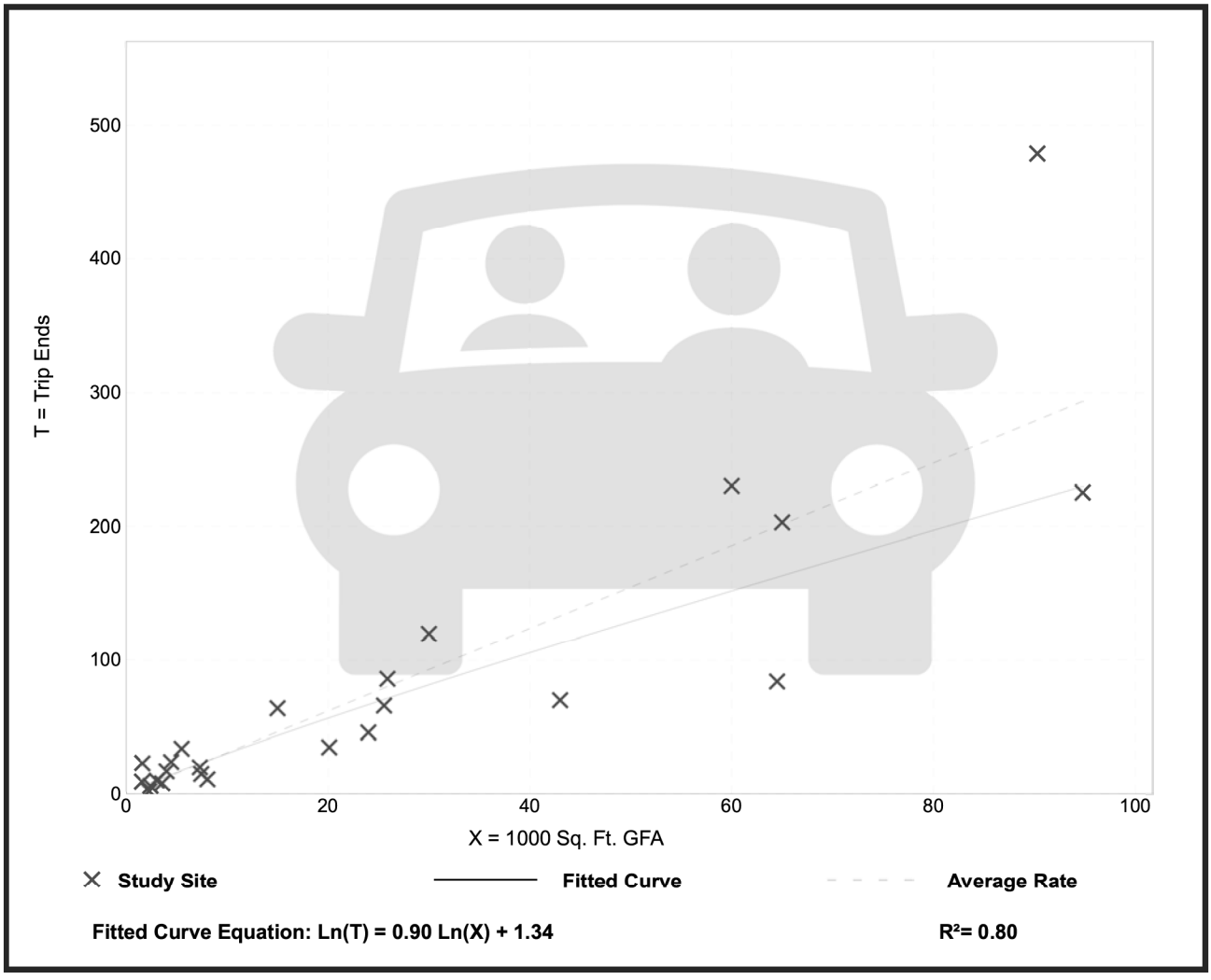
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 24
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



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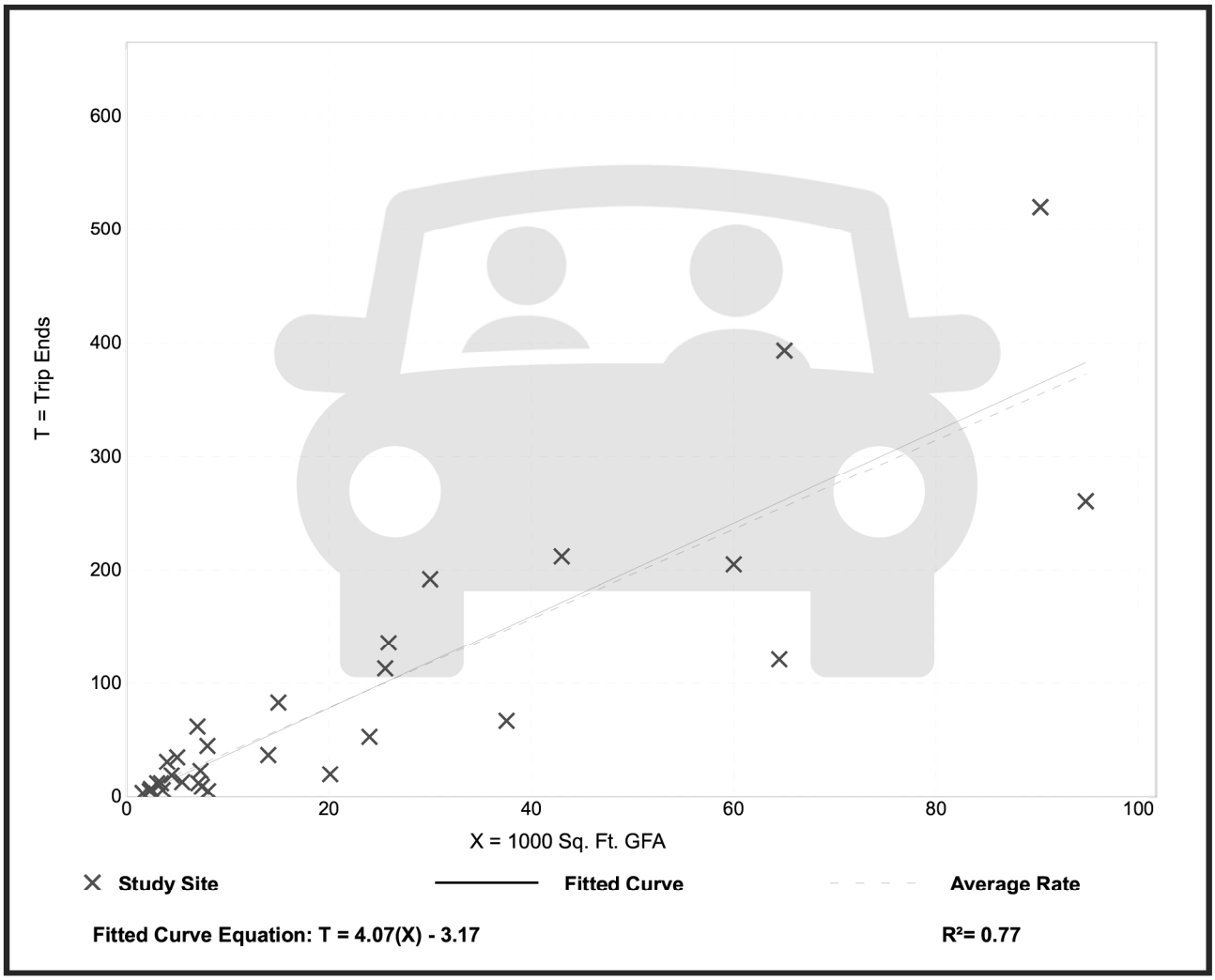
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 30
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



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Fast-Food Restaurant with Drive-Through Window
(934)

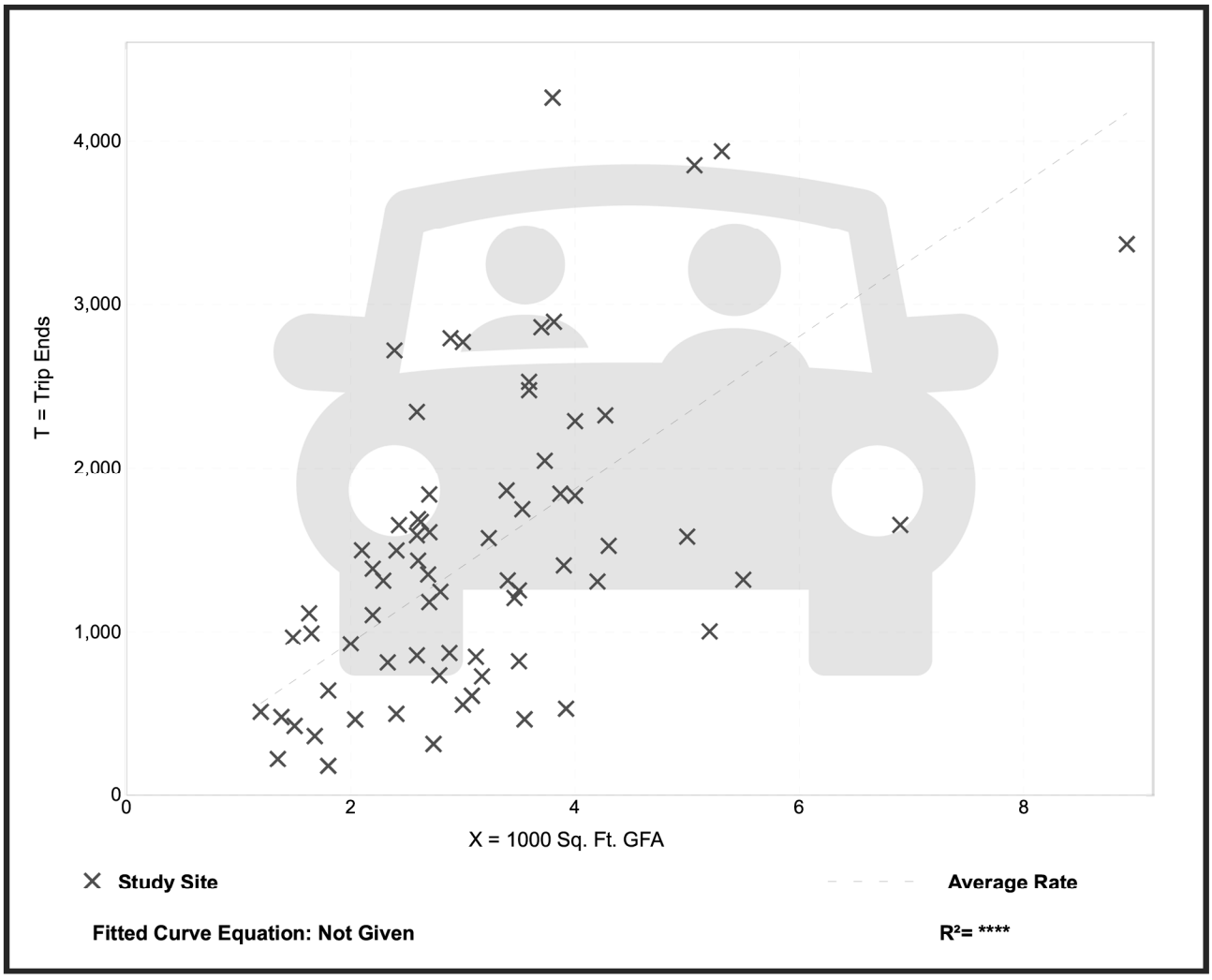
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



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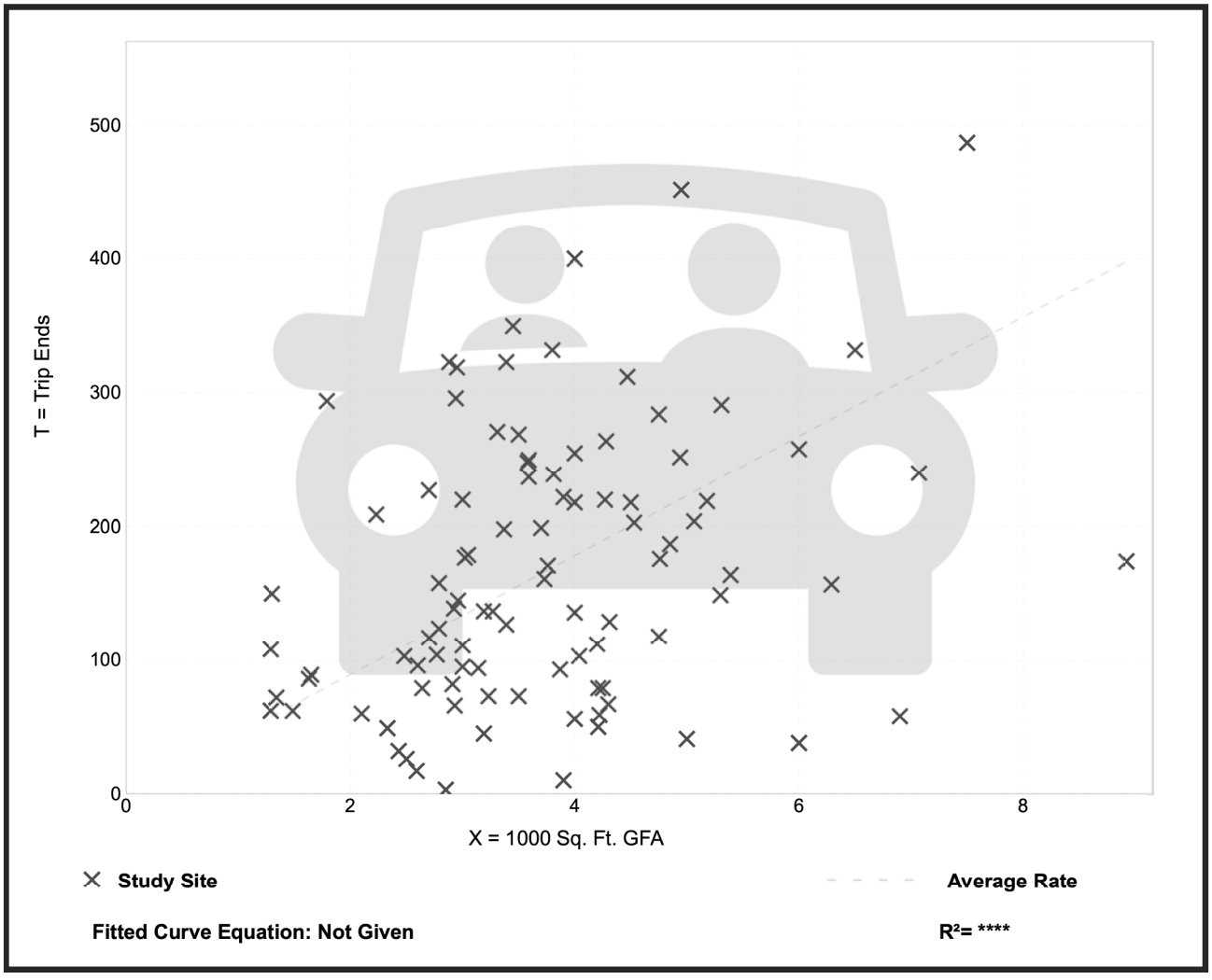
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	96
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



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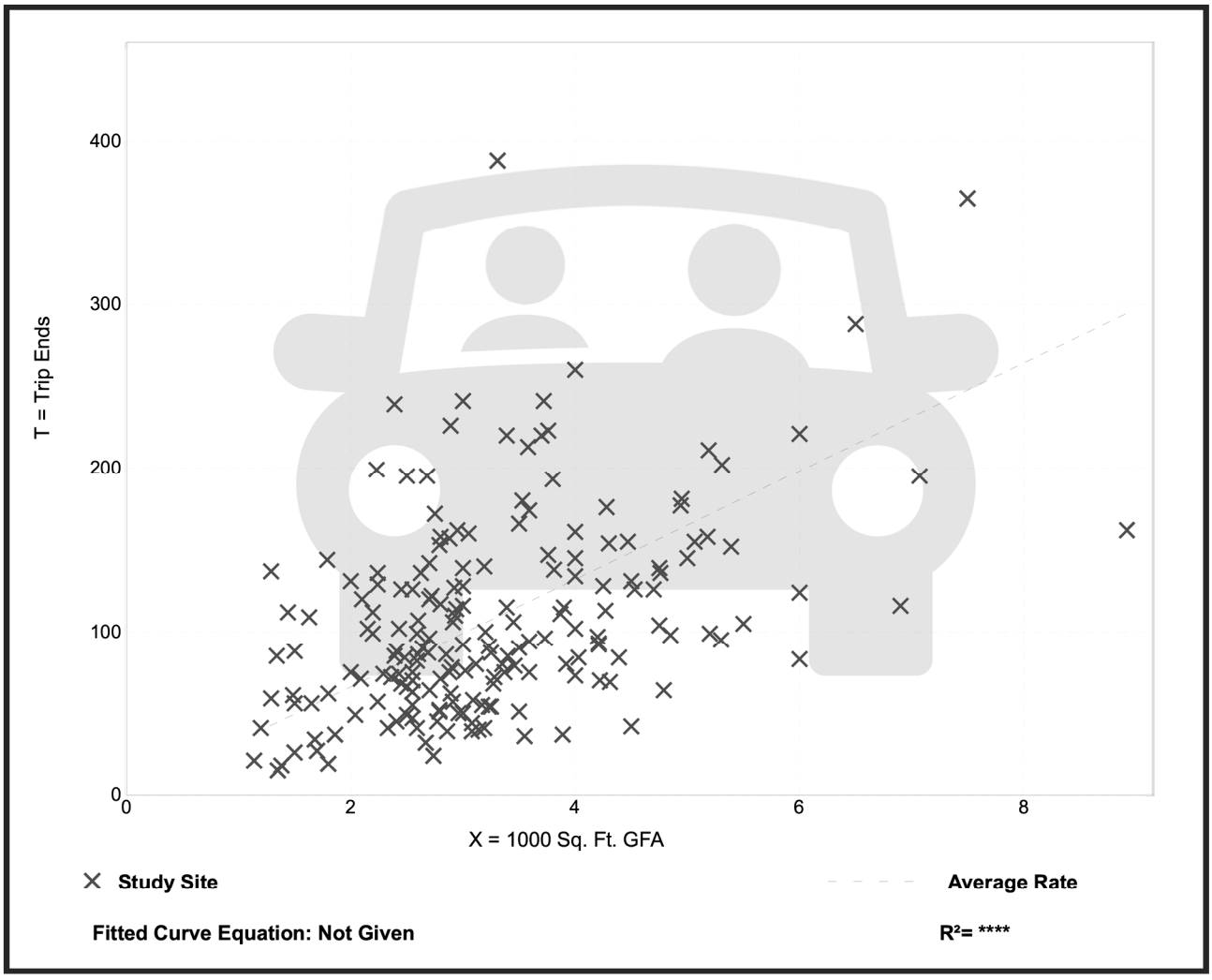
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	190
Avg. 1000 Sq. Ft. GFA:	3
Directional Distribution:	52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



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Automobile Parts and Service Center
(943)

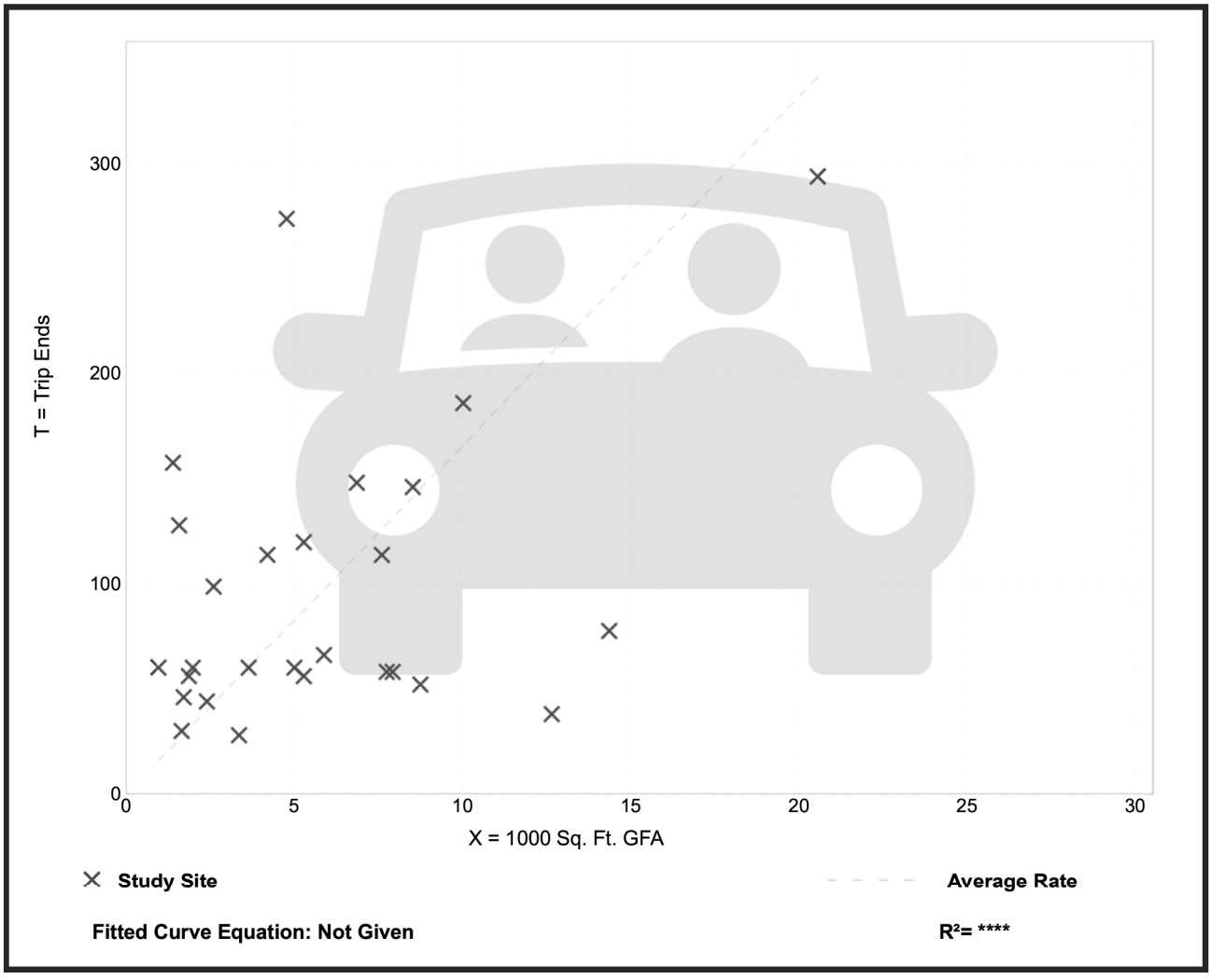
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.60	3.00 - 113.51	16.17

Data Plot and Equation



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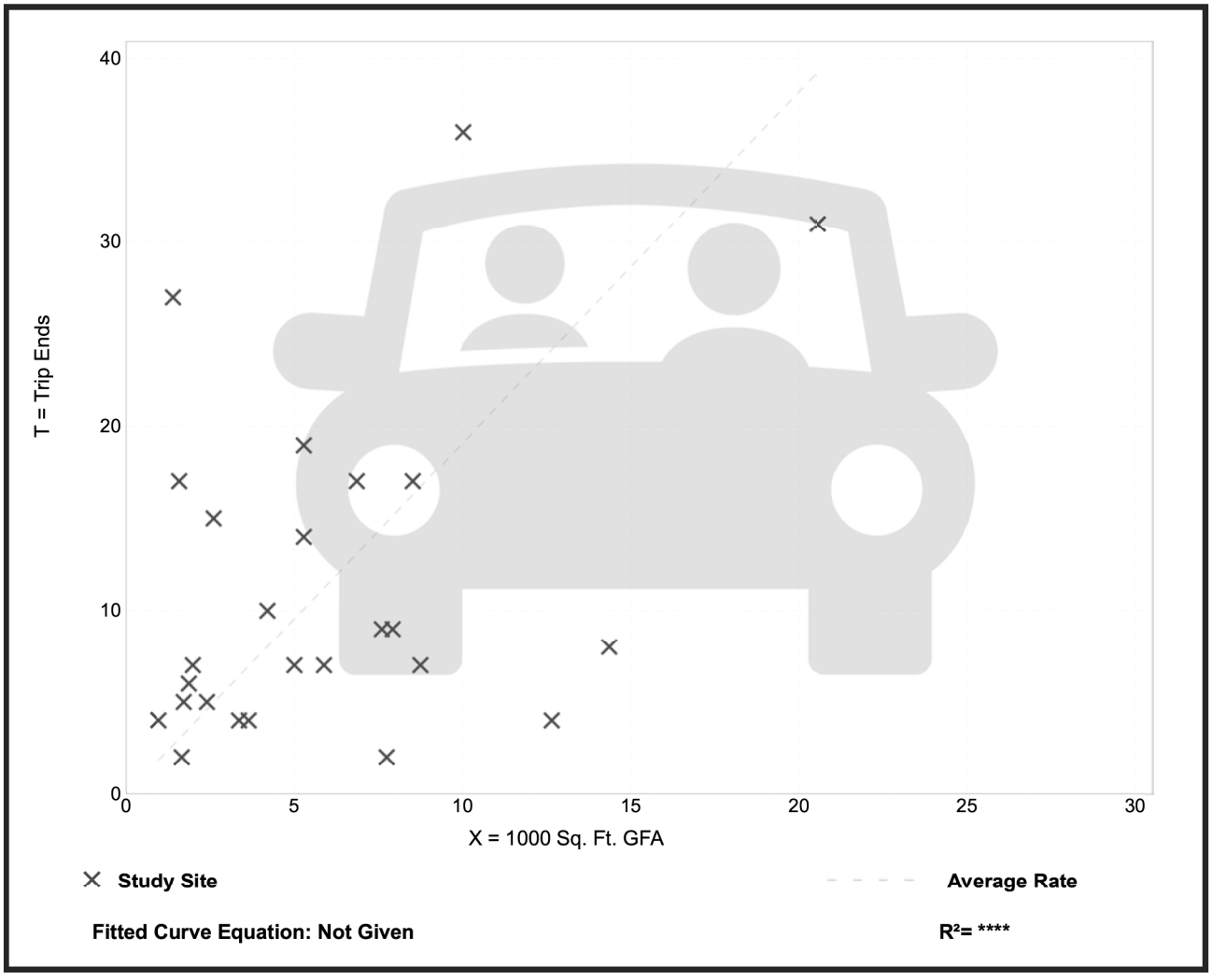
Automobile Parts and Service Center
(943)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	26
Avg. 1000 Sq. Ft. GFA:	6
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

Data Plot and Equation



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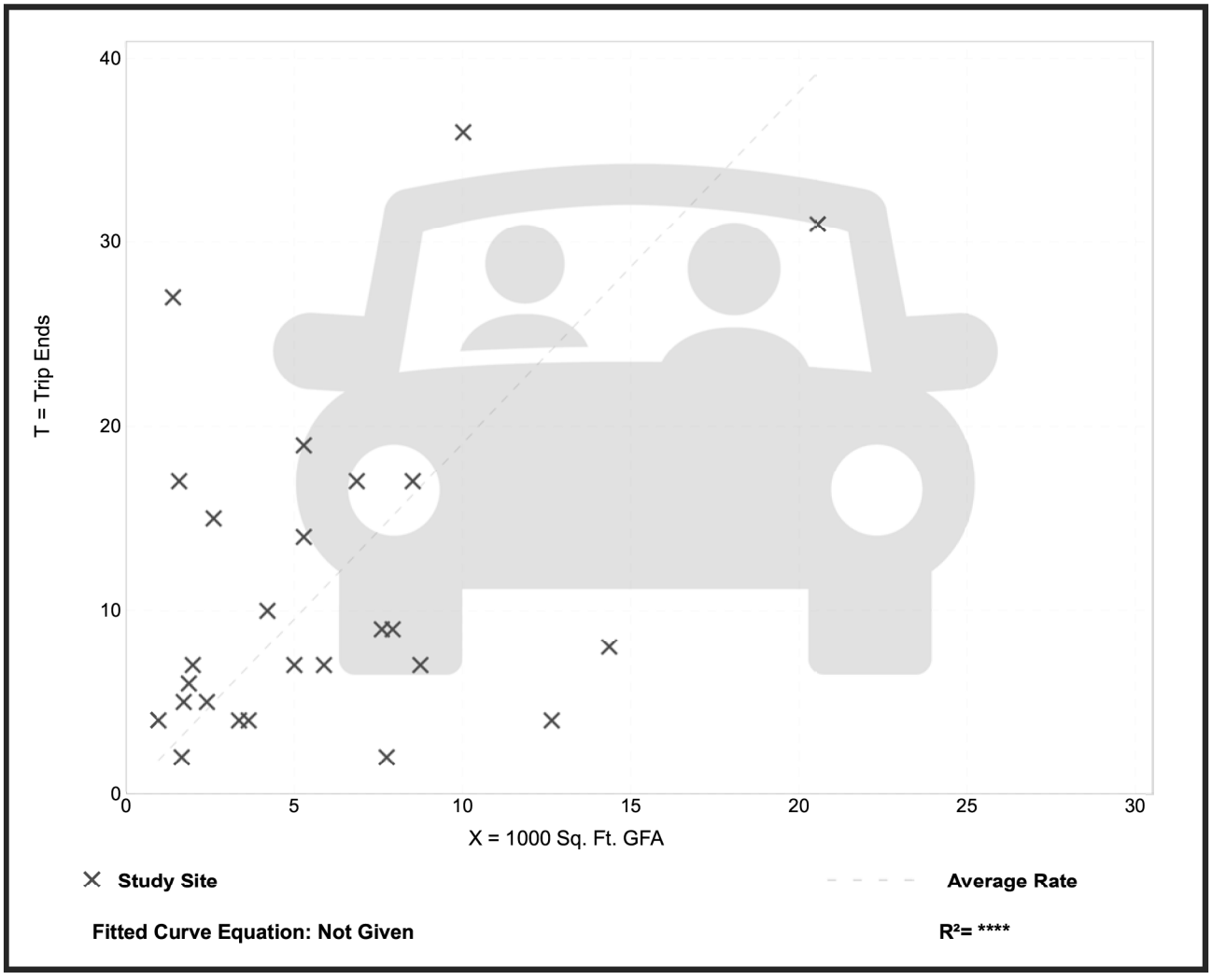
Automobile Parts and Service Center
(943)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	26
Avg. 1000 Sq. Ft. GFA:	6
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

Data Plot and Equation



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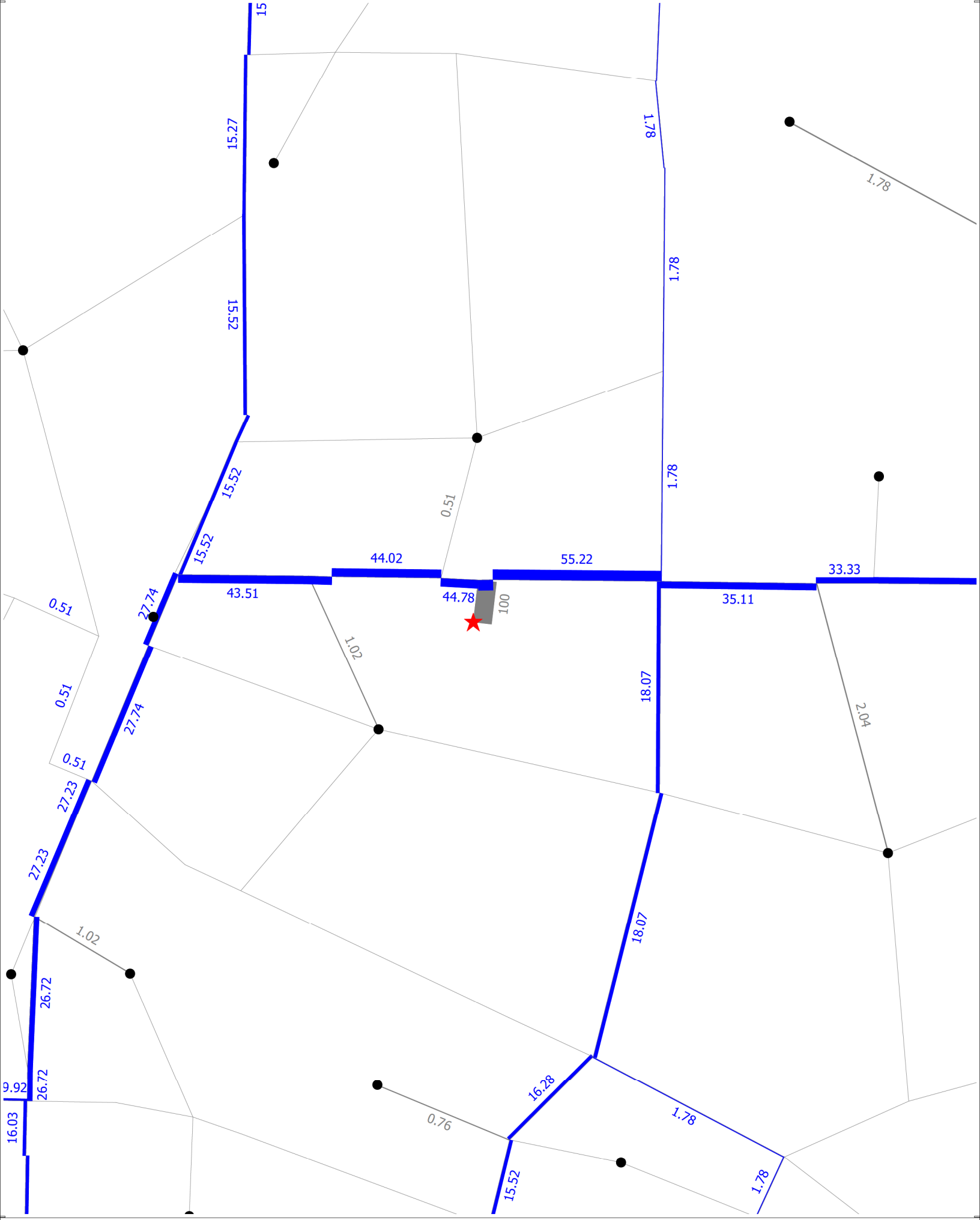

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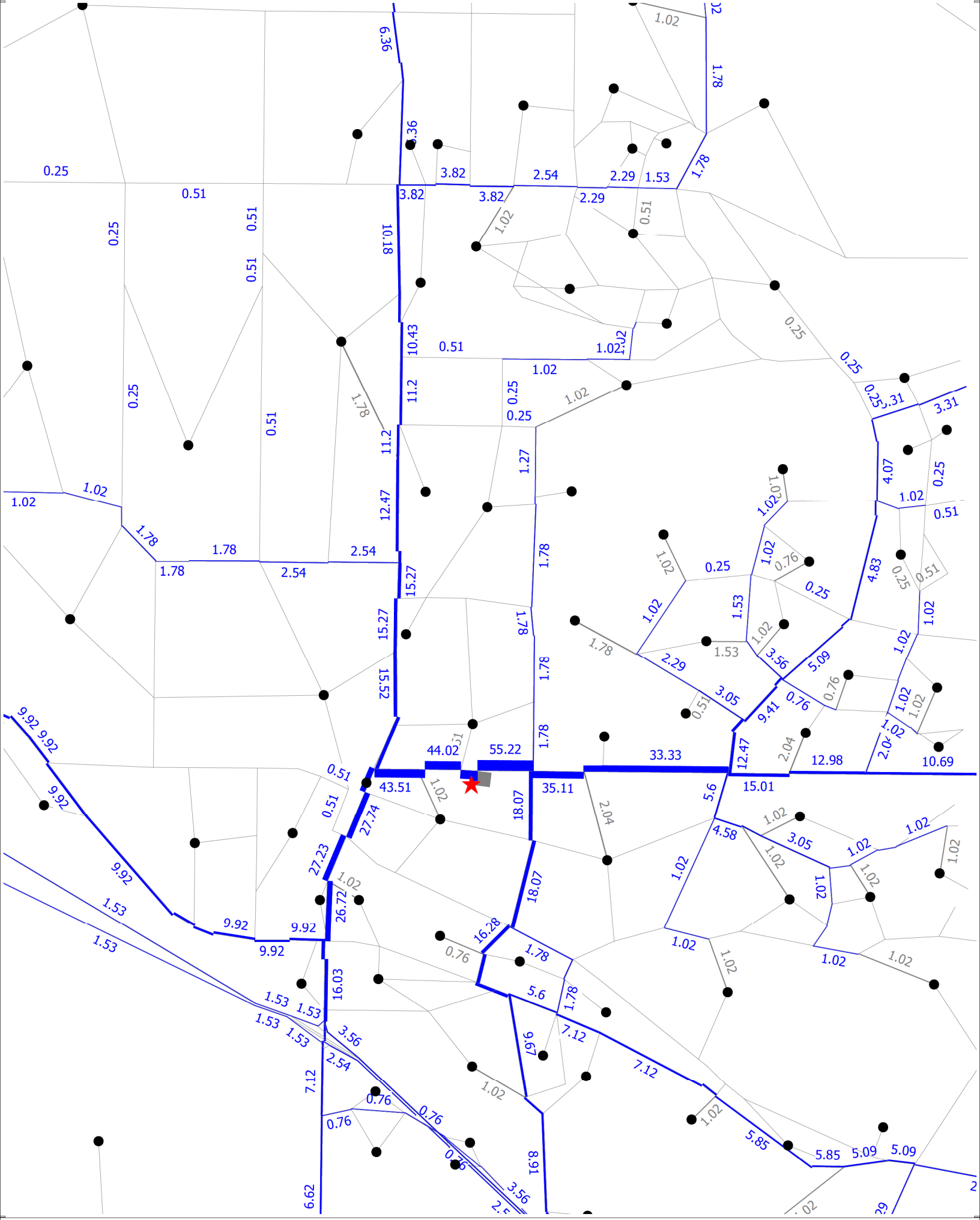

cube
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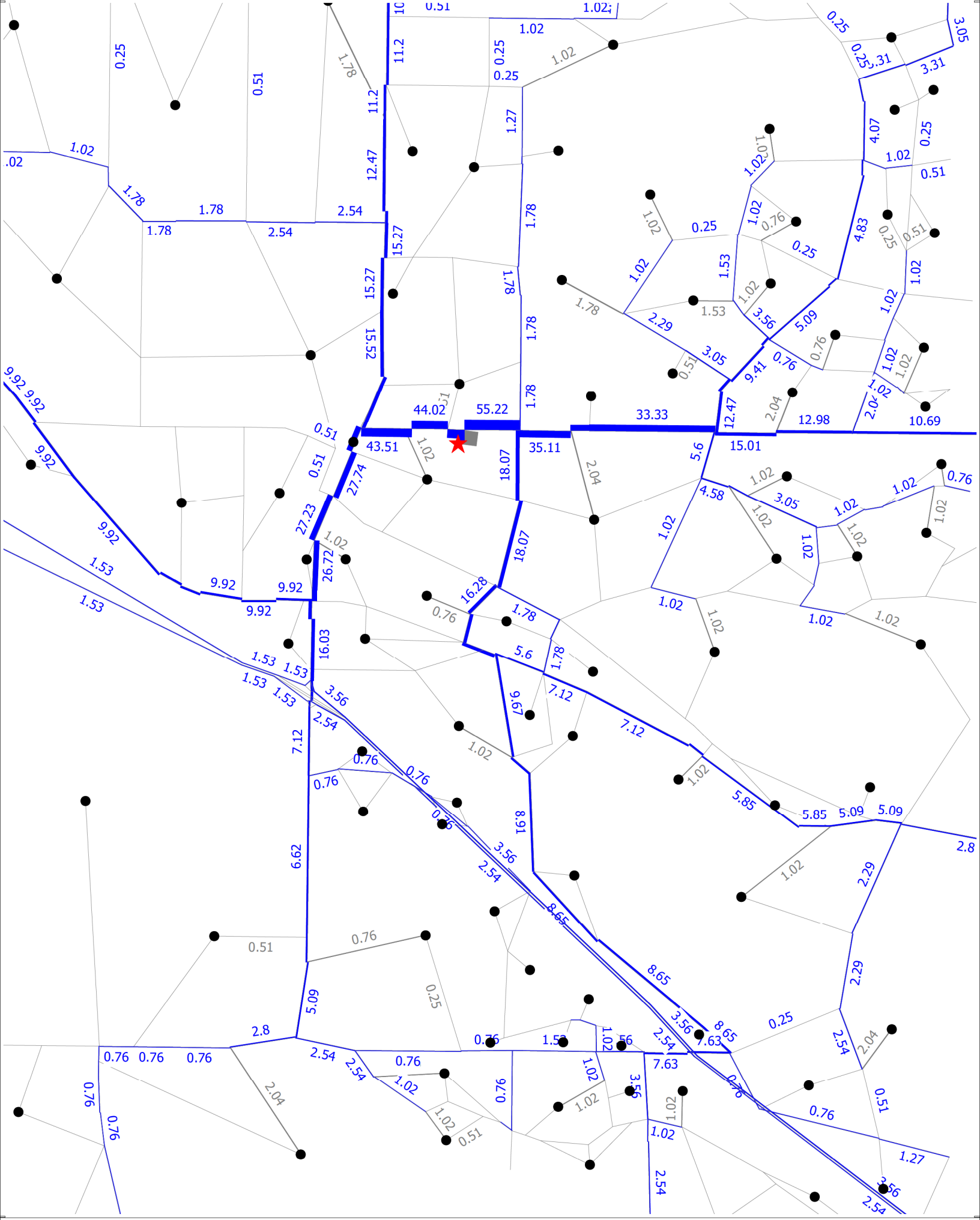

cube
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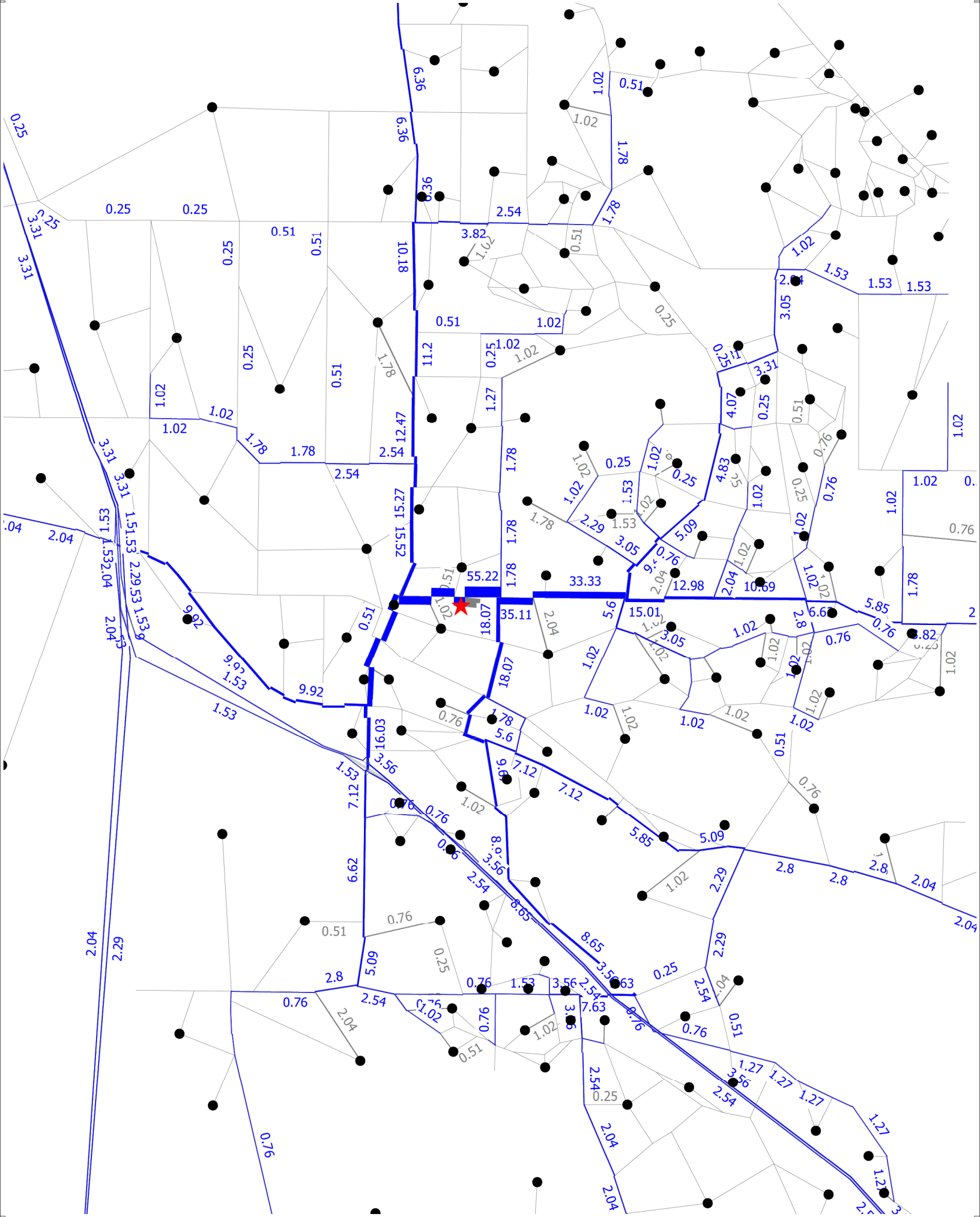

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Six-Use Internal Capture Input

Project Information

Project Number	29192
Project Name	Cleveland Ave TIA
Scenario	1
Analyst	APG

Analysis Input

Analysis Period	AM Peak

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Office	720		30.4 KSF	66	17
B	Retail					
C	Restaurant	934		3.2 KSF	73	70
D	Residential					
E	Cinema					
F	Hotel					

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	57	0	62	0	0	0	119
Exit	6	0	61	0	0	0	67
Total	63	0	123	0	0	0	186
Single Use Trip Generation Estimate	83	0	143	0	0	0	226
Internal Capture	17.70%						
	24.10%	#DIV/0!	13.99%				

Six-Use Internal Capture Input

Project Information

Project Number	29192
Project Name	Cleveland Ave TIA
Scenario	1
Analyst	APG

Analysis Input

Analysis Period	PM Peak

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Office	720		30.4 KSF	36	83
B	Retail					
C	Restaurant	934		3.2 KSF	55	51
D	Residential					
E	Cinema					
F	Hotel					

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	34	0	54	0	0	0	88
Exit	82	0	49	0	0	0	131
Total	116	0	103	0	0	0	219
Single Use Trip Generation Estimate	119	0	106	0	0	0	225
Internal Capture	2.67%						

2.52% #DIV/0! 2.83%

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 Visa 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 Visa 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 Visa 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 Visa 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	834	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/Genview 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	25851	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	--	--

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0026 - ON US-301, 0.375 MI. N OF CR-44A (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	26000 F	N 13000	S 13000	9.00	54.00	12.00
2021	26000 C	N 13000	S 13000	9.00	53.00	12.00
2020	22000 F	N 11000	S 11000	9.00	54.70	9.90
2019	23000 C	N 11500	S 11500	9.00	53.30	9.90
2018	21000 F	N 10500	S 10500	9.00	53.70	15.40
2017	21000 C	N 10500	S 10500	9.00	53.50	15.40
2016	20000 C	N 10000	S 10000	9.00	53.10	13.80
2015	17300 C	N 8500	S 8800	9.00	54.70	13.30
2014	16200 C	N 8200	S 8000	9.00	55.10	13.50
2013	18300 C	N 9300	S 9000	9.00	56.40	13.70
2012	18600 C	N 9500	S 9100	9.00	56.30	11.70
2011	17500 C	N 8600	S 8900	9.00	51.30	10.80
2010	19200 C	N 9800	S 9400	9.85	55.51	10.40
2009	18300 C	N 9100	S 9200	9.88	55.48	11.10
2008	18900 C	N 9600	S 9300	10.19	54.63	12.60
2007	19000 C	N 9800	S 9200	10.14	54.93	11.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

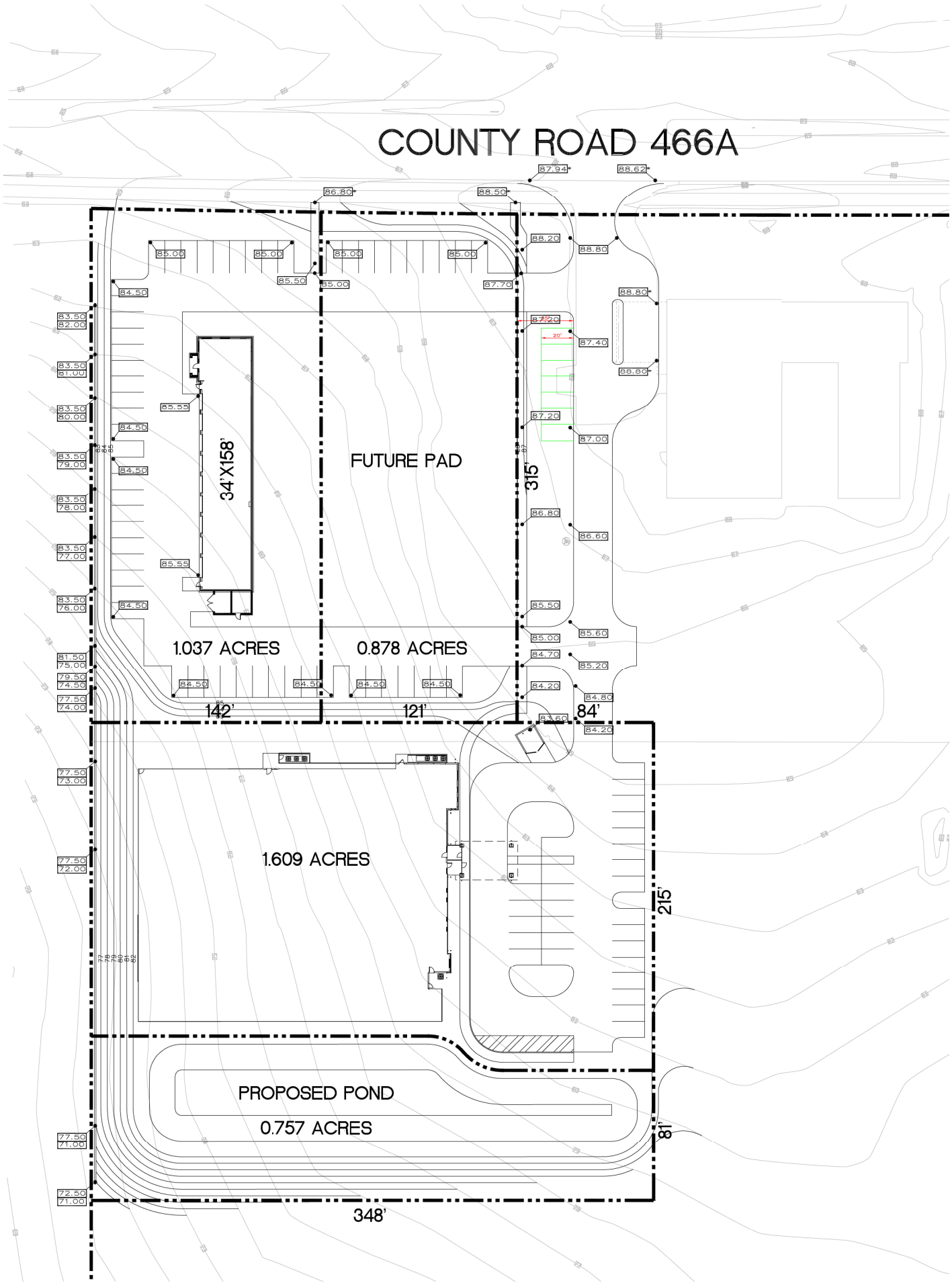
COUNTY: 18 - SUMTER

SITE: 5008 - ON US-301, 0.226 MI. N OF CR-466A (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	28000 F	N 14000	S 14000	9.00	54.00	11.00
2021	28000 C	N 14000	S 14000	9.00	53.00	11.00
2020	25000 F	N 12500	S 12500	9.00	54.70	14.20
2019	26000 C	N 13000	S 13000	9.00	53.30	14.20
2018	18900 F	N 9500	S 9400	9.00	53.70	14.80
2017	18900 C	N 9500	S 9400	9.00	53.50	14.80
2016	20500 C	N 10000	S 10500	9.00	53.10	14.50
2015	16100 C	N 8000	S 8100	9.00	54.70	12.80
2014	15100 C	N 7300	S 7800	9.00	55.10	16.40
2013	14700 C	N 7400	S 7300	9.00	56.40	14.00
2012	14000 C	N 7000	S 7000	9.00	56.30	13.30
2011	12400 C	N 5900	S 6500	9.00	51.30	17.60
2010	14100 C	N 7300	S 6800	9.85	55.51	12.90
2009	14300 C	N 7400	S 6900	9.88	55.48	11.10
2008	14500 C	N 7500	S 7000	10.19	54.63	12.60
2007	15400 C	N 8000	S 7400	10.14	54.93	11.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix B: Site Plan


COUNTY ROAD 466A
FUTURE PAD
34'X158'
315'
1.037 ACRES
0.878 ACRES
142'
121'
84'
1.609 ACRES
215'
PROPOSED POND
0.757 ACRES
81'
348'

Appendix C: Turning Movement Counts and Signal Timings

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	16	303	0	0	319	27	0	16	3	46	0	176	27	2	205	0	0	0	0	0	570
07:15 AM	21	302	3	0	326	46	0	22	2	70	1	202	54	1	258	1	0	0	0	1	655
07:30 AM	33	308	1	0	342	72	0	23	6	101	1	201	68	1	271	0	0	0	1	1	715
07:45 AM	39	293	0	0	332	79	0	43	4	126	0	207	77	3	287	0	0	0	0	0	745
Total	109	1206	4	0	1319	224	0	104	15	343	2	786	226	7	1021	1	0	0	1	2	2685
08:00 AM	45	294	0	0	339	86	0	34	3	123	1	201	47	1	250	0	0	2	0	2	714
08:15 AM	18	288	0	0	306	78	0	19	7	104	3	206	46	2	257	1	0	0	0	1	668
08:30 AM	25	290	1	0	316	57	0	12	6	75	1	199	55	3	258	0	0	1	0	1	650
08:45 AM	15	279	1	0	295	49	0	17	2	68	1	189	44	4	238	1	0	1	0	2	603
Total	103	1151	2	0	1256	270	0	82	18	370	6	795	192	10	1003	2	0	4	0	6	2635
04:00 PM	34	196	0	0	230	84	0	20	6	110	1	216	71	1	289	0	0	0	0	0	629
04:15 PM	40	219	0	0	259	90	0	30	4	124	1	239	78	3	321	1	0	2	0	3	707
04:30 PM	48	213	1	0	262	87	0	29	2	118	2	277	63	4	346	0	0	0	1	1	727
04:45 PM	49	222	0	0	271	72	0	30	3	105	1	281	67	3	352	0	0	0	0	0	728
Total	171	850	1	0	1022	333	0	109	15	457	5	1013	279	11	1308	1	0	2	1	4	2791
05:00 PM	38	220	0	0	258	76	0	23	4	103	2	248	55	1	306	0	0	1	0	1	668
05:15 PM	29	222	1	0	252	87	0	28	2	117	1	242	47	3	293	0	0	0	0	0	662
05:30 PM	28	201	0	0	229	80	0	24	3	107	1	247	41	4	293	1	0	2	0	3	632
05:45 PM	26	205	0	0	231	69	0	18	4	91	2	222	48	2	274	0	0	0	0	0	596
Total	121	848	1	0	970	312	0	93	13	418	6	959	191	10	1166	1	0	3	0	4	2558
Grand Total	504	4055	8	0	4567	1139	0	388	61	1588	19	3553	888	38	4498	5	0	9	2	16	10669
Apprch %	11	88.8	0.2	0		71.7	0	24.4	3.8		0.4	79	19.7	0.8		31.2	0	56.2	12.5		
Total %	4.7	38	0.1	0	42.8	10.7	0	3.6	0.6	14.9	0.2	33.3	8.3	0.4	42.2	0	0	0.1	0	0.1	
Automobiles	431	3730	4	0	4165	1073	0	345	61	1479	16	3278	825	36	4155	4	0	8	2	14	9813
% Automobiles	85.5	92	50	0	91.2	94.2	0	88.9	100	93.1	84.2	92.3	92.9	94.7	92.4	80	0	88.9	100	87.5	92
Commercial	73	325	4	0	402	66	0	43	0	109	3	275	63	2	343	1	0	1	0	2	856
% Commercial	14.5	8	50	0	8.8	5.8	0	11.1	0	6.9	15.8	7.7	7.1	5.3	7.6	20	0	11.1	0	12.5	8

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

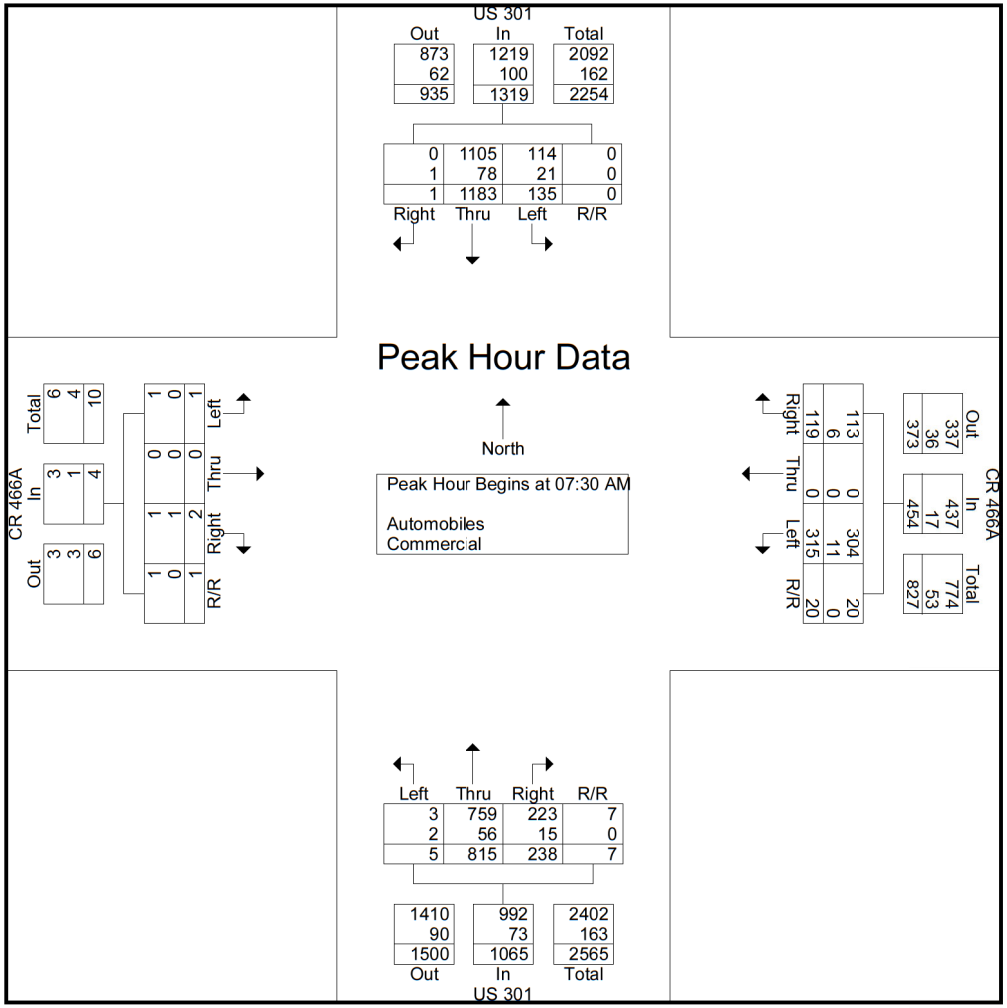
File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	33	308	1	0	342	72	0	23	6	101	1	201	68	1	271	0	0	0	1	1	715
07:45 AM	39	293	0	0	332	79	0	43	4	126	0	207	77	3	287	0	0	0	0	0	745
08:00 AM	45	294	0	0	339	86	0	34	3	123	1	201	47	1	250	0	0	2	0	2	714
08:15 AM	18	288	0	0	306	78	0	19	7	104	3	206	46	2	257	1	0	0	0	1	668
Total Volume	135	1183	1	0	1319	315	0	119	20	454	5	815	238	7	1065	1	0	2	1	4	2842
% App. Total	10.2	89.7	0.1	0		69.4	0	26.2	4.4		0.5	76.5	22.3	0.7		25	0	50	25		
PHF	.750	.960	.250	.000	.964	.916	.000	.692	.714	.901	.417	.984	.773	.583	.928	.250	.000	.250	.250	.500	.954
Automobiles	114	1105	0	0	1219	304	0	113	20	437	3	759	223	7	992	1	0	1	1	3	2651
% Automobiles	84.4	93.4	0	0	92.4	96.5	0	95.0	100	96.3	60.0	93.1	93.7	100	93.1	100	0	50.0	100	75.0	93.3
Commercial	21	78	1	0	100	11	0	6	0	17	2	56	15	0	73	0	0	1	0	1	191
% Commercial	15.6	6.6	100	0	7.6	3.5	0	5.0	0	3.7	40.0	6.9	6.3	0	6.9	0	0	50.0	0	25.0	6.7

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	40	219	0	0	259	90	0	30	4	124	1	239	78	3	321	1	0	2	0	3	707
04:30 PM	48	213	1	0	262	87	0	29	2	118	2	277	63	4	346	0	0	0	1	1	727
04:45 PM	49	222	0	0	271	72	0	30	3	105	1	281	67	3	352	0	0	0	0	0	728
05:00 PM	38	220	0	0	258	76	0	23	4	103	2	248	55	1	306	0	0	1	0	1	668
Total Volume	175	874	1	0	1050	325	0	112	13	450	6	1045	263	11	1325	1	0	3	1	5	2830
% App. Total	16.7	83.2	0.1	0		72.2	0	24.9	2.9		0.5	78.9	19.8	0.8		20	0	60	20		
PHF	.893	.984	.250	.000	.969	.903	.000	.933	.813	.907	.750	.930	.843	.688	.941	.250	.000	.375	.250	.417	.972
Automobiles	151	792	1	0	944	306	0	94	13	413	6	961	242	10	1219	1	0	3	1	5	2581
% Automobiles	86.3	90.6	100	0	89.9	94.2	0	83.9	100	91.8	100	92.0	92.0	90.9	92.0	100	0	100	100	100	91.2
Commercial	24	82	0	0	106	19	0	18	0	37	0	84	21	1	106	0	0	0	0	0	249
% Commercial	13.7	9.4	0	0	10.1	5.8	0	16.1	0	8.2	0	8.0	8.0	9.1	8.0	0	0	0	0	0	8.8

DE TRAFFIC

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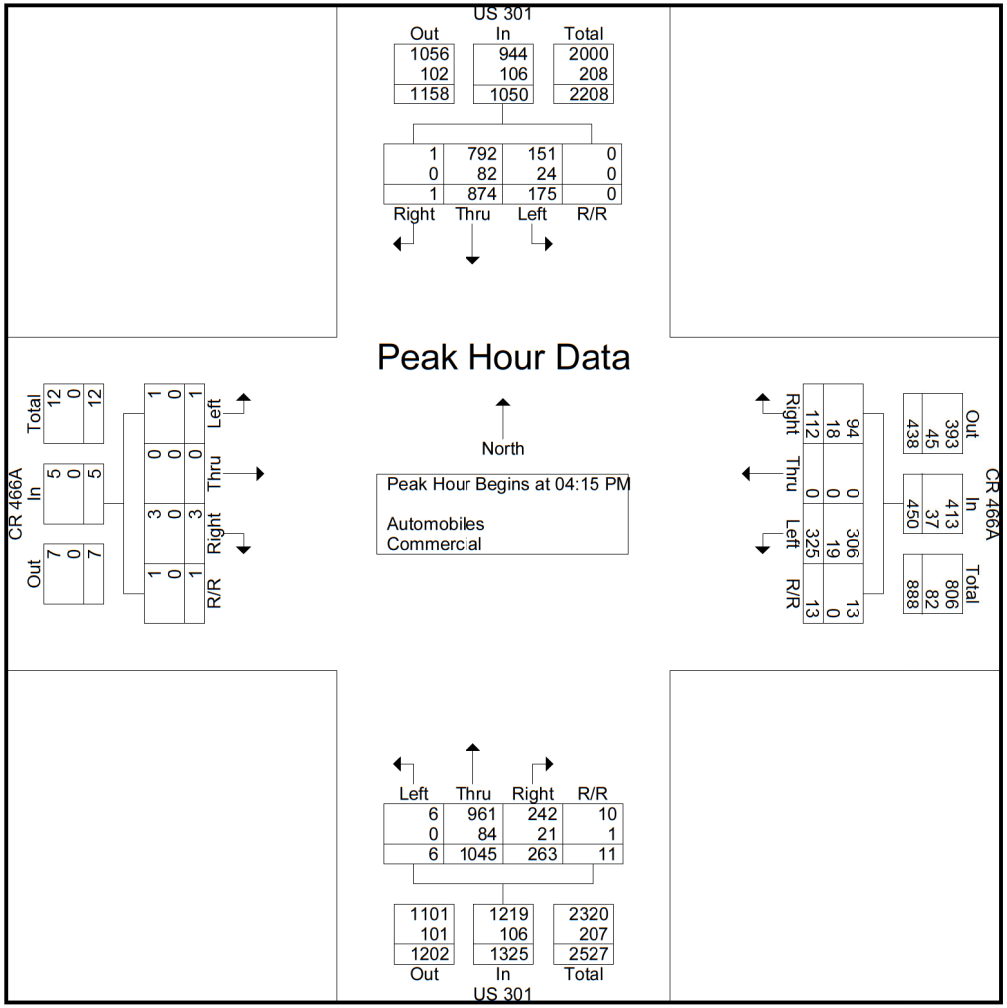
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 5



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(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
05:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	4	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	8
Grand Total	0	0	0	9	9	0	0	0	1	1	0	0	0	5	5	0	0	0	1	1	16
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	56.2	56.2	0	0	0	6.2	6.2	0	0	0	31.2	31.2	0	0	0	6.2	6.2	

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	82	2	84	0	0	0	0	1	81	0	82	166
07:15 AM	0	0	1	1	0	100	3	103	0	0	0	0	3	84	1	88	192
07:30 AM	1	0	2	3	0	120	1	121	1	0	0	1	3	108	0	111	236
07:45 AM	3	0	0	3	0	106	1	107	0	0	0	0	1	87	0	88	198
Total	4	0	3	7	0	408	7	415	1	0	0	1	8	360	1	369	792
08:00 AM	0	0	1	1	1	129	2	132	0	0	0	0	2	93	0	95	228
08:15 AM	1	0	2	3	0	132	0	132	0	0	0	0	0	95	0	95	230
08:30 AM	0	0	2	2	0	109	0	109	0	0	0	0	1	78	0	79	190
08:45 AM	2	0	0	2	0	105	1	106	0	0	0	0	2	74	0	76	184
Total	3	0	5	8	1	475	3	479	0	0	0	0	5	340	0	345	832
04:00 PM	1	0	1	2	0	97	1	98	0	0	0	0	0	71	0	71	171
04:15 PM	0	0	0	0	0	103	0	103	0	0	0	0	2	100	0	102	205
04:30 PM	1	0	1	2	0	129	3	132	0	0	0	0	1	122	0	123	257
04:45 PM	0	0	3	3	0	139	1	140	0	0	1	1	0	134	1	135	279
Total	2	0	5	7	0	468	5	473	0	0	1	1	3	427	1	431	912
05:00 PM	3	0	1	4	0	134	0	134	0	0	0	0	0	103	0	103	241
05:15 PM	2	0	1	3	0	120	2	122	0	0	0	0	2	83	0	85	210
05:30 PM	1	0	4	5	0	112	1	113	0	0	1	1	1	69	1	71	190
05:45 PM	3	0	2	5	0	97	0	97	0	0	0	0	0	75	0	75	177
Total	9	0	8	17	0	463	3	466	0	0	1	1	3	330	1	334	818
Grand Total	18	0	21	39	1	1814	18	1833	1	0	2	3	19	1457	3	1479	3354
Apprch %	46.2	0	53.8		0.1	99	1		33.3	0	66.7		1.3	98.5	0.2		
Total %	0.5	0	0.6	1.2	0	54.1	0.5	54.7	0	0	0.1	0.1	0.6	43.4	0.1	44.1	
Automobiles	18	0	21	39	1	1706	18	1725	1	0	2	3	19	1326	3	1348	3115
% Automobiles	100	0	100	100	100	94	100	94.1	100	0	100	100	100	91	100	91.1	92.9
Commercial	0	0	0	0	0	108	0	108	0	0	0	0	0	131	0	131	239
% Commercial	0	0	0	0	0	6	0	5.9	0	0	0	0	0	9	0	8.9	7.1

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

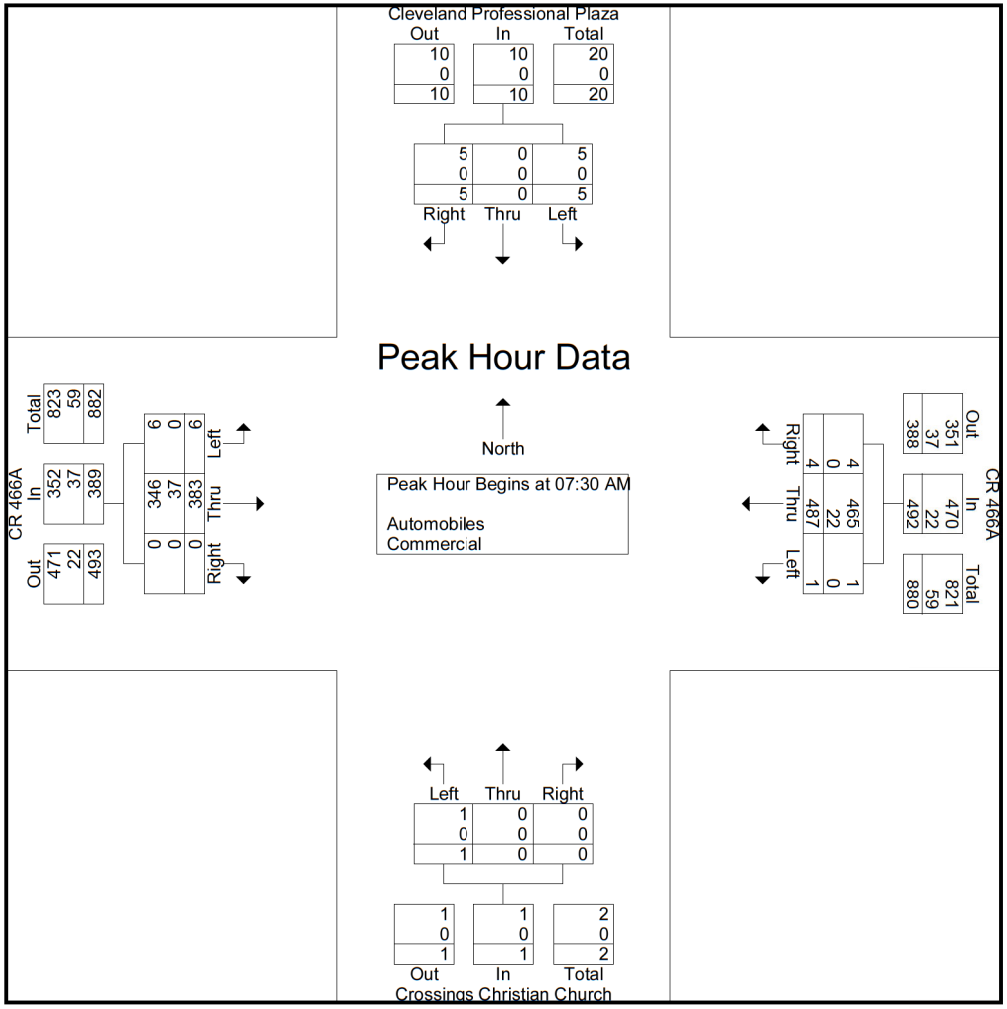
File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	2	3	0	120	1	121	1	0	0	1	3	108	0	111	236
07:45 AM	3	0	0	3	0	106	1	107	0	0	0	0	1	87	0	88	198
08:00 AM	0	0	1	1	1	129	2	132	0	0	0	0	2	93	0	95	228
08:15 AM	1	0	2	3	0	132	0	132	0	0	0	0	0	95	0	95	230
Total Volume	5	0	5	10	1	487	4	492	1	0	0	1	6	383	0	389	892
% App. Total	50	0	50		0.2	99	0.8		100	0	0		1.5	98.5	0		
PHF	.417	.000	.625	.833	.250	.922	.500	.932	.250	.000	.000	.250	.500	.887	.000	.876	.945
Automobiles	5	0	5	10	1	465	4	470	1	0	0	1	6	346	0	352	833
% Automobiles	100	0	100	100	100	95.5	100	95.5	100	0	0	100	100	90.3	0	90.5	93.4
Commercial	0	0	0	0	0	22	0	22	0	0	0	0	0	37	0	37	59
% Commercial	0	0	0	0	0	4.5	0	4.5	0	0	0	0	0	9.7	0	9.5	6.6

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

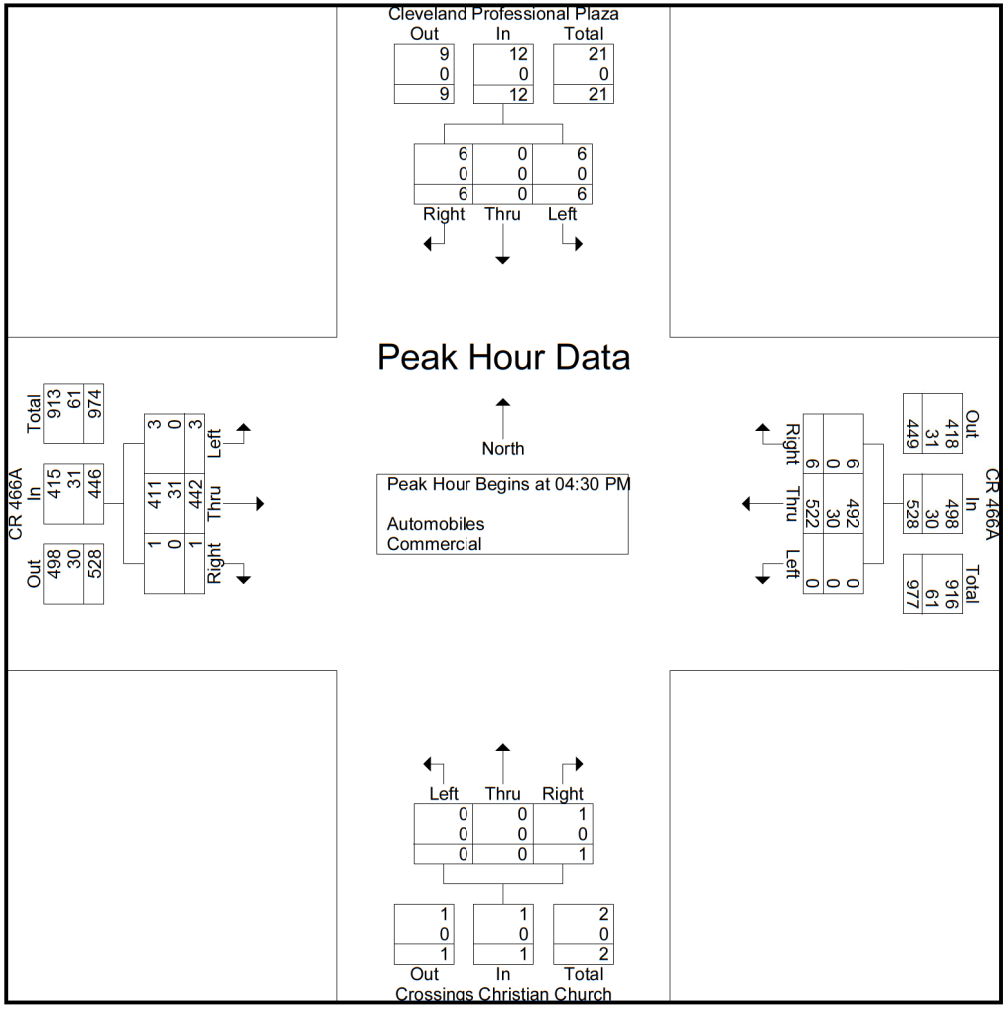
File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	1	2	0	129	3	132	0	0	0	0	1	122	0	123	257
04:45 PM	0	0	3	3	0	139	1	140	0	0	1	1	0	134	1	135	279
05:00 PM	3	0	1	4	0	134	0	134	0	0	0	0	0	103	0	103	241
05:15 PM	2	0	1	3	0	120	2	122	0	0	0	0	2	83	0	85	210
Total Volume	6	0	6	12	0	522	6	528	0	0	1	1	3	442	1	446	987
% App. Total	50	0	50		0	98.9	1.1		0	0	100		0.7	99.1	0.2		
PHF	.500	.000	.500	.750	.000	.939	.500	.943	.000	.000	.250	.250	.375	.825	.250	.826	.884
Automobiles	6	0	6	12	0	492	6	498	0	0	1	1	3	411	1	415	926
% Automobiles	100	0	100	100	0	94.3	100	94.3	0	0	100	100	100	93.0	100	93.0	93.8
Commercial	0	0	0	0	0	30	0	30	0	0	0	0	0	31	0	31	61
% Commercial	0	0	0	0	0	5.7	0	5.7	0	0	0	0	0	7.0	0	7.0	6.2

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	Cleveland Professional Plaza Southbound					CR 466A Westbound					Crossings Christian Church Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	75	75	0	0	0	0	0	0	0	0	25	25	

DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	20	45	10	3	78	30	68	20	3	121	11	28	11	13	63	9	60	9	6	84	346
07:15 AM	18	52	18	3	91	36	74	27	9	146	20	25	16	18	79	18	60	16	8	102	418
07:30 AM	21	48	7	4	80	43	94	28	11	176	20	36	15	8	79	15	74	15	4	108	443
07:45 AM	32	62	4	6	104	52	79	27	9	167	21	44	24	10	99	17	73	16	2	108	478
Total	91	207	39	16	353	161	315	102	32	610	72	133	66	49	320	59	267	56	20	402	1685
08:00 AM	65	44	9	8	126	44	92	25	8	169	18	55	34	14	121	15	75	16	3	109	525
08:15 AM	55	54	7	8	124	38	107	34	14	193	17	44	25	13	99	14	72	15	6	107	523
08:30 AM	44	65	9	9	127	43	81	28	11	163	20	38	28	13	99	12	60	13	4	89	478
08:45 AM	35	45	11	8	99	54	67	13	13	147	17	28	32	9	86	13	53	14	8	88	420
Total	199	208	36	33	476	179	347	100	46	672	72	165	119	49	405	54	260	58	21	393	1946
04:00 PM	20	31	12	2	65	57	49	25	9	140	35	37	35	10	117	10	75	11	2	98	420
04:15 PM	36	34	17	4	91	63	57	36	13	169	29	53	41	13	136	13	88	16	3	120	516
04:30 PM	40	41	18	8	107	73	69	43	11	196	35	50	36	14	135	16	94	15	4	129	567
04:45 PM	45	53	23	8	129	56	56	45	10	167	41	69	35	11	156	19	77	19	2	117	569
Total	141	159	70	22	392	249	231	149	43	672	140	209	147	48	544	58	334	61	11	464	2072
05:00 PM	38	43	19	9	109	72	47	37	8	164	51	76	51	18	196	18	63	15	1	97	566
05:15 PM	41	52	17	12	122	64	68	30	14	176	44	68	35	19	166	20	59	12	3	94	558
05:30 PM	42	43	17	8	110	54	48	35	10	147	35	64	42	12	153	8	57	5	4	74	484
05:45 PM	38	39	12	7	96	47	48	28	14	137	42	63	38	9	152	8	54	10	5	77	462
Total	159	177	65	36	437	237	211	130	46	624	172	271	166	58	667	54	233	42	13	342	2070
Grand Total	590	751	210	107	1658	826	1104	481	167	2578	456	778	498	204	1936	225	1094	217	65	1601	7773
Apprch %	35.6	45.3	12.7	6.5		32	42.8	18.7	6.5		23.6	40.2	25.7	10.5		14.1	68.3	13.6	4.1		
Total %	7.6	9.7	2.7	1.4	21.3	10.6	14.2	6.2	2.1	33.2	5.9	10	6.4	2.6	24.9	2.9	14.1	2.8	0.8	20.6	
Automobiles	569	730	197	104	1600	805	1034	456	164	2459	445	734	489	201	1869	202	1007	199	65	1473	7401
% Automobiles	96.4	97.2	93.8	97.2	96.5	97.5	93.7	94.8	98.2	95.4	97.6	94.3	98.2	98.5	96.5	89.8	92	91.7	100	92	95.2
Commercial	21	21	13	3	58	21	70	25	3	119	11	44	9	3	67	23	87	18	0	128	372
% Commercial	3.6	2.8	6.2	2.8	3.5	2.5	6.3	5.2	1.8	4.6	2.4	5.7	1.8	1.5	3.5	10.2	8	8.3	0	8	4.8

DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

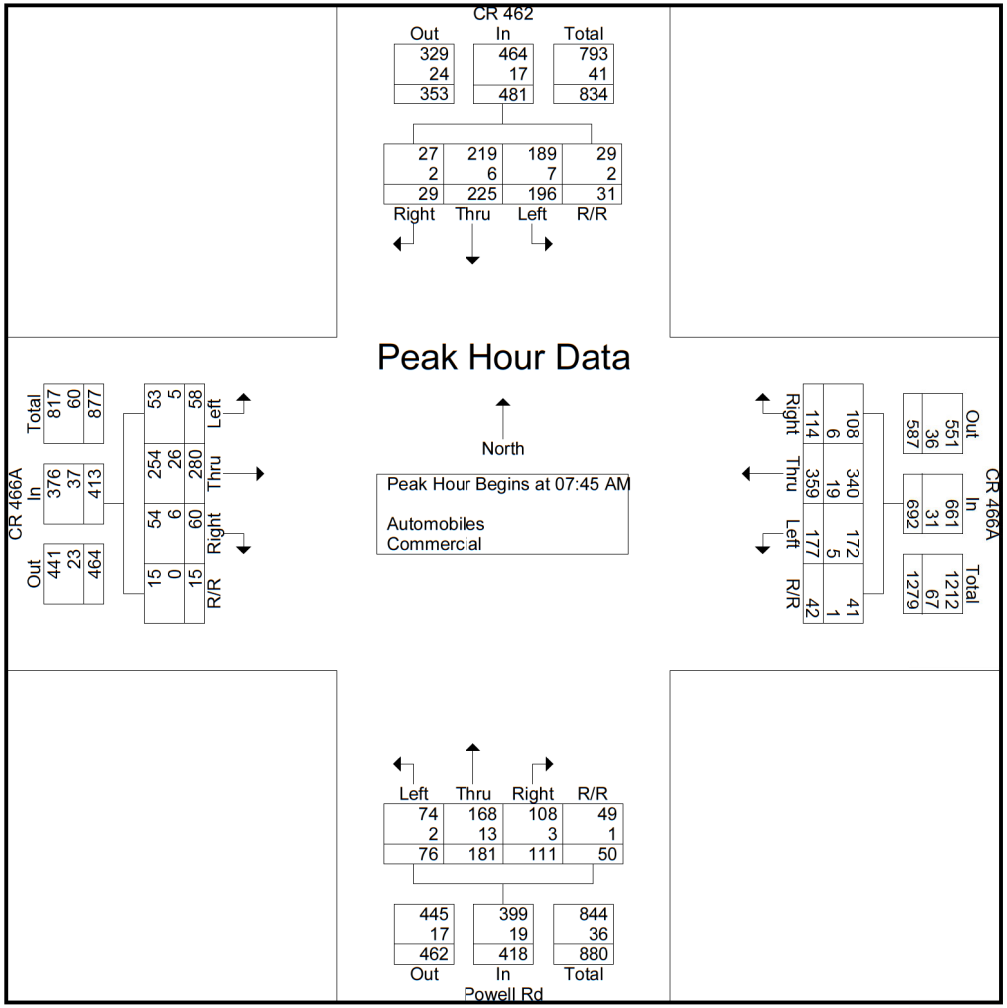
File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 2

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	32	62	4	6	104	52	79	27	9	167	21	44	24	10	99	17	73	16	2	108	478
08:00 AM	65	44	9	8	126	44	92	25	8	169	18	55	34	14	121	15	75	16	3	109	525
08:15 AM	55	54	7	8	124	38	107	34	14	193	17	44	25	13	99	14	72	15	6	107	523
08:30 AM	44	65	9	9	127	43	81	28	11	163	20	38	28	13	99	12	60	13	4	89	478
Total Volume	196	225	29	31	481	177	359	114	42	692	76	181	111	50	418	58	280	60	15	413	2004
% App. Total	40.7	46.8	6	6.4		25.6	51.9	16.5	6.1		18.2	43.3	26.6	12		14	67.8	14.5	3.6		
PHF	.754	.865	.806	.861	.947	.851	.839	.838	.750	.896	.905	.823	.816	.893	.864	.853	.933	.938	.625	.947	.954
Automobiles	189	219	27	29	464	172	340	108	41	661	74	168	108	49	399	53	254	54	15	376	1900
% Automobiles	96.4	97.3	93.1	93.5	96.5	97.2	94.7	94.7	97.6	95.5	97.4	92.8	97.3	98.0	95.5	91.4	90.7	90.0	100	91.0	94.8
Commercial	7	6	2	2	17	5	19	6	1	31	2	13	3	1	19	5	26	6	0	37	104
% Commercial	3.6	2.7	6.9	6.5	3.5	2.8	5.3	5.3	2.4	4.5	2.6	7.2	2.7	2.0	4.5	8.6	9.3	10.0	0	9.0	5.2

DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

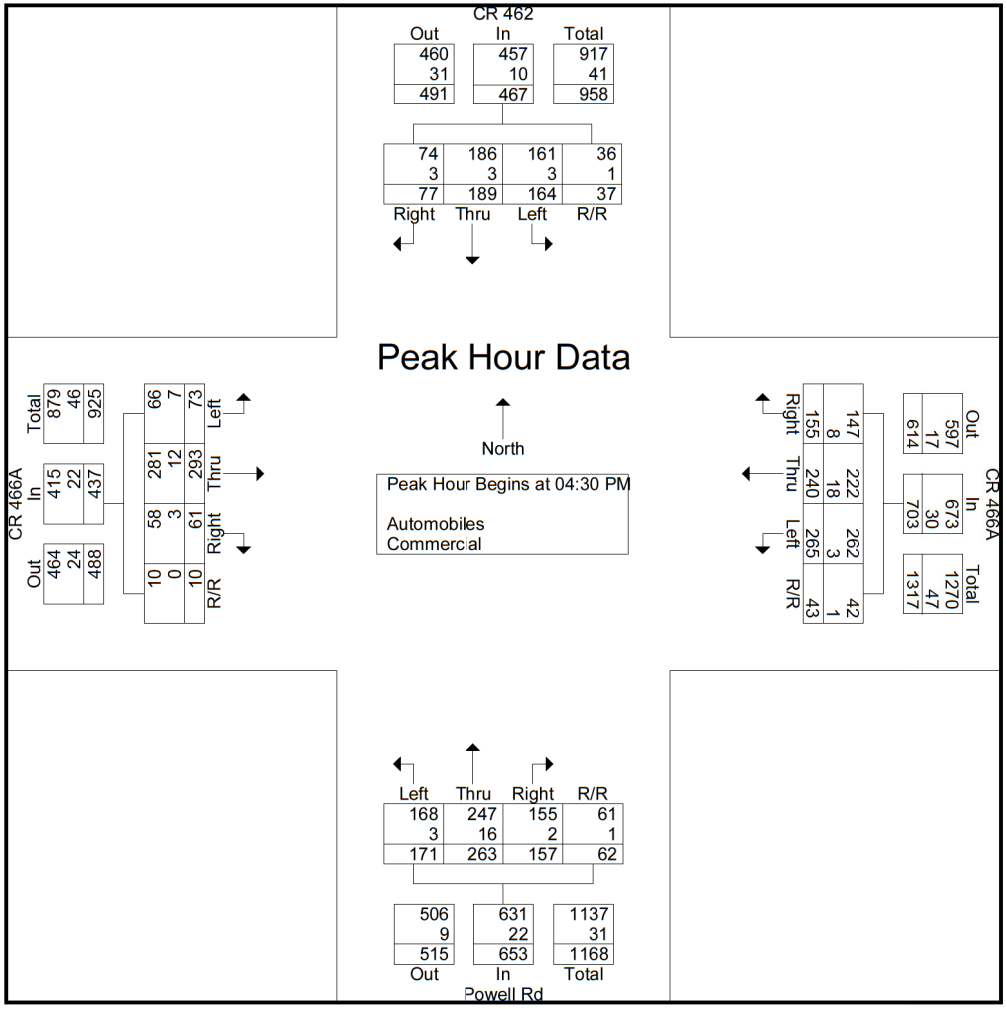
File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 4

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	40	41	18	8	107	73	69	43	11	196	35	50	36	14	135	16	94	15	4	129	567
04:45 PM	45	53	23	8	129	56	56	45	10	167	41	69	35	11	156	19	77	19	2	117	569
05:00 PM	38	43	19	9	109	72	47	37	8	164	51	76	51	18	196	18	63	15	1	97	566
05:15 PM	41	52	17	12	122	64	68	30	14	176	44	68	35	19	166	20	59	12	3	94	558
Total Volume	164	189	77	37	467	265	240	155	43	703	171	263	157	62	653	73	293	61	10	437	2260
% App. Total	35.1	40.5	16.5	7.9		37.7	34.1	22	6.1		26.2	40.3	24	9.5		16.7	67	14	2.3		
PHF	.911	.892	.837	.771	.905	.908	.870	.861	.768	.897	.838	.865	.770	.816	.833	.913	.779	.803	.625	.847	.993
Automobiles	161	186	74	36	457	262	222	147	42	673	168	247	155	61	631	66	281	58	10	415	2176
% Automobiles	98.2	98.4	96.1	97.3	97.9	98.9	92.5	94.8	97.7	95.7	98.2	93.9	98.7	98.4	96.6	90.4	95.9	95.1	100	95.0	96.3
Commercial	3	3	3	1	10	3	18	8	1	30	3	16	2	1	22	7	12	3	0	22	84
% Commercial	1.8	1.6	3.9	2.7	2.1	1.1	7.5	5.2	2.3	4.3	1.8	6.1	1.3	1.6	3.4	9.6	4.1	4.9	0	5.0	3.7

DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	5
Grand Total	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	6	6	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	18.2	18.2	0	0	0	18.2	18.2	0	0	0	9.1	9.1	0	0	0	54.5	54.5	

DE TRAFFIC

detraffic.com
(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	29	42	22	11	104	61	103	23	11	198	22	29	62	15	128	22	84	12	9	127	557
07:15 AM	35	54	42	19	150	55	118	19	13	205	34	36	71	17	158	36	81	16	5	138	651
07:30 AM	30	44	36	13	123	77	171	35	16	299	31	41	91	16	179	48	102	15	4	169	770
07:45 AM	26	46	41	15	128	88	176	43	15	322	34	53	125	21	233	36	111	15	6	168	851
Total	120	186	141	58	505	281	568	120	55	1024	121	159	349	69	698	142	378	58	24	602	2829
08:00 AM	35	51	44	17	147	77	158	51	21	307	43	42	134	25	244	32	125	14	8	179	877
08:15 AM	43	43	35	12	133	65	146	44	14	269	35	45	117	24	221	42	108	13	9	172	795
08:30 AM	35	37	22	13	107	68	140	35	16	259	30	43	99	19	191	37	96	17	10	160	717
08:45 AM	30	44	23	10	107	51	127	27	13	218	23	35	79	11	148	23	95	10	11	139	612
Total	143	175	124	52	494	261	571	157	64	1053	131	165	429	79	804	134	424	54	38	650	3001
04:00 PM	35	43	20	9	107	73	75	45	9	202	36	38	62	11	147	19	84	24	9	136	592
04:15 PM	53	53	35	9	150	103	68	62	12	245	42	45	83	13	183	25	112	26	8	171	749
04:30 PM	43	44	31	6	124	101	77	54	13	245	54	55	76	15	200	41	112	29	8	190	759
04:45 PM	43	54	24	8	129	125	85	43	15	268	35	45	84	17	181	34	128	36	10	208	786
Total	174	194	110	32	510	402	305	204	49	960	167	183	305	56	711	119	436	115	35	705	2886
05:00 PM	37	45	26	7	115	145	85	56	15	301	43	44	77	18	182	31	120	26	8	185	783
05:15 PM	42	52	26	5	125	135	91	44	13	283	36	51	84	13	184	27	135	36	8	206	798
05:30 PM	52	43	26	9	130	108	83	52	15	258	38	60	78	13	189	25	142	24	9	200	777
05:45 PM	36	36	23	7	102	101	88	42	13	244	27	54	65	13	159	26	132	17	13	188	693
Total	167	176	101	28	472	489	347	194	56	1086	144	209	304	57	714	109	529	103	38	779	3051
Grand Total	604	731	476	170	1981	1433	1791	675	224	4123	563	716	1387	261	2927	504	1767	330	135	2736	11767
Apprch %	30.5	36.9	24	8.6		34.8	43.4	16.4	5.4		19.2	24.5	47.4	8.9		18.4	64.6	12.1	4.9		
Total %	5.1	6.2	4	1.4	16.8	12.2	15.2	5.7	1.9	35	4.8	6.1	11.8	2.2	24.9	4.3	15	2.8	1.1	23.3	
Automobiles	589	711	460	167	1927	1405	1725	655	222	4007	542	694	1363	261	2860	490	1688	310	131	2619	11413
% Automobiles	97.5	97.3	96.6	98.2	97.3	98	96.3	97	99.1	97.2	96.3	96.9	98.3	100	97.7	97.2	95.5	93.9	97	95.7	97
Commercial	15	20	16	3	54	28	66	20	2	116	21	22	24	0	67	14	79	20	4	117	354
% Commercial	2.5	2.7	3.4	1.8	2.7	2	3.7	3	0.9	2.8	3.7	3.1	1.7	0	2.3	2.8	4.5	6.1	3	4.3	3

DE TRAFFIC

detraffic.com
(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

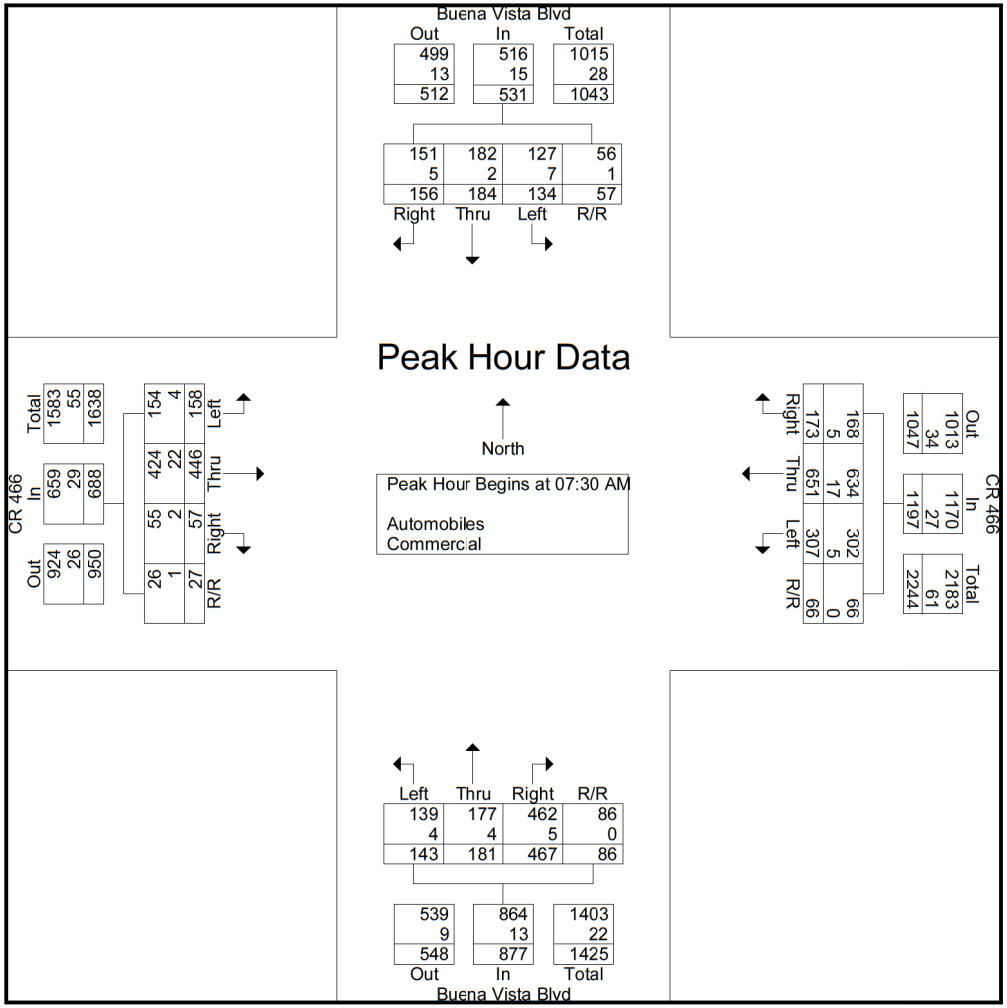
File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 2

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	30	44	36	13	123	77	171	35	16	299	31	41	91	16	179	48	102	15	4	169	770
07:45 AM	26	46	41	15	128	88	176	43	15	322	34	53	125	21	233	36	111	15	6	168	851
08:00 AM	35	51	44	17	147	77	158	51	21	307	43	42	134	25	244	32	125	14	8	179	877
08:15 AM	43	43	35	12	133	65	146	44	14	269	35	45	117	24	221	42	108	13	9	172	795
Total Volume	134	184	156	57	531	307	651	173	66	1197	143	181	467	86	877	158	446	57	27	688	3293
% App. Total	25.2	34.7	29.4	10.7		25.6	54.4	14.5	5.5		16.3	20.6	53.2	9.8		23	64.8	8.3	3.9		
PHF	.779	.902	.886	.838	.903	.872	.925	.848	.786	.929	.831	.854	.871	.860	.899	.823	.892	.950	.750	.961	.939
Automobiles	127	182	151	56	516	302	634	168	66	1170	139	177	462	86	864	154	424	55	26	659	3209
% Automobiles	94.8	98.9	96.8	98.2	97.2	98.4	97.4	97.1	100	97.7	97.2	97.8	98.9	100	98.5	97.5	95.1	96.5	96.3	95.8	97.4
Commercial	7	2	5	1	15	5	17	5	0	27	4	4	5	0	13	4	22	2	1	29	84
% Commercial	5.2	1.1	3.2	1.8	2.8	1.6	2.6	2.9	0	2.3	2.8	2.2	1.1	0	1.5	2.5	4.9	3.5	3.7	4.2	2.6

DE TRAFFIC

detraffic.com
(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 3



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Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 4

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	43	54	24	8	129	125	85	43	15	268	35	45	84	17	181	34	128	36	10	208	786
05:00 PM	37	45	26	7	115	145	85	56	15	301	43	44	77	18	182	31	120	26	8	185	783
05:15 PM	42	52	26	5	125	135	91	44	13	283	36	51	84	13	184	27	135	36	8	206	798
05:30 PM	52	43	26	9	130	108	83	52	15	258	38	60	78	13	189	25	142	24	9	200	777
Total Volume	174	194	102	29	499	513	344	195	58	1110	152	200	323	61	736	117	525	122	35	799	3144
% App. Total	34.9	38.9	20.4	5.8		46.2	31	17.6	5.2		20.7	27.2	43.9	8.3		14.6	65.7	15.3	4.4		
PHF	.837	.898	.981	.806	.960	.884	.945	.871	.967	.922	.884	.833	.961	.847	.974	.860	.924	.847	.875	.960	.985
Automobiles	172	187	100	29	488	505	325	190	57	1077	145	195	315	61	716	113	506	118	33	770	3051
% Automobiles	98.9	96.4	98.0	100	97.8	98.4	94.5	97.4	98.3	97.0	95.4	97.5	97.5	100	97.3	96.6	96.4	96.7	94.3	96.4	97.0
Commercial	2	7	2	0	11	8	19	5	1	33	7	5	8	0	20	4	19	4	2	29	93
% Commercial	1.1	3.6	2.0	0	2.2	1.6	5.5	2.6	1.7	3.0	4.6	2.5	2.5	0	2.7	3.4	3.6	3.3	5.7	3.6	3.0

DE TRAFFIC

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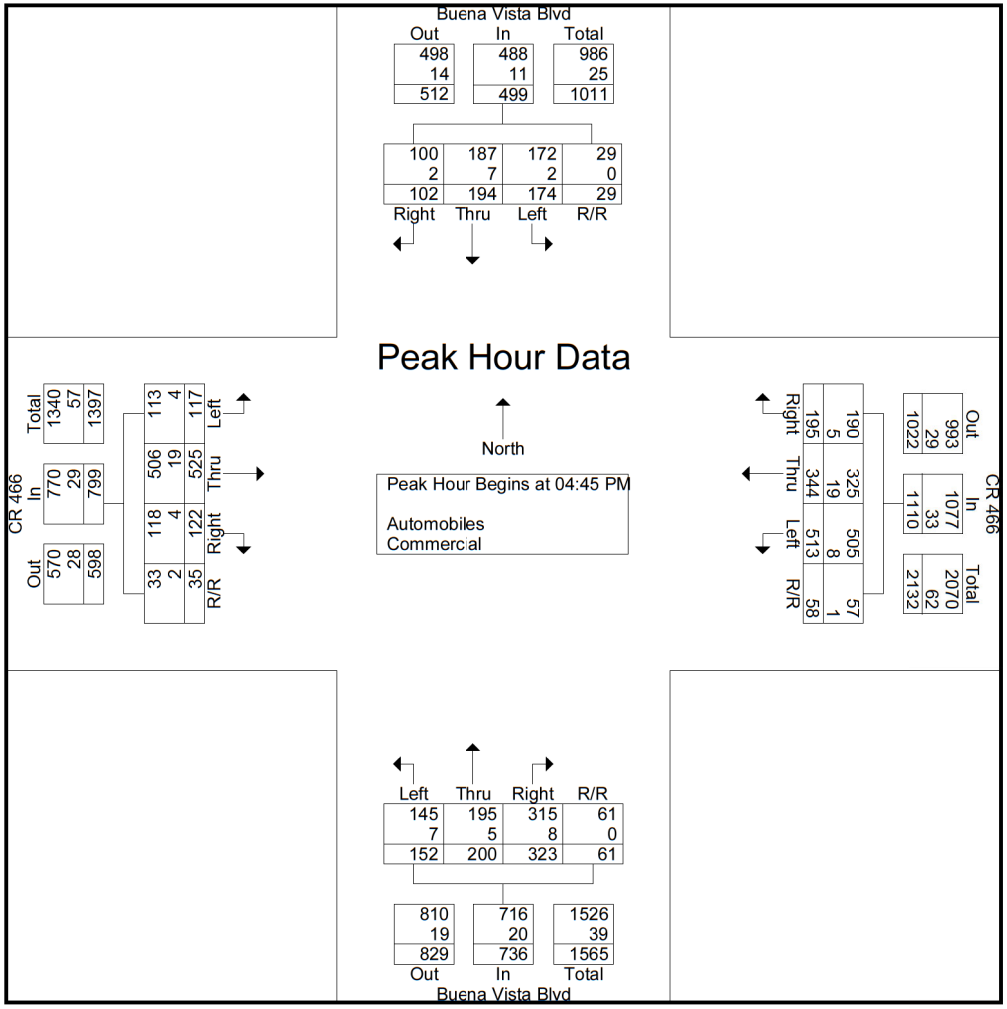
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 5



DE TRAFFIC

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Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	7
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
Grand Total	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	9.1	9.1	0	0	0	36.4	36.4	0	0	0	0	0	0	0	0	54.5	54.5	

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

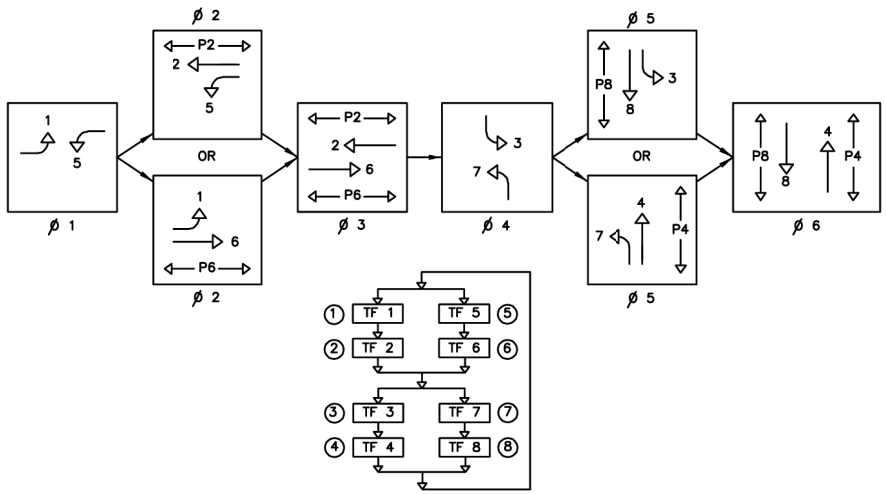
* PEAK SEASON

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

NOTES:

1. MAJOR STREET IS C 466A, MINOR STREETS ARE C 462/POWELL ROAD.
2. SIGNAL OPERATING PLAN SHALL BE SOP 10.
3. FLASHING OPERATON: SIGNAL HEADS 2 AND 6 YELLOW, SIGNAL HEADS 1, 3, 4, 5, 7 AND 8 RED.
4. PROPOSED VIDEO DETECTION ZONES SHOWN ARE FOR GUIDANCE TO THE TECHNICIAN SETTING UP THE SYSTEM. DIMENSIONS GIVEN ARE NOMINAL AND SHOULD CONFORM AS CLOSELY AS POSSIBLE TO THOSE PLANNED WITHOUT CREATING OVERLAPS OR CONFLICTS IN COVERAGE AREAS.

SIGNAL OPERATING PLAN
SOP 10



VIDEO DETECTION ZONES				
VIDEO CAMERA NO.	ZONE	COVERAGE AREA	DETECTOR OPERATION	DELAY TIME (SEC)
VC-1	VDZ-7	11'x40	NORMAL	–
	VDZ-4	11'x40'	NORMAL	–
	VDZ-4R	11'x40	NORMAL	5
VC-2	VDZ-3	21'x40	NORMAL	–
	VDZ-8	10'x40	NORMAL	5
	–	–	–	–

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	10	20	10	10	10	20	10	10
EXTENSION	2.7	2	2	2	2	2	2	3
MAXIMUM GREEN 1	20	55	20	30	20	55	20	20
MAXIMUM GREEN 2	–	–	–	–	–	–	–	–
YELLOW CLEARANCE	4.0	4.8	4.4	4.0	4.8	4.0	4.0	4.0
ALL RED	2.0	2.3	2.6	2.7	2.2	2.2	2.3	2.5
PEDESTRIAN WALK	–	7	–	7	–	7	–	7
PED. CLEARANCE	–	39	–	29	–	35	–	37
RECALL	–	MIN	–	–	–	MIN	–	–

COORDINATED SIGNAL TIMINGS								
CYCLE #	CYCLE SEC.	OFFSET SEC.	BASE DAY 2		BASE DAY 3		BASE DAY 1	
			MON.–FRI.		SAT.		SUN.	
AM 1/1/1	140	0	00:00	FREE	00:00	FREE	00:00	FREE
MID 2/2/2	160	0	07:00	C1 01 S1			09:00	C1 03 S4
PM 3/3/3	150	0	09:30	C2 02 S2			13:30	FREE
			14:00	C3 03 S3				
SUNDAY 1/3/4	140	0	18:30	FREE				

PHASE ALLOCATIONS (SECONDS)								
PHASE	1	2	3	4	5	6	7	8
AM	17	54	29	40	27	44	17	52
MID	19	62	28	51	37	44	25	54
PM	23	54	22	51	33	44	31	42
SUN	20	45	29	46	21	44	17	58

NOTES:

1. OFFSET REFERENCED TO 'START OF YELLOW' FOR PHASES 4 & 8.

No.	REVISIONS	DATE	BY

Kimley»Horn
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1700 SE 17TH STREET, SUITE 200, OCALA, FL 34471
PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM REGISTRY 35106

LICENSED PROFESSIONAL
MOHAMMAD A. ANSARI, P.E.
FLORIDA LICENSE NUMBER
86833

KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

C 462 AT C 466A INTERSECTION IMPROVEMENTS

PREPARED FOR
ROCK VENTURES, LLC.

SIGNALIZATION PLAN

SHEET NUMBER
T-04

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Drawing name: K:\OCA_Civil\042174001-C462 Improvements at C466A Int\CAD\PlanSheets\18 SIGNALIZATION PLAN-0.dwg T-04 Sep 13, 2023 12:11pm by: Mo.Ansari
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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											Lock
2		15	3.0	60	60	4.1	2.5	7	12	min	Non Lock
3											Lock
4		7	3.0	30	30	3.7	2.3	7	22		Non Lock
5		7	3.0	20	20	4.0	2.5				Lock
6		15	3.0	60	60	4.1	2.5	7	21	min	Non Lock
7											Lock
8		7	3.0	30	30	3.7	2.3	7	19		Non Lock
											Off Set

COORDINATION SETTINGS

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

S 004

INTERSECTION: 45301 (SR35) & CR466A (Cleveland Ave)

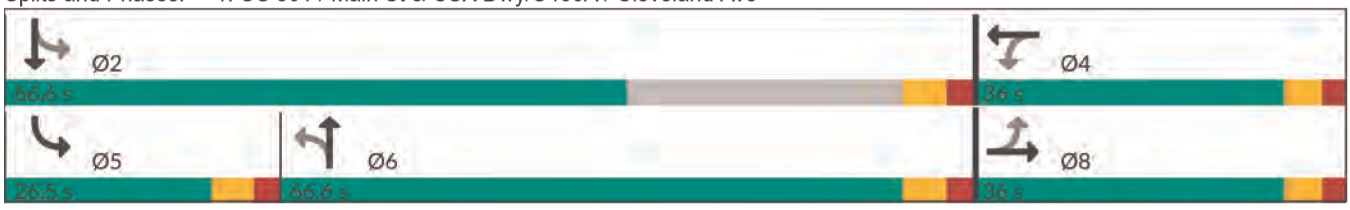
DATE: June 2019

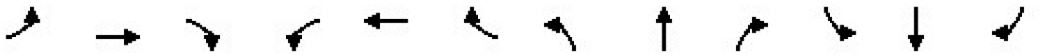
Appendix D:
Existing Synchro Printouts

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	0	315	0	5	815	135	1183
Future Volume (vph)	1	0	315	0	5	815	135	1183
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	35.0	35.0	35.0	35.0	34.6	34.6	13.6	25.6
Total Split (s)	36.0	36.0	36.0	36.0	66.6	66.6	26.5	66.6
Total Split (%)	27.9%	27.9%	27.9%	27.9%	51.6%	51.6%	20.5%	51.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.1	4.1	4.0	4.1
All-Red Time (s)	2.3	2.3	2.3	2.3	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.6	6.6	6.5	6.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		30.5	30.5	30.5	41.6	41.6	60.7	60.6
Actuated g/C Ratio		0.29	0.29	0.29	0.40	0.40	0.58	0.58
v/c Ratio		0.00	0.82	0.20	0.04	0.83	0.55	0.63
Control Delay (s/veh)		0.0	54.6	0.6	19.8	33.2	22.4	15.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.0	54.6	0.6	19.8	33.2	22.4	15.4
LOS		A	D	A	B	C	C	B
Approach Delay (s/veh)				38.2		33.2		16.2
Approach LOS				D		C		B

Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 103.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	315	0	139	5	815	245	135	1183	1
Future Volume (veh/h)	1	0	3	315	0	139	5	815	245	135	1183	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	332	0	146	5	858	258	142	1245	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	130	28	318	456	0	447	190	1085	326	268	2011	2
Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.28	0.42	0.42	0.42	0.08	0.57	0.57
Sat Flow, veh/h	279	102	1144	1391	0	1610	312	2586	777	1584	3499	3
Grp Volume(v), veh/h	4	0	0	332	0	146	5	566	550	142	607	639
Grp Sat Flow(s),veh/h/ln	1525	0	0	1391	0	1610	312	1706	1656	1584	1706	1796
Q Serve(g_s), s	0.0	0.0	0.0	14.4	0.0	6.1	0.9	24.6	24.6	4.0	20.0	20.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	20.5	0.0	6.1	7.7	24.6	24.6	4.0	20.0	20.0
Prop In Lane	0.25		0.75	1.00		1.00	1.00		0.47	1.00		0.00
Lane Grp Cap(c), veh/h	476	0	0	456	0	447	190	716	695	268	981	1032
V/C Ratio(X)	0.01	0.00	0.00	0.73	0.00	0.33	0.03	0.79	0.79	0.53	0.62	0.62
Avail Cap(c_a), veh/h	587	0	0	559	0	566	279	1199	1164	514	1199	1262
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	30.0	0.0	24.5	18.9	21.5	21.5	16.8	12.0	12.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.7	0.0	0.4	0.1	2.0	2.1	1.6	0.7	0.6
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	0.1	0.0	0.0	6.8	0.0	2.3	0.1	9.4	9.2	1.4	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	0.0	0.0	33.7	0.0	24.9	18.9	23.5	23.6	18.4	12.7	12.6
LnGrp LOS	C			C		C	B	C	C	B	B	B
Approach Vol, veh/h		4			478			1121			1388	
Approach Delay, s/veh		22.3			31.0			23.6			13.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.7		29.7	13.3	42.4		29.7				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		60.0		30.0	20.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s		22.0		22.5	6.0	26.6		8.2				
Green Ext Time (p_c), s		10.6		1.2	0.3	9.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			20.0									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	383	0	1	487	4	1	0	0	5	0	5
Future Vol, veh/h	6	383	0	1	487	4	1	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	10	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	6	403	0	1	513	4	1	0	0	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	403	0	0	674	935	202	731	933	258
Stage 1	-	-	-	-	-	-	416	416	-	517	517	-
Stage 2	-	-	-	-	-	-	258	519	-	214	416	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1059	-	-	1166	-	-	344	268	812	313	268	747
Stage 1	-	-	-	-	-	-	590	595	-	515	537	-
Stage 2	-	-	-	-	-	-	729	536	-	774	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1059	-	-	1166	-	-	339	266	812	311	266	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	376	-	412	378	-
Stage 1	-	-	-	-	-	-	587	592	-	514	537	-
Stage 2	-	-	-	-	-	-	724	535	-	769	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.13	0.02	13.09	11.91
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	1059	-	-	1166	-	-	531
HCM Lane V/C Ratio	0.002	0.006	-	-	0.001	-	-	0.02
HCM Control Delay (s/veh)	13.1	8.4	-	-	8.1	-	-	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	58	280	177	359	156	76	181	161	196	225
Future Volume (vph)	58	280	177	359	156	76	181	161	196	225
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases					2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	10.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	50.5	17.1	53.1	53.1	16.3	42.7	42.7	17.0	50.5
Total Split (s)	17.0	44.0	27.0	54.0	54.0	17.0	40.0	40.0	29.0	52.0
Total Split (%)	12.1%	31.4%	19.3%	38.6%	38.6%	12.1%	28.6%	28.6%	20.7%	37.1%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0
All-Red Time (s)	2.0	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	11.3	62.4	12.4	66.8	66.8	31.5	20.7	20.7	44.0	28.9
Actuated g/C Ratio	0.08	0.45	0.09	0.48	0.48	0.23	0.15	0.15	0.31	0.21
v/c Ratio	0.45	0.25	0.62	0.23	0.21	0.34	0.72	0.38	0.63	0.80
Control Delay (s/veh)	72.2	24.9	70.6	24.6	3.7	36.5	72.8	3.5	44.5	66.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.2	24.9	70.6	24.6	3.7	36.5	72.8	3.5	44.5	66.8
LOS	E	C	E	C	A	D	E	A	D	E
Approach Delay (s/veh)		31.6		31.7			39.6			57.8
Approach LOS		C		C			D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 39.6	Intersection LOS: D
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

04/03/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	280	75	177	359	156	76	181	161	196	225	60
Future Volume (veh/h)	58	280	75	177	359	156	76	181	161	196	225	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	61	295	79	186	378	164	80	191	169	206	237	63
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, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	109	1256	330	245	1705	711	200	250	221	287	267	71
Arrive On Green	0.06	0.48	0.48	0.07	0.49	0.49	0.07	0.14	0.14	0.11	0.19	0.19
Sat Flow, veh/h	1682	2628	692	3428	3469	1447	1767	1796	1585	1753	1412	375
Grp Volume(v), veh/h	61	187	187	186	378	164	80	191	169	206	0	300
Grp Sat Flow(s),veh/h/ln	1682	1678	1642	1714	1735	1447	1767	1796	1585	1753	0	1788
Q Serve(g_s), s	4.9	9.1	9.4	7.5	8.7	9.1	5.3	14.3	14.4	13.7	0.0	22.9
Cycle Q Clear(g_c), s	4.9	9.1	9.4	7.5	8.7	9.1	5.3	14.3	14.4	13.7	0.0	22.9
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	109	802	784	245	1705	711	200	250	221	287	0	338
V/C Ratio(X)	0.56	0.23	0.24	0.76	0.22	0.23	0.40	0.76	0.76	0.72	0.00	0.89
Avail Cap(c_a), veh/h	132	802	784	490	1705	711	214	427	377	364	0	581
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	63.5	21.5	21.6	63.8	20.3	20.4	47.0	58.0	58.0	43.9	0.0	55.3
Incr Delay (d2), s/veh	3.8	0.7	0.7	1.8	0.3	0.8	0.5	1.8	2.1	3.1	0.0	8.6
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	2.2	3.8	3.8	3.3	3.5	3.2	2.3	6.6	5.8	6.1	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	22.2	22.3	65.7	20.6	21.2	47.5	59.8	60.1	47.0	0.0	63.9
LnGrp LOS	E	C	C	E	C	C	D	E	E	D		E
Approach Vol, veh/h		435			728			440			506	
Approach Delay, s/veh		28.5			32.3			57.7			57.1	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	75.9	22.8	26.2	17.0	74.0	15.9	33.2
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 47	22.0	33.3	20.0	* 38	10.7	* 46
Max Q Clear Time (g_c+I1), s	6.9	11.1	15.7	16.4	9.5	11.4	7.3	24.9
Green Ext Time (p_c), s	0.0	1.7	0.1	0.9	0.2	1.4	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	42.7
HCM 7th LOS	D

Notes

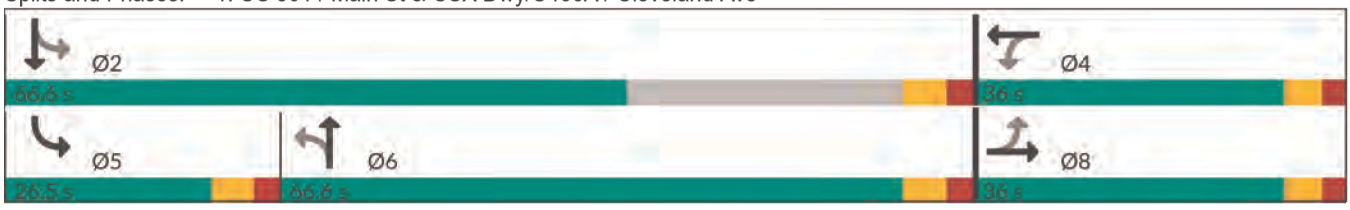
User approved pedestrian interval to be less than phase max green.

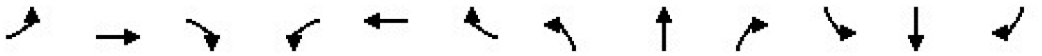
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	0	325	0	6	1045	175	874
Future Volume (vph)	1	0	325	0	6	1045	175	874
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	35.0	35.0	35.0	35.0	34.6	34.6	13.6	25.6
Total Split (s)	36.0	36.0	36.0	36.0	66.6	66.6	26.5	66.6
Total Split (%)	27.9%	27.9%	27.9%	27.9%	51.6%	51.6%	20.5%	51.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.1	4.1	4.0	4.1
All-Red Time (s)	2.3	2.3	2.3	2.3	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.6	6.6	6.5	6.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		30.3	30.3	30.3	54.5	54.5	77.8	77.7
Actuated g/C Ratio		0.25	0.25	0.25	0.45	0.45	0.64	0.64
v/c Ratio		0.01	0.98	0.22	0.02	0.91	0.65	0.42
Control Delay (s/veh)		0.0	93.1	0.8	19.1	41.2	38.9	10.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.0	93.1	0.8	19.1	41.2	38.9	10.9
LOS		A	F	A	B	D	D	B
Approach Delay (s/veh)				67.5		41.1		15.6
Approach LOS				E		D		B

Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 120.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 35.8	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	325	0	125	6	1045	274	175	874	1
Future Volume (veh/h)	1	0	4	325	0	125	6	1045	274	175	874	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	335	0	129	6	1077	282	180	901	1
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, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	100	24	331	431	0	425	368	1265	329	234	2115	2
Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.26	0.48	0.48	0.48	0.08	0.61	0.61
Sat Flow, veh/h	221	93	1254	1368	0	1610	628	2658	691	1612	3440	4
Grp Volume(v), veh/h	5	0	0	335	0	129	6	683	676	180	440	462
Grp Sat Flow(s),veh/h/ln	1568	0	0	1368	0	1610	628	1692	1657	1612	1678	1766
Q Serve(g_s), s	0.0	0.0	0.0	24.5	0.0	6.6	0.5	36.8	37.5	5.6	14.2	14.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	24.7	0.0	6.6	0.5	36.8	37.5	5.6	14.2	14.2
Prop In Lane	0.20		0.80	1.00		1.00	1.00		0.42	1.00		0.00
Lane Grp Cap(c), veh/h	455	0	0	431	0	425	368	805	788	234	1032	1086
V/C Ratio(X)	0.01	0.00	0.00	0.78	0.00	0.30	0.02	0.85	0.86	0.77	0.43	0.43
Avail Cap(c_a), veh/h	494	0	0	466	0	466	433	980	959	422	1032	1086
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	0.0	37.2	0.0	30.6	14.4	23.9	24.1	22.1	10.4	10.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.6	0.0	0.4	0.0	6.0	6.7	5.3	0.3	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	0.1	0.0	0.0	9.0	0.0	2.6	0.1	15.1	15.2	2.4	4.8	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	0.0	0.0	44.7	0.0	30.9	14.4	29.9	30.8	27.3	10.7	10.7
LnGrp LOS	C			D		C	B	C	C	C	B	B
Approach Vol, veh/h		5			464			1365			1082	
Approach Delay, s/veh		28.2			40.9			30.3			13.5	
Approach LOS		C			D			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.3		33.3	14.4	55.9		33.3				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		60.0		30.0	20.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s		16.2		26.7	7.6	39.5		2.2				
Green Ext Time (p_c), s		6.7		0.7	0.4	9.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			25.7									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	442	1	0	522	6	0	0	1	6	0	6
Future Vol, veh/h	3	442	1	0	522	6	0	0	1	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	290	-	-	-	-	-	-	-	-
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, %	0	7	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	3	502	1	0	593	7	0	0	1	7	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	503	0	0	806	1110	252	855	1107	300
Stage 1	-	-	-	-	-	-	510	510	-	597	597	-
Stage 2	-	-	-	-	-	-	297	600	-	258	510	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	987	-	-	1071	-	-	277	211	754	255	212	702
Stage 1	-	-	-	-	-	-	520	541	-	462	495	-
Stage 2	-	-	-	-	-	-	693	493	-	730	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	987	-	-	1071	-	-	273	210	754	254	211	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	210	-	254	211	-
Stage 1	-	-	-	-	-	-	518	539	-	462	495	-
Stage 2	-	-	-	-	-	-	686	493	-	726	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.06	0	9.78	15.02
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	754	987	-	-	1071	-	-	373
HCM Lane V/C Ratio	0.002	0.003	-	-	-	-	-	0.037
HCM Control Delay (s/veh)	9.8	8.7	-	-	0	-	-	15
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

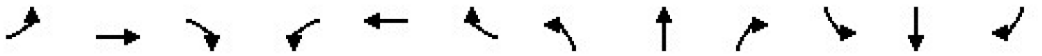
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	73	293	265	240	198	171	263	219	164	189
Future Volume (vph)	73	293	265	240	198	171	263	219	164	189
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases					2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	10.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	50.5	17.1	53.1	53.1	16.3	48.7	48.7	17.0	53.1
Total Split (s)	23.0	44.0	33.0	54.0	54.0	31.0	51.0	51.0	22.0	42.0
Total Split (%)	15.3%	29.3%	22.0%	36.0%	36.0%	20.7%	34.0%	34.0%	14.7%	28.0%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0
All-Red Time (s)	2.0	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	12.4	62.8	16.0	66.4	66.4	45.2	29.5	29.5	44.3	30.0
Actuated g/C Ratio	0.08	0.42	0.11	0.44	0.44	0.30	0.20	0.20	0.30	0.20
v/c Ratio	0.54	0.25	0.72	0.16	0.25	0.65	0.75	0.44	0.57	0.84
Control Delay (s/veh)	80.5	29.9	76.3	28.0	5.0	46.3	69.9	8.2	42.7	73.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.5	29.9	76.3	28.0	5.0	46.3	69.9	8.2	42.7	73.7
LOS	F	C	E	C	A	D	E	A	D	E
Approach Delay (s/veh)		38.4		39.8			43.1			62.8
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 54.5 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 45.2	Intersection LOS: D
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	293	71	265	240	198	171	263	219	164	189	114
Future Volume (veh/h)	73	293	71	265	240	198	171	263	219	164	189	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1841	1885	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	74	296	72	268	242	200	173	266	221	166	191	115
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	10	4	4	1	8	5	2	6	1	2	2	4
Cap, veh/h	106	1245	298	319	1623	742	233	345	304	251	209	126
Arrive On Green	0.06	0.44	0.44	0.09	0.48	0.48	0.09	0.19	0.19	0.09	0.19	0.19
Sat Flow, veh/h	1668	2799	670	3483	3385	1547	1781	1811	1598	1781	1093	658
Grp Volume(v), veh/h	74	183	185	268	242	200	173	266	221	166	0	306
Grp Sat Flow(s),veh/h/ln	1668	1749	1720	1742	1692	1547	1781	1811	1598	1781	0	1752
Q Serve(g_s), s	6.5	9.7	10.0	11.4	6.0	11.6	11.6	20.9	19.5	11.1	0.0	25.7
Cycle Q Clear(g_c), s	6.5	9.7	10.0	11.4	6.0	11.6	11.6	20.9	19.5	11.1	0.0	25.7
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	106	778	765	319	1623	742	233	345	304	251	0	335
V/C Ratio(X)	0.70	0.24	0.24	0.84	0.15	0.27	0.74	0.77	0.73	0.66	0.00	0.91
Avail Cap(c_a), veh/h	189	778	765	604	1623	742	363	535	472	273	0	415
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	68.8	25.8	25.9	67.1	21.9	23.3	45.3	57.6	57.0	44.9	0.0	59.4
Incr Delay (d2), s/veh	6.9	0.7	0.7	2.3	0.2	0.9	1.8	1.4	1.2	3.9	0.0	21.5
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(50%),veh/ln	3.0	4.2	4.3	5.1	2.4	4.4	5.2	9.7	7.9	5.2	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.7	26.5	26.6	69.4	22.1	24.2	47.1	59.0	58.3	48.7	0.0	80.9
LnGrp LOS	E	C	C	E	C	C	D	E	E	D		F
Approach Vol, veh/h		442			710			660			472	
Approach Delay, s/veh		34.8			40.5			55.6			69.6	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	79.0	20.2	35.3	20.7	73.8	20.0	35.4
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	17.0	* 47	15.0	44.3	26.0	* 38	24.7	* 36
Max Q Clear Time (g_c+I1), s	8.5	13.6	13.1	22.9	13.4	12.0	13.6	27.7
Green Ext Time (p_c), s	0.1	1.2	0.0	1.3	0.4	1.3	0.2	1.0

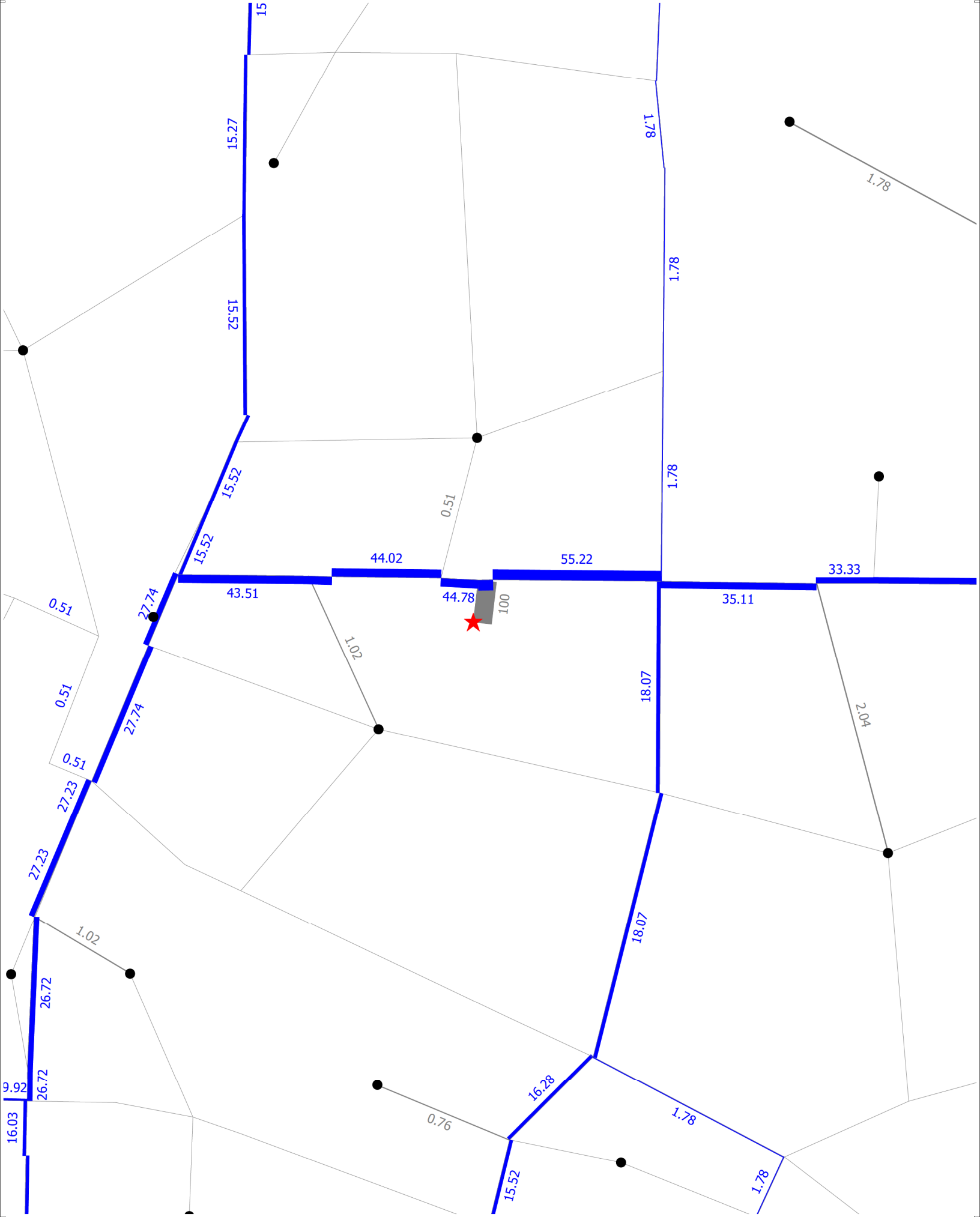
Intersection Summary	
HCM 7th Control Delay, s/veh	49.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix E: Model Plots



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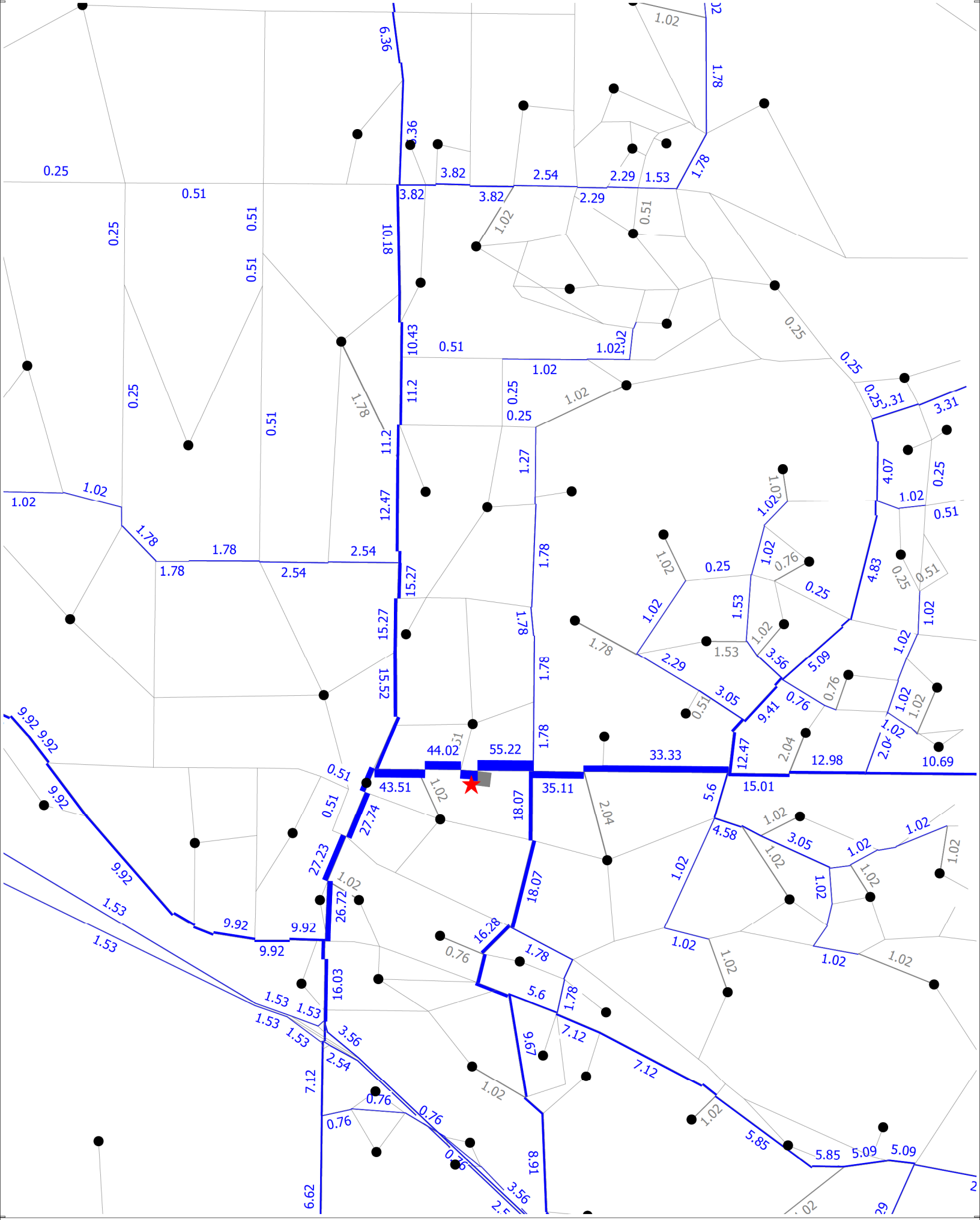

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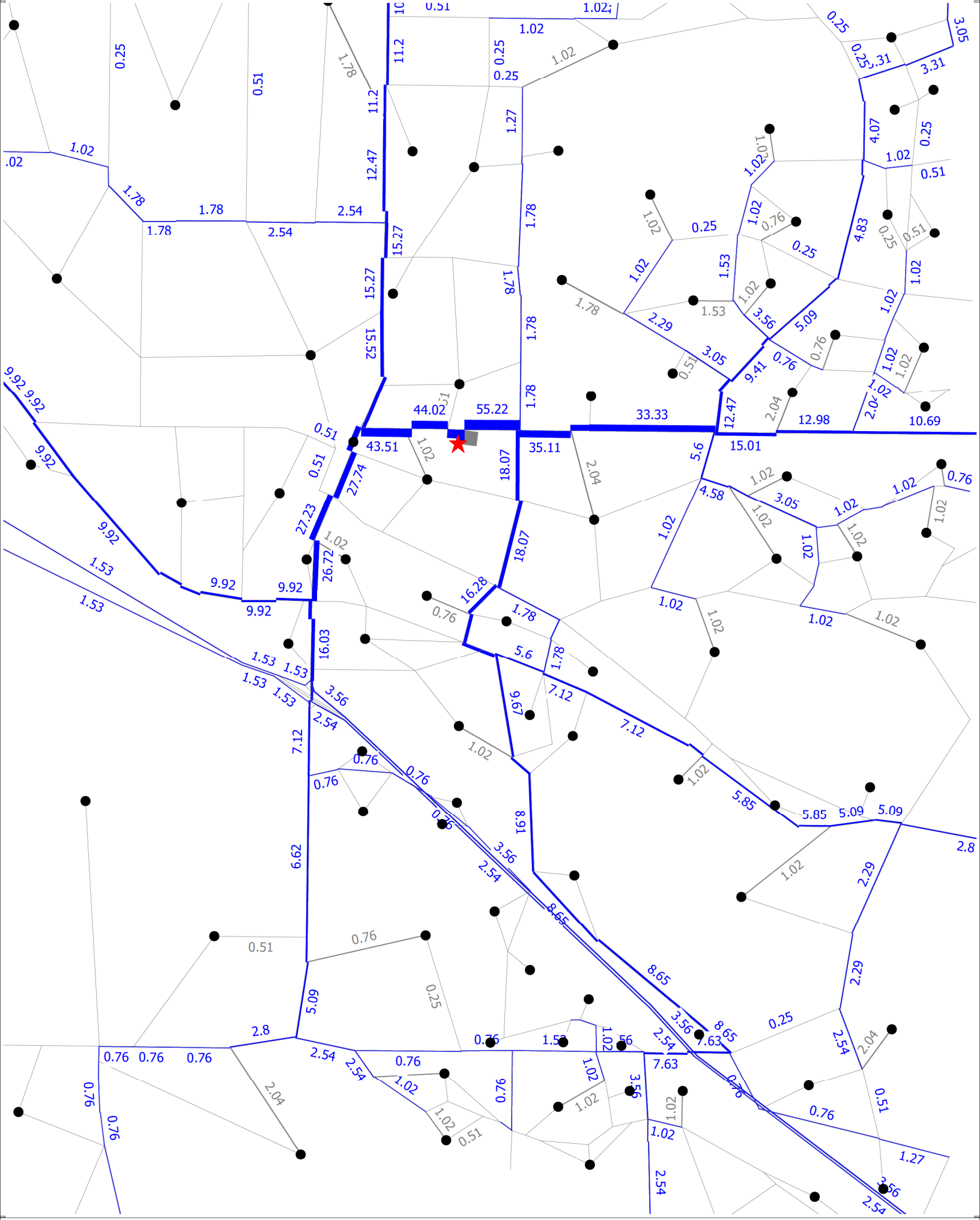

cube
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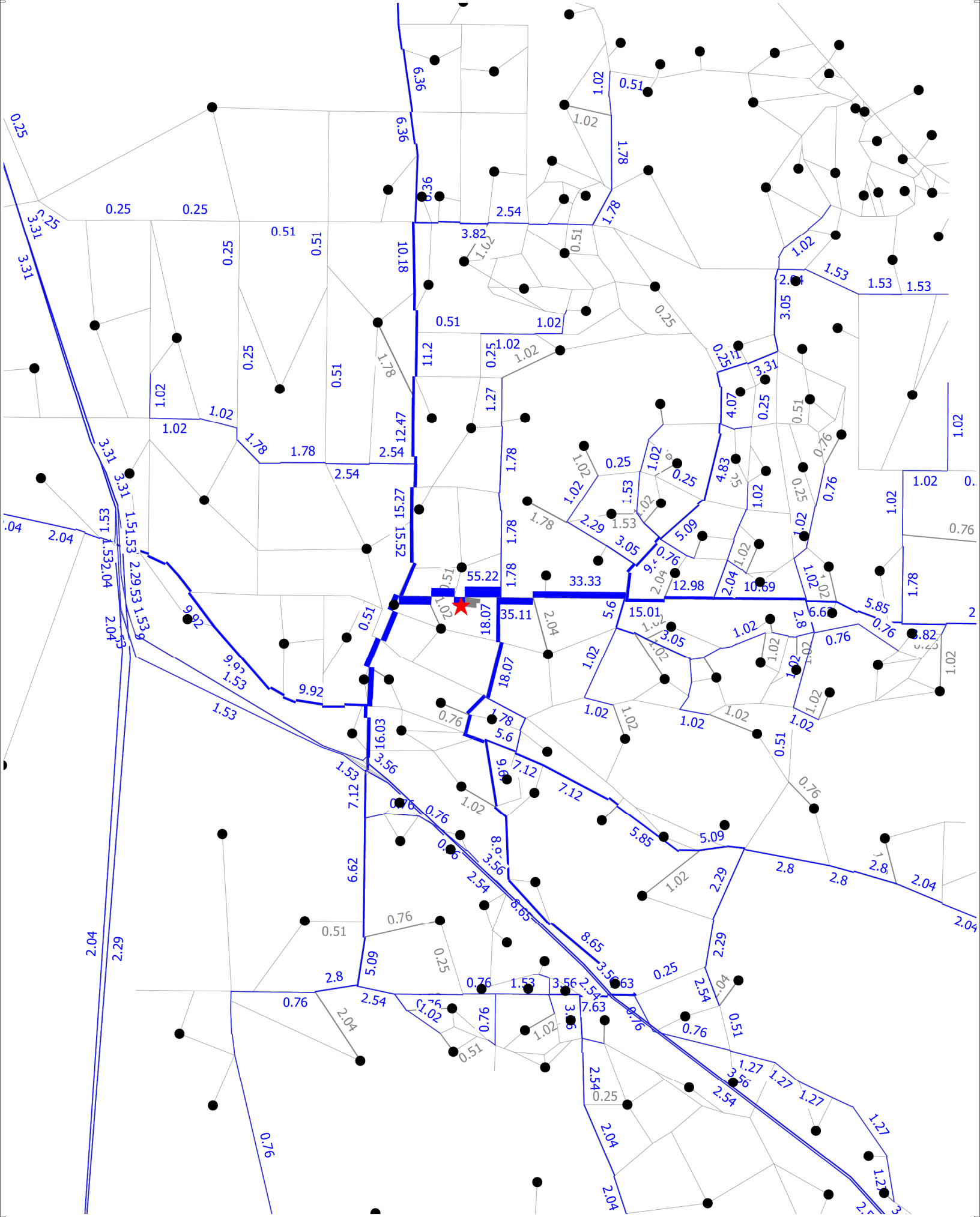

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Appendix F:
Sumter County Annual Traffic Counts

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 Visa 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 Visa 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 Visa 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 Visa 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	834	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/Genview 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	25851	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	--	--

Appendix G: Vested Trips

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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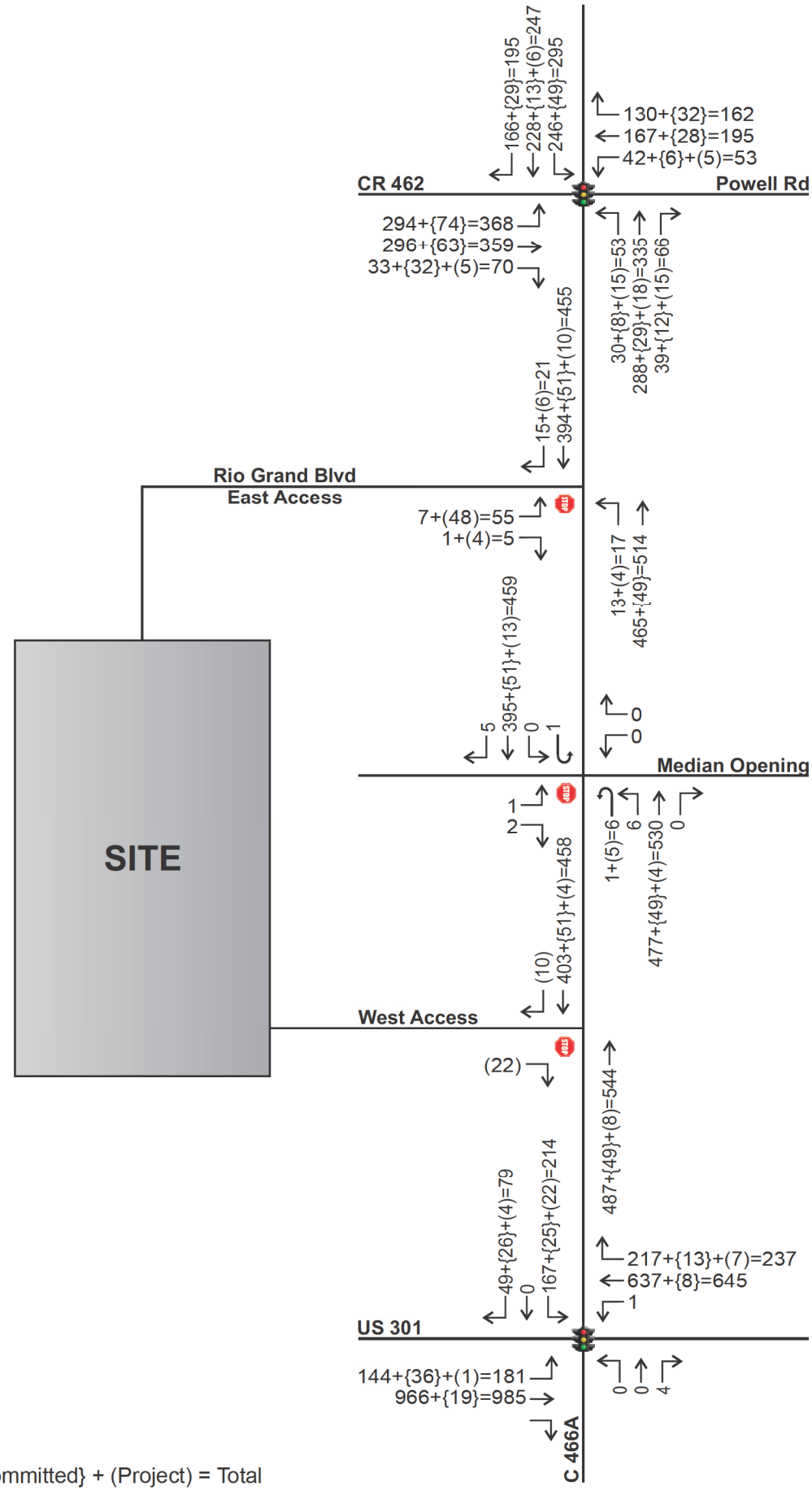
Orlando, Florida 32803
www.trafficmobility.com
(407) 531-5332

Prepared for:

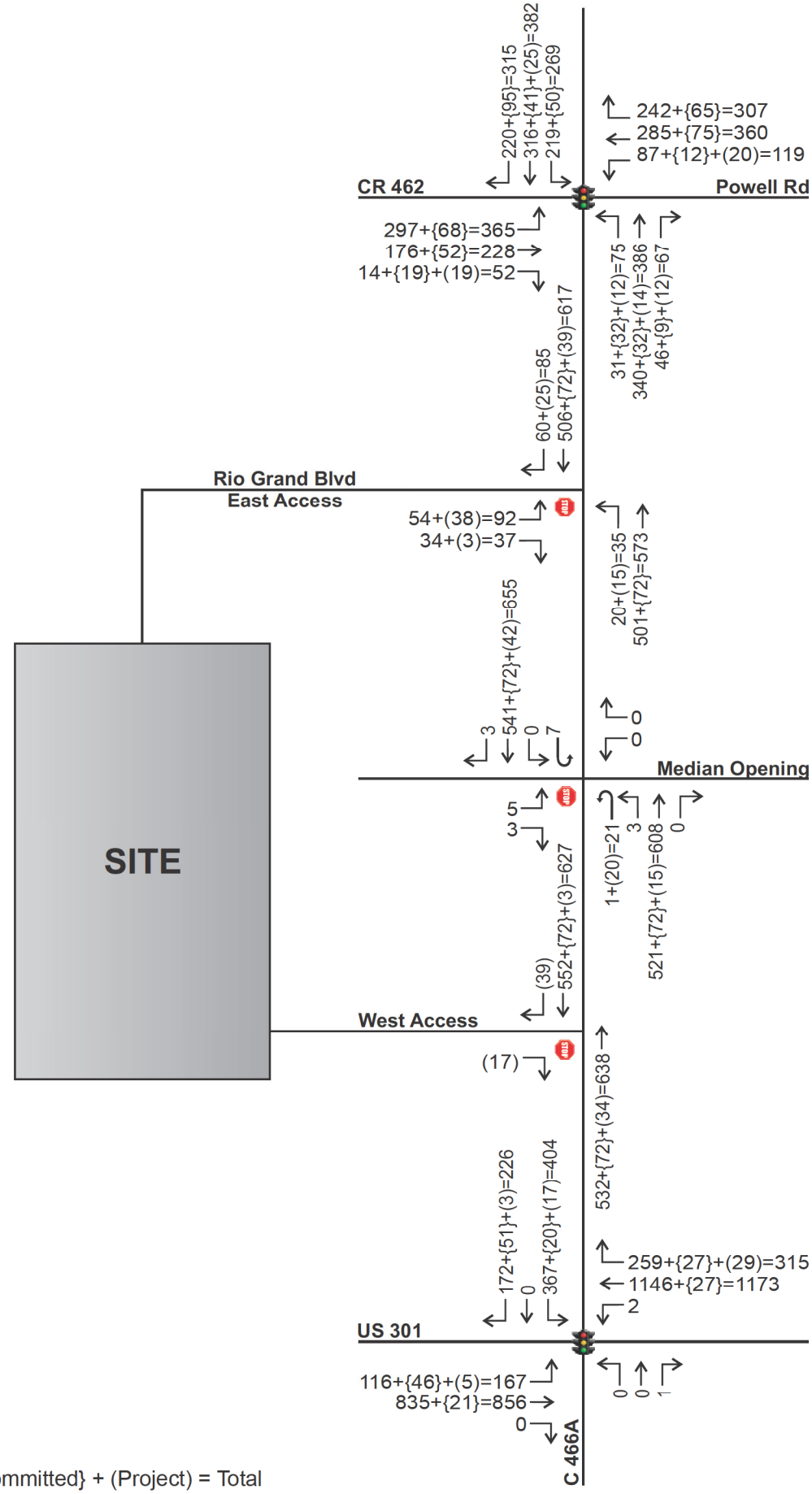
1201 Cleveland Avenue, LLC
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009



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

HIGHFIELD AT TWISTED OAKS

Project № 21184.1 v2.0

June 2022

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

Traffic & Mobility Consultants

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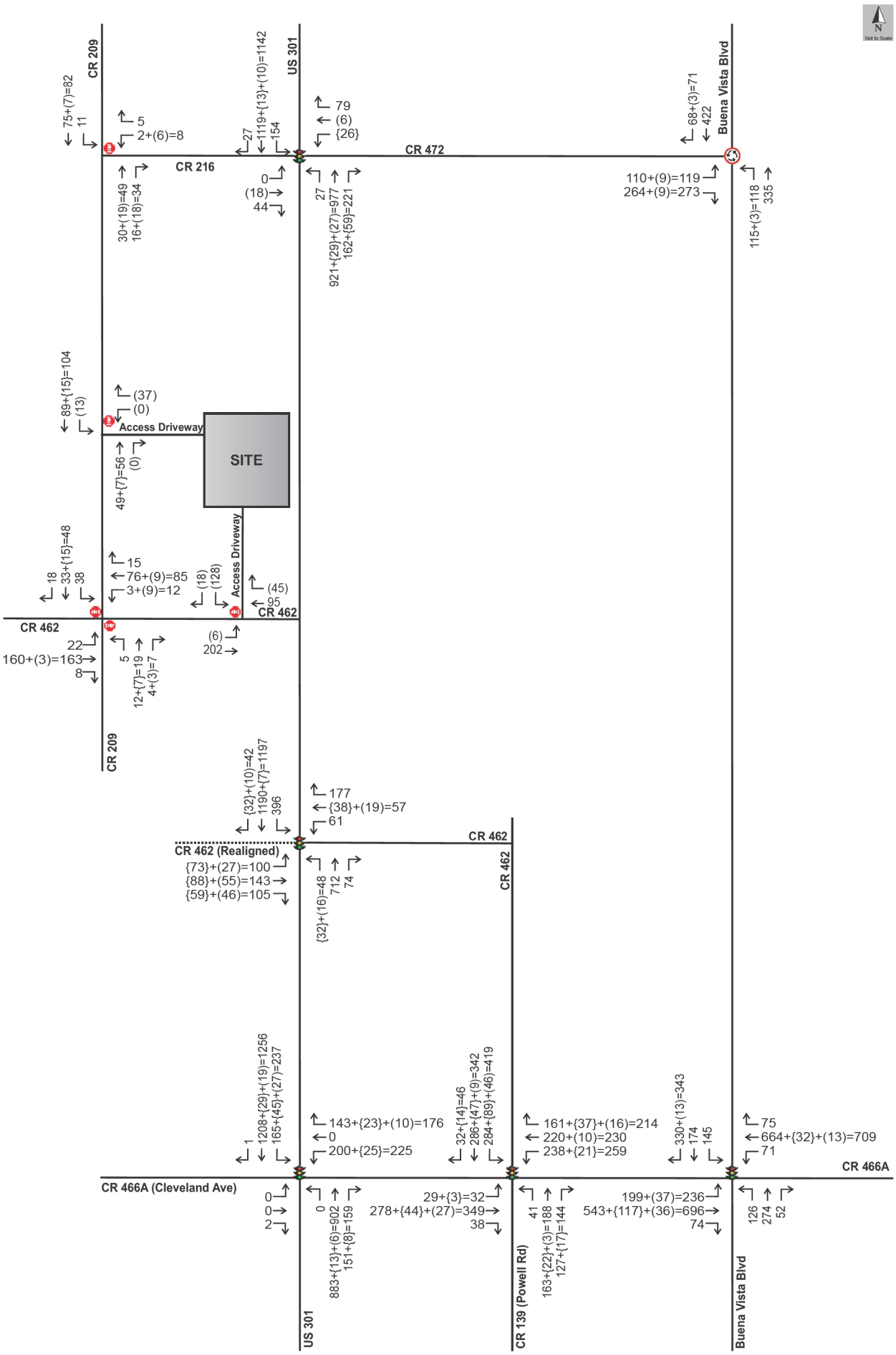
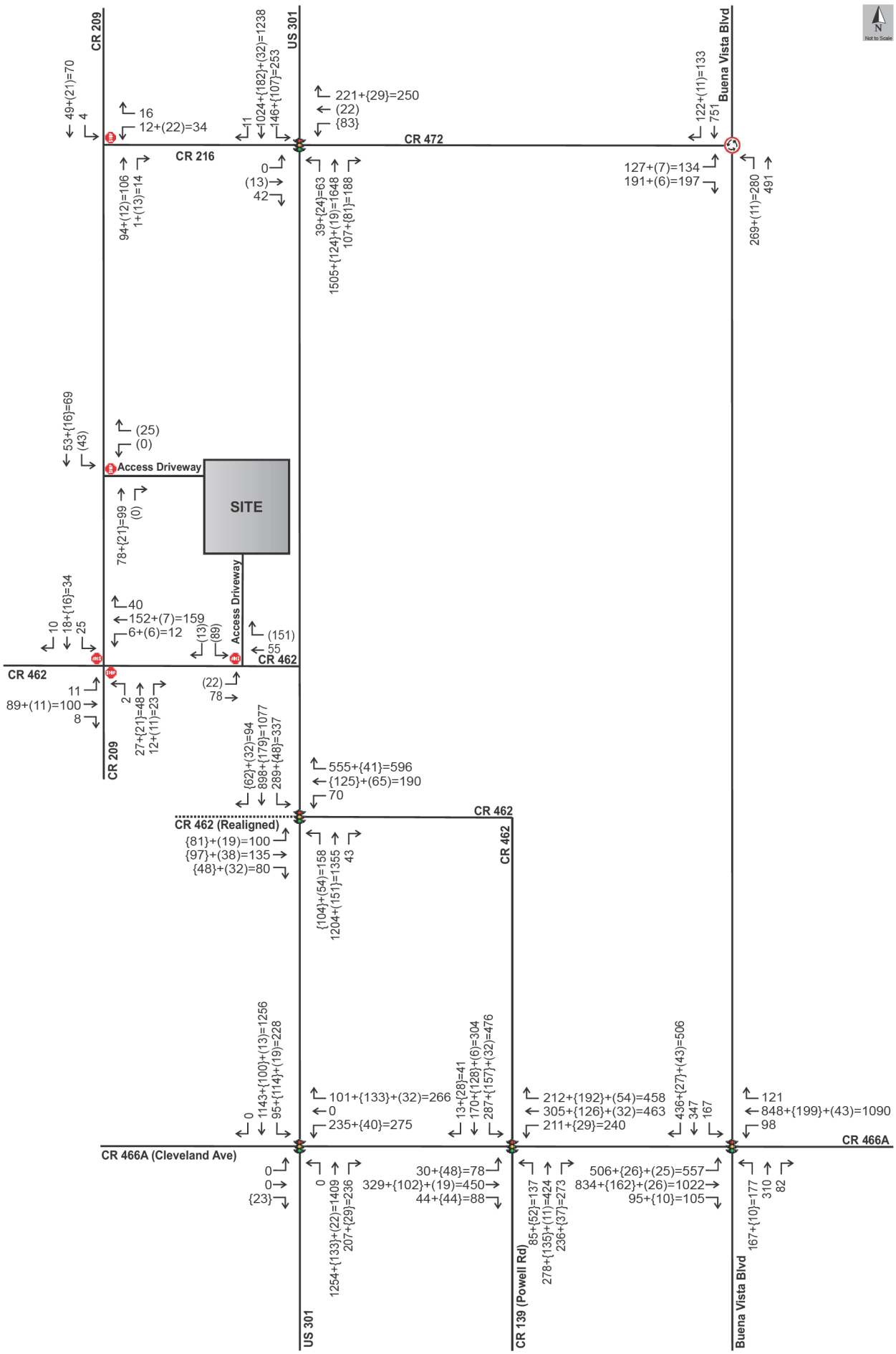
Tampa, Florida 33637



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1 v2.0

Figure 6



Background+{Committed}+(Project)=Total

Projected PM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1 v2.0

Figure 7

TRAFFIC IMPACT ANALYSIS

TURKEY RUN II
CITY OF WILDWOOD, FLORIDA

Prepared for:

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Winter Park, Florida 32789

Prepared by:

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535 Versailles Drive
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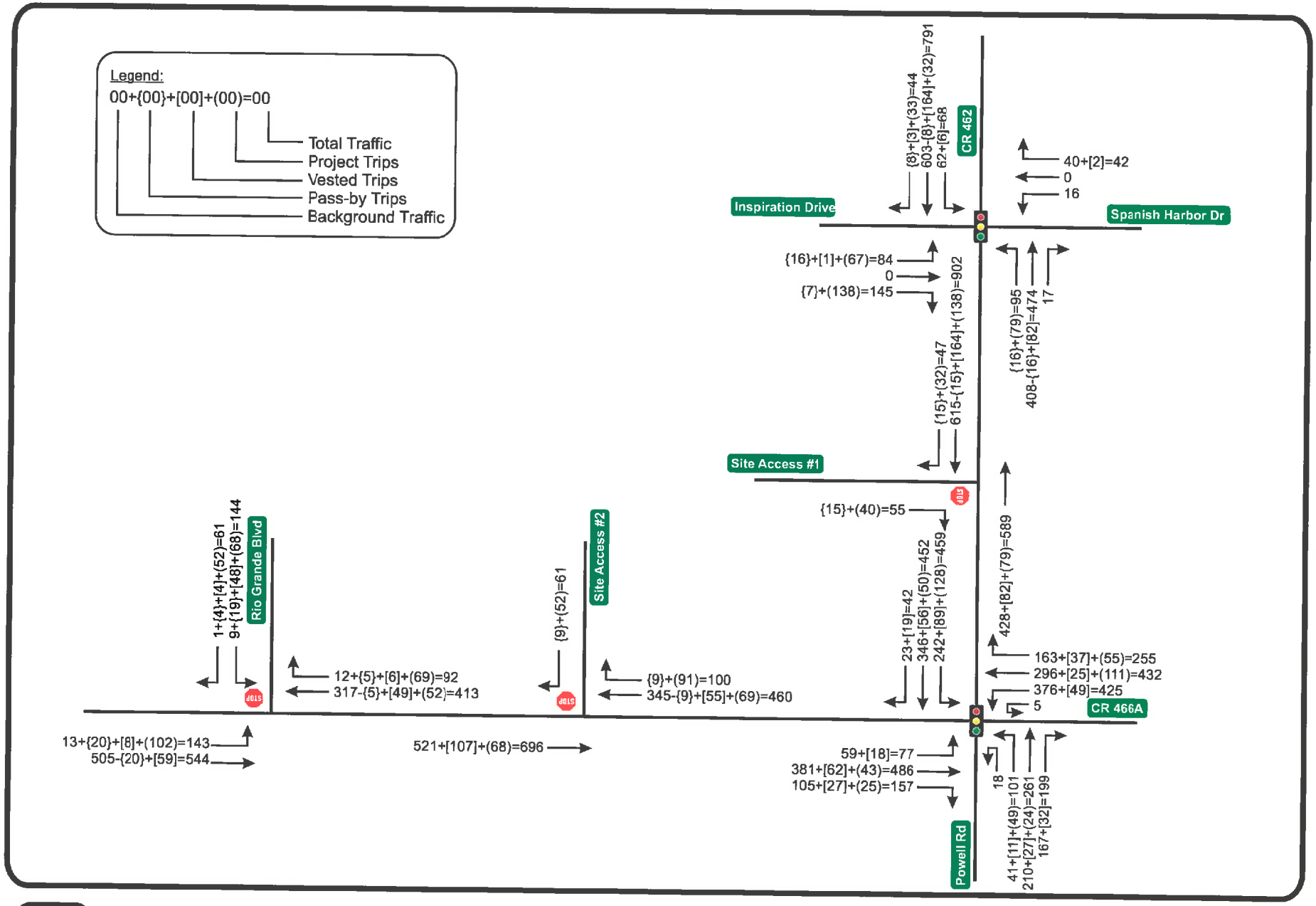
407-628-9955

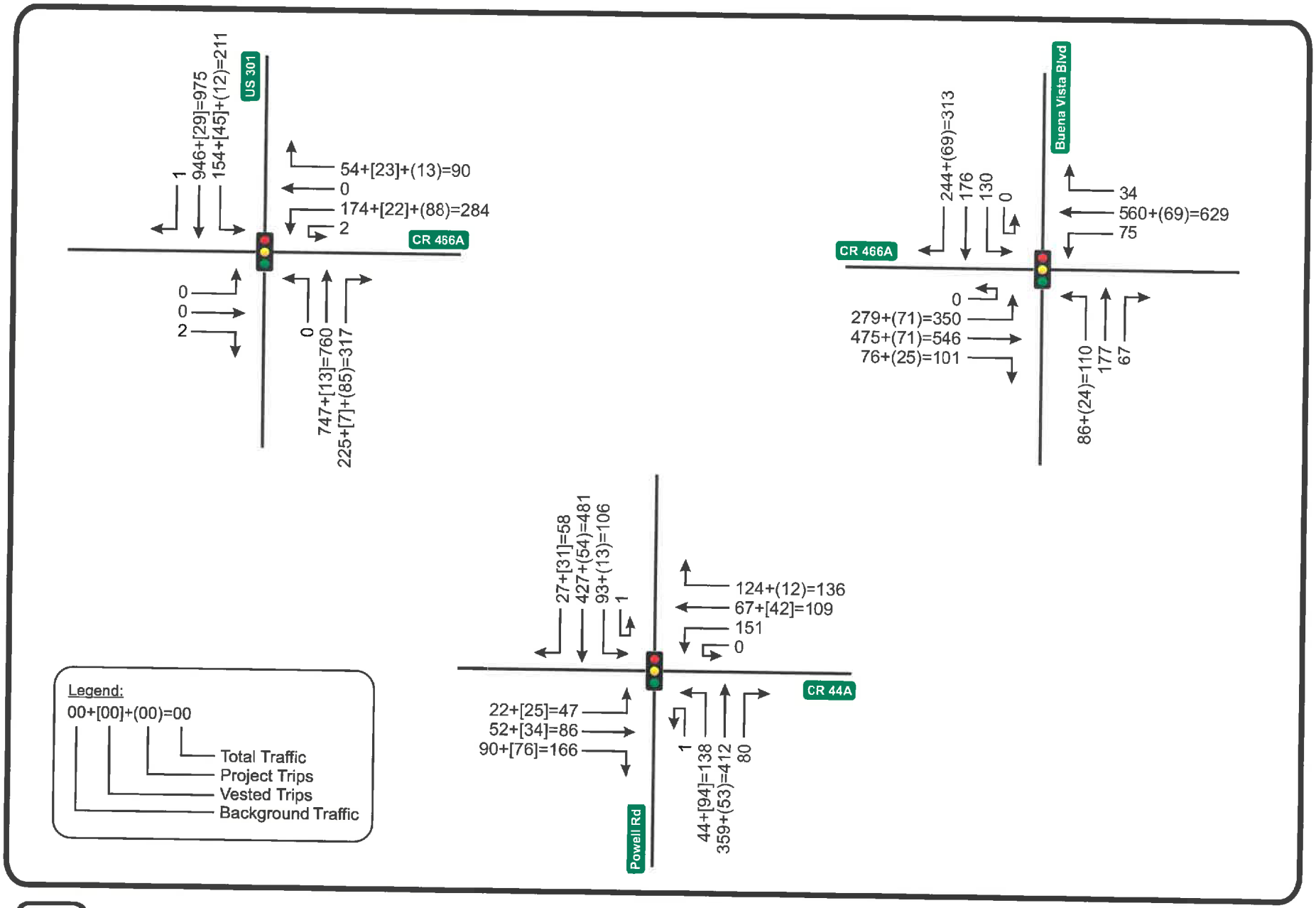
August 2022

TPD № 5041.1



Turkey Run II
Project № 5041.1
Figure 5a

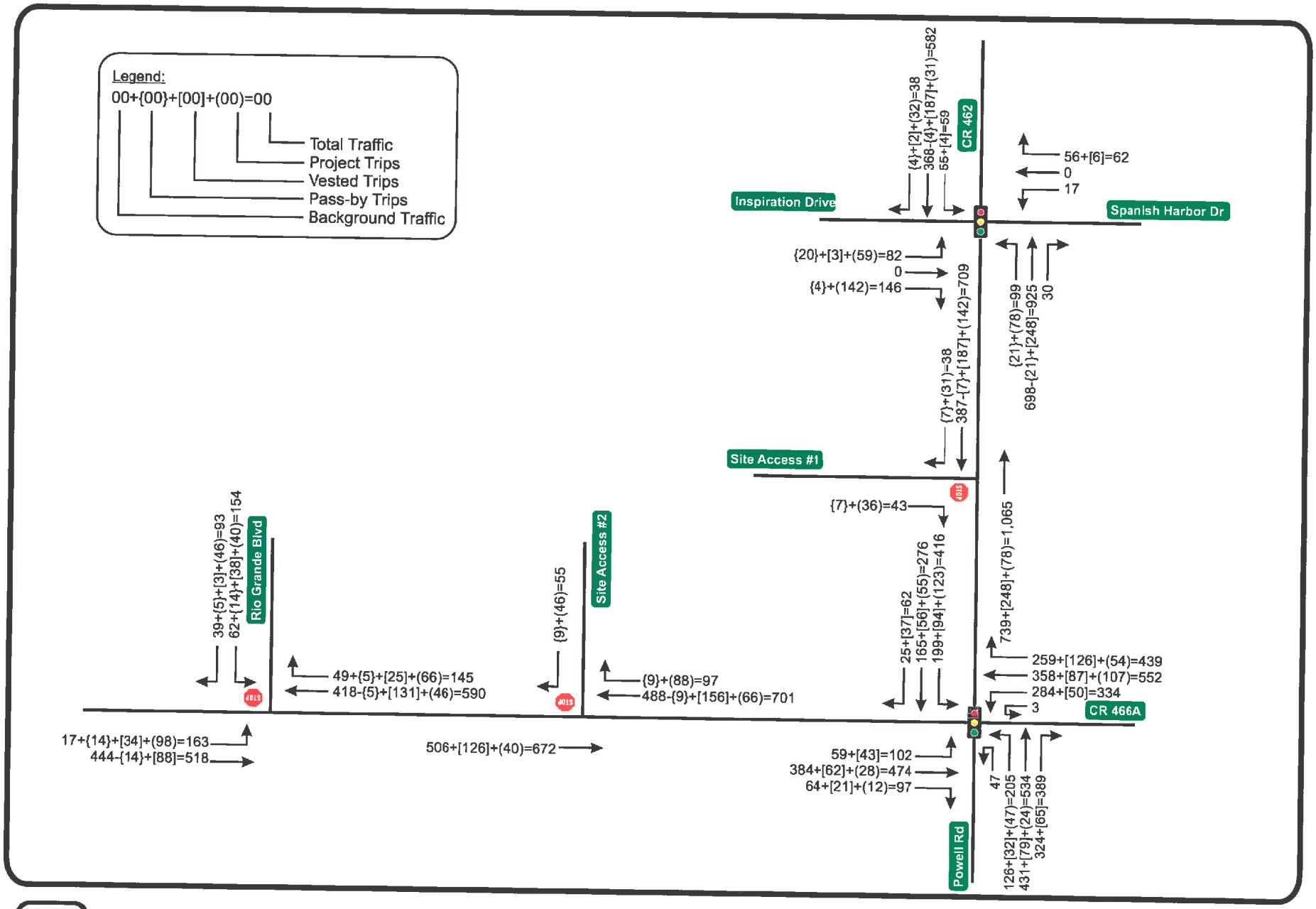
Projected A.M. Peak Hour Volumes



Turkey Run II
Project № 5041.1
Figure 5b

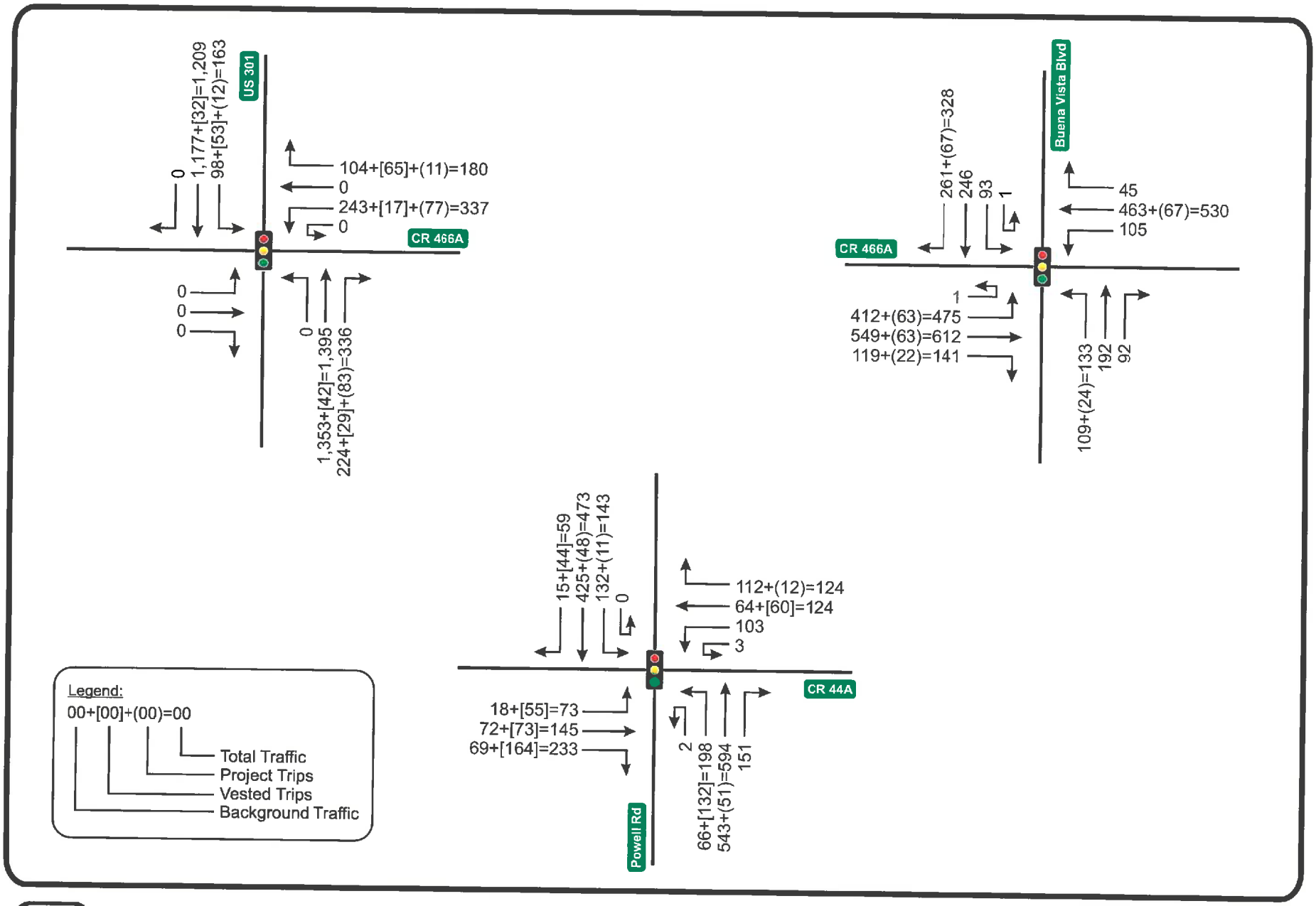
Projected A.M. Peak Hour Volumes

N
NTS



Turkey Run II
Project № 5041.1
Figure 5c

Projected P.M. Peak Hour Volumes



Turkey Run II
Project № 5041.1
Figure 5d

Projected P.M. Peak Hour Volumes

N
NTS

KITTELSON & ASSOCIATES

DR. HEYDARI MEDICAL OFFICE MINOR TRAFFIC IMPACT STUDY

WILDWOOD, FLORIDA

November 2022

Dr. Heydari Medical Office
Minor Traffic Impact Analysis
Wildwood, Florida

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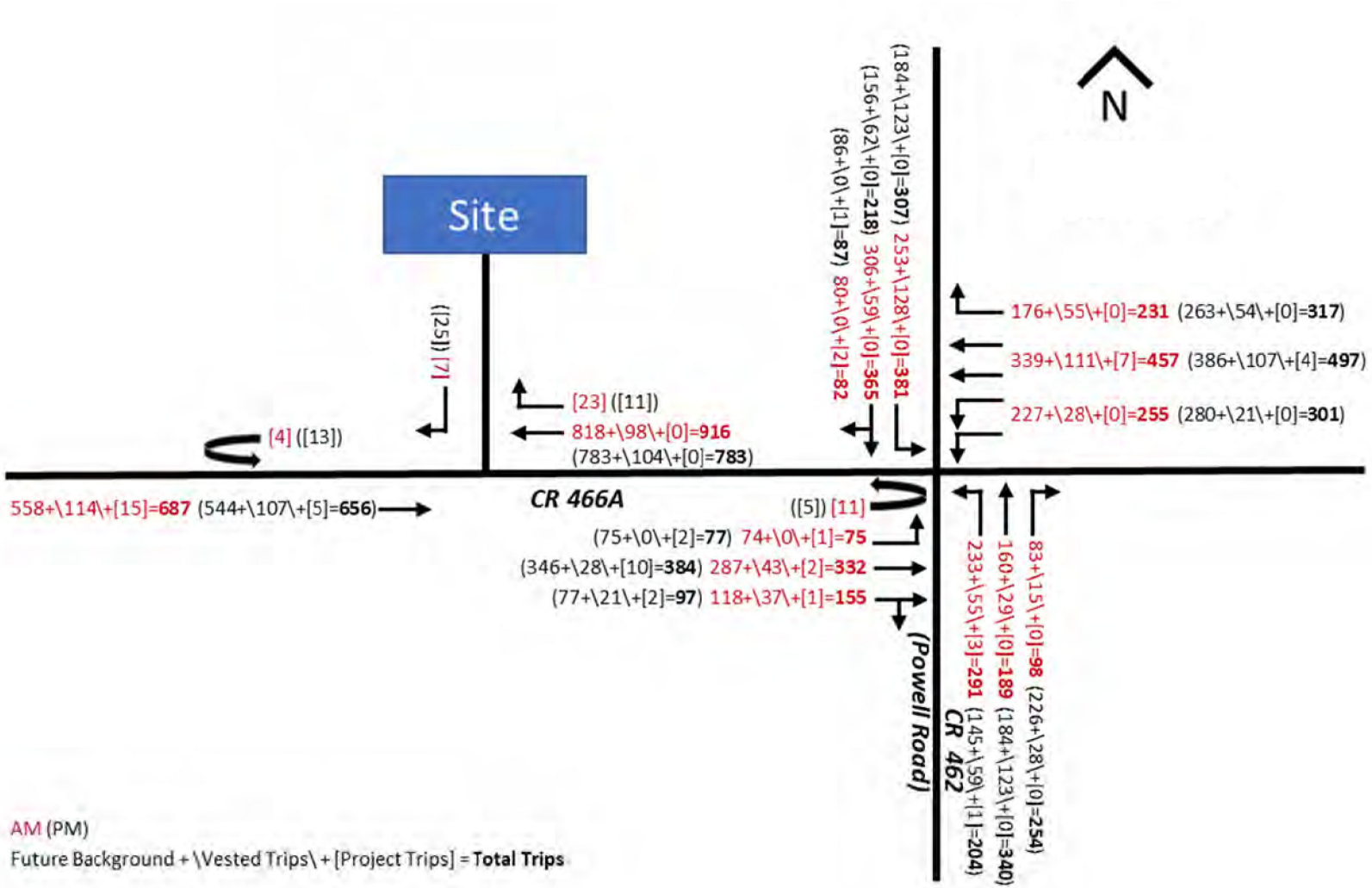
Kok Wan Mah
Associate Engineer

Project Principal:
Stephanie Shealey
Senior Engineer

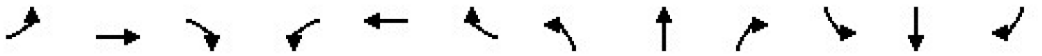
Project Number 28441

November 2022

Figure 5. Build-Out Volumes



Appendix H:
Background No-Build Synchro Printouts

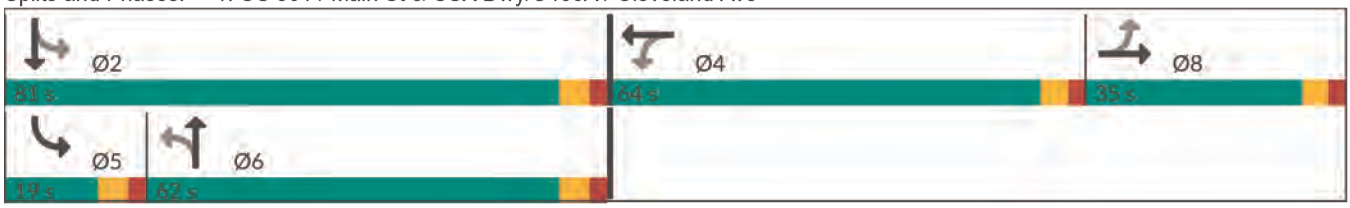


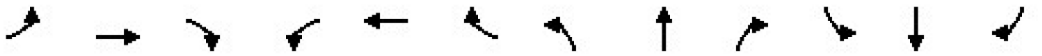
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Future Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		0	130		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.899			0.913			0.957				
Flt Protected		0.988		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	0	1353	0	1649	1553	0	1289	3237	0	1556	3372	0
Flt Permitted				0.250	0.444		0.105			0.065		
Satd. Flow (perm)	0	1369	0	434	704	0	142	3237	0	106	3372	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98			35				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3838			391			328	
Travel Time (s)		1.7			87.2			7.6			6.4	
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
Heavy Vehicles (%)	0%	0%	33%	4%	0%	4%	40%	7%	6%	16%	7%	100%
Adj. Flow (vph)	1	0	3	474	0	186	5	933	376	196	1365	1
Shared Lane Traffic (%)				28%								
Lane Group Flow (vph)	0	4	0	341	319	0	5	1309	0	196	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		7.0	15.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		34.6	34.6		13.5	25.6	
Total Split (s)	35.0	35.0		64.0	64.0		62.0	62.0		19.0	81.0	
Total Split (%)	19.4%	19.4%		35.6%	35.6%		34.4%	34.4%		10.6%	45.0%	
Maximum Green (s)	29.0	29.0		58.0	58.0		55.4	55.4		12.5	74.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6		6.5	6.6	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		22.0	22.0		21.0	21.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		7.0		58.1	58.1		55.5	55.5		74.6	74.5	
Actuated g/C Ratio		0.05		0.39	0.39		0.38	0.38		0.51	0.50	
v/c Ratio		0.03		2.01	0.95		0.09	1.06		1.11	0.80	
Control Delay (s/veh)		0.3		497.9	68.3		37.8	85.0		138.1	35.6	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.3		497.9	68.3		37.8	85.0		138.1	35.6	
LOS		A		F	E		D	F		F	D	
Approach Delay (s/veh)		0.3			290.2			84.9			48.4	
Approach LOS		A			F			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 147.6			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.01			
Intersection Signal Delay (s/veh): 107.0		Intersection LOS: F	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	450	0	177	5	886	357	186	1297	1
Future Volume (veh/h)	1	0	3	450	0	177	5	886	357	186	1297	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	330	202	186	5	933	376	196	1365	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	100	18	258	416	339	312	119	951	380	198	1879	1
Arrive On Green	0.37	0.00	0.37	0.37	0.37	0.37	0.40	0.40	0.40	0.09	0.54	0.54
Sat Flow, veh/h	182	49	692	1391	911	838	278	2380	951	1584	3500	3
Grp Volume(v), veh/h	4	0	0	330	0	388	5	667	642	196	666	700
Grp Sat Flow(s),veh/h/ln	923	0	0	1391	0	1749	278	1706	1625	1584	1706	1796
Q Serve(g_s), s	0.1	0.0	0.0	22.3	0.0	24.8	1.9	53.3	54.4	12.3	41.0	41.0
Cycle Q Clear(g_c), s	24.8	0.0	0.0	47.1	0.0	24.8	24.0	53.3	54.4	12.3	41.0	41.0
Prop In Lane	0.25		0.75	1.00		0.48	1.00		0.59	1.00		0.00
Lane Grp Cap(c), veh/h	376	0	0	416	0	651	119	682	650	198	916	964
V/C Ratio(X)	0.01	0.00	0.00	0.79	0.00	0.60	0.04	0.98	0.99	0.99	0.73	0.73
Avail Cap(c_a), veh/h	376	0	0	481	0	732	119	682	650	198	916	964
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	0.0	47.3	0.0	35.1	40.7	41.0	41.3	42.1	24.4	24.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	1.1	0.1	28.8	32.3	61.6	2.9	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	0.1	0.0	0.0	11.9	0.0	10.8	0.1	27.3	27.1	6.9	16.8	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	0.0	0.0	55.1	0.0	36.2	40.8	69.7	73.6	103.7	27.3	27.1
LnGrp LOS	C			E		D	D	E	E	F	C	C
Approach Vol, veh/h		4			718			1314			1562	
Approach Delay, s/veh		28.7			44.9			71.5			36.8	
Approach LOS		C			D			E			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		81.0		57.6	19.0	62.0		57.6				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		74.4		58.0	12.5	55.4		29.0				
Max Q Clear Time (g_c+I1), s		43.0		49.1	14.3	56.4		26.8				
Green Ext Time (p_c), s		11.6		2.5	0.0	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			51.1									
HCM 7th LOS			D									

Notes
User approved volume balancing among the lanes for turning movement.

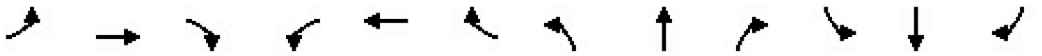
Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	6	562	0	4	1	656	4	1	0	0	5	0	5
Future Vol, veh/h	5	6	562	0	4	1	656	4	1	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	10	0	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	5	6	592	0	4	1	691	4	1	0	0	5	0	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	695	695	0	0	592	592	0	0	971	1320	296	1022	1318	347
Stage 1	-	-	-	-	-	-	-	-	615	615	-	703	703	-
Stage 2	-	-	-	-	-	-	-	-	356	705	-	319	615	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	528	910	-	-	613	994	-	-	210	158	707	193	159	655
Stage 1	-	-	-	-	-	-	-	-	450	486	-	399	443	-
Stage 2	-	-	-	-	-	-	-	-	640	442	-	673	486	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	682	682	-	-	664	664	-	-	206	156	707	191	157	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	327	278	-	305	281	-
Stage 1	-	-	-	-	-	-	-	-	447	482	-	398	442	-
Stage 2	-	-	-	-	-	-	-	-	633	441	-	667	482	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.2	0.08	16.04	13.87
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	682	-	-	664	-	-	416
HCM Lane V/C Ratio	0.003	0.017	-	-	0.008	-	-	0.025
HCM Control Delay (s/veh)	16	10.4	-	-	10.5	-	-	13.9
HCM Lane LOS	C	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

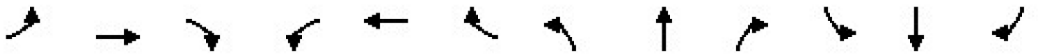


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	392	122	191	522	239	139	222	174	386	302	72
Future Volume (vph)	90	392	122	191	522	239	139	222	174	386	302	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3312	1495	3400	3438	1429	1752	1776	1583	3367	1778	0
Flt Permitted	0.950			0.950			0.261			0.950		
Satd. Flow (perm)	1656	3312	1495	3400	3438	1429	481	1776	1583	3367	1778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			252			183		9	
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			729			531			435	
Travel Time (s)		32.7			11.0			10.3			7.4	
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
Heavy Vehicles (%)	9%	9%	8%	3%	5%	13%	3%	7%	2%	4%	3%	7%
Adj. Flow (vph)	95	413	128	201	549	252	146	234	183	406	318	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	413	128	201	549	252	146	234	183	406	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2	4		4			
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	
Total Split (s)	17.0	49.3	49.3	21.0	53.3	53.3	18.4	42.7	42.7	27.0	51.3	
Total Split (%)	12.1%	35.2%	35.2%	15.0%	38.1%	38.1%	13.1%	30.5%	30.5%	19.3%	36.6%	
Maximum Green (s)	11.0	43.1	43.1	14.0	46.2	46.2	12.1	36.0	36.0	20.0	44.8	
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.7	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	13.8	52.9	52.9	12.8	52.0	52.0	38.9	25.9	25.9	21.5	35.7	
Actuated g/C Ratio	0.10	0.38	0.38	0.09	0.37	0.37	0.28	0.19	0.19	0.15	0.26	
v/c Ratio	0.58	0.33	0.19	0.65	0.43	0.37	0.59	0.71	0.41	0.79	0.86	
Control Delay (s/veh)	74.2	34.3	2.0	71.0	36.7	6.1	38.1	65.3	8.8	68.2	66.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	74.2	34.3	2.0	71.0	36.7	6.1	38.1	65.3	8.8	68.2	66.1	
LOS	E	C	A	E	D	A	D	E	A	E	E	
Approach Delay (s/veh)		33.8			35.9			39.9			67.2	
Approach LOS		C			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 44.5		Intersection LOS: D	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	392	122	191	522	239	139	222	174	386	302	72
Future Volume (veh/h)	90	392	122	191	522	239	139	222	174	386	302	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	95	413	128	201	549	252	146	234	183	406	318	76
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, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	117	1383	622	250	1466	611	220	330	291	452	349	83
Arrive On Green	0.07	0.41	0.41	0.07	0.42	0.42	0.08	0.18	0.18	0.13	0.24	0.24
Sat Flow, veh/h	1682	3357	1510	3428	3469	1447	1767	1796	1585	3401	1447	346
Grp Volume(v), veh/h	95	413	128	201	549	252	146	234	183	406	0	394
Grp Sat Flow(s),veh/h/ln	1682	1678	1510	1714	1735	1447	1767	1796	1585	1700	0	1793
Q Serve(g_s), s	7.8	11.5	7.6	8.1	15.2	17.1	9.3	17.1	14.9	16.5	0.0	29.9
Cycle Q Clear(g_c), s	7.8	11.5	7.6	8.1	15.2	17.1	9.3	17.1	14.9	16.5	0.0	29.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	117	1383	622	250	1466	611	220	330	291	452	0	432
V/C Ratio(X)	0.81	0.30	0.21	0.80	0.37	0.41	0.66	0.71	0.63	0.90	0.00	0.91
Avail Cap(c_a), veh/h	132	1383	622	343	1466	611	231	462	408	486	0	574
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	64.2	27.6	26.4	63.9	27.7	28.3	43.3	53.7	52.8	59.8	0.0	51.7
Incr Delay (d2), s/veh	27.0	0.6	0.7	6.6	0.7	2.0	5.0	1.2	0.8	17.6	0.0	15.6
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	4.2	4.8	2.9	3.7	6.3	6.2	4.4	7.8	5.9	8.1	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.2	28.1	27.2	70.5	28.5	30.3	48.4	54.9	53.6	77.4	0.0	67.3
LnGrp LOS	F	C	C	E	C	C	D	D	D	E		E
Approach Vol, veh/h		636			1002			563			800	
Approach Delay, s/veh		37.4			37.4			52.8			72.4	
Approach LOS		D			D			D			E	

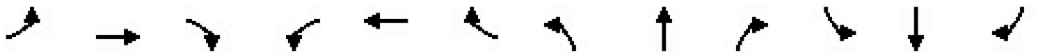
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	66.2	25.6	32.4	17.2	64.8	17.6	40.5
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	12.1	* 45
Max Q Clear Time (g_c+I1), s	9.8	19.1	18.5	19.1	10.1	13.5	11.3	31.9
Green Ext Time (p_c), s	0.0	2.6	0.2	1.0	0.1	2.0	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	49.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

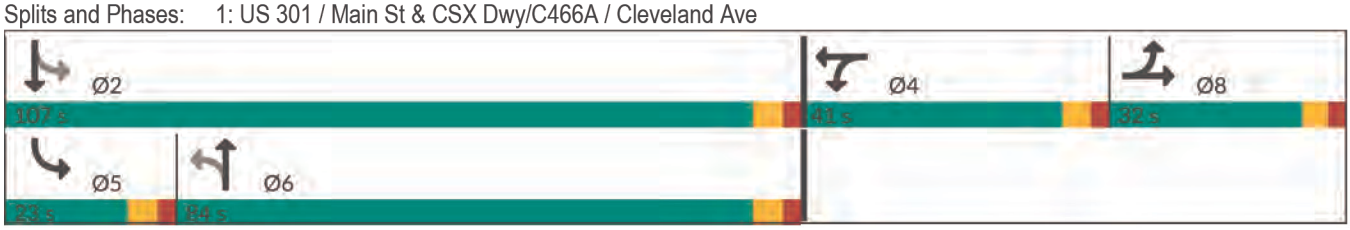


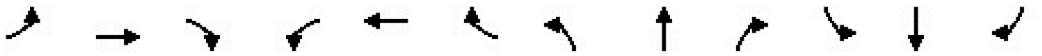
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Future Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		0	130		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.892			0.910			0.961				
Flt Protected		0.990		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1678	0	1618	1454	0	1805	3212	0	1583	3312	0
Flt Permitted		0.990		0.950	0.981		0.284			0.048		
Satd. Flow (perm)	0	1678	0	1618	1454	0	540	3212	0	80	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98			35				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3838			391			328	
Travel Time (s)		1.7			87.2			7.6			6.4	
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
Heavy Vehicles (%)	0%	0%	0%	6%	0%	14%	0%	8%	8%	14%	9%	0%
Adj. Flow (vph)	1	0	4	468	0	191	6	1212	429	237	1007	1
Shared Lane Traffic (%)				27%								
Lane Group Flow (vph)	0	5	0	342	317	0	6	1641	0	237	1008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		7.0	15.0	
Minimum Split (s)	32.0	32.0		35.0	35.0		34.6	34.6		13.5	25.6	
Total Split (s)	32.0	32.0		41.0	41.0		84.0	84.0		23.0	107.0	
Total Split (%)	17.8%	17.8%		22.8%	22.8%		46.7%	46.7%		12.8%	59.4%	
Maximum Green (s)	26.0	26.0		35.0	35.0		77.4	77.4		16.5	100.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6		6.5	6.6	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		22.0	22.0		21.0	21.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		7.0		35.0	35.0		77.5	77.5		100.6	100.5	
Actuated g/C Ratio		0.05		0.23	0.23		0.51	0.51		0.67	0.67	
v/c Ratio		0.03		0.91	0.77		0.02	0.98		1.09	0.46	
Control Delay (s/veh)		0.4		85.1	50.9		20.2	53.4		129.8	13.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.4		85.1	50.9		20.2	53.4		129.8	13.2	
LOS		A		F	D		C	D		F	B	
Approach Delay (s/veh)		0.4			68.6			53.3			35.4	
Approach LOS		A			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 150.6			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 49.8		Intersection LOS: D	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	445	0	181	6	1151	408	225	957	1
Future Volume (veh/h)	1	0	4	445	0	181	6	1151	408	225	957	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	330	194	191	6	1212	429	237	1007	1
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, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	3	0	12	389	198	195	329	1231	424	218	2224	2
Arrive On Green	0.01	0.00	0.01	0.23	0.23	0.23	0.50	0.50	0.50	0.11	0.65	0.65
Sat Flow, veh/h	329	0	1317	1725	879	865	568	2471	850	1612	3441	3
Grp Volume(v), veh/h	5	0	0	330	0	385	6	819	822	237	491	517
Grp Sat Flow(s),veh/h/ln	1646	0	0	1725	0	1744	568	1692	1628	1612	1678	1766
Q Serve(g_s), s	0.5	0.0	0.0	28.5	0.0	34.1	0.8	73.2	77.4	16.5	22.7	22.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	28.5	0.0	34.1	0.8	73.2	77.4	16.5	22.7	22.7
Prop In Lane	0.20		0.80	1.00		0.50	1.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	389	0	393	329	843	811	218	1085	1141
V/C Ratio(X)	0.35	0.00	0.00	0.85	0.00	0.98	0.02	0.97	1.01	1.09	0.45	0.45
Avail Cap(c_a), veh/h	276	0	0	389	0	393	329	843	811	218	1085	1141
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.6	0.0	0.0	57.7	0.0	59.8	19.8	37.9	39.0	55.0	13.7	13.7
Incr Delay (d2), s/veh	13.7	0.0	0.0	16.1	0.0	39.9	0.0	24.2	34.8	86.9	0.3	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	0.3	0.0	0.0	14.2	0.0	19.4	0.1	35.1	37.8	13.5	8.5	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.3	0.0	0.0	73.8	0.0	99.7	19.8	62.1	73.8	141.9	14.0	14.0
LnGrp LOS	F			E		F	B	E	F	F	B	B
Approach Vol, veh/h		5			715			1647			1245	
Approach Delay, s/veh		90.3			87.7			67.8			38.4	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	107.0	41.0	23.0	84.0	7.4
Change Period (Y+Rc), s	6.6	6.0	6.5	6.6	6.0
Max Green Setting (Gmax), s	100.4	35.0	16.5	77.4	26.0
Max Q Clear Time (g_c+I1), s	24.7	36.1	18.5	79.4	2.5
Green Ext Time (p_c), s	8.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	61.6
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

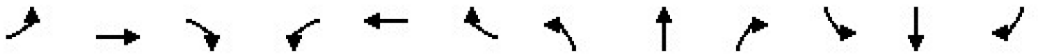
Intersection	
Int Delay, s/veh	0.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	20	3	614	1	13	0	742	6	0	0	1	6	0	6
Future Vol, veh/h	20	3	614	1	13	0	742	6	0	0	1	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	21	3	646	1	14	0	781	6	0	0	1	6	0	6

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	787	787	0	0	647	647	0	0	1113	1510	324	1183	1507	394
Stage 1	-	-	-	-	-	-	-	-	695	695	-	812	812	-
Stage 2	-	-	-	-	-	-	-	-	418	815	-	372	696	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	461	841	-	-	566	948	-	-	166	122	678	147	122	611
Stage 1	-	-	-	-	-	-	-	-	403	447	-	344	395	-
Stage 2	-	-	-	-	-	-	-	-	589	394	-	627	446	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	485	485	-	-	565	565	-	-	159	118	678	143	119	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	159	118	-	143	119	-
Stage 1	-	-	-	-	-	-	-	-	396	438	-	340	392	-
Stage 2	-	-	-	-	-	-	-	-	577	390	-	614	438	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.46	0.2	10.32	21.44
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	678	485	-	-	565	-	-	232
HCM Lane V/C Ratio	0.002	0.05	-	-	0.024	-	-	0.055
HCM Control Delay (s/veh)	10.3	12.8	-	-	11.5	-	-	21.4
HCM Lane LOS	B	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0	0.2	-	-	0.1	-	-	0.2

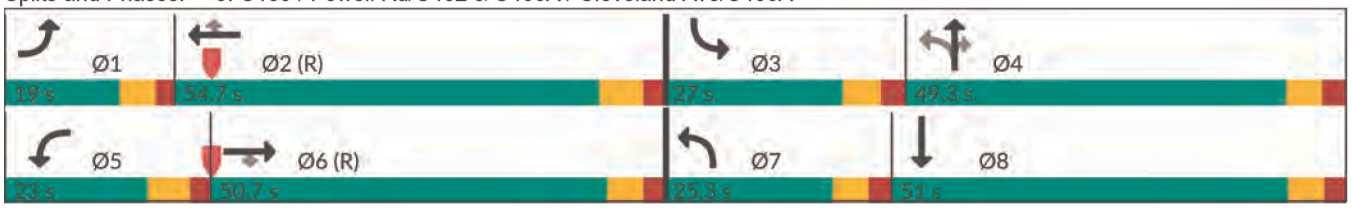


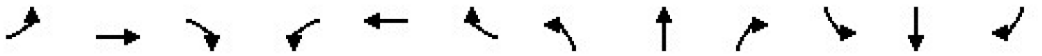
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Future Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3471	1553	3467	3343	1538	1770	1792	1599	3433	1752	0
Flt Permitted	0.950			0.950			0.162			0.950		
Satd. Flow (perm)	1641	3471	1553	3467	3343	1538	302	1792	1599	3433	1752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			339			249		18	
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			729			697			435	
Travel Time (s)		32.7			11.0			13.6			7.4	
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
Heavy Vehicles (%)	10%	4%	4%	1%	8%	5%	2%	6%	1%	2%	2%	4%
Adj. Flow (vph)	103	407	108	301	449	339	266	336	249	349	279	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	407	108	301	449	339	266	336	249	349	430	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2	4		4			
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	
Total Split (s)	19.0	50.7	50.7	23.0	54.7	54.7	25.3	49.3	49.3	27.0	51.0	
Total Split (%)	12.7%	33.8%	33.8%	15.3%	36.5%	36.5%	16.9%	32.9%	32.9%	18.0%	34.0%	
Maximum Green (s)	13.0	44.5	44.5	16.0	47.6	47.6	19.0	42.6	42.6	20.0	44.5	
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	13.7	44.1	44.1	17.2	47.7	47.7	63.5	41.4	41.4	20.5	40.9	
Actuated g/C Ratio	0.09	0.29	0.29	0.11	0.32	0.32	0.42	0.28	0.28	0.14	0.27	
v/c Ratio	0.69	0.40	0.20	0.76	0.42	0.47	0.78	0.68	0.40	0.75	0.88	
Control Delay (s/veh)	88.4	46.8	7.8	77.0	44.5	6.8	45.6	55.0	6.0	72.2	68.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	88.4	46.8	7.8	77.0	44.5	6.8	45.6	55.0	6.0	72.2	68.5	
LOS	F	D	A	E	D	A	D	D	A	E	E	
Approach Delay (s/veh)		46.9			41.8			37.7			70.2	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 48.3		Intersection LOS: D	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	387	103	286	427	322	253	319	237	332	265	143
Future Volume (veh/h)	98	387	103	286	427	322	253	319	237	332	265	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1841	1885	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	103	407	108	301	449	339	266	336	249	349	279	151
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, %	10	4	4	1	8	5	2	6	1	2	2	4
Cap, veh/h	123	1176	525	346	1249	571	287	477	421	398	299	162
Arrive On Green	0.07	0.34	0.34	0.10	0.37	0.37	0.12	0.26	0.26	0.12	0.26	0.26
Sat Flow, veh/h	1668	3497	1560	3483	3385	1547	1781	1811	1598	3456	1141	618
Grp Volume(v), veh/h	103	407	108	301	449	339	266	336	249	349	0	430
Grp Sat Flow(s),veh/h/ln	1668	1749	1560	1742	1692	1547	1781	1811	1598	1728	0	1759
Q Serve(g_s), s	9.1	13.1	7.4	12.8	14.5	26.6	16.2	25.2	20.4	14.9	0.0	35.8
Cycle Q Clear(g_c), s	9.1	13.1	7.4	12.8	14.5	26.6	16.2	25.2	20.4	14.9	0.0	35.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	123	1176	525	346	1249	571	287	477	421	398	0	460
V/C Ratio(X)	0.84	0.35	0.21	0.87	0.36	0.59	0.93	0.70	0.59	0.88	0.00	0.93
Avail Cap(c_a), veh/h	145	1176	525	372	1249	571	295	514	454	461	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	68.6	37.4	35.5	66.6	34.4	38.2	38.5	49.9	48.2	65.3	0.0	54.1
Incr Delay (d2), s/veh	29.9	0.8	0.9	18.5	0.8	4.5	33.4	4.0	1.8	15.5	0.0	22.8
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	4.9	5.8	3.0	6.5	6.0	10.7	9.7	11.9	8.3	7.4	0.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.5	38.2	36.4	85.0	35.2	42.7	71.8	53.9	50.0	80.8	0.0	76.9
LnGrp LOS	F	D	D	F	D	D	E	D	D	F		E
Approach Vol, veh/h		618			1089			851			779	
Approach Delay, s/veh		47.9			51.3			58.4			78.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	62.4	24.3	46.2	21.9	57.6	24.6	45.9
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	13.0	* 48	20.0	42.6	16.0	* 45	19.0	* 45
Max Q Clear Time (g_c+I1), s	11.1	28.6	16.9	27.2	14.8	15.1	18.2	37.8
Green Ext Time (p_c), s	0.0	3.7	0.4	2.5	0.1	3.1	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	58.9
HCM 7th LOS	E

Notes

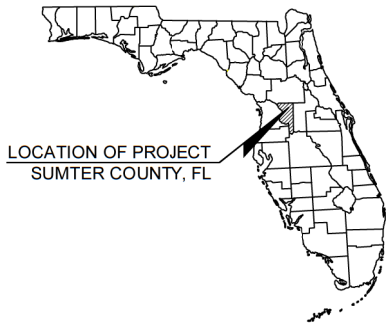
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix I:
Background Roadway Improvements

C 462 AT C 466A
INTERSECTION IMPROVEMENTS
PREPARED FOR ROCK VENTURES, LLC

SECTIONS 4, 5; TOWNSHIP 19 SOUTH; RANGE 23 EAST
SUMTER COUNTY, FLORIDA



GOVERNING STANDARDS AND SPECIFICATIONS:
FDOT GREENBOOK 2018 EDITON, MUTCD 2009 EDITION, THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, DATED FY 2023-24 AND THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED FY 2023-24, AS AMENDED BY CONTRACT DOCUMENTS.

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JOHN PLAMONDON
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SPECTRUM (CHARTER)
RYAN DUTTENHAVER
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CITY OF WILDWOOD
JASON MARTIN
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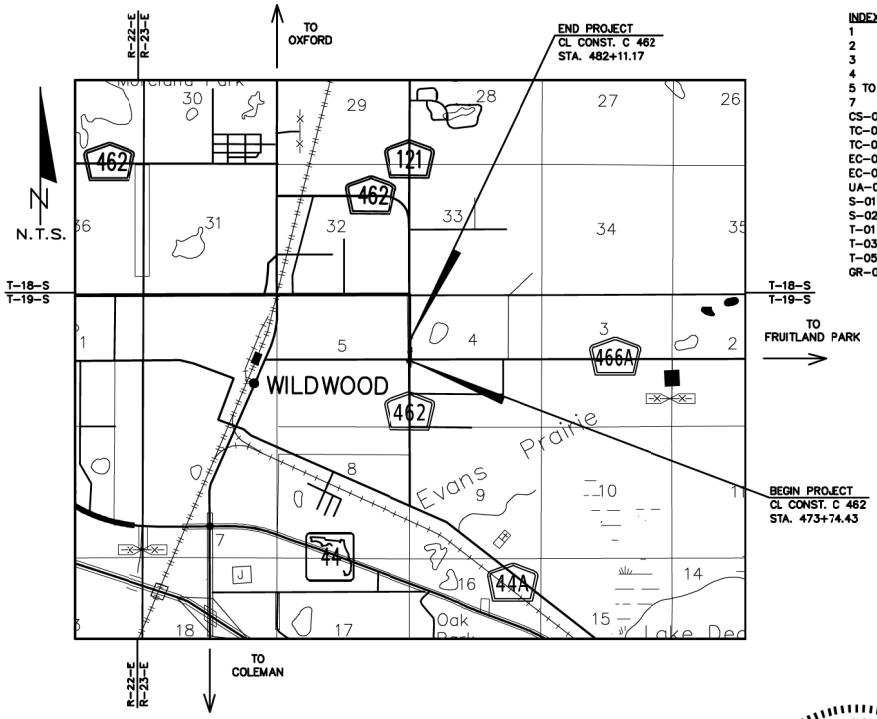

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5 TO 6	ROADWAY PLAN
7	MISCELLANEOUS CONSTRUCTION DETAILS
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T-05	STANDARD MAST ARM TABULATION
GR-01	SOIL SURVEY

PLANS PREPARED BY:
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CONSULTING ENGINEERS AND PLANNERS
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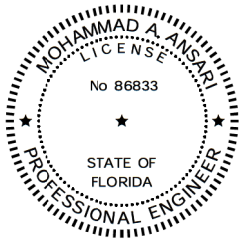
SUITE 200
OCALA, FLORIDA 34471
TEL: (352) 438-3000
REGISTRY NO. 35106

OWNER:
ROCK VENTURES, LLC.
145 LINCOLN AVE, SUITE B
WINTER PARK, FL 32789

SURVEYOR:
CLYMER FARNER BARLEY SURVEYING, INC.
4450 NE 83RD ROAD
WILDWOOD, FL 34785

SURVEY NOTE:
ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE SURVEY FROM CLYMER FARNER BARLEY SURVEYING, INC. DATED 8/30/2023 IN NAVD 88 DATUM. A PORTION OF THIS PROJECT DRAINS TO BASIN B-50B OF SWFWMD ERP 44023491.250 PREPARED IN VILLAGES DATUM. TO CONVERT FROM NAVD 88 DATUM TO VILLAGES DATUM, SUBTRACT 2.55 FT

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
811 Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.



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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 THE ELECTRONIC COPIES.

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1700 SE 17TH STREET, SUITE 200
OCALA, FL 34471
REGISTRY 35106
MOHAMMAD A. ANSARI, P.E. NO. 86833

No.	REVISIONS	DATE	BY

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LICENSED PROFESSIONAL
MOHAMMAD A. ANSARI, P.E.
FLORIDA LICENSE NUMBER
86833

KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

COVER SHEET

C 462 AT
C 466A INTERSECTION IMPROVEMENTS
PREPARED FOR
ROCK VENTURES, LLC.

SHEET NUMBER
1

Drawing name: K:\OCA_Civil\042174001-C462 Improvements at C466A Int\CAD\PlanSheets\01 COVER SHEET.dwg 1 Sep 13, 2023 12:06pm by: Mo.Ansari
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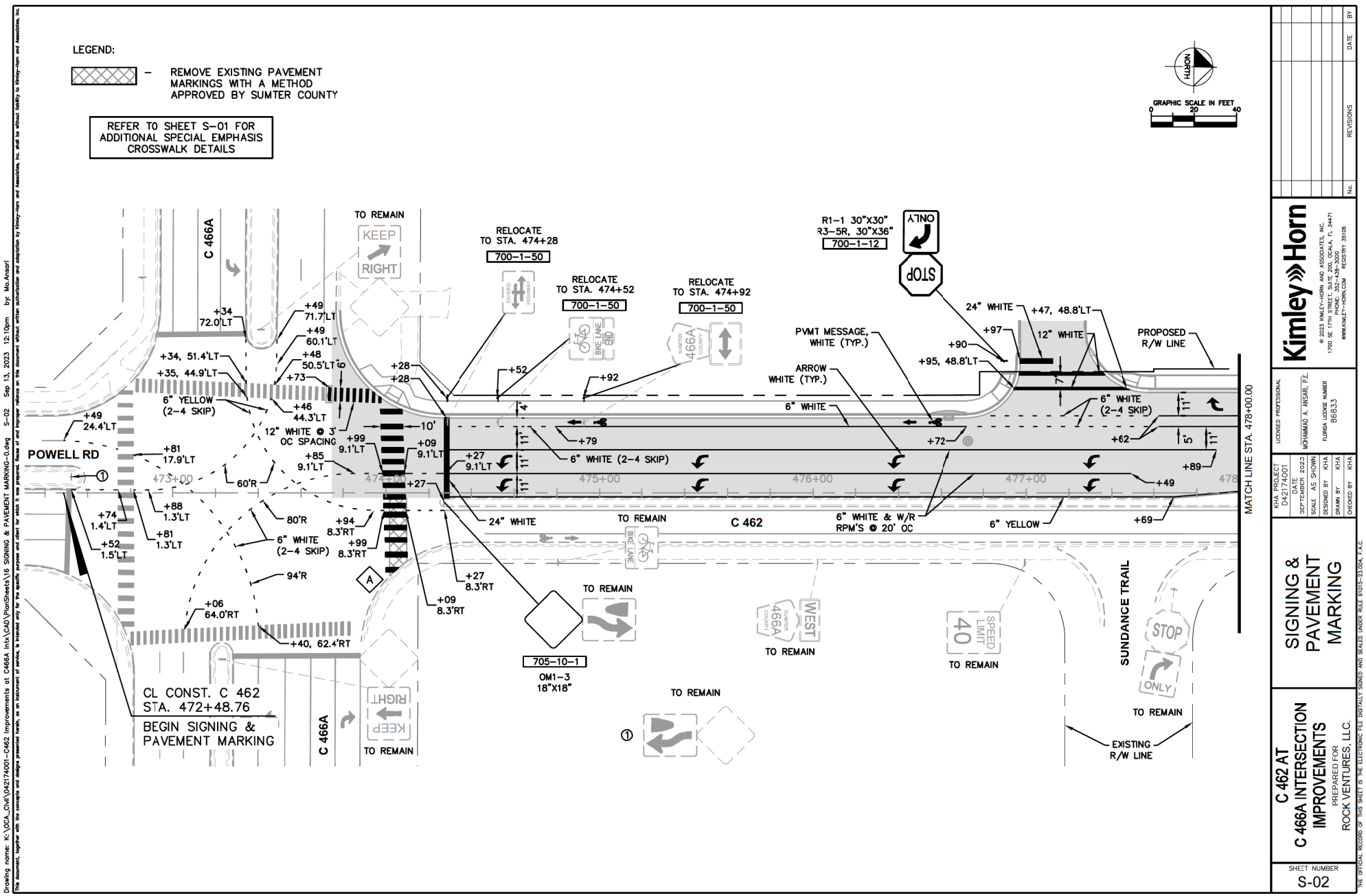

Drawing name: K:\OCA_Civil\042174001-C462 Improvements at C466A Intx\CAD\PlanSheets\16 SIGNING & PAVEMENT MARKING-0.dwg S-02 Sep 13, 2023 12:10pm by: MoAnsari

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FLORIDA LICENSE NUMBER
86833

KHA PROJECT
042174001
DATE
SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

SIGNING & PAVEMENT MARKING

C 462 AT C 466A INTERSECTION IMPROVEMENTS

PREPARED FOR
ROCK VENTURES, LLC.

SHEET NUMBER
S-02

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Summary

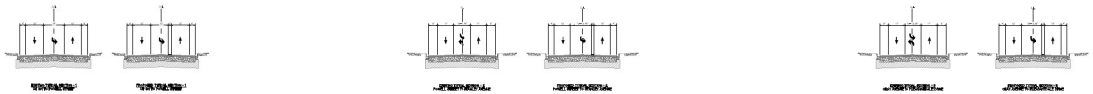
This corridor study identifies improvements along C 466A to improve traffic operations and circulation through a 2030 year and considering the development growth in the area. The main concepts that have been identified include:

- Re-designation of the lanes on C 466A at US 301 to include a left-turn lane and a shared left/ through/right-turn lane. This would allow for the heavy left-turn movement to utilize both lanes and reduce queueing and congestion on C 466A.
- Extension of the left-turn lane on C 466A at US 301 to provide for more queueing. This would require restriction of the traffic movements at Gamble Street to right-turn only.
- Signage on C 466A to encourage traffic northbound to US 301 to utilize N. Old Wire Road to alleviate some of the traffic demand at US 301.
- Adding an eastbound right-turn lane on C 466A at C 462/Powell Road.
- Implementing a traffic separator along C 466A to reduce conflicts along the roadway, improve safety, and improve traffic flow due to the reduced conflicting movements.

Preliminary cost estimates were developed for construction, survey and design, and construction engineering inspection. The planning level cost estimate for the project is $1.365 million.

Sumter County does not currently have funding allocated to improvements along C 466A. The information within the planning study, along with the input received from the public, will inform next steps and possible implementation.

CLEVELAND AVENUE (C466A) IMPROVEMENTS

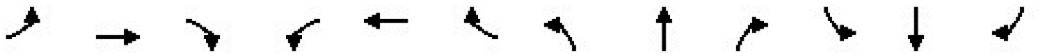


Appendix J:
2023 CMP Database

Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	ROAD NAME	FROM	TO	CONTEXT CLASSIFICATION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR LOS
3533100	33	CR 466A	US 301/SR 35	CR 462/CR 139	C3C	D	20,507	11,009	0.54	C	1,011	C
35331101	29	CR 466A	CR 462/CR 139	CR 133 (NE 57TH DR)	C3C	D	34,587	26,646	0.77	C	1,710	C

Appendix K: Buildout Synchro Printouts

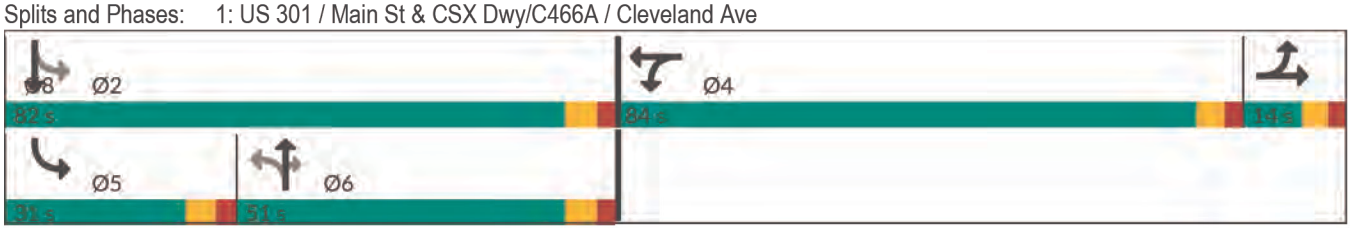


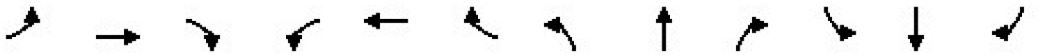
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Future Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		150	130		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.899			0.912				0.850			
Flt Protected		0.988		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	0	1353	0	1649	1551	0	1289	3374	1524	1556	3372	0
Flt Permitted		0.988		0.950	0.980		0.192			0.133		
Satd. Flow (perm)	0	1353	0	1649	1551	0	261	3374	1524	218	3372	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98				153			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3848			391			328	
Travel Time (s)		1.7			87.5			7.6			6.4	
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
Heavy Vehicles (%)	0%	0%	33%	4%	0%	4%	40%	7%	6%	16%	7%	100%
Adj. Flow (vph)	1	0	3	487	0	194	5	933	405	213	1365	1
Shared Lane Traffic (%)				28%								
Lane Group Flow (vph)	0	4	0	351	330	0	5	933	405	213	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6		6	2		
Detector Phase	8	8		4	4		6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	14.0	14.0		35.0	35.0		34.6	34.6	34.6	13.5	25.6	
Total Split (s)	14.0	14.0		84.0	84.0		51.0	51.0	51.0	31.0	82.0	
Total Split (%)	7.8%	7.8%		46.7%	46.7%		28.3%	28.3%	28.3%	17.2%	45.6%	
Maximum Green (s)	8.0	8.0		78.0	78.0		44.4	44.4	44.4	24.5	75.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1	4.1	4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6	6.6	6.5	6.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)				22.0	22.0		21.0	21.0	21.0		12.0	
Pedestrian Calls (#/hr)				0	0		0	0	0		0	
Act Effct Green (s)		7.1		32.4	32.4		45.3	45.3	45.3	71.9	71.8	
Actuated g/C Ratio		0.06		0.27	0.27		0.38	0.38	0.38	0.60	0.60	
v/c Ratio		0.02		0.78	0.67		0.05	0.73	0.60	0.60	0.67	
Control Delay (s/veh)		0.3		53.6	34.1		34.0	38.2	25.0	25.3	20.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		0.3		53.6	34.1		34.0	38.2	25.0	25.3	20.1	
LOS		A		D	C		C	D	C	C	C	
Approach Delay (s/veh)		0.3			44.2			34.2			20.8	
Approach LOS		A			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 119.2			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 30.2		Intersection LOS: C	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	463	0	184	5	886	385	202	1297	1
Future Volume (veh/h)	1	0	3	463	0	184	5	886	385	202	1297	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	341	205	194	5	933	405	213	1365	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	3	0	9	486	249	235	135	1190	535	282	1830	1
Arrive On Green	0.01	0.00	0.01	0.28	0.28	0.28	0.35	0.35	0.35	0.11	0.52	0.52
Sat Flow, veh/h	414	0	1242	1753	898	849	278	3413	1535	1584	3500	3
Grp Volume(v), veh/h	4	0	0	341	0	399	5	933	405	213	666	700
Grp Sat Flow(s),veh/h/ln	1656	0	0	1753	0	1747	278	1706	1535	1584	1706	1796
Q Serve(g_s), s	0.2	0.0	0.0	16.9	0.0	20.7	1.4	23.7	22.5	7.9	29.5	29.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	16.9	0.0	20.7	14.0	23.7	22.5	7.9	29.5	29.5
Prop In Lane	0.25		0.75	1.00		0.49	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	12	0	0	486	0	484	135	1190	535	282	892	939
V/C Ratio(X)	0.33	0.00	0.00	0.70	0.00	0.82	0.04	0.78	0.76	0.76	0.75	0.75
Avail Cap(c_a), veh/h	137	0	0	1416	0	1411	166	1569	706	514	1332	1402
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	31.3	0.0	32.7	30.1	28.2	27.8	21.0	18.0	18.0
Incr Delay (d2), s/veh	14.8	0.0	0.0	1.9	0.0	3.6	0.1	2.0	3.4	4.1	1.3	1.2
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	0.1	0.0	0.0	7.2	0.0	9.0	0.1	9.6	8.4	3.0	10.9	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.5	0.0	0.0	33.2	0.0	36.3	30.2	30.1	31.2	25.1	19.3	19.2
LnGrp LOS	E			C		D	C	C	C	C	B	B
Approach Vol, veh/h		4			740			1343			1579	
Approach Delay, s/veh		62.5			34.9			30.5			20.0	
Approach LOS		E			C			C			C	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		57.1		32.8	16.8	40.3		6.7				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		75.4		78.0	24.5	44.4		8.0				
Max Q Clear Time (g_c+I1), s		31.5		22.7	9.9	25.7		2.2				
Green Ext Time (p_c), s		12.8		4.1	0.5	8.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.9									
HCM 7th LOS			C									

Notes
User approved volume balancing among the lanes for turning movement.

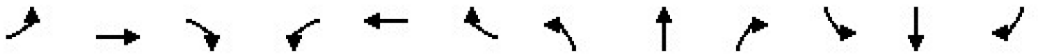
Intersection	
Int Delay, s/veh	1.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	6	551	57	4	70	643	4	35	0	36	5	0	5
Future Vol, veh/h	5	6	551	57	4	70	643	4	35	0	36	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	10	0	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	5	6	580	60	4	74	677	4	37	0	38	5	0	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	681	681	0	0	640	640	0	0	1127	1470	320	1148	1498	341
Stage 1	-	-	-	-	-	-	-	-	633	633	-	835	835	-
Stage 2	-	-	-	-	-	-	-	-	494	837	-	313	663	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	539	921	-	-	572	954	-	-	162	129	682	156	124	661
Stage 1	-	-	-	-	-	-	-	-	439	476	-	333	386	-
Stage 2	-	-	-	-	-	-	-	-	531	385	-	678	462	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	693	693	-	-	916	916	-	-	151	121	682	139	116	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	278	238	-	240	223	-
Stage 1	-	-	-	-	-	-	-	-	436	473	-	315	366	-
Stage 2	-	-	-	-	-	-	-	-	499	365	-	635	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.18	0.95	16.13	15.54
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	693	-	-	916	-	-	352
HCM Lane V/C Ratio	0.188	0.017	-	-	0.085	-	-	0.03
HCM Control Delay (s/veh)	16.1	10.3	-	-	9.3	-	-	15.5
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.3	-	-	0.1

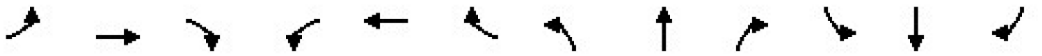


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Future Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		250
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3312	1495	3400	3438	1429	3400	1776	1583	3367	1845	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1656	3312	1495	3400	3438	1429	3400	1776	1583	3367	1845	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			252			183			128
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			685			589			435	
Travel Time (s)		32.7			10.4			11.5			7.4	
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
Heavy Vehicles (%)	9%	9%	8%	3%	5%	13%	3%	7%	2%	4%	3%	7%
Adj. Flow (vph)	96	429	137	201	587	252	165	234	183	406	318	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	429	137	201	587	252	165	234	183	406	318	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	50.5
Total Split (s)	17.0	49.3	49.3	21.0	53.3	53.3	18.2	42.7	42.7	27.0	51.5	51.5
Total Split (%)	12.1%	35.2%	35.2%	15.0%	38.1%	38.1%	13.0%	30.5%	30.5%	19.3%	36.8%	36.8%
Maximum Green (s)	11.0	43.1	43.1	14.0	46.2	46.2	11.9	36.0	36.0	20.0	45.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	2.5
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.7	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Max	Max	None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	37.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.8	28.2	28.2	12.3	29.9	29.9	11.6	51.0	51.0	21.5	61.8	61.8
Actuated g/C Ratio	0.08	0.20	0.20	0.09	0.21	0.21	0.08	0.36	0.36	0.15	0.44	0.44
v/c Ratio	0.75	0.64	0.31	0.67	0.80	0.50	0.59	0.36	0.26	0.79	0.39	0.11
Control Delay (s/veh)	96.3	55.7	3.9	73.2	60.8	8.4	70.3	36.8	5.9	68.2	29.7	0.8
Queue Delay	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 Delay (s/veh)	96.3	55.7	3.9	73.2	60.8	8.4	70.3	36.8	5.9	68.2	29.7	0.8
LOS	F	E	A	E	E	A	E	D	A	E	C	A
Approach Delay (s/veh)		50.8			50.5			36.6			46.3	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 46.9		Intersection LOS: D	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	408	130	191	558	239	157	222	174	386	302	74
Future Volume (veh/h)	91	408	130	191	558	239	157	222	174	386	302	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	96	429	137	201	587	252	165	234	183	406	318	78
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, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	117	1136	511	250	1210	505	244	462	408	452	601	493
Arrive On Green	0.07	0.34	0.34	0.07	0.35	0.35	0.07	0.26	0.26	0.13	0.32	0.32
Sat Flow, veh/h	1682	3357	1510	3428	3469	1447	3428	1796	1585	3401	1856	1522
Grp Volume(v), veh/h	96	429	137	201	587	252	165	234	183	406	318	78
Grp Sat Flow(s),veh/h/ln	1682	1678	1510	1714	1735	1447	1714	1796	1585	1700	1856	1522
Q Serve(g_s), s	7.9	13.6	9.2	8.1	18.6	19.2	6.6	15.6	13.6	16.5	19.6	5.1
Cycle Q Clear(g_c), s	7.9	13.6	9.2	8.1	18.6	19.2	6.6	15.6	13.6	16.5	19.6	5.1
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	117	1136	511	250	1210	505	244	462	408	452	601	493
V/C Ratio(X)	0.82	0.38	0.27	0.80	0.49	0.50	0.67	0.51	0.45	0.90	0.53	0.16
Avail Cap(c_a), veh/h	132	1136	511	343	1210	505	291	462	408	486	601	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	64.2	35.1	33.7	63.9	35.7	36.0	63.4	44.4	43.7	59.8	38.6	33.7
Incr Delay (d2), s/veh	28.4	1.0	1.3	6.6	1.4	3.5	3.0	3.9	3.5	17.6	3.3	0.7
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(50%),veh/ln	4.3	5.7	3.6	3.7	7.9	7.2	3.0	7.4	5.7	8.1	9.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.6	36.1	35.0	70.5	37.1	39.5	66.5	48.3	47.2	77.4	41.9	34.4
LnGrp LOS	F	D	C	E	D	D	E	D	D	E	D	C
Approach Vol, veh/h		662			1040			582			802	
Approach Delay, s/veh		44.1			44.1			53.1			59.2	
Approach LOS		D			D			D			E	

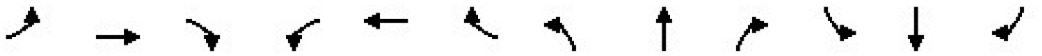
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	55.9	25.6	42.7	17.2	54.5	16.3	52.0
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	11.9	* 45
Max Q Clear Time (g_c+I1), s	9.9	21.2	18.5	17.6	10.1	15.6	8.6	21.6
Green Ext Time (p_c), s	0.0	2.8	0.2	1.1	0.1	2.1	0.1	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	49.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

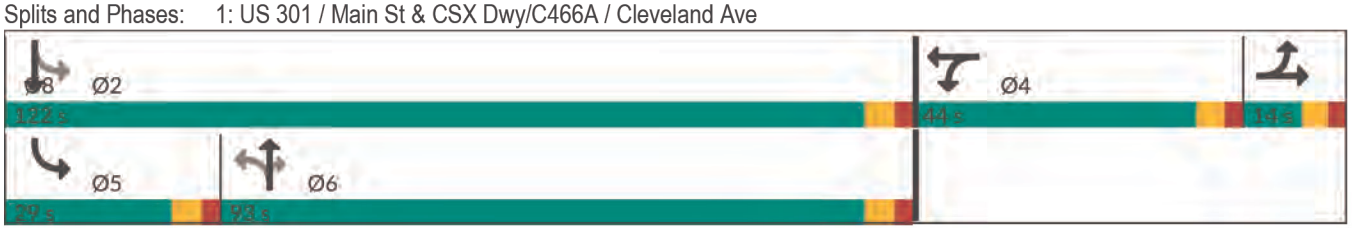


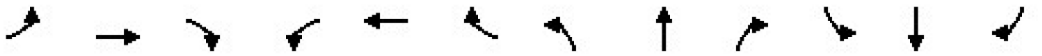
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Future Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		150	130		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.892			0.909				0.850			
Flt Protected		0.990		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1678	0	1618	1452	0	1805	3343	1495	1583	3312	0
Flt Permitted		0.990		0.950	0.981		0.284			0.076		
Satd. Flow (perm)	0	1678	0	1618	1452	0	540	3343	1495	127	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98				189			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3828			391			328	
Travel Time (s)		1.7			87.0			7.6			6.4	
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
Heavy Vehicles (%)	0%	0%	0%	6%	0%	14%	0%	8%	8%	14%	9%	0%
Adj. Flow (vph)	1	0	4	502	0	209	6	1212	449	248	1007	1
Shared Lane Traffic (%)				27%								
Lane Group Flow (vph)	0	5	0	366	345	0	6	1212	449	248	1008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6		6	2		
Detector Phase	8	8		4	4		6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	14.0	14.0		35.0	35.0		34.6	34.6	34.6	13.5	25.6	
Total Split (s)	14.0	14.0		44.0	44.0		93.0	93.0	93.0	29.0	122.0	
Total Split (%)	7.8%	7.8%		24.4%	24.4%		51.7%	51.7%	51.7%	16.1%	67.8%	
Maximum Green (s)	8.0	8.0		38.0	38.0		86.4	86.4	86.4	22.5	115.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1	4.1	4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6	6.6	6.5	6.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)				22.0	22.0		21.0	21.0	21.0		12.0	
Pedestrian Calls (#/hr)				0	0		0	0	0		0	
Act Effct Green (s)		7.1		38.7	38.7		64.4	64.4	64.4	93.1	93.0	
Actuated g/C Ratio		0.05		0.26	0.26		0.44	0.44	0.44	0.64	0.63	
v/c Ratio		0.03		0.86	0.76		0.03	0.83	0.59	0.83	0.48	
Control Delay (s/veh)		0.4		73.0	49.2		23.5	41.3	20.1	59.8	14.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		0.4		73.0	49.2		23.5	41.3	20.1	59.8	14.9	
LOS		A		E	D		C	D	C	E	B	
Approach Delay (s/veh)		0.4			61.5			35.5			23.7	
Approach LOS		A			E			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 146.6			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 36.5		Intersection LOS: D	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	477	0	199	6	1151	427	236	957	1
Future Volume (veh/h)	1	0	4	477	0	199	6	1151	427	236	957	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	356	205	209	6	1212	449	248	1007	1
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, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	3	0	12	444	222	226	298	1477	659	272	2062	2
Arrive On Green	0.01	0.00	0.01	0.26	0.26	0.26	0.44	0.44	0.44	0.12	0.60	0.60
Sat Flow, veh/h	329	0	1317	1725	862	879	568	3385	1510	1612	3441	3
Grp Volume(v), veh/h	5	0	0	356	0	414	6	1212	449	248	491	517
Grp Sat Flow(s),veh/h/ln	1646	0	0	1725	0	1742	568	1692	1510	1612	1678	1766
Q Serve(g_s), s	0.4	0.0	0.0	26.7	0.0	32.0	0.8	43.4	32.9	13.6	22.9	22.9
Cycle Q Clear(g_c), s	0.4	0.0	0.0	26.7	0.0	32.0	1.2	43.4	32.9	13.6	22.9	22.9
Prop In Lane	0.20		0.80	1.00		0.50	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	15	0	0	444	0	448	298	1477	659	272	1006	1058
V/C Ratio(X)	0.34	0.00	0.00	0.80	0.00	0.92	0.02	0.82	0.68	0.91	0.49	0.49
Avail Cap(c_a), veh/h	95	0	0	475	0	480	406	2119	945	348	1403	1477
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.0	0.0	0.0	48.0	0.0	50.0	22.4	34.1	31.2	35.9	15.7	15.7
Incr Delay (d2), s/veh	13.4	0.0	0.0	9.1	0.0	23.0	0.0	1.8	1.3	23.7	0.4	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	0.2	0.0	0.0	12.6	0.0	16.8	0.1	17.8	12.0	10.2	8.6	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0	57.1	0.0	73.0	22.4	35.9	32.4	59.6	16.0	16.0
LnGrp LOS	F			E		E	C	D	C	E	B	B
Approach Vol, veh/h		5			770			1667			1256	
Approach Delay, s/veh		81.3			65.6			34.9			24.6	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	89.3	41.5	22.5	66.8	7.2
Change Period (Y+Rc), s	6.6	6.0	6.5	6.6	6.0
Max Green Setting (Gmax), s	115.4	38.0	22.5	86.4	8.0
Max Q Clear Time (g_c+I1), s	24.9	34.0	15.6	45.4	2.4
Green Ext Time (p_c), s	8.1	1.5	0.4	14.8	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

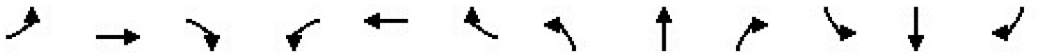
Intersection	
Int Delay, s/veh	4.9

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	20	3	604	42	13	51	728	6	65	0	74	6	0	6
Future Vol, veh/h	20	3	604	42	13	51	728	6	65	0	74	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	21	3	636	44	14	54	766	6	68	0	78	6	0	6

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	773	773	0	0	680	680	0	0	1224	1614	340	1271	1633	386
Stage 1	-	-	-	-	-	-	-	-	706	706	-	904	904	-
Stage 2	-	-	-	-	-	-	-	-	518	907	-	366	728	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	471	852	-	-	539	922	-	-	137	105	662	127	102	618
Stage 1	-	-	-	-	-	-	-	-	397	441	-	302	358	-
Stage 2	-	-	-	-	-	-	-	-	514	357	-	631	431	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	496	496	-	-	774	774	-	-	127	98	662	105	96	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	127	98	-	105	96	-
Stage 1	-	-	-	-	-	-	-	-	390	433	-	288	341	-
Stage 2	-	-	-	-	-	-	-	-	484	340	-	547	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.43	0.81	47.53	26.63
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	496	-	-	774	-	-	179
HCM Lane V/C Ratio	0.657	0.049	-	-	0.087	-	-	0.071
HCM Control Delay (s/veh)	47.5	12.6	-	-	10.1	-	-	26.6
HCM Lane LOS	E	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	4	0.2	-	-	0.3	-	-	0.2

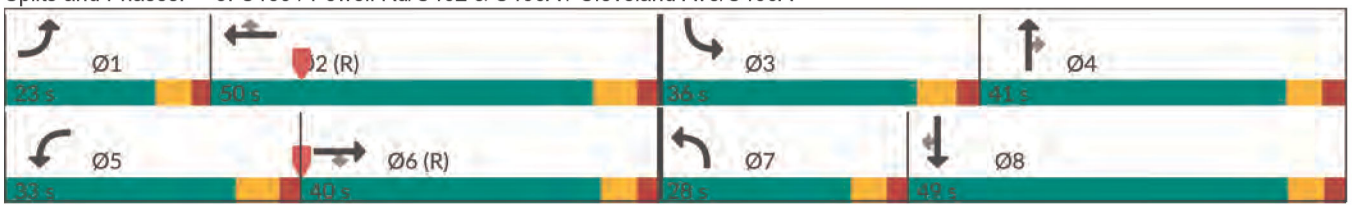


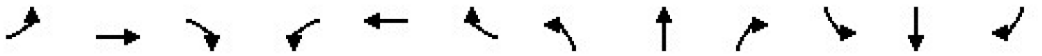
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Future Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3471	1553	3502	3343	1538	3433	1792	1599	3433	1863	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3471	1553	3502	3343	1538	3433	1792	1599	3433	1863	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218			339			249			170
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			685			636			435	
Travel Time (s)		32.7			10.4			12.4			7.4	
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
Heavy Vehicles (%)	10%	4%	4%	0%	8%	5%	2%	6%	1%	2%	2%	4%
Adj. Flow (vph)	105	449	131	301	475	339	279	336	249	349	279	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	449	131	301	475	339	279	336	249	349	279	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	50.5
Total Split (s)	23.0	40.0	40.0	33.0	50.0	50.0	28.0	41.0	41.0	36.0	49.0	49.0
Total Split (%)	15.3%	26.7%	26.7%	22.0%	33.3%	33.3%	18.7%	27.3%	27.3%	24.0%	32.7%	32.7%
Maximum Green (s)	17.0	33.8	33.8	26.0	42.9	42.9	21.7	34.3	34.3	29.0	42.5	42.5
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	2.5
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	37.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.3	50.8	50.8	18.2	54.7	54.7	17.4	33.7	33.7	20.5	37.6	37.6
Actuated g/C Ratio	0.10	0.34	0.34	0.12	0.36	0.36	0.12	0.22	0.22	0.14	0.25	0.25
v/c Ratio	0.67	0.38	0.20	0.71	0.39	0.44	0.70	0.84	0.45	0.74	0.60	0.29
Control Delay (s/veh)	86.0	41.6	0.7	72.7	38.9	5.9	73.2	73.3	7.5	72.1	54.3	5.1
Queue Delay	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 Delay (s/veh)	86.0	41.6	0.7	72.7	38.9	5.9	73.2	73.3	7.5	72.1	54.3	5.1
LOS	F	D	A	E	D	A	E	E	A	E	D	A
Approach Delay (s/veh)		40.6			38.0			54.3			52.7	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 45.9		Intersection LOS: D	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	427	124	286	451	322	265	319	237	332	265	144
Future Volume (veh/h)	100	427	124	286	451	322	265	319	237	332	265	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1841	1900	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	105	449	131	301	475	339	279	336	249	349	279	152
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, %	10	4	4	0	8	5	2	6	1	2	2	4
Cap, veh/h	125	1363	608	360	1435	656	334	369	325	410	431	360
Arrive On Green	0.08	0.39	0.39	0.10	0.42	0.42	0.10	0.20	0.20	0.12	0.23	0.23
Sat Flow, veh/h	1668	3497	1560	3510	3385	1547	3456	1811	1598	3456	1870	1560
Grp Volume(v), veh/h	105	449	131	301	475	339	279	336	249	349	279	152
Grp Sat Flow(s),veh/h/ln	1668	1749	1560	1755	1692	1547	1728	1811	1598	1728	1870	1560
Q Serve(g_s), s	9.3	13.5	8.4	12.6	14.1	24.2	11.9	27.2	22.1	14.9	20.2	12.5
Cycle Q Clear(g_c), s	9.3	13.5	8.4	12.6	14.1	24.2	11.9	27.2	22.1	14.9	20.2	12.5
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	125	1363	608	360	1435	656	334	369	325	410	431	360
V/C Ratio(X)	0.84	0.33	0.22	0.84	0.33	0.52	0.84	0.91	0.77	0.85	0.65	0.42
Avail Cap(c_a), veh/h	189	1363	608	608	1435	656	500	414	365	668	530	442
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	68.5	32.0	30.5	66.1	29.0	31.9	66.6	58.4	56.3	64.8	52.2	49.2
Incr Delay (d2), s/veh	18.0	0.6	0.8	5.2	0.6	2.9	7.7	22.5	8.4	5.8	1.9	0.8
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	4.6	5.9	3.3	5.8	5.8	9.5	5.6	14.7	9.6	6.8	9.6	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.4	32.7	31.3	71.2	29.6	34.8	74.3	80.9	64.7	70.6	54.1	50.0
LnGrp LOS	F	C	C	E	C	C	E	F	E	E	D	D
Approach Vol, veh/h		685			1115			864			780	
Approach Delay, s/veh		40.7			42.4			74.1			60.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	70.7	24.8	37.2	22.4	65.6	20.8	41.3
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	17.0	* 43	29.0	34.3	26.0	* 34	21.7	* 43
Max Q Clear Time (g_c+I1), s	11.3	26.2	16.9	29.2	14.6	15.5	13.9	22.2
Green Ext Time (p_c), s	0.1	3.7	1.0	1.3	0.8	3.1	0.6	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	54.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix L:
Volume Development Spreadsheet

2028 AM Future Turning Movement Volume Development

AM	Intersection		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	CR 466A at US 301	Raw Vol	5	815	245	135	1183	1	1	0	3	315	0	139
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	5	815	245	135	1183	1	1	0	3	315	0	139
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	65	20	11	95	0	0	0	0	25	0	11
		Vested Trips	0	6	92	40	19	0	0	0	0	110	0	27
		Future Background	5	886	357	186	1297	1	1	0	3	450	0	177
		Project Trips	0	0	28	16	0	0	0	0	0	13	0	7
		Future Total	5	886	385	202	1297	1	1	0	3	463	0	184
2	CR 466A at Project Access Dwy	Raw Vol	1	0	0	5	0	5	6	383	0	1	487	4
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	1	0	0	5	0	5	6	383	0	1	487	4
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	0	0	0	0	0	0	31	0	0	39	0
		Vested Trips	0	0	0	0	0	0	5	148	0	4	130	0
		Future Background	1	0	0	5	0	5	11	562	0	5	656	4
		Pass-by Trips - Commercial	out		out					in	in	in	in	
			53%		45%					-45%	45%	53%	-53%	
			13	0	11	0	0	0	0	-11	11	13	-13	0
		New Site Trips - Residential/Commercial	out		out						in	in		
			45%		55%						45%	55%		
			21	0	25	0	0	0	0	0	46	56	0	0
		Future Total	35	0	36	5	0	5	11	551	57	74	643	4
3	CR 466A at CR 139 / CR 462	Raw Vol	76	181	161	196	225	60	58	280	75	177	359	156
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	76	181	161	196	225	60	58	280	75	177	359	156
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	6	14	13	16	18	5	5	22	6	14	29	12
		Vested Trips	57	27	0	174	59	7	27	90	41	0	134	71
		Future Background	139	222	174	386	302	72	90	392	122	191	522	239
		Project Trips	18	0	0	0	0	2	1	16	8	0	36	0
		Future Total	157	222	174	386	302	74	91	408	130	191	558	239

2028 PM Future Turning Movement Volume Development

PM	Intersection		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	CR 466A at US 301	Raw Vol	6	1045	274	175	874	1	1	0	4	325	0	125
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	6	1045	274	175	874	1	1	0	4	325	0	125
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	84	22	14	70	0	0	0	0	26	0	10
		Vested Trips	0	22	112	36	13	0	0	0	0	94	0	46
		Future Background	6	1151	408	225	957	1	1	0	4	445	0	181
		Project Trips	0	0	19	11	0	0	0	0	0	32	0	18
		Future Total	6	1151	427	236	957	1	1	0	4	477	0	199
2	CR 466A at Project Access Dwy	Raw Vol	0	0	1	6	0	6	3	442	1	0	522	6
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	0	0	1	6	0	6	3	442	1	0	522	6
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	0	0	0	0	0	0	35	0	0	42	0
		Vested Trips	0	0	0	0	0	0	20	137	0	13	178	0
		Future Background	0	0	1	6	0	6	23	614	1	13	742	6
		Pass-by Trips - Commercial	out		out					in	in	in	in	
			53%		43%					-43%	43%	53%	-53%	
			14	0	10	0	0	0	0	-10	10	14	-14	0
		New Site Trips - Residential/Commercial	out		out						in	in		
			45%		55%						45%	55%		
			51	0	63	0	0	0	0	0	31	37	0	0
		Future Total	65	0	74	6	0	6	23	604	42	64	728	6
3	CR 466A at CR 139 / CR 462	Raw Vol	171	263	219	164	189	114	73	293	71	265	240	198
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	171	263	219	164	189	114	73	293	71	265	240	198
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	14	21	18	13	15	9	6	23	6	21	19	16
		Vested Trips	68	35	0	155	61	20	19	71	26	0	168	108
		Future Background	253	319	237	332	265	143	98	387	103	286	427	322
		Project Trips	12	0	0	0	0	1	2	40	21	0	24	0
		Future Total	265	319	237	332	265	144	100	427	124	286	451	322

ATLANTIC ECOLOGICAL SERVICES

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May 15, 2023

BluRock Commercial Real Estate, LLC
Attn: Heather Coons
3408 S. Orange Ave., Suite B
Orlando, FL 32806

RE: Wildwood Retail Property
Sumter County, FL
AES #23-073

Dear Ms. Coons,

Atlantic Ecological Services, LLC (AES) Wildwood Retail Property for the purposes of conducting a review for the presence of protected species based on direct and indirect observations, as well as to determine potential for occurrence of protected species based on suitable habitat. The site assessment was conducted on May 9, 2023. The subject property is specifically located at 1308 Cleveland Avenue in Wildwood, Florida and is approximately 16.4 acres in total size. The Sumter County Parcel ID # is G05-125. The subject property is located in Section 5, Township 19 South, Range 23 East in Sumter County, Florida. Please see the attached Location and Aerial Maps.

This general area is known to be occupied by the protected gopher tortoise (*Gopherus polyphemus*). The proposed project is to construct townhomes. Prior to construction a gopher tortoise survey is required by the City of Wildwood and the Florida Fish & Wildlife Conservation Commission (FWC). The results are documented within this letter report.

Mr. Jacob Doyle of AES performed the protected species review on the subject property. Mr. Doyle currently holds certification from the FWC as an Authorized Gopher Tortoise Agent under permit # GTA-21-00052A.

METHODS

Habitat Mapping

Each community and land use area were categorized according to the Florida Department of Transportation's (FDOT) 1999 *Florida Land Use, Cover and Forms Classification System* (FLUCCS). The boundaries of each FLUCCS code were delineated based on vegetative composition, soil characteristics, topography, and aerial interpretation. See the Results Section below for a description of the habitats found. Please also see the attached Habitat Map depicting the findings.

Protected Species Review

Prior to visiting the site, a background literature search was conducted to compile a list of state and federally protected animal and plant species that could occur on-site. The three primary sources of literature reviewed include the Florida Fish and Wildlife Conservation Commission's (FWC) *Florida's Endangered Species, Threatened Species, And Species of Special Concern*, the United States Fish and Wildlife Service's (USFWS) Threatened and Endangered Species System (TESS) database, and the Florida Department of Agriculture and Consumer Services (FDACS), Division of Plant Industry's (DPI) *Notes on Florida's Endangered and Threatened Plants*. Additional information was gathered from the Florida Natural Areas Inventory (FNAI) *Field Guides to the Rare Animals/Plants of Florida*, and the Florida Committee on Rare and Endangered Plants and Animals (FCREPA) *Rare and Endangered Biota of Florida*: Volumes 1-5, and the FWC's Eagle Nest Locator and Audubon Florida EagleWatch websites were also reviewed to obtain location data recorded by others for those species.

RESULTS

Habitats

Uplands

Residential (FLUCCS 110) – Approximately 0.86 acres of the subject property exists as low density residential. A single-family home exists in this habitat and is surrounded by bahia grass (*Paspalum notatum*) and live oaks (*Quercus virginiana*).

Church (FLUCCS 172) – Approximately 4.76 acres of the subject property exists as a church on the front portion of the property as well as a volleyball area behind the structure. The vegetation surrounding the church exists as bahia grass, live oak, and cabbage palm (*Sabal palmetto*).

Improved Pasture (FLUCCS 211) – Approximately 10.40 acres of the subject property exists as improved pasture. The vegetation exists as bahia grass and blackberry (*Rubus sp.*). In the northeast corner of the habitat the vegetation also includes live oak, saw palmetto (*Serenoa repens*), and American beautyberry (*Callicarpa americana*).

Road (FLUCCS 814) – Approximately 0.37 acres of the subject property exists as a dirt road which is utilized by the residential home onsite.

Wildlife Observations

Wildlife observations, both direct and indirect, were made throughout the course of the site investigation. A list of species observed is provided in the following table:

Table 1: Wildlife species observed on the project site in Sumter County, Florida.

Taxon	Common Name	Scientific Name	Protected*
Birds			
	Northern cardinal	*Cardinalis cardinalis*	No
	Black vulture	*Coragyps atratus*	No

Protected Species

A 100% gopher tortoise burrow survey was conducted on May 9, 2023, in accordance with the techniques outlined in the publication*, Ecology and Habitat Protection Needs of Gopher Tortoise (*Gopherus polyphemus*) Populations Found on Lands Slated for Development in Florida*. No potentially occupied gopher tortoise burrows were identified. The subject property provides suitable habitat for the gopher tortoise and a subsequent survey should be completed prior to construction if construction does not commence within 90 days of the date above.

While no wood storks (*Mycteria americana*) were observed on the subject property, wood storks have been observed routinely throughout the area. No nesting rookeries were observed. The project site is not located within a Core Foraging Area (CFA) for wood storks. Therefore, this project is not likely to adversely affect the wood stork population.

The subject property lies within the consultation area for the snail kite (*Rostrhamus sociabilis plumbeus*). Snail kites require wetland habitats that sustain populations of apple snails, the exclusive food source for the snail kite. There are no suitable habitats on the subject property, therefore the project is unlikely to impact the snail kite.

AES completed a 100% pedestrian survey of suitable habitat for the Florida burrowing owl (*Athene cunicularia floridana*). No burrowing owl burrows were identified within the subject property. Prior to construction an updated survey will be required. If nests are identified, then proper buffers around the nest should be incorporated until the nesting season is complete.

Florida sandhill cranes (*Grus canadensis pratensis*) utilize wetlands and marshes to nest and feed. There are no suitable wetland habitats on the subject property, therefore, the project is unlikely to impact the sandhill crane.

The presence of the eastern indigo snake (*Drymarchon couperi*) is unlikely due to the proximity to heavily trafficked roadways, lack of high-quality upland or wetland habitats, and the absence of gopher tortoise burrows within the property.

In addition, the FWC's Eagle Nest Locator Audubon Florida EagleWatch websites were queried for data regarding documented southern bald eagle (*Haliaeetus l. leucocephalus*) nests in the project vicinity. The southern bald eagle is protected under the Bald and Golden Eagle Protection Act. Development guidelines are required for any proposed projects with 330 feet for urban areas and 660 feet for non-urban areas. The nearest known nest is located approximately

2.4 miles southwest of the property. Therefore, this project is not likely to adversely affect the southern bald eagle.

No other protected flora or fauna species are expected to inhabit the subject property.

CONCLUSION

Atlantic Ecological Services, LLC conducted a site review on the Wildwood Retail Property for the purposes of determining the presence of and/or potential presence of state and federally protected wildlife and plant species.

The subject property consists solely of upland habitats, all disturbed in some fashion. A 100% gopher tortoise burrow survey was completed on the subject property on May 9, 2023. No potentially occupied gopher tortoise burrows were identified during the survey. The subject property provides suitable habitat for the gopher tortoise and a subsequent survey should be completed prior to construction if construction does not commence within 90 days of the above survey date.

No other protected flora or fauna species are anticipated to be impacted by development of the subject property.

Should you have any questions or concerns please feel free to contact me at (386) 314-9897 or jonathan@atlanticeco.com

Sincerely,

Jonathan Oravetz
Project Manager

Enclosures

Technical Literature References

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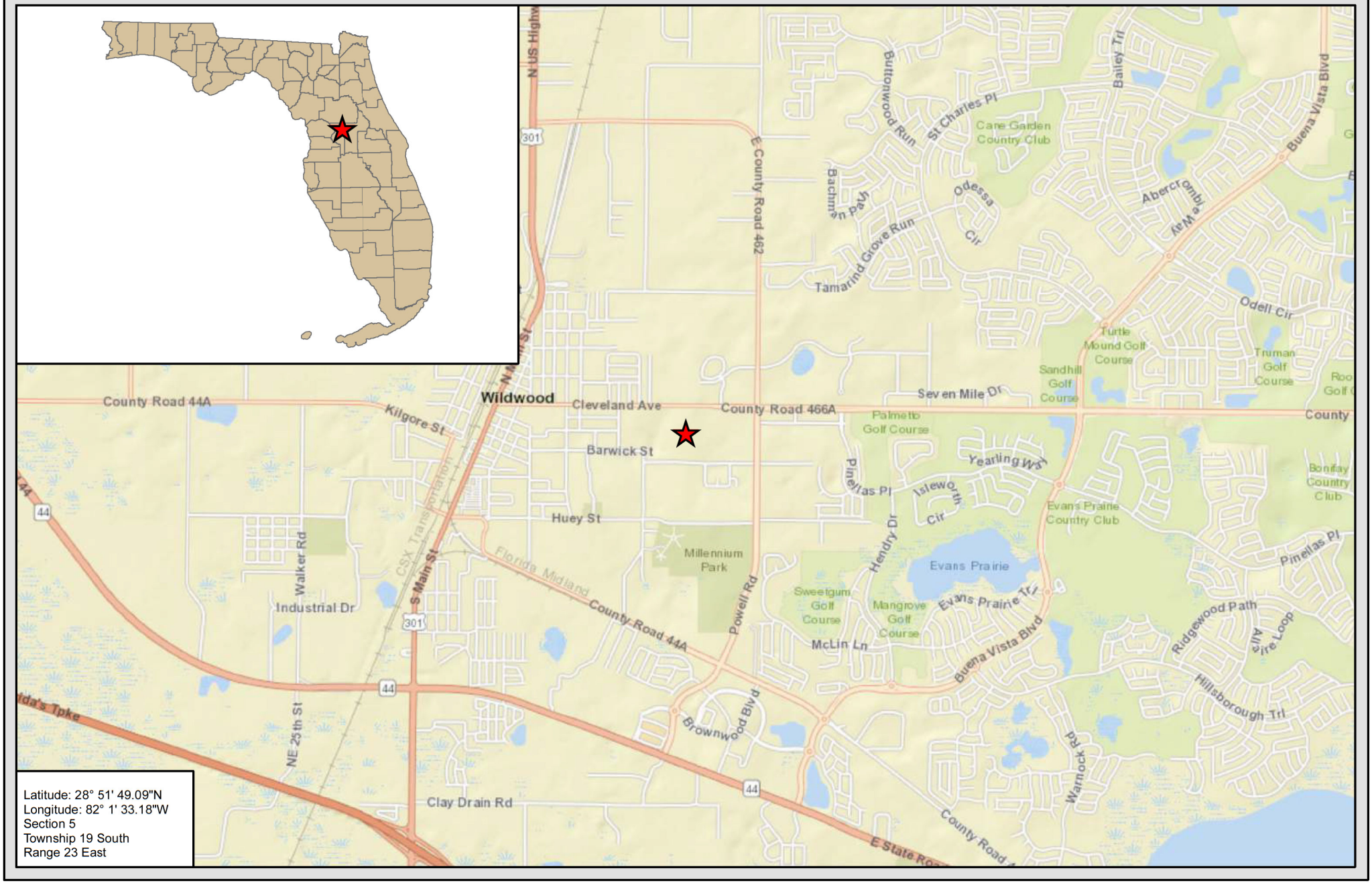

Image Source: ESRI 2023
Date: 5-11-23

0 1,500 3,000 Feet

Location Map
BluRock Wildwood
Sumter County, Florida

ATLANTIC ECOLOGICAL SERVICES
WWW.ATLANTICECO.COM
904-347-9133 | jody@atlanticeco.com
201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\jorav\Desktop\GIS\BluRock Wildwood\mxd\aerial-blurock.mxd

Image Source: ESRI 2020
Date: 5-5-23

0 100 200 Feet

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Aerial Map
BluRock Wildwood
Sumter County, Florida

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201 Basque Rd | St. Augustine, FL 32080

Document Path: C:\Users\jorav\Desktop\GIS\BluRock Wildwood\mxd\topo.mxd

Image Source: ESRI 2020
Date: 5-11-23

0 250 500 Feet

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Topographic Map
BluRock Wildwood
Sumter County, Florida

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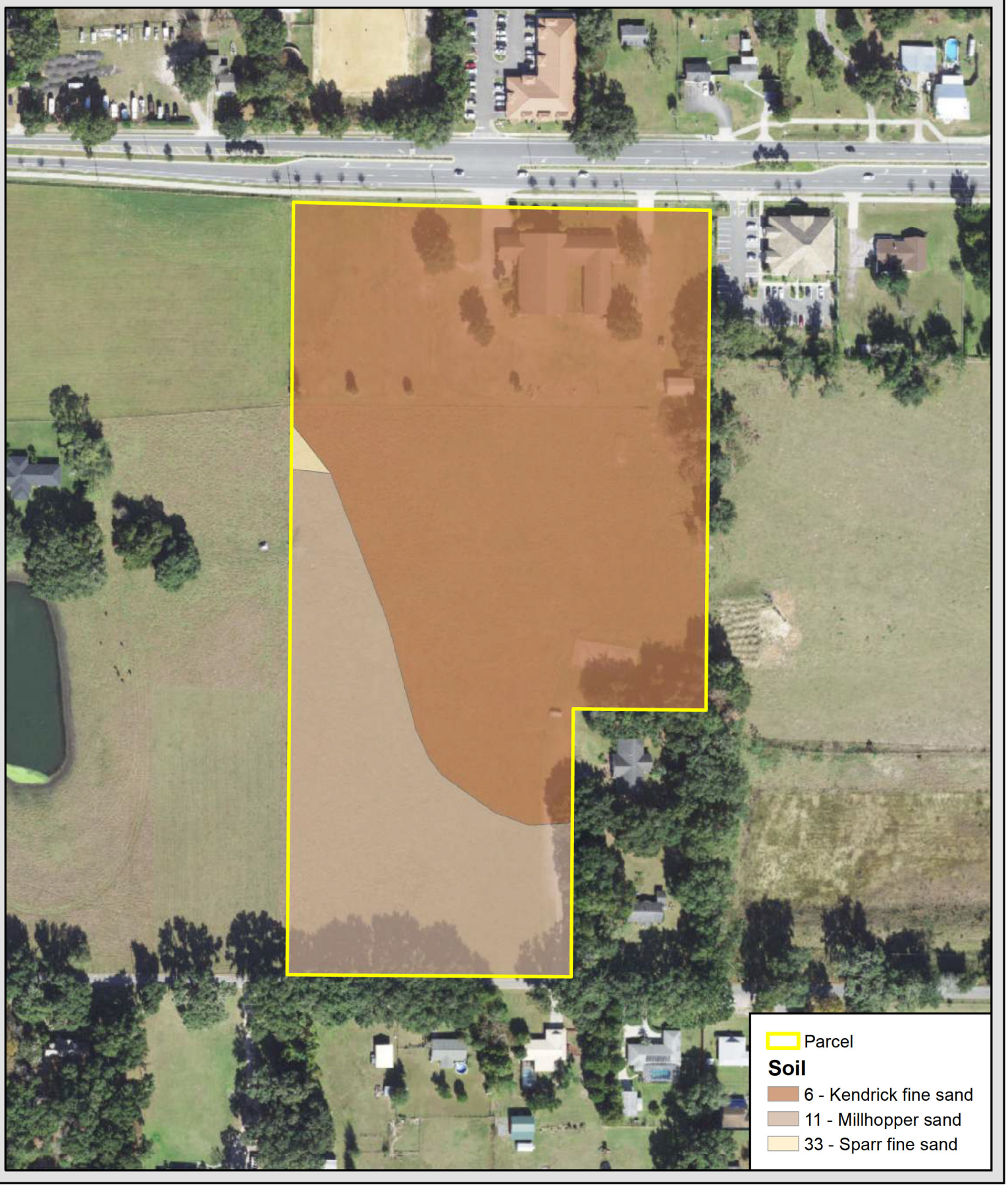

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Date: 5-11-23

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Soil Map
BluRock Wildwood
Sumter County, Florida

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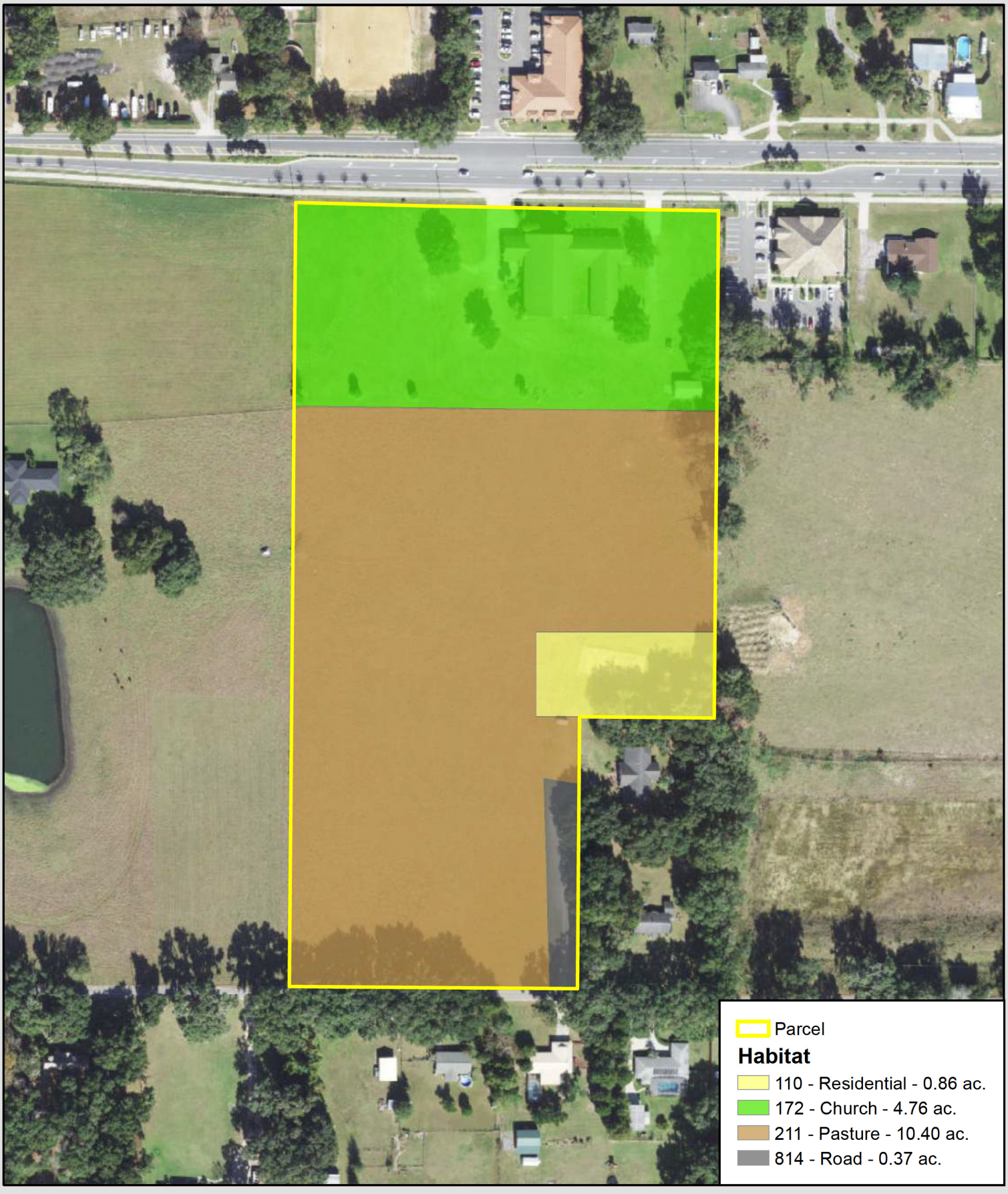

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Habitat Map
BluRock Wildwood
Sumter County, Florida

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CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: CP 2403-001 Wildwood Micro Hospital - CONTINUE TO A DATE CERTAIN OF SEPTEMBER 9, 2024 @ 7:00 PM, 100 N. MAIN ST., WILDWOOD, FL, 34785 PER APPLICANT'S REQUEST

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	CP 2403-001 Wildwood Micro-Hospital
ORDINANCE NUMBER	O2024-49
APPLICANTS	Rebecca Wilson w/ Lowndes Law
OWNER	Deborah L Farkus (TTEE)
PROPERTY LOCATION	The property is generally located at 4424 N US 301, Wildwood, FL 34785; approximately one (1) mile south of the intersection of S. Main Street and the Florida's Turnpike (Wildwood Exit 304)
PARCEL NUMBER	G19-003
DATE	August 16, 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 Industrial (City) to Commercial (City) for the parcel listed above on 44.0 acres MOL. This request is accompanied by a rezoning request RZ 2403-001 (O2024-50).

ANALYSIS: The applicant is requesting a future land use of Commercial. The maximum development scenario is a hospital building consisting of 30 beds, which will be developed in two phases. Phase 1 will consist of 8 beds with 31,000 to 33,000 square feet of area with 132 parking spaces, depending on program elements. Phase 2 will consist of 22 beds with 32,000 to 37,000 square feet of area with 148 parking spaces. The hospital will have a total of 30 beds and approximately 70,000 square feet in area. The project's anticipated buildout date is 2027. The project will be developed as commercial with a Special Exception Use to allow for the hospital uses under the proposed zoning of C-3. The floor area ratio (FAR) in the commercial future land use will remain at 0.5, as it currently is in the industrial future land use.

The applicant has also provided a conceptual site plan depicting an area for future medical office building development, which will need to be evaluated on all levels of services addressing transportation and water/wastewater needs at the time of development.

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 has submitted adequate justification to the City of Wildwood for the proposed request to change the future land use from Industrial (City) to Commercial (City). The applicant's request has been made to allow the site to be developed as a hospital/medical complex, which would not be permitted under the current designation.

Justification has been presented to the city to support the proposed development. The site currently contains one single-family homesite, both improved and natural pastureland, and ponds/sawgrass marsh. Uses surrounding the site include vacant lands to the north and west, an Action Sports Complex to the south and residential areas to the east (across N. U.S. 301). Orlando Health, Inc. desires to redevelop this site as a hospital and medical office complex, which will require a Comprehensive Plan amendment to Commercial Future Land Use (FLU), C-3 Zoning and a Special Exception Permit. The proposed land use amendment is consistent with the proposed land use category on the JPA Map, as supported in the 2050 Comprehensive Plan. The requested amendment allows the site to be rezoned to a district that supports hospital/medical, office complex uses.

(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 comprehensive plan, with the proposed land use change from Industrial (City) to Commercial (City). The Commercial Future Land Use (FLU) is “intended to accommodate a mix of commercial and office uses” and allows development at a maximum intensity of 0.5 FAR or 75% ISR, whichever is less. The existing Industrial FLU designation allows a range of industrial uses at a maximum intensity of 0.5 FAR or 70% ISR, whichever is less.

The applicant stated that the subject property is located approximately one mile south of the intersection of South Main Street and the Florida’s Turnpike. Within this one mile stretch, the majority of parcels located along the west side of US 301 have a zoning designation of C-3.

Additionally, the property is currently located within the Industrial Design District. With the amendment to the future land use and change in the zoning, the property will be required to adopt the Highway Design District; which has higher standards and requirements than the Industrial Design District; thus bringing a more attractive and aesthetically pleasing development to that area.

Comprehensive Plan FLU Policy 1.1.1(c) outlines standards for commercial development which limits intensity of a FAR of 0.5.

FLU Policy 1.2.1 states that 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. The subject site is located within an area of projected development where public infrastructure, services and utilities are planned to be extended by developers in the area.

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

According to Section 163.3177(6)(a)(9)(b), Florida Statute, 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:

1. 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.
a. *The proposed development is located along the US 301 corridor, which exhibits a wide variety of commercial and industrial land uses. The future land use amendment and downzoning will allow for lesser intensive land uses than what is currently allowed at the site. According to the National Flood Hazard Layer (NFHL) by the Federal Emergency Management Agency (FEMA), there are approximately 11.56 acres of flood zone A on the site. Most of the floodplain overlaps with the wetlands on site. The proposed site has approximately 8.48 acres of wetlands within its boundaries; therefore, there are some environmental constraints along the northwest, southwest and southeast portions of the parcel in that the site is highest in the center and lowest at its boundaries.*

The base flood elevation (BFE) will have to be established by the developer since the project area is greater than five (5) acres and all onsite soil types are within the poorly drained drainage class. The developer will be concentrating the development along the northeast boundary of the site and the retention pond is planned along the southeast of the parcel. The development is proposed to be completed in two phases, also including an area for future medical office building development.

Due to an abundance of suitable soils and upland habitats, a formal 100 % Gopher Tortoise survey of the site should be conducted prior to development. The development will be required to adhere to all site development requirements by the Southwest Florida Water Management District in accordance with the standards of the Florida Dept. of Environmental Protection (FDEP).

2. Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
a. *The proposed development is located in an area where future public infrastructure and services will be constructed and extended in accordance with the City's Public Facilities Element, Capital Improvement, and Supply Facilities Work Plan.*

3. Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
a. *The proposed development will provide connectivity consistent with the land development regulations.*

4. Promotes conservation of water and energy.
a. *The proposed development will require connection to City's facilities, underground utilities, and the buildings will need to adhere to the Florida Building Code.*

5. Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.
a. *The proposed site has no agricultural operations nor do the adjacent properties, or even the immediate vicinity have agricultural operations or uses.*

6. Preserves open space and natural lands and provides for public open space and recreation needs.
a. *The proposed development will provide open space requirements of the City of Wildwood.*

b. In regard to Conservation (Goal 5 of the comprehensive plan), the applicant expressed that the overarching goal touches on natural resources, surface waters, floodplain, wetlands, and environmental conditions, all of which have been considered during the planning of the site. The proposed plan will address stormwater, wetlands, and floodplain as well as the existing trees and other natural features of the site. The proposed development is located primarily on the east of the site. This allows the development to avoid most environmental concerns and save a large number of existing trees.

7. Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.
a. *The proposed development is commercial/institutional and would assist the city in meeting the nonresidential needs of the area.*

8. Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in f.s. 163.3164.
a. *The proposed development is infill development and has been demonstrated above to not constitute urban sprawl:*

The subject site is located within the City of Wildwood's Community Redevelopment Agency (CRA), established originally in 1989 and expanded to include the subject site in 2006. The CRA's mission lies primarily in improving the economic viability of, and quality of life within the area. To that end, the City has adopted a CRA Plan outlining redevelopment goals and objectives. Major goals of the CRA include attracting and retaining businesses that "foster a sense of financial stability and growth." The proposed development is consistent with the goals outlined in the CRA's Chapter 5 – Redevelopment Goals and Objectives, particularly:

- Improve the overall quality of life in the Redevelopment Area
- Improve the economic viability of the Redevelopment Area

Several objectives are also met by the proposed development, specifically:

- Utilize existing vacant land as an opportunity for redevelopment

- Improve the overall physical image of the CRA

Overall, the healthcare access and economic benefits created by the proposed development are consistent with the City's CRA.

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;
Orlando Health Inc. retained the services of Austin Ecological Consultants, who conducted an ecological site investigation addressing the presence of onsite wetlands and state or federally listed species. On September 8, 2023, a field review of the subject property was conducted and revealed that in accordance with the Florida Land Use Cover and Forms Classification System (FLUCFCS), the site is mostly formed of Improved Pastures (Code 212), Live Oak (Code 427), Vegetated Non-Forested Wetlands (Code 640) and Gum Swamp (Code 613).

All five (5) onsite soil types are within the poorly drained drainage class. Most of the floodplain overlaps with the wetlands on site. There are approximately 11.56 acres of flood zone A on the site, of which approximately 8.48 acres are considered wetlands.

Due to an abundance of suitable soils and upland habitats, a formal 100 % Gopher Tortoise survey of the site should be conducted prior to development. The development will be required to adhere to all site development requirements by the Southwest Florida Water Management District in accordance with the standards of the Florida Dept. of Environmental Protection (FDEP).

The applicant stated that the proposed amendment will not have an adverse effect on environmentally sensitive systems as these will be isolated. Additionally, should protected species occur, appropriate regulatory permits will be secured 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 Transportation Impact Analysis (TIA) was conducted by Traffic & Mobility Consultants in June 2024. On July 17, 2024, the applicant received an accepted TIA by Sumter County's Public Works department.The 44-acre site is located west of US 301 and across from Marsh Bend Trail. Access to the property will be provided via one (1) right-in/right-out and one (1) full access driveway on US 301. The trip generation analysis indicates that the proposed development is projected to generate 670 daily trips, of which 54 are AM peak hour and 51 trips occur during the PM peak hour.

A review of the capacity analysis reveals that the roadway segment that abuts the development is projected to operate at **below** its adopted LOS at buildout of the development.

The intersection of US 301 and Turnpike is operating at below overall LOS standard in existing condition. With the plan of implementing Directional Diamond Interchange (DDI), it is expected that the intersection would operate at adequate LOS.

A future roadway improvement is planned to widen US 301 to four (4) lanes between CR 525E

and Florida's Turnpike and the additional capacity from the widening could address the impact of the projected traffic.

Potable Water & Sewer: *City sewer is not yet available to the subject site. The applicant/developer will work with City utilities at the site plan stage for future sewer line extension in the development to connect to City water and sewer*.

There is a 12-inch water line on the east of US 301/South Main street along the property. The applicant has indicated that potable water is available for connection from a water main on the east side of U.S. 301. Sanitary Sewer is not yet available in the area. A 16-inch Sanitary Sewer force main is proposed to be extended along U.S. 301 as part of a future residential project, which would provide for a connection for the subject site. However, no timeline for the residential project's approval or force main extension is available at the time of this application. The applicant will be required to make such connections to make the proposal viable.

Non-residential Level of Service (LoS) is based on Equivalent Residential Connections/Units and depend on the final proposed development (number of beds, number of doctors, etc.) which is not known at this time. A preliminary LoS analysis is provided in the table below.

Level of Service Analysis

Facility	**Level of Service**	**Hospital (Phase I – 8 beds)**	**Hospital (Phase II – 22 beds)**	**Hospital (total – 30 beds)**
Sanitary Sewer	250 gallons per day	1,666 gallons per day	4,582 gallons per day	6,248 gallons per day
Potable Water	300 gallons per day	1,992 gallons per day	5,498 gallons per day	7,497 gallons per day

*Water and Sewer SDC fees are based on the number of Equivalent Residential Connections (ERCs) that a development will require. 1 ERC = 300 average gallons per day for water and 250 average gallons per day for sewer. The number of ERCs will be determined by the engineer who designs the project.

**ERCs for Medical Office Buildings are based on number of doctors. This is not known at this time.

Schools:*The commercial development will not generate any school-age children.*

Table 1 – Maximum Intensity

Current FLU	**Max FAR**	**Max. Intensity**	**Proposed FLU**	**Max FAR**	**Max. Intensity**
IND	0.5	989,271 sq ft	COM	0.5	989,271 sq ft

Conclusion:

Staff recommends approval in that the proposal has been accounted within the infill development projects included in the wastewater capacity analysis.

The proposed land use amendment is consistent with objective 1.2 stating “the City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implanting a compact land use pattern.” Objective 1.2 is being met specifically from Policy 1.2.7 and Policy 1.2.8, the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern. 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 through the use of design standards. The parcel is already within the City limits with similar Floor Area Ratio provisions.

Final Recommendations: The applicant will be required to make utility connections to make the proposal viable.

It's recommended that the applicant enters into a Developer's Agreement to secure capacity as staff is not able to confirm the availability of wastewater capacity as it refers to the timing of more developments coming into the City.

Additionally, since the comprehensive plan takes into account the maximum allowable density or intensity, which is 0.50 FAR or 989,271 square feet of gross floor area within the C-3 Zoning District for this particular parcel, it's recommended that the applicant enters into a Planned Development Agreement outlining proposed permitted uses and maximum buildout of the proposed development.

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-49 to be forwarded to the City Commission with the condition that the developer enters into a Developer's Agreement and Planned Development Agreement as necessary to narrow down the proposal. This is the second and final hearing of Ordinance O2024-49.

DATED: 8/16/2024

Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-49

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 G19-003
Deborah L. Farkus as Trustee of the Deborah L. Farkus Revocable Living Trust
44.0 +/-

LEGAL DESCRIPTION:

PARCEL 1:

THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS THE SOUTH 260.10 FEET THEREOF, AND LESS ROAD RIGHT-OF-WAY FOR U.S. HIGHWAY NO. 301;

AND

PARCEL 1A:

BEGIN AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 19, SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN SOUTH TO SOUTHEAST CORNER OF SAID PARCEL; THENCE WEST TO SOUTHWEST CORNER OF SAID PARCEL; THENCE ON A DIAGONAL LINE TO THE POINT OF BEGINNING, LESS THE SOUTH 260.10 FEET THEREOF.

These properties are to be reclassified from Industrial (City) to Commercial (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

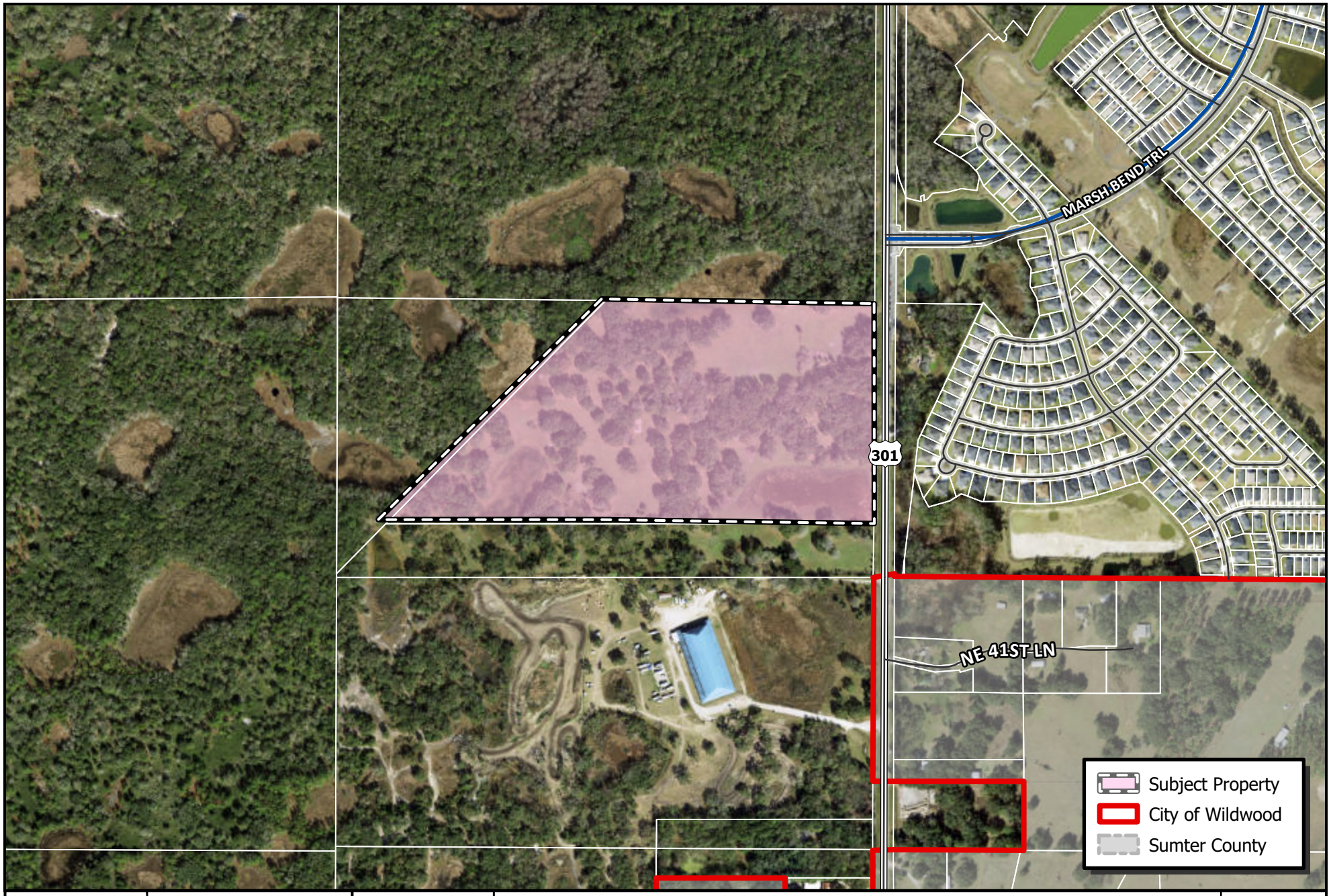
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD
EST. 1877
FLORIDA

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

CP 2403-001

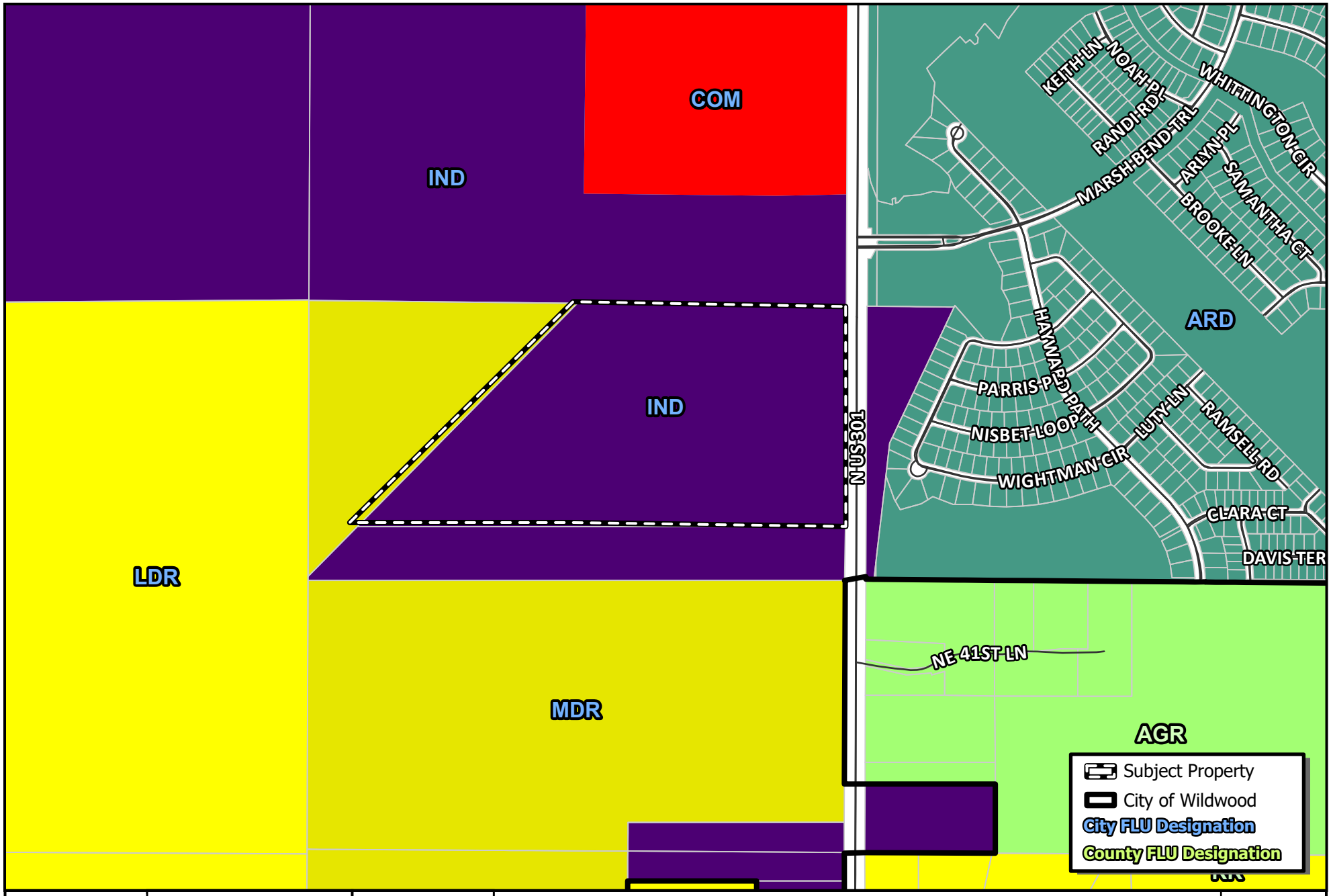
WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

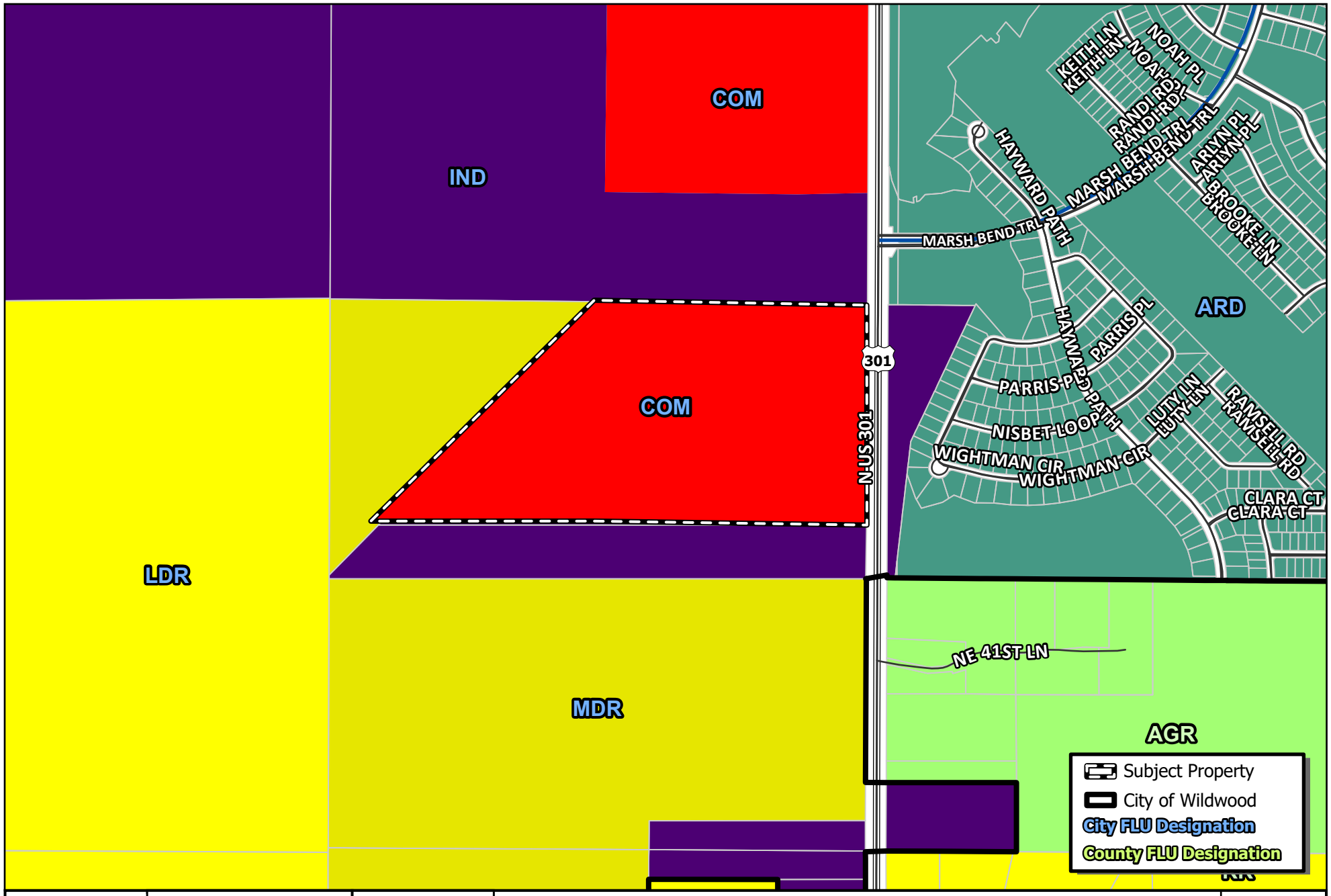
MAP 1B

LOCATION MAP

MAR 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 0 140 280 560	CP 2403-001 **WILDWOOD MICRO-HOSPITAL** PARCEL G19-003	MAP 2A EXISTING LAND USE MAR 2024



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CP 2403-001

WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 2B

PROPOSED LAND USE

MAR 2024

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-49

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This 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.

[1] See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, August 6, 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 Industrial (City) to Commercial (City) for the parcel listed below on 44.0 acres MOL. The subject property is generally located approximately one (1) mile south of the intersection of South Main Street and Florida's Turnpike, at 4424 N US 301, Wildwood, FL 34785.

Case Number: CP 2403-001 Wildwood Micro-Hospital

Applicant(s): Rebecca Wilson w/ Lowndes Law

Owner(s): Deborah L Farkus (TTEE)

Parcel(s): G19-003

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 O2024-49:

☐ recommends approval.

☐ recommends approval with the following conditions:

100' gopher tortoise survey prior to development; finalizing contemplated Developer Agreement and P.D. agreement

☐ recommends denial.

Dated: August 6, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

Revised 12/2023

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: Rebecca (Becky) Wilson Phone: 407.418.6250
Address: 215 N. Eola Drive, Orlando, FL 32801 E-mail: rebecca.wilson@lowndes-law.com
Owner Name: FARKUS DEBORAH L (TTEE) Phone: _____
Address: PO BOX 1032, WILDWOOD,FL 34785-0507 E-mail: _____
Planner
~~Engineer~~ Name: Andrew McCown (GAI Consultants, Inc) Phone: 321.319.3069
Address: 618 E. South Street, Suite 700, Orlando, FL 32801 E-mail: a.mccown@gaiconsultants.com

Property Information:

PROJECT NAME*: Wildwood Micro-Hospital

*A project name is required for all submissions. Please choose a unique name for your project.

Property Address: 4424 N US 301, Wildwood, FL 34785
List Parcel Number(s): G19-003
Use of Property: Residential; Improved and Natural Pasture; Pond/Sawgrass Marsh
Do you currently have City Utilities? ☐ Yes ☒ No Size of Property (Acres or Square Feet): 45.42 ac

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:	Phase 2:	Phase 3:	Phase 4:	Total:
Residential Units:					
Retail SF:					
Office SF:					
Institutional SF:	33,000 (8 beds)	37,000 (22 beds)			70,000 (30 beds)
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1:	Phase 2:	Phase 3:	Phase 4:	Total:
Sewer (Avg GPD):	1,666	4,582			6,248 gpd
Water (Avg GPD):	1,999	5,498			7,497 gpd
Parks (Acreage):					
Refuse (cy/day):	34 lbs/day	92 lbs/day			125 lbs/day
Irrigation (Avg GPD)					

Notes: See attached notes.

Signature: _____ Print Name: Rebecca Wilson Date: 4/30/24

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.

Refuse and Service

Service areas shall be accessible to city sanitation services in accordance with all provisions of Chapter 15 – Solid Waste and Weeds. See B.2. for the conceptual service location in the southwest corner of the hospital building.

Utilities

Potable water is available for connection from a water main on the east side of U.S. 301. Sanitary Sewer is not yet available in the area. Septic permitting is through Sumter County.

Note: Per the City of Wildwood, a force main is proposed to be extended along U.S. 301 as part of a future residential project, which would provide for a connection for the subject site. However, no timeline for the residential project's approval or force main extension is available at the time of this application.

Non-residential Level of Service (LoS) is based on Equivalent Residential Connections/Units and depend on the final proposed development (number of beds, number of doctors, etc.) which is not known at this time. A preliminary LoS analysis is provided in the table below.

Per the City's Land Development Regulations' Table 7-8 ERU* Conversion Factors, a hospital is assigned a factor of 0.833 per bed ERU. A medical office is assigned a factor of 0.833 per doctor.

The City's Comprehensive Plan refers to Equivalent Residential Connections (ERCs) while the Land Development Regulations refer to Equivalent Residential Units (ERUs).

Service	LOS Standard	Phase 1 (8 Hospital Beds)	Phase 2 (22 Hospital Beds)	Total (30 hospital beds)
Sanitary Sewer	250 gpd per ERC*	1,666 gpd	4,582 gpd	6,248 gpd
Potable Water	300 gpd per ERC*	1,999 gpd	5,498 gpd	7,497 gpd
Solid Waste	5 lbs per capita per day	33 lbs per day	92 lbs per day	125 lbs per day

* Water and sewer SDC fees are based on the number of Equivalent Residential Connections (ERCs) that a development will require. 1 ERC = 300 average gpd for water and 250 average gpd for sewer. The number of ERCs will be determined by the engineer who designs the project.

B.2 Justification for Amendment

Orlando Health

Comprehensive Plan Amendment, Rezoning, and
Special Exception Justification

Wildwood, FL

GAI Project Number: R230807.00

February 23, 2024

This report was prepared to assist the City of Wildwood in evaluating the exiting conditions and development potential for this property. The purpose of this report is to identity opportunities and constraints for future development on the site under the City's Commercial FLU and C-3 zoning.

Prepared by:
GAI Consultants, Inc.
618 East South Street, Suite 700
Orlando, Florida 32801

Prepared for:
Orlando Health, Inc.
1414 Kuhl Avenue, MP 4
Orlando, Florida 32806

Table of Contents

1.0	Site Information	Page 1
2.0	Site Characteristics	Page 2
3.0	Future Land Use	Page 3
4.0	Zoning	Page 5

1.0 Site Information

The subject property (site) consists of one (1) tax parcel located along N. U.S. 301. The site is within the Interlocal Service Boundary and Joint Planning Agreement (ISBA) with Sumter County, per the City's Comprehensive Plan.

Table 1: Site Information

Parcel Features	
PID	G19-003
Jurisdiction	City of Wildwood
Total Land Area	44.00 Acres (SCPA) 45.42 Acres (GIS)
Wetlands	8.48 Acres
Existing Future Land Use	Industrial
Existing Zoning	M-1

Property and Context

The site currently contains one single-family homesite, both improved and natural pastureland, and ponds/sawgrass marsh.

Uses surrounding the site include vacant lands to the north and west, an Action Sports Complex to the south and residential to the east (across N. U.S. 301). Orlando Health, Inc. desires to redevelop this site as a hospital and medical office complex which will require a Comprehensive Plan amendment to Commercial Future Land Use (FLU), C-3 Zoning and a Special Exception Permit. A pre-app for the project was held with City staff on December 19, 2023.

Table 2: Project Context

Parcel Features	Future Land Use	Zoning	Existing Use
North	Industrial	M-1	Vacant
West	Medium Density Residential	R-3	Vacant
South	Industrial / Medium Density Residential	M-1 / R-3	Future FDOT Retention / Action Sports Complex
East (across N. U.S. 301)	Industrial / Age-restricted Development	M-1 / ARD	Single-family homesite / Age Restricted Community (The Village of DeLuna)

2.0 Site Characteristics

Wetlands

The National Wetlands Inventory map indicates approximately 8.48 acres of wetlands within the site boundary (see attachment **B.4**).

Flood Hazard

According to the National Flood Hazard Layer (NFHL) by the Federal Emergency Management Agency (FEMA), there are approximately 11.56 acres of flood zone A on the site (see attachment **B.4**). The majority of the floodplain overlaps with the wetlands on site. No flood elevation has been established for the floodplain areas on site. The site is located on FEMA FIRM Panel 12119C0133D.

Soils

The Natural Resources Conservation Service (NRCS) soils survey indicates that the subject site consists of five soil types described by the table below (see attachment **B.5**).

Table 3: Soil Composition

Map Unit	Map Unit Name	Drainage Class	Approx. Acreage	Percent of Site
15	ADAMSVILLE FINE SAND, BOULDERY SUBSURFACE	SOMEWHAT POORLY DRAINED	0.42	0.92%
21	EAUGALLIE FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	27.5	60.55%
26	WABASSO FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	4.07	8.96%
46	FT. GREEN FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	7.23	15.92%
54	MONTEOCHA FINE SAND, DEPRESSIONAL	VERY POORLY DRAINED	6.21	13.67%
			Total	**100%**

Topography

Topographic data from Southwest Florida Water Management District shows the topography ranging from 55’ to 67’. The site is generally highest in the center and lowest at its boundaries.

3.0 Future Land Use

The applicant is requesting a Future Land Use Map Amendment from IND to COM. The request (and concurrent rezoning) will allow the site to be developed as a hospital/medical office complex, which would not be permitted under the current designation.

Commercial Future Land Use

The Commercial Future Land Use (FLU) is "intended to accommodate a mix of commercial and office uses" and allows development at a maximum intensity of 0.5 FAR or 75% ISR, whichever is less. The existing Industrial FLU designation allows a range of industrial uses at a maximum intensity of 0.5 FAR or 70% ISR, whichever is less.

The requested amendment allows the site to be rezoned to a district that supports hospital/medical, office complex uses.

Table 4: Maximum Intensity

Current FLU	Max FAR	Max. Intensity	Proposed FLU	Max FAR	Max. Intensity	Max. Intensity Difference
IND	0.5	989,271 sq ft	COM	0.5	989,271 sq ft	0 sq ft

The differences in maximum intensity between the Future Land Use districts are minimal. Both districts allow for an intensity of 0.5 FAR or a maximum impervious surface ratio (ISR), whichever is less. The proposed Future Land Use designation would allow a maximum of 75% ISR or 989,271 sq ft of development, whichever is less.

The proposed development is concentrated on the eastern portion of the site, meaning neither the maximum intensity nor the maximum ISR is being approached. The change in maximum development potential of the site brought on by the Future Land Use Map Amendment does not result in any additional square footage or impervious area being added.

Community Redevelopment Agency

The subject site is located within the City of Wildwood's Community Redevelopment Agency (CRA), established originally in 1989 and expanded to include the subject site in 2006. The CRA's mission lies primarily in improving the economic viability of, and quality of life within the area. To that end the City has adopted a CRA Plan outlining redevelopment goals and objectives. Major goals of the CRA include attracting and retaining businesses that "foster a sense of financial stability and growth."

The proposed development is consistent with the goals outlined in the CRA's Chapter 5 – Redevelopment Goals and Objectives, particularly:

- Improve the overall quality of life in the Redevelopment Area
- Improve the economic viability of the Redevelopment Area

Several Objectives are also met by the proposed development, specifically:

- Utilize existing vacant land as an opportunity for redevelopment
- Improve the overall physical image of the CRA

Overall, the healthcare access and economic benefits created by the proposed development are consistent with the City's CRA.

Comprehensive Plan Level of Service

The non-residential Level of Service (LoS) requirements are based on Equivalent Residential Connections/Units which depends on the final proposed development (number of hospital beds,

number of doctors, etc.). These numbers are not finalized at this time but a preliminary LoS analysis is provided in the Special Exception Permit application.

Comprehensive Plan Objectives and Policies

The proposed FLU Map Amendment is consistent with the City's Comprehensive Plan based on the following stated policies.

Objective 1.2: Sustainable Growth

> *The City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implementing a compact land use pattern.*

The objective focuses on efficient and sustainable growth. The proposed development contributes to the existing (and increasing) diversity of uses in Wildwood and the economic opportunities Objective 1.2 strives to achieve. The area has begun to see development, most notably the Age-restricted Development (the Village of DeLuna, an ARD in excess of 1,800 lots) across N. U.S. 301. The site is located near several residential and commercial establishments and is within both the ISBA and the City's CRA. Its proximity to these uses and location within the ISBA and CRA allows the project to develop without adding to the effects of sprawl, which is directly addressed within Objective 1.2 (Policies 1.2.5 & 1.2.8).

As part of the CRA, development is expected in patterns that will enhance the general welfare, health, and safety of the city's population. The economic growth resulting from the proposed development has the potential to spur additional development in the immediate area, the patterns of which can be further influenced through the CRA Plan.

Policy 2.1.1: Multimodal System

> *The City shall implement a land use pattern that results in safe, compact, mixed-use, walkable communities with a wide range of jobs, services and housing located within close proximity to each other. This pattern will help reduce vehicle miles traveled and the emission of greenhouse gases.*

The proposed land use, in the context of the surrounding development, adds to the mixed-use development pattern and provides opportunities for new jobs and services.

Goal 5 – Conservation

> *Conserve, protect and manage the natural resources of the City of Wildwood to ensure that they are used efficiently to maintain the highest environmental quality practicable while respecting individual property rights.*

The overarching goal touches on natural resources, surface waters, floodplain, wetlands, and environmental conditions, all of which have been considered during the planning of the site. The proposed plan will address stormwater, wetlands, and floodplain as well as the existing trees and other natural features of the site.

The proposed development is located primarily on the east of the site. This allows the development to avoid most environmental concerns and save a large number of existing trees.

4.0 Zoning

The subject site is currently subject to the M-1 (industrial) zoning designation. This designation allows for typical industrial uses (i.e., warehousing, storage/junkyards), although heavier industrial uses are reserved for the M-2 designation.

The proposed use as a hospital is not an allowable use under the Industrial zoning designation. Hospitals generally fall under the Commercial or the various Mixed-Use designations. There is only one zoning district that allows hospitals by right: Age Restricted Development Mixed Use. While the proposed development is located near Age Restricted developments, such as The Village of DeLuna (across N. U.S. 301), the project is not affiliated with any such developments. The Age Restricted Development Mixed Use is thus, not appropriate here.

The C-3 designation (General Commercial – Highway) is the most appropriate zoning designation, given the context of the site. The C-3 designation is permitted within the General Commercial Future Land Use Map designation, requested in the previous section.

The existing zoning district allows for additional intensity, up to 0.6 FAR, as opposed to the requested zoning district. As mentioned in the previous section comparing Future Land Use designations, the proposed development is not approaching the maximum intensity; however, there is no mechanism to use the site for a hospital/medical office under the existing zoning. Table 6, below, compares the maximum development potential per relevant zoning district.

Table 6: Dimensional Standards

Existing Zoning	Max. FAR	Max. Intensity	Proposed Zoning	Max. FAR	Max. Intensity	Difference
M-1	0.6 FAR	1,187,125 sq ft	C-3	0.5 FAR	989,271 sq ft	-197,854 sq ft

Note: Per Section 3.9 (E) (10) ii of the LDR, the site shall utilize the lot requirement for the IN zoning district.

Hospitals are an allowed use within the C-3 district as a **Special Exception**. The City's Land Use Regulations specify Special Exceptions in Chapter 3.9:

> (A) *General. A special exception is a use that would not be appropriate without restriction, but which, if controlled as to number, area, location or relation to the surrounding area, would promote the public health, safety and general welfare.*

A Special Exception Permit application will be submitted following, or concurrently if allowed, with the Future Land Use Map Amendment and Rezoning applications.

LDR policies related specifically to Hospitals as a Special Exception (SE) are found in Section 3.9 (E) (10). This proposal is consistent with all policies within this section. Of note, even though the C-3 zoning is being proposed, item "ii" of this section dictate that the lot requirements for the IN zoning district will be utilized for a Hospital SE The C-3 applicable standards for the site to be complied with are shown in the table on the following page.

Table 7: Dimensional Standards

City of Wildwood Standards	M-1 (Existing)	C-3 (Proposed)	IN (Required)*
Max. FAR	0.5	0.5	**0.6**
Max. ISR (%)	70%	75%	**60%**
Min. Open Space (%)	20%	20%	**20%**
Front Setback	25 ft	25 ft	**25 ft**
Rear Setback	15 ft	15 ft	**15 ft**
Side Setback	15 ft	15 ft	**10 ft**

*Per Section 3.9 (E) (10) ii, the site shall utilize the lot requirements for the IN zoning district.

The proposed development and SE requirements of the LDR ensures compatibility (in accordance with FL Statute 163.3164) with the surrounding properties in its proposed future land use and zoning requests.

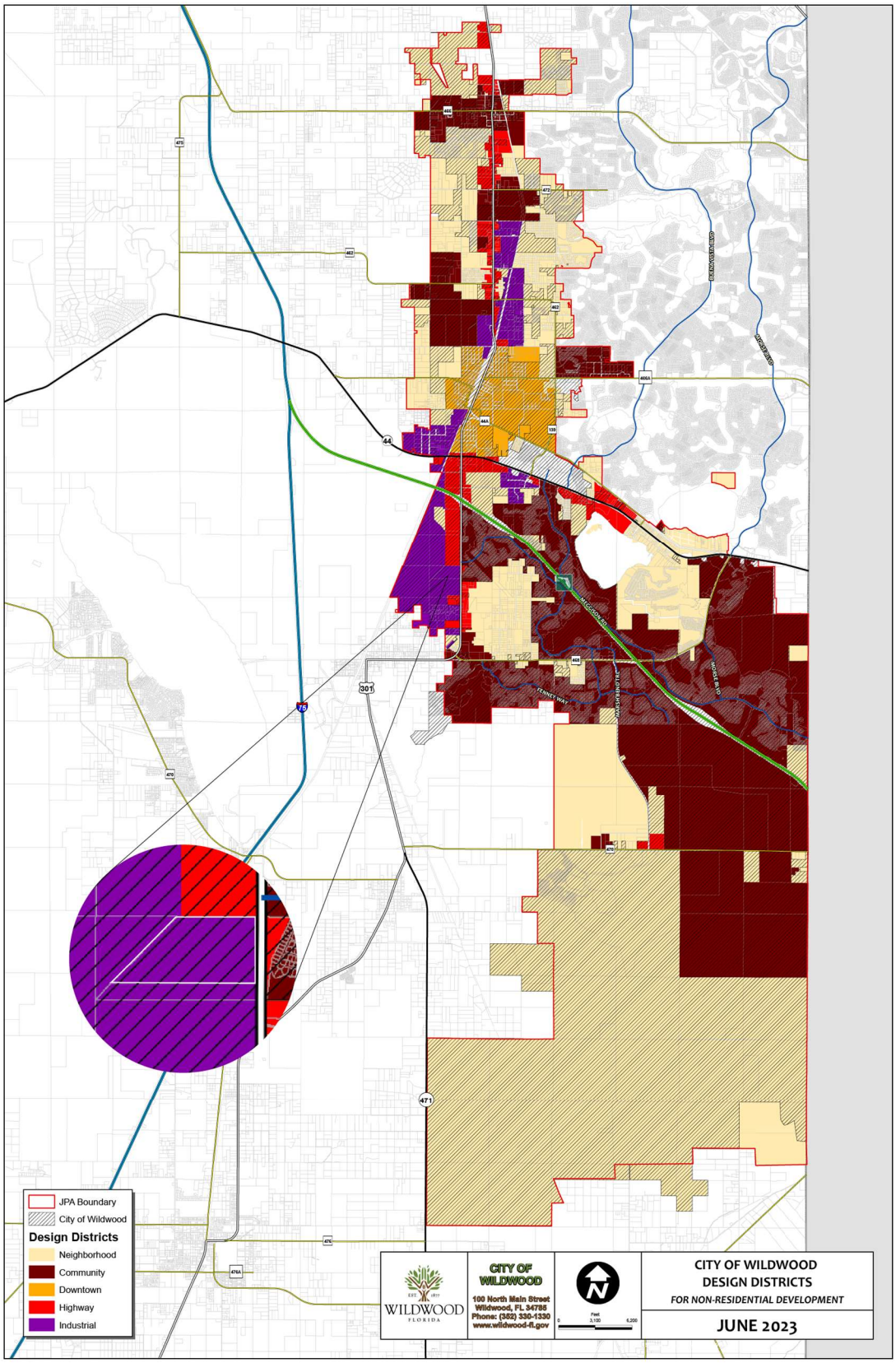
Design District

The City has adopted special design standards applicable to various areas of the City based on the Design Districts map. The subject site is currently subject to the Industrial Design District standards. In order to maintain cohesion between the proposed FLU Amendment and Rezoning and the other non-industrial properties in the immediate area, the property should be assigned the Highway Design District standards.

As shown on the following map, several properties to the north, east, and south are designated for the Highway District. The Design Standards call out U.S 301 in the Highway District's description:

> *The following design standards are applicable to development and redevelopment along commercial corridors such as U.S. 301 and SR 44 that carry higher volumes of traffic and have had a primary focus on marketing to vehicles.*

At the time of site plan approval, the proposed development will conform with the assigned Design District. The map on the following page shows the assigned Design District for the site.


JPA Boundary
City of Wildwood
Design Districts
Neighborhood
Community
Downtown
Highway
Industrial
CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov
CITY OF WILDWOOD
DESIGN DISTRICTS
FOR NON-RESIDENTIAL DEVELOPMENT
JUNE 2023

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1270594

Date Submitted: 6/29/2024

First Name*	Last Name*	Email Address*
Tarek	Hasan	TarekH@trafficmobility.com

Name of Project:*

Orlando Health - Wildwood Phase 1

Phone*	Parcel Number*
4075315332	G19-003

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.

Sumter County Traffic Impact Analysis (TIA) Acceptance. This acceptance does not override any additional/ further requirements by the Florida Department of Transportation.

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: 2024.07.17 12:17:21 -04'00'

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

Minor TIA Correspondence.pdf

Please submit your TIA

24009.02.01 Orlando Health - Wildwood v1.2 e-SS TIA 062824.pdf

Date of Methodology Acceptance by County

04/04/24

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

Orlando Health – Wildwood Phase 1
Project № 24009.02.01, v1.2
June 2024

Traffic Impact Analysis
City of Wildwood
Florida

Prepared for:

ORLANDO HEALTH®

Orlando Health Inc
1414 Kuhl Avenue, MP 71
Orlando, Florida 32801

Prepared by:

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EXECUTIVE SUMMARY

Project Information

Name:	Orlando Health – Wildwood Phase 1
Location:	West of US 301 and across from Marsh Bend Trail
Jurisdiction	City of Wildwood, Florida
Description:	Hospital – 30 Beds

Findings

Trip Generation:	670 ADT / 54 AM Peak / 51 PM Peak
Adverse Impacts:	The transportation network is not projected to become adversely impacted due to the proposed development.

Recommendations

Access Improvements:	Construct a 405-foot southbound right turn deceleration lane at both project access driveways on US 301.

PROFESSIONAL ENGINEERING CERTIFICATION

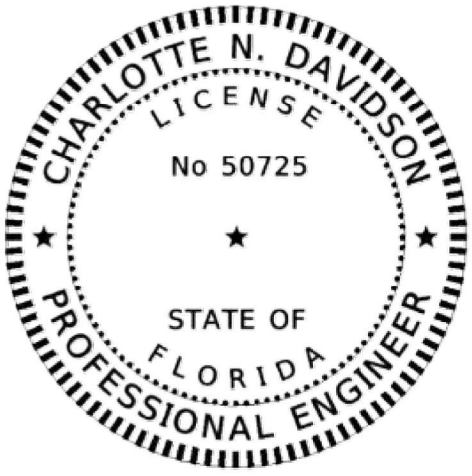
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional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

PROJECT: Orlando Health – Wildwood Phase 1

LOCATION: City of Wildwood, Florida

CLIENT: Orlando Health Inc

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

Charlotte N Davidson

Digitally signed by Charlotte N Davidson
Date: 2024.06.28 16:04:56 -04'00'

ON THE DATE ADJACENT TO THE SEAL

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CERTIFICATE OF AUTHORIZATION CA-30024

CHARLOTTE N. DAVIDSON, P.E. № 50725

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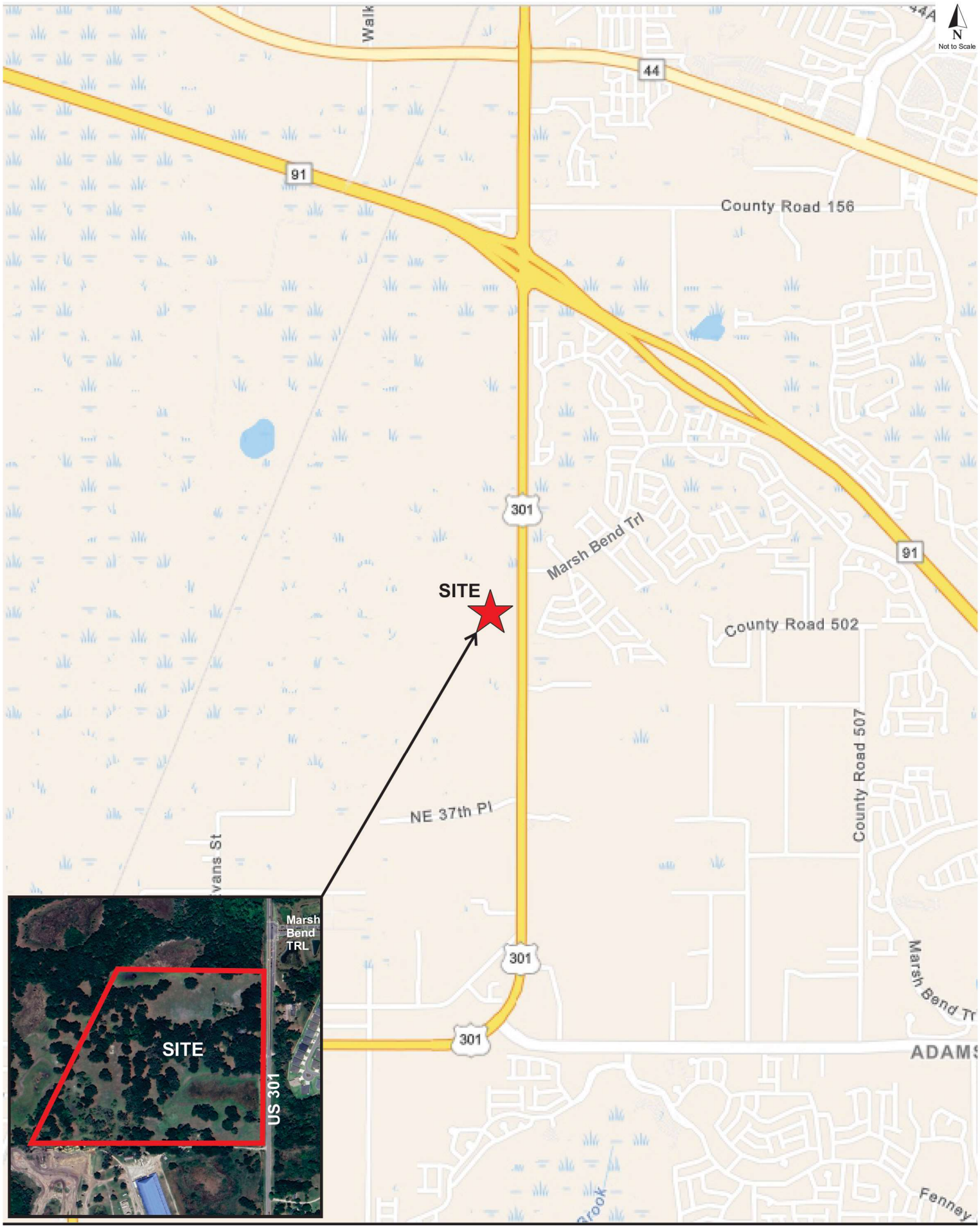
1.0 INTRODUCTION

This Traffic Impact Analysis (TIA) was conducted to assess the impact of the proposed Orlando Health – Wildwood Phase 1 project. The proposed project is a hospital building consisting of 30 beds. The project's anticipated buildout date is 2027. This report addresses Sumter County comments dated May 24, 2024 and June 21, 2024. The County's comments along with the response to comments letter are included in the Comments Correspondence section.

The +/-44-acre site is located west of US 301 and across from Marsh Bend Trail in the City of Wildwood, Florida. Access to the site will be provided via one (1) right-in/right-out and one (1) full access driveway on US 301. **Figure 1** depicts the site location, and the surrounding transportation network. A conceptual site plan depicting the site layout, land uses, and access points is included in **Appendix A**.

The analysis was conducted in accordance with the *TIA Guidelines* by Sumter County. Information used in this analysis includes data collected by Traffic & Mobility Consultants, information provided by the project team, road segment data obtained from the *2023 Sumter County Congestion Management Process (CMP) Database,* and the other data and information obtained from the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).


N
Not to Scale
44
91
County Road 156
301
Marsh Bend Trl
91
SITE
County Road 502
County Road 507
NE 37th Pl
301
301
Marsh Bend Tr
ADAMS
Fenney
Marsh Bend TRL
SITE
US 301

2.0 PROJECT TRAFFIC

The project's traffic and travel characteristics determine the level of impact it will have on the surrounding transportation facilities. These characteristics include the project's trip generation, the distribution of those trips in the area, and their assignment to the roadway network.

2.1 Trip Generation

The trips generated by the proposed development were projected using data published in the ITE *Trip Generation Manual, 11th Edition*. Trip generation rates published for the land use were applied to the proposed development program to determine the total trips generated by the project. The trip generation calculations are summarized in **Table 1** and detailed information is included in **Appendix B.**

Table 1
Trip Generation Summary

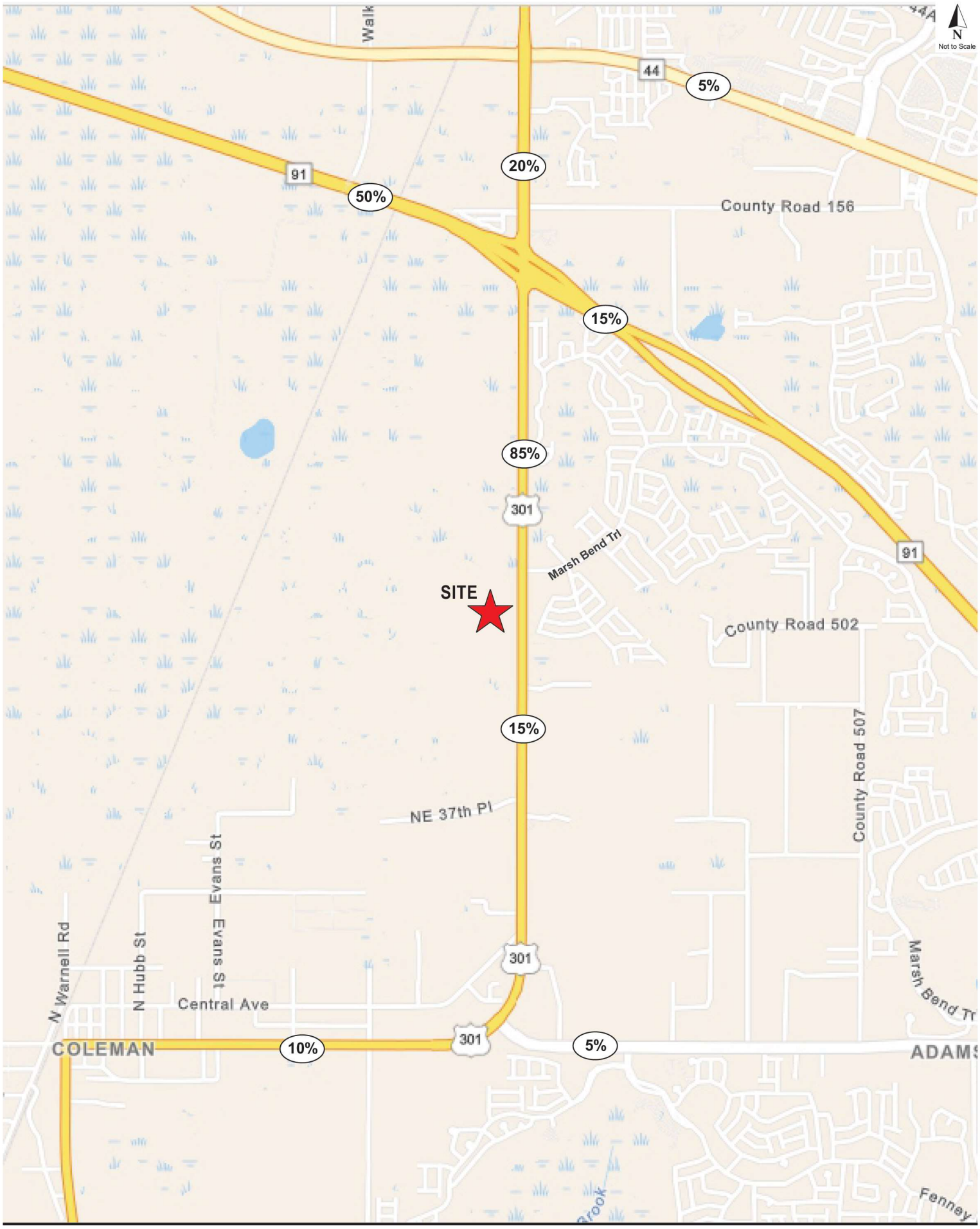
ITE			Daily		AM Peak Hour				PM Peak Hour			
Code	Land Use	Size	Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
610	Hospital	30 Beds	22.32	670	1.79	54	39	15	1.69	51	17	34

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

As the proposed development would generate greater than 50 but less than or equal to 1,000 average daily trips (ADT), a Minor TIA will be performed for this study which was also confirmed by Sumter County.

2.2 Trip Distribution

A preliminary trip distribution pattern was developed using the *Central Florida Regional Planning Model*, *version 7.0 (CFRPM v7.0)* based on the *Florida Standard Urban Transportation Model Structure (FSUTMS).* The adopted model was modified to include a project specific Traffic Analysis Zone with the corresponding socio-economic data to reflect the proposed development. A Select Zone Analysis was executed to obtain a model-generated trip distribution pattern on the surrounding transportation network. Minor manual adjustments were applied to the model generated distribution pattern to better reflect the local transportation network and prevailing travel patterns. The final trip distribution pattern is illustrated in **Figure 2** and the model output plots are included **Appendix C.**


N
Not to Scale
44
5%
91
20%
50%
County Road 156
15%
85%
301
Marsh Bend Trl
91
SITE
County Road 502
15%
County Road 507
NE 37th Pl
Evans St
Evans St
N Warnell Rd
N Hubb St
Central Ave
301
Marsh Bend Tr
COLEMAN
10%
301
5%
ADAMS
Fenney

3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of the *TIA Guidelines* by Sumter County. In accordance with the requirements of a Minor TIA, the study area will encompass the roadway segments that abut the development. The project's study area determination is provided in **Table 2.** The roadway segment information and characteristics were obtained from *2023 Sumter County CMP Database*, which is included in **Appendix D.**

Table 2
Study Segments

Seg ID	Segment Information			Exist Lns	LOS Std	Peak Cap	Proj Dist	PM Peak			In Study?
	Roadway	From	To					NB/EB	SB/WB	Signif	
3253210	US 301/SR 35	Warm Springs Ave	SR 91/Florida's Turnpike	2	D	730	85%	29	14	4%	Y

2023 Sumter County CMP Database

3.2 Study Intersections

The study area encompasses all major intersections that are within 1,320 feet of the site access, along with three (3) intersections requested by Sumter County. Additionally, the site is proposed to be served by one (1) right-in/right-out and one (1) full access driveways on US 301. The study intersections and access points are presented in **Table 3**.

Table 3
Study Intersections

Int #	Intersection		Traffic Control	
	Major Road	Minor Road	Existing	Background/ Buildout
1	US 301	Marsh Bend Trail	Signal	Roundabout
2	US 301	Project Access Dwwy (North Approach)	Two-Way Stop	Two-Way Stop
3	US 301	Project Access Dwwy (South Approach)	Two-Way Stop	Two-Way Stop
4	US 301	Warm Springs Avenue	Two-Way Stop	Signal
5	US 301	Turnpike SB	Signal	Directional Diamond Interchange (DDI)
6	US 301	Turnpike NB	Signal	Directional Diamond Interchange (DDI)

4.0 TRANSPORTATION IMPROVEMENTS

Planned and programmed improvement data available from the *Sumter County Capital Improvement Program (CIP),* the *FDOT Work Program*, and the *LSMPO Transportation Improvement Program (TIP) were reviewed* for improvements in the study area. The improvements identified within the study area are summarized in **Table 4** and project details are included in **Appendix E**. The 4-lane widening of US 301 has been programmed for funding, but the funding has not been established for construction completion within the next three (3) years. Per Sumter County, the intersection of US 301 & Marash Bend Traill, US 301 & Warm Springs Avenue, and US 301 & Turnpike will be converted to roundabout, signalized and Directional Diamond Interchange (DDI), respectively in the buildout condition.

Table 4
Planned and Programmed Improvements

Roadway/Intersection	From	To	Improvement	Date	Source
US 301 (SR 35)	CR 521	SR 44	Roadway Resurfacing	2024	FDOT
US 301 (SR 35)	CR 525E	Florida's Turnpike	Widening to 4 Lanes	2029	FDOT
US 301 & Marsh Bend Trl	-	-	Roundabout	2029	FDOT
US 301 & Warm Springs Ave	-	-	Signal	2029	FDOT
US 301 & Turnpike	-	-	Directional Diamond Interchange (DDI)	2029	FDOT

5.0 TRAFFIC PROJECTIONS

5.1 Projected Roadway Volumes

Existing roadway information was obtained from the *2023 Sumter County CMP Database.* The information includes roadway segment data, existing traffic volumes, service volumes, adopted LOS standard, growth rates and context classification.

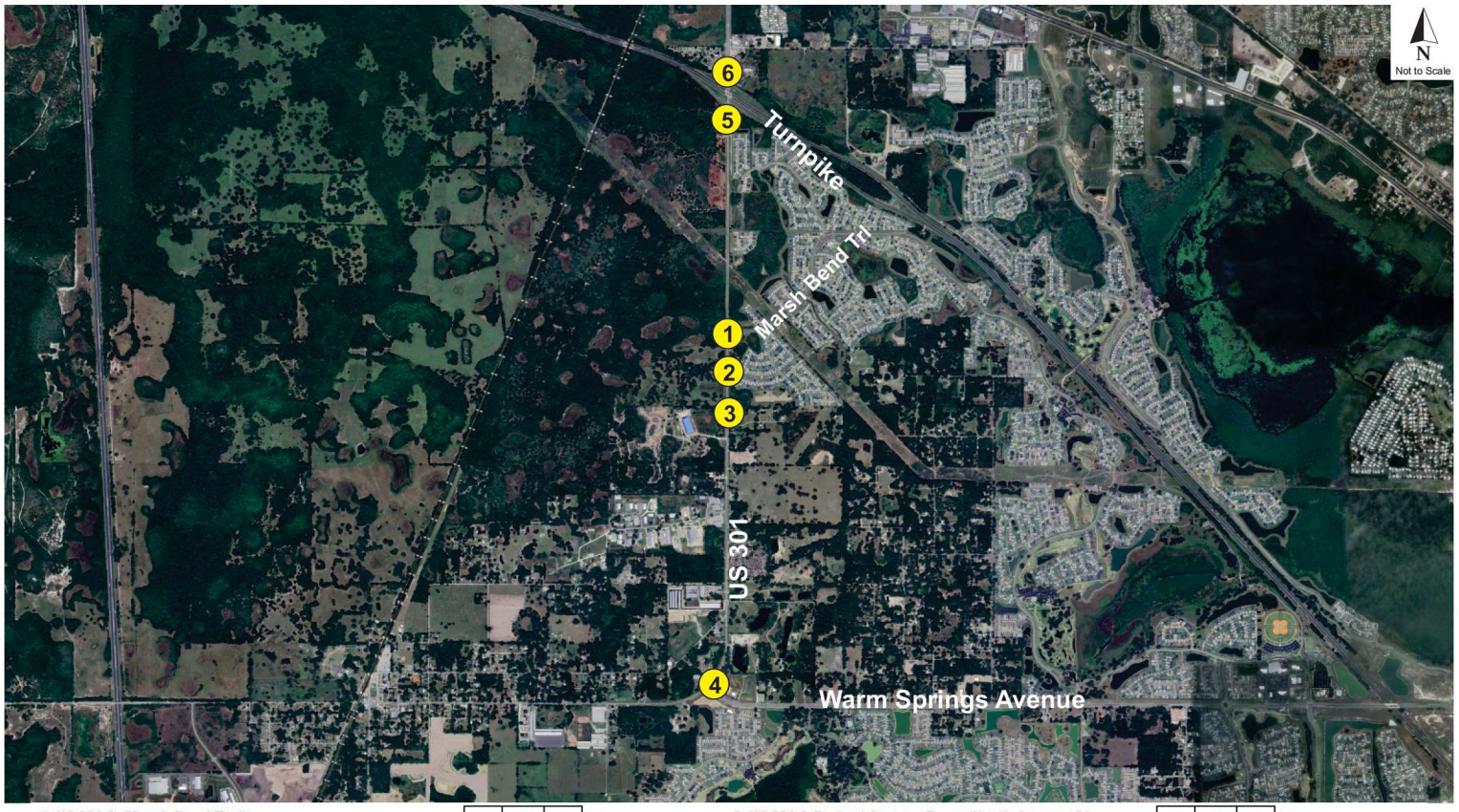
Projected background traffic in the buildout year 2027 was derived using the using the 5-year historical annual average daily traffic (AADT) of the closest count station on US 301, obtained from the FDOT Florida Traffic Online (FTO) website. The obtained growth rate was 5.41%; therefore, a 5.41% growth rate was applied to the existing counts. The growth rate calculations are included in **Appendix F.**

Vested trips for the approved New Horizon development were included in the analysis. Excerpts from the development are included in **Appendix G**. The total projected volumes on the roadway segments include background, vested traffic, and project trips, which are calculated based on the project's trip generation and distribution pattern.

5.2 Projected Intersection Volumes

Existing AM and PM peak hour turning movement volumes were obtained at the study intersections on July 13, 2023, except for the US 301 and Turnpike intersections where counts were collected on May 29, 2024. The counts were seasonally adjusted using the applicable seasonal factor obtained from the *FDOT Traffic Online* data. The raw turning movement volumes and supporting information are provided in **Appendix H**.

Projected background intersection volumes at the project buildout were calculated by assigning the project trips to the study intersections and adding those volumes to the background volumes and vested trips at the study intersections. Projected background traffic was estimated using the calculated growth rates as described in Section 5.1. The detailed intersection volume projections calculations are included in **Appendix I**. The resulting existing, background, and buildout volumes are illustrated in **Figure 3** and **Figure 4** for the AM and PM peak hour, respectively.



1. US 301 & Marsh Bend Trail

NB	L	
	T	805 + {145} + (13) = 963
	R	15
SB	L	75
	T	944 + {65} + (33) = 1042
	R	
EB	L	
	T	
	R	
WB	L	17
	T	
	R	139

	BO	BK	EX	
	0	1,042	75	BO
	0	1,009	75	BK
	0	776	62	EX
	0	1	1	
0	0	0	0	
0	0	0	0	
0	0	0	0	

	EX	BK	BO
1	114	139	139
0	0	0	0
1	14	17	17
	0	1	1
EX	0	662	12
BK	0	950	15
BO	0	963	15

2. US 301 & Project Access Dvwy (North Approach)

NB	L	
	T	820 + {145} + (13) = 978
	R	
SB	L	
	T	961 + {65} + (16) = 1042
	R	(17)
EB	L	
	T	
	R	(1)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	17	1,042	0	BO
	0	1,026	0	BK
	0	790	0	EX
	0	1	0	LN
0	0	0	0	
0	0	0	0	
1	0	0	1	

	LN	EX	BK	BO
0	0	0	0	
0	0	0	0	
0	0	0	0	
	0	1	0	
EX	0	674	0	
BK	0	965	0	
BO	0	978	0	

3. US 301 & Project Access Dvwy (South Approach)

NB	L	(6)
	T	820 + {145} = 965
	R	
SB	L	
	T	961 + {65} + (1) = 1027
	R	(16)
EB	L	(13)
	T	
	R	(1)
WB	L	
	T	
	R	

	BO	BK	EX	
	16	1,027	0	BO
	0	1,026	0	BK
	0	790	0	EX
	0	1	0	
13	0	0	1	
0	0	0	0	
1	0	0	0	

	EX	BK	BO
0	0	0	0
0	0	0	0
0	0	0	0
	0	1	0
EX	0	674	0
BK	0	965	0
BO	6	965	0

4. US 301 & Warm Springs Avenue

NB	L	
	T	632 + {145} + (4) = 636
	R	164
SB	L	377 + (1) = 378
	T	472 + {65} + (1) = 473
	R	
EB	L	
	T	
	R	
WB	L	144
	T	
	R	364 + (2) = 366

	BO	BK	EX	LN
	0	473	378	BO
	0	472	377	BK
	0	335	310	EX
	0	1	1	LN
0	0	0	0	
0	0	0	0	
0	0	0	0	

	LN	EX	BK	BO
1	225	364	366	
0	0	0	0	
1	89	144	144	
	0	1	1	
EX	0	400	135	
BK	0	632	164	
BO	0	636	164	

5. US 301 & Turnpike SB

NB	L	
	T	1037 + {145} + (11) = 1048
	R	21 + (2) = 23
SB	L	311
	T	811 + {65} + (13) = 824
	R	
EB	L	45
	T	
	R	163 + (20) = 183
WB	L	
	T	
	R	

	BO	BK	EX	LN
	0	824	311	BO
	0	811	311	BK
	0	613	256	EX
	0	1	1	LN
45	45	39	0	
0	0	0	0	
183	163	142	1	

	LN	EX	BK	BO
0	0	0	0	
0	0	0	0	
0	0	0	0	
	0	1	0	
EX	0	733	17	
BK	0	1,037	21	
BO	0	1,048	23	

6. US 301 & Turnpike NB

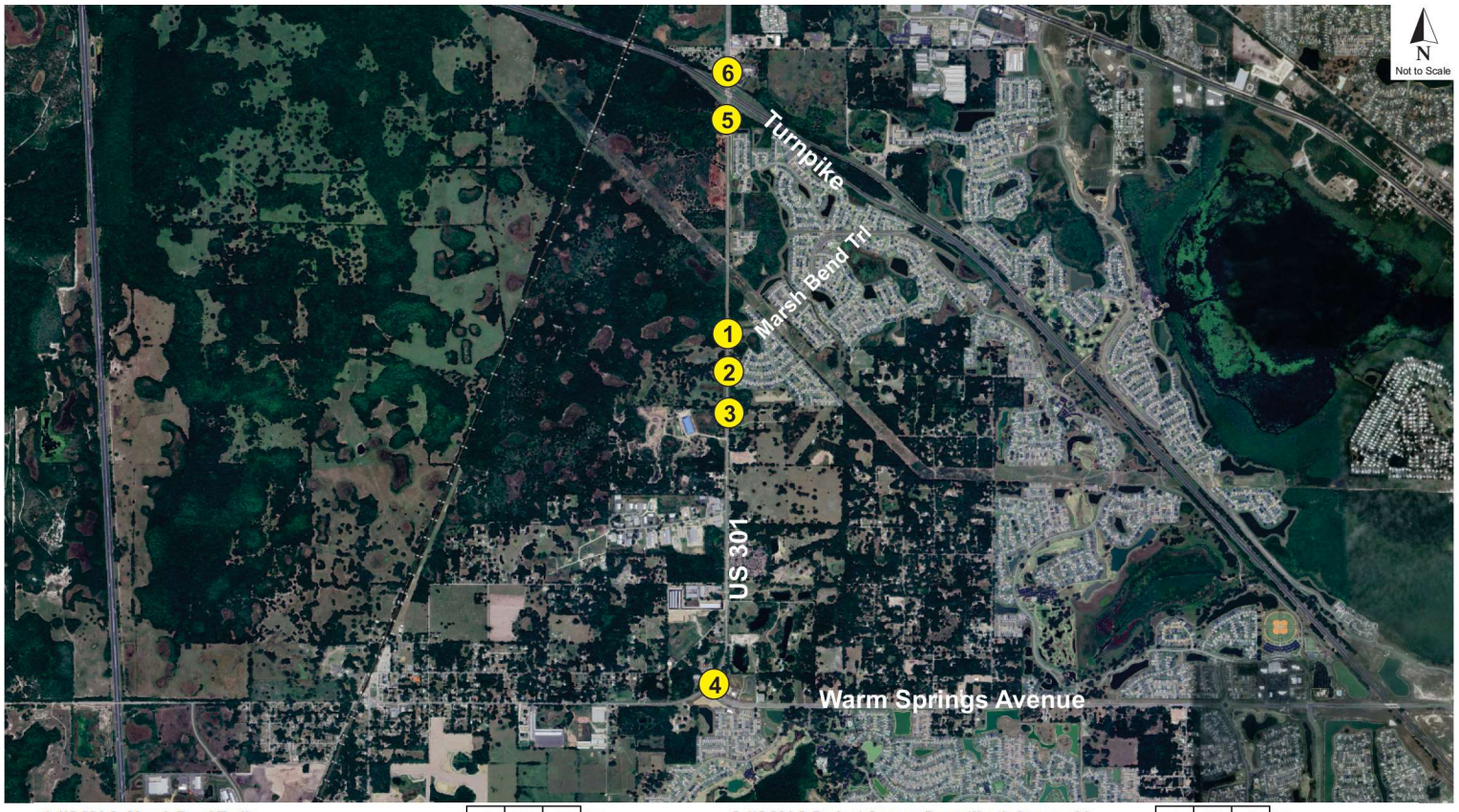
NB	L	112 + (8) = 120
	T	855 + {145} + (3) = 858
	R	
SB	L	
	T	1049 + {65} + (8) = 1057
	R	17
EB	L	
	T	
	R	
WB	L	36 + (5) = 41
	T	
	R	495

	BO	BK	EX	LN
	17	1,057	0	BO
	17	1,049	0	BK
	14	809	0	EX
	1	1	1	LN
0	0	0	0	
0	0	0	0	
0	0	0	0	

	LN	EX	BK	BO
1	448	495	495	
0	0	0	0	
0	33	36	41	
	1	1	0	
EX	92	584	0	
BK	112	855	0	
BO	120	858	0	

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

[1] Lanes by movement



1. US 301 & Marsh Bend Trail

NB	L	
	T	996 + {103} + (29) = 1128
	R	28
SB	L	217
	T	671 + {75} + (13) = 759
	R	
EB	L	
	T	
	R	
WB	L	43
	T	
	R	133

	BO	BK	EX
	0	759	217
	0	746	217
	0	552	178
	0	1	1

	BO	BK	EX	
	0	0	0	0
	0	0	0	0
	0	0	0	0

	EX	BK	BO
	1	109	133	133
	0	0	0	0
	1	35	43	43

	EX	BK	BO
	0	1	1
EX	0	819	24
BK	0	1,099	28
BO	0	1,128	28

2. US 301 & Project Access Dvwy (North Approach)

NB	L	
	T	1024 + {103} + (29) = 1156
	R	
SB	L	
	T	714 + {75} + (7) = 796
	R	(6)
EB	L	
	T	
	R	(2)
WB	L	
	T	
	R	

	BO	BK	EX	LN
	6	796	0	
	0	789	0	
	0	587	0	
	0	1	0	

	BO	BK	EX	LN	
	0	0	0	0	
	0	0	0	0	
	2	0	0	1	

	LN	EX	BK	BO
	0	0	0	0
	0	0	0	0
	0	0	0	0

	LN	EX	BK	BO
	0	1	0	
EX	0	842	0	
BK	0	1,127	0	
BO	0	1,156	0	

3. US 301 & Project Access Dvwy (South Approach)

NB	L	(4)
	T	1024 + {103} = 1127
	R	
SB	L	
	T	714 + {75} + (2) = 791
	R	(7)
EB	L	(29)
	T	
	R	(3)
WB	L	
	T	
	R	

	BO	BK	EX
	7	791	0
	0	789	0
	0	587	0
	0	1	0

	BO	BK	EX	
	29	0	0	1
	0	0	0	0
	3	0	0	0

	EX	BK	BO
	0	0	0	0
	0	0	0	0
	0	0	0	0

	EX	BK	BO
	0	1	0
EX	0	842	0
BK	0	1,127	0
BO	4	1,127	0

4. US 301 & Warm Springs Avenue

NB	L	
	T	518 + {103} + (2) = 520
	R	156
SB	L	281 + (2) = 283
	T	479 + {75} + (3) = 482
	R	
EB	L	
	T	
	R	
WB	L	205
	T	
	R	514 + (2) = 516

	BO	BK	EX	LN
	0	482	283	
	0	479	281	
	0	332	231	
	0	1	1	

	BO	BK	EX	LN	
	0	0	0	0	
	0	0	0	0	
	0	0	0	0	

	LN	EX	BK	BO
	1	318	514	516
	0	0	0	0
	1	127	205	205

	LN	EX	BK	BO
	0	1	1	
EX	0	341	128	
BK	0	518	156	
BO	0	520	156	

5. US 301 & Turnpike SB

NB	L	
	T	1047 + {103} + (24) = 1071
	R	18 + (5) = 23
SB	L	518
	T	835 + {75} + (6) = 841
	R	
EB	L	22
	T	
	R	67 + (7) = 74
WB	L	
	T	
	R	

	BO	BK	EX	LN
	0	841	518	
	0	835	518	
	0	625	426	
	0	1	1	

	BO	BK	EX	LN	
	22	22	19	0	
	0	0	0	0	
	74	67	58	1	

	LN	EX	BK	BO
	0	0	0	0
	0	0	0	0
	0	0	0	0

	LN	EX	BK	BO
	0	1	0	
EX	0	776	15	
BK	0	1,047	18	
BO	0	1,071	23	

6. US 301 & Turnpike NB

NB	L	123 + (17) = 140
	T	796 + {103} + (7) = 803
	R	
SB	L	
	T	1293 + {75} + (3) = 1296
	R	34
EB	L	
	T	
	R	
WB	L	28 + (3) = 31
	T	
	R	406

	BO	BK	EX	LN
	34	1,296	0	
	34	1,293	0	
	28	1,001	0	
	1	1	1	

	BO	BK	EX	LN	
	0	0	0	0	
	0	0	0	0	
	0	0	0	0	

	LN	EX	BK	BO
	1	367	406	406
	0	0	0	0
	0	25	28	31

	LN	EX	BK	BO
	1	1	0	
EX	101	570	0	
BK	123	796	0	
BO	140	803	0	

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

[1] Lanes by movement

6.0 CAPACITY ANALYSIS

6.1 Roadway Segments

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. Additionally, vested trips were added to background traffic for all roadway segments. The project roadway segment capacity analysis results are shown in **Table 5.**

The results of the capacity analysis reveal that the roadway segment that abuts the development is projected to operate at below its adopted LOS in buildout of the development. A future roadway improvement is planned to widen US 301 to four (4) lanes between CR 525E and Florida's Turnpike. The additional capacity with the widening should address the impact of the projected traffic.

Table 5
Segment Analysis

Seg	Segment Information			Exist	Imp	LOS	Existing Peak	BK/BO Peak	2023 Existing Conditions PM Peak				2027 Bkg'd Conditions PM Peak				2027 Buildout Conditions PM Peak			
ID	Roadway	From	To	Lns	Lns	Std	Cap	Cap	NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS	NB/EB	SB/WB	V/C	LOS
3253210	US 301/SR 35	Warm Springs Ave	SR 91/Florida's Turnpike	2	4	D	730	730	689	605	0.94	D	838	736	1.15	E	970	825	1.33	E

6.2 Intersections

The study intersections were analyzed in accordance with the methods of the *Highway Capacity Manual* (HCM) as applied in the *Synchro* analytical tool. The detailed projected *HCM* analysis worksheets are included in **Appendix J**. The analysis results for existing and buildout conditions are summarized in **Table 6,** which reveals the following:

- The intersection of US 301 and Marsh Bend Trail is currently operating at adequate LOS. With the planned improvement of converting the intersection as roundabout, the intersection is projected to operate at adequate LOS in the background and buildout conditions.
- The project access driveways are projected to operate with an acceptable LOS.
- The US 301 and Warm Springs Avenue intersection is projected to operate at adequate overall LOS with the planned program of updating the existing TWSC intersection to signalized intersection in the background and buildout conditions.
- The intersections of US 301 and Turnpike is operating at its below LOS standard in existing condition. The intersections are being planned to be replaced by Directional Diamond Interchanges (DDI) in the buildout conditions and with the implementation of DDI, it is expected that the intersection would operate at adequate overall LOS.

Table 6
Intersection Analysis

Int #	Intersection		Control	Time Period	Scenario	EB		WB		NB		SB		Overall	
	Major Road	Minor Road				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US 301	Marsh Bend Trail	Signal/ Roundabout*	AM	Existing	--	--	33.7	C	20.9	C	9.7	A	16.1	B
					Backg'd	--	--	12.3	B	9.5	A	8.6	A	9.3	A
					Buildout	--	--	12.6	B	9.6	A	8.9	A	9.4	A
				PM	Existing	--	--	53.2	D	28.7	C	17.1	B	25.7	C
					Backg'd	--	--	15.1	C	11.7	B	7.5	A	10.2	B
					Buildout	--	--	16.3	C	12.8	B	7.6	A	10.9	B
2	US 301	Project Access Dvwy (North Approach)	TWSC	AM	Buildout	19.6	C	--	--	--	--	--	--	--	--
				PM	Buildout	15.3	C	--	--	--	--	--	--	--	--
3	US 301	Project Access Dvwy (South Approach)	TWSC	AM	Buildout	28.0	D	--	--	10.9	B	--	--	--	--
				PM	Buildout	29.2	D	--	--	9.7	A	--	--	--	--
4	US 301	Warm Springs Avenue	TWSC/ Signal**	AM	Existing	--	--	25.2	D	--	--	10.8	B	--	--
					Backg'd	--	--	33.8	C	22.7	C	12.6	B	21.4	C
					Buildout	--	--	33.7	C	23.4	C	14.7	B	22.4	C
				PM	Existing	--	--	24.1	C	--	--	9.6	A	--	--
					Backg'd	--	--	66.0	E	19.5	B	10.8	B	31.9	C
					Buildout	--	--	86.9	F	18.2	B	9.7	B	37.2	C
5	US 301	Turnpike SB	Signal/ DDI***	AM	Existing	38.5	D	--	--	24.7	C	11.8	B	19.8	B
					Backg'd	--	--	--	--	--	--	--	--	4.6	A
					Buildout	--	--	--	--	--	--	--	--	4.7	A
				PM	Existing	52.7	D	--	--	72.4	E	101.4	F	87.5	F
					Backg'd	--	--	--	--	--	--	--	--	4.7	A
					Buildout	--	--	--	--	--	--	--	--	5.4	A
6	US 301	Turnpike NB	Signal/ DDI***	AM	Existing	--	--	>300	F	8.6	A	27.7	C	100.8	F
					Backg'd	--	--	--	--	--	--	--	--	4.6	A
					Buildout	--	--	--	--	--	--	--	--	4.7	A
				PM	Existing	--	--	206.7	F	9.1	A	45.7	D	76.9	E
					Backg'd	--	--	--	--	--	--	--	--	4.7	A
					Buildout	--	--	--	--	--	--	--	--	5.4	A

Average delay expressed in seconds/vehicle

**Roundabout for background/buildout conditions*

***Signalyzed for background/buildout conditions*

**** DDI for background/buildout conditions*

7.0 ACCESS REVIEW

The development's proposed access plan reflects one (1) right-in/right-out (north approach) and one (1) full access driveway (south approach) on US 301. US 301 is currently a 2-lane undivided roadway with a posted speed limit of 55 mph near the access driveway.

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. The lane warrant analysis sheets are provided in **Appendix K**. The analysis reveals that the northbound left turn lane is not warranted at the south approach access driveway at US 301.

Southbound Right Turn Lanes at US 301

Based on *Exhibit 212-1* of the *FDOT Design Manual* and design speed of 60 mph, a 405-foot southbound right turn deceleration lane is recommended at both project access driveways on US 301.

8.0 ALTERNATIVE TRANSPORTATION MODES

A review of pedestrian, bicycle, and transit facilities was conducted. This review consists of a visual inventory of available facilities to determine the context of alternative transportation modes in the vicinity of the proposed development.

In the effort to ensure transportation network connectivity within the vicinity of the proposed development, this section evaluates alternative modes of transportation, emphasizing on the transit-network, pedestrian facilities, motorists/bicyclist facilities as well as the rail network.

8.1 Sidewalks and Pedestrian Facilities

A survey of existing sidewalks and pedestrian facilities was conducted using aerial photography and from information gathered during a field survey of the study area. US 301 is not equipped with sidewalks on either side of the road in the vicinity of the site.

8.2 Bicycle Facilities

The study area was reviewed using recent aerial photography to identify and verify bicycle facilities in the area. US 301 is not equipped with on-road bicycle lanes on either side of the road in the vicinity of the site.

8.3 Transit Services

Currently, this area is not served by fixed-route services. Sumter County Connection offers a door-to-door service within the County for medical appointments, grocery shopping, and miscellaneous errands. This service is intended primarily for mobility impaired individuals and senior citizens but is open to the public during all operating hours.

9.0 STUDY CONCLUSIONS

This traffic analysis was conducted to evaluate the impacts of Orlando Health – Wildwood Phase 1, a hospital building for 30 beds. The site is located west of US 301 and across from Marsh Bend Trail in the City of Wildwood, Florida. The project has an anticipated buildout of 2027.

The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity, and a review of the proposed site access plan, and a review of the alternative modes of transportation.

The results of the traffic analysis are summarized as follows:

Summary of Findings

- The proposed development is projected to generate 670 daily trips, of which 54 trips occur during the AM peak hour and 51 trips occur during the PM peak hour.
- A review of the capacity analysis reveals that the roadway segment that abuts the development is projected to operate at below its adopted LOS at buildout of the development.
- A future roadway improvement is planned to widen US 301 to four (4) lanes between CR 525E and Florida's Turnpike and the additional capacity from the widening could address the impacts of the projected traffic.
- A review of intersection analysis indicates that the intersection of US 301 and Marsh Bend Trail is currently operating at adequate LOS. With the planned improvement of converting the intersection as roundabout, the intersection is projected to operate at adequate LOS in the background and buildout conditions.
- The project access driveways are projected to operate with an acceptable LOS.
- The US 301 and Warm Springs Avenue intersection is projected to operate at adequate overall LOS with the planned program of updating the existing TWSC intersection to signalized in the background and buildout conditions.
- The intersections of US 301 and Turnpike is operating at below overall LOS standard in existing condition. With the plan of implementing DDI, it is expected that the intersection would operate at adequate LOS.

Summary of Recommendations

- The turn lane warrant analysis reveals that the northbound left turn lane at US 301 is not warranted at the south access driveway.
- Construct 405-foot southbound right turn deceleration lanes at both project access driveways on US 301.

COMMENTS CORRESPONDENCE

June 28, 2024

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

Re: Orlando Health – Wildwood Phase 1
Response to Traffic Impact Analysis Comments
TMC Project № 24009.02.01, v1.2
City of Wildwood, Florida

Dear Mr. Tadlock,

Please find below our responses to the review comments prepared by Sumter County dated June 21, 2024, regarding the above referenced Traffic Impact Analysis dated April 30, 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised TIA is prepared reflecting the changes resulting from these comments.

1. **US 301 and Marsh Bend Trail intersection will be roundabout in the buildout scenario. US 301 and Warm Springs Avenue will be signalized in the buildout scenario.**

   TMC Response: Acknowledged. The mentioned intersections have been analyzed considering their corresponding control types in the project buildout condition.

2. **US 301 and Turnpike is currently signalized and will be converted to Directional Diamond Interchange (DDI) in the buildout scenario.**

   TMC Response: Acknowledged. The intersection of US 301 and Turnpike has been analyzed as signalized and DDI for the existing and background/buildout conditions, respectively.

3. **US 301 and Marsh Bend Trail- the roundabout is part of the US 301 widening project.**

   TMC Response: Acknowledged. The information is updated in the revised TIA.

END OF COMMENTS

We trust these responses and the revised TIA 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

Charlotte Davidson, PE, PTP
Senior Transportation Engineer

3.0 STUDY AREA

3.1 Study Roadways

The study area was established in accordance with the requirements of the *TIA Guidelines* by Sumter County. In accordance with the requirements of a Minor TIA, the study area will encompass the roadway segments that abut the development. The project's study area determination is provided in **Table 2.** The roadway segment information and characteristics were obtained from *2023 Sumter County CMP Database*, which is included in **Appendix D.**

Table 2
Study Segments

Seg ID	Segment Information			Exist Lns	LOS Std	Peak Cap	Proj Dist	PM Peak			In Study?
	Roadway	From	To					NB/EB	SB/WB	Signif	
3253210	US 301/SR 35	Warm Springs Ave	SR 91/Florida's Turnpike	2	D	730	85%	29	14	4%	Y

2023 Sumter County CMP Database

3.2 Study Intersections

The study area encompasses all major intersections that are within 1,320 feet of the site access, along with three (3) intersections requested by Sumter County. Additionally, the site is proposed to be served by one (1) right-in/right-out and one (1) full access driveways on US 301. The study intersections and access points are presented in **Table 3**.

Table 3
Study Intersections

Int #	Intersection		Traffic Control
	Major Road	Minor Road	
1	US 301	Marsh Bend Trail	Signal
2	US 301	Project Access Dvwy (North Approach)	Two-Way Stop
3	US 301	Project Access Dvwy (South Approach)	Two-Way Stop
4	US 301	Warm Springs Avenue	Two-Way Stop
5	US 301	Turnpike SB	Two-Way Stop
6	US 301	Turnpike NB	Two-Way Stop

Will be a rounabout in buildout scenario.

Will be signalized in buildout scenario.

US 301 and Turnpike is currently signalized and I believe it will be a directional diamond interchange (DDI) in the buildout scenario.

4.0 TRANSPORTATION IMPROVEMENTS

Planned and programmed improvement data available from the *Sumter County Capital Improvement Program (CIP),* the *FDOT Work Program*, and the *LSMPO Transportation Improvement Program (TIP) were reviewed* for improvements in the study area. The improvements identified within the study area are summarized in **Table 4** and project details are included in **Appendix E**. The 4-lane widening of US 301 has been programmed for funding, but the funding has not been established for construction completion within the next three (3) years; therefore, this improvement was not considered for the buildout analysis. Per Sumter County, the intersection of US 301 and Marash Bend Traill will be converted to roundabout in the buildout condition.

Table 4
Planned and Programmed Improvements

Roadway/Intersection	From	To	Improvement	Date	Source
US 301 (SR 35)	CR 521	SR 44	Roadway Resurfacing	2024	FDOT
US 301 (SR 35)	CR 525E	Florida's Turnpike	Widening to 4 Lanes	2025	FDOT
US 301 & Marsh Bend Trl	-	-	Roundabout	2027	Sumter County

Table 6
Intersection Analysis

Int #	Intersection		Control	Time Period	Scenario	EB		WB		NB		SB		Overall	
	Major Road	Minor Road				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US 301	Marsh Bend Trail	Signal/ Roundabout*	AM	Existing	--	--	33.7	C	20.9	C	9.7	A	16.1	B
					Backg'd	--	--	16.8	C	44.8	E	43.2	E	42.1	E
					Buildout	--	--	17.2	C	48.1	E	50.7	F	47.2	E
				PM	Existing	--	--	53.2	D	28.7	C	17.1	B	25.7	C
					Backg'd	--	--	22.3	C	136.1	F	26.0	D	80.4	F
					Buildout	--	--	23.7	C	149.5	F	27.4	D	88.3	F
		Project Access	TWSC	AM	Buildout	19.6	C	--	--	--	--	--	--	--	--
				PM	Buildout	15.3	C	--	--	--	--	--	--	--	--
		Approach)	TWSC	AM	Buildout	28.0	D	--	--	10.9	B	--	--	--	--
				PM	Buildout	29.2	D	--	--	9.7	A	--	--	--	--
4	US 301	Warm Springs Avenue	TWSC	AM	Existing	--	--	25.2	D	--	--	10.8	B	--	--
					Backg'd	--	--	172.4	F	--	--	15.2	C	--	--
					Buildout	--	--	176.2	F	--	--	15.3	C	--	--
				PM	Existing	--	--	24.1	C	--	--	9.6	A	--	--
					Backg'd	--	--	175.9	F	--	--	11.6	B	--	--
					Buildout	--	--	186.7	F	--	--	11.7	B	--	--
5	US 301	Turnpike SB	TWSC	AM	Existing	124.1	F	--	--	--	--	11.4	B	--	--
					Backg'd	127.4	F	--	--	--	--	16.4	C	--	--
					Buildout	129.4	F	--	--	--	--	16.6	C	--	--
				PM	Existing	188.1	F	--	--	--	--	16.1	C	--	--
					Backg'd	176.2	F	--	--	--	--	44.5	E	--	--
					Buildout	170.9	F	--	--	--	--	45.3	E	--	--
6	US 301	Turnpike NB	TWSC	AM	Existing	--	--	58.7	F	10.8	B	--	--	--	--
					Backg'd	--	--	264.4	F	12.7	B	--	--	--	--
					Buildout	--	--	272.1	F	12.9	B	--	--	--	--
				PM	Existing	--	--	32.9	D	11.8	B	--	--	--	--
					Backg'd	--	--	121.8	F	14.8	B	--	--	--	--
					Buildout	--	--	128.1	F	14.8	B	--	--	--	--

Average delay expressed in seconds/vehicle

**Roundabout for background/buildout conditions*

Will be signalized in buildout.

Already signalized.

June 4, 2024

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

Re: Orlando Health – Wildwood Phase 1
Response to Traffic Impact Analysis Comments
TMC Project № 24009.02.01
City of Wildwood, Florida

Dear Mr. Tadlock,

Please find below our responses to the review comments prepared by Sumter County dated May 24, 2024, regarding the above referenced Traffic Impact Analysis dated April 30, 2024. The comments are listed in **bold** typeface and the TMC responses follow in *italic* typeface. Additionally, a revised Methodology is provided under cover reflecting the changes resulting from these comments.

1. **Include the intersections of US 301 and the Turnpike as well as US 301 and Warm Springs Avenue in your analysis as they are major intersections that are part of the impacted roadway.**

   TMC Response: Acknowledged. The mentioned intersections have been analyzed in the revised TIA report.

2. **US 301 and Marsh Bend Trail will be converted to a roundabout in the buildout condition through the US 301 widening project that was identified in Table 4 in the analysis.**

   TMC Response: Acknowledged. The intersection of US 301 and Marsh Bend Trail has been analyzed as roundabout in the buildout condition.

END OF COMMENTS

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

Kind regards,

TRAFFIC & MOBILITY CONSULTANTS LLC

Charlotte Davidson, PE, PTP
Senior Transportation Engineer

RE: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)

Tadlock, Matthew <Matthew.Tadlock@sumtercountyfl.gov>

Fri 5/24/2024 3:39 PM

To:Tarek Hasan <TarekH@trafficmobility.com>
Cc:Melanie Strickland <mstrickland@wildwood-fl.gov>;Wendy Then <wthen@wildwood-fl.gov>;'Amanda Bondi' <abondi@wildwood-fl.gov>

Tarek,

Please address the following Traffic Impact Analysis (TIA) comments and resubmit for an additional review for the development identified as "Orlando Health – Wildwood" located at parcel G19-003:

- Include the intersections of US 301 and the Turnpike as well as US 301 and Warm Springs Avenue in your analysis as they are major intersections that are part of the impacted roadway.
- US 301 and Marsh Bend Trail will be converted to a roundabout in the buildout condition through the US 301 widening project that was identified in Table 4 in the analysis.

Please let me know if you have any questions.

Thanks,

Matthew Tadlock
Engineer
Public Works
Board of Sumter County Commissioners
Tel: 352-689-4400
Fax: 352-689-4401
www.sumtercountyfl.gov

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, April 30, 2024 1:41 PM
To: Tadlock, Matthew <Matthew.Tadlock@sumtercountyfl.gov>; mstrickland@wildwood-fl.gov; wthen@wildwood-fl.gov; abondi@wildwood-fl.gov
Subject: Online Form Submittal: Sumter County Traffic Impact Analysis (TIA)

Sumter County Traffic Impact Analysis (TIA)

First Name	Tarek
Last Name	Hasan
Email Address	TarekH@trafficmobility.com
Name of Project:	Orlando Health - Wildwood

Phone	4075315332
Parcel Number	G19-003

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	*Field not completed.*
Please submit your Methodology Statement	Minor TIA Correspondence.pdf
Please submit your TIA	24009.02.01 Orlando Health - Wildwood TIA e-SS 042624.pdf
Date of Methodology Acceptance by County	04/04/24
Applicable Jurisdiction	City of Wildwood
Link	FDOT Systems Implementation Office
Link	FDOT Roadway Design - Florida Greenbook
Link	Lake-Sumter MPO
Link	FDOT Traffic Information

Email not displaying correctly? View it in your browser.

Disclaimer

APPENDICES

Appendix A
Conceptual Site Plan

ORLANDO HEALTH®

CONCEPTUAL SITE PLAN SKETCH

CRITICAL ACCESS HOSPITAL - WILDWOOD, FL
MARCH 5, 2024

Gresham Smith

Revision		
No.	Date	Description

A1

Appendix B
Trip Generation Information

Hospital
(610)

Vehicle Trip Ends vs: **Beds**
On a: **Weekday**

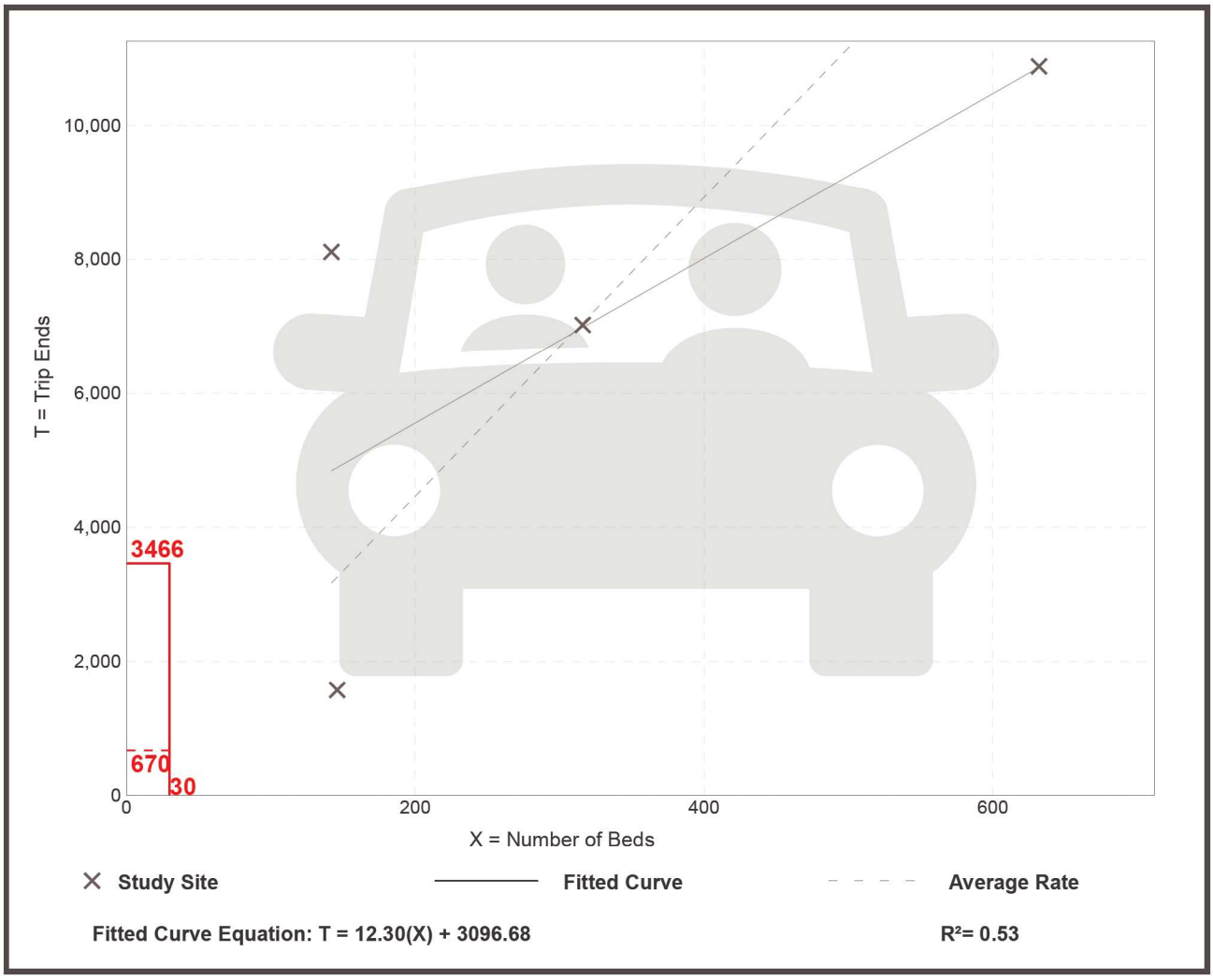
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Beds: 309
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
22.32	10.77 - 57.13	14.98

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

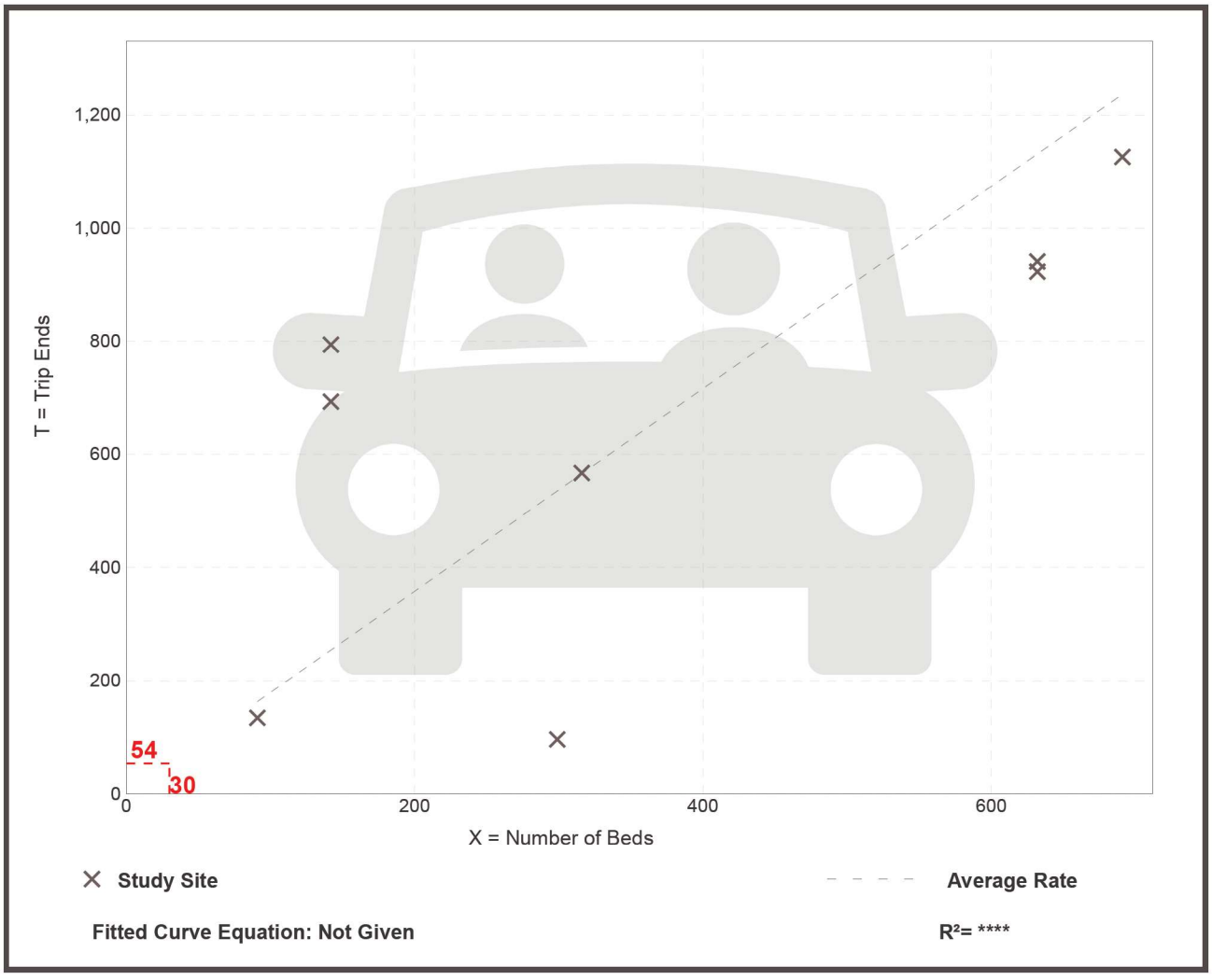
Hospital
(610)

Vehicle Trip Ends vs:	**Beds**
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:	8
Avg. Num. of Beds:	368
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.79	0.32 - 5.59	1.28

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

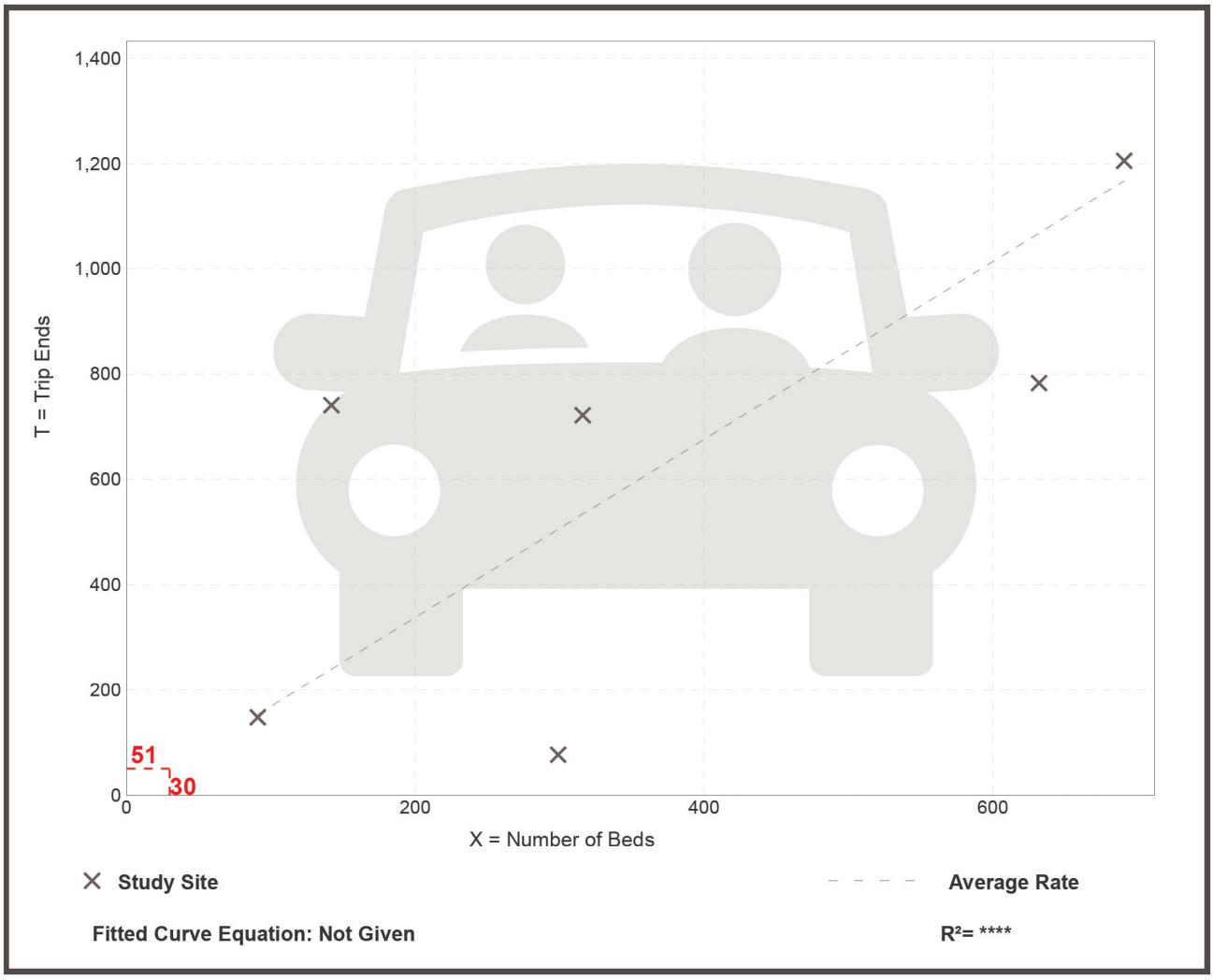
Hospital
(610)

Vehicle Trip Ends vs:	**Beds**
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:	6
Avg. Num. of Beds:	362
Directional Distribution:	33% entering, 67% exiting

Vehicle Trip Generation per Bed

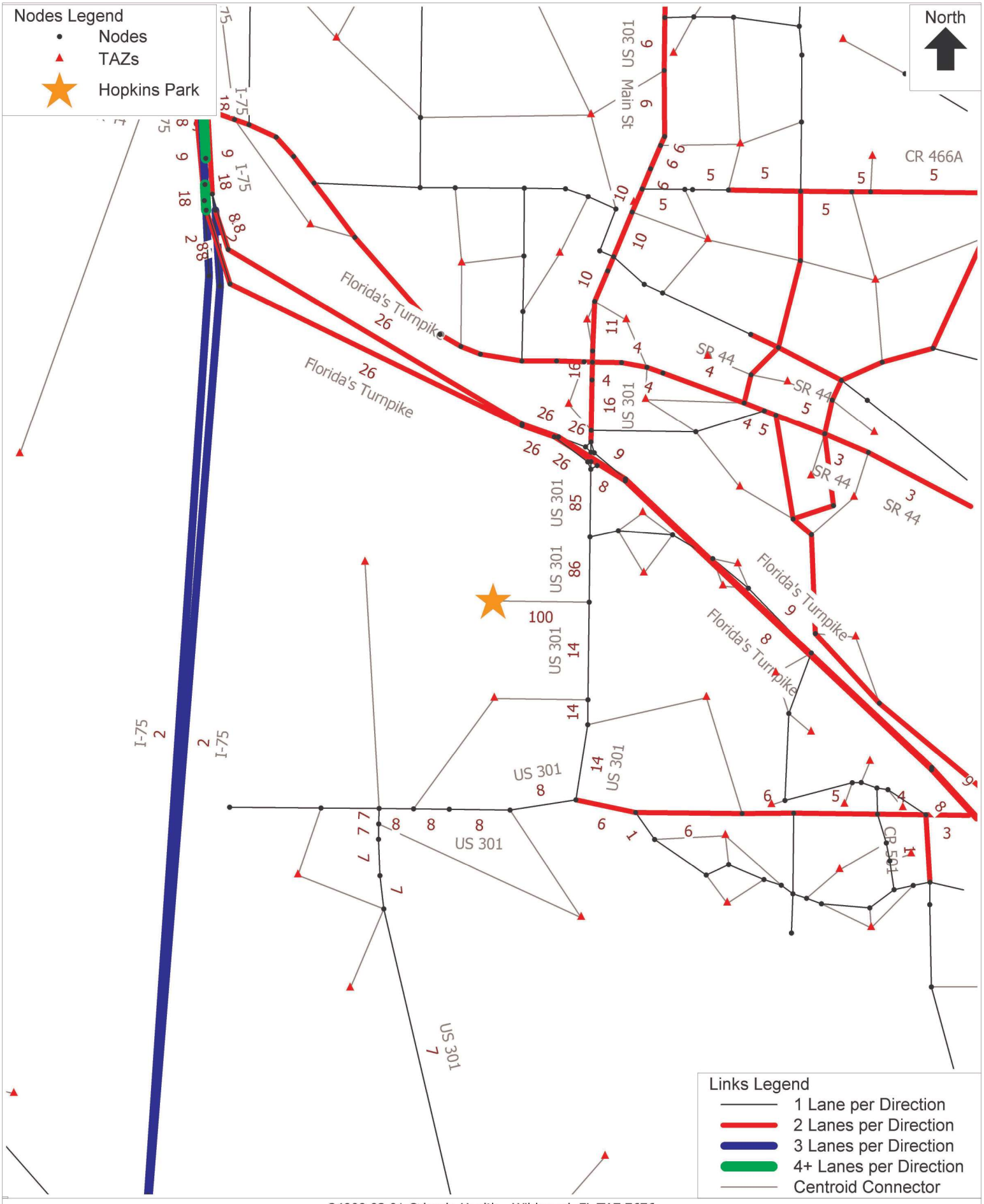
Average Rate	Range of Rates	Standard Deviation
1.69	0.26 - 5.22	1.20

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Appendix C
Model Distribution Plot



24009.02.01 Orlando Health - Wildwood, FL TAZ 7676
Project Distribution
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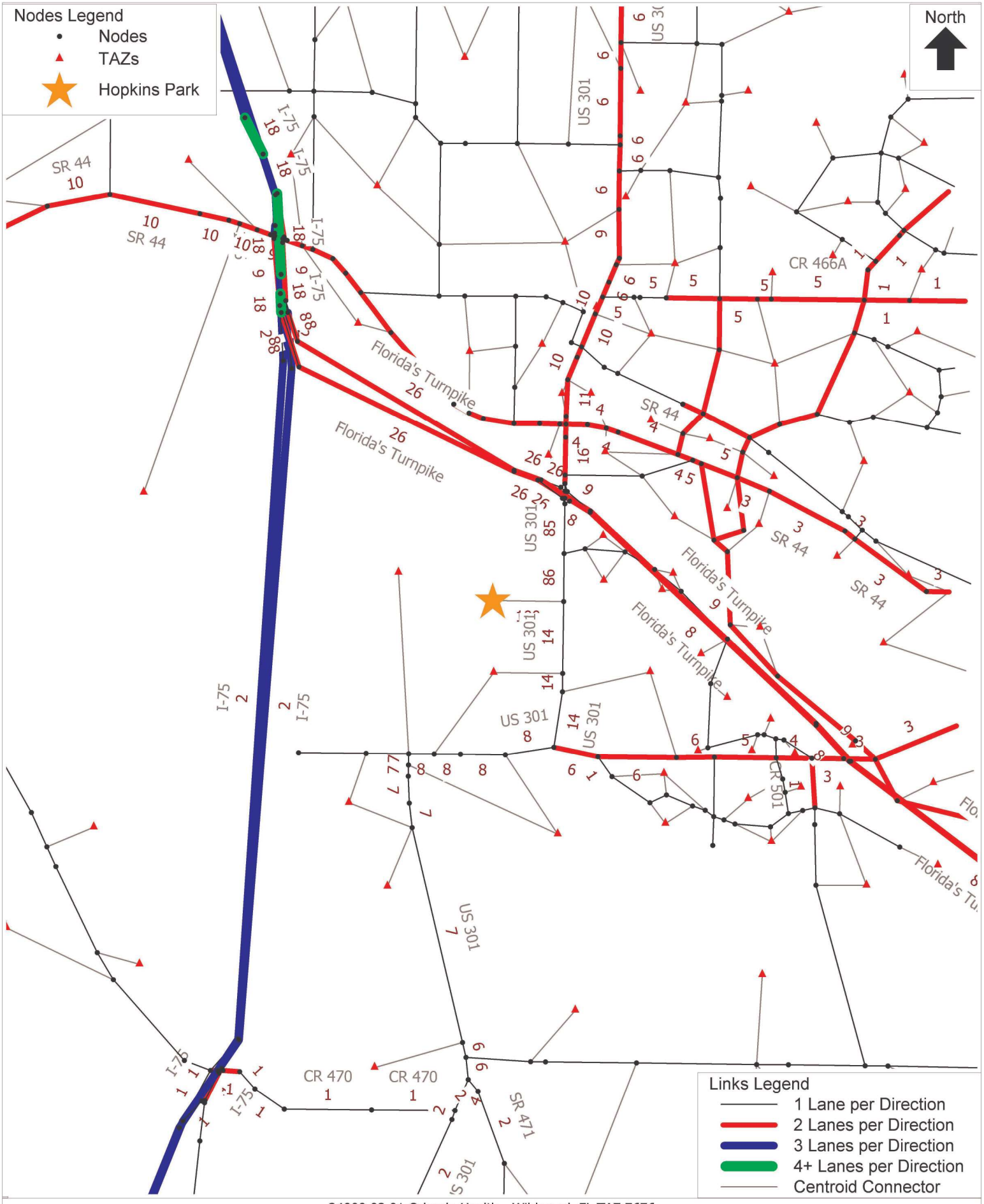
cube

(Licensed to)



24009.02.01 Orlando Health - Wildwood, FL TAZ 7676
Project Distribution
C:\FSUTMS\D5\CFRPM7\Base\CF_2025\P24009\OUTPUT\HWYLOAD_SL_AllDay_A25.NET Mon 08 Apr 2024

cube

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Appendix D
2023 Sumter County CMP Database

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (DIR)	LANES (BOTH)	URBAN / RURAL	DIVIDED / UNDIVIDED	CONTEXT CLASSIFICATION	MAINTAINING AGENCY	JURISDICTION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2020 ADDT	2020 DAILY VOL	2020 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2020 PEAK HOUR DIRECTIONAL VOLUME	2020 PEAK HOUR LOS	2020 PEAK HOUR VOLUME	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2020 PEAK HOUR TWO-WAY VOLUME	2020 PEAK HOUR TWO-WAY LOS	2020 PEAK HOUR TRUCK %	ARTERIAL RATES	DAILY SERVICE VOLUME 2045	2045 ADDT	2045 DAILY VOL	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2045 PEAK HOUR DIRECTIONAL VOLUME	2045 PEAK HOUR VOLUME	2045 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2045 PEAK HOUR TWO-WAY VOLUME	2045 PEAK HOUR TWO-WAY LOS
4020	127		BUFFER	35	1.07	ST. CHARLES	BUENA VISTA BLVD	AMBLEACK TERR	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	4,362	0.22	C	994	249	197	0.27	C	1,918	466	C	0.24	1.03%	20,160	4,836	0.23	C	999	262	207	0.26	C	1,918	1,241	C	0.62
4010	176		BUFFER	35	0.66	ST. CHARLES	AMBLEACK TERR	BAILEY TRL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	8,470	0.42	C	999	422	426	0.42	C	1,918	827	C	0.44	1.06%	20,160	8,892	0.44	C	999	444	438	0.44	C	1,918	1,443	C	0.75
4020	178		BUFFER	30	0.63	ST. CHARLES	BAILEY TRL	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	13,040	0.65	C	999	651	594	0.59	C	1,918	1,162	C	0.61	2.75%	20,160	14,004	0.74	C	999	691	634	0.63	C	1,918	1,630	D	0.92
4025	183		BUFFER	35	0.16	TAVERNA GROVE RUN	SHINING CREEK PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	19,125	5,235	0.30	C	795	182	182	0.23	C	1,454	344	C	0.24	1.03%	19,125	5,316	0.31	C	795	191	178	0.24	C	1,454	850	C	0.58
4040	11		BUFFER	30	0.71	BUTTONWOOD RUN	HACKING PATH	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	5,687	0.35	C	795	246	265	0.34	C	1,454	514	C	0.35	2.55%	16,128	6,279	0.39	C	795	272	296	0.37	C	1,454	1,071	C	0.74
4060	146		BUFFER	30	0.67	FEYMEDWAY DR	MEADOWLARK AVE	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	4,811	0.30	C	795	188	213	0.27	C	1,454	411	C	0.28	1.03%	16,128	5,714	0.35	C	795	225	253	0.32	C	1,454	1,034	C	0.71
4060	181		BUFFER	30	0.67	STILLWATER TRL	MORSE BLVD	LOCKHART AVE	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	6,932	0.37	C	795	280	286	0.36	C	1,454	566	C	0.39	3.74%	16,128	7,261	0.45	C	795	307	344	0.43	C	1,454	1,136	C	0.78
4070	2020-010		BUFFER	30	1.08	STILLWATER TRL	LOCKHART AVE	ODELL CIRCLE	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	5,760	0.30	C	795	194	194	0.24	C	1,454	326	C	0.22	1.03%	16,128	5,764	0.19	C	795	191	191	0.24	C	1,454	783	C	0.54
4030	139		BUFFER	30	1.18	HILLSBOROUGH TRL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	11,496	0.57	C	999	402	409	0.41	C	1,918	809	C	0.44	1.06%	20,160	12,082	0.60	C	999	420	432	0.43	C	1,918	1,419	C	0.76
4025	135		BUFFER	30	1.24	HILLSBOROUGH TRL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	5,850	0.29	C	999	319	265	0.32	C	1,918	595	C	0.32	2.55%	20,160	7,370	0.39	C	999	352	294	0.35	C	1,918	1,351	C	0.70
4003	1		BUFFER	30	0.63	ANNA MARIA AVE	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	5,963	0.37	C	795	165	173	0.24	C	1,454	345	C	0.26	2.39%	16,128	6,916	0.37	C	795	192	200	0.25	C	1,454	1,016	C	0.70
4075	89		BUFFER	35	0.50	CHARLOTTE DR	HILLSBOROUGH TRL	PINELLAS PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	19,125	3,845	0.20	C	795	159	162	0.20	C	1,454	341	C	0.23	1.03%	19,125	3,736	0.23	C	795	167	167	0.21	C	1,454	766	C	0.53
4060	149		BUFFER	35	0.50	PINELLAS PL	BUENA VISTA BLVD	ANNA MARIA AVE	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	5,030	0.40	C	999	423	421	0.42	C	1,918	844	C	0.44	2.55%	20,160	10,217	0.51	C	999	479	479	0.48	C	1,918	1,478	C	0.91
4065	150		BUFFER	35	0.50	PINELLAS PL	ANNA MARIA AVE	MORSE BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	12,743	0.67	C	999	483	576	0.58	C	1,918	1,058	C	0.59	1.03%	20,160	12,943	0.59	C	999	524	625	0.64	C	1,918	2,163	D	1.13
4040	182		BUFFER	35	1.04	TALLEY RIDGE DR	BUENA VISTA BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	3,817	0.24	C	795	186	160	0.24	C	1,454	376	C	0.26	1.03%	16,128	4,012	0.25	C	795	185	200	0.25	C	1,454	994	C	0.68
4010	162	AQUADENT	BUFFER	35	0.64	FOX FOREST DR	SOUTHERN TRACE	TALLEY RIDGE BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	3,677	0.23	C	795	185	150	0.24	C	1,454	376	C	0.26	1.03%	16,128	4,012	0.25	C	795	185	200	0.25	C	1,454	994	C	0.68
4015	172		BUFFER	35	0.63	SOUTHERN TRACE	OR 466	BUENA VISTA BLVD	2	3	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	6,768	0.42	C	795	289	227	0.37	C	1,454	526	C	0.36	1.03%	16,128	8,899	0.55	C	1,352	314	239	0.24	C	2,419	1,646	C	0.68
4020	147		BUFFER	35	0.79	CHAIN DR	BELLHEDRE BLVD	BUENA VISTA BLVD	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	19,530	4,239	0.22	C	942	244	246	0.31	C	1,758	540	C	0.31	1.03%	19,530	4,455	0.23	C	963	269	269	0.28	C	1,758	1,372	D	0.78
4030	2020-003		BUFFER	35	0.53	TWIGHERTON RUN	BUTTONWOOD RUN	PENNEGAR DR	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,128	1,489	0.09	C	795	69	69	0.09	C	1,454	126	C	0.09	1.03%	16,128	2,106	0.13	C	795	98	98	0.12	C	1,454	883	C	0.61
4060	2		BUFFER	35	0.63	BAILEY TRL	BUENA VISTA BLVD N	SUNSET RIDGE DR	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	7,792	0.39	C	999	536	533	0.44	C	1,918	1,068	C	0.56	1.03%	20,160	9,106	0.45	C	999	553	568	0.56	C	1,918	1,942	C	0.99
4070	3		BUFFER	30	0.39	BAILEY TRL	SUNSET RIDGE DR	ST. CHARLES PL	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	5,007	0.40	C	999	481	481	0.48	C	1,918	962	C	0.53	1.03%	20,160	5,466	0.47	C	999	526	526	0.51	C	1,918	1,825	C	0.93
4020	4		BUFFER	30	0.63	BAILEY TRL	ST. CHARLES PL	BASSWOOD CRT	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	5,277	0.33	C	999	284	179	0.28	C	1,918	383	C	0.20	1.03%	20,160	4,275	0.20	C	999	244	168	0.24	C	1,918	1,310	C	0.67
4020	5		BUFFER	30	0.39	BAILEY TRL	BASSWOOD CRT	BUENA VISTA BLVD S	2	2	URBAN	UNDIVIDED	C2R	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	20,160	4,730	0.33	C	999	277	269	0.28	C	1,918	543	C	0.30	1.03%	20,160	4,971	0.25	C	999	291	291	0.28	C	1,918	1,230	C	0.71
5065	162	-	BUFFER	35	1.03	OR 209	OR 232	OR 462 E	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	709	0.05	B	730	48	44	0.07	B	1,330	92	B	0.07	1.79%	14,000	828	0.06	B	730	52	48	0.07	B	1,330	782	D	0.59
5065	164	-	BUFFER	35	0.53	OR 209	OR 44	OR 44A	2	2	RURAL	UNDIVIDED	C2C	COUNTY	WILDWOOD	D	16,530	630	0.04	B	902	43	27	0.04	B	1,760	73	C	0.04	0.79%	16,530	1,015	0.06	B	963	51	41	0.07	B	1,760	1,026	D	0.59
12000	184		BUFFER	55	0.76	WOODRIDGE DR	OR 103	OR 101	2	2	URBAN	UNDIVIDED	C3C	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	19,530	3,940	0.20	C	963	351	267	0.31	C	1,760	599	C	0.32	1.03%	19,530	4,036	0.21	C	963	316	281	0.33	C	1,755	1,279	D	0.73
105016	160122	POOT	BD	2.73	US 301/SR 35	OR 476	CR 470	2	2	RURAL	UNDIVIDED	C2C	STATE	WILDWOOD	D	16,200	5,180	0.32	C	450	264	225	0.61	C	780	685	C	0.63	1.57%	16,200	5,253	0.32	C	450	277	238	0.64	C	780	1,707	D	2.19
5224000	99	-	BUFFER	35	1.40	CR 155	US 301/SR 35	SR 44	2	2	URBAN	UNDIVIDED	C3C	COUNTY	WILDWOOD	D	15,634	2,001	0.13	C	770	95	80	0.10	C	1,494	195	C	0.10	2.79%	15,634	2,292	0.15	C	770	63	92	0.12	C	1,494	853	C	0.58
5224000	113		BUFFER	35	0.53	CR 121	SR 50/470	CR 515	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	8,200	3,686	0.45	C	450	111	86	0.26	B	780	197	B	0.25	5.29%	8,200	5,152	0.63	C	450	173	139	0.42	B	780	622	C	0.77
5224000	96		BUFFER	30	1.37	CR 121	OR 462	CR 114	2	2	URBAN	UNDIVIDED	C2R	COUNTY	WILDWOOD	D	16,128	4,516	0.28	C	795	238	147	0.30	C	1,454	386	C	0.26	5.29%	16,128	5,933	0.36	C	795	307	193	0.39	C	1,454	1,156	C	0.76
5240000	120	-	BUFFER	35	0.63	CR 121	SR 44	CR 121	2	2	URBAN	UNDIVIDED	C3C	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,530	2,719	0.20	C	902	52	7	0.02	B	760	17	B	0.02	5.29%	16,530	3,491	0.26	C	902	13	5	0.02	B	760	464	D	0.67
5231000	121	116005	FDOT	35	0.63	CR 124	OR 468	LAKE COUNTY BOUNDARY	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	14,000	638	0.04	B	730	26	22	0.04	B	1,330	92	B	0.04	1.06%	14,000	699	0.05	B	730	29	23	0.04	B	1,330	769	C	0.57
5240100	105	-	BUFFER	45	1.09	CR 220	SR 44	CR 462	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	14,000	4,203	0.30	C	730	185	185	0.25	B	1,330	374	B	0.28	1.06%	14,000	5,140	0.37	C	730	237	236	0.32	B	1,330	1,054	D	0.79
5240100	106	-	BUFFER	45	2.26	CR 220	OR 462	CR 466	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	14,000	3,619	0.26	B	730	174	203	0.28	B	1,330	376	B	0.28	1.06%	14,000	3,994	0.27	B	730	183	212	0.29	B	1,330	913	D	0.69
5240000	90	-	BUFFER	35	0.29	CR 462	WOODRIDGE DR	OR 466	2	4	URBAN	UNDIVIDED	C3C	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	16,530	1,525	0.09	C	1,505	180	164	0.24	C	2,961	774	C	0.26	1.03%	16,530	2,542	0.15	C	1,505	210	193	0.28	C	2,961	2,209	C	0.75
5240102	101	-	BUFFER	35	1.26	CR 209	CR 216	OR 466	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	1,666	0.12	B	730	76	54	0.11	B	1,330	132	B	0.10	5.29%	14,000	2,112	0.15	B	730	100	69	0.14	B	1,330	930	D	0.42
5240104	100	-	BUFFER	45	1.26	CR 209	CR 462 E	CR 216	2	2	URBAN	UNDIVIDED	C2	COUNTY	WILDWOOD	D	14,000	2,432	0.18	B	730	142	86	0.19	B	1,330	226	B	0.17	1.06%	14,000	3,219	0.23	B	730	161	118	0.24	B	1,330	911	D	0.68
5240110	103	-	BUFFER	35	1.26	CR 209	OR 262	CR 462	2	2	URBAN	UNDIVIDED	C2	COUNTY	UNINCORPORATED BUFFER/COUNTY	D	14,000	1,289	0.09	B	730	142	86	0.19	B	1,330	226	B	0.17	1.06%	14,000	1,533	0.09	B	730	149	92	0.20	B	1,330	870	D	0.66
5240115	166	-	BUFFER	35	1.03	CR 209	CR 204	SE 177TH PL	2	2	RURAL	UNDIVIDED	C2	COUNTY	UNINCORPORATED BUFFER/COUNTY	C	8,200	1,347	0.13	B	450	42	32	0.10	B	780	94	B	0.12	5.29%	8,200	1,555	0.15	B	450	46	34	0.10	B	780	472	C	0.61
5244003	74		BUFFER	35	1.01	CR 101	US 301/SR 35	CR 103	2	2	RURAL	UNDIVIDED	C3	COUNTY	UNINCORPORATED BUFFER/COUNTY	C	8,200	4,021	0.49	B	450	143	335	0.55	B	780	375	B	0.48	3.55%	8,200	4,775	0.58	C	450	165	279	0.55	C	780	556	C	0.78
5250100	35337	35337	FDOT	60	0.01	US 301/SR 35	HERNANDO COUNTY BOUNDARY	CR 232	2	2	RURAL	UNDIVIDED	C2T	STATE	UNINCORPORATED BUFFER/COUNTY	D	8,200	4,770	0.58	C	450	219	203	0.65	B	780	472	C	0.61	1.03%	8,200	5,013	0.61	C	450	230	260	0.83	C	780	1,106	D	1.42
5250110	160242	160242	FDOT	30	0.18	US 301/SR 35 (NOBLE AVE)	CR 48 (FLORIDA ST)	CR 470 (NOBLE AVE)	2	2	URBAN	UNDIVIDED	C2T	STATE	WILDWOOD	D	13,940	3,910	0.35	C	670	195	169	0.34	C	1,046	301	C	0.34	1.03%	13,940	4,034	0.36	C	670	220	174	0.36	C	1,046	781	C	0.75
5250130	160117	160117	FDOT	30	0.13	US 301/SR 35 (NOBLE AVE)	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	2	2	URBAN	UNDIVIDED	C2T	STATE	RUSHMELL	D	14,400	7,840	0.62	C	762	397	326	0.61	C	1,368	716	C	0.62	1.06%	14,400	7,926	0.66	C	762	427	348	0.64	C	1,368	1,199	D	0.86
5250140	160112	160112	FDOT	45	0.63	CR 470	CR 470 (NOBLE AVE)	SR 48 (MAIN ST)	4	4	URBAN	DIVIDED	C2C	STATE	RUSHMELL	D	37,440	7,840	0.27	C	1,369	397	329	0.26	C	2,468	716	C	0.29	1.06%	37,440	7,926	0.28	C	1,368	427	346	0.30	C	2,468	1,766	C	0.72
5250145	160117	160117	FDOT	45	0.63	US 301/SR 35	CR 470 (SEMINOLE AVE)	SR 48 (MAIN ST)	4	4	URBAN	DIVIDED	C2C	STATE	RUSHMELL	D	37,440	7,840	0.27	C	1,369	397	329	0.26	C	2,468	716	C	0.29	1.06%	37,440	7,926	0.28	C	1,368	427	346	0.30	C	2,468	1,766	C	0.72
5253100	160089	160089	FDOT	45	0.45	US 301/SR 35	SR 48 (MAIN ST)	WOODRIDGE DR	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253160	160093	160093	FDOT	45	0.11	US 301/SR 35	SR 471	CR 470 E (W)	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253170	160091	160091	FDOT	45	0.11	US 301/SR 35	CR 470 E (W)	SR 48 (MAIN ST)	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253180	160092	160092	FDOT	45	0.28	US 301/SR 35	SR 48 (MAIN ST)	CR 48 (FLORIDA ST)	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253190	160091	160091	FDOT	45	0.11	US 301/SR 35	CR 48 (FLORIDA ST)	CR 470 E (W)	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253200	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 48 (FLORIDA ST)	CR 470	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253210	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 470 E (W)	CR 462 N	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253220	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 462 N	CR 232	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253230	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 232	CR 462	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253240	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 462 N	CR 462	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253250	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 462	CR 466	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253260	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 466	CR 466A	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253270	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 466A	CR 462	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253280	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 462	CR 232	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253290	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 232	CR 462 N	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253300	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 462 N	CR 232	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253310	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 232	CR 462	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253320	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 462	CR 466	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253330	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 466	CR 466A	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253340	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 466A	CR 462	4	4	URBAN	DIVIDED	C3C	STATE	WILDWOOD	D	33,530	14,800	0.59	C	1,505	1,062	1,062	0.79	C	2,961	1,794	C	0.76	1.03%	33,530	15,263	0.61	C	1,505	1,125	1,125	0.84	C	2,961	2,209	C	0.75
5253350	160092	160092	FDOT	45	0.11	US 301/SR 35	CR 462	CR 232	4

Appendix E
Planned & Programmed Improvements

Marsh Bend Trail at U.S. 301 – with new roundabout

U.S. 301 (S.R. 35) Project Schedule

*FDOT has chosen to construct this project under a Design-Build project to increase coordination and collaboration between the contractor, FDOT and local agencies. The design-build approach allows some construction to begin during right of way acquisition and enables design adjustments by the contractor as needed.

Contact Information

Derek Dean, P.E.
FDOT Project Manager
719 S Woodland Blvd, Deland, FL 32720
Derek.Dean@dot.state.fl.us
(386) 943-5161
cflroads.com/project/430132-1
cflroads.com/project/430132-2

MOVING FLORIDA FORWARD
Infrastructure Initiative

FDOT

U.S. 301 IMPROVEMENTS

U.S. 301 (S.R. 35) Improvements
from C.R. 470 to Florida's Turnpike (S.R. 91)

Financial Project Identification (FPID)
Nos.: 430132-1 and 430132-2

FDOT

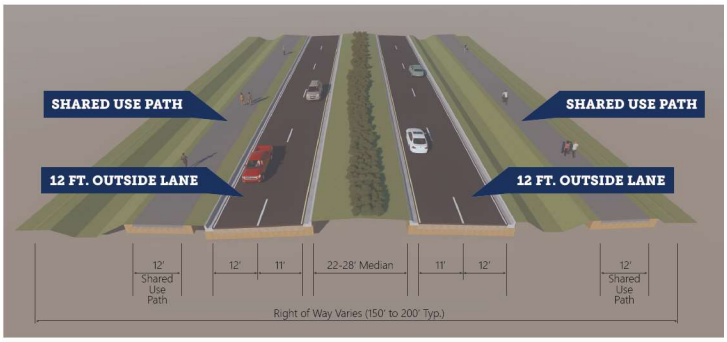
The Florida Department of Transportation (FDOT) is improving State Road (S.R.) 35 (U.S. 301) from County Road (C.R.) 470 to Florida's Turnpike in Sumter County. FDOT plans to widen this portion of U.S. 301 to provide two travel lanes in each direction, separated by a raised median. The project is divided into two segments: Segment 1, Project Number (FPID) 430132-1, from C.R. 525E to Florida's Turnpike, includes a new alignment that re-routes through traffic around the City of Coleman. Segment 2, Project Number (FPID) 430132-2, includes project improvements between C.R. 470 and C.R. 525E. The Moving Florida Forward Infrastructure Initiative allowed FDOT to advance the much-needed S.R.35 (U.S. 301) improvements, with construction beginning in spring 2025.

430132-1
1.6 MILES
OF NEW ALIGNMENT
2.6 MILES
OF WIDENING/RECONSTRUCTION

430132-2
2.4 MILES
OF WIDENING/RECONSTRUCTION

Proposed U.S. 301 (S.R. 35) Typical Section

Four Lane Urban Typical (Full Reconstruction)



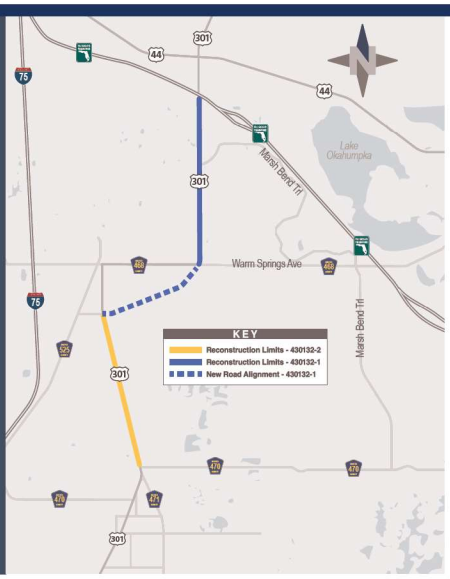
Existing Right of Way Varies 90' Minimum

Project Purpose and Need:

Address **traffic growth** and **congestion.**

Accommodate **high volume** of existing and future **truck traffic.**

Support **social and economic opportunities** for this **fast-growing** region.



C.R. 525 (Coleman Connector) at U.S. 301 – with new traffic signal

A.M. peak delays reduced by **83%**

P.M. peak delays reduced by **94.5%**

C.R. 468/Warm Springs Avenue at U.S. 301 – with new traffic signal

98-99% Reduction in A.M/P.M. peak delays.

Intersection Improvement Details

During the Project Development and Environment (PD&E) Study, roundabouts were proposed for both the County Road (C.R.) 525E and Warm Springs Avenue (C.R. 468) intersections. After conducting traffic analysis on both intersections, the design was changed for both intersections. The project team determined a traditional signalized intersection was the best option for safety and operations at the C.R. 525E intersection. At Warm Springs Avenue, the new design proposes an offset signalized intersection.

Truck traffic through Coleman is currently: 12-16% each day

By 2042 a new alignment is expected to see 20% truck traffic each day

Project Benefits:

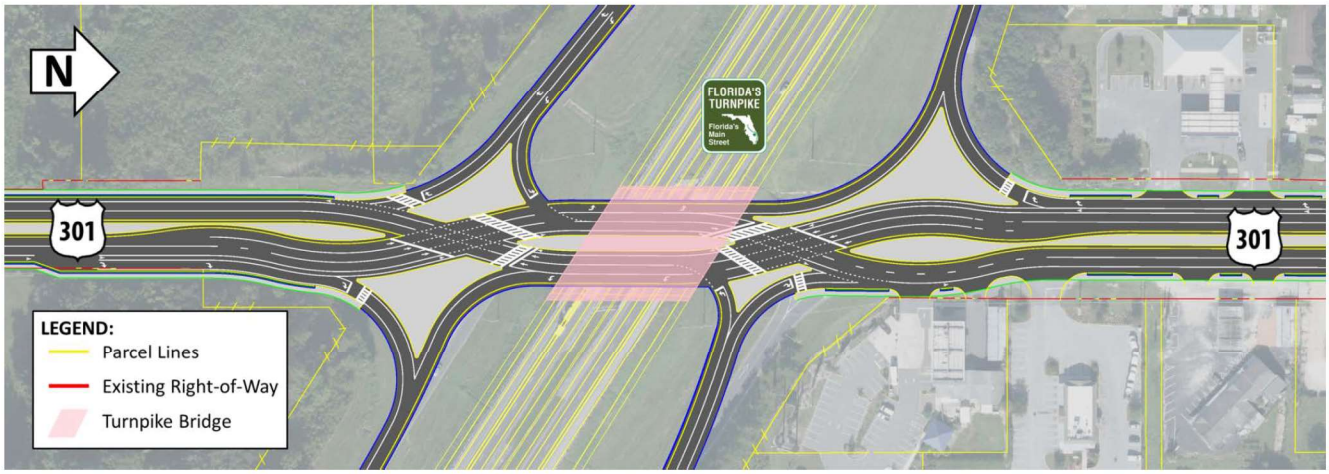
Reroutes traffic, including big trucks, around the City of Coleman to support a **more pedestrian friendly** environment within the city.

New **shared-use paths** increase multimodal connectivity within the region.

The proposed design is expected to **safely accommodate anticipated traffic volumes** through the year 2045.

The **speed limit will be reduced to 40 mph** along the entire corridor to help encourage safer driving speeds.

Figure 4-24 | Diverging Diamond Interchange Configuration



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.

FDOT

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

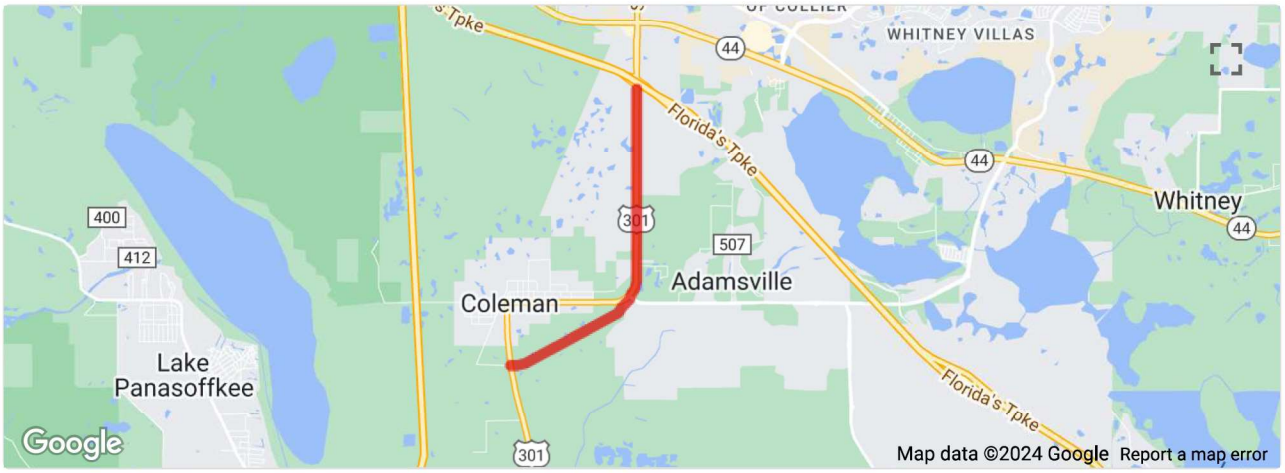
Scan the QR code using your mobile device to view more information about this project.

FDOT

Follow us on social media

CFLRoads.com Facebook.com/MyFDOTCFL @MyFDOT_CFL @MyFDOT_CFL

430132-1 SR 35 (US 301) from CR 525E to Florida's Turnpike



Project Details

Work Type: Widening

Phase: Design

Length: 4.674 miles

City: Wildwood

County: Sumter

Road: US 301

Design Cost: $8.3 Million (includes 430132-2)

Letting: 06/03/2025

Estimated Costs

ROW Cost: $58.3 Million (includes 430132-2)

Construction Cost: $88.2 Million

About

This project proposes to widen about 4.7 miles of U.S. 301 (State Road (S.R.) 35) from County Road (C.R.) 525E to Florida's Turnpike in Sumter County. The improvements follow the recommendations of the Project Development and Environment (PD&E) Study completed in 2019.

The purpose of this project is to help accommodate traffic growth and alleviate congestion. Proposed improvements include widening U.S. 301 within the project limits to provide two lanes in each direction separated by a raised median. Safer accommodations for both bicycles and pedestrians will be included by adding a 12-foot-wide shared-use path on both sides of U.S. 301. Additionally, a portion of U.S. 301 will be realigned to avoid impacts within the city of Coleman. The project also includes coordination with a planned turnpike project to build a new interchange.

The project has funding for right of way acquisition and construction.

Send a comment or ask a question about this project

Contact Information

Design Project Manager
Derek Dean
(386) 943-5161
Derek.Dean@dot.state.fl.us

Design Firm
DRMP, Inc. (Dyer Riddle Mills and Precourt, Inc.)

Last Updated

12/13/2023

1 Top 20

Project Description: **ROLLING ACRES ROAD FROM S OF CR466 TO N OF US27/US441**
FM# 4396651
Funding Source(s): Federal, Local

Work Description: **ADD LANES & RECONSTRUCT**
CMP Status: **Extremely Congested (2026)**
LRTP Page: Pg. 4-10

Phase	<2024	2024	2025	2026	2027	2028	>2028	Amount Funded
PDE	$ -	$ -	$ -	$ 900,000	$ -	$ -	$ -	$ 900,000
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DSB	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CST	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ -**	**$ -**	**$ -**	**$ 900,000**	**$ -**	**$ -**	**$ -**	**$ 900,000**

Responsible Agency: LAKE COUNTY BOCC
County: LAKE
Total Project Cost: $ 900,000

2 Top 20

Project Description: **SR 35 (US 301) FROM CR 525E TO FLORIDA'S TURNPIKE**
FM# 4301321
Funding Source(s): Federal, Local, State 100%

Work Description: **ADD LANES & RECONSTRUCT**
CMP Status: **Extremely Congested (2021)**
LRTP Page: Pg. 4-15

Phase	<2024	2024	2025	2026	2027	2028	>2028	Amount Funded
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ 1,171,389	$ -	$ 882,500	$ 660,000	$ -	$ -	$ -	$ 2,713,889
DSB	$ -	$ -	$ 71,104,081	$ -	$ -	$ -	$ -	$ 71,104,081
ROW	$ 1,100,000	$ 51,700,000	$ -	$ -	$ -	$ -	$ -	$ 52,800,000
LAR	$ -	$ -	$ -	$ 6,100,000	$ -	$ -	$ -	$ 6,100,000
RRU	$ -	$ -	$ 1,795,955	$ -	$ -	$ -	$ -	$ 1,795,955
CST	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ 2,271,389**	**$ 51,700,000**	**$ 73,782,536**	**$ 6,760,000**	**$ -**	**$ -**	**$ -**	**$ 134,513,925**

Responsible Agency: FDOT
County: SUMTER
Total Project Cost: $ 134,513,925

Date Approved: -

Date Amended: -

3	Project Description:	SR 35 (US 301) FROM CR 470 TO CR 525E	FM#	Funding Source(s):	Federal, State 100%
	Work Description:	ADD LANES & RECONSTRUCT	4301322		
	CMP Status:	-	LRTP Page:	Pg. 4-26	

Phase	<2024	2024	2025	2026	2027	2028	>2028	Amount Funded
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ 5,492,500	$ -	$ -	$ -	$ 5,492,500
DSB	$ -	$ -	$ -	$ 49,042,733	$ -	$ -	$ -	$ 49,042,733
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RRU	$ -	$ -	$ -	$ 2,507,000	$ -	$ -	$ -	$ 2,507,000
CST	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total	**$ -**	**$ -**	**$ -**	**$ 57,042,233**	**$ -**	**$ -**	**$ -**	**$ 57,042,233**

Responsible Agency: FDOT | County: SUMTER | **Total Project Cost: $ 57,042,233**

4	Top 20	Project Description:	MARSH BEND TRAIL/CR 501 FROM NORTH OF CR 470 TO SOUTH OF CORBIN TRAIL	FM#	Funding Source(s):	Local, State 100%
		Work Description:	WIDEN/RESURFACE EXIST LANES	4479311		
		CMP Status:	-	LRTP Page:	Pg. 4-11	

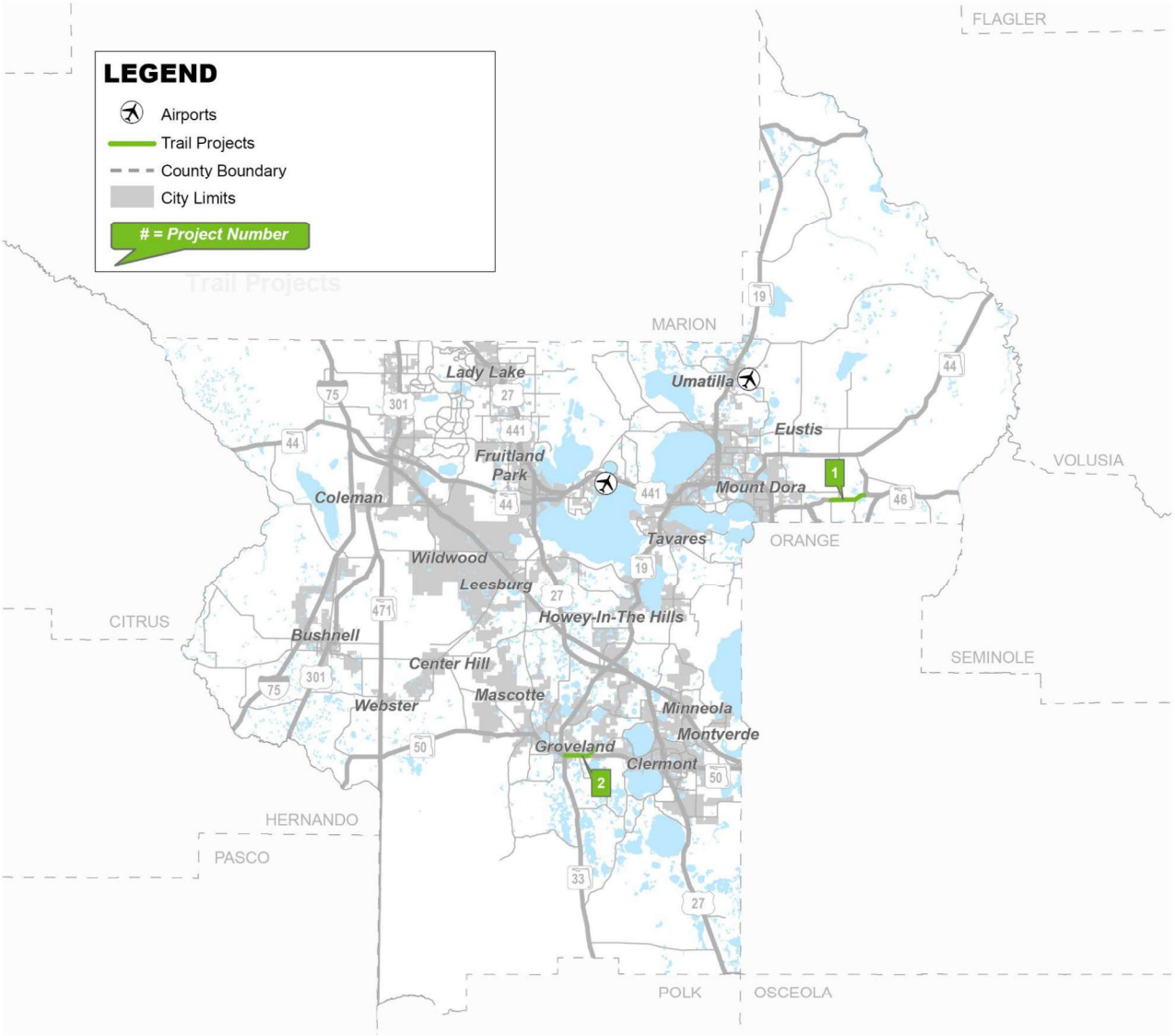
Phase	<2024	2024	2025	2026	2027	2028	>2028	Amount Funded
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DSB	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
LAR	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CST	$ -	$ 1,905,400	$ -	$ -	$ -	$ -	$ -	$ 1,905,400
Total	**$ -**	**$ 1,905,400**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 1,905,400**

Responsible Agency: NOT AVAILABLE | County: SUMTER | **Total Project Cost: $ 1,905,400**

Date Approved: -

Date Amended: -

TRAIL PROJECTS



1

Project Description: **LAKE-WEKIVA TRAIL FROM SR 46 TO HOJIN STREET** | FM# | Funding Source(s): Federal

Work Description: **BIKE PATH/TRAIL** | 4309753

CMP Status: - | LRTP Page: Pg. 2-3

Phase	<2024	2024	2025	2026	2027	2028	>2028		Amount Funded
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
CST	$ -	$ -	$ 4,064,188	$ -	$ -	$ -	$ -		$ 4,064,188
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
ROW	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
Total	**$ -**	**$ -**	**$ 4,064,188**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 4,064,188**

Responsible Agency: LAKE COUNTY BOCC | County: LAKE | **Total Project Cost: $ 4,064,188**

2

Priority

Project Description: **SOUTH LAKE TRAIL PH IIIB FROM 2ND ST TO SILVER EAGLE RD** | FM# | Funding Source(s): Federal, State 100%

Work Description: **BIKE PATH/TRAIL** | 4225703

CMP Status: - | LRTP Page: Pg. 2-3

Phase	<2024	2024	2025	2026	2027	2028	>2028		Amount Funded
PE	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
PDE	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
CST	$ -	$ -	$ -	$ 2,515,477	$ -	$ -	$ -		$ 2,515,477
RRU	$ -	$ -	$ -	$ -	$ -	$ -	$ -		$ -
ROW	$ 5,530,130	$ 298,900	$ 322,797	$ -	$ -	$ -	$ -		$ 6,151,827
Total	**$ 5,530,130**	**$ 298,900**	**$ 322,797**	**$ 2,515,477**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 8,667,304**

Responsible Agency: FDOT | County: LAKE | **Total Project Cost: $ 8,667,304**

Date Approved: -

Date Amended: -

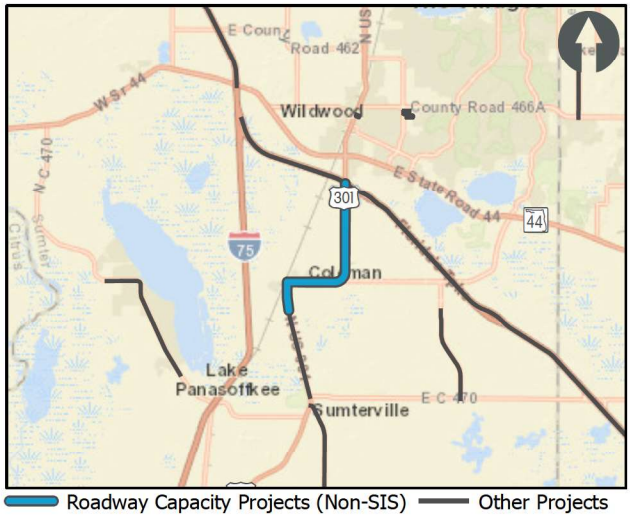
Lake-Sumter MPO - Draft
5-Year Transportation Improvement Program (TIP)
FY 2024 - 2028

FM #: 4301321

TIP Information

SIS Project: Non-SIS

http://maps.google.com/maps?q=28.8030909008207,-82.0456854679773



FM Number:	4301321
Project Name:	SR 35 (US 301)
Project Segment:	From CR 525E To Florida's Turnpike
From:	CR 525E
To:	Florida's Turnpike
Begin Milepost:	14.662
End Milepost:	22.364
Work Program Category:	Highways
County:	Sumter County
LRTP Page:	Pg. 4-15
Project Length:	4.674 Miles
Amended:	N/A - Amendment Packet: N/A
Work Description:	Add Lanes and Reconstruct
Responsible Agency:	FDOT
Project Description:	SR 35 (US 301) From CR 525E To Florida's Turnpike

Historical Cost: $10,748,504 TIP Cost: $132,242,536 Future Cost: $0 Total Cost: $142,991,040

Cost by Year and Phase

PHASE	FUND CODE	FUNDING SOURCE	HISTORIC COST	2024	2025	2026	2027	2028	FUTURE COST	TOTAL
Design and Build	ART	State 100%	$0.00	$0.00	$63,456,643.00	$0.00	$0.00	$0.00	$0.00	$63,456,643.00
Design and Build	DDR	State 100%	$0.00	$0.00	$2,659,841.00	$0.00	$0.00	$0.00	$0.00	$2,659,841.00
Design and Build	DIH	State 100%	$0.00	$0.00	$708,860.00	$0.00	$0.00	$0.00	$0.00	$708,860.00
Design and Build	SA	Federal	$0.00	$0.00	$958,672.00	$0.00	$0.00	$0.00	$0.00	$958,672.00
Design and Build	SL	Federal	$0.00	$0.00	$1,249,158.00	$0.00	$0.00	$0.00	$0.00	$1,249,158.00
Design and Build	SM	Federal	$0.00	$0.00	$599,764.00	$0.00	$0.00	$0.00	$0.00	$599,764.00
Design and Build	SN	Federal	$0.00	$0.00	$1,471,143.00	$0.00	$0.00	$0.00	$0.00	$1,471,143.00
Local Agency Reimbursement	ACSL	Federal	$0.00	$0.00	$0.00	$3,701,294.00	$0.00	$0.00	$0.00	$3,701,294.00
Local Agency Reimbursement	ACSN	Federal	$0.00	$0.00	$0.00	$2,398,706.00	$0.00	$0.00	$0.00	$2,398,706.00
Project Development and Environmental	ACSL	Federal	$48,272.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$48,272.00
Project Development and Environmental	DIH	State 100%	$177,176.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$177,176.00
Project Development and Environmental	SL	Federal	$200,432.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$200,432.00
Project Development and Environmental	SN	Federal	$1,724,880.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,724,880.00
Preliminary Engineering	DDR	State 100%	$805,160.00	$0.00	$792,500.00	$0.00	$0.00	$0.00	$0.00	$1,597,660.00
Preliminary Engineering	DIH	State 100%	$366,229.00	$0.00	$90,000.00	$660,000.00	$0.00	$0.00	$0.00	$1,116,229.00
Preliminary Engineering	DS	State 100%	$220,649.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$220,649.00
Preliminary Engineering	LFR	Local	$6,100,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,100,000.00
Railroad and Utilities	DDR	State 100%	$0.00	$0.00	$1,795,955.00	$0.00	$0.00	$0.00	$0.00	$1,795,955.00
Railroad and Utilities	DS	State 100%	$5,706.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$5,706.00
Right of Way	ART	State 100%	$0.00	$45,700,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$45,700,000.00
Right of Way	DIH	State 100%	$100,000.00	$300,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$400,000.00
Right of Way	LF	Local	$1,000,000.00	$5,700,000.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,700,000.00

Appendix F
Historical Growth Trends

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0077 - ON US-301, 1.56 MI. N OF CR-468 (RV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	15200 C	N 7900	S 7300	9.50	54.00	12.30
2021	16600 S	N 8100	S 8500	9.50	53.00	11.90
2020	16200 F	N 7900	S 8300	9.50	54.70	16.00
2019	17000 C	N 8300	S 8700	9.50	53.30	10.50
2018	14200 C	N 7100	S 7100	9.50	53.70	11.90
2017	11500 F	N 5800	S 5700	9.50	53.50	14.70
2016	10700 C	N 5400	S 5300	9.00	53.10	11.90
2015	9600 C	N 4900	S 4700	9.00	54.70	12.20
2014	9200 C	N 4700	S 4500	9.00	55.10	10.90
2013	9300 C	N 4700	S 4600	9.00	56.40	12.80
2012	9200 C	N 4600	S 4600	9.00	56.30	11.90
2011	8800 C	N 4400	S 4400	9.00	51.30	11.80
2010	9000 C	N 4500	S 4500	9.85	55.51	11.20
2009	8800 C	N 4400	S 4400	9.88	55.48	11.10
2008	9900 C	N 5300	S 4600	10.19	54.63	12.60
2007	9700 C	N 4600	S 5100	10.14	54.93	11.10

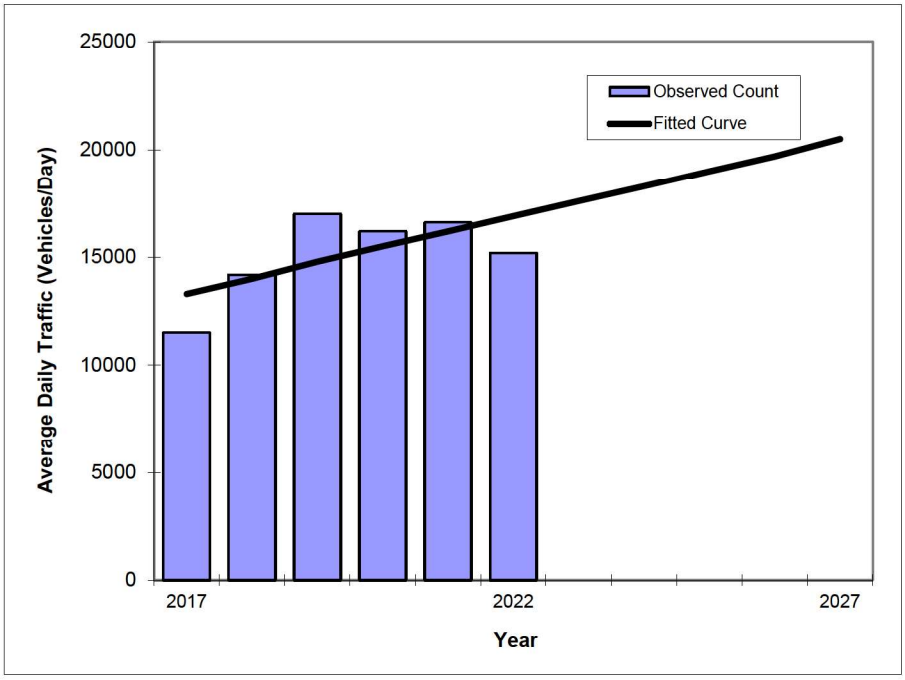
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2.0

US 301 -- 0.113 MI SW OF CR-470 TO THE WEST

PIN#	180077
Location	1

County:	Sumter (18)
Station #:	0
Highway:	US 301

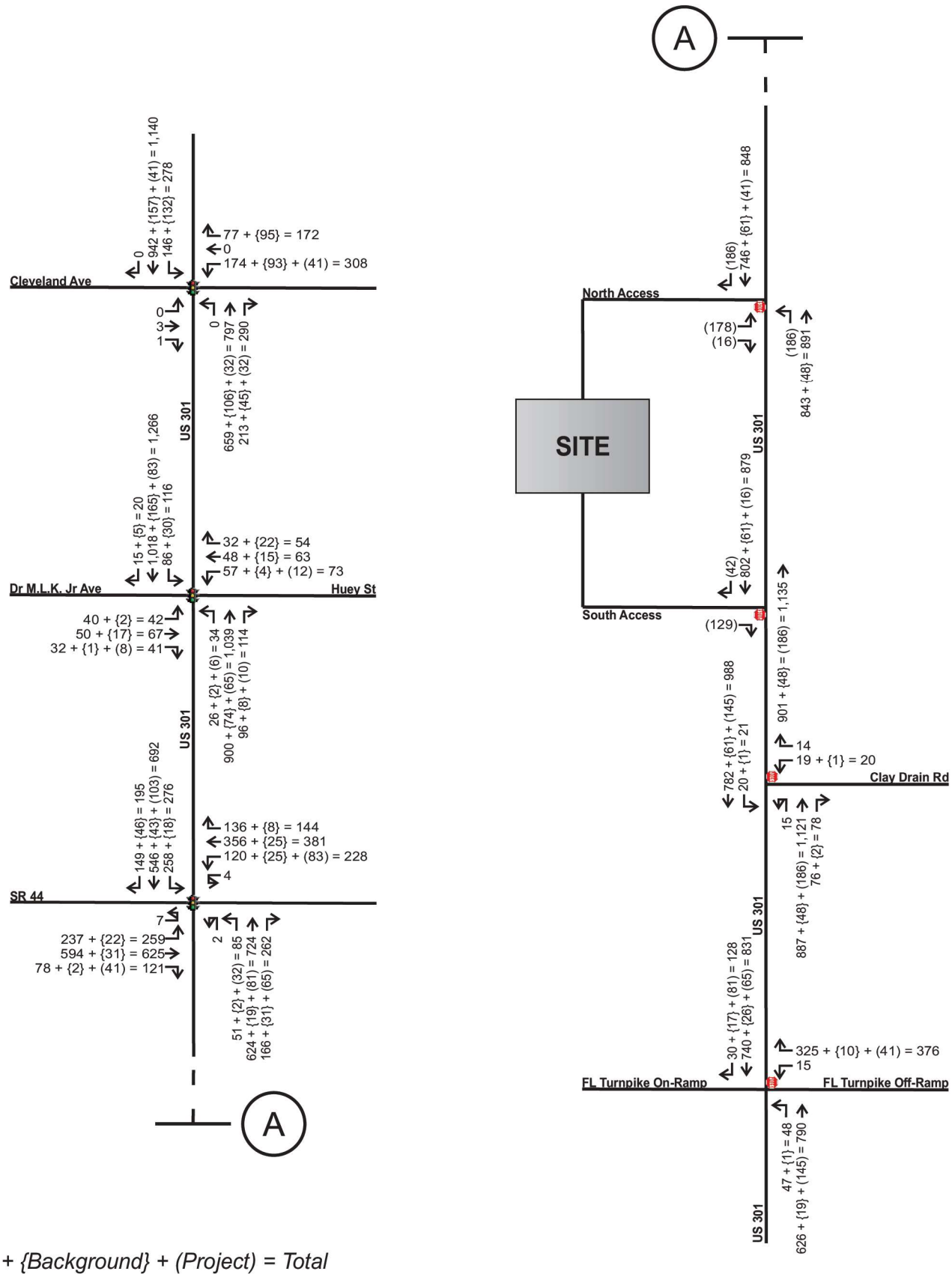


Year	Traffic (ADT/AADT) Count*	Trend**
2017	11500	13300
2018	14200	14000
2019	17000	14800
2020	16200	15500
2021	16600	16200
2022	15200	16900
2024 Opening Year Trend		
2024	N/A	18300
2025 Mid-Year Trend		
2025	N/A	19000
2027 Design Year Trend		
2027	N/A	20500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	711
Trend R-squared:	42.48%
Trend Annual Historic Growth Rate:	5.41%
Trend Growth Rate (2022 to Design Year):	4.26%
Printed:	22-Apr-24
Straight Line Growth Option	

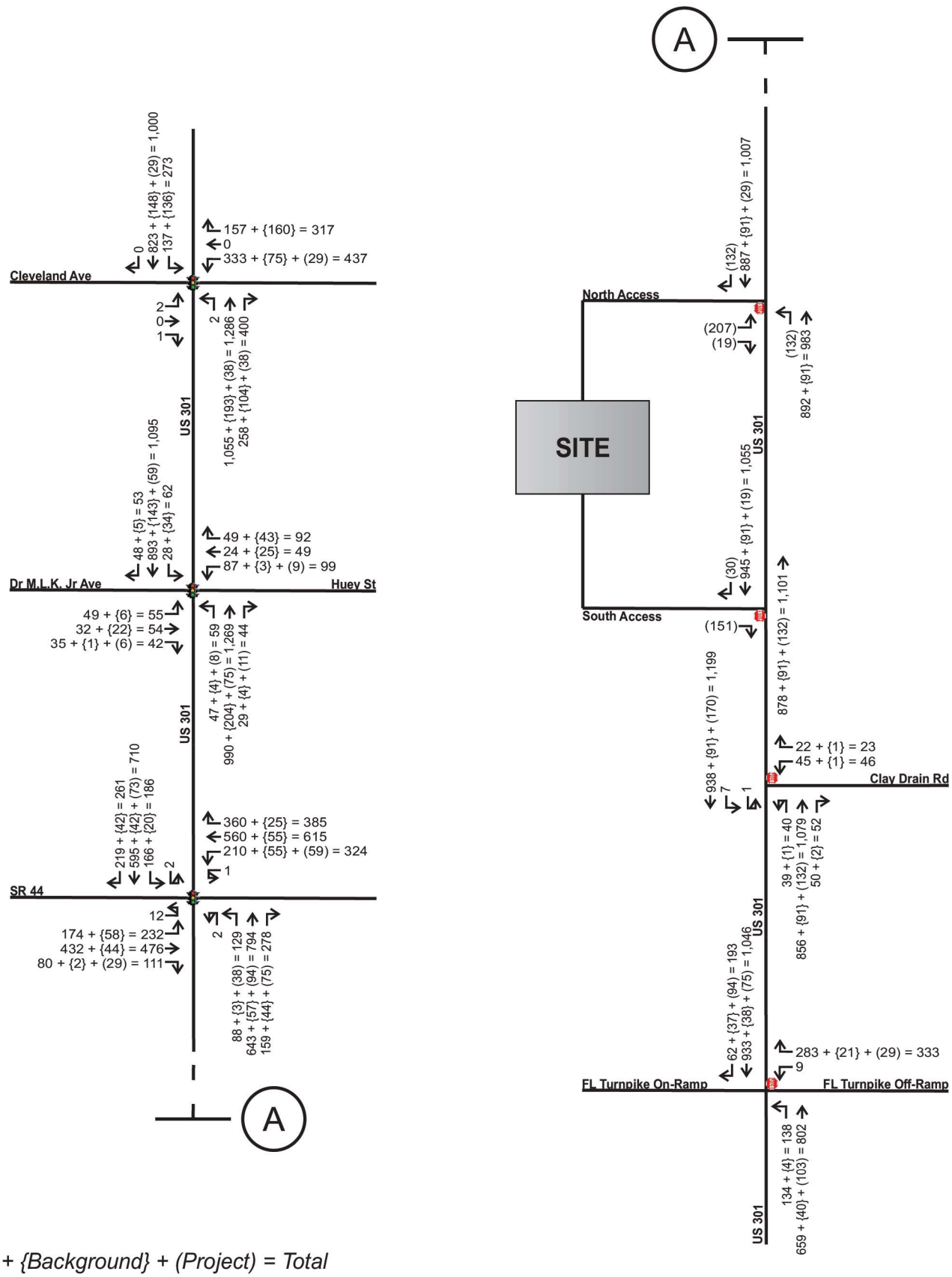
Appendix G
Vested Trips



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

Projected AM Peak Intersection Volumes
New Horizon Plaza
21170.1, v1.1

Figure 5



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

Projected PM Peak Intersection Volumes
New Horizon Plaza
21170.1, v1.1

Figure 6

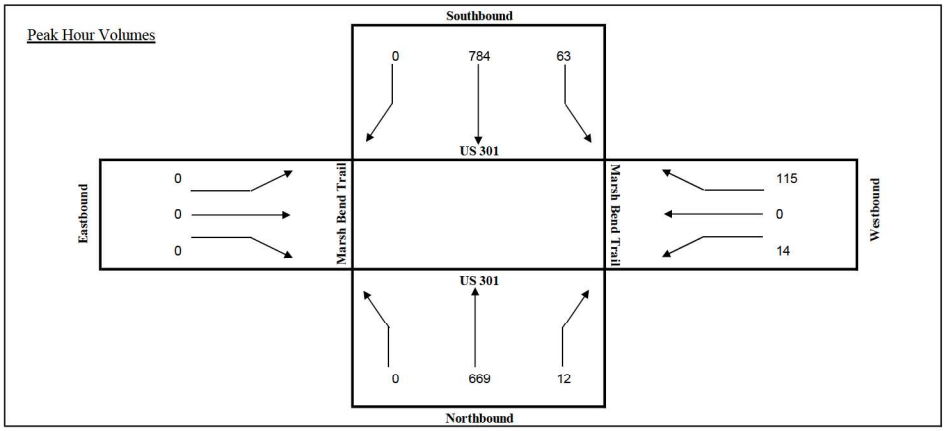
Appendix H
Intersection Traffic Counts & Data

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Marsh Bend Trail
Date: 7/13/2023

		US 301 NB			US 301 SB			Marsh Bend Trail EB			Marsh Bend Trail WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	150	5	9	207	0	0	0	0	2	0	17	390
7:15 AM	7:30 AM	0	151	4	22	215	0	0	0	0	2	0	25	419
7:30 AM	7:45 AM	0	199	3	12	181	0	0	0	0	3	0	31	429
7:45 AM	8:00 AM	0	169	0	20	181	0	0	0	0	7	0	42	419
8:00 AM	8:15 AM	0	165	5	18	157	0	0	0	0	3	0	36	384
8:15 AM	8:30 AM	0	160	4	23	144	0	0	0	0	5	0	49	385
8:30 AM	8:45 AM	0	151	9	19	165	0	0	0	0	3	0	27	374
8:45 AM	9:00 AM	0	164	10	21	146	0	0	0	0	3	0	36	380
Total for:	7:00 AM	8:00 AM	0	669	12	63	784	0	0	0	0	14	0	115	1657
Total for:	8:00 AM	9:00 AM	0	640	28	81	612	0	0	0	0	14	0	148	1523
Tota Peak Hour:	7:00 AM	8:00 AM	0	669	12	63	784	0	0	0	0	14	0	115	1657
Overall PHF:	0.97														

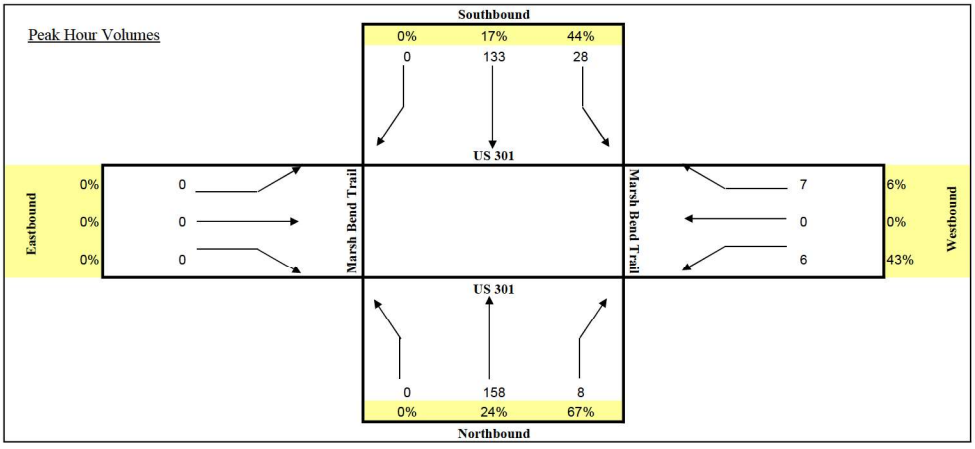


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Marsh Bend Trail
Date: 7/13/2023

		US 301 NB			US 301 SB			Marsh Bend Trail EB			Marsh Bend Trail WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	0	26	4	3	36	0	0	0	0	0	0	0	69
7:15 AM	7:30 AM	0	38	2	6	38	0	0	0	0	1	0	0	85
7:30 AM	7:45 AM	0	46	2	7	33	0	0	0	0	1	0	1	90
7:45 AM	8:00 AM	0	33	0	11	33	0	0	0	0	2	0	4	83
8:00 AM	8:15 AM	0	41	4	4	29	0	0	0	0	2	0	2	82
8:15 AM	8:30 AM	0	34	0	6	36	0	0	0	0	0	0	4	80
8:30 AM	8:45 AM	0	35	5	8	42	0	0	0	0	1	0	3	94
8:45 AM	9:00 AM	0	38	5	5	23	0	0	0	0	0	0	1	72
Total for:	7:00 AM	8:00 AM	0	143	8	27	140	0	0	0	0	4	0	5	327
Total for:	8:00 AM	9:00 AM	0	148	14	23	130	0	0	0	0	3	0	10	328
Tota Peak Hour:	7:15 AM	8:15 AM	0	158	8	28	133	0	0	0	0	6	0	7	340
Overall PHF:	0.94														

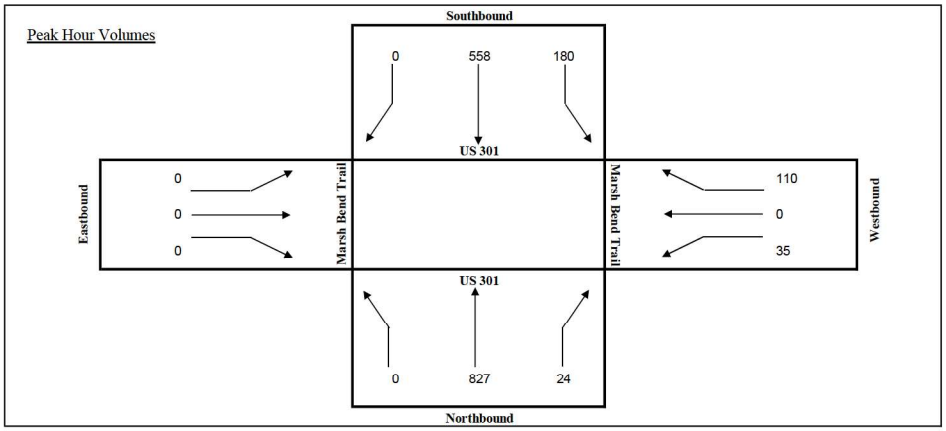


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Marsh Bend Trail
Date: 7/13/2023

		US 301 NB			US 301 SB			Marsh Bend Trail EB			Marsh Bend Trail WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	193	9	40	139	0	0	0	0	6	0	35	422
4:15 PM	4:30 PM	0	186	6	42	134	0	0	0	0	4	0	29	401
4:30 PM	4:45 PM	0	180	5	43	155	0	0	0	0	5	0	26	414
4:45 PM	5:00 PM	0	166	7	50	153	0	0	0	0	11	0	33	420
5:00 PM	5:15 PM	0	250	6	52	144	0	0	0	0	5	0	26	483
5:15 PM	5:30 PM	0	193	6	48	134	0	0	0	0	9	0	26	416
5:30 PM	5:45 PM	0	218	5	30	127	0	0	0	0	10	0	25	415
5:45 PM	6:00 PM	0	160	5	32	112	0	0	0	0	8	0	32	349
Total for:	4:00 PM	5:00 PM	0	725	27	175	581	0	0	0	0	26	0	123	1657
Total for:	5:00 PM	6:00 PM	0	821	22	162	517	0	0	0	0	32	0	109	1663
Tota Peak Hour:	4:45 PM	5:45 PM	0	827	24	180	558	0	0	0	0	35	0	110	1734
Overall PHF:	0.90														

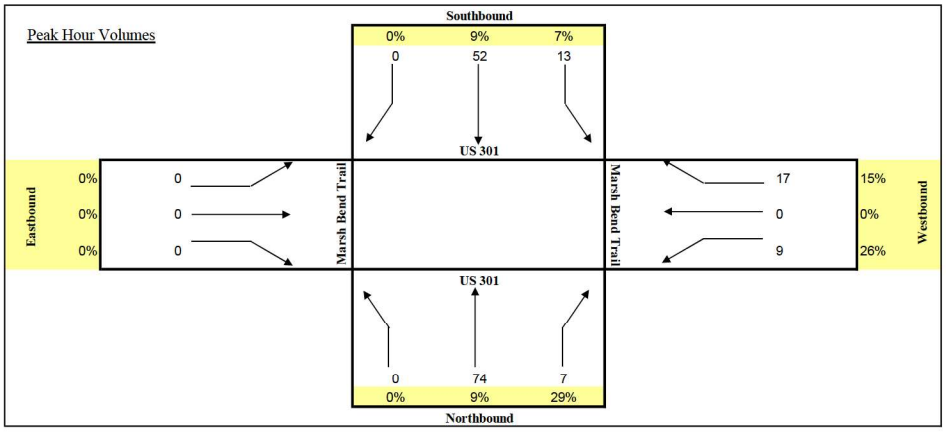


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Marsh Bend Trail
Date: 7/13/2023

		US 301 NB			US 301 SB			Marsh Bend Trail EB			Marsh Bend Trail WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	22	4	2	15	0	0	0	0	1	0	3	47
4:15 PM	4:30 PM	0	17	0	4	12	0	0	0	0	2	0	5	40
4:30 PM	4:45 PM	0	21	2	4	17	0	0	0	0	2	0	5	51
4:45 PM	5:00 PM	0	14	1	3	8	0	0	0	0	4	0	4	34
5:00 PM	5:15 PM	0	31	1	2	9	0	0	0	0	2	0	2	47
5:15 PM	5:30 PM	0	21	0	1	10	0	0	0	0	2	0	2	36
5:30 PM	5:45 PM	0	19	0	0	8	0	0	0	0	4	0	1	32
5:45 PM	6:00 PM	0	8	0	2	5	0	0	0	0	2	0	4	21
Total for:	4:00 PM	5:00 PM	0	74	7	13	52	0	0	0	0	9	0	17	172
Total for:	5:00 PM	6:00 PM	0	79	1	5	32	0	0	0	0	10	0	9	136
Tota Peak Hour:	4:00 PM	5:00 PM	0	74	7	13	52	0	0	0	0	9	0	17	172
Overall PHF:	0.84														

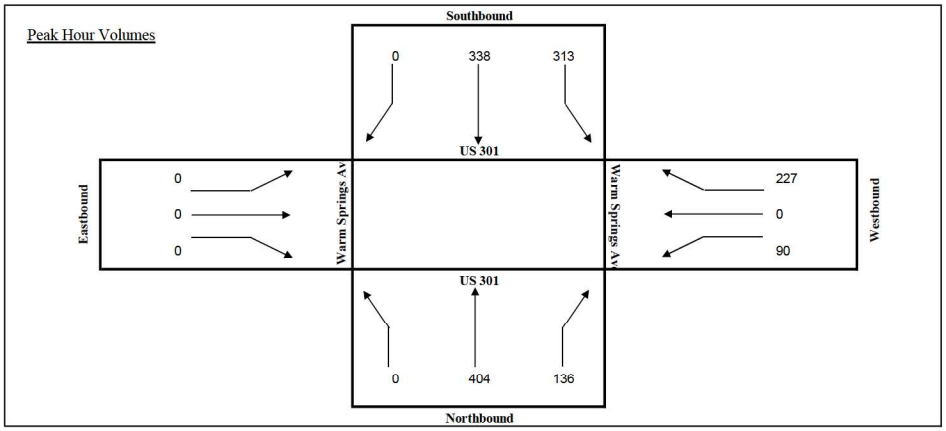


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Warm Springs Ave
Date: 7/13/2023

		US 301 NB			US 301 SB			Warm Springs Ave EB			Warm Springs Ave WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	75	24	77	80	0	0	0	0	20	0	45	321
7:15 AM	7:30 AM	0	101	26	101	98	0	0	0	0	26	0	44	396
7:30 AM	7:45 AM	0	106	35	95	79	0	0	0	0	27	0	66	408
7:45 AM	8:00 AM	0	96	41	67	85	0	0	0	0	11	0	52	352
8:00 AM	8:15 AM	0	101	34	50	76	0	0	0	0	26	0	65	352
8:15 AM	8:30 AM	0	68	27	43	62	0	0	0	0	29	0	59	288
8:30 AM	8:45 AM	0	69	25	56	78	0	0	0	0	25	0	48	301
8:45 AM	9:00 AM	0	82	14	44	58	0	0	0	0	25	0	63	286
Total for:	7:00 AM	8:00 AM	0	378	126	340	342	0	0	0	0	84	0	207	1477
Total for:	8:00 AM	9:00 AM	0	320	100	193	274	0	0	0	0	105	0	235	1227
Tota Peak Hour:	7:15 AM	8:15 AM	0	404	136	313	338	0	0	0	0	90	0	227	1508
Overall PHF:	0.92														

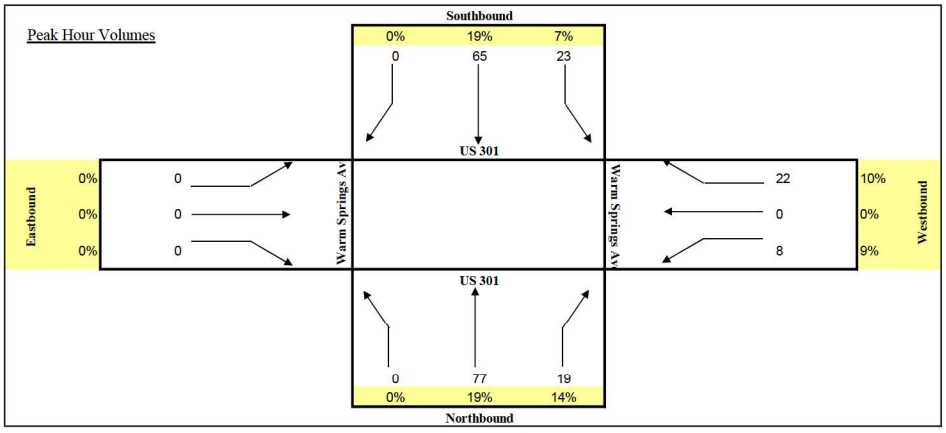


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Warm Springs Ave
Date: 7/13/2023

		US 301 NB			US 301 SB			Warm Springs Ave EB			Warm Springs Ave WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
7:00 AM	7:15 AM	0	10	2	9	14	0	0	0	0	2	0	4	41
7:15 AM	7:30 AM	0	15	6	10	16	0	0	0	0	3	0	7	57
7:30 AM	7:45 AM	0	22	4	7	17	0	0	0	0	2	0	7	59
7:45 AM	8:00 AM	0	16	5	6	18	0	0	0	0	1	0	5	51
8:00 AM	8:15 AM	0	24	4	0	14	0	0	0	0	2	0	3	47
8:15 AM	8:30 AM	0	17	7	5	14	0	0	0	0	3	0	9	55
8:30 AM	8:45 AM	0	23	6	6	16	0	0	0	0	6	0	2	59
8:45 AM	9:00 AM	0	25	0	1	14	0	0	0	0	2	0	2	44
Total for:	7:00 AM	8:00 AM	0	63	17	32	65	0	0	0	0	8	0	23	208
Total for:	8:00 AM	9:00 AM	0	89	17	12	58	0	0	0	0	13	0	16	205
Tota Peak Hour:	7:15 AM	8:15 AM	0	77	19	23	65	0	0	0	0	8	0	22	214
Overall PHF:	0.91														

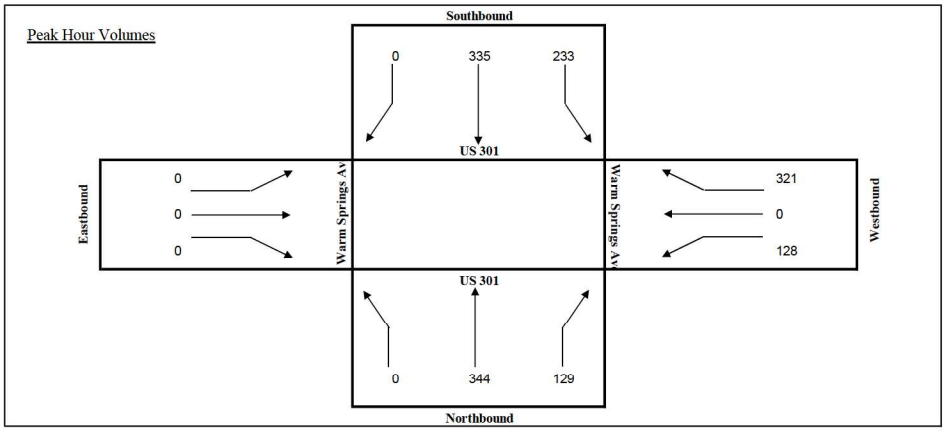


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Warm Springs Ave
Date: 7/13/2023

		US 301 NB			US 301 SB			Warm Springs Ave EB			Warm Springs Ave WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	99	32	51	75	0	0	0	0	33	0	70	360
4:15 PM	4:30 PM	0	90	22	48	88	0	0	0	0	27	0	94	369
4:30 PM	4:45 PM	0	81	32	59	76	0	0	0	0	34	0	73	355
4:45 PM	5:00 PM	0	65	34	50	80	0	0	0	0	39	0	83	351
5:00 PM	5:15 PM	0	108	41	76	91	0	0	0	0	28	0	71	415
5:15 PM	5:30 PM	0	88	28	38	87	0	0	0	0	39	0	79	359
5:30 PM	5:45 PM	0	98	26	51	72	0	0	0	0	23	0	89	359
5:45 PM	6:00 PM	0	81	27	49	71	0	0	0	0	19	0	75	322
Total for:	4:00 PM	5:00 PM	0	335	120	208	319	0	0	0	0	133	0	320	1435
Total for:	5:00 PM	6:00 PM	0	375	122	214	321	0	0	0	0	109	0	314	1455
Tota Peak Hour:	4:15 PM	5:15 PM	0	344	129	233	335	0	0	0	0	128	0	321	1490
Overall PHF:	0.90														

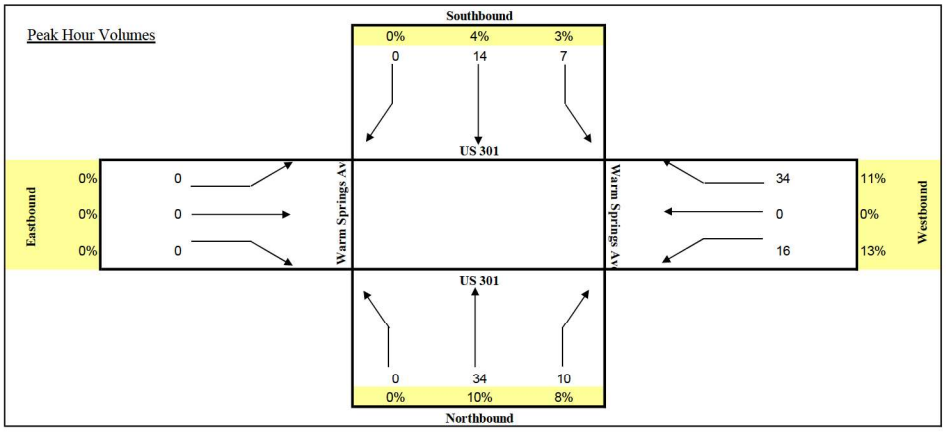


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 301
Intersection (E/W): Warm Springs Ave
Date: 7/13/2023

		US 301 NB			US 301 SB			Warm Springs Ave EB			Warm Springs Ave WB			
Start	End	R	T	L	R	T	L	R	T	L	R	T	L	TOTAL
4:00 PM	4:15 PM	0	9	1	0	10	0	0	0	0	3	0	3	26
4:15 PM	4:30 PM	0	10	2	1	5	0	0	0	0	0	0	6	24
4:30 PM	4:45 PM	0	9	3	2	5	0	0	0	0	3	0	5	27
4:45 PM	5:00 PM	0	9	2	1	2	0	0	0	0	6	0	8	28
5:00 PM	5:15 PM	0	7	4	3	4	0	0	0	0	3	0	11	32
5:15 PM	5:30 PM	0	9	1	1	3	0	0	0	0	4	0	10	28
5:30 PM	5:45 PM	0	5	0	3	2	0	0	0	0	1	0	6	17
5:45 PM	6:00 PM	0	3	2	1	4	0	0	0	0	2	0	3	15
Total for:	4:00 PM	5:00 PM	0	37	8	4	22	0	0	0	0	12	0	22	105
Total for:	5:00 PM	6:00 PM	0	24	7	8	13	0	0	0	0	10	0	30	92
Tota Peak Hour:	4:30 PM	5:30 PM	0	34	10	7	14	0	0	0	0	16	0	34	115
Overall PHF:	0.90														

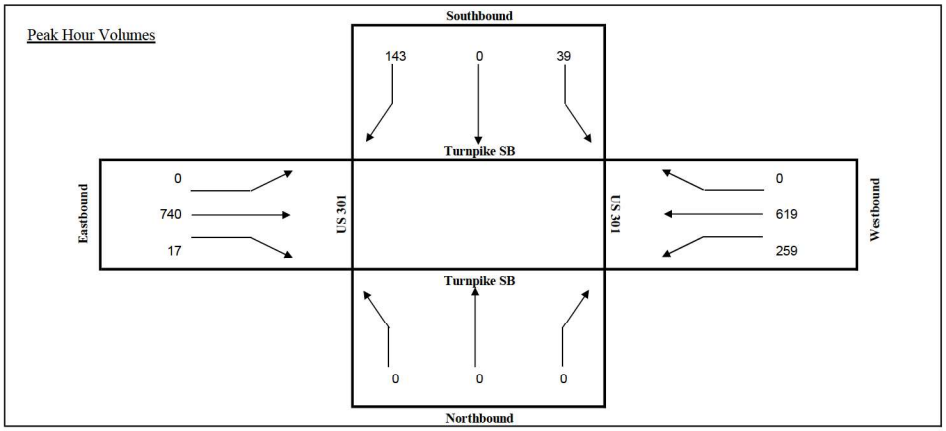


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Turnpike SB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike SB NB			Turnpike SB SB			US 301 EB			US 301 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	7	0	29	0	174	6	58	161	0	435
7:15 AM	7:30 AM	0	0	0	9	0	42	0	183	4	64	159	0	461
7:30 AM	7:45 AM	0	0	0	9	0	38	0	180	7	67	151	0	452
7:45 AM	8:00 AM	0	0	0	14	0	34	0	203	0	70	148	0	469
8:00 AM	8:15 AM	0	0	0	5	0	28	0	205	6	54	126	0	424
8:15 AM	8:30 AM	0	0	0	5	0	12	0	163	3	62	137	0	382
8:30 AM	8:45 AM	0	0	0	12	0	20	0	168	4	76	129	0	409
8:45 AM	9:00 AM	0	0	0	8	0	18	0	203	4	52	143	0	428
Total for:	7:00 AM	8:00 AM	0	0	0	39	0	143	0	740	17	259	619	0	1817
Total for:	8:00 AM	9:00 AM	0	0	0	30	0	78	0	739	17	244	535	0	1643
Tota Peak Hour:	7:00 AM	8:00 AM	0	0	0	39	0	143	0	740	17	259	619	0	1817
Overall PHF:	0.97														

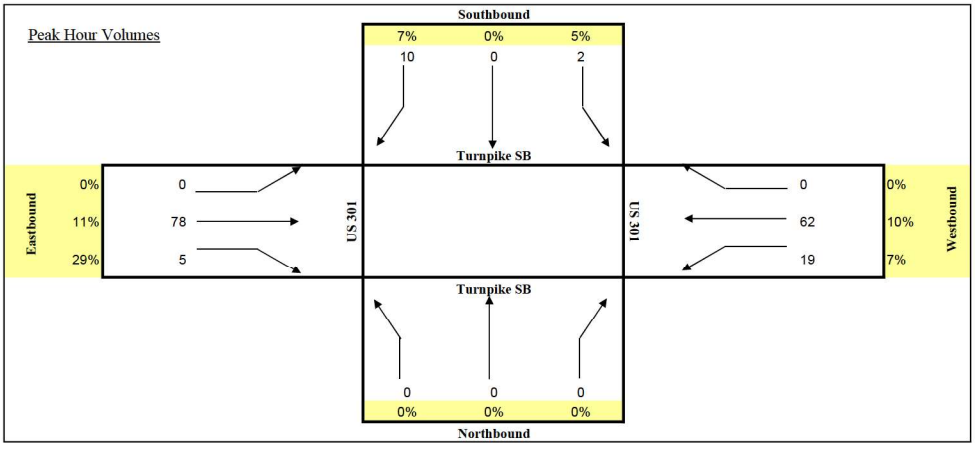


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Turnpike SB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike SB NB			Turnpike SB SB			US 301 EB			US 301 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	0	0	6	0	11	3	11	18	0	49
7:15 AM	7:30 AM	0	0	0	3	0	2	0	17	2	5	12	0	41
7:30 AM	7:45 AM	0	0	0	1	0	1	0	13	5	9	7	0	36
7:45 AM	8:00 AM	0	0	0	0	0	4	0	20	0	3	14	0	41
8:00 AM	8:15 AM	0	0	0	0	0	0	0	20	1	4	15	0	40
8:15 AM	8:30 AM	0	0	0	2	0	3	0	26	1	6	12	0	50
8:30 AM	8:45 AM	0	0	0	0	0	4	0	18	2	3	13	0	40
8:45 AM	9:00 AM	0	0	0	0	0	3	0	14	1	6	22	0	46
Total for:	7:00 AM	8:00 AM	0	0	0	4	0	13	0	61	10	28	51	0	167
Total for:	8:00 AM	9:00 AM	0	0	0	2	0	10	0	78	5	19	62	0	176
Tota Peak Hour:	8:00 AM	9:00 AM	0	0	0	2	0	10	0	78	5	19	62	0	176
Overall PHF:	0.88														

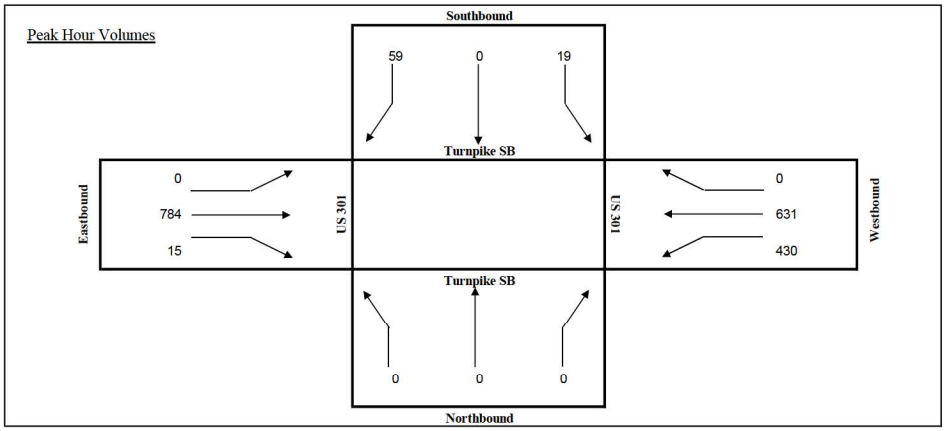


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Turnpike SB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike SB NB			Turnpike SB SB			US 301 EB			US 301 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	19	0	192	5	87	146	0	453
4:15 PM	4:30 PM	0	0	0	10	0	11	0	203	3	78	151	0	456
4:30 PM	4:45 PM	0	0	0	7	0	13	0	179	5	80	137	0	421
4:45 PM	5:00 PM	0	0	0	6	0	13	0	174	5	114	167	0	479
5:00 PM	5:15 PM	0	0	0	3	0	15	0	215	4	101	152	0	490
5:15 PM	5:30 PM	0	0	0	7	0	19	0	201	3	129	160	0	519
5:30 PM	5:45 PM	0	0	0	3	0	12	0	194	3	86	152	0	450
5:45 PM	6:00 PM	0	0	0	6	0	12	0	215	3	94	109	0	439
Total for:	4:00 PM	5:00 PM	0	0	0	27	0	56	0	748	18	359	601	0	1809
Total for:	5:00 PM	6:00 PM	0	0	0	19	0	58	0	825	13	410	573	0	1898
Tota Peak Hour:	4:45 PM	5:45 PM	0	0	0	19	0	59	0	784	15	430	631	0	1938
Overall PHF:	0.93														

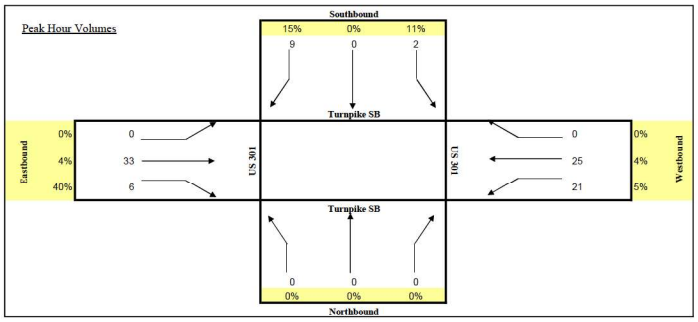


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Turnpike SB
Intersection (E/W): US 301
Date: 2/29/2024

		Turnpike SB			Turnpike SB			US 301			US 301			
		NB			SB			EB			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	1	0	3	0	5	3	1	11	0	24
4:15 PM	4:30 PM	0	0	0	0	0	4	0	9	0	7	1	0	21
4:30 PM	4:45 PM	0	0	0	1	0	1	0	10	2	8	9	0	31
4:45 PM	5:00 PM	0	0	0	0	0	1	0	9	1	5	4	0	20
5:00 PM	5:15 PM	0	0	0	0	0	1	0	7	0	7	2	0	17
5:15 PM	5:30 PM	0	0	0	0	0	0	0	6	1	8	2	0	17
5:30 PM	5:45 PM	0	0	0	0	0	0	0	5	0	4	3	0	12
5:45 PM	6:00 PM	0	0	0	1	0	0	0	7	1	6	3	0	18
Total for:	4:00 PM	5:00 PM	0	0	0	2	0	9	0	33	6	21	25	0	96
Total for:	5:00 PM	6:00 PM	0	0	0	1	0	1	0	25	2	25	10	0	64
Tota Peak Hour:	4:00 PM	5:00 PM	0	0	0	2	0	9	0	33	6	21	25	0	96
Overall PHF:	0.77														

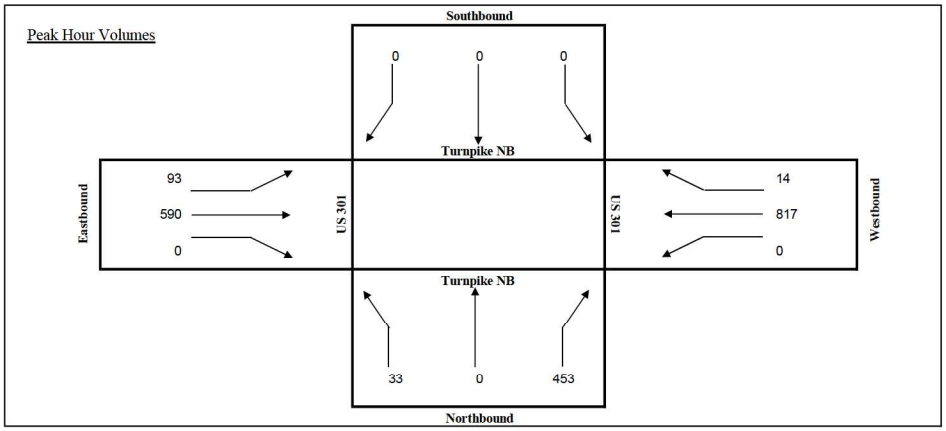


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Turnpike NB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike NB			Turnpike NB			US 301			US 301			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	8	0	75	0	0	0	12	136	0	0	216	4	451
7:15 AM	7:30 AM	6	0	57	0	0	0	18	159	0	0	230	5	475
7:30 AM	7:45 AM	5	0	88	0	0	0	20	141	0	0	202	4	460
7:45 AM	8:00 AM	10	1	84	0	0	0	20	150	0	0	222	4	491
8:00 AM	8:15 AM	7	0	128	0	0	0	20	160	0	0	192	5	512
8:15 AM	8:30 AM	3	0	129	0	0	0	32	119	0	0	195	3	481
8:30 AM	8:45 AM	12	0	109	0	0	0	22	149	0	0	209	2	503
8:45 AM	9:00 AM	11	0	87	0	0	0	19	162	0	0	221	4	504
Total for:	7:00 AM	8:00 AM	29	1	304	0	0	0	70	586	0	0	870	17	1877
Total for:	8:00 AM	9:00 AM	33	0	453	0	0	0	93	590	0	0	817	14	2000
Tota Peak Hour:	8:00 AM	9:00 AM	33	0	453	0	0	0	93	590	0	0	817	14	2000
Overall PHF:	0.98														

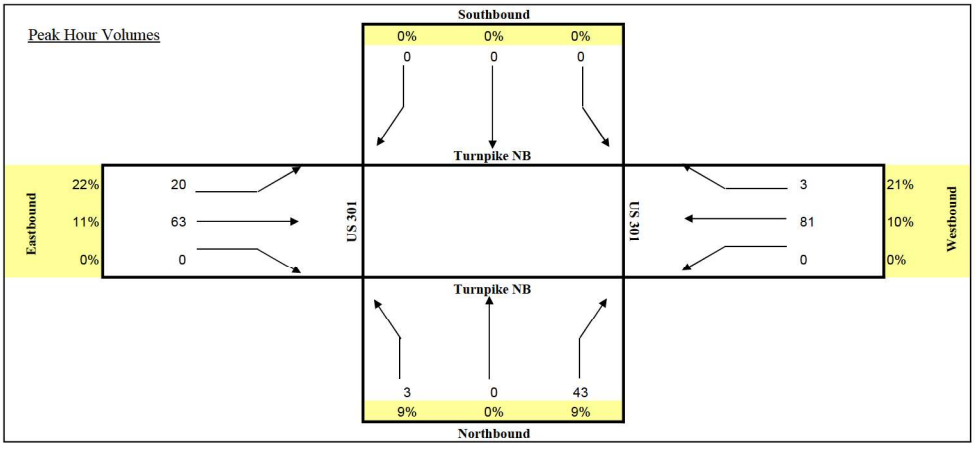


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Turnpike NB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike NB			Turnpike NB			US 301			US 301			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	3	0	5	0	0	0	0	11	0	0	25	0	44
7:15 AM	7:30 AM	3	0	4	0	0	0	6	14	0	0	16	0	43
7:30 AM	7:45 AM	2	0	3	0	0	0	7	8	0	0	14	1	35
7:45 AM	8:00 AM	3	1	8	0	0	0	6	12	0	0	14	0	44
8:00 AM	8:15 AM	1	0	13	0	0	0	4	21	0	0	18	1	58
8:15 AM	8:30 AM	1	0	18	0	0	0	6	17	0	0	21	2	65
8:30 AM	8:45 AM	0	0	7	0	0	0	3	15	0	0	14	0	39
8:45 AM	9:00 AM	1	0	5	0	0	0	7	10	0	0	28	0	51
Total for:	7:00 AM	8:00 AM	11	1	20	0	0	0	19	45	0	0	69	1	166
Total for:	8:00 AM	9:00 AM	3	0	43	0	0	0	20	63	0	0	81	3	213
Tota Peak Hour:	8:00 AM	9:00 AM	3	0	43	0	0	0	20	63	0	0	81	3	213
Overall PHF:	0.82														

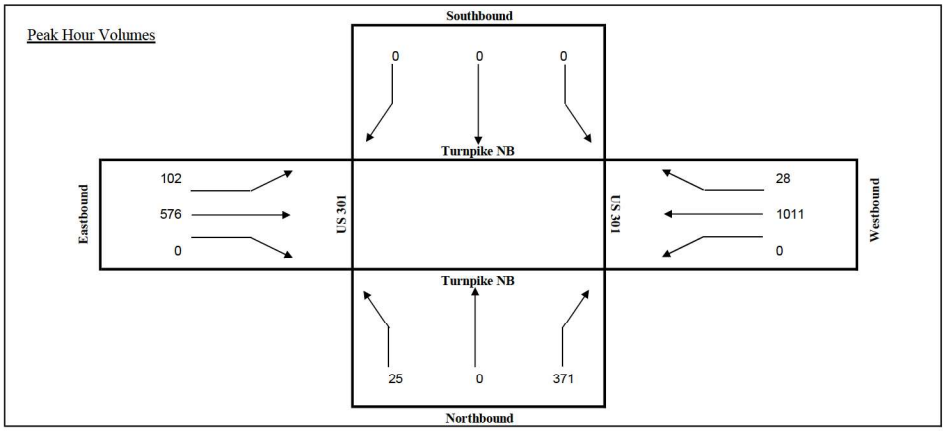


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Turnpike NB
Intersection (E/W): US 301
Date: 5/29/2024

		Turnpike NB			Turnpike NB			US 301			US 301			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	6	0	83	0	0	0	26	133	0	0	252	11	511
4:15 PM	4:30 PM	10	0	82	0	0	0	15	161	0	0	258	13	539
4:30 PM	4:45 PM	2	0	49	0	0	0	22	148	0	0	232	9	462
4:45 PM	5:00 PM	6	0	98	0	0	0	21	136	0	0	261	7	529
5:00 PM	5:15 PM	6	0	80	0	0	0	21	167	0	0	253	7	534
5:15 PM	5:30 PM	7	0	84	0	0	0	30	132	0	0	270	10	533
5:30 PM	5:45 PM	6	0	109	0	0	0	30	141	0	0	227	4	517
5:45 PM	6:00 PM	4	0	74	0	0	0	24	184	0	0	195	9	490
Total for:	4:00 PM	5:00 PM	24	0	312	0	0	0	84	578	0	0	1003	40	2041
Total for:	5:00 PM	6:00 PM	23	0	347	0	0	0	105	624	0	0	945	30	2074
Tota Peak Hour:	4:45 PM	5:45 PM	25	0	371	0	0	0	102	576	0	0	1011	28	2113
Overall PHF:	0.99														

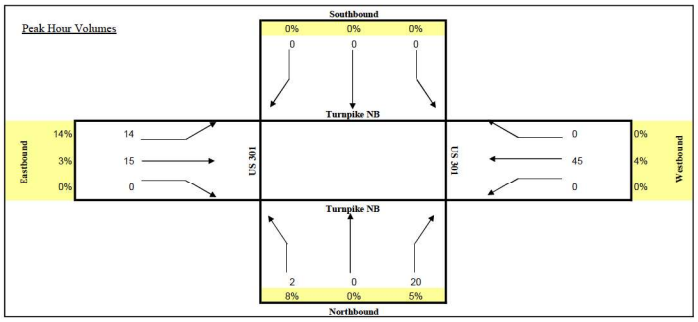


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): Turnpike NB
Intersection (E/W): US 301
Date: 2/29/2024

		Turnpike NB			Turnpike NB			US 301			US 301			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	2	0	7	0	0	0	4	0	0	0	10	0	23
4:15 PM	4:30 PM	0	0	5	0	0	0	0	7	0	0	7	0	19
4:30 PM	4:45 PM	0	0	3	0	0	0	4	6	0	0	17	0	30
4:45 PM	5:00 PM	0	0	5	0	0	0	6	2	0	0	11	0	24
5:00 PM	5:15 PM	0	0	3	0	0	0	0	8	0	0	7	0	18
5:15 PM	5:30 PM	0	0	4	0	0	0	0	4	0	0	12	1	21
5:30 PM	5:45 PM	0	0	2	0	0	0	3	1	0	0	7	0	13
5:45 PM	6:00 PM	0	0	3	0	0	0	2	5	0	0	9	0	19
Total for:	4:00 PM	5:00 PM	2	0	20	0	0	0	14	15	0	0	45	0	96
Total for:	5:00 PM	6:00 PM	0	0	12	0	0	0	5	18	0	0	35	1	71
Tota Peak Hour:	4:00 PM	5:00 PM	2	0	20	0	0	0	14	15	0	0	45	0	96
Overall PHF:	0.80														



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 I
Projected Intersection Volumes

Project No. 24009.02.01
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
AM Peak	0.99	5.41%	4	39	15	Backg'd + {Vested} + (Project) = Total

Intersection: US 301 & Marsh Bend Trail — 1

App	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Volumes
	L	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
NB	T	1	669	0.99	**662**	1.22	805	145	**950**	0%	85%	**13**	**963**	805 + {145} + (13) = 963
	R	1	12	0.99	**12**	1.22	15		**15**	0%	0%	**0**	**15**	15
	L	1	63	0.99	**62**	1.22	75		**75**	0%	0%	**0**	**75**	75
SB	T	1	784	0.99	**776**	1.22	944	65	**1009**	85%	0%	**33**	**1042**	944 + {65} + (33) = 1042
	R	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
	L	1	14	0.99	**14**	1.22	17		**17**	0%	0%	**0**	**17**	17
WB	T	0	0	0.99	**0**	1.22	0		**0**	0%	0%	**0**	**0**	
	R	1	115	0.99	**114**	1.22	139		**139**	0%	0%	**0**	**139**	139

Intersection: US 301 & Project Access Dvwy (North Approach) — 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
NB	T	1	681	0.99	674	1.22	820	145	**965**	0%	85%	**13**	**978**	820 + {145} + (13) = 978
	R	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
SB	T	1	798	0.99	790	1.22	961	65	**1026**	40%	0%	**16**	**1042**	961 + {65} + (16) = 1042
	R	0		0.99	0	1.22	0		**0**	45%	0%	**17**	**17**	(17)
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
EB	T	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	R	1		0.99	0	1.22	0		**0**	0%	5%	**1**	**1**	(1)
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
WB	T	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Project Access Dvwy (South Approach) — 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		0.99	0	1.22	0		**0**	15%	0%	**6**	**6**	(6)
NB	T	1	681	0.99	674	1.22	820	145	**965**	0%	0%	**0**	**965**	820 + {145} = 965
	R	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
SB	T	1	798	0.99	790	1.22	961	65	**1026**	0%	5%	**1**	**1027**	961 + {65} + (1) = 1027
	R	0		0.99	0	1.22	0		**0**	40%	0%	**16**	**16**	(16)
	L	1		0.99	0	1.22	0		**0**	0%	85%	**13**	**13**	(13)
EB	T	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	0%	10%	**1**	**1**	(1)
	L	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
WB	T	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Warm Springs Avenue — 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
NB	T	1	404	0.99	400	1.22	487	145	**632**	10%	0%	**4**	**636**	632 + {145} + (4) = 636
	R	1	136	0.99	135	1.22	164		**164**	0%	0%	**0**	**164**	164
	L	1	313	0.99	310	1.22	377		**377**	0%	5%	**1**	**378**	377 + (1) = 378
SB	T	1	338	0.99	335	1.22	407	65	**472**	0%	10%	**1**	**473**	472 + {65} + (1) = 473
	R	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0	0	0.99	0	1.62	0		**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.62	0		**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.62	0		**0**	0%	0%	**0**	**0**	
	L	1	90	0.99	89	1.62	144		**144**	0%	0%	**0**	**144**	144
WB	T	0	0	0.99	0	1.62	0		**0**	0%	0%	**0**	**0**	
	R	1	227	0.99	225	1.62	364		**364**	5%	0%	**2**	**366**	364 + (2) = 366

Intersection: US 301 & Turnpike SB — 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
NB	T	1	740	0.99	733	1.22	892	145	**1037**	0%	70%	**11**	**1048**	1037 + {145} + (11) = 1048
	R	0	17	0.99	17	1.22	21		**21**	0%	15%	**2**	**23**	21 + (2) = 23
	L	1	259	0.99	256	1.22	311		**311**	0%	0%	**0**	**311**	311
SB	T	1	619	0.99	613	1.22	746	65	**811**	35%	0%	**13**	**824**	811 + {65} + (13) = 824
	R	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	0	39	0.99	39	1.15	45		**45**	0%	0%	**0**	**45**	45
EB	T	0	0	0.99	0	1.15	0		**0**	0%	0%	**0**	**0**	
	R	1	143	0.99	142	1.15	163		**163**	50%	0%	**20**	**183**	163 + (20) = 183
	L	0	0	0.99	0	1.15	0		**0**	0%	0%	**0**	**0**	
WB	T	0	0	0.99	0	1.15	0		**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.15	0		**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Turnpike NB — 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	93	0.99	92	1.22	112		**112**	0%	50%	**8**	**120**	112 + (8) = 120
NB	T	1	590	0.99	584	1.22	710	145	**855**	0%	20%	**3**	**858**	855 + {145} + (3) = 858
	R	0	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
	L	1	0	0.99	0	1.22	0		**0**	0%	0%	**0**	**0**	
SB	T	1	817	0.99	809	1.22	984	65	**1049**	20%	0%	**8**	**1057**	1049 + {65} + (8) = 1057
	R	1	14	0.99	14	1.22	17		**17**	0%	0%	**0**	**17**	17
	L	0	0	0.99	0	1.11	0		**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.11	0		**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.11	0		**0**	0%	0%	**0**	**0**	
	L	0	33	0.99	33	1.11	36		**36**	15%	0%	**5**	**41**	36 + (5) = 41
WB	T	0	0	0.99	0	1.11	0		**0**	0%	0%	**0**	**0**	
	R	1	453	0.99	448	1.11	495		**495**	0%	0%	**0**	**495**	495

Project No. 24009.02.01
Intersection Volumes

Analysis Period	Factors SF	AGR	Years	Tgen Enter	Exit	Legend
PM Peak	0.99	5.41%	4	17	34	Backg'd + {Vested} + (Project) = Total

Intersection: US 301 & Marsh Bend Trail 1

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	827	0.99	819	1.22	996	103	**1099**	**0**	0%	85%	**29**	**1128**	996 + {103} + (29) = 1128
	R	1	24	0.99	24	1.22	28		**28**	**0**	0%	0%	**0**	**28**	28
	L	1	180	0.99	178	1.22	217		**217**	**0**	0%	0%	**0**	**217**	217
SB	T	1	558	0.99	552	1.22	671	75	**746**	**0**	85%	0%	**13**	**759**	671 + {75} + (13) = 759
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	1	35	0.99	35	1.22	43		**43**	**0**	0%	0%	**0**	**43**	43
WB	T	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1	110	0.99	109	1.22	133		**133**	**0**	0%	0%	**0**	**133**	133

Intersection: US 301 & Project Access Dvwy (North Approach) 2

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	851	0.99	842	1.22	1024	103	**1127**	**0**	0%	85%	**29**	**1156**	1024 + {103} + (29) = 1156
	R	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
SB	T	1	593	0.99	587	1.22	714	75	**789**	**0**	40%	0%	**7**	**796**	714 + {75} + (7) = 796
	R	0		0.99	0	1.22	0		**0**	**0**	45%	0%	**6**	**6**	(6)
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
EB	T	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1		0.99	0	1.22	0		**0**	**0**	0%	5%	**2**	**2**	(2)
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
WB	T	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Project Access Dvwy (South Approach) 3

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0		0.99	0	1.22	0		**0**	**0**	15%	0%	**4**	**4**	(4)
NB	T	1	851	0.99	842	1.22	1024	103	**1127**	**0**	0%	0%	**0**	**1127**	1024 + {103} = 1127
	R	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
SB	T	1	593	0.99	587	1.22	714	75	**789**	**0**	0%	5%	**2**	**791**	714 + {75} + (2) = 791
	R	0		0.99	0	1.22	0		**0**	**0**	40%	0%	**7**	**7**	(7)
	L	1		0.99	0	1.22	0		**0**	**0**	0%	85%	**29**	**29**	(29)
EB	T	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	**0**	0%	10%	**3**	**3**	(3)
	L	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
WB	T	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0		0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Warm Springs Avenue 4

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	344	0.99	341	1.22	415	103	**518**	**0**	10%	0%	**2**	**520**	518 + {103} + (2) = 520
	R	1	129	0.99	128	1.22	156		**156**	**0**	0%	0%	**0**	**156**	156
	L	1	233	0.99	231	1.22	281		**281**	**0**	0%	5%	**2**	**283**	281 + (2) = 283
SB	T	1	335	0.99	332	1.22	404	75	**479**	**0**	0%	10%	**3**	**482**	479 + {75} + (3) = 482
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0	0	0.99	0	1.62	0		**0**	**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.62	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.62	0		**0**	**0**	0%	0%	**0**	**0**	
	L	1	128	0.99	127	1.62	205		**205**	**0**	0%	0%	**0**	**205**	205
WB	T	0	0	0.99	0	1.62	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1	321	0.99	318	1.62	514		**514**	**0**	5%	0%	**2**	**516**	514 + (2) = 516

Intersection: US 301 & Turnpike SB 5

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
NB	T	1	784	0.99	776	1.22	944	103	**1047**	**0**	0%	70%	**24**	**1071**	1047 + {103} + (24) = 1071
	R	0	15	0.99	15	1.22	18		**18**	**0**	0%	15%	**5**	**23**	18 + (5) = 23
	L	1	430	0.99	426	1.22	518		**518**	**0**	0%	0%	**0**	**518**	518
SB	T	1	631	0.99	625	1.22	760	75	**835**	**0**	35%	0%	**6**	**841**	835 + {75} + (6) = 841
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0	19	0.99	19	1.15	22		**22**	**0**	0%	0%	**0**	**22**	22
EB	T	0	0	0.99	0	1.15	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1	59	0.99	58	1.15	67		**67**	**0**	50%	0%	**7**	**74**	67 + (7) = 74
	L	0	0	0.99	0	1.15	0		**0**	**0**	0%	0%	**0**	**0**	
WB	T	0	0	0.99	0	1.15	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.15	0		**0**	**0**	0%	0%	**0**	**0**	

Intersection: US 301 & Turnpike NB 6

Appr	Mvmt	Lns	Raw	SF	Adjusted	GR	Adj Bg'd	Vested	Tot Bg'd	Passby	ProjIn	ProjOut	Project	BldOut	Formula
	L	1	102	0.99	101	1.22	123		**123**	**0**	0%	50%	**17**	**140**	123 + (17) = 140
NB	T	1	576	0.99	570	1.22	693	103	**796**	**0**	0%	20%	**7**	**803**	796 + {103} + (7) = 803
	R	0	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
	L	1	0	0.99	0	1.22	0		**0**	**0**	0%	0%	**0**	**0**	
SB	T	1	1011	0.99	1,001	1.22	1218	75	**1293**	**0**	20%	0%	**3**	**1296**	1293 + {75} + (3) = 1296
	R	1	28	0.99	28	1.22	34		**34**	**0**	0%	0%	**0**	**34**	34
	L	0	0	0.99	0	1.11	0		**0**	**0**	0%	0%	**0**	**0**	
EB	T	0	0	0.99	0	1.11	0		**0**	**0**	0%	0%	**0**	**0**	
	R	0	0	0.99	0	1.11	0		**0**	**0**	0%	0%	**0**	**0**	
	L	0	25	0.99	25	1.11	28		**28**	**0**	15%	0%	**3**	**31**	28 + (3) = 31
WB	T	0	0	0.99	0	1.11	0		**0**	**0**	0%	0%	**0**	**0**	
	R	1	371	0.99	367	1.11	406		**406**	**0**	0%	0%	**0**	**406**	406

Appendix J
HCM Worksheets

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	115	669	12	63	784
Future Volume (veh/h)	14	115	669	12	63	784
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1263	1811	1544	907	1248	1648
Adj Flow Rate, veh/h	14	112	690	6	65	808
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	43	6	24	67	44	17
Cap, veh/h	148	189	771	384	117	1150
Arrive On Green	0.12	0.12	0.50	0.50	0.10	0.70
Sat Flow, veh/h	1203	1535	1544	769	1188	1648
Grp Volume(v), veh/h	14	112	690	6	65	808
Grp Sat Flow(s),veh/h/ln	1203	1535	1544	769	1188	1648
Q Serve(g_s), s	0.8	5.2	30.5	0.3	3.9	21.9
Cycle Q Clear(g_c), s	0.8	5.2	30.5	0.3	3.9	21.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	148	189	771	384	117	1150
V/C Ratio(X)	0.09	0.59	0.89	0.02	0.55	0.70
Avail Cap(c_a), veh/h	543	693	1691	842	355	1805
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	29.3	31.2	17.1	9.5	32.4	6.8
Incr Delay (d2), s/veh	0.3	2.9	4.0	0.0	4.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	3.6	14.5	0.1	2.1	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.6	34.2	21.0	9.5	36.4	7.6
LnGrp LOS	C	C	C	A	D	A
Approach Vol, veh/h	126		696			873
Approach Delay, s/veh	33.7		20.9			9.7
Approach LOS	C		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.9	45.1				60.0	15.3
Change Period (Y+Rc), s	7.5	7.5				7.5	6.0
Max Green Setting (Gmax), s	22.5	82.5				82.5	34.0
Max Q Clear Time (g_c+I1), s	5.9	32.5				23.9	7.2
Green Ext Time (p_c), s	0.1	5.2				6.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	16.1
HCM 7th LOS	B

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	161	994	1117
Demand Flow Rate, veh/h	178	1239	1328
Vehicles Circulating, veh/h	1214	111	26
Vehicles Exiting, veh/h	136	1243	1366
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.3	9.5	8.6
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.146	0.854	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	26	152	582	657	624	704
Cap Entry Lane, veh/h	442	506	1219	1292	1318	1389
Entry HV Adj Factor	0.692	0.941	0.803	0.802	0.841	0.841
Flow Entry, veh/h	18	143	467	527	525	592
Cap Entry, veh/h	306	476	978	1036	1109	1168
V/C Ratio	0.059	0.300	0.478	0.508	0.473	0.507
Control Delay, s/veh	12.8	12.3	9.4	9.6	8.5	8.7
LOS	B	B	A	A	A	A
95th %tile Queue, veh	0	1	3	3	3	3

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	161	1008	1151
Demand Flow Rate, veh/h	178	1256	1368
Vehicles Circulating, veh/h	1231	111	26
Vehicles Exiting, veh/h	136	1283	1383
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	12.6	9.6	8.9
Approach LOS	B	A	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.146	0.854	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	26	152	590	666	643	725
Cap Entry Lane, veh/h	435	499	1219	1292	1318	1389
Entry HV Adj Factor	0.692	0.941	0.803	0.802	0.842	0.842
Flow Entry, veh/h	18	143	474	534	541	610
Cap Entry, veh/h	301	469	978	1036	1109	1169
V/C Ratio	0.060	0.305	0.484	0.515	0.488	0.522
Control Delay, s/veh	13.0	12.5	9.5	9.7	8.7	9.0
LOS	B	B	A	A	A	A
95th %tile Queue, veh	0	1	3	3	3	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	35	110	827	24	180	558
Future Volume (veh/h)	35	110	827	24	180	558
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1515	1678	1767	1470	1796	1767
Adj Flow Rate, veh/h	39	114	919	20	200	620
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	26	15	9	29	7	9
Cap, veh/h	145	143	997	703	233	1363
Arrive On Green	0.10	0.10	0.56	0.56	0.14	0.77
Sat Flow, veh/h	1443	1422	1767	1246	1711	1767
Grp Volume(v), veh/h	39	114	919	20	200	620
Grp Sat Flow(s),veh/h/ln	1443	1422	1767	1246	1711	1767
Q Serve(g_s), s	2.6	8.3	49.8	0.7	12.0	13.0
Cycle Q Clear(g_c), s	2.6	8.3	49.8	0.7	12.0	13.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	145	143	997	703	233	1363
V/C Ratio(X)	0.27	0.80	0.92	0.03	0.86	0.45
Avail Cap(c_a), veh/h	466	459	1384	976	365	1384
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	43.8	46.3	20.9	10.2	44.5	4.2
Incr Delay (d2), s/veh	1.0	9.7	8.2	0.0	11.6	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	5.9	27.2	0.4	9.4	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.8	56.0	29.1	10.2	56.1	4.5
LnGrp LOS	D	E	C	B	E	A
Approach Vol, veh/h	153		939			820
Approach Delay, s/veh	53.2		28.7			17.1
Approach LOS	D		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	21.8	66.9			88.8	16.6
Change Period (Y+Rc), s	7.5	7.5			7.5	6.0
Max Green Setting (Gmax), s	22.5	82.5			82.5	34.0
Max Q Clear Time (g_c+I1), s	14.0	51.8			15.0	10.3
Green Ext Time (p_c), s	0.3	7.6			3.9	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	196	1252	1070
Demand Flow Rate, veh/h	230	1371	1162
Vehicles Circulating, veh/h	1331	258	60
Vehicles Exiting, veh/h	258	964	1331
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	15.1	11.7	7.5
Approach LOS	C	B	A

Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right
Designated Moves	L	LTR	R	LT	TR	R	LT	TR
Assumed Moves	L	LTR		LT	TR		LT	TR
RT Channelized			Yield			Yield		
Lane Util	0.533	0.467		0.470	0.530		0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.535	2.667	2.535	2.609	2.667	2.535
Critical Headway, s	4.645	4.328	4.327	4.645	4.328	4.976	4.645	4.328
A (Intercept)	1350	1420	1420	1350	1420	1380	1350	1420
B (Slope)	9.199e-4	8.501e-4	8.499e-4	9.199e-4	8.501e-4	1.02e-3	9.199e-4	8.501e-4
Entry Flow, veh/h	32	28	170	626	705	40	546	616
Cap Entry Lane, veh/h	397	458	458	1065	1140	1061	1277	1349
Entry HV Adj Factor	0.795	0.806	0.870	0.917	0.918	0.775	0.921	0.921
Flow Entry, veh/h	25	23	148	574	647	31	503	567
Cap Entry, veh/h	315	369	398	976	1047	822	1177	1243
V/C Ratio	0.081	0.061	0.371	0.588	0.618	0.038	0.427	0.456
Control Delay, s/veh	12.8	10.7	16.1	11.7	11.9	4.7	7.5	7.6
LOS	B	B	C	B	B	A	A	A
95th %tile Queue, veh	0	0	2	4	4	0	2	2

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	196	1284	1084
Demand Flow Rate, veh/h	230	1406	1177
Vehicles Circulating, veh/h	1366	258	60
Vehicles Exiting, veh/h	298	979	1536
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.3	12.8	7.6
Approach LOS	C	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	LTR	LT	TR	LT	TR
Assumed Moves	L	TR	LT	TR	LT	TR
RT Channelized						
Lane Util	0.261	0.739	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
A (Intercept)	1350	1420	1350	1420	1350	1420
B (Slope)	9.199e-4	8.501e-4	9.199e-4	8.501e-4	9.199e-4	8.501e-4
Entry Flow, veh/h	60	170	661	745	553	624
Cap Entry Lane, veh/h	384	445	1065	1140	1277	1349
Entry HV Adj Factor	0.800	0.871	0.913	0.914	0.921	0.921
Flow Entry, veh/h	48	148	604	681	510	575
Cap Entry, veh/h	307	387	972	1042	1177	1243
V/C Ratio	0.156	0.382	0.621	0.653	0.433	0.462
Control Delay, s/veh	14.6	16.9	12.7	13.0	7.5	7.7
LOS	B	C	B	B	A	A
95th %tile Queue, veh	1	2	4	5	2	3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	978	1042	17
Future Vol, veh/h	0	1	0	978	1042	17
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	-	-	-	405
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	0	1	0	1063	1133	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1133	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	247	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	247	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	19.64	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	247	-	-
HCM Lane V/C Ratio	-	0.004	-	-
HCM Control Delay (s/veh)	-	19.6	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	1156	796	6
Future Vol, veh/h	0	2	0	1156	796	6
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	-	-	-	405
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	0	2	0	1257	865	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	865	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	353	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	353	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.26	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	353	-	-
HCM Lane V/C Ratio	-	0.006	-	-
HCM Control Delay (s/veh)	-	15.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1	6	965	1027	16
Future Vol, veh/h	13	1	6	965	1027	16
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	-	-	-	-	405
Veh in Median Storage, #	1	-	-	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	14	1	7	1049	1116	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2178	1116	1134	0	-	0
Stage 1	1116	-	-	-	-	-
Stage 2	1062	-	-	-	-	-
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	51	252	616	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	50	252	616	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	305	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	27.97	0.07	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	11	-	172	-	-
HCM Lane V/C Ratio	0.011	-	0.089	-	-
HCM Control Delay (s/veh)	10.9	0	28	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	3	4	1127	791	7
Future Vol, veh/h	29	3	4	1127	791	7
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	-	-	-	-	405
Veh in Median Storage, #	1	-	-	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	32	3	4	1225	860	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2093	860	867	0	-	0
Stage 1	860	-	-	-	-	-
Stage 2	1234	-	-	-	-	-
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	57	356	776	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	356	776	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	275	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	29.2	0.03	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	6	-	183	-	-
HCM Lane V/C Ratio	0.006	-	0.19	-	-
HCM Control Delay (s/veh)	9.7	0	29.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	227	404	136	313	338
Future Vol, veh/h	90	227	404	136	313	338
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	0	-	500	350	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	10	19	14	7	19
Mvmt Flow	98	247	439	148	340	367

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1487	439	0	0	587	0
Stage 1	439	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.49	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	132	601	-	-	964	-
Stage 1	635	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 85	601	-	-	964	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	212	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	25.16	0	5.17
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	172	601	964	-
HCM Lane V/C Ratio	-	-	0.569	0.41	0.353	-
HCM Control Delay (s/veh)	-	-	50.5	15.1	10.8	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	3	2	1.6	-

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	364	632	164	377	472
Future Volume (veh/h)	144	364	632	164	377	472
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1752	1618	1693	1796	1618
Adj Flow Rate, veh/h	157	396	687	178	410	513
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	10	19	14	7	19
Cap, veh/h	496	438	855	399	503	1696
Arrive On Green	0.29	0.29	0.28	0.28	0.20	0.55
Sat Flow, veh/h	1682	1485	3156	1434	1711	3156
Grp Volume(v), veh/h	157	396	687	178	410	513
Grp Sat Flow(s),veh/h/ln	1682	1485	1537	1434	1711	1537
Q Serve(g_s), s	4.2	15.0	12.2	6.0	9.1	5.3
Cycle Q Clear(g_c), s	4.2	15.0	12.2	6.0	9.1	5.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	496	438	855	399	503	1696
V/C Ratio(X)	0.32	0.91	0.80	0.45	0.82	0.30
Avail Cap(c_a), veh/h	517	456	998	465	590	1996
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.1	19.9	19.6	17.4	11.9	7.1
Incr Delay (d2), s/veh	0.4	20.9	4.2	0.8	7.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	11.1	7.4	3.1	6.2	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.4	40.7	23.8	18.2	19.5	7.2
LnGrp LOS	B	D	C	B	B	A
Approach Vol, veh/h	553		865			923
Approach Delay, s/veh	33.8		22.7			12.6
Approach LOS	C		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.0	20.8			36.8	21.8
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	14.5	19.0			38.0	18.0
Max Q Clear Time (g_c+I1), s	11.1	14.2			7.3	17.0
Green Ext Time (p_c), s	0.5	2.1			3.4	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	21.4
HCM 7th LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	144	366	636	164	378	473
Future Volume (veh/h)	144	366	636	164	378	473
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1752	1618	1693	1796	1618
Adj Flow Rate, veh/h	157	398	691	178	411	514
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	10	19	14	7	19
Cap, veh/h	503	444	1013	472	493	1764
Arrive On Green	0.30	0.30	0.33	0.33	0.18	0.57
Sat Flow, veh/h	1682	1485	3156	1434	1711	3156
Grp Volume(v), veh/h	157	398	691	178	411	514
Grp Sat Flow(s),veh/h/ln	1682	1485	1537	1434	1711	1537
Q Serve(g_s), s	5.1	18.1	13.7	6.7	10.3	6.0
Cycle Q Clear(g_c), s	5.1	18.1	13.7	6.7	10.3	6.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	503	444	1013	472	493	1764
V/C Ratio(X)	0.31	0.90	0.68	0.38	0.83	0.29
Avail Cap(c_a), veh/h	608	536	1013	472	560	1764
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	19.1	23.7	20.5	18.1	13.5	7.7
Incr Delay (d2), s/veh	0.4	15.7	3.7	2.3	9.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	12.0	8.4	4.0	7.6	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.5	39.4	24.2	20.4	22.9	8.1
LnGrp LOS	B	D	C	C	C	A
Approach Vol, veh/h	555		869			925
Approach Delay, s/veh	33.7		23.4			14.7
Approach LOS	C		C			B

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	17.2	27.8				45.0	25.6
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	15.5	20.5				40.5	25.5
Max Q Clear Time (g_c+I1), s	12.3	15.7				8.0	20.1
Green Ext Time (p_c), s	0.4	2.1				3.4	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	8.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	321	344	129	233	335
Future Vol, veh/h	128	321	344	129	233	335
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	0	-	500	350	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	10	8	13	11	3	4
Mvmt Flow	142	357	382	143	259	372

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1272	382	0	0	526	0
Stage 1	382	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Critical Hdwy	6.5	6.28	-	-	4.13	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.372	-	-	2.227	-
Pot Cap-1 Maneuver	178	652	-	-	1036	-
Stage 1	673	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 134	652	-	-	1036	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	291	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.09	0	3.95
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	233	652	1036	-
HCM Lane V/C Ratio	-	-	0.61	0.547	0.25	-
HCM Control Delay (s/veh)	-	-	41.9	17	9.6	-
HCM Lane LOS	-	-	E	C	A	-
HCM 95th %tile Q(veh)	-	-	3.6	3.3	1	-

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	205	514	518	156	281	479
Future Volume (veh/h)	205	514	518	156	281	479
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1781	1707	1737	1856	1841
Adj Flow Rate, veh/h	228	571	576	173	312	532
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	10	8	13	11	3	4
Cap, veh/h	574	520	802	364	472	1708
Arrive On Green	0.34	0.34	0.25	0.25	0.16	0.49
Sat Flow, veh/h	1668	1510	3329	1472	1767	3589
Grp Volume(v), veh/h	228	571	576	173	312	532
Grp Sat Flow(s),veh/h/ln	1668	1510	1622	1472	1767	1749
Q Serve(g_s), s	5.6	18.5	8.7	5.4	6.4	4.9
Cycle Q Clear(g_c), s	5.6	18.5	8.7	5.4	6.4	4.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	574	520	802	364	472	1708
V/C Ratio(X)	0.40	1.10	0.72	0.48	0.66	0.31
Avail Cap(c_a), veh/h	574	520	1117	507	506	2115
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	13.4	17.6	18.5	17.3	11.9	8.3
Incr Delay (d2), s/veh	0.4	69.2	1.4	1.0	2.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	22.5	5.1	2.9	3.9	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.8	86.8	19.9	18.2	14.8	8.4
LnGrp LOS	B	F	B	B	B	A
Approach Vol, veh/h	799		749			844
Approach Delay, s/veh	66.0		19.5			10.8
Approach LOS	E		B			B

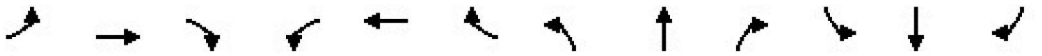
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	17.8			30.7	23.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.5	18.5			32.5	18.5
Max Q Clear Time (g_c+I1), s	8.4	10.7			6.9	20.5
Green Ext Time (p_c), s	0.1	2.5			3.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	205	516	520	156	283	482
Future Volume (veh/h)	205	516	520	156	283	482
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1707	1737	1752	1781	1856	1841
Adj Flow Rate, veh/h	228	529	578	173	314	536
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	13	11	10	8	3	4
Cap, veh/h	501	454	1079	490	500	1894
Arrive On Green	0.31	0.31	0.32	0.32	0.14	0.54
Sat Flow, veh/h	1626	1472	3416	1510	1767	3589
Grp Volume(v), veh/h	228	529	578	173	314	536
Grp Sat Flow(s),veh/h/ln	1626	1472	1664	1510	1767	1749
Q Serve(g_s), s	6.8	18.5	8.5	5.2	6.5	5.0
Cycle Q Clear(g_c), s	6.8	18.5	8.5	5.2	6.5	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	501	454	1079	490	500	1894
V/C Ratio(X)	0.45	1.17	0.54	0.35	0.63	0.28
Avail Cap(c_a), veh/h	501	454	1079	490	528	1894
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.7	20.8	16.6	15.5	10.8	7.4
Incr Delay (d2), s/veh	0.6	96.1	1.9	2.0	2.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	26.4	5.4	3.2	3.8	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.3	116.9	18.5	17.5	13.0	7.8
LnGrp LOS	B	F	B	B	B	A
Approach Vol, veh/h	757		751			850
Approach Delay, s/veh	86.9		18.2			9.7
Approach LOS	F		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.0	24.0			37.0	23.0
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	9.5	18.5			32.5	18.5
Max Q Clear Time (g_c+I1), s	8.5	10.5			7.0	20.5
Green Ext Time (p_c), s	0.1	2.6			3.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	0	143	0	0	0	0	740	17	259	619	0
Future Volume (veh/h)	39	0	143	0	0	0	0	740	17	259	619	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1826	0	1796				0	1737	1470	1796	1752	0
Adj Flow Rate, veh/h	40	0	147				0	763	18	267	638	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	5	0	7				0	11	29	7	10	0
Cap, veh/h	212	0	185				0	850	20	325	1211	0
Arrive On Green	0.12	0.00	0.12				0.00	0.50	0.50	0.10	0.69	0.00
Sat Flow, veh/h	1739	0	1522				0	1690	40	1711	1752	0
Grp Volume(v), veh/h	40	0	147				0	0	781	267	638	0
Grp Sat Flow(s),veh/h/ln	1739	0	1522				0	0	1730	1711	1752	0
Q Serve(g_s), s	1.6	0.0	7.3				0.0	0.0	31.7	5.3	13.7	0.0
Cycle Q Clear(g_c), s	1.6	0.0	7.3				0.0	0.0	31.7	5.3	13.7	0.0
Prop In Lane	1.00		1.00				0.00		0.02	1.00		0.00
Lane Grp Cap(c), veh/h	212	0	185				0	0	870	325	1211	0
V/C Ratio(X)	0.19	0.00	0.79				0.00	0.00	0.90	0.82	0.53	0.00
Avail Cap(c_a), veh/h	390	0	342				0	0	1185	445	1211	0
HCM Platoon Ratio	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				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.6	0.0	33.1				0.0	0.0	17.4	16.3	5.8	0.0
Incr Delay (d2), s/veh	0.4	0.0	7.4				0.0	0.0	7.3	8.6	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	5.4				0.0	0.0	18.0	4.9	5.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.0	0.0	40.5				0.0	0.0	24.7	25.0	6.2	0.0
LnGrp LOS	C		D						C	C	A	
Approach Vol, veh/h		187						781			905	
Approach Delay, s/veh		38.5						24.7			11.8	
Approach LOS		D						C			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		60.5			14.6	45.9		17.0				
Change Period (Y+Rc), s		6.9			6.9	6.9		7.6				
Max Green Setting (Gmax), s		13.1			13.1	53.1		17.4				
Max Q Clear Time (g_c+I1), s		15.7			7.3	33.7		9.3				
Green Ext Time (p_c), s		0.0			0.4	5.3		0.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		19.8	
HCM 7th LOS		B	

Notes
User approved pedestrian interval to be less than phase max green.

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	517
Vehs Exited	501
Starting Vehs	65
Ending Vehs	81
Travel Distance (mi)	184
Travel Time (hr)	11.4
Total Delay (hr)	4.6
Total Stops	500
Fuel Used (gal)	8.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	517
Vehs Exited	501
Starting Vehs	65
Ending Vehs	81
Travel Distance (mi)	184
Travel Time (hr)	11.4
Total Delay (hr)	4.6
Total Stops	500
Fuel Used (gal)	8.1

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	512
Vehs Exited	498
Starting Vehs	76
Ending Vehs	90
Travel Distance (mi)	208
Travel Time (hr)	12.3
Total Delay (hr)	4.7
Total Stops	501
Fuel Used (gal)	8.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

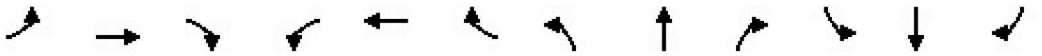
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	512
Vehs Exited	498
Starting Vehs	76
Ending Vehs	90
Travel Distance (mi)	208
Travel Time (hr)	12.3
Total Delay (hr)	4.7
Total Stops	501
Fuel Used (gal)	8.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	0	59	0	0	0	0	784	15	430	631	0
Future Volume (veh/h)	19	0	59	0	0	0	0	784	15	430	631	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1737	0	1678				0	1411	1811	1826	1841	0
Adj Flow Rate, veh/h	20	0	63				0	843	16	462	678	0
Peak Hour Factor	0.93	0.93	0.93				0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	11	0	15				0	33	6	5	4	0
Cap, veh/h	97	0	84				0	787	15	322	1446	0
Arrive On Green	0.06	0.00	0.06				0.00	0.57	0.57	0.14	0.79	0.00
Sat Flow, veh/h	1654	0	1422				0	1380	26	1739	1841	0
Grp Volume(v), veh/h	20	0	63				0	0	859	462	678	0
Grp Sat Flow(s),veh/h/ln	1654	0	1422				0	0	1406	1739	1841	0
Q Serve(g_s), s	1.1	0.0	4.1				0.0	0.0	53.1	13.1	11.6	0.0
Cycle Q Clear(g_c), s	1.1	0.0	4.1				0.0	0.0	53.1	13.1	11.6	0.0
Prop In Lane	1.00		1.00				0.00		0.02	1.00		0.00
Lane Grp Cap(c), veh/h	97	0	84				0	0	802	322	1446	0
V/C Ratio(X)	0.21	0.00	0.75				0.00	0.00	1.07	1.43	0.47	0.00
Avail Cap(c_a), veh/h	309	0	266				0	0	802	322	1446	0
HCM Platoon Ratio	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				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.7	0.0	43.1				0.0	0.0	20.0	32.4	3.4	0.0
Incr Delay (d2), s/veh	1.0	0.0	12.8				0.0	0.0	52.4	212.4	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	3.1				0.0	0.0	36.5	39.3	3.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.8	0.0	55.9				0.0	0.0	72.4	244.8	3.6	0.0
LnGrp LOS	D		E						F	F	A	
Approach Vol, veh/h		83						859			1140	
Approach Delay, s/veh		52.7						72.4			101.4	
Approach LOS		D						E			F	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		80.0			20.0	60.0		13.1				
Change Period (Y+Rc), s		6.9			6.9	6.9		7.6				
Max Green Setting (Gmax), s		13.1			13.1	53.1		17.4				
Max Q Clear Time (g_c+I1), s		13.6			15.1	55.1		6.1				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	87.5
HCM 7th LOS	F

Notes
User approved pedestrian interval to be less than phase max green.

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	547
Vehs Exited	555
Starting Vehs	72
Ending Vehs	64
Travel Distance (mi)	202
Travel Time (hr)	12.1
Total Delay (hr)	4.7
Total Stops	519
Fuel Used (gal)	8.6

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	547
Vehs Exited	555
Starting Vehs	72
Ending Vehs	64
Travel Distance (mi)	202
Travel Time (hr)	12.1
Total Delay (hr)	4.7
Total Stops	519
Fuel Used (gal)	8.6

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	530
Vehs Exited	501
Starting Vehs	69
Ending Vehs	98
Travel Distance (mi)	204
Travel Time (hr)	12.9
Total Delay (hr)	5.4
Total Stops	503
Fuel Used (gal)	8.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

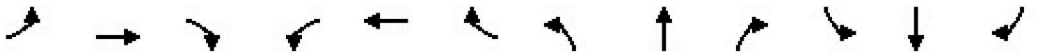
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	530
Vehs Exited	501
Starting Vehs	69
Ending Vehs	98
Travel Distance (mi)	204
Travel Time (hr)	12.9
Total Delay (hr)	5.4
Total Stops	503
Fuel Used (gal)	8.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	33	0	453	93	590	0	0	817	14
Future Volume (veh/h)	0	0	0	33	0	453	93	590	0	0	817	14
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1574	1737	0	0	1752	1589
Adj Flow Rate, veh/h				34	0	416	95	602	0	0	834	14
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				9	0	9	22	11	0	0	10	21
Cap, veh/h				260	0	232	229	1176	0	0	913	701
Arrive On Green				0.15	0.00	0.15	0.06	0.68	0.00	0.00	0.52	0.52
Sat Flow, veh/h				1682	0	1497	1499	1737	0	0	1752	1346
Grp Volume(v), veh/h				34	0	416	95	602	0	0	834	14
Grp Sat Flow(s),veh/h/ln				1682	0	1497	1499	1737	0	0	1752	1346
Q Serve(g_s), s				1.5	0.0	12.9	2.2	14.3	0.0	0.0	36.3	0.4
Cycle Q Clear(g_c), s				1.5	0.0	12.9	2.2	14.3	0.0	0.0	36.3	0.4
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				260	0	232	229	1176	0	0	913	701
V/C Ratio(X)				0.13	0.00	1.80	0.41	0.51	0.00	0.00	0.91	0.02
Avail Cap(c_a), veh/h				260	0	232	354	1176	0	0	1137	874
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.4	0.0	35.2	17.4	6.6	0.0	0.0	18.3	9.7
Incr Delay (d2), s/veh				0.2	0.0	374.8	1.2	0.4	0.0	0.0	9.7	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				1.1	0.0	45.8	1.6	6.7	0.0	0.0	20.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				30.6	0.0	410.0	18.6	7.0	0.0	0.0	28.0	9.7
LnGrp LOS				C		F	B	A			C	A
Approach Vol, veh/h					450			697			848	
Approach Delay, s/veh					381.3			8.6			27.7	
Approach LOS					F			A			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.0	50.3		20.0		63.4						
Change Period (Y+Rc), s	7.7	* 6.9		7.1		6.9						
Max Green Setting (Gmax), s	12.3	* 54		12.9		53.1						
Max Q Clear Time (g_c+I1), s	4.2	38.3		14.9		16.3						
Green Ext Time (p_c), s	0.1	5.1		0.0		4.0						

Intersection Summary		
HCM 7th Control Delay, s/veh		100.8
HCM 7th LOS		F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	517
Vehs Exited	501
Starting Vehs	65
Ending Vehs	81
Travel Distance (mi)	184
Travel Time (hr)	11.4
Total Delay (hr)	4.6
Total Stops	500
Fuel Used (gal)	8.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	517
Vehs Exited	501
Starting Vehs	65
Ending Vehs	81
Travel Distance (mi)	184
Travel Time (hr)	11.4
Total Delay (hr)	4.6
Total Stops	500
Fuel Used (gal)	8.1

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	512
Vehs Exited	498
Starting Vehs	76
Ending Vehs	90
Travel Distance (mi)	208
Travel Time (hr)	12.3
Total Delay (hr)	4.7
Total Stops	501
Fuel Used (gal)	8.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

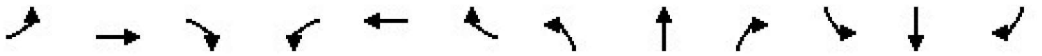
Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	512
Vehs Exited	498
Starting Vehs	76
Ending Vehs	90
Travel Distance (mi)	208
Travel Time (hr)	12.3
Total Delay (hr)	4.7
Total Stops	501
Fuel Used (gal)	8.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	0	371	102	576	0	0	1011	28
Future Volume (veh/h)	0	0	0	25	0	371	102	576	0	0	1011	28
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	0	1826	1693	1856	0	0	1841	1900
Adj Flow Rate, veh/h				25	0	335	103	582	0	0	1021	28
Peak Hour Factor				0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %				8	0	5	14	3	0	0	4	0
Cap, veh/h				235	0	214	178	1301	0	0	1028	899
Arrive On Green				0.14	0.00	0.14	0.06	0.70	0.00	0.00	0.56	0.56
Sat Flow, veh/h				1697	0	1547	1612	1856	0	0	1841	1610
Grp Volume(v), veh/h				25	0	335	103	582	0	0	1021	28
Grp Sat Flow(s),veh/h/ln				1697	0	1547	1612	1856	0	0	1841	1610
Q Serve(g_s), s				1.2	0.0	12.9	2.3	12.8	0.0	0.0	51.3	0.7
Cycle Q Clear(g_c), s				1.2	0.0	12.9	2.3	12.8	0.0	0.0	51.3	0.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				235	0	214	178	1301	0	0	1028	899
V/C Ratio(X)				0.11	0.00	1.57	0.58	0.45	0.00	0.00	0.99	0.03
Avail Cap(c_a), veh/h				235	0	214	294	1301	0	0	1028	899
HCM Platoon Ratio				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	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.2	0.0	40.2	22.1	6.1	0.0	0.0	20.4	9.3
Incr Delay (d2), s/veh				0.2	0.0	276.0	3.0	0.2	0.0	0.0	26.3	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				0.9	0.0	33.8	2.4	6.9	0.0	0.0	32.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				35.3	0.0	316.2	25.1	6.3	0.0	0.0	46.7	9.3
LnGrp LOS				D		F	C	A			D	A
Approach Vol, veh/h					360			685			1049	
Approach Delay, s/veh					296.7			9.1			45.7	
Approach LOS					F			A			D	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.3	60.0		20.0		73.3						
Change Period (Y+Rc), s	7.7	7.9		7.1		* 7.9						
Max Green Setting (Gmax), s	12.3	52.1		12.9		* 53						
Max Q Clear Time (g_c+I1), s	4.3	53.3		14.9		14.8						
Green Ext Time (p_c), s	0.1	0.0		0.0		4.0						

Intersection Summary	
HCM 7th Control Delay, s/veh	76.9
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	547
Vehs Exited	555
Starting Vehs	72
Ending Vehs	64
Travel Distance (mi)	202
Travel Time (hr)	12.1
Total Delay (hr)	4.7
Total Stops	519
Fuel Used (gal)	8.6

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	547
Vehs Exited	555
Starting Vehs	72
Ending Vehs	64
Travel Distance (mi)	202
Travel Time (hr)	12.1
Total Delay (hr)	4.7
Total Stops	519
Fuel Used (gal)	8.6

Summary of All Intervals

Start Time	6:57
End Time	7:10
Total Time (min)	13
Time Recorded (min)	10
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	530
Vehs Exited	501
Starting Vehs	69
Ending Vehs	98
Travel Distance (mi)	204
Travel Time (hr)	12.9
Total Delay (hr)	5.4
Total Stops	503
Fuel Used (gal)	8.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	530
Vehs Exited	501
Starting Vehs	69
Ending Vehs	98
Travel Distance (mi)	204
Travel Time (hr)	12.9
Total Delay (hr)	5.4
Total Stops	503
Fuel Used (gal)	8.8

Appendix K
Turn Lane Warrants & Exhibit 212-1

24009.02.01 Orlando Health - Wildwood
US 301 Access Driveway
Northbound Left Turn Warrant (AM Peak)

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

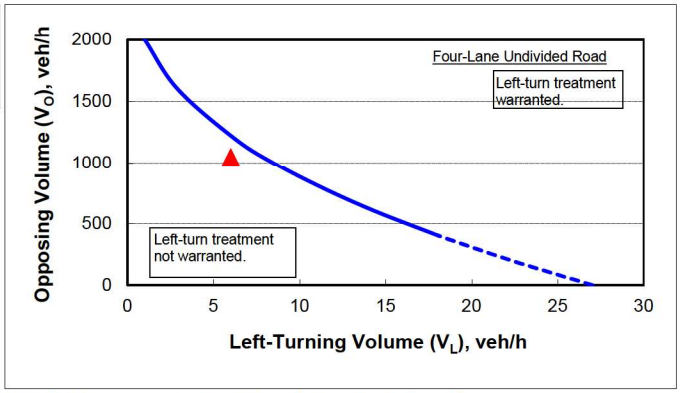
Variable	Value
Left-turning volume (V_L), veh/h:	6
Advancing volume (V_A), veh/h:	971
Opposing volume (V_O), veh/h:	1043

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
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:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Access Driveway
Northbound Left Turn Warrant (PM Peak)

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

4-lane roadway

INPUT

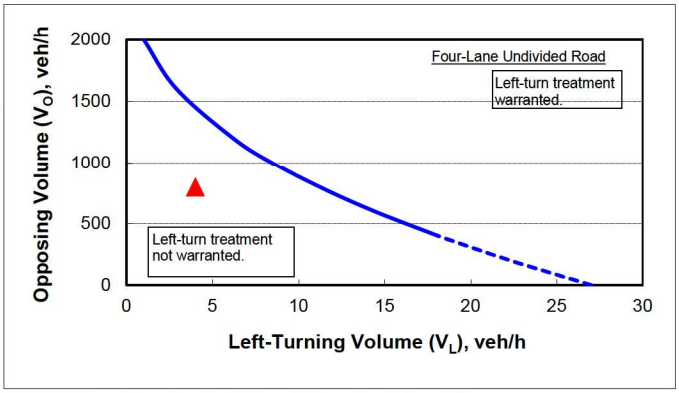
Variable	Value
Left-turning volume (V_L), veh/h:	4
Advancing volume (V_A), veh/h:	1131
Opposing volume (V_O), veh/h:	798

OUTPUT

Variable	Message
Opposing volume (Vo) check:	O.K.
Combined volume (V_A and V_O) check:	O.K.
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:	4.0
Critical headway, s:	6.0



Note: When V_O < 400 veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h (V_A > 400 veh/h).

Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Acess Driveway (North Approach)
Southbound Right Turn Warrant (AM Peak)

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

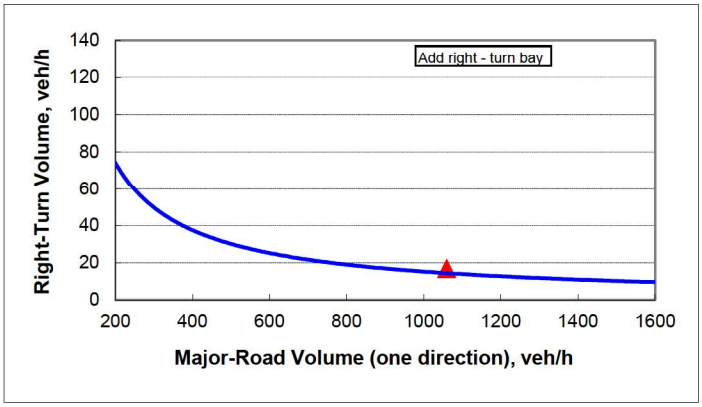
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1059
Right-turn volume, veh/h:	17

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	14
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Acess Driveway (South Approach)
Southbound Right Turn Warrant (AM Peak)

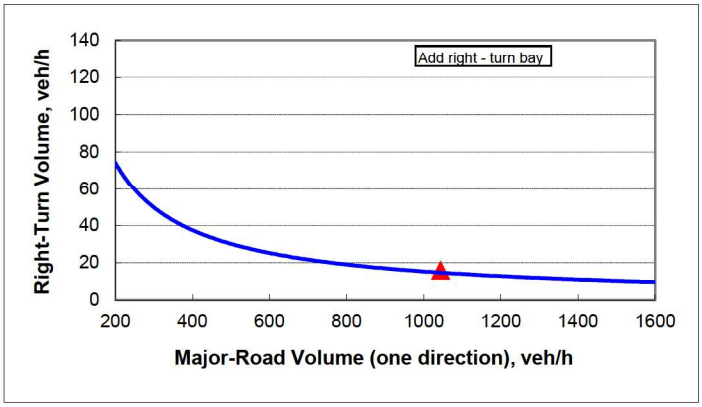
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	1043
Right-turn volume, veh/h:	16

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	15
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Acess Driveway (North Approach)
Southbound Right Turn Warrant (PM Peak)

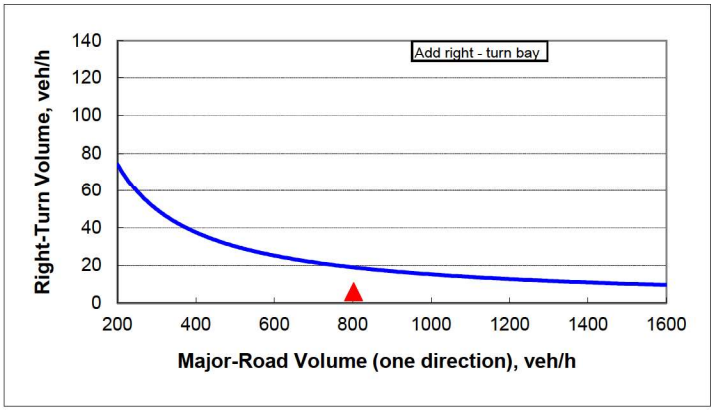
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	802
Right-turn volume, veh/h:	6

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

24009.02.01 Orlando Health - Wildwood
US 301 Acess Driveway (South Approach)
Southbound Right Turn Warrant (PM Peak)

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

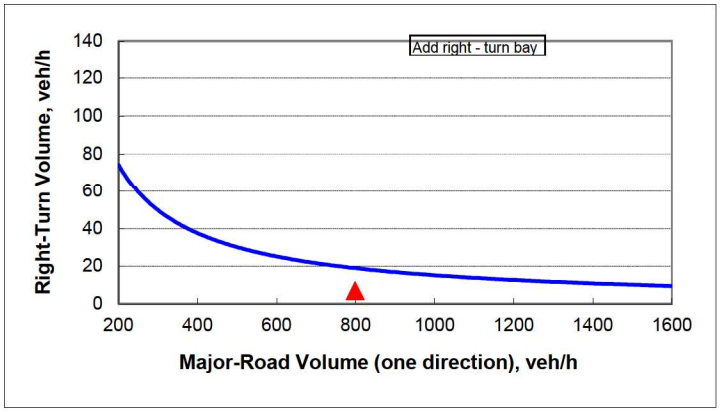
INPUT

Roadway geometry:	4-lane roadway

Variable	Value
Major-road speed, mph:	55
Major-road volume (one direction), veh/h:	798
Right-turn volume, veh/h:	7

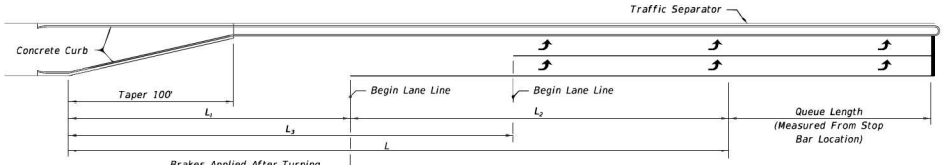
OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	19
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

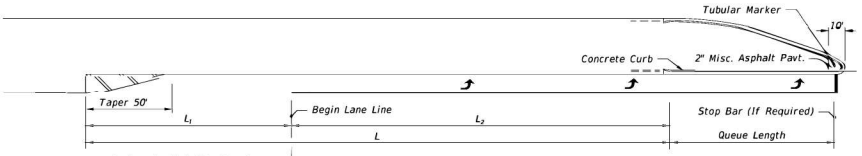


Source: National Cooperative Highway Research Program (NCHRP) Report 457- Evaluating Intersection Improvements: An Engineering Study Guide

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

Austin Ecological Consultants
316 Church Street • Kissimmee, Florida • 34741 • Phone: 407.935.0535

December 28, 2023

Orlando Health Inc.
Attn: Arnulfo Castillo
1414 Kuhl Avenue, MP71
Orlando, FL 32806

RE: Ecological Site Assessment
Orlando Health Wildwood
Sumter County, FL

The purpose of this report is to present the results of a recent ecological site investigation that was conducted at the Orlando Health Wildwood site. More specifically, the purpose of the site review was to investigate the presence of onsite wetlands and state or federally listed species within the boundaries of the property. The following presents the results of the site investigation.

SURVEY METHODOLOGY

Prior to the site investigation, Austin Ecological Consultants LLC (AEC) conducted a review of available National Wetlands Inventory (NWI) GIS layers, South West Florida Water Management District (SWFWMD) land use shapefiles, USDA NRCS Soil Survey of Sumpter County Florida, UFDC Historical Aerial Photography: Florida, FDOT Aerial Photography Collection, USFWS Information for Planning and Consultation (IPaC) Ecosphere program, and available listed species locality records, including the Florida Fish and Wildlife Conservation Commission's (FWC) bald eagle nest database.

Following the desktop review, on September 8th, 2023, Biologists and Authorized Gopher Tortoise Agents from Austin Ecological Consultants (Permit Number: GTA-22-00018) conducted a field review of the subject properties to investigate for the presence of onsite wetlands and evaluate the property for state and federally listed species. The presence of wildlife was determined by direct observation or signs of their presence (burrows, tracks, etc.).

LOCATION

The project site contains approximately 45.4 acres of land and consists of Sumpter County Tax Parcel: G19-003. The site address is 4424 N US 301, Wildwood Florida. The site is located on the west side of US 301, south of Florida's Turnpike. Please refer to the attached **Location Map** and **Aerial**.

SOILS

The onsite soil types were classified according to available USDA Natural Resource Conservation Service (NRCS) GIS layers, Sumpter County. The onsite soil types are summarized in the following Table 1 and are illustrated on the attached **Soils Map**.

Table 1. Onsite Soil Types

ID#	Soil Name	Drainage Class	Hydric Rating
15	Adamsville Fine Sand, Bouldery Subsurface	Somewhat Poorly Drained	No
21	EauGallie Fine Sand, Bouldery Subsurface	Poorly Drained	No
26	Wabasso Fine Sand, Bouldery Subsurface	Poorly Drained	No
46	Ft. Green Fine Sand, Bouldery Subsurface	Poorly Drained	No
54	Monteocha Fine Sand, Depressional	Very Poorly Drained	Yes

VEGETATIVE COMMUNITIES

The onsite vegetative community types were classified according to the Florida Land Use, Cover and Forms Classification System (FDOT, 1999). Two upland and two wetland vegetative communities were identified onsite; see **FLUCFCS Map**. Representative photographs have been attached in **Photos.**

212 – Improved Pasture

There are areas on the subject property where the majority of canopy species have been removed. This portion of the property is semi-managed and appears to have been planted with pasture grasses. The sparse canopy species include live oak (*Quercus virginiana*) and laurel oak (*Quercus laurifolia*). There are very few species in the shrub layer in this habitat. The groundcover is dominated by bahia grass (*Paspalum notatum*), and includes sensitive partridge pea (*Chamaecrista nictitans*), beggarstick (*Bidens alba*), dog fennel *(Eupatorium capillifolium*), and blackberry (*Rubus spp.*).

427 – Live Oak

The majority of the uplands associated with the subject property are best described as a hammock of Live Oak. This habitat has a canopy almost exclusively of live oak, with some minor components of other oak species. There are areas with canopy cover of 80% or more and others with canopy cover of approximately 10-20%. The sub-canopy is relatively limited and composed of American beauty berry (*Callicarpa americana*), dog fennel (*Eupatorium capillifolium*) and Caesar weed (*Urena lobata*). The groundcover species include Virginia chain fern (*Woodwardia virginica*), blackberry (*Rubus spp.*), muscadine (*Vitis rotundifolia*) and bahia grass.

640- Vegetated Non-Forested Wetlands

The majority of wetlands on site have no trees and can best be described by this habitat type. These wetlands are dominated by pickerel weed (*Pontederia cordata*) within the deeper areas and beak sedge (*Rhynchospora nitens*) dominating the edge. Additional species found within these areas include soft rush (*Juncus effusus*), hat pins (*Syngonanthus flavidulus*), road grass (*Eleocharis spp.*), torpedo grass (*Panicum repens*) and maiden cane (*Panicum hemitomon*).

613 – Gum Swamp

There is a small wetland in the south-central area of the property that contains a canopy of almost exclusively black gum (*Nyssa sylvatica*) with minimal Chinese tallow (*Triadica sebifera*) encroaching at the edges. The groundcover species include Virginia chain fern, muscadine, poison ivy (*Toxicodendron radicans*), pickerel weed, soft rush, torpedo grass and maiden cane.

LISTED SPECIES

During the site review, AEC conducted pedestrian surveys for state and federally-listed species with the potential to occur onsite. In addition, a qualified biologist and Authorized Gopher Tortoise Agent from AEC (Permit Number: GTA-22-00018) conducted a preliminary, pedestrian survey of the property to determine whether a gopher tortoise (*Gopherus polyphemus*) population occurs onsite.

Bald Eagle (*Haliaeetus leucocephalus*):

Although the bald eagle is no longer listed under the Endangered Species Act, it is still afforded protection by the U.S. Fish and Wildlife Service (USFWS) under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. A review of the Florida Fish and Wildlife Conservation Commission (FWC) bald eagle nest database and the Audobon Societies Eagle Watch Program was conducted to determine if there are any known bald eagle nests that could affect development of the site. The database review revealed that there are no known eagle nests that have potential to affect development of the subject

property. In addition, the site investigation did not identify any eagle nest within the subject or adjacent properties within 660 feet of the site boundaries.

Gopher Tortoise (*Gopherus polyphemus*):

The gopher tortoise is a state-listed, threatened species of reptile that occupies nearly all upland community types throughout the state of Florida. Gopher tortoises, their eggs, and their burrows are protected from harm or harassment. Any gopher tortoise burrows that have the potential to be impacted as a result of land clearing, construction, or other disturbance must be relocated out of harm's way to an approved offsite recipient site or avoided with adequate buffers (≥25 feet) in place. Any gopher tortoise relocation activities are permitted through the Florida Fish and Wildlife Conservation Commission (FWC).

All onsite uplands are considered potential habitat for gopher tortoises. The informal, preliminary survey did not identify any gopher tortoise burrows or signs of their inhabitance. However, due to an abundance of suitable soils and upland habitats a formal 100% survey of the site should be conducted prior to development.

Eastern Indigo Snake (*Drymarchon corais couperi*):

The eastern indigo snake is a federally-listed, threatened species that utilizes various upland and wetland habitats throughout the state. Conservation measures required by the USFWS typically include the inspection and excavation of all gopher tortoise burrows prior to construction, posting signage throughout the construction site, educating contractors on the identification of the species, and measures that must be taken to avoid disturbance if one is encountered during site work. This species is not anticipated to affect future development of the property.

Wood Stork *(Mycteria americana)*

The wood stork is listed as threatened by the USFWS. This species utilizes various wetland habitats for foraging and nesting. Although wood storks were not observed during the field review, suitable foraging habitat (non-forested wetlands and ditches) occur onsite. The property is not located within the Core Foraging Area (CFA) of known wood stork colonies.

The CFA for active wood stork colonies within south Florida is defined as a circular area with an 18.6-mile radius from the colony. For projects that occur within the CFA of a known wood stork colony, any impacts to suitable foraging habitat may require habitat compensation. If more than 5.00± acres of impacts are proposed to SFH, a biomass calculation may need to be conducted to demonstrate that the proposed mitigation is

sufficient to offset the impacts. As this property is not located within a known Core Foraging Area, no additional mitigation should be needed.

Additional Species

The subject property is located within the consultation area for the Florida Scrub-Jay (*Aphelocoma coerulescens*) and Everglade Snail Kite *(Rostrhamus sociabilis plumbeus),* however no habitat for this species occurs onsite. No other state or federally-listed species or signs of their presence were observed during the September 8, 2023 field review, and due to the observed condition of onsite habitats, the likelihood of occurrence of other listed species is low.

If you have any questions about the information contained in this report, please contact Austin Ecological Consultants.

Sincerely,

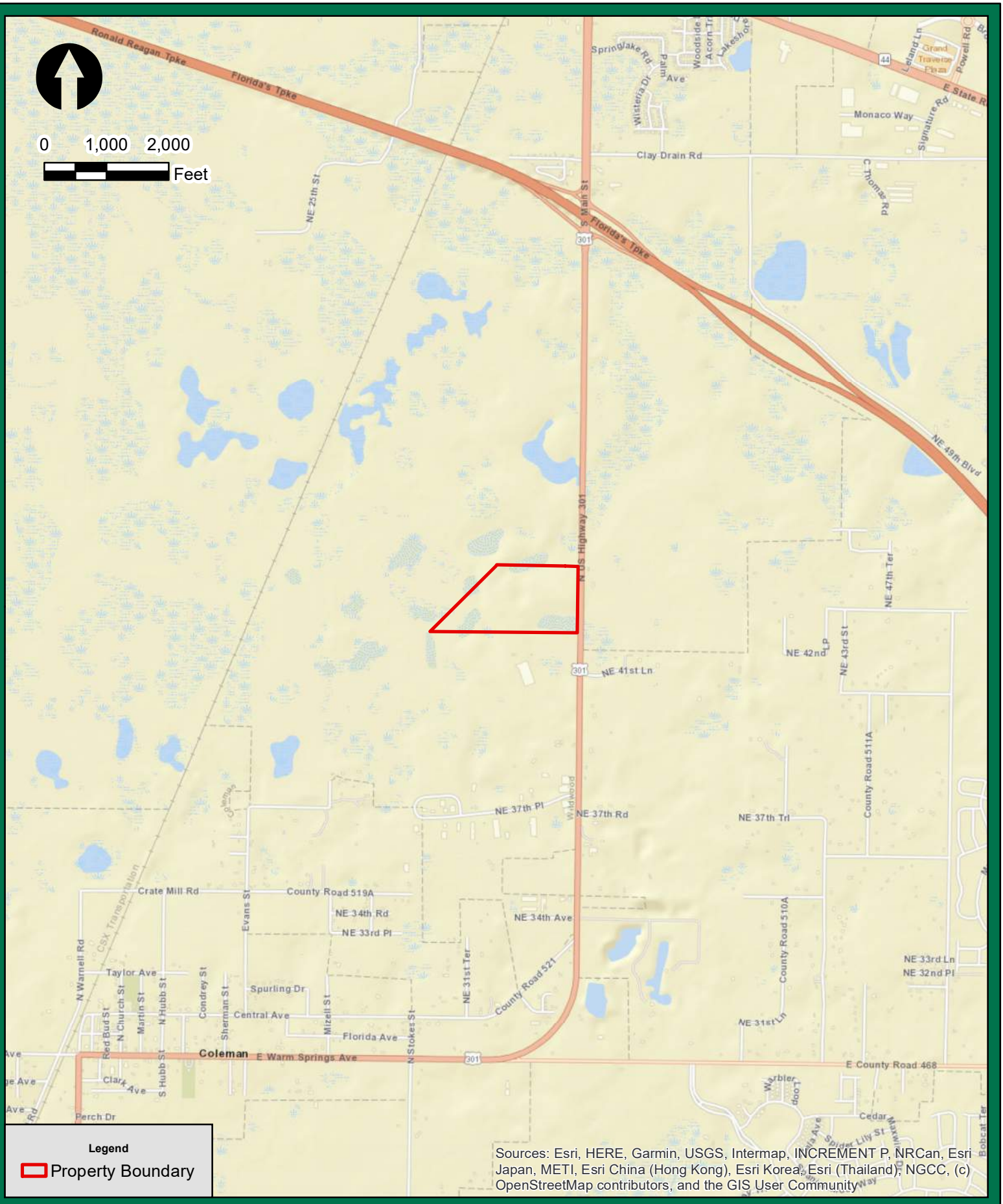
L. Stephen Banks
Austin Ecological Consultants, LLC

FIGURES

Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Aerial
Orlando Health Wildwood

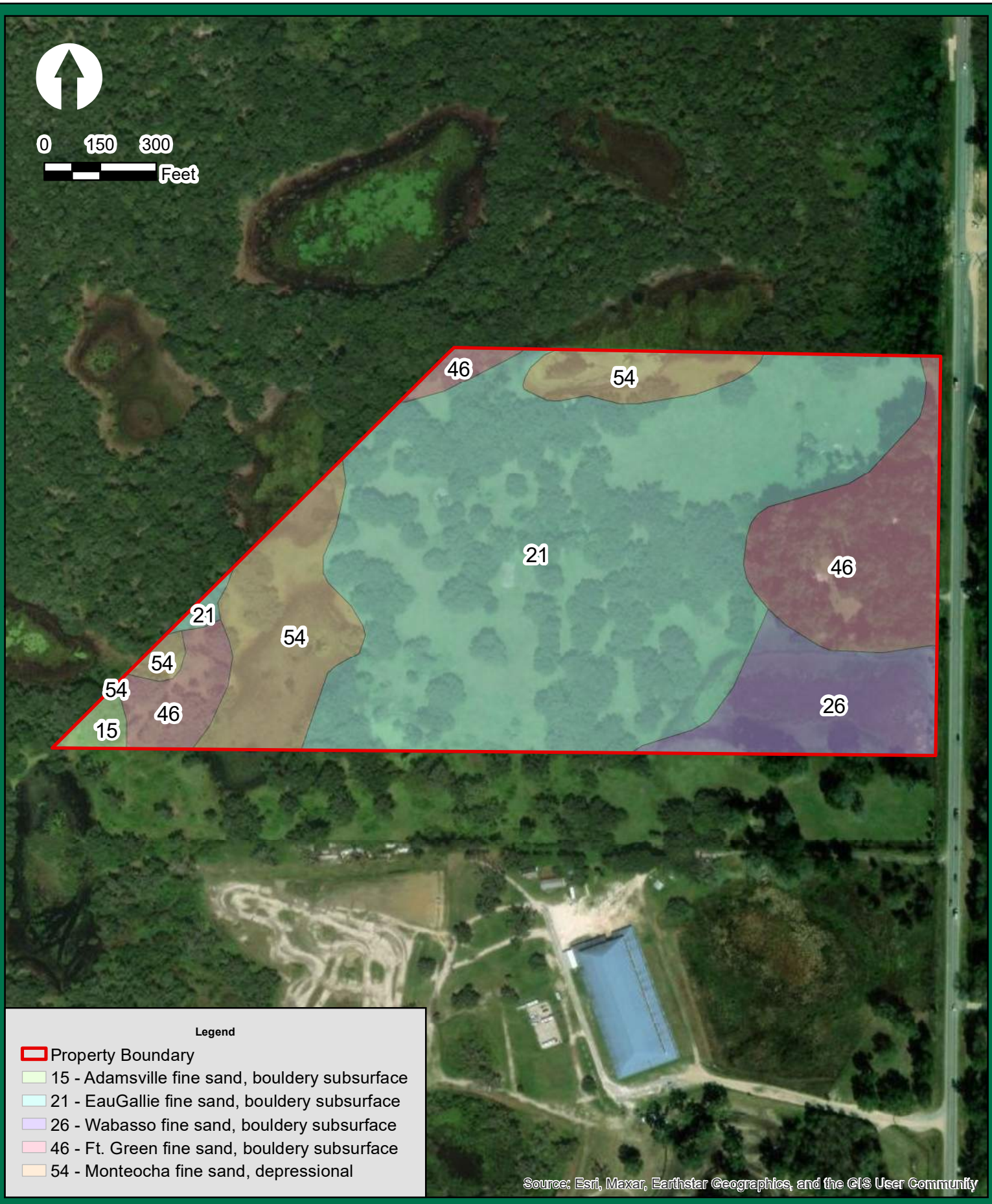
Sumter County



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Location Map
Orlando Health Wildwood

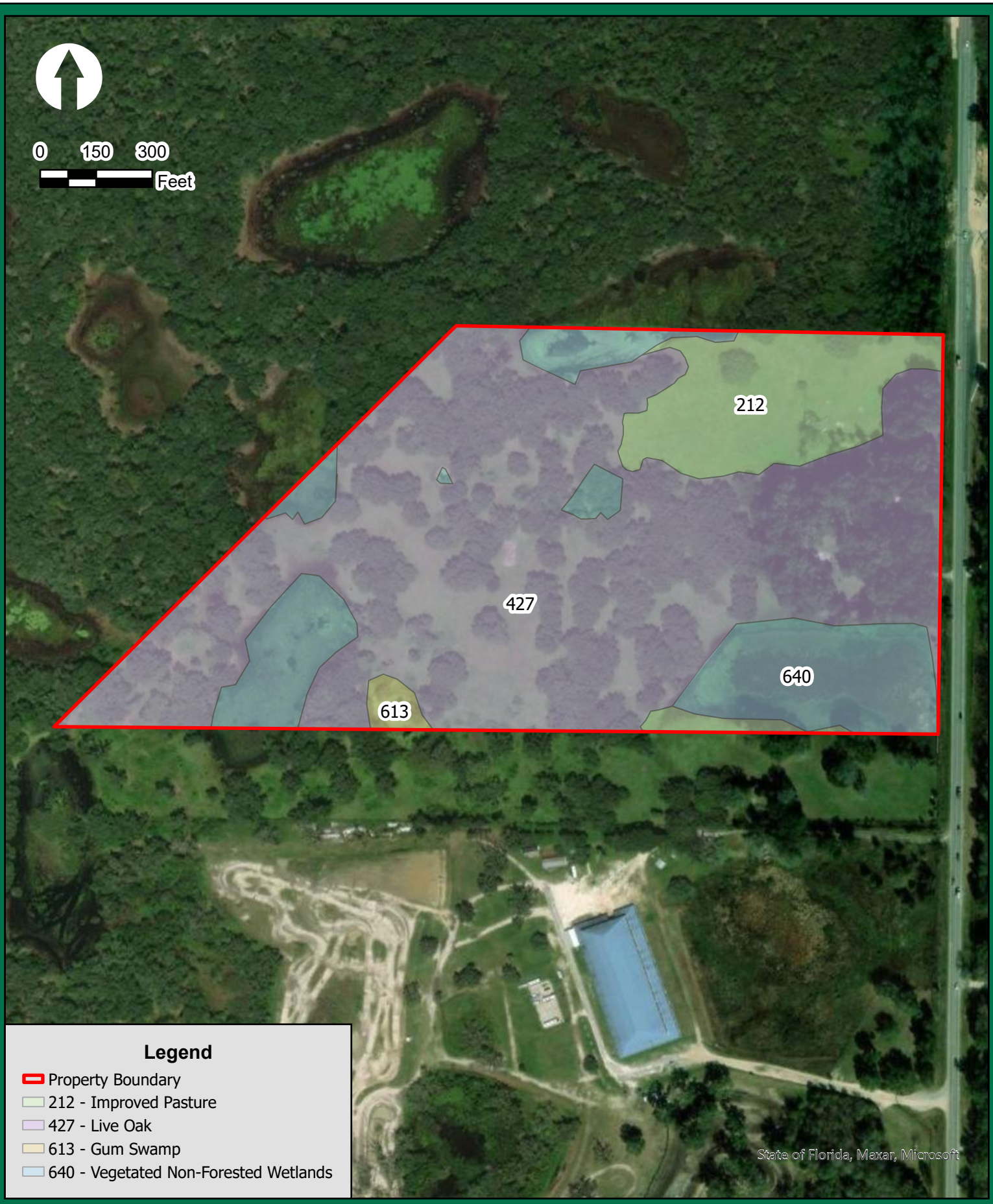
Sumter County



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Soils Map
Orlando Health Wildwood

Sumter County



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
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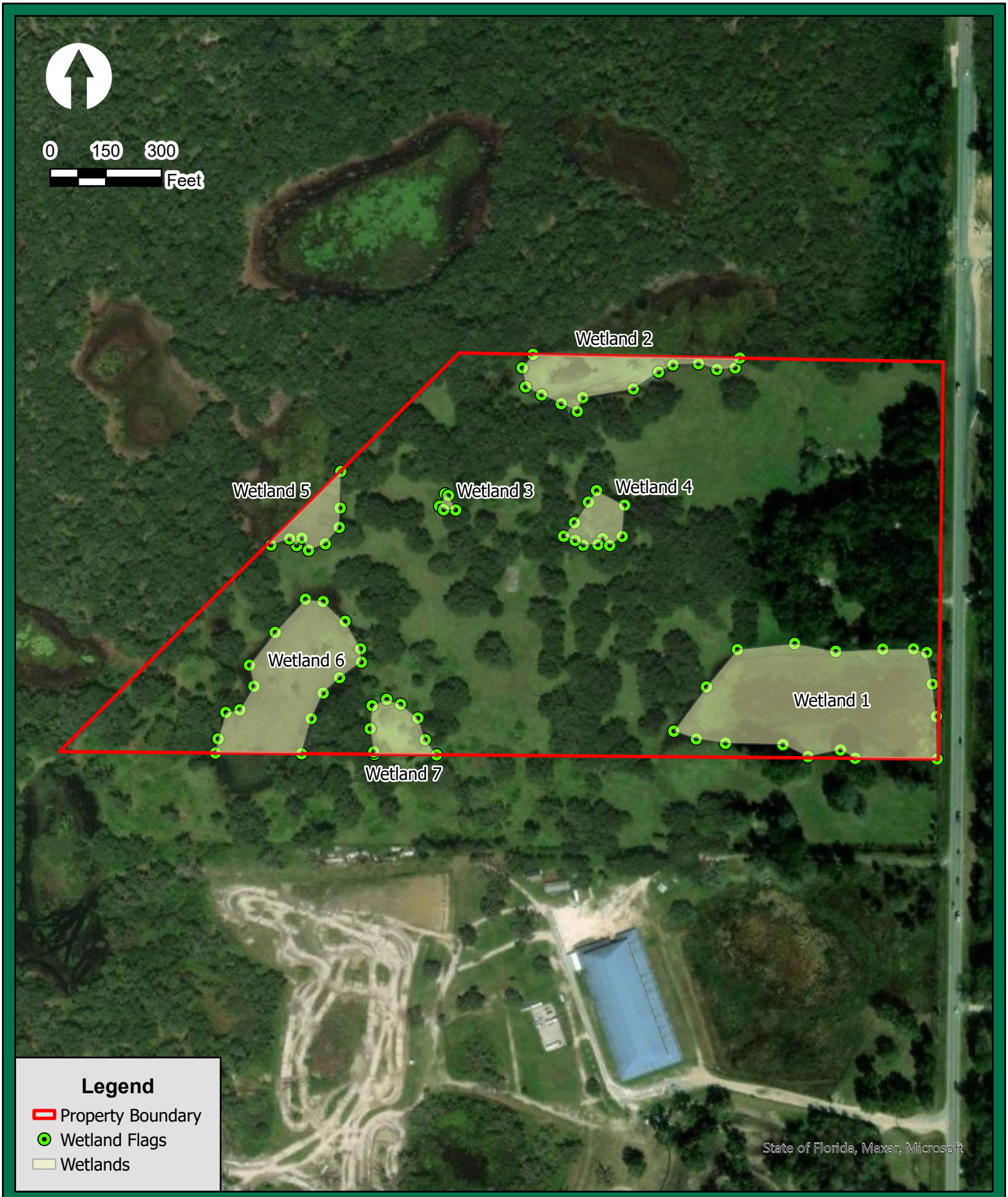
Orlando Health Wildwood
FLUCFCS Map

Sumter County



Austin Ecological Consultants, LLC
316 Church Street
Kissimmee, Florida 34741
407.935.0535

Orlando Health Wildwood Wetlands Map

Sumter County

PHOTOS

REPRESENTATIVE PHOTOGRAPHS

Photograph No. 1: Representative photo of the Live Oak hammock that makes up the majority of the subject property.

Photograph No. 2: Representative view of the vegetated non forested wetlands that make up the majority of wetlands on the subject property.

REPRESENTATIVE PHOTOGRAPHS

Photograph No. 3: Representative view of the vegetated non forested wetlands that make up the majority of wetlands on the subject property.

Photograph No. 4: Representative photo of the Live Oak hammock that makes up the majority of the subject property.

REPRESENTATIVE PHOTOGRAPHS

Photograph No. 5: Representative view of the vegetated non forested wetlands that make up the majority of wetlands on the subject property.

Photograph No. 6: Representative view of the Gum Swamp/ Tupelo wetland that can be found in the southern center of the subject property.

WILDWOOD
FLORIDA

Memorandum

To: Wildwood City Commission

From: Jason F. McHugh, AICP, CPM, City Manager

Date: May 15, 2024

Re: Wastewater Capacity

Dear Mayor and Commissioners:

Pursuant to F.S. 163.3180 (Concurrency) and Objective 4.1 of the City's Comprehensive Plan (Public Services Availability) Staff is required to monitor and forecast demands for public facilities and services including, but not limited to, potable water and sanitary sewer services. The regulations ensure adequate public facilities and services are available to meet forecasted demands from new development. Staff is also required to assess the capacity of these systems during Comprehensive Plan Amendment applications that are ultimately presented to the City Commission for consideration.

While the City's water system has plenty of capacity to meet the demands of future development, the wastewater treatment capacity requires more scrutiny. The City's wastewater treatment plants are permitted through the Florida Department of Environmental Protection (FDEP). The City's main wastewater treatment plant located at Industrial Drive has a permitted capacity of 3.55 MGD (million gallons per day). The City also owns and operates the wastewater treatment plant at Continental Country Club (CCC). The CCC plant solely serves CCC residents and treats approximately 160,000 GPD (gallons per day). The CCC plant requires major repairs and is planned to be decommissioned when practical. The City's contractor is wrapping up a multi-year capital project to decommission the CCC plant and redirect the flows to the City's main wastewater treatment plant.

The City has initiated the expansion of its wastewater treatment plant to meet forecasted wastewater demands. This multi-year project is being completed in phases and will incrementally increase the City's wastewater treatment capacity as certain milestones are reached within the

project. Upon completion of the design and execution of a construction contract, Staff anticipates the contractor will mobilize to begin the construction of Phases 1 and 2 in January 2025. The construction timeframe for Phases 1 and 2 is roughly 14-18 months and will be completed by June 2026. Once completed, the City will have a treatment capacity of 4 MGD. Staff anticipates the contractor will complete the final phase of the plant by March 2027, at which point the total treatment capacity at the wastewater plant will be 5.5 MGD.

The attached analysis demonstrates that the City will be close to reaching its wastewater capacity in the 2nd Quarter of 2026. This analysis forecasts demand from known developments. However, there are many factors to consider in this analysis including:

1) CCC Decommissioning: The analysis shows the CCC flows (160,000 GPD or 640 ERCs) being absorbed by the City's main treatment plant before completion of the construction of Phase 1 and 2 of the wastewater treatment plant.

2) Level of Service Standard: The City's Comprehensive Plan, Land Development Regulations, and Concurrency Management System establish a high level of service standard of 250 GPD of wastewater usage per Equivalent Residential Connection (ERC).

3) Build-For-Rent Housing: The City lacks real-time service demand data on this new housing product. The forecasted demand generated from the 1,200+ units of Build-For-Rent product may be too high.

I remain confident that the City will meet concurrency standards, stay ahead of the forecasted demands, and remain in compliance with our FDEP permit for all currently approved projects. However, we have reached a point where Staff will no longer be able to recommend approval on any new Comprehensive Plan amendment applications until we can ensure the public that our wastewater system has sufficient capacity to take on more demand.

Providing adequate infrastructure to meet the needs of our growing community remains a strategic goal for the City. Staff will continue to monitor our wastewater flows and will scrutinize demand over the next two years while the wastewater treatment plant project is finished. The concurrency analysis will be updated every quarter, and I will update the Commission as warranted.

New Known Development

Project	Units	ERCs	Type	Status	New ERC's 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Juliette Apartments	330	132	Apartments	Under construction		45	45		42																							
Wildwood Landing	101	51	Cottages	Under construction			10		10	10	10	11																				
Solamar	243	243	BFR	Under construction		50	50		50	50	43																					
Eden (fka Zora)	130	130	BFR	Under construction		30	30		30	30	10																					
Villas at Wildwood	192	192	BFR	Under construction		45	45		45	45	12																					
Wildwood Multifamily at Turkey Run	144	58	Apartments	Under review												40	18															
Twisted Oaks SFD	734	734	SFD	Under construction					10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Twisted Oaks Townhomes	248	149	SFA	Under construction					25	25	25	25		25	24																	
Twisted Oaks Multifamily	277	111	Apartments	Under construction					50	50	11																					
Townhomes at Powell	128	77	Townhomes	Under construction					25	25	27																					
Oxford BFR	154	154	BFR	Approved										25	25	25	25		25	25	4											
Highfield at Twisted Oaks	374	374	SFD	Under construction			15		10	10	10	10		15	15	15	15		15	15	15	15		15	15	15	15		15	15	15	15	
100 Oaks	411	411	SFD	Under review												15	15		15	15	15	15		15	15	15	15		15	15	15	15	
Southern Waters Capital	323	129	Apartments	Under review															50	50	29											
Sumter Springs (County)	274	274	SFD/Multi-family	Under review															10	10	10	10		10	10	10	10		10	10	10	10	
Highland Homes (County)	532	532	SFD	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
The Keys at Wildwood I	190	190	BFR	Under construction					80	80	30																					
The Keys at Wildwood II	302	302	BFR	Under construction			25		50	50	50	50		50	27																	
Bellweather Multifamily	248	99	Apartments	Under construction			25		25	49																						
Cassablanca at Wildwood	54	32	Townhomes	Approved										24	8																	
Evolve Apartments	248	99	Apartments	Approved								25		25	25	24																
Wildwood Place PD	300	250	Multi-family	Under review												50	50		50	50	50											
Tillman Villas	180	180	SFD	Under review							15	15		15	15	15	15		15	15	15	15		15	15							
Commander's Pointe	638	255	Multifamily	Under review												25	25		50	50	50	50		5								
Oxford Crossings (Residential)	886	443	Mixed	Awaiting Submittal												25	25		25	25	25	25		25	25	25	25		25	25	25	25	
Townhomes at Peppertree (Blount)	144	86	Townhomes	Under review								25		25	25	11																
Tillman Oaks	160	160	SFA	Under review										25	25	25	25		25	25	10			10	10	10	10		10	10	10	10	
Mateo Oaks	164	164	SFD	Under review																10	10	10		10	10	10	10		10	10	10	10	
Boulder (CR 213/CR 44A)	312	250	Mixed	Under review										10	10	10	10		10	10	10	10		10	10	10	10		10	10	10	10	
Wildwood III (CR 213/44A)	350	210	Mixed	Under review													10		25	25	25	25		25	25	25	25					
INFILL					5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5	
Subtotal	**8,771**	**6,471**			**5**	**175**	**250**	**430**	**457**	**439**	**258**	**176**	**1,330**	**269**	**229**	**310**	**263**	**1,071**	**345**	**355**	**298**	**205**	**1,203**	**170**	**165**	**150**	**150**	**635**	**125**	**125**	**125**	**125**	**500**

Existing Residential Developments (Additional Units)

Project	Units	ERCs	Type	Status	New ERCs 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Triumph South (Phase 2)	72	72	SFD	Active					5	5	5	5		5	5	5	5		5	5	5	5		5	5	2						
Simple Life Tiny Homes	134	134	Tiny Homes	Active	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5		5	5	5	5	
Beaumont	10	10	SFD	Active	2	2	2		2																							
Densan Park (Phase 1 & 2)	86	86	SFD	Active	5	5	5		5	5	5	5		5	5	5	5		5	5	5	5		5	6							
Grand Oaks Manor (Phase 1)	145	145	SFD	Dormant	0	0	0		2	2	2	2		2	2	2	2		2	2	2	2		2	2	2	2		5	5	5	5	
The Mark at Wildwood	105	87	Apartments	Active	25	25	12																									
Sundance Trails at Beaumont	300	250	Apartments	Active	50	50	50		50	50																						
The Wilds (Phase 2 & Phase 3)	218	87	Apartments	Active	25	25	25		12																							
Subtotal	**1,070**	**872**			**109**	**109**	**96**	**314**	**78**	**64**	**14**	**14**	**170**	**14**	**14**	**14**	**14**	**56**	**14**	**14**	**14**	**14**	**56**	**17**	**18**	**9**	**7**	**51**	**10**	**10**	**10**	**10**	**40**

ILF/ALF Developments

Project	ERCs		Status	New ERCs 2024 2nd Q	2024 3rd Q	2024 4th Q	NEW YEARLY ERCs	New ERCs 2025 1st Q	2025 2nd Q	2025 3rd Q	2025 4th Q	NEW YEARLY ERCs	New ERCs 2026 1st Q	2026 2nd Q	2026 3rd Q	2026 4th Q	NEW YEARLY ERCs	New ERCs 2027 1st Q	2027 2nd Q	2027 3rd Q	2027 4th Q	NEW YEARLY ERCs	New ERCs 2028 1st Q	2028 2nd Q	2028 3rd Q	2028 4th Q	NEW YEARLY ERCs	New ERCs 2029 1st Q	2029 2nd Q	2029 3rd Q	2029 4th Q	NEW YEARLY ERCs
Parkview Independent Living Facility	134	74	Under review												35	39																
Trailwinds ALF	130	72	Under review							36	36																					
Subtotal	**264**	**145**		**0**	**0**	**0**	**0**	**0**	**0**	**36**	**36**	**72**	**0**	**0**	**35**	**39**	**74**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Non-Residential Developments			2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
Project	ERCs	Status	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
Burger-Fi	2	Constructed; Not open			2																										
Preston Place	14	Constructed; Partially open	2	2	2		2	2	2	2																					
Pearl Plaza	3	Under construction		3																											
House of Hope	6	Approved							6																						
Wildwood Professional Plaza	6	Under construction		3																											
Home Depot	45	Constructed; not open		45																											
HCA Trailwinds Hospital	88	Under review							88																						
Target	46	Under construction			46																										
Wildwood Storage	1	Approved		1																											
Ashley Furniture	19	Approved						19																							
VIP Garage	12	Approved			6		6																								
Ocala Eye	6	Under construction			6																										
Bethany Estates Medical Center	1	Under construction	1				1																								
Turkey Run Hotel	72	Under construction										36	36																		
Trailwinds Village Shoppes III	30	Under construction					5	5	5	5		5	5																		
Cave Vehicular Garage	13	Approved								13																					
Bigham Plaza	4	Under construction							4																						
Exalt Rehab Hospital	35	Under review										35																			
Mainstay Expansion	18	Under review							18																						
Freedom Fellowship Church	6	Under review						6																							
New Horizon Plaza	48	Approved					12	6	12	6		6	6																		
Oxford Overnight	73	Under review										35	38																		
Woodspring Suites	61	Approved										31	30																		
Betancur Othordontics	2	Approved											2																		
Stipes Gutters Office	1	Under construction		1																											
South Wildwood Industrial Park Lot 5A	1	Under review						1																							
Self Storage Wildwood	1	Approved		1																											
Chesterfield Villages Plaza Ph 2	8	Approved							8																						
Clevelend Health Center	7	Under review							7																						
Oxford Crossings Commercial	40	Awaiting Submittals										4	4	4	4		4	4	4	4		4	4								
CVC - ASC - Oxford Pointe	3	Under construction		3																											
Chipolte @ Signature Drove	5	Under review						5																							
Lucky U Cycles	3	Under construction							3																						
7 Eleven @ C-462	6	Under construction						6																							
Dentist Office - Oxford Professional Park	2	Under construction					2																								
The Railyard	43	Under review						22	21																						
Mister Car Wash	13	Under construction							13																						
A-1 Ready Mix Block Plant	1	Approved					1																								
Storage at Powell	1	Under construction							1																						
Cleveland Law Office	2	Under construction						2																							
Karparti Law	2	Under review								2																					
Premier Psychological	1	Under review								1																					
Werner Trucking (County)	20	Under review					10	10																							
Old Dominion Trucking (County)	20	Under construction										10	10																		
INFILL			5	5	5		5	5	5	5		5	5	5	5																
Subtotal	**791**		**8**	**64**	**67**	**139**	**44**	**89**	**193**	**34**	**360**	**167**	**136**	**9**	**9**	**321**	**4**	**4**	**4**	**4**	**16**	**4**	**4**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**

Total All Developments	New ERC's 2024			NEW YEARLY ERCs	New ERCs 2025				NEW YEARLY ERCs	New ERCs 2026				NEW YEARLY ERCs	New ERCs 2027				NEW YEARLY ERCs	New ERCs 2028				NEW YEARLY ERCs	New ERCs 2029				NEW YEARLY ERCs
	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q		1st Q	2nd Q	3rd Q	4th Q	
	122	**348**	**413**	**883**	**579**	**592**	**501**	**260**	**1,932**	**450**	**379**	**368**	**325**	**1,522**	**363**	**373**	**316**	**223**	**1,275**	**191**	**187**	**159**	**157**	**694**	**135**	**135**	**135**	**135**	**540**

City of Wildwood Wastewater Treatment Plant Flow Projections

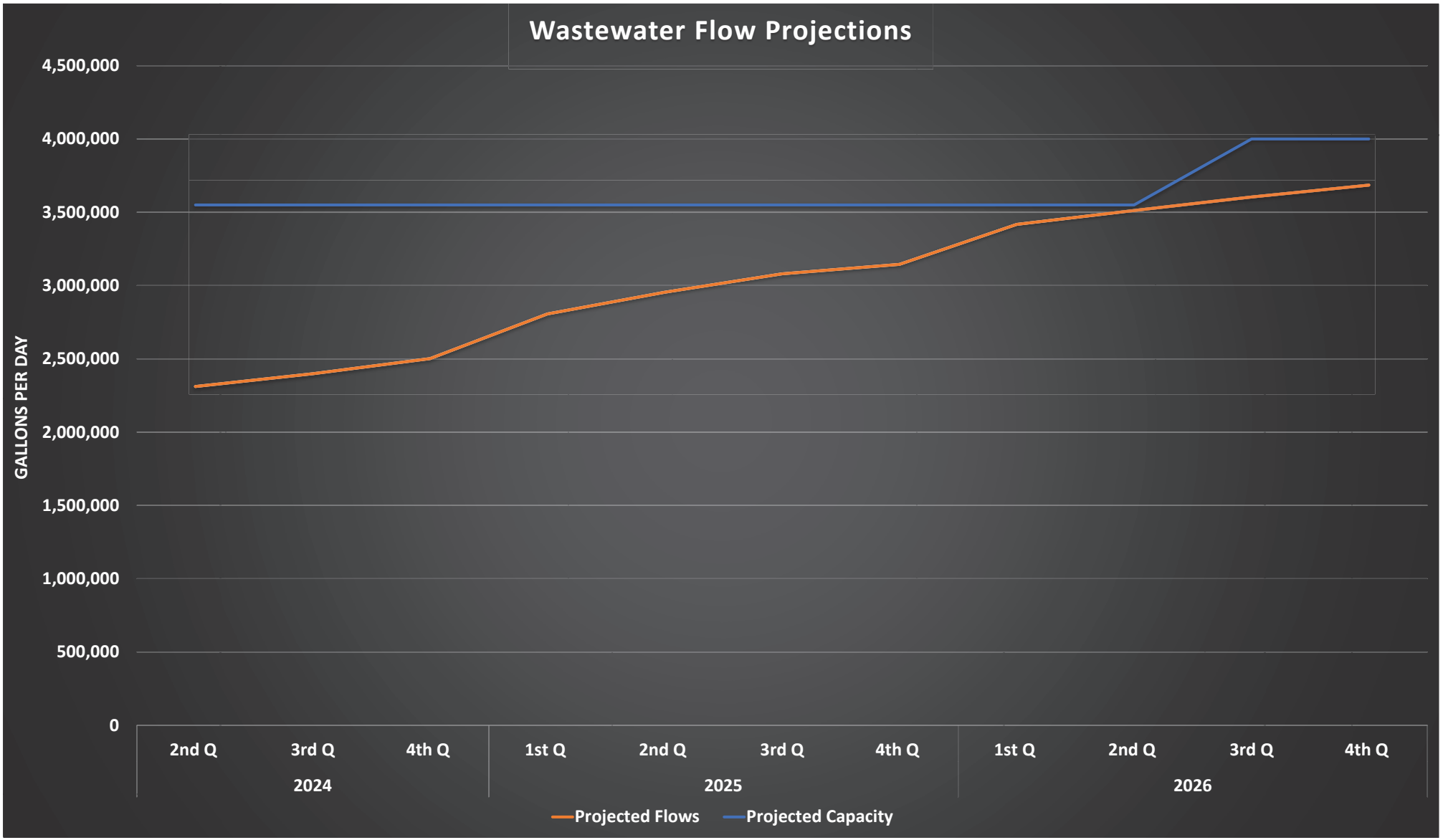
PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	47,750	46,750	39,750	39,250	33,750	33,750	33,750	33,750
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,051,750	4,098,500	4,138,250	4,177,500	4,211,250	4,245,000	4,278,750	4,312,500

Notes:
Continental Country Club flow (160,000 gpd) added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column3	Column4	Column5	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13												
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,238,500	1,151,500	1,048,250	743,500	595,500	470,250	405,250	132,750	38,000	396,000	314,750	224,000	1,630,750	1,551,750	1,496,000	1,448,250	1,401,500	1,361,750	1,322,500	1,288,750	1,255,000	1,221,250	1,187,500


Wastewater Flow Projections
4,500,000
4,000,000
3,500,000
3,000,000
2,500,000
2,000,000
1,500,000
1,000,000
500,000
0
GALLONS PER DAY
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
1st Q
2nd Q
3rd Q
4th Q
2024
2025
2026
Projected Flows
Projected Capacity

City of Wildwood Wastewater Treatment Plant Flow Projections

PROJECTED FLOWS (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	30,500	87,000	103,250	304,750	148,000	125,250	65,000	112,500	94,750	92,000	81,250	90,750	93,250	79,000	55,750	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
2,281,000	2,311,500	2,398,500	2,501,750	2,806,500	2,954,500	3,079,750	3,144,750	3,417,250	3,512,000	3,604,000	3,685,250	3,776,000	3,869,250	3,948,250	4,004,000	4,054,000	4,104,000	4,154,000	4,204,000	4,254,000	4,304,000	4,354,000	4,404,000

Notes:
Continental Country Club WWTP (160,000 gpd) decommissioned and added to City's main wastewater treatment facility in 2026
Projected growth of 200 ERCs per quarter from 2030 onward

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	Column6	Column7	Column8	Column9	Column10	Column11	Column12	Column13	Column14	Column15	Column16	Column13	Column14	Column15	Column16								
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	3,550,000	4,000,000	4,000,000	4,000,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000	5,500,000

Notes:
FDEP Permitted capacity is 3.55 MGD
Phase 1 and 2 completed by June 2026 to bring total capacity to 4.0 MGD
Phase 3 completed by March 2027 to increase total capacity to 5.5 MGD

COMMITTED CAPACITY OUTSIDE OF KNOWN DEVELOPMENTS (GPD)	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250	19,250

Notes:
Capacity reserved through Developer's Agreement or Concurrency Reservation not accounted for in the flow projections

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,219,250	1,132,250	1,029,000	724,250	576,250	451,000	386,000	113,500	18,750	376,750	295,500	204,750	1,611,500	1,532,500	1,476,750	1,426,750	1,376,750	1,326,750	1,276,750	1,226,750	1,176,750	1,126,750	1,076,750

Threshold Margin of Error (2026 2Q)	0.53%

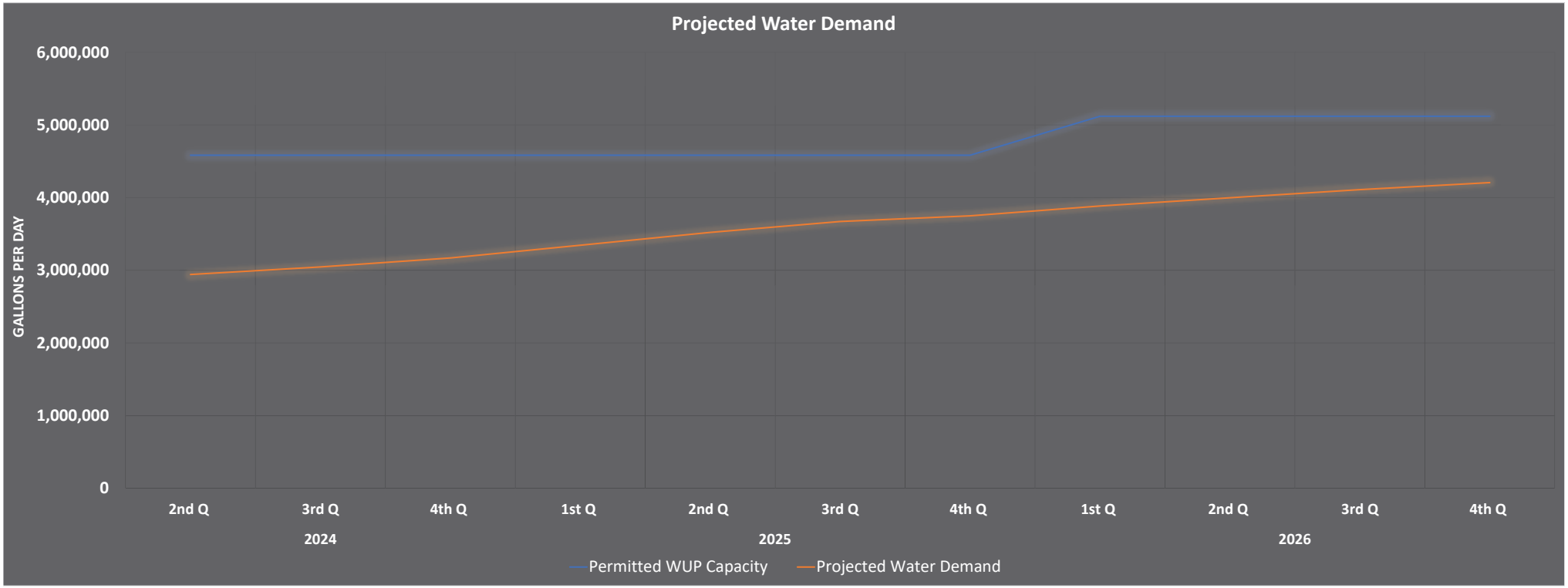
City of Wildwood Water Demand Projections

PROJECTED FLOWS (GPD)	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	36,600	104,400	123,900	173,700	177,600	150,300	78,000	135,000	113,700	110,400	97,500	108,900	111,900	94,800	66,900	57,300	56,100	47,700	47,100	39,250	173,500	33,750	33,750
2,905,270	2,941,870	3,046,270	3,170,170	3,343,870	3,521,470	3,671,770	3,749,770	3,884,770	3,998,470	4,108,870	4,206,370	4,315,270	4,427,170	4,521,970	4,588,870	4,646,170	4,702,270	4,749,970	4,797,070	4,836,320	5,009,820	5,043,570	5,077,320

PROJECTED CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	4,583,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	5,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200	6,119,200

Notes:
CR 501 WTP expansion to 3.2 MGD online in January of 2026 (.536 MGD added capacity)
Oxford WTP expansion to 3.35 MGD online in June 2027 (1 MGD added capacity)
Water Use Permit Modification in 2025
Projected Growth of 200 ERCs per quarter from 2030 onward

PROJECTED EXCESS CAPACITY (GPD)	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q
	1,641,330	1,536,930	1,413,030	1,239,330	1,061,730	911,430	833,430	1,234,430	1,120,730	1,010,330	912,830	803,930	692,030	1,597,230	1,530,330	1,473,030	1,416,930	1,369,230	1,322,130	1,282,880	1,109,380	1,075,630	1,041,880



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2402-003 Wildwood Oaks**

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with compliance of Sumter County TIA improvements.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2402-003 Wildwood Oaks
Ordinance Number	O2024-48
Owner(s)	Wildwood Assembly of God, Inc
Applicant(s)	BluRock Development, LLC
Property Location	The subject property is located approximately 0.33 miles west of Powell Rd and C 466A intersection, with southern access along C 466A/Cleveland Ave.
Parcel(s)	G05-183
Date	August 19, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Zoning Map Amendment to change the zoning district from INS (City) to CMU (City) for the parcel listed above on 4.681 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2402-003 (O2024-47).

ANALYSIS: The applicant is proposing a commercial development which consists of an automobile service shop, a quick-service restaurant, and a future medical office.

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

(a) Whether the proposed change is consistent with the comprehensive plan:
The proposed rezoning to CMU is consistent with the proposed Future Land Use Map designation of Central Mixed Use (CMU) and the intent of the Comprehensive Plan as stated with Policy 1.1.4., “The City’s zoning map shall be consistent with Wildwood FLUM Series and

further refine the densities, intensities, and uses permitted within each property.

(b) The existing land use pattern of the surrounding area:
The proposed rezoning to CMU is compatible with the current city zoning in the general area which consists of CMU, C-1, INS, and R-4.

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc:
Schools: The future land use maximum scenario would produce 20 school-aged children, but the project is projecting a single use commercial development, so no school-aged children will be generated.
Potable Water & Sewer: There is an existing 10" water main on the south side of Cleveland Ave/ C 466A and a 4" force main on the north side of Cleveland Ave/C 466A. The applicant/owner will work with the City's Utility Department for utility connections. A right-of-way permit will be needed from Sumter County's Public Works Department for a directional drill or jack and bore across Cleveland Ave/C 466A. Based on the most recent analysis of utility capacity, ERUs for vacant parcels within the City's limit were calculated based on the current zoning using the maximum FAR. Although the projected zoning will increase the FAR from 0.6 (INS) to 0.75 (CMU), the projected number of ERUs for the proposed project will not exceed the current INS zoning maximum (0.6 FAR) that was calculated during the utility capacity analysis. Although the capacity in the wastewater treatment facility was analyzed, capacity within the 10" water main and 4" force main will need to be verified. 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 applicant/owner will also provide a utility easement to the City of Wildwood running north and south of the parcel for a reuse line.
Streets:. A Transportation Impact Analysis (TIA) was conducted by Kittelson and associates. The applicant has received an accepted TIA by Sumter County's Public Works department with conditions. The property has access off of Cleveland Ave/C 466A. The project is projected to produce 2,644 daily trips with 149 am peak hour trips and 183 pm peak hour trips.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary:
Due to the changing conditions of the area, the existing zoning of INS is not considered the highest and best use of the land. The proposed zoning of CMU is consistent with the area and adjacent properties and is compatible with the requested future land use.

(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety:
The accepted TIA indicated that the intersection of CR 466 A and US 301 and CR 466 A and Powell Rd/E C 462 both operate as a LOS E or worse in at least one peak hour period. At project buildout, anticipated the year 2028, intersection improvements will need to be made. The improvement at the CR 466 A and US 301 will consist of the addition of an exclusive northbound right turn lane. This improvement will require FDOT approval within the US 301 right-of-way. The improvements at the CR 466 A and Powell Rd/ E C 462 intersection will consist of an addition of a second northbound left turn lane and an addition of an exclusive southbound right turn lane. These improvements will require Sumter County approval within the right-of-way. It is noted as an approval condition that the developer is responsible for constructing all proposed improvements and the proposed improvements shall be constructed

within the existing right-of-way; if deemed impossible, alternative improvements shall be explored.

(f) <u>Whether the proposed change will be a deterrent to the improvement or development of adjacent property:</u>
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	C-1 & R-4 (City)
SOUTH	INS (City)
EAST	INS (City)
WEST	CMU (City)

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.

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-48 to be forwarded to the City Commission with the condition of compliance with County TIA required improvements. Final Hearing.

Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-48

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:

G05-183
Wildwood Assembly of God, Inc
4.681 +/-

LEGAL DESCRIPTION:

A PORTION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTH 1/4 CORNER OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN THENCE S00°01'23"E ALONG THE NORTH-SOUTH CENTER SECTION LINE OF SAID SECTION 5, A DISTANCE OF 3318.26 FEET TO THE SOUTHWEST CORNER OF THE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 2767, PAGE 686, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE S89°56'42"E ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 662.97 FEET TO THE SOUTHEAST CORNER OF SAID LANDS, SAID POINT BEING ON THE MONUMENTED WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 5, FOR A POINT OF BEGINNING; THENCE N00°00'34"W ALONG SAID WEST LINE, A DISTANCE OF 579.60 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF CLEVELAND AVENUE, PER OFFICIAL RECORDS BOOK OF 2979, PAGE 156, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, SAID POINT BEING NON-TANGENT ON A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 22978.00 FEET, A CHORD BEARING OF S89°15'17"E, A CHORD DISTANCE OF 263.79 FEET, RUN THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 00°39'28", A DISTANCE OF 263.79 FEET; THENCE S00°00'34"E A DISTANCE OF 314.77 FEET; THENCE N89°59'26"E A

DISTANCE OF 84.50 FEET; THENCE S00°00'34"E A DISTANCE OF 345.97 FEET; THENCE S89°59'26"W A DISTANCE OF 348.26 FEET TO A POINT ON THE MONUMENTED WEST LINE OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST; THENCE N00°00'34"W ALONG SAID WEST LINE, A DISTANCE OF 84.61 FEET TO THE POINT OF BEGINNING.

CONTAINS 203,905 SQUARE FEET OR 4.681 ACRES MORE OR LESS.

This property is to be reclassified from INS (City) to CMU (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

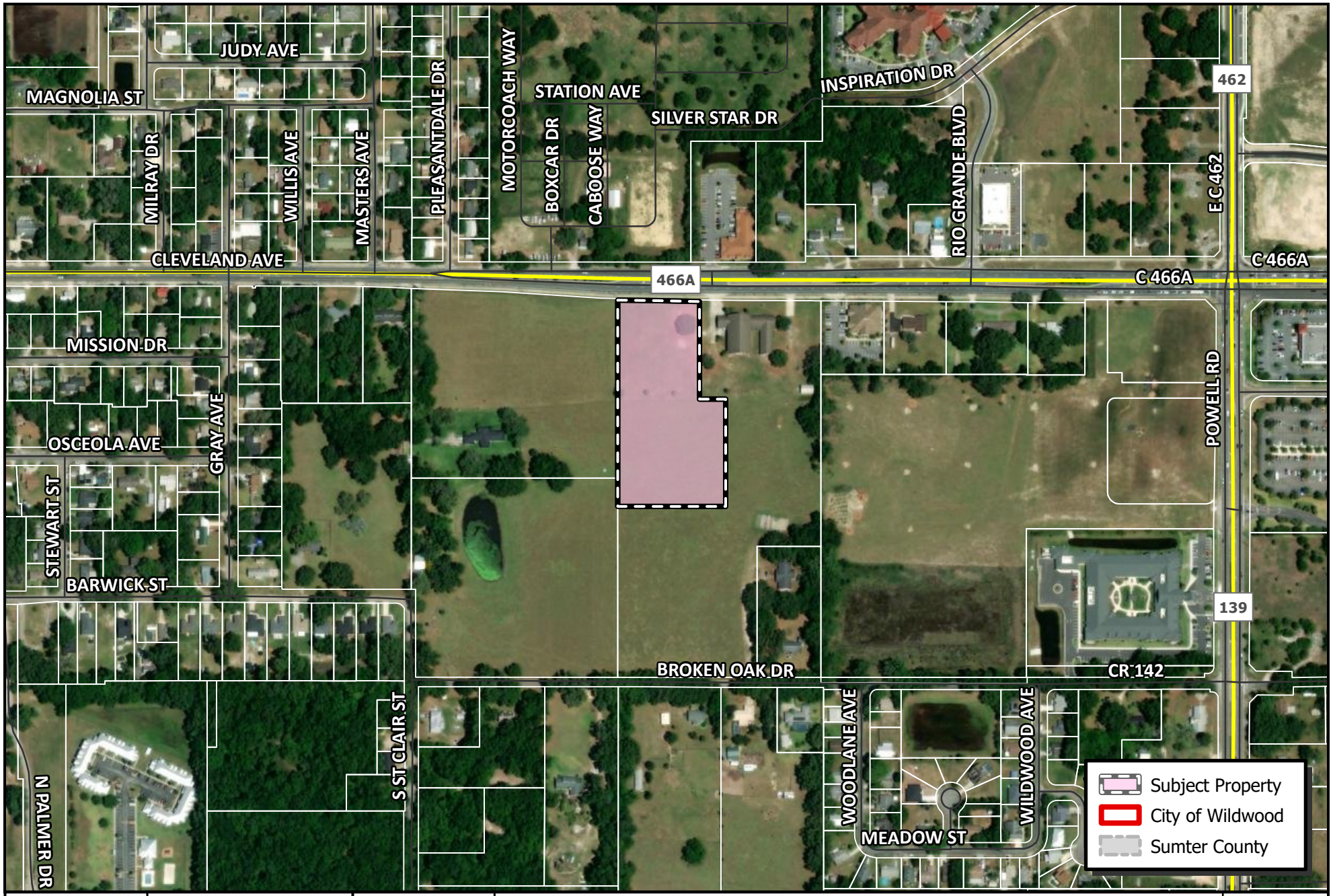
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD FLORIDA EST. 1877

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

RZ 2402-003

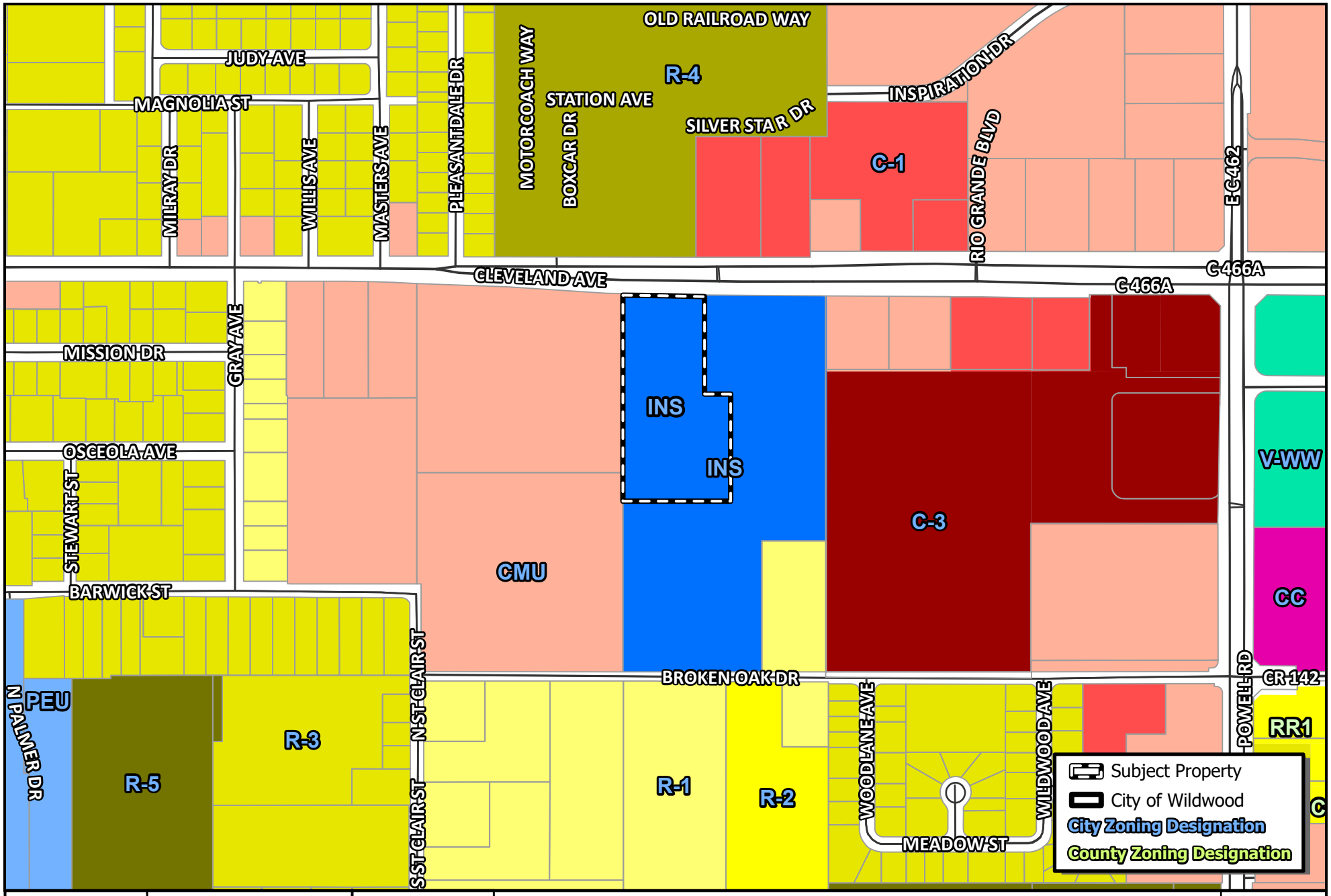
WILDWOOD OAKS

PARCEL G05-183

MAP 1B

LOCATION MAP

FEB 2024



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N
US Feet
0 90 180 360

RZ 2402-003

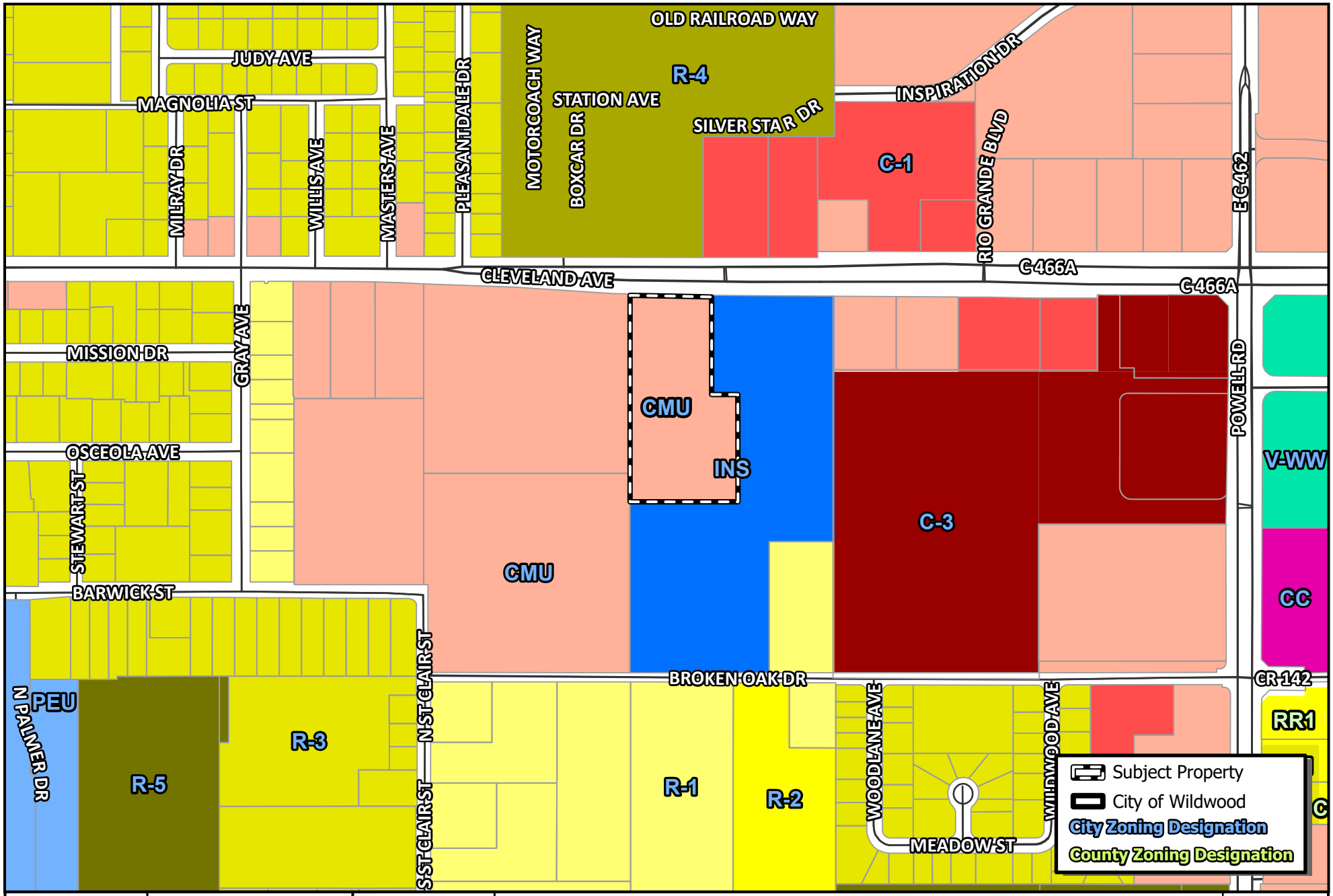
WILDWOOD OAKS

PARCEL G05-183

MAP 3A

EXISTING ZONING

FEB 2024



WILDWOOD FLORIDA EST. 1877

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100 North Main Street
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www.wildwood-fl.gov

N
US Feet
0 90 180 360

RZ 2402-003

WILDWOOD OAKS

PARCEL G05-183

MAP 3B

PROPOSED ZONING

FEB 2024

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference:O2024-48

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This 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.

[1] See Section 166.041(4)(c), Florida Statutes.

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

The case below was heard on Tuesday, August 6, 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 INS (City) to CMU (City) on 4.681 acres MOL. The subject property is generally located approximately 0.33 miles west of the Powell Rd and C 466A intersection, with southern access along C 466A/Cleveland Ave.

Case Number: RZ 2402-003 Wildwood Oaks

Applicant(s): BluRock Development, LLC

Owner(s): Wildwood Assembly of God, Inc

Parcel(s): G05-183

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:

Compliance with County TIA improvements

☐ recommends denial.

Dated: August 6, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

WILDWOOD
FLORIDA

Memorandum

To: Wildwood City Commission

From: Jason F. McHugh, AICP, CPM, City Manager

Date: May 15, 2024

Re: Wastewater Capacity

Dear Mayor and Commissioners:

Pursuant to F.S. 163.3180 (Concurrency) and Objective 4.1 of the City's Comprehensive Plan (Public Services Availability) Staff is required to monitor and forecast demands for public facilities and services including, but not limited to, potable water and sanitary sewer services. The regulations ensure adequate public facilities and services are available to meet forecasted demands from new development. Staff is also required to assess the capacity of these systems during Comprehensive Plan Amendment applications that are ultimately presented to the City Commission for consideration.

While the City's water system has plenty of capacity to meet the demands of future development, the wastewater treatment capacity requires more scrutiny. The City's wastewater treatment plants are permitted through the Florida Department of Environmental Protection (FDEP). The City's main wastewater treatment plant located at Industrial Drive has a permitted capacity of 3.55 MGD (million gallons per day). The City also owns and operates the wastewater treatment plant at Continental Country Club (CCC). The CCC plant solely serves CCC residents and treats approximately 160,000 GPD (gallons per day). The CCC plant requires major repairs and is planned to be decommissioned when practical. The City's contractor is wrapping up a multi-year capital project to decommission the CCC plant and redirect the flows to the City's main wastewater treatment plant.

The City has initiated the expansion of its wastewater treatment plant to meet forecasted wastewater demands. This multi-year project is being completed in phases and will incrementally increase the City's wastewater treatment capacity as certain milestones are reached within the

project. Upon completion of the design and execution of a construction contract, Staff anticipates the contractor will mobilize to begin the construction of Phases 1 and 2 in January 2025. The construction timeframe for Phases 1 and 2 is roughly 14-18 months and will be completed by June 2026. Once completed, the City will have a treatment capacity of 4 MGD. Staff anticipates the contractor will complete the final phase of the plant by March 2027, at which point the total treatment capacity at the wastewater plant will be 5.5 MGD.

The attached analysis demonstrates that the City will be close to reaching its wastewater capacity in the 2nd Quarter of 2026. This analysis forecasts demand from known developments. However, there are many factors to consider in this analysis including:

1) CCC Decommissioning: The analysis shows the CCC flows (160,000 GPD or 640 ERCs) being absorbed by the City's main treatment plant before completion of the construction of Phase 1 and 2 of the wastewater treatment plant.

2) Level of Service Standard: The City's Comprehensive Plan, Land Development Regulations, and Concurrency Management System establish a high level of service standard of 250 GPD of wastewater usage per Equivalent Residential Connection (ERC).

3) Build-For-Rent Housing: The City lacks real-time service demand data on this new housing product. The forecasted demand generated from the 1,200+ units of Build-For-Rent product may be too high.

I remain confident that the City will meet concurrency standards, stay ahead of the forecasted demands, and remain in compliance with our FDEP permit for all currently approved projects. However, we have reached a point where Staff will no longer be able to recommend approval on any new Comprehensive Plan amendment applications until we can ensure the public that our wastewater system has sufficient capacity to take on more demand.

Providing adequate infrastructure to meet the needs of our growing community remains a strategic goal for the City. Staff will continue to monitor our wastewater flows and will scrutinize demand over the next two years while the wastewater treatment plant project is finished. The concurrency analysis will be updated every quarter, and I will update the Commission as warranted.

Revised 12/2023

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: BluRock Development, LLC Phone: 407-319-6834
Address: 3408 S. Orange Ave Orlando,FL 32806 E-mail: joe@blurockcommercial.com
Owner Name: Wildwood Assembly of God, Inc Phone: 352-748-1022
Address: PO Box 377 Wildwood, FL 34785 E-mail: danparkerministries@yahoo.com
Engineer Name: Mitch Collins Phone: 407-448-8979
Address: 801 E South St Orlando, FL 32801 E-mail: mitchcollins@mitchcollinspe.com

Property Information:

PROJECT NAME*: WIldwood Oaks

*A project name is required for all submissions. Please choose a unique name for your project.

Property Address: 1308 Cleveland Ave
List Parcel Number(s): G05-183
Use of Property: 30,000 sf medical office building, 60 seat fast food restaurant, one automotive repair/tire store
Do you currently have City Utilities? ☒ Yes ☐ No Size of Property (Acres or Square Feet): 4.67 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: 2024	Phase 2: 2025	Phase 3:	Phase 4:	Total:
Residential Units:					
Retail SF:	9,000				
Office SF:		30,000			
Institutional SF:					
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1: 2024	Phase 2: 2025	Phase 3:	Phase 4:	Total:
Sewer (Avg GPD):	2,100	4,500			
Water (Avg GPD):	2,400	5,250			
Parks (Acreage):					
Refuse (cy/day):					
Irrigation (Avg GPD)					

Notes: _____

Signature: Joseph M Schuenam Print Name: Joseph Schuenam Date: 7-30-24

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.

LPG Urban & Regional Planners, LLC.

BLUROCK COMMERCIAL, LLC
JUSTIFICATION FOR REZONING

The subject site is located within the Urban Services Area (USA) which indicates that a variety of urban uses are expected to occur in the general area. Due to changing conditions of the area the existing zoning of Institutional (INS) is no longer appropriate and is not considered the highest and best use of the land. The proposed zoning of Central Mixed Use (CMU) is consistent with the area and adjacent properties located within the City of Wildwood.

The following provides justification for the rezoning based on the City of Wildwood Land Development Regulations (LDR) Chapter 3, Section 3.3(C)(4).

a. Whether the proposed change is consistent with the comprehensive plan;

The proposed CMU zoning is consistent with the proposed Future Land Use Map designation of Central Mixed Use and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.1(b). The subject site is less than 10 acres and can be developed as a single use.

Objective 1.1.	**FUTURE LAND USE MAP** The City shall maintain regulations for land use categories and the Future Land Use (FLU) Map (FLUM) Series in order to effectively manage the allocation of land uses through the planning horizon of 2050.

Policy 1.1.1. The following FLU categories, along with their intended uses, densities, intensities (for non-residential development), and open space requirements, are established:

b. **Mixed-Use**

FLU Categories	Description	Maximum Density	Maximum Intensity	Minimum Open Space Required
Residential Mixed Use (RMU)	Primarily medium density residential uses supported by some commercial and office uses	10 du/ac	0.30 FAR or 10% of the site, whichever is less 60% ISR	25%
High Density Mixed Use (HDMU)	Primarily high-density residential uses supported by commercial and office uses within the City's urban core	24 du/ac	1.0 FAR or 80% ISR, whichever is less	15%
Central Mixed Use (CMU)	Intended to accommodate a mix of residential and nonresidential uses	15 du/ac	0.75 FAR (outside CRA) 2.0 FAR (within CRA) 80% ISR	15%
Neighborhood Commercial (NC)	Primarily neighborhood serving commercial with allowances for residential activity	4 du/ac SF 15 du/ac MF	0.60 FAR 80% ISR	20%

Note: Projects 10 or more acres in size are required to establish a Planned Development zoning overlay. Projects less than 10 acres in size may be developed as a single use.

To cultivate a sustainable balance between residential and nonresidential development, the mixed-use FLU categories shall abide by the following use percentages:

Use Type	RMU and HDMU		CMU		NC	
	Minimum	Maximum	Minimum	Maximum	Minimum	Maximum
Residential	35%	80%	10%	80%	35%	80%
Commercial	5%	40%	5%	70%	5%	40%
Office	0%	40%	0%	60%	0%	40%
Public/Semi-Public	5%	30%	0%	30%	5%	30%

Note: Projects 10 or more acres in size are required to establish a Planned Development zoning overlay. Projects less than 10 acres in size may be developed as a single use.

To cultivate a sustainable balance between residential and nonresidential development, the mixed-use FLU categories shall abide by the following use percentages:

Policy 1.1.4: The City's zoning map shall be consistent with the Wildwood FLUM Series and further refine the densities, intensities, and uses permitted within each property.

The proposed CMU zoning is consistent with the proposed Future Land Use Map designation of Central Mixed Use.

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.

The subject site is located within an area where existing public infrastructure, services and utilities are already present.

b. The existing land use pattern of the surrounding area;

The proposed rezoning to CMU is compatible with the current city zoning in the general area which consists of CMU, C-1, INS, and R-5.

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

The CMU zoning allows up to 15 units/acre. The submitted boundary survey indicates that the total site is 4.681 acres which equates to a maximum of 70 units which is estimated to produce 20 students. Available data indicates that there is sufficient capacity available at area schools to serve the proposed development.

Estimated Sumter County Student Generation Rates	
Multi- Family	
Type	Student Multipliers per Dwelling Unit
High School	0.068
Middle School	0.061
Elementary School	0.153
Total	0.282

STUDENTS GENERATED BASED ON PROPOSED ZONING

SCHOOL	SF Units	STUDENT GENERATION RATE	STUDENTS GENERATED	MF UNITS	STUDENT GENERATION RATE	STUDENTS GENERATED	GRAND TOTAL
ELEMENTARY	0	0.157	0	70	0.153	11	**11**
MIDDLE	0	0.079	0	70	0.061	4	**4**
HIGH	0	0.114	0	70	0.068	5	**5**
GRAND TOTAL							**20**

City water and sewer are available to the subject property. The applicant/owner will work with city utilities to connect to City water and sewer.

The traffic impact analysis prepared by Kittelson & Associates submitted for the rezoning indicates that the project will not adversely impact area roadways. Access to the subject site is proposed from Clevland Avenue (CR 466A). Clevland Avenue is a 4-lane urban roadway with an adopted LOS of D.

d. Whether changed or changing conditions make the passage of the proposed amendment necessary;

Due to changing conditions of the area the existing zoning of INS is no longer appropriate and is not considered the highest and best use of the land. The proposed zoning of CMU is consistent with the area and adjacent properties located within the City of Wildwood.

LPG Urban & Regional Planners, LLC.

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

The traffic impact analysis prepared by Kittelson & Associates submitted for the rezoning indicates that although the proposed CMU zoning will increase potential traffic, the project will not adversely impact area roadways.

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. Properties east of the subject site have been developed as commercial, medical offices and financial offices. Properties along Clevland Avenue (CR 466A) are developing with a mix of residential and commercial. Properties within the city are allowed to develop according to the future land use and zoning designations.

LPG Urban & Regional Planners, LLC.

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #1270956

Date Submitted: 7/12/2024

First Name*	Last Name*	Email Address*
Kok Wan	Mah	kmah@kittelson.com

Name of Project:*

Wildwood Oaks

Phone*	Parcel Number*
407-373-1127	G05-125

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: 2024.07.19 16:44:20 -04'00'

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

- The developer is responsible for constructing all proposed improvements.
- FDOT approval is needed for proposed improvements in their right-of-way.
- Proposed improvements shall be constructed within existing right-of-way. If that is deemed impossible, alternative improvements shall be explored.

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

Wildwood Oaks_TIA.pdf

Date of Methodology Acceptance by County

3/18/24

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

KITTELSON & ASSOCIATES

WILDWOOD OAKS TIA

WILDWOOD, FLORIDA

July 2024

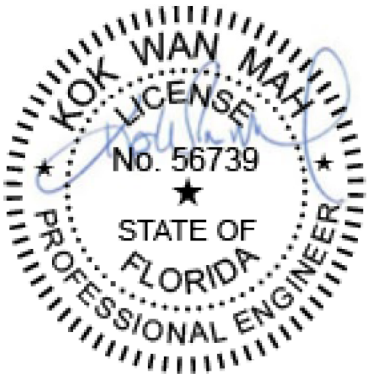
PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida, practicing with Kittelson & Associates, a corporation authorized to operate as a Professional Engineering business by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have approved the Traffic Impact Study for Wildwood Oaks in Wildwood, Florida, dated July 2024.

PROJECT:	Wildwood Oaks TIA
LOCATION:	Wildwood, Sumter County, Florida
CLIENT:	BluRock Commercial Real Estate

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 judgment and experience.

NAME:	Kok Wan Mah
P.E. NUMBER:	56739
DATE:	7/12/2024



The item has been digitally signed and sealed by Kok Wan Mah 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.

Wildwood Oaks TIA

Wildwood, Florida

Prepared for:
BluRock Commercial Real Estate, LLC
3408 South Orange Avenue, Suite B
Orlando, FL 32806

Prepared by:
Kittelson & Associates, Inc.
225 East Robinson Street, Suite 355
Orlando, FL 32801
407.540.0555

Project Manager:
Andrew Garrison
Engineer

Project Principal:
Kok Wan Mah
Associate Engineer

Project Number 29192

July 2024

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Appendix C: Turning Movement Counts and Signal Timings
Appendix D: Existing Synchro Printouts
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Appendix I: Background Roadway Improvements
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INTRODUCTION

Kittelson & Associates, Inc. has prepared a Transportation Impact Study (TIS) for the proposed Wildwood Oaks development in Wildwood, Sumter County, Florida. The study evaluated the roadway impacts in the area surrounding the proposed development and identified improvements required to mitigate potential adverse impacts in the no-build and build-out scenarios. This memorandum was prepared in accordance with the Sumter County Traffic Impact Analysis Guidelines and the agreed upon methodology, provided in **Appendix A**.

The Project is located on the south side of Cleveland Avenue (CR 466A) approximately 0.25 miles west of Powell Road (CR 139 / CR 462), as shown in **Figure 1**. The development is planned for a mix of uses including an auto repair center, a fast-food restaurant, and a medical office. Access to the development will be provided via one full access to CR 466A, sharing access with an existing church (Crossings Christian Church) to the east. The preliminary site plan is included in **Appendix B**. The proposed development will be built in a single phase, with an anticipated buildout year of 2028.

Figure 1: Site Location

STUDY AREA

The Sumter County Traffic Impact Analysis Guidelines state that a study area for a Traffic Study level of analysis included any public roadway where the new project's traffic consumes at least three percent of the maximum service volume based on the adopted level of service. From this, the project study roadway segments and intersections were determined as documented in the approved methodology. The study intersections are shown in **Figure 2.**

The intersections analyzed in this report for the AM and PM peak hours include:

- CR 466A & Main Street (US 301) (signalized)
- CR 466A & Project Access Driveway (unsignalized)

- CR 466A & CR 139 / CR 462 (signalized)

In addition, the roadway segments analyzed in this report include:

- CR 466A
  - US 301 to Project Access Driveway
  - Project Access Driveway to CR 139 / CR 462

Figure 2: Study Area

EXISTING CONDITIONS ANALYSIS

DATA COLLECTION

AM and PM peak-period turning movement counts (TMCs) were collected at the intersections from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Tuesday, March 12, 2024, for the following intersections:

- CR 466A & Main Street (US 301)
- CR 466A & Project Access Driveway
- CR 466A & CR 139 / CR 462

Signal timing sheets were provided by the County for the following signalized intersections:

- CR 466A & Main Street (US 301)
- CR 466A & CR 139 / CR 462

The traffic counts and signal timings are provided in **Appendix C**.

Field-collected traffic counts are seasonally adjusted based on when the counts were collected and how they follow patterns observed in 2022. However, because the seasonal factor for March 12 is 0.94, the counts were not seasonally adjusted, as the seasonal factor is less than 1.0. The FDOT 2022 PSCF report for Sumter County is provided in **Appendix C**.

The seasonally adjusted turning movement counts are shown in **Figure 3**, and the existing lane configurations are shown in **Figure 4**. Printouts are shown in **Appendix D**.

CR 466A is a two-lane, divided roadway from US 301 to just west of the Project Access Driveway, where it transitions to a four-lane, divided roadway, with the updated configuration maintained to CR 139 / CR 462.

Roadway segment volumes and characteristics were compiled from the 2023 Sumter County Annual Traffic Counts, as shown in **Table 1** and are provided in **Appendix F**. Volume data is represented as a single segment; however, the table splits the segment at the Project Access Driveway.

Table 1: Roadway Segment Information

Roadway	Segment	Func. Class	Speed Limit (mph)	Length (mi)	Road Type	LOS Std	Daily Capacity	PHPD Capacity	2023 AADT	2023 PM PHPD Vol (EB)	2023 PM PHPD Vol (WB)	v/c
CR 466A	US 301 to Project Access Driveway[1]	Minor Arterial	30-35	0.7	2LU	D	20,507	1,011	11,009	443	500	0.49
	Project Access Driveway to CR 139 / CR 462[2]	Minor Arterial	35	0.45	4LD	D	34,587	1,710	26,646	1,158	1,142	0.68

[1]2023 AADT and PM PHPD volumes determined using Station 33 from the Sumter County Annual Traffic Counts, found in **Appendix F**.

[2]2023 AADT and PM PHPD volumes determined using Station 29 from the Sumter County Annual Traffic Counts, found in **Appendix F**.

- Daily and PHPD Capacity based on 2023 CMP Database, found in **Appendix J**.

Figure 3: 2024 Traffic Volumes – AM and PM Peak Hours

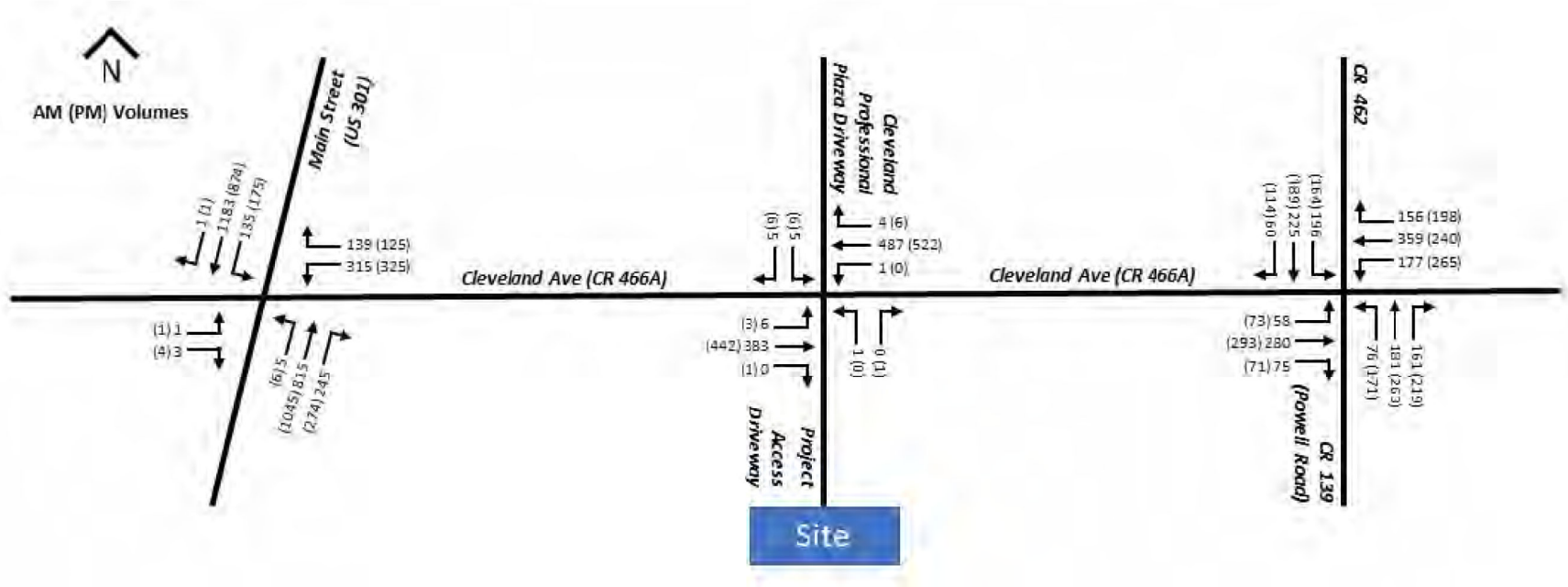
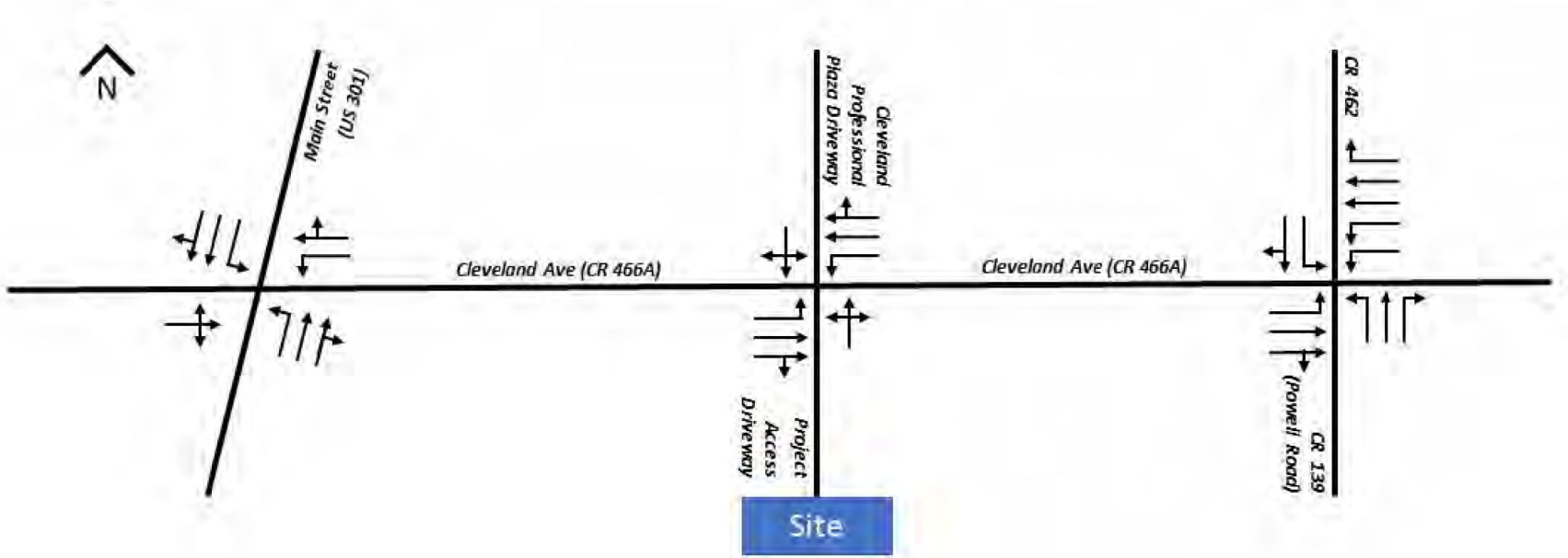


Figure 4: 2024 Existing Lane Configurations



EXISTING INTERSECTION ANALYSIS

The existing turning movement volumes were evaluated for the existing study intersections using *Highway Capacity Manual, 7th Edition* methodologies, as implemented in Synchro 12 software. The existing intersection operations are summarized in **Table 2**. Detailed analysis reports for the study intersections are provided in **Appendix D**. Based on the analysis results, the intersection of CR 466A and US 301 operates at level of service B overall for existing conditions, with all approaches operating between LOS B and C for the AM peak hour and between LOS B and D for the PM peak hour. The intersection of CR 466A and CR 139 / CR 462 operated at level of service E overall, with all approaches operating between LOS C and E for both the AM and PM peak hours. The two-way stop controlled (TWSC) intersection of CR 466A and the project access driveway has all approaches operating between LOS A and C for both the AM and PM peak hours.

Table 2: Existing Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & Main Street (US 301)	Delay (s/veh)	20.0	22.3	31.0	23.6	13.2	25.7	28.2	40.9	30.3	13.5
	LOS	B	C	C	C	B	C	C	D	C	B
	v/c ratio*	-	0.01	0.73	0.79	0.62	-	0.01	0.78	0.86	0.77
CR 466A & Project Access Driveway	Delay (s/veh)	-	8.4	8.1	13.1	11.9	-	8.7	0	9.8	15.0
	LOS	-	A	A	B	B	-	A	A	A	C
	v/c ratio*	-	0.01	0	0	0.02	-	0	-	0	0.04
CR 466A & CR 139 / CR 462	Delay (s/veh)	42.7	28.5	32.3	57.7	57.1	49.8	34.8	40.5	55.6	69.6
	LOS	D	C	C	E	E	D	C	D	E	E
	v/c ratio*	-	0.56	0.76	0.76	0.89	-	0.70	0.84	0.77	0.91

*v/c ratio is shown for the highest movement on the approach

-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

FUTURE VOLUME DEVELOPMENT

BACKGROUND GROWTH

The historic growth rate of the segment of CR 466A at CR 139 / CR 462 is -1%, as shown in the 2023 Sumter County Annual Traffic Counts. Therefore, a minimum 2% annual growth was applied to existing volumes to develop future background growth. Additionally, vested trips were included as part of the future background growth from each of the following developments:

- Solamar at Wildwood
- Highfield at Twisted Oaks
- Turkey Run II
- Dr. Heydari Medical Office

Excerpts from traffic impact analyses of each of the developments above is provided in **Appendix G**.

NO-BUILD OPERATIONAL ANALYSIS

The no-build 2028 lane configurations are shown in **Figure 5**. The background conditions included turn lane improvements at:

- CR 466A & Main Street (US 301)
- CR 466A & CR 139 / CR 462

These improvements will be constructed as part of upcoming projects documented in **Appendix I**.

Table 3 shows the intersection operations for this condition, with printouts available in **Appendix H**. Splits were optimized at each signalized intersection and the cycle lengths were optimized at CR 466A & Main Street (US 301) to improve the operational performance.

Under these future background volumes, the southbound and northbound movements in the PM peak hour at the intersection of CR 466A & Main Street (US 301) are projected to be overcapacity. Both the intersections of CR 466A & Main Street (US 301) and CR 466A & CR 139 / CR 462 operate at an unacceptable LOS E in the PM peak hour. Improvements to these overcapacity movements will be further analyzed in the build condition.

Table 4 and **Table 5** provide the segment analysis for the future no-build condition. The tables show the US 301 to Project Access Driveway segment's background PM peak-hour directional volume being just under the roadway's capacity but nonetheless being very close to it.

Table 3: Future No-Build Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & US 301	Delay (s/veh)	51.1	28.7	44.9	71.5	36.8	61.6	90.3	87.7	67.8	38.4
	LOS	D	C	D	E	D	E	F	F	E	D
	v/c ratio*	-	0.01	0.79	0.99	0.99	-	0.35	0.98	1.01	1.09
CR 466A & Project Access Driveway	Delay (s/veh)	-	10.4	10.5	16.0	13.9	-	12.8	11.5	10.3	21.4
	LOS	-	B	B	C	B	-	B	B	B	C
	v/c ratio*	-	0.02	0.01	0	0.03	-	0.05	0.02	0.00	0.06
CR 466A & CR 139 / CR 462	Delay (s/veh)	49.6	37.4	37.4	52.8	72.4	58.9	47.9	51.3	58.4	78.7
	LOS	D	D	D	D	E	E	D	D	E	E
	v/c ratio*	-	0.81	0.80	0.71	0.91	-	0.84	0.87	0.93	0.93

*v/c ratio is shown for the highest movement on the approach
-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

Figure 5: 2028 No-Build Lane Configurations

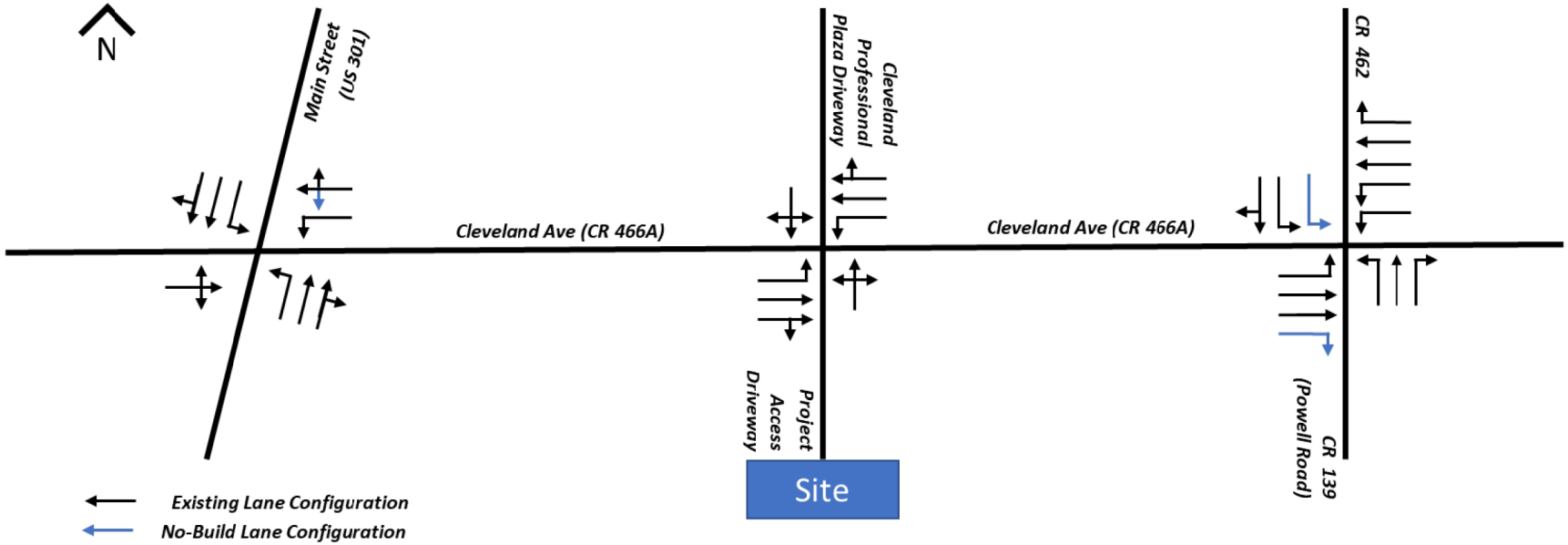


Table 4: 2028 Background No-Build Roadway Segment Peak Directional Volumes

Roadway Segment	2023 PM PHPD Volume (EB)	2023 PM PHPD Volume (WB)	2028 Background Growth PM PHPD Volume (EB)	2028 Background Growth PM PHPD Volume (WB)	Vested Trips PM PHPD Volume (EB)	Vested Trips PM PHPD Volume (WB)	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (WB)
CR 466A (US 301 to Project Access Driveway)	443	500	44	50	157	198	644	748
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,158	1,142	116	114	150	191	1,424	1,447

Table 5: 2028 Background No-Build Roadway Segment Analysis

Roadway Segment	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (WB)	# of Lanes	LOS Std	PHPD Capacity	v/c Ratio	Exceeds Capacity?
CR 466A (US 301 to Project Access Driveway)	644	748	2	D	1,011	0.74	No
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,424	1,447	4	D	1,710	0.85	No

PROJECT TRIP GENERATION

The proposed project is planned to include the following:

- 5.4 KSF of auto repair shop space
- 3.2 KSF of fast-food restaurant space
- 30.4 KSF of medical office space

The trip generation potential for the proposed development program was determined based upon appropriate rates and equations from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*. The daily, AM, and PM peak-hour trip end generation potential is summarized in **Table 6**.

Table 6: Project Trip Generation

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period					PM Peak Period				
				In		Out		Total	In		Out		Total
				%	Trips	%	Trips		%	Trips	%	Trips	
Auto Repair Center	943	5.4 KSF	90	*72%*	*7*	*28%*	*3*	10	*39%*	*4*	*61%*	*7*	11
Fast Food Restaurant with Drive-Through	934	3.2 KSF	1,496	*51%*	*73*	*49%*	*70*	143	*52%*	*55*	*48%*	*51*	106
Medical Office	720	30.4 KSF	1,198	*79%*	*66*	*21%*	*17*	83	*30%*	*36*	*70%*	*83*	119
Subtotal			**2,784**		***146***		***90***	**236**		***95***		***141***	**236**
Internal Capture (17% AM, 2.5% PM)			46		20		20	40		3		3	6
Total External Project Trips			**2,738**		***126***		***70***	**196**		***92***		***138***	**230**
Pass-By (50%/55% (AM/PM) for fast food restaurant)			94		24		24	47		24		24	47
Total (Net External New Trips)			**2,644**		***102***		***46***	**149**		***68***		***114***	**183**

*Pass-by limited to no greater than 20% of the trips generated per Sumter County Guidelines. (236*20%=47)

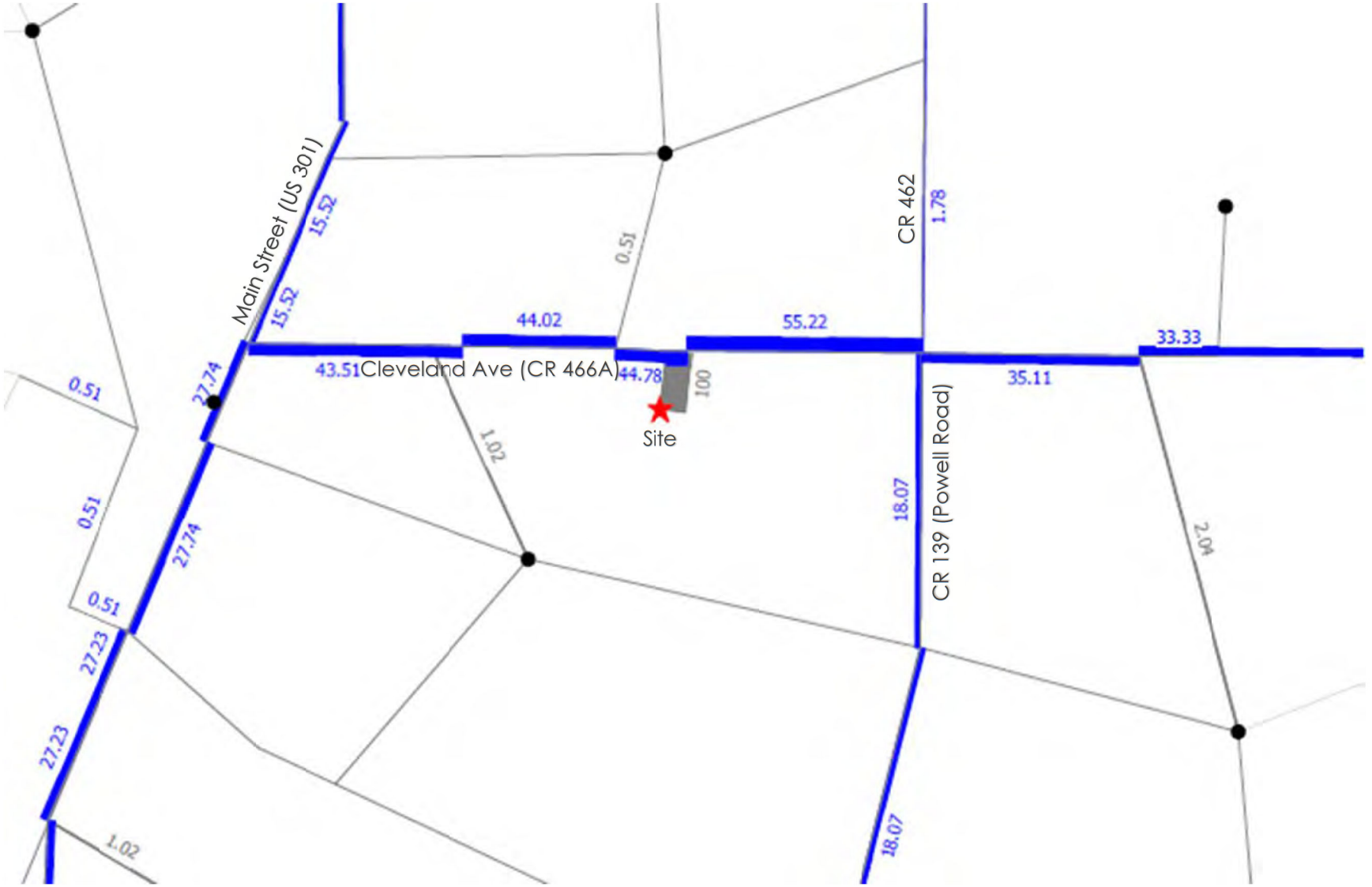
As shown in **Table 7**, the proposed development is projected to generate 2,644 new net external daily trips, with 149 of those trips occurring during the peak AM hour and 183 occurring during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution and assignment of primary project trips were estimated based on a select zone analysis using the Central Florida Regional Planning Model, Version 7, project driveway distribution, and local traffic patterns.

The daily select zone model plot for the future year is shown in **Figure 5**, with larger scales provided in **Appendix E**.

Figure 6: Trip Distribution and Assignment



The regional trip distribution from the site was determined to be the following:

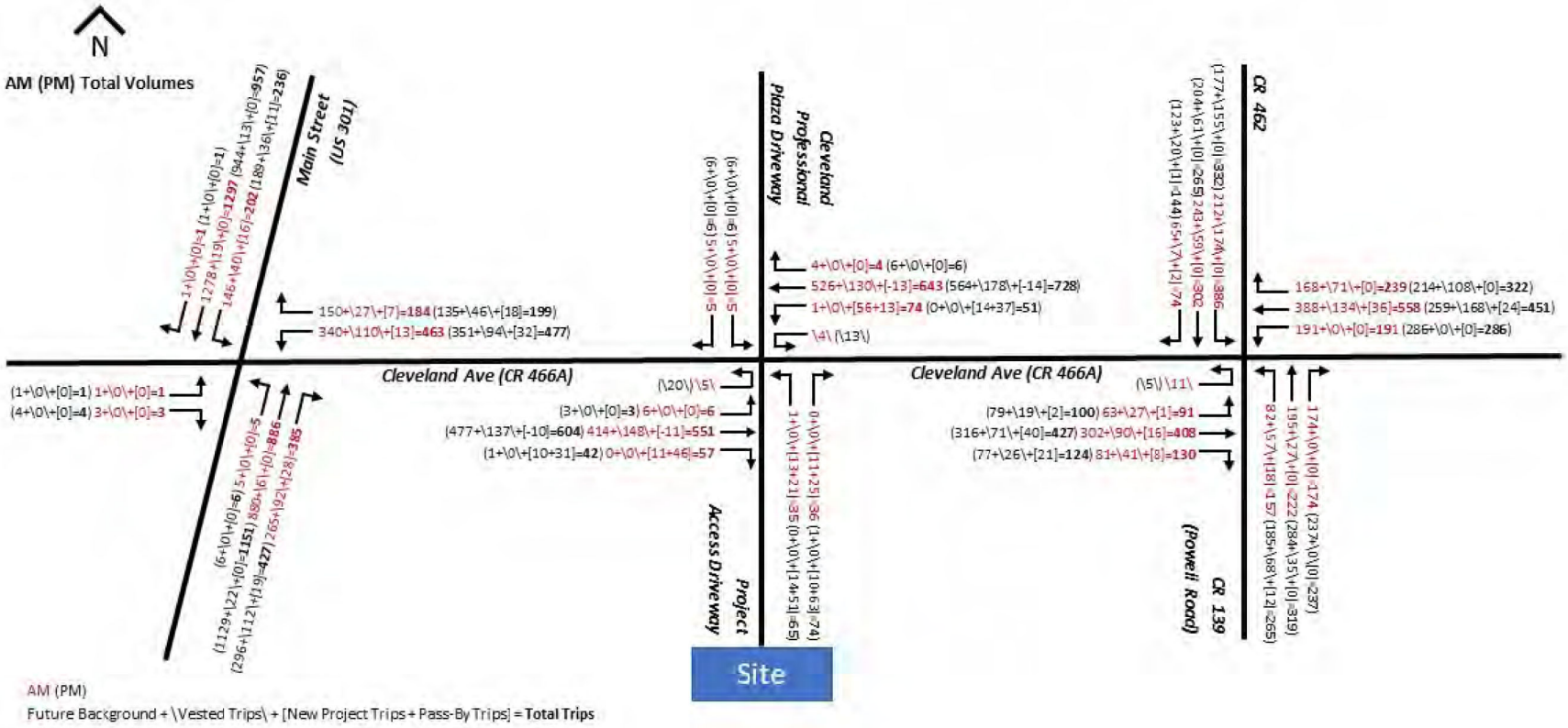
- Trips to the east along Cleveland Avenue (CR 466A), east of the site – 55 percent
  - Trips along Powell Road (CR 139), south of CR 466A – 18 percent
  - Trips along CR 462, north of CR 466A – 2 percent
  - Trips along CR 466A, east of Powell Road – 35 percent
- Trips to the west along Cleveland Avenue (CR 466A), west of the site – 45 percent
  - Trips along Main Street (US 301), south of CR 466A – 28 percent
  - Trips along Main Street (US 301), north of CR 466A – 16 percent

Utilizing the recommended trip distribution percentages above, the trip end generation potential for the proposed development program was assigned to the study intersections and proposed driveways. These assignment percentages are then multiplied by the net new external trip generation for the development to determine the number of project trips on each roadway segment and intersection turning movement within the study area.

FUTURE VOLUMES

Vested traffic from the four developments listed were added to the future background growth. The project volumes were then combined with the grown background volumes and the vested background volumes to determine the build-out volumes. The future build volumes are shown in **Figure 6**, with the grown, vested, and project volumes listed for each movement at all the study intersections.

Figure 7: 2028 Buildout Traffic AM and PM Peak Hours



FUTURE CONDITIONS ANALYSIS

BUILD INTERSECTION ANALYSIS

The build intersection turning movement volumes were analyzed in Synchro 12 with HCM 7th Edition methodologies. The intersection analysis results are shown in **Table 7**, with printouts included in **Appendix K.** Splits were optimized at each signalized intersection and the cycle lengths were optimized at CR 466A & Main Street (US 301) to improve the operational performance.

The lane configurations used in the Build analysis are shown in **Figure 8.** Several intersection improvements are applied in the Build condition to achieve LOS D intersection operations and no overcapacity movements. These lane improvements would also be necessary in the No-Build condition to achieve acceptable operations. While Sumter County does not typically use proportionate share agreements to address roadway improvements required by additional developer traffic, further discussion of a proportionate share agreement may be possible in the case of these improvements as they would be necessary to achieve acceptable operations in the No-Build condition as well.

To address the overcapacity movements calculated in the no-build condition, an exclusive northbound right turn lane is proposed at the intersection of CR 466A & Main Street (US 301). With this improvement, the intersection operates at LOS D or better and without overcapacity movements.

The operations at the driveway show all approaches operating between LOS A and C for the AM peak hour and between LOS B and E for the PM peak hour.

Several improvements were analyzed at the intersection of CR 466A & CR 139 / CR 462 to improve the overall intersection LOS to D, including an exclusive southbound right turn lane and an additional northbound left turn lane. With the improvements listed above, the intersection has an overall LOS of D in both peak periods and operates undercapacity.

Table 7: Build-Out Intersection Analysis

Intersection	Performance Measure	AM Peak Period					PM Peak Period				
		Overall	EB	WB	NB	SB	Overall	EB	WB	NB	SB
CR 466A & Main Street (US 301)	Delay (s/veh)	26.9	62.5	34.9	30.5	20.0	37.9	81.3	65.6	34.9	24.6
	LOS	C	E	C	C	C	D	F	E	C	C
	v/c ratio*	-	0.33	0.82	0.78	0.76	-	0.34	0.92	0.82	0.91
CR 466A & Project Access Driveway	Delay (s/veh)	-	10.3	9.3	16.1	15.5	-	12.6	10.1	47.5	26.6
	LOS	-	B	A	C	C	-	B	B	E	D
	v/c ratio*	-	0.02	0.09	0.19	0.03	-	0.05	0.09	0.66	0.07
CR 466A & CR 139 / CR 462	Delay (s/veh)	49.7	44.1	44.1	53.1	59.2	54.2	40.7	42.4	74.1	60.7
	LOS	D	D	D	D	E	D	D	D	E	E
	v/c ratio*	-	0.82	0.80	0.67	0.90	-	0.84	0.84	0.91	0.85

*v/c ratio is shown for the highest movement on the approach
-Measures of effectiveness shown for the major street left-turn movements at TWSC intersections

BUILD ROADWAY SEGMENT ANALYSIS

The 2028 build PM peak hour roadway capacity analysis for the study area roadways with addition of the no-build improvements can be found in **Table 8** and **Table 9**. Both study segments operate undercapacity.

Figure 8: 2028 Build Lane Configurations

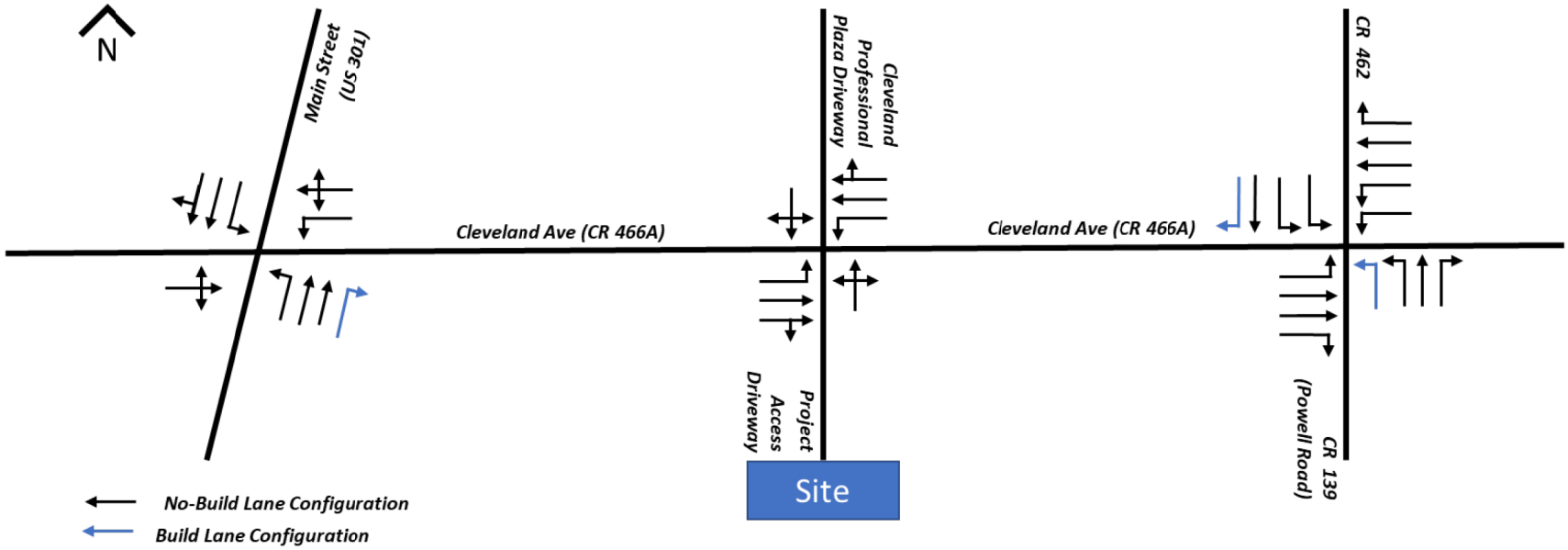


Table 8: 2028 Buildout Roadway Segment Peak Directional Volumes

Roadway Segment	Total 2028 Background PM PHPD Volume (EB)	Total 2028 Background PM PHPD Volume (EB)	% Project Trips	EB Direction	Project Trips PM PHPD Volume (EB)	WB Direction	Project Trips PM PHPD Volume (WB)	Total 2028 Buildout PM PHPD Volume (EB)	Total 2028 Buildout PM PHPD Volume (WB)
CR 466A (US 301 to Project Access Driveway)	644	748	45	In	31	Out	51	675	799
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,424	1,447	55	Out	63	In	37	1,487	1,484

Table 9: 2028 Buildout Roadway Segment Analysis

Roadway Segment	Total 2028 Buildout PM PHPD Volume (EB)	Total 2028 Buildout PM PHPD Volume (WB)	# of Lanes	LOS Std	PHPD Capacity	v/c Ratio	Exceeds Capacity?
CR 466A (US 301 to Project Access Driveway)	675	799	2	D	1,011	0.79	No
CR 466A (Project Access Driveway to CR 139 / CR 462)	1,487	1,484	4	D	1,710	0.87	No

CONCLUSIONS

The Project is located south of CR 466A approximately 0.25 miles east of CR 139 / CR 462. The development is planned for a mix of uses including an auto repair shop, a fast-food restaurant, and a medical office. The proposed development will be built in a single phase, with an anticipated buildout year of 2028.

Access to the site will be provided by driveway access on CR 466A, at the location of the current driveway for Crossings Christian Church, with both the church and the project sharing the access.

The study area and methodology for the traffic analysis were based on the Sumter County Traffic Impact Analysis Guidelines and were approved by the County prior to initiation of the analysis. In the existing conditions, the intersections operate within the level of service standards.

Background growth was calculated a combination of a 2% annual growth rate to 2028 and the vested trips for the following developments:

- Solamar at Wildwood
- Highfield at Twisted Oaks
- Turkey Run II
- Dr. Heydari Medical Office

The analysis of the background 2028 volumes included several roadway improvements including:

- CR 466A & Main Street (US 301):
  - Conversion of westbound shared through-right lane to a shared left-through-right lane.
- CR 466A & CR 139 / CR 462:
  - Addition of a second southbound left turn lane.
  - Addition of an exclusive eastbound right turn lane.

The background analysis indicated that the intersection of CR 466A & Main Street (US 301) and CR 466A & CR 139 / CR 462 both operate at LOS E or worse in at least one peak period. These unacceptable operations were further addressed in the build analysis. The roadway segments operate undercapacity in the no-build condition.

In the build condition, several improvements were applied, including:

*right

- CR 466A & Main Street (US 301):
  - Addition of an exclusive northbound ~~left~~ turn lane.
- CR 466A & CR 139 / CR 462:
  - Addition of a second northbound left turn lane.
  - Addition of an exclusive southbound right turn lane.

- The developer is responsible for constructing all proposed improvements.
- FDOT approval is needed for proposed improvements in their right-of-way.
- Proposed improvements shall be constructed within existing right-of-way. If that is deemed impossible, alternative improvements shall be explored.

With these improvements, all intersections will operate undercapacity and at LOS D or better in the future buildout condition. The roadway segments operate undercapacity in the build condition without any improvements.

Appendix A: Approved Methodology

KITTELSON & ASSOCIATES
255 E Robinson Street, Suite 355
Orlando, FL 32801
P 407.540.0555

Technical Memorandum

March 8, 2024 Project# 29192.000

To: Development Review
Sumter County Board of County Commissioners
7375 Powell Road
Wildwood, FL 34785

From: Kok Wan Mah, P.E.
225 E Robinson Street, Suite 355
Orlando, FL 32801

Project: Wildwood Oaks

RE: Proposed TIA Methodology

INTRODUCTION AND PROJECT DESCRIPTION

This technical memorandum provides a recommended Transportation Impact Study (TIS) methodology for the proposed development in Wildwood, FL. The proposed property is a mixed-use development consisting of an auto repair center, fast-food restaurant, and medical office on the south side of Cleveland Avenue (CR 466A) approximately 0.25 miles west of Powell Road (CR 139). The parcel ID is G05-125 and is approximately 16.4 acres. The proposed development will be developed on a portion of the parcel, consisting of 6.6 acres on the north side of the parcel. The site plan is attached. The project location with site boundary in blue is shown in **Figure 1**.

The development is planned to include 5.4 KSF of auto repair shop, 3.2 KSF of fast-food restaurant, and 30.4 KSF of medical office. Based upon the generated project trips, a Transportation Impact Study (TIS) will be conducted per the Sumter County Traffic Impact Analysis Guidelines.

The development will be constructed in a single phase with an anticipated buildout year of 2028. Access to the development will be provided via one full access to CR 466, sharing access with an existing church to the east. The site plan is included in the **Attachments**.

Figure 1. Project Location

TRIP GENERATION

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

Table 1: Trip Generation

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period					PM Peak Period				
				In		Out		Total	In		Out		Total
				%	Trips	%	Trips		%	Trips	%	Trips	
Auto Repair Center	943	5.4 KSF	90	*72%*	*7*	*28%*	*3*	10	*39%*	*4*	*61%*	*7*	11
Fast Food Restaurant with Drive-Through	934	3.2 KSF	1,496	*51%*	*73*	*49%*	*70*	143	*52%*	*55*	*48%*	*51*	106
Medical Office	720	30.4 KSF	1,198	*79%*	*66*	*21%*	*17*	83	*30%*	*36*	*70%*	*83*	119
Subtotal			**2,784**		***146***		***90***	**236**		***95***		***141***	**236**
Internal Capture (17% AM, 2.5% PM)			46		20		20	40		3		3	6
Pass-By (50%/55% (AM/PM) for fast food restaurant)			94		24		24	47		24		24	47
Total			**2,644**		***102***		***46***	**149**		***68***		***114***	**183**

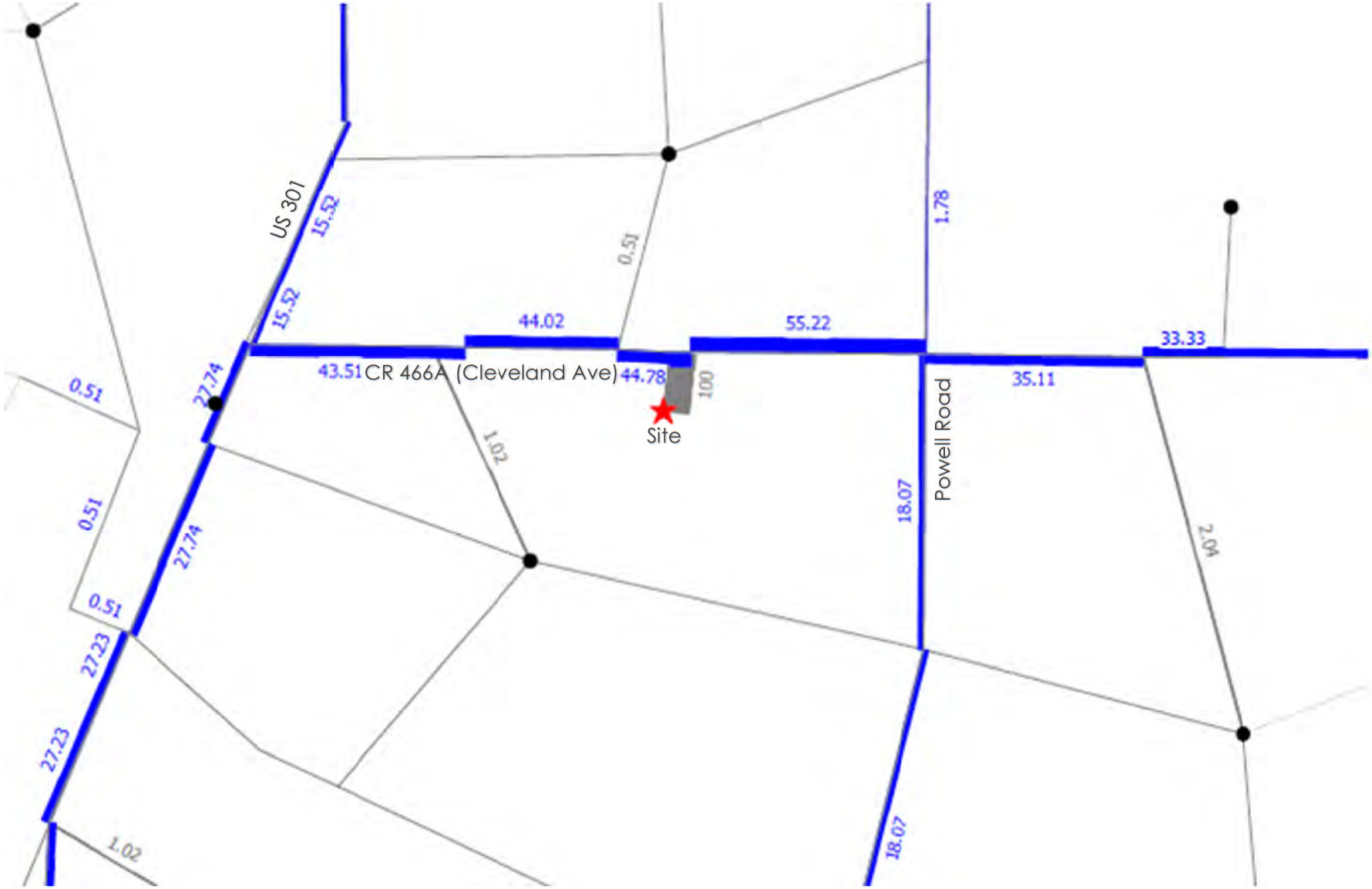
*Pass-by limited to no greater than 20% of the trips generated per Sumter County Guidelines. (236*20%=47)

The proposed development is projected to generate 2,622 new net external daily trips of which 137 trips occur during the AM peak hour and 173 trips occur during the PM peak hour.

TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution and assignment were estimated based on a select zone analysis using the Central Florida Regional Planning Model (CFRPM), Version 7, project driveway distribution, and local traffic patterns. The daily select zone model plot for the future year is included in **Figure 2** with larger scales included in **Attachments.** Turn restrictions were coded on the connection to Powell Road from the site to represent the right-in/right-out access.

Figure 2: Trip Distribution and Assignment



STUDY AREA DETERMINATION

Per Sumter County Traffic Impact Analysis Guidelines, a study area for a Traffic Study level of analysis includes any public roadway where the net new project's traffic consumes at least three percent of the maximum service volume based on the adopted level of service. **Table 2** presents the project's significance review, which indicates that Cleveland Avenue from US 301 to Powell Road is projected to have project trips that consume at least three percent of its maximum service volume.

Project trips were calculated by using peak-hour peak-direction trips generated by the proposed development and trip distribution presented in previous sections. Sumter County Traffic Impact Analysis Guidelines require any major intersection within a quarter mile radius of the project to be included in analysis.

Based on the expected trip generation, distribution, assignment, and significance review, it is recommended that the following roadway segments and intersections to be evaluated in the TIA.

Roadway segments:

- Cleveland Avenue
  - US 301 to Project Access
  - Project Access to Powell Road

Intersections:

- Cleveland Avenue at US 301
- Cleveland Avenue at Powell Road
- Cleveland Avenue at Site Access

Table 2. Project Trip Significance

Station ID	Road Name	From/To	No. Lanes	Functional Class.	LOS Std.	Daily Capacity	Pk-Hr Pk-Dir Capacity	AADT	PM Pk-Hr 2-Way Total	PH PD		% Project Trips	Project Volume	Proj. Significance	Adj. to Site?	In Study Area?
										Direction	Volume					
-	Cleveland Ave. (CR 466A)	US 301 to Powell Rd. (CR 139)	4	Arterial	D	39,800	2,000	26,646	2,300	EB	1,277	55.2%	63	3.15%	Yes	Yes
29	Cleveland Ave. (CR 466A)	Powell Rd. (CR 139) to 57th Dr.	4	Arterial	D	39,800	2,000	26,646	2,300	EB	1,277	35.1%	40	2.00%	No	No
97	Powell Rd. (CR 139)	CR 44A to Cleveland Ave. (CR 466A)	4	Collector	D	39,800	2,000	17,598	1,538	NB	933	18.1%	21	1.05%	No	No
20	CR 462	Cleveland Ave. (CR 466A) to CR 121	2	Collector	D	13,319	880	13,377	1,148	NB	433	1.8%	2	0.23%	No	No
180026	US 301	CR 44A to Cleveland Ave. (CR 466A)	4	Arterial	D	39,800	2,000	26,000	2,340	NB	1,264	27.7%	32	1.60%	No	No
185008	US 301	Cleveland Ave. (CR 466A) to Old Wire Rd.	4	Arterial	D	39,800	2,000	28,000	2,520	NB	1,361	15.5%	18	0.90%	No	No

Source: Roadway segmentation, LOS Standard from Sumter County 2023 Count Report. Dcily capacity, peak-hour peak-direction capacity from 2020 FDOT LOS Tables

FUTURE VOLUMES BUILDOUT (2028)

Traffic counts were provided by Sumter County, including heavy vehicle percentages. The seasonal factor will be applied to the existing peak hour traffic data. If the seasonal factor is less than 1.0, then the counts will not be seasonally adjusted.

Historic average annual daily traffic (AADT) volume data along the study roadways were initially reviewed from CMP database, included in the **Attachments**. The growth rate for County count station ID #29 shows a negative growth for the segment adjacent to the site. Therefore a growth rate of 2% will be used in addition to vested trips for approved projects provided by Sumter County.

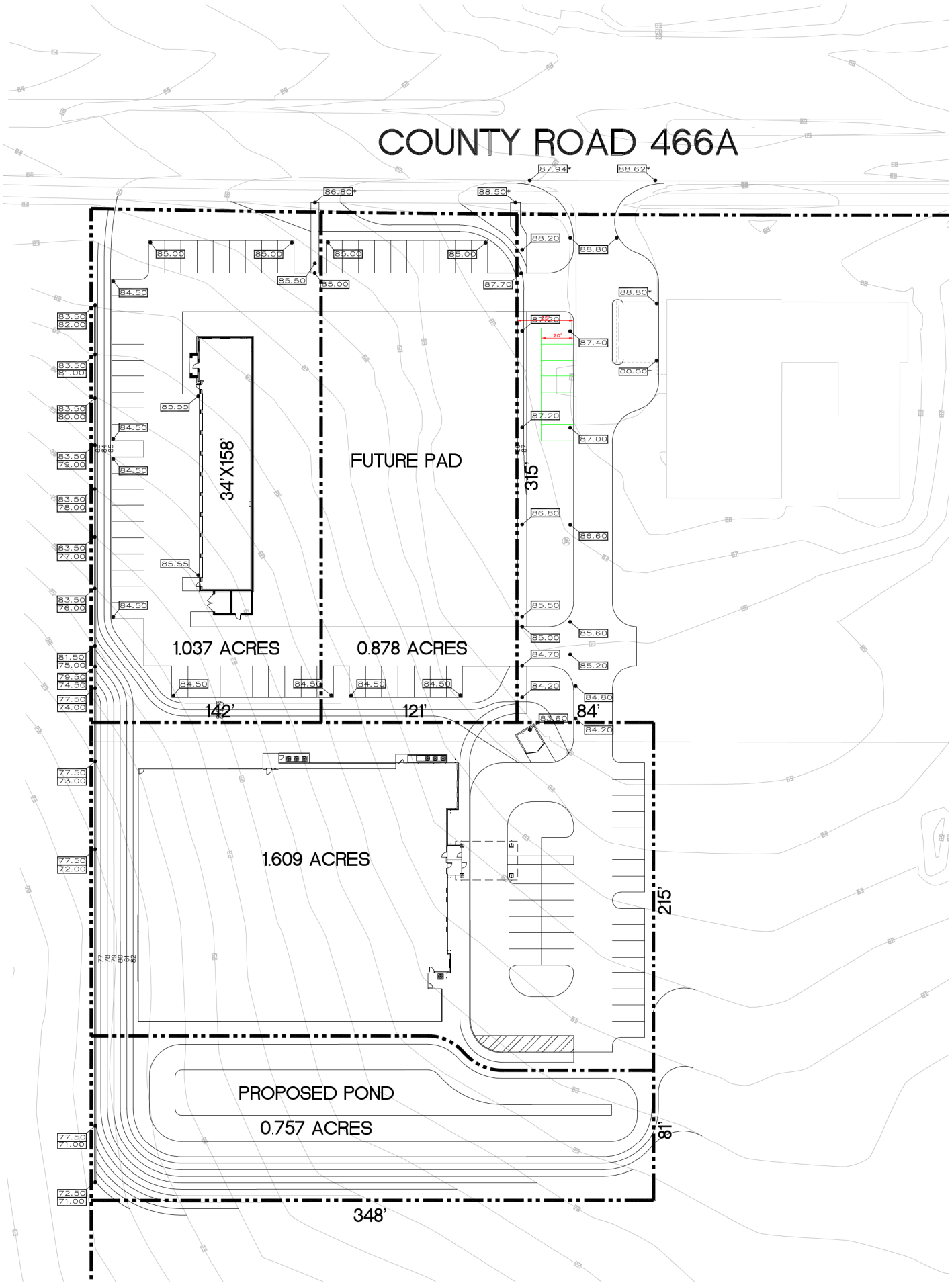
FUTURE CONDITIONS OPERATIONAL ANALYSIS

The Traffic Impact Study will provide an analysis of weekday PM peak hour traffic operations at study intersections and driveway within the study area for Future Background and Buildout conditions. AM Peak hour traffic was removed as there are more project trips added to the network in the PM than AM scenario. HCM 7th Edition methodology included in Synchro 12 software will be used for intersection operational analyses.

The intersection operational analyses will include an assessment of overall intersection delay and level of service (LOS), as well as queues, delays, and LOS by movement, for the study intersections.

Roadway segments will be analyzed for Future No-Build and Future Buildout conditions using roadway capacities published in the Sumter County Congestion Management Plan Database (2023). For roadways or intersections found to be operating deficiently due to the addition of project trips, recommendations will be provided to address the identified deficiencies.

Attachments


COUNTY ROAD 466A
FUTURE PAD
34'X158'
1.037 ACRES
0.878 ACRES
1.609 ACRES
PROPOSED POND
0.757 ACRES
315'
215'
81'
348'
142'
121'
84'

Medical-Dental Office Building - Stand-Alone
(720)

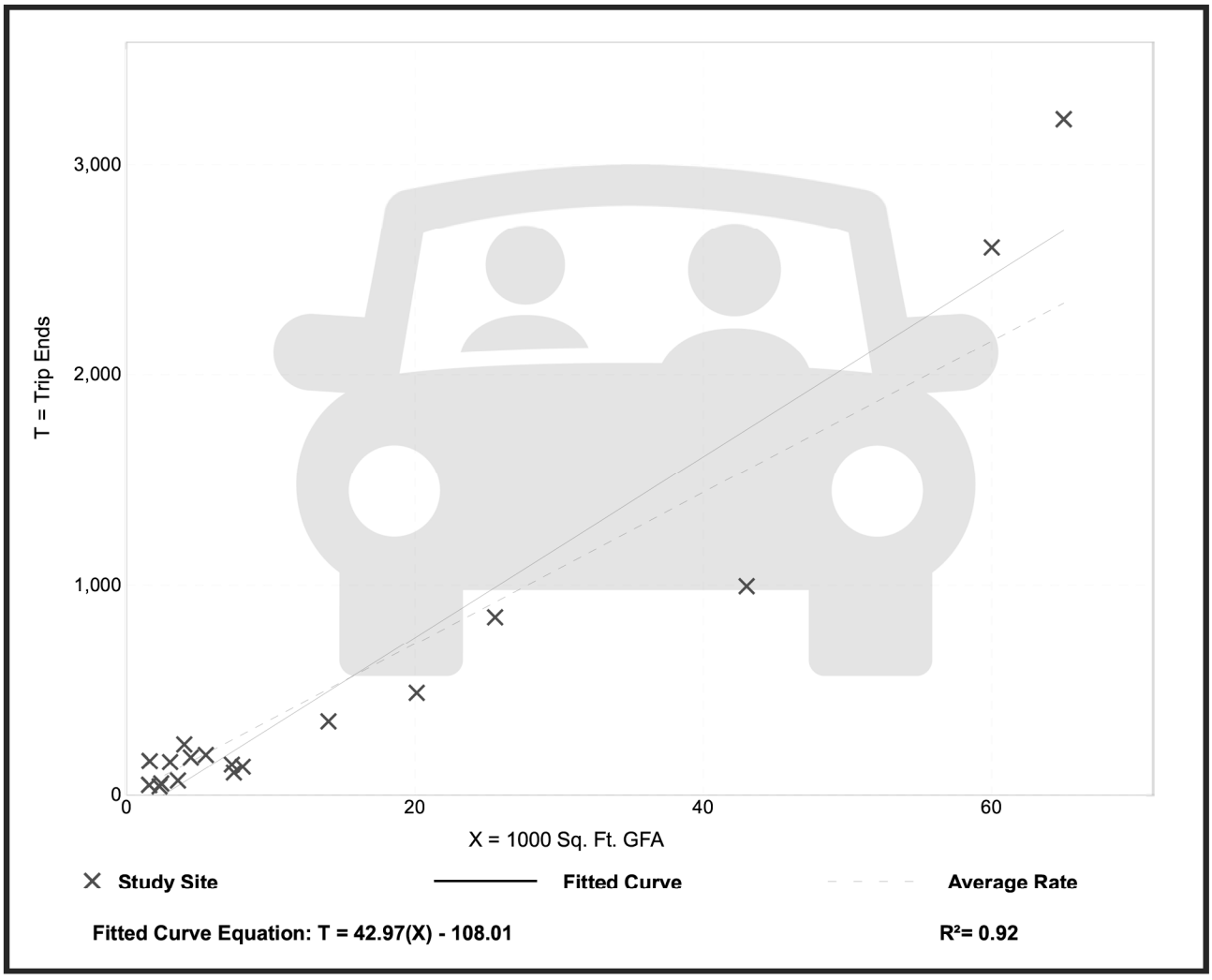
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

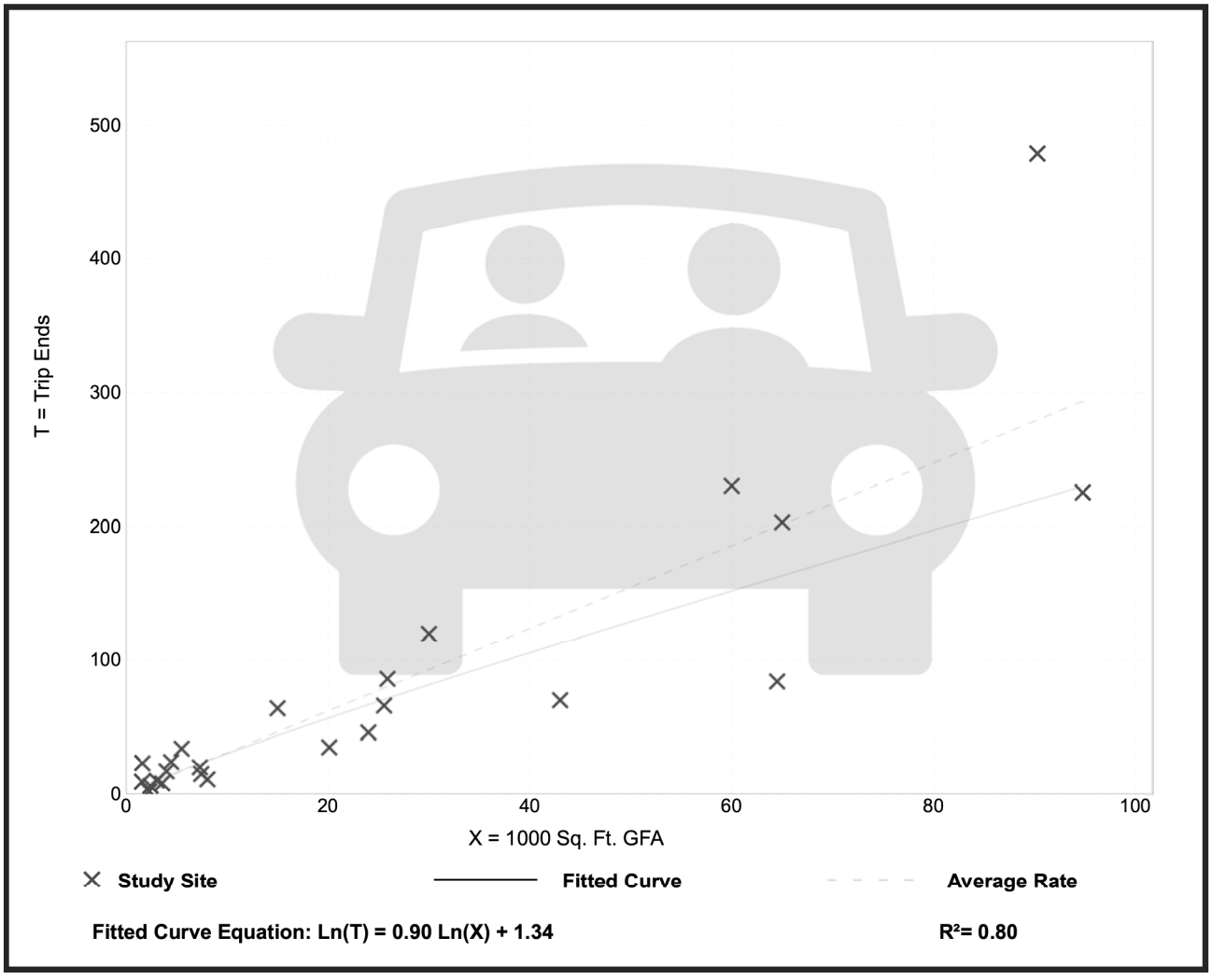
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 24
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



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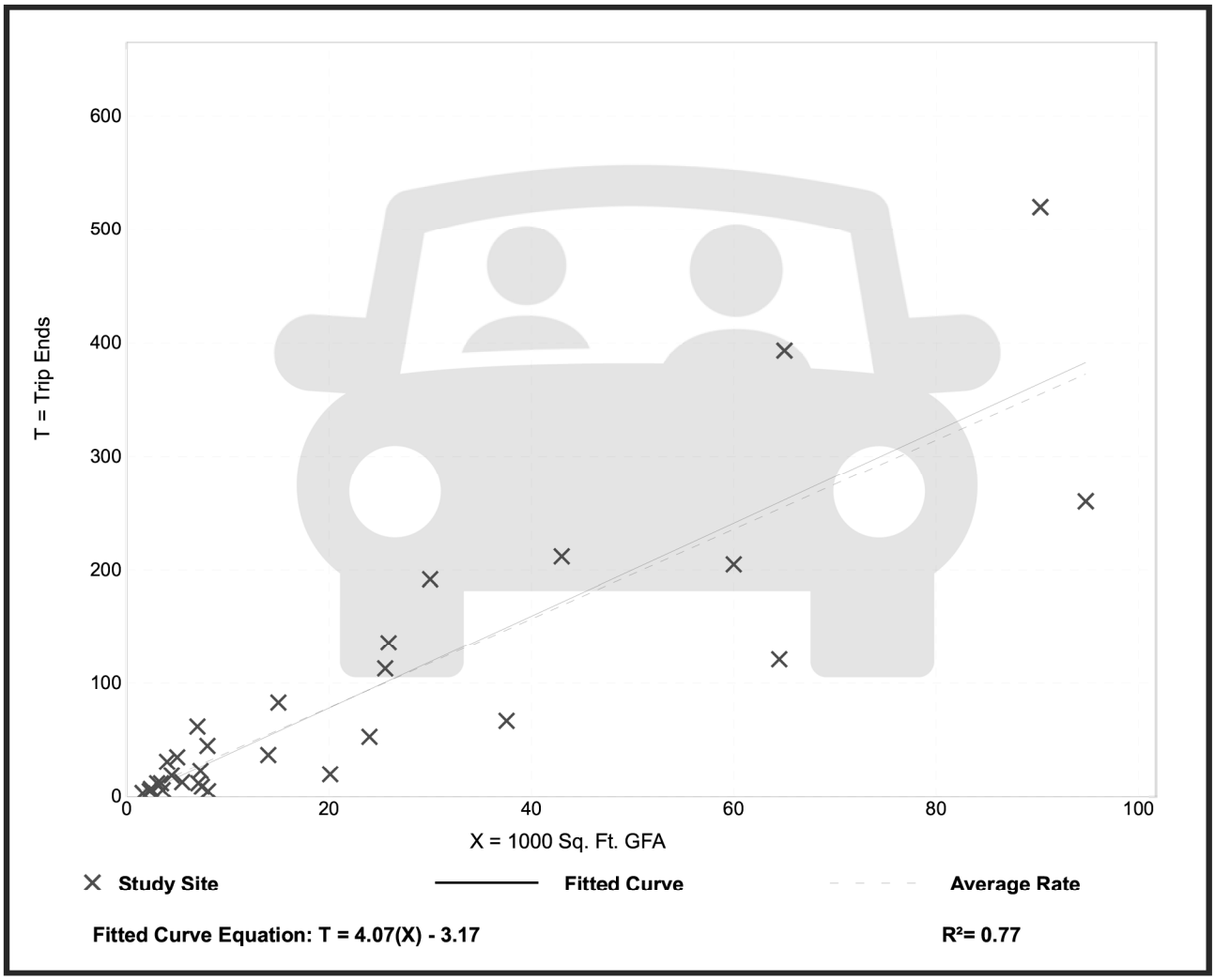
Medical-Dental Office Building - Stand-Alone
(720)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 30
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window
(934)

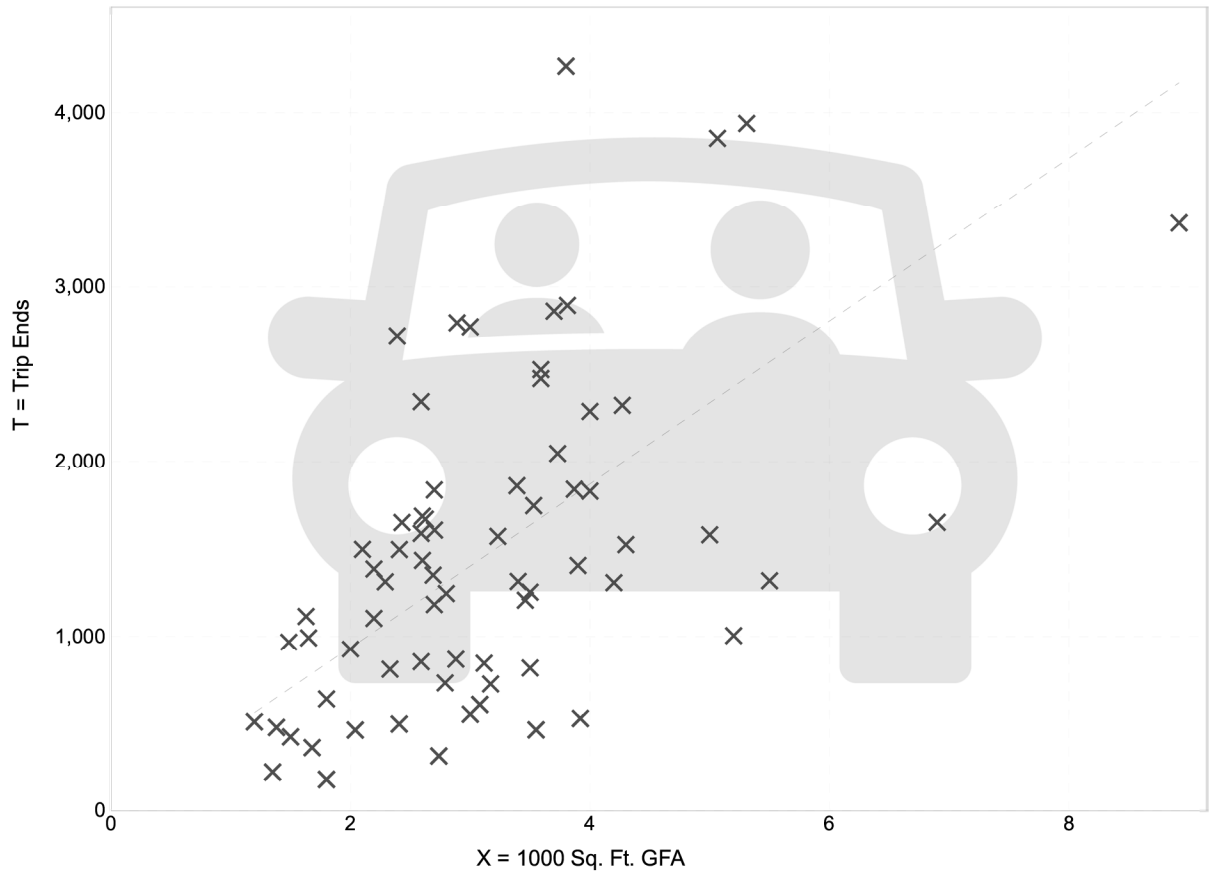
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 71
Avg. 1000 Sq. Ft. GFA: 3
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
467.48	98.89 - 1137.66	238.62

Data Plot and Equation



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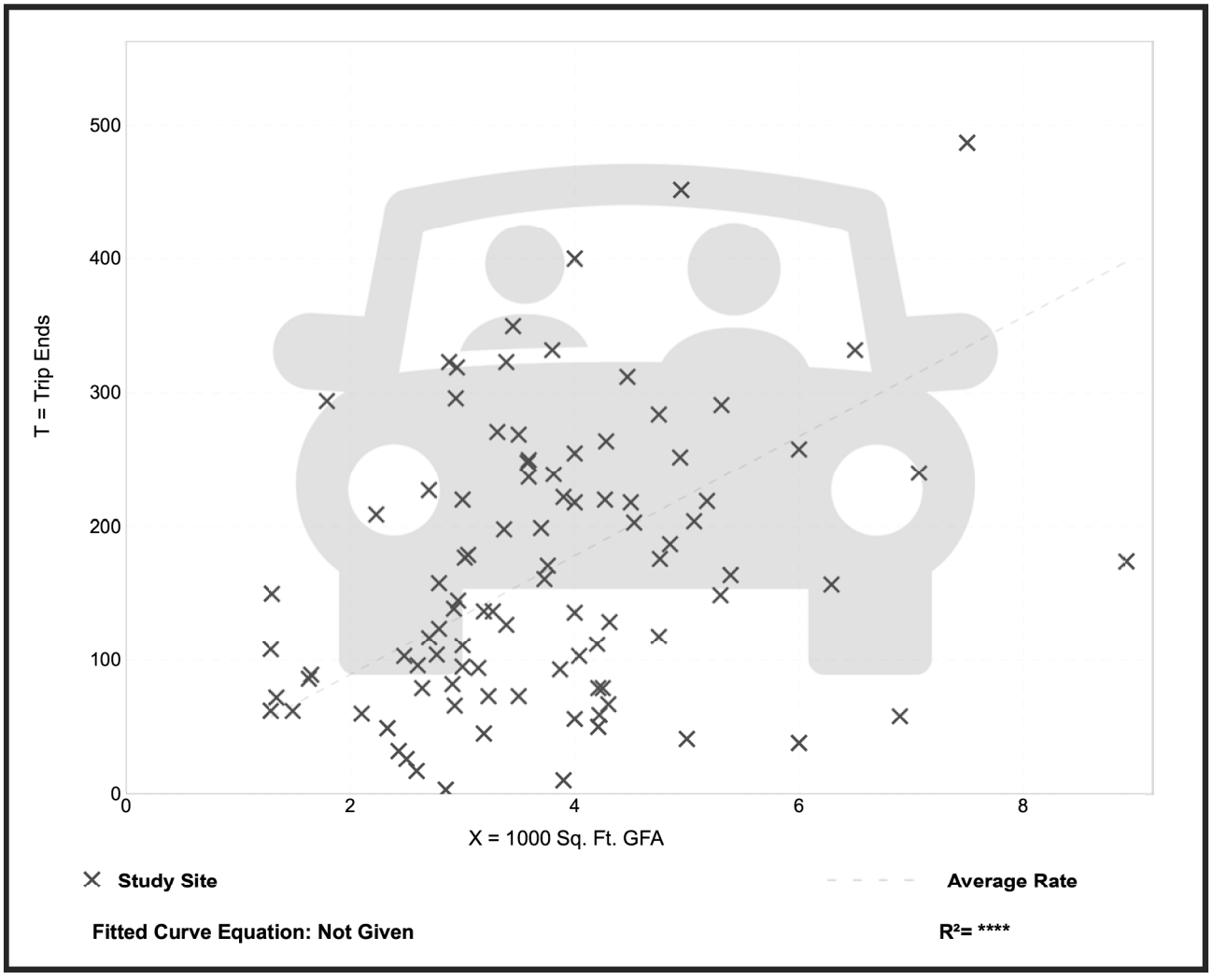
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	96
Avg. 1000 Sq. Ft. GFA:	4
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
44.61	1.05 - 164.25	27.14

Data Plot and Equation



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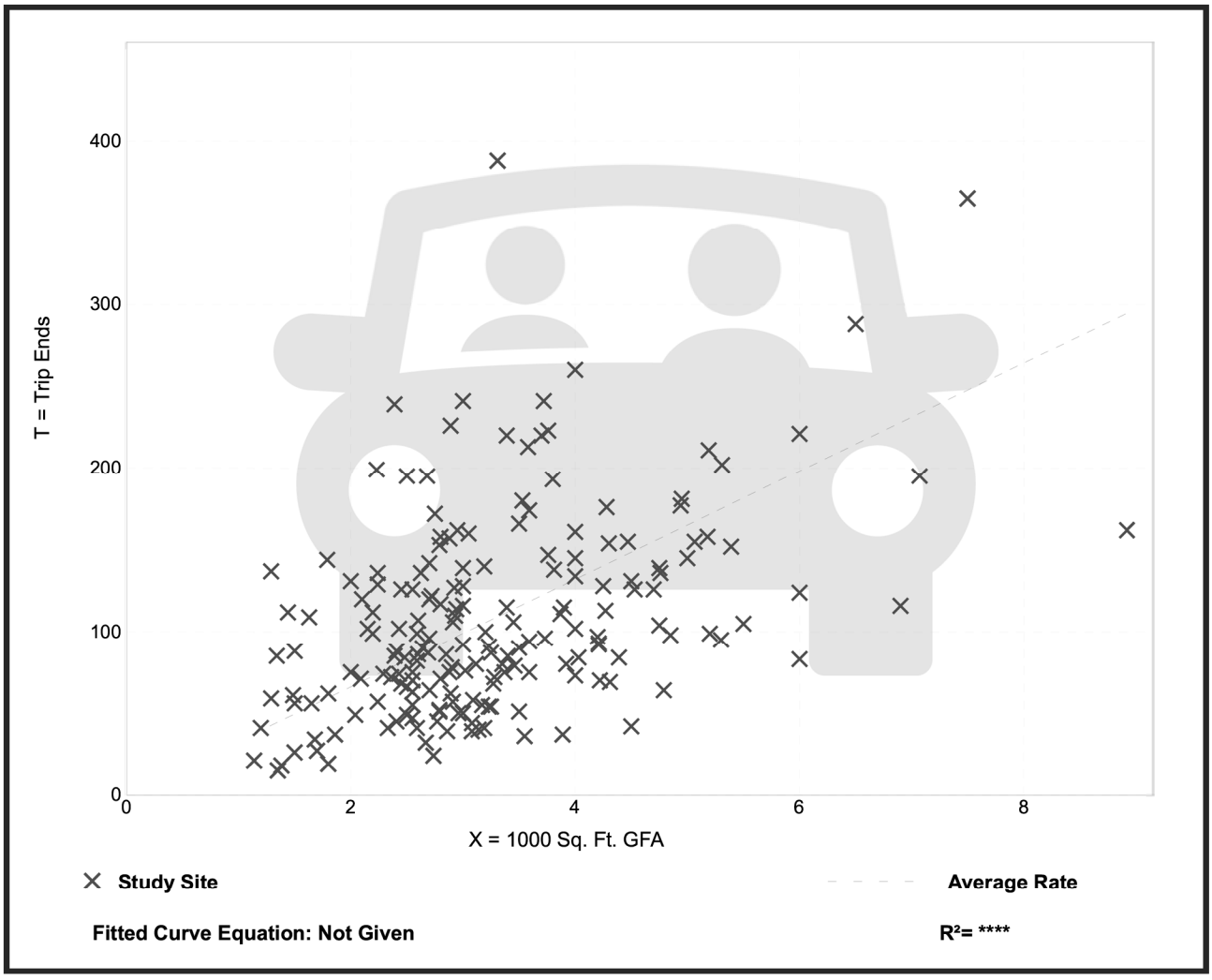
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	190
Avg. 1000 Sq. Ft. GFA:	3
Directional Distribution:	52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
33.03	8.77 - 117.22	17.59

Data Plot and Equation



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Automobile Parts and Service Center
(943)

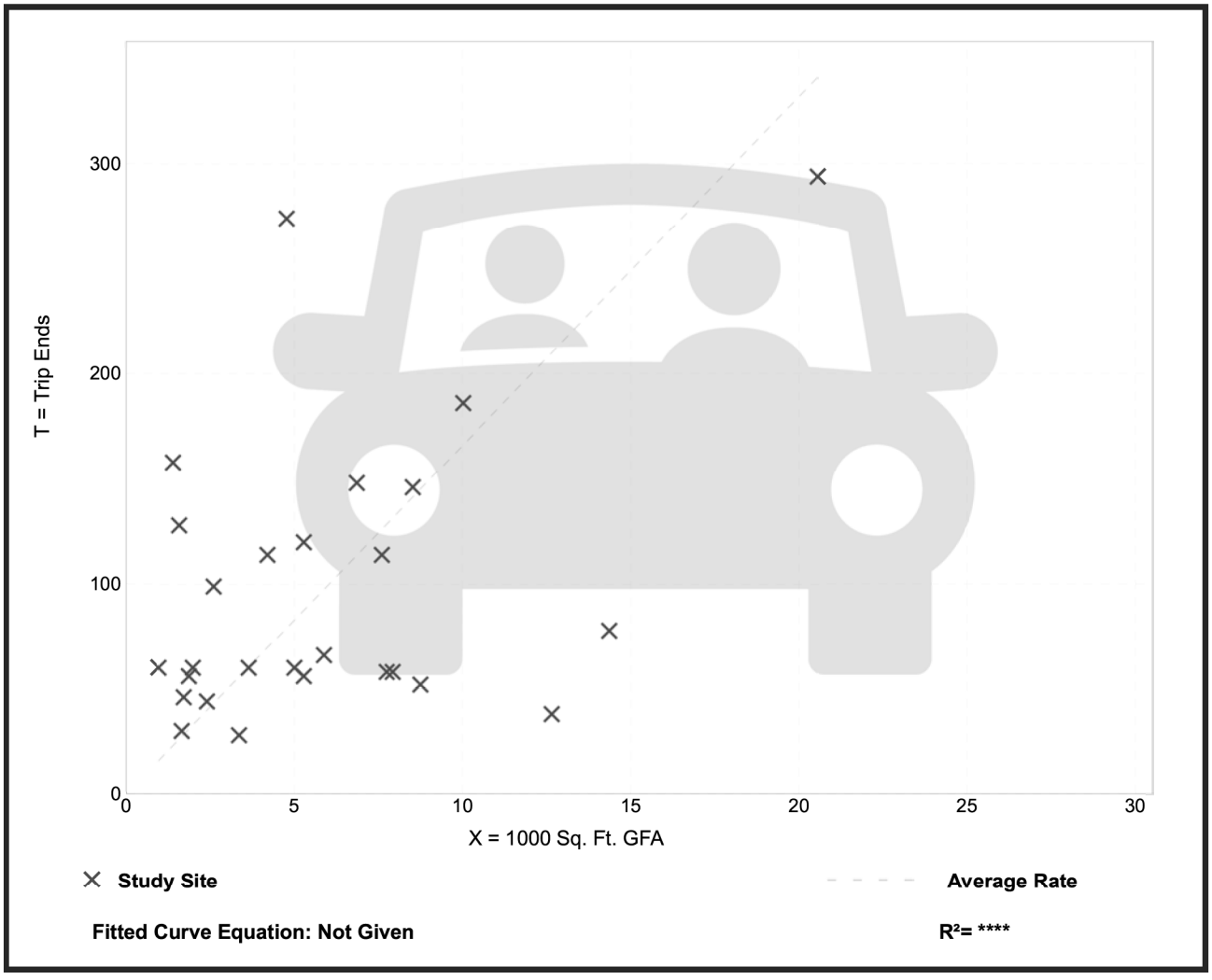
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
16.60	3.00 - 113.51	16.17

Data Plot and Equation



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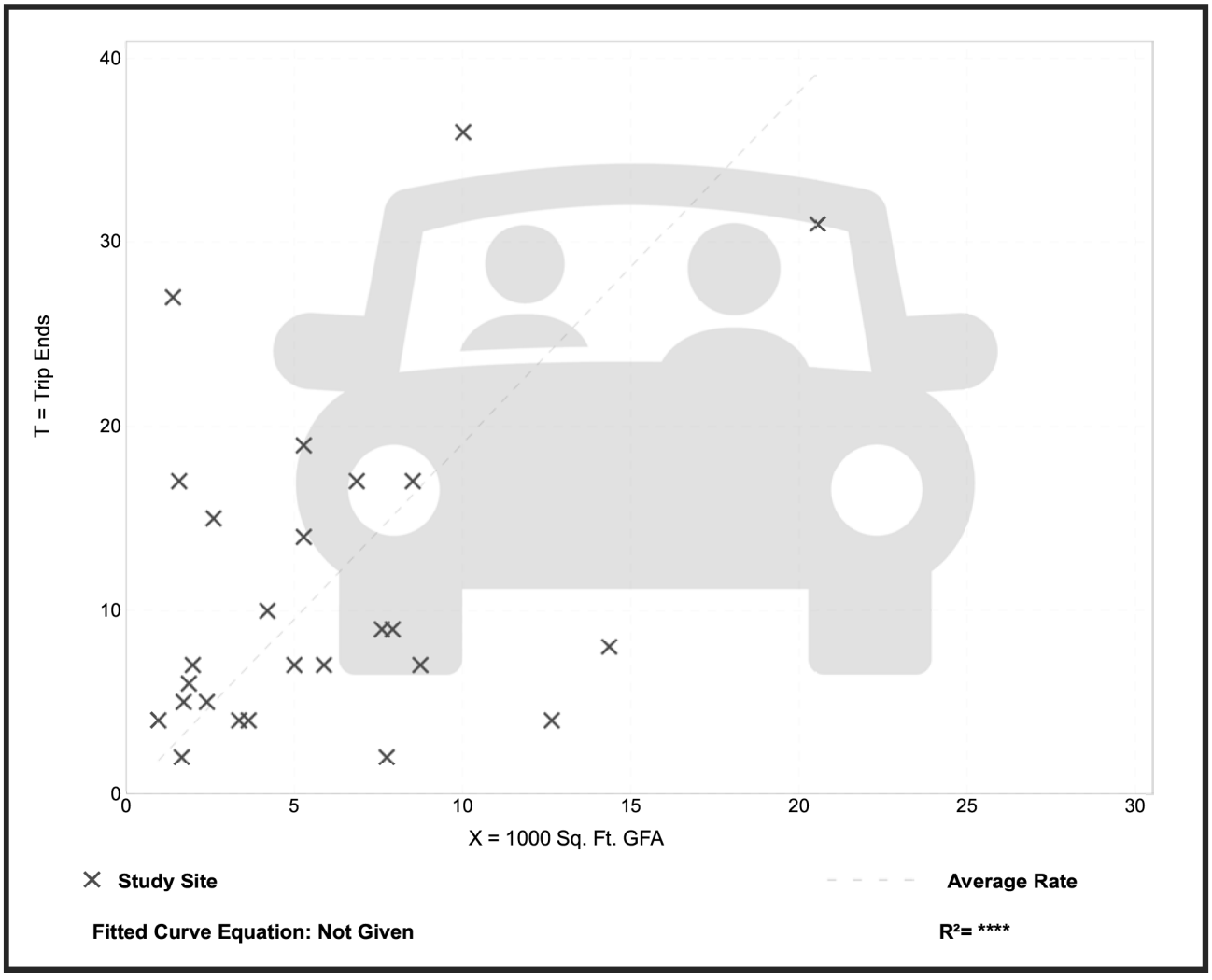
Automobile Parts and Service Center
(943)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
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:	26
Avg. 1000 Sq. Ft. GFA:	6
Directional Distribution:	72% entering, 28% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

Data Plot and Equation



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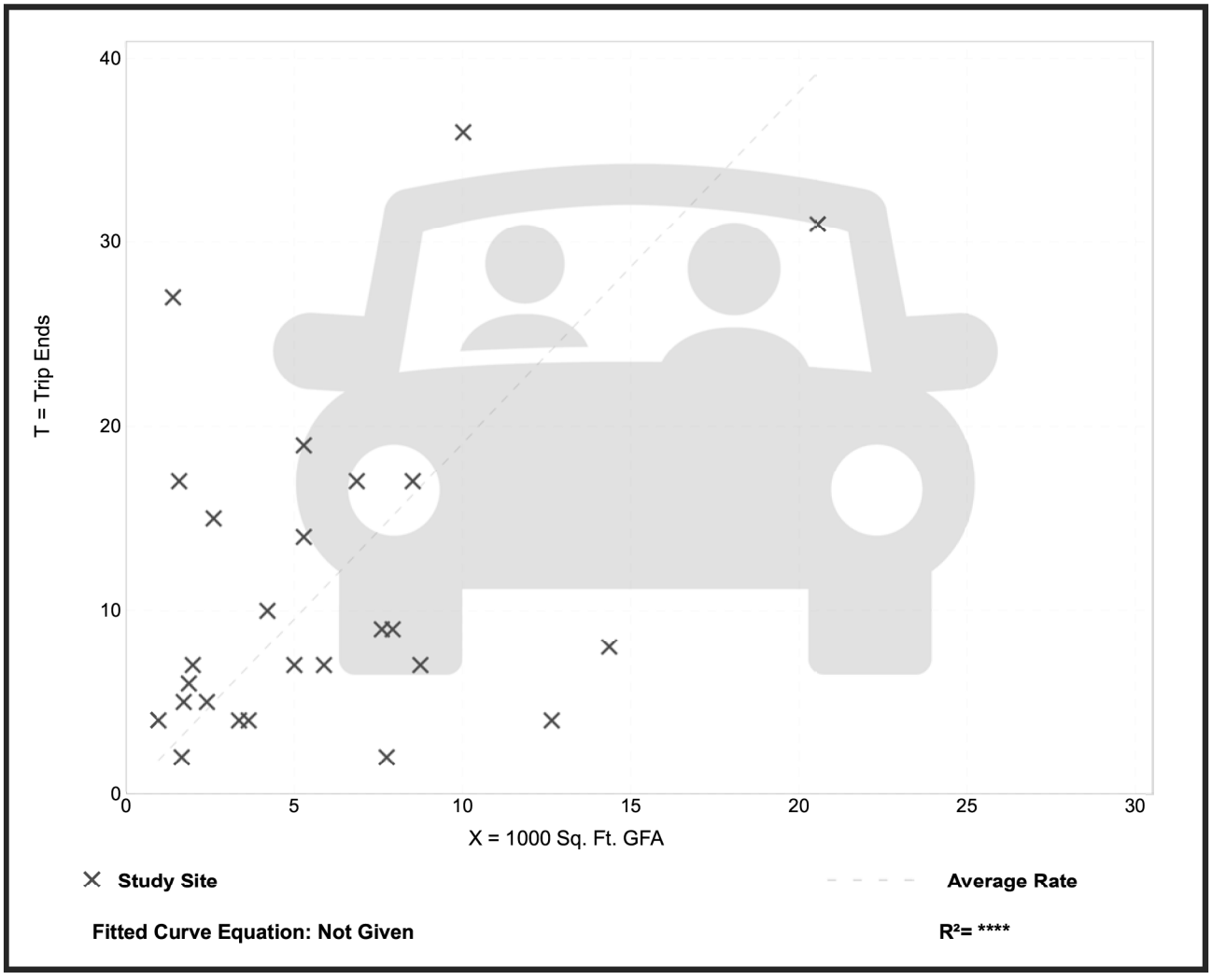
Automobile Parts and Service Center
(943)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 26
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 72% entering, 28% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.91	0.26 - 19.40	2.28

Data Plot and Equation



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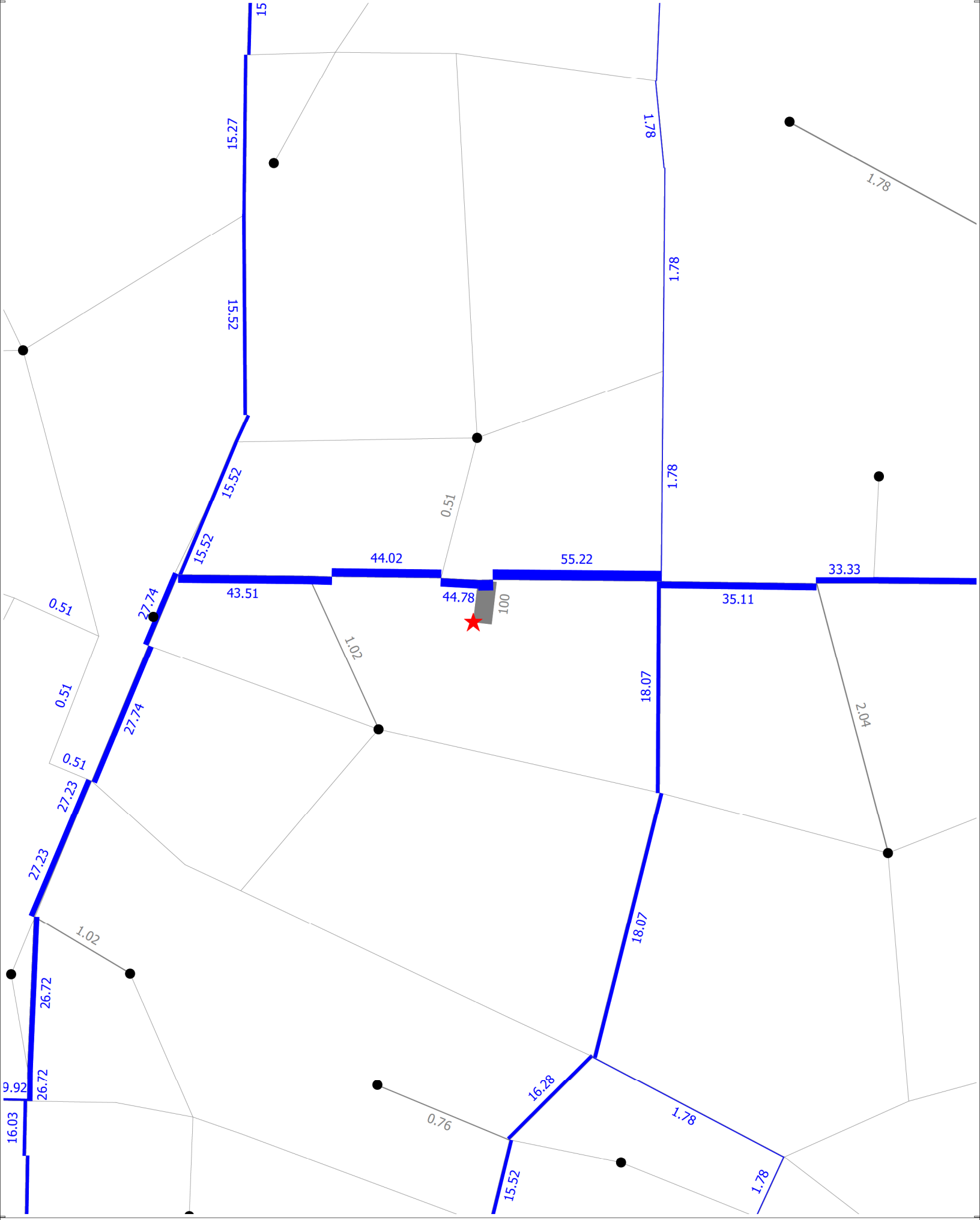

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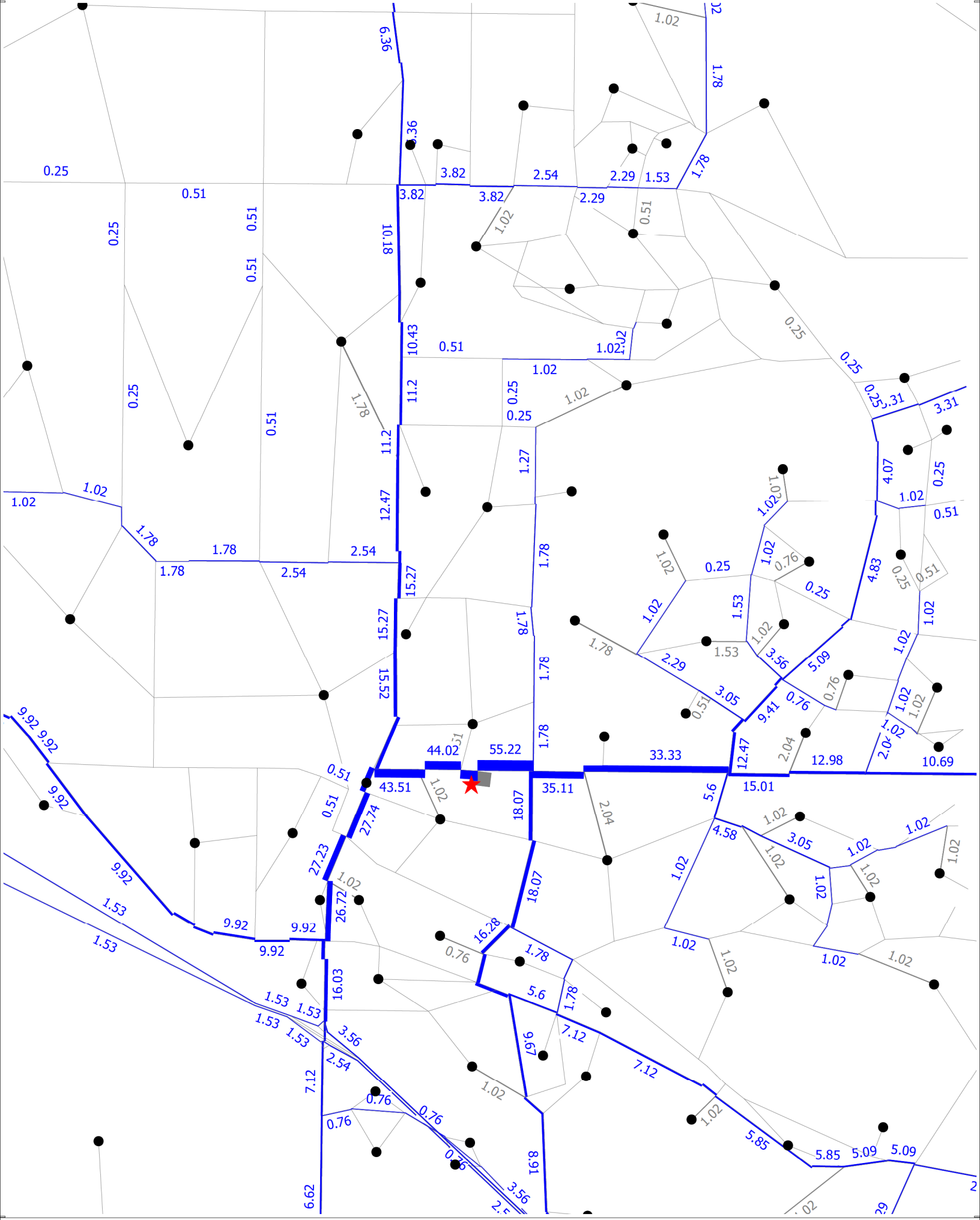

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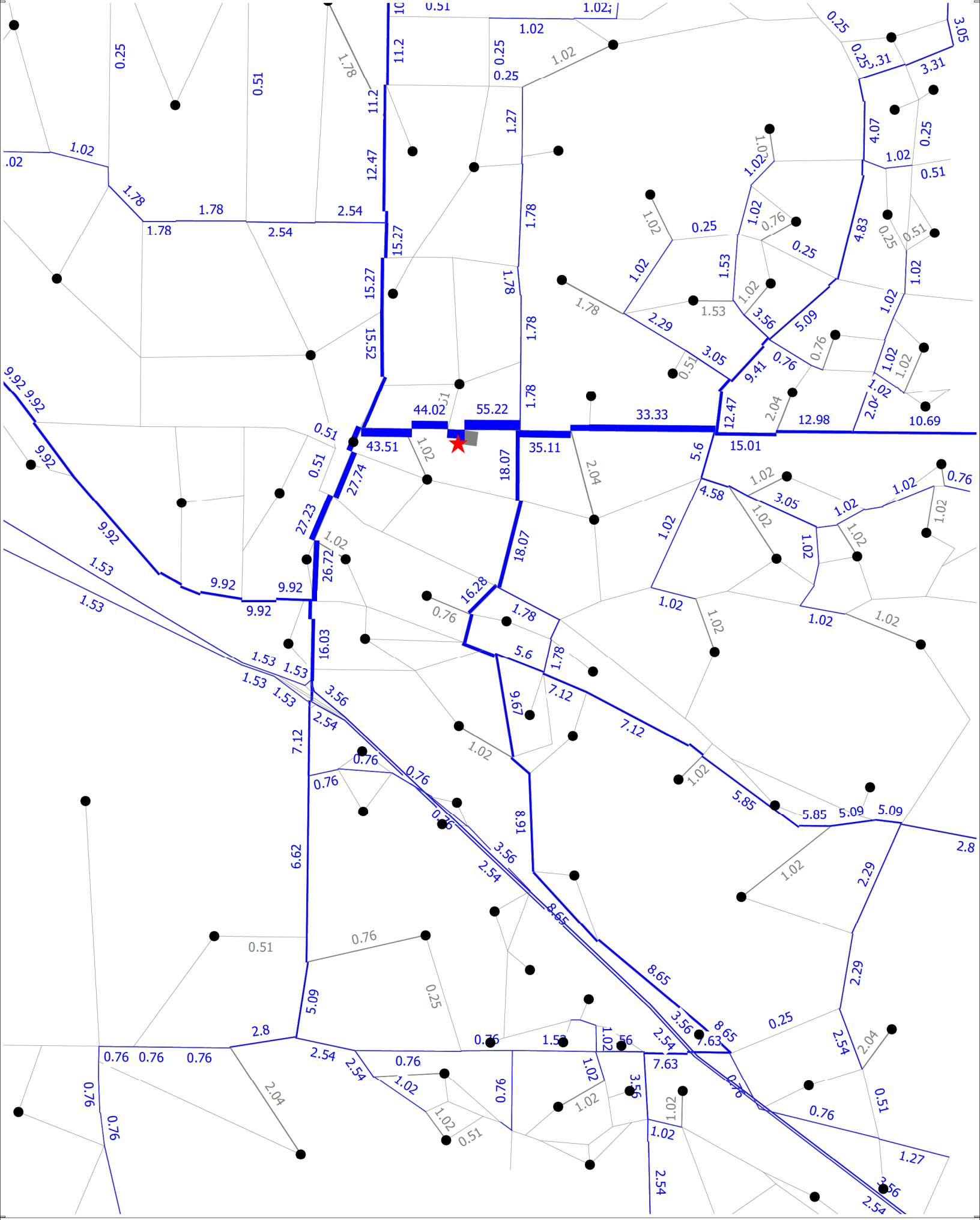

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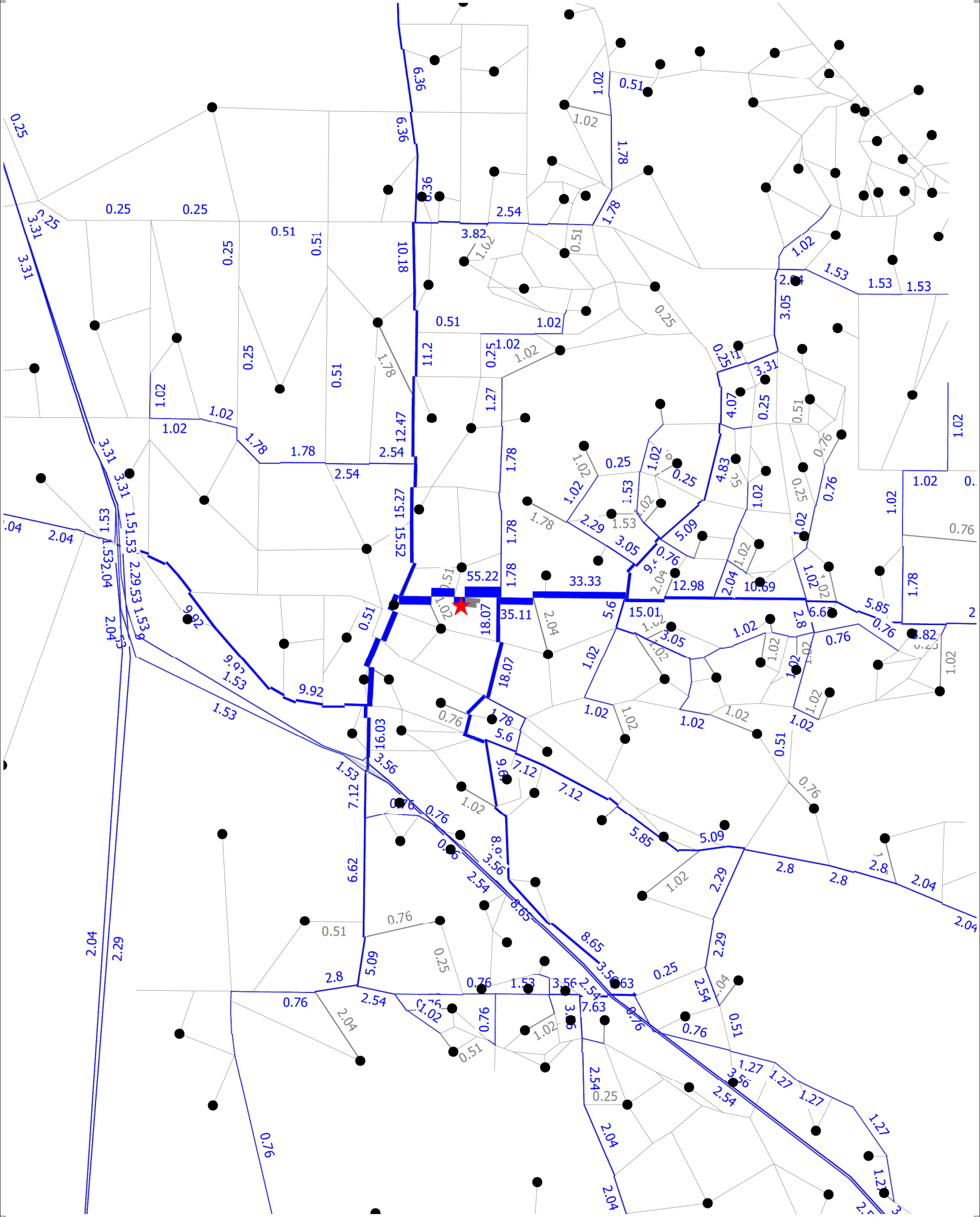

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Six-Use Internal Capture Input

Project Information

Project Number	29192
Project Name	Cleveland Ave TIA
Scenario	1
Analyst	APG

Analysis Input

Analysis Period	AM Peak

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Office	720		30.4 KSF	66	17
B	Retail					
C	Restaurant	934		3.2 KSF	73	70
D	Residential					
E	Cinema					
F	Hotel					

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	57	0	62	0	0	0	119
Exit	6	0	61	0	0	0	67
Total	63	0	123	0	0	0	186
Single Use Trip Generation Estimate	83	0	143	0	0	0	226
Internal Capture	17.70%						
	24.10%	#DIV/0!	13.99%				

Six-Use Internal Capture Input

Project Information

Project Number	29192
Project Name	Cleveland Ave TIA
Scenario	1
Analyst	APG

Analysis Input

Analysis Period	PM Peak

Land Use	Land Use Type	Land Use Code	Description (optional)	Size	Trips	
					Enter	Exit
A	Office	720		30.4 KSF	36	83
B	Retail					
C	Restaurant	934		3.2 KSF	55	51
D	Residential					
E	Cinema					
F	Hotel					

Category	Land Use						
	A	B	C	D	E	F	**Total**
Enter	34	0	54	0	0	0	88
Exit	82	0	49	0	0	0	131
Total	116	0	103	0	0	0	219
Single Use Trip Generation Estimate	119	0	106	0	0	0	225
Internal Capture	2.67%						

2.52% #DIV/0! 2.83%

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 Visa 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 Visa 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 Visa 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 Visa 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	834	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/Genview 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	25851	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	--	--

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0026 - ON US-301, 0.375 MI. N OF CR-44A (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	26000 F	N 13000	S 13000	9.00	54.00	12.00
2021	26000 C	N 13000	S 13000	9.00	53.00	12.00
2020	22000 F	N 11000	S 11000	9.00	54.70	9.90
2019	23000 C	N 11500	S 11500	9.00	53.30	9.90
2018	21000 F	N 10500	S 10500	9.00	53.70	15.40
2017	21000 C	N 10500	S 10500	9.00	53.50	15.40
2016	20000 C	N 10000	S 10000	9.00	53.10	13.80
2015	17300 C	N 8500	S 8800	9.00	54.70	13.30
2014	16200 C	N 8200	S 8000	9.00	55.10	13.50
2013	18300 C	N 9300	S 9000	9.00	56.40	13.70
2012	18600 C	N 9500	S 9100	9.00	56.30	11.70
2011	17500 C	N 8600	S 8900	9.00	51.30	10.80
2010	19200 C	N 9800	S 9400	9.85	55.51	10.40
2009	18300 C	N 9100	S 9200	9.88	55.48	11.10
2008	18900 C	N 9600	S 9300	10.19	54.63	12.60
2007	19000 C	N 9800	S 9200	10.14	54.93	11.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

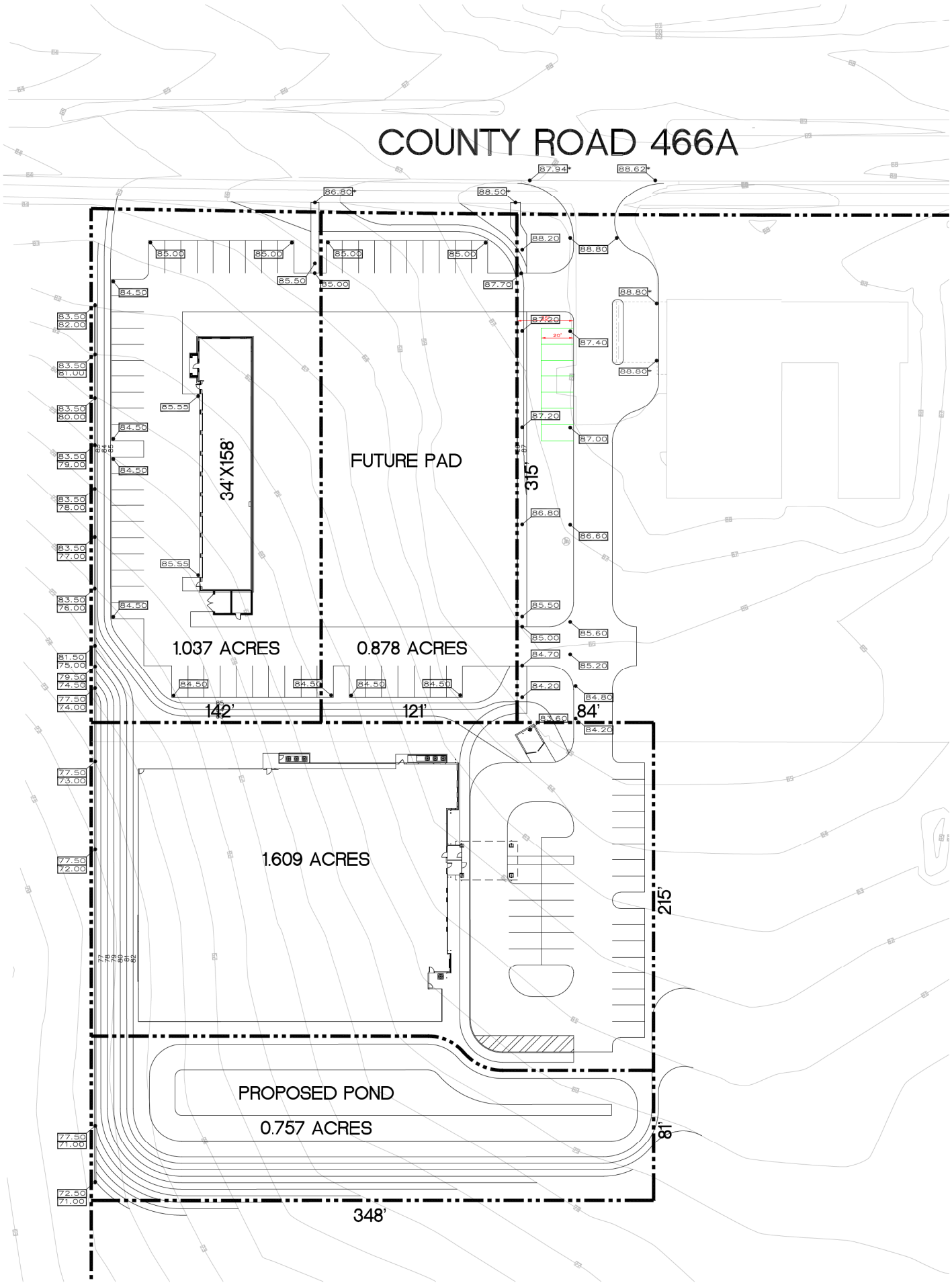
COUNTY: 18 - SUMTER

SITE: 5008 - ON US-301, 0.226 MI. N OF CR-466A (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	28000 F	N 14000	S 14000	9.00	54.00	11.00
2021	28000 C	N 14000	S 14000	9.00	53.00	11.00
2020	25000 F	N 12500	S 12500	9.00	54.70	14.20
2019	26000 C	N 13000	S 13000	9.00	53.30	14.20
2018	18900 F	N 9500	S 9400	9.00	53.70	14.80
2017	18900 C	N 9500	S 9400	9.00	53.50	14.80
2016	20500 C	N 10000	S 10500	9.00	53.10	14.50
2015	16100 C	N 8000	S 8100	9.00	54.70	12.80
2014	15100 C	N 7300	S 7800	9.00	55.10	16.40
2013	14700 C	N 7400	S 7300	9.00	56.40	14.00
2012	14000 C	N 7000	S 7000	9.00	56.30	13.30
2011	12400 C	N 5900	S 6500	9.00	51.30	17.60
2010	14100 C	N 7300	S 6800	9.85	55.51	12.90
2009	14300 C	N 7400	S 6900	9.88	55.48	11.10
2008	14500 C	N 7500	S 7000	10.19	54.63	12.60
2007	15400 C	N 8000	S 7400	10.14	54.93	11.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix B: Site Plan


COUNTY ROAD 466A
FUTURE PAD
34'X158'
315'
1.037 ACRES
0.878 ACRES
142'
121'
84'
1.609 ACRES
215'
PROPOSED POND
0.757 ACRES
81'
348'

Appendix C: Turning Movement Counts and Signal Timings

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	16	303	0	0	319	27	0	16	3	46	0	176	27	2	205	0	0	0	0	0	570
07:15 AM	21	302	3	0	326	46	0	22	2	70	1	202	54	1	258	1	0	0	0	1	655
07:30 AM	33	308	1	0	342	72	0	23	6	101	1	201	68	1	271	0	0	0	1	1	715
07:45 AM	39	293	0	0	332	79	0	43	4	126	0	207	77	3	287	0	0	0	0	0	745
Total	109	1206	4	0	1319	224	0	104	15	343	2	786	226	7	1021	1	0	0	1	2	2685
08:00 AM	45	294	0	0	339	86	0	34	3	123	1	201	47	1	250	0	0	2	0	2	714
08:15 AM	18	288	0	0	306	78	0	19	7	104	3	206	46	2	257	1	0	0	0	1	668
08:30 AM	25	290	1	0	316	57	0	12	6	75	1	199	55	3	258	0	0	1	0	1	650
08:45 AM	15	279	1	0	295	49	0	17	2	68	1	189	44	4	238	1	0	1	0	2	603
Total	103	1151	2	0	1256	270	0	82	18	370	6	795	192	10	1003	2	0	4	0	6	2635
04:00 PM	34	196	0	0	230	84	0	20	6	110	1	216	71	1	289	0	0	0	0	0	629
04:15 PM	40	219	0	0	259	90	0	30	4	124	1	239	78	3	321	1	0	2	0	3	707
04:30 PM	48	213	1	0	262	87	0	29	2	118	2	277	63	4	346	0	0	0	1	1	727
04:45 PM	49	222	0	0	271	72	0	30	3	105	1	281	67	3	352	0	0	0	0	0	728
Total	171	850	1	0	1022	333	0	109	15	457	5	1013	279	11	1308	1	0	2	1	4	2791
05:00 PM	38	220	0	0	258	76	0	23	4	103	2	248	55	1	306	0	0	1	0	1	668
05:15 PM	29	222	1	0	252	87	0	28	2	117	1	242	47	3	293	0	0	0	0	0	662
05:30 PM	28	201	0	0	229	80	0	24	3	107	1	247	41	4	293	1	0	2	0	3	632
05:45 PM	26	205	0	0	231	69	0	18	4	91	2	222	48	2	274	0	0	0	0	0	596
Total	121	848	1	0	970	312	0	93	13	418	6	959	191	10	1166	1	0	3	0	4	2558
Grand Total	504	4055	8	0	4567	1139	0	388	61	1588	19	3553	888	38	4498	5	0	9	2	16	10669
Apprch %	11	88.8	0.2	0		71.7	0	24.4	3.8		0.4	79	19.7	0.8		31.2	0	56.2	12.5		
Total %	4.7	38	0.1	0	42.8	10.7	0	3.6	0.6	14.9	0.2	33.3	8.3	0.4	42.2	0	0	0.1	0	0.1	
Automobiles	431	3730	4	0	4165	1073	0	345	61	1479	16	3278	825	36	4155	4	0	8	2	14	9813
% Automobiles	85.5	92	50	0	91.2	94.2	0	88.9	100	93.1	84.2	92.3	92.9	94.7	92.4	80	0	88.9	100	87.5	92
Commercial	73	325	4	0	402	66	0	43	0	109	3	275	63	2	343	1	0	1	0	2	856
% Commercial	14.5	8	50	0	8.8	5.8	0	11.1	0	6.9	15.8	7.7	7.1	5.3	7.6	20	0	11.1	0	12.5	8

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
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	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	33	308	1	0	342	72	0	23	6	101	1	201	68	1	271	0	0	0	1	1	715
07:45 AM	39	293	0	0	332	79	0	43	4	126	0	207	77	3	287	0	0	0	0	0	745
08:00 AM	45	294	0	0	339	86	0	34	3	123	1	201	47	1	250	0	0	2	0	2	714
08:15 AM	18	288	0	0	306	78	0	19	7	104	3	206	46	2	257	1	0	0	0	1	668
Total Volume	135	1183	1	0	1319	315	0	119	20	454	5	815	238	7	1065	1	0	2	1	4	2842
% App. Total	10.2	89.7	0.1	0		69.4	0	26.2	4.4		0.5	76.5	22.3	0.7		25	0	50	25		
PHF	.750	.960	.250	.000	.964	.916	.000	.692	.714	.901	.417	.984	.773	.583	.928	.250	.000	.250	.250	.500	.954
Automobiles	114	1105	0	0	1219	304	0	113	20	437	3	759	223	7	992	1	0	1	1	3	2651
% Automobiles	84.4	93.4	0	0	92.4	96.5	0	95.0	100	96.3	60.0	93.1	93.7	100	93.1	100	0	50.0	100	75.0	93.3
Commercial	21	78	1	0	100	11	0	6	0	17	2	56	15	0	73	0	0	1	0	1	191
% Commercial	15.6	6.6	100	0	7.6	3.5	0	5.0	0	3.7	40.0	6.9	6.3	0	6.9	0	0	50.0	0	25.0	6.7

DE TRAFFIC

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US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
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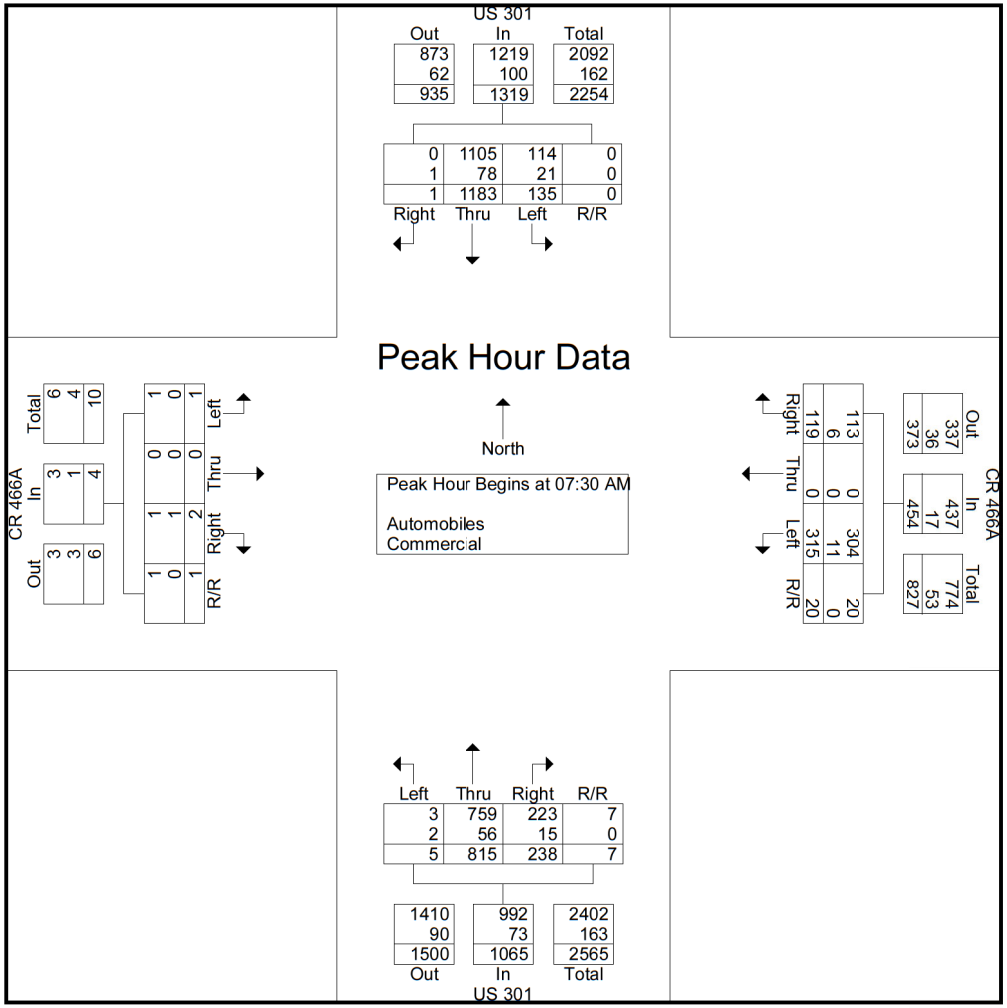

DE TRAFFIC

detraffic.com
(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 4

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	40	219	0	0	259	90	0	30	4	124	1	239	78	3	321	1	0	2	0	3	707
04:30 PM	48	213	1	0	262	87	0	29	2	118	2	277	63	4	346	0	0	0	1	1	727
04:45 PM	49	222	0	0	271	72	0	30	3	105	1	281	67	3	352	0	0	0	0	0	728
05:00 PM	38	220	0	0	258	76	0	23	4	103	2	248	55	1	306	0	0	1	0	1	668
Total Volume	175	874	1	0	1050	325	0	112	13	450	6	1045	263	11	1325	1	0	3	1	5	2830
% App. Total	16.7	83.2	0.1	0		72.2	0	24.9	2.9		0.5	78.9	19.8	0.8		20	0	60	20		
PHF	.893	.984	.250	.000	.969	.903	.000	.933	.813	.907	.750	.930	.843	.688	.941	.250	.000	.375	.250	.417	.972
Automobiles	151	792	1	0	944	306	0	94	13	413	6	961	242	10	1219	1	0	3	1	5	2581
% Automobiles	86.3	90.6	100	0	89.9	94.2	0	83.9	100	91.8	100	92.0	92.0	90.9	92.0	100	0	100	100	100	91.2
Commercial	24	82	0	0	106	19	0	18	0	37	0	84	21	1	106	0	0	0	0	0	249
% Commercial	13.7	9.4	0	0	10.1	5.8	0	16.1	0	8.2	0	8.0	8.0	9.1	8.0	0	0	0	0	0	8.8

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(386) 341-4186
US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
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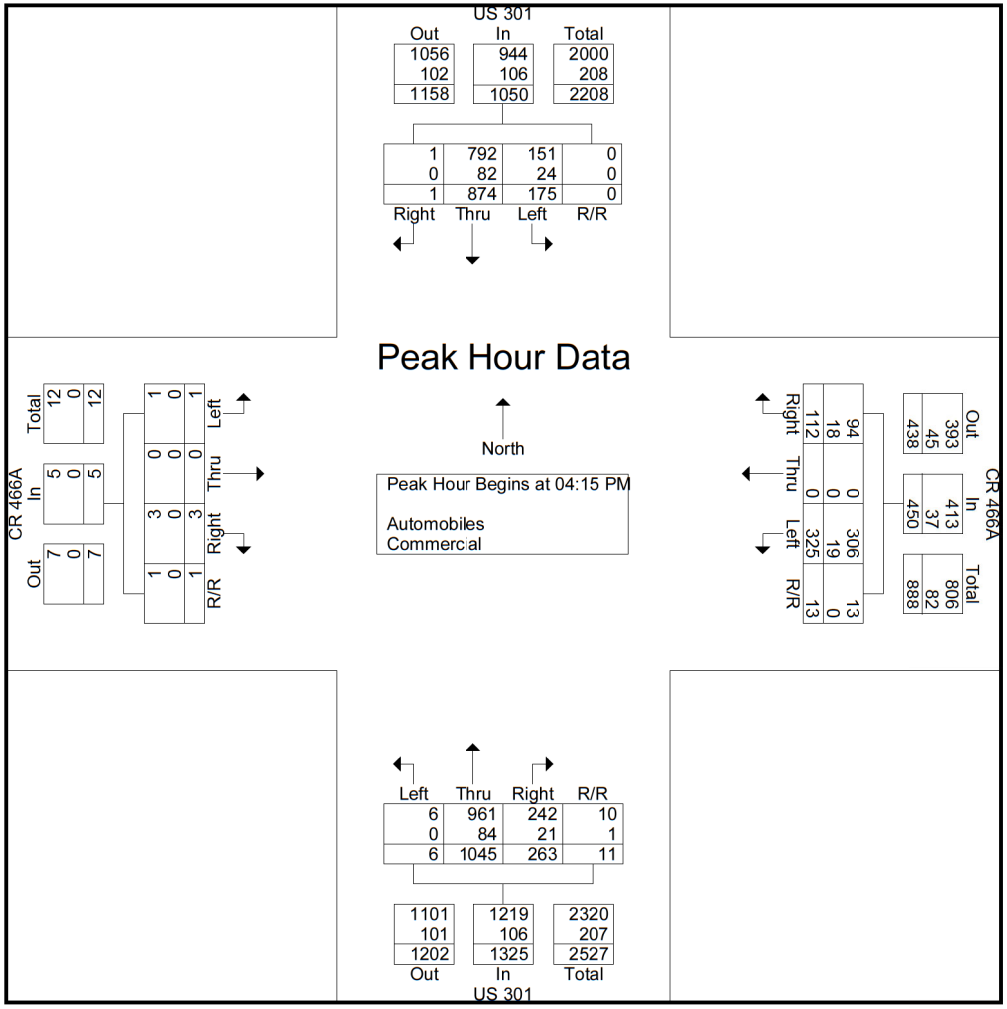

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US 301 at CR 466A
Sumter County, Fl

File Name : 01 us 301 at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	US 301 Southbound					CR 466A Westbound					US 301 Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
08:00 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
05:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	4	4	0	0	0	1	1	0	0	0	2	2	0	0	0	1	1	8
Grand Total	0	0	0	9	9	0	0	0	1	1	0	0	0	5	5	0	0	0	1	1	16
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	56.2	56.2	0	0	0	6.2	6.2	0	0	0	31.2	31.2	0	0	0	6.2	6.2	

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	82	2	84	0	0	0	0	1	81	0	82	166
07:15 AM	0	0	1	1	0	100	3	103	0	0	0	0	3	84	1	88	192
07:30 AM	1	0	2	3	0	120	1	121	1	0	0	1	3	108	0	111	236
07:45 AM	3	0	0	3	0	106	1	107	0	0	0	0	1	87	0	88	198
Total	4	0	3	7	0	408	7	415	1	0	0	1	8	360	1	369	792
08:00 AM	0	0	1	1	1	129	2	132	0	0	0	0	2	93	0	95	228
08:15 AM	1	0	2	3	0	132	0	132	0	0	0	0	0	95	0	95	230
08:30 AM	0	0	2	2	0	109	0	109	0	0	0	0	1	78	0	79	190
08:45 AM	2	0	0	2	0	105	1	106	0	0	0	0	2	74	0	76	184
Total	3	0	5	8	1	475	3	479	0	0	0	0	5	340	0	345	832
04:00 PM	1	0	1	2	0	97	1	98	0	0	0	0	0	71	0	71	171
04:15 PM	0	0	0	0	0	103	0	103	0	0	0	0	2	100	0	102	205
04:30 PM	1	0	1	2	0	129	3	132	0	0	0	0	1	122	0	123	257
04:45 PM	0	0	3	3	0	139	1	140	0	0	1	1	0	134	1	135	279
Total	2	0	5	7	0	468	5	473	0	0	1	1	3	427	1	431	912
05:00 PM	3	0	1	4	0	134	0	134	0	0	0	0	0	103	0	103	241
05:15 PM	2	0	1	3	0	120	2	122	0	0	0	0	2	83	0	85	210
05:30 PM	1	0	4	5	0	112	1	113	0	0	1	1	1	69	1	71	190
05:45 PM	3	0	2	5	0	97	0	97	0	0	0	0	0	75	0	75	177
Total	9	0	8	17	0	463	3	466	0	0	1	1	3	330	1	334	818
Grand Total	18	0	21	39	1	1814	18	1833	1	0	2	3	19	1457	3	1479	3354
Apprch %	46.2	0	53.8		0.1	99	1		33.3	0	66.7		1.3	98.5	0.2		
Total %	0.5	0	0.6	1.2	0	54.1	0.5	54.7	0	0	0.1	0.1	0.6	43.4	0.1	44.1	
Automobiles	18	0	21	39	1	1706	18	1725	1	0	2	3	19	1326	3	1348	3115
% Automobiles	100	0	100	100	100	94	100	94.1	100	0	100	100	100	91	100	91.1	92.9
Commercial	0	0	0	0	0	108	0	108	0	0	0	0	0	131	0	131	239
% Commercial	0	0	0	0	0	6	0	5.9	0	0	0	0	0	9	0	8.9	7.1

DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 2

	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	2	3	0	120	1	121	1	0	0	1	3	108	0	111	236
07:45 AM	3	0	0	3	0	106	1	107	0	0	0	0	1	87	0	88	198
08:00 AM	0	0	1	1	1	129	2	132	0	0	0	0	2	93	0	95	228
08:15 AM	1	0	2	3	0	132	0	132	0	0	0	0	0	95	0	95	230
Total Volume	5	0	5	10	1	487	4	492	1	0	0	1	6	383	0	389	892
% App. Total	50	0	50		0.2	99	0.8		100	0	0		1.5	98.5	0		
PHF	.417	.000	.625	.833	.250	.922	.500	.932	.250	.000	.000	.250	.500	.887	.000	.876	.945
Automobiles	5	0	5	10	1	465	4	470	1	0	0	1	6	346	0	352	833
% Automobiles	100	0	100	100	100	95.5	100	95.5	100	0	0	100	100	90.3	0	90.5	93.4
Commercial	0	0	0	0	0	22	0	22	0	0	0	0	0	37	0	37	59
% Commercial	0	0	0	0	0	4.5	0	4.5	0	0	0	0	0	9.7	0	9.5	6.6

DE TRAFFIC

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(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
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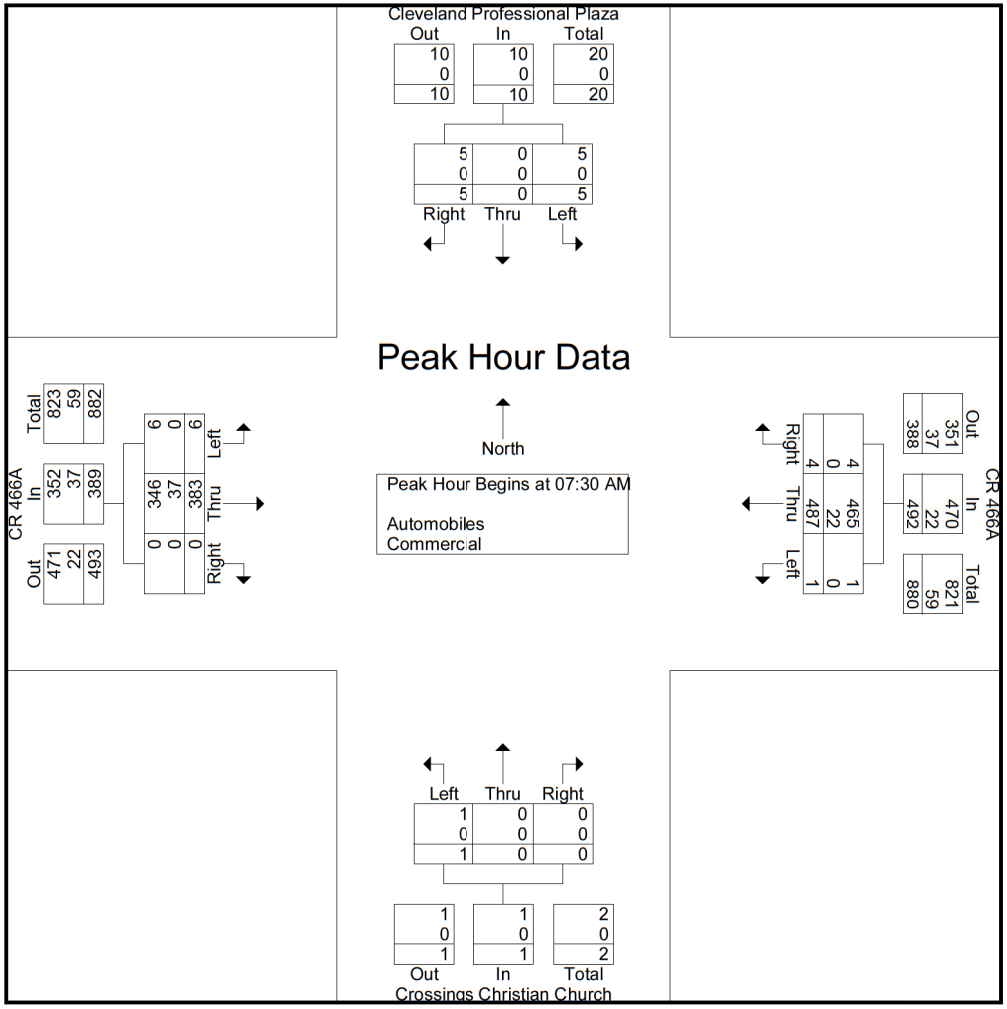

DE TRAFFIC

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(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
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	Cleveland Professional Plaza Southbound				CR 466A Westbound				Crossings Christian Church Northbound				CR 466A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	1	2	0	129	3	132	0	0	0	0	1	122	0	123	257
04:45 PM	0	0	3	3	0	139	1	140	0	0	1	1	0	134	1	135	279
05:00 PM	3	0	1	4	0	134	0	134	0	0	0	0	0	103	0	103	241
05:15 PM	2	0	1	3	0	120	2	122	0	0	0	0	2	83	0	85	210
Total Volume	6	0	6	12	0	522	6	528	0	0	1	1	3	442	1	446	987
% App. Total	50	0	50		0	98.9	1.1		0	0	100		0.7	99.1	0.2		
PHF	.500	.000	.500	.750	.000	.939	.500	.943	.000	.000	.250	.250	.375	.825	.250	.826	.884
Automobiles	6	0	6	12	0	492	6	498	0	0	1	1	3	411	1	415	926
% Automobiles	100	0	100	100	0	94.3	100	94.3	0	0	100	100	100	93.0	100	93.0	93.8
Commercial	0	0	0	0	0	30	0	30	0	0	0	0	0	31	0	31	61
% Commercial	0	0	0	0	0	5.7	0	5.7	0	0	0	0	0	7.0	0	7.0	6.2

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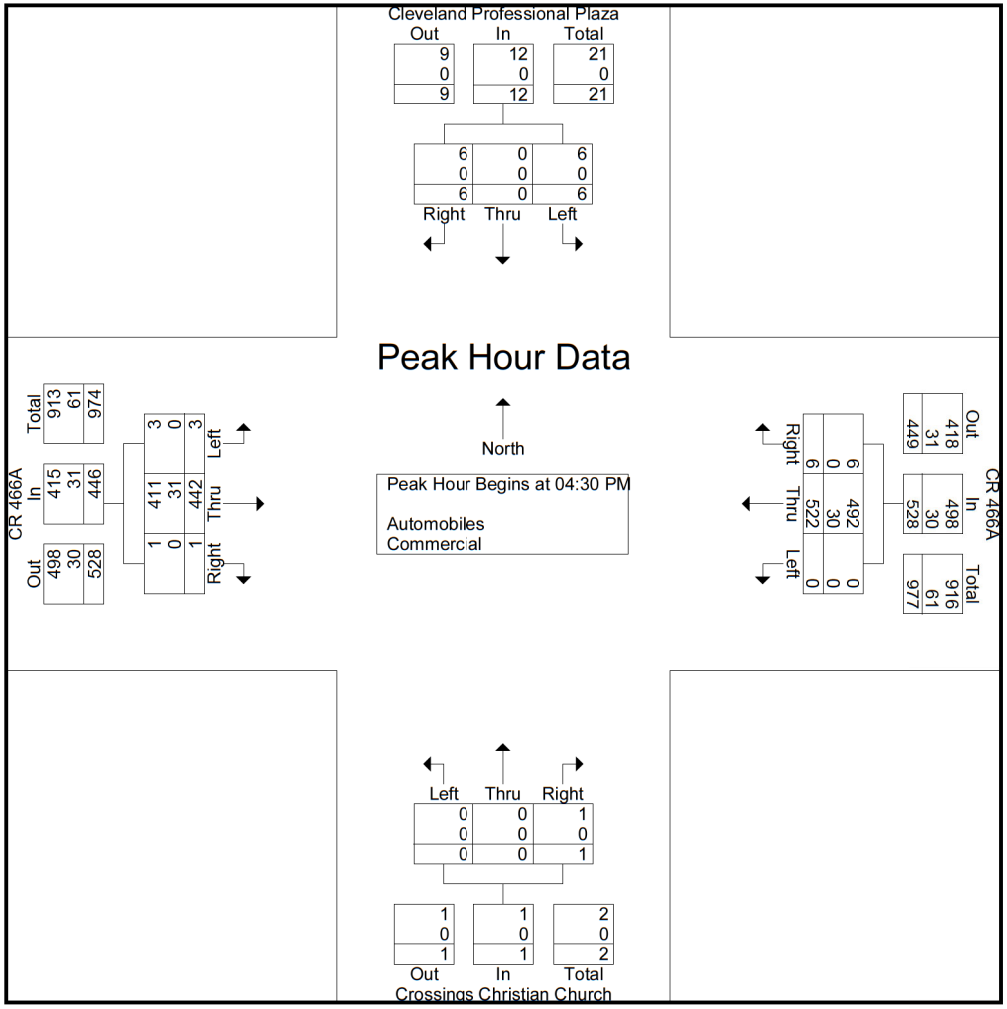
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
Cleveland Professional Plaza/ Crossings Church at CR 466A
Sumter County, Fl

File Name : drwy at cr 466a
Site Code : 00000002
Start Date : 3/12/2024
Page No : 6

Groups Printed- Peds

	Cleveland Professional Plaza Southbound					CR 466A Westbound					Crossings Christian Church Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	4
Apprch %	0	0	0	0		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	75	75	0	0	0	0	0	0	0	0	25	25	

DE TRAFFIC

detraffic.com
(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
07:00 AM	20	45	10	3	78	30	68	20	3	121	11	28	11	13	63	9	60	9	6	84	346
07:15 AM	18	52	18	3	91	36	74	27	9	146	20	25	16	18	79	18	60	16	8	102	418
07:30 AM	21	48	7	4	80	43	94	28	11	176	20	36	15	8	79	15	74	15	4	108	443
07:45 AM	32	62	4	6	104	52	79	27	9	167	21	44	24	10	99	17	73	16	2	108	478
Total	91	207	39	16	353	161	315	102	32	610	72	133	66	49	320	59	267	56	20	402	1685
08:00 AM	65	44	9	8	126	44	92	25	8	169	18	55	34	14	121	15	75	16	3	109	525
08:15 AM	55	54	7	8	124	38	107	34	14	193	17	44	25	13	99	14	72	15	6	107	523
08:30 AM	44	65	9	9	127	43	81	28	11	163	20	38	28	13	99	12	60	13	4	89	478
08:45 AM	35	45	11	8	99	54	67	13	13	147	17	28	32	9	86	13	53	14	8	88	420
Total	199	208	36	33	476	179	347	100	46	672	72	165	119	49	405	54	260	58	21	393	1946
04:00 PM	20	31	12	2	65	57	49	25	9	140	35	37	35	10	117	10	75	11	2	98	420
04:15 PM	36	34	17	4	91	63	57	36	13	169	29	53	41	13	136	13	88	16	3	120	516
04:30 PM	40	41	18	8	107	73	69	43	11	196	35	50	36	14	135	16	94	15	4	129	567
04:45 PM	45	53	23	8	129	56	56	45	10	167	41	69	35	11	156	19	77	19	2	117	569
Total	141	159	70	22	392	249	231	149	43	672	140	209	147	48	544	58	334	61	11	464	2072
05:00 PM	38	43	19	9	109	72	47	37	8	164	51	76	51	18	196	18	63	15	1	97	566
05:15 PM	41	52	17	12	122	64	68	30	14	176	44	68	35	19	166	20	59	12	3	94	558
05:30 PM	42	43	17	8	110	54	48	35	10	147	35	64	42	12	153	8	57	5	4	74	484
05:45 PM	38	39	12	7	96	47	48	28	14	137	42	63	38	9	152	8	54	10	5	77	462
Total	159	177	65	36	437	237	211	130	46	624	172	271	166	58	667	54	233	42	13	342	2070
Grand Total	590	751	210	107	1658	826	1104	481	167	2578	456	778	498	204	1936	225	1094	217	65	1601	7773
Apprch %	35.6	45.3	12.7	6.5		32	42.8	18.7	6.5		23.6	40.2	25.7	10.5		14.1	68.3	13.6	4.1		
Total %	7.6	9.7	2.7	1.4	21.3	10.6	14.2	6.2	2.1	33.2	5.9	10	6.4	2.6	24.9	2.9	14.1	2.8	0.8	20.6	
Automobiles	569	730	197	104	1600	805	1034	456	164	2459	445	734	489	201	1869	202	1007	199	65	1473	7401
% Automobiles	96.4	97.2	93.8	97.2	96.5	97.5	93.7	94.8	98.2	95.4	97.6	94.3	98.2	98.5	96.5	89.8	92	91.7	100	92	95.2
Commercial	21	21	13	3	58	21	70	25	3	119	11	44	9	3	67	23	87	18	0	128	372
% Commercial	3.6	2.8	6.2	2.8	3.5	2.5	6.3	5.2	1.8	4.6	2.4	5.7	1.8	1.5	3.5	10.2	8	8.3	0	8	4.8

DE TRAFFIC

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(386) 341-4186
Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
Start Date : 3/12/2024
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	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	32	62	4	6	104	52	79	27	9	167	21	44	24	10	99	17	73	16	2	108	478
08:00 AM	65	44	9	8	126	44	92	25	8	169	18	55	34	14	121	15	75	16	3	109	525
08:15 AM	55	54	7	8	124	38	107	34	14	193	17	44	25	13	99	14	72	15	6	107	523
08:30 AM	44	65	9	9	127	43	81	28	11	163	20	38	28	13	99	12	60	13	4	89	478
Total Volume	196	225	29	31	481	177	359	114	42	692	76	181	111	50	418	58	280	60	15	413	2004
% App. Total	40.7	46.8	6	6.4		25.6	51.9	16.5	6.1		18.2	43.3	26.6	12		14	67.8	14.5	3.6		
PHF	.754	.865	.806	.861	.947	.851	.839	.838	.750	.896	.905	.823	.816	.893	.864	.853	.933	.938	.625	.947	.954
Automobiles	189	219	27	29	464	172	340	108	41	661	74	168	108	49	399	53	254	54	15	376	1900
% Automobiles	96.4	97.3	93.1	93.5	96.5	97.2	94.7	94.7	97.6	95.5	97.4	92.8	97.3	98.0	95.5	91.4	90.7	90.0	100	91.0	94.8
Commercial	7	6	2	2	17	5	19	6	1	31	2	13	3	1	19	5	26	6	0	37	104
% Commercial	3.6	2.7	6.9	6.5	3.5	2.8	5.3	5.3	2.4	4.5	2.6	7.2	2.7	2.0	4.5	8.6	9.3	10.0	0	9.0	5.2

DE TRAFFIC

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(386) 341-4186
Powell Rd at CR 466A
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File Name : 03 powell at cr 466a
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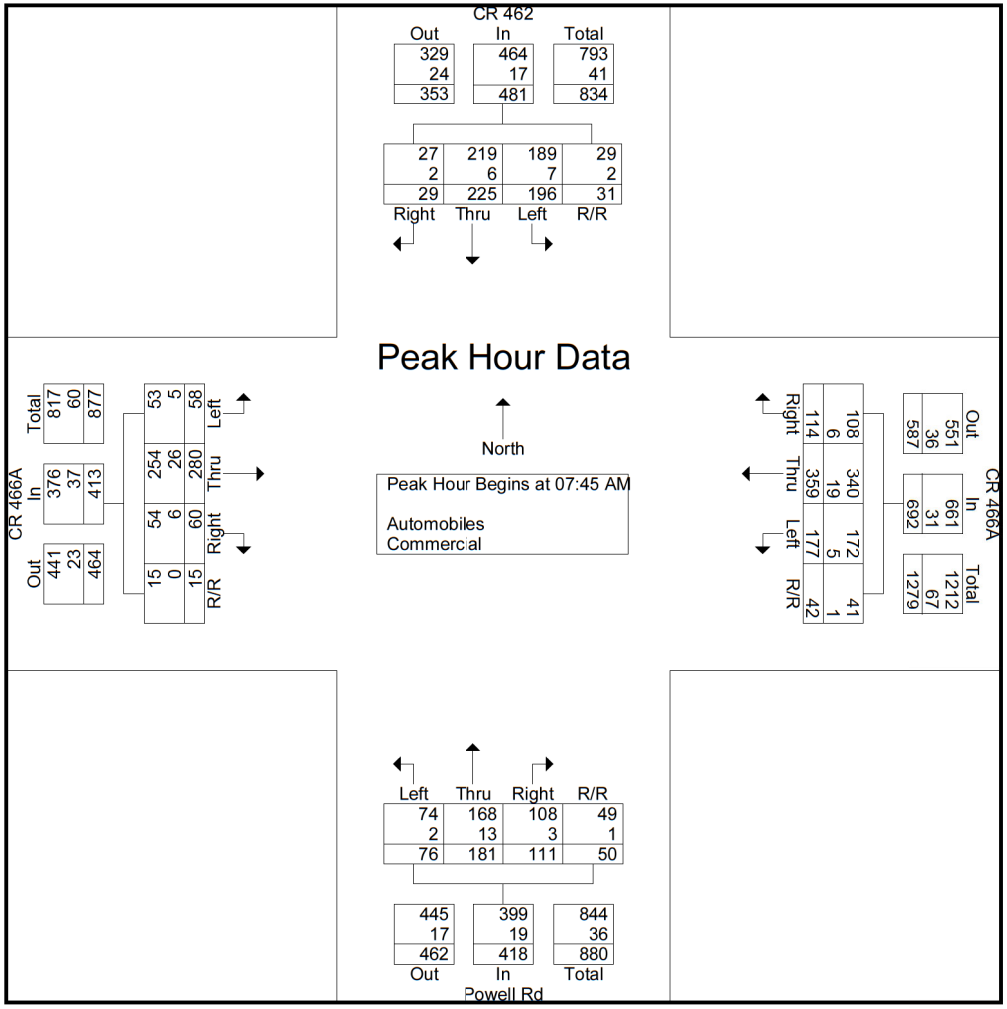

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Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
Site Code : 00000003
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	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	40	41	18	8	107	73	69	43	11	196	35	50	36	14	135	16	94	15	4	129	567
04:45 PM	45	53	23	8	129	56	56	45	10	167	41	69	35	11	156	19	77	19	2	117	569
05:00 PM	38	43	19	9	109	72	47	37	8	164	51	76	51	18	196	18	63	15	1	97	566
05:15 PM	41	52	17	12	122	64	68	30	14	176	44	68	35	19	166	20	59	12	3	94	558
Total Volume	164	189	77	37	467	265	240	155	43	703	171	263	157	62	653	73	293	61	10	437	2260
% App. Total	35.1	40.5	16.5	7.9		37.7	34.1	22	6.1		26.2	40.3	24	9.5		16.7	67	14	2.3		
PHF	.911	.892	.837	.771	.905	.908	.870	.861	.768	.897	.838	.865	.770	.816	.833	.913	.779	.803	.625	.847	.993
Automobiles	161	186	74	36	457	262	222	147	42	673	168	247	155	61	631	66	281	58	10	415	2176
% Automobiles	98.2	98.4	96.1	97.3	97.9	98.9	92.5	94.8	97.7	95.7	98.2	93.9	98.7	98.4	96.6	90.4	95.9	95.1	100	95.0	96.3
Commercial	3	3	3	1	10	3	18	8	1	30	3	16	2	1	22	7	12	3	0	22	84
% Commercial	1.8	1.6	3.9	2.7	2.1	1.1	7.5	5.2	2.3	4.3	1.8	6.1	1.3	1.6	3.4	9.6	4.1	4.9	0	5.0	3.7

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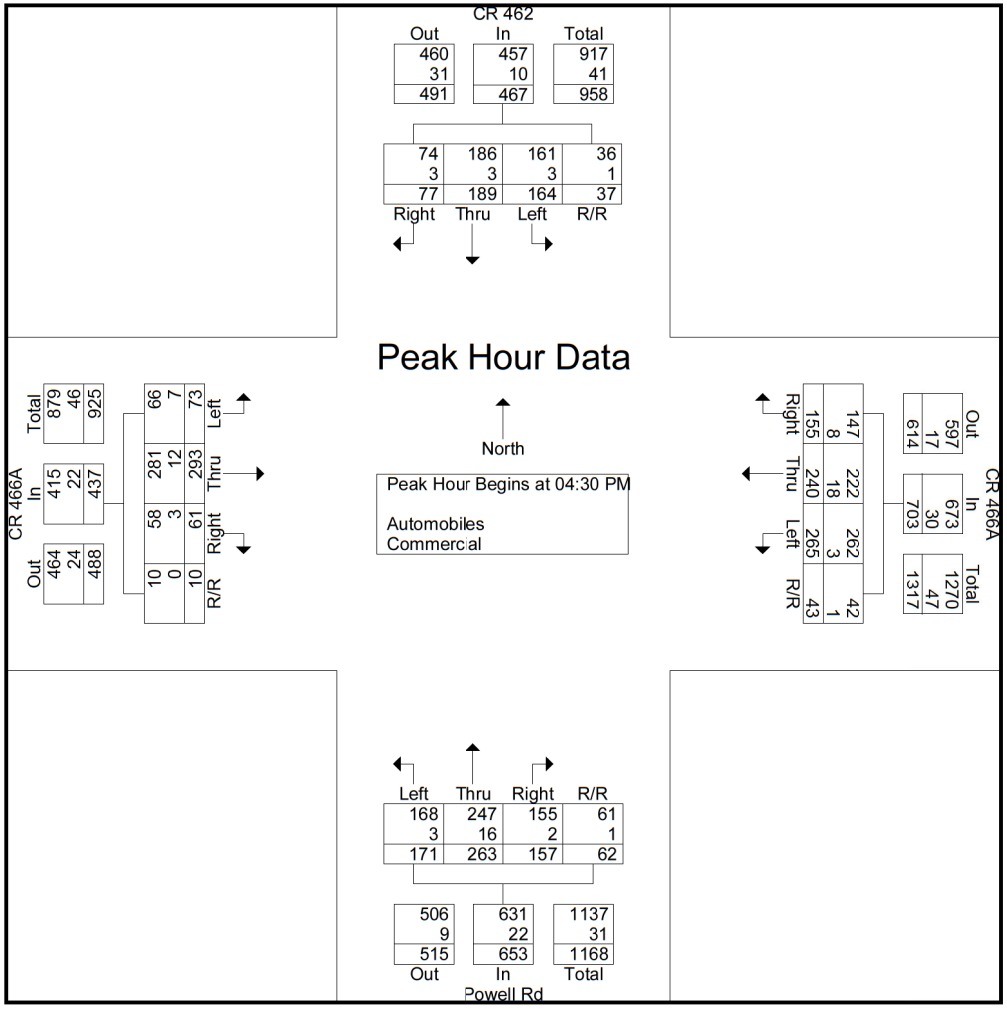

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Powell Rd at CR 466A
Sumter County, Fl

File Name : 03 powell at cr 466a
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Groups Printed- Peds

	CR 462 Southbound					CR 466A Westbound					Powell Rd Northbound					CR 466A Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
Total	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	5
Grand Total	0	0	0	2	2	0	0	0	2	2	0	0	0	1	1	0	0	0	6	6	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	18.2	18.2	0	0	0	18.2	18.2	0	0	0	9.1	9.1	0	0	0	54.5	54.5	

DE TRAFFIC

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(386) 341-4186
Buena Vista Blvd at CR 466A
Sumter County, Fl

File Name : 04 Buena Vi at CR 466
Site Code : 00000004
Start Date : 3/12/2024
Page No : 1

Groups Printed- Automobiles - Commercial

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	29	42	22	11	104	61	103	23	11	198	22	29	62	15	128	22	84	12	9	127	557
07:15 AM	35	54	42	19	150	55	118	19	13	205	34	36	71	17	158	36	81	16	5	138	651
07:30 AM	30	44	36	13	123	77	171	35	16	299	31	41	91	16	179	48	102	15	4	169	770
07:45 AM	26	46	41	15	128	88	176	43	15	322	34	53	125	21	233	36	111	15	6	168	851
Total	120	186	141	58	505	281	568	120	55	1024	121	159	349	69	698	142	378	58	24	602	2829
08:00 AM	35	51	44	17	147	77	158	51	21	307	43	42	134	25	244	32	125	14	8	179	877
08:15 AM	43	43	35	12	133	65	146	44	14	269	35	45	117	24	221	42	108	13	9	172	795
08:30 AM	35	37	22	13	107	68	140	35	16	259	30	43	99	19	191	37	96	17	10	160	717
08:45 AM	30	44	23	10	107	51	127	27	13	218	23	35	79	11	148	23	95	10	11	139	612
Total	143	175	124	52	494	261	571	157	64	1053	131	165	429	79	804	134	424	54	38	650	3001
04:00 PM	35	43	20	9	107	73	75	45	9	202	36	38	62	11	147	19	84	24	9	136	592
04:15 PM	53	53	35	9	150	103	68	62	12	245	42	45	83	13	183	25	112	26	8	171	749
04:30 PM	43	44	31	6	124	101	77	54	13	245	54	55	76	15	200	41	112	29	8	190	759
04:45 PM	43	54	24	8	129	125	85	43	15	268	35	45	84	17	181	34	128	36	10	208	786
Total	174	194	110	32	510	402	305	204	49	960	167	183	305	56	711	119	436	115	35	705	2886
05:00 PM	37	45	26	7	115	145	85	56	15	301	43	44	77	18	182	31	120	26	8	185	783
05:15 PM	42	52	26	5	125	135	91	44	13	283	36	51	84	13	184	27	135	36	8	206	798
05:30 PM	52	43	26	9	130	108	83	52	15	258	38	60	78	13	189	25	142	24	9	200	777
05:45 PM	36	36	23	7	102	101	88	42	13	244	27	54	65	13	159	26	132	17	13	188	693
Total	167	176	101	28	472	489	347	194	56	1086	144	209	304	57	714	109	529	103	38	779	3051
Grand Total	604	731	476	170	1981	1433	1791	675	224	4123	563	716	1387	261	2927	504	1767	330	135	2736	11767
Apprch %	30.5	36.9	24	8.6		34.8	43.4	16.4	5.4		19.2	24.5	47.4	8.9		18.4	64.6	12.1	4.9		
Total %	5.1	6.2	4	1.4	16.8	12.2	15.2	5.7	1.9	35	4.8	6.1	11.8	2.2	24.9	4.3	15	2.8	1.1	23.3	
Automobiles	589	711	460	167	1927	1405	1725	655	222	4007	542	694	1363	261	2860	490	1688	310	131	2619	11413
% Automobiles	97.5	97.3	96.6	98.2	97.3	98	96.3	97	99.1	97.2	96.3	96.9	98.3	100	97.7	97.2	95.5	93.9	97	95.7	97
Commercial	15	20	16	3	54	28	66	20	2	116	21	22	24	0	67	14	79	20	4	117	354
% Commercial	2.5	2.7	3.4	1.8	2.7	2	3.7	3	0.9	2.8	3.7	3.1	1.7	0	2.3	2.8	4.5	6.1	3	4.3	3

DE TRAFFIC

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Buena Vista Blvd at CR 466A
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	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	30	44	36	13	123	77	171	35	16	299	31	41	91	16	179	48	102	15	4	169	770
07:45 AM	26	46	41	15	128	88	176	43	15	322	34	53	125	21	233	36	111	15	6	168	851
08:00 AM	35	51	44	17	147	77	158	51	21	307	43	42	134	25	244	32	125	14	8	179	877
08:15 AM	43	43	35	12	133	65	146	44	14	269	35	45	117	24	221	42	108	13	9	172	795
Total Volume	134	184	156	57	531	307	651	173	66	1197	143	181	467	86	877	158	446	57	27	688	3293
% App. Total	25.2	34.7	29.4	10.7		25.6	54.4	14.5	5.5		16.3	20.6	53.2	9.8		23	64.8	8.3	3.9		
PHF	.779	.902	.886	.838	.903	.872	.925	.848	.786	.929	.831	.854	.871	.860	.899	.823	.892	.950	.750	.961	.939
Automobiles	127	182	151	56	516	302	634	168	66	1170	139	177	462	86	864	154	424	55	26	659	3209
% Automobiles	94.8	98.9	96.8	98.2	97.2	98.4	97.4	97.1	100	97.7	97.2	97.8	98.9	100	98.5	97.5	95.1	96.5	96.3	95.8	97.4
Commercial	7	2	5	1	15	5	17	5	0	27	4	4	5	0	13	4	22	2	1	29	84
% Commercial	5.2	1.1	3.2	1.8	2.8	1.6	2.6	2.9	0	2.3	2.8	2.2	1.1	0	1.5	2.5	4.9	3.5	3.7	4.2	2.6

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File Name : 04 Buena Vi at CR 466
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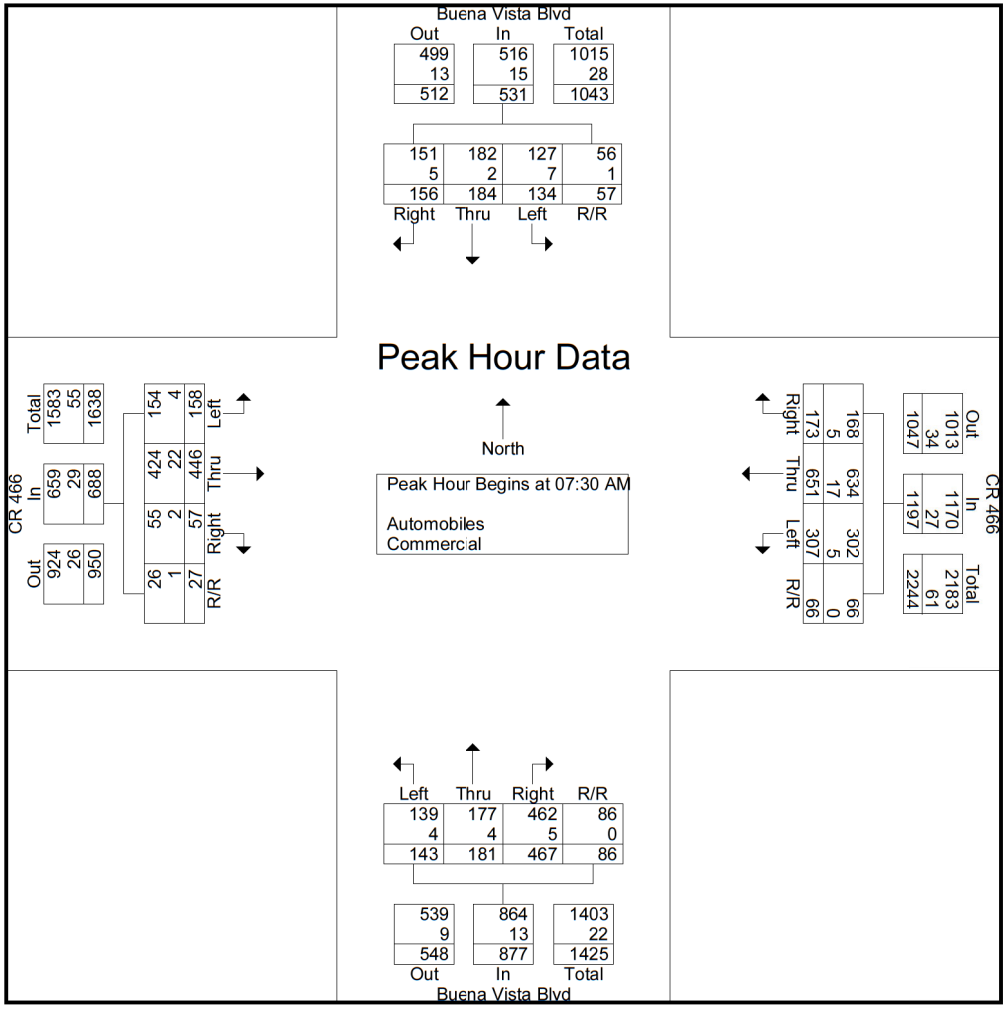

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Buena Vista Blvd at CR 466A
Sumter County, Fl

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	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	R/R	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	43	54	24	8	129	125	85	43	15	268	35	45	84	17	181	34	128	36	10	208	786
05:00 PM	37	45	26	7	115	145	85	56	15	301	43	44	77	18	182	31	120	26	8	185	783
05:15 PM	42	52	26	5	125	135	91	44	13	283	36	51	84	13	184	27	135	36	8	206	798
05:30 PM	52	43	26	9	130	108	83	52	15	258	38	60	78	13	189	25	142	24	9	200	777
Total Volume	174	194	102	29	499	513	344	195	58	1110	152	200	323	61	736	117	525	122	35	799	3144
% App. Total	34.9	38.9	20.4	5.8		46.2	31	17.6	5.2		20.7	27.2	43.9	8.3		14.6	65.7	15.3	4.4		
PHF	.837	.898	.981	.806	.960	.884	.945	.871	.967	.922	.884	.833	.961	.847	.974	.860	.924	.847	.875	.960	.985
Automobiles	172	187	100	29	488	505	325	190	57	1077	145	195	315	61	716	113	506	118	33	770	3051
% Automobiles	98.9	96.4	98.0	100	97.8	98.4	94.5	97.4	98.3	97.0	95.4	97.5	97.5	100	97.3	96.6	96.4	96.7	94.3	96.4	97.0
Commercial	2	7	2	0	11	8	19	5	1	33	7	5	8	0	20	4	19	4	2	29	93
% Commercial	1.1	3.6	2.0	0	2.2	1.6	5.5	2.6	1.7	3.0	4.6	2.5	2.5	0	2.7	3.4	3.6	3.3	5.7	3.6	3.0

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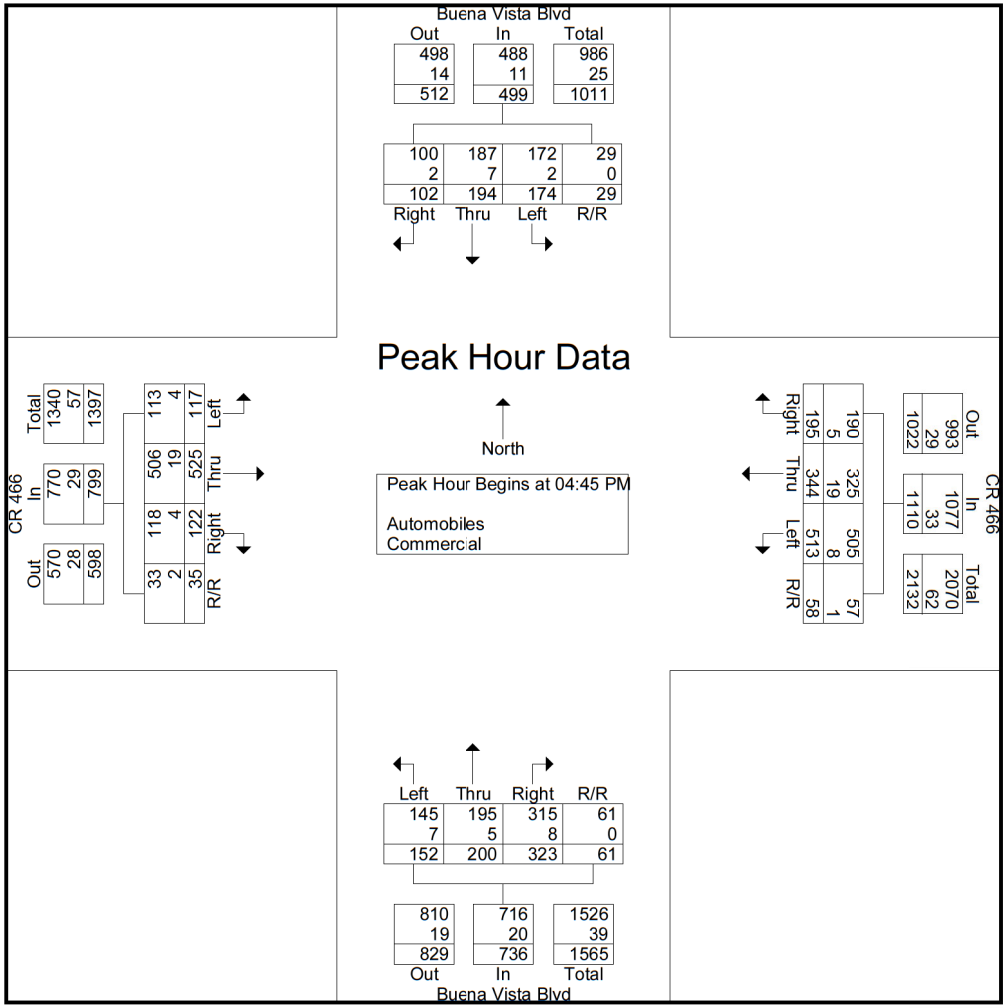

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Buena Vista Blvd at CR 466A
Sumter County, Fl

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Groups Printed- Peds

	Buena Vista Blvd Southbound					CR 466 Westbound					Buena Vista Blvd Northbound					CR 466 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	7
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	4
Grand Total	0	0	0	1	1	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	11
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	100		
Total %	0	0	0	9.1	9.1	0	0	0	36.4	36.4	0	0	0	0	0	0	0	0	54.5	54.5	

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

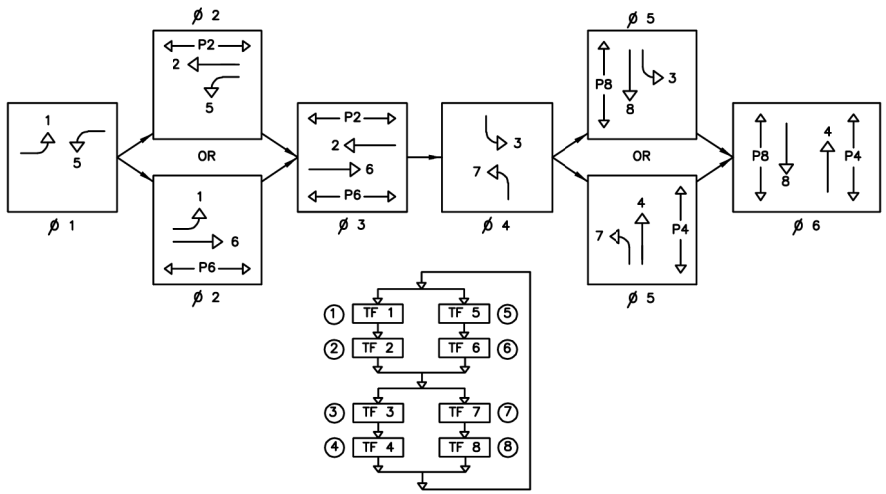
* PEAK SEASON

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

NOTES:

1. MAJOR STREET IS C 466A, MINOR STREETS ARE C 462/POWELL ROAD.
2. SIGNAL OPERATING PLAN SHALL BE SOP 10.
3. FLASHING OPERATON: SIGNAL HEADS 2 AND 6 YELLOW, SIGNAL HEADS 1, 3, 4, 5, 7 AND 8 RED.
4. PROPOSED VIDEO DETECTION ZONES SHOWN ARE FOR GUIDANCE TO THE TECHNICIAN SETTING UP THE SYSTEM. DIMENSIONS GIVEN ARE NOMINAL AND SHOULD CONFORM AS CLOSELY AS POSSIBLE TO THOSE PLANNED WITHOUT CREATING OVERLAPS OR CONFLICTS IN COVERAGE AREAS.

SIGNAL OPERATING PLAN
SOP 10



VIDEO DETECTION ZONES				
VIDEO CAMERA NO.	ZONE	COVERAGE AREA	DETECTOR OPERATION	DELAY TIME (SEC)
VC-1	VDZ-7	11'x40	NORMAL	–
	VDZ-4	11'x40'	NORMAL	–
	VDZ-4R	11'x40	NORMAL	5
VC-2	VDZ-3	21'x40	NORMAL	–
	VDZ-8	10'x40	NORMAL	5
	–	–	–	–

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	10	20	10	10	10	20	10	10
EXTENSION	2.7	2	2	2	2	2	2	3
MAXIMUM GREEN 1	20	55	20	30	20	55	20	20
MAXIMUM GREEN 2	–	–	–	–	–	–	–	–
YELLOW CLEARANCE	4.0	4.8	4.4	4.0	4.8	4.0	4.0	4.0
ALL RED	2.0	2.3	2.6	2.7	2.2	2.2	2.3	2.5
PEDESTRIAN WALK	–	7	–	7	–	7	–	7
PED. CLEARANCE	–	39	–	29	–	35	–	37
RECALL	–	MIN	–	–	–	MIN	–	–

COORDINATED SIGNAL TIMINGS								
CYCLE #	CYCLE SEC.	OFFSET SEC.	BASE DAY 2 MON.–FRI.		BASE DAY 3 SAT.		BASE DAY 1 SUN.	
AM 1/1/1	140	0	00:00	FREE	00:00	FREE	00:00	FREE
MID 2/2/2	160	0	07:00	C1 01 S1			09:00	C1 03 S4
PM 3/3/3	150	0	09:30	C2 02 S2			13:30	FREE
			14:00	C3 03 S3				
SUNDAY 1/3/4	140	0	18:30	FREE				

PHASE ALLOCATIONS (SECONDS)								
PHASE	1	2	3	4	5	6	7	8
AM	17	54	29	40	27	44	17	52
MID	19	62	28	51	37	44	25	54
PM	23	54	22	51	33	44	31	42
SUN	20	45	29	46	21	44	17	58

NOTES:

1. OFFSET REFERENCED TO 'START OF YELLOW' FOR PHASES 4 & 8.

No.	REVISIONS	DATE	BY

Kimley»Horn

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LICENSED PROFESSIONAL
MOHAMMAD A. ANSARI, P.E.
FLORIDA LICENSE NUMBER
86833

KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

C 462 AT C 466A INTERSECTION IMPROVEMENTS

PREPARED FOR
ROCK VENTURES, LLC.

SIGNALIZATION PLAN

SHEET NUMBER
T-04

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Drawing name: K:\OCA_Civil\042174001-C462 Improvements at C466A Int\CAD\PlanSheets\18 SIGNALIZATION PLAN-0.dwg T-04 Sep 13, 2023 12:11pm by: Mo.Ansari
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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											Lock			
2		15	3.0	60	60	4.1	2.5	7	12	min	Non Lock			
3											Lock			
4		7	3.0	30	30	3.7	2.3	7	22		Non Lock			
5		7	3.0	20	20	4.0	2.5				Lock			
6		15	3.0	60	60	4.1	2.5	7	21	min	Non Lock			
7											Lock			
8		7	3.0	30	30	3.7	2.3	7	19		Non Lock			
											Off Set			

S 004

INTERSECTION: 45301 (SR35) & CR466A (Cleveland Ave)

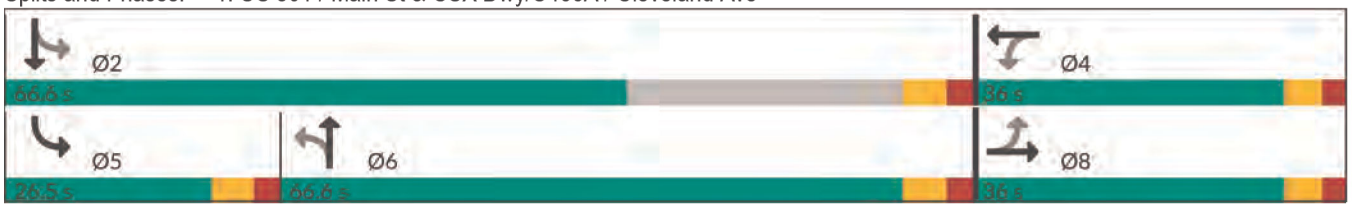
DATE: June 2019

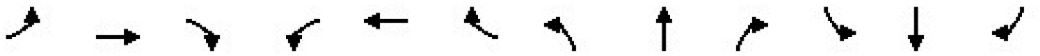
Appendix D:
Existing Synchro Printouts

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	0	315	0	5	815	135	1183
Future Volume (vph)	1	0	315	0	5	815	135	1183
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	35.0	35.0	35.0	35.0	34.6	34.6	13.6	25.6
Total Split (s)	36.0	36.0	36.0	36.0	66.6	66.6	26.5	66.6
Total Split (%)	27.9%	27.9%	27.9%	27.9%	51.6%	51.6%	20.5%	51.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.1	4.1	4.0	4.1
All-Red Time (s)	2.3	2.3	2.3	2.3	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.6	6.6	6.5	6.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		30.5	30.5	30.5	41.6	41.6	60.7	60.6
Actuated g/C Ratio		0.29	0.29	0.29	0.40	0.40	0.58	0.58
v/c Ratio		0.00	0.82	0.20	0.04	0.83	0.55	0.63
Control Delay (s/veh)		0.0	54.6	0.6	19.8	33.2	22.4	15.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.0	54.6	0.6	19.8	33.2	22.4	15.4
LOS		A	D	A	B	C	C	B
Approach Delay (s/veh)				38.2		33.2		16.2
Approach LOS				D		C		B

Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 103.8	
Natural Cycle: 85	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 85.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	315	0	139	5	815	245	135	1183	1
Future Volume (veh/h)	1	0	3	315	0	139	5	815	245	135	1183	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	332	0	146	5	858	258	142	1245	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	130	28	318	456	0	447	190	1085	326	268	2011	2
Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.28	0.42	0.42	0.42	0.08	0.57	0.57
Sat Flow, veh/h	279	102	1144	1391	0	1610	312	2586	777	1584	3499	3
Grp Volume(v), veh/h	4	0	0	332	0	146	5	566	550	142	607	639
Grp Sat Flow(s),veh/h/ln	1525	0	0	1391	0	1610	312	1706	1656	1584	1706	1796
Q Serve(g_s), s	0.0	0.0	0.0	14.4	0.0	6.1	0.9	24.6	24.6	4.0	20.0	20.0
Cycle Q Clear(g_c), s	6.2	0.0	0.0	20.5	0.0	6.1	7.7	24.6	24.6	4.0	20.0	20.0
Prop In Lane	0.25		0.75	1.00		1.00	1.00		0.47	1.00		0.00
Lane Grp Cap(c), veh/h	476	0	0	456	0	447	190	716	695	268	981	1032
V/C Ratio(X)	0.01	0.00	0.00	0.73	0.00	0.33	0.03	0.79	0.79	0.53	0.62	0.62
Avail Cap(c_a), veh/h	587	0	0	559	0	566	279	1199	1164	514	1199	1262
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	30.0	0.0	24.5	18.9	21.5	21.5	16.8	12.0	12.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	3.7	0.0	0.4	0.1	2.0	2.1	1.6	0.7	0.6
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	0.1	0.0	0.0	6.8	0.0	2.3	0.1	9.4	9.2	1.4	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.3	0.0	0.0	33.7	0.0	24.9	18.9	23.5	23.6	18.4	12.7	12.6
LnGrp LOS	C			C		C	B	C	C	B	B	B
Approach Vol, veh/h		4			478			1121			1388	
Approach Delay, s/veh		22.3			31.0			23.6			13.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		55.7		29.7	13.3	42.4		29.7				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		60.0		30.0	20.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s		22.0		22.5	6.0	26.6		8.2				
Green Ext Time (p_c), s		10.6		1.2	0.3	9.2		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	20.0	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	383	0	1	487	4	1	0	0	5	0	5
Future Vol, veh/h	6	383	0	1	487	4	1	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	10	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	6	403	0	1	513	4	1	0	0	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	517	0	0	403	0	0	674	935	202	731	933	258
Stage 1	-	-	-	-	-	-	416	416	-	517	517	-
Stage 2	-	-	-	-	-	-	258	519	-	214	416	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1059	-	-	1166	-	-	344	268	812	313	268	747
Stage 1	-	-	-	-	-	-	590	595	-	515	537	-
Stage 2	-	-	-	-	-	-	729	536	-	774	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1059	-	-	1166	-	-	339	266	812	311	266	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	446	376	-	412	378	-
Stage 1	-	-	-	-	-	-	587	592	-	514	537	-
Stage 2	-	-	-	-	-	-	724	535	-	769	592	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.13	0.02	13.09	11.91
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	446	1059	-	-	1166	-	-	531
HCM Lane V/C Ratio	0.002	0.006	-	-	0.001	-	-	0.02
HCM Control Delay (s/veh)	13.1	8.4	-	-	8.1	-	-	11.9
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

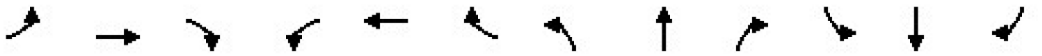
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	58	280	177	359	156	76	181	161	196	225
Future Volume (vph)	58	280	177	359	156	76	181	161	196	225
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases					2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	10.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	50.5	17.1	53.1	53.1	16.3	42.7	42.7	17.0	50.5
Total Split (s)	17.0	44.0	27.0	54.0	54.0	17.0	40.0	40.0	29.0	52.0
Total Split (%)	12.1%	31.4%	19.3%	38.6%	38.6%	12.1%	28.6%	28.6%	20.7%	37.1%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0
All-Red Time (s)	2.0	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	11.3	62.4	12.4	66.8	66.8	31.5	20.7	20.7	44.0	28.9
Actuated g/C Ratio	0.08	0.45	0.09	0.48	0.48	0.23	0.15	0.15	0.31	0.21
v/c Ratio	0.45	0.25	0.62	0.23	0.21	0.34	0.72	0.38	0.63	0.80
Control Delay (s/veh)	72.2	24.9	70.6	24.6	3.7	36.5	72.8	3.5	44.5	66.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.2	24.9	70.6	24.6	3.7	36.5	72.8	3.5	44.5	66.8
LOS	E	C	E	C	A	D	E	A	D	E
Approach Delay (s/veh)		31.6		31.7			39.6			57.8
Approach LOS		C		C			D			E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay (s/veh): 39.6	Intersection LOS: D
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	280	75	177	359	156	76	181	161	196	225	60
Future Volume (veh/h)	58	280	75	177	359	156	76	181	161	196	225	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	61	295	79	186	378	164	80	191	169	206	237	63
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, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	109	1256	330	245	1705	711	200	250	221	287	267	71
Arrive On Green	0.06	0.48	0.48	0.07	0.49	0.49	0.07	0.14	0.14	0.11	0.19	0.19
Sat Flow, veh/h	1682	2628	692	3428	3469	1447	1767	1796	1585	1753	1412	375
Grp Volume(v), veh/h	61	187	187	186	378	164	80	191	169	206	0	300
Grp Sat Flow(s),veh/h/ln	1682	1678	1642	1714	1735	1447	1767	1796	1585	1753	0	1788
Q Serve(g_s), s	4.9	9.1	9.4	7.5	8.7	9.1	5.3	14.3	14.4	13.7	0.0	22.9
Cycle Q Clear(g_c), s	4.9	9.1	9.4	7.5	8.7	9.1	5.3	14.3	14.4	13.7	0.0	22.9
Prop In Lane	1.00		0.42	1.00		1.00	1.00		1.00	1.00		0.21
Lane Grp Cap(c), veh/h	109	802	784	245	1705	711	200	250	221	287	0	338
V/C Ratio(X)	0.56	0.23	0.24	0.76	0.22	0.23	0.40	0.76	0.76	0.72	0.00	0.89
Avail Cap(c_a), veh/h	132	802	784	490	1705	711	214	427	377	364	0	581
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	63.5	21.5	21.6	63.8	20.3	20.4	47.0	58.0	58.0	43.9	0.0	55.3
Incr Delay (d2), s/veh	3.8	0.7	0.7	1.8	0.3	0.8	0.5	1.8	2.1	3.1	0.0	8.6
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	2.2	3.8	3.8	3.3	3.5	3.2	2.3	6.6	5.8	6.1	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.3	22.2	22.3	65.7	20.6	21.2	47.5	59.8	60.1	47.0	0.0	63.9
LnGrp LOS	E	C	C	E	C	C	D	E	E	D		E
Approach Vol, veh/h		435			728			440			506	
Approach Delay, s/veh		28.5			32.3			57.7			57.1	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	75.9	22.8	26.2	17.0	74.0	15.9	33.2
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 47	22.0	33.3	20.0	* 38	10.7	* 46
Max Q Clear Time (g_c+I1), s	6.9	11.1	15.7	16.4	9.5	11.4	7.3	24.9
Green Ext Time (p_c), s	0.0	1.7	0.1	0.9	0.2	1.4	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	42.7
HCM 7th LOS	D

Notes

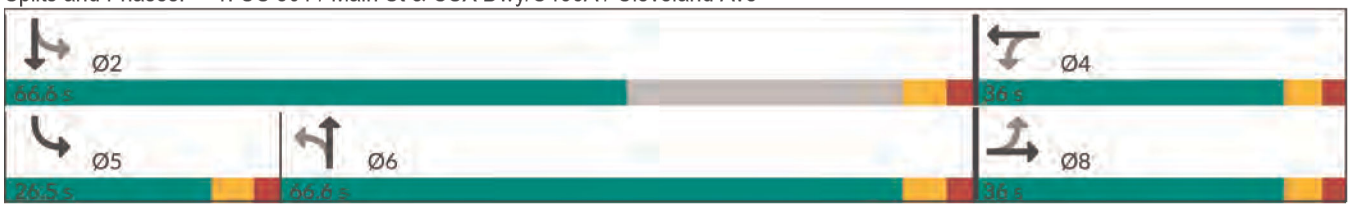
User approved pedestrian interval to be less than phase max green.

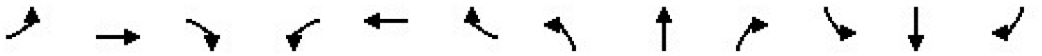
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	1	0	325	0	6	1045	175	874
Future Volume (vph)	1	0	325	0	6	1045	175	874
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		8		4		6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	6	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	15.0	15.0	7.0	15.0
Minimum Split (s)	35.0	35.0	35.0	35.0	34.6	34.6	13.6	25.6
Total Split (s)	36.0	36.0	36.0	36.0	66.6	66.6	26.5	66.6
Total Split (%)	27.9%	27.9%	27.9%	27.9%	51.6%	51.6%	20.5%	51.6%
Yellow Time (s)	3.7	3.7	3.7	3.7	4.1	4.1	4.0	4.1
All-Red Time (s)	2.3	2.3	2.3	2.3	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.0	6.0	6.6	6.6	6.5	6.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	None	None	None	None	Min	Min	None	Min
Act Effct Green (s)		30.3	30.3	30.3	54.5	54.5	77.8	77.7
Actuated g/C Ratio		0.25	0.25	0.25	0.45	0.45	0.64	0.64
v/c Ratio		0.01	0.98	0.22	0.02	0.91	0.65	0.42
Control Delay (s/veh)		0.0	93.1	0.8	19.1	41.2	38.9	10.9
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		0.0	93.1	0.8	19.1	41.2	38.9	10.9
LOS		A	F	A	B	D	D	B
Approach Delay (s/veh)				67.5		41.1		15.6
Approach LOS				E		D		B

Intersection Summary	
Cycle Length: 129.1	
Actuated Cycle Length: 120.7	
Natural Cycle: 95	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 35.8	Intersection LOS: D
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	325	0	125	6	1045	274	175	874	1
Future Volume (veh/h)	1	0	4	325	0	125	6	1045	274	175	874	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	335	0	129	6	1077	282	180	901	1
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, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	100	24	331	431	0	425	368	1265	329	234	2115	2
Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.26	0.48	0.48	0.48	0.08	0.61	0.61
Sat Flow, veh/h	221	93	1254	1368	0	1610	628	2658	691	1612	3440	4
Grp Volume(v), veh/h	5	0	0	335	0	129	6	683	676	180	440	462
Grp Sat Flow(s),veh/h/ln	1568	0	0	1368	0	1610	628	1692	1657	1612	1678	1766
Q Serve(g_s), s	0.0	0.0	0.0	24.5	0.0	6.6	0.5	36.8	37.5	5.6	14.2	14.2
Cycle Q Clear(g_c), s	0.2	0.0	0.0	24.7	0.0	6.6	0.5	36.8	37.5	5.6	14.2	14.2
Prop In Lane	0.20		0.80	1.00		1.00	1.00		0.42	1.00		0.00
Lane Grp Cap(c), veh/h	455	0	0	431	0	425	368	805	788	234	1032	1086
V/C Ratio(X)	0.01	0.00	0.00	0.78	0.00	0.30	0.02	0.85	0.86	0.77	0.43	0.43
Avail Cap(c_a), veh/h	494	0	0	466	0	466	433	980	959	422	1032	1086
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	0.0	37.2	0.0	30.6	14.4	23.9	24.1	22.1	10.4	10.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.6	0.0	0.4	0.0	6.0	6.7	5.3	0.3	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	0.1	0.0	0.0	9.0	0.0	2.6	0.1	15.1	15.2	2.4	4.8	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	0.0	0.0	44.7	0.0	30.9	14.4	29.9	30.8	27.3	10.7	10.7
LnGrp LOS	C			D		C	B	C	C	C	B	B
Approach Vol, veh/h		5			464			1365			1082	
Approach Delay, s/veh		28.2			40.9			30.3			13.5	
Approach LOS		C			D			C			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		70.3		33.3	14.4	55.9		33.3				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		60.0		30.0	20.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s		16.2		26.7	7.6	39.5		2.2				
Green Ext Time (p_c), s		6.7		0.7	0.4	9.9		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			25.7									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	442	1	0	522	6	0	0	1	6	0	6
Future Vol, veh/h	3	442	1	0	522	6	0	0	1	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	180	-	-	290	-	-	-	-	-	-	-	-
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, %	0	7	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	3	502	1	0	593	7	0	0	1	7	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	600	0	0	503	0	0	806	1110	252	855	1107	300
Stage 1	-	-	-	-	-	-	510	510	-	597	597	-
Stage 2	-	-	-	-	-	-	297	600	-	258	510	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	987	-	-	1071	-	-	277	211	754	255	212	702
Stage 1	-	-	-	-	-	-	520	541	-	462	495	-
Stage 2	-	-	-	-	-	-	693	493	-	730	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	987	-	-	1071	-	-	273	210	754	254	211	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	210	-	254	211	-
Stage 1	-	-	-	-	-	-	518	539	-	462	495	-
Stage 2	-	-	-	-	-	-	686	493	-	726	539	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.06	0	9.78	15.02
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	754	987	-	-	1071	-	-	373
HCM Lane V/C Ratio	0.002	0.003	-	-	-	-	-	0.037
HCM Control Delay (s/veh)	9.8	8.7	-	-	0	-	-	15
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

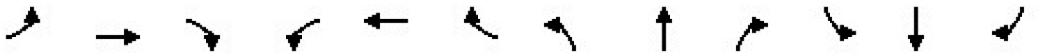
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	73	293	265	240	198	171	263	219	164	189
Future Volume (vph)	73	293	265	240	198	171	263	219	164	189
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2		7	4		3	8
Permitted Phases					2	4		4	8	
Detector Phase	1	6	5	2	2	7	4	4	3	8
Switch Phase										
Minimum Initial (s)	10.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	50.5	17.1	53.1	53.1	16.3	48.7	48.7	17.0	53.1
Total Split (s)	23.0	44.0	33.0	54.0	54.0	31.0	51.0	51.0	22.0	42.0
Total Split (%)	15.3%	29.3%	22.0%	36.0%	36.0%	20.7%	34.0%	34.0%	14.7%	28.0%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0
All-Red Time (s)	2.0	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	C-Min	C-Min	None	None	None	None	None
Act Effct Green (s)	12.4	62.8	16.0	66.4	66.4	45.2	29.5	29.5	44.3	30.0
Actuated g/C Ratio	0.08	0.42	0.11	0.44	0.44	0.30	0.20	0.20	0.30	0.20
v/c Ratio	0.54	0.25	0.72	0.16	0.25	0.65	0.75	0.44	0.57	0.84
Control Delay (s/veh)	80.5	29.9	76.3	28.0	5.0	46.3	69.9	8.2	42.7	73.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.5	29.9	76.3	28.0	5.0	46.3	69.9	8.2	42.7	73.7
LOS	F	C	E	C	A	D	E	A	D	E
Approach Delay (s/veh)		38.4		39.8			43.1			62.8
Approach LOS		D		D			D			E

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 54.5 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 45.2	Intersection LOS: D
Intersection Capacity Utilization 73.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

HCM 7th Signalized Intersection Summary
3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A

04/03/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	293	71	265	240	198	171	263	219	164	189	114
Future Volume (veh/h)	73	293	71	265	240	198	171	263	219	164	189	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1841	1885	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	74	296	72	268	242	200	173	266	221	166	191	115
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	10	4	4	1	8	5	2	6	1	2	2	4
Cap, veh/h	106	1245	298	319	1623	742	233	345	304	251	209	126
Arrive On Green	0.06	0.44	0.44	0.09	0.48	0.48	0.09	0.19	0.19	0.09	0.19	0.19
Sat Flow, veh/h	1668	2799	670	3483	3385	1547	1781	1811	1598	1781	1093	658
Grp Volume(v), veh/h	74	183	185	268	242	200	173	266	221	166	0	306
Grp Sat Flow(s),veh/h/ln	1668	1749	1720	1742	1692	1547	1781	1811	1598	1781	0	1752
Q Serve(g_s), s	6.5	9.7	10.0	11.4	6.0	11.6	11.6	20.9	19.5	11.1	0.0	25.7
Cycle Q Clear(g_c), s	6.5	9.7	10.0	11.4	6.0	11.6	11.6	20.9	19.5	11.1	0.0	25.7
Prop In Lane	1.00		0.39	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	106	778	765	319	1623	742	233	345	304	251	0	335
V/C Ratio(X)	0.70	0.24	0.24	0.84	0.15	0.27	0.74	0.77	0.73	0.66	0.00	0.91
Avail Cap(c_a), veh/h	189	778	765	604	1623	742	363	535	472	273	0	415
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	68.8	25.8	25.9	67.1	21.9	23.3	45.3	57.6	57.0	44.9	0.0	59.4
Incr Delay (d2), s/veh	6.9	0.7	0.7	2.3	0.2	0.9	1.8	1.4	1.2	3.9	0.0	21.5
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(50%),veh/ln	3.0	4.2	4.3	5.1	2.4	4.4	5.2	9.7	7.9	5.2	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.7	26.5	26.6	69.4	22.1	24.2	47.1	59.0	58.3	48.7	0.0	80.9
LnGrp LOS	E	C	C	E	C	C	D	E	E	D		F
Approach Vol, veh/h		442			710			660			472	
Approach Delay, s/veh		34.8			40.5			55.6			69.6	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	79.0	20.2	35.3	20.7	73.8	20.0	35.4
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	17.0	* 47	15.0	44.3	26.0	* 38	24.7	* 36
Max Q Clear Time (g_c+I1), s	8.5	13.6	13.1	22.9	13.4	12.0	13.6	27.7
Green Ext Time (p_c), s	0.1	1.2	0.0	1.3	0.4	1.3	0.2	1.0

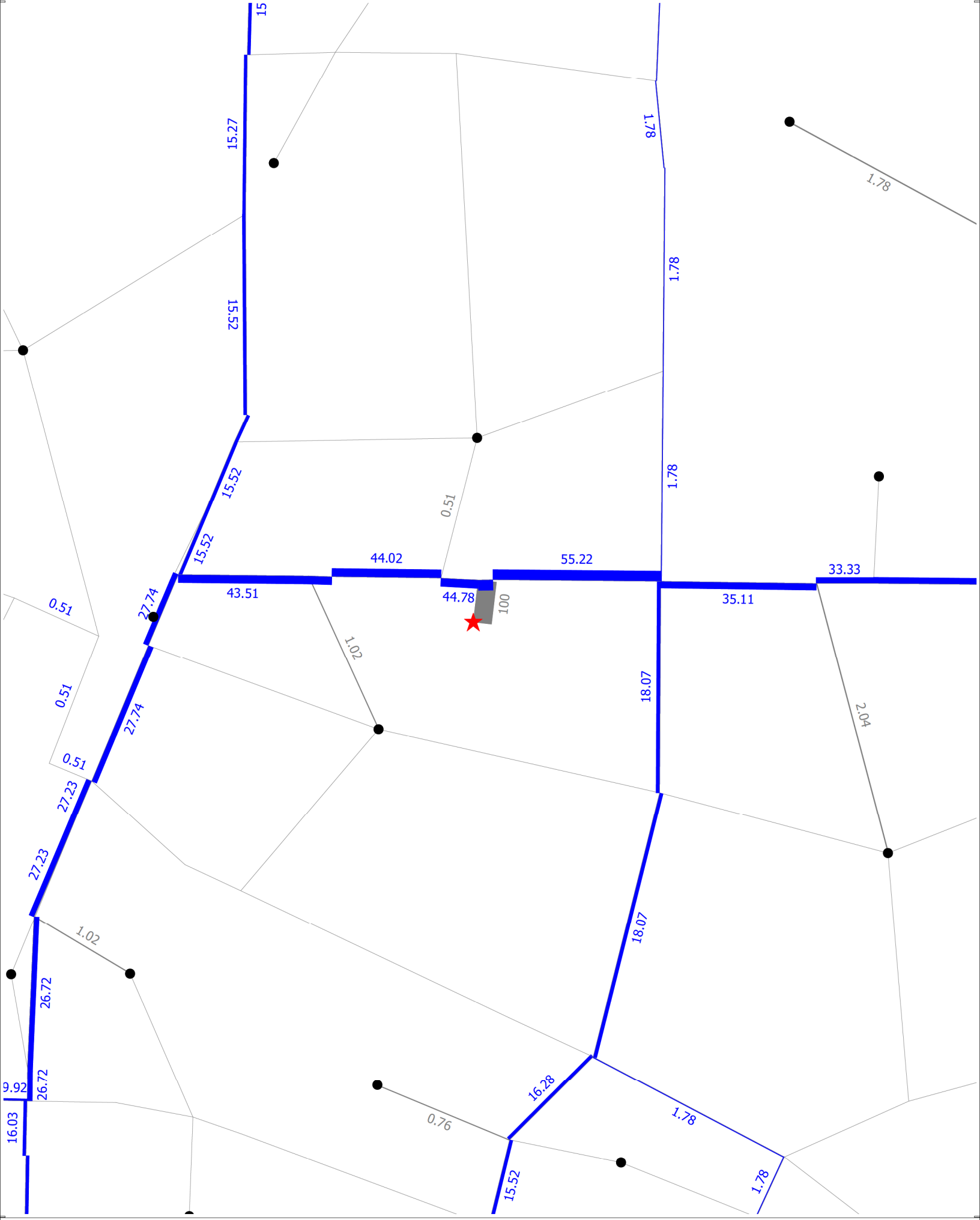
Intersection Summary	
HCM 7th Control Delay, s/veh	49.8
HCM 7th LOS	D

Notes

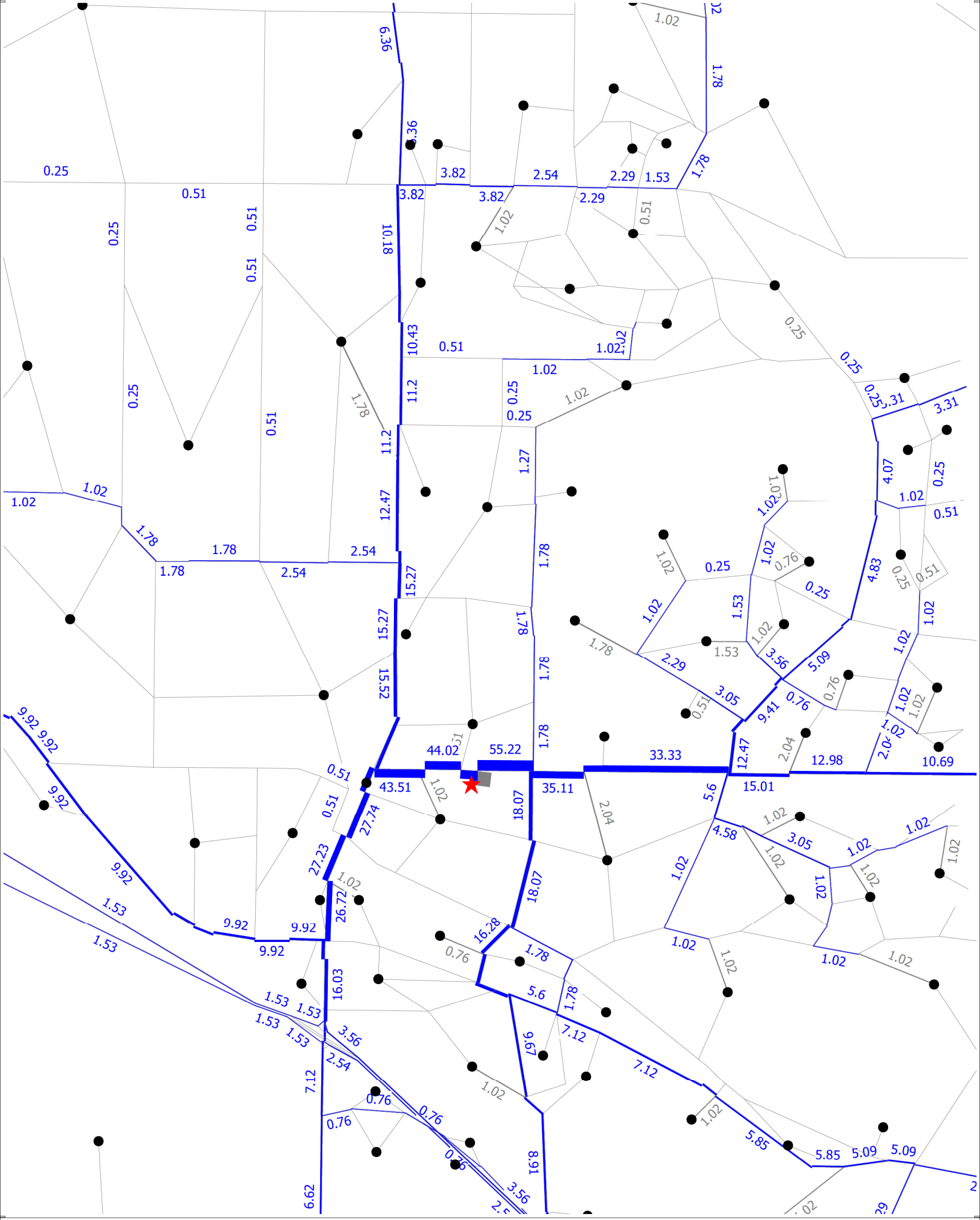
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix E: Model Plots



cube
(Licensed to Kittelson and Associates Inc)



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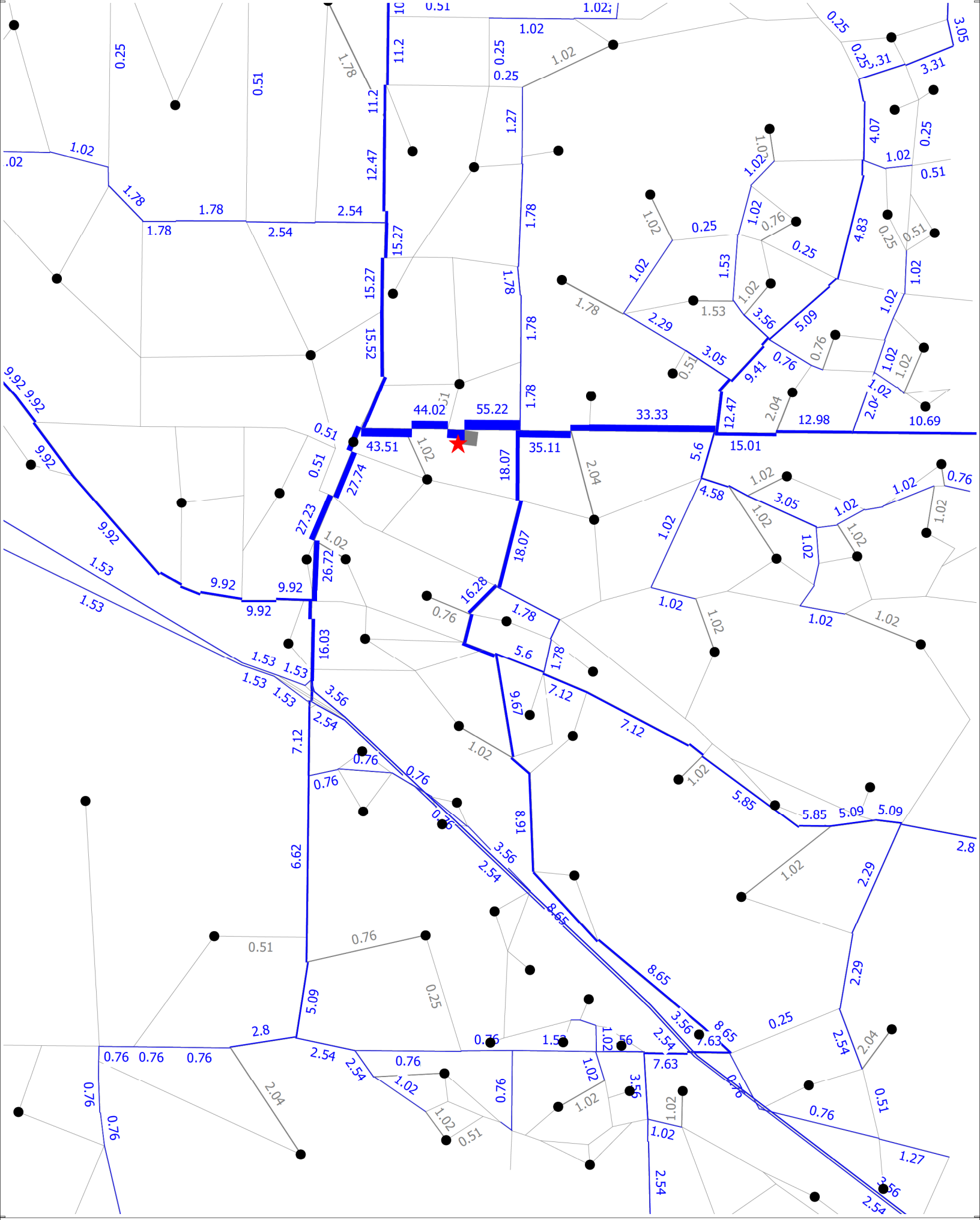

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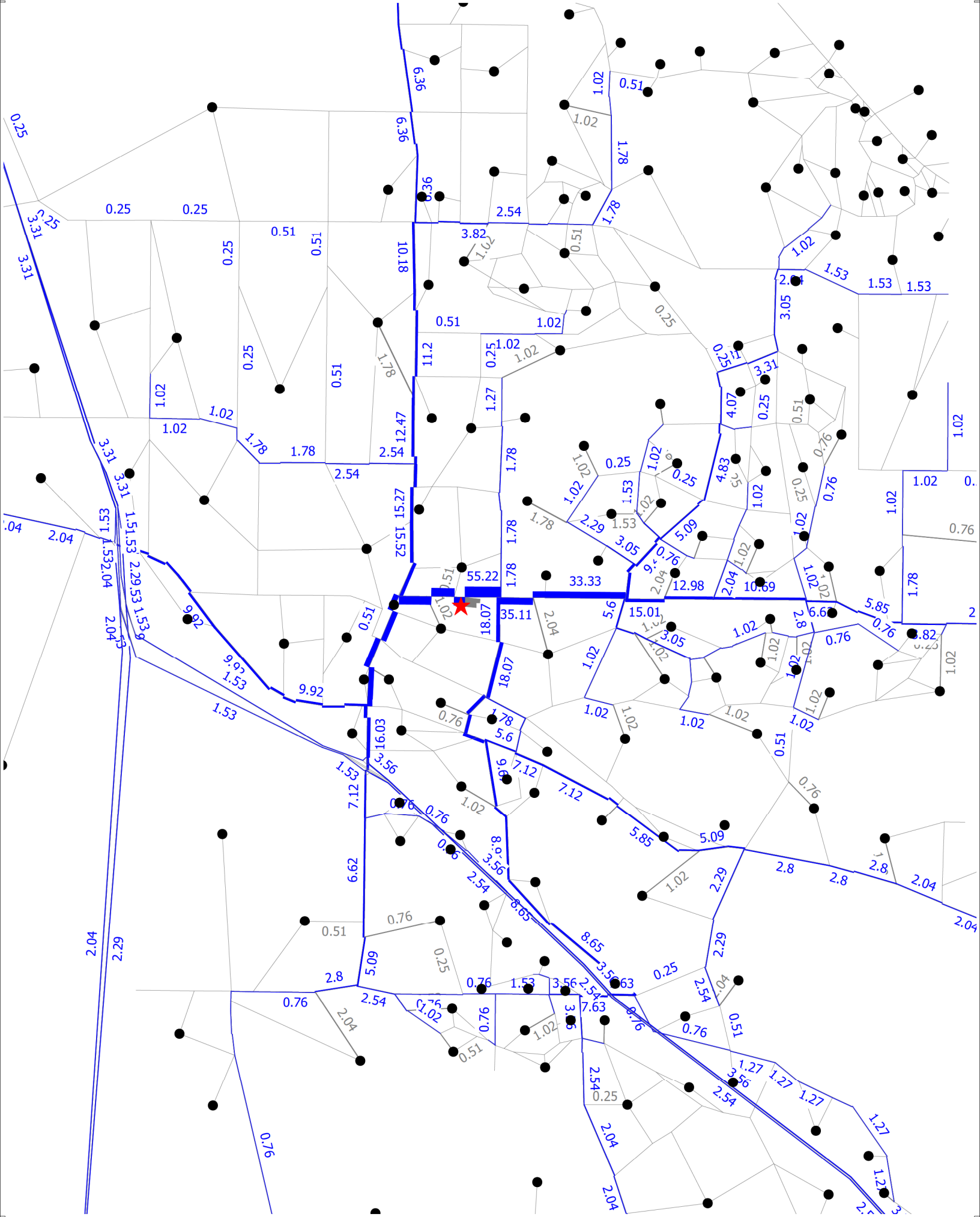

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Appendix F:
Sumter County Annual Traffic Counts

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 Visa 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 Visa 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 Visa 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 Visa 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	834	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/Genview 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	25851	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	--	--

Appendix G: Vested Trips

SOLAMAR AT WILDWOOD
(FKA WILDWOOD RESIDENTIAL)

Project № 20124.3, v2.2
April 2022

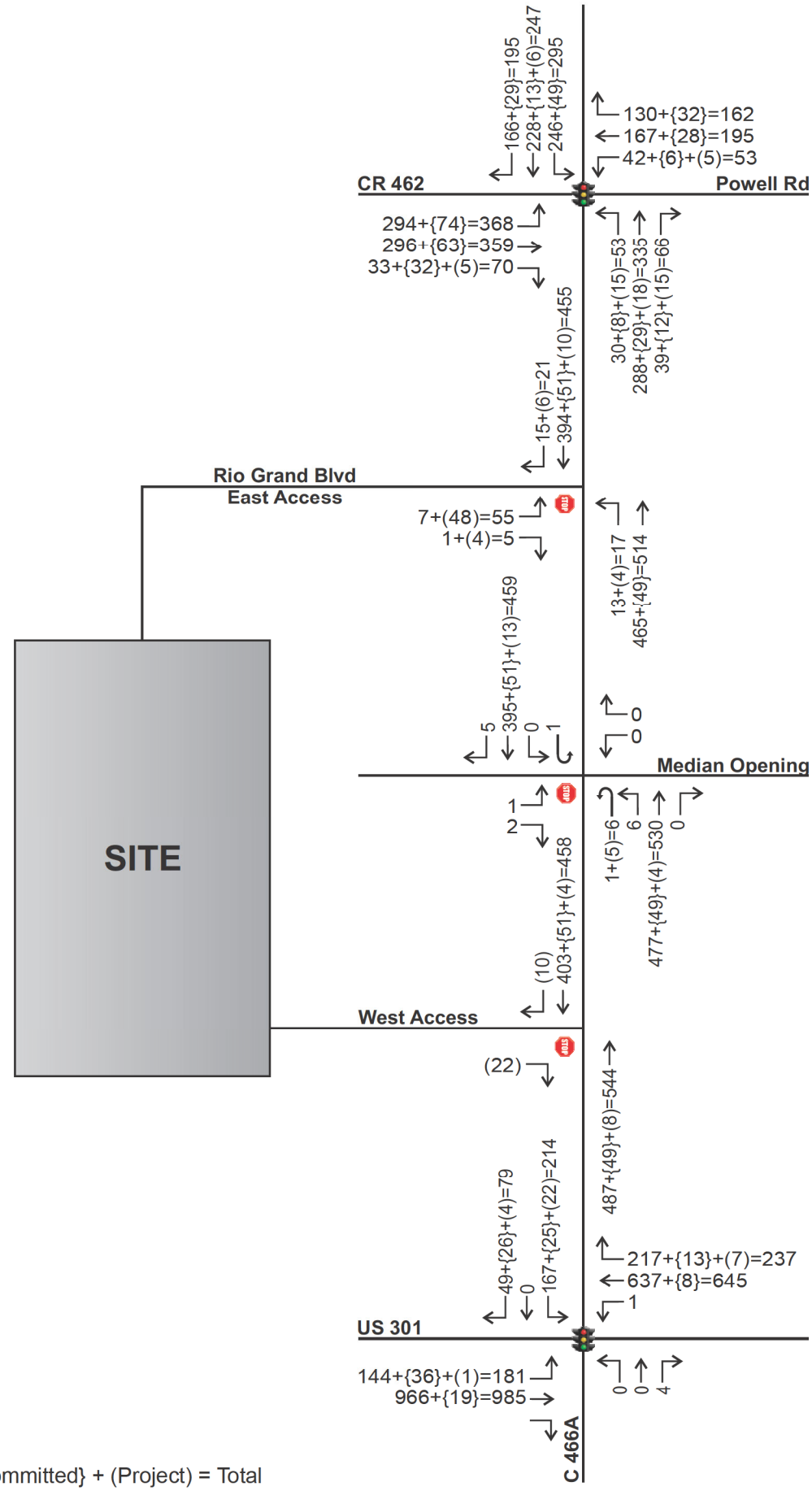
TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

Prepared by:

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

Prepared for:

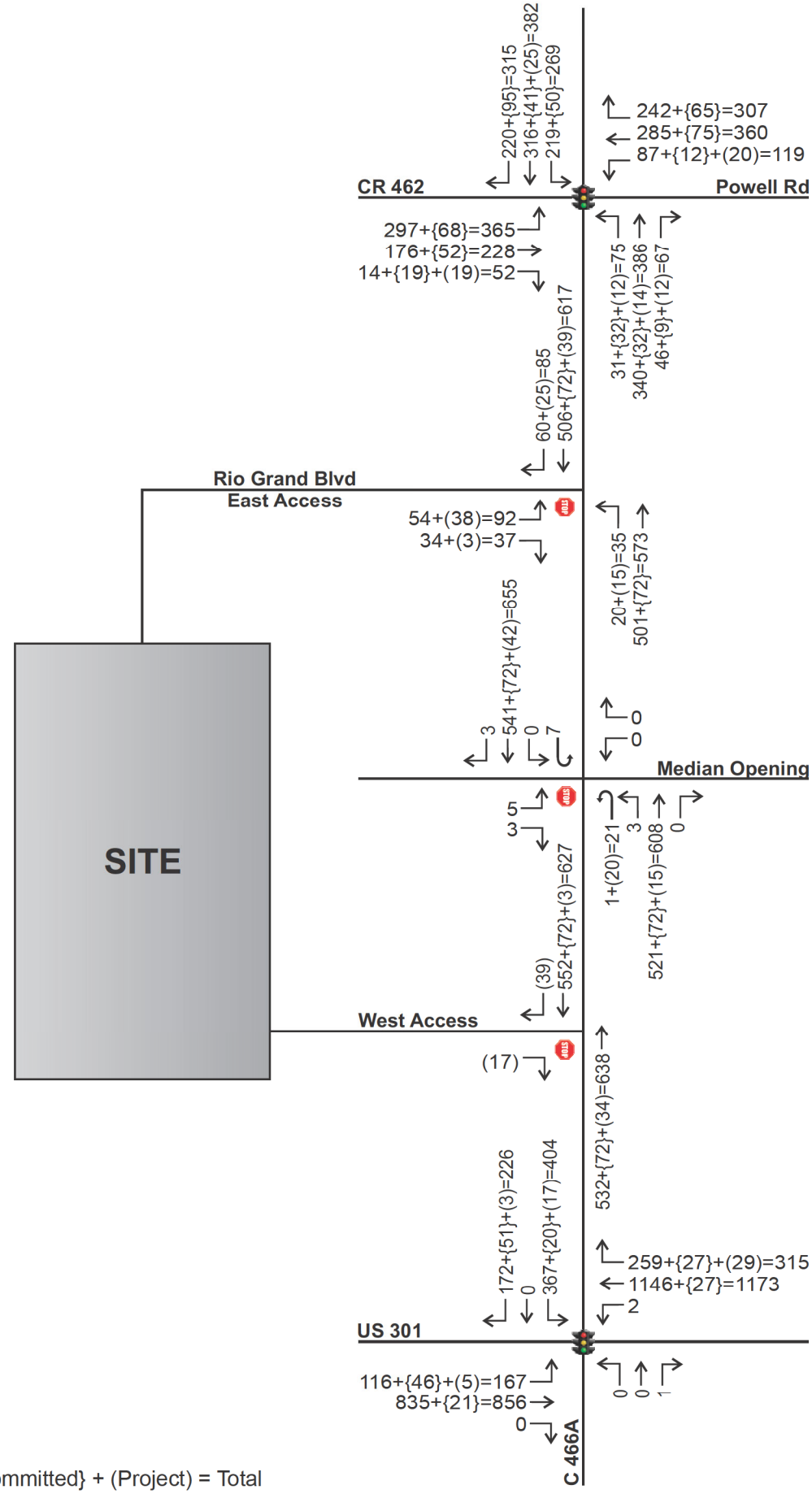
1201 Cleveland Avenue, LLC
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009



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

HIGHFIELD AT TWISTED OAKS

Project № 21184.1 v2.0

June 2022

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

Traffic & Mobility Consultants

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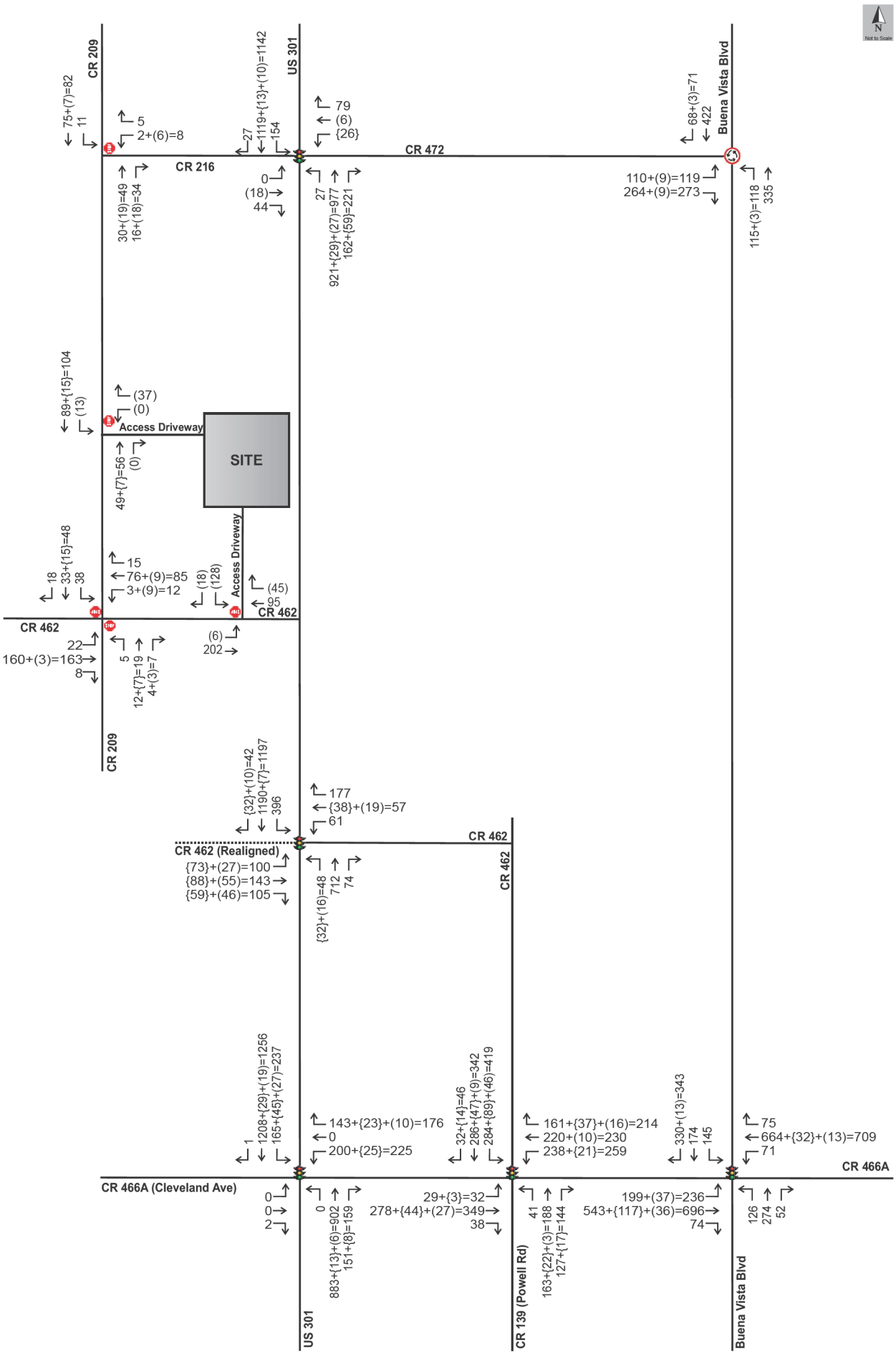
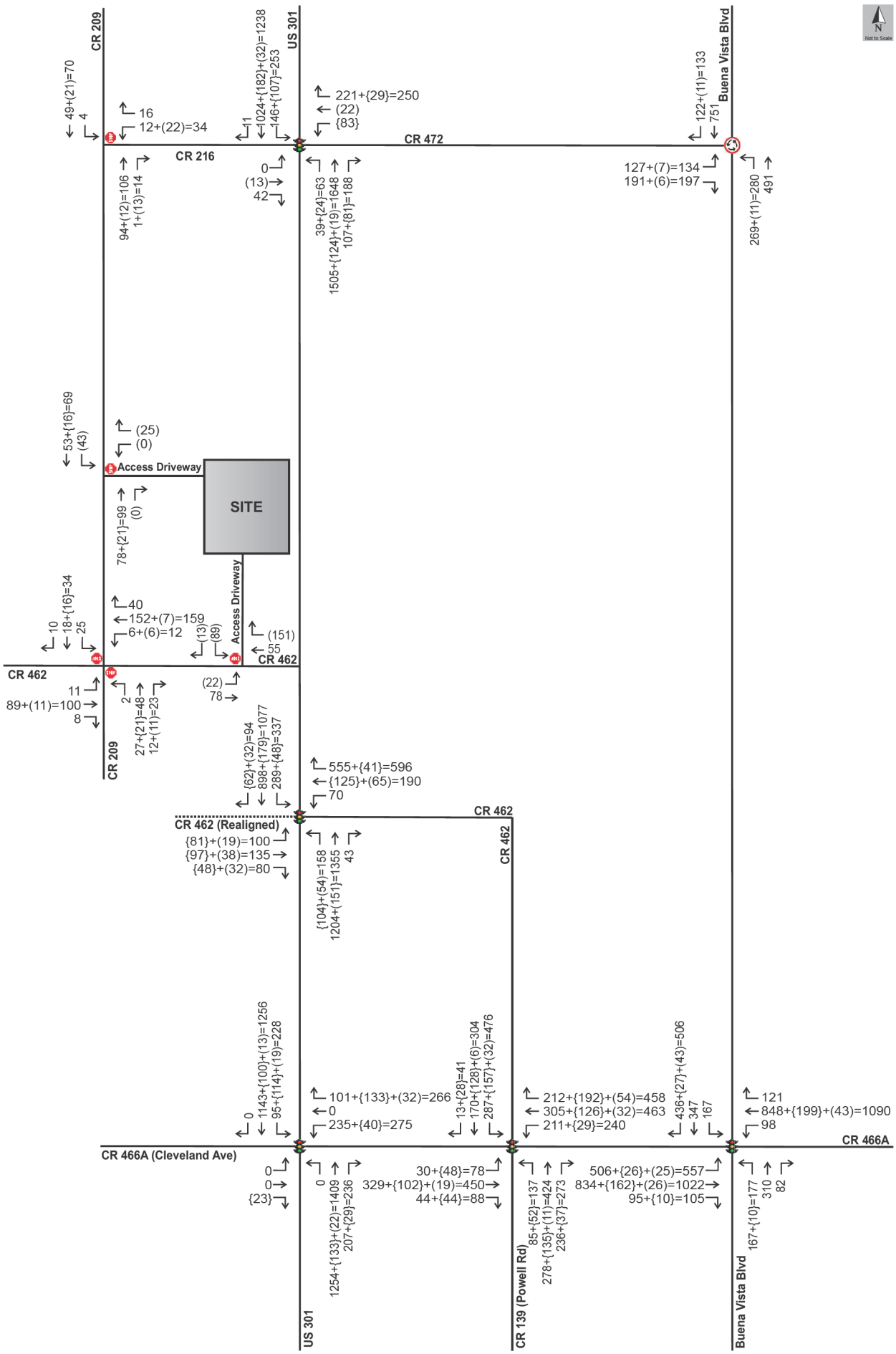
Tampa, Florida 33637



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1 v2.0

Figure 6



Background+{Committed}+(Project)=Total

Projected PM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1 v2.0

Figure 7

TRAFFIC IMPACT ANALYSIS

TURKEY RUN II
CITY OF WILDWOOD, FLORIDA

Prepared for:

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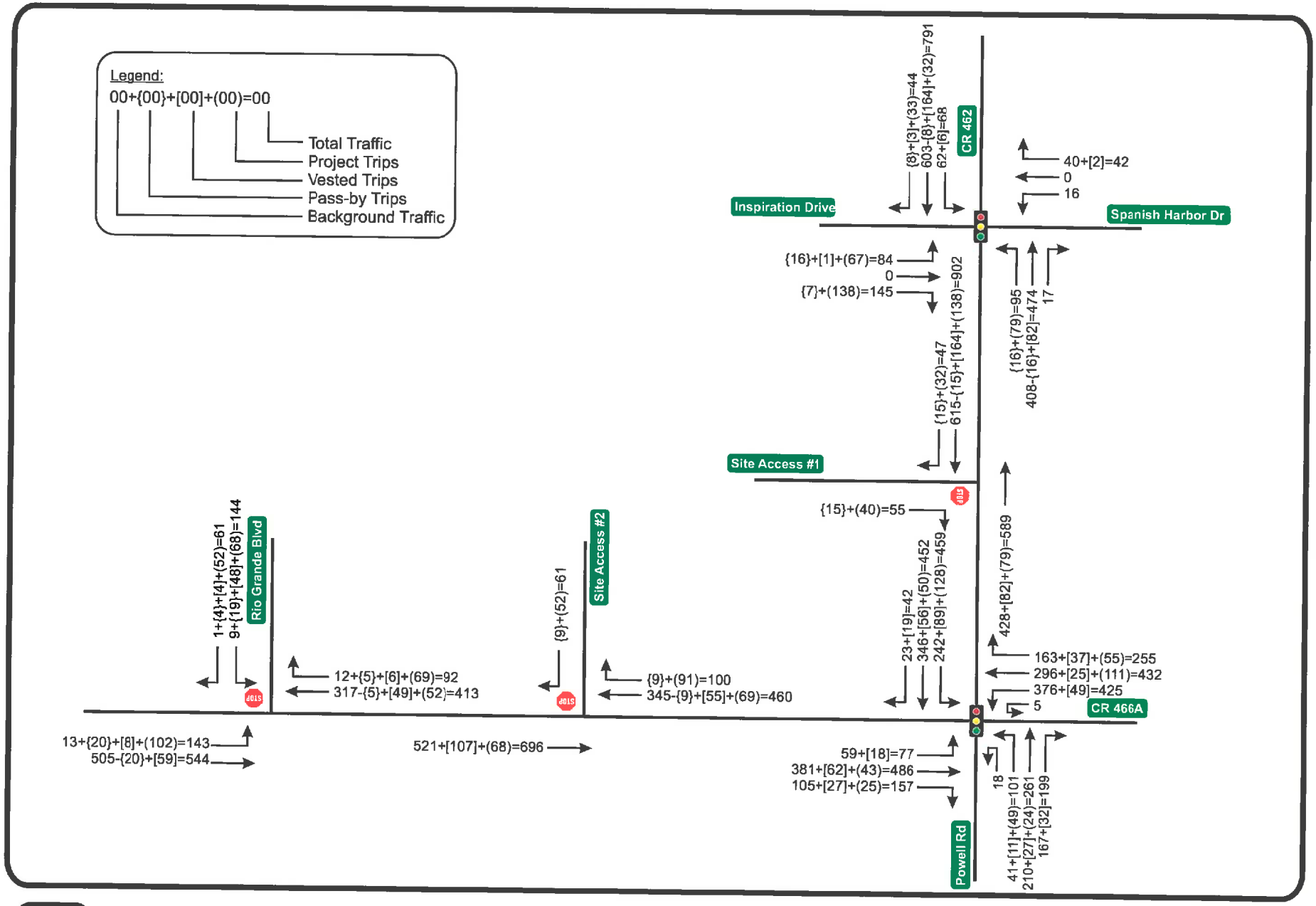
145 Lincoln Avenue, Suite B
Winter Park, Florida 32789

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

August 2022

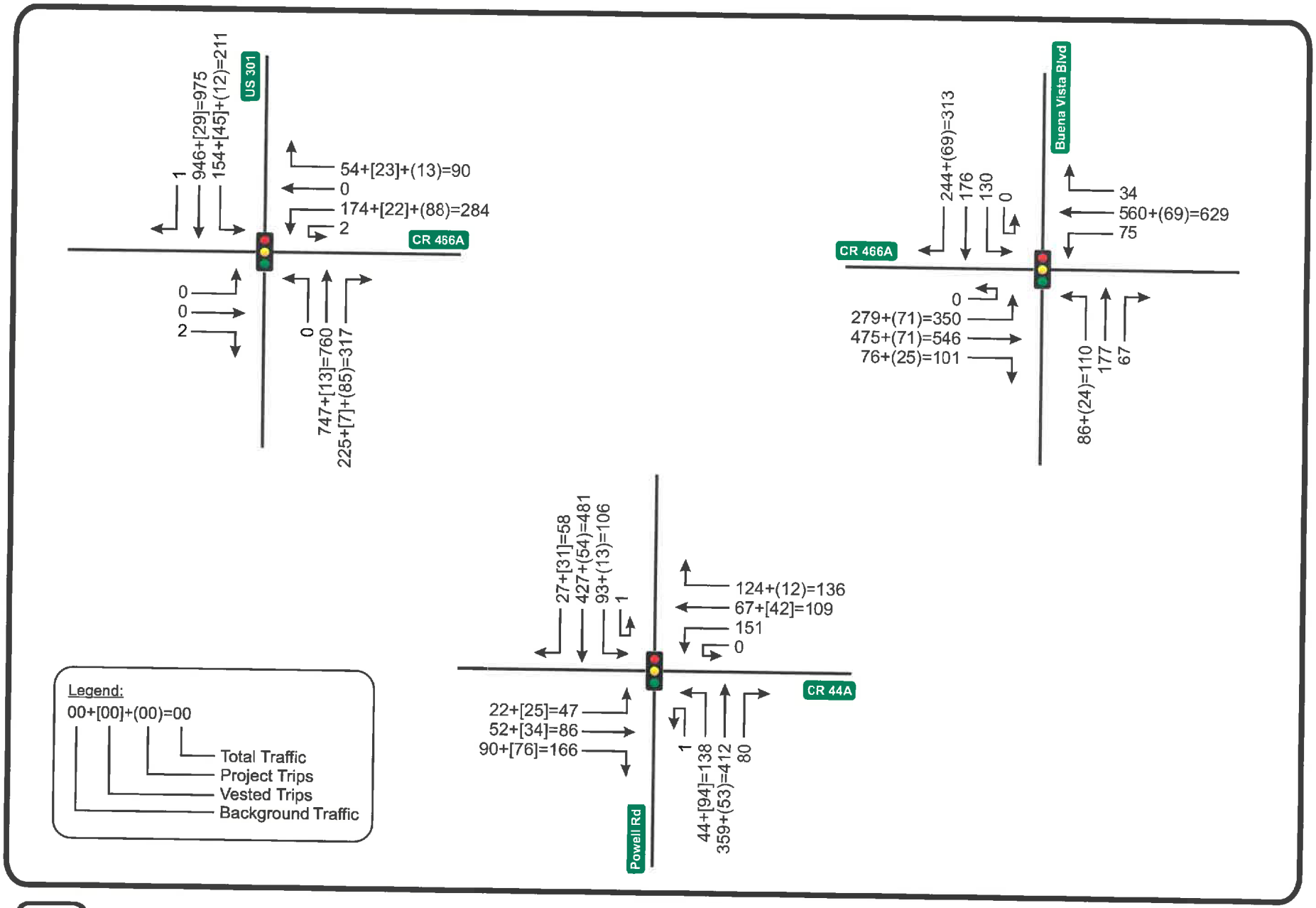
TPD № 5041.1



Turkey Run II
Project № 5041.1
Figure 5a

Projected A.M. Peak Hour Volumes

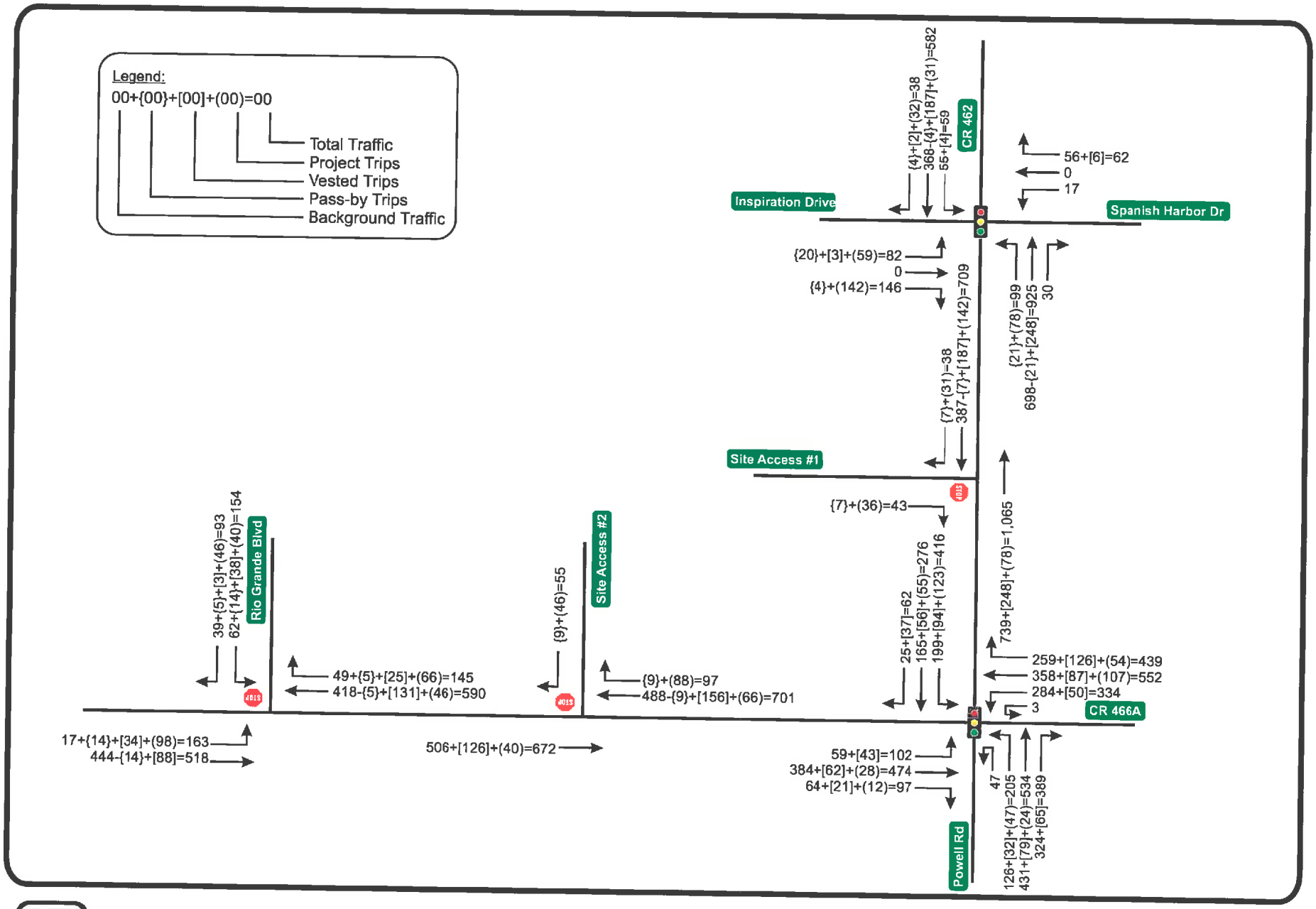
N
NTS



Turkey Run II
Project № 5041.1
Figure 5b

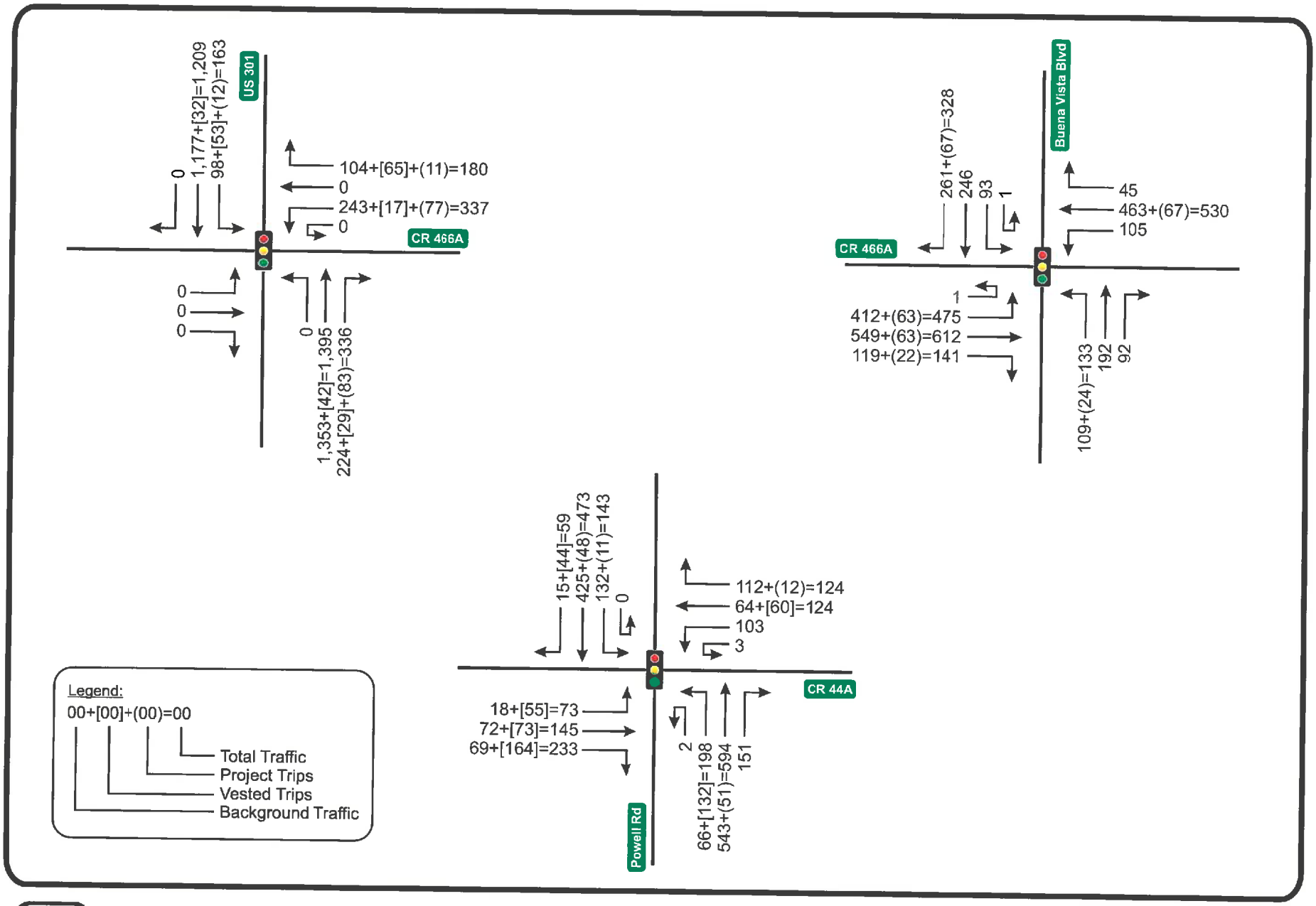
Projected A.M. Peak Hour Volumes

N
NTS



Turkey Run II
Project № 5041.1
Figure 5c

Projected P.M. Peak Hour Volumes



Turkey Run II
Project № 5041.1
Figure 5d

Projected P.M. Peak Hour Volumes

N
NTS

KITTELSON & ASSOCIATES

DR. HEYDARI MEDICAL OFFICE MINOR TRAFFIC IMPACT STUDY

WILDWOOD, FLORIDA

November 2022

Dr. Heydari Medical Office
Minor Traffic Impact Analysis
Wildwood, Florida

Prepared for:
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Prepared by:
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407.540.0555

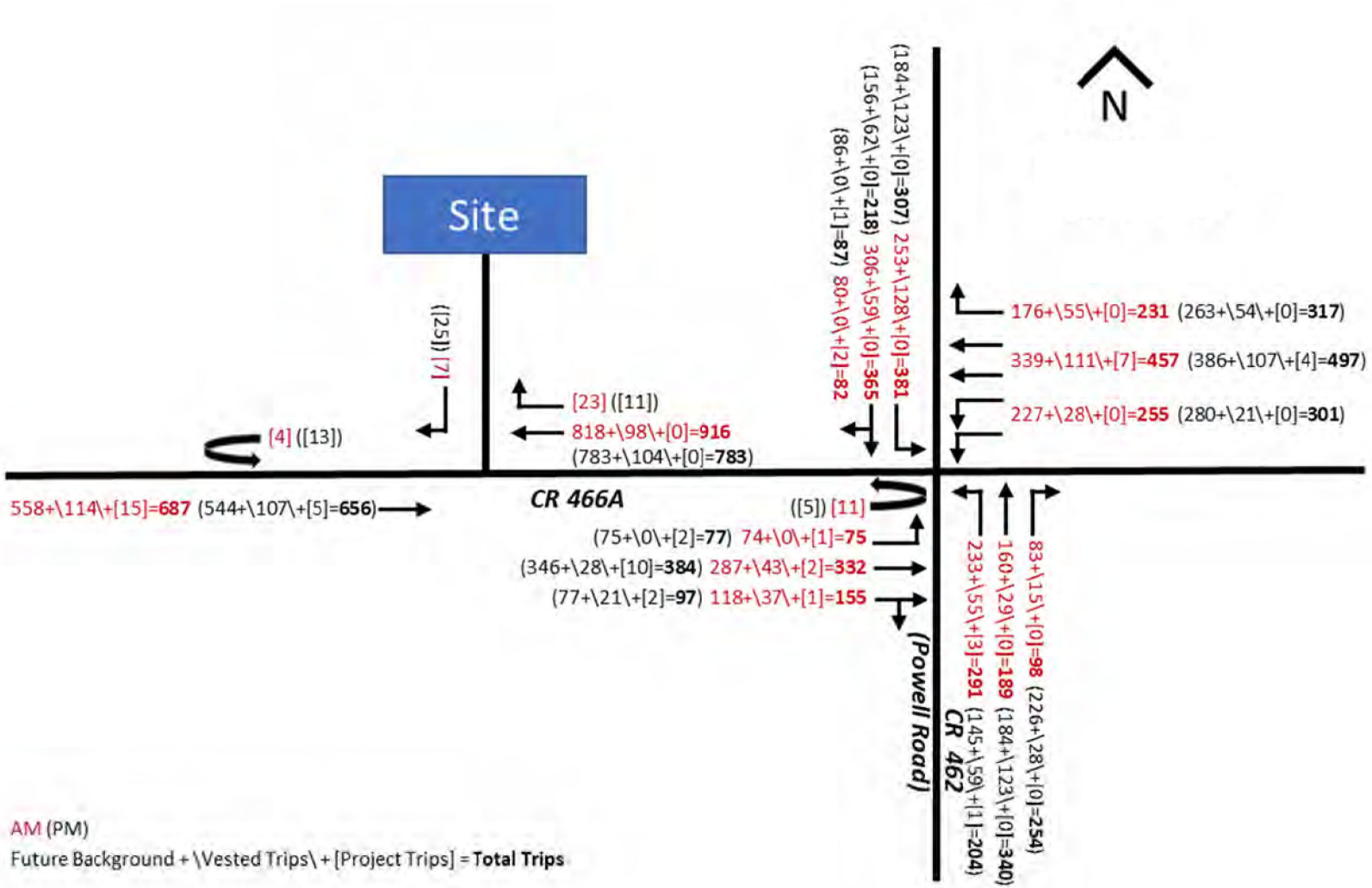
Project Manager:
Kok Wan Mah
Associate Engineer

Project Principal:
Stephanie Shealey
Senior Engineer

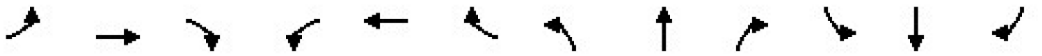
Project Number 28441

November 2022

Figure 5. Build-Out Volumes



Appendix H:
Background No-Build Synchro Printouts

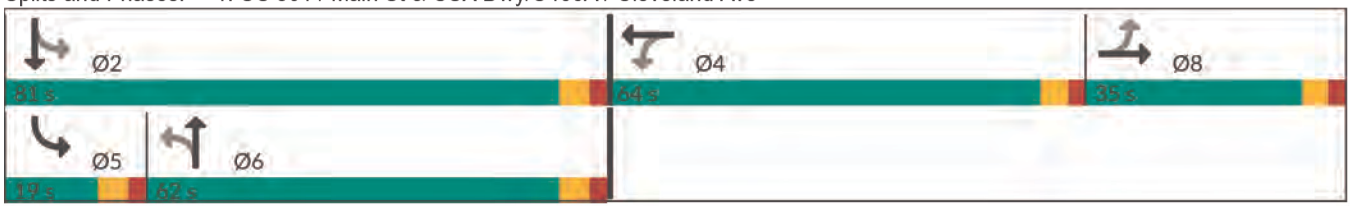


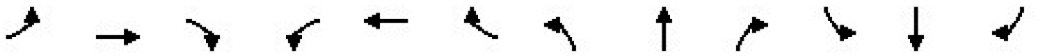
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Future Volume (vph)	1	0	3	450	0	177	5	886	357	186	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		0	130		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.899			0.913			0.957				
Flt Protected		0.988		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	0	1353	0	1649	1553	0	1289	3237	0	1556	3372	0
Flt Permitted				0.250	0.444		0.105			0.065		
Satd. Flow (perm)	0	1369	0	434	704	0	142	3237	0	106	3372	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98			35				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3838			391			328	
Travel Time (s)		1.7			87.2			7.6			6.4	
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
Heavy Vehicles (%)	0%	0%	33%	4%	0%	4%	40%	7%	6%	16%	7%	100%
Adj. Flow (vph)	1	0	3	474	0	186	5	933	376	196	1365	1
Shared Lane Traffic (%)				28%								
Lane Group Flow (vph)	0	4	0	341	319	0	5	1309	0	196	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		7.0	15.0	
Minimum Split (s)	35.0	35.0		35.0	35.0		34.6	34.6		13.5	25.6	
Total Split (s)	35.0	35.0		64.0	64.0		62.0	62.0		19.0	81.0	
Total Split (%)	19.4%	19.4%		35.6%	35.6%		34.4%	34.4%		10.6%	45.0%	
Maximum Green (s)	29.0	29.0		58.0	58.0		55.4	55.4		12.5	74.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6		6.5	6.6	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		22.0	22.0		21.0	21.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		7.0		58.1	58.1		55.5	55.5		74.6	74.5	
Actuated g/C Ratio		0.05		0.39	0.39		0.38	0.38		0.51	0.50	
v/c Ratio		0.03		2.01	0.95		0.09	1.06		1.11	0.80	
Control Delay (s/veh)		0.3		497.9	68.3		37.8	85.0		138.1	35.6	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.3		497.9	68.3		37.8	85.0		138.1	35.6	
LOS		A		F	E		D	F		F	D	
Approach Delay (s/veh)		0.3			290.2			84.9			48.4	
Approach LOS		A			F			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 147.6			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.01			
Intersection Signal Delay (s/veh): 107.0		Intersection LOS: F	
Intersection Capacity Utilization 88.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	450	0	177	5	886	357	186	1297	1
Future Volume (veh/h)	1	0	3	450	0	177	5	886	357	186	1297	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	330	202	186	5	933	376	196	1365	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	100	18	258	416	339	312	119	951	380	198	1879	1
Arrive On Green	0.37	0.00	0.37	0.37	0.37	0.37	0.40	0.40	0.40	0.09	0.54	0.54
Sat Flow, veh/h	182	49	692	1391	911	838	278	2380	951	1584	3500	3
Grp Volume(v), veh/h	4	0	0	330	0	388	5	667	642	196	666	700
Grp Sat Flow(s),veh/h/ln	923	0	0	1391	0	1749	278	1706	1625	1584	1706	1796
Q Serve(g_s), s	0.1	0.0	0.0	22.3	0.0	24.8	1.9	53.3	54.4	12.3	41.0	41.0
Cycle Q Clear(g_c), s	24.8	0.0	0.0	47.1	0.0	24.8	24.0	53.3	54.4	12.3	41.0	41.0
Prop In Lane	0.25		0.75	1.00		0.48	1.00		0.59	1.00		0.00
Lane Grp Cap(c), veh/h	376	0	0	416	0	651	119	682	650	198	916	964
V/C Ratio(X)	0.01	0.00	0.00	0.79	0.00	0.60	0.04	0.98	0.99	0.99	0.73	0.73
Avail Cap(c_a), veh/h	376	0	0	481	0	732	119	682	650	198	916	964
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	0.0	47.3	0.0	35.1	40.7	41.0	41.3	42.1	24.4	24.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	1.1	0.1	28.8	32.3	61.6	2.9	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	0.1	0.0	0.0	11.9	0.0	10.8	0.1	27.3	27.1	6.9	16.8	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.7	0.0	0.0	55.1	0.0	36.2	40.8	69.7	73.6	103.7	27.3	27.1
LnGrp LOS	C			E		D	D	E	E	F	C	C
Approach Vol, veh/h		4			718			1314			1562	
Approach Delay, s/veh		28.7			44.9			71.5			36.8	
Approach LOS		C			D			E			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		81.0		57.6	19.0	62.0		57.6				
Change Period (Y+Rc), s		6.6		6.0	6.5	6.6		6.0				
Max Green Setting (Gmax), s		74.4		58.0	12.5	55.4		29.0				
Max Q Clear Time (g_c+I1), s		43.0		49.1	14.3	56.4		26.8				
Green Ext Time (p_c), s		11.6		2.5	0.0	0.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	51.1	
HCM 7th LOS	D	

Notes
User approved volume balancing among the lanes for turning movement.

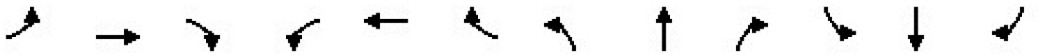
Intersection	
Int Delay, s/veh	0.3

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	6	562	0	4	1	656	4	1	0	0	5	0	5
Future Vol, veh/h	5	6	562	0	4	1	656	4	1	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	10	0	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	5	6	592	0	4	1	691	4	1	0	0	5	0	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	695	695	0	0	592	592	0	0	971	1320	296	1022	1318	347
Stage 1	-	-	-	-	-	-	-	-	615	615	-	703	703	-
Stage 2	-	-	-	-	-	-	-	-	356	705	-	319	615	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	528	910	-	-	613	994	-	-	210	158	707	193	159	655
Stage 1	-	-	-	-	-	-	-	-	450	486	-	399	443	-
Stage 2	-	-	-	-	-	-	-	-	640	442	-	673	486	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	682	682	-	-	664	664	-	-	206	156	707	191	157	655
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	327	278	-	305	281	-
Stage 1	-	-	-	-	-	-	-	-	447	482	-	398	442	-
Stage 2	-	-	-	-	-	-	-	-	633	441	-	667	482	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.2	0.08	16.04	13.87
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	327	682	-	-	664	-	-	416
HCM Lane V/C Ratio	0.003	0.017	-	-	0.008	-	-	0.025
HCM Control Delay (s/veh)	16	10.4	-	-	10.5	-	-	13.9
HCM Lane LOS	C	B	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.1

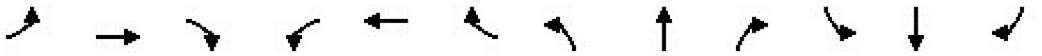


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	392	122	191	522	239	139	222	174	386	302	72
Future Volume (vph)	90	392	122	191	522	239	139	222	174	386	302	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3312	1495	3400	3438	1429	1752	1776	1583	3367	1778	0
Flt Permitted	0.950			0.950			0.261			0.950		
Satd. Flow (perm)	1656	3312	1495	3400	3438	1429	481	1776	1583	3367	1778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			252			183		9	
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			729			531			435	
Travel Time (s)		32.7			11.0			10.3			7.4	
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
Heavy Vehicles (%)	9%	9%	8%	3%	5%	13%	3%	7%	2%	4%	3%	7%
Adj. Flow (vph)	95	413	128	201	549	252	146	234	183	406	318	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	413	128	201	549	252	146	234	183	406	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2	4		4			
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	
Total Split (s)	17.0	49.3	49.3	21.0	53.3	53.3	18.4	42.7	42.7	27.0	51.3	
Total Split (%)	12.1%	35.2%	35.2%	15.0%	38.1%	38.1%	13.1%	30.5%	30.5%	19.3%	36.6%	
Maximum Green (s)	11.0	43.1	43.1	14.0	46.2	46.2	12.1	36.0	36.0	20.0	44.8	
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.7	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	13.8	52.9	52.9	12.8	52.0	52.0	38.9	25.9	25.9	21.5	35.7	
Actuated g/C Ratio	0.10	0.38	0.38	0.09	0.37	0.37	0.28	0.19	0.19	0.15	0.26	
v/c Ratio	0.58	0.33	0.19	0.65	0.43	0.37	0.59	0.71	0.41	0.79	0.86	
Control Delay (s/veh)	74.2	34.3	2.0	71.0	36.7	6.1	38.1	65.3	8.8	68.2	66.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	74.2	34.3	2.0	71.0	36.7	6.1	38.1	65.3	8.8	68.2	66.1	
LOS	E	C	A	E	D	A	D	E	A	E	E	
Approach Delay (s/veh)		33.8			35.9			39.9			67.2	
Approach LOS		C			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 44.5		Intersection LOS: D	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	392	122	191	522	239	139	222	174	386	302	72
Future Volume (veh/h)	90	392	122	191	522	239	139	222	174	386	302	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	95	413	128	201	549	252	146	234	183	406	318	76
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, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	117	1383	622	250	1466	611	220	330	291	452	349	83
Arrive On Green	0.07	0.41	0.41	0.07	0.42	0.42	0.08	0.18	0.18	0.13	0.24	0.24
Sat Flow, veh/h	1682	3357	1510	3428	3469	1447	1767	1796	1585	3401	1447	346
Grp Volume(v), veh/h	95	413	128	201	549	252	146	234	183	406	0	394
Grp Sat Flow(s),veh/h/ln	1682	1678	1510	1714	1735	1447	1767	1796	1585	1700	0	1793
Q Serve(g_s), s	7.8	11.5	7.6	8.1	15.2	17.1	9.3	17.1	14.9	16.5	0.0	29.9
Cycle Q Clear(g_c), s	7.8	11.5	7.6	8.1	15.2	17.1	9.3	17.1	14.9	16.5	0.0	29.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	117	1383	622	250	1466	611	220	330	291	452	0	432
V/C Ratio(X)	0.81	0.30	0.21	0.80	0.37	0.41	0.66	0.71	0.63	0.90	0.00	0.91
Avail Cap(c_a), veh/h	132	1383	622	343	1466	611	231	462	408	486	0	574
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	64.2	27.6	26.4	63.9	27.7	28.3	43.3	53.7	52.8	59.8	0.0	51.7
Incr Delay (d2), s/veh	27.0	0.6	0.7	6.6	0.7	2.0	5.0	1.2	0.8	17.6	0.0	15.6
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	4.2	4.8	2.9	3.7	6.3	6.2	4.4	7.8	5.9	8.1	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.2	28.1	27.2	70.5	28.5	30.3	48.4	54.9	53.6	77.4	0.0	67.3
LnGrp LOS	F	C	C	E	C	C	D	D	D	E		E
Approach Vol, veh/h		636			1002			563			800	
Approach Delay, s/veh		37.4			37.4			52.8			72.4	
Approach LOS		D			D			D			E	

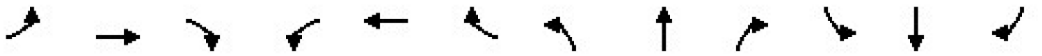
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	66.2	25.6	32.4	17.2	64.8	17.6	40.5
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	12.1	* 45
Max Q Clear Time (g_c+I1), s	9.8	19.1	18.5	19.1	10.1	13.5	11.3	31.9
Green Ext Time (p_c), s	0.0	2.6	0.2	1.0	0.1	2.0	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	49.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

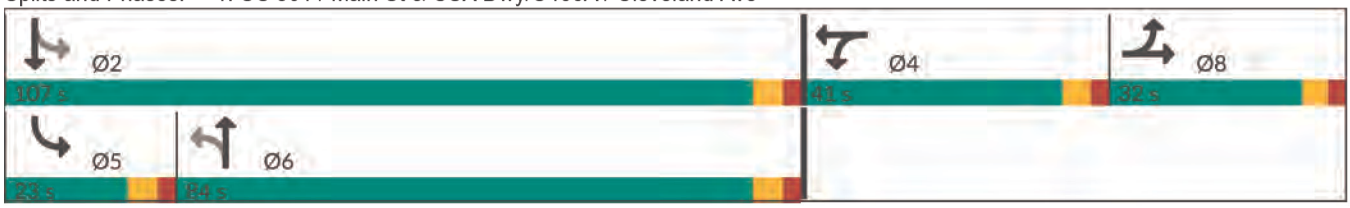


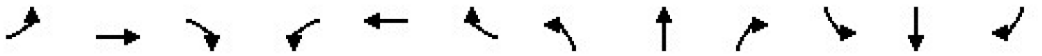
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Future Volume (vph)	1	0	4	445	0	181	6	1151	408	225	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		0	130		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.892			0.910			0.961				
Flt Protected		0.990		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1678	0	1618	1454	0	1805	3212	0	1583	3312	0
Flt Permitted		0.990		0.950	0.981		0.284			0.048		
Satd. Flow (perm)	0	1678	0	1618	1454	0	540	3212	0	80	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98			35				
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3838			391			328	
Travel Time (s)		1.7			87.2			7.6			6.4	
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
Heavy Vehicles (%)	0%	0%	0%	6%	0%	14%	0%	8%	8%	14%	9%	0%
Adj. Flow (vph)	1	0	4	468	0	191	6	1212	429	237	1007	1
Shared Lane Traffic (%)				27%								
Lane Group Flow (vph)	0	5	0	342	317	0	6	1641	0	237	1008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		7.0	15.0	
Minimum Split (s)	32.0	32.0		35.0	35.0		34.6	34.6		13.5	25.6	
Total Split (s)	32.0	32.0		41.0	41.0		84.0	84.0		23.0	107.0	
Total Split (%)	17.8%	17.8%		22.8%	22.8%		46.7%	46.7%		12.8%	59.4%	
Maximum Green (s)	26.0	26.0		35.0	35.0		77.4	77.4		16.5	100.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6		6.5	6.6	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)	19.0	19.0		22.0	22.0		21.0	21.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0			0	
Act Effct Green (s)		7.0		35.0	35.0		77.5	77.5		100.6	100.5	
Actuated g/C Ratio		0.05		0.23	0.23		0.51	0.51		0.67	0.67	
v/c Ratio		0.03		0.91	0.77		0.02	0.98		1.09	0.46	
Control Delay (s/veh)		0.4		85.1	50.9		20.2	53.4		129.8	13.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		0.4		85.1	50.9		20.2	53.4		129.8	13.2	
LOS		A		F	D		C	D		F	B	
Approach Delay (s/veh)		0.4			68.6			53.3			35.4	
Approach LOS		A			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 150.6			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay (s/veh): 49.8		Intersection LOS: D	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	445	0	181	6	1151	408	225	957	1
Future Volume (veh/h)	1	0	4	445	0	181	6	1151	408	225	957	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	330	194	191	6	1212	429	237	1007	1
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, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	3	0	12	389	198	195	329	1231	424	218	2224	2
Arrive On Green	0.01	0.00	0.01	0.23	0.23	0.23	0.50	0.50	0.50	0.11	0.65	0.65
Sat Flow, veh/h	329	0	1317	1725	879	865	568	2471	850	1612	3441	3
Grp Volume(v), veh/h	5	0	0	330	0	385	6	819	822	237	491	517
Grp Sat Flow(s),veh/h/ln	1646	0	0	1725	0	1744	568	1692	1628	1612	1678	1766
Q Serve(g_s), s	0.5	0.0	0.0	28.5	0.0	34.1	0.8	73.2	77.4	16.5	22.7	22.7
Cycle Q Clear(g_c), s	0.5	0.0	0.0	28.5	0.0	34.1	0.8	73.2	77.4	16.5	22.7	22.7
Prop In Lane	0.20		0.80	1.00		0.50	1.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	389	0	393	329	843	811	218	1085	1141
V/C Ratio(X)	0.35	0.00	0.00	0.85	0.00	0.98	0.02	0.97	1.01	1.09	0.45	0.45
Avail Cap(c_a), veh/h	276	0	0	389	0	393	329	843	811	218	1085	1141
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.6	0.0	0.0	57.7	0.0	59.8	19.8	37.9	39.0	55.0	13.7	13.7
Incr Delay (d2), s/veh	13.7	0.0	0.0	16.1	0.0	39.9	0.0	24.2	34.8	86.9	0.3	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	0.3	0.0	0.0	14.2	0.0	19.4	0.1	35.1	37.8	13.5	8.5	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.3	0.0	0.0	73.8	0.0	99.7	19.8	62.1	73.8	141.9	14.0	14.0
LnGrp LOS	F			E		F	B	E	F	F	B	B
Approach Vol, veh/h		5			715			1647			1245	
Approach Delay, s/veh		90.3			87.7			67.8			38.4	
Approach LOS		F			F			E			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	107.0	41.0	23.0	84.0	7.4
Change Period (Y+Rc), s	6.6	6.0	6.5	6.6	6.0
Max Green Setting (Gmax), s	100.4	35.0	16.5	77.4	26.0
Max Q Clear Time (g_c+I1), s	24.7	36.1	18.5	79.4	2.5
Green Ext Time (p_c), s	8.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	61.6
HCM 7th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

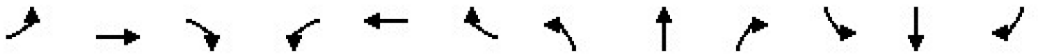
Intersection	
Int Delay, s/veh	0.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	20	3	614	1	13	0	742	6	0	0	1	6	0	6
Future Vol, veh/h	20	3	614	1	13	0	742	6	0	0	1	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	21	3	646	1	14	0	781	6	0	0	1	6	0	6

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	787	787	0	0	647	647	0	0	1113	1510	324	1183	1507	394
Stage 1	-	-	-	-	-	-	-	-	695	695	-	812	812	-
Stage 2	-	-	-	-	-	-	-	-	418	815	-	372	696	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	461	841	-	-	566	948	-	-	166	122	678	147	122	611
Stage 1	-	-	-	-	-	-	-	-	403	447	-	344	395	-
Stage 2	-	-	-	-	-	-	-	-	589	394	-	627	446	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	485	485	-	-	565	565	-	-	159	118	678	143	119	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	159	118	-	143	119	-
Stage 1	-	-	-	-	-	-	-	-	396	438	-	340	392	-
Stage 2	-	-	-	-	-	-	-	-	577	390	-	614	438	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.46	0.2	10.32	21.44
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	678	485	-	-	565	-	-	232
HCM Lane V/C Ratio	0.002	0.05	-	-	0.024	-	-	0.055
HCM Control Delay (s/veh)	10.3	12.8	-	-	11.5	-	-	21.4
HCM Lane LOS	B	B	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0	0.2	-	-	0.1	-	-	0.2

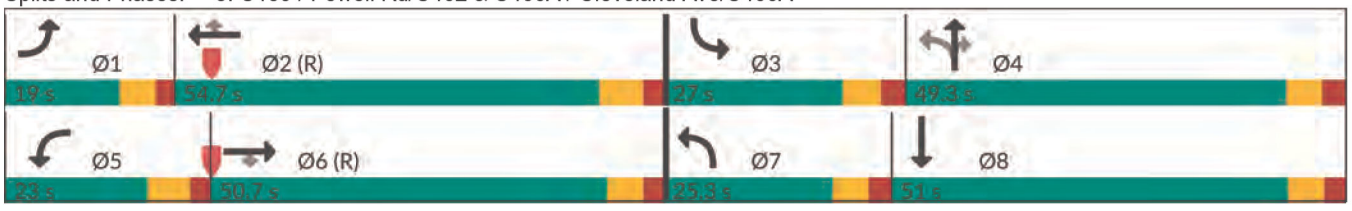


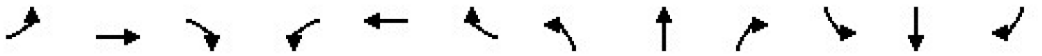
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Future Volume (vph)	98	387	103	286	427	322	253	319	237	332	265	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3471	1553	3467	3343	1538	1770	1792	1599	3433	1752	0
Flt Permitted	0.950			0.950			0.162			0.950		
Satd. Flow (perm)	1641	3471	1553	3467	3343	1538	302	1792	1599	3433	1752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			339			249		18	
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			729			697			435	
Travel Time (s)		32.7			11.0			13.6			7.4	
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
Heavy Vehicles (%)	10%	4%	4%	1%	8%	5%	2%	6%	1%	2%	2%	4%
Adj. Flow (vph)	103	407	108	301	449	339	266	336	249	349	279	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	407	108	301	449	339	266	336	249	349	430	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2	4		4			
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	
Total Split (s)	19.0	50.7	50.7	23.0	54.7	54.7	25.3	49.3	49.3	27.0	51.0	
Total Split (%)	12.7%	33.8%	33.8%	15.3%	36.5%	36.5%	16.9%	32.9%	32.9%	18.0%	34.0%	
Maximum Green (s)	13.0	44.5	44.5	16.0	47.6	47.6	19.0	42.6	42.6	20.0	44.5	
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	13.7	44.1	44.1	17.2	47.7	47.7	63.5	41.4	41.4	20.5	40.9	
Actuated g/C Ratio	0.09	0.29	0.29	0.11	0.32	0.32	0.42	0.28	0.28	0.14	0.27	
v/c Ratio	0.69	0.40	0.20	0.76	0.42	0.47	0.78	0.68	0.40	0.75	0.88	
Control Delay (s/veh)	88.4	46.8	7.8	77.0	44.5	6.8	45.6	55.0	6.0	72.2	68.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	88.4	46.8	7.8	77.0	44.5	6.8	45.6	55.0	6.0	72.2	68.5	
LOS	F	D	A	E	D	A	D	D	A	E	E	
Approach Delay (s/veh)		46.9			41.8			37.7			70.2	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 48.3		Intersection LOS: D	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	387	103	286	427	322	253	319	237	332	265	143
Future Volume (veh/h)	98	387	103	286	427	322	253	319	237	332	265	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1841	1885	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	103	407	108	301	449	339	266	336	249	349	279	151
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, %	10	4	4	1	8	5	2	6	1	2	2	4
Cap, veh/h	123	1176	525	346	1249	571	287	477	421	398	299	162
Arrive On Green	0.07	0.34	0.34	0.10	0.37	0.37	0.12	0.26	0.26	0.12	0.26	0.26
Sat Flow, veh/h	1668	3497	1560	3483	3385	1547	1781	1811	1598	3456	1141	618
Grp Volume(v), veh/h	103	407	108	301	449	339	266	336	249	349	0	430
Grp Sat Flow(s),veh/h/ln	1668	1749	1560	1742	1692	1547	1781	1811	1598	1728	0	1759
Q Serve(g_s), s	9.1	13.1	7.4	12.8	14.5	26.6	16.2	25.2	20.4	14.9	0.0	35.8
Cycle Q Clear(g_c), s	9.1	13.1	7.4	12.8	14.5	26.6	16.2	25.2	20.4	14.9	0.0	35.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	123	1176	525	346	1249	571	287	477	421	398	0	460
V/C Ratio(X)	0.84	0.35	0.21	0.87	0.36	0.59	0.93	0.70	0.59	0.88	0.00	0.93
Avail Cap(c_a), veh/h	145	1176	525	372	1249	571	295	514	454	461	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	68.6	37.4	35.5	66.6	34.4	38.2	38.5	49.9	48.2	65.3	0.0	54.1
Incr Delay (d2), s/veh	29.9	0.8	0.9	18.5	0.8	4.5	33.4	4.0	1.8	15.5	0.0	22.8
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	4.9	5.8	3.0	6.5	6.0	10.7	9.7	11.9	8.3	7.4	0.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	98.5	38.2	36.4	85.0	35.2	42.7	71.8	53.9	50.0	80.8	0.0	76.9
LnGrp LOS	F	D	D	F	D	D	E	D	D	F		E
Approach Vol, veh/h		618			1089			851			779	
Approach Delay, s/veh		47.9			51.3			58.4			78.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	62.4	24.3	46.2	21.9	57.6	24.6	45.9
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	13.0	* 48	20.0	42.6	16.0	* 45	19.0	* 45
Max Q Clear Time (g_c+I1), s	11.1	28.6	16.9	27.2	14.8	15.1	18.2	37.8
Green Ext Time (p_c), s	0.0	3.7	0.4	2.5	0.1	3.1	0.1	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	58.9
HCM 7th LOS	E

Notes

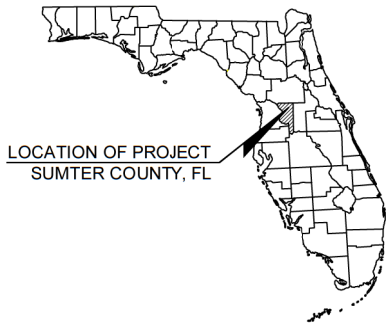
User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix I:
Background Roadway Improvements

C 462 AT C 466A
INTERSECTION IMPROVEMENTS
PREPARED FOR ROCK VENTURES, LLC

SECTIONS 4, 5; TOWNSHIP 19 SOUTH; RANGE 23 EAST
SUMTER COUNTY, FLORIDA



GOVERNING STANDARDS AND SPECIFICATIONS:
FDOT GREENBOOK 2018 EDITON, MUTCD 2009 EDITION, THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, DATED FY 2023-24 AND THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED FY 2023-24, AS AMENDED BY CONTRACT DOCUMENTS.

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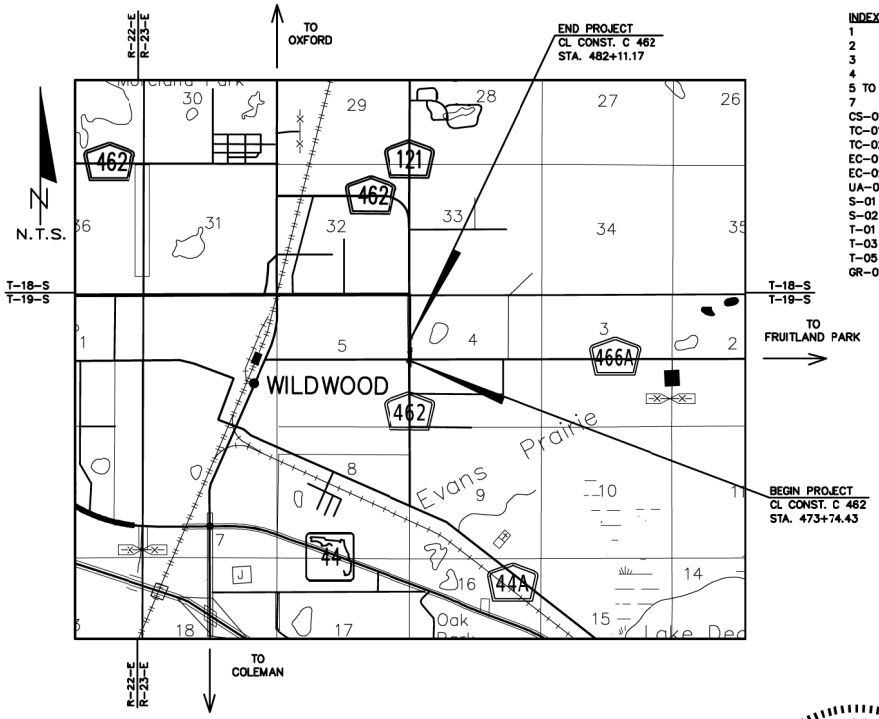

INDEX OF SHEETS

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7	MISCELLANEOUS CONSTRUCTION DETAILS
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T-03 TO T-04	SIGNALIZATION PLAN
T-05	STANDARD MAST ARM TABULATION
GR-01	SOIL SURVEY

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145 LINCOLN AVE, SUITE B
WINTER PARK, FL 32789

SURVEYOR:
CLYMER FARNER BARLEY SURVEYING, INC.
4450 NE 83RD ROAD
WILDWOOD, FL 34785

SURVEY NOTE:
ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE SURVEY FROM CLYMER FARNER BARLEY SURVEYING, INC. DATED 8/30/2023 IN NAVD 88 DATUM. A PORTION OF THIS PROJECT DRAINS TO BASIN B-50B OF SWFWMD ERP 44023491.250 PREPARED IN VILLAGES DATUM. TO CONVERT FROM NAVD 88 DATUM TO VILLAGES DATUM, SUBTRACT 2.55 FT

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SUNSHINE STATE ONE CALL OF FLORIDA, INC.

MOHAMMAD A. ANSARI
LICENSE
No 86833
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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 THE ELECTRONIC COPIES.

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OCALA, FL 34471
REGISTRY 35106
MOHAMMAD A. ANSARI, P.E. NO. 86833

No.	REVISIONS	DATE	BY

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LICENSED PROFESSIONAL
MOHAMMAD A. ANSARI, P.E.
FLORIDA LICENSE NUMBER
86833

KHA PROJECT 042174001
DATE SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

COVER SHEET

C 462 AT
C 466A INTERSECTION IMPROVEMENTS
PREPARED FOR
ROCK VENTURES, LLC.

SHEET NUMBER
1

Drawing name: K:\OCA_Civil\042174001-C462 Improvements at C466A Int\CAD\PlanSheets\01 COVER SHEET.dwg 1 Sep 13, 2023 12:06pm by: Mo.Ansari
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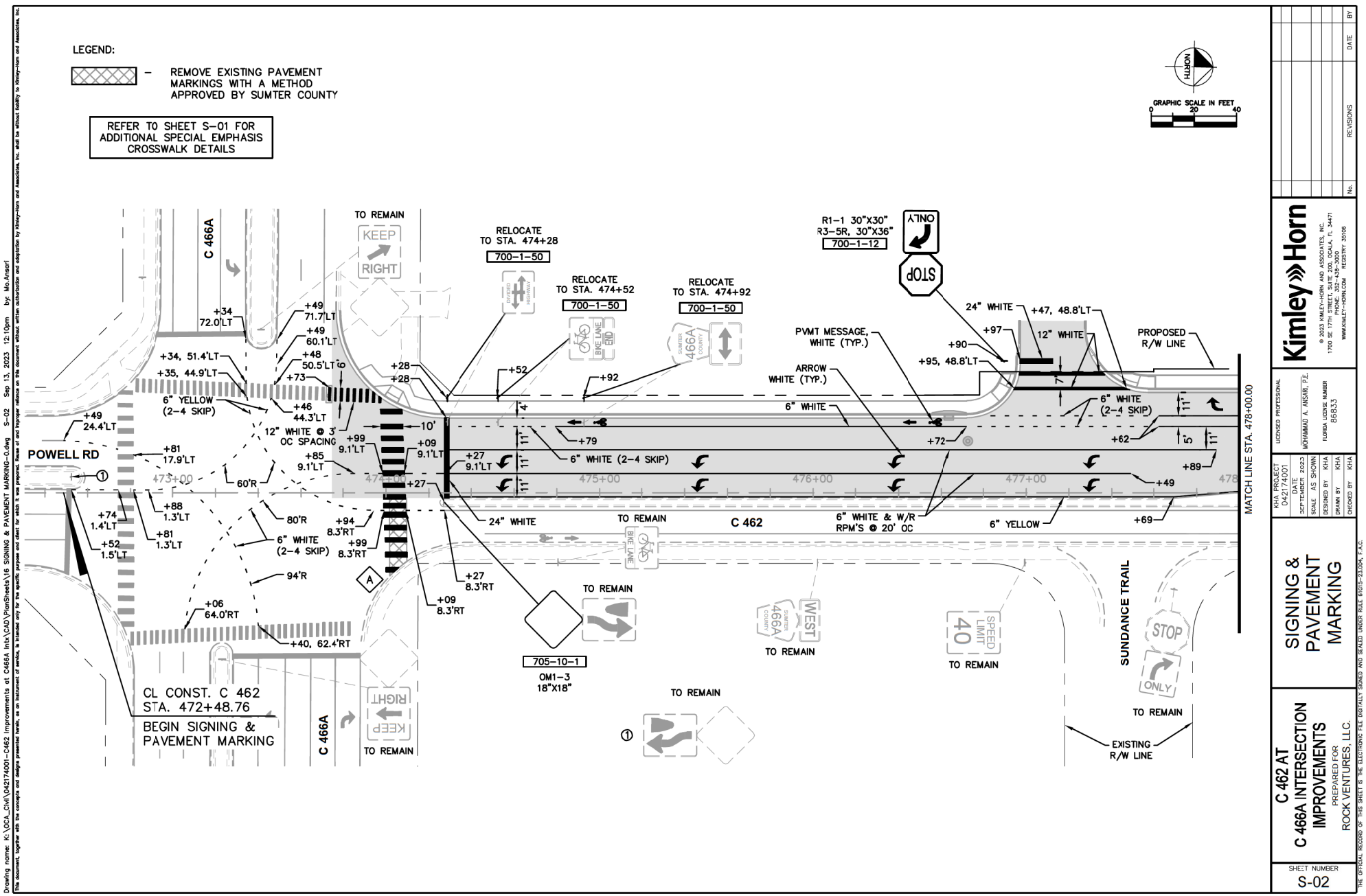

Drawing name: K:\OCA_Civil\042174001-C462 Improvements at C466A Intx\CAD\PlanSheets\16 SIGNING & PAVEMENT MARKING-0.dwg S-02 Sep 13, 2023 12:10pm by: MoAnsari

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KHA PROJECT
042174001
DATE
SEPTEMBER 2023
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

SIGNING & PAVEMENT MARKING

C 462 AT C 466A INTERSECTION IMPROVEMENTS

PREPARED FOR
ROCK VENTURES, LLC.

SHEET NUMBER
S-02

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Summary

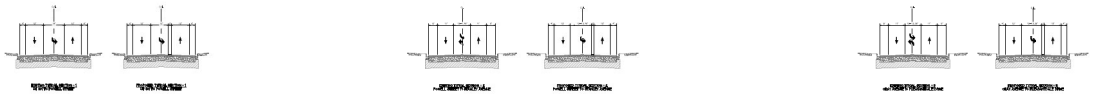
This corridor study identifies improvements along C 466A to improve traffic operations and circulation through a 2030 year and considering the development growth in the area. The main concepts that have been identified include:

- Re-designation of the lanes on C 466A at US 301 to include a left-turn lane and a shared left/ through/right-turn lane. This would allow for the heavy left-turn movement to utilize both lanes and reduce queueing and congestion on C 466A.
- Extension of the left-turn lane on C 466A at US 301 to provide for more queueing. This would require restriction of the traffic movements at Gamble Street to right-turn only.
- Signage on C 466A to encourage traffic northbound to US 301 to utilize N. Old Wire Road to alleviate some of the traffic demand at US 301.
- Adding an eastbound right-turn lane on C 466A at C 462/Powell Road.
- Implementing a traffic separator along C 466A to reduce conflicts along the roadway, improve safety, and improve traffic flow due to the reduced conflicting movements.

Preliminary cost estimates were developed for construction, survey and design, and construction engineering inspection. The planning level cost estimate for the project is $1.365 million.

Sumter County does not currently have funding allocated to improvements along C 466A. The information within the planning study, along with the input received from the public, will inform next steps and possible implementation.

CLEVELAND AVENUE (C466A) IMPROVEMENTS

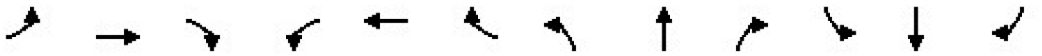


Appendix J:
2023 CMP Database

Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	ROAD NAME	FROM	TO	CONTEXT CLASSIFICATION	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR LOS
3533100	33	CR 466A	US 301/SR 35	CR 462/CR 139	C3C	D	20,507	11,009	0.54	C	1,011	C
35331101	29	CR 466A	CR 462/CR 139	CR 133 (NE 57TH DR)	C3C	D	34,587	26,646	0.77	C	1,710	C

Appendix K:
Buildout Synchro Printouts

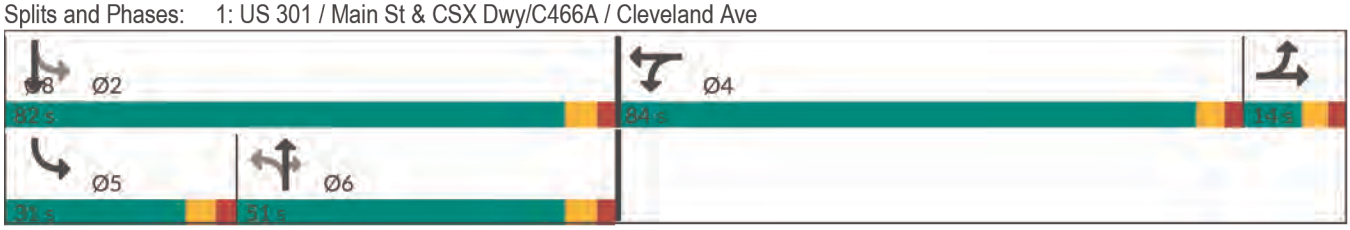


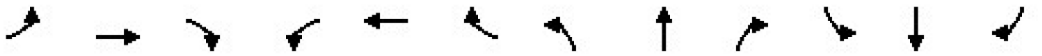
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Future Volume (vph)	1	0	3	463	0	184	5	886	385	202	1297	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		150	130		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.899			0.912				0.850			
Flt Protected		0.988		0.950	0.980		0.950			0.950		
Satd. Flow (prot)	0	1353	0	1649	1551	0	1289	3374	1524	1556	3372	0
Flt Permitted		0.988		0.950	0.980		0.192			0.133		
Satd. Flow (perm)	0	1353	0	1649	1551	0	261	3374	1524	218	3372	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98				153			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3848			391			328	
Travel Time (s)		1.7			87.5			7.6			6.4	
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
Heavy Vehicles (%)	0%	0%	33%	4%	0%	4%	40%	7%	6%	16%	7%	100%
Adj. Flow (vph)	1	0	3	487	0	194	5	933	405	213	1365	1
Shared Lane Traffic (%)				28%								
Lane Group Flow (vph)	0	4	0	351	330	0	5	933	405	213	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6		6	2		
Detector Phase	8	8		4	4		6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	14.0	14.0		35.0	35.0		34.6	34.6	34.6	13.5	25.6	
Total Split (s)	14.0	14.0		84.0	84.0		51.0	51.0	51.0	31.0	82.0	
Total Split (%)	7.8%	7.8%		46.7%	46.7%		28.3%	28.3%	28.3%	17.2%	45.6%	
Maximum Green (s)	8.0	8.0		78.0	78.0		44.4	44.4	44.4	24.5	75.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1	4.1	4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6	6.6	6.5	6.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)				22.0	22.0		21.0	21.0	21.0		12.0	
Pedestrian Calls (#/hr)				0	0		0	0	0		0	
Act Effct Green (s)		7.1		32.4	32.4		45.3	45.3	45.3	71.9	71.8	
Actuated g/C Ratio		0.06		0.27	0.27		0.38	0.38	0.38	0.60	0.60	
v/c Ratio		0.02		0.78	0.67		0.05	0.73	0.60	0.60	0.67	
Control Delay (s/veh)		0.3		53.6	34.1		34.0	38.2	25.0	25.3	20.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		0.3		53.6	34.1		34.0	38.2	25.0	25.3	20.1	
LOS		A		D	C		C	D	C	C	C	
Approach Delay (s/veh)		0.3			44.2			34.2			20.8	
Approach LOS		A			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 119.2			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 30.2		Intersection LOS: C	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	3	463	0	184	5	886	385	202	1297	1
Future Volume (veh/h)	1	0	3	463	0	184	5	886	385	202	1297	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1411	1841	1900	1841	1307	1796	1811	1663	1796	418
Adj Flow Rate, veh/h	1	0	3	341	205	194	5	933	405	213	1365	1
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, %	0	0	33	4	0	4	40	7	6	16	7	100
Cap, veh/h	3	0	9	486	249	235	135	1190	535	282	1830	1
Arrive On Green	0.01	0.00	0.01	0.28	0.28	0.28	0.35	0.35	0.35	0.11	0.52	0.52
Sat Flow, veh/h	414	0	1242	1753	898	849	278	3413	1535	1584	3500	3
Grp Volume(v), veh/h	4	0	0	341	0	399	5	933	405	213	666	700
Grp Sat Flow(s),veh/h/ln	1656	0	0	1753	0	1747	278	1706	1535	1584	1706	1796
Q Serve(g_s), s	0.2	0.0	0.0	16.9	0.0	20.7	1.4	23.7	22.5	7.9	29.5	29.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	16.9	0.0	20.7	14.0	23.7	22.5	7.9	29.5	29.5
Prop In Lane	0.25		0.75	1.00		0.49	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	12	0	0	486	0	484	135	1190	535	282	892	939
V/C Ratio(X)	0.33	0.00	0.00	0.70	0.00	0.82	0.04	0.78	0.76	0.76	0.75	0.75
Avail Cap(c_a), veh/h	137	0	0	1416	0	1411	166	1569	706	514	1332	1402
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	31.3	0.0	32.7	30.1	28.2	27.8	21.0	18.0	18.0
Incr Delay (d2), s/veh	14.8	0.0	0.0	1.9	0.0	3.6	0.1	2.0	3.4	4.1	1.3	1.2
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	0.1	0.0	0.0	7.2	0.0	9.0	0.1	9.6	8.4	3.0	10.9	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.5	0.0	0.0	33.2	0.0	36.3	30.2	30.1	31.2	25.1	19.3	19.2
LnGrp LOS	E			C		D	C	C	C	C	B	B
Approach Vol, veh/h		4			740			1343			1579	
Approach Delay, s/veh		62.5			34.9			30.5			20.0	
Approach LOS		E			C			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	57.1	32.8	16.8	40.3	6.7
Change Period (Y+Rc), s	6.6	6.0	6.5	6.6	6.0
Max Green Setting (Gmax), s	75.4	78.0	24.5	44.4	8.0
Max Q Clear Time (g_c+I1), s	31.5	22.7	9.9	25.7	2.2
Green Ext Time (p_c), s	12.8	4.1	0.5	8.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	26.9
HCM 7th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

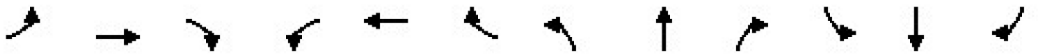
Intersection	
Int Delay, s/veh	1.5

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	5	6	551	57	4	70	643	4	35	0	36	5	0	5
Future Vol, veh/h	5	6	551	57	4	70	643	4	35	0	36	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	1	-	-	1	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	10	0	0	0	5	0	0	0	0	0	0	0
Mvmt Flow	5	6	580	60	4	74	677	4	37	0	38	5	0	5

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	681	681	0	0	640	640	0	0	1127	1470	320	1148	1498	341
Stage 1	-	-	-	-	-	-	-	-	633	633	-	835	835	-
Stage 2	-	-	-	-	-	-	-	-	494	837	-	313	663	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	539	921	-	-	572	954	-	-	162	129	682	156	124	661
Stage 1	-	-	-	-	-	-	-	-	439	476	-	333	386	-
Stage 2	-	-	-	-	-	-	-	-	531	385	-	678	462	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	693	693	-	-	916	916	-	-	151	121	682	139	116	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	278	238	-	240	223	-
Stage 1	-	-	-	-	-	-	-	-	436	473	-	315	366	-
Stage 2	-	-	-	-	-	-	-	-	499	365	-	635	458	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.18	0.95	16.13	15.54
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	398	693	-	-	916	-	-	352
HCM Lane V/C Ratio	0.188	0.017	-	-	0.085	-	-	0.03
HCM Control Delay (s/veh)	16.1	10.3	-	-	9.3	-	-	15.5
HCM Lane LOS	C	B	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.3	-	-	0.1

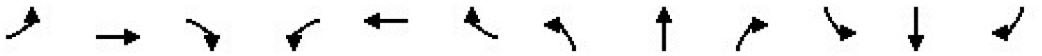


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Future Volume (vph)	91	408	130	191	558	239	157	222	174	386	302	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		250
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3312	1495	3400	3438	1429	3400	1776	1583	3367	1845	1509
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1656	3312	1495	3400	3438	1429	3400	1776	1583	3367	1845	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			252			183			128
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			685			589			435	
Travel Time (s)		32.7			10.4			11.5			7.4	
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
Heavy Vehicles (%)	9%	9%	8%	3%	5%	13%	3%	7%	2%	4%	3%	7%
Adj. Flow (vph)	96	429	137	201	587	252	165	234	183	406	318	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	429	137	201	587	252	165	234	183	406	318	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	50.5
Total Split (s)	17.0	49.3	49.3	21.0	53.3	53.3	18.2	42.7	42.7	27.0	51.5	51.5
Total Split (%)	12.1%	35.2%	35.2%	15.0%	38.1%	38.1%	13.0%	30.5%	30.5%	19.3%	36.8%	36.8%
Maximum Green (s)	11.0	43.1	43.1	14.0	46.2	46.2	11.9	36.0	36.0	20.0	45.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	2.5
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.7	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	Max	Max	None	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	37.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.8	28.2	28.2	12.3	29.9	29.9	11.6	51.0	51.0	21.5	61.8	61.8
Actuated g/C Ratio	0.08	0.20	0.20	0.09	0.21	0.21	0.08	0.36	0.36	0.15	0.44	0.44
v/c Ratio	0.75	0.64	0.31	0.67	0.80	0.50	0.59	0.36	0.26	0.79	0.39	0.11
Control Delay (s/veh)	96.3	55.7	3.9	73.2	60.8	8.4	70.3	36.8	5.9	68.2	29.7	0.8
Queue Delay	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 Delay (s/veh)	96.3	55.7	3.9	73.2	60.8	8.4	70.3	36.8	5.9	68.2	29.7	0.8
LOS	F	E	A	E	E	A	E	D	A	E	C	A
Approach Delay (s/veh)		50.8			50.5			36.6			46.3	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 46.9		Intersection LOS: D	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	408	130	191	558	239	157	222	174	386	302	74
Future Volume (veh/h)	91	408	130	191	558	239	157	222	174	386	302	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1781	1856	1826	1707	1856	1796	1870	1841	1856	1796
Adj Flow Rate, veh/h	96	429	137	201	587	252	165	234	183	406	318	78
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, %	9	9	8	3	5	13	3	7	2	4	3	7
Cap, veh/h	117	1136	511	250	1210	505	244	462	408	452	601	493
Arrive On Green	0.07	0.34	0.34	0.07	0.35	0.35	0.07	0.26	0.26	0.13	0.32	0.32
Sat Flow, veh/h	1682	3357	1510	3428	3469	1447	3428	1796	1585	3401	1856	1522
Grp Volume(v), veh/h	96	429	137	201	587	252	165	234	183	406	318	78
Grp Sat Flow(s),veh/h/ln	1682	1678	1510	1714	1735	1447	1714	1796	1585	1700	1856	1522
Q Serve(g_s), s	7.9	13.6	9.2	8.1	18.6	19.2	6.6	15.6	13.6	16.5	19.6	5.1
Cycle Q Clear(g_c), s	7.9	13.6	9.2	8.1	18.6	19.2	6.6	15.6	13.6	16.5	19.6	5.1
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	117	1136	511	250	1210	505	244	462	408	452	601	493
V/C Ratio(X)	0.82	0.38	0.27	0.80	0.49	0.50	0.67	0.51	0.45	0.90	0.53	0.16
Avail Cap(c_a), veh/h	132	1136	511	343	1210	505	291	462	408	486	601	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	64.2	35.1	33.7	63.9	35.7	36.0	63.4	44.4	43.7	59.8	38.6	33.7
Incr Delay (d2), s/veh	28.4	1.0	1.3	6.6	1.4	3.5	3.0	3.9	3.5	17.6	3.3	0.7
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(50%),veh/ln	4.3	5.7	3.6	3.7	7.9	7.2	3.0	7.4	5.7	8.1	9.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.6	36.1	35.0	70.5	37.1	39.5	66.5	48.3	47.2	77.4	41.9	34.4
LnGrp LOS	F	D	C	E	D	D	E	D	D	E	D	C
Approach Vol, veh/h		662			1040			582			802	
Approach Delay, s/veh		44.1			44.1			53.1			59.2	
Approach LOS		D			D			D			E	

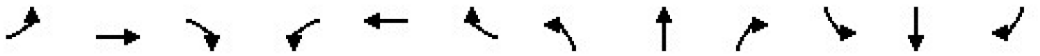
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	55.9	25.6	42.7	17.2	54.5	16.3	52.0
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	11.0	* 46	20.0	36.0	14.0	* 43	11.9	* 45
Max Q Clear Time (g_c+I1), s	9.9	21.2	18.5	17.6	10.1	15.6	8.6	21.6
Green Ext Time (p_c), s	0.0	2.8	0.2	1.1	0.1	2.1	0.1	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	49.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

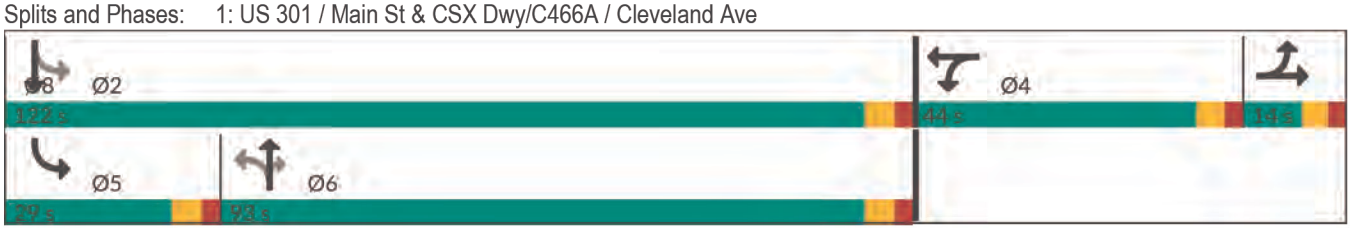


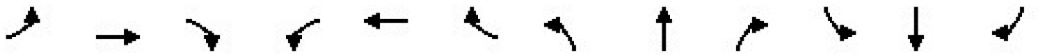
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Future Volume (vph)	1	0	4	477	0	199	6	1151	427	236	957	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	630		0	110		150	130		0
Storage Lanes	0		0	1		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.892			0.909				0.850			
Flt Protected		0.990		0.950	0.981		0.950			0.950		
Satd. Flow (prot)	0	1678	0	1618	1452	0	1805	3343	1495	1583	3312	0
Flt Permitted		0.990		0.950	0.981		0.284			0.076		
Satd. Flow (perm)	0	1678	0	1618	1452	0	540	3343	1495	127	3312	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			98				189			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		75			3828			391			328	
Travel Time (s)		1.7			87.0			7.6			6.4	
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
Heavy Vehicles (%)	0%	0%	0%	6%	0%	14%	0%	8%	8%	14%	9%	0%
Adj. Flow (vph)	1	0	4	502	0	209	6	1212	449	248	1007	1
Shared Lane Traffic (%)				27%								
Lane Group Flow (vph)	0	5	0	366	345	0	6	1212	449	248	1008	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA	Perm	pm+pt	NA	
Protected Phases	8	8		4	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6		6	2		
Detector Phase	8	8		4	4		6	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0	15.0	7.0	15.0	
Minimum Split (s)	14.0	14.0		35.0	35.0		34.6	34.6	34.6	13.5	25.6	
Total Split (s)	14.0	14.0		44.0	44.0		93.0	93.0	93.0	29.0	122.0	
Total Split (%)	7.8%	7.8%		24.4%	24.4%		51.7%	51.7%	51.7%	16.1%	67.8%	
Maximum Green (s)	8.0	8.0		38.0	38.0		86.4	86.4	86.4	22.5	115.4	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1	4.1	4.0	4.1	
All-Red Time (s)	2.3	2.3		2.3	2.3		2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0		6.0	6.0		6.6	6.6	6.6	6.5	6.6	
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		Min	Min	Min	None	Min	
Walk Time (s)				7.0	7.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)				22.0	22.0		21.0	21.0	21.0		12.0	
Pedestrian Calls (#/hr)				0	0		0	0	0		0	
Act Effct Green (s)		7.1		38.7	38.7		64.4	64.4	64.4	93.1	93.0	
Actuated g/C Ratio		0.05		0.26	0.26		0.44	0.44	0.44	0.64	0.63	
v/c Ratio		0.03		0.86	0.76		0.03	0.83	0.59	0.83	0.48	
Control Delay (s/veh)		0.4		73.0	49.2		23.5	41.3	20.1	59.8	14.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		0.4		73.0	49.2		23.5	41.3	20.1	59.8	14.9	
LOS		A		E	D		C	D	C	E	B	
Approach Delay (s/veh)		0.4			61.5			35.5			23.7	
Approach LOS		A			E			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 146.6			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 36.5		Intersection LOS: D	
Intersection Capacity Utilization 86.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: US 301 / Main St & CSX Dwy/C466A / Cleveland Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	4	477	0	199	6	1151	427	236	957	1
Future Volume (veh/h)	1	0	4	477	0	199	6	1151	427	236	957	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1900	1693	1900	1781	1781	1693	1767	1900
Adj Flow Rate, veh/h	1	0	4	356	205	209	6	1212	449	248	1007	1
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, %	0	0	0	6	0	14	0	8	8	14	9	0
Cap, veh/h	3	0	12	444	222	226	298	1477	659	272	2062	2
Arrive On Green	0.01	0.00	0.01	0.26	0.26	0.26	0.44	0.44	0.44	0.12	0.60	0.60
Sat Flow, veh/h	329	0	1317	1725	862	879	568	3385	1510	1612	3441	3
Grp Volume(v), veh/h	5	0	0	356	0	414	6	1212	449	248	491	517
Grp Sat Flow(s),veh/h/ln	1646	0	0	1725	0	1742	568	1692	1510	1612	1678	1766
Q Serve(g_s), s	0.4	0.0	0.0	26.7	0.0	32.0	0.8	43.4	32.9	13.6	22.9	22.9
Cycle Q Clear(g_c), s	0.4	0.0	0.0	26.7	0.0	32.0	1.2	43.4	32.9	13.6	22.9	22.9
Prop In Lane	0.20		0.80	1.00		0.50	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	15	0	0	444	0	448	298	1477	659	272	1006	1058
V/C Ratio(X)	0.34	0.00	0.00	0.80	0.00	0.92	0.02	0.82	0.68	0.91	0.49	0.49
Avail Cap(c_a), veh/h	95	0	0	475	0	480	406	2119	945	348	1403	1477
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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.0	0.0	0.0	48.0	0.0	50.0	22.4	34.1	31.2	35.9	15.7	15.7
Incr Delay (d2), s/veh	13.4	0.0	0.0	9.1	0.0	23.0	0.0	1.8	1.3	23.7	0.4	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	0.2	0.0	0.0	12.6	0.0	16.8	0.1	17.8	12.0	10.2	8.6	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0	57.1	0.0	73.0	22.4	35.9	32.4	59.6	16.0	16.0
LnGrp LOS	F			E		E	C	D	C	E	B	B
Approach Vol, veh/h		5			770			1667			1256	
Approach Delay, s/veh		81.3			65.6			34.9			24.6	
Approach LOS		F			E			C			C	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	89.3	41.5	22.5	66.8	7.2
Change Period (Y+Rc), s	6.6	6.0	6.5	6.6	6.0
Max Green Setting (Gmax), s	115.4	38.0	22.5	86.4	8.0
Max Q Clear Time (g_c+I1), s	24.9	34.0	15.6	45.4	2.4
Green Ext Time (p_c), s	8.1	1.5	0.4	14.8	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	37.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

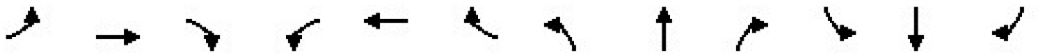
Intersection	
Int Delay, s/veh	4.9

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	20	3	604	42	13	51	728	6	65	0	74	6	0	6
Future Vol, veh/h	20	3	604	42	13	51	728	6	65	0	74	6	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	180	-	-	-	290	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	7	0	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	21	3	636	44	14	54	766	6	68	0	78	6	0	6

Major/Minor	Major1				Major2				Minor1			Minor2		
Conflicting Flow All	773	773	0	0	680	680	0	0	1224	1614	340	1271	1633	386
Stage 1	-	-	-	-	-	-	-	-	706	706	-	904	904	-
Stage 2	-	-	-	-	-	-	-	-	518	907	-	366	728	-
Critical Hdwy	6.4	4.1	-	-	6.4	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
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	2.5	2.2	-	-	2.5	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	471	852	-	-	539	922	-	-	137	105	662	127	102	618
Stage 1	-	-	-	-	-	-	-	-	397	441	-	302	358	-
Stage 2	-	-	-	-	-	-	-	-	514	357	-	631	431	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	496	496	-	-	774	774	-	-	127	98	662	105	96	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	127	98	-	105	96	-
Stage 1	-	-	-	-	-	-	-	-	390	433	-	288	341	-
Stage 2	-	-	-	-	-	-	-	-	484	340	-	547	423	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.43	0.81	47.53	26.63
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	223	496	-	-	774	-	-	179
HCM Lane V/C Ratio	0.657	0.049	-	-	0.087	-	-	0.071
HCM Control Delay (s/veh)	47.5	12.6	-	-	10.1	-	-	26.6
HCM Lane LOS	E	B	-	-	B	-	-	D
HCM 95th %tile Q(veh)	4	0.2	-	-	0.3	-	-	0.2

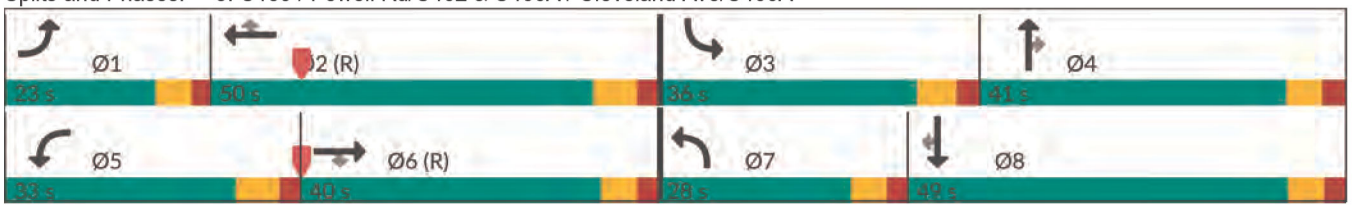


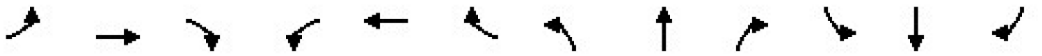
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Future Volume (vph)	100	427	124	286	451	322	265	319	237	332	265	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		250	525		355	350		0	315		0
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	3471	1553	3502	3343	1538	3433	1792	1599	3433	1863	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	3471	1553	3502	3343	1538	3433	1792	1599	3433	1863	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			218			339			249			170
Link Speed (mph)		35			45			35			40	
Link Distance (ft)		1679			685			636			435	
Travel Time (s)		32.7			10.4			12.4			7.4	
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
Heavy Vehicles (%)	10%	4%	4%	0%	8%	5%	2%	6%	1%	2%	2%	4%
Adj. Flow (vph)	105	449	131	301	475	339	279	336	249	349	279	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	449	131	301	475	339	279	336	249	349	279	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.0	48.2	48.2	17.0	53.1	53.1	16.3	42.7	42.7	17.0	50.5	50.5
Total Split (s)	23.0	40.0	40.0	33.0	50.0	50.0	28.0	41.0	41.0	36.0	49.0	49.0
Total Split (%)	15.3%	26.7%	26.7%	22.0%	33.3%	33.3%	18.7%	27.3%	27.3%	24.0%	32.7%	32.7%
Maximum Green (s)	17.0	33.8	33.8	26.0	42.9	42.9	21.7	34.3	34.3	29.0	42.5	42.5
Yellow Time (s)	4.0	4.0	4.0	4.8	4.8	4.8	4.0	4.0	4.0	4.4	4.0	4.0
All-Red Time (s)	2.0	2.2	2.2	2.2	2.3	2.3	2.3	2.7	2.7	2.6	2.5	2.5
Lost Time Adjust (s)	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 Lost Time (s)	6.0	6.2	6.2	7.0	7.1	7.1	6.3	6.7	6.7	7.0	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		35.0	35.0		39.0	39.0		29.0	29.0		37.0	37.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.3	50.8	50.8	18.2	54.7	54.7	17.4	33.7	33.7	20.5	37.6	37.6
Actuated g/C Ratio	0.10	0.34	0.34	0.12	0.36	0.36	0.12	0.22	0.22	0.14	0.25	0.25
v/c Ratio	0.67	0.38	0.20	0.71	0.39	0.44	0.70	0.84	0.45	0.74	0.60	0.29
Control Delay (s/veh)	86.0	41.6	0.7	72.7	38.9	5.9	73.2	73.3	7.5	72.1	54.3	5.1
Queue Delay	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 Delay (s/veh)	86.0	41.6	0.7	72.7	38.9	5.9	73.2	73.3	7.5	72.1	54.3	5.1
LOS	F	D	A	E	D	A	E	E	A	E	D	A
Approach Delay (s/veh)		40.6			38.0			54.3			52.7	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 45.9		Intersection LOS: D	
Intersection Capacity Utilization 73.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: C139 / Powell Rd/C462 & C466A / Cleveland Ave/C466A





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	427	124	286	451	322	265	319	237	332	265	144
Future Volume (veh/h)	100	427	124	286	451	322	265	319	237	332	265	144
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1752	1841	1841	1900	1781	1826	1870	1811	1885	1870	1870	1841
Adj Flow Rate, veh/h	105	449	131	301	475	339	279	336	249	349	279	152
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, %	10	4	4	0	8	5	2	6	1	2	2	4
Cap, veh/h	125	1363	608	360	1435	656	334	369	325	410	431	360
Arrive On Green	0.08	0.39	0.39	0.10	0.42	0.42	0.10	0.20	0.20	0.12	0.23	0.23
Sat Flow, veh/h	1668	3497	1560	3510	3385	1547	3456	1811	1598	3456	1870	1560
Grp Volume(v), veh/h	105	449	131	301	475	339	279	336	249	349	279	152
Grp Sat Flow(s),veh/h/ln	1668	1749	1560	1755	1692	1547	1728	1811	1598	1728	1870	1560
Q Serve(g_s), s	9.3	13.5	8.4	12.6	14.1	24.2	11.9	27.2	22.1	14.9	20.2	12.5
Cycle Q Clear(g_c), s	9.3	13.5	8.4	12.6	14.1	24.2	11.9	27.2	22.1	14.9	20.2	12.5
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	125	1363	608	360	1435	656	334	369	325	410	431	360
V/C Ratio(X)	0.84	0.33	0.22	0.84	0.33	0.52	0.84	0.91	0.77	0.85	0.65	0.42
Avail Cap(c_a), veh/h	189	1363	608	608	1435	656	500	414	365	668	530	442
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	68.5	32.0	30.5	66.1	29.0	31.9	66.6	58.4	56.3	64.8	52.2	49.2
Incr Delay (d2), s/veh	18.0	0.6	0.8	5.2	0.6	2.9	7.7	22.5	8.4	5.8	1.9	0.8
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	4.6	5.9	3.3	5.8	5.8	9.5	5.6	14.7	9.6	6.8	9.6	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.4	32.7	31.3	71.2	29.6	34.8	74.3	80.9	64.7	70.6	54.1	50.0
LnGrp LOS	F	C	C	E	C	C	E	F	E	E	D	D
Approach Vol, veh/h		685			1115			864			780	
Approach Delay, s/veh		40.7			42.4			74.1			60.7	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	70.7	24.8	37.2	22.4	65.6	20.8	41.3
Change Period (Y+Rc), s	6.0	* 7.1	7.0	6.7	7.0	* 7.1	6.3	* 6.7
Max Green Setting (Gmax), s	17.0	* 43	29.0	34.3	26.0	* 34	21.7	* 43
Max Q Clear Time (g_c+I1), s	11.3	26.2	16.9	29.2	14.6	15.5	13.9	22.2
Green Ext Time (p_c), s	0.1	3.7	1.0	1.3	0.8	3.1	0.6	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	54.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Appendix L:
Volume Development Spreadsheet

2028 AM Future Turning Movement Volume Development

AM	Intersection		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	CR 466A at US 301	Raw Vol	5	815	245	135	1183	1	1	0	3	315	0	139
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	5	815	245	135	1183	1	1	0	3	315	0	139
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	65	20	11	95	0	0	0	0	25	0	11
		Vested Trips	0	6	92	40	19	0	0	0	0	110	0	27
		Future Background	5	886	357	186	1297	1	1	0	3	450	0	177
		Project Trips	0	0	28	16	0	0	0	0	0	13	0	7
		Future Total	5	886	385	202	1297	1	1	0	3	463	0	184
2	CR 466A at Project Access Dwy	Raw Vol	1	0	0	5	0	5	6	383	0	1	487	4
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	1	0	0	5	0	5	6	383	0	1	487	4
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	0	0	0	0	0	0	31	0	0	39	0
		Vested Trips	0	0	0	0	0	0	5	148	0	4	130	0
		Future Background	1	0	0	5	0	5	11	562	0	5	656	4
		Pass-by Trips - Commercial	out		out					in	in	in	in	
			53%		45%					-45%	45%	53%	-53%	
			13	0	11	0	0	0	0	-11	11	13	-13	0
		New Site Trips - Residential/Commercial	out		out						in	in		
			45%		55%						45%	55%		
			21	0	25	0	0	0	0	0	46	56	0	0
		Future Total	35	0	36	5	0	5	11	551	57	74	643	4
3	CR 466A at CR 139 / CR 462	Raw Vol	76	181	161	196	225	60	58	280	75	177	359	156
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	76	181	161	196	225	60	58	280	75	177	359	156
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	6	14	13	16	18	5	5	22	6	14	29	12
		Vested Trips	57	27	0	174	59	7	27	90	41	0	134	71
		Future Background	139	222	174	386	302	72	90	392	122	191	522	239
		Project Trips	18	0	0	0	0	2	1	16	8	0	36	0
		Future Total	157	222	174	386	302	74	91	408	130	191	558	239

2028 PM Future Turning Movement Volume Development

PM	Intersection		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	CR 466A at US 301	Raw Vol	6	1045	274	175	874	1	1	0	4	325	0	125
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	6	1045	274	175	874	1	1	0	4	325	0	125
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	84	22	14	70	0	0	0	0	26	0	10
		Vested Trips	0	22	112	36	13	0	0	0	0	94	0	46
		Future Background	6	1151	408	225	957	1	1	0	4	445	0	181
		Project Trips	0	0	19	11	0	0	0	0	0	32	0	18
		Future Total	6	1151	427	236	957	1	1	0	4	477	0	199
2	CR 466A at Project Access Dwy	Raw Vol	0	0	1	6	0	6	3	442	1	0	522	6
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	0	0	1	6	0	6	3	442	1	0	522	6
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	0	0	0	0	0	0	0	35	0	0	42	0
		Vested Trips	0	0	0	0	0	0	20	137	0	13	178	0
		Future Background	0	0	1	6	0	6	23	614	1	13	742	6
		Pass-by Trips - Commercial	out		out					in	in	in	in	
			53%		43%					-43%	43%	53%	-53%	
			14	0	10	0	0	0	0	-10	10	14	-14	0
		New Site Trips - Residential/Commercial	out		out						in	in		
			45%		55%						45%	55%		
			51	0	63	0	0	0	0	0	31	37	0	0
		Future Total	65	0	74	6	0	6	23	604	42	64	728	6
3	CR 466A at CR 139 / CR 462	Raw Vol	171	263	219	164	189	114	73	293	71	265	240	198
		Seasonal Factor	1	1	1	1	1	1	1	1	1	1	1	1
		Adjusted Volume	171	263	219	164	189	114	73	293	71	265	240	198
		Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
		Growth Volume	14	21	18	13	15	9	6	23	6	21	19	16
		Vested Trips	68	35	0	155	61	20	19	71	26	0	168	108
		Future Background	253	319	237	332	265	143	98	387	103	286	427	322
		Project Trips	12	0	0	0	0	1	2	40	21	0	24	0
		Future Total	265	319	237	332	265	144	100	427	124	286	451	322

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RZ 2403-001 Wildwood Micro Hospital - CONTINUE TO A DATE CERTAIN OF SEPTEMBER 9, 2024 @ 7:00 PM, 100 N. MAIN ST., WILDWOOD, FL, 34785 PER APPLICANT'S REQUEST**

REQUESTED ACTION: Staff recommends approval

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	2403-001 Wildwood Micro-Hospital
ORDINANCE NUMBER	O2024-50
APPLICANTS	Rebecca Wilson w/ Lowndes Law
OWNER	Deborah L Farkus (TTEE)
PROPERTY LOCATION	The property is generally located at 4424 N US 301, Wildwood, FL 34785; approximately one (1) mile south of the intersection of S. Main Street and the Florida's Turnpike (Wildwood Exit 304)
PARCEL NUMBER	G19-003
DATE	August 16, 2024

The applicant is seeking approval from the City of Wildwood City Commission to change the zoning designation from M-1 (City) to C-3 (City) for the parcels listed above on 44.0 acres MOL. This request is accompanied by a small-scale comprehensive plan amendment request CP 2403-001 (O2024-49).

ANALYSIS: The applicant is proposing a Micro Hospital Development for the eastern portion of the 44-acre property, adjacent to US 301. The two-story structure will include a main entrance with canopy as well as an ambulance-only driveway loop with canopy. Phase I will be approximately 33,000 square feet, to include 8 initial overnight beds, treatment rooms, diagnostics, labs, etc. The 37,000 sq ft Phase II expansion will include an additional 22 beds, for a total of 30 beds, and will be constructed off the west face of the Phase I hospital building.

Pursuant to Land Development Regulation (LDR) § 3.3(C)(4), the applicant believes the zoning change to C-3 should be granted based on the following criteria:

(a) Whether the proposed change is consistent with the comprehensive plan;
The applicant has submitted adequate justification to the City of Wildwood for the proposed request to change the zoning designation from M-1 (City) to C-3 (City). The proposed rezoning

to C-3 is consistent with the proposed future land use designation of Commercial and the intent of the Comprehensive Plan as stated in FLU Policy 1.1.4. The proposed development of the site is as a micro-hospital/medical office complex; however, the *hospital* use is the subject of a Special Exception request. The micro-hospital will contain 30 overnight beds total, eight of which are slotted for construction during Phase I, with the remaining to be constructed during Phase II. The adjoining medical office is expected to also be constructed during Phase I but is not subject to the special exception request.

(b) The existing land use pattern of the surrounding area;

The proposed rezoning to C-3 would be compatible with the existing larger parcel and the existing character of the neighborhood:

FLU Policy 1.1.1(c) outlines standards for commercial development which limits intensity of a FAR of 0.5.

FLU Policy 1.2.1 states that 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. The subject site is located within an area of existing development where public infrastructure, services and utilities are already present.

The proposed zoning change would assist in meeting commercial/institutional needs and would result in a logical development pattern. The hospital development is proposed for the eastern portion of the 44-acre property, adjacent to US 301. The two-story structure will include a main entrance with canopy as well as an ambulance-only driveway loop with canopy. Phase I will be approximately 33,000 square feet, to include 8 initial overnight beds, treatment rooms, diagnostics, labs, etc. The 37,000 sq ft Phase II expansion will include an additional 22 beds, for a total of 30 beds, and will be constructed off the west face of the Phase I hospital building.

The applicant stated that the subject property is located approximately one mile south of the intersection of South Main Street and the Florida's Turnpike. Within this one mile stretch, the majority of parcels located along the west side of US 301 have a zoning designation of C-3.

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

Transportation: A Transportation Impact Analysis (TIA) was conducted by Traffic & Mobility Consultants in June 2024. On July 17, 2024, the applicant received an accepted TIA by Sumter County's Public Works department.The 44-acre site is located west of US 301 and across from Marsh Bend Trail. Access to the property will be provided via one (1) right-in/right-out and one (1) full access driveway on US 301. The trip generation analysis indicates that the proposed development is projected to generate 670 daily trips, of which 54 are AM peak hour and 51 trips occur during the PM peak hour.

A review of the capacity analysis reveals that the roadway segment that abuts the development is projected to operate at **below** its adopted LOS at buildout of the development.

The intersection of US 301 and Turnpike is operating at below overall LOS standard in existing condition. With the plan of implementing Directional Diamond Interchange (DDI), it is expected

that the intersection would operate at adequate LOS.

A future roadway improvement is planned to widen US 301 to four (4) lanes between CR 525E and Florida's Turnpike and the additional capacity from the widening could address the impact of the projected traffic.

Potable Water & Sewer: *City sewer is not yet available to the subject site. The applicant/developer will work with City utilities at the site plan stage for future sewer line extension in the development to connect to both City water and sewer*.

There is a 12-inch water line on the east of US 301/South Main street along the property. The applicant has indicated that potable water is available for connection from a water main on the east side of U.S. 301. Sanitary Sewer is not yet available in the area. A 16-inch Sanitary Sewer force main is proposed to be extended along U.S. 301 as part of a future residential project, which would provide for a connection for the subject site. However, no timeline for the residential project's approval or force main extension is available at the time of this application. The applicant will be required to make such connections to make the proposal viable.

Schools: *The commercial development will not generate any school-age children.*

(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. The site currently contains one single-family homesite, both improved and natural pastureland, and ponds/sawgrass marsh. Uses surrounding the site include vacant lands to the north and west, an Action Sports Complex to the south and residential to the east (across N. U.S. 301).

In accordance with policies 1.2.5 and 1.2.8 of Objective 1.2- Sustainable Growth, the proposed development contributes to the existing (and increasing) diversity of uses in Wildwood and the economic opportunities Objective 1.2 strives to achieve. The area has begun to see development, most notably the Age-restricted Development (the Village of DeLuna, an ARD in excess of 1,800 lots) across N. U.S. 301. The site is located near several residential and commercial establishments and is within both the ISBA and the City's CRA. Its proximity to these uses and location within the ISBA and CRA allows the project to develop without adding to the effects of sprawl, which is directly addressed within Objective 1.2

The rezoning is necessary to establish an adequate zoning designation. The Special Exception Use will allow the proposed permitted land use of Hospital within the C-3 Zoning District and reconciles the proposed operation at the site.

The proposed development is consistent with the goals outlined in the CRA's Chapter 5 – Redevelopment Goals and Objectives, particularly:

- Improve the overall quality of life in the Redevelopment Area
- Improve the economic viability of the Redevelopment Area

Several objectives are also met by the proposed development, specifically:

- Utilize existing vacant land as an opportunity for redevelopment

- Improve the overall physical image of the CRA

Overall, the healthcare access and economic benefits created by the proposed development are consistent with the City's CRA.

(e) Whether the proposed change will create or excessively increase traffic congestion or otherwise be a detriment to public safety;
A trip generation analysis was conducted on the maximum development potential and the results of the analysis indicate that the proposed amendment's impact results in lesser impact than if the site were to be developed under the current zoning entitlements.

Dimensional Standards

Existing Zoning	Max. FAR	Max. Intensity	Proposed Zoning	Max. FAR	Max. Intensity	Difference
M-1	0.6 FAR	1,187,125 SF	C-3	0.5 FAR	989,271 SF	-197,854 SF

Note: Per Section 3.9 (E) (10) ii of the LDR, the site shall utilize the lot requirement for the M-1 zoning district.

The differences in maximum intensity between the Future Land Use districts are minimal. Both districts allow for an intensity of 0.5 FAR or a maximum impervious surface ratio (ISR), whichever is less. The proposed Future Land Use designation would allow a maximum of 75% ISR or 989,271 sq ft of development, whichever is less.

(f) Whether the proposed change will be a deterrent to the improvement of development of adjacent property;

ZONING DESIGNATION OF SURROUNDING PROPERTIES

Parcel	Future Land Use	Zoning	Existing Use
North	Industrial	M-1	Vacant
West	MDR	R-3	Vacant
South	Industrial / MDR	M-1 / R-3	Future FDOT Retention / Action Sports Complex
East (across N. U.S. 301)	Industrial / ARD	M-1 / ARD	Single-family homesite / Age Restricted Community (The Village of DeLuna)

Conclusion:
Staff recommends approval in that the proposal has been accounted within the infill development projects included in the wastewater capacity analysis.

The proposed zoning change is consistent with the City's 2050 Comprehensive Plan and Land Development Regulation (LDR) § 3.3(C)(4), as it addresses the following:

In accordance with **Policy 2.1.1**.,the proposed land use, in the context of the surrounding development, adds to the mixed-use development pattern and provides opportunities for new jobs and services.

Policy 4.2.3 indicates that 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.

Policy 4.1.12 states that the City will use its land development regulations and development review process to: (a) promote zoning and development consistent with the City' Future Land Use Map Series and (b) require new development to offset impacts on the public utilities systems.

Policy 8.2.1 highlights that the City shall use the development approval process to ensure coordination of the level of service standards in the area of proposed development. Such development will not be approved until public facilities in the proposed area meet or exceed the level of service standards.

As per **LDR 7.1(B)**, no final development order shall be granted for a proposed development until there is a finding that public facilities and services included in this Chapter have sufficient capacity at or above their adopted LOS to accommodate the impacts of the development. If the rezoning is approved, the applicant will be required to submit proceed with the Special Exception Use to establish the Hospital as a permitted use under C-3. The site plan would be expected to meet the requirements established in the City's Land Development Regulations in accordance to the C-3 Zoning District for required LOS and the Design District Standards and the terms of the proposed Special Exception (SE) if this ordinance is approved and subsequently the SE is granted.

Final Recommendations: The applicant will be required to make utility connections to make the proposal viable.

It's recommended that the applicant enters into a Developer's Agreement to secure capacity as staff is not able to confirm the availability of wastewater capacity as it refers to the timing of more developments coming into the City.

Additionally, since the comprehensive plan takes into account the maximum allowable density or intensity, which is 0.50 FAR or 989,271 square feet of gross floor area within the C-3 Zoning District, it's recommended that the applicant enters into a Planned Development Agreement outlining proposed permitted uses and maximum buildout of the proposal.

The Planning and Zoning Board/Special Magistrate recommends approval of Ordinance O2024-50 to be forwarded to the City Commission with the condition that the developer enters into a Developer's Agreement and Planned Development Agreement as necessary to narrow down proposal. This is the second and final hearing for Ordinance O2024-50.

DATED: 8/16/2024

Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-50

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 G19-003
Deborah L. Farkus as Trustee of the Deborah L. Farkus Revocable Living Trust
44.0 +/-

LEGAL DESCRIPTION:

PARCEL 1:

THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LESS THE SOUTH 260.10 FEET THEREOF, AND LESS ROAD RIGHT-OF-WAY FOR U.S. HIGHWAY NO. 301;

AND

PARCEL 1A:

BEGIN AT THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 19, TOWNSHIP 19, SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN SOUTH TO SOUTHEAST CORNER OF SAID PARCEL; THENCE WEST TO SOUTHWEST CORNER OF SAID PARCEL; THENCE ON A DIAGONAL LINE TO THE POINT OF BEGINNING, LESS THE SOUTH 260.10 FEET THEREOF.

This property is to be reclassified from M-1 (City) to C-3 (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

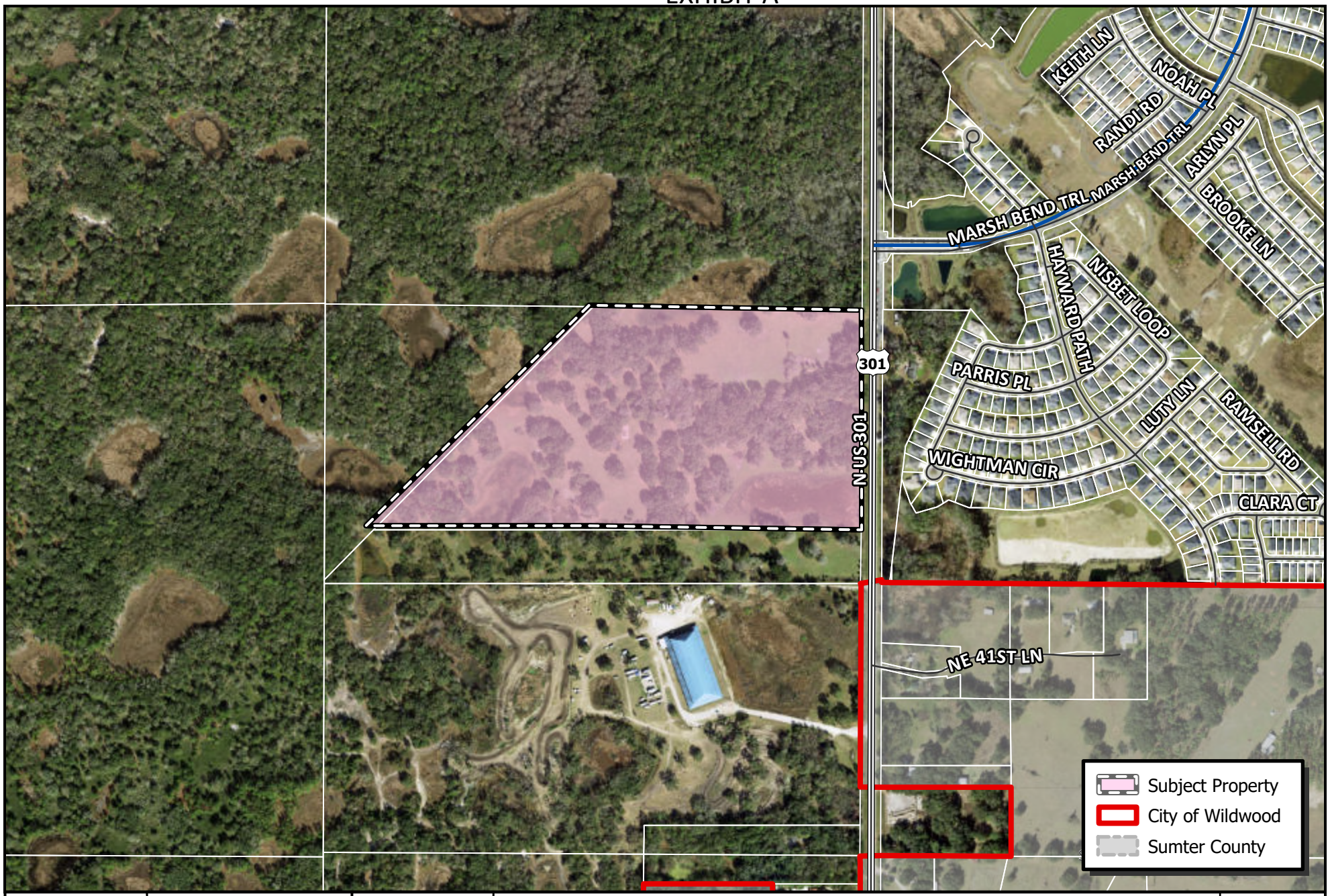
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

EXHIBIT A



WILDWOOD FLORIDA EST. 1877

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

RZ 2403-001

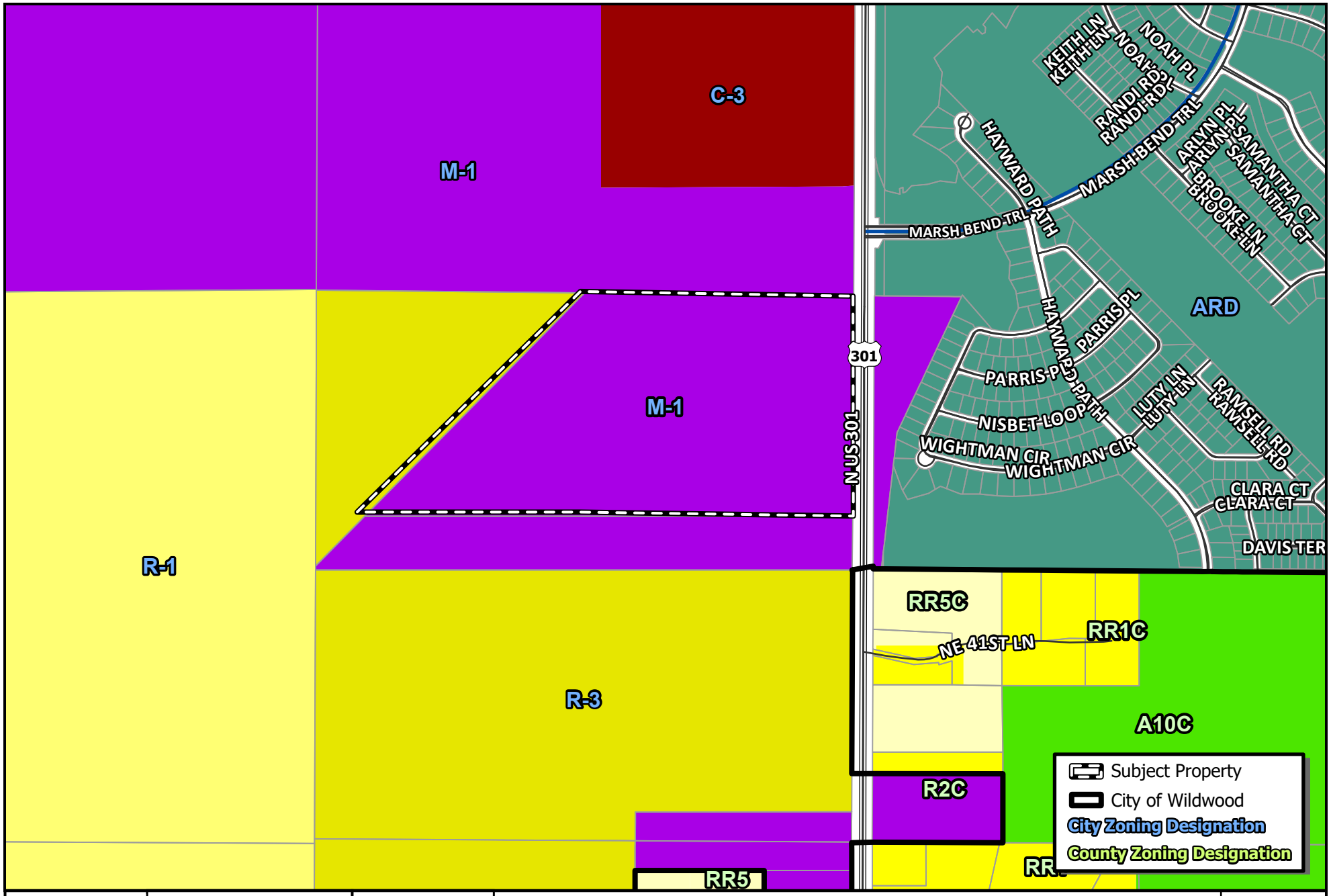
WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 1B

LOCATION MAP

MAR 2024



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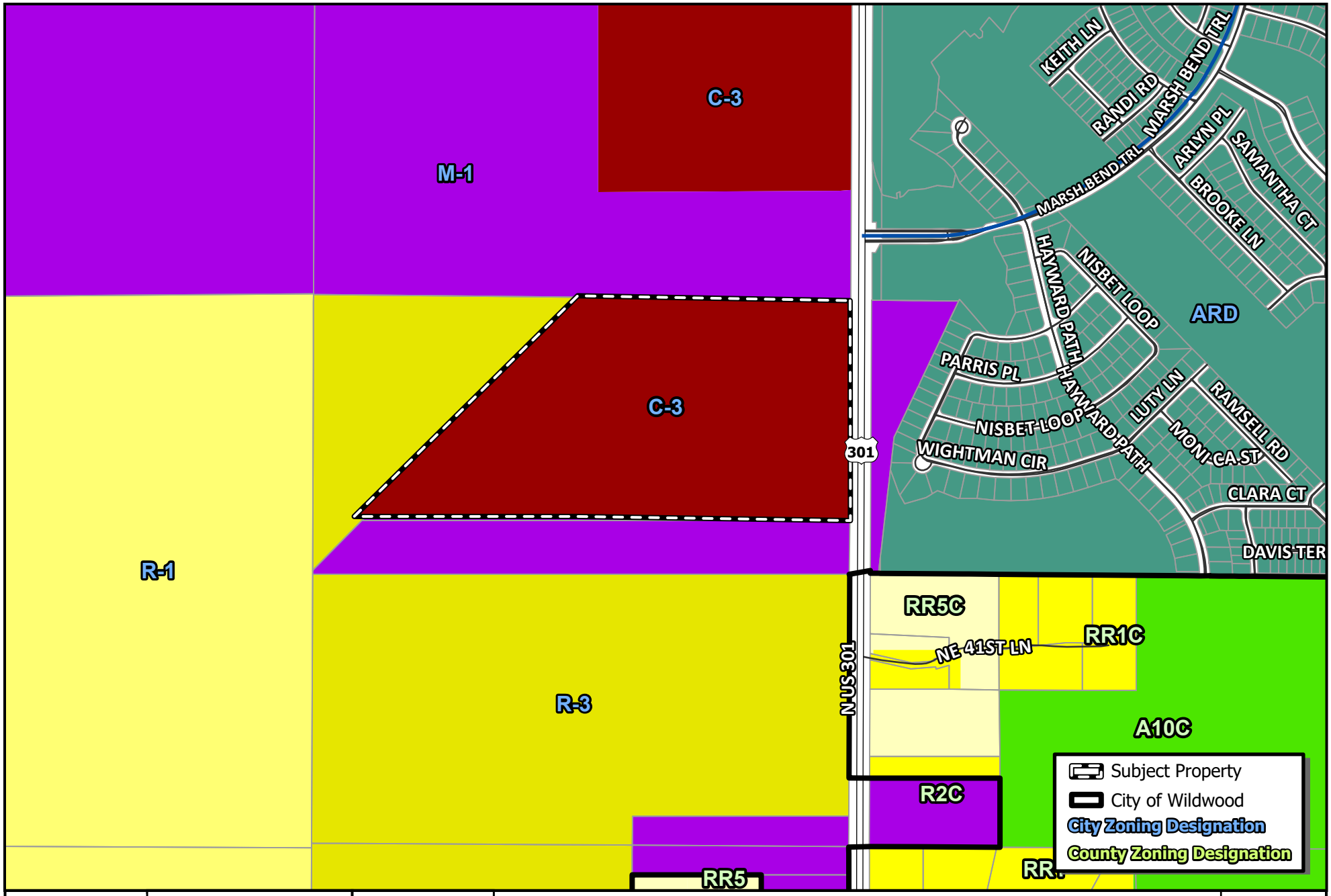
WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 3A

EXISTING ZONING

MAR 2024



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WILDWOOD MICRO-HOSPITAL

PARCEL G19-003

MAP 3B
PROPOSED ZONING
MAR 2024

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City of Wildwood website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference: O2024-50

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This 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.

[1] See Section 166.041(4)(c), Florida Statutes.

Revised 12/2023

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: Rebecca (Becky) Wilson Phone: 407.418.6250
Address: 215 N. Eola Drive, Orlando, FL 32801 E-mail: rebecca.wilson@lowndes-law.com
Owner Name: FARKUS DEBORAH L (TTEE) Phone: _____
Address: PO BOX 1032, WILDWOOD,FL 34785-0507 E-mail: _____
Planner
~~Engineer~~ Name: Andrew McCown (GAI Consultants, Inc) Phone: 321.319.3069
Address: 618 E. South Street, Suite 700, Orlando, FL 32801 E-mail: a.mccown@gaiconsultants.com

Property Information:

PROJECT NAME*: Wildwood Micro-Hospital

*A project name is required for all submissions. Please choose a unique name for your project.

Property Address: 4424 N US 301, Wildwood, FL 34785
List Parcel Number(s): G19-003
Use of Property: Residential; Improved and Natural Pasture; Pond/Sawgrass Marsh
Do you currently have City Utilities? ☐ Yes ☒ No Size of Property (Acres or Square Feet): 45.42 ac

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:	Phase 2:	Phase 3:	Phase 4:	Total:
Residential Units:					
Retail SF:					
Office SF:					
Institutional SF:	33,000 (8 beds)	37,000 (22 beds)			70,000 (30 beds)
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1:	Phase 2:	Phase 3:	Phase 4:	Total:
Sewer (Avg GPD):	1,666	4,582			6,248 gpd
Water (Avg GPD):	1,999	5,498			7,497 gpd
Parks (Acreage):					
Refuse (cy/day):	34 lbs/day	92 lbs/day			125 lbs/day
Irrigation (Avg GPD)					

Notes: See attached notes.

Signature: _____ Print Name: Rebecca Wilson Date: 4/30/24

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.

Refuse and Service

Service areas shall be accessible to city sanitation services in accordance with all provisions of Chapter 15 – Solid Waste and Weeds. See B.2. for the conceptual service location in the southwest corner of the hospital building.

Utilities

Potable water is available for connection from a water main on the east side of U.S. 301. Sanitary Sewer is not yet available in the area. Septic permitting is through Sumter County.

Note: Per the City of Wildwood, a force main is proposed to be extended along U.S. 301 as part of a future residential project, which would provide for a connection for the subject site. However, no timeline for the residential project's approval or force main extension is available at the time of this application.

Non-residential Level of Service (LoS) is based on Equivalent Residential Connections/Units and depend on the final proposed development (number of beds, number of doctors, etc.) which is not known at this time. A preliminary LoS analysis is provided in the table below.

Per the City's Land Development Regulations' Table 7-8 ERU* Conversion Factors, a hospital is assigned a factor of 0.833 per bed ERU. A medical office is assigned a factor of 0.833 per doctor.

The City's Comprehensive Plan refers to Equivalent Residential Connections (ERCs) while the Land Development Regulations refer to Equivalent Residential Units (ERUs).

Service	LOS Standard	Phase 1 (8 Hospital Beds)	Phase 2 (22 Hospital Beds)	Total (30 hospital beds)
Sanitary Sewer	250 gpd per ERC*	1,666 gpd	4,582 gpd	6,248 gpd
Potable Water	300 gpd per ERC*	1,999 gpd	5,498 gpd	7,497 gpd
Solid Waste	5 lbs per capita per day	33 lbs per day	92 lbs per day	125 lbs per day

* Water and sewer SDC fees are based on the number of Equivalent Residential Connections (ERCs) that a development will require. 1 ERC = 300 average gpd for water and 250 average gpd for sewer. The number of ERCs will be determined by the engineer who designs the project.

B.2 Justification for Amendment

Orlando Health

Comprehensive Plan Amendment, Rezoning, and
Special Exception Justification

Wildwood, FL

GAI Project Number: R230807.00

February 23, 2024

This report was prepared to assist the City of Wildwood in evaluating the exiting conditions and development potential for this property. The purpose of this report is to identity opportunities and constraints for future development on the site under the City's Commercial FLU and C-3 zoning.

Prepared by:
GAI Consultants, Inc.
618 East South Street, Suite 700
Orlando, Florida 32801

Prepared for:
Orlando Health, Inc.
1414 Kuhl Avenue, MP 4
Orlando, Florida 32806

Table of Contents

1.0	Site Information	Page 1
2.0	Site Characteristics	Page 2
3.0	Future Land Use	Page 3
4.0	Zoning	Page 5

1.0 Site Information

The subject property (site) consists of one (1) tax parcel located along N. U.S. 301. The site is within the Interlocal Service Boundary and Joint Planning Agreement (ISBA) with Sumter County, per the City's Comprehensive Plan.

Table 1: Site Information

Parcel Features	
PID	G19-003
Jurisdiction	City of Wildwood
Total Land Area	44.00 Acres (SCPA) 45.42 Acres (GIS)
Wetlands	8.48 Acres
Existing Future Land Use	Industrial
Existing Zoning	M-1

Property and Context

The site currently contains one single-family homesite, both improved and natural pastureland, and ponds/sawgrass marsh.

Uses surrounding the site include vacant lands to the north and west, an Action Sports Complex to the south and residential to the east (across N. U.S. 301). Orlando Health, Inc. desires to redevelop this site as a hospital and medical office complex which will require a Comprehensive Plan amendment to Commercial Future Land Use (FLU), C-3 Zoning and a Special Exception Permit. A pre-app for the project was held with City staff on December 19, 2023.

Table 2: Project Context

Parcel Features	Future Land Use	Zoning	Existing Use
North	Industrial	M-1	Vacant
West	Medium Density Residential	R-3	Vacant
South	Industrial / Medium Density Residential	M-1 / R-3	Future FDOT Retention / Action Sports Complex
East (across N. U.S. 301)	Industrial / Age-restricted Development	M-1 / ARD	Single-family homesite / Age Restricted Community (The Village of DeLuna)

2.0 Site Characteristics

Wetlands

The National Wetlands Inventory map indicates approximately 8.48 acres of wetlands within the site boundary (see attachment **B.4**).

Flood Hazard

According to the National Flood Hazard Layer (NFHL) by the Federal Emergency Management Agency (FEMA), there are approximately 11.56 acres of flood zone A on the site (see attachment **B.4**). The majority of the floodplain overlaps with the wetlands on site. No flood elevation has been established for the floodplain areas on site. The site is located on FEMA FIRM Panel 12119C0133D.

Soils

The Natural Resources Conservation Service (NRCS) soils survey indicates that the subject site consists of five soil types described by the table below (see attachment **B.5**).

Table 3: Soil Composition

Map Unit	Map Unit Name	Drainage Class	Approx. Acreage	Percent of Site
15	ADAMSVILLE FINE SAND, BOULDERY SUBSURFACE	SOMEWHAT POORLY DRAINED	0.42	0.92%
21	EAUGALLIE FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	27.5	60.55%
26	WABASSO FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	4.07	8.96%
46	FT. GREEN FINE SAND, BOULDERY SUBSURFACE	POORLY DRAINED	7.23	15.92%
54	MONTEOCHA FINE SAND, DEPRESSIONAL	VERY POORLY DRAINED	6.21	13.67%
			Total	**100%**

Topography

Topographic data from Southwest Florida Water Management District shows the topography ranging from 55’ to 67’. The site is generally highest in the center and lowest at its boundaries.

3.0 Future Land Use

The applicant is requesting a Future Land Use Map Amendment from IND to COM. The request (and concurrent rezoning) will allow the site to be developed as a hospital/medical office complex, which would not be permitted under the current designation.

Commercial Future Land Use

The Commercial Future Land Use (FLU) is "intended to accommodate a mix of commercial and office uses" and allows development at a maximum intensity of 0.5 FAR or 75% ISR, whichever is less. The existing Industrial FLU designation allows a range of industrial uses at a maximum intensity of 0.5 FAR or 70% ISR, whichever is less.

The requested amendment allows the site to be rezoned to a district that supports hospital/medical, office complex uses.

Table 4: Maximum Intensity

Current FLU	Max FAR	Max. Intensity	Proposed FLU	Max FAR	Max. Intensity	Max. Intensity Difference
IND	0.5	989,271 sq ft	COM	0.5	989,271 sq ft	0 sq ft

The differences in maximum intensity between the Future Land Use districts are minimal. Both districts allow for an intensity of 0.5 FAR or a maximum impervious surface ratio (ISR), whichever is less. The proposed Future Land Use designation would allow a maximum of 75% ISR or 989,271 sq ft of development, whichever is less.

The proposed development is concentrated on the eastern portion of the site, meaning neither the maximum intensity nor the maximum ISR is being approached. The change in maximum development potential of the site brought on by the Future Land Use Map Amendment does not result in any additional square footage or impervious area being added.

Community Redevelopment Agency

The subject site is located within the City of Wildwood's Community Redevelopment Agency (CRA), established originally in 1989 and expanded to include the subject site in 2006. The CRA's mission lies primarily in improving the economic viability of, and quality of life within the area. To that end the City has adopted a CRA Plan outlining redevelopment goals and objectives. Major goals of the CRA include attracting and retaining businesses that "foster a sense of financial stability and growth."

The proposed development is consistent with the goals outlined in the CRA's Chapter 5 – Redevelopment Goals and Objectives, particularly:

- Improve the overall quality of life in the Redevelopment Area
- Improve the economic viability of the Redevelopment Area

Several Objectives are also met by the proposed development, specifically:

- Utilize existing vacant land as an opportunity for redevelopment
- Improve the overall physical image of the CRA

Overall, the healthcare access and economic benefits created by the proposed development are consistent with the City's CRA.

Comprehensive Plan Level of Service

The non-residential Level of Service (LoS) requirements are based on Equivalent Residential Connections/Units which depends on the final proposed development (number of hospital beds,

number of doctors, etc.). These numbers are not finalized at this time but a preliminary LoS analysis is provided in the Special Exception Permit application.

Comprehensive Plan Objectives and Policies

The proposed FLU Map Amendment is consistent with the City's Comprehensive Plan based on the following stated policies.

Objective 1.2: Sustainable Growth

> *The City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implementing a compact land use pattern.*

The objective focuses on efficient and sustainable growth. The proposed development contributes to the existing (and increasing) diversity of uses in Wildwood and the economic opportunities Objective 1.2 strives to achieve. The area has begun to see development, most notably the Age-restricted Development (the Village of DeLuna, an ARD in excess of 1,800 lots) across N. U.S. 301. The site is located near several residential and commercial establishments and is within both the ISBA and the City's CRA. Its proximity to these uses and location within the ISBA and CRA allows the project to develop without adding to the effects of sprawl, which is directly addressed within Objective 1.2 (Policies 1.2.5 & 1.2.8).

As part of the CRA, development is expected in patterns that will enhance the general welfare, health, and safety of the city's population. The economic growth resulting from the proposed development has the potential to spur additional development in the immediate area, the patterns of which can be further influenced through the CRA Plan.

Policy 2.1.1: Multimodal System

> *The City shall implement a land use pattern that results in safe, compact, mixed-use, walkable communities with a wide range of jobs, services and housing located within close proximity to each other. This pattern will help reduce vehicle miles traveled and the emission of greenhouse gases.*

The proposed land use, in the context of the surrounding development, adds to the mixed-use development pattern and provides opportunities for new jobs and services.

Goal 5 – Conservation

> *Conserve, protect and manage the natural resources of the City of Wildwood to ensure that they are used efficiently to maintain the highest environmental quality practicable while respecting individual property rights.*

The overarching goal touches on natural resources, surface waters, floodplain, wetlands, and environmental conditions, all of which have been considered during the planning of the site. The proposed plan will address stormwater, wetlands, and floodplain as well as the existing trees and other natural features of the site.

The proposed development is located primarily on the east of the site. This allows the development to avoid most environmental concerns and save a large number of existing trees.

4.0 Zoning

The subject site is currently subject to the M-1 (industrial) zoning designation. This designation allows for typical industrial uses (i.e., warehousing, storage/junkyards), although heavier industrial uses are reserved for the M-2 designation.

The proposed use as a hospital is not an allowable use under the Industrial zoning designation. Hospitals generally fall under the Commercial or the various Mixed-Use designations. There is only one zoning district that allows hospitals by right: Age Restricted Development Mixed Use. While the proposed development is located near Age Restricted developments, such as The Village of DeLuna (across N. U.S. 301), the project is not affiliated with any such developments. The Age Restricted Development Mixed Use is thus, not appropriate here.

The C-3 designation (General Commercial – Highway) is the most appropriate zoning designation, given the context of the site. The C-3 designation is permitted within the General Commercial Future Land Use Map designation, requested in the previous section.

The existing zoning district allows for additional intensity, up to 0.6 FAR, as opposed to the requested zoning district. As mentioned in the previous section comparing Future Land Use designations, the proposed development is not approaching the maximum intensity; however, there is no mechanism to use the site for a hospital/medical office under the existing zoning. Table 6, below, compares the maximum development potential per relevant zoning district.

Table 6: Dimensional Standards

Existing Zoning	Max. FAR	Max. Intensity	Proposed Zoning	Max. FAR	Max. Intensity	Difference
M-1	0.6 FAR	1,187,125 sq ft	C-3	0.5 FAR	989,271 sq ft	-197,854 sq ft

Note: Per Section 3.9 (E) (10) ii of the LDR, the site shall utilize the lot requirement for the IN zoning district.

Hospitals are an allowed use within the C-3 district as a **Special Exception**. The City's Land Use Regulations specify Special Exceptions in Chapter 3.9:

> (A) *General. A special exception is a use that would not be appropriate without restriction, but which, if controlled as to number, area, location or relation to the surrounding area, would promote the public health, safety and general welfare.*

A Special Exception Permit application will be submitted following, or concurrently if allowed, with the Future Land Use Map Amendment and Rezoning applications.

LDR policies related specifically to Hospitals as a Special Exception (SE) are found in Section 3.9 (E) (10). This proposal is consistent with all policies within this section. Of note, even though the C-3 zoning is being proposed, item "ii" of this section dictate that the lot requirements for the IN zoning district will be utilized for a Hospital SE The C-3 applicable standards for the site to be complied with are shown in the table on the following page.

Table 7: Dimensional Standards

City of Wildwood Standards	M-1 (Existing)	C-3 (Proposed)	IN (Required)*
Max. FAR	0.5	0.5	**0.6**
Max. ISR (%)	70%	75%	**60%**
Min. Open Space (%)	20%	20%	**20%**
Front Setback	25 ft	25 ft	**25 ft**
Rear Setback	15 ft	15 ft	**15 ft**
Side Setback	15 ft	15 ft	**10 ft**

*Per Section 3.9 (E) (10) ii, the site shall utilize the lot requirements for the IN zoning district.

The proposed development and SE requirements of the LDR ensures compatibility (in accordance with FL Statute 163.3164) with the surrounding properties in its proposed future land use and zoning requests.

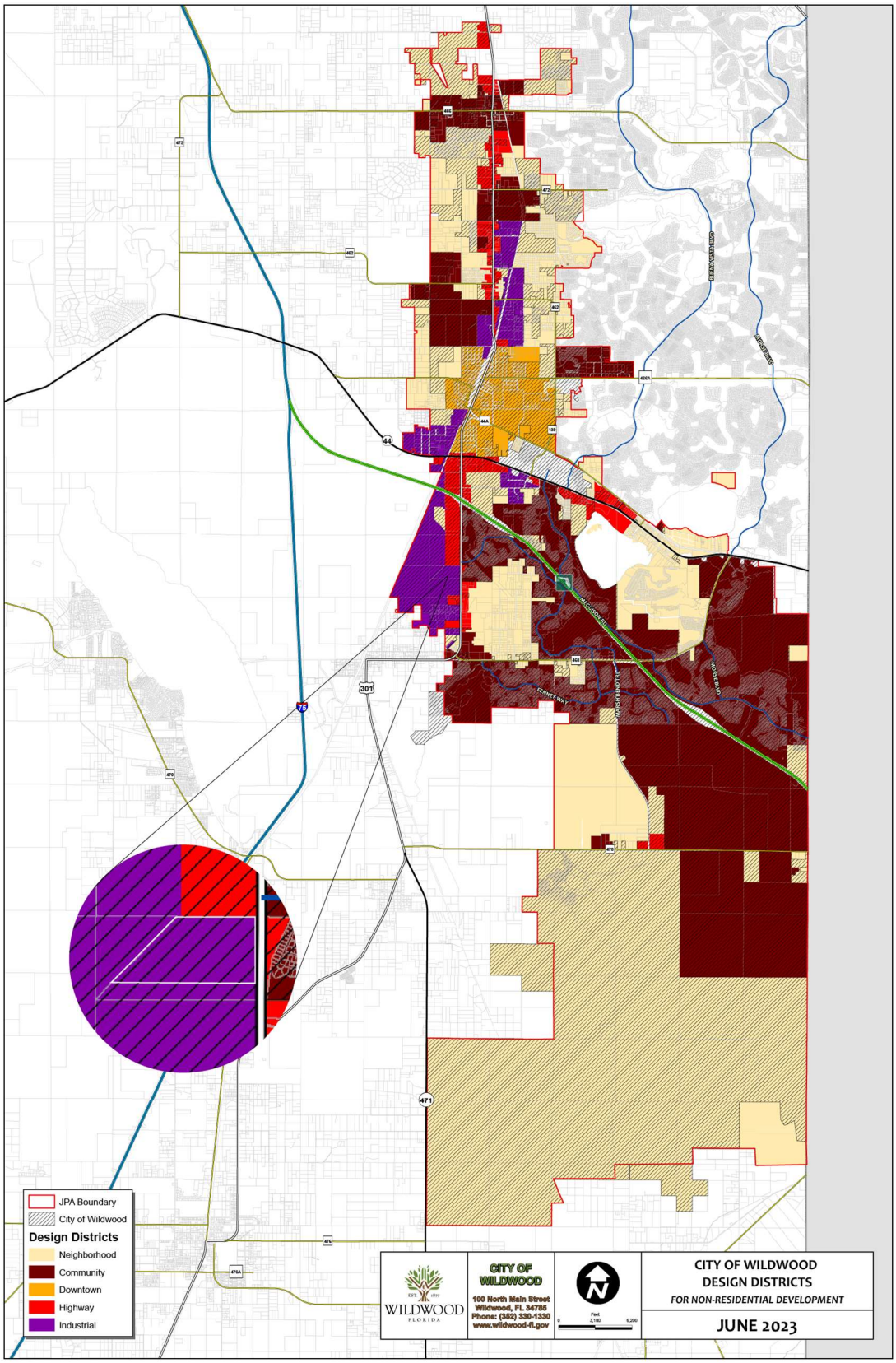
Design District

The City has adopted special design standards applicable to various areas of the City based on the Design Districts map. The subject site is currently subject to the Industrial Design District standards. In order to maintain cohesion between the proposed FLU Amendment and Rezoning and the other non-industrial properties in the immediate area, the property should be assigned the Highway Design District standards.

As shown on the following map, several properties to the north, east, and south are designated for the Highway District. The Design Standards call out U.S 301 in the Highway District's description:

> *The following design standards are applicable to development and redevelopment along commercial corridors such as U.S. 301 and SR 44 that carry higher volumes of traffic and have had a primary focus on marketing to vehicles.*

At the time of site plan approval, the proposed development will conform with the assigned Design District. The map on the following page shows the assigned Design District for the site.


JPA Boundary
City of Wildwood
Design Districts
Neighborhood
Community
Downtown
Highway
Industrial
CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov
CITY OF WILDWOOD
DESIGN DISTRICTS
FOR NON-RESIDENTIAL DEVELOPMENT
JUNE 2023

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

The case below was heard on Tuesday, August 6, 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 M-1 (City) to C-3 (City) for the parcel listed below on 44.0 acres MOL. The subject property is generally located approximately one (1) mile south of the intersection of South Main Street and Florida's Turnpike, at 4424 N US 301, Wildwood, FL 34785.

Case Number: RZ 2403-001 Wildwood Micro-Hospital

Applicant(s): Rebecca Wilson w/ Lowndes Law

Owner(s): Deborah L Farkus (TTEE)

Parcel(s): G19-003

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 O2024-50:

☐ recommends approval.

☒ recommends approval with the following conditions:

Finalizing contemplated Developer Agreement and P.D. Agreement

☐ recommends denial.

Dated: August 6, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **IT Surplus Computers & Other Equipment August 2024**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity: Stream Recycling

Effective Date: 8/26/2024 Termination Date:

Managing Division/Department: Information Technology

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

This resolution declares certain computers, cell phones, and peripheral equipment as surplus and provides for methods of disposal of said equipment. Any equipment deemed to be of continued use may be offered for employee purchase, listed on publicsurplus.com, or donated. Items available for employee purchase are noted in the "Sell" category; items to be sold to the public are listed under the "Auction" category; items to be donated are noted in the "Donate" category; and all remaining items to be disposed of are listed under the "Junk" category.

Tech Smart will haul away all junk electronic equipment at no charge to the city. The service includes pickup on-site, destruction of hard drives through a physical shredding process, and provision of certificates of destruction for all equipment recycled to meet records management guidelines.

RESOLUTION NO. R2024-17

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA DECLARING CERTAIN EQUIPMENT AS SURPLUS; DETERMINING THAT CERTAIN EQUIPMENT IS TO BE DISPOSED OF THROUGH ONLINE AUCTION, DONATION TO A NON-PROFIT ORGANIZATION, RETAINED FOR PARTS, EMPLOYEE PURCHASE, OR JUNK TO BE DISPOSED OF AS TRASH; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood is the owner of certain equipment identified by attached Exhibit A; and,

WHEREAS, the City Commission of the City of Wildwood has determined that the equipment is surplus because the equipment is no longer of use by or a benefit to the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA, THAT:

1. The property identified in attached Exhibit A is hereby declared surplus.
2. The property may be auctioned through an on-line auction company, donated to another nonprofit agency that has a need, disassembled for parts, sold to employees through the Employee Purchase Policy, or considered junk and disposed of as trash / recycled.
3. This Resolution shall take effect immediately upon its final adoption by the City Commission of the City of Wildwood, Florida.

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 OF WILDWOOD

DEPARTMENT SURPLUS LIST

NOTE: ALL Equipment/vehicles/furnishings/property must be declared Surplus by Resolution of the City Commission.
Please log items with all information requested and state if the item should be for auction/bid/sale/donation or junk to be trashed.
Provide the location where the equipment is being held. Resolutions will be prepared in the City Clerk's office for presentation to the Commission as lists are accumulated. Upon declaration
The City Clerk Dept will assist in providing Cost.
Items for auction/bid/sale will be listed by Fleet Services or Clerk/Finance on the Public Group website,
which is open to anyone to register and bid.

ASSET#	Condition	Donate-Sell-Auction-Parts-Junk	Date	Dept	Description	Serial Number	Cost	Original or Replacement or Disposal value
N/A	Broken	Junk	8/1/2024	DSD	HP OfficeJet Pro 9015 Printer	TH125881PT	N/A	
N/A	Obsolete	Junk	8/1/2024	DSD	Dell Precision 3630 Desktop	HT28N23	N/A	
N/A	Poor	Junk	8/8/2024	Water	2 iPad 9th gen (Cracked Screens)	(TXDX2N6TLG)	N/A	
N/A	Junk	Junk	8/8/2024	PW	3 UPS Battery Backups	N/A	N/A	
N/A	Poor	Junk	8/8/2024	Water	2 WD19 Dell Docking Stations	(HC1YW43) (JLJN2R3)	N/A	
N/A	Junk	Junk	8/8/2024	PW	Dell 32inch curved monitor	SXW5KK3	N/A	
N/A	Obsolete	Parts	8/8/2024	HR	ID Printer DTC1500	C0490041	N/A	
N/A	Poor	Junk	8/8/2024	Parks	8 Port Netgear Switch	6TT12CD0001B2	N/A	
N/A	Obsolete	Parts	8/8/2024	IT	Computer Speakers & Amp	N/A	N/A	
N/A	Obsolete	Parts	8/8/2024	IT	Computer Speakers & Amp	N/A	N/A	
N/A	Obsolete	Junk	8/8/2024	IT	Blackweb wireless keyboard	N/A	N/A	
N/A	Damage	Parts	8/14/2024	IT	Dell Latitude 3520 (LTWW2203)	D9HHJL3	N/A	
N/A	Obsolete	Parts	8/14/2024	N/A	Assorted AV equipment from old church.	N/A	N/A	

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Huey Street Improvements Project Payment Application 2 in the Amount of $152,873.22**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for the project has been allocated in account 301-541-60-6308

HISTORY/FACTS/ISSUES:

The Huey Street Improvements Project was approved by the Commission and awarded to Art Walker Construction Inc. on May 20, 2024. Art Walker is requesting Payment Application 2 in the amount of $152,873.22 for site work performed from July 1 through July 31, 2024. The project is approximately 27% completed. Kimley-Horn staff reviewed Payment Application 2 and recommended approval.

Contractor's Application for Payment No. 2

	Application Period: 7/1/24-7/31/24	Application Date: 7/31/2024
To (Owner): City of Wildwood	From (Contractor): Art Walker Construction, Inc.	Via (Engineer): Kimley Horn
Project: Huey Street Improvements	Contract:	
Owner's Contract No.:	Contractor's Project No.: 12734	Engineer's Project No.:

Application For Payment

Change Order Summary

Approved Change Orders		
Number	Additions	Deductions
1	$38,179.65	
2		-$31,683.01
TOTALS	$38,179.65	-$31,683.01
NET CHANGE BY CHANGE ORDERS	$6,496.64	

1.	**ORIGINAL CONTRACT PRICE**	$ $2,412,015.51
2.	**Net change by Change Orders**	$ $6,496.64
3.	**Current Contract Price (Line 1 ± 2)**	$ $2,418,512.15
4.	**TOTAL COMPLETED AND STORED TO DATE (Column F on Progress Estimate)**	$ $662,077.59
5.	**RETAINAGE:**	
	a. 5% X $662,077.59 **Work Completed**	$ $33,103.88
	b. X **Stored Material**	$
	c. **Total Retainage (Line 5a + Line 5b)**	$ $33,103.88
6.	**AMOUNT ELIGIBLE TO DATE (Line 4 - Line 5c)**	$ $628,973.71
7.	**LESS PREVIOUS PAYMENTS (Line 6 from prior Application)**	$ $476,100.49
8.	**AMOUNT DUE THIS APPLICATION**	$ $152,873.22
9.	**BALANCE TO FINISH, PLUS RETAINAGE (Column G on Progress Estimate + Line 5 above)**	$ $1,789,538.44

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: Jarod Walker Date: 8/12/2024

Payment of: $ 152,873.22
(Line 8 or other - attach explanation of the other amount)

is recommended by: Mario Petrola, P.E. 08/15/2024
Kimley Horn (Date)

Payment of: $ _____
(Line 8 or other - attach explanation of the other amount)

is approved by: _____ _____
City of Wildwood (Date)

Approved by: _____ _____
Funding Agency (if applicable) (Date)

Endorsed by the Construction Specifications Institute.

REV 10/13

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: MARIO PETROLA, P.E. Date: 8/15/24

Progress Estimate - Unit-Price Work

Contractor's Application

For (Contract):	Huey Street Improvements	Application No.:	2
Application Period:	July 1, 2024 through July 31, 2024	Application Date:	7/31/2024

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	$ 156,159.20	$ 156,159.20	0.25	$ 39,039.80	0.15	$ 23,423.88	$62,463.68		$62,463.68	40.0%	$93,695.52
2	Maintenance of Traffic	1.00	LS	$ 113,996.02	$ 113,996.02	0.25	$ 28,499.01	0.15	$ 17,099.40	$45,598.41		$45,598.41	40.0%	$68,397.61
3	Performance Bond	1.00	LS	$ 19,720.00	$ 19,720.00	1.00	$ 19,720.00		$ -	$19,720.00		$19,720.00	100.0%	
4	Full Depth Reclamation (pulverization) (11.5" avg depth)	10575.00	SY	$ 23.20	$ 245,340.00		$ -		$ -					$245,340.00
5	Portland Cement	71.10	TN	$ 261.00	$ 18,557.10		$ -							$18,557.10
6	Asphalt Emulsion (ecs-1h)	13858.00	GA	$ 3.20	$ 44,345.60		$ -		$ -					$44,345.60
7	As-Built Plans and Construction Layout Survey	1.00	LS	$ 34,336.00	$ 34,336.00	0.50	$ 17,168.00		$ -	$17,168.00		$17,168.00	50.0%	$17,168.00
8	Pollution Prevention and Control	1.00	LS	$ 9,280.00	$ 9,280.00	0.25	$ 2,320.00	0.15	$ 1,392.00	$3,712.00		$3,712.00	40.0%	$5,568.00
9	100% Gopher Tortoise Survey	1.00	LS	$ 2,900.00	$ 2,900.00	1.00	$ 2,900.00		$ -	$2,900.00		$2,900.00	100.0%	
10	Gopher Tortoise Relocations and Associated Permitting (if required)	3.00	EA	$ 9,280.00	$ 27,840.00		$ -		$ -					$27,840.00
11	Sediment Barrier (standard)	8340.00	LF	$ 2.30	$ 19,182.00	8000.00	$ 18,400.00		$ -	$18,400.00		$18,400.00	95.9%	$782.00
12	Inlet Protection System	16.00	EA	$ 145.00	$ 2,320.00	5.00	$ 725.00		$ -	$725.00		$725.00	31.3%	$1,595.00
13	Clearing and Grubbing	5.55	AC	$ 4,872.00	$ 27,039.60		$ -		$ -					$27,039.60
14	Excavation, Regular	10087.00	CY	$ 27.30	$ 275,375.10	6052.00	$ 165,219.60		$ -	$165,219.60		$165,219.60	60.0%	$110,155.50
15	Embankment, Regular	188.00	CY	$ 12.35	$ 2,321.80		$ -		$ -					$2,321.80
16	Optional Base, Base Group 04	230.00	SY	$ 94.55	$ 21,746.50		$ -		$ -					$21,746.50
17	Optional Base, Base Group 09	650.00	SY	$ 83.55	$ 54,307.50		$ -		$ -					$54,307.50
18	Milling Existing Asphalt Pavement, 3" Avg Depth	1120.00	SY	$ 9.75	$ 10,920.00		$ -		$ -					$10,920.00
19	Superpave Asphaltic Concrete, Traffic C, PG76-33, (SP 9.5) (1")	692.85	TN	$ 208.60	$ 144,527.92		$ -		$ -					$144,527.92
20	Superpave Asphaltic Concrete, Traffic C, PG76-22 (SP 12.5) (1.5")	953.60	TN	$ 189.50	$ 180,707.39		$ -		$ -					$180,707.39
21	Superpave Asphaltic Concrete, Traffic C, PG76-22 (SP 12.5) (2")	114.23	TN	$ 207.85	$ 23,741.94		$ -		$ -					$23,741.94
22	Inlets (DT BOT) Type C <10'	11.00	EA	$ 9,230.00	$ 101,530.00		$ -							$101,530.00
23	Manholes (P-7) (<10')	2.00	EA	$ 10,470.00	$ 20,940.00		$ -		$ -					$20,940.00
24	Replace Grate	1.00	EA	$ 3,105.00	$ 3,105.00		$ -		$ -					$3,105.00
25	Pipe Culvert, Round, 12" RCP	87.00	LF	$ 99.00	$ 8,613.00		$ -		$ -					$8,613.00
26	Pipe Culvert, Round, 12" RCP	121.00	LF	$ 99.00	$ 11,979.00		$ -		$ -					$11,979.00
27	Pipe Culvert, Round, 18" RCP	902.00	LF	$ 117.50	$ 105,985.00		$ -		$ -					$105,985.00
28	Pipe Culvert, Round, 24" RCP	802.00	LF	$ 137.25	$ 110,074.50		$ -		$ -					$110,074.50
29	Mitered End Section (optional round) (12")	3.00	EA	$ 2,245.00	$ 6,735.00		$ -		$ -					$6,735.00
30	Mitered End Section (optional round) (18")	2.00	EA	$ 2,770.00	$ 5,540.00		$ -		$ -					$5,540.00
31	Concrete Sidewalk and Driveways, 4" Thick	250.00	SY	$ 110.75	$ 27,687.50		$ -		$ -					$27,687.50
32	Concrete Sidewalk and Driveways, 6" Thick	55.00	SY	$ 191.50	$ 10,532.50		$ -		$ -					$10,532.50
33	Detectable Warnings	100.00	SF	$ 40.60	$ 4,060.00		$ -		$ -					$4,060.00
34	Riprap, Rubble, F&I, 10'x10' Pad Around Pond Outfall Structure	1.00	LS	$ 3,700.00	$ 3,700.00		$ -		$ -					$3,700.00
35	Fencing, Type B, Standard (5.1'-6.0')	837.00	LF	$ 36.00	$ 30,132.00		$ -		$ -					$30,132.00
36	Fence Gate, Type B, Single, 12.1-18.0' Opening	1.00	EA	$ 2,900.00	$ 2,900.00		$ -		$ -					$2,900.00
37	Performance Turf, Sod	8890.00	SY	$ 4.75	$ 42,227.50	335.00	$ 1,591.25		$ -	$1,591.25		$1,591.25	3.8%	$40,636.25
38	Single Post Sign, F&I Ground Mount, up to 12 SF	10.00	AS	$ 585.00	$ 5,850.00		$ -		$ -					$5,850.00
39	Single Post Sign, Relocate	5.00	AS	$ 175.00	$ 875.00		$ -		$ -					$875.00
40	Sign Panel, Furnish & Install Ground Mount, up to 12 SF	6.00	EA	$ 235.00	$ 1,410.00		$ -		$ -					$1,410.00
41	Raised Pavement Marker, Type B (Y/Y)	96.00	EA	$ 5.80	$ 556.80		$ -		$ -					$556.80
42	Painted Pavement Markings - Final Surface	1.00	LS	$ 52,200.00	$ 52,200.00		$ -		$ -					$52,200.00
43	Thermoplastic, Standard, White, Solid, 12" for Crosswalks and Roundabout	672.00	LF	$ 5.80	$ 3,897.60		$ -		$ -					$3,897.60
44	Thermoplastic, Standard, White, Solid, 24" for Stop Line	120.00	LF	$ 11.60	$ 1,392.00		$ -		$ -					$1,392.00
45	Thermoplastic, Standard, White, Message or Symbol	4.00	EA	$ 290.00	$ 1,160.00		$ -		$ -					$1,160.00
46	Thermoplastic, Preformed, White, Solid, 24" for Crosswalk	224.00	LF	$ 17.40	$ 3,897.60		$ -		$ -					$3,897.60
47	Thermoplastic, Standard-Other Surfaces, White, Solid, 6"	1,330	GM	$ 7,656.00	$ 10,182.48		$ -		$ -					$10,182.48
48	Thermoplastic, Standard-Other Surfaces, Yellow, Solid 6"	1.342	GM	$ 7,656.00	$ 10,274.35		$ -		$ -					$10,274.35

Item		Bid Item Quantity	Bid Item Unit	Unit Price	Bid Item Value ($)	Estimated Quantity Installed Previous Period		Estimated Quantity Installed This Period		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)
Bid Item No.	Description					Quantity	Amount	Quantity	Amount					
49	Abandon Existing Water Main in Place (including excavatable fill)/Removal of Asbestos Cement Water Main	1.00	LS	$ 67,570.00	$ 67,570.00		$ -		$ -					$67,570.00
50	8" C-900 DR-18 PVC Water Main (includes fittings, restraints, appurtenances, etc.)	2550.00	LF	$ 70.70	$ 180,285.00	2123.00	$ 150,096.10	427.00	$ 30,188.90	$180,285.00		$180,285.00	100.0%	
51	Single Water Service Connection	7.00	EA	$ 3,455.00	$ 24,185.00		$ -	6.00	$ 20,730.00	$20,730.00		$20,730.00	85.7%	$3,455.00
52	Fire Hydrant Assembly	3.00	EA	$ 9,105.00	$ 27,315.00		$ -	3.00	$ 27,315.00	$27,315.00		$27,315.00	100.0%	
53	Reconnect to Existing Hydrant	1.00	EA	$ 2,815.00	$ 2,815.00		$ -		$ -					$2,815.00
54	Adjust Manhole to Finished Ground	1.00	EA	$ 1,740.00	$ 1,740.00		$ -		$ -					$1,740.00
55	Composite Waterproof Manhole Ring and Cover with Inflow Protection	2.00	EA	$ 270.00	$ 540.00		$ -							$540.00
56	Adjust Cleanout to Finished Ground	1.00	EA	$ 290.00	$ 290.00		$ -		$ -					$290.00
57	8"X8" Tapping Sleeve and Valve	1.00	EA	$ 7,665.00	$ 7,665.00		$ -		$ -					$7,665.00
58	8" Gate Valve	8.00	EA	$ 2,770.00	$ 22,160.00	7.00	$ 19,390.00	1.00	$ 2,770.00	$22,160.00		$22,160.00	100.0%	
59	8" Restrained Plug	2.00	EA	$ 330.00	$ 660.00		$ -	2.00	$ 660.00	$660.00		$660.00	100.0%	
60	8" Cap	2.00	EA	$ 360.00	$ 720.00		$ -		$ -					$720.00
61	Air Release Valve	2.00	EA	$ 4,490.00	$ 8,980.00		$ -	2.00	$ 8,980.00	$8,980.00		$8,980.00	100.0%	
62	8" Linestop	1.00	EA	$ 15,200.00	$ 15,200.00	1.00	$ 15,200.00		$ -	$15,200.00		$15,200.00	100.0%	
63	8" Cap with 2" Threaded Plug	1.00	EA	$ 455.00	$ 455.00		$ -	1.00	$ 455.00	$455.00		$455.00	100.0%	
64	Cut and Connect to Existing Water Main (including all required fittings, sleeves, temporary linestop and jumper connections)	3.00	EA	$ 6,240.00	$ 18,720.00		$ -		$ -					$18,720.00
65	Bacteriological Testing	1.00	LS	$ 4,700.00	$ 4,700.00		$ -	1.00	$ 4,700.00	$4,700.00		$4,700.00	100.0%	
66	Material Testing	1.00	LS	$ 5,915.00	$ 5,915.00		$ -	1.00	$ 5,915.00	$5,915.00		$5,915.00	100.0%	
	Change Order No. 1													
31	Concrete Sidewalk and Driveways 4" Thick	-84.00	SY	$ 110.75	$ (9,303.00)	-84.00	$ (9,303.00)		$ -	-$9,303.00		-$9,303.00	100.0%	
37	Performance Turf Sod	-335.00	SY	$ 4.75	$ (1,591.25)	-335.00	$ (1,591.25)		$ -	-$1,591.25		-$1,591.25	100.0%	
50	8" C-900 DR-18 PVC Water Main (includes fittings, restraints, appurtenances, etc.)	-1073.00	LF	$ 70.70	$ (75,861.10)	-1073.00	$ (75,861.10)		$ -	-$75,861.10		-$75,861.10	100.0%	
58	8" Gate Valve	3.00	EA	$ 2,770.00	$ 8,310.00		$ -	3.00	$ 8,310.00	$8,310.00		$8,310.00	100.0%	
61	Air Release Valve	2.00	EA	$ 4,490.00	$ 8,980.00		$ -	2.00	$ 8,980.00	$8,980.00		$8,980.00	100.0%	
62	8" Linestop	-1.00	EA	$ 15,200.00	$ (15,200.00)	-1.00	$ (15,200.00)		$ -	-$15,200.00		-$15,200.00	100.0%	
CO 1	8" C-900 DR-18 PVC HDD	747.00	LF	$ 135.00	$ 100,845.00	747.00	$ 100,845.00		$ -	$100,845.00		$100,845.00	100.0%	
CO 1	18" Drainage RCP Removal	400.00	LF	$ 55.00	$ 22,000.00	400.00	$ 22,000.00		$ -	$22,000.00		$22,000.00	100.0%	
	Change Order No. 2													
11	Sediment Barrier (standard)	-90.00	LF	$ 2.30	$ (207.00)		$ -		$ -					-$207.00
12	Inlet Protection System	-2.00	EA	$ 145.00	$ (290.00)		$ -		$ -					-$290.00
14	Excavation, Regular	-187.00	CY	$ 27.30	$ (5,105.10)		$ -		$ -					-$5,105.10
15	Embankment, Regular	-24.00	CY	$ 12.35	$ (296.40)		$ -		$ -					-$296.40
25	Pipe Culvert, Round, 12" RCP	-87.00	LF	$ 99.00	$ (8,613.00)		$ -							-$8,613.00
26	Pipe Culvert, Round, 12" RCP	-121.00	LF	$ 99.00	$ (11,979.00)		$ -		$ -					-$11,979.00
27	Pipe Culvert, Round, 18" RCP	795.00	LF	$ 117.50	$ 93,412.50		$ -		$ -					$93,412.50
28	Pipe Culvert, Round, 24" RCP	-802.00	LF	$ 137.25	$ (110,074.50)		$ -		$ -					-$110,074.50
29	Mitered End Section (optional round) (12")	-3.00	EA	$ 2,245.00	$ (6,735.00)		$ -		$ -					-$6,735.00
	Pipe Culvert, Elliptical, 15" ERCP	122.00	LF	$ 110.00	$ 13,420.00		$ -		$ -					$13,420.00
	Mitered End Section (optional elliptical) (15")	2.00	LF	$ 2,400.00	$ 4,800.00		$ -		$ -					$4,800.00
	Bid Quantity Reconciliation (items 19-21)	1.00	LS	$ (15.51)	$ (15.51)		$ -		$ -					-$15.51
	Totals				**$2,418,512.15**		**$501,158.41**		**$160,919.18**	$662,077.59		**$662,077.59**	27.4%	**$1,756,434.56**

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Ashley Water Treatment Plant Well No. 2 Project Pay Application No. 3 (Final Pay App) for the Amount of $13,850.00**

REQUESTED ACTION: Staff Recommend approval

CONTRACT: Vendor/Entity: Sawcross, Inc

Effective Date: 08/19/2024 Termination Date:

Managing Division/Department: Utility Department / Water Division

BUDGET IMPACT: This is a budgeted project in the 23/24 fiscal year budget. Funds are available in account 404-533-70-7352 (Ashley Water Treatment Plant Construction).

HISTORY/FACTS/ISSUES:

The addition of Well No. 2 for the Ashley Water Treatment Plant project has been identified in the City's Capital Improvement Program. Sawcross Inc. was awarded the project on June 26, 2023. Attached is Pay Application No. 3 for the amount of $13,850.00. This is the final pay application for this project. The project engineer, Kimley-Horn, and city staff have reviewed the Pay Application, confirmed its accuracy, and recommend approval to pay Sawcross Inc. the amount of $13,850.00.

Contractor's Application for Payment

Owner:	City of Wildwood	**Owner's Project No.:**	
Engineer:	Kimley Horn	**Engineer's Project No.:**	142173353
Contractor:	Sawcross, Inc	**Contractor's Project No.:**	2310
Project:	Ashley WTP Well No. 2 Well Pump Addition		
Contract:			
Application No.:	3 FINAL	**Application Date:**	8/16/2024
Application Period:	**From** 7/1/2024	**to**	8/31/2024

1. Original Contract Price		$ 277,000.00
2. Net change by Change Orders		$ -
3. Current Contract Price (Line 1 + Line 2)		$ 277,000.00
4. Total Work completed and materials stored to date (Sum of Column G Lump Sum Total and Column J Unit Price Total)		$ 277,000.00
5. Retainage		
a. 0% X $ 277,000.00 Work Completed =	$ -	
b. 0% X $ - Stored Materials =	$ -	
c. Total Retainage (Line 5.a + Line 5.b)		$ -
6. Amount eligible to date (Line 4 - Line 5.c)		$ 277,000.00
7. Less previous payments (Line 6 from prior application)		$ 263,150.00
8. Amount due this application		$ 13,850.00
9. Balance to finish, including retainage (Line 3 - Line 4 + Line 5.c)		$ -

Contractor's Certification

The undersigned Contractor certifies, to the best of its knowledge, the following:
(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 the Work covered by prior Applications for Payment;
(2) Title to 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 the Work covered by this Application for Payment is in accordance with the Contract Documents and is not defective.

Contractor: Sawcross Incorporated

Signature: _____ **Date:** 8/16/2024

Recommended by Engineer	**Approved by Owner**
By:	**By:**
Title:	**Title:**
Date:	**Date:**
Approved by Funding Agency	
By:	**By:**
Title:	**Title:**
Date:	**Date:**

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: 8/16/24

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Progress Estimate - Lump Sum Work | **Contractor's Application for Payment**

Owner:	City of Wildwood	**Owner's Project No.:**	
Engineer:	Kimley Horn	**Engineer's Project No.:**	142173353
Contractor:	Sawcross, Inc	**Contractor's Project No.:**	2310
Project:	Ashley WTP Well No. 2 Well Pump Addition		
Contract:			

Application No.: 3 FINAL **Application Period:** From 07/01/24 to 08/31/24 **Application Date:** 08/16/24

A	B	C	D	E	F	G	H	I
			Work Completed					
Item No.	Description	Scheduled Value ($)	(D + E) From Previous Application ($)	This Period ($)	Materials Currently Stored (not in D or E) ($)	Work Completed and Materials Stored to Date (D + E + F) ($)	% of Scheduled Value (G / C) (%)	Balance to Finish (C - G) ($)
			Original Contract					
1	Mobilization/Demobilization	25,000.00	25,000.00	-		25,000.00	100%	-
2	Site Work and Preparation	10,000.00	10,000.00			10,000.00	100%	-
3	Survey and Record Drawings	2,000.00	2,000.00	-		2,000.00	100%	-
4	Restoration, Complete	5,000.00	5,000.00	-		5,000.00	100%	-
5	Vertical Turbine Well Pump	12,000.00	12,000.00			12,000.00	100%	-
6	Well Head Piping	124,000.00	124,000.00	-		124,000.00	100%	-
7	Yard Piping	20,000.00	20,000.00	-		20,000.00	100%	-
8	Chlorination System	5,000.00	5,000.00	-		5,000.00	100%	-
9	Electrical I&C	70,000.00	70,000.00	-		70,000.00	100%	-
10	Payment and Performace Bond	4,000.00	4,000.00			4,000.00	100%	-
						-		-
						-		-
						-		-
						-		-
						-		-
						-		-
						-		-
						-		-
						-		-
	Original Contract Totals	$ 277,000.00	$ 277,000.00	$ -	$ -	$ 277,000.00	100%	$ -

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CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Purchase of a 60hp Emergency Transfer Pump from Xylem for the Amount of $106,304.10**

REQUESTED ACTION: Staff Recommend Approval

CONTRACT: Vendor/Entity: Xylem Dewatering Solutions

Effective Date: 08/19/2024 Termination Date:

Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: Funds for this purchase will be utilized from account 401-535-60-6400 (Capital Improvement-Machinery)

HISTORY/FACTS/ISSUES:

During Tropical Storm Debby, the Public Works department needed to rent a transfer pump for emergency dewatering of the Woodlane Meadows subdivision stormwater pond. As part of the emergency response, the City Manager directed Staff to purchase a readily-available 6" dewatering transfer pump including suction and discharge hoses for $106,304.10.

The 6" dewatering transfer pump is included in next year's (FY 25) proposed budget. Because the pump was purchased during the City's storm response, the expense may be eligible for reimbursement through FEMA. The purchase order has been issued and staff expects delivery of the pump shortly.

Staff recommends the City Commission approve the purchase of the 60hp dewatering transfer pump from Xylem dewatering solutions for the amount of $106,304.10.

455 Harvest Time Drive
Sanford, FL 32771
Tel: 407-880-2900
Fax:
www.godwinpumps.com

August 8, 2024

Mr. Jason Martin
CITY OF WILDWOOD
100 N MAIN ST
Wildwood, FL 34785-4047

Phone: 352-330-1349

RE: CD150S-CS - FSA
Sale Quotation 156003340

Dear Mr. Martin:

Thank you for your interest in Xylem Dewatering Solutions Inc, and our Godwin Pumps of America line of Critically Silenced pumps.

I have prepared the following quote for our Godwin Pumps of America model CD150S with FT4 Izusu engine and sound attenuated enclosure.

The CD150S is a member of the Godwin S Series of Smart pumps, equipped with a new generation of Field Smart Technology (FST) for remote monitoring and control (requires monthly charge). In addition to improved hydraulic efficiency, greater fuel economy, and streamlined serviceability. The Critically Silenced unit is engineered from start to finish for quiet operation.

The enclosure consists of 14 gauge sheet metal lined with 1" and 2" layers of polydamp acoustical sound deadening material. The engine is designed with a critical grade silenced muffler, silenced the priming exhaust, and isolated
engine vibration to further reduce operating noise. Hinged, lockable doors provide convenient access to operating controls and service locations. Sound levels are approximately 69 dBA at 30 feet.

All pricing is based on the Florida Sheriff's Contract #FSA23-EQU21.0, Specification #313. There are no delivery / freight charges when utilizing the FSA Contract.

Please call or contact me at your convenience with any additional questions or comments regarding this quote or additional needs.

Sincerely,

Joshua Grangruth
Outside Sales Representative

JG / gy

455 Harvest Time Drive
Sanford, FL 32771
Tel: 407-880-2900

SALE QUOTATION

ITEM	QTY	DESCRIPTION
		Contract Items:

A	1	Dri-Prime CD150S Critically
		• Silenced Sound Attenuated Enclosure
		• 6" 150# Flange Suction and Discharge
		• Isuzu 4LE2X FT4 Diesel Engine with FST
		• Global Series 6 Skid-mounted,
		• Spill Containment, 110% Fuel Containment
		• **Pump Options**
		  • 6" FQD x 150#FL Mounting Kit
		  • Mounted on Suction
		  • 6" MQD x 150#FL Mounting Kit
		  • Mounted on Discharge

B	1	Global Series 6 Trailer Kit • with Bolt on Tongue, Fenders, • Axle with Electric Brakes, • and Wiring Harness • Fits N32-10374
C	1	PrimeGuard Float Set • w/ 65' Mechanical Floats
D	15	6" x 20' Black Water Suction Hose with Godwin QD Fittings
E	30	6" x 50' Heavy Duty Orange Layflat Hose with Godwin QD Fittings
F	1	6" MQD Floating Tee

THE PRICE PROVIDED IS BASED UPON XYLEM'S REVIEW OF THE APPLICABLE PLAN DRAWINGS AND RELEVANT TECHNICAL SPECIFICATION SECTIONS BEARING ON THE EQUIPMENT DESCRIBED IN THIS QUOTATION. SUBMISSION OF THIS QUOTATION SHOULD NOT BE MISCONSTRUED AS XYLEM'S ACCEPTANCE OF ANY OTHER PROVISIONS OF THE PRIME CONTRACT BETWEEN CONTRACTOR AND PROJECT OWNER (HOWSOEVER REFERENCED) AND ATTEMPTS IN ANY SUBSEQUENT SUBCONTRACT TO BIND XYLEM TO SUCH OWNER DOCUMENTS ARE HEREBY REJECTED AND SHALL BE OF NO FORCE AND EFFECT, IRRESPECTIVE OF ANYTHING STATED ELSEWHERE TO THE CONTRARY.

This pricing information is for internal use only. We ask that these items and terms be kept confidential. All quotations are subject to credit approval. All prices quoted in US dollars.

455 Harvest Time Drive
Sanford, FL 32771
Tel: 407-880-2900

xylem Let's Solve Water
godwin FLYGT

SALE QUOTATION

ITEM	QTY	DESCRIPTION

Our current delivery lead-times associated with this Quotation are best estimates at this time. Due to the outbreak of the COVID-19 virus pandemic and its global effects on commerce, supply chain, and logistics, these lead-times are an estimate only and not a commitment. Xylem is and will continue to use all commercially reasonable efforts to minimize any delivery delay impacts.

A signed copy of this Quotation is acceptable as a binding contract.

	Name:
Signature:	**(PLEASE PRINT)**
Company/Utility:	**Reference #:**
Address:	**Date:**
	Phone:
	Email:
	Fax:

NET LUMP SUM SALE TOTAL	**$ 106,304.10**

THE PRICE PROVIDED IS BASED UPON XYLEM'S REVIEW OF THE APPLICABLE PLAN DRAWINGS AND RELEVANT TECHNICAL SPECIFICATION SECTIONS BEARING ON THE EQUIPMENT DESCRIBED IN THIS QUOTATION. SUBMISSION OF THIS QUOTATION SHOULD NOT BE MISCONSTRUED AS XYLEM'S ACCEPTANCE OF ANY OTHER PROVISIONS OF THE PRIME CONTRACT BETWEEN CONTRACTOR AND PROJECT OWNER (HOWSOEVER REFERENCED) AND ATTEMPTS IN ANY SUBSEQUENT SUBCONTRACT TO BIND XYLEM TO SUCH OWNER DOCUMENTS ARE HEREBY REJECTED AND SHALL BE OF NO FORCE AND EFFECT, IRRESPECTIVE OF ANYTHING STATED ELSEWHERE TO THE CONTRARY.

This pricing information is for internal use only. We ask that these items and terms be kept confidential. All quotations are subject to credit approval. All prices quoted in US dollars.

QUOTE PER THE FLORIDA SHERIFF'S ASSOCIATION CONTRACT

Quote Prepared For: City of Wildwood ***Attention: Mr. Martin***

Date: 08/08/2024 ***Quote #156003340***

CONTRACT DETAILS

FLORIDA SHERIFF'S ASSOC., FLORIDA ASSOC. OF COUNTIES & FLORIDA FIRE CHIEFS' ASSOCIATION
BID #: FSA23-EQU21.0
Item #:313, 6 INCH MOBILE PUMP PACKAGE
EFFECTIVE: OCTOBER 1, 2023 THROUGH SEPTEMBER 30, 2025

CONTRACT PRICING

BASE	BASE BID - Godwin CD150S 6" Isuzu FT4 Dri-Prime Diesel Pump-Trailer	1	50,119.00	50,119.00
ADD	Upgrade to CD150S-CS 6" FT4 Isuzu / Trailer	1	14,014.64	14,014.64
	CONTRACT PRICING TOTAL			**64,133.64**

SPECIFIED OPTIONS		QTY	UNIT PRICE	
CAPGMA005	PrimeGuard Float Set	1	489.21	489.21
HSWS060020QDS	6" x 20' Black Water Suction Hose W/QD	15	603.99	9,059.85
HSDS060050QDD	6" x 50' HD Layflat Hose W/QD	30	1,047.62	31,428.60
	SUB TOTAL			40,977.66
	SPECIFIED OPTIONS TOTAL			**40,977.66**

NON-SPECIFIED OPTIONS		QTY	UNIT PRICE	
	6" MQD x 150#FL Mounting Kit - For Discharge	1	459.00	459.00
	6" FQD x 150#FL Mounting Kit - For Suction	1	371.00	371.00
	6" MQD Floating Tee	1	661.00	661.00
	SUB TOTAL			1,491.00
20%	Contract Discount LESS			298.20
	NON-SPECIFIED OPTIONS TOTAL			**1,192.80**

TOTAL CD150S-CS **106,304.10**

Xylem Dewatering Solutions / Godwin Pumps appreciates the opportunity to assist with the above quote per the Florida Sheriff's Association. We look forward to serving your needs throughout the future.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Continental Wastewater Treatment Plant Decommissioning and SR 44 Force Main Pay App No. 8 in the Amount of $271,111.83**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: DB Civil Construction LLC

Effective Date: 08/20/2024 Termination Date:

Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: This is a budgeted project in the 23/24 fiscal year budget. Funds are available in account 401-535-60-6770 (SR 44 FM / CCC Decommissioning).

HISTORY/FACTS/ISSUES:

On June 26, 2023, the City awarded the Continental WWTF Decommissioning and SR 44 Force Main project to DB Civil Construction LLC. Attached is Pay Application No. 8 for this project in the amount of $271,111.83. The project engineer, Kimley-Horn and Associates, and City staff have reviewed the pay application, confirmed its accuracy, and recommend approval to pay DB Civil Construction LLC the amount of $271,111.83.

CONTRACTOR APPLICATION FOR PAYMENT

CONTRACTOR:
DB Civil Construction LLC
4475 US 1 South, Suite 502
St. Augustine, FL 32086
(386) 256-7460

PROJECT:
Continental Country Club WWTF

ENGINEER:
Kimley-Horn and Associates, Inc.
1700 SE 17th Street, Suite 200
Ocala, Florida 34471

OWNER:
City of Wildwood, Florida
100 N. Main Street
Wildwood, FL 34785

APPLICATION NO:	8
DBCC PROJECT NO:	2309
APPLICATION DATE:	08/15/24
PERIOD FROM:	07/01/24
PERIOD TO:	07/31/24

Distribution to:
[X] OWNER
[ ] CONTRACTOR
[X] ENGINEER
[ ] OTHER

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract Continuation and Stored Materials Sheets which are attached.

1. ORIGINAL CONTRACT SUM	$	3,434,899.00
2. NET CHANGE BY CHANGE ORDERS	$	(536,970.84)
3. CONTRACT SUM TO DATE (Line 1 + 2)	$	2,897,928.16
4. TOTAL COMPLETED & STORED TO DATE	$	2,515,166.02
(Page 2, Revised Total Completed to Date + Page 3, Total for Reimbursment)		
5. RETAINAGE:		
5 % of Completed Work & Stored Material (5% x Line 4)	$	125,758.30
6. TOTAL EARNED LESS RETAINAGE (Line 4 Less Line 5 Total)	$	2,389,407.72
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from previous G702)	$	2,118,295.88
8. CURRENT PAYMENT DUE (Line 6 less Line 7)	**$**	**271,111.83**
9. BALANCE TO FINISH, INCLUDING RETAINAGE (Line 3 less Line 6)	$	508,520.44

CONTRACTOR'S Certification:

The undersigned CONTRACTOR certifies that (1) all previous progress payments received from OWNER an account of Work done under the Contract referred to above have been applied to discharge in full all obligations of CONTRACTOR incurred in connection with Work covered by prior Applications for Payment numbered 1 through 8 inclusive; and (2) title to all 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, claims, security interests and encumbrances (except such as covered by Bond acceptable to OWNER).

Contractor Affidavit - all previous progress payments received by Contractor have been applied to discharge Contractor's legitimate obligations associated with prior Applications for Payment.

CONTRACTOR: DB CIVIL CONSTRUCTION LLC

By: DAVID BORCHERT , SrManager Date: 8/15/2024

ENGINEER'S APPROVAL FOR PAYMENT

By: _____ Date: _____

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: 8/19/24

Pay Application # 8 **Project Name:** Continental Country Club WWTF **PERIOD ENDING** 7/31/2024

No.	PAY ITEMS	QTY	UNIT	UNIT PRICE	AMOUNT	PREVIOUS APPLICATION		THIS APPLICATION		TOTAL TO DATE		% COMP
						QTY COMPLETED	AMOUNT COMPLETED	QTY COMPLETED	AMOUNT COMPLETED	QTY COMPLETED	AMOUNT COMPLETED	
	GENERAL											
1	MOBILIZATION	1	LS	$ 233,000.00	$ 233,000.00	1.00	$ 233,000.00		$ -	1.00	$ 233,000.00	100.0%
2	MAINTENANCE OF TRAFFIC	1	LS	$ 20,000.00	$ 20,000.00	0.85	$ 17,000.00	0.07	$ 1,400.00	0.92	$ 18,400.00	92.0%
3	ENVIRONMENTAL PROTECTION	1	LS	$ 25,000.00	$ 25,000.00	0.85	$ 21,250.00	0.07	$ 1,750.00	0.92	$ 23,000.00	92.0%
4	SURVEY LAYOUT AND RECORD DRAWINGS	1	LS	$ 45,000.00	$ 45,000.00	0.85	$ 38,250.00	0.05	$ 2,250.00	0.90	$ 40,500.00	90.0%
5	PROFESSIONAL SITE VIDEO	1	LS	$ 1,939.00	$ 1,939.00	1.00	$ 1,939.00		$ -	1.00	$ 1,939.00	100.0%
6	RESTORATION, COMPLETE	1	LS	$ 80,000.00	$ 80,000.00	0.50	$ 40,000.00	0.25	$ 20,000.00	0.75	$ 60,000.00	75.0%
7	DEWATERING	1	LS	$ 40,000.00	$ 40,000.00	0.90	$ 36,000.00	0.05	$ 2,000.00	0.95	$ 38,000.00	95.0%
	CCC LIFT STATION											
8	LIFT STATION SITE WORK	1	LS	$ 100,000.00	$ 100,000.00	0.95	$ 95,000.00		$ -	0.95	$ 95,000.00	95.0%
9	CCC LIFT STATION	1	LS	$ 540,000.00	$ 540,000.00	0.80	$ 432,000.00		$ -	0.80	$ 432,000.00	80.0%
10	CAST IN PLACE SCREENING STRUCT\	1	LS	$ 65,000.00	$ 65,000.00	0.95	$ 61,750.00		$ -	0.95	$ 61,750.00	95.0%
11	CCC PARKSON FLOW THROUGH SCREEN	1	EA	$ 330,000.00	$ 330,000.00	-	$ -		$ -	-	$ -	0.0%
12	LIFT STATION ELECT/ INSTRUMENTATION	1	LS	$ 260,000.00	$ 260,000.00	0.55	$ 143,000.00		$ -	0.55	$ 143,000.00	55.0%
13	8" SDR-26 PVC GRAVITY MAIN	74	LF	$ 240.00	$ 17,760.00	-	$ -		$ -	-	$ -	0.0%
14	ELECTRICAL SERVICE ALLOWANCE	1	AL	$ 10,000.00	$ 10,000.00	-	$ -		$ -	-	$ -	0.0%
	FORCE MAIN											
15	8" DR 18 C900 PVC FORCE MAIN (INCLUDING FITTINGS AND RESTRAINTS, COMPLETE)	12,350	LF	$ 62.00	$ 765,700.00	9,280.00	$ 575,360.00	2,623.00	$ 162,626.00	11,903	$ 737,986.00	96.4%
16	8" GATE VALVE	23	EA	$ 3,500.00	$ 80,500.00	7.00	$ 24,500.00	7.00	$ 24,500.00	14.00	$ 49,000.00	60.9%
17	ABOVE GROUND AIR RELEASE VALVE	18	EA	$ 6,000.00	$ 108,000.00	14.00	$ 84,000.00	3.00	$ 18,000.00	17.00	$ 102,000.00	94.4%
18	8" RESTRAINED PLUG	1	EA	$ 800.00	$ 800.00	-	$ -		$ -	-	$ -	0.0%
19	8" DR 18 C900 FUSIBLE PVC DIRECTIONAL DRILL (INCLUDING FITTINGS AND RESTRAINTS, COMPLETE)	6,400	LF	$ 98.00	$ 627,200.00	4,636.00	$ 454,328.00	1,764.00	$ 172,872.00	6,400.00	$ 627,200.00	100.0%
20	REMOVE TIE IN TO EXISTING 8" FM	1	EA	$ 4,400.00	$ 4,400.00	-	$ -		$ -	-	$ -	0.0%
21	OPEN CUT ROADWAY RESTORATION ASPH PAVT, 2"	57	SY	$ 160.00	$ 9,120.00	57.00	$ 9,120.00		$ -	57.00	$ 9,120.00	100.0%
22	OVERLAY ASPH CONC, 1" AVERAGE DEPTH, TRAFFIC C (MARKINGS PER PLANS AND SPECIFICATIONS, COMPLETE)	4	TON	$ 1,200.00	$ 4,800.00	4.00	$ 4,800.00		$ -	4.00	$ 4,800.00	100.0%
23	TRANSITION TAPER	283	SY	$ 50.00	$ 14,150.00	283.00	$ 14,150.00		$ -	283.00	$ 14,150.00	100.0%
24	DRIVEWAY RESTORATION (ASPHALT)	48	SY	$ 110.00	$ 5,280.00	48.00	$ 5,280.00		$ -	48.00	$ 5,280.00	100.0%
25	DRIVEWAY RESTORATION (CONCRETE)	140	SY	$ 90.00	$ 12,600.00	140.00	$ 12,600.00		$ -	140.00	$ 12,600.00	100.0%
26	DRIVEWAY RESTORATION (OTHER)	62	SY	$ 40.00	$ 2,480.00	62.00	$ 2,480.00		$ -	62.00	$ 2,480.00	100.0%
27	SIDEWALK RESTORATION	38	SY	$ 90.00	$ 3,420.00	-	$ -		$ -	-	$ -	0.0%
28	PAYMENT AND PERFORMANCE BONDE	1	LS	$ 28,750.00	$ 28,750.00	1	$ 28,750.00		$ -	1	$ 28,750.00	100.0%
	SUMMARY OF CONTRACT ITEMS				**$ 3,434,899.00**		**$ 2,334,557.00**		**$ 405,398.00**		**$ 2,739,955.00**	79.8%
	CHANGE ORDER											
CO1 a	Lift Station Wet Well revision performed by C&R Technical	1	LS	$ 39,010.45	$ 39,010.45	1	$ 39,010.45		$ -	1	$ 39,010.45	100.0%
CO2	Owner Purchased Materials	1	LS	$ (575,981.29)	$ (575,981.29)	0.458	$ (263,799.43)		$ -	0.458	$ (263,799.43)	45.8%
				$ -	$ -	0	$ -		$ -	-	$ -	#DIV/0!
				$ -	$ -	0	$ -		$ -	-	$ -	#DIV/0!
				$ -	$ -	0	$ -		$ -	-	$ -	#DIV/0!
	SUMMARY OF CO				**$ (536,970.84)**		**$ (224,788.98)**		**$ -**		**$ (224,788.98)**	
	SUMMARY OF ALL CHANGE ORDERS				**$ (536,970.84)**		**$ (224,788.98)**		**$ -**		**$ (224,788.98)**	
	REVISED CONTRACT TOTAL				**$ 2,897,928.16**		**$ 2,109,768.02**		**$ 405,398.00**		**$ 2,515,166.02**	86.8%

Pay Application # 8
Project Name: Continental Country Club WWTF
Period Ending: 7/31/24

STORED MATERIALS

DESCRIPTION	AMOUNTS				UNIT	UNIT PRICE	QUANTITIES			
	ON HAND LAST PERIOD	RECV'D THIS PERIOD	INSTALLED THIS PERIOD	BALANCE THIS PERIOD			ON HAND LAST PERIOD	RECV'D THIS PERIOD	INSTALLED THIS PERIOD	BALANCE THIS PERIOD
HAYES PIPE SUPPLY, INC.	$ -	$ -	$ -	$ -						-
INV# 1029100	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
HAYES PIPE SUPPLY, INC.	$ -	$ -	$ -	$ -						-
INV# 1030	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
HAYES PIPE SUPPLY, INC.	$ 67,841.70	$ -	$ (67,841.70)	$ -						-
INV# 1058078	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
HAYES PIPE SUPPLY, INC.	$ -	$ -	$ -	$ -						-
INV# 1060014	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
HAYES PIPE SUPPLY, INC.	$ 33,021.00	$ -	$ (33,021.00)	$ -						-
INV# 1069063	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
HAYES PIPE SUPPLY, INC.	$ 12,361.00	$ -	$ (12,361.00)	$ -						-
INV# 1069064	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
	$ -	$ -	$ -	$ -						-
SUBTOTAL	**$ 113,223.70**	**$ -**	**$ (113,223.70)**	**$ -**						
SALES TAX 6%	**$ 6,793.42**	**$ -**	**$ (6,793.42)**	**$ -**						
TOTAL	**$ 120,017.12**	**$ -**	**$ (120,017.12)**	**$ -**						
TOTAL FOR REIMBURSEMENT THIS PERIOD				**$ -**						

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Main Street Parking Garage Pay App No. 7 in the Amount of $179,170.93**

REQUESTED ACTION: Staff recommends approval of pay application #7 in the amount of $179,170.93.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

In August 2023, the City Commission approved a design-build contract with Finfrock Construction, LLC for the construction of the Main Street Parking Garage. Attached is pay application No. 7 in the amount of $179,170.93.

The city's consultant for the project, Ket West, Principal Architect with CPH Consulting, and staff have reviewed the pay application and supporting documentation for accuracy.

Staff recommends approval of pay application No. 7 in the amount of $179,170.93.

Requisition

FINFROCK

TO CLIENT:	City of Wildwood 100 North Main Street Wildwood, FL 34785	**PROJECT:**	Wildwood PG 301 N. Main Street Wildwood, FL 34785	**APPLICATION NO:** **PERIOD TO:** **PROJECT NOS:**	007 7/31/2024 C22008
FROM CONTRACTOR:	Finfrock Construction, LLC 2400 Apopka Blvd Apopka, FL 32703	**VIA ARCHITECT:**	Finfrock Design, LLC 2400 Apopka Blvd Apopka, FL 32703	**CONTRACT DATE:**	8/23/2023
CONTRACT FOR:	Wildwood Parking Garage				

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment as shown below, in connection with the Contract.
Continuation Sheet is attached.

1. ORIGINAL CONTRACT SUM		$6,315,602.00
2. Net change by Change Order		-$2,384,866.96
3. CONTRACT SUM TO DATE		$3,930,735.04
4. TOTAL COMPLETED & STORED TO DATE		$3,663,860.40
5. RETAINAGE:		
a. Completed Work	$287,054.97	
b. Stored Material	$0.00	
Total Retainage		$287,054.97
6. TOTAL EARNED LESS RETAINAGE		$3,376,805.43
7. LESS PREVIOUS CERTIFICATES FOR PAYMENT		$3,197,634.50
8. CURRENT PAYMENT DUE		$179,170.93
9. BALANCE TO FINISH, INCLUDING RETAINAGE		$553,929.61

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner	$119,275	$2,504,142
Total approved this month	$0	$0
TOTALS	$119,275	$2,504,142
NET CHANGES by Change Order		($2,384,867)

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and the belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due.

CONTRACTOR:

By: _____ Date: 08-07-2024

State of: FL

County of: Orange

Subscribed and sworn to before me this: 7th day of August 2024

Notary Public: Hannah Benham

My Commission expires: April 17, 2028

HANNAH BENHAM
Notary Public - State of Florida
Commission # HH 517073
My Comm. Expires Apr 17, 2028
Bonded through National Notary Assn.

Approved for payment

Ket West

Digitally signed by Ket West
DN: C=US, E=kwest@cphcorp.com, O=CPH, CN=Ket West
Reason: I have reviewed this document
Date: 2024.08.15 09:49:28-04'00'

CONTINUATION SHEET

FINFROCK

APPLICATION AND CERTIFICATE FOR PAYMENT,
containing Contractors's signed Certification, is attached.
In tabulations below, amounts are stated to the nearest dollar.
Use Column I on Contracts where variable retainage for line items may apply.

APPLICATION NO: 007
APPLICATION DATE: 8/1/2024
PERIOD TO: 7/31/2024
PROJECT NOS: C22008

A	B	C	D	E	F	G	H		I	J
			Work Completed		Materials Stored		Total		Balance to	
Item No.	Description of Work	Scheduled Value	From Prev/Material Installed	This Period	From Prev (Not in D or E)	Curr Stored (Not in D or E)	Completed & Stored to Date (D+E+F+G)	% (H / C)	Finish (C-H)	Retainage
001	Division 01 - General Requirements	$340,728.00	$306,655.20	$17,036.40	$0.00	$0.00	$323,691.60	95.00%	$17,036.40	$16,184.58
002	Division 02 - Sitework	$160,000.00	$160,000.00	$0.00	$0.00	$0.00	$160,000.00	100.00%	$0.00	$8,000.00
003	Division 03 - Concrete	$3,484,333.00	$3,484,333.00	$0.00	$0.00	$0.00	$3,484,333.00	100.00%	$0.00	$174,216.65
004	Division 04 - Masonry	$78,498.00	$74,573.10	$3,924.90	$0.00	$0.00	$78,498.00	100.00%	$0.00	$3,924.90
005	Division 05 - Metals	$389,755.00	$292,316.25	$58,463.25	$0.00	$0.00	$350,779.50	90.00%	$38,975.50	$17,538.97
006	Division 07 - Thermal & Moisture Protection	$107,312.00	$107,312.00	$0.00	$0.00	$0.00	$107,312.00	100.00%	$0.00	$5,365.60
007	Division 08 - Openings	$18,400.00	$13,800.00	$4,600.00	$0.00	$0.00	$18,400.00	100.00%	$0.00	$920.00
008	Division 09 - Finishes	$77,137.00	$65,566.45	$11,570.55	$0.00	$0.00	$77,137.00	100.00%	$0.00	$3,856.85
009	Division 10 - Specialties	$90,939.00	$45,469.50	$45,469.50	$0.00	$0.00	$90,939.00	100.00%	$0.00	$4,546.95
010	Division 12 - Furnishings	$9,000.00	$9,000.00	$0.00	$0.00	$0.00	$9,000.00	100.00%	$0.00	$450.00
011	Division 14 - Conveying Systems	$129,000.00	$109,650.00	$12,577.50	$0.00	$0.00	$122,227.50	94.75%	$6,772.50	$6,111.38
012	Division 21 - Fire Prevention	$44,000.00	$39,600.00	$2,582.80	$0.00	$0.00	$42,182.80	95.87%	$1,817.20	$2,109.14
013	Division 22 - Plumbing	$96,004.00	$86,403.60	$9,600.40	$0.00	$0.00	$96,004.00	100.00%	$0.00	$4,800.20
014	Division 23 - HVAC	$11,000.00	$8,250.00	$0.00	$0.00	$0.00	$8,250.00	75.00%	$2,750.00	$412.50
015	Division 26 - Electrical	$269,386.00	$255,916.70	$5,387.72	$0.00	$0.00	$261,304.42	97.00%	$8,081.58	$13,065.22
016	Division 28 - Electronic Safety & Security	$4,461.00	$2,230.50	$2,230.50	$0.00	$0.00	$4,461.00	100.00%	$0.00	$223.05
017	Division 31 - Earthwork	$42,241.00	$42,241.00	$0.00	$0.00	$0.00	$42,241.00	100.00%	$0.00	$2,112.05
018	Division 32 - Surface Improvements	$220,000.00	$110,000.00	$0.00	$0.00	$0.00	$110,000.00	50.00%	$110,000.00	$5,500.00
019	Division 33 - Utilities	$120,000.00	$60,000.00	$0.00	$0.00	$0.00	$60,000.00	50.00%	$60,000.00	$3,000.00
020	Design Fees	$269,000.00	$269,000.00	$0.00	$0.00	$0.00	$269,000.00	100.00%	$0.00	$0.00
021	Builders Risk	$20,000.00	$20,000.00	$0.00	$0.00	$0.00	$20,000.00	100.00%	$0.00	$0.00
022	Bond	$18,628.00	$18,628.00	$0.00	$0.00	$0.00	$18,628.00	100.00%	$0.00	$0.00
023	General Contractor's Fee	$315,780.00	$279,181.10	$15,157.44	$0.00	$0.00	$294,338.54	93.21%	$21,441.46	$14,716.93
024	C22008.001 - CO#01 - ODP	-$2,455,490.10	-$2,455,490.10	$0.00	$0.00	$0.00	-$2,455,490.10	100.00%	$0.00	$0.00
025	002 - CO#02 - CE #01-04	$33,083.36	$33,083.36	$0.00	$0.00	$0.00	$33,083.36	100.00%	$0.00	$0.00
026	C22008.003 - CO#03 - Underground Foundations Add, ODP and Laydown Deduct	$37,539.78	$37,539.78	$0.00	$0.00	$0.00	$37,539.78	100.00%	$0.00	$0.00
	Cumulative Totals	**$3,930,735.04**	**$3,475,259.44**	**$188,600.96**	**$0.00**	**$0.00**	**$3,663,860.40**	**93.21%**	**$266,874.64**	**$287,054.97**

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Change Order/Invoice Approval in the Amount of $176,523.84 Regarding the Blount/Parkview Developers Agreement**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity: Chance Wildwood Owner, LLC

Effective Date: Termination Date:

Managing Division/Department: Executive

BUDGET IMPACT: Funding is available in the Wastewater SDC Fund.

HISTORY/FACTS/ISSUES:

In September 2021, the City of Wildwood entered into a developer's agreement with the developers of a project adjacent to Millennium Park, Blount/Parkview. The agreement identified the developer's responsibility for installing an off-site sanitary force main that will serve future development along CR-44A. The force main is subject to System Development Charge credits pursuant to the developer's agreement.

During the construction of the force main, the City identified a need to directional drill the force main rather than perform an open trench installation. City staff initiated this change in an effort to save the large, majestic live oak trees, reduce impacts on private property, and to reduce the amount of open-cuts along CR 44A (a city-facility).

Chance Partners presented the Change Order for the revised plans, which is a total of $176,523.84. During an internal accounting of the project, it was determined the City had not reimbursed Chance for the cost of the Change Order. Because the cost of construction exceeded the amount of the impact fees that were paid to the City, Staff recommends approval of the Change Order and payment of the invoice presented by Chance Partners.

Chance Wildwood Owner, LLC

c/o Chance Partners, LLC
PO Box 10292
Jacksonville, FL 32247

Invoice: 018

Invoice Date: February 26, 2024

Bill To: **City of Wildwood**
City Hall
100 N Main Street
Wildwood, FL 34785

Description	Amount
Offsite - change order # 1 (Earthscapes)	$176,523.84

Invoice Subtotal	$	176,523.84
TOTAL	**$**	**176,523.84**

Please remit payment via wire.

Wiring Instructions:
Bank: Renasant
ABA: 084201294
Account: Chance Wildwood Owner, LLC
Account No.: 8015588839

AIA® Document G701™ – 2017

Change Order

PROJECT:
Parkview Apartments –Off-site
Utilities 3664CR-44A
Wildwood, FL 34785

OWNER:
Chance Wildwood Owner, LLC
PO Box 10292
Jacksonville, FL 32247

CONTRACT INFORMATION:
Contract For Parkview Offsite
Date: 10/28/2022

ARCHITECT:
Burkett Engineering
105 E. Robinson Street
Suite 501
Orlando, FL 32801

CHANGE ORDER INFORMATION:
Change Order Number: 1
Date:

CONTRACTOR:
Earthscapes Unlimited
1010 N Wamell Rd
Coleman , FL, 33521

Offsite directional drilling for force main per plans inlcuding ARV as specified by City of Wildwood

The original (Contract Sum) (Guaranteed Maximum Price) was	$ 1,026,509.43
The net change by previously authorized Change Orders	$ 0.00
The (Contract Sum) (Guaranteed Maximum Price) prior to this Change Order was	$ 1,026,509.43
The (Contract Sum) (Guaranteed Maximum Price) will be (increased) (decreased) (unchanged) by this Change Order in the amount of	$ 176,523.84
The new (Contract Sum) (Guaranteed Maximum Price), including this Change Order, will be	$ 1,203,033.27
The Contract Time will be (increased) (decreased) (unchanged) by	(0) days.
The new date of Substantial Completion will be	

NOTE: This Change Order does not include adjustments to the Contract Sum or Guaranteed Maximum Price, or the Contract Time, that have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive.

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACTOR AND OWNER.

ARCHITECT *(Firm name)*	CONTRACTOR *(Firm name)*	OWNER *(Firm name)*
	Earthscapes Unlimited, Inc	Chance Wildwood Owner, LLC
SIGNATURE	SIGNATURE	SIGNATURE
PRINTED NAME AND TITLE	PRINTED NAME AND TITLE	Judd Bobilin, Manager
DATE	11/11/2022	12-8-22

CAUTION: You should sign an original AIA Contract Document, on which this text appears in RED. An original assures that changes will not be obscured.

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EarthScapes
Unlimited, Inc.

CHANCE PARTNERS, LLC.
1800 ATLANTIC BLVD
JACKSONVILLE, FLORIDA 32207

Sales: David Gruber
Offsite Force Main COW request
Wildwood, Florida 34785

Est ID: EST3548996
Date: Nov-03-2022

Email: bnewell@chance-partners.com
Phone: 404-518-3400

Directional Drill 6" HDPE in lieu of open trench installation — $176,523.84

Directional Drill approximately 2400' to avoid large oak trees and School fencing. Per COW add Air Release Valves to high points.

2400 LF	Sub- Contractor- Marion Rock	HDD Bores- 6"	$88.36	$212064.00
42 LF	Road Crossing Casing Deduction		($225.00)	-$9450.00
2400 LF	6" PVC Sewer Pipe Deduction		($27.00)	-$64800.00
4 EA	Air Relief Valve Installed per COW Specs Vault on concrete pad		$9,677.46	$38709.84

Subtotal	**$176,523.84**
Taxes	**$0.00**
Estimate Total	**$176,523.84**

Contract Payment Summary

PO # **Contract #**

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

Engineer's Certification of Satisfactory Completion

City of Wildwood
100 N Main Street
Wildwood, Florida 34785

Project Name: SP-2111-012 CR 44-A Water and Force Main Extensions

Applicant Name: Chance Partners, LLC

I hereby certify to the City of Wildwood that the above referenced project has been fully and satisfactorily completed in accordance with the approved plans and permits, and the provisions of the Land Development Code.

This Certification is made based on site observations by me and/or others under my responsible charge, review of certified material testing reports, and review of as-built drawings prepared by a registered land surveyor.

I am forwarding herewith two (2) copies of the certified material testing reports and four (4) prints of the AS-BUILT PLAN which shows the improvements as constructed including dimensions and elevations. The AS-BUILT PLAN has been certified as correctly indicating actual conditions of construction.

CLIFFORD ALEJOS
LICENSE
NO. 88523
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

SEAL REQUIRED

By _____

Clifford Alejos, P.E.
(Typed Name)

Registered Engineer No. 88523

STATE OF FLORIDA
DATE: 9/8/2023

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Preliminary 2024 Population Estimate For the City of Wildwood (BEBR)**

REQUESTED ACTION: Staff recommends acceptance.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The University of Florida Bureau of Economic and Business Research (BEBR) has provided a population estimate for the City of Wildwood of 31,337, as of April 1, 2024. The new estimate reflects an increase of 15,607 permanent residents since the April 1, 2020 census data was published.

Official Population Estimate (Permanent Residents): April 1, 2024

Prepared by the University of Florida, Bureau of Economic & Business Research

JURISDICTION: **Wildwood** COUNTY: **Sumter County**

CENSUS POPULATION 4/1/2020	TOTAL POPULATION CHANGE	PRELIMINARY POPULATION ESTIMATE 4/1/2024	INMATE POPULATION 4/1/2024	PRELIMINARY POPULATION ESTIMATE LESS INMATES 4/1/2024
15,730	15,607	31,337	0	31,337

15,730 ⟸ Your 2020 Census count from the U.S. Census Bureau (CANNOT be challenged here)

15,607 ⟸ Your preliminary estimate of population change since 2020 (CAN be challenged)

31,337 ⟸ Your preliminary population estimate for 2024 (including any inmates)

31,337 ⟸ The preliminary population estimate for state revenue-sharing use (FY 2025-2026)

Please check the appropriate box below and return a copy of this form in time to be received by our office by **September 6, 2024** and retain a copy for your files. Please return this form via **one** of the following methods:

- Email PDF to **RichardLDoty@ufl.edu** (preferred method), or
- Postal mail using the postage paid envelope.

☐ I have reviewed this preliminary population estimate and consider the estimated population **change** since the 2020 Census to be reasonably accurate. (Unless new information is presented to us which would affect your jurisdiction, this will become your official estimate on October 15, 2024.)

☐ I have reviewed this preliminary population estimate and do not consider the estimated population **change** since the 2020 Census to be reasonably accurate. I believe a more accurate estimate of population **change from 4/1/2020 to 4/1/2024** would be _____. I request that you reconsider your estimate, and I am **providing data and/or documentation (required)** supporting the requested revision.

_____	_____	_____
Name	*Signature*	*Date*
_____	_____	_____
Title	*Email*	*Phone*

We mail these estimates to titles rather than names. If it should be mailed to a **different contact title or address** in the future, please print that information below. **Otherwise, please leave this blank**.

Title: _____

Street Address: _____

City, State Zip _____

Bureau of Economic and Business Research
University of Florida
PO Box 117148
Gainesville, FL 32611-7148

EMAIL: RichardLDoty@ufl.edu
TEL: 352-294-9150
FAX: 888-534-2404
www.bebr.ufl.edu

College of Liberal Arts and Sciences
Bureau of Economic and Business Research

720 SW 2nd Ave. Ste. 150
PO Box 117148
Gainesville, FL 32611-7148
352-294-9150
888-534-2404 Fax

August 16, 2024

Dear Sir or Madam:

Enclosed is the preliminary estimate of the resident[1] population of your jurisdiction as of **April 1, 2024**. This estimate was produced by our office under contractual agreement with the Florida Legislature, and it is a factor used in determining the distribution of state revenue sharing funds (Section 186.901, Florida Statutes, Revenue Sharing Act, 1972).

We ask that you evaluate this estimate carefully and make the appropriate response on the enclosed form. Please complete the enclosed form and email it in PDF format to RichardLDoty@ufl.edu (preferred method) or mail it back in the postage-paid envelope. If future correspondence to your office should be directed toward a different title or address than the one on the envelope, please indicate that change on the form.

These 2024 estimates are based on the April 1, 2020 Census population counts.[2] The Bureau of Economic and Business Research (BEBR) has estimated population change between the Census counts and April 1, 2024. You have the right to challenge the population change between the April 1, 2020 Census count and the April 1, 2024 estimate if you believe that change is not reasonably accurate. You may do so by providing an alternative estimate along with data to support the revision. This challenge must be received by our office by **September 6, 2024**. We will review your challenge thoroughly and objectively, and we will notify you of our response to your challenge.

Thank you very much; your assistance is greatly appreciated. If you have any questions regarding the preliminary estimate or the challenge process, please contact me.

Sincerely,

Richard L. Doty
352-294-9150 / RichardLDoty@ufl.edu

[1] The residence criteria are based on the Census Bureau's concept of "usual residence", which is defined as the place where a person lives and sleeps most of the time. Consequently, seasonal and temporary residents whose usual place of residence is in another jurisdiction are not included.

[2] The 2020 Census counts are now final and cannot be challenged. However, any official population count that is conducted through a Special Census with the Census Bureau will be used as a new base for future estimates during the decade. A Special Census is a basic enumeration of population, housing units, group quarters and transitory locations, conducted by the U.S. Census Bureau at the request of a governmental unit. They are conducted on a cost-reimbursable basis. The Special Census Program restarted in March 2023 and continues through May 2027 for cost estimates, while the data collection will occur between January 2024 through September 2028. See https://www.census.gov/programs-surveys/specialcensus/about.html. The Census Bureau programs for challenging the 2020 Census counts (the Census Count Question Resolution program and the Post-Census Group Quarters Review) are no longer available, as the deadline was June 30, 2023.

Have You Had an Annexation Lately?
If So, Your Population Estimate Needs Your Help

Your population estimate is important because it is a factor in determining the amount of state and federal dollars that your community receives. It is essential that the state knows of your annexation in order to incorporate that area's population into your estimate.

Where to Report:

Report your annexation to the State of Florida contacts below to ensure that all are aware that you had an annexation and that you qualify for all benefits available under the law.

Report to the Following 3 Contacts:

Alexandra LaTorre Executive Office of the Governor RE: Annexations The Capitol, Room 1702 Tallahassee, FL 32399-0001 Phone: 850-717-9506 Alexandra.LaTorre@laspbs.state.fl.us	Pam Schenker Florida Legislature, Office of Economic and Demographic Research 111 W. Madison St., Suite 574 Tallahassee, FL 32399-6588 Phone: 850-487-1402 DenseUrbanLandArea@leg.state.fl.us	Suzanne Roulston-Doty University of Florida, Bureau of Economic & Business Research PO Box 117148 Gainesville, FL 32611-7148 Phone: (352) 392-0171 x337 srdoty@ufl.edu

What to Send:

- Annexation ordinance including:
  - ☑ Ordinance number
  - ☑ Legal description
  - ☑ Parcel number
  - ☑ Map with acreage denoted
  - ☑ Annexed land area (acres)
  - ☑ Effective date of the annexation
- Number of housing units by type of unit (single-family, multifamily, or mobile home) at the time of annexation

Other Essential Parties to Notify:

- Population estimates are typically based on the number of active residential electric meters in your area. So, please remember to **let your electric utility company/companies know of the annexation** to ensure the data that drive your population estimate will correctly reflect your current boundaries, both today and in the future. This also ensures that any franchise fees paid by your utility are paid to the correct jurisdiction.
- Annexations also must be reported to the **U.S. Census Bureau** through its annual Boundary and Annexation Survey (BAS). For more information, see https://www2.census.gov/geo/pdfs/partnerships/bas/BAS-Flyer.pdf.

Statutory Authority:

- FS186.901(3): *In cases of annexation or consolidation, local governments shall be required to submit to the Executive Office of the Governor, within 30 days following annexation or consolidation, a statement as to the population census effect of the action.*
- FS171.091: ***Recording.—*** *Any change in the municipal boundaries through annexation or contraction shall revise the charter boundary article and shall be filed as a revision of the charter with the Department of State within 30 days. A copy of such revision must be submitted to the Office of Economic and Demographic Research along with a statement specifying the population census effect and the affected land area.*
- In addition to the above, please remember to file your annexation in accordance with Florida Statues 171.044(3): *An ordinance adopted under this section shall be filed with the clerk of the circuit court and the chief administrative officer of the county in which the municipality is located and with the Department of State within 7 days after the adoption of such ordinance. The ordinance must include a map which clearly shows the annexed area and a complete legal description of that area by metes and bounds.*

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Parking Garage Ribbon Cutting Event**

REQUESTED ACTION: For Information Only

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The construction of the downtown parking garage is nearing completion. The substantial completion walk-through is scheduled for the week of August 26, 2024. Staff and the contractor, FINFROCK, settled on September 13, 2024, at 9:00am as the official grand opening and ribbon-cutting event. Flyers and other communications in support of the event will be disseminated to the public over the coming days and weeks.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Welcome to Wildwood 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 Welcome to Wildwood 2024 schedule and timeline.

WELCOME TO WILDWOOD v2

Monday, August 26, 2024
PRESENTATIONS DUE TO CITY MANAGER

Wednesday, September 11, 2024
DRY RUN

8:00 – 8:30 a.m.
Room/IT Prep

8:30 – 9:45 a.m.
Session 1

10:00 – 11:15 a.m.
Session 2

1:30 – 2:45 p.m.
Session 3

3:00 – 3:30 p.m.
Debrief
(all participants)

Wednesday, September 18, 2024
3:00 – 5:00 p.m.
SESSION 1

Total Time:
1 hour 45 minutes

3:00 p.m.
Introduction
(5 min.)

3:05 p.m.
City Manager
(25 min.)

3:30 p.m.
Finance
(20 min.)

3:50 p.m.
City Clerk
(10 min.)

4:00 p.m.
IT/Data Security
(15 min.)

4:15 p.m.
Q+A
(30 min.)

4:45 p.m.
Wrap Up

Wednesday, September 25, 2024
3:00 – 5:00 p.m.
SESSION 2

Total Time:
1 hour 45 minutes

3:00 p.m.
Introduction
(5 min.)

3:05 p.m.
Development Services
(20 min.)

3:25 p.m.
Public Works
(20 min.)

3:45 p.m.
Fleet
(10 min.)

3:55 p.m.
Police
(20 min.)

4:15 p.m.
Q+A
(30 min.)

4:45 p.m.
Wrap Up

Wednesday, October 3, 2024
3:00 – 5:00 p.m.
SESSION 3

Total Time:
1 hour 45 minutes

3:00 p.m.
Introduction
(5 min.)

3:05 p.m.
Utilities
(20 min.)

3:25 p.m.
Utility Billing
(15 min.)

3:40 p.m.
Parks and Recreation
(20 min.)

4:00 p.m.
Human Resources
(15 min.)

4:15 p.m.
Q+A
(30 min.)

4:45 p.m.
Wrap Up