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
November 11, 2024 9:00 AM
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: JULY 29, 2024 COMMISSION WORKSHOP*

C. *MINUTES FOR APPROVAL: AUGUST 19, 2024 COMMISSION WORKSHOP*

D. *MINUTES FOR APPROVAL: AUGUST 26, 2024 REGULAR COMMISSION MEETING*

E. *PLAT 2409-010 VOSO UNIT 240 FINAL PLAT*

F. *RIGHT-OF-WAY DEED FOR INTERMEDIATE DRIVE*

G. *RIGHT-OF-WAY DEED FOR MIDDLETON UNIT NO. 5*

H. *WILDWOOD EAST DEVELOPER'S AGREEMENT*

3. Presentations and/or Proclamations

A. *MEDAL OF VALOR RECIPIENT DETECTIVE SERGEANT DAVID CLARKSON*

B. *PROCLAIM NOVEMBER 16, 2024, AS STORMWATER DAY*

4. Public Hearings - Timed - Legislative

A. *SWEAR IN CITY STAFF AND PUBLIC SPEAKERS*

B. ***RESOLUTION NO. R2024-27 -*** *A RESOLUTION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AMENDING THE FISCAL YEAR 2023-2024 BUDGET; AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO TAKE ALL ACTIONS NECESSARY TO IMPLEMENT THE TERMS AND CONDITIONS OF THIS RESOLUTION; PROVIDING FOR AN EFFECTIVE DATE.*

FY24 Final Budget Amendment

Staff recommends approval.

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

CP 2309-002 Wildwood East

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

5. Public Hearings - Timed - Quasi-Judicial

A. ***ORDINANCE NO. O2024-19 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA; PROPOSING A ZONING MAP AMENDMENT TO THE OFFICIAL ZONING MAP IN ACCORDANCE WITH SECTIONS 3.2 AND 3.3 OF THE LAND DEVELOPMENT REGULATIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

RZ 2309-002 Wildwood East

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

B. ***ORDINANCE NO. O2024-66 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.286 ACRES LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF CR 152 AND CR 169, IN SECTION 15, TOWNSHIP 19 SOUTH, RANGE 23 EAST; ADDRESSED AS 5127 CR 169, WILDWOOD, FL 34785, WHICH IS 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 2409-002 5127 CR 169

The applicant, Dorothy Joy Messenger-Young, trustee of the Young Family Revocable Trust, has submitted a voluntary annexation application for parcel G15A098. The property to be annexed totals 0.286 acres MOL, and is located at 5127 CR 169, Wildwood, FL 34785.
Staff recommends approval

C. ***ORDINANCE NO. O2024-68 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 5 ACRES LOCATED APPROXIMATELY 740 FEET SOUTH OF THE INTERSECTION OF CR 214 AND CR 209, IN SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, IN SUMTER COUNTY, FLORIDA; WHICH IS 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 2410-001 Greatest American Hero

Parcel D19-067
The applicant and property owner, Joseph Martelli (TTEE), has submitted a voluntary annexation for parcel D19-067.
Staff recommends approval.

6. Public Forum - 4 minute time limit

7. Ordinances First Reading Only (No Vote)

A. ***ORDINANCE NO. O2024-67 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.59 ACRES GENERALLY LOCATED APPROXIMATELY 0.30 MILES SOUTHEAST OF THE E SR 44 AND MEGGISON RD INTERSECTION, IN SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST; WHICH IS 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 2410-002 HEU Wildwood

Parcels G16A002, G16A008, G16A011, & G16DA003
The applicant/owner Heushtein A. Moise has submitted a voluntary annexation application for parcels G16A002, G16A008, G16A011, & G16DA003. The property to be annexed totals 0.59 acres MOL and is generally located approximately 0.30 miles southeast of the E SR 44 and Meggison Rd intersection within the Hearty Host Lake Resort according to Plat Book 3 Page 57 and Plat Book 4 Page 62.
Staff recommends approval.

B. ***ORDINANCE NO. O2024-71 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 10.02 ACRES LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF CR 500 AND EC 470, IN SECTION 9 AND 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, WHICH IS 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 2409-001 Indian Oaks Self Storage

The applicant, LPG Urban & Regional Planners, on behalf of the owner,JUDY R. SNELL and PAMELA A. HANSARD, as Co-Trustees of the MARGIE E. SOVERCOOL LIVING TRUST AGREEMENT DATED JUNE 26, 2019 has submitted a voluntary annexation application for parcel K09A020. The property to be annexed totals 10.02 acres MOL and is located at 227 CR 500 at the northeast corner of the intersection of CR 500 and E C 470.
Staff recommends approval.

C. ***ORDINANCE NO. O2024-73 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 9.745 ACRES LOCATED JUST SOUTH OF C-44A AND APPROXIMATELY 0.20 MILES EAST OF THE INTERSECTION OF C44-A AND SOUTH BUENA VISTA BLVD., IN SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST; WHICH IS 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 2410-003 VOSO 11th Amendment Annexation

Parcel G16-005 and Portion of Parcel G16-100
The applicant, The Villages Development Company, LLC, has submitted a voluntary annexation application for parcel G16-005 and portion of Parcel G16-100. The area to be annexed is approximately 9.475 acres of land with both parcels combined. The subject parcel is located just south of C-44A and approximately 0.20 miles east of the intersection of C-44A and South Buena Vista Blvd.
Staff recommends approval

D. ***ORDINANCE NO. O2024-74 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 40.18 ACRES LOCATED APPROXIMATELY 0.20 MILES SOUTH OF THE INTERSECTION OF CR 216 AND CR 209, IN SECTION 24, TOWNSHIP 18 SOUTH, RANGE 22 EAST; ADDRESSED AS 10312 CR 209, OXFORD, FL 34484, WHICH IS CONTIGUOUS BUT IS NOT 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 2405-002 Oakbridge

Parcels C24-009 and C24-061
The applicant, Shelton T. Rice/ Peterson & Myers, PA, has submitted an annexation application on behalf of the property owner, Clyde S. Bexley, for parcels C24-009 and C24-061. The area to be annexed is approximately 40.18 acres of land with both parcels combined. The subject parcels are located at 10312 CR 209, Oxford, FL 34484.
Staff recommends approval

E. ***ORDINANCE NO. O2024-75 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 103.5 ACRES LOCATED JUST SOUTH OF E C 466, JUST NORTH OF CR 214, APPROXIMATELY 0.50 MILES WEST OF CR 209 AND APPROXIMATELY 0.25 MILES EAST OF CR 223, IN SECTION 13, TOWNSHIP 18 SOUTH, RANGE 22 EAST; ADDRESSED AS 2277 E C 466, OXFORD, FL 34484, 2483 E C 466, OXFORD, FL 34484, AND 2700 CR 214, OXFORD, FL 34484, WHICH IS CONTIGUOUS BUT IS NOT 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 2408-002 Canan Oaks

Parcels C13-003, C13-017, C13-019 and C13-039
The applicant, ACM Orlando Properties, LLC, has submitted an annexation application on behalf of property owners, R. Wendell Warnock Family Trust and The Jones Family Trust, for parcels C13-003, C13-017, C13-019, and C13-039. The area to be annexed is approximately 103.5 acres of land with all four parcels combined. The subject parcels are located at 2277 E C 466, 2483 E C 466 and 2700 CR 214 in Oxford, FL.
Staff recommends approval

F. ***ORDINANCE NO. O2024-80 -*** *AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, AMENDING SECTION 19-215 – REPORTING REQUIREMENT FOR PERMITTEE AND ADDING SECTIONS 19-217 – 19-222 (CHAPTER 19 – UTILITIES, ARTICLE V – SEWER USE); PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT AND SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.*

Modification to Chapter 19 of the Code of Ordinances

Staff recommends approval.

8. Resolutions for Approval

A. ***RESOLUTION NO. R2024-28 -*** *A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA ADDING POLICY 8.32 PURCHASING CARD POLICY OF THE CITY OF WILDWOOD PERSONNEL RULES AND REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE.*

Resolution to Add Policy 8.32 Purchasing Card Policy

Staff recommends approval.

9. Financial & Contracts & Agreements

A. *COMMUNITY CENTER HVAC PROJECT ITB 2024-26 – RECOMMENDATION FOR AWARD*

B. *KIMLEY HORN AMENDMENT #1 TO WORK AUTHORIZATION #7 FOR COMMUNITY CENTER HVAC CONSTRUCTION ADMINISTRATION IN THE AMOUNT OF $55,450*

C. *AUTHORIZATION FOR ENGINEERING SERVICES WITH HALFF TO COMPLETE POWELL ST DRAINAGE IMPROVEMENT DESIGN IN THE AMOUNT OF $46,650*

D. *KIMLEY HORN WA NO. 15 FOR RAPID INFILTRATION BASIN (RIB) EXPANSION FOR THE AMOUNT OF $344,000.00*

E. *ROTOR BEARING AND SHAFT REPLACEMENT FOR LAKESIDE ROTORS FOR THE AMOUNT OF $189,350.00*

F. *SOUTH OLD WIRE WATER MAIN REPLACEMENT - RECOMMENDATION TO AWARD TO ART WALKER CONSTRUCTION FOR THE AMOUNT OF $483,511.23*

G. *RFQ #2024-23 - PROFESSIONAL ARCHITECTURAL SERVICES FOR POLICE SUBSTATION (MARSH BEND PLAZA)*

10. General Items for Consideration/Discussion and Other Business

A. *SP 2201-002 OXFORD VILLAGE RV RESORT REDETERMINATION*

11. Appointments

12. City Manager Reports

A. *CSX TRANSPORTATION TRACK MAINTENANCE PROJECT*

B. *LANDLORD TENANT WORKSHOP*

13. Other Department Reports

A. *POLICE DEPARTMENT REPORT*

B. *HOUSING NEEDS STUDY FINAL*

C. *PARKS AND RECREATION REPORT*

14. Commission Members Reports

15. City Attorney Reports

16. Adjournment

Upcoming Events

November 23, 2024 - Wildwood's Thanksgiving Celebration at Wildwood Community Center from 12pm to 4pm

November 25, 2024 - City Commission Meeting at City Hall at 7pm

November 28 & 29, 2024 - Thanksgiving Holiday - City Hall Closed

November 11, 2024 9:00 AM

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account Range: *First to zzz-zzz-zzzz*
Expend Account Range: *First to zzz-zzz-zz-zzzz*
Print Zero YTD Activity: *No*
Include Non-Anticipated: *No*
Include Non-Budget: *No*
Year To Date As Of: *11/30/24*
Prior Year: *Thru 09/30/24*

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-311-1000	AD VALOREM TAXES	16,456,763.87	18,515,900.00	350.47	18,515,549.53-	0
001-312-4100	LOCAL OPTION GAS TAX	1,146,258.46	1,237,500.00	118,554.21	1,118,945.79-	10
001-312-6000	DISCRETIONARY/LOCAL GOVT. INFRA	4,339,194.35	4,870,300.00	291,696.38	4,578,603.62-	6
001-313-1000	FRANCHISE TAX-/PROGRESS ENERGY SVCS	1,072,269.64	1,155,000.00	77,711.70	1,077,288.30-	7
001-313-1010	FRANCHISE TAX- SECO	1,554,050.55	1,760,000.00	181,838.99	1,578,161.01-	10
001-313-4080	LEESBURG ELECTRIC FRANCHISE FEE	66,911.28	99,000.00	6,749.54	92,250.46-	7
001-313-4160	FRANCHISE TAX- TECO/PEOPLES GAS	310,392.95	396,000.00	22,397.67	373,602.33-	6
001-313-4170	FENNEY WATER CONS AUTHORITY-UTILITY T	0.00	66,000.00	0.00	66,000.00-	0
001-313-4175	GIBSON PLACE WATER CONSERV AUTH FRA	29,972.33	0.00	6,595.49	6,595.49	0
001-313-4180	LEESBURG GAS FRANCHISE FEE	76,378.35	82,500.00	7,035.89	75,464.11-	9
001-313-4185	MIDDLETON WATER CONSERV AUTH FRAN F	23,963.39	15,000.00	3,105.61	11,894.39-	21
001-313-4190	SOUTH SUMTER UTILITY COMPANY FRANCH	942,922.02	965,000.00	0.00	965,000.00-	0
001-313-4195	MIDDLETON UTILITY CO FRANCHISE FEES	23,501.96	15,000.00	3,488.03	11,511.97-	23
001-313-4196	GIBSON PLACE UTILITY CO FRAN FEES	7,688.57	500.00	3,667.43	3,167.43	733
001-313-5000	FRANCHISE TAX- WASTE MGMNT-REFUSE S\	238,066.98	242,000.00	3,963.78	238,036.22-	2
001-313-5001	TRI-COUNTY SANITATION FRANCHISE FEE	427,148.24	385,000.00	31,112.31	353,887.69-	8
001-314-1000	UTILITY TAX-PROGRESS ENERGY SVCS.	907,816.64	896,500.00	73,782.73	822,717.27-	8
001-314-1010	UTILITY TAX-SUMTER ELECTRIC	1,449,453.33	1,265,000.00	171,802.47	1,093,197.53-	14
001-314-3000	UTILITY TAX-WATER SALES	146,548.06	126,500.00	0.00	126,500.00-	0
001-314-3002	THE VILLAGES-5% WATER UTILITY TAX	229,645.91	275,000.00	0.00	275,000.00-	0
001-314-3003	CENTRAL SUMTER UTILIITY CO. LLC	143,386.51	220,000.00	0.00	220,000.00-	0
001-314-4000	UTILITY TAX-SUBURBAN PROPANE	15,633.68	18,700.00	1,079.29	17,620.71-	6
001-314-4030	FERRELLGAS LP	1,743.86	1,500.00	144.54	1,355.46-	10
001-314-4040	CIRCLE K STORES	311.99	200.00	24.09	175.91-	12

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-314-4080	LEESBURG ELECTRIC UTILITY TAX	57,398.27	60,500.00	6,888.79	53,611.21-	11
001-314-4081	LEESBURG GAS UTILITY TAX	122,787.58	99,000.00	11,800.24	87,199.76-	12
001-314-4090	THERMOTANE PROPOANE UTILITY TAX	47.29	0.00	0.00	0.00	0
001-314-4100	INTERCONN RESOURCES LLC	11,988.08	15,000.00	0.00	15,000.00-	0
001-314-4150	CVS	398.98	300.00	0.00	300.00-	0
001-314-4151	AMERIGAS PROPANE	4,572.29	8,000.00	62.38	7,937.62-	1
001-314-4152	LOWE'S PROPANE TAX	1,823.64	2,500.00	106.70	2,393.30-	4
001-314-4153	BLOSSMAN COMPANIES PROPANE TAX	322.84	300.00	20.50	279.50-	7
001-314-4160	TECO-PEOPLES GAS	401,221.17	396,000.00	30,946.42	365,053.58-	8
001-314-4162	GAS SOUTH UTILITY TAX	741.50	440.00	37.19	402.81-	8
001-314-4190	SOUTH SUMTER UTILITY CO UTILITY TAX	256,908.06	187,000.00	0.00	187,000.00-	0
001-314-4191	PUBLIX UTILITY TAX	807.89	1,000.00	67.77	932.23-	7
001-314-4195	MIDDLETON UTILITY CO UTILITY TAX	9,561.15	5,000.00	248.31-	5,248.31-	5-
001-314-4196	GIBSON PLACE UTILITY CO UTIL TAX	2,471.08	200.00	1,168.96	968.96	584
001-314-9010	STATE COMMUNICATIONS TAX	836,621.32	908,000.00	71,411.12	836,588.88-	8
001-331-5000	FEMA GRANT	33,192.46	0.00	0.00	0.00	0
001-335-1200	STATE REVENUE SHARING	952,865.15	1,080,800.00	85,014.96	995,785.04-	8
001-335-1400	MOBILE HOME LICENSES	15,925.56	16,500.00	122.50	16,377.50-	1
001-335-1600	STATE BEVERAGE LICENSES	9,661.20	7,500.00	8,067.02	567.02	108
001-335-1800	1/2 CENT SALES TAX	2,184,670.71	2,255,570.00	185,331.84	2,070,238.16-	8
001-339-1010	MIDDLETON UTILITY CO PILOT FEES	3,382.24	3,000.00	436.78	2,563.22-	15
001-341-2006	COMMUNITY DEVELOPMENT SERVICES	687,911.59	759,000.00	39,438.75	719,561.25-	5
001-341-2010	TREE MITIGATION PERMITS	76,470.00	500.00	50.00	450.00-	10
001-347-4000	SPECIAL EVENT PERMIT FEE	0.00	0.00	850.00	850.00	0
001-347-5300	BUILDING RENTAL-WILDWOOD COMMUNITY	143,962.95	70,000.00	16,209.52	53,790.48-	23
001-347-5302	COMMUNITY CENTER-RESERVATION FEES	2,458.90	0.00	2,098.72	2,098.72	0
001-347-5305	BUILDING RENTAL-OXFORD COMMUNITY CEI	12,251.24	10,000.00	3,207.88	6,792.12-	32

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
001-347-5306	BUILDING RENTAL-MLK JR COMMUNITY CEN	2,421.43	1,500.00	175.32	1,324.68-	12
001-347-5307	OUTDOOR BUILDING RENTALS	280.31	100.00	0.00	100.00-	0
001-347-5308	OPEN SPACE RENTALS	1,005.14	800.00	21.28	778.72-	3
001-350-1000	FINES	85,329.42	30,000.00	2,696.37	27,303.63-	9
001-351-1002	CODE ENFORCEMENT	33,515.90	1,500.00	50.00	1,450.00-	3
001-351-3000	POLICE-2ND DOLLAR FUND	7,947.28	2,500.00	230.53	2,269.47-	9
001-361-0000	INTEREST EARNINGS	222,934.18	100,000.00	0.00	100,000.00-	0
001-369-0000	OTHER MISCELLANEOUS REVENUE	4,030.71	5,000.00	213.60	4,786.40-	4
001-369-0010	STATE HIGHWAY LIGHTING AGREEMENT	18,297.94	18,850.00	4,747.50	14,102.50-	25
001-369-0012	FDOT HIGHWAY MAINTENANCE AGREEMENT	19,032.44	18,900.00	0.00	18,900.00-	0
001-369-0050	AUCTION PROCEEDS	3,620.00	10,000.00	0.00	10,000.00-	0
001-369-0052	SPONSORSHIPS	6,000.00	0.00	0.00	0.00	0
001-369-0058	DONATIONS	11,664.25	0.00	100.00	100.00	0
001-369-0076	BASEBALL FIELD RENTAL	6,568.51	300.00	55.54	244.46-	19
001-369-0078	FIELD PREPARATION FEES	1,620.00	500.00	0.00	500.00-	0
001-369-0792	PROGRAM REGISTRATION FEES	39,301.28	30,000.00	7,085.00	22,915.00-	24
001-369-0794	CONCESSION / VENDOR FEES	620.00	0.00	0.00	0.00	0
001-369-0796	SPECIAL EVENT REGISTRATION FEES	30,156.37	15,000.00	270.00	14,730.00-	2
001-369-2100	POLICE DEPT MISCELLANEOUS REVENUE	7,755.95	3,500.00	256.67	3,243.33-	7
001-369-3700	MISCELLANEOUS POLICE DONATIONS	5,200.00	0.00	0.00	0.00	0
001-369-3748	MISC. GRANTS/VESTS	7,600.00	2,500.00	0.00	2,500.00-	0
001-369-4000	FUEL TAX REFUND	12,909.89	10,000.00	4,610.30	5,389.70-	46
001-380-1000	OTHR FINANCING SOURCE-INSURANCE PRO	21,489.96	0.00	0.00	0.00	0
001-382-1010	TRANSFER FROM INDUSTRIAL PARK	10,000.00	10,000.00	0.00	10,000.00-	0
001-382-1013	TRANSFER FROM LAW ENFORCEMENT IMP F	412,800.00	412,800.00	0.00	412,800.00-	0
001-389-5000	NON-OPERATIONAL CASH FORWARD-GEN FU	0.00	8,200,000.00	0.00	8,200,000.00-	0
	GENERAL FUND Revenue Totals	**36,412,547.02**	**47,367,960.00**	**1,488,702.46**	**45,879,257.54-**	**3**

CITY OF WILDWOOD
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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	51,185.79	53,441.00	8,613.78	44,827.22	16
001-511-10-2100	FICA EXPENSE	3,915.87	4,148.00	659.00	3,489.00	16
001-511-10-2200	RETIREMENT	30,035.76	31,360.00	5,054.56	26,305.44	16
001-511-10-2300	LIFE & HEALTH INSURANCE	285.00	0.00	47.50	47.50-	0
001-511-10-2600	WORKERS COMPENSATION INSURANCE	378.13	0.00	156.80	156.80-	0
001-511-30-3100	PROFESSIONAL SERVICES	2,365.00	6,000.00	0.00	6,000.00	0
001-511-30-4000	TRAVEL & PER DIEM	6,705.45	7,000.00	110.12	6,889.88	2
001-511-30-4100	TELEPHONE EXPENSE	1,089.58	2,000.00	0.00	2,000.00	0
001-511-30-4110	IT LICENSING / EQUIPMENT	5,474.39	8,220.00	1,132.74	7,087.26	14
001-511-30-4200	POSTAGE/TRANSPORTATION FEES	95.00	0.00	0.00	0.00	0
001-511-30-4300	UTILITIES EXPENSE	1,030.21	1,800.00	0.00	1,800.00	0
001-511-30-4600	REPAIR & MAINTENANCE	0.00	500.00	0.00	500.00	0
001-511-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	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	64.00	400.00	0.00	400.00	0
001-511-30-5400	SUBSCRIPTIONS/DUES	4,851.87	6,600.00	0.00	6,600.00	0
001-511-30-5500	TRAINING	2,050.00	2,800.00	0.00	2,800.00	0
001-511-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	50,000.00	0.00	50,000.00	0
	511 LEGISLATIVE- CITY COMMISSION:	**109,526.05**	**176,919.00**	**15,774.50**	**161,144.50**	**9**
001-512-00-0000	EXECUTIVE- CITY MANAGER:	0.00	0.00	0.00	0.00	0
001-512-10-1200	SALARIES	428,739.59	556,477.00	66,434.99	490,042.01	12
001-512-10-1500	SICK LEAVE	11,907.39	0.00	156.80	156.80-	0
001-512-10-1600	VACATION PAY	28,844.41	0.00	1,003.71	1,003.71-	0
001-512-10-1800	HOLIDAY PAY	18,655.68	0.00	0.00	0.00	0
001-512-10-2100	FICA EXPENSE	36,482.06	43,130.00	5,055.71	38,074.29	12

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-512-10-2200	RETIREMENT	133,280.46	148,341.00	18,392.52	129,948.48	12
001-512-10-2210	BENEFIT ADMIN FEES	108.00	0.00	0.00	0.00	0
001-512-10-2300	LIFE & HEALTH INSURANCE	41,230.33	54,000.00	5,464.85	48,535.15	10
001-512-10-2600	WORKERS COMPENSATION INSURANCE	756.27	1,000.00	313.60	686.40	31
001-512-30-3100	PROFESSIONAL SERVICES	353,613.91	255,000.00	6,000.00	249,000.00	2
001-512-30-3450	CLOTHING AND UNIFORMS	303.00	750.00	0.00	750.00	0
001-512-30-4000	TRAVEL & PER DIEM	8,949.30	13,300.00	1,669.00	11,631.00	13
001-512-30-4100	TELEPHONE EXPENSE	4,074.65	5,000.00	0.00	5,000.00	0
001-512-30-4110	IT LICENSING / EQUIPMENT	22,683.57	24,140.00	10,186.91	13,953.09	42
001-512-30-4150	ADVERTISING/RECORDING EXPENSE	1,978.63	4,000.00	32.34	3,967.66	1
001-512-30-4200	POSTAGE/TRANSPORTATION FEES	306.99	1,000.00	0.00	1,000.00	0
001-512-30-4600	REPAIR & MAINTENANCE	2,010.48	5,800.00	152.40	5,647.60	3
001-512-30-4900	MISC. EXPENSE & OTHER CURRENT	411.99	2,500.00	0.00	2,500.00	0
001-512-30-5100	OFFICE SUPPLIES	836.92	2,100.00	0.00	2,100.00	0
001-512-30-5200	OPERATING SUPPLIES	2,520.18	7,250.00	0.00	7,250.00	0
001-512-30-5250	FUEL EXPENSE	160.37	500.00	0.00	500.00	0
001-512-30-5400	SUBSCRIPTIONS/DUES	2,951.88	6,300.00	835.00	5,465.00	13
001-512-30-5500	TRAINING	5,620.72	13,700.00	0.00	13,700.00	0
	512 EXECUTIVE- CITY MANAGER:	**1,106,426.78**	**1,144,288.00**	**115,697.83**	**1,028,590.17**	**10**
001-513-00-0000	CLERK/FINANCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-513-10-1200	SALARIES	290,871.37	472,893.00	42,256.28	430,636.72	9
001-513-10-1300	OVERTIME	0.00	500.00	342.65	157.35	69
001-513-10-1500	SICK LEAVE	10,033.94	0.00	1,184.44	1,184.44-	0
001-513-10-1600	VACATION PAY	17,960.48	0.00	693.79	693.79-	0
001-513-10-1800	HOLIDAY PAY	11,184.17	0.00	0.00	0.00	0
001-513-10-2100	FICA EXPENSE	25,248.81	36,654.00	3,402.51	33,251.49	9

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YEAR TO DATE REVENUE-EXPENDITURE REPORT
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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-513-10-2200	RETIREMENT	49,997.39	70,001.00	6,682.59	63,318.41	10
001-513-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	0.00	0
001-513-10-2300	LIFE & HEALTH INSURANCE	49,981.51	75,600.00	6,898.95	68,701.05	9
001-513-10-2500	UNEMPLOYMENT COMPENSATION	377.40	0.00	0.00	0.00	0
001-513-10-2600	WORKERS COMPENSATION INSURANCE	1,512.62	2,000.00	627.20	1,372.80	31
001-513-30-3100	PROFESSIONAL SERVICES	1,955.00	13,380.00	0.00	13,380.00	0
001-513-30-3200	ACCOUNTING/AUDITING FEE	22,500.00	35,000.00	0.00	35,000.00	0
001-513-30-3400	OTHER CONTRACTUAL SERVICES	13,475.73	27,710.00	139.00	27,571.00	0
001-513-30-4000	TRAVEL & PER DIEM	17.00	3,880.00	0.00	3,880.00	0
001-513-30-4100	TELEPHONE EXPENSE	5,478.69	7,500.00	51.68	7,448.32	1
001-513-30-4110	IT LICENSING / EQUIPMENT	67,302.38	65,250.00	43,322.61	21,927.39	66
001-513-30-4150	ADVERTISING/RECORDING EXPENSE	2,610.68	1,600.00	0.00	1,600.00	0
001-513-30-4200	POSTAGE/TRANSPORTATION FEES	1,842.48	7,850.00	0.00	7,850.00	0
001-513-30-4300	UTILITIES EXPENSE	17,991.77	30,000.00	0.00	30,000.00	0
001-513-30-4400	RENTAL & LEASING	3,806.70	7,500.00	33.95	7,466.05	0
001-513-30-4500	GENERAL INSURANCE	319,609.90	450,000.00	358,999.50	91,000.50	80
001-513-30-4600	REPAIR & MAINTENANCE	28,341.17	30,000.00	780.93	29,219.07	3
001-513-30-4900	MISC. EXPENSE & OTHER CURRENT	4,719.16	6,000.00	681.86	5,318.14	11
001-513-30-4910	ELECTION EXPENSES	0.00	500.00	0.00	500.00	0
001-513-30-5100	OFFICE SUPPLIES	3,701.71	6,850.00	229.03	6,620.97	3
001-513-30-5200	OPERATING SUPPLIES	6,468.48	8,200.00	836.89	7,363.11	10
001-513-30-5400	SUBSCRIPTIONS/DUES	187.50	2,100.00	0.00	2,100.00	0
001-513-30-5500	TRAINING	2,291.00	10,050.00	0.00	10,050.00	0
001-513-70-7100	DEBT SERVICE/CITY HALL-PRINCIPAL	115,380.09	118,240.00	0.00	118,240.00	0
001-513-70-7200	DEBT SERVICE/CITY HALL-INTEREST	19,047.44	16,200.00	0.00	16,200.00	0
001-513-70-7500	DEBT SERVICE/POLICE STATION-PRINCIPAL	235,452.36	241,640.00	0.00	241,640.00	0
001-513-70-7550	DEBT SERVICE/POLICE STATION-INTEREST	56,158.33	49,980.00	0.00	49,980.00	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-513-70-7600	DEBT SERV/2018 GEN FUND PROJ LOAN-PRI	339,576.44	345,960.00	172,173.19	173,786.81	50
001-513-70-7650	DEBT SERV/2018 GEN FUND PROJ LOAN-INTI	83,009.40	76,630.00	39,093.10	37,536.90	51
	513 CLERK/FINANCE DEPARTMENT:	**1,808,145.10**	**2,219,668.00**	**678,430.15**	**1,541,237.85**	**31**
001-516-00-0000	DEVELOPMENT SERVICES:	0.00	0.00	0.00	0.00	0
001-516-10-1200	SALARIES	628,253.38	962,068.00	80,609.26	881,458.74	8
001-516-10-1300	OVERTIME	0.00	1,000.00	0.00	1,000.00	0
001-516-10-1500	SICK LEAVE	19,673.72	0.00	1,439.88	1,439.88-	0
001-516-10-1600	VACATION PAY	32,501.62	0.00	5,528.24	5,528.24-	0
001-516-10-1800	HOLIDAY PAY	23,839.25	0.00	0.00	0.00	0
001-516-10-2100	FICA EXPENSE	53,876.10	72,604.00	6,699.64	65,904.36	9
001-516-10-2200	RETIREMENT	112,305.15	156,201.00	13,928.13	142,272.87	9
001-516-10-2210	BENEFIT ADMIN FEES	117.00	0.00	0.00	0.00	0
001-516-10-2300	LIFE & HEALTH INSURANCE	96,094.34	145,800.00	12,423.46	133,376.54	9
001-516-10-2600	WORKERS COMPENSATION INSURANCE	2,268.89	3,000.00	940.80	2,059.20	31
001-516-30-3100	PROFESSIONAL SERVICES	862,100.12	845,000.00	25.00	844,975.00	0
001-516-30-3450	CLOTHING AND UNIFORMS	0.00	2,500.00	0.00	2,500.00	0
001-516-30-4000	TRAVEL & PER DIEM	3,064.88	13,000.00	1,931.24	11,068.76	15
001-516-30-4100	TELEPHONE EXPENSE	8,818.12	9,000.00	0.00	9,000.00	0
001-516-30-4110	IT LICENSING / EQUIPMENT	81,279.35	69,020.00	19,113.88	49,906.12	28
001-516-30-4150	ADVERTISING/RECORDING EXPENSE	23,838.34	35,200.00	1,115.50	34,084.50	3
001-516-30-4200	POSTAGE/TRANSPORTATION FEES	1,129.34	2,000.00	0.00	2,000.00	0
001-516-30-4600	REPAIR & MAINTENANCE	2,274.07	5,000.00	3.39	4,996.61	0
001-516-30-4900	MISC. EXPENSE & OTHER CURRENT	16,494.28	5,000.00	62.79	4,937.21	1
001-516-30-4950	CODE ENFORCEMENT	14,130.72	40,000.00	96.95	39,903.05	0
001-516-30-5100	OFFICE SUPPLIES	1,900.02	7,000.00	0.00	7,000.00	0
001-516-30-5200	OPERATING SUPPLIES	5,367.65	7,000.00	0.00	7,000.00	0

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-516-30-5250	FUEL EXPENSE	471.62	1,800.00	0.00	1,800.00	0
001-516-30-5400	SUBSCRIPTIONS/DUES	2,936.94	4,000.00	0.00	4,000.00	0
001-516-30-5500	TRAINING	6,929.09	25,000.00	0.00	25,000.00	0
	516 DEVELOPMENT SERVICES:	**1,999,663.99**	**2,411,193.00**	**143,918.16**	**2,267,274.84**	**6**
001-518-00-0000	INFORMATION TECHNOLOGY DEPARTMENT	0.00	0.00	0.00	0.00	0
001-518-10-1200	SALARIES	210,623.33	274,463.00	27,776.91	246,686.09	10
001-518-10-1500	SICK LEAVE	6,178.18	0.00	1,889.26	1,889.26-	0
001-518-10-1600	VACATION PAY	13,343.88	0.00	368.07	368.07-	0
001-518-10-1800	HOLIDAY PAY	6,506.29	0.00	0.00	0.00	0
001-518-10-2100	FICA EXPENSE	17,733.46	21,274.00	2,272.36	19,001.64	11
001-518-10-2200	RETIREMENT	32,154.21	37,411.00	4,093.69	33,317.31	11
001-518-10-2300	LIFE & HEALTH INSURANCE	33,567.97	43,200.00	4,084.87	39,115.13	9
001-518-10-2600	WORKERS COMPENSATION INSURANCE	302.51	500.00	184.19	315.81	37
001-518-30-3100	PROFESSIONAL SERVICES	12,452.00	45,000.00	7,690.58	37,309.42	17
001-518-30-3400	OTHER CONTRACTUAL SERVICES	4,628.13	11,000.00	0.00	11,000.00	0
001-518-30-4000	TRAVEL & PER DIEM	2,081.56	7,500.00	214.00	7,286.00	3
001-518-30-4100	TELEPHONE EXPENSE	7,740.25	8,500.00	0.00	8,500.00	0
001-518-30-4110	IT LICENSING / EQUIPMENT	13,300.85	26,310.00	1,442.92	24,867.08	5
001-518-30-4200	POSTAGE/TRANSPORTATION FEES	25.53	250.00	0.00	250.00	0
001-518-30-4300	UTILITIES EXPENSE	1,596.64	2,300.00	0.00	2,300.00	0
001-518-30-4600	REPAIR & MAINTENANCE	1,057.34	2,500.00	0.02	2,499.98	0
001-518-30-4900	MISC. EXPENSE & OTHER CURRENT	583.00	500.00	0.00	500.00	0
001-518-30-5100	OFFICE SUPPLIES	746.44	1,200.00	0.00	1,200.00	0
001-518-30-5200	OPERATING SUPPLIES	5,070.20	7,500.00	22.99	7,477.01	0
001-518-30-5400	SUBSCRIPTIONS/DUES	522.33	2,500.00	0.00	2,500.00	0
001-518-30-5500	TRAINING	599.00	12,000.00	850.00	11,150.00	7

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-518-30-5550	LICENSING	13,428.69	50,000.00	29.00	49,971.00	0
001-518-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	8,505.59	0.00	0.00	0.00	0
	518 INFORMATION TECHNOLOGY DEPARTMI	**392,747.38**	**553,908.00**	**50,918.86**	**502,989.14**	**9**
001-519-00-0000	HUMAN RESOURCE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-519-10-1200	SALARIES	159,628.43	216,128.00	25,310.30	190,817.70	12
001-519-10-1500	SICK LEAVE	6,062.51	0.00	150.47	150.47-	0
001-519-10-1600	VACATION PAY	7,752.71	0.00	290.45	290.45-	0
001-519-10-1800	HOLIDAY PAY	6,595.46	0.00	0.00	0.00	0
001-519-10-2100	FICA EXPENSE	13,772.74	16,751.00	1,969.97	14,781.03	12
001-519-10-2200	RETIREMENT	24,462.40	29,460.00	3,509.89	25,950.11	12
001-519-10-2210	BENEFIT ADMIN FEES	54.00	0.00	0.00	0.00	0
001-519-10-2300	LIFE & HEALTH INSURANCE	20,947.66	32,400.00	3,453.90	28,946.10	11
001-519-10-2600	WORKERS COMPENSATION INSURANCE	166.34	350.00	82.37	267.63	24
001-519-30-3100	PROFESSIONAL SERVICES	13,401.25	15,000.00	0.00	15,000.00	0
001-519-30-3400	OTHER CONTRACTUAL SERVICES	5,578.79	6,650.00	38.00	6,612.00	1
001-519-30-4000	TRAVEL & PER DIEM	2,888.74	8,500.00	0.00	8,500.00	0
001-519-30-4100	TELEPHONE EXPENSE	5,274.01	5,000.00	63.37	4,936.63	1
001-519-30-4110	IT LICENSING / EQUIPMENT	45,221.68	60,400.00	12,137.05	48,262.95	20
001-519-30-4150	ADVERTISING/RECRUITING	8,648.88	8,500.00	745.92	7,754.08	9
001-519-30-4200	POSTAGE/TRANSPORTATION FEES	158.23	500.00	0.00	500.00	0
001-519-30-4300	UTILITIES EXPENSE	1,596.65	2,300.00	0.00	2,300.00	0
001-519-30-4600	REPAIR & MAINTENANCE	5,487.30	5,500.00	261.33	5,238.67	5
001-519-30-4800	EMPLOYEE PROGRAMS	12,341.09	18,740.00	403.92	18,336.08	2
001-519-30-4900	MISC. EXPENSE & OTHER CURRENT	752.29	1,000.00	0.00	1,000.00	0
001-519-30-5100	OFFICE SUPPLIES	1,828.70	1,500.00	0.00	1,500.00	0
001-519-30-5200	OPERATING SUPPLIES	2,759.59	4,950.00	157.16	4,792.84	3

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-519-30-5250	FUEL EXPENSE	262.89	600.00	0.00	600.00	0
001-519-30-5400	SUBSCRIPTIONS/DUES	1,679.68	2,060.00	0.00	2,060.00	0
001-519-30-5500	TRAINING	3,676.73	5,330.00	0.00	5,330.00	0
001-519-30-5501	STAFF TRAINING PROGRAMS	707.63	6,650.00	526.30	6,123.70	8
	519 HUMAN RESOURCE DEPARTMENT:	**351,706.38**	**448,269.00**	**49,100.40**	**399,168.60**	**11**
001-521-00-0000	POLICE DEPARTMENT:	0.00	0.00	0.00	0.00	0
001-521-10-1200	SALARIES	2,954,476.67	4,992,735.00	423,529.30	4,569,205.70	8
001-521-10-1220	UNIFORM ALLOWANCE	16,530.00	21,565.00	1,470.00	20,095.00	7
001-521-10-1250	ON CALL	11,550.00	13,000.00	1,250.00	11,750.00	10
001-521-10-1260	SHIFT DIFFERENTIAL	14,784.74	20,100.00	2,350.56	17,749.44	12
001-521-10-1300	OVERTIME	147,305.59	160,000.00	24,465.91	135,534.09	15
001-521-10-1500	SICK LEAVE	68,753.71	0.00	5,892.81	5,892.81-	0
001-521-10-1600	VACATION PAY	134,587.42	0.00	14,627.39	14,627.39-	0
001-521-10-1700	INCENTIVE PAY	26,280.00	56,000.00	2,280.00	53,720.00	4
001-521-10-1800	HOLIDAY PAY	111,346.00	0.00	0.00	0.00	0
001-521-10-1820	HOLIDAY PREMIUM	100,436.45	100,000.00	89,692.37	10,307.63	90
001-521-10-2100	FICA EXPENSE	274,460.82	378,514.00	43,241.77	335,272.23	11
001-521-10-2200	RETIREMENT	1,094,406.39	1,563,616.00	173,368.20	1,390,247.80	11
001-521-10-2210	BENEFIT ADMIN FEES	531.00	0.00	0.00	0.00	0
001-521-10-2300	LIFE & HEALTH INSURANCE	467,259.60	756,000.00	60,633.07	695,366.93	8
001-521-10-2600	WORKERS COMPENSATION INSURANCE	113,444.82	120,000.00	37,631.91	82,368.09	31
001-521-30-3100	PROFESSIONAL SERVICES	48,196.91	52,000.00	0.00	52,000.00	0
001-521-30-3400	OTHER CONTRACTUAL SERVICES	34,875.24	92,000.00	184.00	91,816.00	0
001-521-30-3450	CLOTHING AND UNIFORMS	18,236.27	25,000.00	0.00	25,000.00	0
001-521-30-3500	INVESTIGATIONS	9,528.29	17,000.00	0.00	17,000.00	0
001-521-30-4000	TRAVEL & PER DIEM	13,591.05	15,000.00	129.36	14,870.64	1

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-521-30-4100	TELEPHONE EXPENSE	68,470.38	107,000.00	825.87	106,174.13	1
001-521-30-4110	IT LICENSING / EQUIPMENT	258,989.36	253,830.00	33,788.48	220,041.52	13
001-521-30-4200	POSTAGE/TRANSPORTATION FEES	512.68	2,000.00	0.00	2,000.00	0
001-521-30-4300	UTILITIES EXPENSE	60,415.67	65,000.00	11.83	64,988.17	0
001-521-30-4400	RENTAL & LEASING	1,446.58	5,000.00	149.00	4,851.00	3
001-521-30-4600	REPAIR & MAINTENANCE	70,211.80	90,000.00	4,349.87	85,650.13	5
001-521-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	4,000.00	0.00	4,000.00	0
001-521-30-4960	BOOT ALLOWANCE	2,238.74	11,000.00	272.04	10,727.96	2
001-521-30-5100	OFFICE SUPPLIES	2,172.11	5,000.00	0.00	5,000.00	0
001-521-30-5200	OPERATING SUPPLIES	49,774.06	85,000.00	5,031.59	79,968.41	6
001-521-30-5250	FUEL EXPENSE	154,018.57	200,000.00	70.92	199,929.08	0
001-521-30-5400	SUBSCRIPTIONS/DUES	1,438.60	4,500.00	294.95	4,205.05	7
001-521-30-5500	TRAINING	14,045.20	40,000.00	0.00	40,000.00	0
001-521-60-6400	CAP. IMPROVEMENT-MACHINERY	468,414.14	466,400.00	0.00	466,400.00	0
	521 POLICE DEPARTMENT:	**6,812,728.86**	**9,721,260.00**	**925,541.20**	**8,795,718.80**	**10**
001-541-00-0000	PUBLIC WORKS/STREET DEPT.	0.00	0.00	0.00	0.00	0
001-541-10-1200	SALARIES	1,251,663.26	1,593,584.00	163,595.55	1,429,988.45	10
001-541-10-1250	ON CALL	6,400.00	6,500.00	750.00	5,750.00	12
001-541-10-1300	OVERTIME	22,268.31	12,000.00	6,907.85	5,092.15	58
001-541-10-1500	SICK LEAVE	52,339.30	0.00	6,740.96	6,740.96-	0
001-541-10-1600	VACATION PAY	77,708.85	0.00	6,137.22	6,137.22-	0
001-541-10-1800	HOLIDAY PAY	48,153.59	0.00	0.00	0.00	0
001-541-10-1820	HOLIDAY PREMIUM	2,243.29	0.00	47,934.38	47,934.38-	0
001-541-10-2100	FICA EXPENSE	111,689.49	123,526.00	17,704.84	105,821.16	14
001-541-10-2200	RETIREMENT	232,011.35	247,428.00	36,679.59	210,748.41	15
001-541-10-2210	BENEFIT ADMIN FEES	40.50	0.00	0.00	0.00	0

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YEAR TO DATE REVENUE-EXPENDITURE REPORT
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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-541-10-2300	LIFE & HEALTH INSURANCE	218,840.33	280,800.00	29,182.12	251,617.88	10
001-541-10-2600	WORKERS COMPENSATION INSURANCE	37,814.94	40,000.00	12,543.97	27,456.03	31
001-541-30-3100	PROFESSIONAL SERVICES	205,740.72	300,000.00	0.00	300,000.00	0
001-541-30-3400	OTHER CONTRACTUAL SERVICES	929,517.38	368,100.00	826.25	367,273.75	0
001-541-30-3440	RIGHT-OF-WAY MAINTENANCE	328,692.99	450,800.00	16,829.74	433,970.26	4
001-541-30-3450	CLOTHING AND UNIFORMS	8,463.51	8,000.00	550.79	7,449.21	7
001-541-30-4000	TRAVEL & PER DIEM	549.26	2,500.00	0.00	2,500.00	0
001-541-30-4100	TELEPHONE EXPENSE	25,612.40	24,600.00	138.94	24,461.06	1
001-541-30-4110	IT LICENSING / EQUIPMENT	58,369.96	92,430.00	10,090.50	82,339.50	11
001-541-30-4200	POSTAGE/TRANSPORTATION FEES	58.12	150.00	8.00	142.00	5
001-541-30-4300	UTILITIES EXPENSE	30,672.03	26,200.00	0.00	26,200.00	0
001-541-30-4350	VILLAGES STREET LIGHTING	609,549.02	1,332,400.00	103,809.12	1,228,590.88	8
001-541-30-4400	RENTAL & LEASING	24,472.05	7,580.00	7,341.78	238.22	97
001-541-30-4600	REPAIR & MAINTENANCE	54,563.94	51,500.00	8,394.13	43,105.87	16
001-541-30-4601	REPAIR & MAINTENANCE - BUILDINGS	5,656.09	20,000.00	0.00	20,000.00	0
001-541-30-4603	PAVEMENT PRESERVATION/REHABILITATION	435,942.74	1,000,000.00	0.00	1,000,000.00	0
001-541-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	3,000.00	0.00	3,000.00	0
001-541-30-4940	LANDFILL DISPOSAL FEES	4,791.05	6,000.00	0.00	6,000.00	0
001-541-30-4960	BOOT ALLOWANCE	3,181.87	4,030.00	1,727.53	2,302.47	43
001-541-30-5100	OFFICE SUPPLIES	2,044.76	3,000.00	242.52	2,757.48	8
001-541-30-5200	OPERATING SUPPLIES	72,089.52	70,000.00	8,949.06	61,050.94	13
001-541-30-5250	FUEL EXPENSE	29,354.78	35,000.00	0.00	35,000.00	0
001-541-30-5400	SUBSCRIPTIONS/DUES	6,771.51	11,350.00	903.96	10,446.04	8
001-541-30-5500	TRAINING	11,801.56	31,100.00	534.20	30,565.80	2
001-541-60-6115	CITY HALL / ANNEX REHAB	19,543.08	0.00	0.00	0.00	0
001-541-60-6200	CAP. IMPROVEMENT-BUILDINGS	51,526.72	0.00	0.00	0.00	0
001-541-60-6300	CAPITAL IMPROVEMENT-OTHER	74,069.96	0.00	0.00	0.00	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-541-60-6400	CAP. IMPROVEMENT-MACHINERY	228,974.86	73,500.00	0.00	73,500.00	0
001-541-60-6681	PRINCIPAL-EQUIPMENT LEASE	29,231.37	0.00	0.00	0.00	0
001-541-60-6691	INTEREST-EQUIPMENT LEASE	1,100.13	0.00	0.00	0.00	0
	541 PUBLIC WORKS/STREET DEPT.	**5,313,514.59**	**6,225,078.00**	**488,523.00**	**5,736,555.00**	**8**
001-549-00-0000	FLEET MAINTENANCE DEPT:	0.00	0.00	0.00	0.00	0
001-549-10-1200	SALARIES	235,704.18	297,335.00	37,321.69	260,013.31	13
001-549-10-1300	OVERTIME	357.18	1,500.00	0.00	1,500.00	0
001-549-10-1500	SICK LEAVE	8,446.78	0.00	0.00	0.00	0
001-549-10-1600	VACATION PAY	18,481.69	0.00	1,681.76	1,681.76-	0
001-549-10-1800	HOLIDAY PAY	9,390.89	0.00	0.00	0.00	0
001-549-10-2100	FICA EXPENSE	20,836.85	23,048.00	2,983.78	20,064.22	13
001-549-10-2200	RETIREMENT	37,004.67	40,530.00	5,316.16	35,213.84	13
001-549-10-2210	BENEFIT ADMIN FEES	108.00	0.00	0.00	0.00	0
001-549-10-2300	LIFE & HEALTH INSURANCE	45,166.45	54,000.00	5,725.73	48,274.27	11
001-549-10-2600	WORKERS COMPENSATION INSURANCE	12,403.31	15,000.00	4,703.99	10,296.01	31
001-549-30-3100	PROFESSIONAL SERVICES	0.00	500.00	0.00	500.00	0
001-549-30-3400	OTHER CONTRACTUAL SERVICES	7,179.80	10,200.00	55.00	10,145.00	1
001-549-30-3450	CLOTHING AND UNIFORMS	2,665.16	3,500.00	185.04	3,314.96	5
001-549-30-4000	TRAVEL & PER DIEM	0.00	100.00	0.00	100.00	0
001-549-30-4100	TELEPHONE EXPENSE	1,948.97	3,500.00	0.00	3,500.00	0
001-549-30-4110	IT LICENSING / EQUIPMENT	23,006.69	52,580.00	2,963.83	49,616.17	6
001-549-30-4200	POSTAGE/TRANSPORTATION FEES	24.20	100.00	0.00	100.00	0
001-549-30-4300	UTILITIES EXPENSE	4,372.77	7,000.00	0.00	7,000.00	0
001-549-30-4400	RENTAL & LEASING	1,590.38	2,500.00	214.80	2,285.20	9
001-549-30-4600	REPAIR & MAINTENANCE	4,486.40	5,000.00	0.00	5,000.00	0
001-549-30-4900	MISC. EXPENSE & OTHER CURRENT	0.00	100.00	0.00	100.00	0

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-549-30-4960	BOOT ALLOWANCE	350.00	700.00	0.00	700.00	0
001-549-30-5100	OFFICE SUPPLIES	386.62	1,500.00	0.00	1,500.00	0
001-549-30-5200	OPERATING SUPPLIES	36,521.67	80,000.00	2,080.13	77,919.87	3
001-549-30-5250	FUEL EXPENSE	3,375.55	4,000.00	0.00	4,000.00	0
001-549-30-5400	SUBSCRIPTIONS/DUES	314.00	800.00	0.00	800.00	0
001-549-30-5500	TRAINING	575.00	2,500.00	0.00	2,500.00	0
001-549-60-6400	CAP. IMPROVEMENTS-MACHINERY/EQUIP	28,196.44	0.00	0.00	0.00	0
	549 FLEET MAINTENANCE DEPT:	**502,893.65**	**605,993.00**	**63,231.91**	**542,761.09**	**10**
001-572-00-0000	PARKS & RECREATION:	0.00	0.00	0.00	0.00	0
001-572-10-1200	SALARIES	658,867.39	1,056,402.00	81,236.70	975,165.30	8
001-572-10-1250	ON CALL	5,900.00	6,500.00	750.00	5,750.00	12
001-572-10-1300	OVERTIME	11,799.47	2,000.00	2,047.24	47.24-	102
001-572-10-1500	SICK LEAVE	14,672.97	0.00	1,082.15	1,082.15-	0
001-572-10-1600	VACATION PAY	33,372.18	0.00	5,686.41	5,686.41-	0
001-572-10-1800	HOLIDAY PAY	23,382.46	0.00	0.00	0.00	0
001-572-10-1820	HOLIDAY PREMIUM	3,552.27	0.00	0.00	0.00	0
001-572-10-2100	FICA EXPENSE	57,959.88	76,642.00	6,946.40	69,695.60	9
001-572-10-2200	RETIREMENT	100,328.84	171,109.00	12,376.36	158,732.64	7
001-572-10-2210	BENEFIT ADMIN FEES	18.00	0.00	0.00	0.00	0
001-572-10-2300	LIFE & HEALTH INSURANCE	135,894.81	216,000.00	17,235.24	198,764.76	8
001-572-10-2600	WORKERS COMPENSATION INSURANCE	9,831.92	13,000.00	4,076.79	8,923.21	31
001-572-30-3100	PROFESSIONAL SERVICES	6,047.10	14,000.00	75.00	13,925.00	1
001-572-30-3400	OTHER CONTRACTUAL SERVICES	172,400.28	204,900.00	15,780.20	189,119.80	8
001-572-30-3450	CLOTHING AND UNIFORMS	7,495.37	10,150.00	0.00	10,150.00	0
001-572-30-4000	TRAVEL & PER DIEM	580.34	4,550.00	2.50	4,547.50	0
001-572-30-4100	TELEPHONE EXPENSE	30,076.33	28,500.00	815.60	27,684.40	3

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-572-30-4110	IT LICENSING / EQUIPMENT	43,271.29	44,000.00	8,203.87	35,796.13	19
001-572-30-4150	ADVERTISING AND PROMOTIONS	24,972.48	25,000.00	250.42	24,749.58	1
001-572-30-4200	POSTAGE/TRANSPORTATION FEES	2.56	150.00	8.00	142.00	5
001-572-30-4300	UTILITIES EXPENSE	39,366.62	40,000.00	0.00	40,000.00	0
001-572-30-4400	RENTAL & LEASING	8,242.82	6,900.00	163.98	6,736.02	2
001-572-30-4600	REPAIR & MAINTENANCE	68,556.08	100,750.00	3,064.32	97,685.68	3
001-572-30-4601	REPAIR & MAINTENANCE - BUILDINGS	26,032.18	38,000.00	0.00	38,000.00	0
001-572-30-4610	BAKER HOUSE MAINTENANCE	1,803.37	10,000.00	0.00	10,000.00	0
001-572-30-4620	BAKER HOUSE OPERATIONS-OTHER MISC.	2,379.63	5,300.00	240.00	5,060.00	5
001-572-30-4630	BAKER HOUSE SPECIAL EVENTS	7,740.43	12,000.00	896.11	11,103.89	7
001-572-30-4900	MISC. EXPENSE & OTHER CURRENT	88.26-	5,000.00	169.96	4,830.04	3
001-572-30-4910	SPECIAL EVENTS	136,370.36	170,000.00	15,048.31	154,951.69	9
001-572-30-4915	ATHLETIC LEAGUES & ACTIVITIES	102,067.16	109,400.00	13,389.74	96,010.26	12
001-572-30-4920	YOUTH CAMPS & PROGRAMS	20,292.81	52,500.00	0.00	52,500.00	0
001-572-30-4960	BOOT ALLOWANCE	1,224.04	2,450.00	175.00	2,275.00	7
001-572-30-5100	OFFICE SUPPLIES	2,732.42	4,500.00	210.95	4,289.05	5
001-572-30-5200	OPERATING SUPPLIES	73,949.72	88,500.00	4,466.50	84,033.50	5
001-572-30-5250	FUEL EXPENSE	23,953.89	25,000.00	0.00	25,000.00	0
001-572-30-5280	LANDSCAPING	12,730.17	62,000.00	0.00	62,000.00	0
001-572-30-5400	SUBSCRIPTIONS/DUES	867.83	3,210.00	0.00	3,210.00	0
001-572-30-5500	TRAINING	7,393.81	8,500.00	142.42	8,357.58	2
001-572-60-6200	CAP. IMPROVEMENT-BUILDINGS	9,772.26	0.00	0.00	0.00	0
001-572-60-6300	CAPITAL IMPROVEMENT-OTHER	8,999.92	0.00	0.00	0.00	0
001-572-60-6400	CAP. IMPROVEMENT-MACHINERY	105,095.10	132,100.00	0.00	132,100.00	0
	572 PARKS & RECREATION:	**1,999,908.30**	**2,749,013.00**	**194,540.17**	**2,554,472.83**	**7**
001-575-00-0000	COMMUNITY CENTER:	0.00	0.00	0.00	0.00	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
001-575-10-1200	SALARIES	74,595.83	129,843.00	10,827.62	119,015.38	8
001-575-10-1300	OVERTIME	225.00	0.00	0.00	0.00	0
001-575-10-1800	HOLIDAY PAY	197.00	0.00	0.00	0.00	0
001-575-10-2100	FICA EXPENSE	5,739.01	10,070.00	828.32	9,241.68	8
001-575-10-2200	RETIREMENT	9,179.83	17,700.00	1,295.51	16,404.49	7
001-575-10-2300	LIFE & HEALTH INSURANCE	9.50	0.00	4.75	4.75-	0
001-575-30-3100	PROFESSIONAL SERVICES	176.29	3,000.00	0.00	3,000.00	0
001-575-30-3400	OTHER CONTRACTUAL SERVICES	20,173.73	15,000.00	2,568.56	12,431.44	17
001-575-30-3450	CLOTHING AND UNIFORMS	845.36	1,200.00	0.00	1,200.00	0
001-575-30-4100	TELEPHONE EXPENSE	0.00	6,680.00	0.00	6,680.00	0
001-575-30-4200	POSTAGE/TRANSPORTATION FEES	3.30	150.00	0.00	150.00	0
001-575-30-4300	UTILITIES EXPENSE	56,441.03	45,000.00	0.00	45,000.00	0
001-575-30-4400	RENTAL & LEASING	2,210.33	4,500.00	152.22	4,347.78	3
001-575-30-4600	REPAIR & MAINTENANCE	47,541.00	50,000.00	2,571.31	47,428.69	5
001-575-30-5100	OFFICE SUPPLIES	504.23	1,000.00	0.00	1,000.00	0
001-575-30-5200	OPERATING SUPPLIES	18,789.56	20,000.00	95.95	19,904.05	0
001-575-30-5400	SUBSCRIPTIONS/DUES	100.00	100.00	0.00	100.00	0
001-575-60-6200	CAP. IMPROVEMENT-BUILDINGS	42,694.25	0.00	305.78	305.78-	0
	575 COMMUNITY CENTER:	**279,425.25**	**304,243.00**	**18,650.02**	**285,592.98**	**6**
001-580-90-9901	CONTINGENCY RESERVE-GEN FUND	0.00	6,576,248.00	0.00	6,576,248.00	0
001-581-00-1040	TRANSFER TO EXPANDED CRA	215,690.00	231,880.00	0.00	231,880.00	0
001-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	3,000,000.00	4,000,000.00	0.00	4,000,000.00	0
001-581-90-3010	TRANSFER TO CAPITAL PROJECT FUND	15,700,000.00	10,000,000.00	0.00	10,000,000.00	0
	581 Total	**18,915,690.00**	**14,231,880.00**	**0.00**	**14,231,880.00**	**0**
	GENERAL FUND Expenditure Totals	**39,592,376.33**	**47,367,960.00**	**2,744,326.20**	**44,623,633.80**	**6**

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001 GENERAL FUND	Prior	YTD
Revenues:	36,412,547.02	1,488,702.46
Expenditures:	39,592,376.33	2,744,326.20
Net Income:	3,179,829.31-	1,255,623.74-

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
101-361-1350	INTEREST EARNED	252.64	200.00	0.00	200.00-	0
101-366-1350	CONTRIBUTIONS/DUES	1,310.00	2,000.00	0.00	2,000.00-	0
101-366-1360	GRAVE OPENING PERMITS	750.00	600.00	300.00	300.00-	50
101-389-5000	NON-OPER/ CEMETERY RESERVES FORWAR	0.00	64,000.00	0.00	64,000.00-	0
	CEMETERY FUND Revenue Totals	**2,312.64**	**66,800.00**	**300.00**	**66,500.00-**	**0**

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
101-569-30-4600	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**	**800.00**	**0.00**	**800.00**	**0**
101-580-90-9999	CONTINGENCY	0.00	66,000.00	0.00	66,000.00	0
	CEMETERY FUND Expenditure Totals	**0.00**	**66,800.00**	**0.00**	**66,800.00**	**0**

101 CEMETERY FUND	Prior	YTD
Revenues:	**2,312.64**	**300.00**
Expenditures:	**0.00**	**0.00**
Net Income:	**2,312.64**	**300.00**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
104-361-0000	INTEREST	17,309.79	5,000.00	0.00	5,000.00-	0
104-369-9000	TAX INCREMENT FINANCING - SUM CTY	395,695.00	405,500.00	0.00	405,500.00-	0
104-382-0010	TRANSFER FROM GENERAL	215,690.00	231,880.00	0.00	231,880.00-	0
104-389-5006	CASH FORWARD - CRA DISTRICT	0.00	1,964,000.00	0.00	1,964,000.00-	0
	COMMUNITY REDEVELOPMENT Revenue Tot	**628,694.79**	**2,606,380.00**	**0.00**	**2,606,380.00-**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
104-550-00-0000	COMM REDEVELOPMENT DEPT.:	0.00	0.00	0.00	0.00	0
104-550-10-1200	SALARIES	45,480.57	73,893.00	5,903.73	67,989.27	8
104-550-10-1500	SICK LEAVE	773.95	0.00	158.12	158.12-	0
104-550-10-1600	VACATION PAY	4,837.72	0.00	293.11	293.11-	0
104-550-10-1800	HOLIDAY PAY	1,831.18	0.00	0.00	0.00	0
104-550-10-2100	FICA EXPENSE	4,048.66	5,659.00	486.15	5,172.85	9
104-550-10-2200	RETIREMENT	18,269.18	25,510.00	2,193.73	23,316.27	9
104-550-10-2300	LIFE & HEALTH INSURANCE	3,784.56	3,888.00	503.32	3,384.68	13
104-550-30-4000	TRAVEL & PER DIEM	0.00	750.00	0.00	750.00	0
104-550-30-5400	SUBSCRIPTIONS/DUES	175.00	200.00	0.00	200.00	0
104-550-30-5500	TRAINING	0.00	1,500.00	0.00	1,500.00	0
104-550-60-6330	FACADE IMPROVEMENT GRANT	3,891.36	40,000.00	0.00	40,000.00	0
104-550-60-6390	OTHER MISC PROJECTS	0.00	500,000.00	0.00	500,000.00	0
104-550-70-7303	DEMOLITIONS	0.00	25,000.00	0.00	25,000.00	0
104-550-70-7307	MISC. OTHER PROJECTS	8,679.00	0.00	0.00	0.00	0
	550 COMM REDEVELOPMENT DEPT.:	**91,771.18**	**676,400.00**	**9,538.16**	**666,861.84**	**1**
104-580-90-9904	CONTINGENCY - CRA DISTRICT	0.00	1,929,980.00	0.00	1,929,980.00	0
	COMMUNITY REDEVELOPMENT Expenditure	**91,771.18**	**2,606,380.00**	**9,538.16**	**2,596,841.84**	**0**

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104 COMMUNITY REDEVELOPMENT	Prior	YTD
Revenues:	628,694.79	0.00
Expenditures:	91,771.18	9,538.16
Net Income:	536,923.61	9,538.16-

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
105-361-0000	INTEREST	13.58	100.00	0.00	100.00-	0
105-369-0058	DONATIONS	27,072.00	15,000.00	3,800.00	11,200.00-	25
105-389-5010	CASH FORWARD - BAKER HOUSE	0.00	76,800.00	0.00	76,800.00-	0
	BAKER HOUSE Revenue Totals	**27,085.58**	**91,900.00**	**3,800.00**	**88,100.00-**	**4**

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	79.09	900.00	0.00	900.00	0
105-580-90-9910	CONTINGENCY - BAKER HOUSE	0.00	91,000.00	0.00	91,000.00	0
	BAKER HOUSE Expenditure Totals	**79.09**	**91,900.00**	**0.00**	**91,900.00**	**0**

105 BAKER HOUSE	**Prior**	**YTD**
Revenues:	**27,085.58**	**3,800.00**
Expenditures:	**79.09**	**0.00**
Net Income:	**27,006.49**	**3,800.00**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
107-341-3004	RECREATION IMPACT FEES	301,196.34	300,000.00	17,709.86	282,290.14-	6
107-361-0000	INTEREST	10,584.59	2,000.00	0.00	2,000.00-	0
107-389-5004	CASH FORWARD - P & R IMPACT FEE	0.00	972,500.00	0.00	972,500.00-	0
	RECREATION IMPACT FEES Revenue Totals	**311,780.93**	**1,274,500.00**	**17,709.86**	**1,256,790.14-**	**1**

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	1,274,500.00	0.00	1,274,500.00	0
	RECREATION IMPACT FEES Expenditure Tota	**0.00**	**1,274,500.00**	**0.00**	**1,274,500.00**	**0**

107 RECREATION IMPACT FEES	**Prior**	**YTD**
Revenues:	**311,780.93**	**17,709.86**
Expenditures:	**0.00**	**0.00**
Net Income:	**311,780.93**	**17,709.86**

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
108-341-3001	LAW ENFORCEMENT IMPACT FEES	1,058,674.96	1,240,000.00	73,998.12	1,166,001.88-	6
108-361-0000	INTEREST	207.47	0.00	0.00	0.00	0
108-389-5002	CASH FORWARD - POLICE IMPACT FEE	0.00	1,925,300.00	0.00	1,925,300.00-	0
	LAW ENFORCEMENT IMPACT FEES Revenue	**1,058,882.43**	**3,165,300.00**	**73,998.12**	**3,091,301.88-**	**2**

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	406.87	0.00	0.00	0.00	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	621,471.89	0.00	0.00	0.00	0
108-521-70-9105	TRANSFER TO GENERAL FUND - LOAN PAYM	412,800.00	412,800.00	0.00	412,800.00	0
	521 LAW ENFORCEMENT IMPACT FEES:	**1,034,678.76**	**812,800.00**	**0.00**	**812,800.00**	**0**
108-580-90-9902	CONTINGENCY -LAW ENFORCEMENT IMPAC	0.00	2,352,500.00	0.00	2,352,500.00	0
	LAW ENFORCEMENT IMPACT Expenditure To	**1,034,678.76**	**3,165,300.00**	**0.00**	**3,165,300.00**	**0**

108 LAW ENFORCEMENT IMPACT FEES	Prior	YTD
Revenues:	**1,058,882.43**	**73,998.12**
Expenditures:	**1,034,678.76**	**0.00**
Net Income:	**24,203.67**	**73,998.12**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
301-331-9000	FEDERAL GRANT REVENUE	0.00	675,000.00	0.00	675,000.00-	0
301-334-9000	STATE GRANT REVENUE	0.00	650,000.00	0.00	650,000.00-	0
301-361-0000	INTEREST	174,366.58	10,000.00	0.00	10,000.00-	0
301-382-0010	TRANSFER FROM GENERAL FUND	15,700,000.00	10,000,000.00	0.00	10,000,000.00-	0
301-389-5000	NON-OPERATIONAL CASH FORWARD-CAP.IM	0.00	12,240,000.00	0.00	12,240,000.00-	0
	CAPITAL IMPROVEMENT FUND Revenue Tota	**15,874,366.58**	**23,575,000.00**	**0.00**	**23,575,000.00-**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
301-500-00-0000	CAPITAL IMPROVEMENT FUND	0.00	0.00	0.00	0.00	0
301-511-60-6201	ANNEX NO. 2 REHAB	41.78	0.00	0.00	0.00	0
301-516-60-6301	DOWNTOWN MASTER PLAN PROJECTS	850,488.50	325,000.00	0.00	325,000.00	0
301-516-60-6304	TRAILWINDS FOUNTAIN	559.82	0.00	0.00	0.00	0
	516 Total	**851,048.32**	**325,000.00**	**0.00**	**325,000.00**	**0**
301-521-60-6301	POLICE DEPARTMENT HQ MONUMENT SIGN	21,713.00	0.00	0.00	0.00	0
301-541-60-6101	DRAINAGE PROJECT LAND ACQUISITION	229,393.67	500,000.00	0.00	500,000.00	0
301-541-60-6202	MUNICIPAL SERVICES COMPLEX PROJECT	128,115.87	0.00	0.00	0.00	0
301-541-60-6204	PW BUILDING HVAC UPGRADES	110,940.00	0.00	0.00	0.00	0
301-541-60-6206	PUBLIC WORKS DEPARTMENT ANNEX	0.00	100,000.00	0.00	100,000.00	0
301-541-60-6301	PLEASANTDALE REHAB	383,999.48	0.00	0.00	0.00	0
301-541-60-6302	BARWICK REHAB	29,468.20	0.00	0.00	0.00	0
301-541-60-6303	OAK GROVE VILLAGE DRAINAGE IMPROVEM	36,220.00	900,000.00	0.00	900,000.00	0
301-541-60-6305	PAVEMENT PRESERVATION PLAN	76,605.04	0.00	0.00	0.00	0
301-541-60-6306	CLAY DRAIN ROAD DESIGN	70,377.00	400,000.00	0.00	400,000.00	0

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Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
301-541-60-6307	JACKSON ST IMPROVEMENTS	45,389.72	1,500,000.00	0.00	1,500,000.00	0
301-541-60-6308	HUEY ST IMPROVEMENTS	1,088,856.37	0.00	0.00	0.00	0
301-541-60-6309	ST CLAIR STREET IMPROVEMENTS	522,957.69	0.00	0.00	0.00	0
301-541-60-6310	DOWNTOWN PARKING GARAGE	6,840,764.79	0.00	57.78	57.78-	0
301-541-60-6311	MSC ENTRANCE GATE	33,558.95	0.00	0.00	0.00	0
301-541-60-6312	BROKEN OAK DRIVE	437,327.61	0.00	0.00	0.00	0
	541 Total	**10,033,974.39**	**3,400,000.00**	**57.78**	**3,399,942.22**	**0**
301-572-60-6205	RECREATION CENTER AT MLK PARK	156,456.00	0.00	0.00	0.00	0
301-572-60-6302	MILLENNIUM PARK IMPROVEMENTS	227,417.90	13,000,000.00	0.00	13,000,000.00	0
301-572-60-6304	LAKE DEATON PIER IMPROVEMENTS	402,305.89	0.00	0.00	0.00	0
301-572-60-6305	CITY HALL COURTYARD REHAB	12,588.00	50,000.00	0.00	50,000.00	0
301-572-60-6306	OXFORD PARK IMPROVEMENTS	0.00	500,000.00	0.00	500,000.00	0
	572 Total	**798,767.79**	**13,550,000.00**	**0.00**	**13,550,000.00**	**0**
301-575-60-6201	COMMUNITY CENTER HVAC UPGRADES	62,745.05	800,000.00	0.00	800,000.00	0
301-575-60-6202	COMMUNITY CENTER RENOVATIONS	0.00	100,000.00	56.05	99,943.95	0
	575 Total	**62,745.05**	**900,000.00**	**56.05**	**899,943.95**	**0**
301-580-90-9901	CONTINGENCY-CAP.IMPROVEMENT FUND	0.00	400,000.00	0.00	400,000.00	0
301-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	5,000,000.00	5,000,000.00	0.00	5,000,000.00	0
	CAPITAL IMPROVEMENT FUN Expenditure To	**16,768,290.33**	**23,575,000.00**	**113.83**	**23,574,886.17**	**0**

301 CAPITAL IMPROVEMENT FUND	**Prior**	**YTD**
Revenues:	**15,874,366.58**	**0.00**

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Expenditures:	**16,768,290.33**	**113.83**
Net Income:	**893,923.75-**	**113.83-**

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Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
401-343-3100	WATER SALES-OPERATING INCOME	4,156,518.87	4,859,723.00	0.00	4,859,723.00-	0
401-343-3500	WATER- METER INSTALLATIONS	233,501.32	263,000.00	18,161.00	244,839.00-	7
401-343-3510	WATER- OTHER (ON/OFF FEES)	35,325.00	30,000.00	0.00	30,000.00-	0
401-343-3520	WATER INCOME-OTHER	20,439.57	10,000.00	750.00	9,250.00-	8
401-343-3521	RETURN CHECK BILLINGS	15.00	0.00	0.00	0.00	0
401-343-5100	SEWER OPERATING INCOME-BILLINGS	6,811,981.41	9,614,212.00	0.00	9,614,212.00-	0
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)	15,870.00	15,000.00	1,322.50	13,677.50-	9
401-343-5520	TSS/COD WASTEWATER FEES	906,498.38	1,000,000.00	0.00	1,000,000.00-	0
401-343-6100	REUSE WATER OPERATIONS	155,743.72	130,295.00	0.00	130,295.00-	0
401-361-0000	INTEREST EARNINGS	93,474.15	25,000.00	0.00	25,000.00-	0
401-389-5000	Non-Operational-Cash Forward- W/S	0.00	10,110,000.00	0.00	10,110,000.00-	0
	UTILITY FUND Revenue Totals	**12,429,367.42**	**26,069,230.00**	**20,233.50**	**26,048,996.50-**	**0**

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	152,201.33	194,926.00	20,527.10	174,398.90	11
401-530-10-1500	SICK LEAVE	9,675.56	0.00	809.45	809.45-	0
401-530-10-1600	VACATION PAY	11,520.36	0.00	438.54	438.54-	0
401-530-10-1800	HOLIDAY PAY	6,282.02	0.00	0.00	0.00	0
401-530-10-2100	FICA EXPENSE	13,713.26	15,111.00	1,663.72	13,447.28	11
401-530-10-2200	RETIREMENT	24,412.01	26,570.00	2,967.91	23,602.09	11
401-530-10-2210	BENEFIT ADMIN FEES	27.00	0.00	0.00	0.00	0
401-530-10-2300	LIFE & HEALTH INSURANCE	35,371.45	43,200.00	5,306.31	37,893.69	12
401-530-10-2600	WORKERS COMPENSATION INSURANCE	1,512.62	1,600.00	501.76	1,098.24	31
401-530-30-3100	PROFESSIONAL SERVICES	1,205.00	3,000.00	0.00	3,000.00	0

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-530-30-3200	ACCOUNTING & AUDITING FEES	22,500.00	35,000.00	0.00	35,000.00	0
401-530-30-3400	OTHER CONTRACTUAL SERVICES	31,283.72	35,750.00	1,388.52	34,361.48	4
401-530-30-4000	TRAVEL & PER DIEM	0.00	500.00	0.00	500.00	0
401-530-30-4100	TELEPHONE EXPENSE	5,086.35	5,400.00	76.64	5,323.36	1
401-530-30-4110	IT LICENSING / EQUIPMENT	39,800.74	45,520.00	9,186.79	36,333.21	20
401-530-30-4200	POSTAGE/TRANSPORTATION FEES	31,453.13	32,800.00	0.00	32,800.00	0
401-530-30-4300	UTILITIES EXPENSE	17,689.80	20,000.00	0.00	20,000.00	0
401-530-30-4400	RENTAL & LEASING	3,806.53	3,750.00	33.94	3,716.06	1
401-530-30-4500	GENERAL INSURANCE	316,165.89	450,000.00	358,999.50	91,000.50	80
401-530-30-4600	REPAIR & MAINTENANCE	23,424.12	31,950.00	34.58	31,915.42	0
401-530-30-4900	MISC. EXPENSE & OTHER CURRENT	18,373.19	16,200.00	0.00	16,200.00	0
401-530-30-5100	OFFICE SUPPLIES	527.17	1,000.00	0.00	1,000.00	0
401-530-30-5200	OPERATING SUPPLIES	5,465.63	5,500.00	797.17	4,702.83	14
401-530-30-5400	SUBSCRIPTIONS/DUES	409.86	500.00	0.00	500.00	0
401-530-30-5500	TRAINING	760.00	2,000.00	0.00	2,000.00	0
	530 PHYSICAL ENVIRONMENT/ADMIN:	**772,666.74**	**970,277.00**	**402,731.93**	**567,545.07**	**42**
401-533-00-0000	WATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-533-10-1200	SALARIES	764,387.98	1,255,075.00	106,646.44	1,148,428.56	8
401-533-10-1250	ON CALL	12,800.00	14,000.00	1,500.00	12,500.00	11
401-533-10-1260	SHIFT DIFFERENTIAL	0.00	5,200.00	0.00	5,200.00	0
401-533-10-1300	OVERTIME	15,771.12	15,000.00	3,171.95	11,828.05	21
401-533-10-1500	SICK LEAVE	26,918.54	0.00	2,659.49	2,659.49-	0
401-533-10-1600	VACATION PAY	37,247.11	0.00	1,472.66	1,472.66-	0
401-533-10-1700	INCENTIVE PAY	1,250.00	0.00	300.00	300.00-	0
401-533-10-1800	HOLIDAY PAY	28,383.61	0.00	0.00	0.00	0
401-533-10-1820	HOLIDAY PREMIUM	1,876.87	5,000.00	10,477.15	5,477.15-	210

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401-533-10-2100	FICA EXPENSE	68,286.60	94,382.00	9,649.61	84,732.39	10
401-533-10-2200	RETIREMENT	120,604.27	186,626.00	17,204.85	169,421.15	9
401-533-10-2210	BENEFIT ADMIN FEES	94.50	0.00	0.00	0.00	0
401-533-10-2300	LIFE & HEALTH INSURANCE	148,013.42	244,070.00	19,902.68	224,167.32	8
401-533-10-2600	WORKERS COMPENSATION INSURANCE	24,201.51	25,500.00	7,996.78	17,503.22	31
401-533-30-3100	PROFESSIONAL SERVICES	132,674.52	186,000.00	0.00	186,000.00	0
401-533-30-3400	OTHER CONTRACTUAL SERVICES	230,372.60	259,700.00	467.92	259,232.08	0
401-533-30-3450	CLOTHING AND UNIFORMS	8,125.98	11,000.00	394.26	10,605.74	4
401-533-30-4000	TRAVEL & PER DIEM	4,213.11	8,000.00	0.00	8,000.00	0
401-533-30-4100	TELEPHONE EXPENSE	35,834.80	30,000.00	208.36	29,791.64	1
401-533-30-4110	IT LICENSING / EQUIPMENT	52,206.96	57,110.00	10,700.42	46,409.58	19
401-533-30-4200	POSTAGE/TRANSPORTATION FEES	975.18	3,500.00	0.00	3,500.00	0
401-533-30-4300	UTILITIES EXPENSE	179,993.17	150,000.00	366.94	149,633.06	0
401-533-30-4400	RENTAL & LEASING	3,226.26	9,000.00	227.00	8,773.00	3
401-533-30-4600	REPAIR & MAINTENANCE	213,350.39	160,000.00	6,295.85	153,704.15	4
401-533-30-4900	MISC. EXPENSE & OTHER CURRENT	4,030.00	6,000.00	0.00	6,000.00	0
401-533-30-4960	BOOT ALLOWANCE	2,671.27	3,850.00	175.00	3,675.00	5
401-533-30-5100	OFFICE SUPPLIES	3,746.39	6,500.00	66.95	6,433.05	1
401-533-30-5200	OPERATING SUPPLIES	162,945.81	231,000.00	2,157.24	228,842.76	1
401-533-30-5220	WATER METERS	321,171.06	405,000.00	28,291.93	376,708.07	7
401-533-30-5250	FUEL EXPENSE	45,671.38	45,000.00	0.00	45,000.00	0
401-533-30-5260	CHEMICALS	398,028.60	350,000.00	37,295.00	312,705.00	11
401-533-30-5270	LABORATORY SAMPLES	47,016.00	45,000.00	825.00	44,175.00	2
401-533-30-5400	SUBSCRIPTIONS/DUES	7,231.64	9,000.00	0.00	9,000.00	0
401-533-30-5500	TRAINING	8,212.18	7,600.00	300.00	7,300.00	4
401-533-60-6300	CAPITAL IMPROVEMENT-OTHER	26,551.85	839,500.00	0.00	839,500.00	0
401-533-60-6301	METER CHANGE OUT PROGRAM	115,407.65	220,000.00	0.00	220,000.00	0

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-533-60-6350	LOOP/UPGRADE WATER MAINS	268,622.90	900,000.00	0.00	900,000.00	0
401-533-60-6400	CAP. IMPROVEMENT-MACHINERY	212,245.00	136,750.00	0.00	136,750.00	0
401-533-60-6681	LEASE PURCHASE PRINCIPAL PMT	19,188.55	19,970.00	19,960.34	9.66	100
401-533-60-6691	LEASE PURCHASE INTEREST PMT	2,409.86	1,640.00	1,638.07	1.93	100
401-533-60-6911	RELOCATION PROJECTS	0.00	4,500,000.00	0.00	4,500,000.00	0
	533 WATER DEPARTMENT:	**3,755,958.64**	**10,445,973.00**	**290,351.89**	**10,155,621.11**	**3**
401-535-00-0000	WASTEWATER DEPARTMENT:	0.00	0.00	0.00	0.00	0
401-535-10-1200	SALARIES	1,098,002.74	1,784,364.00	154,559.45	1,629,804.55	9
401-535-10-1250	ON CALL	18,700.00	19,500.00	2,250.00	17,250.00	12
401-535-10-1260	SHIFT DIFFERENTIAL	0.00	5,200.00	0.00	5,200.00	0
401-535-10-1300	OVERTIME	30,321.50	19,500.00	10,495.92	9,004.08	54
401-535-10-1500	SICK LEAVE	47,850.49	0.00	2,626.36	2,626.36-	0
401-535-10-1600	VACATION PAY	60,148.99	0.00	3,808.05	3,808.05-	0
401-535-10-1700	INCENTIVE PAY	1,900.00	0.00	600.00	600.00-	0
401-535-10-1800	HOLIDAY PAY	37,977.19	0.00	0.00	0.00	0
401-535-10-1820	HOLIDAY PREMIUM	9,174.30	12,000.00	25,019.81	13,019.81-	208
401-535-10-2100	FICA EXPENSE	100,533.39	130,601.00	15,231.44	115,369.56	12
401-535-10-2200	RETIREMENT	182,326.47	282,391.00	27,872.35	254,518.65	10
401-535-10-2210	BENEFIT ADMIN FEES	310.50	0.00	0.00	0.00	0
401-535-10-2300	LIFE & HEALTH INSURANCE	190,157.83	320,740.00	29,620.94	291,119.06	9
401-535-10-2600	WORKERS COMPENSATION INSURANCE	48,403.12	50,800.00	15,930.84	34,869.16	31
401-535-30-3100	PROFESSIONAL SERVICES	152,416.99	190,000.00	213.00	189,787.00	0
401-535-30-3400	OTHER CONTRACTUAL SERVICES	298,934.59	992,000.00	33,103.93	958,896.07	3
401-535-30-3450	CLOTHING AND UNIFORMS	9,168.63	14,000.00	950.56	13,049.44	7
401-535-30-4000	TRAVEL & PER DIEM	6,494.85	8,000.00	346.52	7,653.48	4
401-535-30-4100	TELEPHONE EXPENSE	24,270.19	23,000.00	208.36	22,791.64	1

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-535-30-4110	IT LICENSING / EQUIPMENT	65,707.57	55,250.00	7,320.43	47,929.57	13
401-535-30-4200	POSTAGE/TRANSPORTATION FEES	2,409.67	3,000.00	0.00	3,000.00	0
401-535-30-4300	UTILITIES EXPENSE	517,849.79	450,000.00	0.00	450,000.00	0
401-535-30-4400	RENTAL & LEASING	33,742.50	75,000.00	3,156.30	71,843.70	4
401-535-30-4600	REPAIR & MAINTENANCE	640,861.47	700,000.00	15,601.45	684,398.55	2
401-535-30-4900	MISC. EXPENSE & OTHER CURRENT	10,881.08	15,000.00	0.00	15,000.00	0
401-535-30-4940	LANDFILL DISPOSAL FEES	166,291.56	180,000.00	3,602.40	176,397.60	2
401-535-30-4960	BOOT ALLOWANCE	1,957.52	5,100.00	637.30	4,462.70	12
401-535-30-5100	OFFICE SUPPLIES	4,353.57	5,500.00	1,026.09	4,473.91	19
401-535-30-5200	OPERATING SUPPLIES	259,987.38	330,000.00	8,676.67	321,323.33	3
401-535-30-5250	FUEL EXPENSE	71,968.39	65,000.00	8,244.33	56,755.67	13
401-535-30-5260	CHEMICALS	257,346.12	228,000.00	25,905.15	202,094.85	11
401-535-30-5270	LABORATORY SAMPLES	160,464.00	300,000.00	0.00	300,000.00	0
401-535-30-5400	SUBSCRIPTIONS/DUES	2,675.94	5,000.00	0.00	5,000.00	0
401-535-30-5500	TRAINING	8,523.94	10,000.00	300.00	9,700.00	3
401-535-60-6200	CAP. IMPROVEMENT-BUILDINGS	0.00	100,000.00	0.00	100,000.00	0
401-535-60-6250	LIFT STATION UPGRADES	441,798.91	778,000.00	0.00	778,000.00	0
401-535-60-6300	CAPITAL IMPROVEMENT-OTHER	46,594.00	157,000.00	0.00	157,000.00	0
401-535-60-6310	MILLENNIUM PARK PROJECT	127,252.12	1,800,000.00	0.00	1,800,000.00	0
401-535-60-6330	CR 209 LS UPGRADES	387,484.62	0.00	0.00	0.00	0
401-535-60-6400	CAP. IMPROVEMENT-MACHINERY	964,402.33	182,700.00	0.00	182,700.00	0
401-535-60-6610	SEWER SYSTEM RENEWAL AND REPLACEME	281,660.38	645,000.00	0.00	645,000.00	0
401-535-60-6681	LEASE PURCHASE PRINCIPAL PMT	79,982.17	122,000.00	0.00	122,000.00	0
401-535-60-6691	LEASE PURCHASE INTEREST PMT	4,616.50	0.00	0.00	0.00	0
401-535-60-6770	SR 44 FM / CCC DECOMMISSIONING	3,317,708.79	600,000.00	0.00	600,000.00	0
401-535-70-7303	WILDWOOD ESTATES LS	81,767.83	0.00	0.00	0.00	0
	535 WASTEWATER DEPARTMENT:	**10,255,379.92**	**10,663,646.00**	**397,307.65**	**10,266,338.35**	**4**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
401-580-90-0000	CONTINGENCY:	0.00	0.00	0.00	0.00	0
401-580-90-9912	CONTIN- WATER SEWER-REFUSE	0.00	3,304,794.00	0.00	3,304,794.00	0
401-582-00-0000	DEBT SERVICE:	0.00	0.00	0.00	0.00	0
401-582-70-7100	SUMTER SCHOOL BOARD LEASE PURCHASE	170,000.00	170,000.00	0.00	170,000.00	0
401-582-70-7103	DBT SRV.-SRF LOAN PRIN-2007	347,935.50	355,210.00	0.00	355,210.00	0
401-582-70-7106	DEBT SERV-2016 CONTINENTAL LOAN (BB&T	110,531.26	113,380.00	56,328.98	57,051.02	50
401-582-70-7204	INT EXP.-SRF LOAN-3 (2007)	31,979.38	24,710.00	0.00	24,710.00	0
401-582-70-7206	DEBT SERV-INTERST-2016 CONTINENTAL (BE	24,083.78	21,240.00	10,978.54	10,261.46	52
	582 DEBT SERVICE:	**684,529.92**	**684,540.00**	**67,307.52**	**617,232.48**	**10**
	UTILITY FUND Expenditure Totals	**15,468,535.22**	**26,069,230.00**	**1,157,698.99**	**24,911,531.01**	**4**

401 UTILITY FUND	**Prior**	**YTD**
Revenues:	**12,429,367.42**	**20,233.50**
Expenditures:	**15,468,535.22**	**1,157,698.99**
Net Income:	**3,039,167.80-**	**1,137,465.49-**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
402-334-3500	STATE GRANT	0.00	9,250,000.00	0.00	9,250,000.00-	0
402-361-0000	INTEREST	38,836.54	0.00	0.00	0.00	0
402-382-0010	TRANSFER FROM GENERAL FUND	3,000,000.00	4,000,000.00	0.00	4,000,000.00-	0
402-382-3010	TRANSFER FROM CAPITAL IMPROVEMENT FI	5,000,000.00	5,000,000.00	0.00	5,000,000.00-	0
402-382-4090	TRANSFER FROM WW SDC FUND	1,000,000.00	15,000,000.00	0.00	15,000,000.00-	0
402-389-5000	CASH FORWARD	0.00	8,500,000.00	0.00	8,500,000.00-	0
402-389-9001	LOAN PROCEEDS	0.00	90,000,000.00	0.00	90,000,000.00-	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	**9,038,836.54**	**143,750,000.00**	**0.00**	**143,750,000.00-**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
402-536-00-0000	CONSTRUCTION FUND:	0.00	0.00	0.00	0.00	0
402-536-70-7353	WWTP PROJECT	854,219.51	63,800,000.00	0.00	63,800,000.00	0
402-580-90-9913	CONTINGENCY - CONSTRUCTION FUND	0.00	79,950,000.00	0.00	79,950,000.00	0
	CAPITAL PROJECTS (LOAN/ Expenditure Tot	**854,219.51**	**143,750,000.00**	**0.00**	**143,750,000.00**	**0**

402 CAPITAL PROJECTS (LOAN/GRANT)	**Prior**	**YTD**
Revenues:	**9,038,836.54**	**0.00**
Expenditures:	**854,219.51**	**0.00**
Net Income:	**8,184,617.03**	**0.00**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
403-361-0000	INTEREST EARNINGS	265.69	240.00	0.00	240.00-	0
403-389-5000	NON-OPERATIONAL-CASH FORWARD	0.00	53,600.00	0.00	53,600.00-	0
	INDUSTRIAL FUND Revenue Totals	**265.69**	**53,840.00**	**0.00**	**53,840.00-**	**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
403-580-90-9999	CONTINGENCY	0.00	42,840.00	0.00	42,840.00	0
403-581-00-0000	INDUSTRIAL PARK:	0.00	0.00	0.00	0.00	0
403-581-00-0100	TRANSFER TO GENERAL FUND	10,000.00	10,000.00	0.00	10,000.00	0
	INDUSTRIAL FUND Expenditure Totals	**10,000.00**	**53,840.00**	**0.00**	**53,840.00**	**0**

403 INDUSTRIAL FUND	Prior	YTD
Revenues:	**265.69**	**0.00**
Expenditures:	**10,000.00**	**0.00**
Net Income:	**9,734.31-**	**0.00**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
404-361-0000	INTEREST	18.29	0.00	0.00	0.00	0
404-389-5002	CASH FORWARD - WATER CONNECTIONS	0.00	51,100.00	0.00	51,100.00-	0
	WATER CONNECTION FEES Revenue Totals	**18.29**	**51,100.00**	**0.00**	**51,100.00-**	**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	360.76	0.00	0.00	0.00	0
404-533-70-7352	ASHLEY WTP PROJECT	231,325.00	0.00	0.00	0.00	0
	533 Total	**231,685.76**	**0.00**	**0.00**	**0.00**	**0**
404-580-90-9909	CONTINGENCY - WATER CONNECTION FEES	0.00	51,100.00	0.00	51,100.00	0
	WATER CONNECTION FEES Expenditure Tota	**231,685.76**	**51,100.00**	**0.00**	**51,100.00**	**0**

404 WATER CONNECTION FEES	Prior	YTD
Revenues:	**18.29**	**0.00**
Expenditures:	**231,685.76**	**0.00**
Net Income:	**231,667.47-**	**0.00**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
406-361-0000	INTEREST	15.50	0.00	0.00	0.00	0
406-389-5006	CASH FORWARD - WASTEWATER CONNECTI	0.00	154,500.00	0.00	154,500.00-	0
	WASTEWATER CONNECTION FEES Revenue	**15.50**	**154,500.00**	**0.00**	**154,500.00-**	**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	360.19	0.00	0.00	0.00	0
406-580-90-5006	CONTINGENCY - WASTEWATER CONNECTIOI	0.00	154,500.00	0.00	154,500.00	0
	WASTEWATER CONNECTION F Expenditure T	**360.19**	**154,500.00**	**0.00**	**154,500.00**	**0**

406 WASTEWATER CONNECTION FEES	**Prior**	**YTD**
Revenues:	**15.50**	**0.00**
Expenditures:	**360.19**	**0.00**
Net Income:	**344.69-**	**0.00**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
408-343-3560	WATER SDC FEES	1,990,895.22	3,437,000.00	35,809.07	3,401,190.93-	1
408-361-0000	INTEREST EARNED	528.97	200.00	0.00	200.00-	0
408-389-5012	CASH FORWARD - WATER SDC	0.00	5,350,000.00	0.00	5,350,000.00-	0
	WATER SDC FEES Revenue Totals	**1,991,424.19**	**8,787,200.00**	**35,809.07**	**8,751,390.93-**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
408-533-30-3401	DEVELOPER REIMBURSEMENTS	0.00	0.00	28,958.40	28,958.40-	0
408-533-30-4900	MISC. EXPENSE & OTHER CURRENT	389.15	0.00	0.00	0.00	0
408-533-70-7351	CR 501 IRON FILTRATION PLANT UPGRADES	37,152.50	2,800,000.00	0.00	2,800,000.00	0
408-533-70-7352	ASHLEY WTP UPGRADES	277,000.00	0.00	0.00	0.00	0
	533 Total	**314,541.65**	**2,800,000.00**	**28,958.40**	**2,771,041.60**	**1**
408-580-90-9914	CONTINGENCY - WATER SDC FUND	0.00	5,731,170.00	0.00	5,731,170.00	0
408-582-70-7107	SRF PRINCIPAL - OXFORD WTP	222,961.58	224,930.00	0.00	224,930.00	0
408-582-70-7207	SRF INTEREST - OXFORD WTP	33,068.02	31,100.00	0.00	31,100.00	0
	582 Total	**256,029.60**	**256,030.00**	**0.00**	**256,030.00**	**0**
	WATER SDC FEES Expenditure Totals	**570,571.25**	**8,787,200.00**	**28,958.40**	**8,758,241.60**	**0**

408 WATER SDC FEES	Prior	YTD
Revenues:	**1,991,424.19**	**35,809.07**
Expenditures:	**570,571.25**	**28,958.40**
Net Income:	**1,420,852.94**	**6,850.67**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
409-343-5560	WASTEWATER SDC FEES	5,726,336.40	7,150,000.00	123,015.40	7,026,984.60-	2
409-361-0000	INTEREST EARNED	1,268.48	500.00	0.00	500.00-	0
409-389-5013	CASH FORWARD	0.00	9,950,000.00	0.00	9,950,000.00-	0
	WASTEWATER SDC FEES Revenue Totals	**5,727,604.88**	**17,100,500.00**	**123,015.40**	**16,977,484.60-**	**0**

Expenditure Account	Description	Prior Yr Expd	Budgeted	YTD Expended	Unexpended	% Expd
409-535-30-3401	DEVELOPER REIMBURSEMENTS	176,523.84	0.00	0.00	0.00	0
409-535-30-4900	MISC. EXPENSE & OTHER CURRENT	397.07	500.00	0.00	500.00	0
409-535-60-6310	MILLENIUM PARK REUSE LINE	0.00	2,000,000.00	0.00	2,000,000.00	0
409-535-60-6315	HUEY STREET SANITARY SEWER REROUTE	431,091.99	0.00	0.00	0.00	0
409-535-70-7346	WWTP FACILITY PLAN	1,499,054.11	0.00	0.00	0.00	0
409-535-70-7355	BRIDGE CROSSING PROJECT	126,477.22	0.00	0.00	0.00	0
	535 Total	**2,233,544.23**	**2,000,500.00**	**0.00**	**2,000,500.00**	**0**
409-580-90-9915	CONTINGENCY - WASTEWATER SDC FUND	0.00	24,370.00	0.00	24,370.00	0
409-581-00-4020	TRANSFER TO UTILITY CAP PROJECTS FUNI	1,000,000.00	15,000,000.00	0.00	15,000,000.00	0
409-582-70-7101	DBT SERV-SRF CRC09 FORCEMAIN DESIGN F	4,464.17	4,540.00	0.00	4,540.00	0
409-582-70-7102	DBT SRV-SRF CR209 FM CONSTRUCTION PR	69,809.23	69,830.00	0.00	69,830.00	0
409-582-70-7200	INTEREST EXPENSE-CR209 FM SRF CONSTR	309.57	290.00	0.00	290.00	0
409-582-70-7202	INT EXP.-SRF DESIGN LOAN-CR209 FORCEM/	1,002.05	970.00	0.00	970.00	0
	582 Total	**75,585.02**	**75,630.00**	**0.00**	**75,630.00**	**0**
	WASTEWATER SDC FEES Expenditure Totals	**3,309,129.25**	**17,100,500.00**	**0.00**	**17,100,500.00**	**0**

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

CITY OF WILDWOOD

YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenues:	**5,727,604.88**	**123,015.40**
Expenditures:	**3,309,129.25**	**0.00**
Net Income:	**2,418,475.63**	**123,015.40**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Revenue Account	Description	Prior Yr Rev	Anticipated	YTD Rev	Excess/Deficit	% Real
601-361-0000	INTEREST	137.58	100.00	0.00	100.00-	0
601-389-5000	NON-OPERATIONAL- CASH FORWARD	0.00	51,845.00	0.00	51,845.00-	0
	LAW ENFORCEMENT FUND Revenue Totals	**137.58**	**51,945.00**	**0.00**	**51,945.00-**	**0**

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	51,945.00	0.00	51,945.00	0
	LAW ENFORCEMENT FUND Expenditure Tota	**0.00**	**51,945.00**	**0.00**	**51,945.00**	**0**

601 LAW ENFORCEMENT FUND	**Prior**	**YTD**
Revenues:	**137.58**	**0.00**
Expenditures:	**0.00**	**0.00**
Net Income:	**137.58**	**0.00**

CITY OF WILDWOOD
YEAR TO DATE REVENUE-EXPENDITURE REPORT
COMMISSION MEETING NOVEMBER 11 2024

Grand Totals	Prior	YTD
Revenues:	83,503,340.06	1,763,568.41
Expenditures:	77,931,696.87	3,940,635.58
Net Income:	5,571,643.19	2,177,067.17-

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA
WORKSHOP
July 29, 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	Absent
Joshua Bills	City Attorney	Present
Cassandra Smith	Assistant City Manager/CFO	Present
Jessica Barnes	City Clerk	Present
Randall Parmer	Police Chief	Present
Lynzey McClellan	Assistant CFO	Present
Courtney Kellem	Parks & Recreation Director	Present
Jeremy Hockenbury	Public Works Director	Present

Mayor Wolf called the meeting to order at 9 a.m.

2. Item(s) for Discussion

A. FY23 Audit Presentation by Mauldin & Jenkins

Daniel Anderson with Mauldin & Jenkins presented the FY23 audit results for the city. Anderson's presentation provided information about Mauldin & Jenkins, an overview of the audit opinions and annual financial report, and the required communications under the Government Auditing Standards. He reviewed some general information about the annual financial report, including the independent auditor's report, management discussion and analysis (MD&A), financial statements, footnotes, required supplementary information, and the compliance section. He also explained some of the components of the annual comprehensive financial report, including the auditor's responsibility under the generally accepted auditing standards (GAAS), the report on

basic financial statements, the compliance report, the CSLFRF program examination election by the city, and the reasoning behind why a single audit was not performed.

Anderson highlighted some of the important communications between the auditors and the city. These included significant accounting policies, management judgment/accounting estimates, cooperation from the city's management and staff, proper management representation, no consultation with other accountants or opinion shopping, no significant issues discussed with management, no significant audit adjustments, and all financial statements were neutral and consistent with the accounting standards. He then discussed two recommendations for improvement, which were approval of journal entries and purchasing cards. Anderson concluded his presentation by providing a listing of the upcoming GASB standards and pronouncements.

Commissioner Elliott thanked Assistant City Manager/CFO Smith and Assistant CFO McClellan for all the work they do each year ensuring the audit goes smoothly. The rest of the commission joined in the congratulations. Smith stated that Mauldin & Jenkins had been a pleasure to work with, and thanked McClellan for spearheading the auditing process.

B. FY25 Budget Presentation

Assistant City Manager/CFO Smith provided an update on the draft FY25 budget. She stated the millage rate remained at 2.8287 as discussed at the first budget workshop, and proceeded to present the few changes that had been made since. The changes included updated state revenue numbers (although staff was still waiting for two revenue sources), updated CR 501 Iron Filtration project costs as bids were received, updated R-12 Pump Station costs, corrected transfer errors that had been identified at the first workshop, a $4M transfer from the General Fund to the WWTP project as discussed at the first workshop, and increased Professional Services line items across several department accounts based upon new current year information.

Smith stated that the updates resulted in a change to the anticipated reserve amounts at year-end. The new estimates were 25.7% for the General Fund (previously 25.4%) and 29.8% for the Utility Revenue Fund (previously 23.8%). No projects were added or deleted, and all other expenses remained relatively unchanged. Smith also stated that in addition to the budget numbers presented, the Capital Improvement Element was provided, which was a 5-year forecast for capital projects. The scoring for the Capital Improvement Fund projects was included as back-up for any discussion on capital project inclusion in the budget.

Smith further reviewed where a few of the projects were programmed in the budget, including MLK Park Improvements and the MLK Recreation Center, Millennium Park Improvements, and Oak Grove Village Drainage Improvements. A discussion was held regarding the Oak Grove Village project funding and grant application. City Manager McHugh stated staff needed direction from the commission on how to move forward. Elliott requested a status report on the grant at the next commission meeting.

McHugh advised that finalized documents regarding organization charts, departmental goals, and the budget book would be made available at the third budget workshop. Finally, a short discussion was held regarding the purchase of a John Deere tractor for the Public Works department. Public Works Director Hockenbury presented information to back up the purchase.

C. Parks and Recreation Rental Rules & Regulations and Co-Sponsorship Policy Update

Parks & Recreation Director Courtney Kellem presented an overview of the updates staff was proposing to the Facility Rules and Regulations as well as the Co-Sponsorship policy. Important changes to the rules and regulations include an updated fee schedule and

reservation/cancelation process, stipulations regarding alcohol insurance, and clearer and more concise language throughout. Regarding the co-sponsorship policy, Kellem stated that she wanted to ensure that those the city chose to partner with had goals that aligned with the goals and values of the city. Kellem added that she had submitted a recommendation for an update to the Facility Rules and Regulations regarding church services at the community centers. The documents would be brought back before the commission for a formal decision in August.

McHugh added that the documents presented were drafts, and that if the commission provided any feedback, he would coordinate those changes with Kellem. The drafts would also be reviewed by the city attorney's office before being formally presented. Commissioner Elliott commented on the rates for residents and non-residents versus having just one rate, and asked Kellem to look into that being a possibility. McHugh also requested direction from the commission regarding church services being held at the community centers. Mayor Wolf agreed with Kellem's memorandum in that it limits the opportunities for Wildwood residents to take advantage of a service that should be offered. Elliott stated that although churches are important, he didn't believe it was up to the city to provide the facilities for their regular services. He believed the city should create a policy and would not object if it was even stricter than the one proposed by Kellem. The consensus of the rest of the commission was that Kellem's recommendation was acceptable.

A discussion was held regarding renters coming in and using the facility to conduct business to make or raise money. McHugh stated he would look into the matter with the city attorney's office and bring it back to the commission.

D. Martin Theatre Discussion

City Manager McHugh began the discussion regarding the next steps regarding the Martin Theatre. Due to the condition of the building, he recommended the commission move forward with getting an architectural technical memo to determine the estimated cost to renovate the building for the commission chambers versus constructing a new building. If the commission does not wish to go this route, his next recommendation would be to identify the entire block as place for future redevelopment needs for city purposes, bring an architect onto the team, and determine what the commission would like to see done on that property. A discussion was held regarding the city's options for the property. The commission believed the best use of funds would be to construct a new building rather than renovate. McHugh stated that staff would procure architectural services through the RFQ process so that the city could get a concept plan of what the block could look like based on what they were looking for.

On a separate matter, Commissioner Elliott gave recognition to the Police Department for an event that they had held recently for students in the area.

3. Adjournment

With no further business to attend to, the meeting was adjourned at 9:57 a.m.

RESULT:	**Adjourned**
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

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

SEAL

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

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA
WORKSHOP
August 19, 2024 9:00 AM
CITY HALL COMMISSION CHAMBER

(meeting taped)

1. **Call to Order**

Attendee Name	Title	Status
Ed Wolf	Mayor	Present
Pamala Harrison-Bivins	Mayor Pro Tem/Commissioner	Present
Joe Elliott	Commissioner	Present
Marcos Flores	Commissioner	Present
Julian Green	Commissioner	Present
Jason McHugh	City Manager	Present
Ashley Hunt	City Attorney	Present
Joshua Bills	City Attorney	Present
Cassandra Smith	Assistant City Manager/CFO	Present
Jessica Barnes	City Clerk	Present
Randall Parmer	Police Chief	Present
Melanie Strickland	Development Services Director	Present

Mayor Wolf called the meeting to order at 9 a.m. and dispensed with the invocation and Pledge of Allegiance to move on to the budget presentation.

2. **Item(s) for Discussion**

A. FY25 Budget Update

Assistant CFO Lynzey McClellan gave the commission a demonstration on using the online digital budget book. She stated that it was the third year utilizing the online interactive software and was very user-friendly. She showed the commission where on the city's website that the link to the budget could be found. McClellan moved through the tabs of the budget book, each of which provided a wealth of information about the city and the proposed budget. For department budgets, McClellan demonstrated that for each department, in addition to their budget, the page would show their goals and organizational chart. She then showed where the Capital Improvement Plan could be found and highlighted some of the major projects included in the coming year. Another area she showed was the Debt Service page, which provided an outline of all the debt the city currently has. Lastly, McClellan explained how to print a portion or the full budget book if a paper copy was desired.

Commissioner Elliott commented that he thought McClellan had done a great job putting the budget book together and felt it was an excellent program. City Manager McHugh told the commission that he felt they were in a very good place with the status of the budget book, and that between now and the final budget adoption, staff would continue making minor adjustments to the budget book, but not the budget itself.

McHugh then informed the commission that the Police Department had done a great job getting the crossing guard program up and running. As of that day, they only had two positions left to fill, which would be filled temporarily by police officers.

McHugh then informed the commission that an owner of vacant property that had been identified as ideal for stormwater storage had indicated a willingness to sell the lots but would not sell for the amount that came back on appraisal. McHugh stated that it would likely become a common issue when trying to mitigate flooding issues. He sought the commission's direction on moving forward with the property acquisition. Mayor Wolf stated that he felt it would be okay for McHugh to negotiate outside the appraised value. The commission indicated a common consent to allow McHugh to continue negotiations outside the appraised value.

McHugh then updated the commission on a recent conversation he had with Sumter County Administrator Bradley Arnold regarding the process of annexation. The county had decided that if a property owner requested a building permit and was located within the JPA but not the city limits, the county would send them to the city for a decision. McHugh noted that the city had always avoided involuntary annexation, but the county was now pushing for these properties to be annexed. Mayor Wolf understands the county's point of view; however, he is concerned about forcing an annexation without the ability to provide utility services. McHugh suggested that the city could ask the county to remove certain properties from the JPA if utilities are not currently available, but he was not optimistic that they would agree. Mayor Wolf commented that maybe a covenant could be created for properties that would be annexed when utilities were available.

The commission then discussed the implications of annexations on road ownership/maintenance. Commissioner Elliott requested that the city attorney's office look into legislative options relating to street ownership. Discussion concluded with McHugh agreeing to do additional research and report back to the commission at a future meeting.

3. **Adjournment**

With no further business to attend to, the meeting was adjourned at 9:55 a.m.

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

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

SEAL

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

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
August 26, 2024 7:00 PM
CITY HALL COMMISSION CHAMBER

(meeting taped)

1. Call to Order

Attendee Name	Title	Status
Ed Wolf	Mayor	Present
Pamala Harrison-Bivins	Mayor Pro Tem/Commissioner	Present
Joe Elliott	Commissioner	Present
Marcos Flores	Commissioner	Present
Julian Green	Commissioner	Present
Jason McHugh	City Manager	Present
Ashley Hunt	City Attorney	Present
Joshua Bills	City Attorney	Present
Cassandra Smith	Assistant City Manager/CFO	Present
Jessica Barnes	City Clerk	Present
Randall Parmer	Police Chief	Present
Melanie Strickland	Development Services Director	Present
Jason Martin	Assistant Utilities Director	Present

Mayor Wolf called the meeting to order at 7 p.m., followed by an invocation and the 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:	Commissioner Flores
AYES:	Mayor Wolf, Mayor Pro Tem/Commissioner Harrison-Bivins, Commissioner Elliott, Commissioner Flores, Commissioner Green

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

None.

4. Public Hearings - Timed - Legislative

A. Swear in City Staff and Public Speakers

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

B. AN 2405-001 7202 Marsh Bend Trail

Mayor Wolf read aloud Ordinance No. O2024-46, AN 2405-001 7202 Marsh Bend Trail. Development Services Director Melanie Strickland presented the item. The applicant 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. No further comments were offered or discussed. 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. CP 2402-003 Wildwood Oaks

Mayor Wolf read aloud Ordinance No. O2024-47, CP 2402-003 Wildwood Oaks. Development Services Director Strickland presented the item. The applicant sought approval from the City

of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Institutional (City) to Central Mixed Use (City) for parcel G05-183 on 4.681 acres MOL. No further comments were offered or discussed. 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. 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

Mayor Wolf read aloud Ordinance No. O2024-49, CP2403-001 Wildwood Micro Hospital. The applicant sought approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Industrial (City) to Commercial (City) for parcel G19-003 on 44.0 acres MOL. Development Services Director Strickland asked that the item be continued to September 9, 2024, at 7 p.m. No further comments were offered or discussed. Vote 5-0.

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

5. Public Hearings - Timed - Quasi-Judicial

A. RZ 2402-003 Wildwood Oaks

Mayor Wolf read aloud Ordinance No. O2024-48, RZ 2402-003 Wildwood Oaks. Development Services Director Strickland presented the item. The applicant sought 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. No further comments were offered or discussed. 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. 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

Mayor Wolf read aloud Ordinance No. O2024-50, RZ 2403-001 Wildwood Micro Hospital. 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 parcel G19-003 on 44.0 acres MOL.

Development Services Director Strickland asked that the item be continued to September 9, 2024, at 7 p.m. No further comments were offered or discussed. Vote 5-0.

RESULT:	**Continued**
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

6. Public Forum - 4 minute time limit

Mary Wimberly asked for an update on the Home Depot flooding situation. She also thanked the city for everything it had done so far. She noted that one of the residents of Woodlane Meadows had to move out of their house due to the flooding damage. Mayor Wolf commented that the city had not been updated by Home Depot. City Manager McHugh stated that he would address this issue during his report later in the meeting.

Chaz Burns commented that he was having issues with parking as the pumps are in the middle of the road.

Joe McCormick presented the commission with a trophy that was won by the Wildwood Youth League in 2002. He stated that he would like to donate it to the city so that it can be kept safe.

7. Ordinances First Reading Only (No Vote)

None.

8. Resolutions for Approval

A. IT Surplus Computers & Other Equipment August 2024

Mayor Wolf read the title of Resolution No. R2024-17 for IT surplus computers and other equipment. The resolution declared certain computers, cell phones, and peripheral equipment as surplus and provided for methods of disposal of said equipment for auction or disposal. Any equipment deemed to be of continued use would be offered for employee purchase, listed on a surplus auction site, or donated. No comments were offered or received. Vote 5-0.

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

9. Financial & Contracts & Agreements

A. Huey Street Improvements Project Payment Application 2 in the Amount of $152,873.22

Assistant Utilities Director Jason Martin presented for approval Pay Application No. 2 for the Huey Street Improvements project. The City's contractor, Art Walker, requested payment in the amount of $152,873.22 for site work performed from July 1 through July 31, 2024. The project is approximately 27% completed. 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

B. Ashley Water Treatment Plant Well No. 2 Project Pay Application No. 3 (Final Pay App) for the Amount of $13,850.00

Assistant Utilities Director Martin presented for approval Pay Application No. 3 for the Ashley Water Treatment Plant Well No. 2 project for the amount of $13,850. Sawcross Inc. was awarded the project on June 26, 2023. The project is now complete and this is the final pay application for the project. 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

C. Purchase of a 60hp Emergency Transfer Pump from Xylem for the Amount of $106,304.10

City Manager Jason McHugh requested approval for the purchase of a 60 hp Emergency Transfer Pump from Xylem for $106,304.10. 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. McHugh stated that he didn't have much of an update from Home Depot other than a statement that they were working diligently to fix the pond issues. No other comments were offered or received. Vote 5-0.

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

D. Continental Wastewater Treatment Plant Decommissioning and SR 44 Force Main Pay App No. 8 in the Amount of $271,111.83

Assistant Utilities Director Martin presented for approval Pay Application No. 8 for the Continental Wastewater Treatment Plant Decommissioning and SR 44 Force Main project. The city's contractor, DB Civil Construction, LLC, requested payment in the amount of $271,111.83 for services completed to date. 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

E. Main Street Parking Garage Pay App No. 7 in the Amount of $179,170.93

Development Services Director Strickland presented for approval Pay Application No. 7 for the Main Street Parking Garage project. In August 2023, the City Commission approved a design-build contract with Finfrock Construction, LLC for the construction of the Main Street Parking Garage. The contractor sought payment for services completed to date in the amount of $179,170.93. Strickland provided the commission with an update on the construction status. No comments were offered or received. Vote 5-0.

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

F. Change Order/Invoice Approval in the Amount of $176,523.84 Regarding the Blount/Parkview Developers Agreement

City Manager McHugh requested approval of a change order/invoice for the Blount/Parkview developers agreement. In September 2021, the City of Wildwood entered into a developer's agreement with the developers of a project adjacent to Millennium Park, the Blount/Parkview project. 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. No comments were offered or received. Vote 5-0.

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

10. General Items for Consideration/Discussion and Other Business

A. Preliminary 2024 Population Estimate For the City of Wildwood (BEBR)

City Manager McHugh presented the 2024 population estimate for approval. 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. No comments were offered or received. Commissioners briefly discussed historical population numbers. Vote 5-0.

RESULT:	**Accepted**
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

11. Appointments

None.

12. City Manager Reports

A. Parking Garage Ribbon Cutting Event

McHugh announced that the city would host a ribbon cutting for the parking garage on September 13, 2024, at 9 a.m.

B. Welcome to Wildwood 2024

McHugh informed the commission that staff would soon be hosting a new round of Welcome to Wildwood. He stated that it would be different from last year, and rather than one full session in-person, the material would be separated into three shorter sessions and would be hosted online. The sessions would also be recorded, so residents would be able to access the recording at any time.

13. Other Department Reports

None.

14. Commission Members Reports

Commissioner Elliott reported that he had attended the 2024 Florida League of Cities Annual Conference. He stated that the FLC decided to make subtle changes to its operations in FY25. The policy committee would continue to issue statements regarding important topics. Elliott stated that the advocacy committee recognized a need to focus more on Home Rule legislation. Elliott also stated he served as the voting delegate at the business meeting while at the conference, and he provided an overview of the topics covered.

Commissioner Green reported that he would be hosting his last meeting as chairperson of the East Central Florida Regional Planning Council in September.

15. City Attorney Reports

None.

16. Adjournment

With no further business to attend to, the meeting was adjourned at 7:39 p.m.

RESULT:	**Adjourned**
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

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 2409-010 VOSO Unit 240 Final Plat**

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

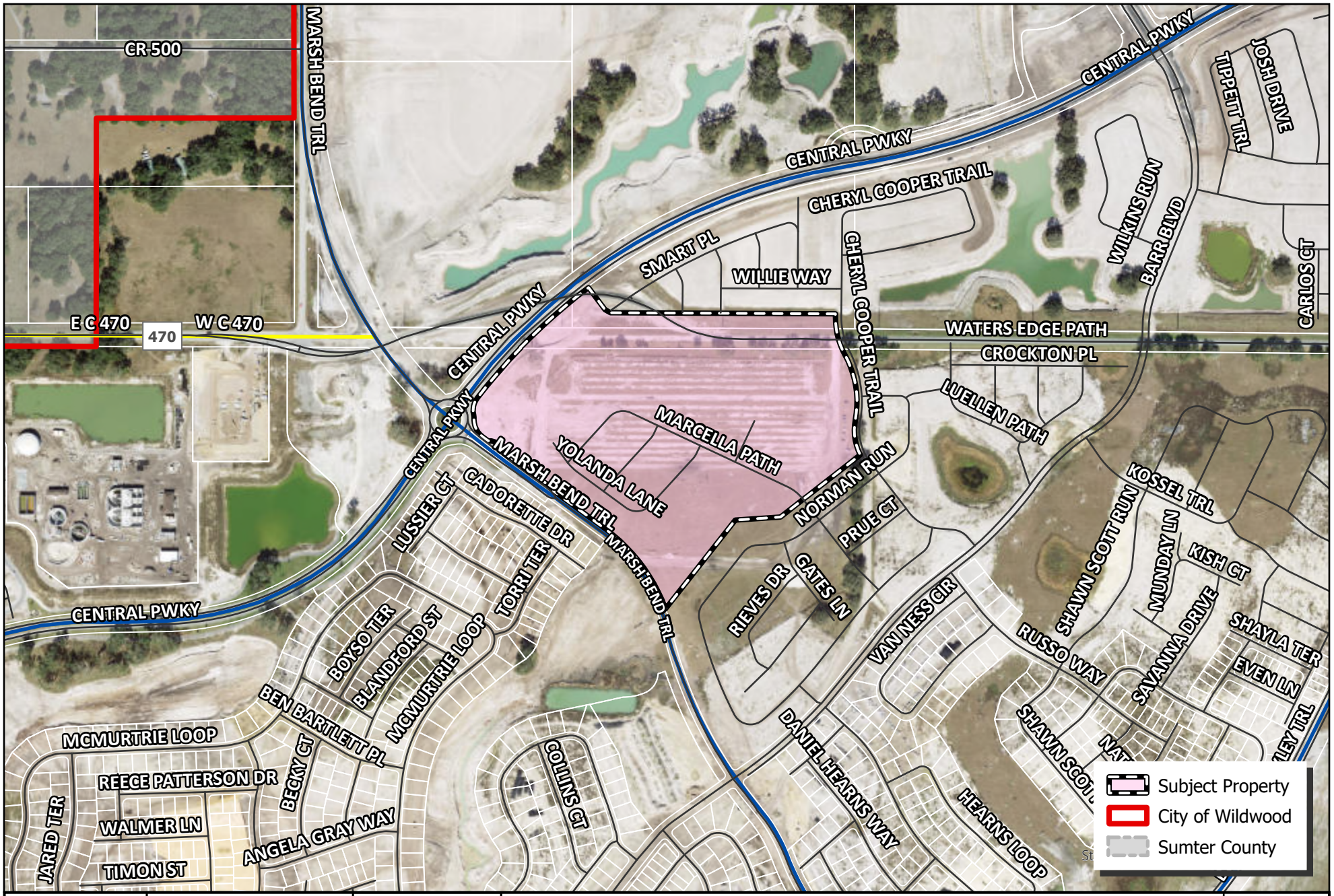
HISTORY/FACTS/ISSUES:

Case Number	PLAT 2409-010 VOSO Unit 240 Final Plat
Owner/Applicant(s)	The Villages Development Company, LLC
Acreage	39.08 +/-
Property Location	The property is generally located at the east corner of the intersection of Central Parkway and Marsh Bend Trail.
Parcel(s)	K10-001, K10-005, K14-003, K15-006
Date	November 11, 2024

The applicant is seeking approval from the City Commission for the VOSO Unit 240 Final Plat, a subdivision consisting of 64 lots and five tracts, per the attached plans.

Plat 2409-010 meets the criteria set forth in 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.

Alex Lammers
Planner I, Development Services



WILDWOOD FLORIDA EST. 1877

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

PLAT 2409-010

VOSO - UNIT 240 FINAL PLAT

PARCEL K10-001, K10-005, K14-003 & K15-006

MAP 1B

LOCATION MAP

SEP 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. 240

SHEET 1 OF 6

SECTIONS 10, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

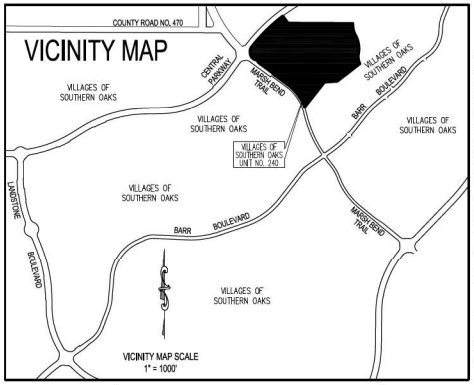
PLAT BOOK _____
PAGE _____

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN SECTIONS 10, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHEAST 1/4 OF AFORESAID SECTION 15; THENCE ALONG THE NORTH LINE THEREOF RUN S89°43'47"E, 1056.74 FEET; THENCE DEPARTING SAID NORTH LINE RUN S00°16'13"W, 50.00 FEET TO THE POINT OF BEGINNING; SAID POINT BEING ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 2,823.00 FEET AND A CHORD BEARING AND DISTANCE OF N48°35'46"E, 438.12 FEET TO WHICH A RADIAL LINE BEARS N43°51'16"W AND ALSO BEING ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY PER THE PLAT OF MIDDLETON UNIT NO. 1, AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE DEPARTING SAID PLAT AND ALONG SAID SOUTHEASTERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 08°54'04", AN ARC DISTANCE OF 438.56 FEET; THENCE DEPARTING SAID SOUTHEASTERLY RIGHT OF WAY LINE AND ALONG A RADIAL LINE RUN S36°57'12"E, 133.50 FEET; THENCE S59°30'49"E, 29.81 FEET; THENCE S89°43'47"E, 1,087.59 FEET; THENCE S00°33'00"W, 14.62 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 375.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°22'00", AN ARC DISTANCE OF 192.20 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 467.00 FEET; SAID POINT ALSO BEING ON THE WESTERLY BOUNDARY OF THE PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 243, AS RECORDED IN PLAT BOOK 22, PAGES 5, 5A THROUGH 5D, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID PLATTED BOUNDARY WITH THE FOLLOWING THREE (3) COURSES: RUN SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 39°26'47", AN ARC DISTANCE OF 321.52 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 275.00 FEET; THENCE SOUTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 36°44'50", AN ARC DISTANCE OF 176.37 FEET; THENCE ALONG A NON-TANGENT LINE RUN S52°02'26"W, 329.93 FEET; THENCE DEPARTING SAID PLATTED BOUNDARY RUN N37°57'34"W, 2.00 FEET; THENCE S52°02'26"W, 156.02 FEET; THENCE S86°03'14"W, 219.18 FEET; THENCE S38°09'22"W, 546.48 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY, HAVING A RADIUS OF 831.50 FEET AND A CHORD BEARING AND DISTANCE OF N36°53'32"W, 481.42 FEET TO WHICH A RADIAL LINE BEARS N69°56'06"E; SAID POINT ALSO BEING ON THE NORTHEASTERLY BOUNDARY OF VILLAGES OF SOUTHERN OAKS UNIT NO. 227, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 20, PAGES 53, 53A THROUGH 53F, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID PLATTED BOUNDARY WITH THE FOLLOWING NINE (9) COURSES: RUN NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 33°39'17", AN ARC DISTANCE OF 488.41 FEET TO THE POINT OF TANGENCY; THENCE N53°43'11"W, 314.41 FEET; THENCE N36°16'49"E, 8.50 FEET; THENCE N53°43'11"W, 298.87 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 68.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 29°19'10", AN ARC DISTANCE OF 34.80 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 53.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 67°54'12", AN ARC DISTANCE OF 62.81 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 18.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 38°35'02", AN ARC DISTANCE OF 12.12 FEET TO THE POINT OF TANGENCY; THENCE N53°43'11"W, 27.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 54°04'45", AN ARC DISTANCE OF 96.27 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 123.00 FEET; SAID POINT ALSO BEING ON SAID SOUTHEASTERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY PER AFORESAID PLAT OF MIDDLETON UNIT NO. 1; THE FOLLOWING THREE (3) COURSES BEING ALONG SAID SOUTHEASTERLY RIGHT OF WAY LINE: RUN NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 11°31'20", AN ARC DISTANCE OF 24.74 FEET TO THE POINT OF REVERSE CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 102.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 48°52'22", AN ARC DISTANCE OF 87.01 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 2,823.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 06°26'07", AN ARC DISTANCE OF 317.07 FEET TO THE POINT OF BEGINNING.

CONTAINING 39.08 ACRES, MORE OR LESS.



64 LOTS – 5 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 NORTH LINE OF THE NORTHEAST 1/4 OF SECTION 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST AS BEING S89°43'47"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 "D" ARE FOR ANY PURPOSE PERMITTED BY APPLICABLE LAW AND APPROVED IN WRITING BY DEVELOPER.

9.) TRACTS "B", "C" 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; AND (D) MAINTENANCE AND REPAIR OF THE LANDSCAPING AND IRRIGATION ON ISLANDS AND CUL-DE-SACS LOCATED WITHIN THE ROADWAYS, IF ANY.

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

VILLAGES OF SOUTHERN OAKS UNIT NO. 240
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" AND "E" AND THE ROADWAYS SHOWN ON THIS PLAT OF VILLAGES OF SOUTHERN OAKS UNIT NO. 240, 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:

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: VOC 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 VOC 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. 240, 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" AND "E" 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: VOC 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 VOC 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. 240, 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 83RD ROAD – WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 240

SHEET 2 OF 6

PLAT BOOK _____
PAGE _____

SECTIONS 10, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

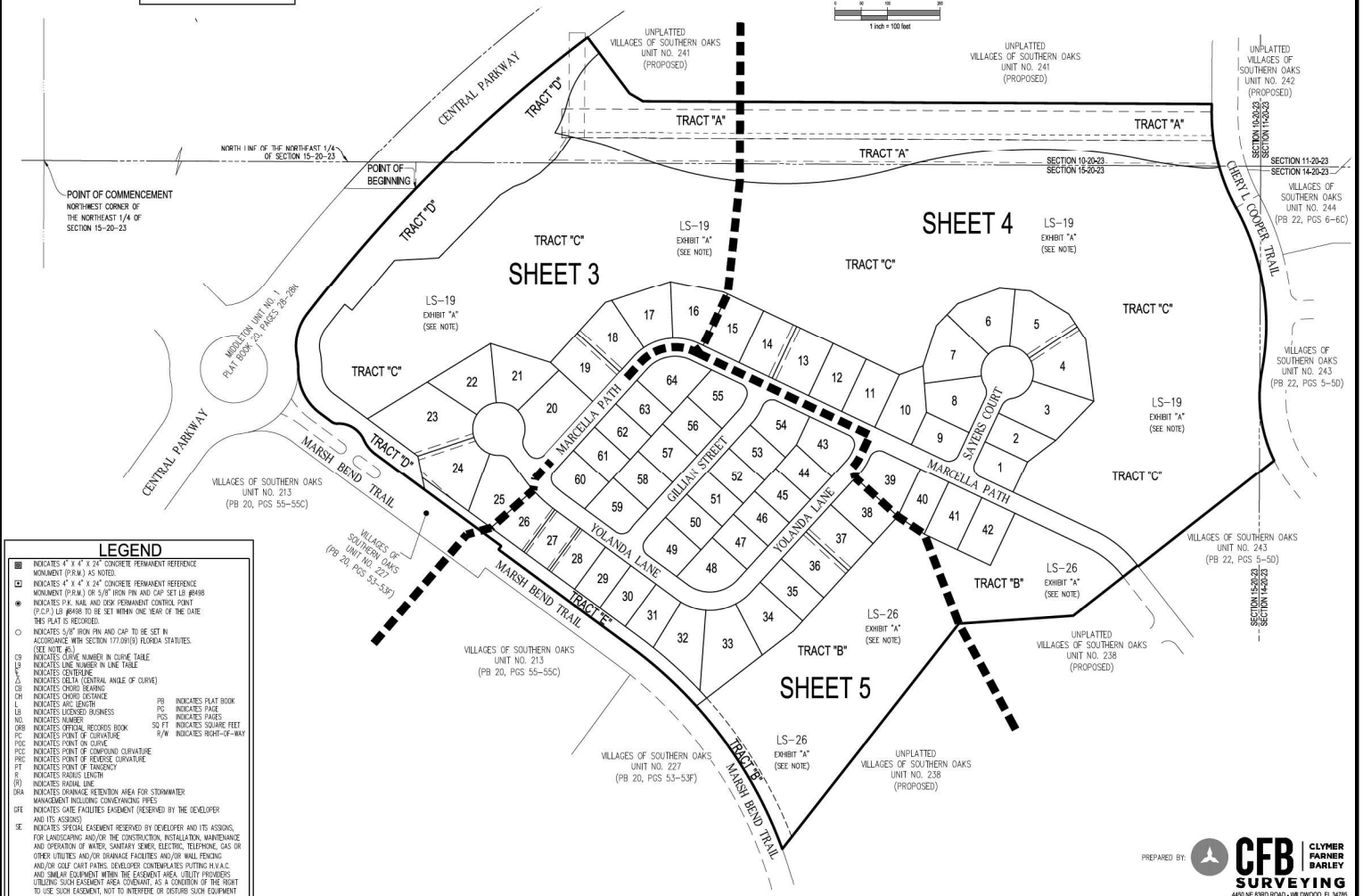
TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	152,230	3.49
B	181,854	4.17
C	654,255	15.02
D	87,192	2.00
E	15,291	0.35

NOTE

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

1 inch = 100 feet

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
- PC INDICATES PAGE
- PGS INDICATES PAGES
- SQ FT INDICATES SQUARE FEET
- R/W INDICATES RIGHT-OF-WAY

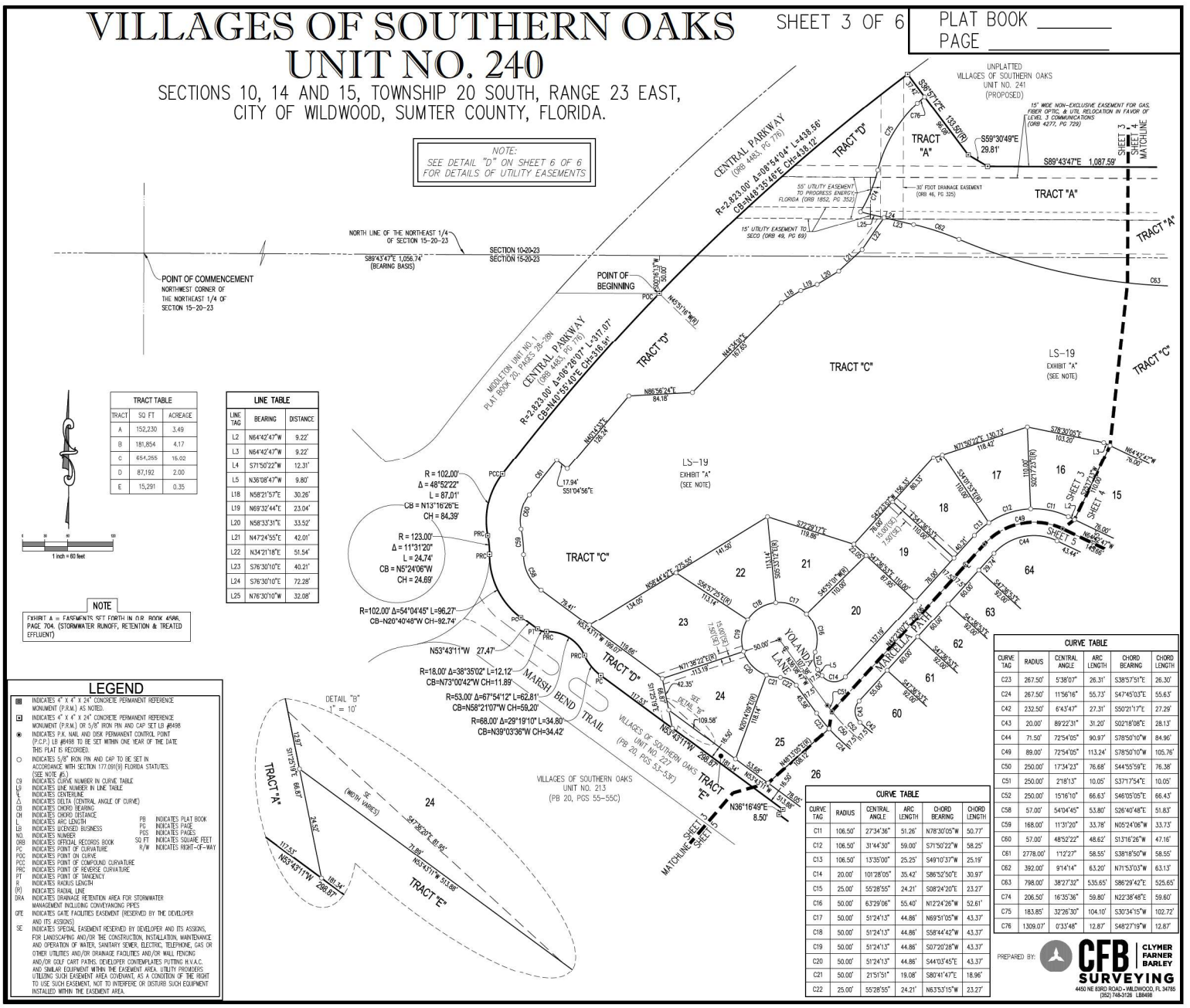
PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB8498

VILLAGES OF SOUTHERN OAKS UNIT NO. 240

SECTIONS 10, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 3 OF 6

PLAT BOOK _____
PAGE _____



TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	152,230	3.49
B	181,854	4.17
C	654,255	15.02
D	87,192	2.00
E	15,291	0.35

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L2	N64°42'47"W	9.22'
L3	N64°42'47"W	9.22'
L4	S71°50'22"W	12.31'
L5	N36°08'47"W	9.80'
L18	N58°21'57"E	30.26'
L19	N69°32'44"E	23.04'
L20	N58°33'31"E	33.52'
L21	N47°24'55"E	42.01'
L22	N34°21'18"E	51.54'
L23	S76°30'10"E	40.21'
L24	S76°30'10"E	72.28'
L25	N76°30'10"W	32.08'

1 inch = 60 feet

NOTE

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

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

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C11	106.50'	27°34'36"	51.26'	N78°30'05"W	50.77'
C12	106.50'	31°44'30"	59.00'	S71°50'22"W	58.25'
C13	106.50'	13°35'00"	25.25'	S49°10'37"W	25.19'
C14	20.00'	101°28'05"	35.42'	S86°52'50"E	30.97'
C15	25.00'	55°28'55"	24.21'	S08°24'20"E	23.27'
C16	50.00'	63°29'06"	55.40'	N12°24'26"W	52.61'
C17	50.00'	51°24'13"	44.86'	N69°51'05"W	43.37'
C18	50.00'	51°24'13"	44.86'	S58°44'42"W	43.37'
C19	50.00'	51°24'13"	44.86'	S07°20'28"W	43.37'
C20	50.00'	51°24'13"	44.86'	S44°03'45"E	43.37'
C21	50.00'	21°51'51"	19.08'	S80°41'47"E	18.96'
C22	25.00'	55°28'55"	24.21'	N63°53'15"W	23.27'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C23	267.50'	5°38'07"	26.31'	S38°57'51"E	26.30'
C24	267.50'	11°56'16"	55.73'	S47°45'03"E	55.63'
C42	232.50'	6°43'47"	27.31'	S50°21'17"E	27.29'
C43	20.00'	89°22'31"	31.20'	S02°18'08"E	28.13'
C44	71.50'	72°54'05"	90.97'	S78°50'10"W	84.96'
C49	89.00'	72°54'05"	113.24'	S78°50'10"W	105.76'
C50	250.00'	17°34'23"	76.68'	S44°55'59"E	76.38'
C51	250.00'	2°18'13"	10.05'	S37°17'54"E	10.05'
C52	250.00'	15°16'10"	66.63'	S46°05'05"E	66.43'
C58	57.00'	54°04'45"	53.80'	S26°40'48"E	51.83'
C59	168.00'	11°31'20"	33.78'	N05°24'06"W	33.73'
C60	57.00'	48°52'22"	48.62'	S13°16'26"W	47.16'
C61	2778.00'	1°12'27"	58.55'	S38°18'50"W	58.55'
C62	392.00'	9°14'14"	63.20'	N71°53'03"W	63.13'
C63	798.00'	38°27'32"	535.65'	S86°29'42"E	525.65'
C74	206.50'	16°35'36"	59.80'	N22°38'48"E	59.60'
C75	183.85'	32°26'30"	104.10'	S30°34'15"W	102.72'
C76	1309.07'	0°33'48"	12.87'	S48°27'19"W	12.87'

PREPARED BY:
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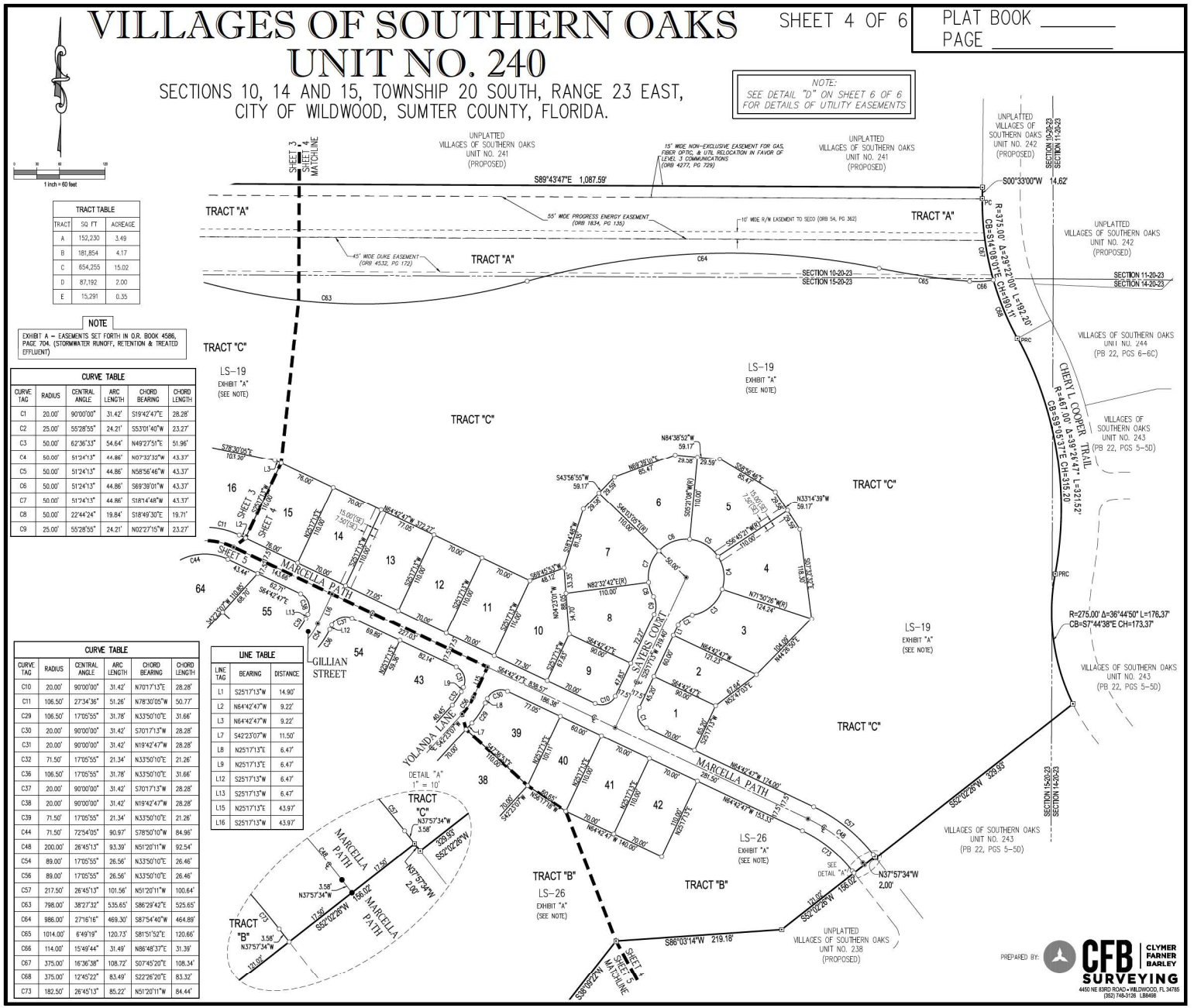
VILLAGES OF SOUTHERN OAKS UNIT NO. 240

SECTIONS 10, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 4 OF 6

PLAT BOOK _____
PAGE _____

NOTE:
SEE DETAIL "D" ON SHEET 6 OF 6 FOR DETAILS OF UTILITY EASEMENTS



TRACT TABLE		
TRACT	SQ. FT.	ACREAGE
A	152,230	3.49
B	181,854	4.17
C	654,255	15.02
D	87,192	2.00
E	15,291	0.35

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
C1	20.00'	90°00'00"	31.42'	S19°42'47"E	28.28'
C2	25.00'	55°28'55"	24.21'	S53°01'40"W	23.27'
C3	50.00'	62°36'33"	54.64'	N49°27'51"E	51.96'
C4	50.00'	51°24'13"	44.86'	N07°32'39"W	43.37'
C5	50.00'	51°24'13"	44.86'	N58°56'46"W	43.37'
C6	50.00'	51°24'13"	44.86'	S69°39'01"W	43.37'
C7	50.00'	51°24'13"	44.86'	S18°14'48"W	43.37'
C8	50.00'	22°44'24"	19.84'	S18°49'30"E	19.71'
C9	25.00'	55°28'55"	24.21'	N02°27'15"W	23.27'

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C10	20.00'	90°00'00"	31.42'	N70°17'13"E	28.28'
C11	106.50'	27°34'36"	51.26'	N78°30'05"W	50.77'
C29	106.50'	17°05'55"	31.78'	N33°50'10"E	31.66'
C30	20.00'	90°00'00"	31.42'	S70°17'13"W	28.28'
C31	20.00'	90°00'00"	31.42'	N19°42'47"W	28.28'
C32	71.50'	17°05'55"	21.34'	N33°50'10"E	21.26'
C36	106.50'	17°05'55"	31.78'	N33°50'10"E	31.66'
C37	20.00'	90°00'00"	31.42'	S70°17'13"W	28.28'
C38	20.00'	90°00'00"	31.42'	N19°42'47"W	28.28'
C39	71.50'	17°05'55"	21.34'	N33°50'10"E	21.26'
C44	71.50'	72°54'05"	90.97'	S78°50'10"W	84.96'
C48	200.00'	26°45'13"	93.39'	N51°20'11"W	92.54'
C54	89.00'	17°05'55"	26.56'	N33°50'10"E	26.46'
C56	89.00'	17°05'55"	26.56'	N33°50'10"E	26.46'
C57	217.50'	26°45'13"	101.56'	N51°20'11"W	100.64'
C63	798.00'	38°27'32"	535.65'	S86°29'42"E	525.65'
C64	986.00'	27°16'16"	469.30'	S87°54'40"W	464.89'
C65	1014.00'	6°49'19"	120.73'	S81°51'52"E	120.66'
C66	114.00'	15°49'44"	31.49'	N86°48'37"E	31.39'
C67	375.00'	16°36'38"	108.72'	S07°45'20"E	108.34'
C68	375.00'	12°45'22"	83.49'	S22°26'20"E	83.32'
C73	182.50'	26°45'13"	85.22'	N51°20'11"W	84.44'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S25°17'13"W	14.90'
L2	N64°42'47"W	9.22'
L3	N64°42'47"W	9.22'
L7	S42°23'07"W	11.50'
L8	N25°17'13"E	6.47'
L9	N25°17'13"E	6.47'
L12	S25°17'13"W	6.47'
L13	S25°17'13"W	6.47'
L15	N25°17'13"E	43.97'
L16	S25°17'13"W	43.97'

PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
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VILLAGES OF SOUTHERN OAKS UNIT NO. 240

SECTIONS 10, 14 AND 15, TOWNSHIP 20 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 5 OF 6

PLAT BOOK _____
PAGE _____

NOTE

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

TRACT TABLE		
TRACT	SQ FT	ACREAGE
A	152,230	3.49
B	181,854	4.17
C	654,255	15.02
D	87,192	2.00
E	15,291	0.35

CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C11	106.50'	27°34'36"	51.26'	N78°30'05"W	50.77'
C12	106.50'	31°44'30"	59.00'	S71°50'22"W	58.25'
C13	106.50'	13°35'00"	25.25'	S49°10'37"W	25.19'
C14	20.00'	101°28'05"	35.42'	S86°52'50"E	30.97'
C15	25.00'	55°28'55"	24.21'	S08°24'20"E	23.27'
C16	50.00'	63°29'06"	55.40'	N12°24'26"W	52.61'
C21	50.00'	21°51'51"	19.08'	S80°41'47"E	18.96'
C22	25.00'	55°28'55"	24.21'	N63°53'15"W	23.27'
C23	267.50'	5°38'07"	26.31'	S38°57'51"E	26.30'
C24	267.50'	11°56'16"	55.73'	S47°45'03"E	55.63'
C25	106.50'	4°53'49"	9.10'	S56°10'05"E	9.10'
C26	106.50'	27°13'17"	50.60'	S72°13'38"E	50.12'
C27	106.50'	31°44'31"	59.00'	N78°17'27"E	58.25'
C28	106.50'	20°02'04"	37.24'	N52°24'09"E	37.05'
C29	106.50'	17°05'55"	31.78'	N33°50'10"E	31.66'
C30	20.00'	90°00'00"	31.42'	S70°17'13"W	28.28'
C31	20.00'	90°00'00"	31.42'	N19°42'47"W	28.28'
C32	71.50'	17°05'55"	21.34'	N33°50'10"E	21.26'
C33	71.50'	83°53'42"	104.69'	N84°19'58"E	95.59'
C34	20.00'	90°00'00"	31.42'	S08°43'11"E	28.28'
C35	71.50'	6°06'18"	7.62'	S39°19'58"W	7.61'
C36	106.50'	17°05'55"	31.78'	N33°50'10"E	31.66'
C37	20.00'	90°00'00"	31.42'	S70°17'13"W	28.28'
C38	20.00'	90°00'00"	31.42'	N19°42'47"W	28.28'
C39	71.50'	17°05'55"	21.34'	N33°50'10"E	21.26'
C40	106.50'	6°06'18"	11.35'	S39°19'58"W	11.34'
C41	20.00'	90°00'00"	31.42'	N81°16'49"E	28.28'
C42	232.50'	6°43'47"	27.31'	S50°21'17"E	27.29'
C43	20.00'	89°22'31"	31.20'	S02°18'08"E	28.13'
C44	71.50'	72°54'05"	90.97'	S78°50'10"W	84.96'
C45	856.50'	2°18'39"	34.54'	N52°33'51"W	34.54'
C46	856.50'	8°08'16"	121.65'	N47°20'24"W	121.55'
C47	856.50'	1°15'49"	18.89'	N42°38'21"W	18.89'
C49	89.00'	72°54'05"	113.24'	S78°50'10"W	105.76'
C50	250.00'	17°34'23"	76.68'	S44°55'59"E	76.38'

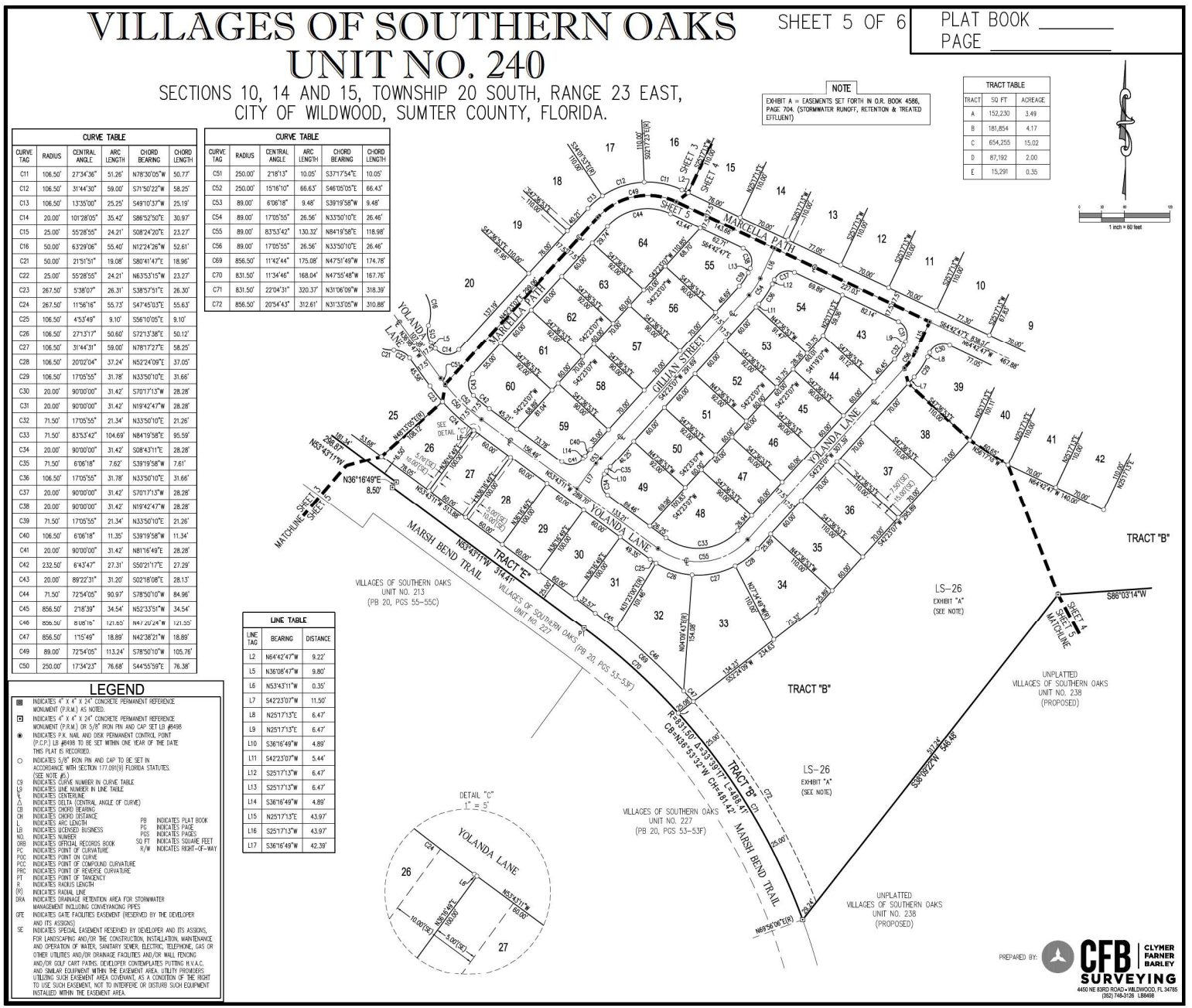
CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C51	250.00'	2°18'13"	10.05'	S37°17'54"E	10.05'
C52	250.00'	15°16'10"	66.63'	S46°05'05"E	66.43'
C53	89.00'	6°06'18"	9.48'	S39°19'58"W	9.48'
C54	89.00'	17°05'55"	26.56'	N33°50'10"E	26.46'
C55	89.00'	83°53'42"	130.32'	N84°19'58"E	118.98'
C56	89.00'	17°05'55"	26.56'	N33°50'10"E	26.46'
C69	856.50'	11°42'44"	175.08'	N47°51'49"W	174.78'
C70	831.50'	11°34'46"	168.04'	N47°55'48"W	167.75'
C71	831.50'	22°04'31"	320.37'	N31°06'09"W	318.39'
C72	856.50'	20°54'43"	312.61'	N31°33'05"W	310.88'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L2	N64°42'47"W	9.22'
L5	N36°08'47"W	9.80'
L6	N53°43'11"W	0.35'
L7	S42°23'07"W	11.50'
L8	N25°17'13"E	6.47'
L9	N25°17'13"E	6.47'
L10	S36°16'49"W	4.89'
L11	S42°23'07"W	5.44'
L12	S25°17'13"W	6.47'
L13	S25°17'13"W	6.47'
L14	S36°16'49"W	4.89'
L15	N25°17'13"E	43.97'
L16	S25°17'13"W	43.97'
L17	S36°16'49"W	42.39'

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
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PB INDICATES PLAT BOOK
PG INDICATES PAGE
PGS INDICATES PAGES
SQ FT INDICATES SQUARE FEET
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PREPARED BY: CFB CLYMER FARNER BARLEY SURVEYING
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SHEET 6 OF 6

PLAT BOOK _____
PAGE _____

NOTE

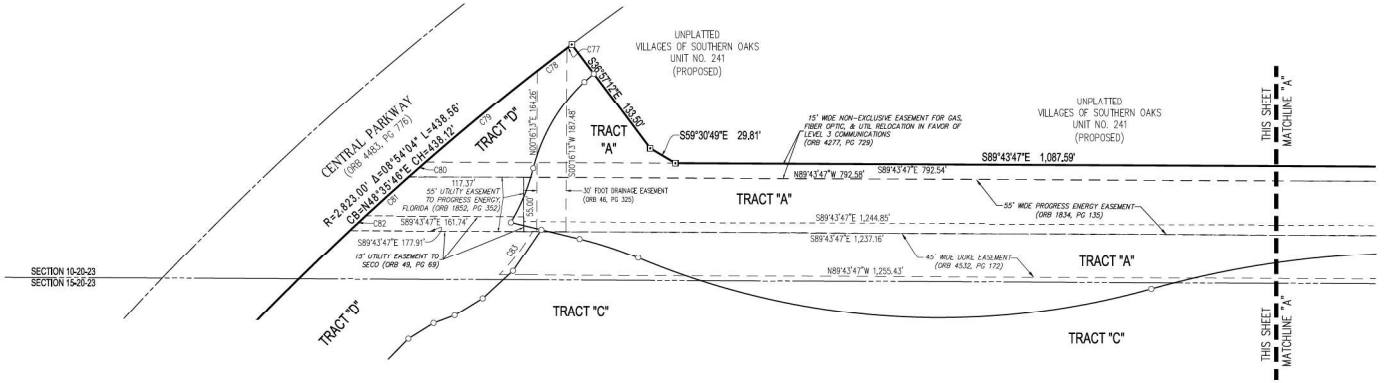
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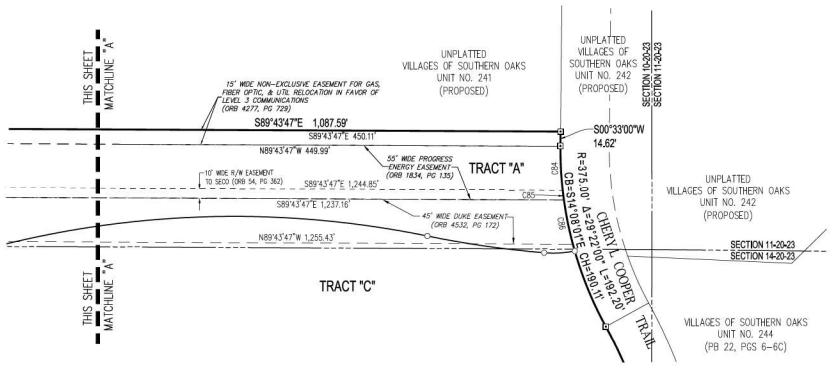
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A	152,230	3.49
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C	654,255	15.02
D	87,192	2.00
E	15,291	0.35

1 inch = 60 feet

DETAIL "D"
DETAIL OF EASEMENTS
(SEE SHEET 3 OF 6 AND SHEET 4 OF 6)

DETAIL "D"
1" = 60'





CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C77	2823.00'	0°07'41"	6.31'	S52°58'57"W	6.31'
C78	2823.00'	0°46'12"	37.94'	S52°32'01"W	37.93'
C79	2823.00'	3°00'01"	147.83'	S50°38'54"W	147.81'
C80	2823.00'	0°27'39"	22.70'	S48°55'04"W	22.70'
C81	2823.00'	1°12'32"	59.56'	S48°04'59"W	59.56'
C82	2823.00'	0°26'47"	21.99'	S47°15'19"W	21.99'
C83	230.26'	14°01'25"	56.36'	N37°05'39"E	56.22'
C84	375.00'	6°56'54"	45.48'	S02°55'27"E	45.45'
C85	375.00'	1°32'27"	10.09'	S07°10'08"E	10.08'
C86	375.00'	7°01'35"	45.99'	S11°27'09"E	45.96'

LEGEND

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- PB INDICATES PLAT BOOK
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- 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: **Right-of-Way Deed for Intermediate Drive**

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

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The City has been granted right-of-way ownership of Intermediate Drive. The Villages Land Operating Company, LLC, 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 responsibility will be granted to the City for the road right-of-way (Intermediate Drive).

This instrument prepared by:
Erick D. Langenbrunner, Esq./zd
7580 Middleton Drive
Middleton, Florida 34762

RIGHT-OF-WAY DEED

THIS INDENTURE, made this 5th day of November, 2024, by **THE VILLAGES DEVELOPMENT OPERATING COMPANY, LLC**, a Florida limited liability company, whose address is 7580 Middleton Drive, Middleton, Florida 34762 ("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:

See Attached *Exhibit "A"*

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** 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.

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

WITNESSES:

Print Name: Vicki C. Suber
Address: 7580 Middleton Drive
Middleton, Florida 34762

Print Name: Brandon Matulka
Address: 7580 Middleton Drive
Middleton, Florida 34762

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

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

By:
Print Name:
Title: Manager

STATE OF FLORIDA
COUNTY OF SUMTER

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization this 5th day of NOV., 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 Operating Company, LLC, a Florida limited liability company, who is personally known to me.

Notary Public – State of Florida
Print Name: Vicki C. Suber
Commission Number:
Commission Expires:

VICKI C. SUBER
NOTARY PUBLIC
MY COMMISSION
EXPIRES 9-22-2027
STATE OF FLORIDA
COMMISSION NUMBER HH 443830

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

INTERMEDIATE DRIVE

EXHIBIT "A"
SHEET 1 OF 4

LEGAL DESCRIPTION

A STRIP OF LAND LYING WITHIN THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF TRACT "T", MIDDLETON UNIT NO. 4, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 7, 7A THROUGH 7I, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG THE WESTERLY BOUNDARY LINE OF SAID TRACT "T" RUN S04°20'22"W, 35.24 FEET TO THE NORTHWEST CORNER OF TRACT "S" OF SAID PLAT; THENCE ALONG THE WESTERLY BOUNDARY LINE OF SAID TRACT "S" CONTINUE S04°20'22"W, 161.15 FEET TO THE SOUTHWEST CORNER OF SAID TRACT "S"; THENCE DEPARTING SAID WESTERLY BOUNDARY LINE RUN S85°48'22"E, 74.50 FEET TO THE EASTERLY RIGHT OF WAY LINE OF MIDDLETON DRIVE PER SAID PLAT; THE FOLLOWING SIX (6) COURSES BEING ALONG SAID EASTERLY RIGHT OF WAY LINE: RUN N04°11'32"E, 122.00 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 215.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 01°55'11", AN ARC DISTANCE OF 7.20 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTHERLY ALONG SAID ARC THROUGH A CENTRAL ANGLE OF 03°02'20", A DISTANCE OF 11.40 FEET TO THE POINT OF TANGENCY; THENCE N09°09'03"E, 56.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 215.00 FEET; THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°57'31", AN ARC DISTANCE OF 18.61 FEET TO THE POINT OF TANGENCY; THENCE N04°11'32"E, 0.19 FEET TO A POINT OF CUSP OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 20.00 FEET AND A CHORD BEARING AND DISTANCE OF S40°48'28"E, 28.28 FEET TO WHICH A RADIAL LINE BEARS N85°48'28"W; SAID POINT ALSO BEING ON THE SOUTHERLY BOUNDARY LINE OF TRACT "M" PER PLAT OF MIDDLETON UNIT NO. 5, AS RECORDED IN PLAT BOOK 22, PAGES 12, 12A THROUGH 12K, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THE FOLLOWING FIVE (5) COURSES BEING ALONG SAID SOUTHERLY BOUNDARY LINE OF TRACT "M": 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 S85°48'28"E, 412.70 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 117.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'05", AN ARC DISTANCE OF 183.79 FEET TO THE POINT OF TANGENCY; THENCE S04°11'37"W, 136.23 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 39.27 FEET TO THE POINT OF CUSP; SAID POINT ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY PER PLAT OF MIDDLETON UNIT NO. 1, AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE RUN N85°48'23"W, 85.00 FEET TO THE POINT OF CUSP OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF N49°11'37"E, 35.36 FEET TO WHICH A RADIAL LINE BEARS S04°11'37"W; THENCE DEPARTING SAID NORTHERLY RIGHT OF WAY LINE RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC DISTANCE OF 39.27 FEET TO THE POINT OF TANGENCY; THENCE N04°11'37"E, 136.23 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 82.00 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'05", AN ARC DISTANCE OF 128.81 FEET TO THE POINT OF TANGENCY; THENCE N85°48'28"W, 406.59 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 32.50 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 88°04'49", AN ARC DISTANCE OF 49.96 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.62 ACRES, MORE OR LESS.

LEGEND:

LB	= LICENSED BUSINESS
(R)	= RADIAL
A	= CENTRAL ANGLE
R	= RADIUS
L	= ARC LENGTH
CB	= CHORD BEARING
CH	= CHORD LENGTH
ORB	= OFFICIAL RECORDS BOOK
PG	= PAGE

10/1/24
DATE

KAYE M. JAMESON – PROFESSIONAL SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 5912

JOB S01123.03290

GENERAL NOTES:

1. THIS SKETCH OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.
3. BEARINGS ARE BASED ON THE RECORD PLAT OF MIDDLETON UNIT NO. 1 PER PLAT BOOK 20, PAGES 28-28N, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. AS A REFERENCE FOR THIS SKETCH, THE NORTHERLY RIGHT OF WAY LINE FOR CENTRAL PARKWAY HAS A BEARING OF S85°48'23"E.

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

DRAWING NAME: S:\SURVEY\NEW SURVEY\SUMTER\ANNOTATION\SITE PLANS\COMMERCIAL SITES\INTERMEDIATE RD AREA\SKETCH MIDDLETON NORTH-EAST_INTERMEDIATE.DWG - 10/1/2024 8:30 AM BY: GWALTERS
---- : CFB_Survey_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

INTERMEDIATE DRIVE

EXHIBIT "A"
SHEET 2 OF 4

LEGAL DESCRIPTION

A STRIP OF LAND LYING WITHIN THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 20 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHWEST CORNER OF TRACT "T", MIDDLETON UNIT NO. 4, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 7, 7A THROUGH 7I, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG THE WESTERLY BOUNDARY LINE OF SAID TRACT "T" RUN S04°20'22"W, 35.24 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 25.00 FEET AND A CHORD BEARING AND DISTANCE OF N81°52'18"W, 3.43 FEET TO WHICH A RADIAL LINE BEARS N12°03'52"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 07°52'20", AN ARC DISTANCE OF 3.43 FEET TO THE POINT OF TANGENCY; THENCE N85°48'28"W, 494.35 FEET TO A POINT ON THE ARC OF A NON-TANGENT CURVE CONCAVE SOUTHERLY, HAVING A RADIUS OF 70.00 FEET AND A CHORD BEARING AND DISTANCE OF S68°06'32"W, 61.46 FEET TO WHICH A RADIAL LINE BEARS N04°08'54"E; THENCE WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 52°04'44", AN ARC DISTANCE OF 63.63 FEET TO THE POINT OF TANGENCY; THENCE S42°04'10"W, 164.57 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 74.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°23'38", AN ARC DISTANCE OF 40.55 FEET TO THE POINT OF TANGENCY; THENCE S10°40'32"W, 15.90 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 91°48'14", AN ARC DISTANCE OF 40.06 FEET TO A POINT OF CUSP OF A NON-TANGENT CURVE CONCAVE NORTHERLY, HAVING A RADIUS OF 1,935.00 FEET AND A CHORD BEARING AND DISTANCE OF N79°55'44"W, 81.00 FEET TO WHICH A RADIAL LINE BEARS S08°52'18"W; SAID POINT ALSO BEING ON THE NORTHERLY RIGHT OF WAY LINE OF CENTRAL PARKWAY PER PLAT OF MIDDLETON UNIT NO. 1, AS RECORDED IN PLAT BOOK 20, PAGES 28, 28A THROUGH 28N, INCLUSIVE, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE RUN WESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 02°23'55", AN ARC DISTANCE OF 81.00 FEET TO A POINT OF CUSP OF A NON-TANGENT CURVE CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 20.00 FEET AND A CHORD BEARING AND DISTANCE OF N55°58'23"E, 28.43 FEET TO WHICH A RADIAL LINE BEARS S11°16'30"W; SAID POINT ALSO BEING ON THE BOUNDARY LINE OF TRACT "C" OF AFORESAID PLAT OF MIDDLETON UNIT NO. 4; THE FOLLOWING SIX (6) COURSES BEING ALONG SAID BOUNDARY LINE: RUN NORTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 90°36'14", AN ARC DISTANCE OF 31.62 FEET; THENCE ALONG A NON-TANGENT LINE RUN N10°40'32"E, 21.74 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 109.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 31°23'38", AN ARC DISTANCE OF 59.72 FEET TO THE POINT OF TANGENCY; THENCE N42°04'10"E, 164.57 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHERLY AND HAVING A RADIUS OF 105.00 FEET; THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 52°04'44", AN ARC DISTANCE OF 95.44 FEET; THENCE ALONG A NON-TANGENT LINE RUN S85°48'28"E, 497.89 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.68 ACRES, MORE OR LESS.

LEGEND:

LB	= LICENSED BUSINESS
(R)	= RADIAL
A	= CENTRAL ANGLE
R	= RADIUS
L	= ARC LENGTH
CB	= CHORD BEARING
CH	= CHORD LENGTH
ORB	= OFFICIAL RECORDS BOOK
PG	= PAGE

GENERAL NOTES:

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2. THIS SKETCH WAS PREPARED FOR DESCRIPTION PURPOSES ONLY AND DOES NOT REPRESENT A FIELD SURVEY.
3. BEARINGS ARE BASED ON THE RECORD PLAT OF MIDDLETON UNIT NO. 4 PER PLAT BOOK 21, PAGES 7-7I, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. AS A REFERENCE FOR THIS SKETCH, THE WEST LINE OF TRACT "T" HAS A BEARING OF S04°20'22"W.

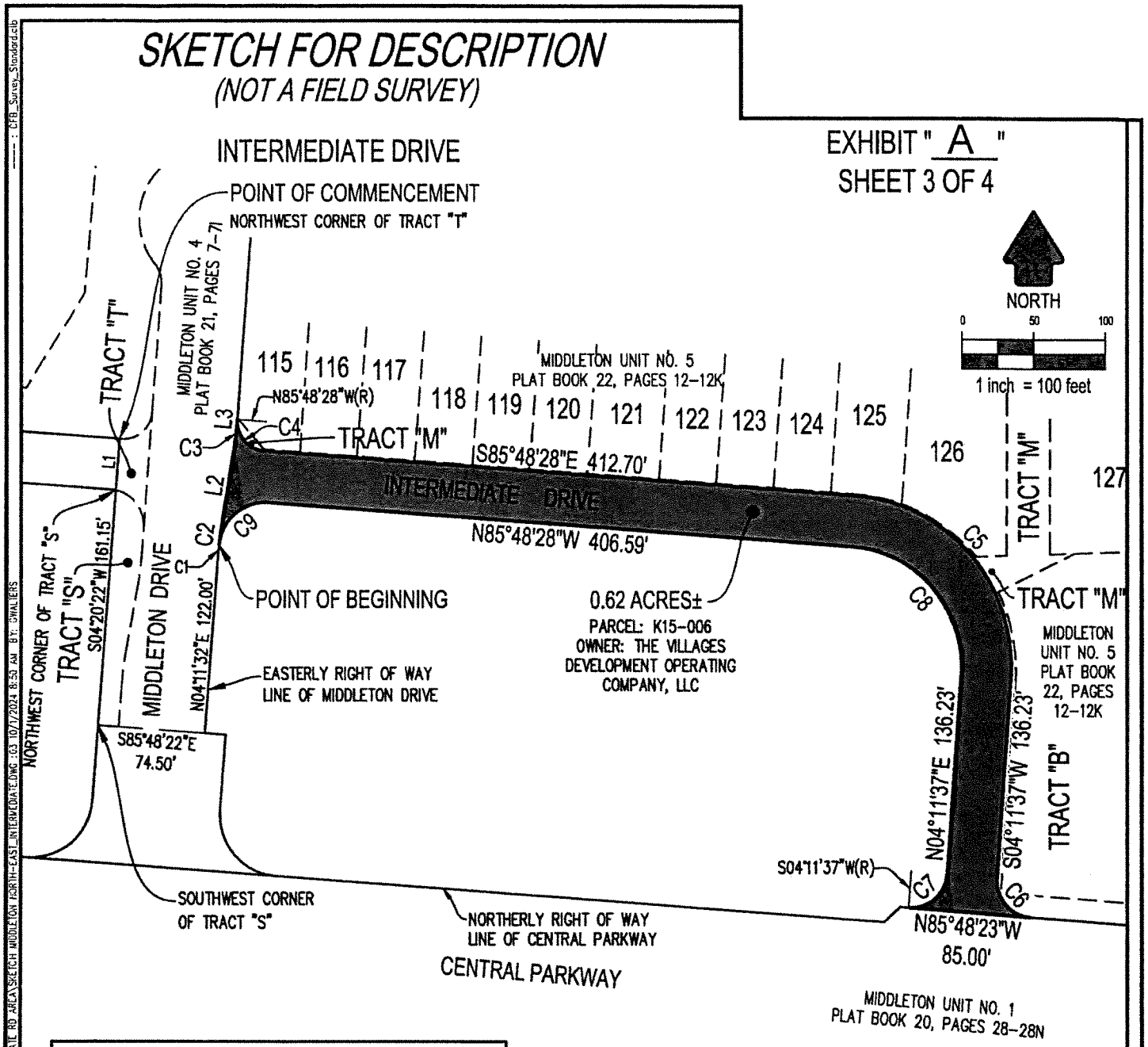
JOB S01123.03290

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3126 LB#68

DRAWING NAME: S:\SURVEY NEW\SURVEY\SUMTER\LANDSTONE\SITE PLANS\COMMERCIAL SITES\INTERMEDIATE RD AREA\SKETCH MIDDLETON NORTH-WEST_INTERMEDIATE.DWG 12/10/2024 8:51 AM BY: GWALTERS
---- : CFB_Survey_Standard.ctb

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

EXHIBIT "A"
SHEET 3 OF 4



CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	215.00'	1°55'11"	7.20'	N05°09'07"E	7.20'
C2	215.00'	3°02'20"	11.40'	N07°37'53"E	11.40'
C3	215.00'	4°57'31"	18.61'	N06°40'17"E	18.60'
C4	20.00'	90°00'00"	31.42'	S40°48'28"E	28.28'
C5	117.00'	90°00'05"	183.79'	S40°48'26"E	165.47'
C6	25.00'	90°00'00"	39.27'	S40°48'23"E	35.36'
C7	25.00'	90°00'00"	39.27'	N49°11'37"E	35.36'
C8	82.00'	90°00'05"	128.81'	N40°48'26"W	115.97'
C9	32.50'	88°04'49"	49.96'	S50°09'07"W	45.19'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S04°20'22"W	35.24'
L2	N09°09'03"E	56.47'
L3	N04°11'32"E	0.19'

JOB S01123.03290

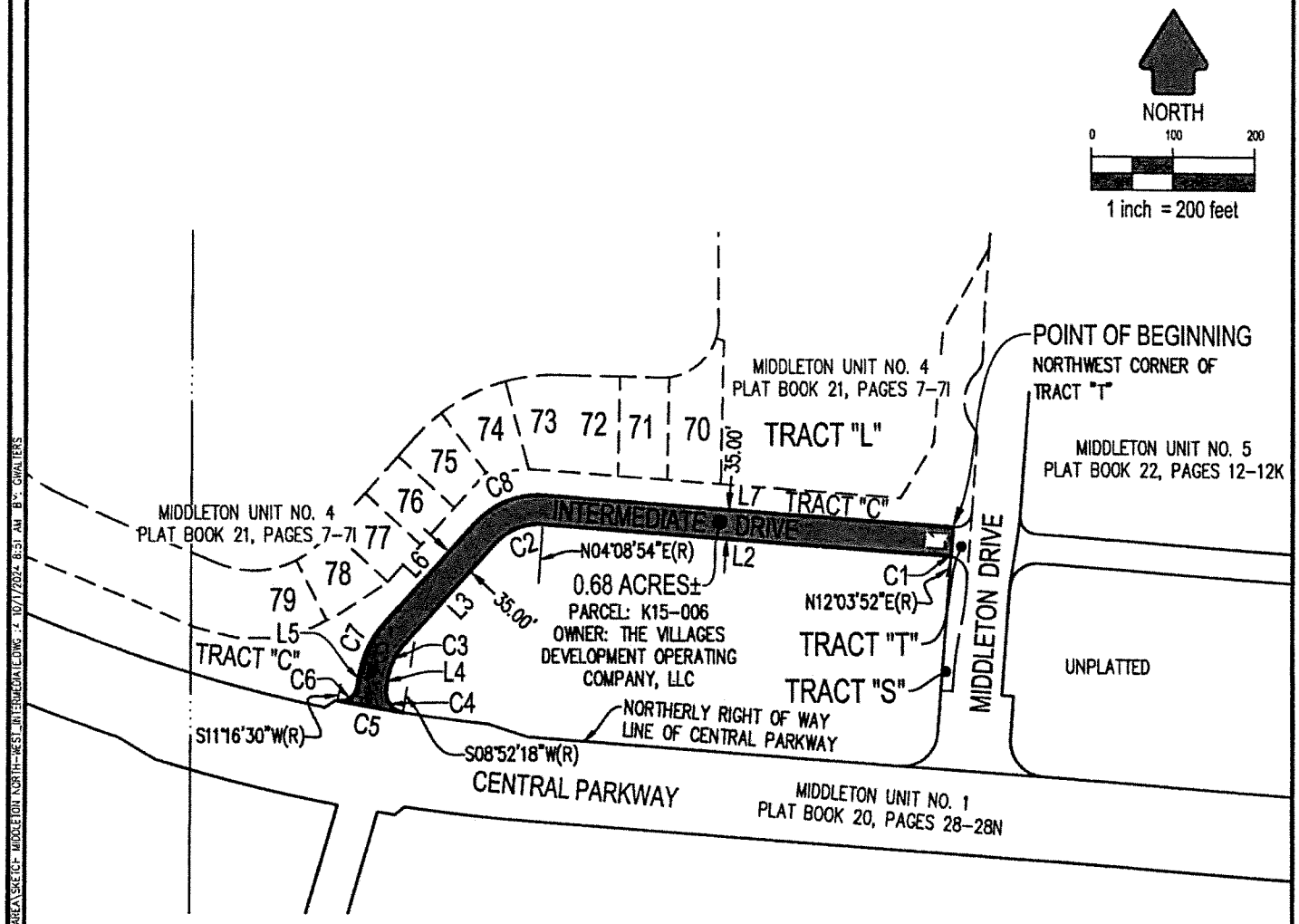
CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB8466

DRAWING NAME: S:\SURVEY\NEW\SURVEY\SOUTHERLAND\STONE\SITE PLANS\COMMERCIAL SITES\INTERMEDIATE RD AREA\SKETCH MIDDLETON NORTH-EAST_INTERMEDIATE.DWG - 10/17/2024 8:50 AM BY: SWALKERS

SKETCH FOR DESCRIPTION
(NOT A FIELD SURVEY)

INTERMEDIATE DRIVE

EXHIBIT " A "
SHEET 4 OF 4



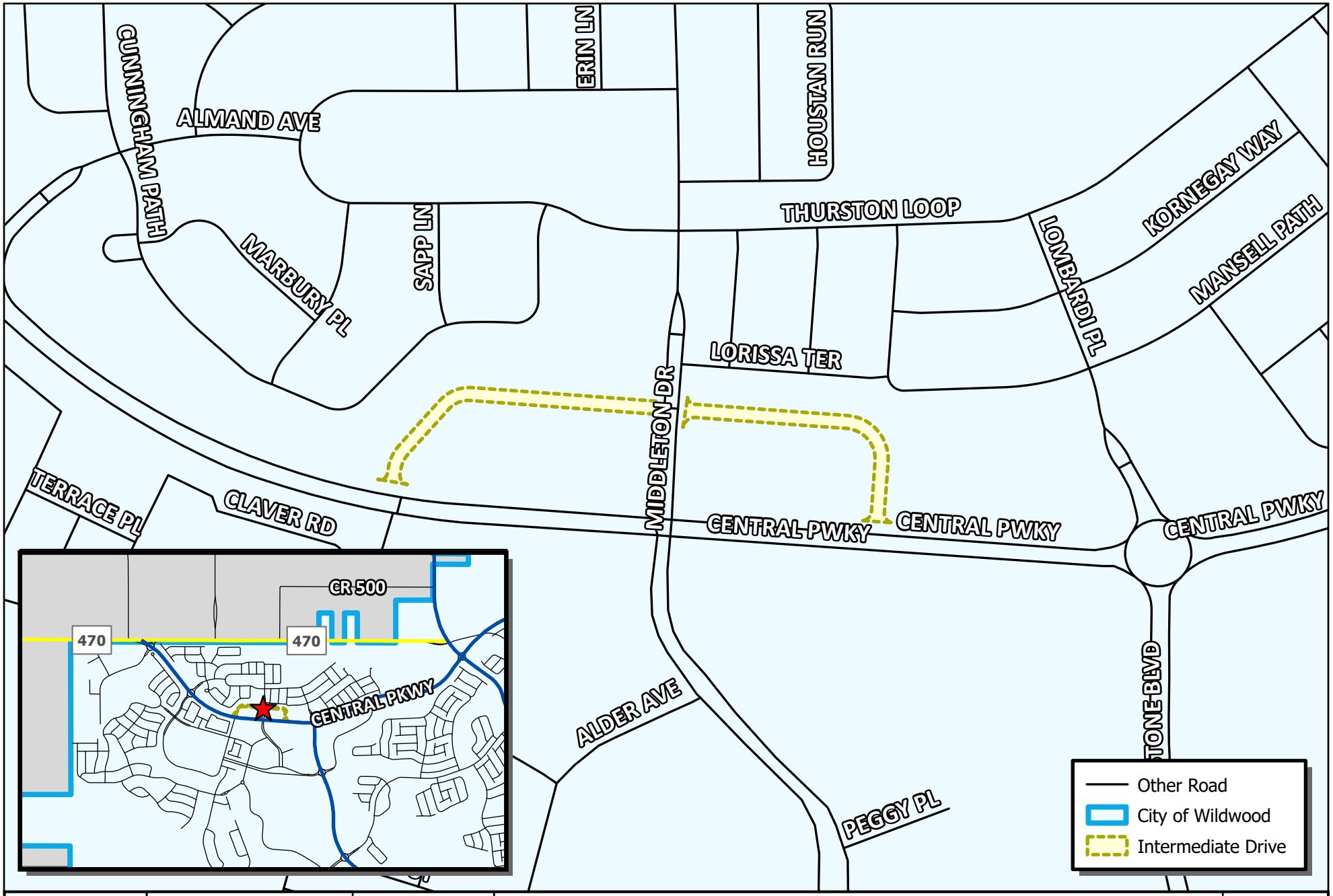
CURVE TABLE					
CURVE TAG	RADIUS	CENTRAL ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	25.00'	7°52'20"	3.43'	N81°52'18"W	3.43'
C2	70.00'	52°04'44"	63.63'	S68°06'32"W	61.46'
C3	74.00'	31°23'38"	40.55'	S26°22'21"W	40.04'
C4	25.00'	91°48'14"	40.06'	S35°13'35"E	35.91'
C5	1935.00'	2°23'55"	81.00'	N79°55'44"W	81.00'
C6	20.00'	90°36'14"	31.62'	N55°58'23"E	28.43'
C7	109.00'	31°23'38"	59.72'	N26°22'21"E	58.98'
C8	105.00'	52°04'44"	95.44'	N68°06'32"E	92.19'

LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S04°20'22"W	35.24'
L2	N85°48'28"W	494.35'
L3	S42°04'10"W	164.57'
L4	S10°40'32"W	15.90'
L5	N10°40'32"E	21.74'
L6	N42°04'10"E	164.57'
L7	S85°48'28"E	497.89'

JOB S01123.03290

CFB CLYMER FARNER BARLEY SURVEYING
4450 NE 83RD ROAD - WILDWOOD, FL 34785
(352) 748-3128 LB6498

DRAWING NAME: S:\SURVEY NEW\SURVEY\SUMTER\LANDSTONE\SITE PLANS\COMMERCIAL SITES\INTERMEDIATE RD AREA\SKETCH- MIDDLETON NORTH-WEST INTERMEDIATE.DWG :-(10/17/2024 8:31 AM BY: GWALTERS



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

INTERMEDIATE DRIVE

MAP 1AV

LOCATION MAP

NOV 2024

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Right-of-Way Deed for Middleton Unit No. 5**

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

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

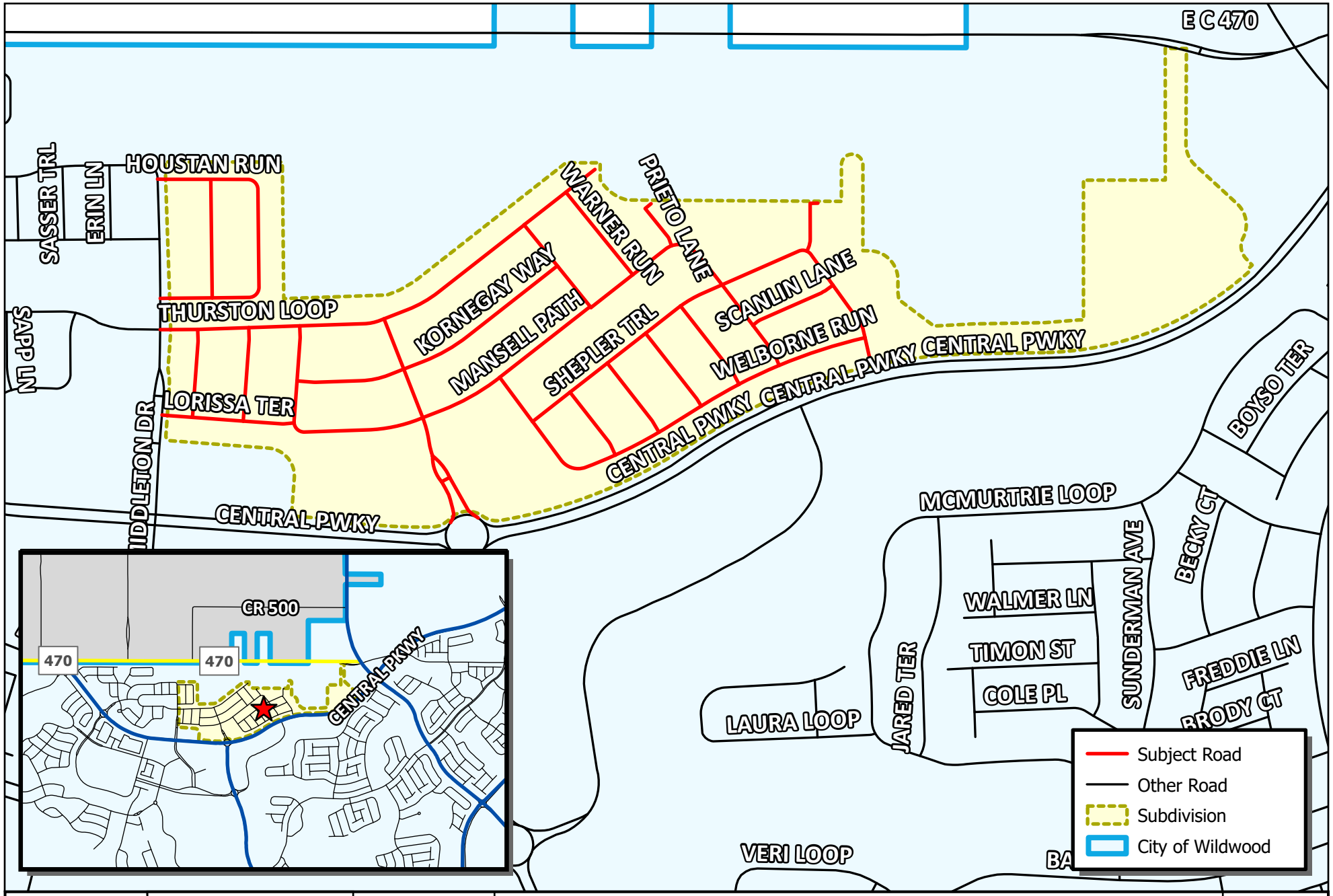
HISTORY/FACTS/ISSUES:

The city has been granted the following right-of-way for ownership: all roadways located within Middleton Unit No. 5, per the Plat recorded in Plat Book 22, Pages 12, 12A through 12K, inclusive, Public Records of Sumter County, Florida.

Middleton Community Development District A will maintain the rights-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 rights-of-way within the Middleton Unit No. 5 subdivision.

DATED: 11/4/2024

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 **MIDDLETON UNIT 5** PLAT 2407-004	**MAP 1AV** **LOCATION MAP** **OCT 2024**

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

October 30, 2024

VIA FEDEX OVERNIGHT DELIVERY

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

RE: Right-of-Way Deed for Middleton Unit No. 5

Dear Ms. Strickland:

Enclosed please find the **original executed** Right-of-Way Deed ("Deed") from Middleton Community Development District A ("District") to City of Wildwood ("COW") for acceptance by COW and recording for the following:

> All roadways located within **Middleton Unit No. 5**, per the Plat recorded in Plat Book 22, Pages 12, 12A through 12K, 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)

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

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

Silas Daniel
(via email: sdaniel@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 18th day of October, 2024, by **MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A**, 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 **Middleton Unit No. 5**, per the Plat recorded in Plat Book 22, Pages 12, 12A through 12K, 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.

[Signatures on following page]

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

MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A

Joseph Ricciardi, Jr., 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 18th day of October, 2024, by Joseph Ricciardi, Jr., as Chair, Board of Supervisors, of and on behalf of Middleton Community Development District A, for the purposes expressed herein, who is personally known to me.

Notary Public – State of Florida
Print Name: Jennifer Farlow
Commission Number: HH 186555
Commission Expires: 11/1/25

JENNIFER FARLOW
MY COMMISSION # HH 186555
EXPIRES: November 1, 2025
Bonded Thru Notary Public Underwriters

Rec. 18.50
Doc. 0.70
Copy 2.00
21.20

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202460038662 Date: 09/25/2024 Time: 12:43PM
Page 1 of 2 B: 4723 P: 63 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 September 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 **MIDDLETON COMMUNITY DEVELOPMENT DISTRICT A**, 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 **Middleton Unit No. 5**, per the Plat recorded in Plat Book 22, Pages 12, 12A through 12K, 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.

[Signatures on following page]

Gloria R. Hayward, Sumter County Clerk of Court
Inst: 202460038662 Date: 09/25/2024 Time: 12:43PM
Page 2 of 2 B: 4723 P: 64 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 Village, 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 September, 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: **Wildwood East Developer's Agreement**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity: Southwinds Commercial LTD

Effective Date:11/11/2024 Termination Date:

Managing Division/Department: Development Services

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The attached Developer's Agreement between the City and Southwinds Commercial LTD (aka Wildwood East) is proposed to address the timing of the City's provision of wastewater service to the development. The project is anticipated to be an expansion of the Wildwood Preserve apartments project located at the intersection of Huey Street and CR 144 and is requesting an additional 44 ERCs (11,000 gallons per day).

Due to the City's inability to guarantee wastewater service until the improvements at the City's wastewater treatment plant are completed, Section 3.A. of the Developer's Agreement states:

"The City’s WWTP has a current permitted capacity of 3.55 million gallons per day (MGD). Through a variety of analysis and forecasts, the City has determined it will be close to reaching its system wastewater capacity in or around 2026. The City has initiated the WWTP Expansion. The City anticipates construction to begin in or around the beginning of 2025. While certain milestones have been set to work towards a completion date of 2027, the actual completion date of the WWTP Expansion has not been established. Developer understands that capacity cannot be guaranteed until Substantial Completion and Occupancy of the WWTP at its expanded, City-wide capacity of 5.5 MGD has been achieved."

The language above ensures the City can adequately provide the proposed development with the public facilities and services that are required.

DEVELOPER'S AGREEMENT
BETWEEN THE CITY OF WILDWOOD
AND SOUTHWINDS COMMERCIAL LTD
(WILDWOOD EAST)

This agreement, effective this ____ day of _____, 2024, made and entered into by and between the City of Wildwood, Florida, a Florida municipal corporation (hereinafter called "City"), and Southwinds Commercial LTD, a Florida limited partnership (hereinafter called "Developer").

RECITALS

WHEREAS, Developer's Agreements strengthen the public planning process, encourage sound capital improvements planning, and assist in assuring that there are adequate capital facilities for development;

WHEREAS, City is a regional water, wastewater, reuse water and municipal services provider;

WHEREAS, Developer owns in fee simple certain real property described on the attached Exhibit "A" (the "Property");

WHEREAS, Developer's proposed development locally known as Wildwood East requires access to water, wastewater, and other municipal services;

WHEREAS, Developer desires to procure services, including, but not limited to, water, wastewater, and other municipal services, from the City for the Property, and City desires to provide water, wastewater, and other municipal services to the Property;

WHEREAS, the parties desire to enter into this Agreement confirming their agreement regarding the furnishing of municipal services, including but not limited to water, wastewater, and other municipal services for the Property;

WHEREAS, the parties acknowledge that certain capacity issues exist with respect to the City's Wastewater Treatment Plant and have taken those issues into account in the negotiation of the provisions of this Agreement;

WHEREAS, This Agreement and all stipulations and covenants made herein are acknowledged to be subject to the approval of every County, Regional, State and Federal regulatory agency having jurisdiction of the subject matter of this Agreement; and

WHEREAS, The City Commission has approved this Agreement and has authorized the City Manager to execute this Agreement by motion passed at a regular City Commission meeting on _____;

NOW THEREFORE, in consideration of the mutual covenants and undertakings of City and Developer and other good and valuable considerations, these parties covenant and agree with each other as follows:

1. **Incorporation of Recitals and Exhibits.** The parties confirm and agree that the above Recitals are true and correct, and incorporate their terms and provisions herein for all purposes. The contents, terms and provisions of all Exhibits which are attached to this Agreement and referenced herein are, by this reference, incorporated into this Agreement for all purposes.

2. **Definitions.** For the purposes of this Agreement, in addition to those terms which are specifically defined elsewhere in this Agreement the following terms shall have the following definitions:

   A. ***"Agreement"*** – This Developer's Agreement, as the same may be subsequently amended, modified or supplemented pursuant to its terms and provisions.

   B. ***"Connection Fee"*** – Those charges of the City for a customer's proportionate share of the capital costs of the water and wastewater utility plant capacities allocated to a new or modified customer connection, as defined in City Ordinances and Resolutions.

   C. ***"County"*** – Sumter County, Florida, a political subdivision of the State of Florida.

   D. ***"Developer"*** – Southwinds Commercial LTD, and its successors, and assigns in interest, and/or title, including any Homeowners/Property Owners Association to be created by Developer to which all common improvements described in this Agreement, will be conveyed and under whom all future maintenance responsibilities will fall.

   E. ***"Equivalent Residential Unit"*** – As defined by City Ordinance, also referred to in this Agreement as "ERU." The term "Equivalent Residential Connection," also referred to as "ERC," is synonymous with "ERU."

   F. ***"Homeowners/ Property Owners' Association"*** – A Florida not-for-profit Corporation organized and formed by Developer for the purpose of serving as the Association for the owners of parcels located within the Property to own, maintain, and repair or replace, as required, common area improvements located on the Property, including but not limited to open space, entry features, amenities, and other similar improvements constructed on the Property. It is the intent of Developer to create a Homeowners' Association for such purposes, and to convey to the Homeowners' Association title to the previously-described improvements which will be constructed on the Property, at which time the Homeowners' Association will, by execution of an appropriate agreement with City, assume the Developer's responsibilities for maintenance, repair and

replacement of such improvements which arise under the terms of this Agreement.

G. ***"Party" or "Parties"*** – Refers to either Developer or City, or (as applicable) to both Developer and City.

H. ***"Property"*** – The real property described on attached Exhibit "A."

I. ***"Significant Progress"*** – The Developer will have achieved substantial progress under the terms of this Agreement when storm water basins, roadway bases, curbs and underground utilities have been completed or are under construction pursuant to a valid Permit (or Permits) issued by City for such work.

J. ***"System Development Charge"*** – Those charges by City for a customer's proportionate share of the capital costs of the water and wastewater utility main lines and connection lines, as well as the hydraulic share of the facilities required to service that customer, as defined by City Ordinances and Resolutions, and is also referred to herein as an "SDC" or "SDC Fee."

K. ***"Transmission Fee"*** – The portion of the SDC that represents the customer's proportionate share of the capital costs of the water and wastewater utility main lines and connection lines.

L. ***"Treatment Fee"*** – The portion of the SDC that represents the customer's hydraulic share of the facilities required to service that customer.

M. ***"Water Management District" or "SWFWMD"*** – The Southwest Florida Water Management District, an agency of the State of Florida.

N. ***WWTP*** – The City's Wastewater Treatment Plant, sometimes referred to as the Wildwood Water Reclamation Facility and Biological Nutrient Removal Facility.

O. ***WWTP Expansion*** – The City's expansion of the WWTP through a multi-year project with multiple phases. The anticipated capacity of the WWTP, once expanded, is 5.5 MGD.

3. **Developer's Obligations.**

A. **Capacity**

1. The City's WWTP has a current permitted capacity of 3.55 million gallons per day (MGD). Through a variety of analysis and forecasts, the City has determined it will be close to reaching its system wastewater capacity in or around 2026. The City has initiated the WWTP Expansion. The City anticipates construction to begin in or around the beginning of 2025. While certain milestones have been set to work towards a completion date of

2027, the actual completion date of the WWTP Expansion has not been established. Developer understands that capacity cannot be guaranteed until Substantial Completion and Occupancy of the WWTP at its expanded, City-wide capacity of 5.5 MGD has been achieved.

2. The City and Developer agree that the milestone which shall trigger certain provisions of this Agreement is the substantial completion and occupancy phase of the WWTP Expansion. For purposes of this Agreement, Substantial Completion and Occupancy is the point in the progress of the construction, when the WWTP Expansion is sufficiently complete so that the City is able to fully occupy and fully utilize the WWTP Expansion and expanded capacity of 5.5 MGD for its intended use with all required certificates of occupancy obtained. Developer understands that and agrees that City shall in no way be held in default under this Agreement for any delay in the Substantial Completion of the WWTP Expansion.

3. Developer acknowledges and agrees that its proposed development was not previously included in any capacity analysis related to the WWTP and, therefore, is voluntarily entering to this Agreement for purposes of awaiting the availability of future capacity after the WWTP Expansion.

B. <u>System Development Charges and Capacity</u>.

1. <u>SDC Fees</u>.

a) The System Development Charge (SDC), when paid, refunds the City for the capital cost of the water and wastewater utility lines and purchases capacity in the water and wastewater infrastructure. SDC Fees are based on the equivalent residential volumes, which are 300 gallons per day for water consumption and 250 gallons per day for wastewater treatment.

b) The water SDC Fee and its components shall be calculated using City Ordinances and Resolutions in effect at the time Developer pays the applicable SDC Fee. The calculations for the water SDC Fee components are shown on attached Exhibit "B."

c) The wastewater SDC Fee shall be calculated using City Ordinances and Resolutions in effect at the time Developer pays the applicable SDC Fee. The calculations for the wastewater SDC Fee components are shown on attached Exhibit "B."

d) Developer acknowledges and agrees that SDC Fees paid are non-refundable. However, the City acknowledges that should an unforeseen circumstance arise such that the City is unable to meet its obligation of service for any phase of development, or portion

thereof, that the associated SDC fees will be refunded to the Developer.

e) SDC Fees are calculated by the City based on the number of Equivalent Residential Units (ERU's) approved for a reservation of capacity as indicated on attached Exhibit "B." One (1) SDC Fee is due for each connection (ERU) reserved. Developer acknowledges that no water or wastewater capacity reservation is created, or implied, without City receiving payment of the applicable fees in accordance with the terms of this Agreement. Reservation of water and wastewater capacity is subject to capacity availability.

f) Water and wastewater SDC Fees for the development shall be paid as outlined below in Section 3.B.2; the water and wastewater SDC Fees for each subsequent phase of development shall be paid upon the commencement of construction of the applicable phase as outlined below in Section 3.B.2.

g) Developer understands that increases in capacity reserved, or any new purchase of capacity reservations, will result in additional SDC Fees being due from Developer to City.

2. **Payment Schedule.**

a) The water and wastewater SDC Fees shall be calculated according to the rate schedule adopted by City and in effect at the time the Developer pays the applicable SDC Fee. The calculation of the SDC Fees for an Equivalent Residential Unit (ERU) based on the current rate schedule adopted by City is included in attached Exhibit "C."

b) Subject to Substantial Completion and Occupancy of the WWTP as set forth in Section 3.A., above, Developer must proceed with due diligence toward the use of all connections.

c) SDC Fees are not reserved by City on speculation, and such reservation may be rescinded by the City if Significant Progress on construction of the applicable phase of Developer's project on the Property is not made within twenty four (24) months of the date the initial SDC Fee (or portion thereof) was paid by the Developer. The time for Significant Progress may be extended pursuant to the provisions of this Agreement concerning "Force Majeure".

d) The following actions must be completed by Developer prior to the reservation of water or wastewater ERU's:

3.B.2.d.1. Developer must complete and file the City's Concurrency Determination and Concurrency Reservation applications.

3.B.2.d.2. This Developer's Agreement, and all attachments, must be fully executed by Developer and City.

e) 50% of the SDC Fee for the Project shall be paid upon execution of this Agreement. The remaining 50% of the SDC Fee as it relates to each individual use shall be paid on issuance of each Construction Permit.

f) Capacity is reserved for a particular location, and assumes that City will be prepared to serve that capacity according to the agreed-upon availability schedule at that location and no other.

g) The City shall have the right, but not the obligation, to repurchase unused SDC fees by the Developer at the prevailing rate within seven (7) years of the effective date of this Agreement.

3. Until Developer provides City with payment for SDC Fees required by Developer for the applicable phase of development, as provided in Exhibit "D," and completes all other requirements of this Agreement, no permanent water or wastewater service will be provided to the Property. Construction water will be available to the Developer upon payment of the first 50% of the SDC Fee for the applicable portion of development.

4. City reserves the right to determine the number of ERU's it will allow Developer to purchase. The City has determined at the time of execution of this Agreement that the Developer may purchase 44 water ERU's and 44 wastewater ERU's. These will be available at the times listed on Exhibit "D."

5. Developer may not transfer any reserved water or wastewater capacity without written permission from the City. Any such transfer, unless approved by City, will void the capacity reservation and the ERU's will revert back to the City. The Developer will forfeit any right to any repayment of the fees paid. The City shall not unreasonably withhold permission for a transfer of capacity to another property or another project. However, and subject to the milestones set forth in Section 3.A above, City will not grant permission to transfer wastewater capacity until sufficient capacity exists at the WWTP. As Developer develops the Property and sells portions thereof, such sales and transfers to facilitate such sales shall not be deemed a transfer prohibited by this Section. Use of water or transfer of capacity shall not deem the Developer as a provider or purveyor of water.

6. The purchase of ERU's does not act to set the price for future purchases, but only as to purchases specifically set forth in this Agreement. Any future purchases not con templated by this Agreement will be at the price set by City at time of payment. Developer acknowledges that the City is preparing to undertake a study of its current SDC Fees and that price increases may occur prior to resolution of the City's WWTP Expansion.

7. The City shall have the right, but not the obligation, to repurchase unused SDC fees by the Developer at the prevailing rate within seven (7) years of the effective date of this Agreement.

4. Off-Site Improvements – Future Pioneer Agreement.

The City and the Developer have agreed that should off-site improvements be necessary, and should said off-site improvements benefit the City due to improvements to the overall water or wastewater system, the Developer may enter into a pioneering agreement at a future date. The pioneering agreement may be entered into as an addendum to this Agreement, or, if other changes are necessary, through an amended and restated agreement.

5. Developer's Responsibility.

A. Developer or any Homeowner's/Property Owner's Association that may be created is responsible for ownership and maintenance of any and all stormwater management areas, buffers, and other common areas within the Property.

B. The City shall be responsible for establishing an easement across the Developer's property at a location mutually agreeable by both of the parties through a separate agreement. The City shall be responsible for all costs associated with the easement agreement.

6. City's Responsibility.

A. The City shall be responsible for the water and wastewater service lines from the City's side of the water meter and for the wastewater service as set forth in the City's code or regulations.

B. After completion of construction of the water and wastewater systems and upon acceptance by the City, approval of as-builts, and receipt of all regulatory clearances, the City shall be responsible for ownership and maintenance of the water and wastewater systems within the right-of-way, including service lines, lift stations, and pump stations.

C. The City shall be responsible for costs associated with the recording of this document in the Sumter County Public Records.

7. **Miscellaneous Terms.**

A. City's Land Development Regulations require Florida Friendly landscaping, energy efficient construction, energy efficient appliances, and underground utilities. These Land Development Regulations will apply to Development of the Property.

B. Fire flow volumes and pressures are limited by City's potable water extension service infrastructure. The fire flow volumes and pressure flow which will be provided by City are appropriate for single family homes. City shall not reduce its fire flow volumes and pressures after Developer has commenced development of the Property.

C. Developer, any Homeowners Association created for the Property, and individual property owners of portions of the Property must comply with the City of Wildwood Residential Design Standards and any other applicable Ordinances or Land Development Regulations, unless otherwise modified by a Planned Development Agreement.

D. Specific utility easements containing main pipe utilities to be provided by Developer to City will be a minimum of twenty feet (20') wide. Utility easements to be provided by Developer to City for secondary pipe utilities and wire utilities will be ten feet (10') wide along front lot lines, seven and a half feet (7.5') wide along rear lot lines, and five feet (5') wide along side lot lines. All utility easements will be reflected and noted on the approved site plans and plats or deed restrictions as submitted by the Developer. No permanent structures shall be erected within the utility easements. If the Developer needs to relocate any existing utility main lines within the existing easement for any reason, the design and realignment must be approved by the City, and Developer must provide any additional easement required, which must be executed and recorded. All costs of the relocated utility lines will be the responsibility of the Developer including, but not limited to, design, review, permitting, materials, labor and equipment. A complete set of as-built drawings for the relocated utility mains must be provided to the City prior to the issuance of the final Certificate of Occupancy.

8. **General Provisions.**

A. **Notices.** With respect to any Notices required to be given under the terms of this Agreement, such Notices shall be deemed given and effective:

1. Three (3) calendar days after the date they are deposited in the United States Mail, postage prepaid, return receipt requested, addressed to the Parties at the following respective addresses or such other address as provided by a Party pursuant to this Section; or

2. The date of actual delivery by hand or by a recognized national overnight delivery service such as Federal Express, UPS, or Express Mail, addressed to the parties at the following respective addresses or such other address as provided by a party pursuant to this Section:

AS TO THE CITY:	City of Wildwood Attn: Melanie Strickland Development Services Director 100 N. Main Street Wildwood, FL 34785
With Copy To:	Ashley S. Hunt, Esq. Hunt Law Firm, P.A. 109 E. Main Street Leesburg, FL 34748
With Copy To:	City of Wildwood Attn: Mark O'Dell Utilities Director 100 N. Main Street Wildwood, FL 34785
AS TO DEVELOPER:	Southwinds Commercial LTD Attn: Marc Gauthier 200 E. Canton Avenue Suite 102 Winter Park, FL 32789
With Copy To:	McGregor Love, Esq. Lowndes 215 N. Eola Drive Orlando, FL 32801

Any party may modify the address for notices set forth above by providing notice of the change of address to all parties to this Agreement, which notice is to be provided in accordance with the requirements of this Section.

B. **Negation of Partnership**. None of the terms or provisions of this Agreement shall be deemed to create a partnership by or among Developer or City in their respective businesses or otherwise, nor shall it cause them to be considered joint

venturers or members of any joint enterprises. Each Party shall be considered a separate Party, no Party shall have the right to act as an agent for another Party and no Party shall the right to act as an agent for another Party unless expressly authorized to do so in this Agreement.

C. **Not a Public Dedication.** Nothing herein contained shall be deemed to be a gift or dedication of any portion of the Property to the general public, or for any public use or purpose whatsoever. Any portion of the Property which may under the terms of this Agreement later may be designated for public use or purposes shall be conveyed by Developer to City, as applicable. Except as herein specifically provided no right, privileges of immunities of any Party hereto shall inure to the benefit of any third party, nor shall any third party be deemed to be a beneficiary of any of the provisions contained in this Agreement.

D. **Default Provisions.**

1. The terms of this Agreement shall not entitle any Party to cancel, rescind, or otherwise terminate this Agreement. However, such limitations shall not affect in any manner any other rights or remedies which a Party may have hereunder or under applicable law by reason of any such breach.

2. All easements, rights and covenants contained herein shall be enforceable by suit for specific performance and mandatory injunctive relief, in addition to any other remedy provided by law or equity.

3. No Party shall be entitled to pursue any action for specific performance, injunctive relief, or any other available remedy arising out of a default under this Agreement until the non-defaulting Party has provided to the Party alleged to be in default a written Default Notice (with, if applicable, a copy to any other Party to this Agreement) specifying the specific nature of the default, and the alleged defaulting Party has failed to cure the default within thirty (30) days of the effective date of the Default Notice. In the event the cure of a default reasonably requires greater than the thirty (30) day time period specified, the grace period granted herein shall, if the defaulting Party has initiated cure of the default within the thirty (30) day time period and is continuing to pursue completion of the cure with due diligence, extend the reasonable time period required for the cure of the default.

4. In the event of a material default by Developer with respect to its obligations to City under this Agreement, and failure of Developer to cure the default within the grace period set forth above, in addition to any other remedies available to them under the terms of this Agreement City shall be entitled to withhold issuance of additional development permits or authorizations until the default has been cured. If Developer has, prior to the occurrence of the default, conveyed some or all of the Property to unrelated third parties (such parcel or parcels then becoming a "Third Party Parcel") and the default of Owner is not with respect to, or impact City obligations regarding, a Third Party Parcel, the right of City to withhold Permits upon a default by Owner shall not extend to City Permits pending or to be issued with respect to a successor owner of such Third Party Parcel.

E. **Estoppel Statements.**

1. Each Party agrees that upon written request from time to time of any other Party it will timely issue at no charge to a current or prospective lender to such Party, or to a current or prospective purchaser or successor party to such other Party, or to another governmental entity requesting or requiring the same, an Estoppel Statement stating:

   a) Whether the Party to whom the request has been directed knows of any default by any Party under this Agreement, and if there are known defaults, specifying the nature thereof.

   b) Whether this Agreement has been assigned, modified or amended in any way by such Party (and if it has, stating the nature thereof).

   c) That to the best of the requested Party's knowledge this Agreement, as of the Estoppel Statement date, is in full force and effect.

   d) That (if known by the requested Party, if not known by the requested Party that Party shall reply only with respect to any monies owed to it) to the best of the requested Party's knowledge there are not any monies currently owed by any Party to another Party under the terms of this Agreement, or if there are monies owed, the amount and details of all monies owed.

e) That, as to the Project or as to a specific parcel therein (as applicable, based upon the request) there are no moratoriums or suspensions of the right to procure Development Orders, Building Permits, or Certificate of Occupancy or other development approvals in effect as of the date of the Estoppel Statement.

Such written statement shall act as a waiver of any claim by the Party furnishing it to the extent such claim is based on facts contrary to those asserted against a bona fide mortgagee or purchaser for value without knowledge of facts to the contrary of those contained in the Estoppel Certificate who has acted in reasonable reliance upon the statement; however, such statement shall in no event suggest the Party furnishing it to any liability whatsoever, notwithstanding the negligent or other inadvertent failure of such Party to disclose correct and/or relevant information.

F. **Litigation.** In the event of any litigation arising out of this Agreement, the prevailing party shall be entitled to recover all reasonable costs incurred with respect to such litigation, including reasonable attorneys' fees, and including reimbursement for such reasonable attorneys' fees and costs incurred with respect to any bankruptcy, appellate or post-judgment proceeding related thereto.

G. **Binding Effect.** The parties to this Agreement represent to each other that each party fully understands the facts surrounding this Agreement and each is signing this Agreement fully and voluntarily, intending to be bound by it. This Agreement shall be binding upon and inure to the benefit of the Parties hereto, their respective spouses, heirs, executors, administrators and assigns. There are no representations or warranties other than those set forth herein.

H. **Headings.** The headings contained within this Agreement are for identification purposes only, and shall not be construed to amend, modify, or alter the terms of the Agreement.

I. **Severability.** Except as otherwise set forth herein, in the event any provision or section of this Agreement is determined to be invalid or unenforceable, such determination shall not affect the enforceability or the validity of the remaining provisions of this Agreement.

J. **Survival of Representations and Warranties.** All representations and warranties contained herein are made in writing by the parties in connection herewith shall survive the execution and delivery of this Agreement.

K. **Successors and Assigns.**

1. All covenants and agreements in this Agreement made by or on behalf of any Parties hereto shall bind and inure to the benefit of the respective successors and assigns of the Parties hereto, whether so expressed or not.

2. Upon a sale or other transfer of a Parcel or a portion thereof, the terms and provisions of this Agreement, as applicable, shall remain in full force and effect as to the Parcel or a portion of the Parcel.

L. **Applicable Law.** This Agreement is being delivered in the State of Florida, and shall be construed and enforced in accordance with the laws of the State of Florida. The venue for any legal proceeding arising out of this Agreement shall be Sumter County, Florida.

M. **Counterparts.** This Agreement may be executed simultaneously in several counterparts, each of which shall be deemed an original, and it shall not be necessary in making proof of this Agreement to produce or account for more than one such counterpart.

N. **Amendment of Agreement.** This Agreement cannot be changed, modified or released orally, but only by an agreement in writing signed by the parties against whom enforcement of said change, modification or discharge is sought.

O. **Gender.** As used in this Agreement, the masculine shall include the feminine and neuter, the singular shall include the plural, and the plural shall include the singular as the context may require.

P. **Effective Date.** This Agreement shall become effective upon completion of its execution by all Parties, and the recordation of the Agreement in the Public Records of Sumter County, Florida.

Q. **Recordation.** This Agreement shall be recorded in the Public Records of Sumter County, Florida.

IN WITNESS WHEREOF the Parties have executed this Developer's Agreement on the day and year set forth below their respective signatures.

DEVELOPER'S AGREEMENT
BETWEEN CITY OF WILDWOOD AND SOUTHWINDS COMMERCIAL, LTD

CITY OF WILDWOOD, FLORIDA, a Florida Municipal Corporation

By: _____

Title: _____

Date: _____, 2024

APPROVED AS TO FORM AND LEGALITY:

ATTEST:

_____
CITY ATTORNEY

_____
Jessica Barnes, CITY CLERK

APPROVED BY THE WILDWOOD CITY COMMISSION ON _____, 2024.

SOUTHWINDS COMMERCIAL, LTD, a Florida limited partnership

By: Southwinds Cove Managers II, L.L.C., a Florida limited liability company, general partner

By: _____
Paul M. Missigman, Manager

Date: 11/7, 2024

STATE OF FLORIDA
COUNTY OF ORANGE

The foregoing DEVELOPER'S AGREEMENT was acknowledged before me by means of ✓ physical presence or __ online notarization by PAUL M. MISSIGMAN, as manager of SOUTHWINDS COVE MANAGERS II, L.L.C., a Florida limited liability company, the general partner of SOUTHWINDS COMMERCIAL, LTD, a Florida limited liability company, who is:

✓ Personally known by me, OR
_____ Produced a driver's license as identification.

Dated: this 7th day of November, 2024.

Shannon M. Marshall
Print Name: _____
Notary Public, State of Florida
Commission number: _____
Commission expires: _____

SHANNON M. MARSHALL
MY COMMISSION # HH 413146
EXPIRES: June 21, 2027

SCHEDULE OF EXHIBITS

EXHIBIT	REFERENCE	DESCRIPTION
A	Recital C	Legal – Property
B	3.A.1	Calculation – Water and Wastewater SDC Fees
C	3.A.2	Calculation – Due Schedule

EXHIBIT "A"
LEGAL DESCRIPTION

DESCRIPTION:

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

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

EXHIBIT "B"
CALCULATION-WATER AND WASTEWATER TIE FEES

City of Wildwood
100 N. Main Street
Wildwood, FL 34785 – 352-330-1330

DEVELOPER UTILITY CONCURRENCY

SYSTEM DEVELOPMENT CHARGES DUE

PROJECT NAME: Southwinds Commercial LTD (Wildwood East)

1) WATER:

a) One (1) water SOC due for every water connection EAU reserved

b) Number of water ERU's reserved = 44

c) Number of water SDC's due = 44

d) Charge per water SOC for this project = $ 1,888.00

e) TOTAL water SOC charges due **$1,888.00 X 44** = **$ 83,072.00**

---

2) WASTEWATER:

a) One (1) wastewater SOC due for every wastewater connection EAU reserved

b) Number of wastewater ERU's reserved = 44

c) Number of wastewater SDC's due = 44

d) Charge per wastewater SOC for this project = $ 3,298.00

e) TOTAL water SOC charges due **$3,298.00 X 44** = **$ 145,112.00**

---

3) TOTAL DUE (WATER AND WASTEWATER):
$83,072.00 + $145,112.00 = **$228,184.00**

Development Authority:			
	Printed Name	Signature	Date
Agreement to Provide:			
	Printed Name	Signature	Date

This commitment expires after _____days without the execution of a Developer's Agreement

EXHIBIT "C"
CALCULATION-CONNECTION FEES

City of Wildwood
100 N. Main Street
Wildwood, FL 34785 – 352-330-1330

DEVELOPER UTILITY CONCURRENCY

SYSTEM DEVELOPMENT CHARGE FEES:

PROJECT NAME: Southwinds Commercial LTD (Wildwood East)

WATER SDC FEE:			Check One
	a) Inside City, or, Pre-Annexation	$1,888.00	☒
or	b) Outside City, No Pre-Annexation		☐

One (1) water ERU = 300 gallons per day
Number of water connections (ERU's) requested = 44
TOTAL water SDC fee = $1,888.00 x 44 = **$83,072.00**

DUE SCHEDULE:

First 50%	$41,536.00
Second 50%	$41,536.00

WASTEWATER SDC FEE:			Check One
	a) Inside City, or, Pre-Annexation	$3,298.00	☒
or	b) Outside City, No Pre-Annexation		☐

One (1) water ERU = 250 gallons per day
Number of water connections (ERU's) requested = 44
TOTAL water SDC fee = $3,298.00 x 44 = **$145,112.00**

DUE SCHEDULE:

First 50%	$72,556.00
Second 50%	$72,556.00

Development Authority:			
	Printed Name	Signature	Date
Agreement to Provide:			
	Printed Name	Signature	Date

This commitment expires after _____days without the execution of a Developer's Agreement

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Medal of Valor Recipient Detective Sergeant David Clarkson**

REQUESTED ACTION: For information only

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Police Chief Parmer will present Detective Sergeant David Clarkson with the Medal of Valor.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Proclaim November 16, 2024, as Stormwater Day**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

As requested by the Public Works Department, please see the attached proclamation declaring November 16, 2024, as Stormwater Day.

Proclamation

WHEREAS, stormwater runoff is a significant issue affecting the health of our rivers, lakes, streams, wetlands, groundwater, estuaries, and ultimately our coastal waters, and improper management can lead to water pollution, erosion, and flooding; and,

WHEREAS, effective stormwater management is essential for reducing pollutants entering our waterways, protecting water quality, and mitigating the risks of flooding and other environmental impacts; and,

WHEREAS, the city is committed to promoting sustainable water management practices that improve water quality, conserve resources, and safeguard our natural environment for future generations; and,

WHEREAS, the city provides educational material and informational handouts aimed at increasing awareness about the importance of stormwater management and the role that each of us plays in protecting our natural resources; and,

WHEREAS, raising public awareness about the importance of stormwater management and encouraging responsible behavior can significantly contribute to the health of our community's water resources; and,

WHEREAS, it is vital to foster collaboration among local government agencies, community organizations, businesses, and residents to develop and implement innovative solutions to reduce stormwater runoff and promote sustainability.

NOW, THEREFORE, BE IT RESOLVED, by the City Commission of the City of Wildwood, Florida, that the 16th day of November, 2024, be, and is hereby proclaimed as

STORMWATER DAY

and encourage all citizens to engage in activities that promote environmental stewardship and contribute to the improvement of stormwater management in our community.

IN WITNESS WHEREOF, we have PASSED and DULY ADOPTED this 11th day of November 2024.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

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

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **FY24 Final Budget Amendment**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

In preparation for the FY24 year-end close out, a final review has been made of the overall budget. A few areas were identified in need of a final budget amendment. In this final amendment, line items that were significantly over budget, or close to being over budget, were amended. A detailed attachment is included with an explanation for each amendment item.

Florida Statute allows a municipality to adopt a budget amendment up to 60 days following the entity's year-end. Therefore, we have until the end of November to make final budget amendments.

RESOLUTION NO. R2024-27

A RESOLUTION OF THE CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA, AMENDING THE FISCAL YEAR 2023-2024 BUDGET; AUTHORIZING THE CITY MANAGER OR HIS DESIGNEE TO TAKE ALL ACTIONS NECESSARY TO IMPLEMENT THE TERMS AND CONDITIONS OF THIS RESOLUTION; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, at the Final Budget Hearing on November 6, 2023, the City Commission of Wildwood, Sumter County, Florida, adopted Resolution No. R2023-30 approving the annual budget for Fiscal Year 2023-2024; and,

WHEREAS, the 2023-2024 budget was subsequently amended on January 22, 2024 via Resolution No. R2024-1; and,

WHEREAS, the 2023-2024 budget was subsequently amended on April 22, 2024 via Resolution No. R2024-10; and,

WHEREAS, it is appropriate to provide for certain transfers, appropriations, and authorizations based upon previous and anticipated expenditures and revenues; and,

WHEREAS, the City Commission has determined that it is necessary to adopt an amendment to the budget to reflect these changes;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA, THAT:

Section 1. Budget Amendment. The City Commission of the City of Wildwood, Sumter County, Florida, adopts this amendment to the Fiscal Year 2023-2024 budget as shown on Exhibit “A” attached hereto and incorporated by reference.

Section 2. This Resolution shall take effect immediately upon its adoption.

DONE AND RESOLVED this _____ day of _____, 20____, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

EXHIBIT A

General Fund

Legislative

Expenditure	FY24 Adopted Bud	Increase/(Decrease)	FY24 Amended Bud
Cap. Improv-Buildings	$300,000	($300,000)	$0.00

Executive

Expenditure	FY24 Adopted Bud	Increase/(Decrease)	FY24 Amended Bud
Professional Services	$341,804	$120,000	$461,804

Development Services

Expenditure	FY24 Adopted Bud	Increase/(Decrease)	FY24 Amended Bud
Professional Services	$920,000	$180,000	$1,100,000

Police Department

Expenditure	FY24 Adopted Bud	Increase/(Decrease)	FY24 Amended Bud
Repair & Maintenance	$75,000	$10,500	$85,500

Parks and Recreation Department

Expenditure	FY24 Adopted Bud	Increase/(Decrease)	FY24 Amended Bud
Repair & Maintenance	$67,650	$10,900	$78,550

Revenue	FY24 Adopted Bud	Increase/(Decrease)	FY24 Amended Bud
Other Fin.Source-Insur.	$0	$21,400	$21,400

Justification for Amendment: In this amendment, the Executive and Development Services Departments are requesting an amendment to their Professional Services accounts. The executive department assumed the expense of a lobbyist for assistance in acquiring grants as well as expenses related to the utility master plan and the revenue sufficiency analysis for the utility fund. Usually these would be billed to the utility fund but due to the wastewater treatment plant project expense, these projects were moved to the general fund. For Development Services, development review expense exceeded projections. In addition, the City Attorney's legal fees increased at the beginning of 2024, and these expense accounts were not adjusted to reflect the rate change. Funding for this amendment will come from the excess funds in the Legislative's Capital Improvement Buildings expense account. Originally, money was budgeted in the Legislative Department for improvements/upgrades on the newly acquired Martin Theater building. Since there is uncertainty on what the City wants to do with that building, those funds will be utilized to help offset the difference needed in the Executive and

Development Services Departments. The Police Department is also requesting a budget amendment to cover repairs needed for the electric gate, which was damaged by lightning. In addition, the Parks and Recreation Department is requesting a budget amendment for damages done to the MLK Jr. Sign located at the MLK Jr. Park. Funding for these damaged assets will be covered by proceeds received from the insurance claims.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with verification of wastewater capacity.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	CP 2309-002 Wildwood East
Ordinance Number	O2024-18
Applicant(s)	LPG Urban & Regional Planners, Inc
Owner(s)	Southwinds Commercial LTD
Property Location	The subject project is generally located approximately 0.12 miles east of the CR 144 and Powell Rd intersection, north along CR 144.
Parcel(s)	G04-013
Date	November 4, 2024

The applicant is seeking approval from the City of Wildwood City Commission for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to High Density Residential (City) for the parcel listed above on 2.94 acres MOL. This request is accompanied by rezoning request RZ 2309-002 (O2024-19).

ANALYSIS: The applicant is proposing to construct a residential development and is requesting High Density Residential (HDR) land use which allows a maximum of 15 dwelling units per acre. This request is an increase in density as the current land use is within Sumter County with a maximum of 6 dwelling units for the property. With this density request it would result in a maximum of 44 dwelling units on the subject property.

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

(1) Justification of the proposed amendment has been adequately presented;
The applicant submitted their justification to the City of Wildwood for the proposed request to change the Future Land Use from Rural Residential (County) to High Density Residential (City), as supported in the 2050 Comprehensive Plan Amendment. This is in line with Policy

1.2.7., “upon annexation of properties within the JPA, the City shall amend the FLUM to include the annexed property.”

(2) The proposed amendment is not inconsistent with the goals, objectives, and policies of the comprehensive plan;
The applicant finds the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan as stated with Policy 1.1.1.a for High Density Residential future land use as it is intended to accommodate multifamily residential dwelling units at a high density. The subject property is located within an area of existing development where public infrastructure, services, and utilities are already present, approximately 639 feet from the western corner of the subject property, which is in line with Policy 1.2.1., “The City shall encourage growth and development in areas where public infrastructure, services, and utilities are already present or planned to be within 3 to 5 years.”

(3) The proposed amendment should not be considered urban sprawl or exemplify an energy-inefficient land use pattern;
This parcel is located along CR 144, a Sumter County owned and maintained minor local road with central and residential mixed use and low residential land uses surrounding the property. Objective 1.2 could be met from Policy 1.2.8., “the City shall encourage all new development and redevelopment projects to cultivate a more sustainable land development pattern,” as the properties to the north and west allow a maximum of 14 units per acre. This would include direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl, and maintaining compatibility with adjacent land uses. This parcel falls within the Joint Planning Area (JPA) and is in line with Policy 1.2.5., the City is using the JPA to combat urban sprawl, provide an energy-efficient land use pattern, and manage growth in an environmentally sensitive manner.

(4) The proposed amendment will not have an adverse effect on environmentally sensitive systems;
The applicant finds the proposed amendment will not have an adverse effect on environmentally sensitive systems. An environmental assessment was done by RES in October 2022. Onsite observations identified the following land cover classifications on the subject property: FLUCCS Code, 420 – Upland Hardwood Forest and FLUCCS Code, 213 Woodland Pasture. Tree mitigation requirements will be met at the site plan stage of the development in accordance with the Land Development Regulations (LDR) 6.10. There were no wetlands or other surface waters on the site. Although no engaged species were found during the environmental assessment, it is recommended that an updated gopher tortoise survey be conducted no more than 90 days prior to construction to allow permitting and relocation in the event tortoises are found on the subject property, using FWC guidelines. A request for concurrency from the USFWS was also recommended to ensure that surveys for the Florida scrub jay would not be necessary prior to development.

(5) The proposed amendment will not adversely affect transportation, potable water, sewer, schools, or other public facilities without providing remedies to correct the system or facility.
Transportation: A minor transportation impact analysis was done by VHB and accepted by Sumter County’s Public Works Department with a condition. Access to the property is proposed from Powell Rd, a four-lane divided minor local road maintained by Sumter County through the existing right-in/right-out access to the Wildwood Preserve Apartments. A driveway

connection on CR 144 is to be used as emergency access and is currently gated. Although this property will be sharing the entrance of the Wildwood Preserve Apartments, the subject property is a separate entity. Cross-access easements will need to be obtained at the site plan stage. The proposed development is projected to generate 30 AM peak hour trips and 38 PM peak hour trips with a total of 245 daily trips. A deficiency was identified at the southbound left turn lane on Powell Rd at C 44A. TIA was accepted under the condition that the southbound left-turn lane on Powell Rd at C 44A is to be extended by 220 feet for a total turn lane length of 380 feet. No right-turn lane is recommended on Powell Rd based on the guidelines in the NCHRP Report 457. At the project buildout in 2026, all intersections within the TIA are projected to operate at an acceptable LOS. Policy 2.3.3., “The City shall rely on the Level of Service Standards established in the ISBA and as follows, based on peak hour, peak direction traffic volumes, to ensure that acceptable traffic conditions are maintained.”

Potable Water & Sewer: City water and sewer lines are located within 1,000 feet of the subject property and connection to city utilities is required per Policy 1.3.2., "The City shall prohibit the installation of new septic tanks within all new residential, commercial, and industrial projects within the City where wastewater is available.” Based on the most recent analysis of utility capacity, staff is unable to verify adequate wastewater capacity for new applications which result in an increase in density or intensity; however, the land use amendment request is accompanied by a developer's agreement to include deferral of connection to city wastewater until such time as Phase 1 of the programmed wastewater treatment plant capacity improvements are completed and permitted for use. The subject property anticipates an estimated 44 ERUs of potable water and sanitary sewer. Per Policy 4.2.3., “The City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy.”

The City’s WWTP has a current permitted capacity of 3.55 million gallons per day (MGD). Through a variety of analysis and forecasts, the City has determined it will be close to reaching its system wastewater capacity in or around 2026. The City has initiated the WWTP Expansion. The City anticipates construction to begin in or around the beginning of 2025. While certain milestones have been set to work towards a completion date of 2027, the actual completion date of the WWTP Expansion has not been established. Developer understands that capacity cannot be guaranteed until Substantial Completion and Occupancy of the WWTP at its expanded, City-wide capacity of 5.5 MGD has been achieved.

The City and Developer agree that the milestone which shall trigger certain provisions of this Agreement is the substantial completion and occupancy phase of the WWTP Expansion. For purposes of this Agreement, Substantial Completion and Occupancy is the point in the progress of the construction, when the WWTP Expansion is sufficiently complete so that the City is able to fully occupy and fully utilize the WWTP Expansion and expanded capacity of 5.5 MGD for its intended use with all required certificates of occupancy obtained. Developer understands that and agrees that City shall in no way be held in default under this Agreement for any delay in the Substantial Completion of the WWTP Expansion.

Developer acknowledges and agrees that its proposed development was not previously included in any capacity analysis related to the WWTP and, therefore, is voluntarily entering to this Agreement for purposes of awaiting the availability of future capacity after the WWTP Expansion.

Schools: The residential development is anticipated to generate a total of 13 school-aged children.

STAFF RECOMMENDATION: Staff recommends approval of the comprehensive plan amendment to change the future land use subject to approval of the accompanying developer's agreement.

Case CP 2309-002 was placed on the July 22, 2024, commission agenda for consideration of the final reading of the request for land use amendment. Pursuant to the applicant's request, the case was continued to a date certain of August 12, 2024, at 9:00 a.m. where the case was again continued to a date uncertain. The applicant has requested this case be heard again at the November 11, 2024, City Commission meeting at 9:00 a.m.

Melanie Strickland, AICP, CPM
Development Services Director

ORDINANCE NO. O2024-18

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROPOSING A SMALL-SCALE FUTURE LAND USE MAP AMENDMENT TO THE ADOPTED COMPREHENSIVE PLAN AND FUTURE LAND USE MAP IN ACCORDANCE WITH THE COMMUNITY PLANNING ACT OF 2011, AS AMENDED; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood, Florida, is proposing to amend the local Comprehensive Plan and Future Land Use Map of said City, to include a land use amendment described as follows, to-wit:

G04-013
Southwinds Commercial LTD
2.94 +/-

LEGAL DESCRIPTION:

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

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

This property is to be reclassified from Rural Residential (County) to High Density Residential (City)

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

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

SECTION 1. The adopted local Comprehensive Plan and Future Land Use Map for the City of Wildwood, Florida, are hereby amended to include the above-referenced property and proposed land use amendment as indicated above. The amendment to the Future Land Use Map of the local comprehensive plan is attached hereto as “Exhibit A” and incorporated herein by reference.

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

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

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

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

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

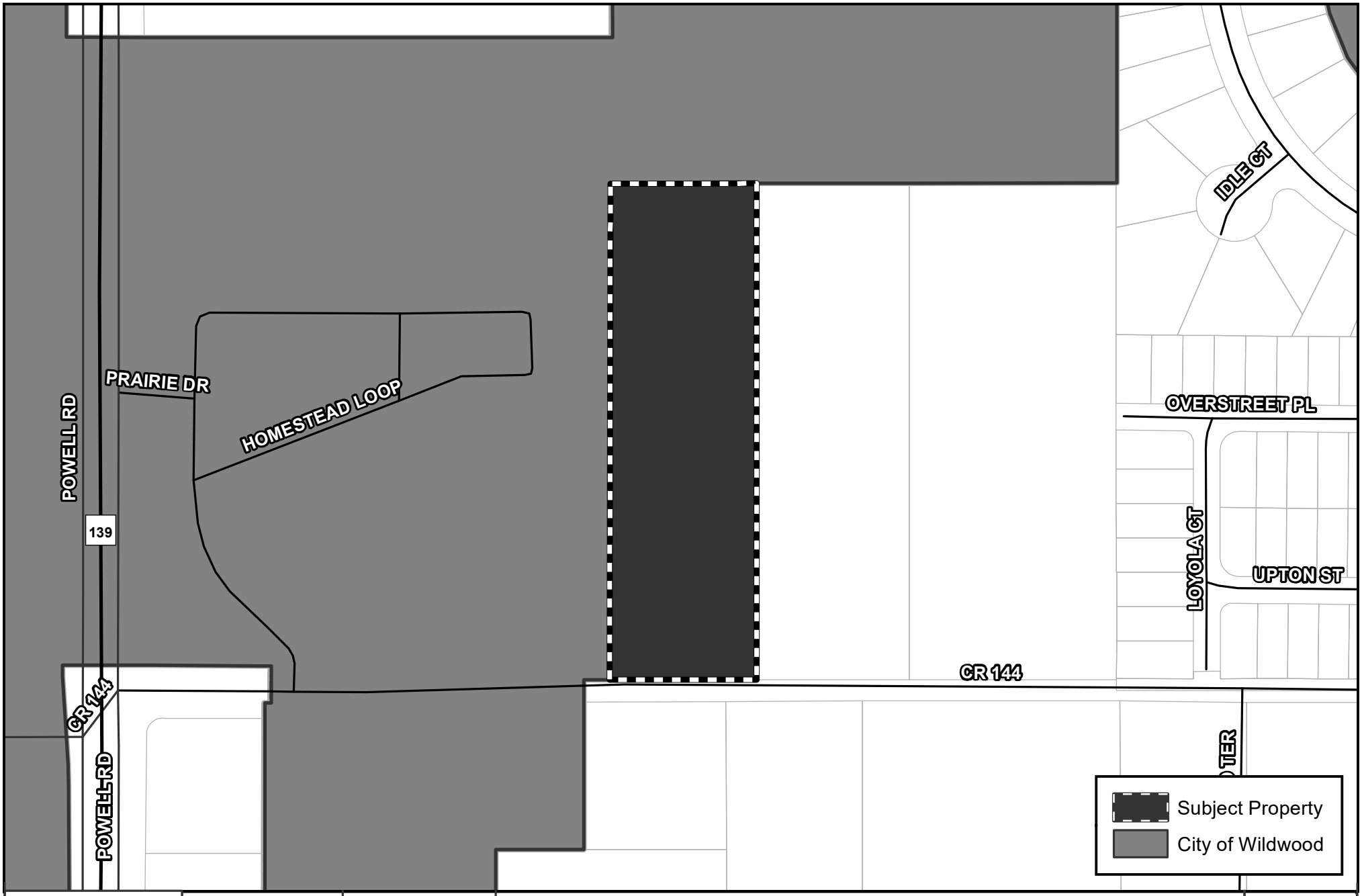
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD
EST. 1877
FLORIDA

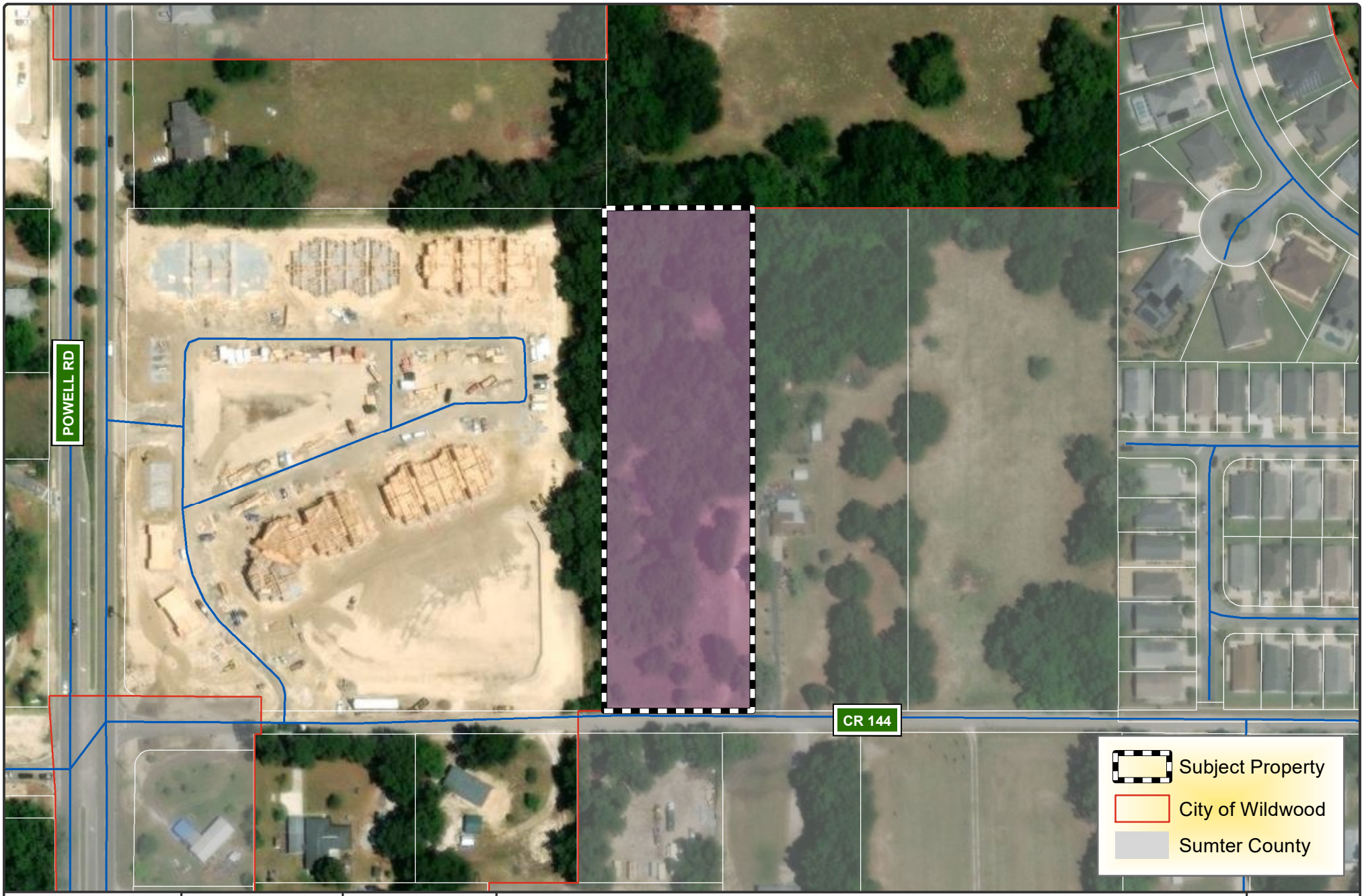
CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

CP 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 1A
LOCATION MAP
SEPTEMBER 2023



EST. 1877
WILDWOOD
FLORIDA

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

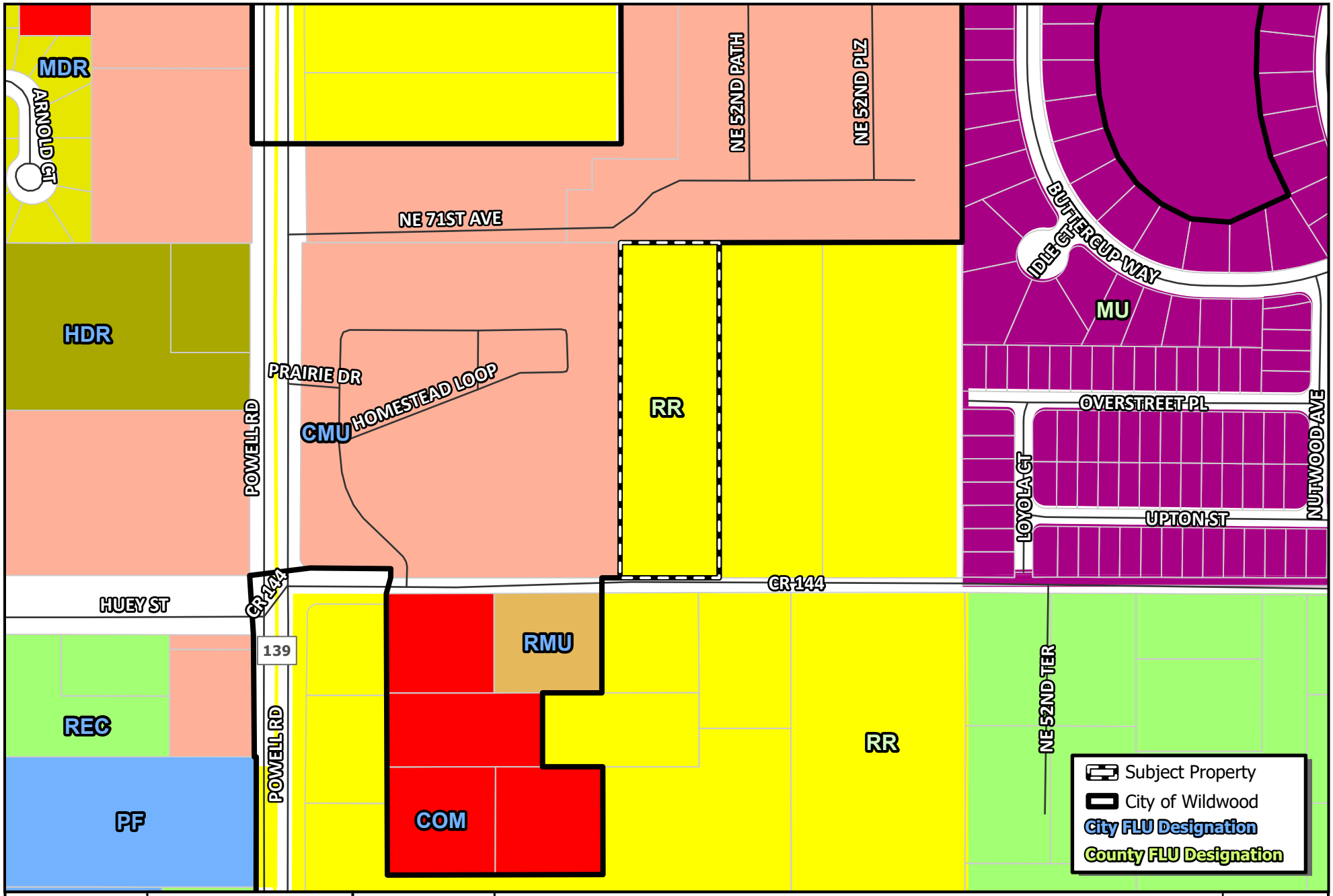
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CP 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 1B
LOCATION MAP
SEPTEMBER 2023



WILDWOOD FLORIDA EST. 1877

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

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US Feet
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CP 2309-002

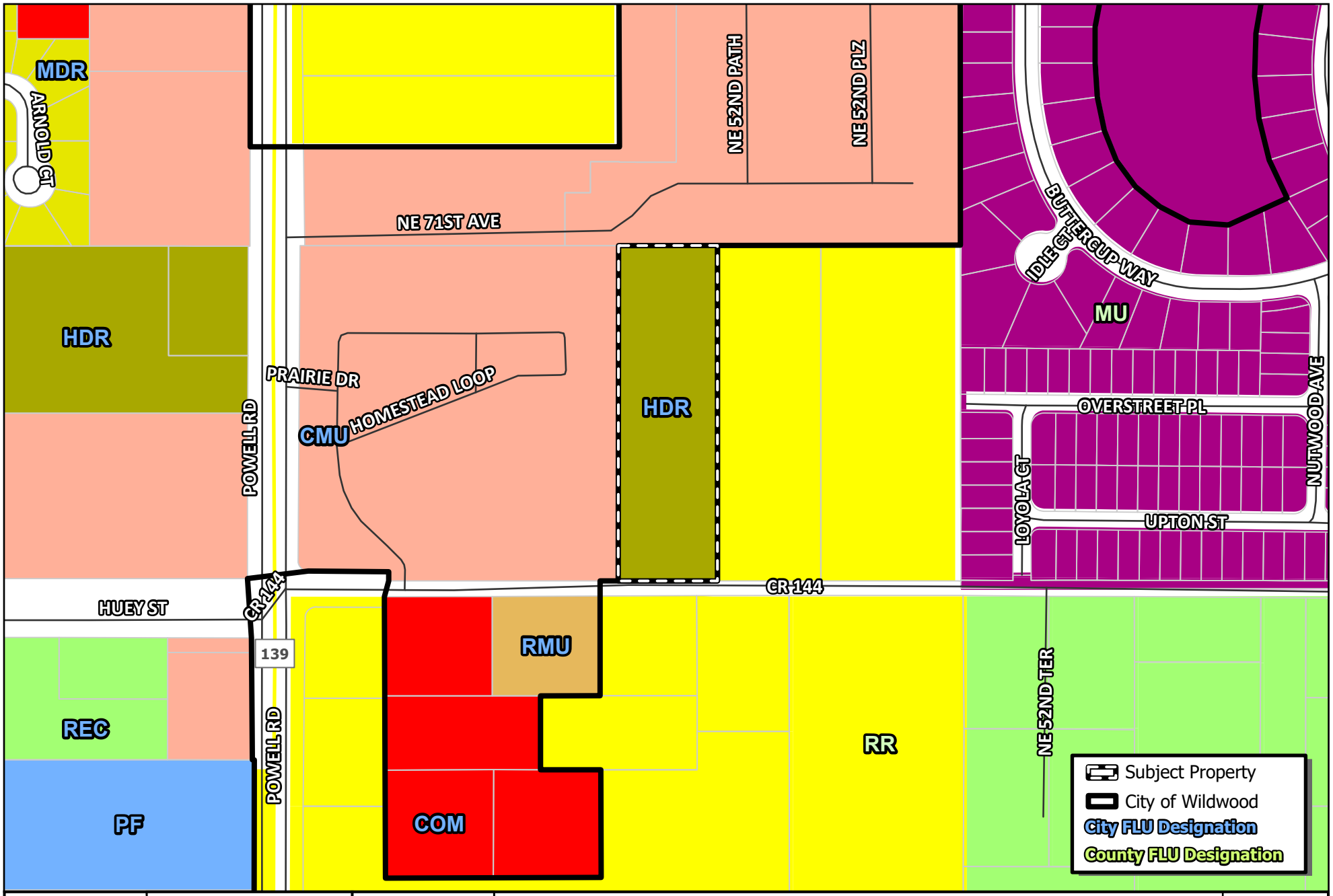
WILDWOOD EAST

PARCEL G04-013

MAP 2A

EXISTING LAND USE

MAY 2024



WILDWOOD FLORIDA EST. 1877

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

N
US Feet
0 55 110 220

CP 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 2B

PROPOSED LAND USE

MAY 2024

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: O2024-18

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, June 11, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate as the Local Planning Agency for a Comprehensive Plan amendment to amend the FLU map designation from Rural Residential (Sumter County) to High Density Residential (City) on 2.94 acres MOL. The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.

Case Number: CP 2309-002 Wildwood East

Applicant(s): LPG Urban & Regional Planners, Inc

Owner(s): Southwinds Commercial LTD

Parcel(s): G04-013

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

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 1.7(D), the Special Magistrate

☐ recommends approval.

☒ recommends approval with the following conditions:

verification of wastewater capacity

☐ recommends denial.

Dated: June 11, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

City of Wildwood, Florida
Development Services Department
100 N. Main St., Wildwood, FL 34785
Tel: 352.330.1334 Fax: 352.330.1338
www.wildwood-fl.gov

Staff Use Only
Case No.: _____
Fee Paid: _____
Receipt No.: _____

Application for Preliminary Concurrency Determination

Applicant Name: LPG Urban & Regional Planners, LLC, Michael Rankin Phone: 352-385-1940
Address: 1162 Camp Ave., Mount Dora, FL 32757 E-mail: MichaelR@lpgurp.com
Owner Name: Southwinds Commercial LTD, Paul Missigman, Manager Phone: 407-741-8500
Address: 200 E. Canton Ave., Suite 102, Winter Park, FL 32789 E-mail: M.Gauthier@atlantichousing.com
Engineer Name: Madden, Moorhead & Stokes, Inc., David Stokes, P.E. Phone: 407-629-8330
Address: 431 E Horatio Ave., Maitland, FL 32751 E-mail: dstokes@madden-eng.com

Property Information:

PROJECT NAME*: Wildwood East

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

Property Address: East of Powell Road and North of CR 144
List Parcel Number(s): G04-013
Use of Property: Single Family
Do you currently have City Utilities? ☐ Yes ☒ No Size of Property (Acres or Square Feet): 2.94 +/- acres

Required Submittal Items: All document(s) listed below can be submitted electronically in PDF format.

A.0 Application for Preliminary Concurrency Determination

Project Buildout Information:

Phasing Schedule:	Phase 1: 2025	Phase 2:	Phase 3:	Phase 4:	Total:
Residential Units:	44 MF				
Retail SF:					
Office SF:					
Institutional SF:					
Industrial SF:					

Project Demand on Facilities:

Phasing Schedule:	Phase 1: 2025	Phase 2:	Phase 3:	Phase 4:	Total:
Sewer (Avg GPD):	11,000				
Water (Avg GPD):	13,200				
Parks (Acreage):	0.294				
Refuse (cy/day):	0.26 cy/day				

Notes: _____

Signature: [signature] Print Name: Michael Rankin Date: 19 Sept 2023

Note: If application is being submitted by any person other than the legal owner(s) of the property, the applicant **MUST** provide a notarized Authorized Agent Form from the owner to submit application.

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

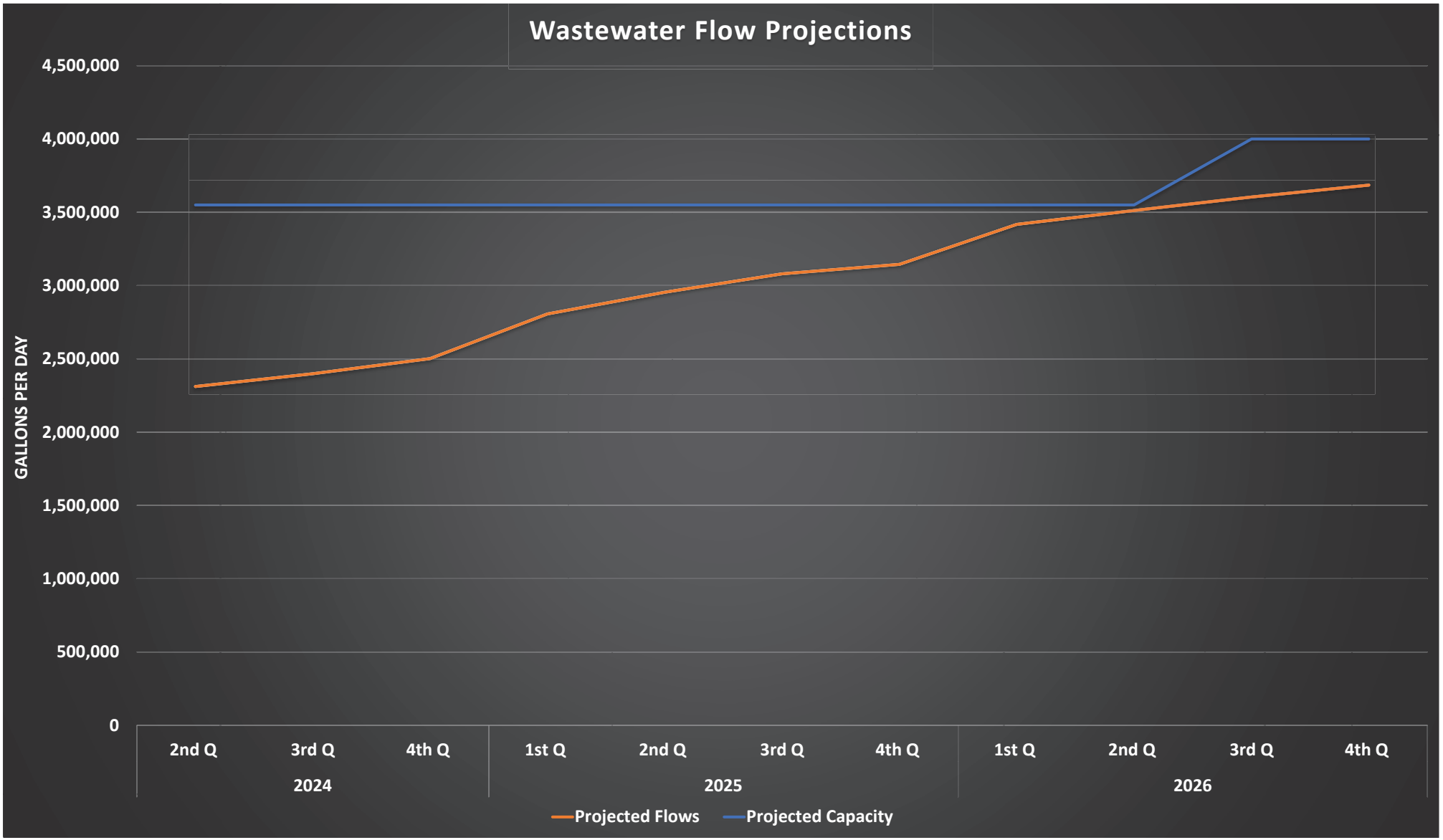
PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd 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%

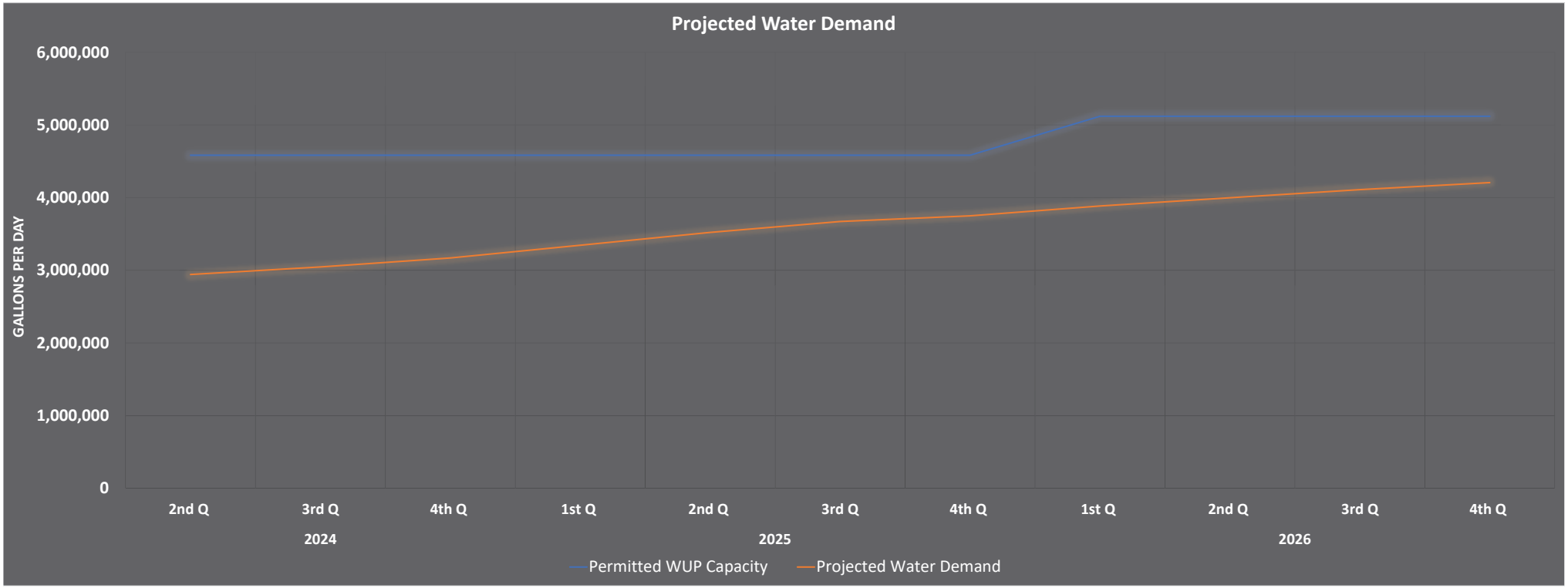
City of Wildwood Water Demand Projections

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



Print

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

Date Submitted: 3/5/2024

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

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		Parcel Number

Sumter County Traffic Impact Analysis (TIA)

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

Matthew Tadlock

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

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

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2023 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

Choose File No file chosen

Please submit your TIA

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

Date of Methodology Acceptance by County

12/15/2023

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

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1

Introduction

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

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

Project Description

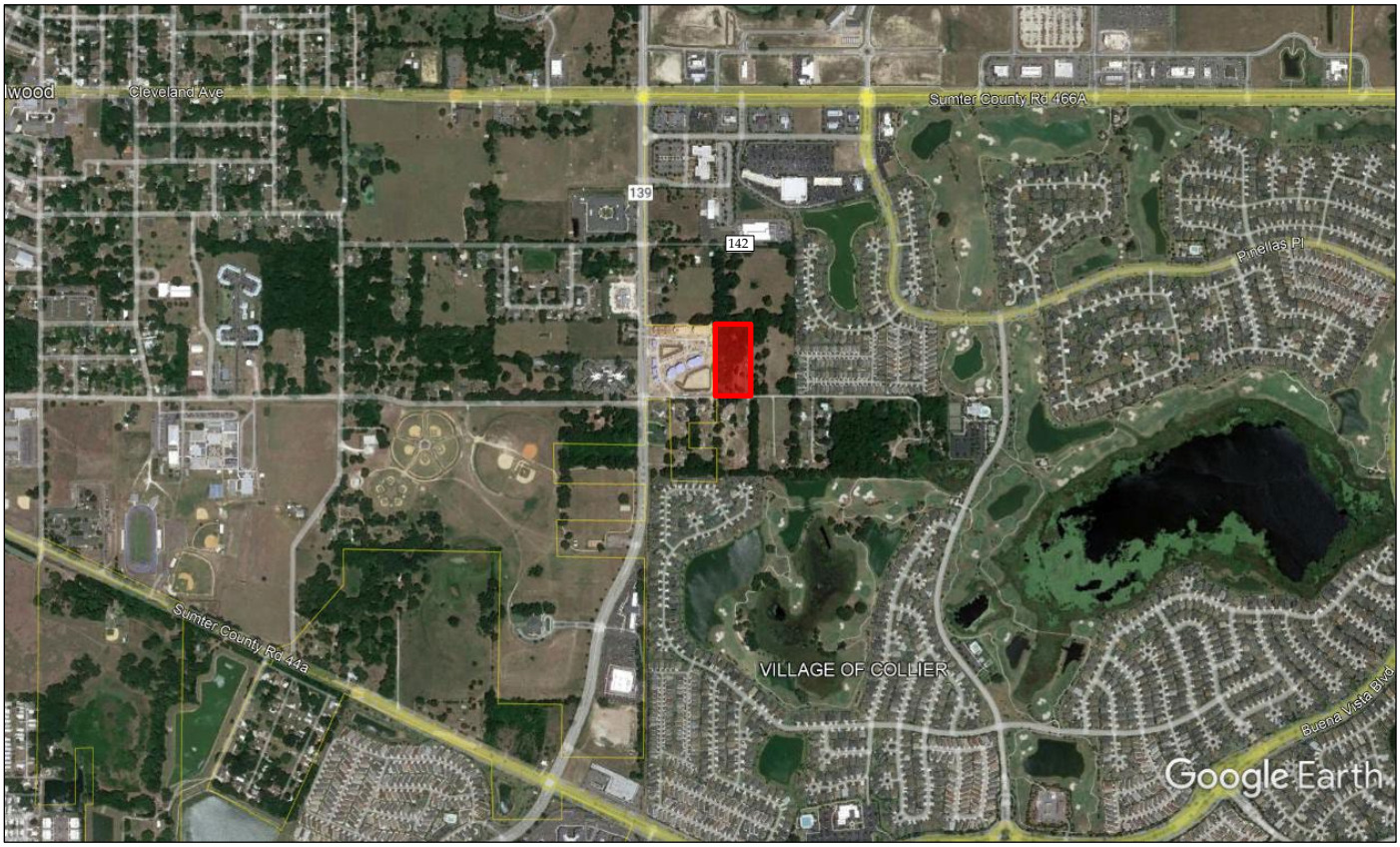
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

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

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

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

Figure 1 Project Location Map



Project Location

Study Area

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

Roadway Segments:

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

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

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

Trip Generation

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

Table 1: Project Trip Generation

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

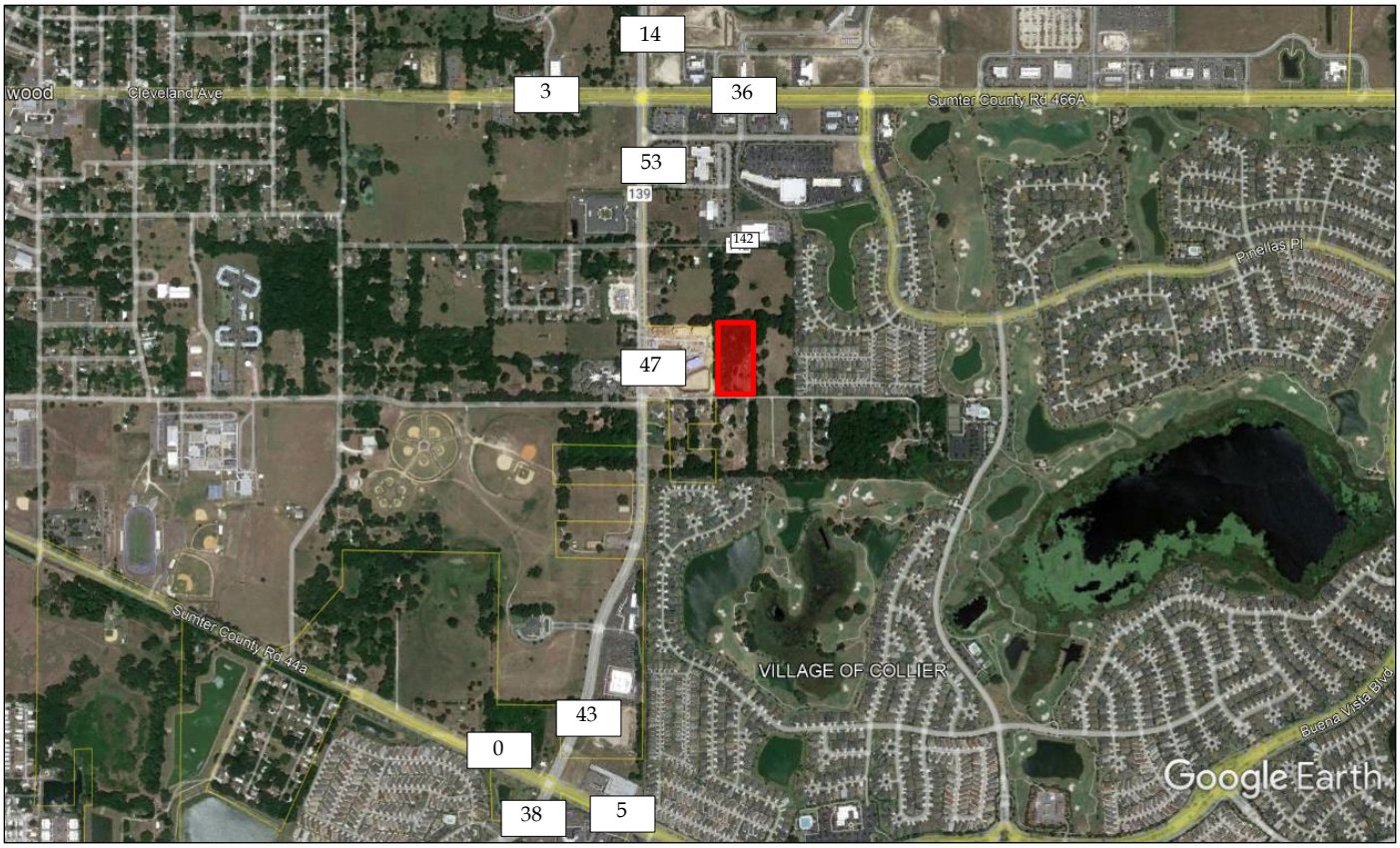
Source: *ITE Trip Generation, 11th Edition*

Trip Distribution and Assignment

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

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

Figure 2 – Project Trip Distribution Map



Project Location

38 Trip Distribution

2

Existing Conditions

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

Existing Roadway Capacity Analysis

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

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

Table 2 : Existing Roadway Conditions

AM PEAK HOUR

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

PM PEAK HOUR

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

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

Existing Intersection Capacity Analysis

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

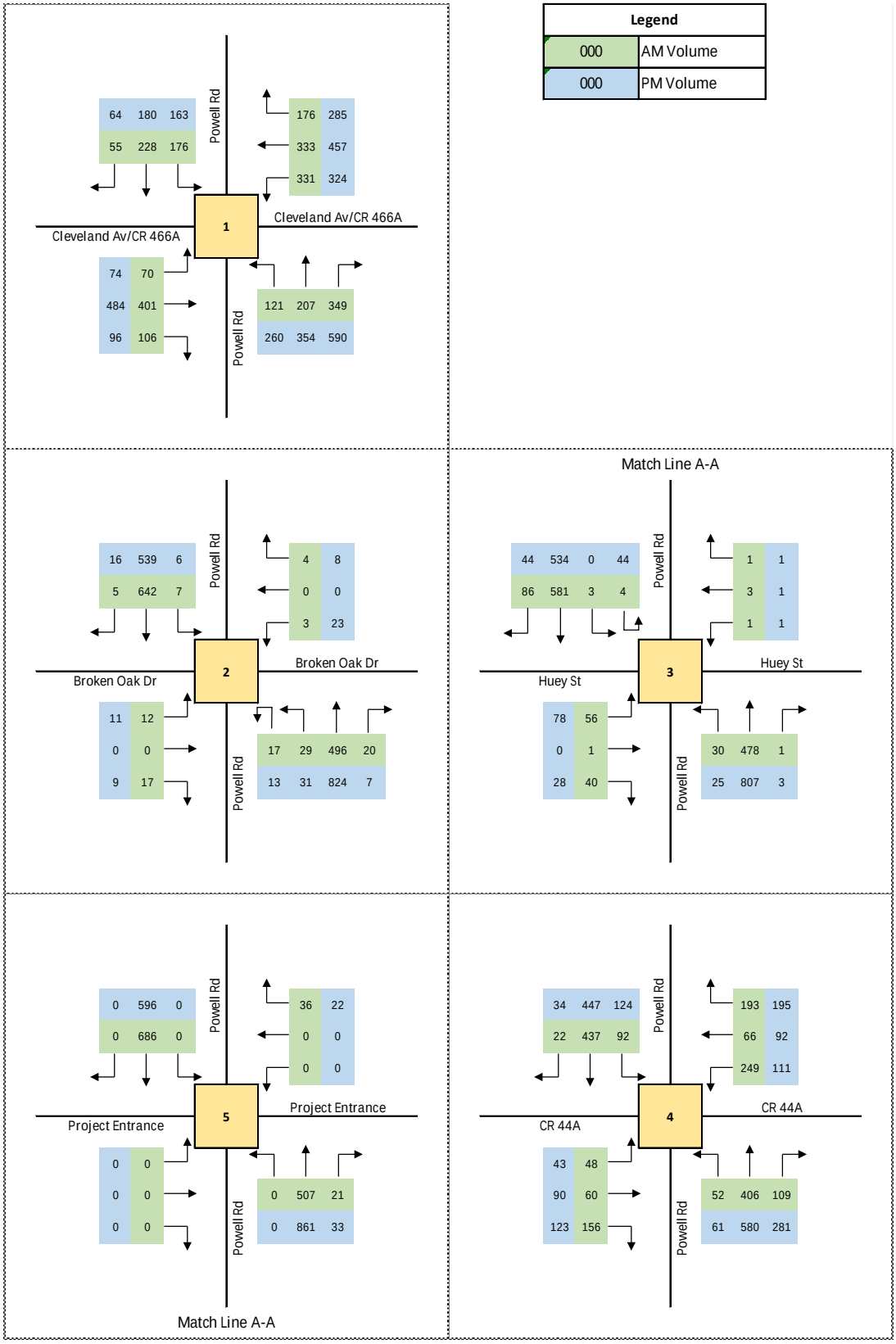
The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level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

Table 3: Intersection Capacity Analysis – Existing Conditions

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

Source: Synchro 11.0, HCM 6th Edition

Figure 2 Existing AM and PM Peak Hour Traffic Volumes



3

Future Conditions

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

Future Roadway Capacity Analysis

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

Table 4 : Year 2026 Future Roadway Capacity Analysis

AM PEAK HOUR

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

PM PEAK HOUR

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

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

Future Intersection Capacity Analysis

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

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

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

Table 5 : Intersection Capacity Analysis –Future Conditions

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

Source: Synchro 11.0, HCM 6th Edition

Figure 3 Future Turning Movement Volumes AM Peak Hour

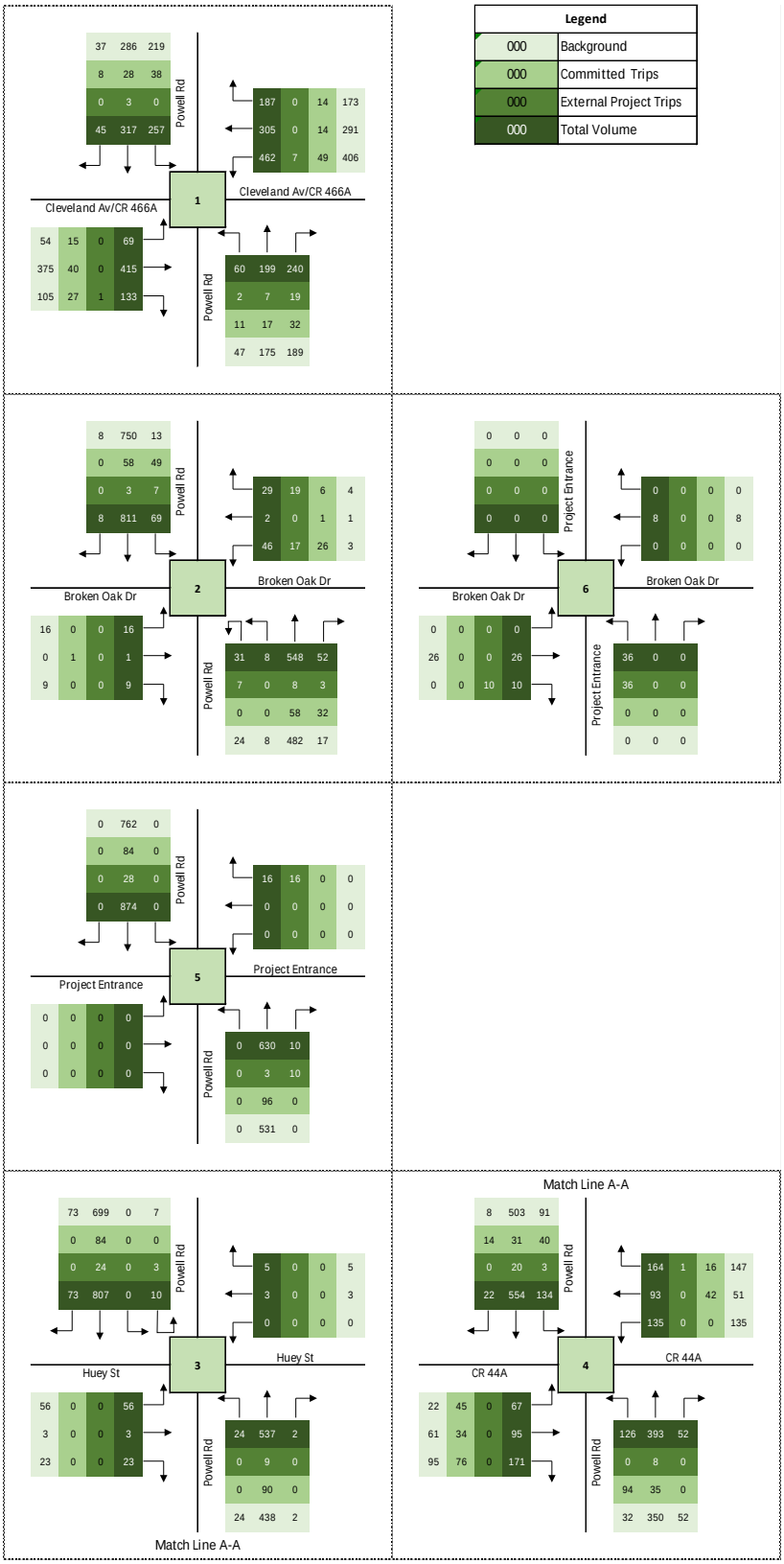
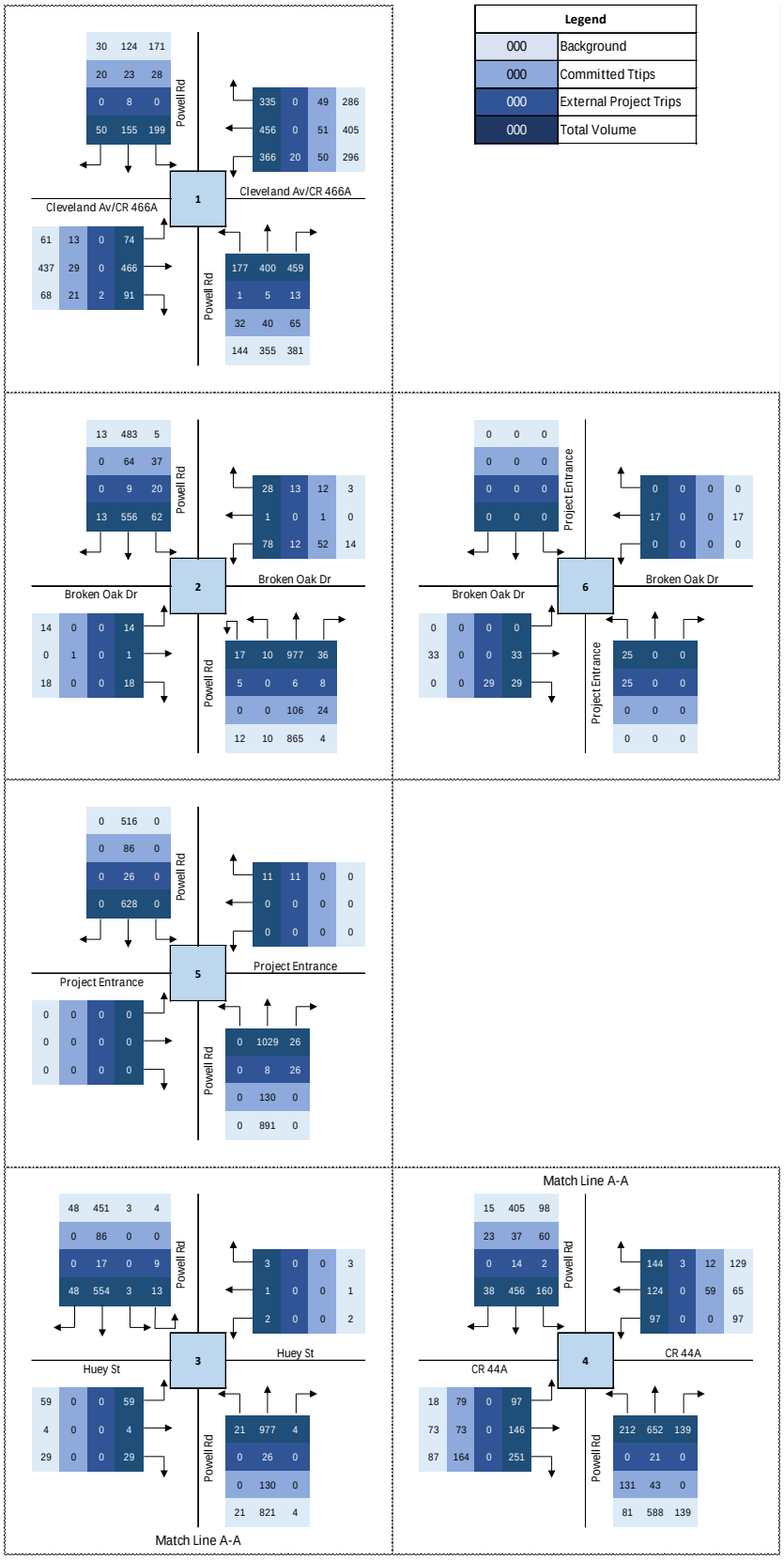


Figure 4 Future Turning Movement Volumes PM Peak Hour



Project Turn Lane Analysis

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

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

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

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

Table 6: Turn Lane Queue Analysis

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

Notes:

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

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

4

Conclusions

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

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

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

APPENDICES

APPENDIX A

Methodology

Print

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

Date Submitted: 12/7/2023

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

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		G04-013

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

64294.01_Wildwood-Atlantic Housing_Methodology.pdf

Please submit your TIA

Choose File No file chosen

Date of Methodology Acceptance by County

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

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

Memorandum

To: Sumter County
Public Works Department

Date: December 7, 2023

Project #: 64294.01

From: Joedel Zaballero, PE, PTOE

Re: Wildwood Residential Annexation & Rezone
Traffic Impact Analysis Methodology

Purpose

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

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

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

Section 1: Project Description

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

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

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

Project buildout is anticipated in 2026.



Project Location

Source: Bing Maps 20223

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

Memorandum

Section 2: Primary Impact Area/Study Area

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

Table 1: Roadway Segments Screening

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

Sources: Sumter County CMP Database 2022
VHB, Inc.

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

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

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

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

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

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

Section 3: Data Collection/Existing Conditions

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

Section 4: Minimum Acceptable Level of Service

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

Memorandum

Section 5: Background Traffic

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

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

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

Table 2: Roadway Segments – Vested Trips

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

Sources:

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

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

Table 3: Growth Rate Comparison

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

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

Memorandum

Section 6: Planned, Programmed and Committed Projects

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

Section 7: Trip Generation

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

Table 4: Trip Generation Summary

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

Source: *ITE Trip Generation, 11th Edition*

Section 8: Trip Distribution

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

Section 9: Transportation Assessment

Include AM peak hour as well.

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

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

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

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

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

Section 10: Report

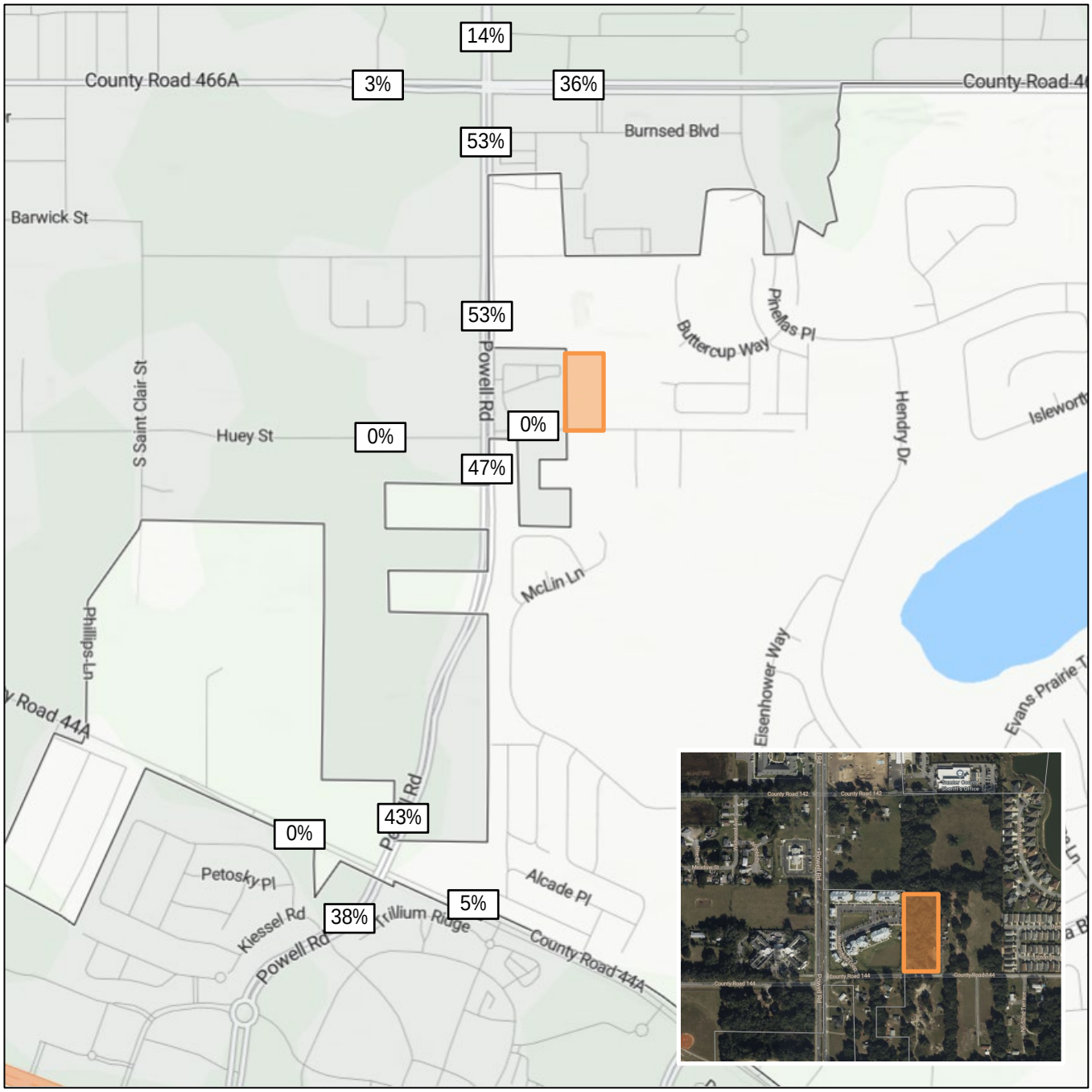
A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the City of Wildwood and Sumter County.

Attachments:

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

Figure 2: Project Trip Distribution Map

Wildwood East Annexation & Rezone CR 144

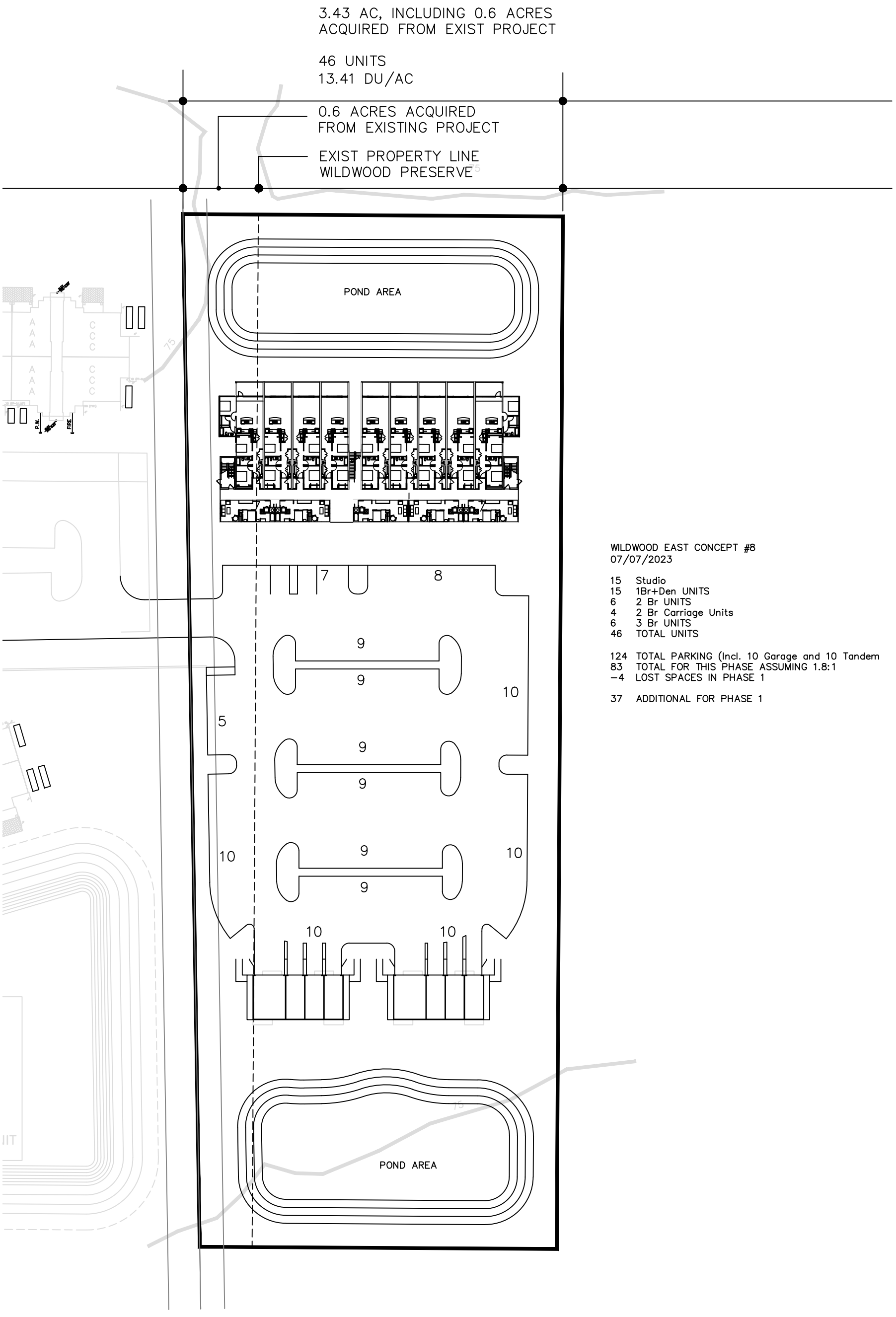


38% Project Distribution

Project Location

Source: Bing Maps 20223

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



WILDWOOD EAST CONCEPT #8
07/07/2023

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

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

37 ADDITIONAL FOR PHASE 1

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

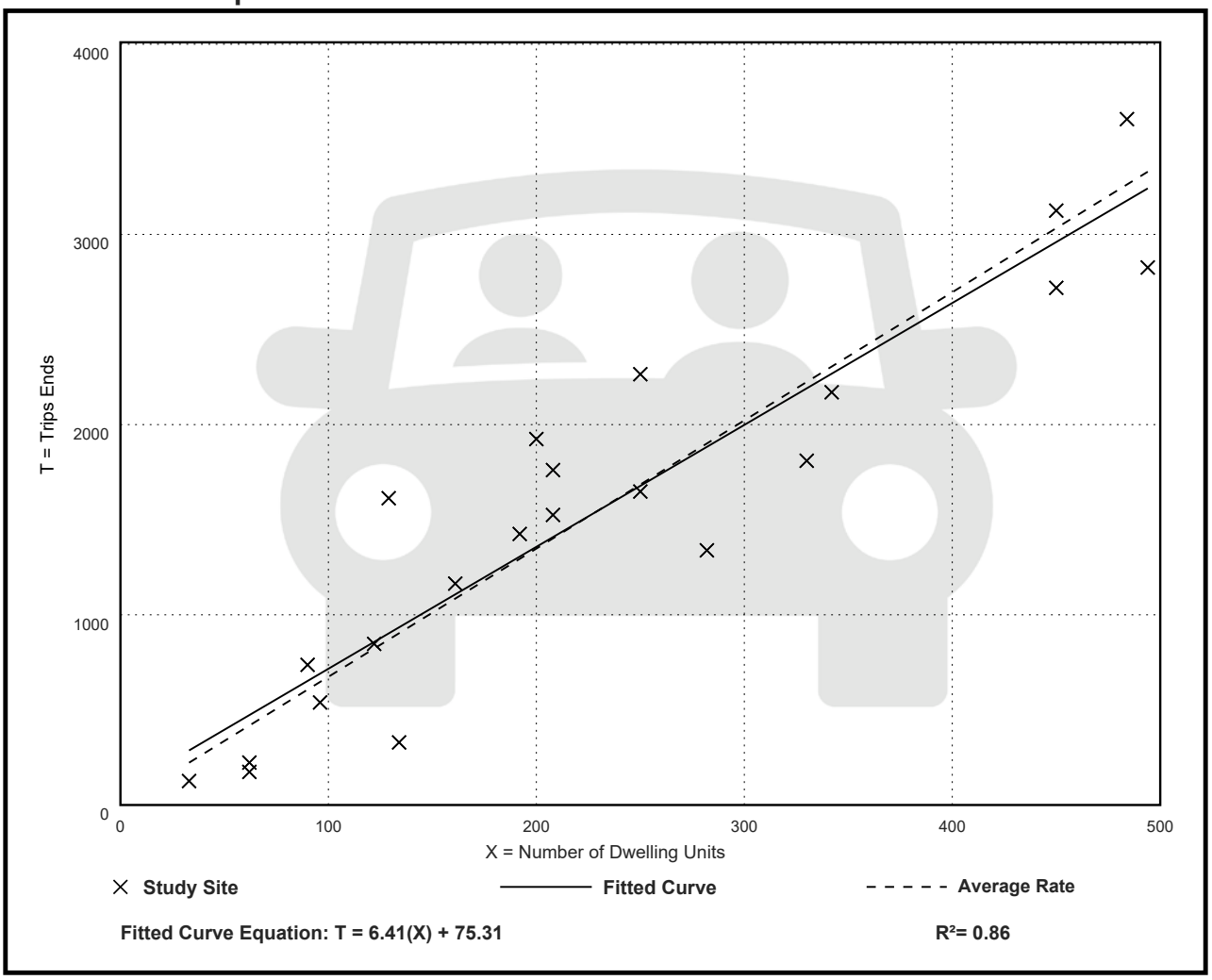
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

R^2= 0.86

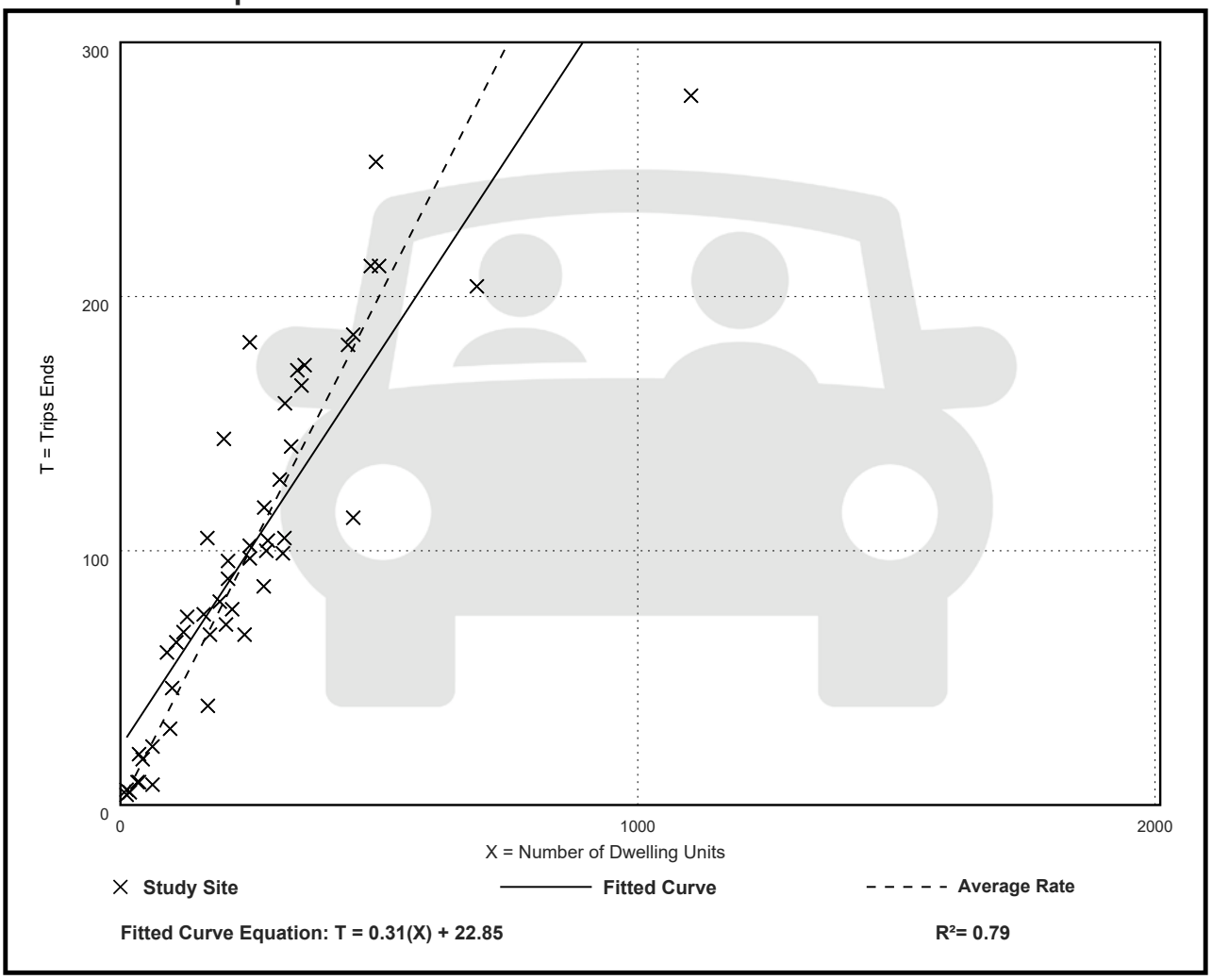
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



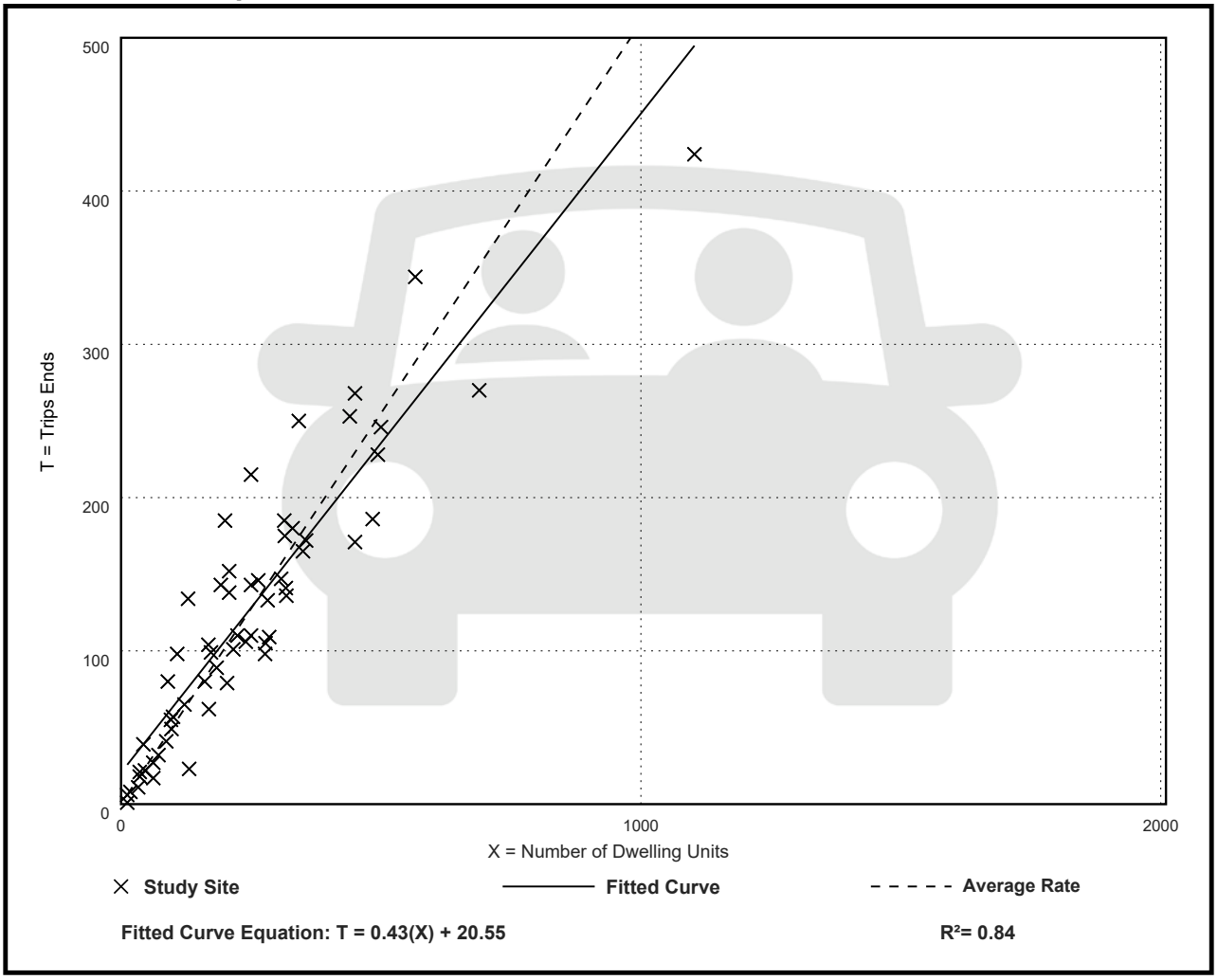
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

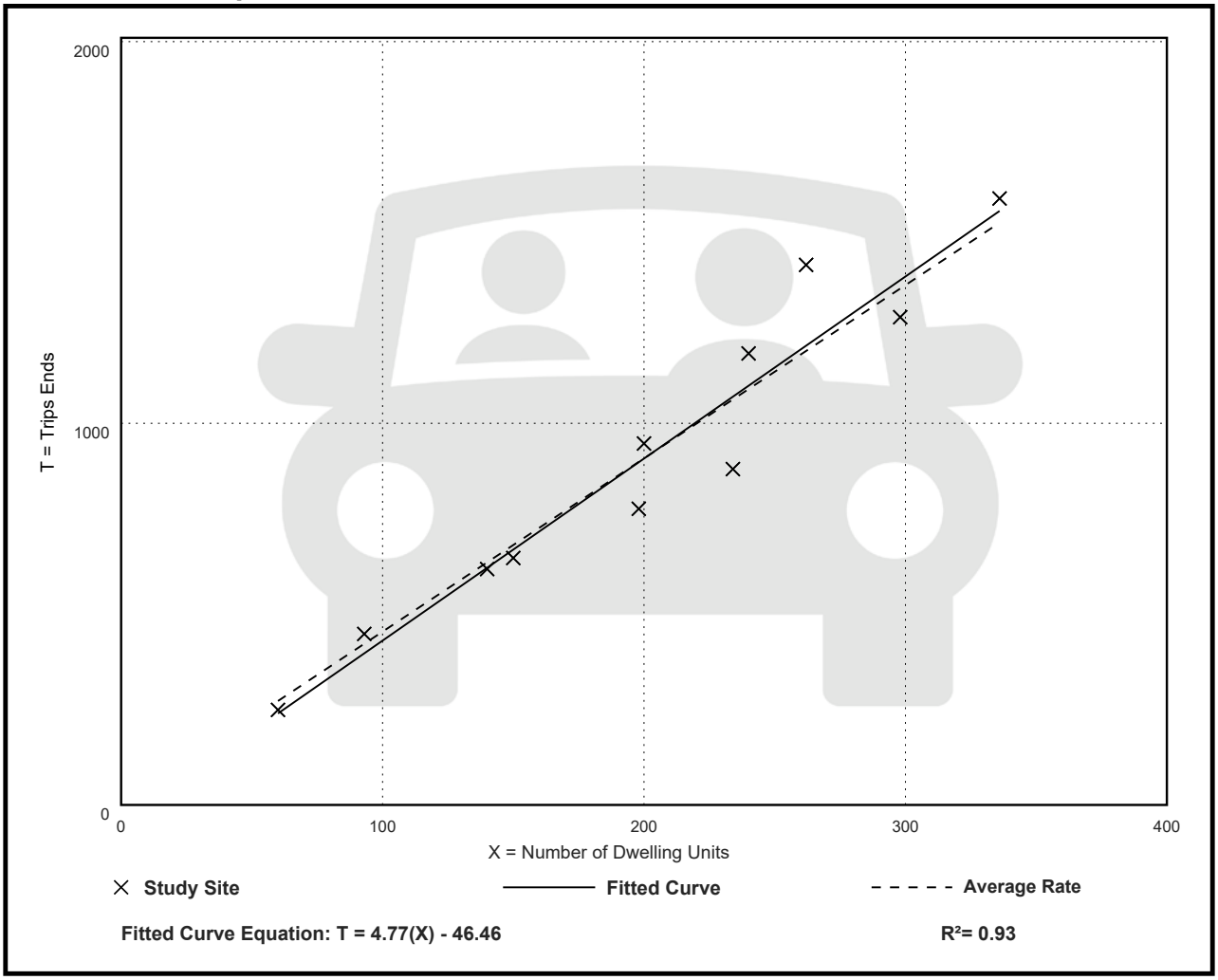
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



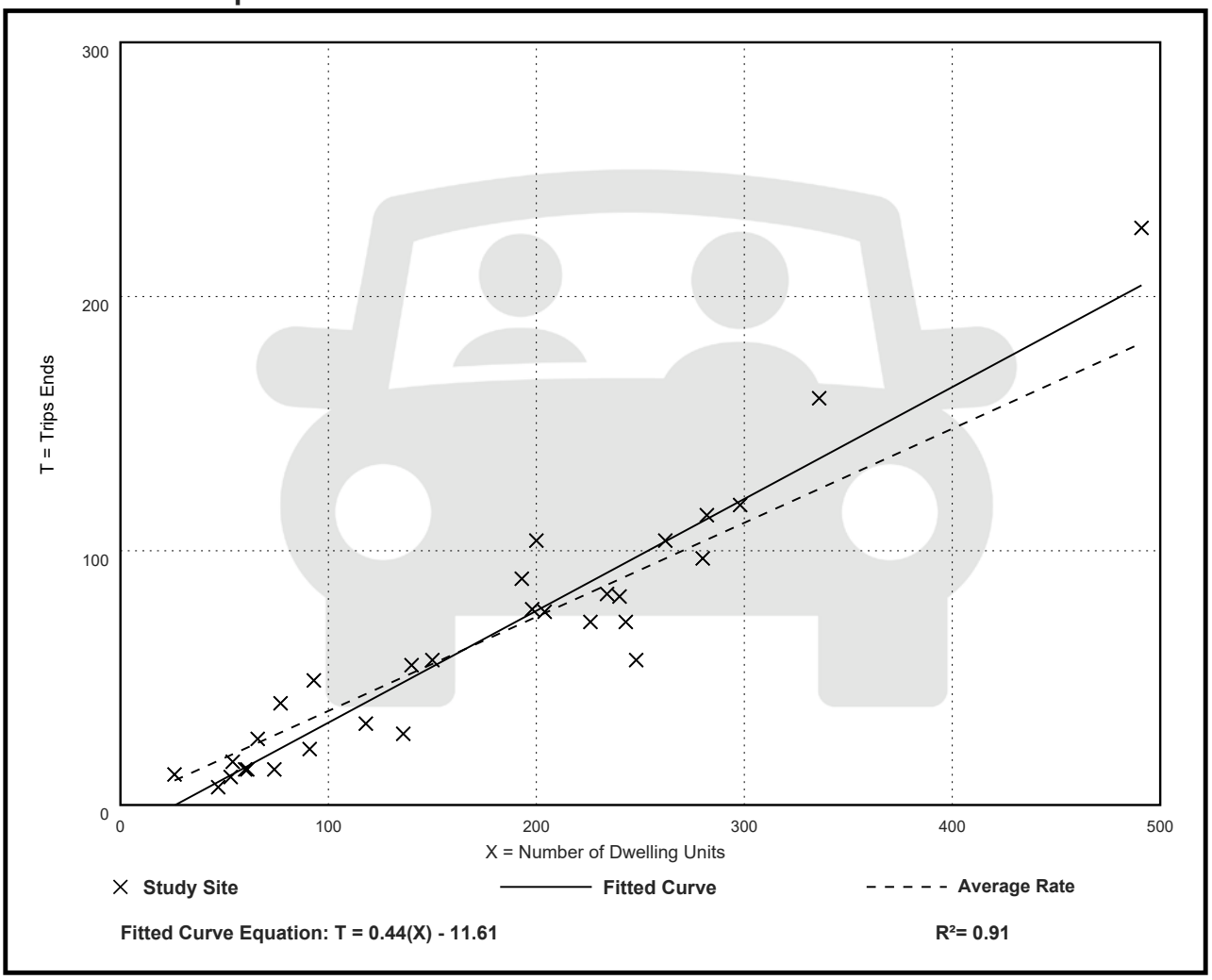
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



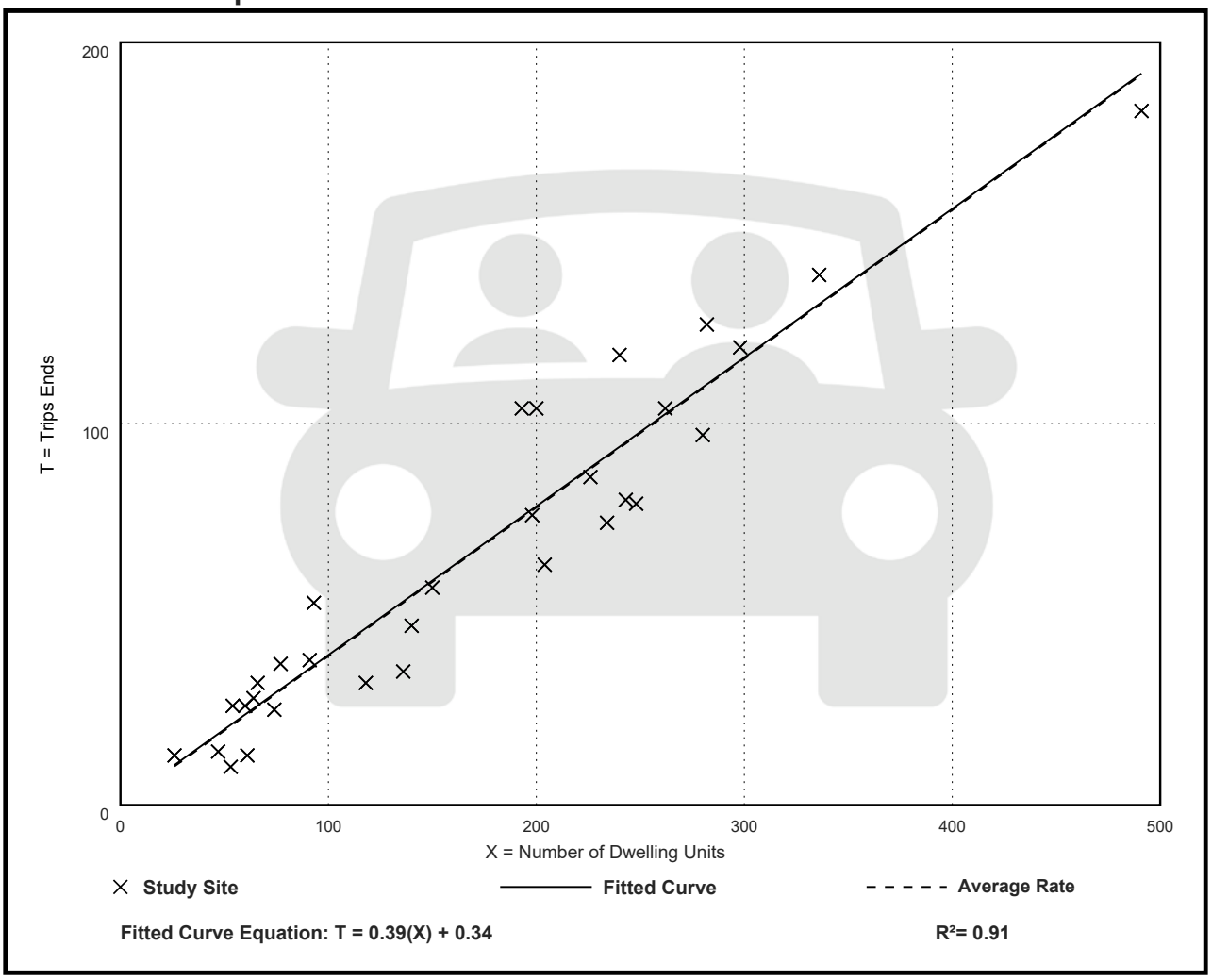
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Sumter County CMP Database

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

Sumter County CMP Database

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

Sumter County CMP Database

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

APPENDIX B

Turning Movement County, Signal Timing Plans, Peak Season Report

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 466A
EAST APPROACH

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

CR 139-Powell Road
SOUTH APPROACH

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 142
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 144 Huey St
EAST APPROACH

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

CR 139-Powell Road
SOUTH APPROACH

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 44A
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road



Project Entrance
EAST APPROACH

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

CR 139-Powell Road
SOUTH APPROACH

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

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

MOCF: 0.94

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

* PEAK SEASON

Sumter County Annual Traffic Counts

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

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

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

COORDINATION SETTINGS

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

5018

INTERSECTION: CR44A & Powell Rd/CR139

DATE: June 2019

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

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

COORDINATION SETTINGS

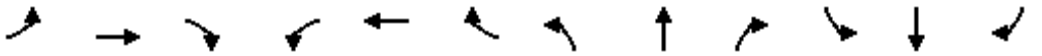
5020

INTERSECTION: CR466A & Powell Rd / CR462E

DATE: June 2019

APPENDIX C

Synchro – Existing Conditions



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

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

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

Intersection	
Int Delay, s/veh	0.9

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

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

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

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

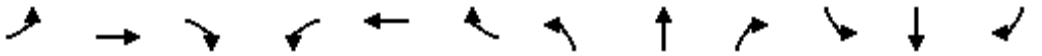
Intersection	
Int Delay, s/veh	1.9

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

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

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

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



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

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

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

Notes

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

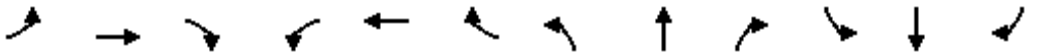
Intersection	
Int Delay, s/veh	0.3

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

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

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

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



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

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

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

Intersection	
Int Delay, s/veh	0.9

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

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

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

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

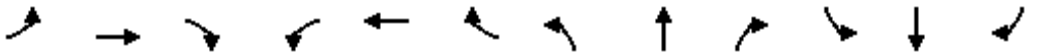
Intersection	
Int Delay, s/veh	2.1

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

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

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

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



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

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

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

Notes

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

Intersection	
Int Delay, s/veh	0.2

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

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

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

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

APPENDIX D

Committed Development

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

Sources:

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

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

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

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

EXECUTIVE SUMMARY

Project Information

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

Findings

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

Recommendations

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

PROFESSIONAL ENGINEERING CERTIFICATION

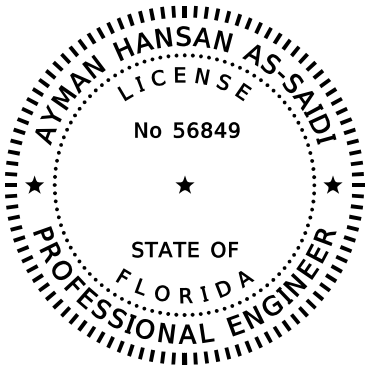
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional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

PROJECT: Parkview at Brownwood

LOCATION: City of Wildwood, Sumter County, Florida

CLIENT: Blount Standard LLC

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

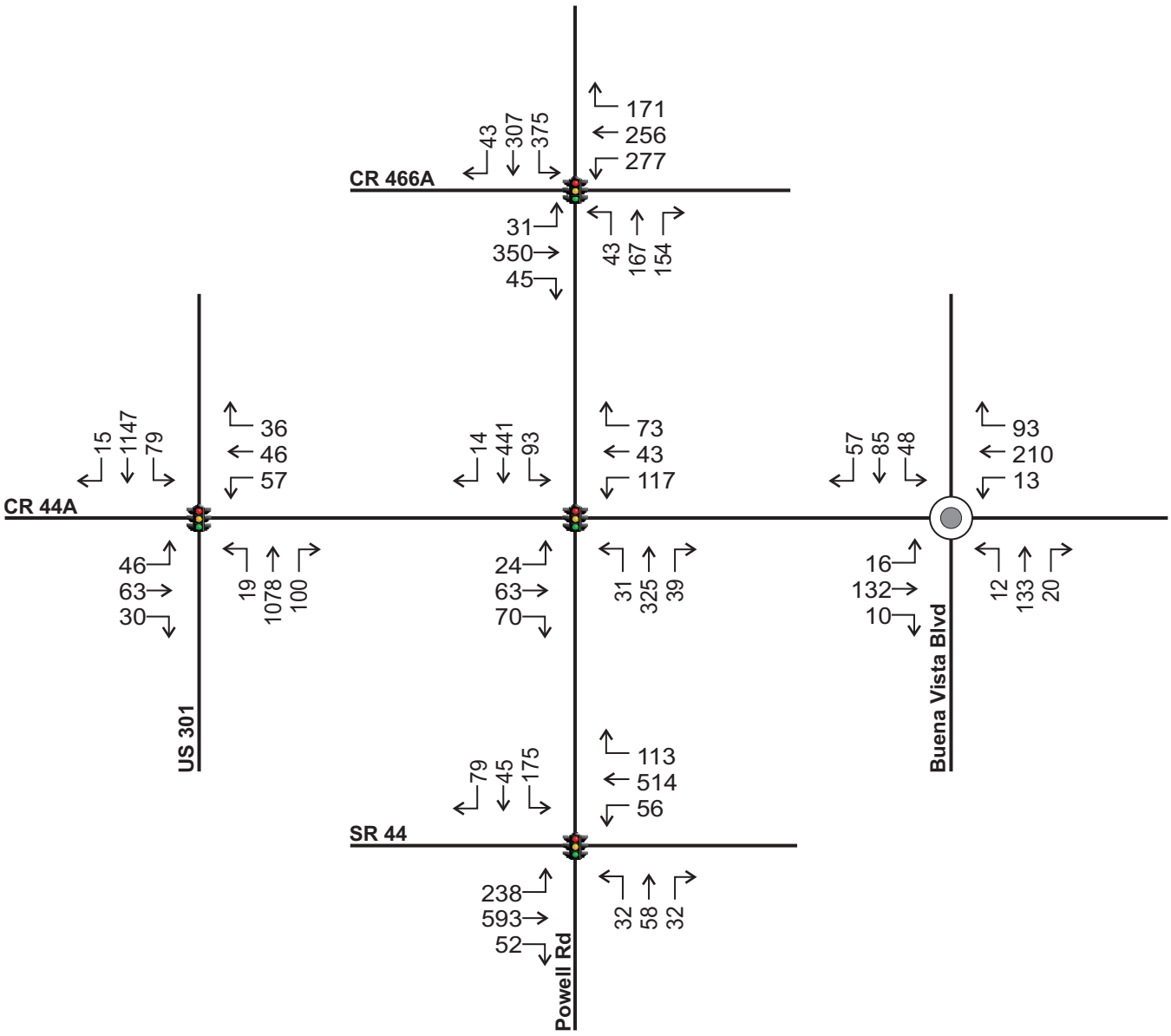


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ON THE DATE ADJACENT TO THE SEAL

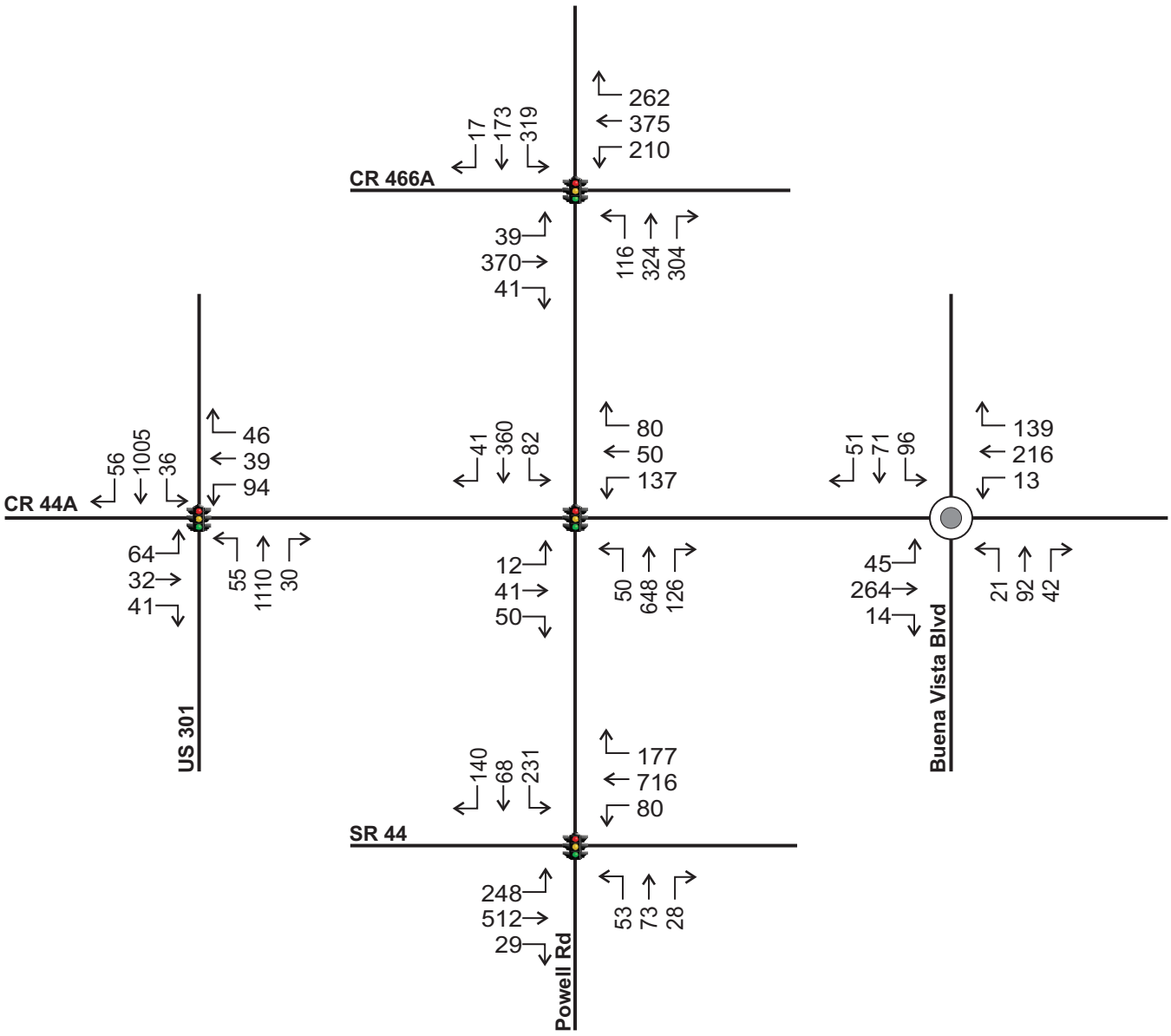
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ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
AYMAN H. AS-SAIDI, P.E. NO 56849



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

Figure 2



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

Figure 3

3.0 PROJECT TRAFFIC

3.1 Trip Generation

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

Table 3
Trip Generation Analysis

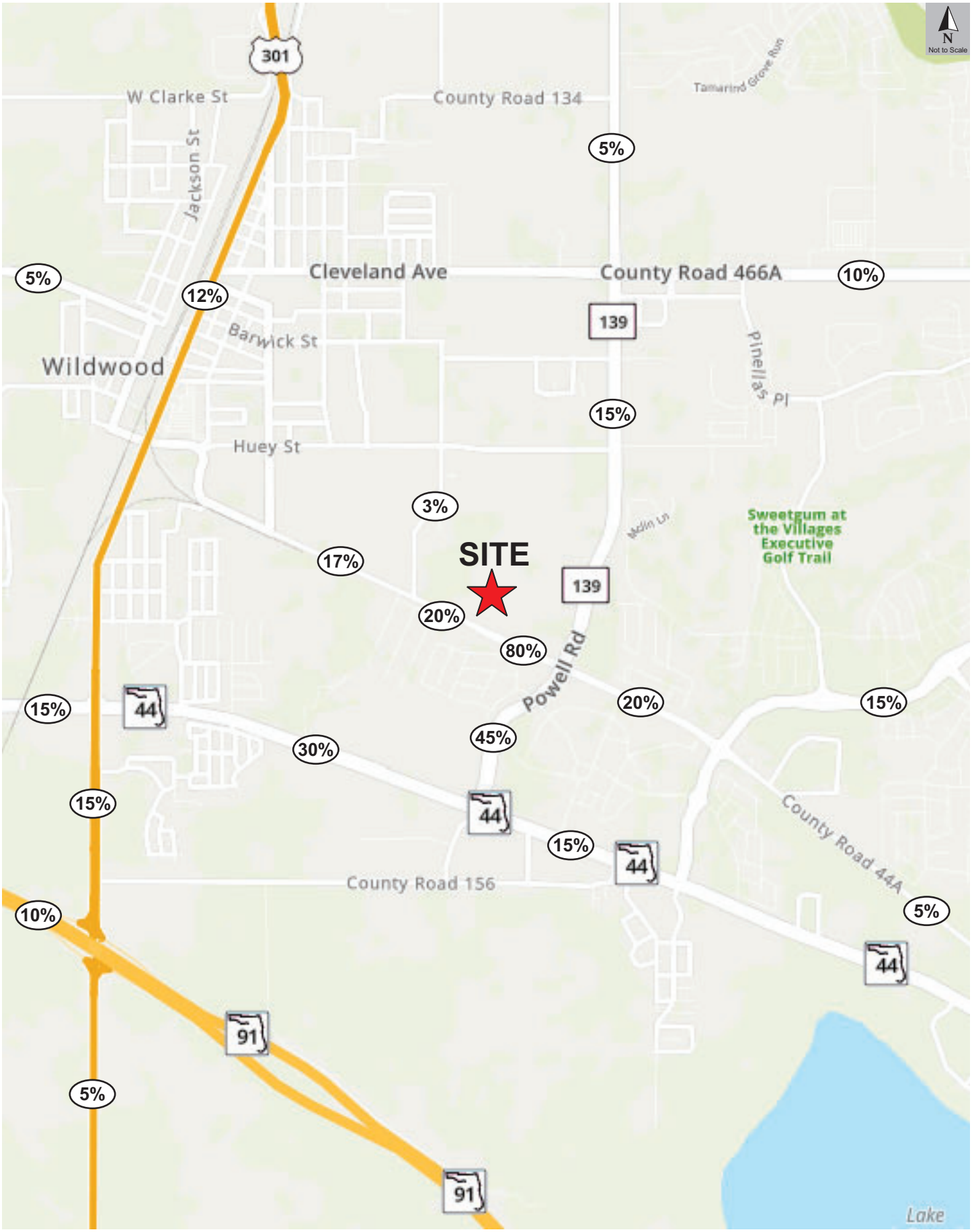
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27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

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

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

3.2 Trip Distribution

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



Project Trip Distribution
Parkview at Brownwood
20034.2, v2.2

Figure 4

A

4.2 Projected Roadway Segment Capacity

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

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

Table 5
Projected Roadway Segment Capacity Analysis

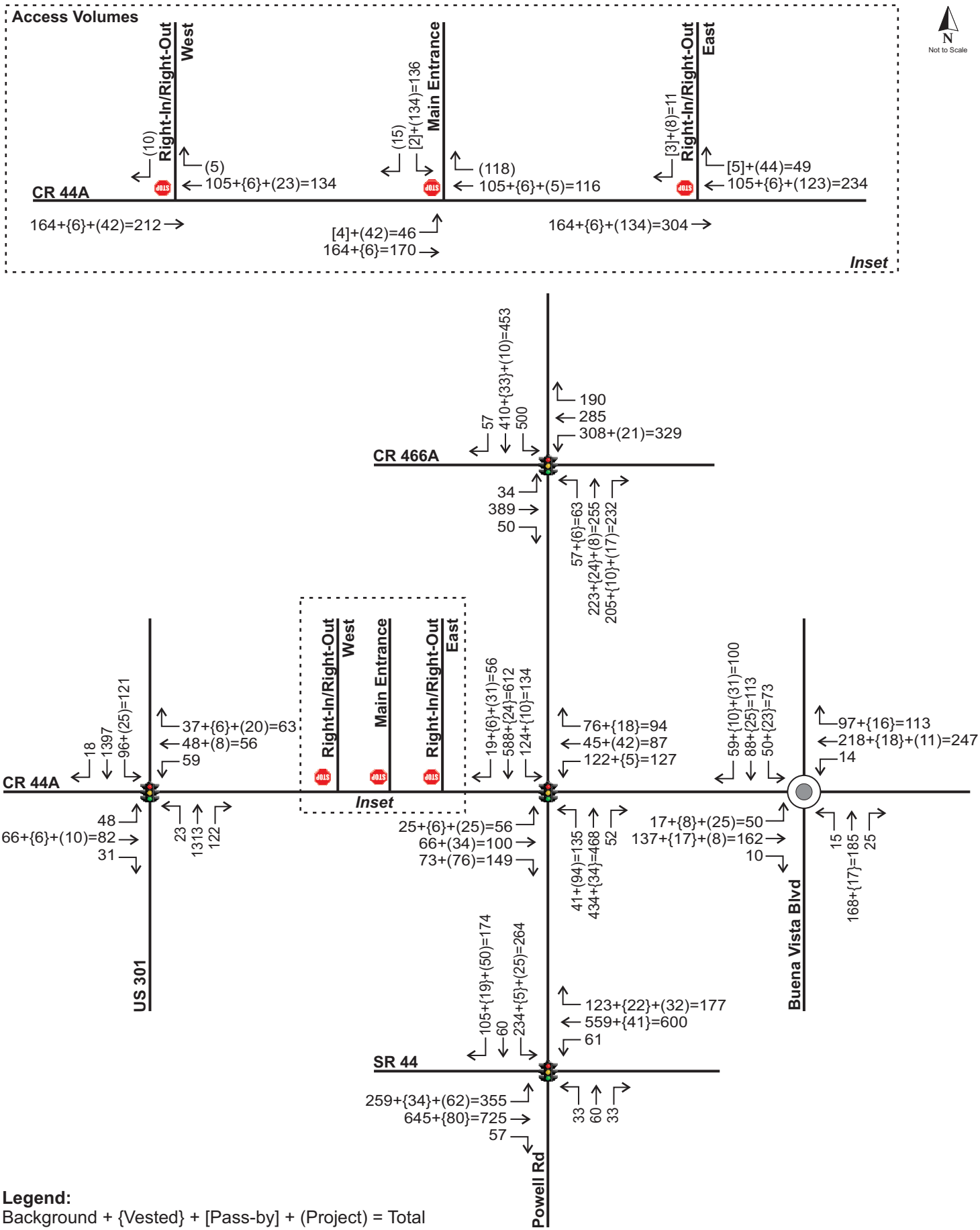
Road Name	# LNS	LOS Std	LOS Cap	AGR	Background 2024 NB/EB	Background 2024 SB/WB	Background 2024 LOS	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Total Volume NB/EB	Total Volume SB/WB	Total Volume LOS
CR 139 / Powell Rd													
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164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

AGR denotes Annual Growth Rate

4.3 Intersection Capacity Analysis

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

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



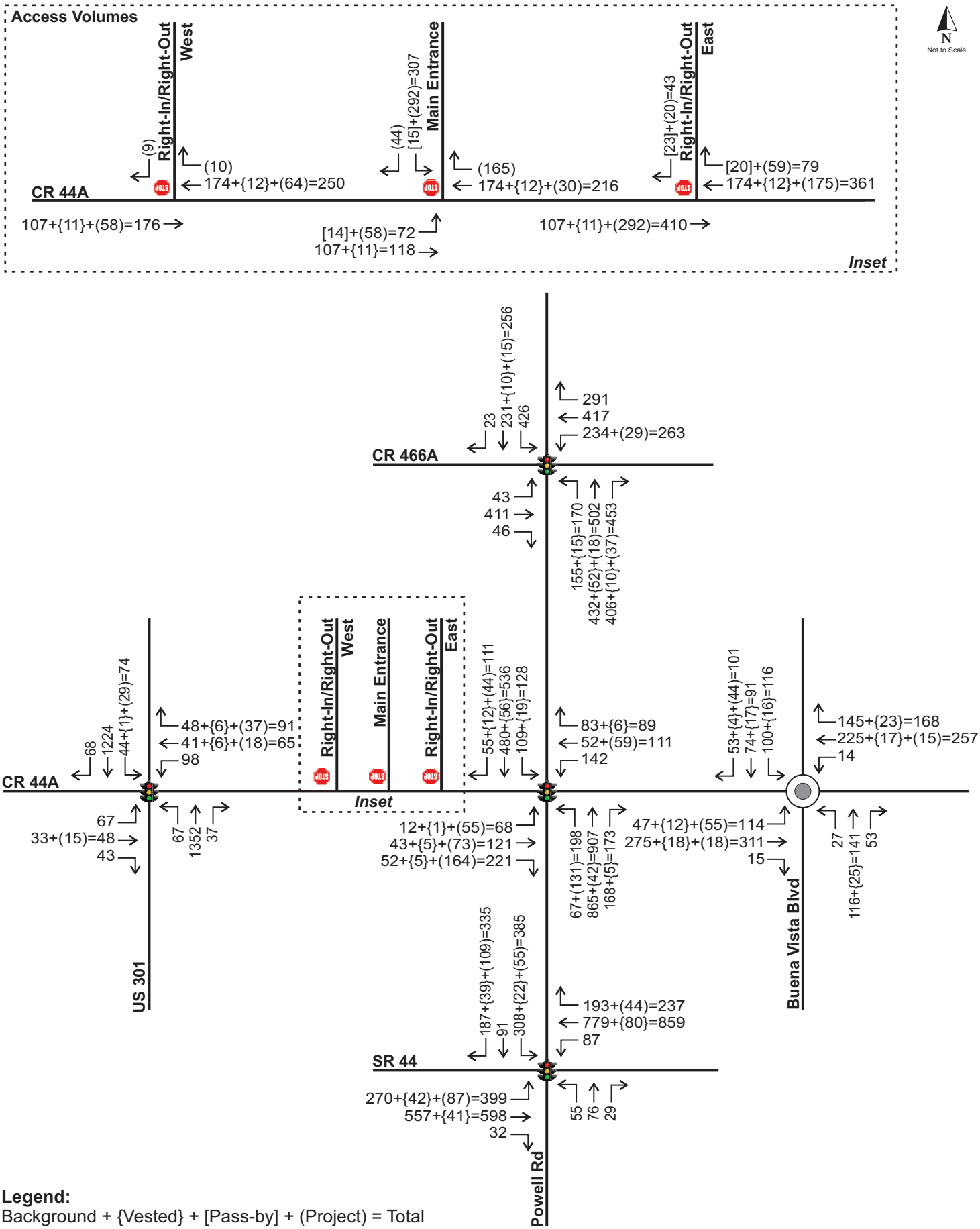
Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

TMC Traffic & Mobility Consultants

Projected AM Peak Intersection Volumes

Parkview at Brownwood
20034.2, v2.2

Figure 5



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

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

Figure 6

HIGHFIELD AT TWISTED OAKS

Project № 21184.1
January 2022

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

Traffic & Mobility Consultants

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

Prepared for:

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

EXECUTIVE SUMMARY

Project Information

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

Findings

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

incorrectly identified on page 8.

Recommended Improvements:

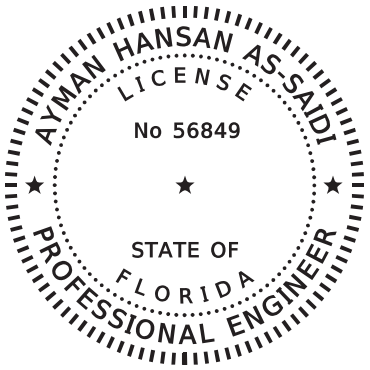
Auxiliary Turn Lanes:	CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).
Off-site Improvements:	Re-time the traffic signal controller for the following intersections: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard

PROFESSIONAL ENGINEERING CERTIFICATION

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

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

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



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

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

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

reference the methodology email

3.0 PROJECT TRAFFIC

3.1 Trip Generation

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

Table 4
Trip Generation Analysis

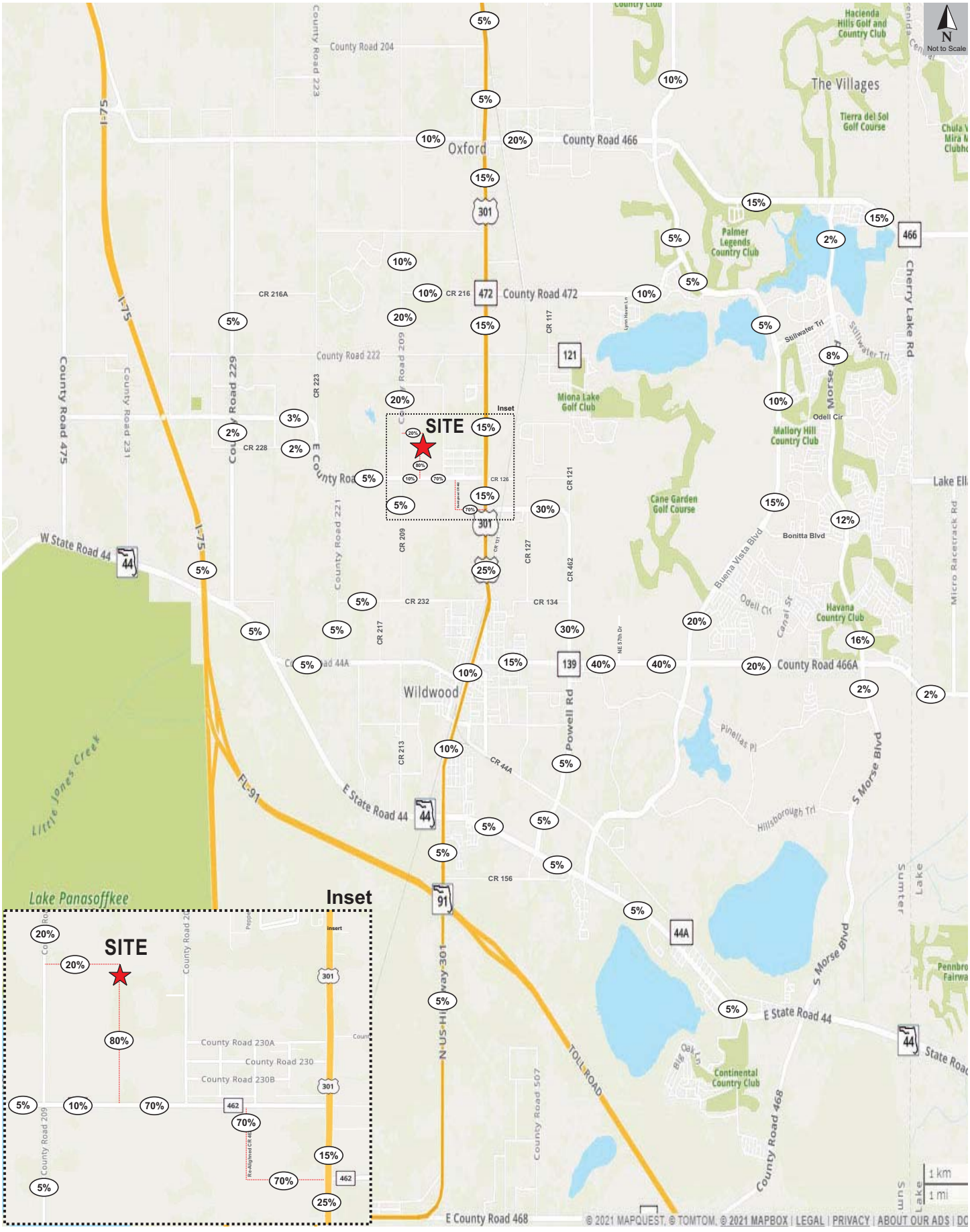
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

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

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

3.2 Trip Distribution

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



TMC Traffic & Mobility Consultants

Project Trips Distribution

Highfield at Twisted Oaks
21184.1

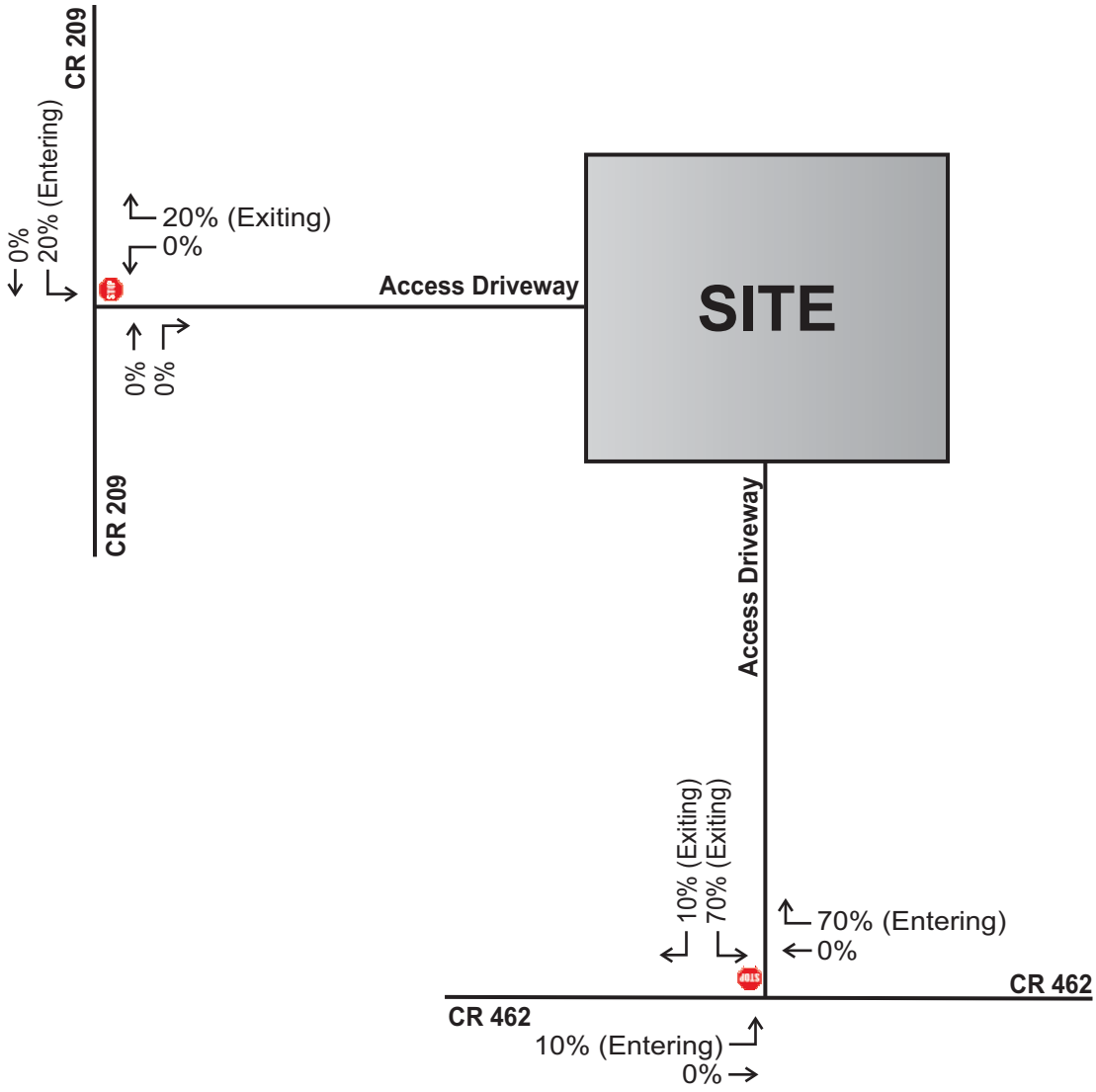
Figure 4

Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

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

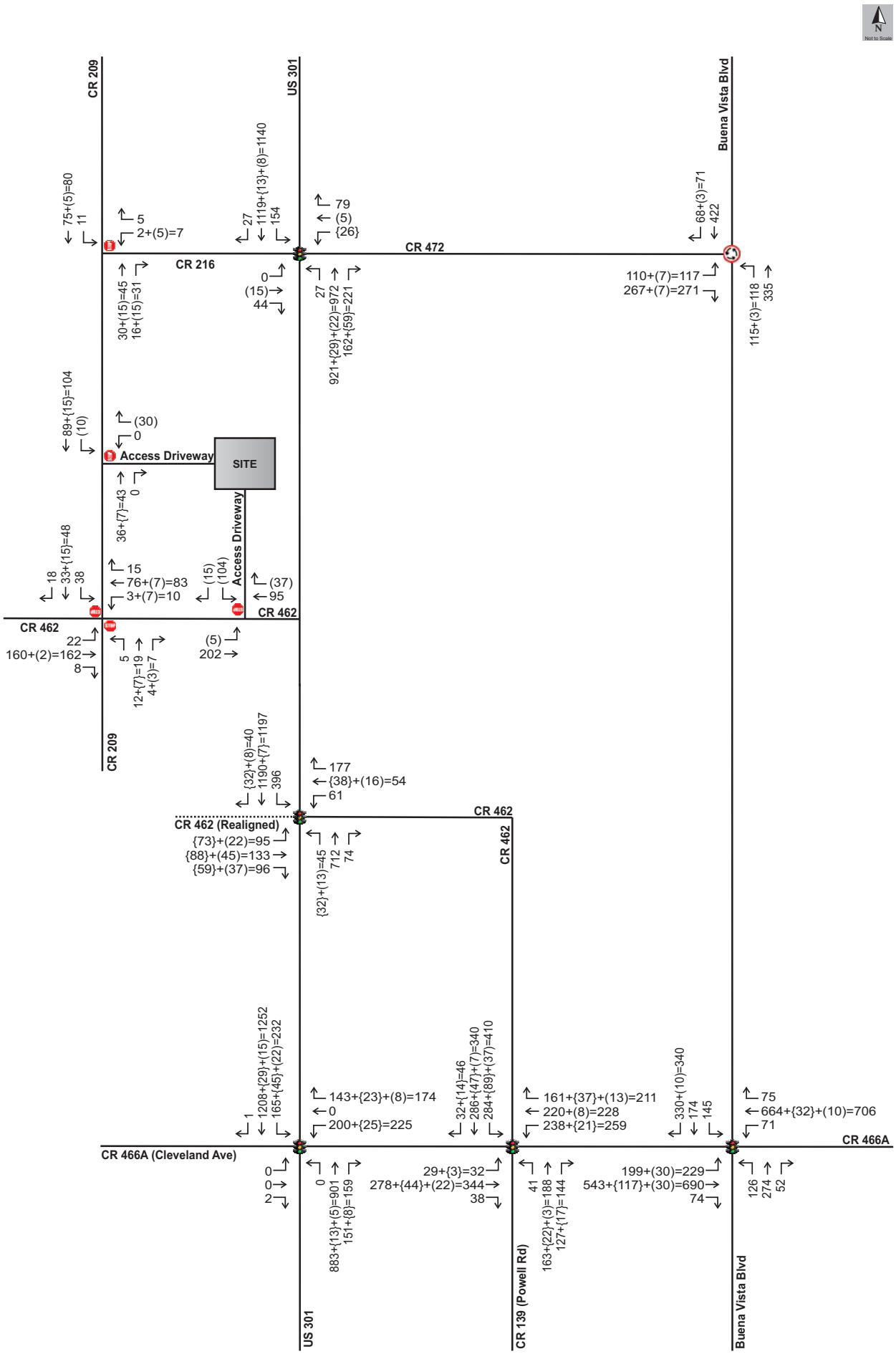
Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

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



Project Trip Distribution on the Access Driveways
Highfield at Twisted Oaks
21184.1

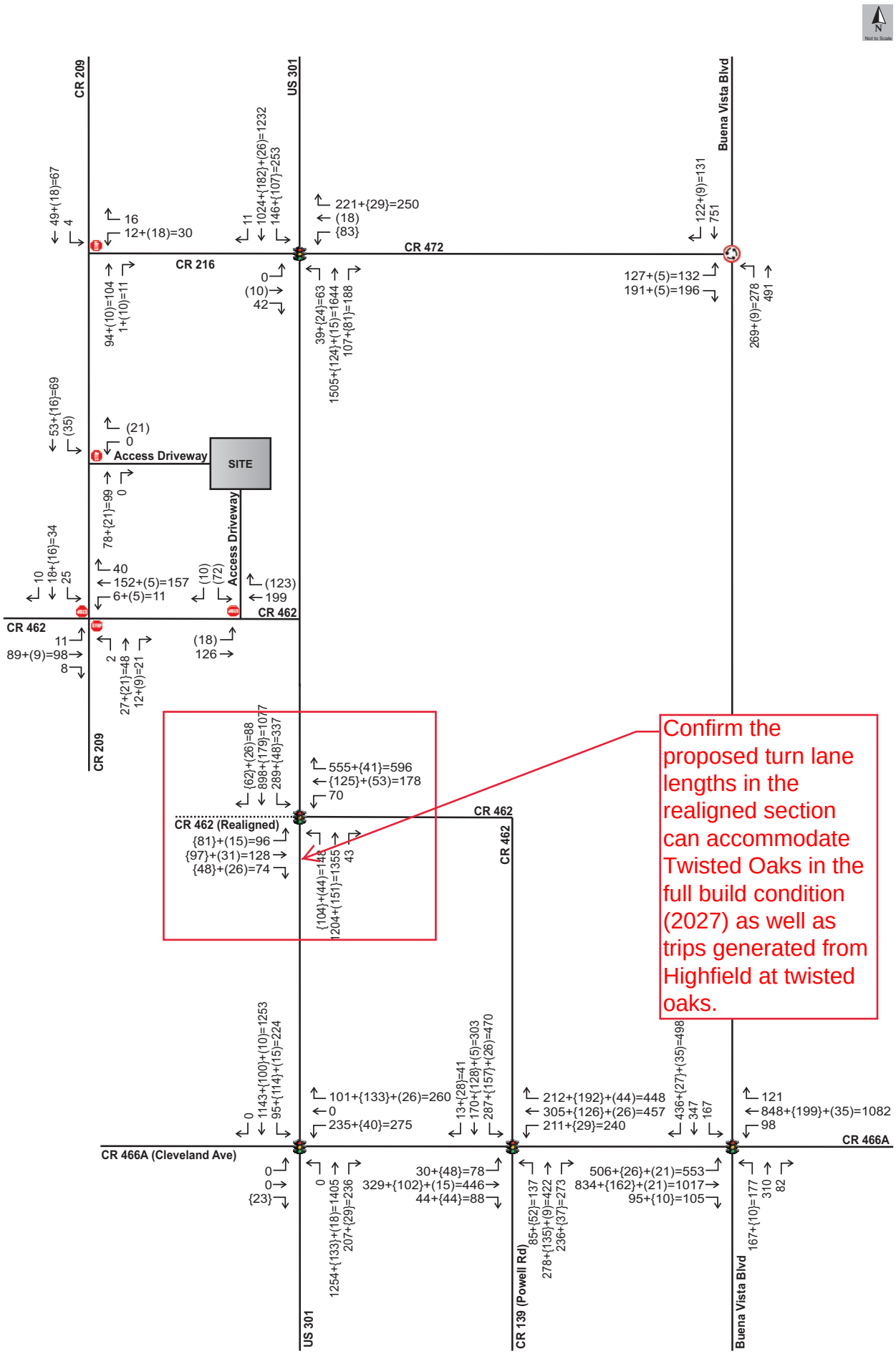
Figure 5



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 6



Background+{Committed}+(Project)=Total

Projected PM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 7

6.0 STUDY CONCLUSIONS

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

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

- The proposed development is projected to generate 2,772 daily trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.
- The roadway segment capacity analysis indicates that the study segments currently operate within the adopted LOS and are projected to continue to do so at the project buildout.
- The intersection capacity analysis shows that the following signalized intersections are projected to operate below the adopted overall LOS at the project buildout:
    - US 301 and CR 472/ CR 216
    - CR 466A and Buena Vista Boulevard
- The remaining study intersections currently operate at the adopted overall LOS and are projected to do so at the project buildout.
- The site access driveways are projected to operate at an adequate LOS at the project buildout.
- To mitigate the impact of the proposed development on the study intersections, re-time the traffic signal controller for the following intersections:
    - US 301 and CR 472/ CR 216
    - CR 466A and Buena Vista Boulevard

see previous comments

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

Traffic Impact Analysis

for

Powell Plaza

Parcel ID# G04-050

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

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

Submitted: Sept 2020
Revised: Oct 2020

PROFESSIONAL ENGINEER ENDORSEMENT

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

Project: Powell Plaza

Location: City of Wildwood, Sumter County, Florida

Client: AH Capstone, LLC

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

Name: Hatem A. Abou-Senna

P.E. Number: 64658

Date: October 28th, 2020

Signature: _____

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

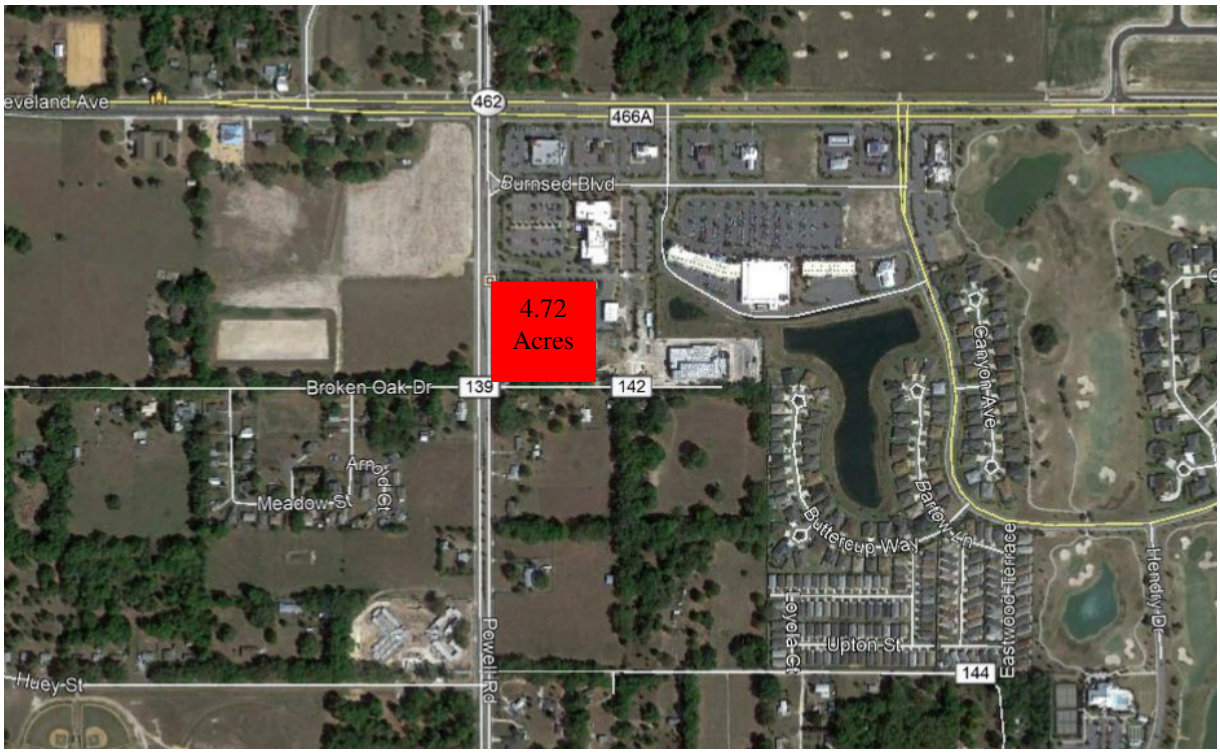


Figure 1: Project Location Map

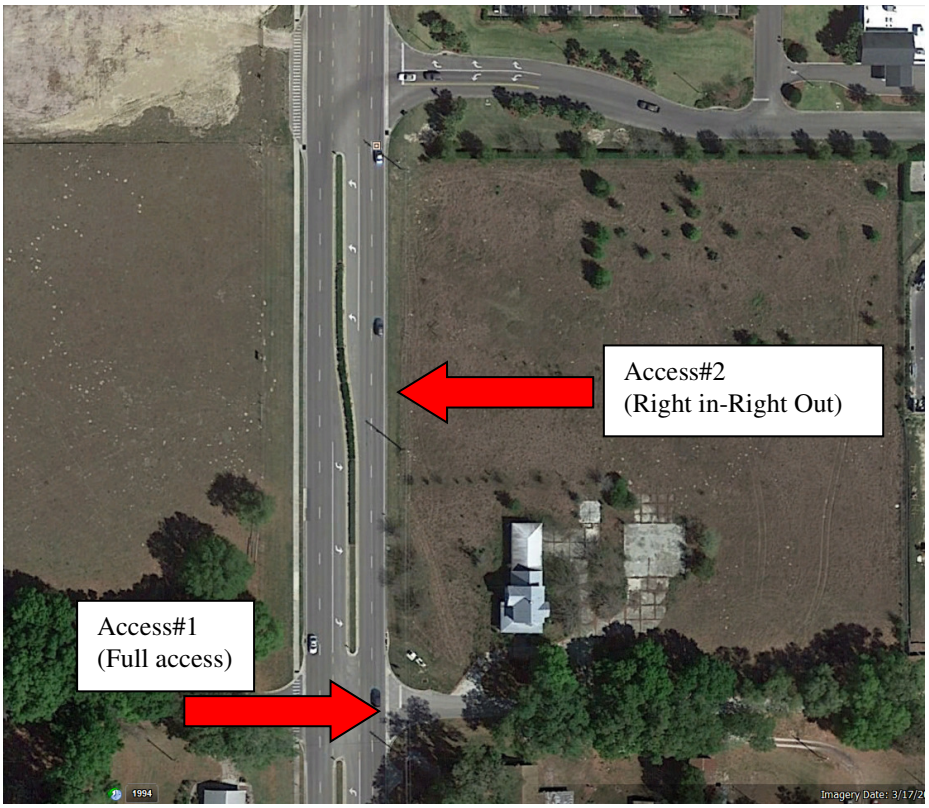


Figure 2: Project Access Locations

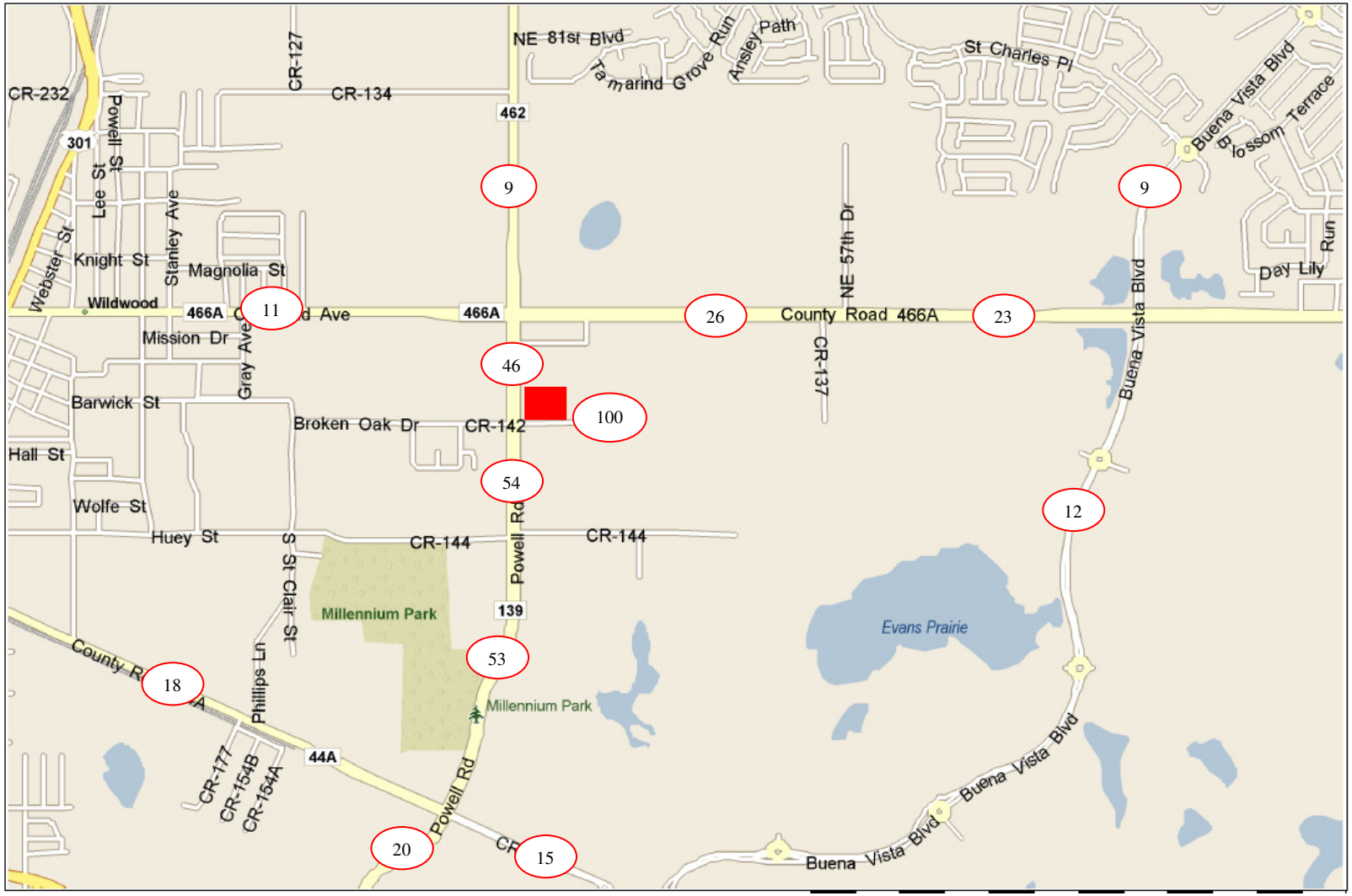
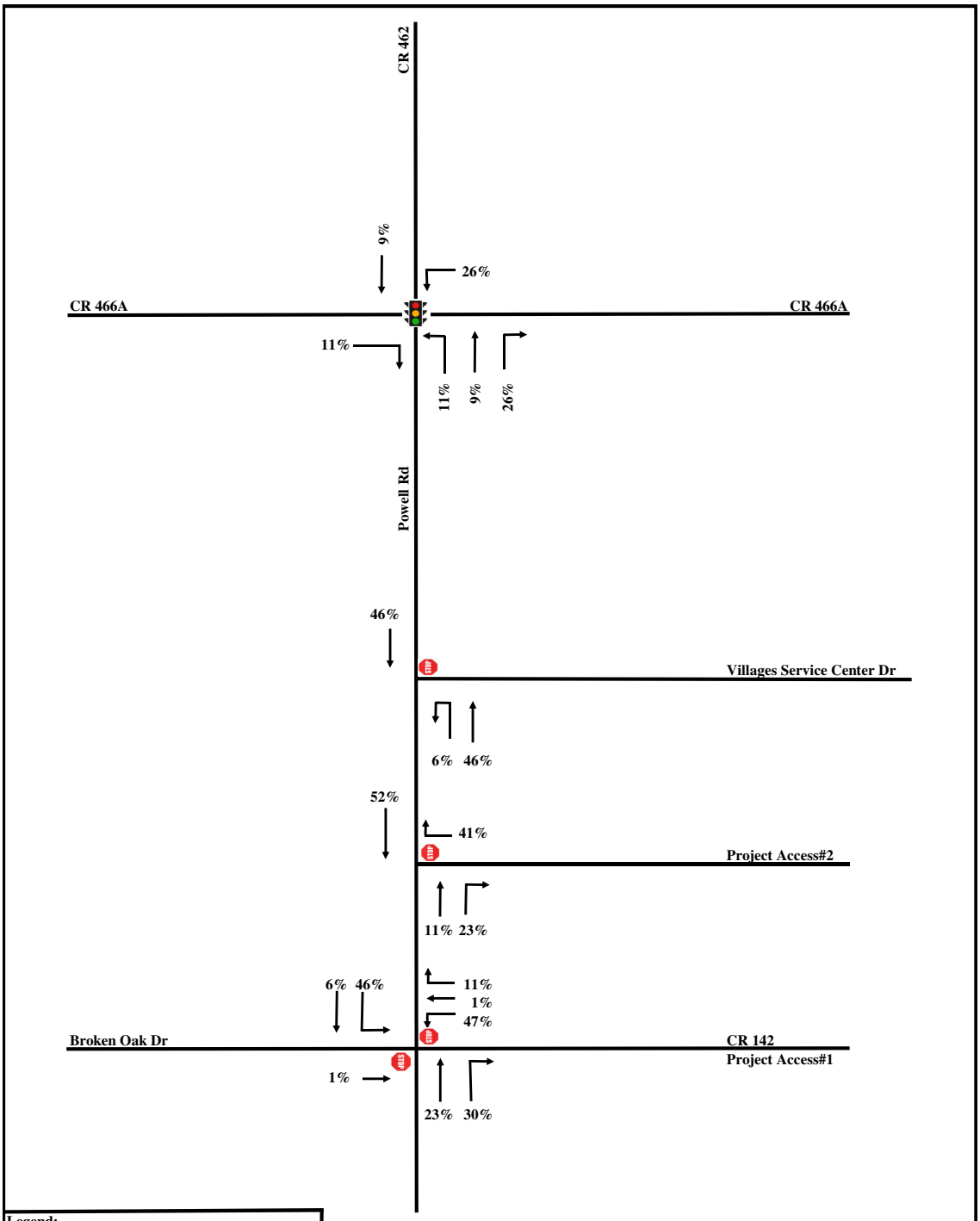
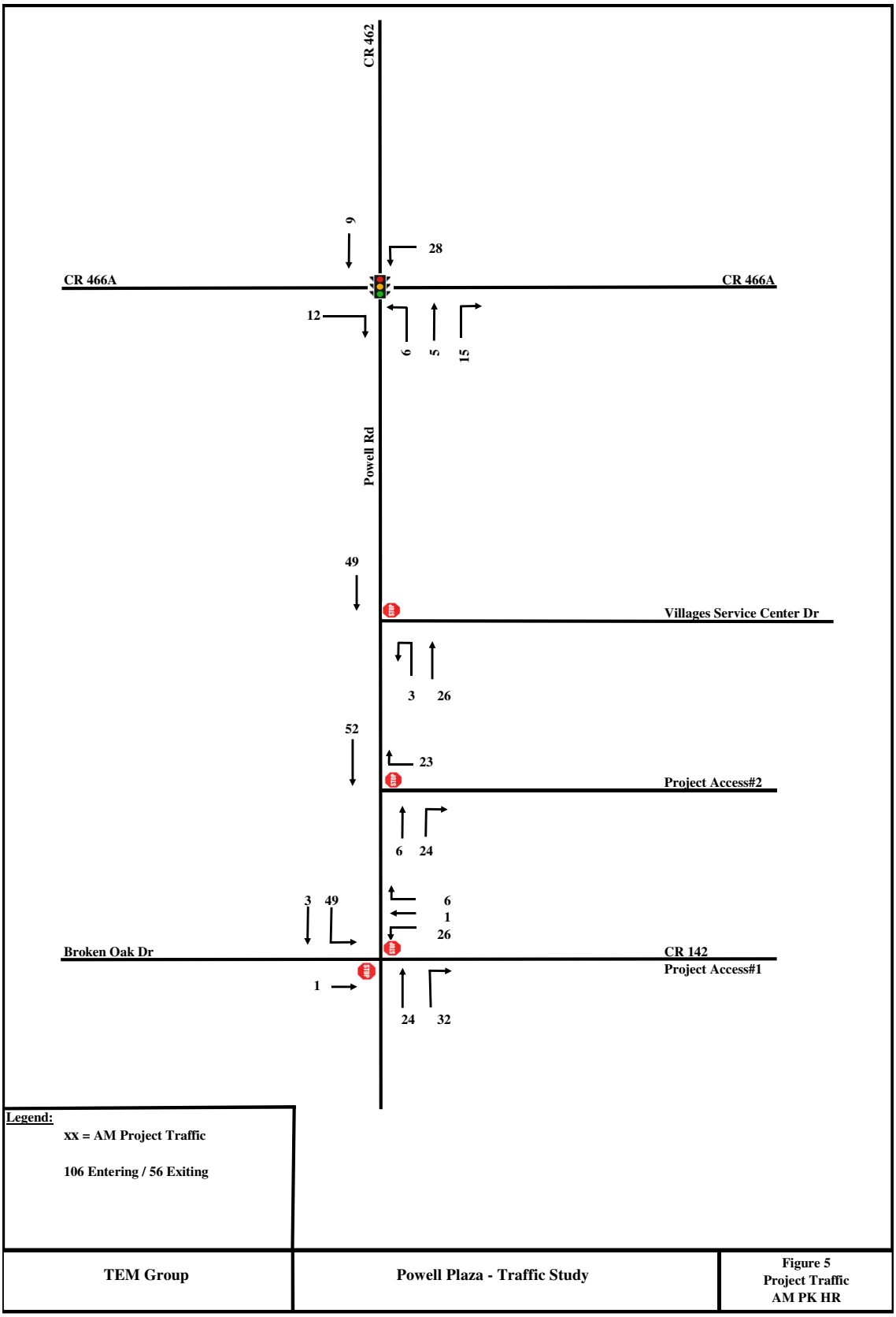


Figure 3: Project Trip Distribution – Roadway Segments



TEM Group	Powell Plaza - Traffic Study	Figure 4 Project Distribution


CR 462
9
28
CR 466A
CR 466A
12
6
5
15
Powell Rd
49
Villages Service Center Dr
3
26
52
23
Project Access#2
6
24
3
49
6
1
26
Broken Oak Dr
CR 142
Project Access#1
1
24
32
Legend:
xx = AM Project Traffic
106 Entering / 56 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 5
Project Traffic
AM PK HR

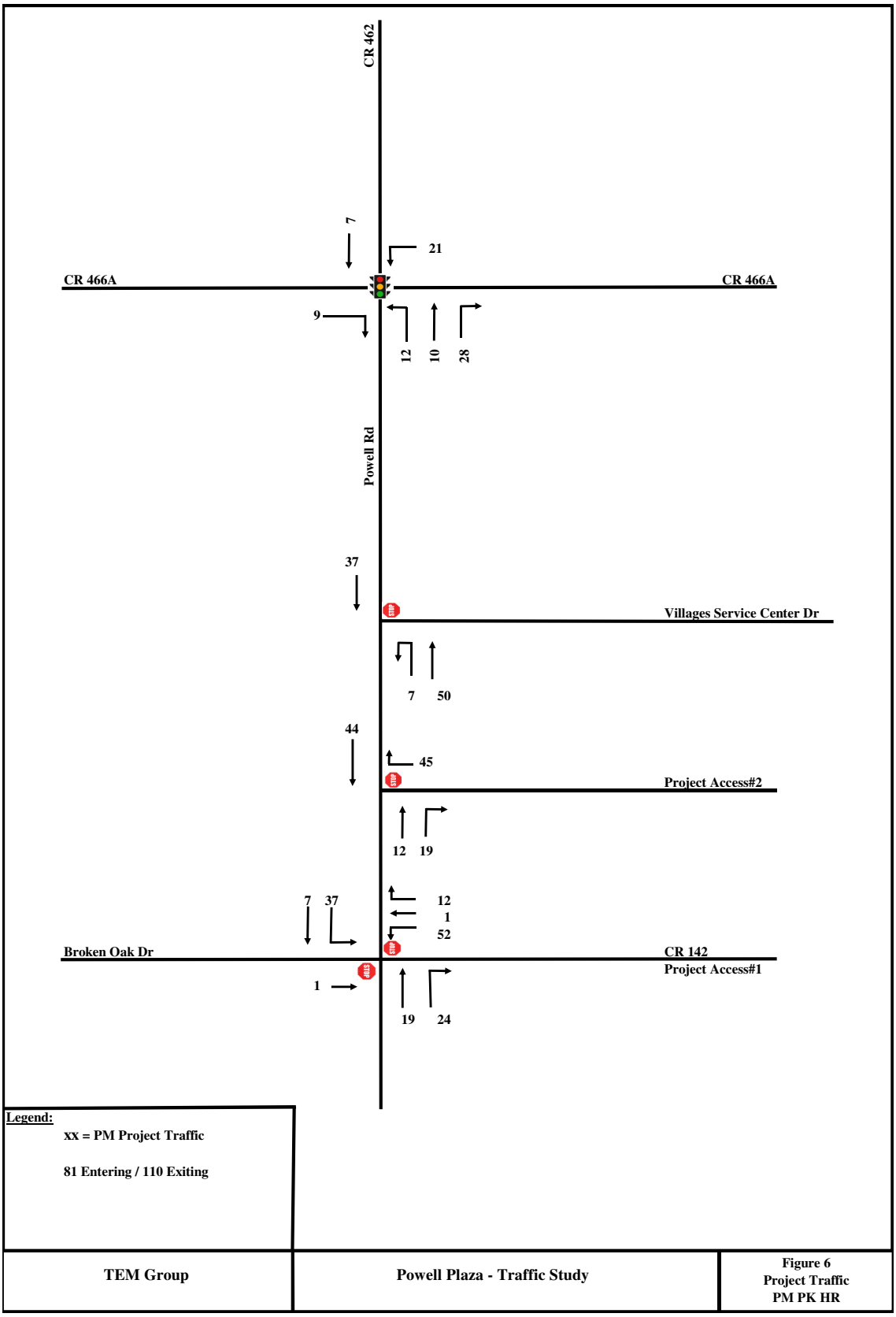

CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
7
21
9
12
10
28
37
7
50
44
45
12
19
7
37
12
1
52
1
19
24
Legend:
xx = PM Project Traffic
81 Entering / 110 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 6
Project Traffic
PM PK HR

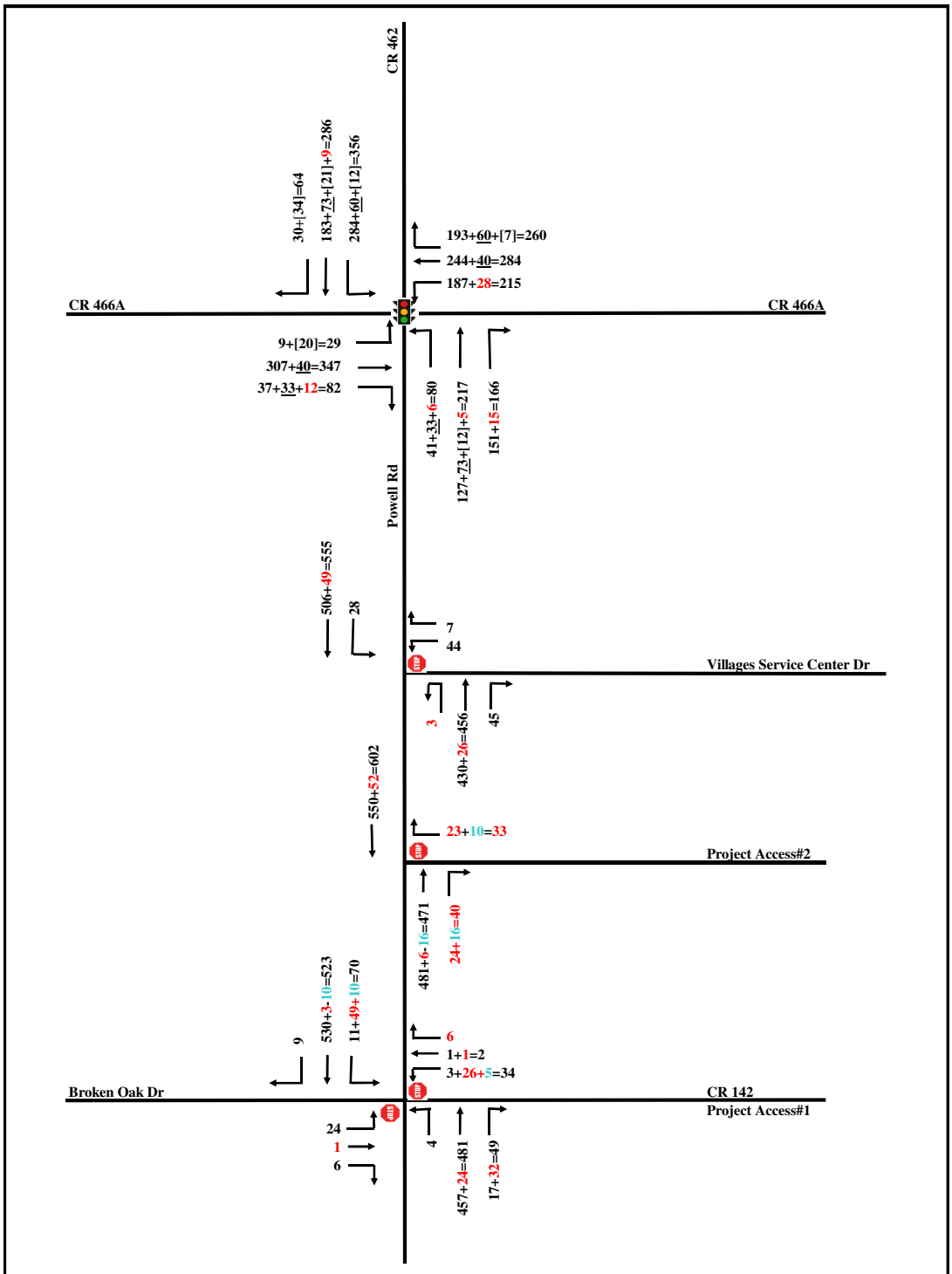
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

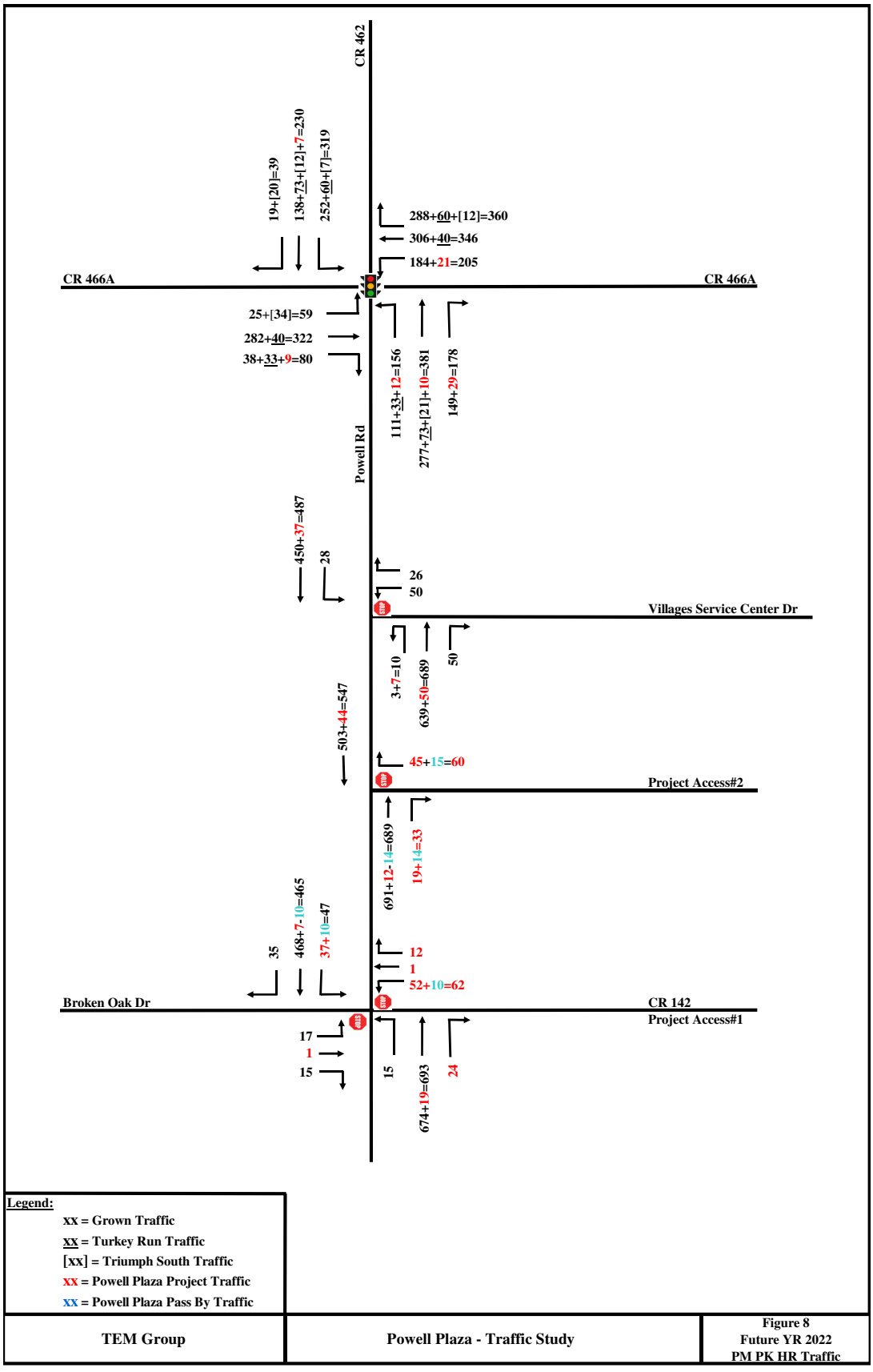
Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic				Project Traffic					YR 2022 Total Traffic				Significant & Adverse
			Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	Project Dist(%)	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour Significance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

Notes:

Source: TEM Group, LLC

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


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
30+[34]=64
183+73+[21]+9=286
284+60+[12]=356
193+60+[7]=260
244+40=284
187+28=215
9+[20]=29
307+40=347
37+33+12=82
41+33+6=80
127+73+[12]+5=217
151+15=166
506+49=555
28
7
44
3
430+26=456
45
550+52=602
23+10=33
481+6-16=471
24+16=40
9
530+3-10=523
11+49+10=70
6
1+1=2
3+26+5=34
24
1
6
4
457+24=481
17+32=49
Legend:
xx = Grown Traffic
xx = Turkey Run Traffic
[xx] = Triumph South Traffic
xx = Powell Plaza Project Traffic
xx = Powell Plaza Pass By Traffic
TEM Group
Powell Plaza - Traffic Study
Figure 7
Future YR 2022
AM PK HR Traffic


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
19+[20]=39
138+73+[12]+7=230
252+60+[7]=319
288+60+[12]=360
306+40=346
184+21=205
25+[34]=59
282+40=322
38+33+9=80
111+33+12=156
277+73+[21]+10=381
149+29=178
450+37=487
28
26
50
3+7=10
639+50=689
50
503+44=547
45+15=60
691+12-14=689
19+14=33
35
468+7-10=465
37+10=47
12
1
52+10=62
17
1
15
15
674+19=693
24
Legend:
xx = Grown Traffic
xx = Turkey Run Traffic
[xx] = Triumph South Traffic
xx = Powell Plaza Project Traffic
xx = Powell Plaza Pass By Traffic
TEM Group
Powell Plaza - Traffic Study
Figure 8
Future YR 2022
PM PK HR Traffic

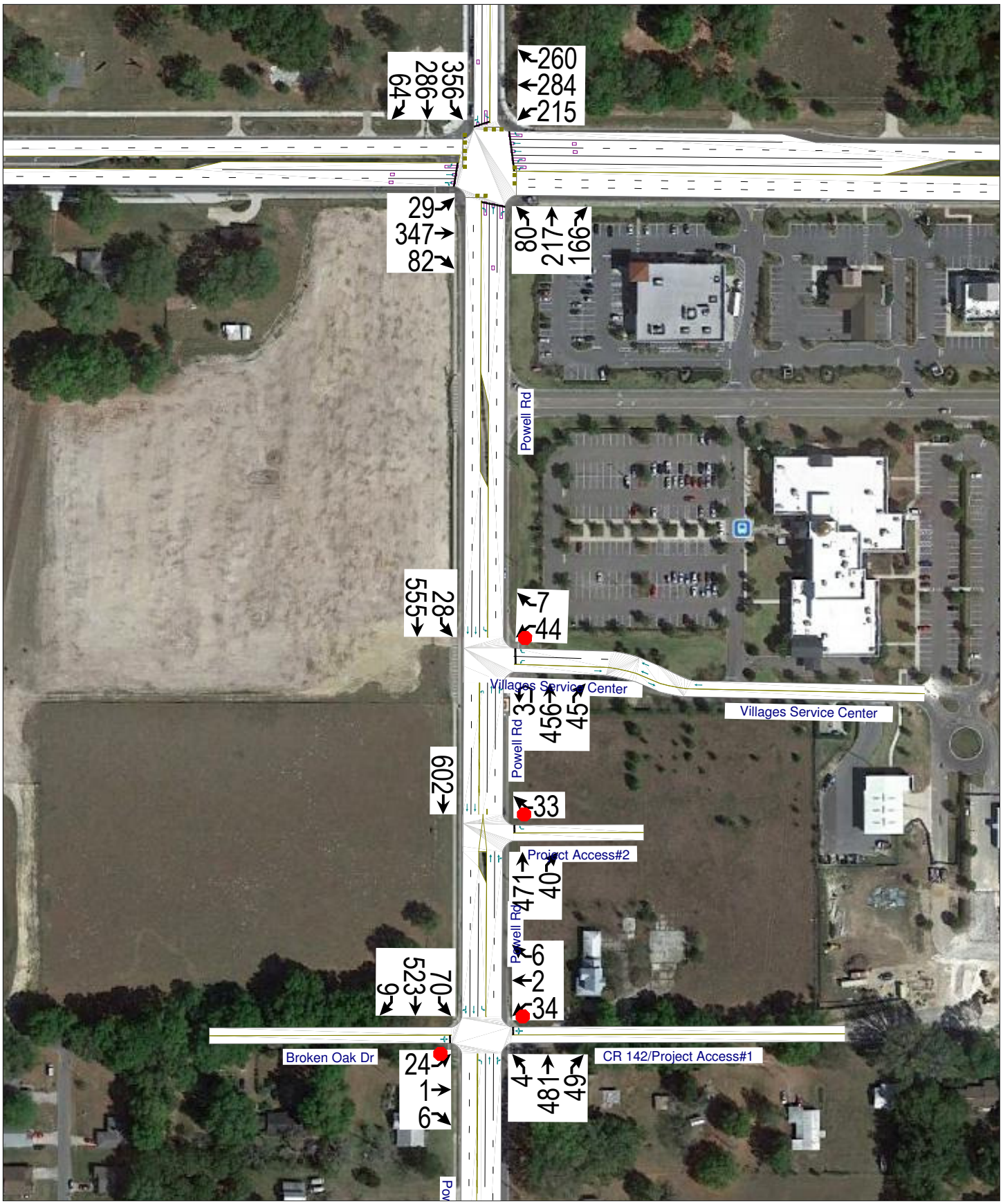


Figure 9 - Future YR 2022 AM PK HR Total Traffic

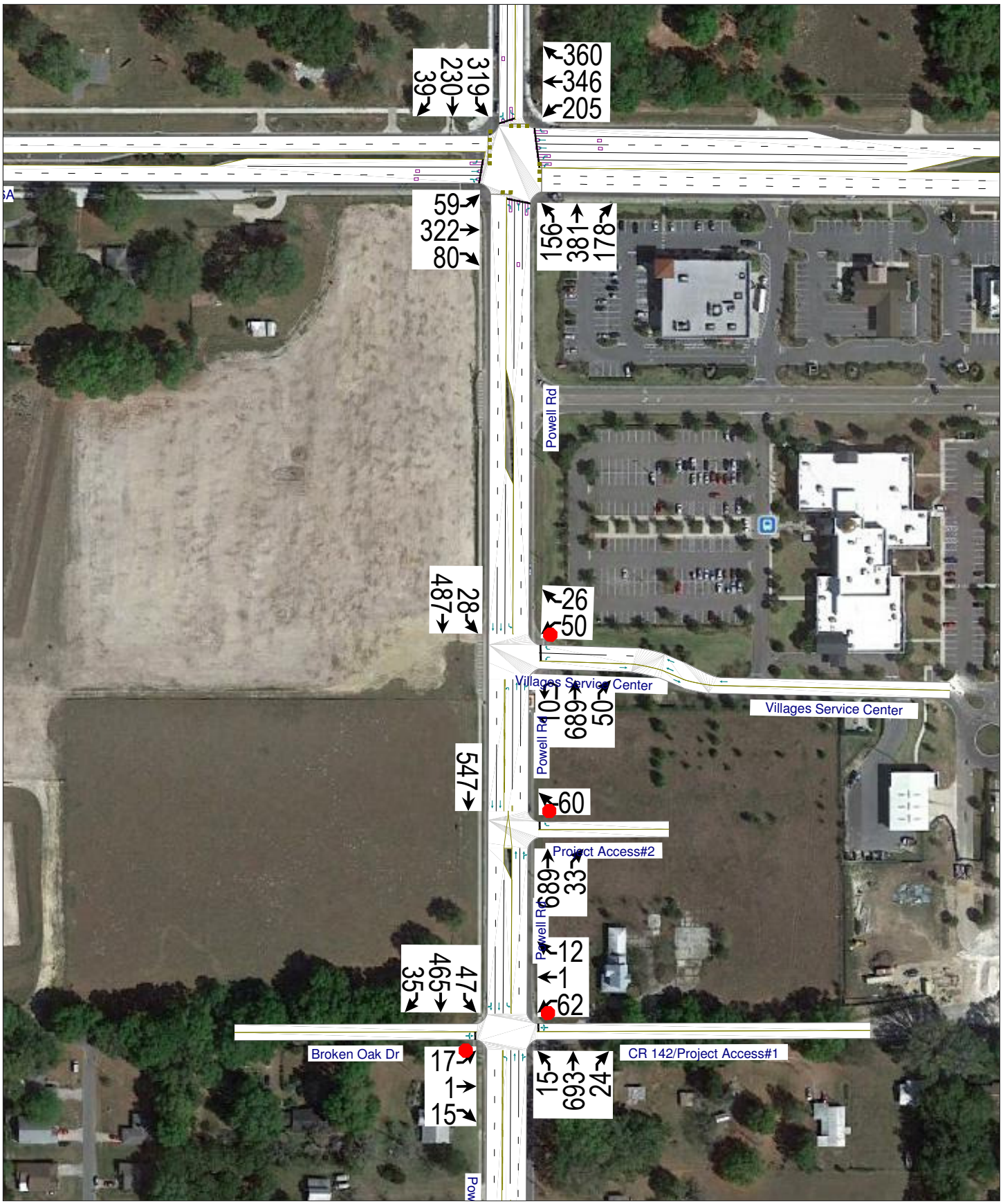


Figure 10 - Future YR 2022 PM PK HR Total Traffic

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

August 19, 2021
Revised January 11, 2022

prepared for:

SUMTER COUNTY
Public Works & Engineering Departments

submitted on behalf of:

Urban Habitats

prepared by:

MPH Transportation Planning, Inc. & Hagen Consulting Services

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

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

PROFESSIONAL ENGINEER ENDORSEMENT

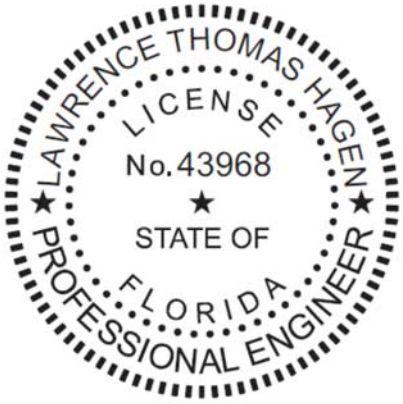
I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional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

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

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

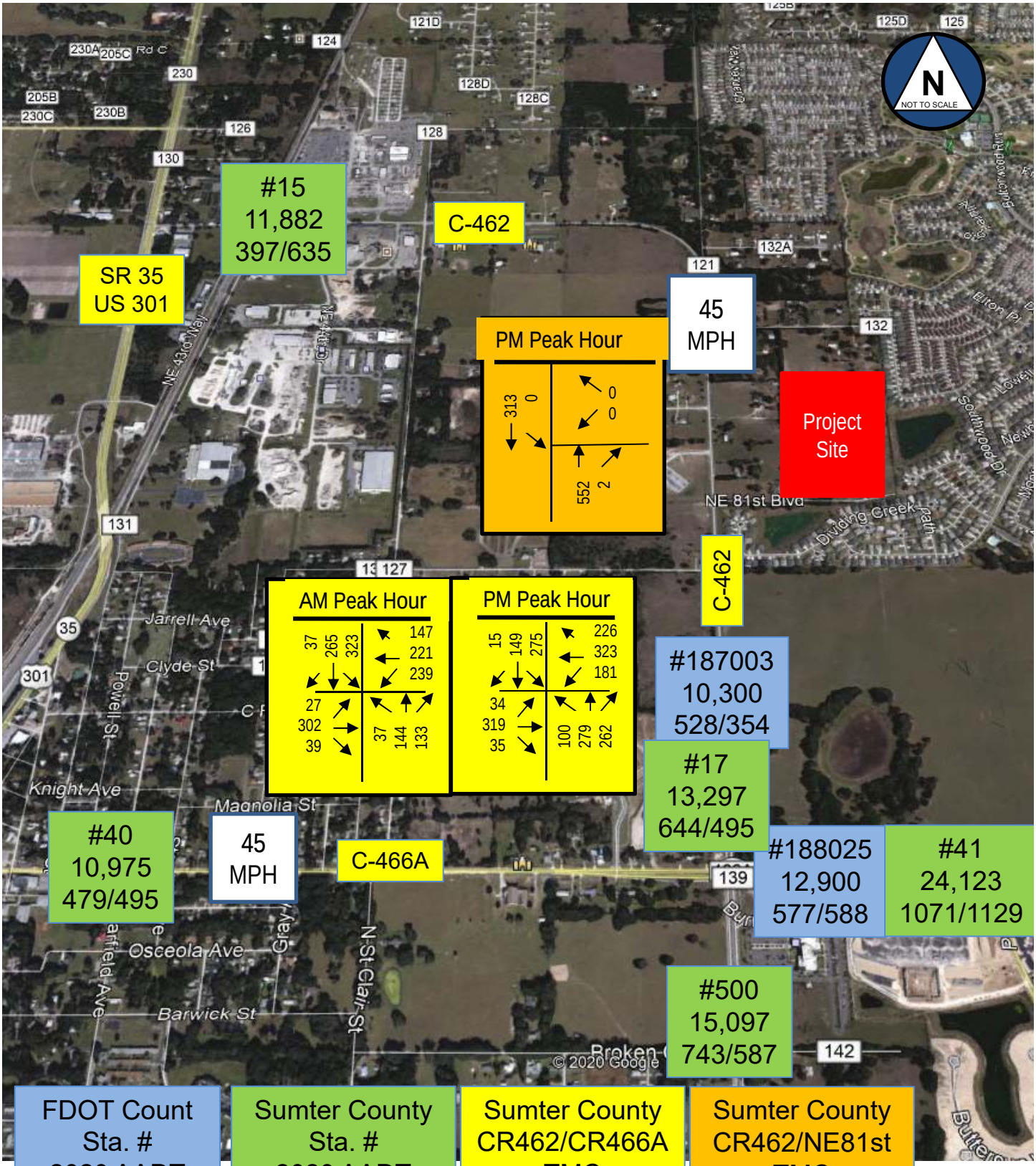
The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

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



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

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



FDOT Count Sta. # 2020 AADT NB/SB p.m. pk

Sumter County Sta. # 2020 AADT NB/SB p.m. pk

Sumter County CR462/CR466A TMC 9/17/20

Sumter County CR462/NE81st TMC 8/4/21

MPH

MPH 21-16 8/10/21

Single-Family Residential – Sumter County, FL

Project Location & Existing Traffic

Figure 1
Page 5

TRIP GENERATION

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

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

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

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

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

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

TRIP DISTRIBUTION

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

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

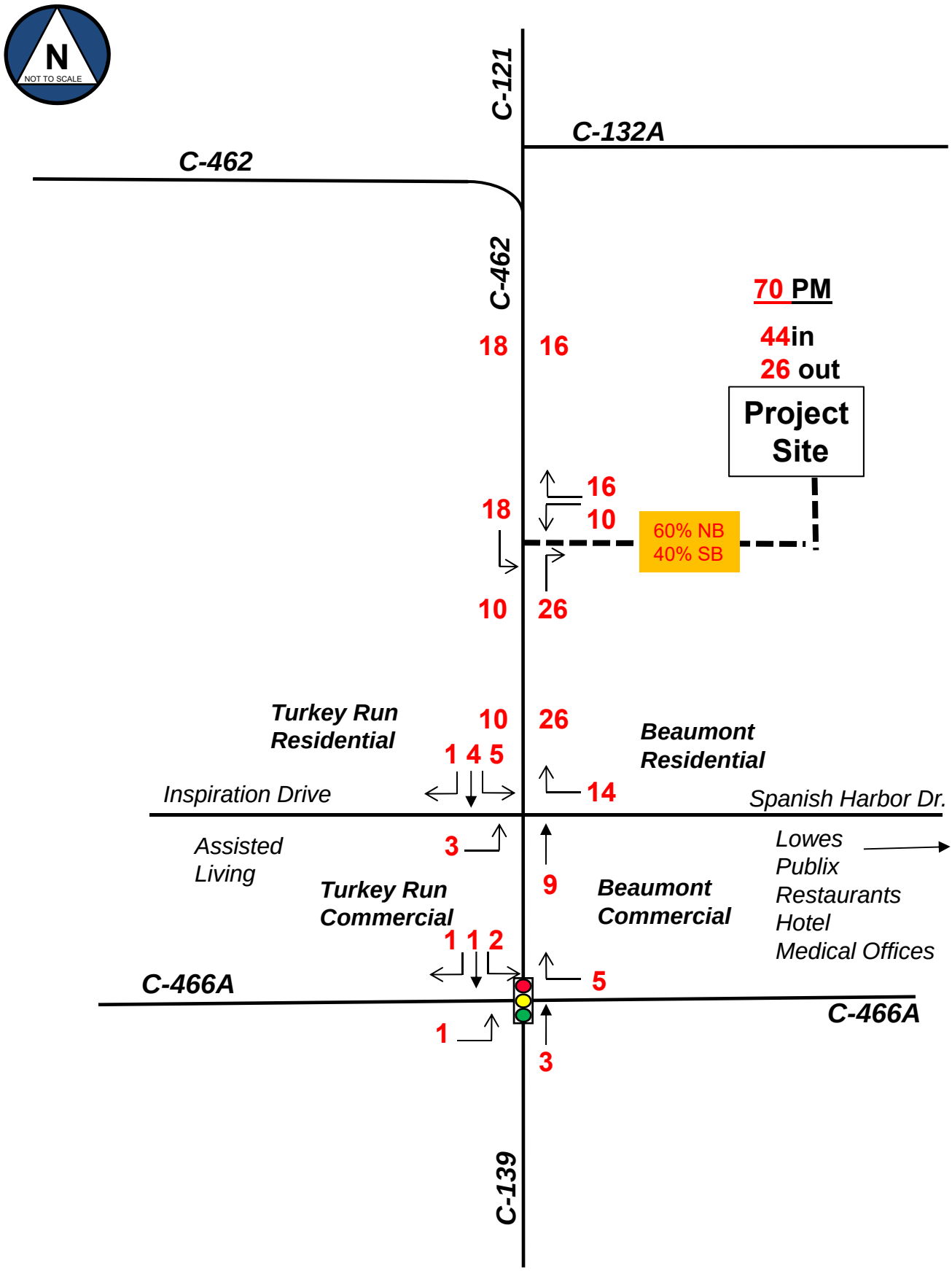
Daily Project Trips		**Enter**	**359**	**Exit**	**359**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

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

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

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

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



MPH ***Single-Family Residential – Sumter County, FL***

Project P.M. Peak Hour Traffic

Figure 2
Page 9

MPH 21-16 12/15/21

ROADWAY LEVEL OF SERVICE (LOS) ANALYSIS

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

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

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

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

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

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

Table 4 - Intersection Impacts

Stop Sign Controlled Intersection Impacts

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

Notes:

2021 traffic volumes from 8/4/21 TMC

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

Reserved trips from 3 project TIAs provided by Sumter County staff

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

Single Family homes at Wildwood buildout by 2023.

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

Table 5 – HCS Intersection Level of Service (LOS)

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

Delay expressed in AVERAGE seconds per vehicle.

2021 TMC Data from MPH 8/4/21

NB traffic is non-stop free flow.

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

CONCLUSIONS and RECOMMENDATIONS

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

Conclusions:

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

Recommendations:

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

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

TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

Prepared by:

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

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

EXECUTIVE SUMMARY

Project Information

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

Findings

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

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Solamar at Wildwood

LOCATION: City of Wildwood, Florida

CLIENT: 1201 Cleveland Avenue, LLC

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

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

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

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

2.0 EXISTING CONDITIONS ANALYSIS

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

2.1 Roadway Segment Capacity

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

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

Table 1
Existing Roadway Segment Capacity Analysis

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

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

2.2 Intersection Capacity

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

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

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

Table 2
Existing Intersection Capacity Analysis

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

Delays expressed in sec/veh

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

3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

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

Table 3
Planned and Programmed Improvements

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

4.0 PROJECT TRAFFIC

4.1 Trip Generation

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

Table 4
Trip Generation Analysis

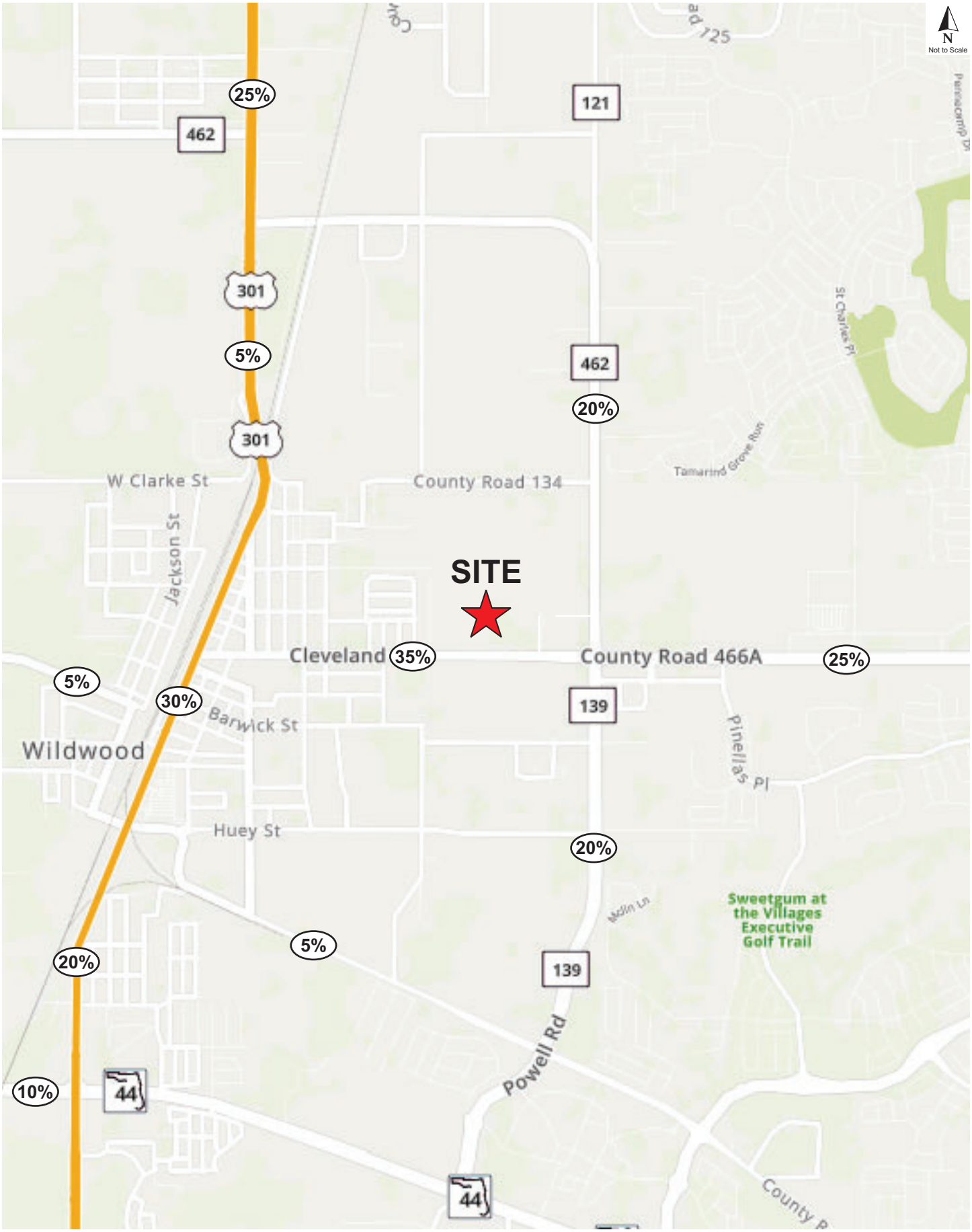
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

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

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

4.2 Trip Distribution

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



Project Trip Distribution
Solamar at Wildwood
20124.3, v2.2

Figure 3

5.0 PROJECTED CONDITIONS ANALYSIS

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

5.1 Background Traffic Projection

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

5.2 Projected Roadway Segment Capacity

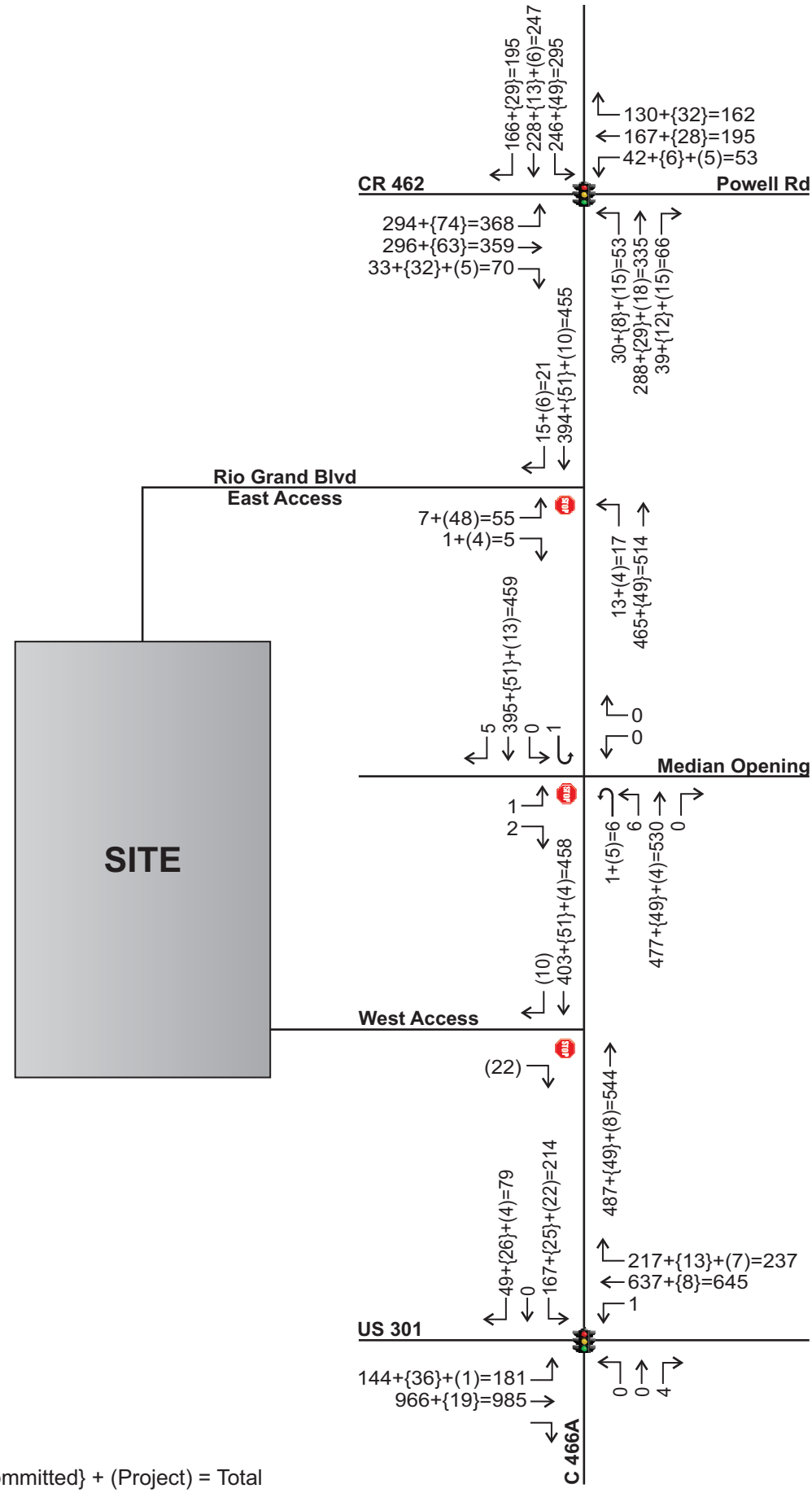
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

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

Table 5
Projected Roadway Segment Capacity Analysis

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

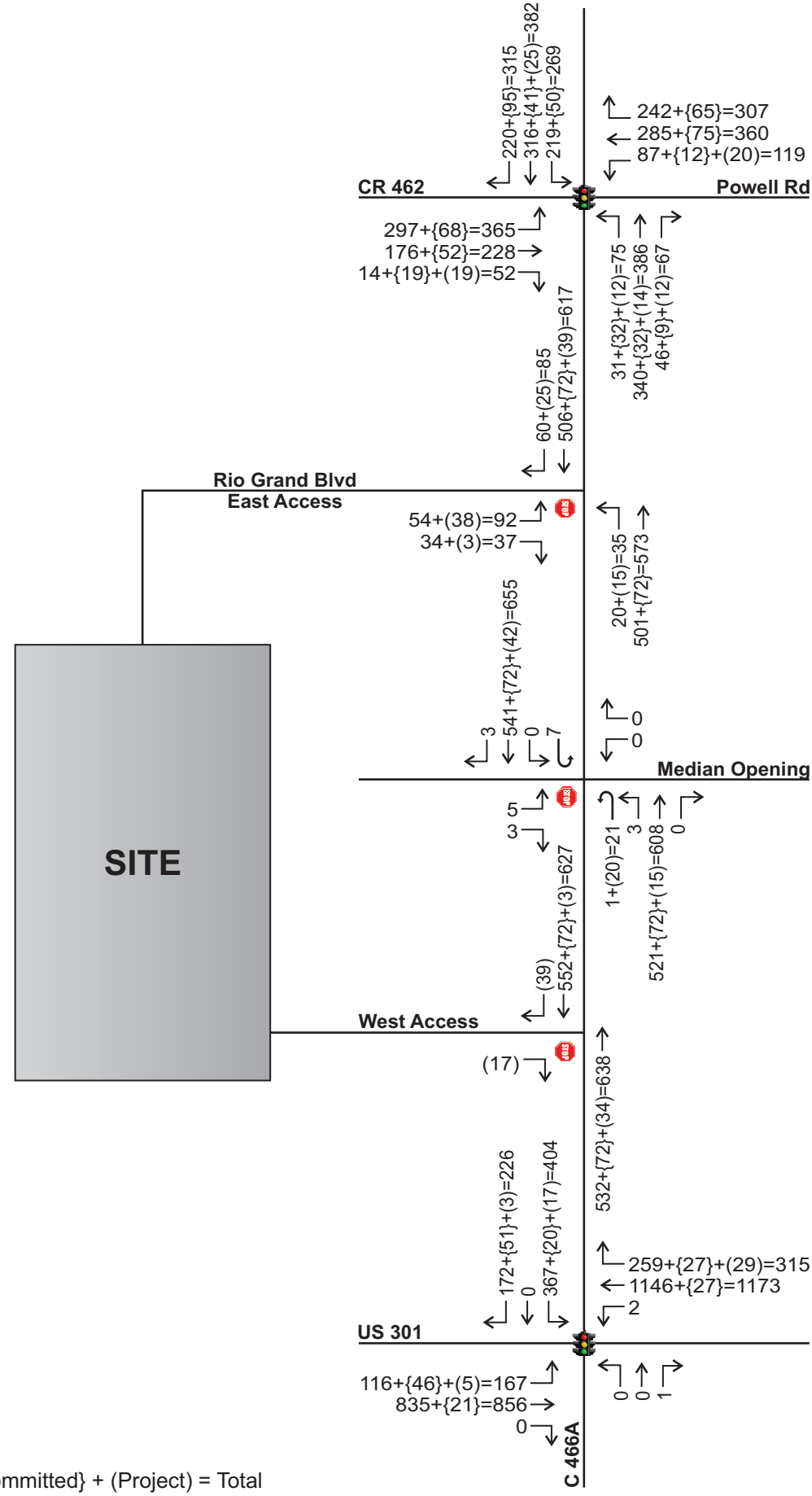
AGR denotes Annual Growth Rate



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

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

Figure 4



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

Projected PM Peak Intersection Volumes

Solamar at Wildwood
20124.3, v2.2

Figure 5

7.0 STUDY CONCLUSIONS

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

The results of the traffic analysis are summarized as follows:

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

Memorandum

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

Date: Oct. 3, 2022

Project #: 64081.01

From: Joedel Zaballero, PE, PTOE

Re: Townhome at Powell
Supplemental Traffic Analysis

Introduction

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

Project Description

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

Trip Generation

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

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

Table 1 Trip Generation Comparison

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

Source: ITE Trip Generation Manual, 11th Edition

Trip Distribution and Assignment

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

Roadway Capacity Analysis - Build

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

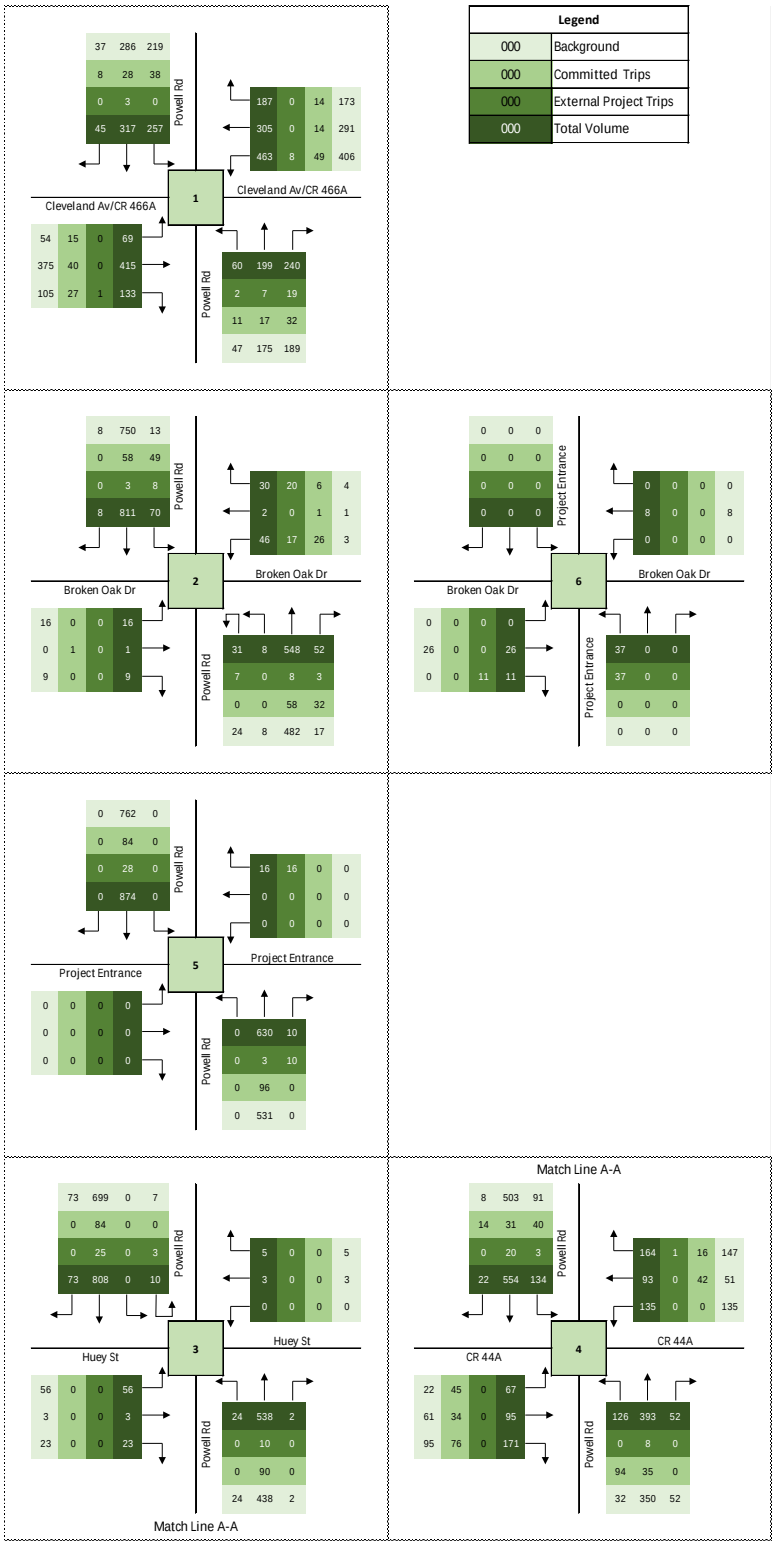
Intersection Capacity Analysis – Build

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

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

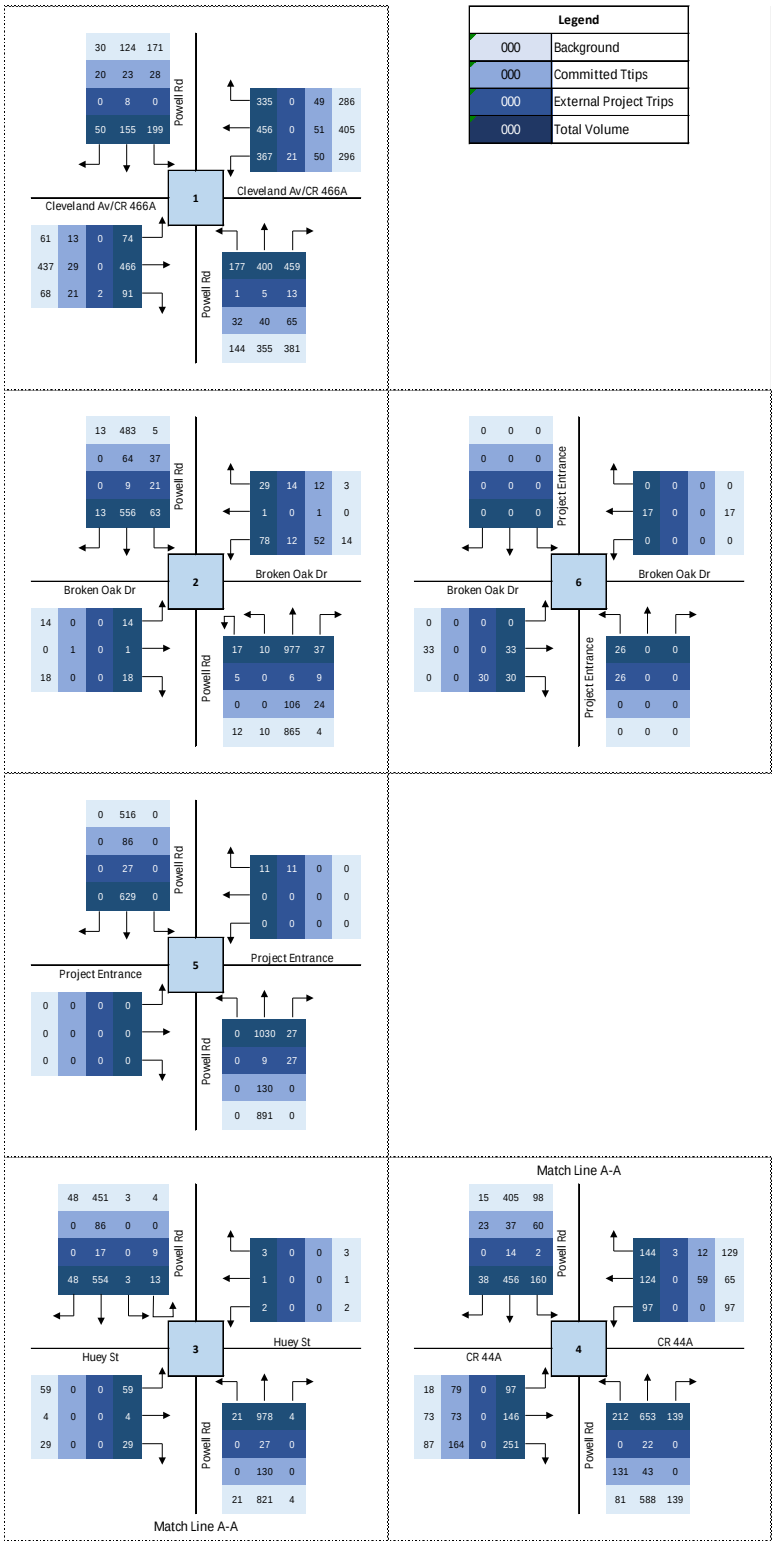
Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Table 1 Roadway Capacity Analysis - Future

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

Sources: Sumter County CMP Database 2019
VHB, Inc.

APPENDIX E

Intersection Derivation Sheets

PM Peak Hour Analysis

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

Existing Turning Movement Counts

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

Truck Factors

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

2023 TMC Adjusted

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

Annual Growth Rates

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

Future Background

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

Future Trip Distribution Out (Movement)

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

Future Trip Distribution In (Movement)

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

Trip Adjustment

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

External Project Trips

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

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

AM Peak Hour

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

Existing Turning Movement Counts

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

Truck Factors

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

2023 TMC Projected

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

Annual Growth Rates

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

Future Background

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

Future Trip Distribution Out (Movement)

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

Future Trip Distribution In (Movement)

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

Adjustment

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

External Project Trips

				External Trip Generation			Entering		7	Exiting		23	Total		30
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23

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

PM Peak Committed Development Summary

Parkview at Brownwood

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

Highfields at Twisted Oaks

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

Powell Plaza

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

NE 81st Blvd Subdivision

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

Solamar at Wildwood (fka Wildwood Residential)

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

Townhomes at Powell

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

Total Committed Development

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

AM Peak Hour Committed Development Trips

Parkview at Brownwood

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

Highfields at Twisted Oaks

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

Powell Plaza

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

NE 81st Blvd Subdivision

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

Solamar at Wildwood (fka Wildwood Residential)

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

Townhomes at Powell

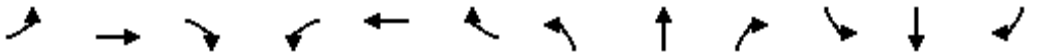
Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1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

Total Committed Development

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

APPENDIX F

Synchro – Future Conditions



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

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

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

Intersection	
Int Delay, s/veh	3.4

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

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

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

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

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

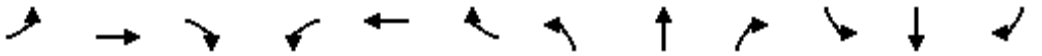
Intersection	
Int Delay, s/veh	2.1

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

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

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

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



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

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

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

Notes

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

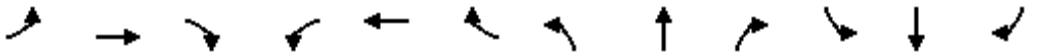
Intersection	
Int Delay, s/veh	0.3

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

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

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

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



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

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

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

Intersection	
Int Delay, s/veh	5.2

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

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

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

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

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

Intersection	
Int Delay, s/veh	2.7

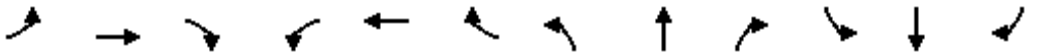
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free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

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

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

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

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



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

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

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

Notes

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

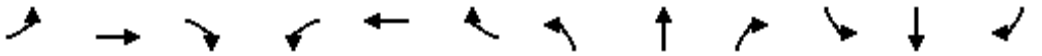
Intersection	
Int Delay, s/veh	0.2

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

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

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

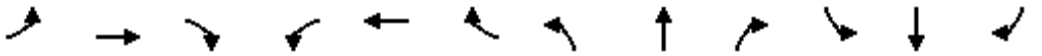
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	442	-
HCM Lane V/C Ratio	-	-	0.058	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



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

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

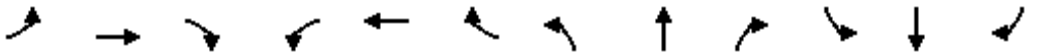
Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



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

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

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



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

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

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

Intersection	
Int Delay, s/veh	3.8

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

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

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

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

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

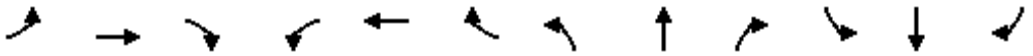
Intersection	
Int Delay, s/veh	2.2

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

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

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

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



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

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

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

Notes

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

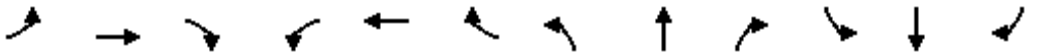
Intersection	
Int Delay, s/veh	0.4

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

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

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

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



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

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

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

Intersection	
Int Delay, s/veh	5.6

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

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

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

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

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

Intersection	
Int Delay, s/veh	3

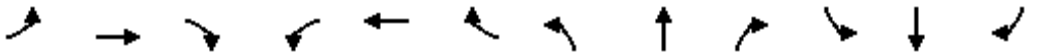
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free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

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

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

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

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



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

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

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

Notes

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

Intersection	
Int Delay, s/veh	0.3

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

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

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

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

APPENDIX G

NCHRP Report 457 – Right Turn Lane Analysis

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

INPUT

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

OUTPUT

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

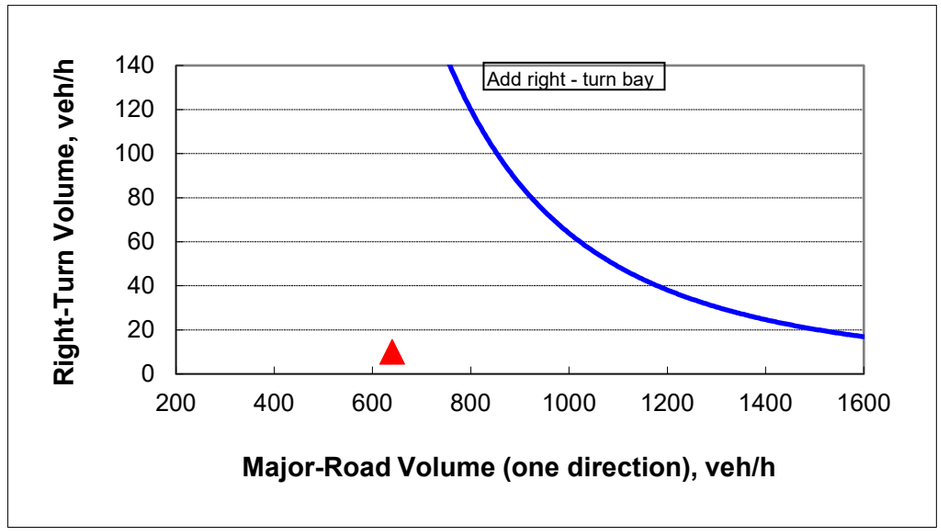


Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

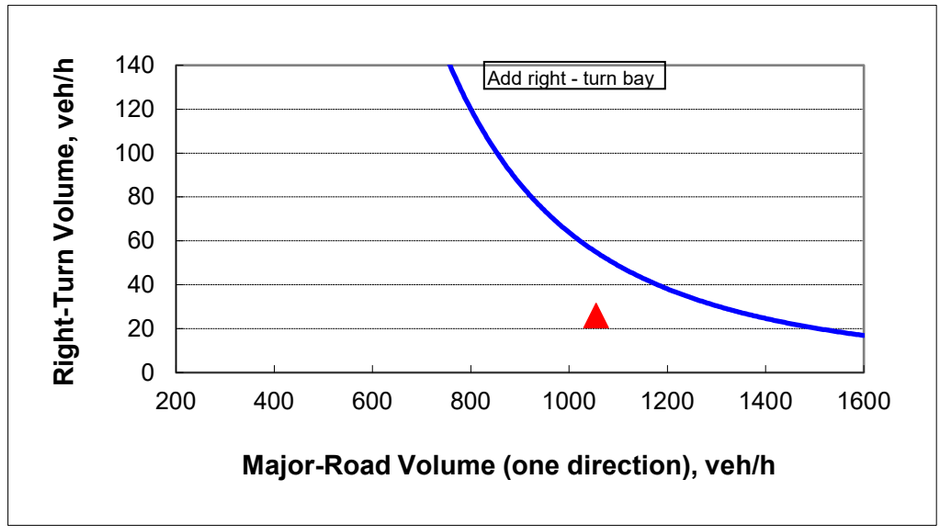
INPUT

Roadway geometry:	4-lane roadway

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

OUTPUT

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



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

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

REQUESTED ACTION: The Planning and Zoning Board/Special Magistrate recommends approval with verification of wastewater capacity, subject to the approval of O2024-18, which establishes a future land use appropriate for the proposed zoning.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2309-002 Wildwood East
Ordinance Number	O2024-19
Applicant(s)	LPG Urban & Regional Planners, Inc
Owner(s)	Southwinds Commercial LTD
Property Location	The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.
Parcel(s)	G04-013
Date	November 4, 2024

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

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

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

(a) Whether the proposed change is consistent with the comprehensive plan;
The proposed rezoning to R-5 is consistent with the proposed Future Land Use Map designation of High Density Residential (HDR) and is consistent with the 2050 Comprehensive

Plan policy 1.1.4 which stipulates that the City's zoning map shall be consistent with the FLUM, and further refine densities, intensities, and permitted uses.

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

(c) The possibility of adversely affecting public facilities such as schools, utilities, streets, etc;
Schools: The residential development is proposed to add 13 school-aged students to Wildwood Schools.
Potable Water & Sewer: City water and sewer lines are located within 1,000 feet of the subject property and connection to city utilities is required per Policy 1.3.2., "The City shall prohibit the installation of new septic tanks within all new residential, commercial, and industrial projects within the City where wastewater is available." Based on the most recent analysis of utility capacity, staff is unable to verify adequate wastewater capacity for new applications which result in an increase in density or intensity; however, the rezoning request is accompanied by a developer's agreement to include deferral of connection to city wastewater until such time as Phase 1 of the programmed wastewater treatment plant capacity improvements are completed and permitted for use. The subject property anticipates adding an estimated 44 ERUs of potable water and sanitary sewer. Per Policy 4.2.3., "The City shall ensure that adequate wastewater supplies and facilities are available to serve new development no later than the date on which the City anticipates issuing a certificate of occupancy."

The City's WWTP has a current permitted capacity of 3.55 million gallons per day (MGD). Through a variety of analysis and forecasts, the City has determined it will be close to reaching its system wastewater capacity in or around 2026. The City has initiated the WWTP Expansion. The City anticipates construction to begin in or around the beginning of 2025. While certain milestones have been set to work towards a completion date of 2027, the actual completion date of the WWTP Expansion has not been established. Developer understands that capacity cannot be guaranteed until Substantial Completion and Occupancy of the WWTP at its expanded, City-wide capacity of 5.5 MGD has been achieved.

The City and Developer agree that the milestone which shall trigger certain provisions of this Agreement is the substantial completion and occupancy phase of the WWTP Expansion. For purposes of this Agreement, Substantial Completion and Occupancy is the point in the progress of the construction, when the WWTP Expansion is sufficiently complete so that the City is able to fully occupy and fully utilize the WWTP Expansion and expanded capacity of 5.5 MGD for its intended use with all required certificates of occupancy obtained. Developer understands that and agrees that City shall in no way be held in default under this Agreement for any delay in the Substantial Completion of the WWTP Expansion.

Developer acknowledges and agrees that its proposed development was not previously included in any capacity analysis related to the WWTP and, therefore, is voluntarily entering to this Agreement for purposes of awaiting the availability of future capacity after the WWTP Expansion.
Streets: The applicant has submitted a TIA from VBH that was accepted by Sumter County's

Public Works department. Access to the property is proposed from the west side of Powell Rd, using the existing right-in/right-out access from the Wildwood Preserve Apartments, with emergency access off of CR 144. Although this property will be sharing the entrance of the Wildwood Preserve Apartments, the subject property is a separate entity. Cross-access easements will need to be obtained at the site plan stage.

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

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

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

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

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

STAFF RECOMMENDATION: Staff recommends approval of the rezoning request subject to approval of CP 2309-002 and the accompanying developer's agreement.

Case RZ 2309-002 was placed on the July 22, 2024, commission agenda for consideration of the final reading of the request for rezoning. Pursuant to the applicant's request, the case was continued to a date certain of August 12, 2024, at 9:00

a.m. where the case was again continued to a date uncertain. The applicant requested this case be heard at the November 11, 2024, City Commission meeting at 9:00 a.m.

Melanie Strickland, AICP, CPM
Development Services Director

ORDINANCE NO. O2024-19

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

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

G04-013
Southwinds Commercial LTD
2.94 +/-

LEGAL DESCRIPTION:

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

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

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

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

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

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

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

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

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

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

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

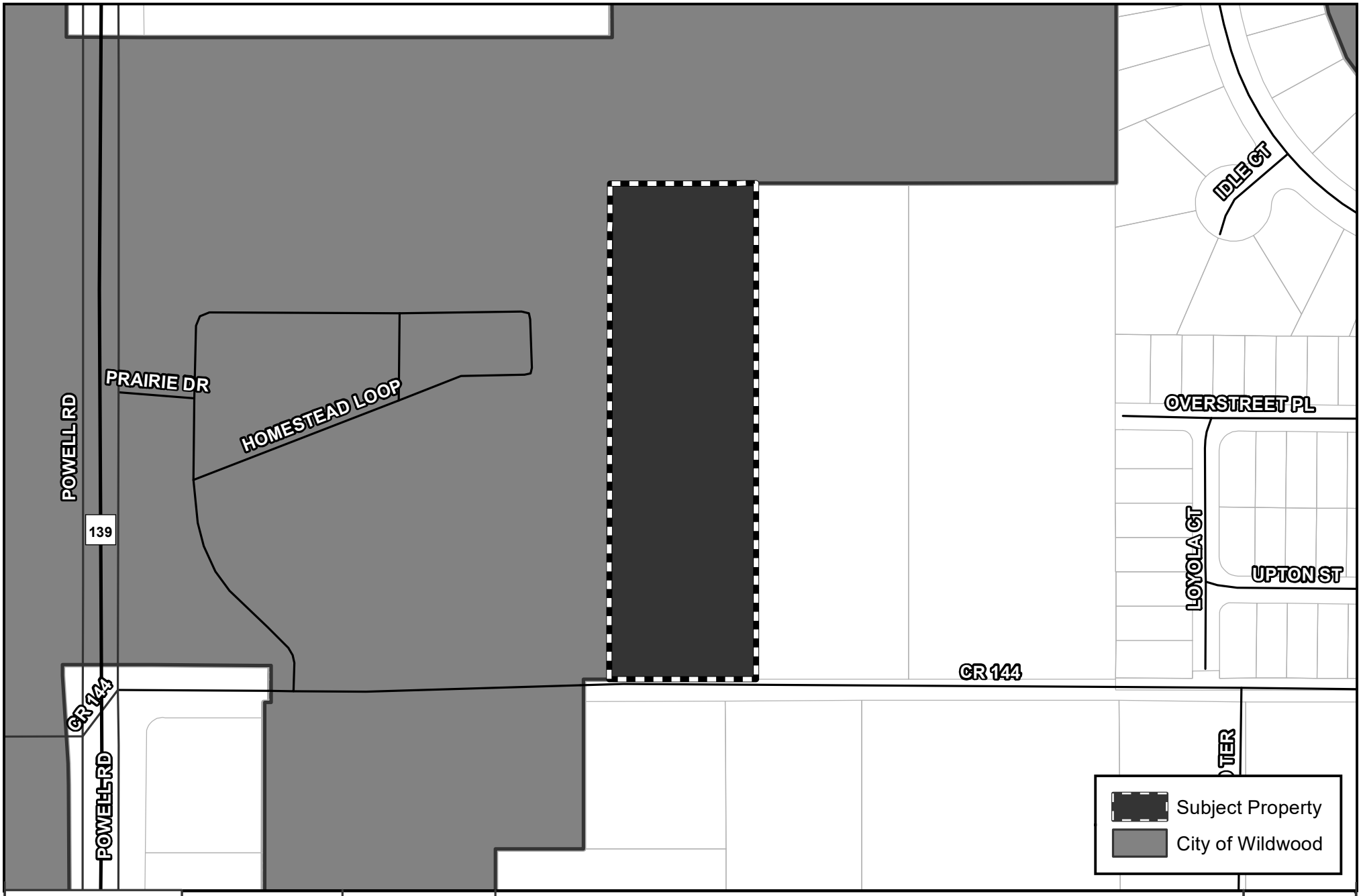
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD
EST. 1877
FLORIDA

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

RZ 2309-002

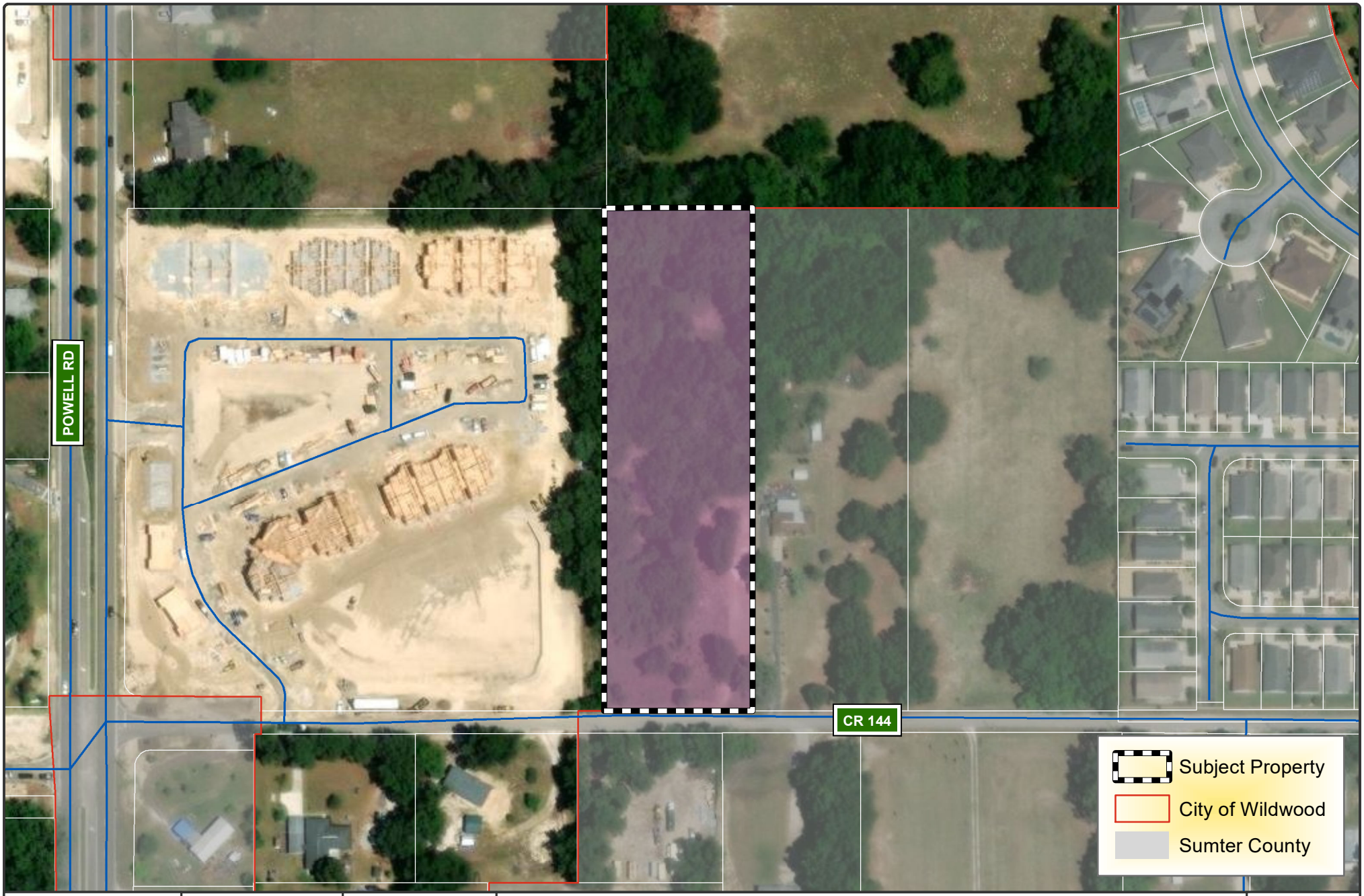
WILDWOOD EAST

PARCEL G04-013

MAP 1A

LOCATION MAP

SEPTEMBER 2023



EST. 1877
WILDWOOD
FLORIDA

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

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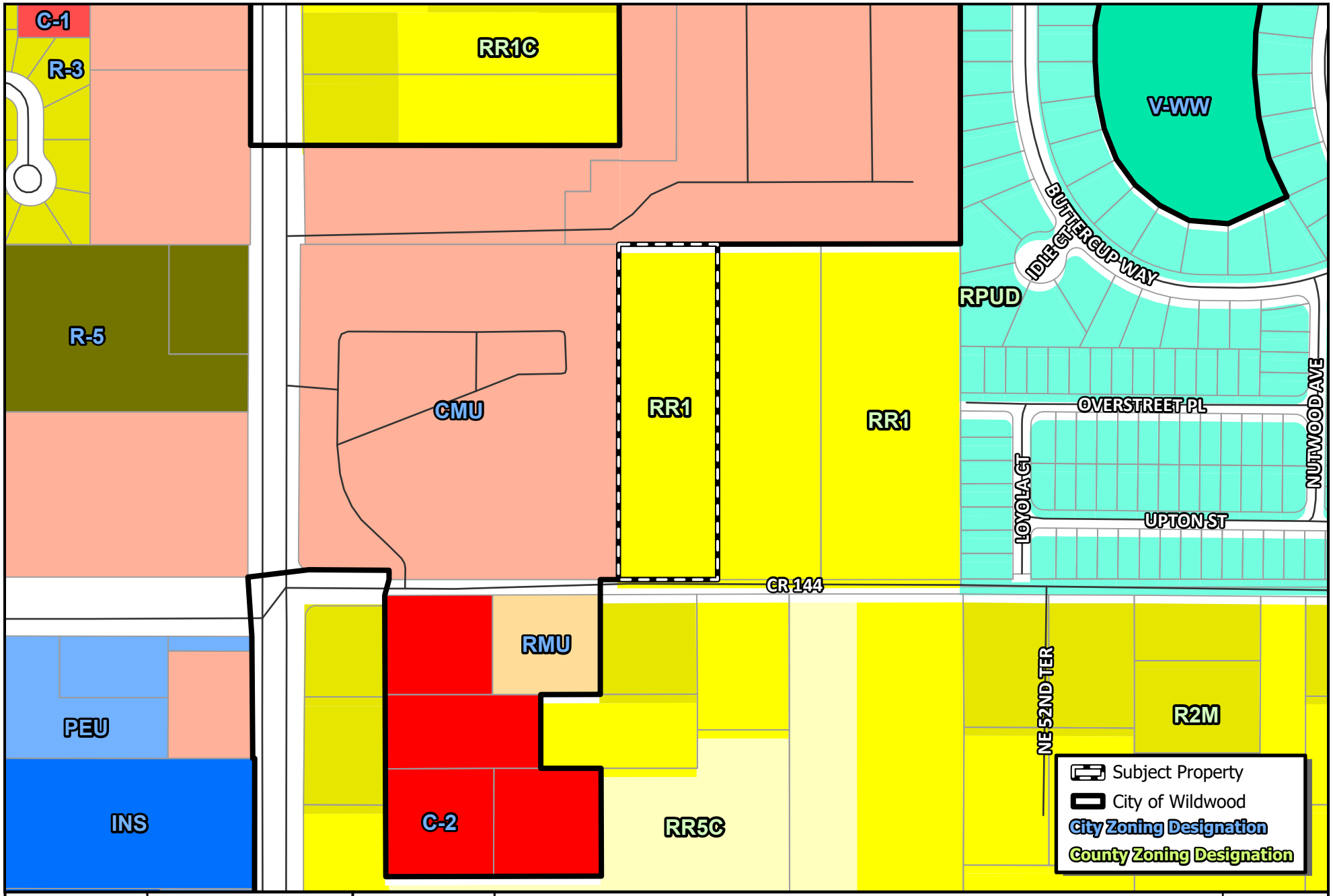
Feet
0 80 160

RZ 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 1B
LOCATION MAP
SEPTEMBER 2023



WILDWOOD FLORIDA EST. 1877

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

N

US Feet
0 55 110 220

RZ 2309-002

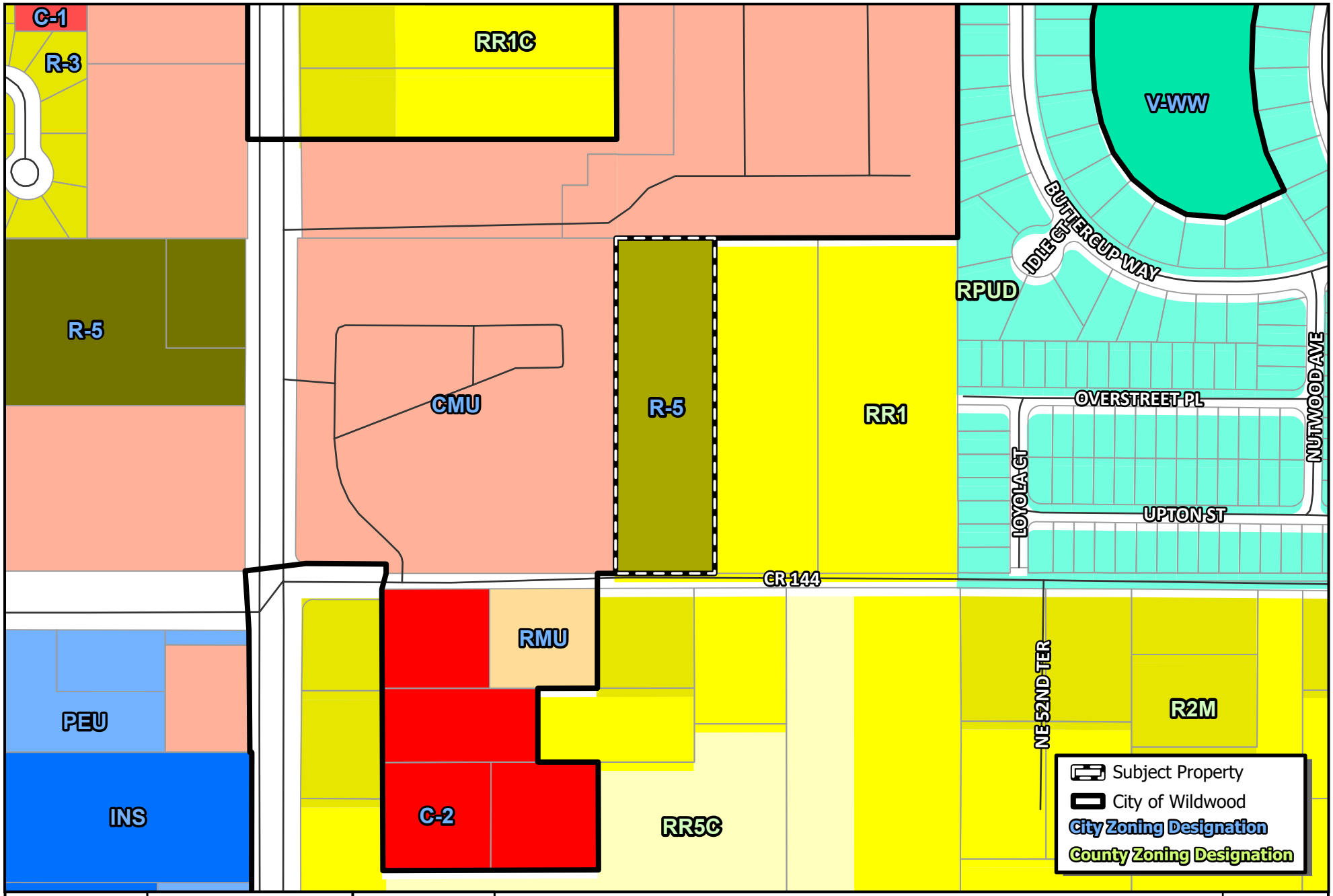
WILDWOOD EAST

PARCEL G04-013

MAP 3A

EXISTING ZONING

MAY 2024



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

N

US Feet
0 55 110 220

RZ 2309-002

WILDWOOD EAST

PARCEL G04-013

MAP 3B

PROPOSED ZONING

MAY 2024

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: O2024-19

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, June 11, 2024, by the Special Magistrate. The applicant seeks approval and favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR1 (County) to R-5 (City) on 2.94 acres MOL. The subject property is generally located 0.12 miles east of the Powell Rd and CR 144 intersection, north along CR 144.

Case Number: RZ 2309-002 Wildwood East

Applicant(s): LPG Urban & Regional Planners, Inc

Owner(s): Southwinds Commercial LTD

Parcel(s): G04-013

Under Land Development Regulation (LDR) § 1.7(B)(2), the Planning and Zoning Board/Special Magistrate has a duty to make a recommendation to the City Commission on all proposed Zoning Map amendments.

Based upon the testimony, evidence, and information presented as to the criteria set forth in LDR § 3.3(C)(4), the Special Magistrate

☐ recommends approval.

☒ recommends approval with the following conditions:

verification of wastewater capacity

☐ recommends denial.

Dated: June 11, 2024

Lindsay C.T. Holt
Special Magistrate City of Wildwood

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

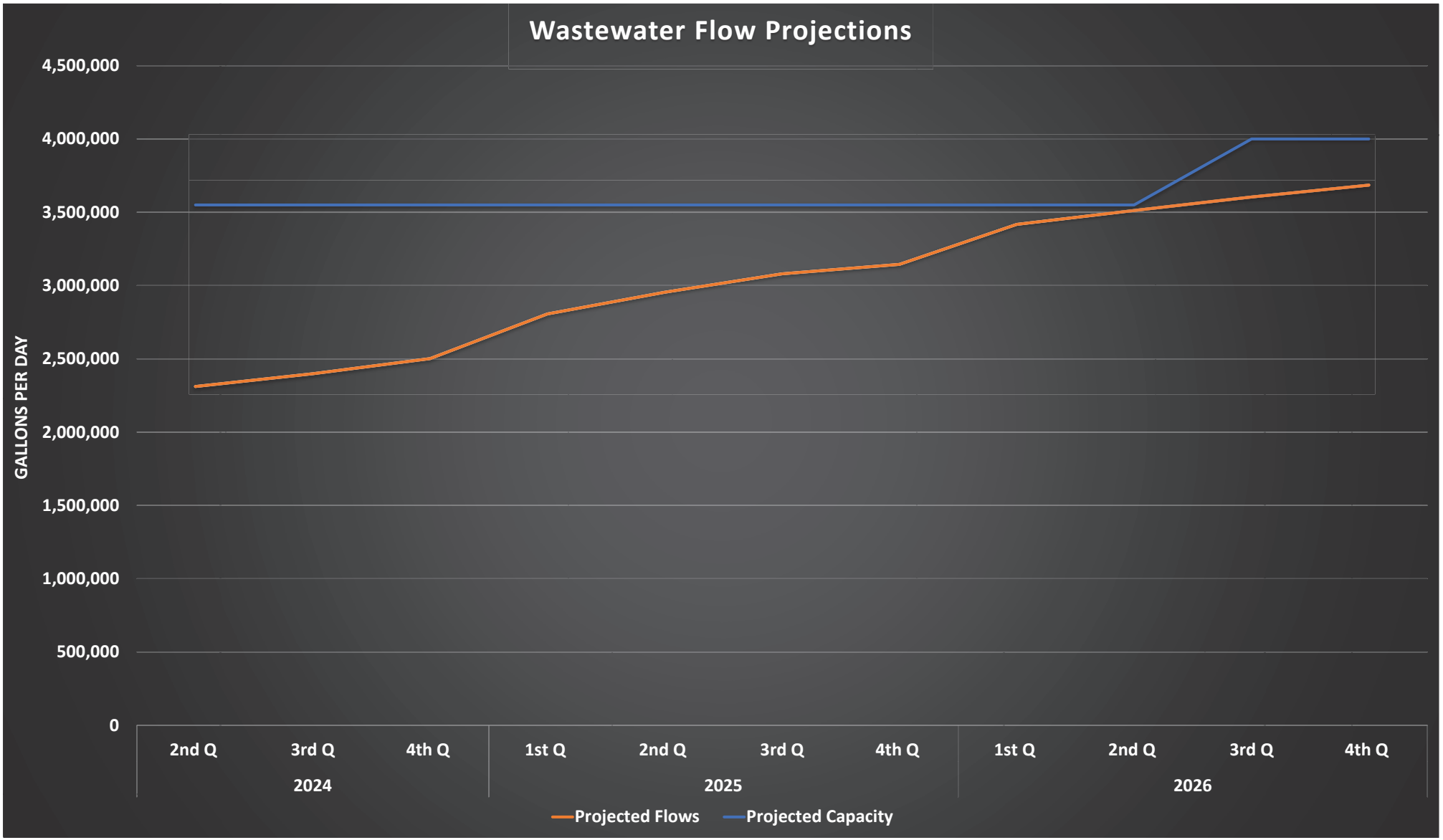
PROJECTED FLOWS (GPD) CURRENT	PROJECTED NEW FLOW (GPD)			PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)				PROJECTED NEW FLOW (GPD)			
	2024			2025				2026				2027				2028				2029			
	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd Q	4th Q	1st Q	2nd Q	3rd 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%

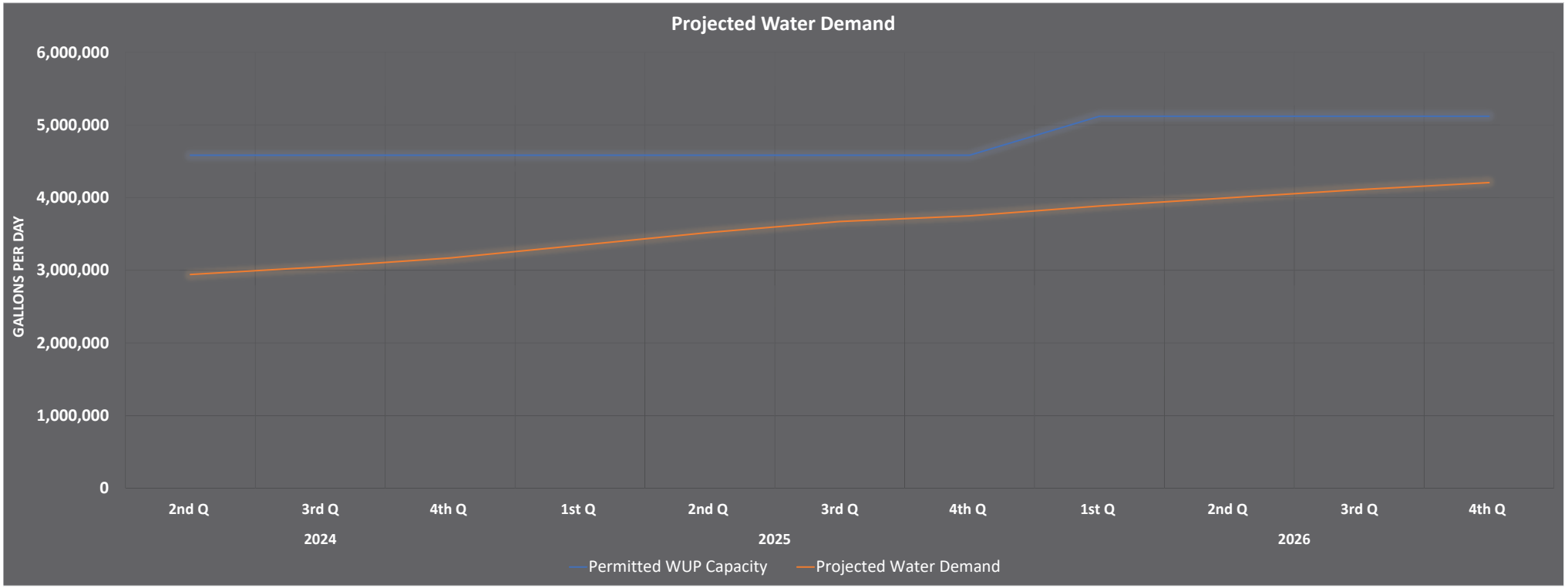
City of Wildwood Water Demand Projections

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



Print

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

Date Submitted: 3/5/2024

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

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		Parcel Number

Sumter County Traffic Impact Analysis (TIA)

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

Matthew Tadlock

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

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

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2023 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

Choose File No file chosen

Please submit your TIA

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

Date of Methodology Acceptance by County

12/15/2023

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

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1

Introduction

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

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

Project Description

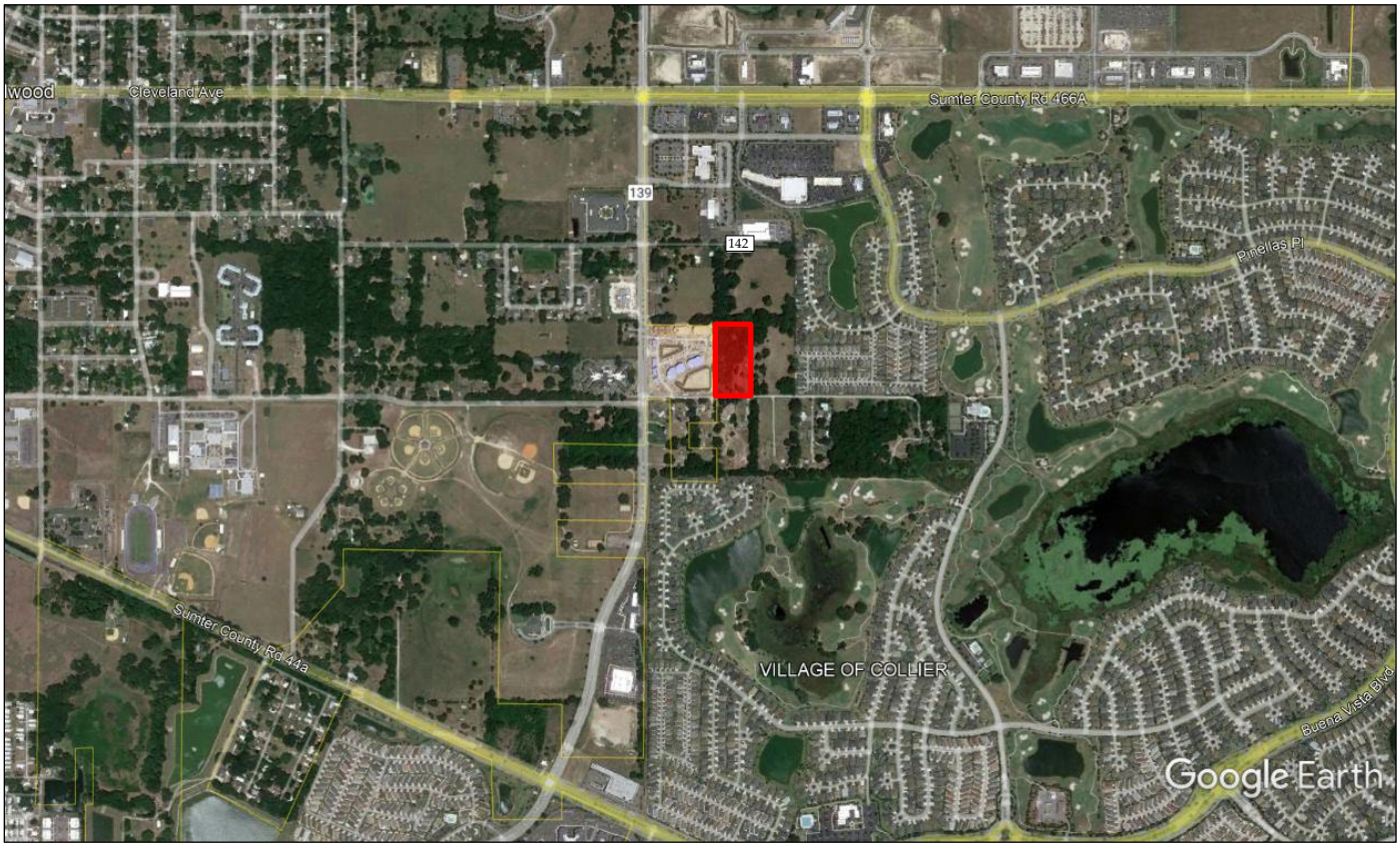
The property is generally located on the east side of Powell Road and north of CR 144, in the City of Wildwood, Sumter County, Florida as shown in **Figure 1**.

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

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

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

Figure 1 Project Location Map



Project Location

Study Area

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

Roadway Segments:

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

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

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

Trip Generation

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

Table 1: Project Trip Generation

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

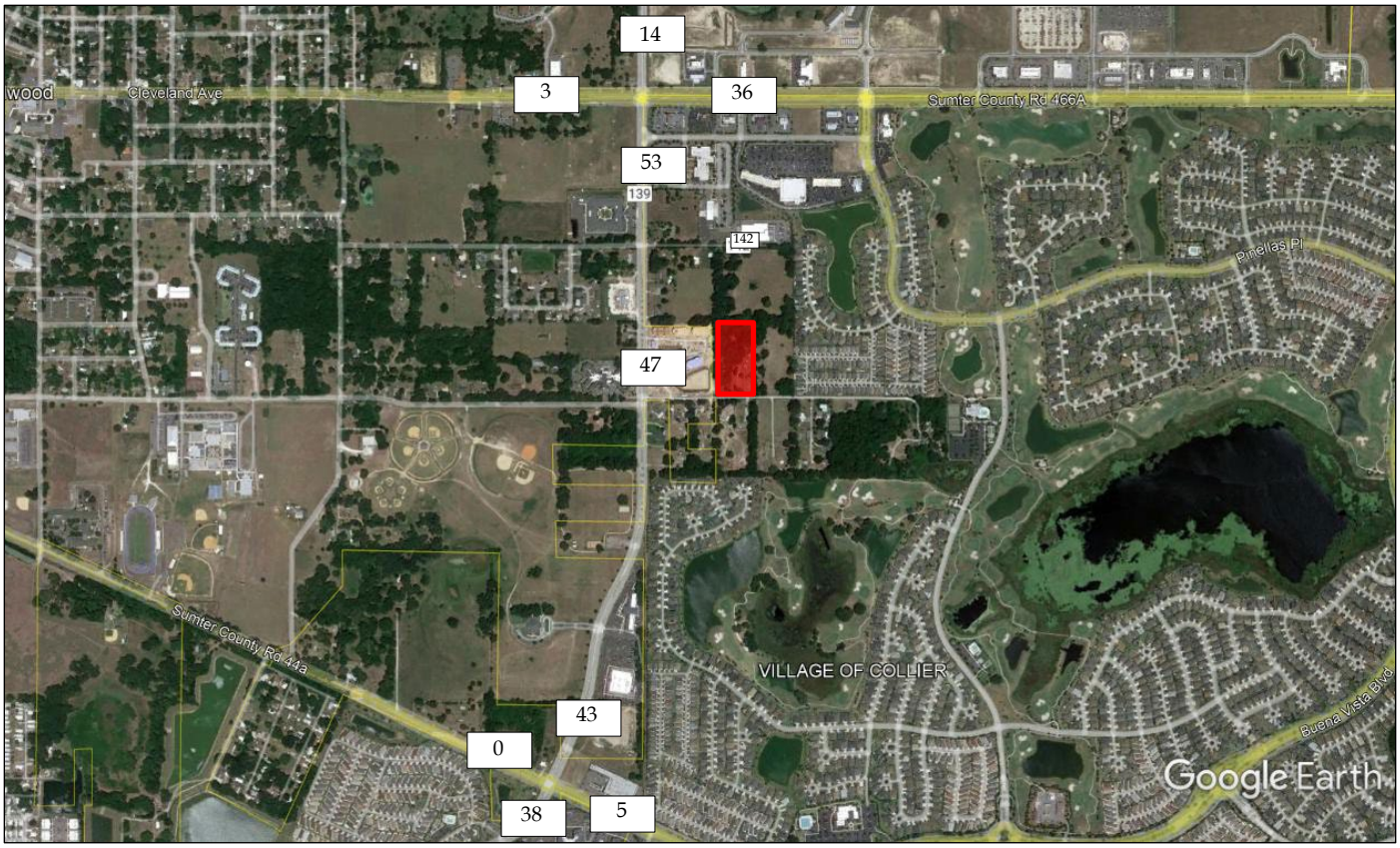
Source: *ITE Trip Generation, 11th Edition*

Trip Distribution and Assignment

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

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

Figure 2 – Project Trip Distribution Map



Project Location

38 Trip Distribution

2

Existing Conditions

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

Existing Roadway Capacity Analysis

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

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

Table 2 : Existing Roadway Conditions

AM PEAK HOUR

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

PM PEAK HOUR

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

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

Existing Intersection Capacity Analysis

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

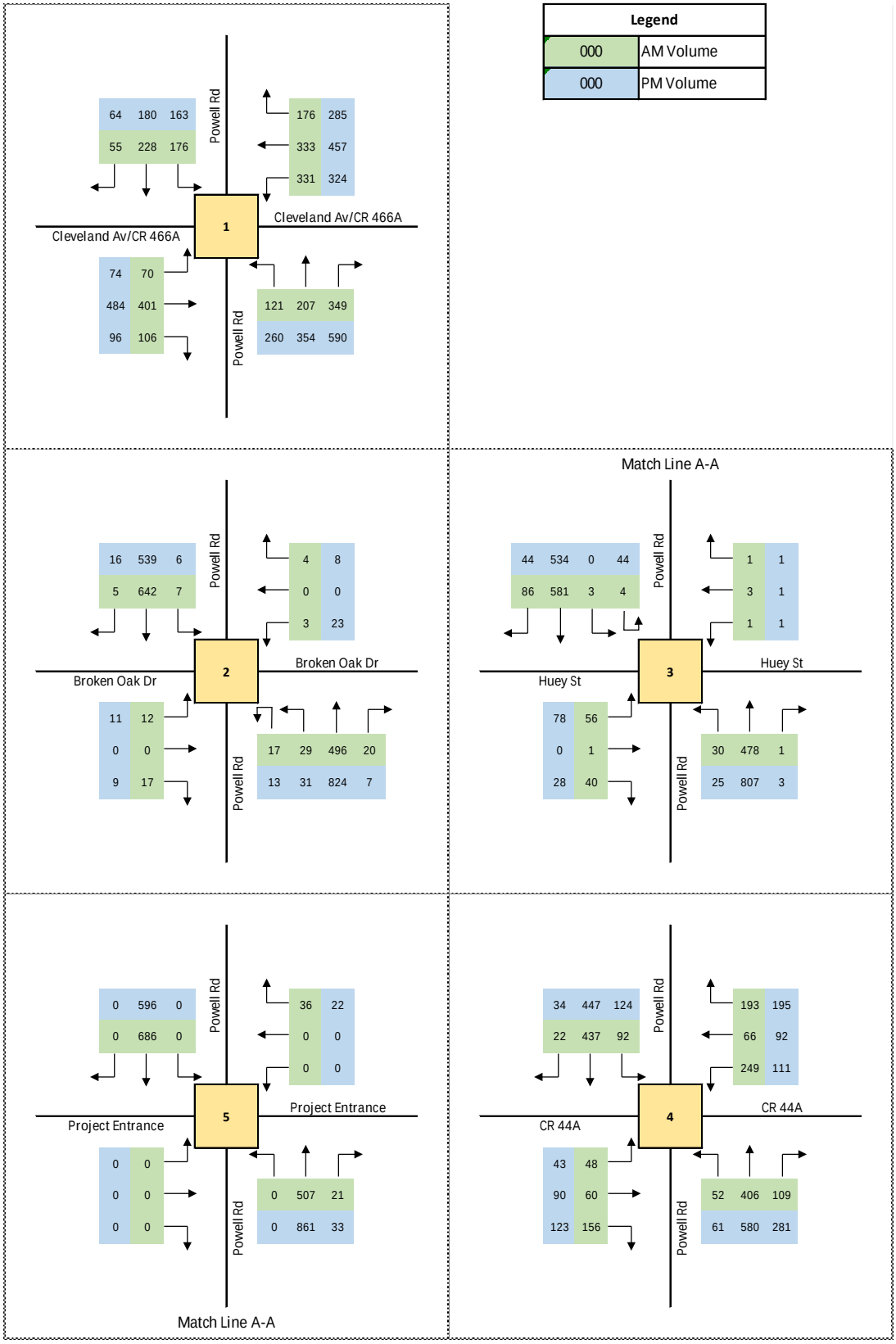
The existing intersections were evaluated using the methodology outlined in the *Highway Capacity Manual*, 6th Edition, and using the Synchro 11 Software. The results of the intersection capacity analysis for the peak hours are shown in **Table 3**. All study intersections operate at an acceptable level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

Table 3: Intersection Capacity Analysis – Existing Conditions

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

Source: Synchro 11.0, HCM 6th Edition

Figure 2 Existing AM and PM Peak Hour Traffic Volumes



3

Future Conditions

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

Future Roadway Capacity Analysis

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

Table 4 : Year 2026 Future Roadway Capacity Analysis

AM PEAK HOUR

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

PM PEAK HOUR

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

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

Future Intersection Capacity Analysis

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

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

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

Table 5 : Intersection Capacity Analysis –Future Conditions

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

Source: Synchro 11.0, HCM 6th Edition

Figure 3 Future Turning Movement Volumes AM Peak Hour

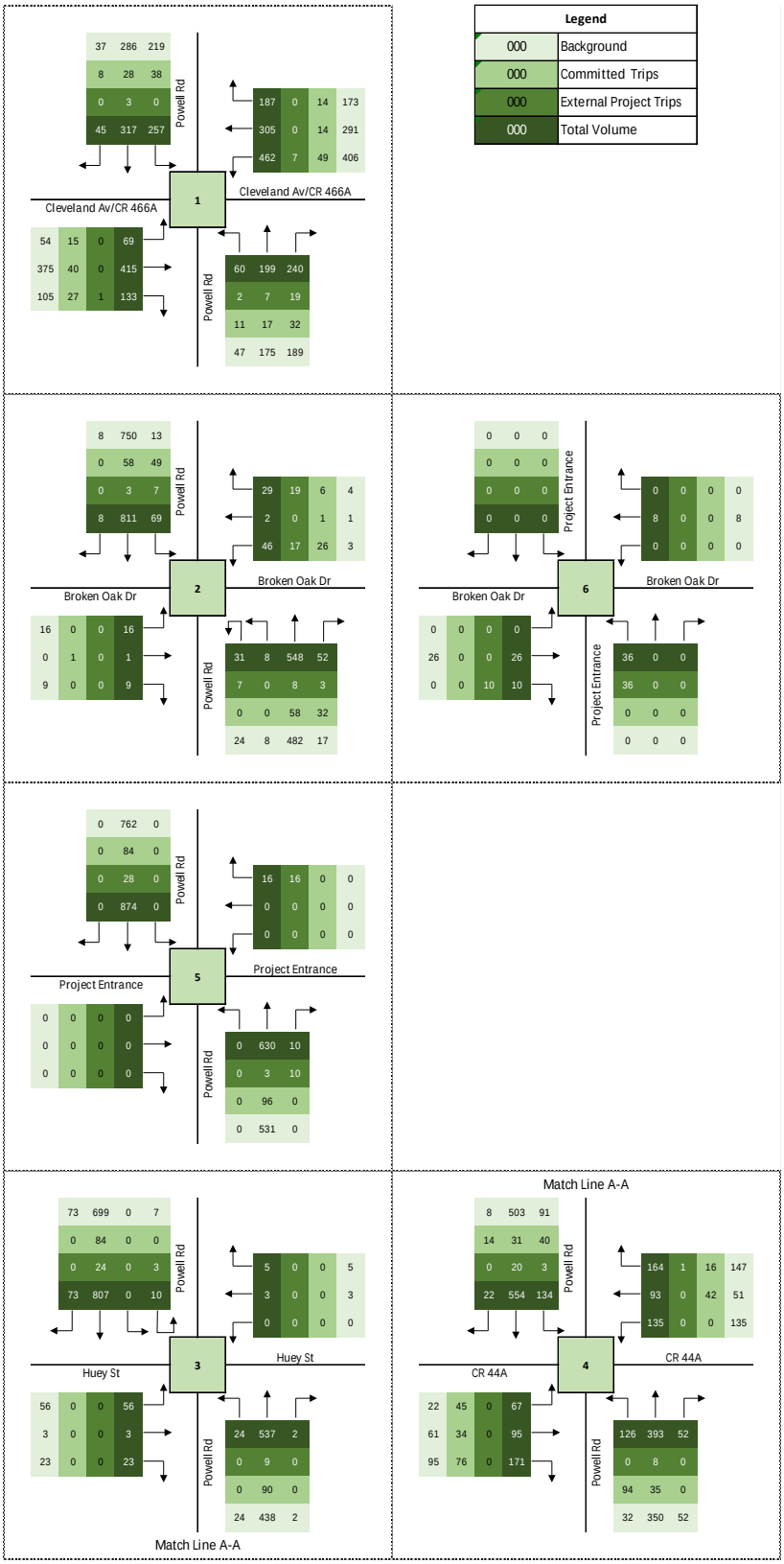
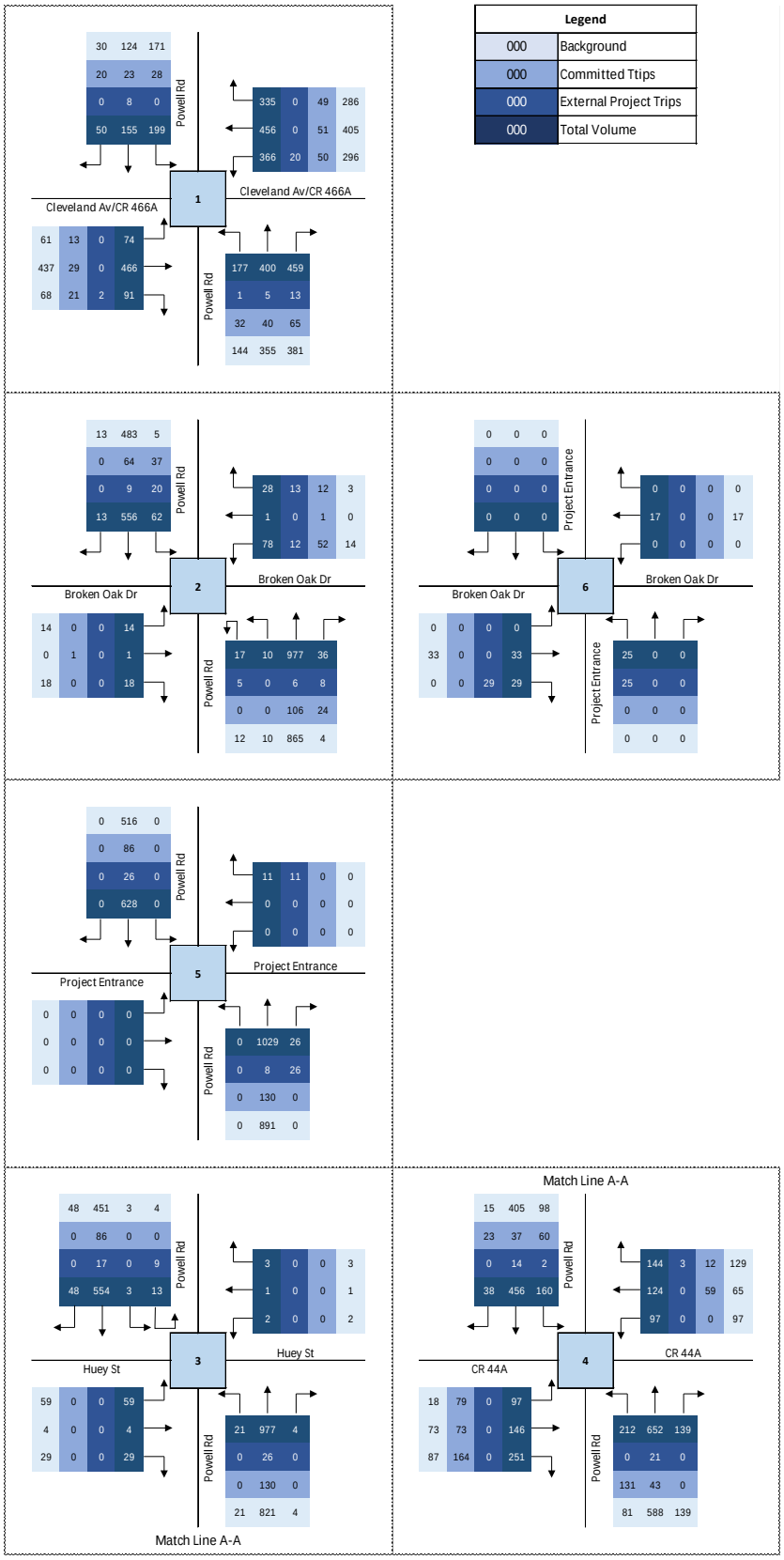


Figure 4 Future Turning Movement Volumes PM Peak Hour



Project Turn Lane Analysis

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

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

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

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

Table 6: Turn Lane Queue Analysis

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

Notes:

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

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

4

Conclusions

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

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

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

APPENDICES

APPENDIX A

Methodology

Print

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

Date Submitted: 12/7/2023

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

Address

225 E Robinson St, Suite 300

City	State	Zip Code
Orlando	FL	32801

Phone	Alt Phone	Parcel Number
407.965.0510		G04-013

Sumter County Traffic Impact Analysis (TIA)

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

Purpose and Applicability

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

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

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

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

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

Methodology Statement

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

Sumter County 2022 County Annual Traffic Reports
Summary Table

Click here to view the table.

Exemption

Choose File No file chosen

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

Please submit your Methodology Statement

64294.01_Wildwood-Atlantic Housing_Methodology.pdf

Please submit your TIA

Choose File No file chosen

Date of Methodology Acceptance by County

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

Applicable Jurisdiction

Please check the applicable Jurisdiction:

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

Link

FDOT Systems Implementation Office

Link

FDOT Roadway Design - Florida Greenbook

Link

Lake-Sumter MPO

Link

FDOT Traffic Information

Memorandum

To: Sumter County
Public Works Department

Date: December 7, 2023

Project #: 64294.01

From: Joedel Zaballero, PE, PTOE

Re: Wildwood Residential Annexation & Rezone
Traffic Impact Analysis Methodology

Purpose

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

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

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

Section 1: Project Description

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

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

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

Project buildout is anticipated in 2026.



Project Location

Source: Bing Maps 20223

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

Memorandum

Section 2: Primary Impact Area/Study Area

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

Table 1: Roadway Segments Screening

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

Sources: Sumter County CMP Database 2022
VHB, Inc.

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

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

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

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

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

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

Section 3: Data Collection/Existing Conditions

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

Section 4: Minimum Acceptable Level of Service

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

Memorandum

Section 5: Background Traffic

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

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

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

Table 2: Roadway Segments – Vested Trips

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

Sources:

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

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

Table 3: Growth Rate Comparison

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

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

Memorandum

Section 6: Planned, Programmed and Committed Projects

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

Section 7: Trip Generation

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

Table 4: Trip Generation Summary

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

Source: *ITE Trip Generation, 11th Edition*

Section 8: Trip Distribution

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

Section 9: Transportation Assessment

Include AM peak hour as well.

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

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

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

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

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

Section 10: Report

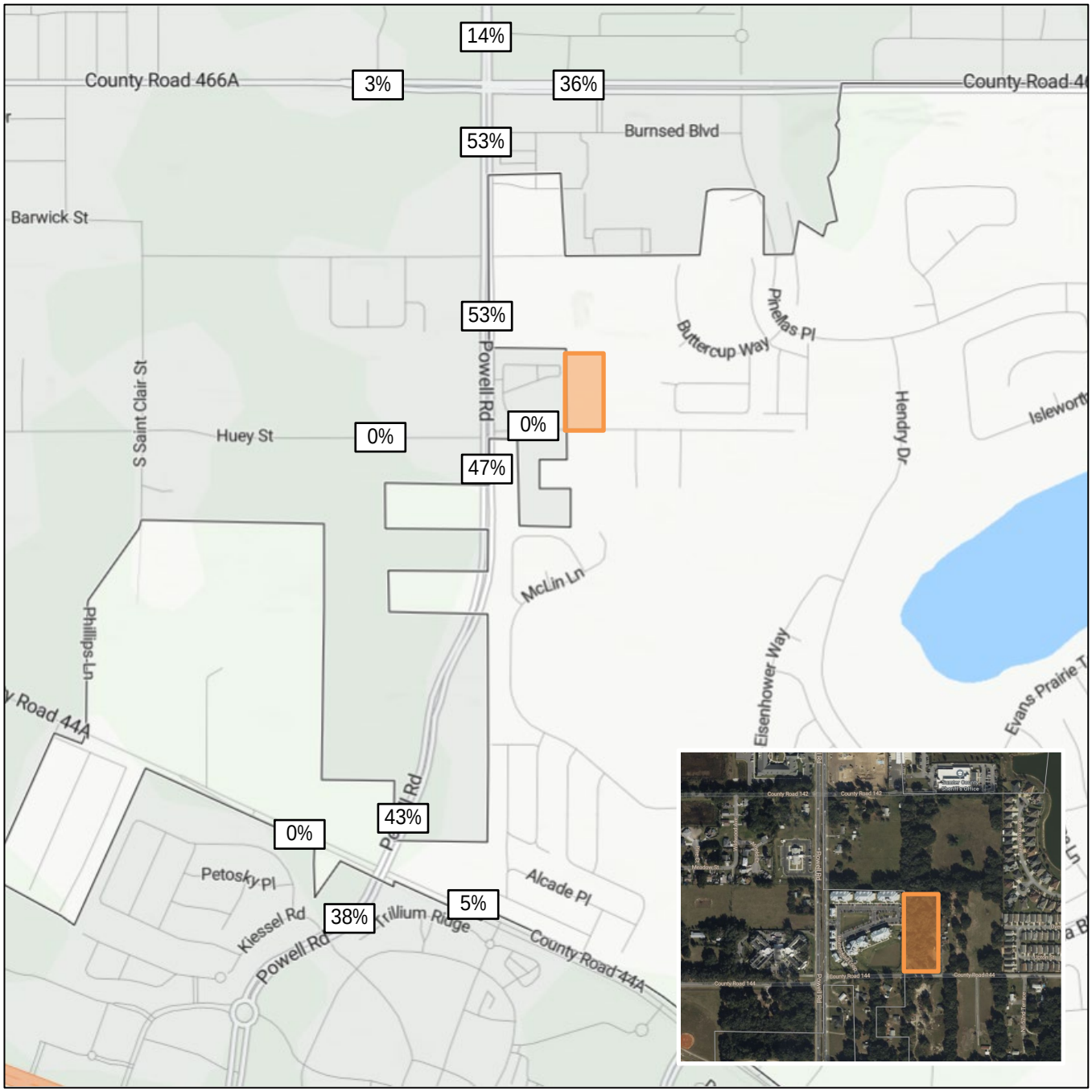
A traffic impact analysis report detailing the methods and findings of the study, including all associated graphics, tables, calculations, and supporting information, will be prepared for submittal to the City of Wildwood and Sumter County.

Attachments:

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

Figure 2: Project Trip Distribution Map

Wildwood East Annexation & Rezone CR 144

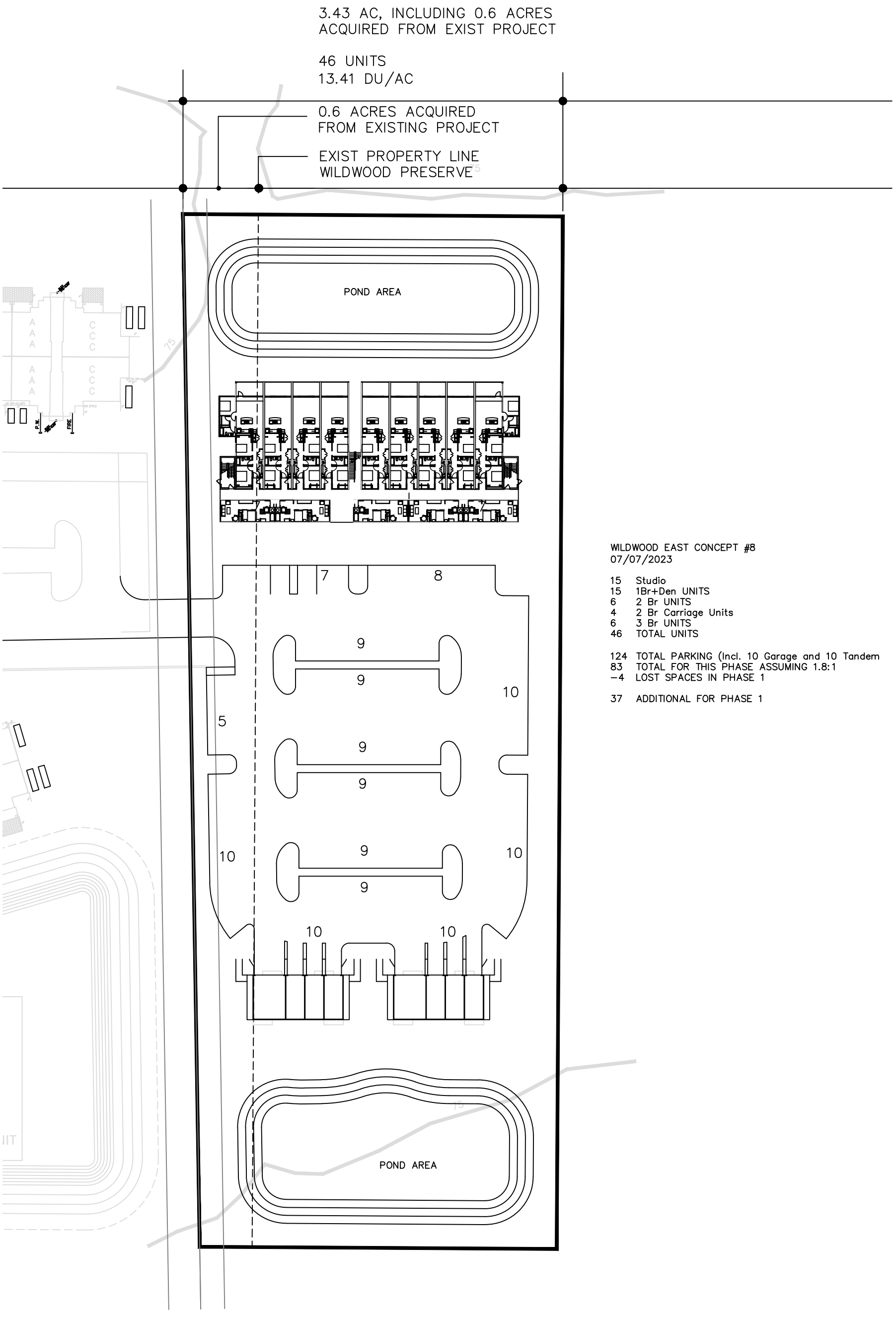


38% Project Distribution

Project Location

Source: Bing Maps 20223

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



WILDWOOD EAST CONCEPT #8
07/07/2023

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

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

37 ADDITIONAL FOR PHASE 1

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

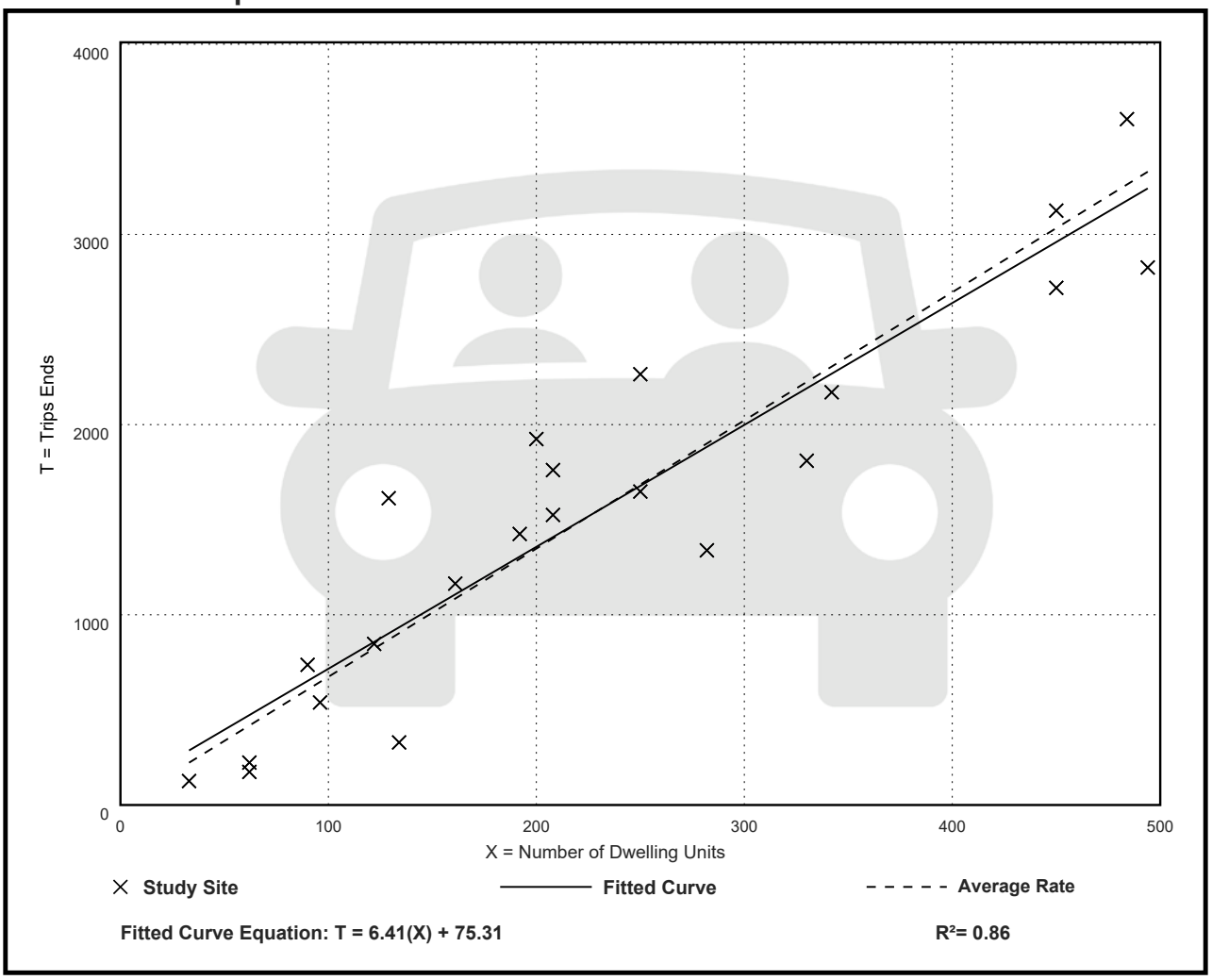
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

R^2= 0.86

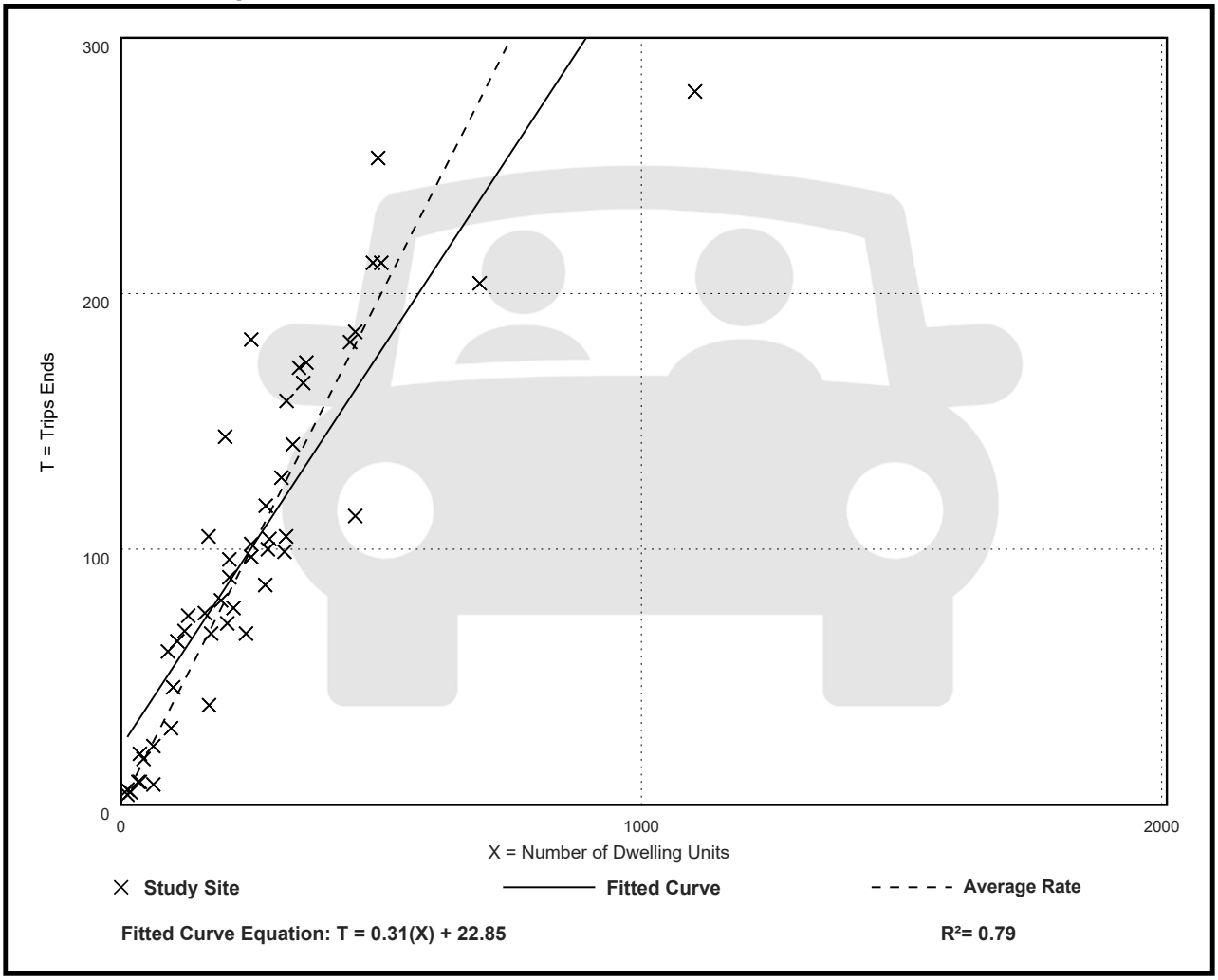
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



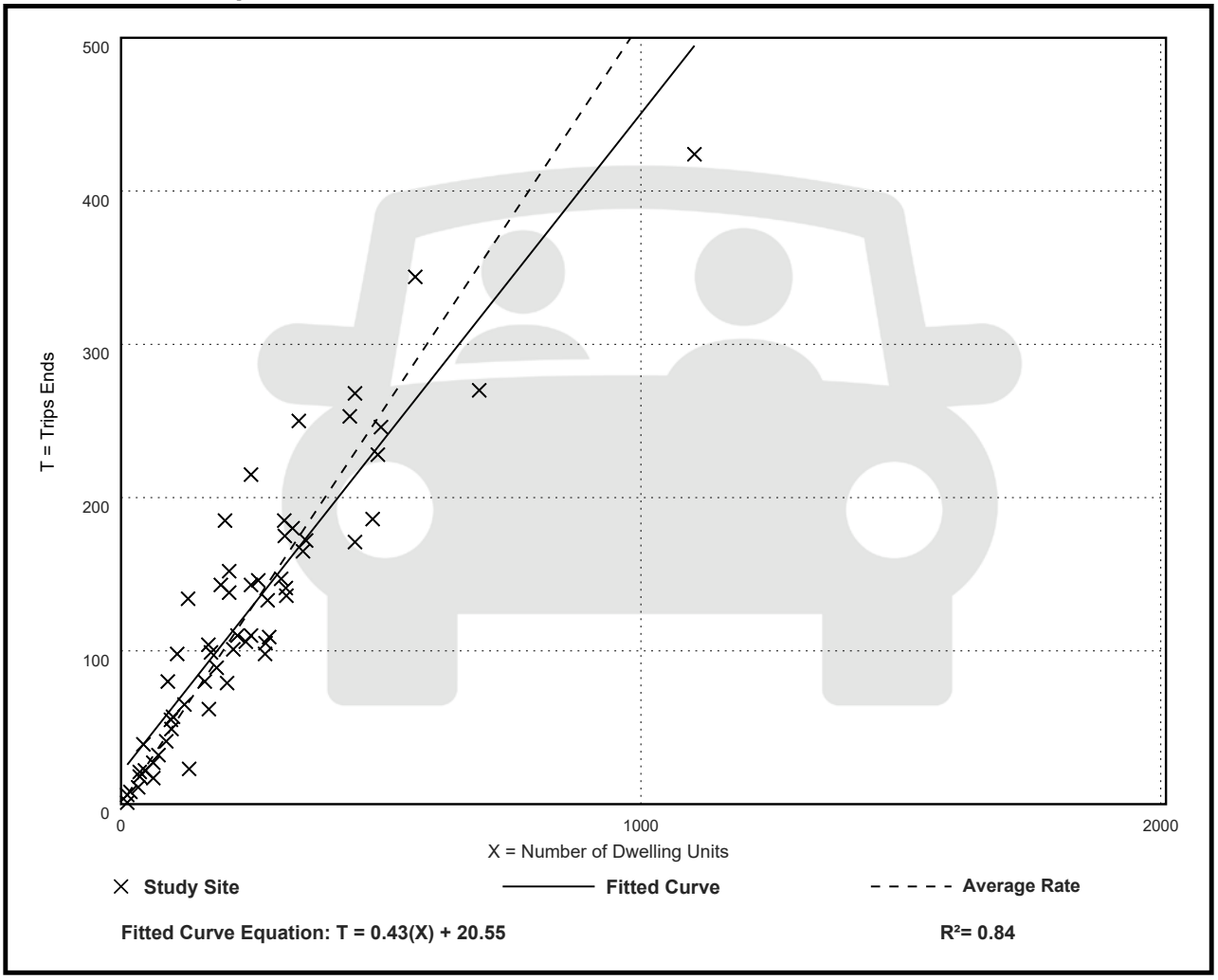
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



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

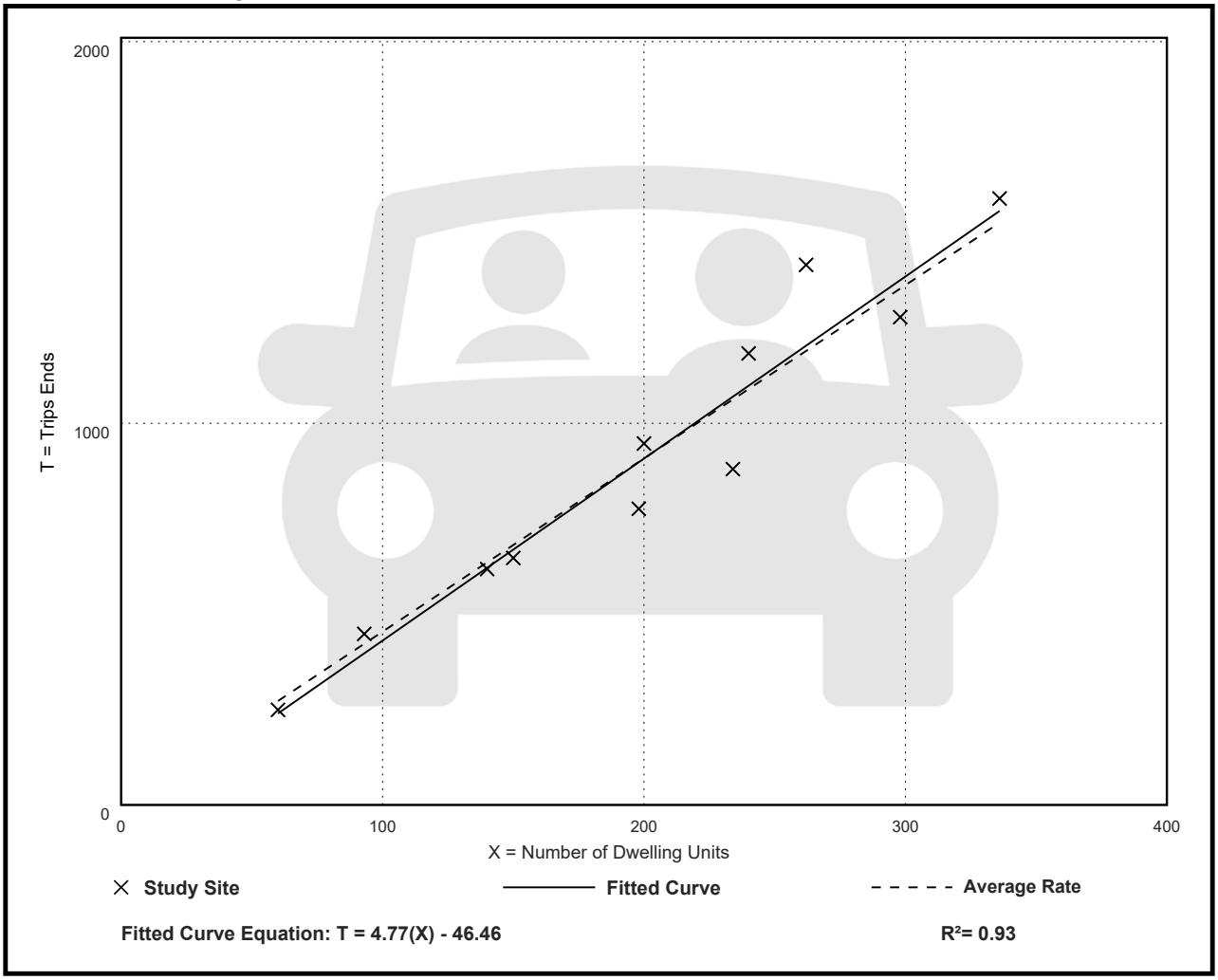
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



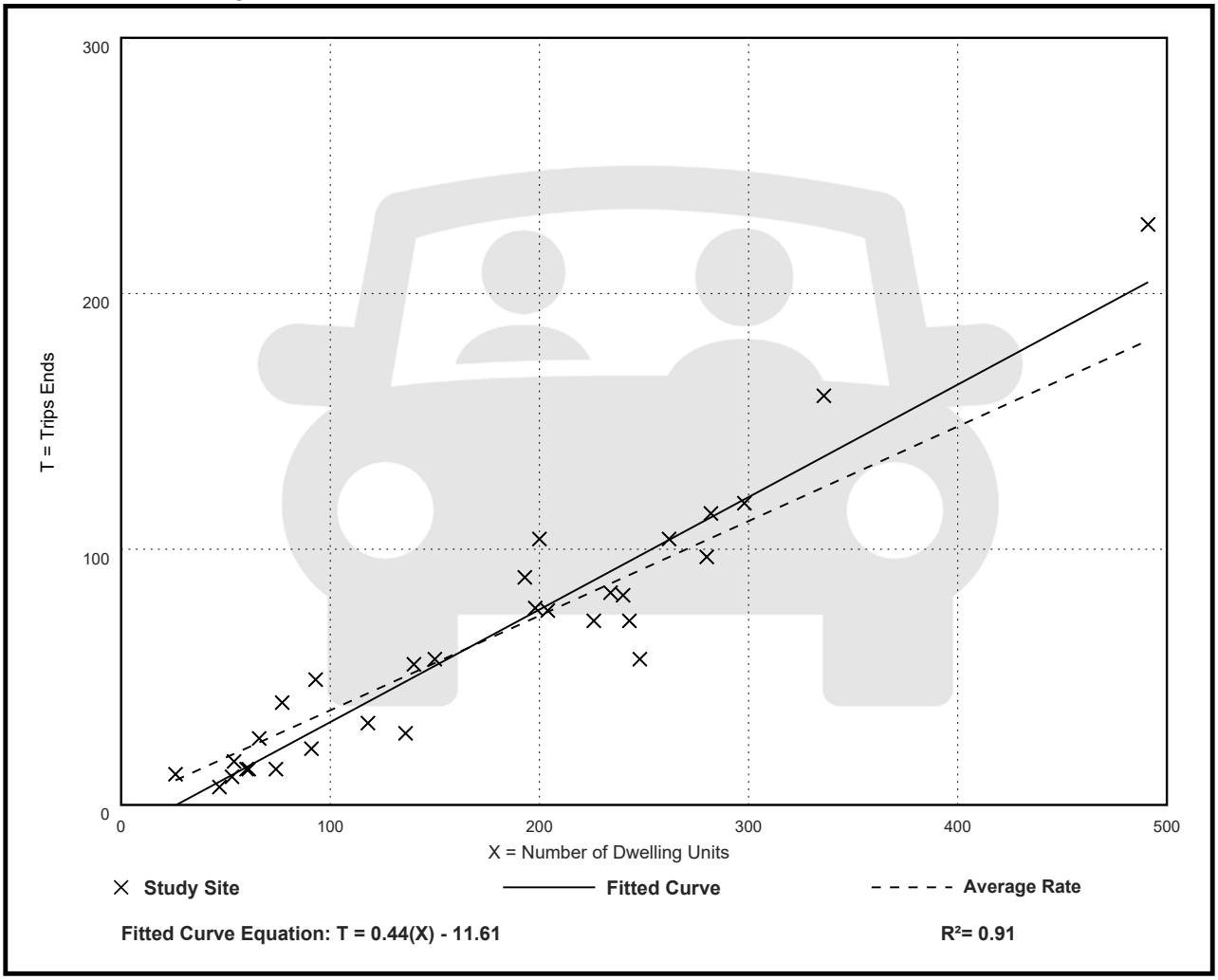
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



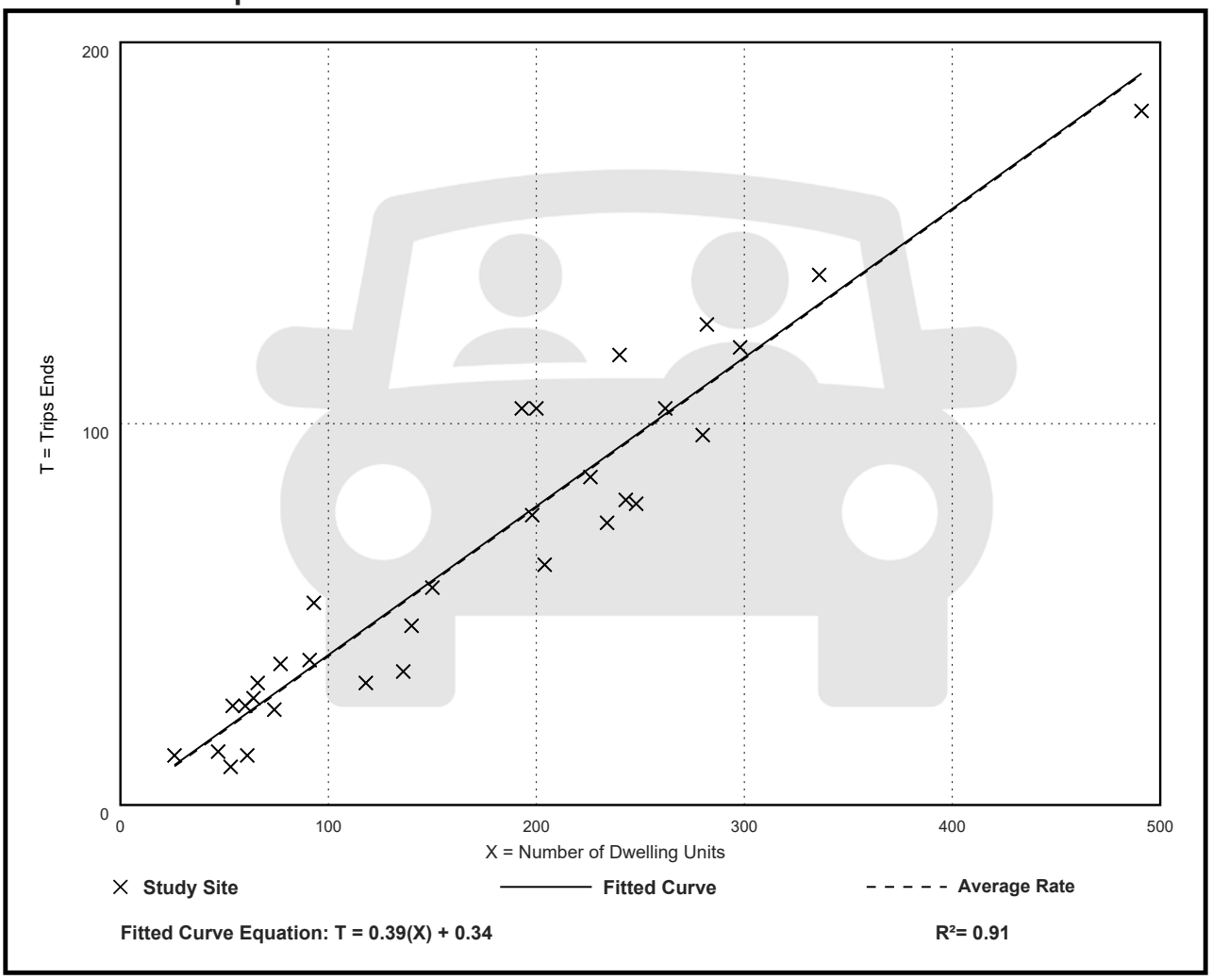
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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

Vehicle Trip Generation per Dwelling Unit

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

Data Plot and Equation



Sumter County CMP Database

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

Sumter County CMP Database

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

Sumter County CMP Database

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

APPENDIX B

Turning Movement County, Signal Timing Plans, Peak Season Report

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 466A
EAST APPROACH

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

CR 139-Powell Road
SOUTH APPROACH

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 142
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road



CR 144 Huey St
EAST APPROACH

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

CR 139-Powell Road
SOUTH APPROACH

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 44A
EAST APPROACH

CR 139-Powell Road
SOUTH APPROACH

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

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

VEHICLE TURNING MOVEMENT COUNT

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

ALL VEHICLES / ALL MOVEMENTS

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

VEHICLE TURNING MOVEMENT COUNT

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

HEAVY VEHICLES (TRUCKS + BUSSES)

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

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIANS & BICYCLES COMBINED

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

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

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

NORTH APPROACH
CR 139-Powell Road

WEST APPROACH
CR 139-Powell Road

CR 139-Powell Road
SOUTH APPROACH

Project Entrance
EAST APPROACH

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

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

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

MOCF: 0.94

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

* PEAK SEASON

Sumter County Annual Traffic Counts

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

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

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

COORDINATION SETTINGS

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

5018

INTERSECTION: CR44A & Powell Rd/CR139

DATE: June 2019

EAGLE EPAC TIMING SHEET

CONTROLLER SETTINGS

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

COORDINATION SETTINGS

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

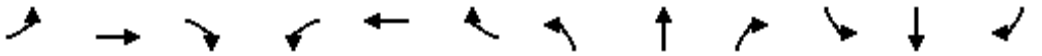
5020

INTERSECTION: CR466A & Powell Rd / CR462E

DATE: June 2019

APPENDIX C

Synchro – Existing Conditions



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

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

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

Intersection	
Int Delay, s/veh	0.9

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

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

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

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

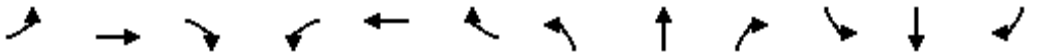
Intersection	
Int Delay, s/veh	1.9

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

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

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

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



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

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

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

Notes

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

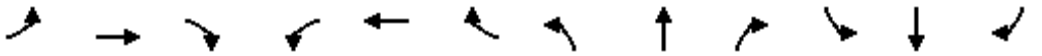
Intersection	
Int Delay, s/veh	0.3

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

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

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

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



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

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

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

Intersection	
Int Delay, s/veh	0.9

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

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

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

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

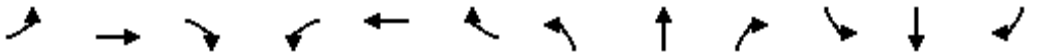
Intersection	
Int Delay, s/veh	2.1

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

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

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

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



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

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

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

Notes

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

Intersection	
Int Delay, s/veh	0.2

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

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

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

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

APPENDIX D

Committed Development

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

Sources:

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

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

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

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

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

EXECUTIVE SUMMARY

Project Information

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

Findings

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

Recommendations

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

PROFESSIONAL ENGINEERING CERTIFICATION

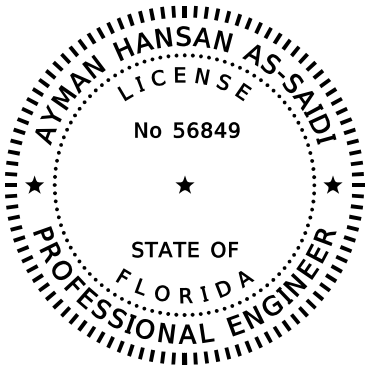
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional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

PROJECT: Parkview at Brownwood

LOCATION: City of Wildwood, Sumter County, Florida

CLIENT: Blount Standard LLC

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

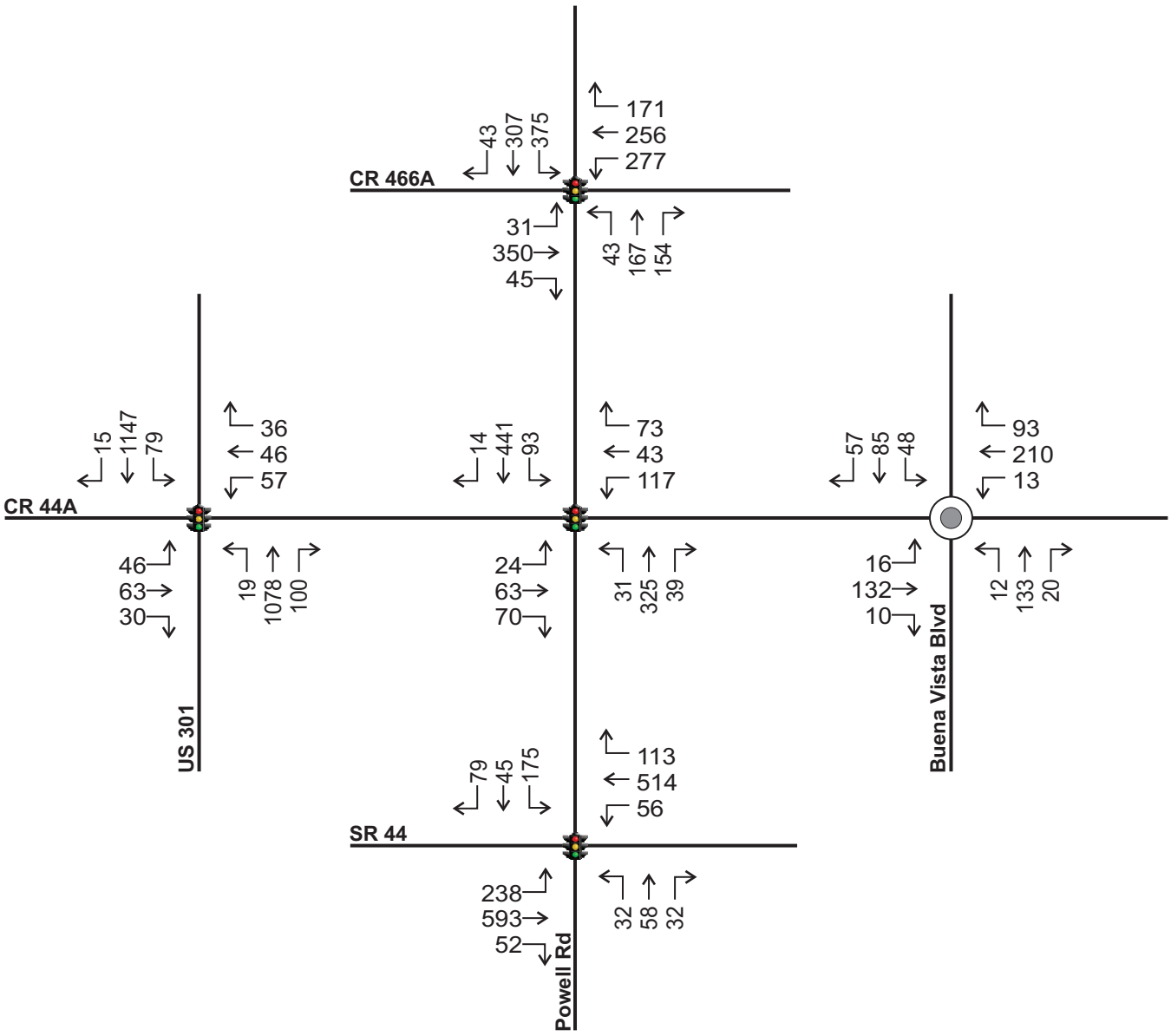


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ON THE DATE ADJACENT TO THE SEAL

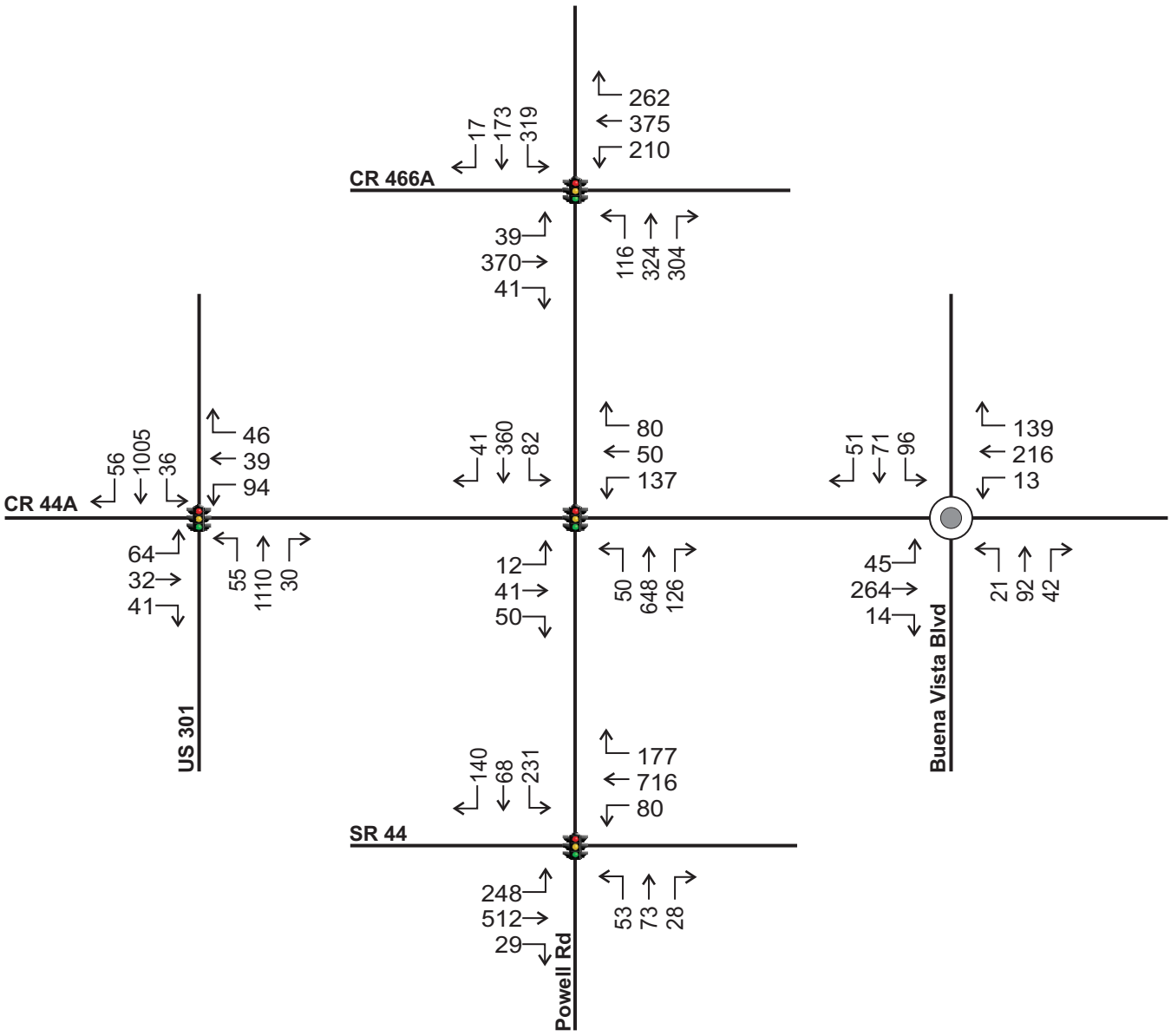
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AYMAN H. AS-SAIDI, P.E. NO 56849



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

Figure 2



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

Figure 3

3.0 PROJECT TRAFFIC

3.1 Trip Generation

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

Table 3
Trip Generation Analysis

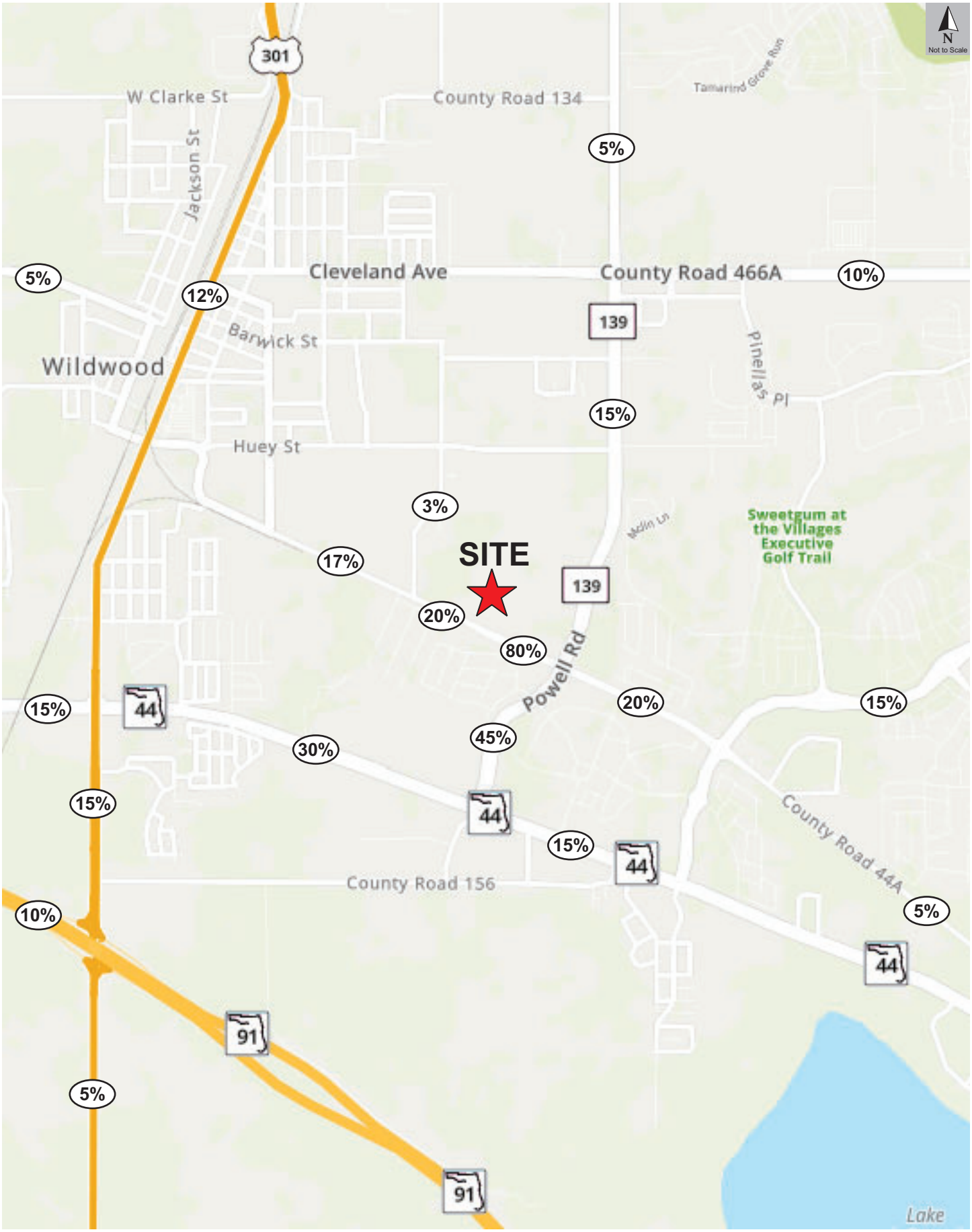
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
221	Multi-Family Apartments	350 DU	5.45	1,906	0.36	126	33	93	0.44	154	94	60
252	Senior Housing Attached	185 DU	3.70	685	0.20	37	13	24	0.26	48	26	22
720	Medical Office	76.23 KSF	37.27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

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

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

3.2 Trip Distribution

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



Project Trip Distribution
Parkview at Brownwood
20034.2, v2.2

Figure 4

A

4.2 Projected Roadway Segment Capacity

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

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

Table 5
Projected Roadway Segment Capacity Analysis

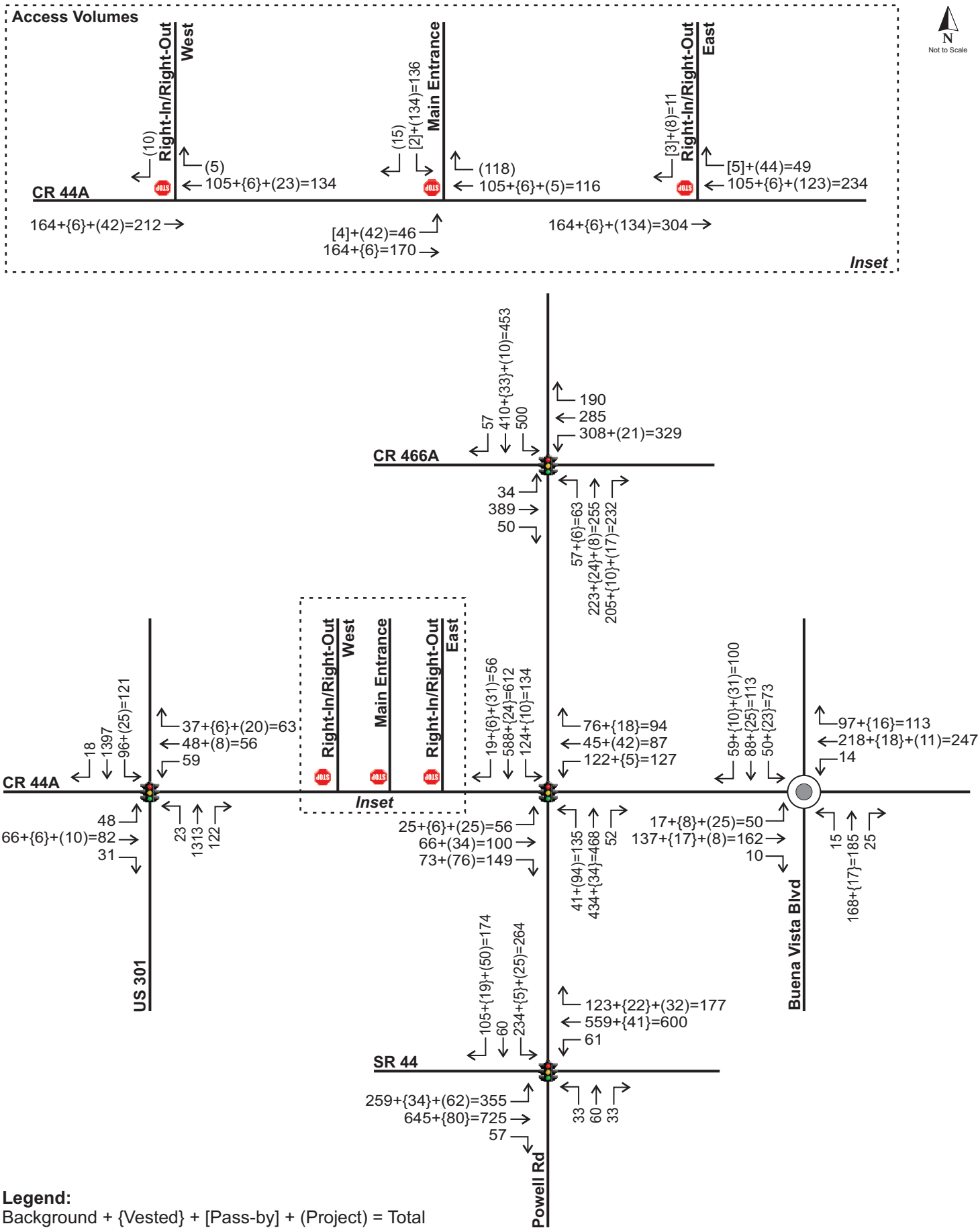
Road Name	# LNS	LOS Std	LOS Cap	AGR	Background 2024 NB/EB	Background 2024 SB/WB	Background 2024 LOS	Project Trips % Dist	Project Trips NB/EB	Project Trips SB/WB	Total Volume NB/EB	Total Volume SB/WB	Total Volume LOS
CR 139 / Powell Rd													
SR 44 to CR 44A	2	D	1,467	8.36%	991	783	D	45%	132	164	1,123	947	D
CR 44A to CR 466A	2	D	1,467	8.36%	991	783	D	15%	44	55	1,035	838	D
CR 44A													
US 301 to CR 139	2	D	675	1.00%	71	110	C	80%	27	30	98	140	C
CR 139 to Buena Vista Blvd	4	D	1,467	1.00%	71	110	C	20%	58	74	129	184	C
CR 466A													
CR 462 to Buena Vista Blvd	2	D	1,467	2.80%	1,359	1,429	D	10%	29	37	1,388	1,466	D
SR 44 *													
US 301 to Buena Vista Blvd	4	D	2,000	2.20%	658	968	C	30%	88	109	746	1,077	C

AGR denotes Annual Growth Rate

4.3 Intersection Capacity Analysis

The projected volumes for the intersection capacity and operations analysis were calculated by assigning the project trips to the project driveways and adding those volumes to the background volumes at the study intersections. Projected background traffic was estimated using the annual growth rates discussed in the previous section. Traffic volumes for the following projects were also added to the analysis as vested trips: Brownwood Professional Plaza, Wildwood Preserve, Powell Center Development, and Bonita Plaza. Excerpts from the reports used are included in **Appendix J**.

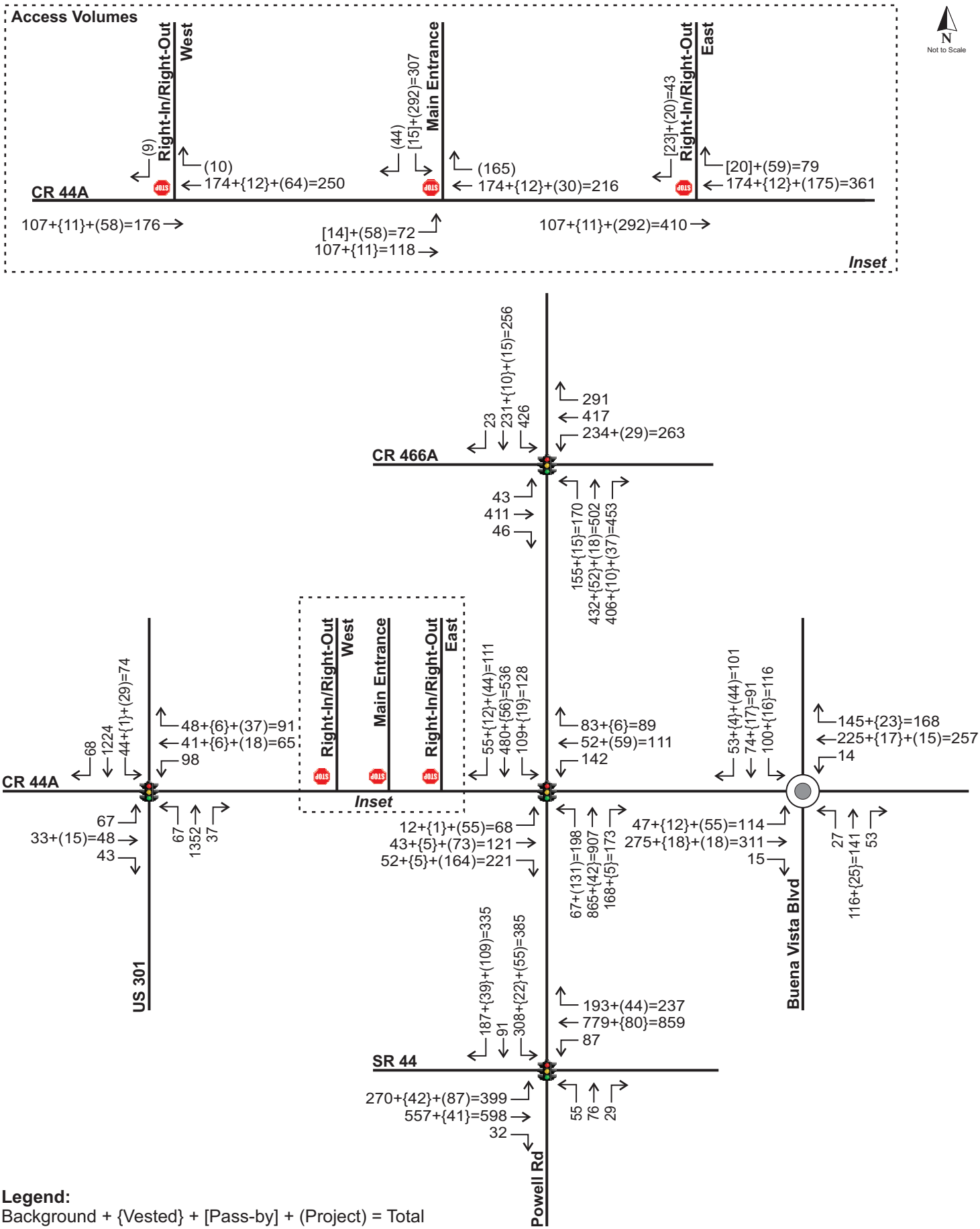
The detailed intersection volume projection calculations are included in **Appendix K**. The projected AM and PM peak hour volumes are illustrated in **Figure 5** and **Figure 6**, respectively.



Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

Projected AM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure 5



Legend:
Background + {Vested} + [Pass-by] + (Project) = Total

Projected PM Peak Intersection Volumes
Parkview at Brownwood
20034.2, v2.2

Figure 6

HIGHFIELD AT TWISTED OAKS

Project № 21184.1
January 2022

TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA

Prepared by:

Traffic & Mobility Consultants

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(407) 531-5332

Prepared for:

Kolter Land Partners
14025 Riveredge Drive, Suite 175
Tampa, Florida 33637

EXECUTIVE SUMMARY

Project Information

Name:	Highfield at Twisted Oaks
Location:	East of CR 209, west of US Highway 301, and north of CR 462
Jurisdiction:	Sumter County
Description:	300 single-family dwelling units

Findings

Trip Generation:	2,772 daily trips / 201 AM peak hour trips / 279 PM peak hour trips
Access Plan:	One (1) full access driveway on CR 462 One (1) full access driveway on CR 209
Roadway Capacity:	The study roadway segments currently operate within the and are projected to continue to do so at the project buildout.
Intersection Capacity:	The following signalized intersections are projected to operate below the adopted overall LOS at the project buildout: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard The remaining study intersections currently operate at an adequate overall LOS and are projected to continue to do so at the project buildout.
Turn Lanes:	An auxiliary right turn lane is warranted on CR 462 at Access Driveway.

incorrectly identified on page 8.

Recommended Improvements:

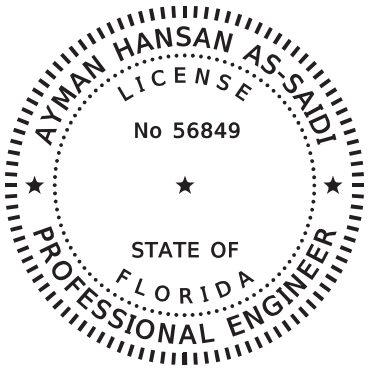
Auxiliary Turn Lanes:	CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).
Off-site Improvements:	Re-time the traffic signal controller for the following intersections: US 301 and CR 472/ CR 216 CR 466A and Buena Vista Boulevard

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Highfield at Twisted Oaks Pointe
LOCATION: Sumter County, Florida
CLIENT: Kolter Land Partners

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



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ON THE DATE ADJACENT TO THE SEAL

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AYMAN H. AS-SAIDI, P.E. NO. 56849

reference the methodology email

3.0 PROJECT TRAFFIC

3.1 Trip Generation

A trip generation analysis was performed for the proposed development using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*. The resulting trip generation analysis is summarized in **Table 4**. ITE information sheets are provided in **Appendix G**.

Table 4
Trip Generation Analysis

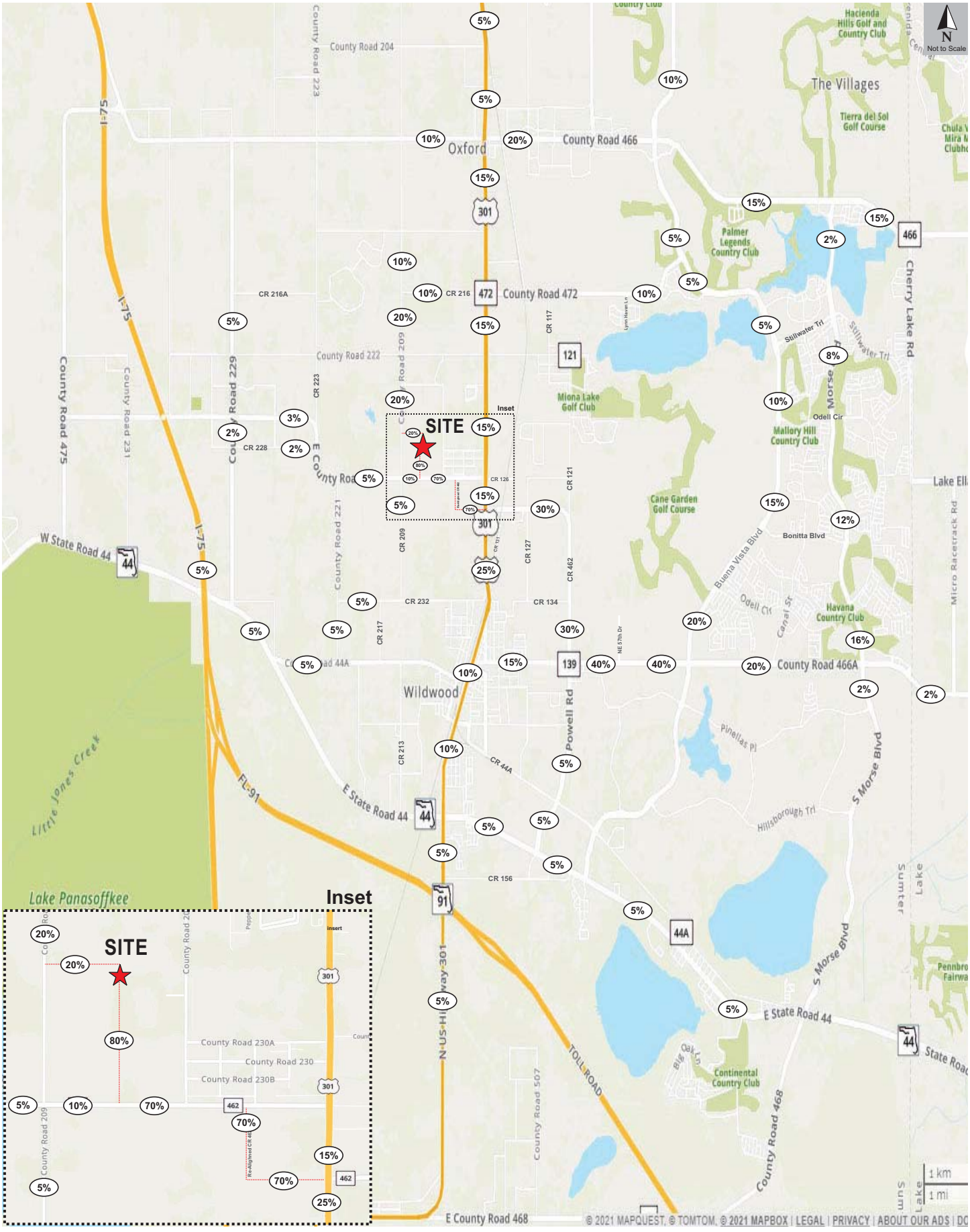
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	300 DU	9.24	2,772	0.67	201	52	149	0.93	279	176	103

Source: Trip generation analysis is based on ITE Trip Generation Manual, 11th Edition
ITE regression equations are used as R-squared values are greater than 0.75 and number of studies ≥20

The proposed development is projected to generate 2,772 daily external trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.

3.2 Trip Distribution

A trip distribution pattern previously estimated using the recently adopted *Central Florida Regional Planning Model (CFRPM) Version 7.0* for the adjacent mixed-use development of Twisted Oaks Pointe was manually adjusted. The model distribution was refined based on local knowledge, professional engineering judgement, and the location of the development with respect to surrounding attractions and activity centers to reflect prevailing travel patterns in the vicinity of the site and the surrounding transportation network. The proposed trip distribution is shown in **Figure 4**, and the raw model plots are included in **Appendix H**.



Project Trips Distribution
Highfield at Twisted Oaks
21184.1

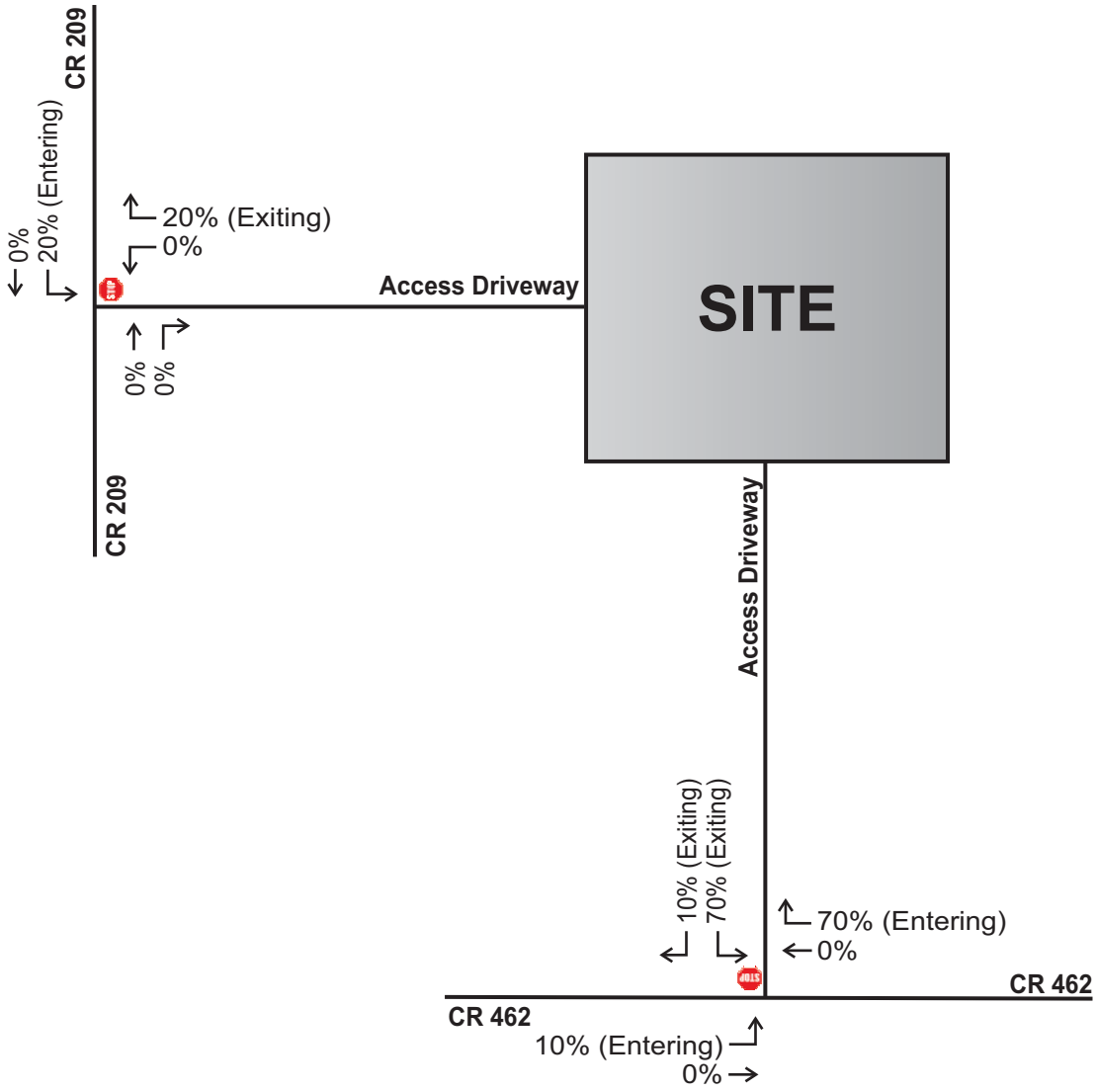
Figure
4

Table 6
Projected Roadway Segment Capacity Analysis- PM Peak Hour

Roadway Segment	# of Lns	LOS Std	PH Dir Cap	AGR %	Dir	Vested Trips	2024 Backg'd Vol	2024 Backg'd LOS	2024 Backg'd V/C	Project Dist	Project Trips	Projected Conditions Vol	Projected Conditions LOS	Projected Conditions V/C
CR 462														
CR 209 to US 301/ SR 35	2	D	1,190	1.00%	NB/EB	0	108	C	0.09	70%	72	180	C	0.15
					SB/WB	0	257	C	0.22		72	329	C	0.28
US 301/ SR 35 to CR 131	2	F	1640	1.21%	NB/EB	157	573	B	0.35	30%	31	604	C	0.37
					SB/WB	175	841	C	0.51		31	872	C	0.53
CR 131 to CR 121	2	F	1640	1.21%	NB/EB	97	513	B	0.31	30%	31	544	B	0.33
					SB/WB	126	792	C	0.48		31	823	C	0.50
CR 121 to CR 134	2	F	1640	1.00%	NB/EB	124	793	C	0.48	30%	31	824	C	0.50
					SB/WB	141	655	C	0.40		31	686	C	0.42
CR 134 to CR 466A	2	F	1640	1.00%	NB/EB	344	1,013	D	0.62	30%	31	1,044	D	0.64
					SB/WB	456	970	D	0.59		31	1,001	D	0.61
CR 466A														
US 301/SR 35 to CR 462/CR 139	2	D	825	1.00%	NB/EB	227	725	D	0.88	15%	15	740	D	0.90
					SB/WB	238	753	D	0.91		15	768	D	0.93
CR 462/CR 139 to CR 133 (NE 57th Dr)	4	D	1900	1.00%	NB/EB	296	1,410	C	0.74	40%	41	1,451	C	0.76
					SB/WB	347	1,521	C	0.80		41	1,562	C	0.82
CR 133 (NE 57th Dr) to Buena Vista Blvd	4	D	1900	1.19%	NB/EB	198	1,478	C	0.78	40%	41	1,519	C	0.80
					SB/WB	236	1,582	C	0.83		41	1,623	C	0.85
CR 472														
US 301/SR 35 to CR 117	2	D	713	1.00%	NB/EB	188	475	D	0.67	10%	10	485	D	0.68
					SB/WB	112	320	C	0.45		10	330	C	0.46
CR 117 to Lynn Haven Ln	2	D	713	1.00%	NB/EB	65	346	C	0.49	10%	10	356	D	0.50
					SB/WB	83	470	D	0.66		10	480	D	0.67
Lynn Haven Ln to Buena Vista Blvd	2	D	675	1.00%	NB/EB	65	407	D	0.60	10%	10	417	D	0.62
					SB/WB	83	361	D	0.53		10	371	D	0.55
CR 209														
CR 462 E to CR 216	2	D	616	1.00%	NB/EB	21	99	C	0.16	20%	21	120	C	0.19
					SB/WB	16	69	C	0.11		21	90	C	0.15
CR 216														
CR 209 to US 301/SR 35	2	D	675	1.00%	NB/EB	0	5	C	0.01	10%	10	15	C	0.02
					SB/WB	0	29	C	0.04		10	39	C	0.06

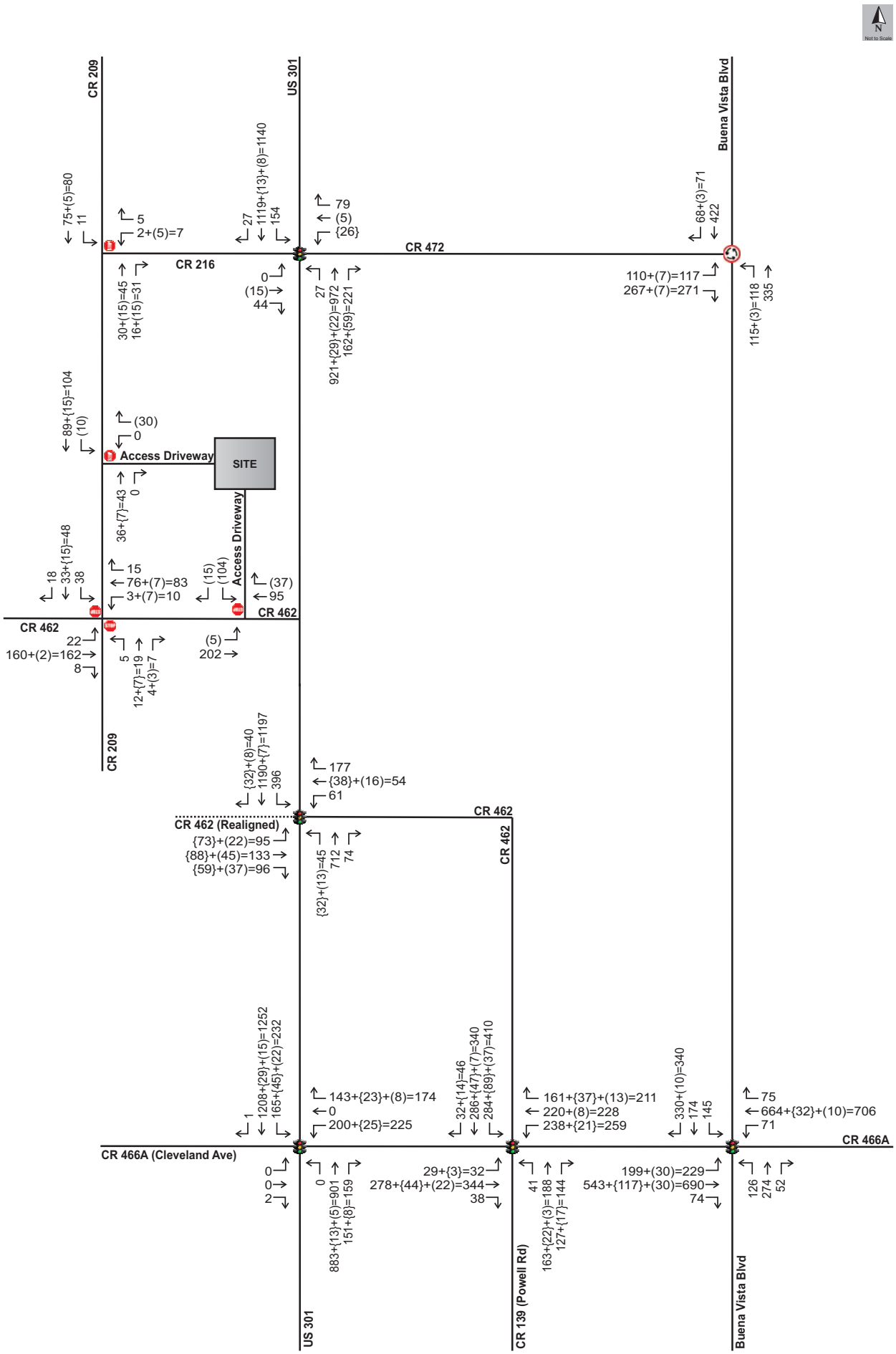
Source: 2014/2015 Sumter County TMS Report, Sumter County 2020 Annual Traffic Counts, and Sumter County 2019 CMP Database
Background traffic includes vested trips from seven (7) committed developments, as provided by Sumter County, and 50% of traffic generated by Twisted Oaks Pointe

The capacity analysis reveals that all the study roadway segments are projected to continue to operate within their adopted capacities at the project buildout.



Project Trip Distribution on the Access Driveways
Highfield at Twisted Oaks
21184.1

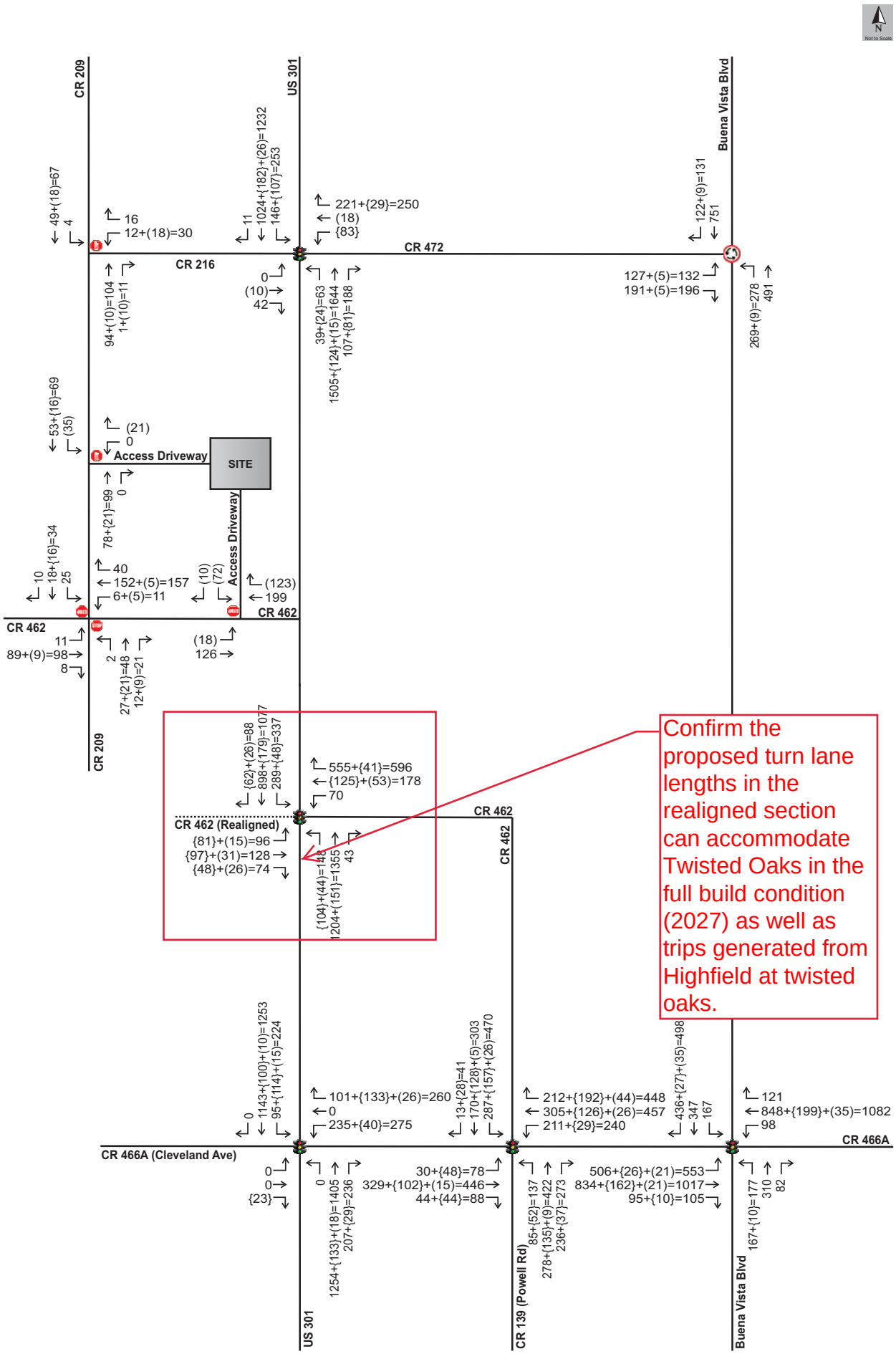
Figure 5



Background+{Committed}+(Project)=Total

Projected AM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 6



Background+{Committed}+(Project)=Total

Projected PM Peak Hour Intersection Volumes
Highfield at Twisted Oaks
21184.1

Figure 7

6.0 STUDY CONCLUSIONS

The TIA was conducted to assess the impact of the proposed residential development of Highfield at Twisted Oaks. The proposed development is located east of CR 209, west of US Highway 301, and north of CR 462 in Sumter County, Florida. The project consists of 300 single-family dwelling units with an anticipated full buildout year of 2024.

The analysis evaluated the proposed development's impact on roadway segments and intersections within the project's influence area and included a preliminary access review. The results of the analysis as documented herein are summarized below:

- The proposed development is projected to generate 2,772 daily trips, of which 201 trips occur during the AM peak hour and 279 trips occur during the PM peak hour.
- The roadway segment capacity analysis indicates that the study segments currently operate within the adopted LOS and are projected to continue to do so at the project buildout.
- The intersection capacity analysis shows that the following signalized intersections are projected to operate below the adopted overall LOS at the project buildout:
    - US 301 and CR 472/ CR 216
    - CR 466A and Buena Vista Boulevard
- The remaining study intersections currently operate at the adopted overall LOS and are projected to do so at the project buildout.
- The site access driveways are projected to operate at an adequate LOS at the project buildout.
- To mitigate the impact of the proposed development on the study intersections, re-time the traffic signal controller for the following intersections:
    - US 301 and CR 472/ CR 216
    - CR 466A and Buena Vista Boulevard

see previous comments

- CR 462 should be improved with a 405-foot westbound right turn lane at Access Driveway (including a 50-foot taper).

Traffic Impact Analysis

for

Powell Plaza

Parcel ID# G04-050

Prepared for:
Germana Engineering and Associates, LLC
Clermont, FL 34711

By
Transportation Engineering & Modeling (TEM) Group
Orlando, FL-32828

Submitted: Sept 2020
Revised: Oct 2020

PROFESSIONAL ENGINEER ENDORSEMENT

I hereby certify that I am a registered professional engineer in the State of Florida practicing with TEM Group, LLC, a corporation, authorized to operate as an engineering business, Certification of Authorization No. L19000129327, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and I have prepared or approved the methodology, analysis, conclusions and recommendations hereby reported for:

Project: Powell Plaza

Location: City of Wildwood, Sumter County, Florida

Client: AH Capstone, LLC

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering, as applied through professional engineering judgment and practical experience.

Name: Hatem A. Abou-Senna

P.E. Number: 64658

Date: October 28th, 2020

Signature: _____

Dr. Hatem Abou-Senna, P.E.
Oct 28th, 2020
P.E. License No. 64658

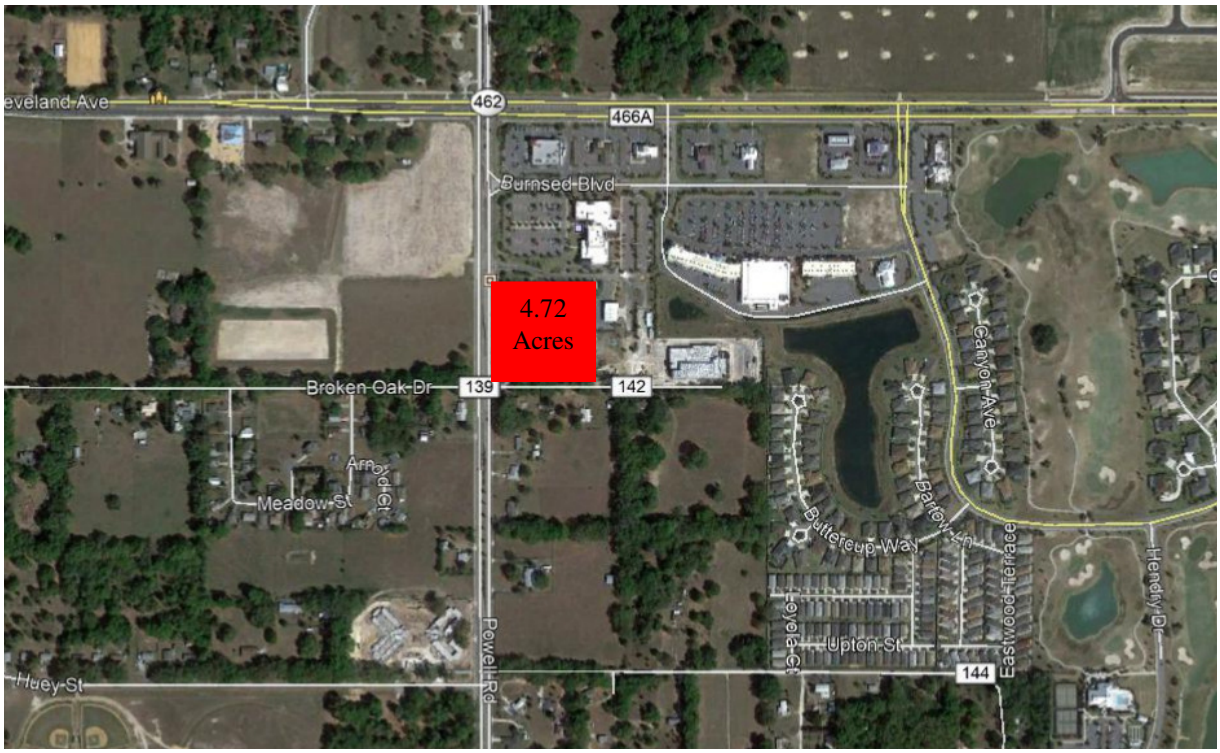


Figure 1: Project Location Map

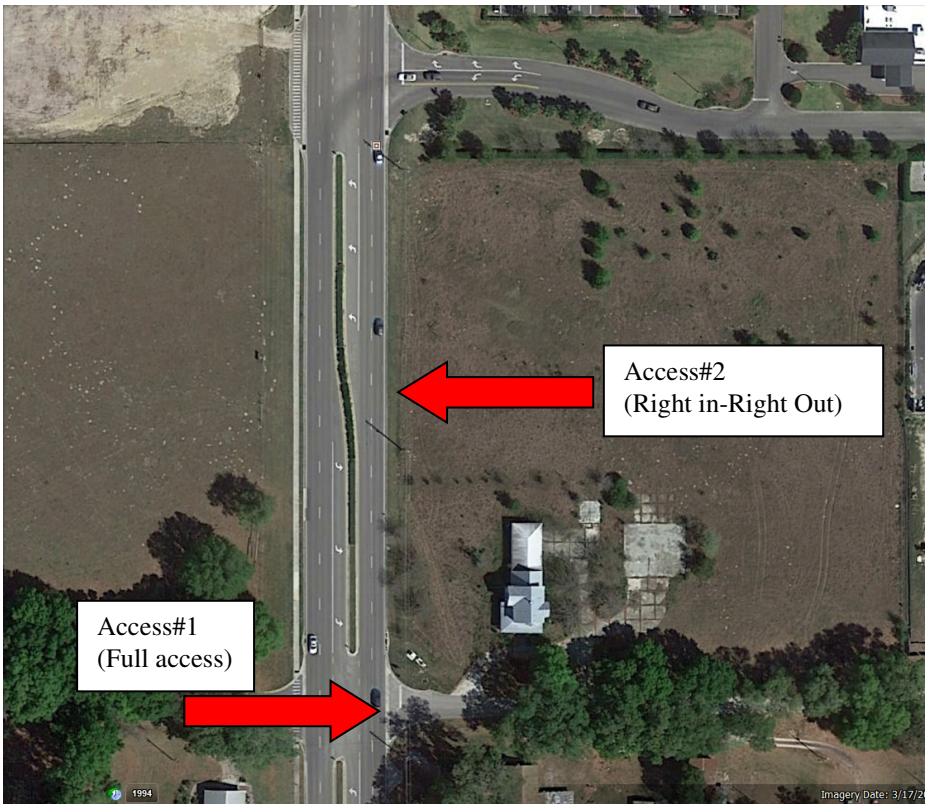


Figure 2: Project Access Locations

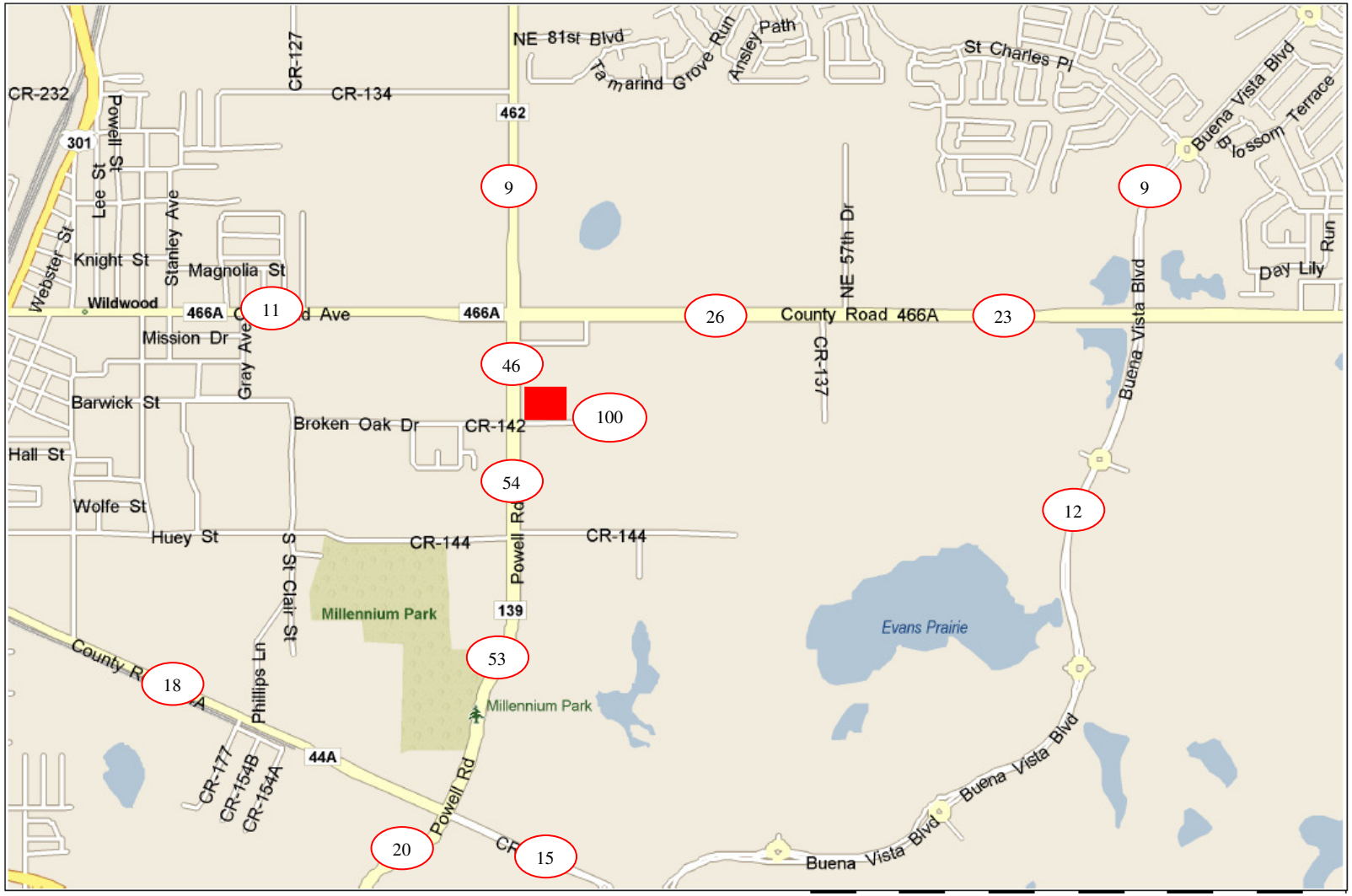
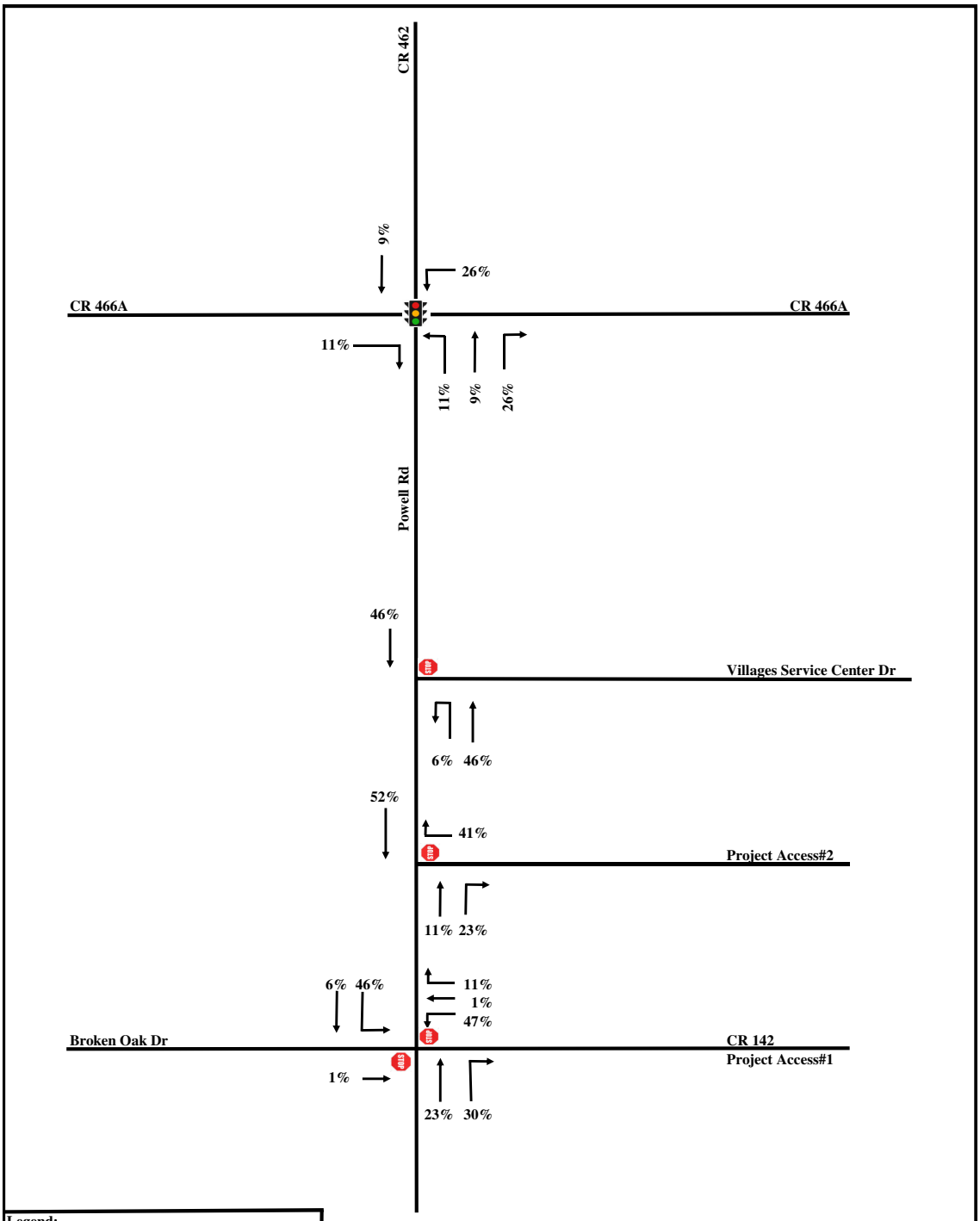
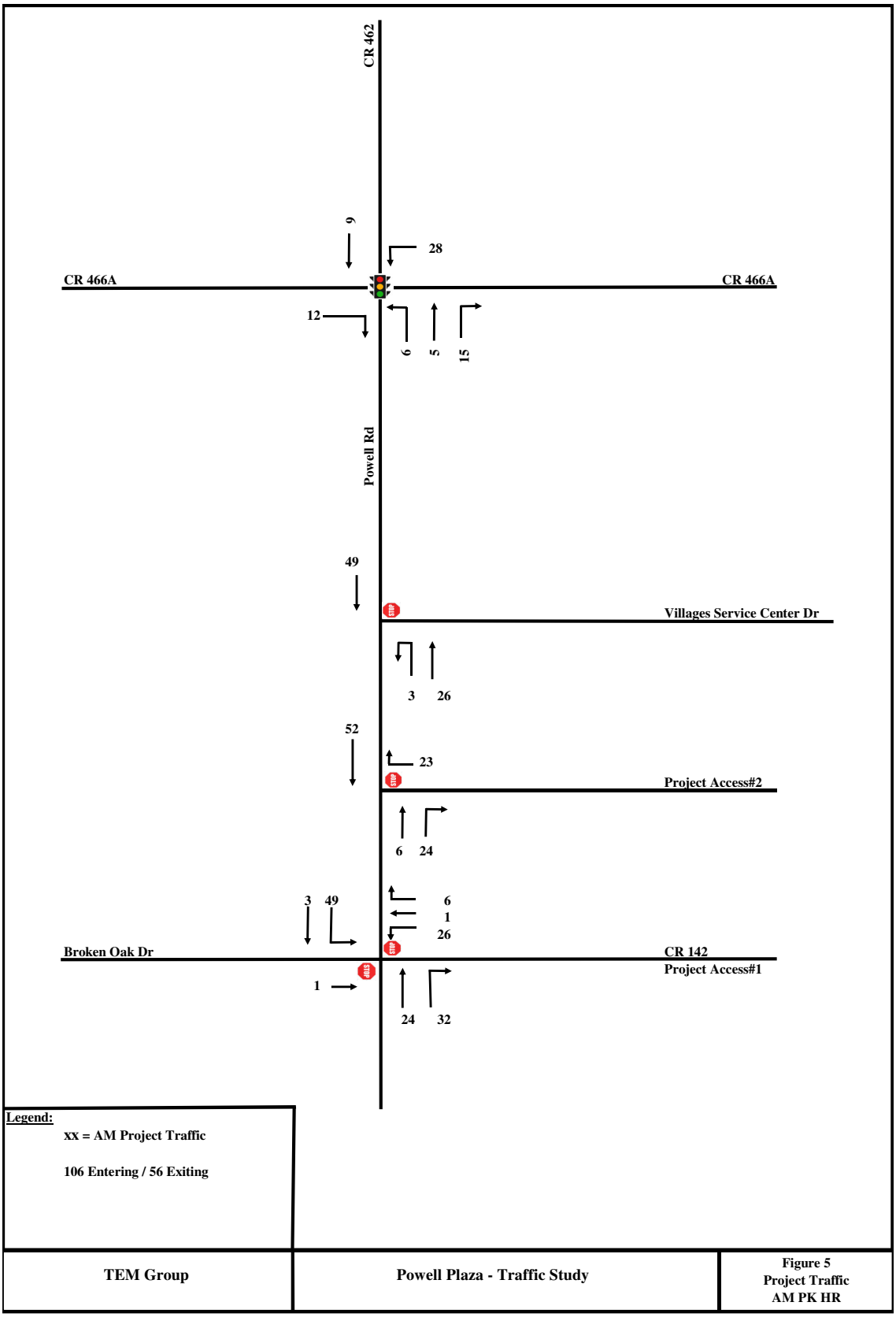


Figure 3: Project Trip Distribution – Roadway Segments



TEM Group	Powell Plaza - Traffic Study	Figure 4 Project Distribution


CR 462
9
28
CR 466A
CR 466A
12
6
5
15
Powell Rd
49
Villages Service Center Dr
3
26
52
23
Project Access#2
6
24
3
49
6
1
26
Broken Oak Dr
CR 142
Project Access#1
1
24
32
Legend:
xx = AM Project Traffic
106 Entering / 56 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 5
Project Traffic
AM PK HR

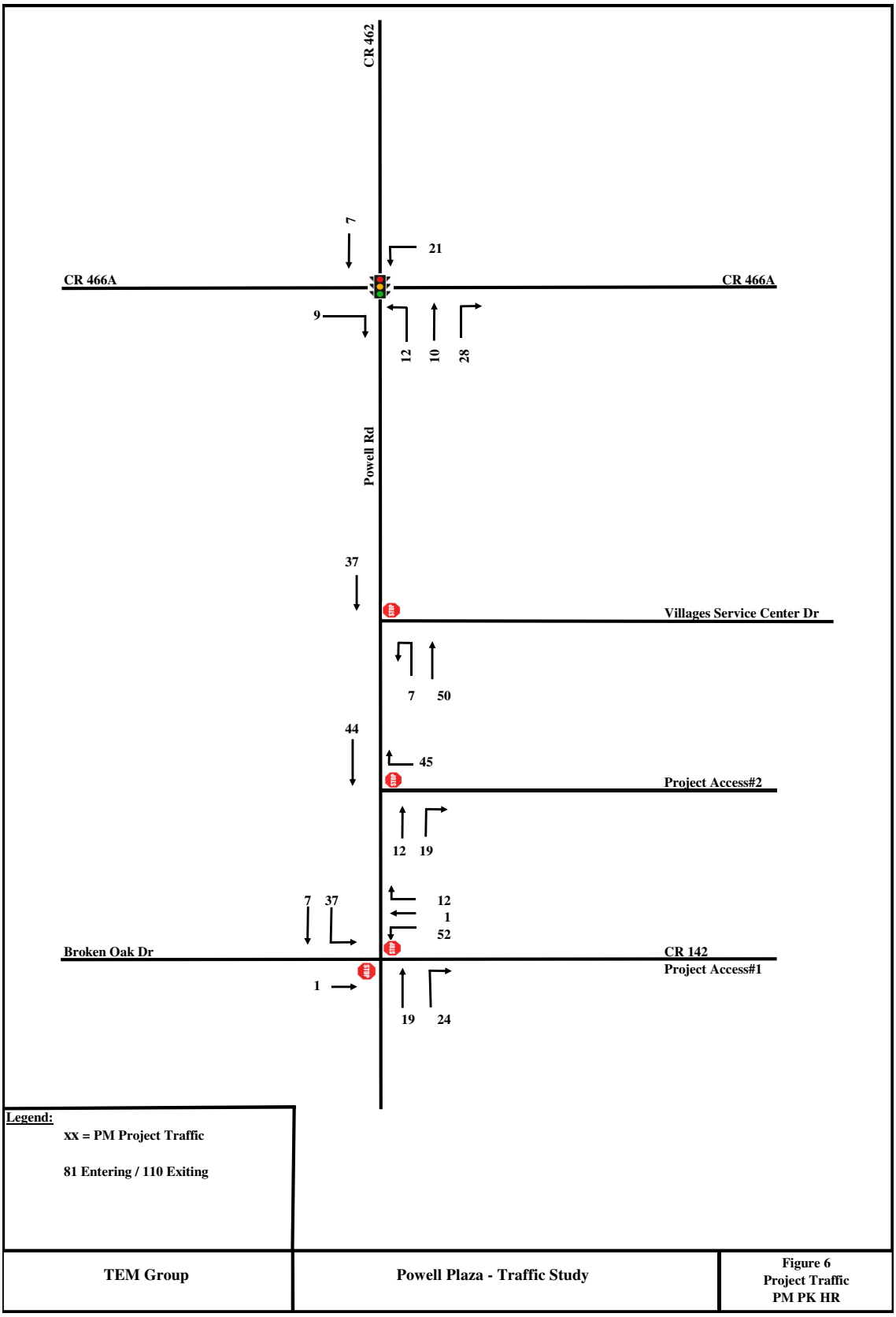

CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
7
21
9
12
10
28
37
7
50
44
45
12
19
7
37
12
1
52
1
19
24
Legend:
xx = PM Project Traffic
81 Entering / 110 Exiting
TEM Group
Powell Plaza - Traffic Study
Figure 6
Project Traffic
PM PK HR

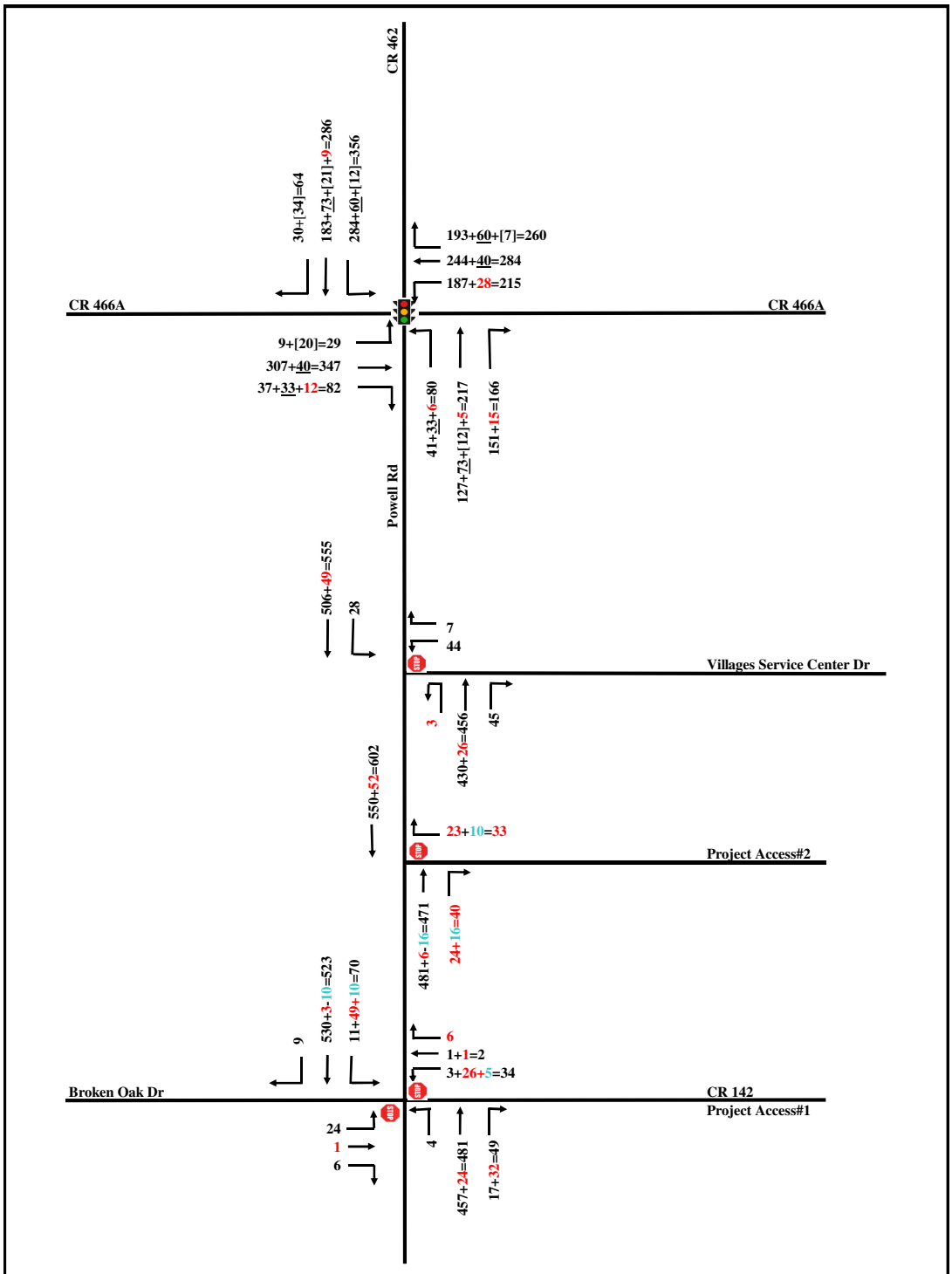
Table 7: Year 2022 Total Traffic – Roadway Capacity Analysis – PM PK HR

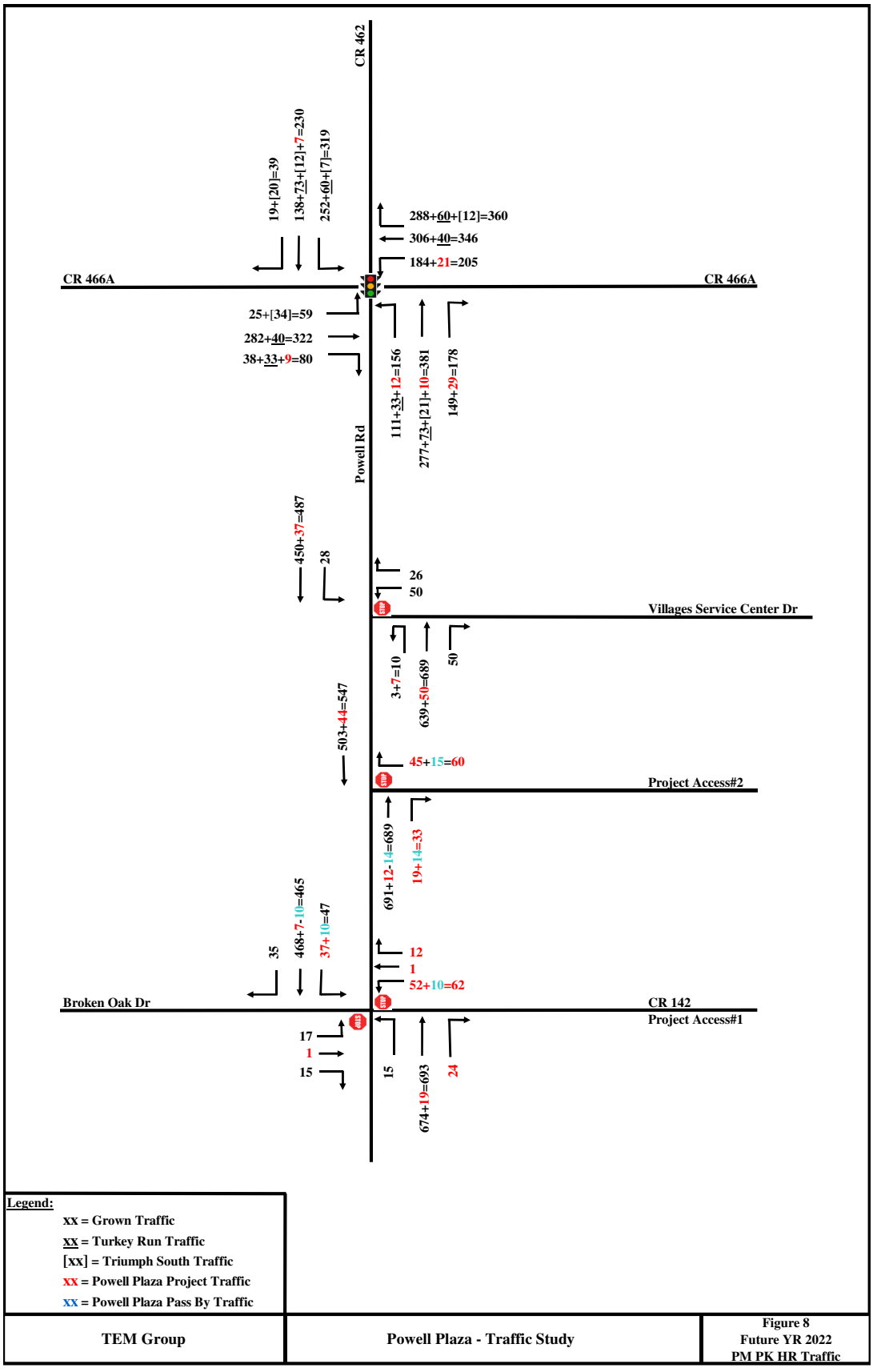
Roadway	Number of Lanes	LOS Standard	Background YR 2022 Traffic				Project Traffic					YR 2022 Total Traffic				Significant & Adverse
			Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	Project Dist(%)	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour Significance	Total Traffic	PM Peak Hour NB / EB	PM Peak Hour SB / WB	PM Peak Hour LOS	
Powell Road																
South of CR 466A	4LD	D	1,602	885	717	D	54.00%	103	44	59	3.92%	1,705	929	776	D	No
South of CR 44A	4LD	D	1,360	665	695	D	20.00%	38	16	22	1.45%	1,398	681	717	D	No
CR 462																
North of CR 466A	2LU	D	1,534	857	677	F	9.00%	17	10	7	1.12%	1,551	867	684	F	No
CR 466A																
East of US 301	2LU	D	1,194	596	598	D	11.00%	21	12	9	1.67%	1,215	608	607	D	No
East of Powell Road	4LD	D	2,444	1,199	1,245	C	26.00%	50	29	21	1.48%	2,494	1,228	1,266	C	No
West of Buena Vista Blvd	4LD	D	2,776	1,353	1,423	C	23.00%	44	19	25	1.30%	2,820	1,372	1,448	C	No
CR 44A																
West of Powell Road	4LD	D	364	190	174	C	18.00%	35	20	15	1.33%	399	210	189	C	No
East of Powell Road	4LD	D	796	420	376	C	15.00%	28	16	12	1.07%	824	436	388	C	No

Notes:

Source: TEM Group, LLC

* Project traffic is insignificant consuming less than 3% of the roadway segments maximum service volume


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
30+[34]=64
183+73+[21]+9=286
284+60+[12]=356
193+60+[7]=260
244+40=284
187+28=215
9+[20]=29
307+40=347
37+33+12=82
41+33+6=80
127+73+[12]+5=217
151+15=166
506+49=555
28
7
44
3
430+26=456
45
550+52=602
23+10=33
481+6-16=471
24+16=40
9
530+3-10=523
11+49+10=70
6
1+1=2
3+26+5=34
24
1
6
4
457+24=481
17+32=49
Legend:
xx = Grown Traffic
xx = Turkey Run Traffic
[xx] = Triumph South Traffic
xx = Powell Plaza Project Traffic
xx = Powell Plaza Pass By Traffic
TEM Group
Powell Plaza - Traffic Study
Figure 7
Future YR 2022
AM PK HR Traffic


CR 462
CR 466A
CR 466A
Powell Rd
Villages Service Center Dr
Project Access#2
Broken Oak Dr
CR 142
Project Access#1
19+[20]=39
138+73+[12]+7=230
252+60+[7]=319
288+60+[12]=360
306+40=346
184+21=205
25+[34]=59
282+40=322
38+33+9=80
111+33+12=156
277+73+[21]+10=381
149+29=178
450+37=487
28
26
50
3+7=10
639+50=689
50
503+44=547
45+15=60
691+12-14=689
19+14=33
35
468+7-10=465
37+10=47
12
1
52+10=62
17
1
15
15
674+19=693
24
Legend:
xx = Grown Traffic
xx = Turkey Run Traffic
[xx] = Triumph South Traffic
xx = Powell Plaza Project Traffic
xx = Powell Plaza Pass By Traffic
TEM Group
Powell Plaza - Traffic Study
Figure 8
Future YR 2022
PM PK HR Traffic

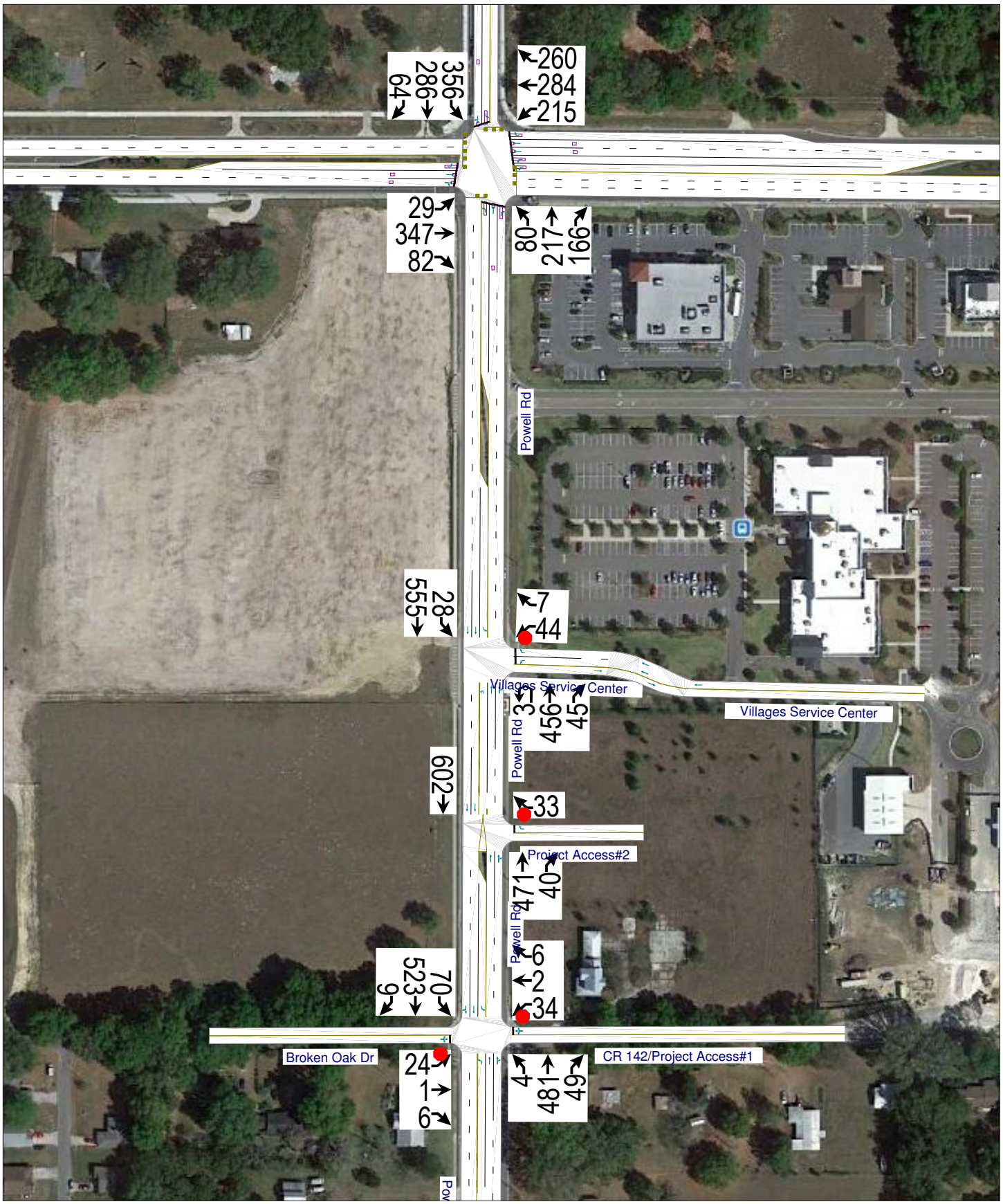


Figure 9 - Future YR 2022 AM PK HR Total Traffic

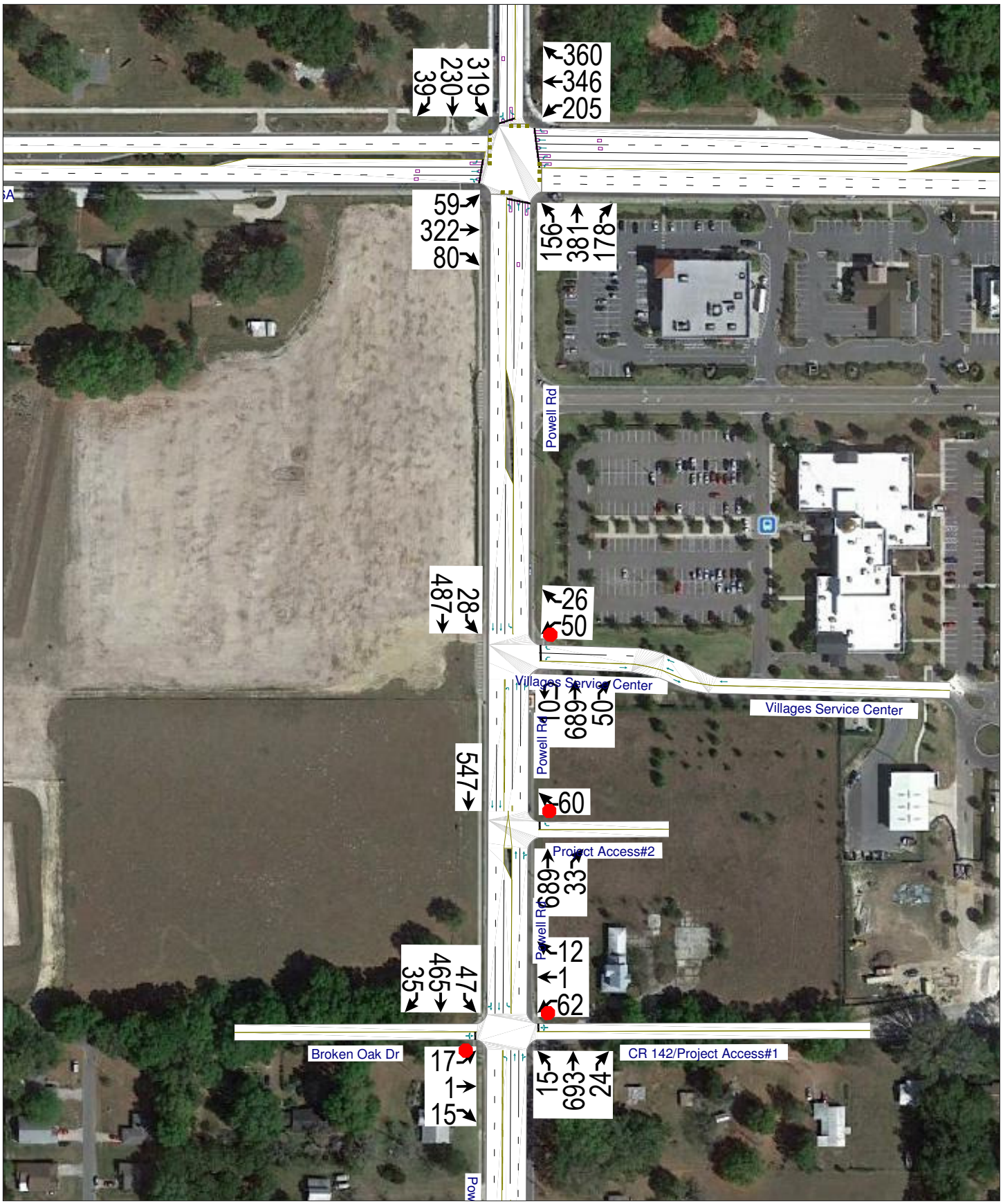


Figure 10 - Future YR 2022 PM PK HR Total Traffic

TRAFFIC IMPACT STUDY
NE 81st Blvd. Subdivision
Sumter County, Florida

August 19, 2021
Revised January 11, 2022

prepared for:

SUMTER COUNTY
Public Works & Engineering Departments

submitted on behalf of:

Urban Habitats

prepared by:

MPH Transportation Planning, Inc. & Hagen Consulting Services

Signature of QA/QC Engineer:
Lawrence T. Hagen
Lawrence T. Hagen, P.E., P.T.O.E.
FLA License # 43968

Signature of Preparer:
Michael Hemmen
Michael Hemmen, AICP
Certificate # 012190

PROFESSIONAL ENGINEER ENDORSEMENT

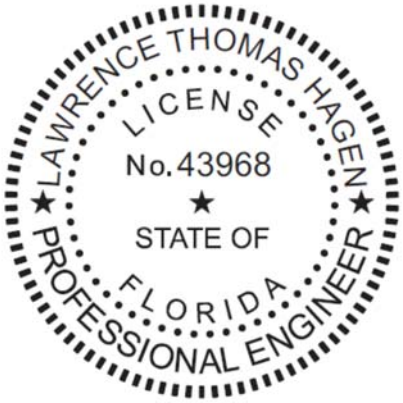
I hereby certify that I am a Registered Professional Engineer in the State of Florida and currently practicing as the principal of Hagen Consulting Services, LLC. Hagen Consulting Services, LLC is authorized via Registry No: 27955 to operate as an Engineering Business by the Florida State Board of Professional Engineers, State of Florida, Department of Professional Regulation.

I have prepared or supervised the preparation of the evaluation, findings, conclusions, recommendations, or professional opinions/advice contained in this document. My endorsement constitutes my approval of these items.

PROJECT: NE 81st Boulevard Subdivision (Residential Development)
LOCATION: Sumter County, Florida
CLIENT: Urban Habitats

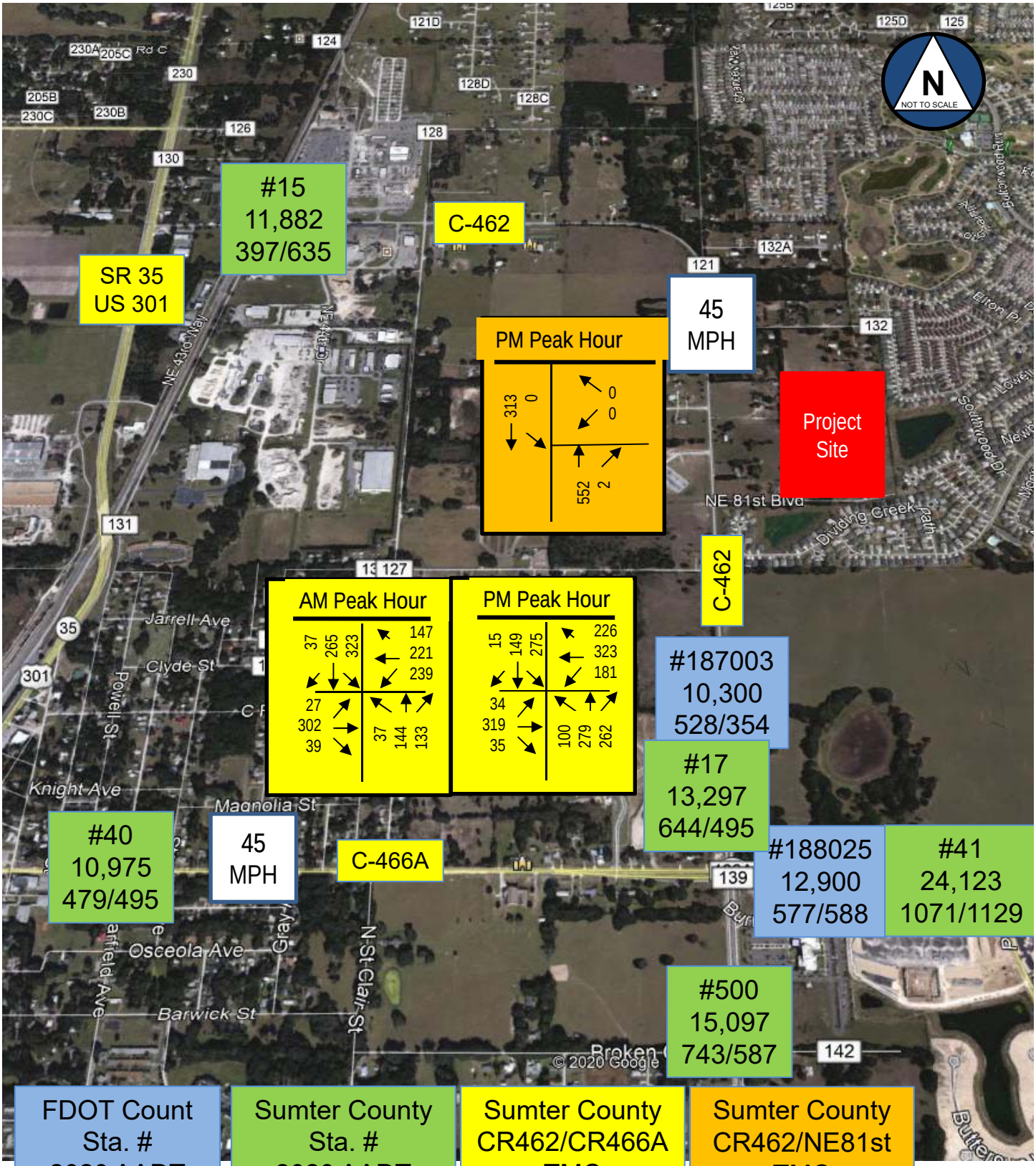
The results contained in this report were developed using procedures and references standard to the transportation engineering practice. These references and procedures were applied using professional judgment and experience.

Name: Lawrence T. Hagen, P.E., PTOE, RSP
Florida P.E. No.: 43968
Date: August 19, 2021



This item has been digitally signed and sealed by Lawrence T. Hagen on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



FDOT Count Sta. # 2020 AADT NB/SB p.m. pk

Sumter County Sta. # 2020 AADT NB/SB p.m. pk

Sumter County CR462/CR466A TMC 9/17/20

Sumter County CR462/NE81st TMC 8/4/21

MPH

MPH 21-16 8/10/21

Single-Family Residential – Sumter County, FL

Project Location & Existing Traffic

Figure 1
Page 5

TRIP GENERATION

The Institute of Transportation Engineers (ITE) Trip Generation 11th Edition was used to calculate project trip estimates for this land use for Daily, AM & PM peak hours. Trip information is summarized in ***Table 1 –Trip Generation*** below using both trip formulae and trip rates. Trip formulae are slightly higher in the peak hour and 8% higher for daily trips. The maximum buildout scenario is 69 residential units. The maximum number of units is used in trip generation calculations to present a conservative or worse-case scenario.

Table 1: Trip Generation
NE 81st Blvd. Homes
Sumter County, Florida

					Distribution		Trips	
Single Family Homes		ITE Trip Formulae	Unit*	Trips	In	Out	In	Out
Daily	210	Ln(T) = 0.92 Ln (X) + 2.68	69	717	50%	50%	359	359
AM Peak	210	Ln(T) = 0.91 Ln (X) + .012	69	48	26%	74%	12	40
PM Peak	210	Ln(T) = 0.94 Ln (X) +0.27	69	70	63%	37%	44	26

Source: ITE 11th Edition of Trip Generation; Units: Residential Dwellings;
No Pass-by or internal capture reductions are applicable.

					Distribution		Trips	
Single Family Homes		ITE Trip Rates	Unit*	Trips	In	Out	In	Out
Daily	210	(T) = 9.43 (X)	69	651	50%	50%	326	326
AM Peak	210	(T) = 0.70 (X)	69	48	26%	74%	12	36
PM Peak	210	(T) = 0.94 (X)	69	65	63%	37%	41	24

This data is used to develop external distribution of project trips onto the adjacent roadway network from the project site as discussed in the next section of this report.

TRIP DISTRIBUTION

The distribution of project trips on the roadway is a manual assignment derived from the PM Peak period traffic data collected on the adjacent roadways and review of existing locations of interacting land-uses. Trip generation numbers from Table 1 are factored by these nominal distribution criteria to develop trip impact estimates for the adjacent roadway segments to the project site. The results of these calculations are displayed in ***Figure 2 - P.M. Project Traffic Impacts*** and in ***Table 2 – Project Trip Distribution*** below.

TABLE 2: Project Trip Distribution
NE 81st Blvd. Homes
Sumter County, Florida

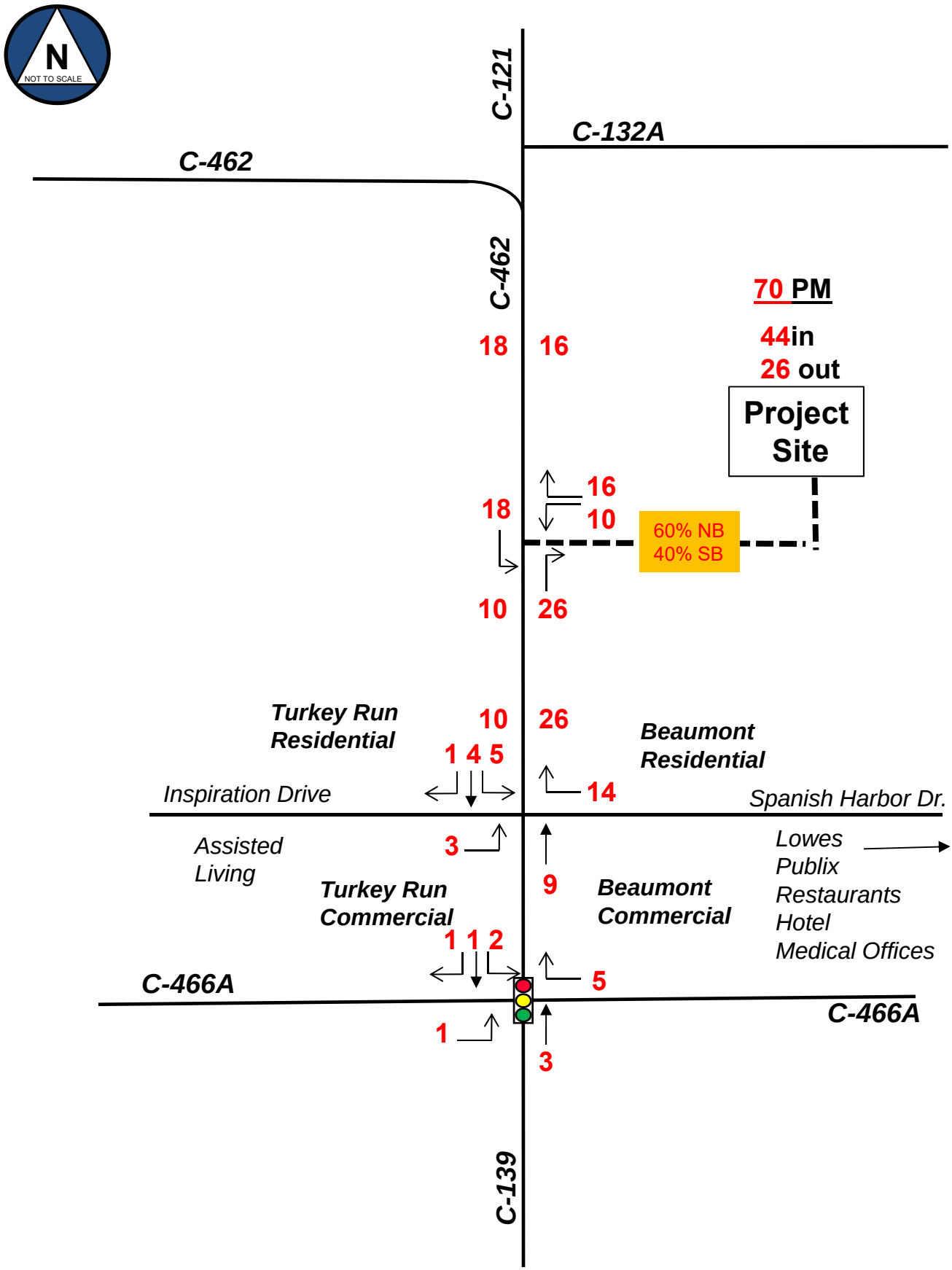
Daily Project Trips		**Enter**	**359**	**Exit**	**359**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	144	40%	144	288
	South of NE 81st Blvd.	60%	215	60%	215	430
	Total	100%	359	100%	359	718

AM Peak Hour Project Trips		**Enter**	**12**	**Exit**	**40**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	5	40%	16	21
	South of NE 81st Blvd.	60%	7	60%	24	31
	Total	100%	12	100%	40	52

PM Peak Hour Project Trips		**Enter**	**44**	**Exit**	**26**	**2-Way**
Roadway	**Segment**	**%**	**Trips**	**%**	**Trips**	**Total**
CR 462	North of NE 81st Blvd.	40%	18	60%	16	34
	South of NE 81st Blvd.	60%	26	40%	10	36
	Total	100%	44	100%	26	70

Project Distributions are estimated from adjacent street traffic & interacting land uses
Peak hour project trips represent the gross driveway impacts from Table 1

Peak-hour trip impacts provide driveway detail for intersection and turn lane analysis for site plan review. Driveway evaluation consists of the gross trips entering or exiting the site. The highest directional new project traffic impact during the peak hour would be: **27** vehicles on northbound C-462 turning right into the project site in the PM peak hour.



MPH ***Single-Family Residential – Sumter County, FL***

Project P.M. Peak Hour Traffic

MPH 21-16 12/15/21

Figure 2
Page 9

ROADWAY LEVEL OF SERVICE (LOS) ANALYSIS

Data for Sumter County roadway level of service (LOS) for C-462 was extracted from the Sumter County Counts and LSMPO database. FDOT Quality/Level of Service (Q/LOS) tables are used for roadway segments within transitioning urban areas. ***Table 3: Roadway Level of Service*** provides the most recent available data for roadway segments adjacent to the project site.

Table 3: Roadway Level of Service (LOS)
NE 81st Blvd. Homes
Sumter County, Florida

Roadway	Segment #/Description	Period	MSV	Existing	Bkgrnd	Res'vd.	Project	UH#1	V/C	LOS
C-462	C-466A to Inspiration Dr.	PM Peak	1,520	1,139	23	218	14	10	92%	D
	Inspiration Dr. to NE 81st Blvd.	PM Peak	1,520	1,032	21	85	36	25	79%	D
	NE 81st Blvd. to C-121	PM Peak	1,520	1,032	21	85	34	23	79%	D

Source: Maximum Service Volume (MSV) from FDOT LOS Table 4 (LOS D) Non-State roadway > 40 mph; 2-Lane Divided
Existing Traffic from 2020 Sumter County Counts Two-way Peak Hour
Background growth 2%/yr = 4%
Res'vd. = Project trips from Turkey Run, Wildwood Preserve, & Parkview approved projects.
Project trips represent Two-way PM Peak Hour traffic from Table 2.
UH #1 = trips from Urban Habitats recently approved condominium project on C+462.
Sumter County 3% threshold of MSV = 46 trips (1520 x 3%)

The resulting volumes are below the capacity (MSV) associated with each roadway segment. The roadway segment is deemed critical when the Volume to Capacity ratio (V/C) exceeds 95%, and when the "*Roadway segments outside of abutting roadway in which the projected and distributed traffic is greater than three percent of the Generalized Peak Hour Two-Way Maximum Service Volume or more than 70 peak hour two-way trips."*

The two segments of C-462 adjacent to the project site are well below the MSV of 1,520 trips. The Sumter County TIA Guidelines establish the threshold at 3% MSV = 46, or 70 trips. Table 2 indicates the project's maximum two-way peak hour impact would be 36 trips just south of NE 81st Blvd. The segment of C-462 north of C-466A is at 92% with the addition of project traffic. This is due in large part to the two major developments; Turkey Run and Beaumont located at the northwest and northeast corners of the intersection of C-462/C-466A. Both have already started construction with some units occupied and some of the commercial components open for business. The next section of the report addresses traffic operational impacts at the intersection and turn lane analyses.

Table 4 - Intersection Impacts

Stop Sign Controlled Intersection Impacts

Approach	***NE 81st Blvd***		***CR 462***				
PM Peak	Westbound		Northbound		Southbound		
Movement	Left	Rt	Thru	Rt	Left	Thru	Totals
2021	0	0	552	2	0	313	867
Bkgrnd	0	0	22	0	0	13	35
Resvd	0	0	95	0	0	94	189
2023	0	0	669	2	0	420	1091
Project	**10**	**16**		**26**	**18**		**70**
2022 E+P	10	16	669	28	18	420	1161

Notes:

2021 traffic volumes from 8/4/21 TMC

Background growth = 4% (two years at 2% per year)

Reserved trips from 3 project TIAs provided by Sumter County staff

Project Traffic (**BOLD**) from Figure 2 PM Peak Hour

Single Family homes at Wildwood buildout by 2023.

Table 5 –Intersection Level of Service (LOS) below details the Highway Capacity Software (HCS) analysis results of the intersection volumes in Table 4. It is important to note that northbound and southbound C-462 through volumes are free flow and not restricted by turn movements at the intersection when left and right turn lanes are provided at the intersection.

Table 5 – HCS Intersection Level of Service (LOS)

Stop		NE 81st Blvd.		C-462			
Sign		WB		NB		SB-Left	
Control		LOS	Delay	LOS	Delay	LOS	Delay
2021	PM	A	0.0	A	0.0	A	8.8
2023	PM	B	15.0	A	0.0	A	9.6

Delay expressed in AVERAGE seconds per vehicle.

2021 TMC Data from MPH 8/4/21

NB traffic is non-stop free flow.

The intersection operates above level of service standards with the 2021 existing traffic and is not adversely impacted when the other background, reserved trips or project traffic is added to those volumes. The intersection of C-462/NE81st Blvd. is expected to operate within LOS standards with the addition of background growth and reserved trips from the three traffic studies provided by County staff. The NE 81st Blvd. residential subdivision project will have minimal impacts to this intersection at its 2023 buildout as displayed in Figure 2.

CONCLUSIONS and RECOMMENDATIONS

Based on the data and analysis provided in the previous sections of this report the following conclusions on traffic operations and recommendations for potential mitigation are provided below.

Conclusions:

1. The proposed 69 unit NE 81st Blvd. residential development is estimated to generate 717 new daily trip impacts. The PM Peak hour will have approximately 70 trips impacting C-462.
2. C-462 will continue to operate within level of service standards with the addition of project traffic.
3. The proposed project driveway is located on NE 81st Blvd. approximately ¼ of a mile east of C-462.
4. C-462 has an existing southbound left turn lane to serve project entering traffic.
5. Per Sumter County LDC Chapter 13 design standards criteria a right turn lane on C-462 is **NOT** required at the project entrance.

Recommendations:

1. Approve the project driveway connection on NE 81st Blvd. and improve the private roadway connection to C-462. NE 81st Blvd. should have a minimum 20 foot width (two 10 foot lanes).
2. Sumter County requires all new development to provide some mitigation to the area roadways or mobility features as a condition (Item #8) of project approval. This may take the form of roadway signage, striping or other mobility enhancements. A potential mitigation for this project would be a sidewalk connection from C-462 to the project entrance for safe pedestrian and bike access to the public transportation system.

SOLAMAR AT WILDWOOD
(FKA WILDWOOD RESIDENTIAL)
Project № 20124.3, v2.2
April 2022

TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA

Prepared by:

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Orlando, Florida 32803
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Prepared for:
1201 Cleveland Avenue, LLC
701 N Federal Highway, Suite 201 B
Hallandale, Florida 33009

EXECUTIVE SUMMARY

Project Information

Name:	Solamar at Wildwood
Location:	Northwest of C 466A and CR 462 / Powell Road
Jurisdiction:	City of Wildwood, Florida
Description:	244 Multifamily Units

Findings

Trip Generation:	1,647 Daily Trips / 98 AM Peak Hour Trips / 156 PM Peak Hour Trip
Roadway Capacity:	Study segments are projected to operate at acceptable LOS.
Intersection Capacity:	Study intersections are projected to operate at acceptable LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.
Access Plan:	One (1) right-in/right-out access on C 466A and one (1) access connection via Rio Grande Boulevard to C 466A.
Alternative Transportation Modes:	Sidewalks and bicycle lanes are available on C 466A adjacent to the site. No fixed-route bus service in the study area but Sumter County Connection offers a door-to-door service within the City.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic & Mobility Consultants LLC, a corporation authorized to operate as an engineering business, CA-30024, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: Solamar at Wildwood

LOCATION: City of Wildwood, Florida

CLIENT: 1201 Cleveland Avenue, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803
CERTIFICATE OF AUTHORIZATION CA-30024
MOHAMMED N. ABDALLAH, P.E. NO 56169

2.0 EXISTING CONDITIONS ANALYSIS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of existing roadway segment capacity and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Capacity

Existing roadway conditions were analyzed by comparing the existing traffic volumes within the study area and level of service (LOS) volumes for the roadway segments obtained from the 2020 *Sumter County Roadway Network Capacity Report* and *Sumter County 2014/2015 TMS Tables*, included in **Appendix D**.

The roadway segment of C 466A from US 301 to CR 462 is currently operating at an adequate LOS, as shown in **Table 1**.

Table 1
Existing Roadway Segment Capacity Analysis

Roadway Segment	# of Lns	A T	LOS Std	LOS Cap	Time Period	2020 LOS EB	2020 LOS WB	2020 LOS LOS
C 466A								
US 301 / SR 35 to CR 462 / Powell Rd	2	U	D	675	AM	471	460	D
					PM	479	495	D

2020 Sumter County Annual Traffic Counts
Capacities obtained from 2014/2015 Sumter County TMS Tables

2.2 Intersection Capacity

A capacity analysis was performed for the AM and PM peak hours to determine existing operating conditions at the study intersections. The capacity analysis was conducted using *Synchro* software and the methods of the *Highway Capacity Manual (HCM), 6th Edition*.

Existing turning movement counts were collected during the peak season; therefore, seasonal adjustment factors were not applied. The existing adjusted AM and PM peak intersection volumes are displayed in **Figure 2**. The existing raw turning movement counts along with the FDOT seasonal factor report are provided in **Appendix E**.

A summary of the intersection capacity analysis is shown in **Table 2**. Detailed *HCM* analysis worksheets and signal timing sheets are included in **Appendix F**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Traffic Control	Scenario	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
C 466A & US 301 / SR 35	Signal	AM	19.1	B	22.2	C	16.0	B	6.7	A	11.9	B
		PM	27.1	C	47.2	D	29.4	C	10.8	B	26.6	C
C 466A & Median Opening	TWSC	AM	8.2	A	8.4	A	0.0	A	11.6	B	--	--
		PM	8.6	A	8.5	A	0.0	A	16.3	C	--	--
C 466A & Rio Grande Blvd	TWSC	AM	8.4	A	--	--	--	--	14.2	B	--	--
		PM	8.7	A	--	--	--	--	17.0	C	--	--
C 466A & Powell Rd	Signal	AM	29.9	C	25.2	C	19.2	B	16.0	B	22.1	C
		PM	31.1	C	25.7	C	21.2	C	18.1	B	23.9	C

Delays expressed in sec/veh

The analysis reveals that the signalized intersections and the two-way stop-controlled intersection operate at an overall adequate LOS.

3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

The City of Wildwood and Sumter County *Capital Improvement Programs (CIP)*, *Capital Improvement Elements (CIE),* and the *Lake~Sumter Metropolitan Planning Organization (MPO) Transportation Improvement Plans (TIP)* were checked to identify any planned or programmed improvements to the transportation facilities in the study area for the next three (3) years. The planned and programmed improvements identified are listed in **Table 3**. These planned and programmed improvements do not affect the roadway and intersection analyses. County documents are included in **Appendix G**.

Table 3
Planned and Programmed Improvements

Intersection	Improvement	Source
C 466A and Buena Vista Blvd	Dual Eastbound Left Turn Lanes	Sumter County
SR 44 and Powell Rd	Dual Eastbound Left Turn Lanes	Sumter County

4.0 PROJECT TRAFFIC

4.1 Trip Generation

The trip generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*, as summarized in **Table 4**. The ITE information sheets are provided in **Appendix H**.

Table 4
Trip Generation Analysis

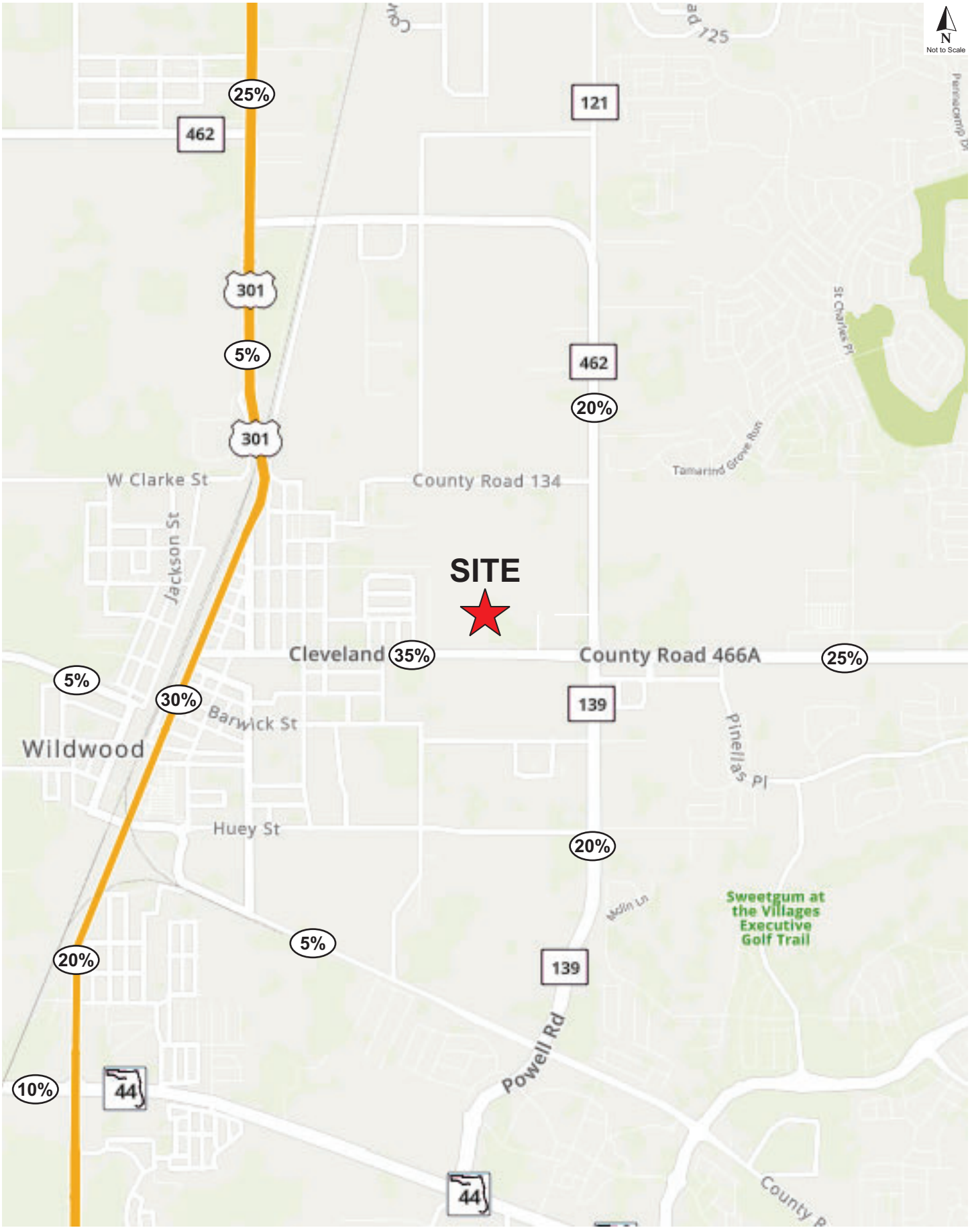
ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
220	Multifamily Residential	244 DU	6.75	1,647	0.40	98	24	74	0.64	156	98	58

Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.
The ITE equations were used since R^2 was greater that 0.75

The proposed development is projected to generate 1,647 trips per day, of which 98 trips occur during the AM peak hour and 156 trips occur during the PM peak hour.

4.2 Trip Distribution

A trip distribution pattern was estimated using the *Central Florida Regional Planning Model*, *version 6.1 (CFRPM v6.1)* based on the *Florida Standard Urban Transportation Model Structure (FSUTMS)*. The model distribution was manually adjusted based on local knowledge and engineering judgement to better reflect prevailing travel and traffic flow patterns. The project trip distribution is presented in **Figure 3**. The model output plot is included in **Appendix I**.



Project Trip Distribution
Solamar at Wildwood
20124.3, v2.2

Figure 3

5.0 PROJECTED CONDITIONS ANALYSIS

An analysis of background and projected conditions was conducted to determine the impact of the proposed development on roadway segment capacity, as well as the proposed access connections and intersections to the site. The project buildout year for the analysis is 2024.

5.1 Background Traffic Projection

Projected background traffic growth for the buildout year 2024 was calculated based on the historical growth trends experienced on C 466A. The growth rate for the roadway segment was established based on historical traffic volume (AADT) obtained from the 2020 *Sumter County Roadway Network Capacity Report*. An annual growth rate of 2.2% was applied to the intersection volumes. The growth rate calculation is included in **Appendix J**.

5.2 Projected Roadway Segment Capacity

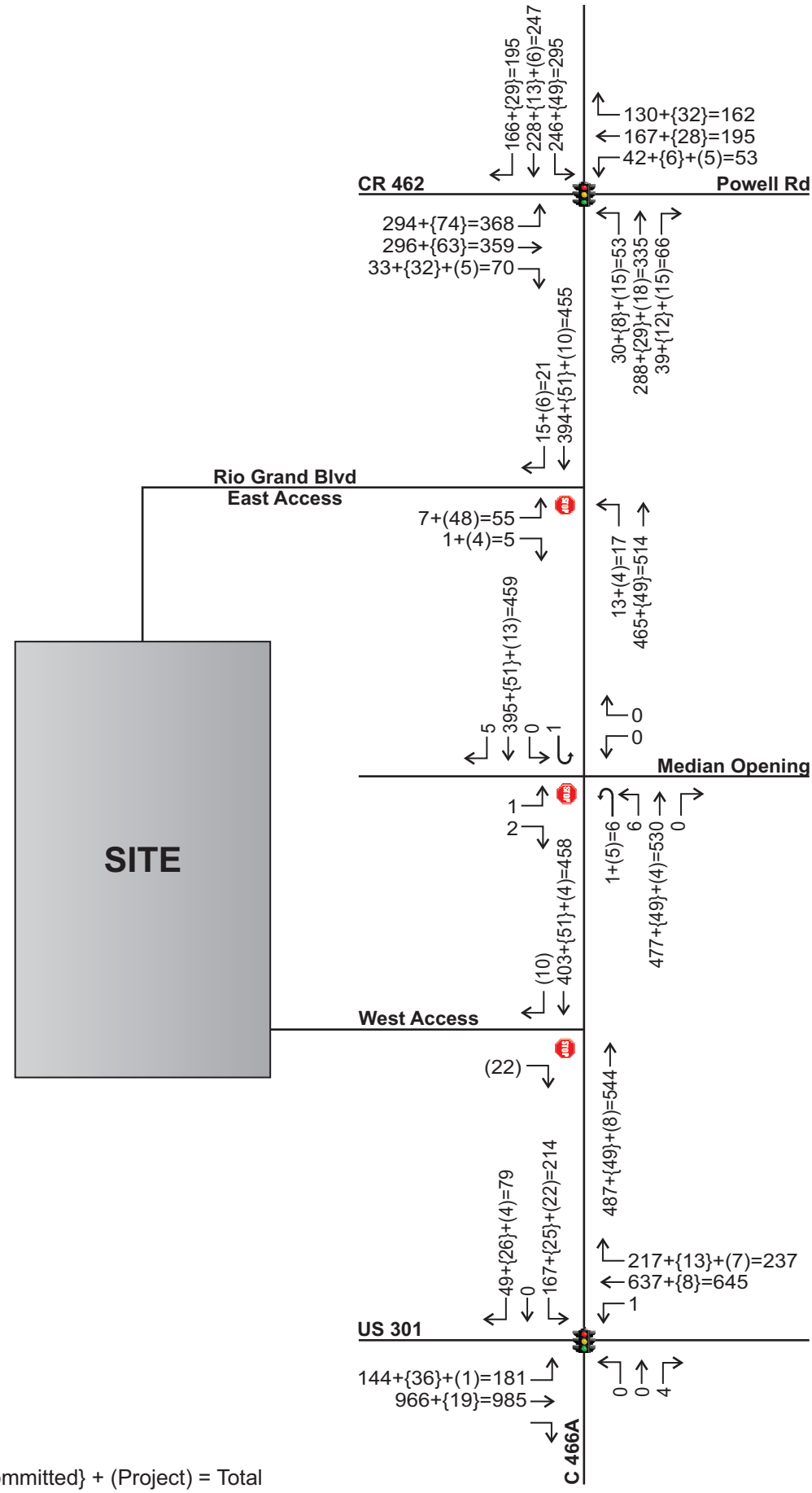
Projected roadway conditions were analyzed by comparing the projected traffic volumes on the study segments to their capacities. The total projected traffic volume is composed of background traffic and project trips.

The projected traffic analysis reveals that the roadway segment of C 466A from US 301 to Powell Road will continue to operate at an acceptable LOS in the background and projected scenarios, as shown in **Table 5**.

Table 5
Projected Roadway Segment Capacity Analysis

Road Name	# of LNS	LOS Std	LOS Cap	AGR	Time Period	Background 2024 EB	Background 2024 WB	Background 2024 LOS	Project Trips %Dist	Project Trips EB	Project Trips WB	Total Volume EB	Total Volume WB	Total Volume LOS
C 466A														
US 301 / SR 35 to CR 462 / Powell Rd	2	D	675	2.2%	AM	512	500	D	35%	34	15	546	515	D
					PM	521	538	D		20	29	541	567	D

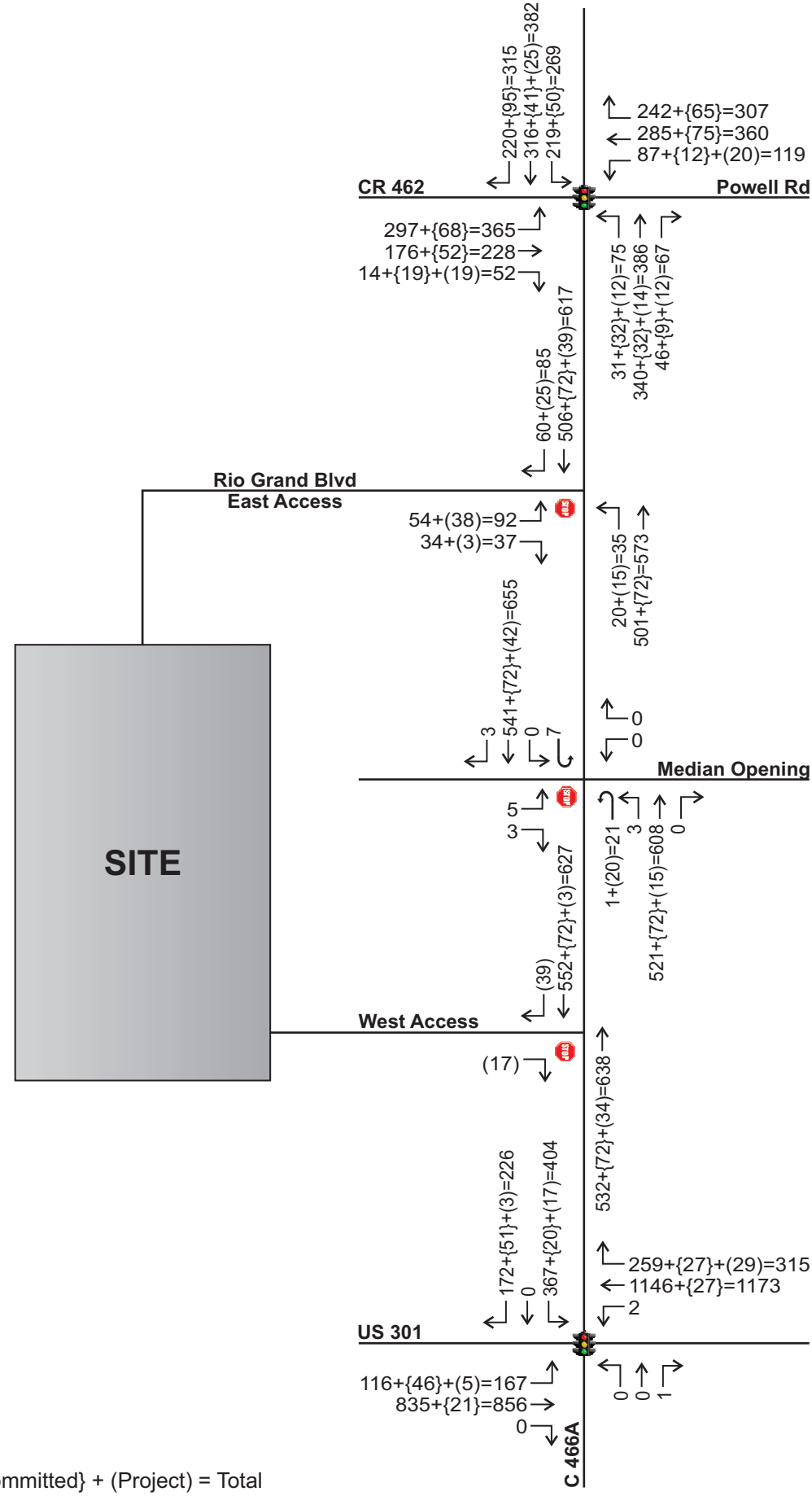
AGR denotes Annual Growth Rate



Legend:
Background + {Committed} + (Project) = Total

Projected AM Peak Intersection Volumes
Solamar at Wildwood
20124.3, v2.2

Figure 4



Legend:
Background + {Committed} + (Project) = Total

Projected PM Peak Intersection Volumes
Solamar at Wildwood
20124.3, v2.2

Figure 5

7.0 STUDY CONCLUSIONS

This traffic analysis was conducted to assess the impact of the proposed Solamar at Wildwood development. The proposed project is a 244 multifamily residential development located C 466A, west of CR 462 / Powell Road, in the City of Wildwood, Sumter County, Florida. The anticipated project buildout is year 2024. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity, and an access review.

The results of the traffic analysis are summarized as follows:

- The proposed development is projected to generate 1,647 trips per day, of which 98 trips occur during the AM peak hour and 156 trips occur during the PM peak hour.
- The roadway segment analysis reveals that the study roadway segments operate at an acceptable LOS in the existing and buildout scenarios.
- The intersection analysis reveals that all intersections are projected to operate at an overall adequate LOS in the existing and buildout scenarios. However, the intersection of C 466A and US 301 / SR 35 will operate with some delays in the westbound approach in the PM peak hour, due to the background traffic. The project adds 1.7% of traffic to the intersection.
- The project driveways are projected to operate at an overall adequate LOS.

Memorandum

To: Steven Cohoon
Assistant Director – Planning and Design
Sumter County Public Works

Date: Oct. 3, 2022

Project #: 64081.01

From: Joedel Zaballero, PE, PTOE

Re: Townhome at Powell
Supplemental Traffic Analysis

Introduction

The purpose of this memorandum is to provide a supplemental analysis to the *Townhomes at Powell Traffic Impact Analysis* (TIA) dated August 2022 by VHB. The supplemental analysis will evaluate the addition of seven (7) townhomes to the development program for a total of 135 dwelling units with no changes to the mini-warehouse square footage (97,200 square feet).

Project Description

The project is located just to south of CR 142 on Powell Road. The TIA dated August 2022 (accepted by the County on August 15, 2022) evaluated traffic impacts for a development program consisting of 97,200 square feet (SF) of Mini-Warehouse/Self Storage fronting Powell Road and 128 townhomes on the east side of the property. The development program has been revised to include seven (7) additional townhomes for a total of 135 dwelling units. Access to the site remains unchanged with a full access driveway on CR 142 and right-in/right out access on Powell Road.

Trip Generation

Table 1 provides a comparison of the trip generation from the previously approved TIA and proposed development addressed in this memorandum. The daily, AM peak hour and PM peak hour trips were calculated based on average rates for the mini-warehouse and fitted curve equations for the multi-family housing contained in the Institute of Transportation Engineers' *Trip Generation*, 11th Edition.

As shown in **Table 1**, the proposed build out condition results in a minor increase in trips: for a total of 1,082 new daily trips (increase of 45 trips), 74 new AM peak hour trips (increase of 2 trips), and 94 new PM peak hour trips (increase of 3 trips).

Table 1 Trip Generation Comparison

Scenario	Land Use	ITE Code	Size	Daily Trip Ends	AM Peak Period				PM Peak Period			
					In		Out		In		Out	
					%	Trips	Trips	Total	%	Trips	Trips	Total
Approved	Mini-Warehouse	151	97.2 KSF	141	59%	5	4	9	47%	7	8	15
	Multi-Family Housing (Low-Rise)	220	128 DUs	896	24%	15	48	63	63%	48	28	76
			Total Trips	**1,037**		**20**	**52**	**72**		**55**	**36**	**91**
Proposed	Mini-Warehouse	151	97.2 KSF	141	59%	5	4	9	47%	7	8	15
	Multi-Family Housing (Low-Rise)	220	135 DUs	941	24%	16	49	65	63%	50	29	79
			Total Trips	**1,082**		**21**	**53**	**74**		**57**	**37**	**94**
			Difference	**45**		**1**	**1**	**2**		**2**	**1**	**3**

Source: ITE Trip Generation Manual, 11th Edition

Trip Distribution and Assignment

The TIA trip distribution was used to assign project traffic (see **Attachment A**). **Figures 1 and 2** illustrate the AM and PM peak hour future traffic volumes, respectively.

Roadway Capacity Analysis - Build

The future capacity analysis for the study area roadways for the proposed development can be found in **Table 2** for the PM peak hour condition. The analysis concludes that all study area roadways exhibit traffic volumes lower than their respective maximum service volumes.

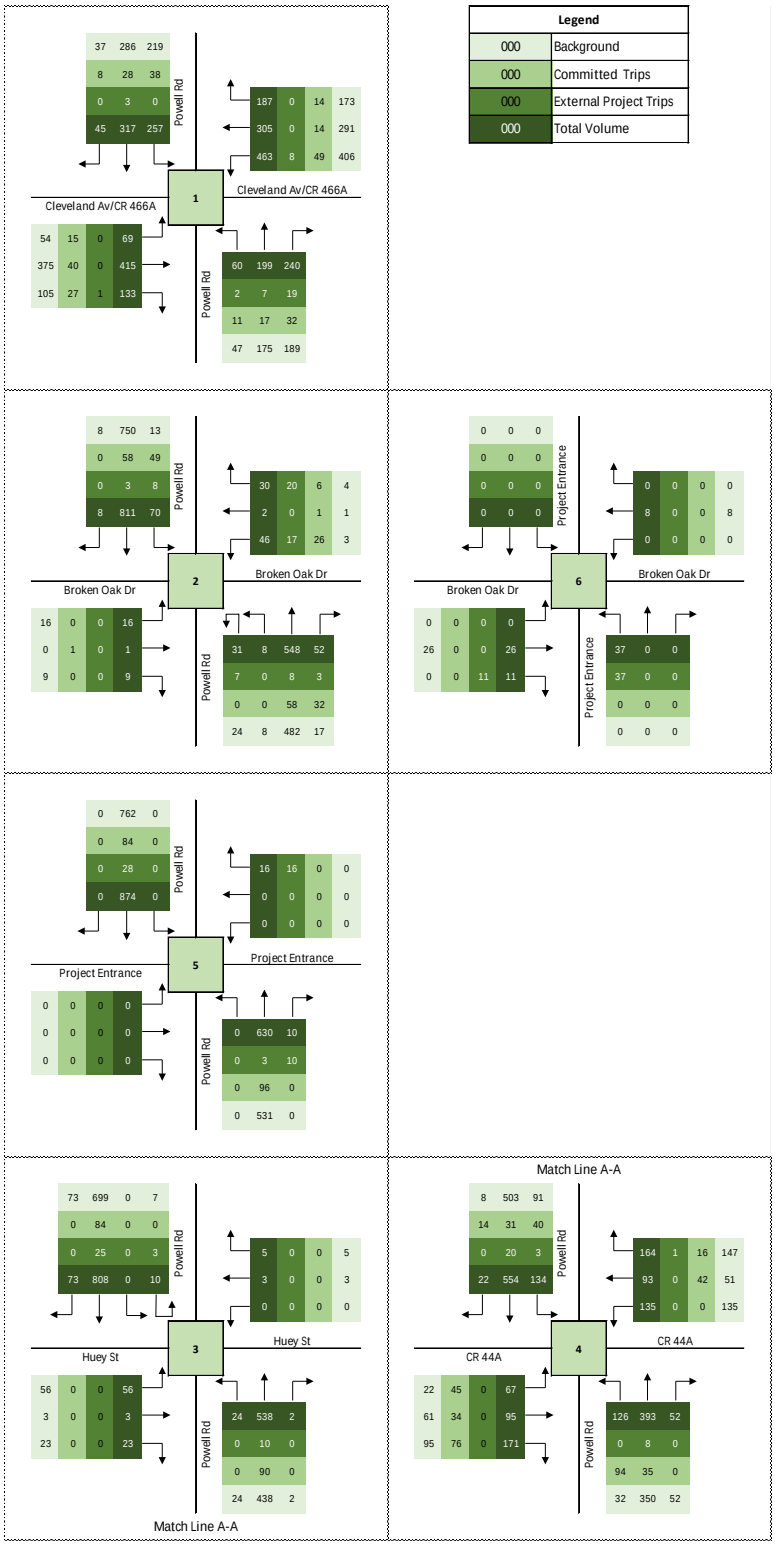
Intersection Capacity Analysis – Build

To determine the operational conditions at the study area intersections, a future conditions evaluation was conducted for the build future AM and PM peak hour conditions using Synchro 11 software.

In the supplemental build condition, all studied intersections are projected to continue to operate an overall acceptable LOS with no additional deficiencies beyond those identified in the TIA due to background traffic conditions. The results of the intersection capacity analysis for the AM and PM peak hours are shown in **Table 2**. All studied intersections operate at an overall acceptable level of service (LOS) in the AM and PM peak analysis with v/c less than 1.0. Turning Movement Volume Derivation Sheet and copies of the Synchro Analysis output are attached as **Attachments B and C**, respectively.

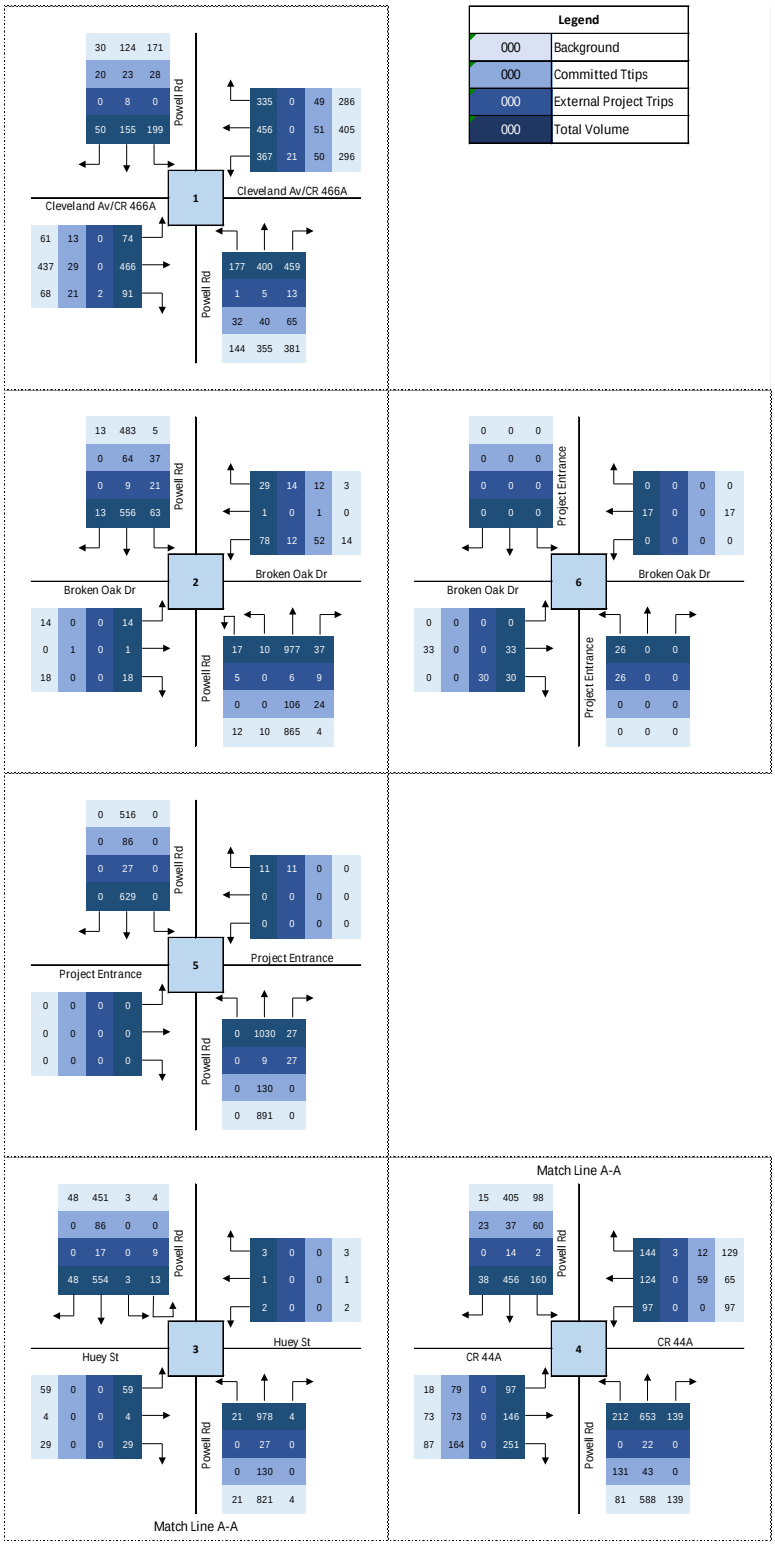
Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Figure 1 Future Turning Movement Volumes – AM Peak Hour



Memorandum

Table 1 Roadway Capacity Analysis - Future

Roadway	No. of Lanes	Adopted LOS	2022 AADT	PHPD Capacity	2022 PHPD NB/EB	2022 PHPD SB/WB	Annual Growth Rate	2024 Background Volume NB/EB	2024 Background Volume SB/WB	2024 Background Committed NB/EB	2024 Background Committed SB/WB	2024 Background v/c	2024 Background Deficient?	Project Distrib	Project Volume NB/EB	Project Volume SB/WB	2024 Total Total Volume NB/EB	2024 Total Total Volume SB/WB	2024 Total v/c	2024 Total Remaining Capacity NB/EB	2024 Total Remaining Capacity SB/WB	2024 Total Deficient?	Project Deficiency?
CR 139/Powell Rd																							
CR 44A to CR 466A	4	D	17,456	1,549	707	518	1.0%	721	528	122	99	0.54	No	52.83%	30	20	873	647	0.56	676	902	No	No

Sources: Sumter County CMP Database 2019
VHB, Inc.

APPENDIX E

Intersection Derivation Sheets

PM Peak Hour Analysis

Inputs:	Analysis Years			Seasonal Factor		External Project Trips			Passby Project Trips			PM Peak
	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total	
	2023	2026	3	1.00	11/29/2023	24	14	38	0	0	0	
				1.06	12/19/2023							

Existing Turning Movement Counts

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	245	334	557	154	170	60	70	457	91	306	431	269
2	Powell Rd	Broken Oak Dr	PM	44	824	7	6	539	16	11	0	9	23	0	8
3	Powell Rd	Huey St	PM	25	807	3	44	534	44	78	0	28	1	1	1
4	Powell Rd	CR 44A	PM	58	547	265	117	422	32	41	85	116	105	87	184
5	Powell Rd	Project Entrance	PM	0	861	33	0	596	0	0	0	0	0	0	22

Truck Factors

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	0.95	0.0%	3.0%	0.5%	0.0%	3.5%	1.7%	7.1%	0.9%	2.2%	0.3%	1.6%	1.1%
2	Powell Rd	Broken Oak Dr	0.97	0.0%	1.7%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
3	Powell Rd	Huey St	0.92	0.0%	2.0%	0.0%	0.0%	1.3%	6.8%	1.3%	0.0%	3.6%	0.0%	0.0%	0.0%
4	Powell Rd	CR 44A	0.94	1.7%	0.7%	0.0%	0.0%	0.7%	3.1%	2.4%	0.0%	0.0%	0.0%	2.3%	2.2%
5	Powell Rd	Project Entrance	0.94	0.0%	1.6%	3.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%

2023 TMC Adjusted

Location	Intersection		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	1.06	260	354	590	163	180	64	74	484	96	324	457	285
2	Powell Rd	Broken Oak Dr	1.00	44	824	7	6	539	16	11	0	9	23	0	8
3	Powell Rd	Huey St	1.00	25	807	3	44	534	44	78	0	28	1	1	1
4	Powell Rd	CR 44A	1.06	61	580	281	124	447	34	43	90	123	111	92	195
5	Powell Rd	Project Entrance	1.00	0	861	33	0	596	0	0	0	0	0	0	22

Annual Growth Rates

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2	Powell Rd	Broken Oak Dr	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
3	Powell Rd	Huey St	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
4	Powell Rd	CR 44A	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
5	Powell Rd	Project Entrance	PM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Future Background

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	280	381	634	175	194	69	80	520	103	348	491	306
2	Powell Rd	Broken Oak Dr	PM	47	886	8	6	579	17	12	0	10	25	0	9
3	Powell Rd	Huey St	PM	27	868	3	47	574	47	84	0	30	1	1	1
4	Powell Rd	CR 44A	PM	66	624	302	133	481	37	46	97	132	119	99	210
5	Powell Rd	Project Entrance	PM	0	926	35	0	641	0	0	0	0	0	0	24

Future Trip Distribution Out (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	PM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	PM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Future Trip Distribution In (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	PM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	PM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	PM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%
5	Powell Rd	Project Entrance	PM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Trip Adjustment

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM												
2	Powell Rd	Broken Oak Dr	PM												
3	Powell Rd	Huey St	PM												
4	Powell Rd	CR 44A	PM												
5	Powell Rd	Project Entrance	PM												

External Project Trips

				External Trip Generation			Entering		24	Exiting		14	Total		38
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	2	5	0	3	0	0	0	1	9	0	0
2	Powell Rd	Broken Oak Dr	PM	7	7	0	0	13	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	11	0	13	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	1	5	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	0	24	0	19	0	23	0	0	0	0	14

Committed Development																	
	Intersection			Northbound			Southbound			Eastbound			Westbound		
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	33	45	78	28	31	20	13	29	23	71	51	49
2	Powell Rd	Broken Oak Dr	PM	5	112	33	58	73	0	0	1	0	64	1	26
3	Powell Rd	Huey St	PM	0	157	0	9	103	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	131	65	0	62	51	23	79	73	164	0	59	15
5	Powell Rd	Project Entrance	PM	0	157	0	0	112	0	0	0	0	0	0	0
Future Project Trips															
	Intersection			Northbound			Southbound			Eastbound			Westbound		
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	2	5	0	3	0	0	0	1	9	0	0
2	Powell Rd	Broken Oak Dr	PM	7	7	0	0	13	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	11	0	13	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	1	5	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	0	24	0	19	0	23	0	0	0	0	14
Future Buildout															
	Intersection			Northbound			Southbound			Eastbound			Westbound		
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	PM	313	428	717	203	228	89	93	549	127	428	542	355
2	Powell Rd	Broken Oak Dr	PM	59	1,005	41	64	665	17	12	1	10	89	1	35
3	Powell Rd	Huey St	PM	27	1,036	3	69	684	47	84	0	30	1	1	1
4	Powell Rd	CR 44A	PM	197	698	302	196	537	60	125	170	296	119	158	226
5	Powell Rd	Project Entrance	PM	0	1,083	59	0	772	0	23	0	0	0	0	38

AM Peak Hour

Inputs:	Analysis Years			Seasonal Factor		External Project Trips			Passby Project Trips			AM Peak
	Existing Year	Future Year	Total	Factor	Date	In	Out	Total	In	Out	Total	
	2023	2026	3	1.00	11/29/2023	7	23	30	0	0	0	
				1.06	12/19/2023							

Existing Turning Movement Counts

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	114	195	329	166	215	52	66	378	100	312	314	166
2	Powell Rd	Broken Oak Dr	AM	46	496	20	7	642	5	12	0	17	3	0	4
3	Powell Rd	Huey St	AM	30	478	1	21	581	86	56	1	40	1	3	1
4	Powell Rd	CR 44A	AM	49	383	103	87	412	21	45	57	147	235	62	182
5	Powell Rd	Project Entrance	AM	0	507	21	0	686	0	0	0	0	0	0	36

Truck Factors

Location	Intersection		PHF	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	0.92	3.5%	4.6%	3.0%	4.2%	7.0%	7.7%	18.2%	4.0%	3.0%	2.9%	2.9%	1.2%
2	Powell Rd	Broken Oak Dr	0.86	0.0%	3.4%	0.0%	0.0%	3.9%	0.0%	8.3%	0.0%	0.0%	66.7%	0.0%	0.0%
3	Powell Rd	Huey St	0.91	3.3%	2.9%	0.0%	0.0%	3.3%	5.8%	0.0%	0.0%	2.5%	0.0%	33.3%	0.0%
4	Powell Rd	CR 44A	0.89	2.0%	3.4%	0.0%	2.3%	3.4%	9.5%	2.2%	0.0%	0.0%	1.3%	1.6%	1.1%
5	Powell Rd	Project Entrance	0.93	0.0%	3.6%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

2023 TMC Projected

Location	Intersection		Seasonal Factor	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	1.06	121	207	349	176	228	55	70	401	106	331	333	176
2	Powell Rd	Broken Oak Dr	1.00	46	496	20	7	642	5	12	0	17	3	0	4
3	Powell Rd	Huey St	1.00	30	478	1	21	581	86	56	1	40	1	3	1
4	Powell Rd	CR 44A	1.06	52	406	109	92	437	22	48	60	156	249	66	193
5	Powell Rd	Project Entrance	1.00	0	507	21	0	686	0	0	0	0	0	0	36

Annual Growth Rates

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
2	Powell Rd	Broken Oak Dr	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
3	Powell Rd	Huey St	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
4	Powell Rd	CR 44A	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
5	Powell Rd	Project Entrance	AM	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%

Future Background

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	130	223	375	189	245	59	75	431	114	356	358	189
2	Powell Rd	Broken Oak Dr	AM	49	533	22	8	690	5	13	0	18	3	0	4
3	Powell Rd	Huey St	AM	32	514	1	23	625	92	60	1	43	1	3	1
4	Powell Rd	CR 44A	AM	56	436	117	99	470	24	52	65	168	268	71	207
5	Powell Rd	Project Entrance	AM	0	545	23	0	737	0	0	0	0	0	0	39

Future Trip Distribution Out (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	3.00%	14.00%	36.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	AM	47.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	AM	0.00%	0.00%	0.00%	5.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	0.00%	0.00%	47.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%

Future Trip Distribution In (Movement)

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	0.00%	0.00%	0.00%	0.00%	14.00%	0.00%	0.00%	0.00%	3.00%	36.00%	0.00%	0.00%
2	Powell Rd	Broken Oak Dr	AM	0.00%	0.00%	0.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
3	Powell Rd	Huey St	AM	0.00%	47.00%	0.00%	53.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
4	Powell Rd	CR 44A	AM	0.00%	38.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.00%
5	Powell Rd	Project Entrance	AM	0.00%	0.00%	100.00%	0.00%	53.00%	0.00%	95.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Adjustment

Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM												
2	Powell Rd	Broken Oak Dr	AM												
3	Powell Rd	Huey St	AM												
4	Powell Rd	CR 44A	AM												
5	Powell Rd	Project Entrance	AM												

External Project Trips

				External Trip Generation			Entering		7	Exiting		23	Total		30
Location	Intersection		Peak Hour	Northbound			Southbound			Eastbound			Westbound		
	NB/SB	EB/WB		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23

Committed Development																	
	Intersection			Northbound			Southbound			Eastbound			Westbound				
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
1	Powell Rd	Cleveland Av/CR 466A	AM	13	24	51	38	31	8	15	40	28	57	14	14		
2	Powell Rd	Broken Oak Dr	AM	7	66	35	57	61	0	0	1	0	43	1	26		
3	Powell Rd	Huey St	AM	0	100	0	3	109	0	0	0	0	0	0	0		
4	Powell Rd	CR 44A	AM	94	43	0	43	51	14	45	34	76	0	42	17		
5	Powell Rd	Project Entrance	AM	0	106	0	0	112	0	0	0	0	0	0	0		
Future Project Trips																	
	Intersection			Northbound			Southbound			Eastbound			Westbound				
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
1	Powell Rd	Cleveland Av/CR 466A	AM	1	3	8	0	1	0	0	0	0	3	0	0		
2	Powell Rd	Broken Oak Dr	AM	11	12	0	0	4	0	0	0	0	0	0	0		
3	Powell Rd	Huey St	AM	0	3	0	4	11	0	0	0	0	0	0	0		
4	Powell Rd	CR 44A	AM	0	3	0	1	9	0	0	0	0	0	0	0		
5	Powell Rd	Project Entrance	AM	0	0	7	0	15	0	7	0	0	0	0	23		
Future Buildout																	
	Intersection			Northbound			Southbound			Eastbound			Westbound				
Location	NB/SB	EB/WB	Peak Hour	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
1	Powell Rd	Cleveland Av/CR 466A	AM	144	250	434	227	277	67	90	471	142	416	372	203		
2	Powell Rd	Broken Oak Dr	AM	67	611	57	65	755	5	13	1	18	46	1	30		
3	Powell Rd	Huey St	AM	32	617	1	30	745	92	60	1	43	1	3	1		
4	Powell Rd	CR 44A	AM	150	482	117	143	530	38	97	99	244	268	113	224		
5	Powell Rd	Project Entrance	AM	0	651	30	0	864	0	7	0	0	0	0	62		

PM Peak Committed Development Summary

Parkview at Brownwood

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		18	37		10					29		
2	Powell Rd	Broken Oak Dr	PM		55			39							
3	Powell Rd	Huey St	PM		55			39							
4	Powell Rd	CR 44A	PM	131			44			55	73	164		59	
5	Powell Rd	Project Entrance	PM		55			39							

Highfields at Twisted Oaks

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		9		26	5			15			26	44
2	Powell Rd	Broken Oak Dr	PM		9			5							
3	Powell Rd	Huey St	PM		9			5							
4	Powell Rd	CR 44A	PM		9			5							
5	Powell Rd	Project Entrance	PM		9			5							

Powell Plaza

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	1.00	12	10	28		7				9	21		
2	Powell Rd	Broken Oak Dr	1.00		19	24	37	7			1		52	1	12
3	Powell Rd	Huey St	1.00		43			29							
4	Powell Rd	CR 44A	1.00		16		16	22	20	19					12
5	Powell Rd	Project Entrance	1.00		43			29							

NE 81st Blvd Subdivision

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM		3		2	1	1	1					5
2	Powell Rd	Broken Oak Dr	PM		3			1							
3	Powell Rd	Huey St	PM		3			1							
4	Powell Rd	CR 44A	PM		3			1							
5	Powell Rd	Project Entrance	PM		3			1							

Solamar at Wildwood (fka Wildwood Residential)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	20					19	12	14	12		25	
2	Powell Rd	Broken Oak Dr	PM		20			12							
3	Powell Rd	Huey St	PM		20			12							
4	Powell Rd	CR 44A	PM		15			9	3	5					
5	Powell Rd	Project Entrance	PM		20			12							

Townhomes at Powell

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	1	5	13	0	8				2	21		
2	Powell Rd	Broken Oak Dr	PM	5	6	9	21	9					12		14
3	Powell Rd	Huey St	PM	0	27	0	9	17							
4	Powell Rd	CR 44A	PM	0	22	0	2	14							3
5	Powell Rd	Project Entrance	PM		27			26							

Total Committed Development

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	33	45	78	28	31	20	13	29	23	71	51	49
2	Powell Rd	Broken Oak Dr	PM	5	112	33	58	73	0	0	1	0	64	1	26
3	Powell Rd	Huey St	PM	0	157	0	9	103	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	131	65	0	62	51	23	79	73	164	0	59	15
5	Powell Rd	Project Entrance	PM	0	157	0	0	112	0	0	0	0	0	0	0

AM Peak Hour Committed Development Trips

Parkview at Brownwood

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	8	17	0	10	0	0	0	0	21	0	0
2	Powell Rd	Broken Oak Dr	PM	0	25	0	0	31	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	25	0	0	31	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	94	0	0	31	0	0	25	34	76	0	42	0
5	Powell Rd	Project Entrance	PM	0	25	0	0	31	0	0	0	0	0	0	0

Highfields at Twisted Oaks

Location	Intersection NB/SB	Intersection EB/WB	PHF	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	3	0	37	7	0	0	22	0	0	8	13
2	Powell Rd	Broken Oak Dr	PM	0	3	0	0	7	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	3	0	0	7	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	9	0	0	7	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	9	0	0	7	0	0	0	0	0	0	0

Powell Plaza

Location	Intersection NB/SB	Intersection EB/WB	Seasonal Factor	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	0.97	6	5	15	0	9	0	0	0	12	28	0	0
2	Powell Rd	Broken Oak Dr	0.97	0	24	32	49	3	0	0	1	0	26	1	6
3	Powell Rd	Huey St	0.97	0	56	0	0	29	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	0.97	0	21	0	9	11	10	19	0	0	0	0	16
5	Powell Rd	Project Entrance	0.97	0	56	0	0	29	0	0	0	0	0	0	0

NE 81st Blvd Subdivision

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	0	1	0	1	2	3	0	0	0	0	0	1
2	Powell Rd	Broken Oak Dr	PM	0	1	0	0	2	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	1	0	0	2	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	1	0	0	2	0	0	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	1	0	0	2	0	0	0	0	0	0	0

Solamar at Wildwood (fka Wildwood Residential)

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	5	0	0	0	0	5	15	18	15	0	6	0
2	Powell Rd	Broken Oak Dr	PM	0	5	0	0	15	0	0	0	0	0	0	0
3	Powell Rd	Huey St	PM	0	5	0	0	15	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	4	0	0	11	4	1	0	0	0	0	0
5	Powell Rd	Project Entrance	PM	0	5	0	0	15	0	0	0	0	0	0	0

Townhomes at Powell

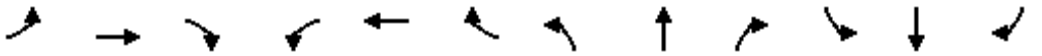
Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	2	7	19	0	3	0	0	0	1	8	0	0
2	Powell Rd	Broken Oak Dr	PM	7	8	3	8	3	0	0	0	0	17	0	20
3	Powell Rd	Huey St	PM	0	10	0	3	25	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	0	8	0	3	20	0	0	0	0	0	0	1
5	Powell Rd	Project Entrance	PM	0	10	0	0	28	0	0	0	0	0	0	0

Total Committed Development

Location	Intersection NB/SB	Intersection EB/WB	Peak Hour	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right
1	Powell Rd	Cleveland Av/CR 466A	PM	13	24	51	38	31	8	15	40	28	57	14	14
2	Powell Rd	Broken Oak Dr	PM	7	66	35	57	61	0	0	1	0	43	1	26
3	Powell Rd	Huey St	PM	0	100	0	3	109	0	0	0	0	0	0	0
4	Powell Rd	CR 44A	PM	94	43	0	43	51	14	45	34	76	0	42	17
5	Powell Rd	Project Entrance	PM	0	106	0	0	112	0	0	0	0	0	0	0

APPENDIX F

Synchro – Future Conditions



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	117	1219	365	254	1615	732	224	446	384	277	329	80
Arrive On Green	0.08	0.46	0.46	0.07	0.46	0.46	0.08	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Cycle Q Clear(g_c), s	8.4	17.4	17.6	10.0	9.5	8.7	8.9	17.6	25.4	10.0	0.0	28.3
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	117	804	780	254	1615	732	224	446	384	277	0	409
V/C Ratio(X)	0.83	0.42	0.42	1.77	0.25	0.23	0.69	0.60	0.82	0.89	0.00	0.91
Avail Cap(c_a), veh/h	161	804	780	254	1615	732	352	541	466	277	0	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.6	24.4	24.5	62.5	22.4	22.2	37.9	45.2	48.2	45.2	0.0	50.3
Incr Delay (d2), s/veh	22.8	1.6	1.7	361.2	0.4	0.7	3.8	1.3	9.1	28.3	0.0	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	12.0	11.8	27.6	7.0	6.1	7.3	12.8	16.2	9.8	0.0	20.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.4	26.0	26.1	423.7	22.8	22.9	41.6	46.5	57.2	73.6	0.0	68.3
LnGrp LOS	F	C	C	F	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		33.6			198.9			50.0			70.4	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	67.0	16.2	36.8	15.2	66.9	15.0	38.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	19.6	10.9	30.3	10.4	11.5	12.0	27.4
Green Ext Time (p_c), s	0.0	4.0	0.3	1.5	0.1	3.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	98.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Future Vol, veh/h	13	1	18	46	1	30	56	599	57	65	751	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	65	697	66	76	873	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1507	1921	440	1449	1891	382	879	0	0	763	0	0
Stage 1	1028	1028	-	860	860	-	-	-	-	-	-	-
Stage 2	479	893	-	589	1031	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	79	68	570	~ 51	71	622	777	-	-	859	-	-
Stage 1	240	314	-	210	376	-	-	-	-	-	-	-
Stage 2	521	363	-	330	313	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	57	570	~ 43	59	622	777	-	-	859	-	-
Mov Cap-2 Maneuver	153	149	-	114	148	-	-	-	-	-	-	-
Stage 1	220	286	-	192	344	-	-	-	-	-	-	-
Stage 2	449	333	-	289	285	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.1	48.6	0.8	0.8
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	260	168	859	-	-
HCM Lane V/C Ratio	0.084	-	-	0.143	0.533	0.088	-	-
HCM Control Delay (s)	10.1	-	-	21.1	48.6	9.6	-	-
HCM Lane LOS	B	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	2.7	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

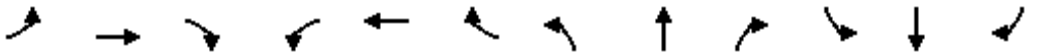
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Future Vol, veh/h	60	1	43	1	3	1	32	614	1	26	734	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	675	1	29	807	101

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1325	1662	454	1208	1712	338	908	0	0	676	0	0
Stage 1	916	916	-	746	746	-	-	-	-	-	-	-
Stage 2	409	746	-	462	966	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	116	98	553	141	65	664	739	-	-	925	-	-
Stage 1	297	354	-	376	351	-	-	-	-	-	-	-
Stage 2	596	424	-	554	269	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	90	553	121	60	664	739	-	-	925	-	-
Mov Cap-2 Maneuver	211	204	-	237	149	-	-	-	-	-	-	-
Stage 1	283	343	-	358	335	-	-	-	-	-	-	-
Stage 2	561	404	-	489	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.1	24.2	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	283	193	925	-	-
HCM Lane V/C Ratio	0.048	-	-	0.404	0.028	0.031	-	-
HCM Control Delay (s)	10.1	-	-	26.1	24.2	9	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.9	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Future Volume (veh/h)	97	99	244	268	113	224	150	479	117	142	521	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	538	91	160	585	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1193	532	330	1666	749	236	728	333	254	672	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.20	0.20
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3330	244
Grp Volume(v), veh/h	109	111	212	301	127	197	169	538	91	160	309	319
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Cycle Q Clear(g_c), s	4.4	3.0	14.2	23.0	2.8	10.5	10.4	20.0	6.7	9.9	23.8	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1193	532	330	1666	749	236	728	333	254	356	366
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.71	0.74	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1193	532	464	1666	749	298	952	435	280	433	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	32.4	36.1	56.1	20.5	22.5	41.3	52.0	46.7	40.8	54.1	54.1
Incr Delay (d2), s/veh	5.5	0.2	2.2	17.8	0.1	0.9	5.9	2.2	0.4	3.9	14.8	14.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	9.9	17.7	2.1	7.4	8.6	13.9	4.9	8.1	17.6	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.5	38.4	73.8	20.6	23.4	47.2	54.2	47.1	44.6	68.8	68.8
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			798			788	
Approach Delay, s/veh		45.2			47.1			51.9			63.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	53.1	19.4	35.1	13.1	72.4	18.7	35.7
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 36	* 25	* 17	* 34	* 8.9	* 52	* 14	* 38
Max Q Clear Time (g_c+I1), s	25.0	16.2	12.4	25.9	6.4	12.5	11.9	22.0
Green Ext Time (p_c), s	0.7	0.9	0.2	2.4	0.1	1.5	0.1	3.4

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

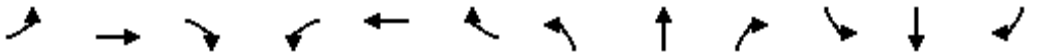
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	651	23	0	849
Future Vol, veh/h	0	39	651	23	0	849
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	42	700	25	0	913

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	363	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	640	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	640	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	640	-
HCM Lane V/C Ratio	-	-	0.066	-
HCM Control Delay (s)	-	-	11	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	358	1179	270	744	1454	654	367	550	477	231	274	109
Arrive On Green	0.07	0.41	0.41	0.07	0.41	0.41	0.15	0.30	0.30	0.07	0.22	0.22
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Cycle Q Clear(g_c), s	4.3	19.9	20.0	10.0	15.3	18.4	18.4	30.2	40.0	10.0	0.0	24.6
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	358	730	719	744	1454	654	367	550	477	231	0	383
V/C Ratio(X)	0.27	0.49	0.49	0.59	0.39	0.46	0.90	0.81	1.06	0.93	0.00	0.87
Avail Cap(c_a), veh/h	412	730	719	744	1454	654	373	550	477	231	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.6	29.6	23.0	28.1	29.0	34.6	44.1	47.5	44.9	0.0	50.8
Incr Delay (d2), s/veh	0.4	2.3	2.4	1.3	0.8	2.3	23.1	9.2	57.6	39.9	0.0	11.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	13.9	13.8	7.4	10.7	11.9	15.6	21.5	32.5	8.5	0.0	17.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	32.0	32.0	24.2	28.9	31.3	57.7	53.3	105.1	84.8	0.0	61.9
LnGrp LOS	C	C	C	C	C	C	E	D	F	F	A	E
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		30.6			27.9			74.8			70.9	
Approach LOS		C			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	60.0	25.5	34.5	14.7	60.3	15.0	45.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	21.0	40.0	14.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	12.0	22.0	20.4	26.6	6.3	20.4	12.0	42.0
Green Ext Time (p_c), s	0.0	4.1	0.1	1.6	0.1	4.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Future Vol, veh/h	12	1	10	89	1	35	52	998	41	64	652	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	55	1051	43	67	686	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1465	2033	352	1661	2021	547	704	0	0	1094	0	0
Stage 1	829	829	-	1183	1183	-	-	-	-	-	-	-
Stage 2	636	1204	-	478	838	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	91	58	650	~ 65	59	486	903	-	-	645	-	-
Stage 1	335	388	-	204	265	-	-	-	-	-	-	-
Stage 2	437	259	-	543	384	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	49	650	~ 56	50	486	903	-	-	645	-	-
Mov Cap-2 Maneuver	176	126	-	142	145	-	-	-	-	-	-	-
Stage 1	315	348	-	192	249	-	-	-	-	-	-	-
Stage 2	378	243	-	477	344	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	68.3	0.4	1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	903	-	-	251	177	645	-	-
HCM Lane V/C Ratio	0.061	-	-	0.096	0.743	0.104	-	-
HCM Control Delay (s)	9.2	-	-	20.9	68.3	11.2	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	4.7	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.7

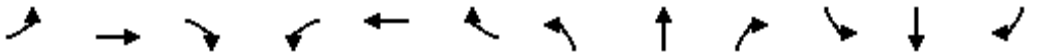
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Future Vol, veh/h	84	0	30	1	1	1	27	1025	3	56	677	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1114	3	61	736	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1500	2059	394	1664	2083	559	787	0	0	1117	0	0
Stage 1	884	884	-	1174	1174	-	-	-	-	-	-	-
Stage 2	616	1175	-	490	909	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 85	56	599	65	54	478	841	-	-	633	-	-
Stage 1	309	366	-	207	268	-	-	-	-	-	-	-
Stage 2	447	268	-	534	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 76	49	599	55	47	478	841	-	-	633	-	-
Mov Cap-2 Maneuver	184	134	-	145	147	-	-	-	-	-	-	-
Stage 1	298	331	-	200	259	-	-	-	-	-	-	-
Stage 2	429	259	-	456	323	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39	24.3	0.2	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	841	-	-	225	190	633	-	-
HCM Lane V/C Ratio	0.035	-	-	0.551	0.017	0.096	-	-
HCM Control Delay (s)	9.4	-	-	39	24.3	11.3	-	-
HCM Lane LOS	A	-	-	E	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3	0.1	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Future Volume (veh/h)	125	170	296	119	158	225	197	689	302	195	532	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	175	210	733	225	207	566	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1469	655	150	1558	695	288	861	387	253	772	87
Arrive On Green	0.05	0.41	0.41	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3244	366
Grp Volume(v), veh/h	133	181	263	127	168	175	210	733	225	207	312	318
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1819
Q Serve(g_s), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Cycle Q Clear(g_c), s	6.1	5.0	18.5	11.1	4.5	11.2	14.1	31.3	19.7	13.7	25.7	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1469	655	150	1558	695	288	861	387	253	426	433
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.25	0.73	0.85	0.58	0.82	0.73	0.74
Avail Cap(c_a), veh/h	285	1469	655	262	1558	695	353	1101	495	334	562	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	29.6	33.6	72.4	26.5	28.4	42.3	58.1	53.7	43.7	56.3	56.3
Incr Delay (d2), s/veh	6.2	0.2	1.8	12.3	0.1	0.9	5.8	5.3	1.4	11.4	3.4	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.0	12.2	9.6	3.5	7.9	10.9	21.1	12.9	11.3	17.7	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	29.8	35.5	84.7	26.6	29.2	48.1	63.3	55.1	55.1	59.7	59.7
LnGrp LOS	F	C	D	F	C	C	D	E	E	E	E	E
Approach Vol, veh/h		577			470			1168			837	
Approach Delay, s/veh		44.2			43.3			59.0			58.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.9	23.2	44.9	15.0	76.9	22.8	45.2
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49
Max Q Clear Time (g_c+I1), s	13.1	20.5	16.1	27.8	8.1	13.2	15.7	33.3
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

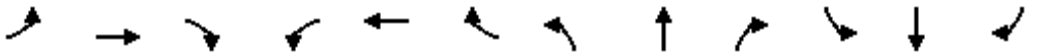
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	1083	35	0	753
Future Vol, veh/h	0	24	1083	35	0	753
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	26	1152	37	0	801

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	595	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	442	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	442	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

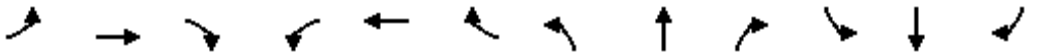
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	442	-
HCM Lane V/C Ratio	-	-	0.058	-
HCM Control Delay (s)	-	-	13.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Future Volume (veh/h)	90	471	142	413	372	203	143	247	426	227	276	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	449	404	169	155	268	313	247	300	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1022	306	503	1609	729	226	408	351	296	332	81
Arrive On Green	0.08	0.39	0.39	0.15	0.46	0.46	0.08	0.22	0.22	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1396	340
Grp Volume(v), veh/h	98	337	329	449	404	169	155	268	313	247	0	373
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Cycle Q Clear(g_c), s	8.4	19.8	20.0	17.4	9.5	8.7	9.1	18.0	26.1	13.0	0.0	28.2
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	674	654	503	1609	729	226	408	351	296	0	412
V/C Ratio(X)	0.83	0.50	0.50	0.89	0.25	0.23	0.69	0.66	0.89	0.83	0.00	0.90
Avail Cap(c_a), veh/h	196	674	654	559	1609	729	238	541	466	296	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	31.6	31.7	56.5	22.5	22.3	38.7	47.7	50.8	40.6	0.0	50.0
Incr Delay (d2), s/veh	13.8	2.6	2.8	15.5	0.4	0.7	7.5	1.8	15.4	18.3	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.7	13.5	13.2	7.1	6.1	7.8	13.1	17.3	6.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	34.2	34.4	72.0	22.9	23.1	46.2	49.5	66.2	58.9	0.0	66.2
LnGrp LOS	E	C	C	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1022			736			620	
Approach Delay, s/veh		39.6			44.5			55.9			63.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	57.0	16.1	37.1	15.2	66.6	18.0	35.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	19.4	22.0	11.1	30.2	10.4	11.5	15.0	28.1
Green Ext Time (p_c), s	0.5	3.8	0.0	1.6	0.1	3.1	0.0	2.1

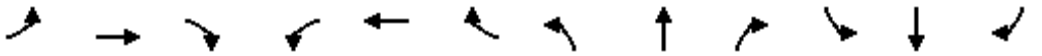
Intersection Summary	
HCM 6th Ctrl Delay	49.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Future Volume (veh/h)	93	549	126	419	542	355	313	426	712	203	225	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	133	441	571	300	329	448	505	214	237	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	324	1023	235	672	1290	580	424	636	552	267	341	135
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.34	0.34	0.07	0.27	0.27
Sat Flow, veh/h	1711	2893	664	3510	3554	1598	1810	1856	1610	1810	1254	497
Grp Volume(v), veh/h	98	357	354	441	571	300	329	448	505	214	0	331
Grp Sat Flow(s),veh/h/ln	1711	1791	1766	1755	1777	1598	1810	1856	1610	1810	0	1751
Q Serve(g_s), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Cycle Q Clear(g_c), s	4.7	21.7	21.9	11.0	16.5	19.9	17.1	28.2	40.6	10.0	0.0	22.9
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	324	633	625	672	1290	580	424	636	552	267	0	477
V/C Ratio(X)	0.30	0.56	0.57	0.66	0.44	0.52	0.78	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	327	633	625	672	1290	580	484	742	644	267	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	35.2	35.3	27.2	32.6	33.7	30.0	38.5	42.5	38.0	0.0	44.1
Incr Delay (d2), s/veh	0.5	3.6	3.7	2.3	1.1	3.3	6.8	2.5	16.3	15.9	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.3	15.2	8.2	11.5	12.9	12.8	19.1	25.4	5.7	0.0	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	38.8	39.0	29.5	33.7	37.0	36.8	41.0	58.9	53.9	0.0	47.7
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		809			1312			1282			545	
Approach Delay, s/veh		37.2			33.1			46.9			50.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	52.8	24.5	41.7	14.7	54.0	15.0	51.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0
Max Q Clear Time (g_c+I1), s	13.0	23.9	19.1	24.9	6.7	21.9	12.0	42.6
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Future Volume (veh/h)	90	471	142	416	372	203	144	250	434	227	277	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1633	1841	1856	1856	1856	1885	1841	1826	1856	1841	1796	1781
Adj Flow Rate, veh/h	98	512	154	452	404	169	157	272	322	247	301	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	18	4	3	3	3	1	4	5	3	4	7	8
Cap, veh/h	118	1005	301	506	1589	720	232	418	360	298	339	82
Arrive On Green	0.08	0.38	0.38	0.15	0.45	0.45	0.08	0.23	0.23	0.10	0.24	0.24
Sat Flow, veh/h	1555	2653	794	3428	3526	1598	1753	1826	1572	1753	1397	339
Grp Volume(v), veh/h	98	337	329	452	404	169	157	272	322	247	0	374
Grp Sat Flow(s),veh/h/ln	1555	1749	1698	1714	1763	1598	1753	1826	1572	1753	0	1735
Q Serve(g_s), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Cycle Q Clear(g_c), s	8.4	20.0	20.2	17.5	9.6	8.8	9.1	18.2	26.8	13.0	0.0	28.1
Prop In Lane	1.00		0.47	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	118	663	643	506	1589	720	232	418	360	298	0	421
V/C Ratio(X)	0.83	0.51	0.51	0.89	0.25	0.23	0.68	0.65	0.89	0.83	0.00	0.89
Avail Cap(c_a), veh/h	196	663	643	559	1589	720	244	541	466	298	0	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.5	32.2	32.3	56.5	23.0	22.8	38.2	47.2	50.5	40.0	0.0	49.3
Incr Delay (d2), s/veh	13.8	2.8	2.9	15.7	0.4	0.8	6.8	1.7	16.3	17.3	0.0	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	13.8	13.6	13.3	7.1	6.2	7.8	13.2	17.8	5.9	0.0	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.4	35.0	35.2	72.2	23.4	23.5	45.0	48.9	66.7	57.3	0.0	63.7
LnGrp LOS	E	D	D	E	C	C	D	D	E	E	A	E
Approach Vol, veh/h		764			1025			751			621	
Approach Delay, s/veh		40.3			44.9			55.7			61.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.9	56.2	16.1	37.8	15.2	65.9	18.0	35.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	22.0	40.0	12.0	41.0	17.0	45.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	19.5	22.2	11.1	30.1	10.4	11.6	15.0	28.8
Green Ext Time (p_c), s	0.4	3.8	0.0	1.6	0.1	3.1	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Future Vol, veh/h	13	1	18	46	1	30	67	611	57	65	755	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	8	0	0	67	0	0	0	3	0	0	4	0
Mvmt Flow	15	1	21	53	1	35	78	710	66	76	878	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1545	1965	442	1491	1935	388	884	0	0	776	0	0
Stage 1	1033	1033	-	899	899	-	-	-	-	-	-	-
Stage 2	512	932	-	592	1036	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.5	6.9	8.84	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.5	-	7.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4	3.3	4.17	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	64	569	~ 47	67	616	774	-	-	849	-	-
Stage 1	238	312	-	196	360	-	-	-	-	-	-	-
Stage 2	498	348	-	329	311	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	52	569	~ 39	55	616	774	-	-	849	-	-
Mov Cap-2 Maneuver	146	141	-	105	138	-	-	-	-	-	-	-
Stage 1	214	284	-	176	324	-	-	-	-	-	-	-
Stage 2	421	313	-	287	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.9	55.3	0.9	0.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	250	156	849	-	-
HCM Lane V/C Ratio	0.101	-	-	0.149	0.574	0.089	-	-
HCM Control Delay (s)	10.2	-	-	21.9	55.3	9.7	-	-
HCM Lane LOS	B	-	-	C	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.5	3	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

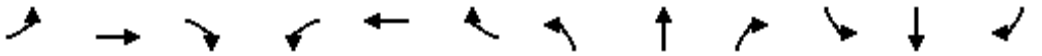
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Future Vol, veh/h	60	1	43	1	3	1	32	617	1	30	745	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	2	0	33	0	3	3	0	0	3	6
Mvmt Flow	66	1	47	1	3	1	35	678	1	33	819	101

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1685	460	1225	1735	340	920	0	0	679	0	0
Stage 1	936	936	-	749	749	-	-	-	-	-	-	-
Stage 2	411	749	-	476	986	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.94	7.5	7.16	6.9	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.32	3.5	4.33	3.3	2.23	-	-	2.2	-	-
Pot Cap-1 Maneuver	111	95	548	137	63	662	731	-	-	923	-	-
Stage 1	289	346	-	375	350	-	-	-	-	-	-	-
Stage 2	594	422	-	544	263	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	102	87	548	117	58	662	731	-	-	923	-	-
Mov Cap-2 Maneuver	205	200	-	233	146	-	-	-	-	-	-	-
Stage 1	275	334	-	357	333	-	-	-	-	-	-	-
Stage 2	559	402	-	478	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27	24.5	0.5	0.3
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	731	-	-	276	190	923	-	-
HCM Lane V/C Ratio	0.048	-	-	0.414	0.029	0.036	-	-
HCM Control Delay (s)	10.2	-	-	27	24.5	9	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.9	0.1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Future Volume (veh/h)	97	99	244	268	113	224	150	482	117	143	530	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1885	1870	1885	1870	1856	1900	1870	1856	1752
Adj Flow Rate, veh/h	109	111	212	301	127	197	169	542	91	161	596	43
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	0	1	2	1	2	3	0	2	3	10
Cap, veh/h	156	1181	527	330	1655	744	236	739	338	256	686	49
Arrive On Green	0.05	0.33	0.33	0.18	0.47	0.47	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	3456	3610	1610	1795	3554	1598	1781	3526	1610	1781	3335	240
Grp Volume(v), veh/h	109	111	212	301	127	197	169	542	91	161	315	324
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1795	1777	1598	1781	1763	1610	1781	1763	1812
Q Serve(g_s), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Cycle Q Clear(g_c), s	4.4	3.0	14.3	23.0	2.8	10.5	10.3	20.1	6.6	9.9	24.2	24.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	156	1181	527	330	1655	744	236	739	338	256	362	373
V/C Ratio(X)	0.70	0.09	0.40	0.91	0.08	0.26	0.72	0.73	0.27	0.63	0.87	0.87
Avail Cap(c_a), veh/h	220	1181	527	464	1655	744	298	967	442	285	443	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.9	32.7	36.5	56.1	20.7	22.8	41.1	51.7	46.3	40.4	53.8	53.8
Incr Delay (d2), s/veh	5.5	0.2	2.3	17.8	0.1	0.9	5.9	2.0	0.4	3.7	14.4	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.7	2.4	10.0	17.7	2.1	7.5	8.6	14.0	4.9	8.1	17.8	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	32.8	38.8	73.8	20.8	23.7	46.9	53.7	46.8	44.1	68.1	68.1
LnGrp LOS	E	C	D	E	C	C	D	D	D	D	E	E
Approach Vol, veh/h		432			625			802			800	
Approach Delay, s/veh		45.5			47.2			51.5			63.3	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	52.6	19.3	35.6	13.1	72.0	18.7	36.2
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 36	* 24	* 17	* 35	* 8.9	* 51	* 14	* 38
Max Q Clear Time (g_c+I1), s	25.0	16.3	12.3	26.2	6.4	12.5	11.9	22.1
Green Ext Time (p_c), s	0.7	0.8	0.2	2.5	0.1	1.5	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

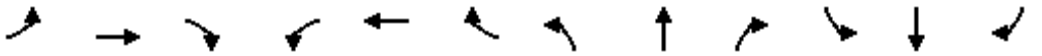
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	62	663	30	0	864
Future Vol, veh/h	0	62	663	30	0	864
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	67	713	32	0	929

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	373	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	630	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	630	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	630	-
HCM Lane V/C Ratio	-	-	0.106	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Future Volume (veh/h)	93	549	127	428	542	355	313	428	717	203	228	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1885	1870	1900	1870	1885	1900	1856	1900	1900	1841	1870
Adj Flow Rate, veh/h	98	578	134	451	571	300	329	451	511	214	240	94
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	1	2	0	2	1	0	3	0	0	4	2
Cap, veh/h	322	1012	234	665	1278	575	426	642	557	268	348	136
Arrive On Green	0.07	0.35	0.35	0.08	0.36	0.36	0.14	0.35	0.35	0.07	0.28	0.28
Sat Flow, veh/h	1711	2888	668	3510	3554	1598	1810	1856	1610	1810	1259	493
Grp Volume(v), veh/h	98	358	354	451	571	300	329	451	511	214	0	334
Grp Sat Flow(s),veh/h/ln	1711	1791	1765	1755	1777	1598	1810	1856	1610	1810	0	1752
Q Serve(g_s), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Cycle Q Clear(g_c), s	4.7	21.9	22.0	11.0	16.5	20.0	17.0	28.4	41.1	10.0	0.0	23.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	322	628	618	665	1278	575	426	642	557	268	0	484
V/C Ratio(X)	0.30	0.57	0.57	0.68	0.45	0.52	0.77	0.70	0.92	0.80	0.00	0.69
Avail Cap(c_a), veh/h	325	628	618	665	1278	575	487	742	644	268	0	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	35.6	35.6	28.1	33.0	34.1	29.7	38.2	42.3	37.6	0.0	43.7
Incr Delay (d2), s/veh	0.5	3.7	3.8	2.8	1.1	3.4	6.6	2.5	16.7	15.6	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	15.4	15.3	8.4	11.6	13.0	12.7	19.2	25.7	5.6	0.0	15.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.4	39.3	39.5	30.9	34.1	37.4	36.3	40.7	59.0	53.1	0.0	47.3
LnGrp LOS	C	D	D	C	C	D	D	D	E	D	A	D
Approach Vol, veh/h		810			1322			1291			548	
Approach Delay, s/veh		37.7			33.8			46.8			49.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	52.3	24.4	42.3	14.7	53.6	15.0	51.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	11.0	40.0	24.0	40.0	10.0	41.0	10.0	54.0
Max Q Clear Time (g_c+I1), s	13.0	24.0	19.0	25.0	6.7	22.0	12.0	43.1
Green Ext Time (p_c), s	0.0	3.9	0.5	1.7	0.1	4.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Future Vol, veh/h	12	1	10	89	1	35	59	1005	41	64	665	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	250	-	-	250	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	13	1	11	94	1	37	62	1058	43	67	700	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1497	2068	359	1689	2056	551	718	0	0	1101	0	0
Stage 1	843	843	-	1204	1204	-	-	-	-	-	-	-
Stage 2	654	1225	-	485	852	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	86	55	643	~ 62	56	483	892	-	-	642	-	-
Stage 1	329	382	-	199	259	-	-	-	-	-	-	-
Stage 2	427	254	-	537	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	46	643	~ 53	47	483	892	-	-	642	-	-
Mov Cap-2 Maneuver	169	121	-	136	139	-	-	-	-	-	-	-
Stage 1	306	342	-	185	241	-	-	-	-	-	-	-
Stage 2	365	236	-	472	340	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.4	75.1	0.5	1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	243	170	642	-	-
HCM Lane V/C Ratio	0.07	-	-	0.1	0.774	0.105	-	-
HCM Control Delay (s)	9.3	-	-	21.4	75.1	11.3	-	-
HCM Lane LOS	A	-	-	C	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	5	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Future Vol, veh/h	84	0	30	1	1	1	27	1036	3	69	684	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	315	-	-	315	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	0	4	0	0	0	0	2	0	0	1	7
Mvmt Flow	91	0	33	1	1	1	29	1126	3	75	743	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1541	2106	397	1708	2130	565	794	0	0	1129	0	0
Stage 1	919	919	-	1186	1186	-	-	-	-	-	-	-
Stage 2	622	1187	-	522	944	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.5	6.98	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4	3.34	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 79	52	597	60	50	473	836	-	-	626	-	-
Stage 1	294	353	-	204	265	-	-	-	-	-	-	-
Stage 2	443	264	-	511	344	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 69	44	597	50	42	473	836	-	-	626	-	-
Mov Cap-2 Maneuver	174	122	-	140	140	-	-	-	-	-	-	-
Stage 1	284	311	-	197	256	-	-	-	-	-	-	-
Stage 2	425	255	-	425	303	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.7	25	0.2	1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	836	-	-	214	183	626	-	-
HCM Lane V/C Ratio	0.035	-	-	0.579	0.018	0.12	-	-
HCM Control Delay (s)	9.5	-	-	42.7	25	11.5	-	-
HCM Lane LOS	A	-	-	E	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.2	0.1	0.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Future Volume (veh/h)	125	170	296	119	158	226	197	698	302	196	537	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1900	1870	1870	1870	1885	1900	1900	1885	1856
Adj Flow Rate, veh/h	133	181	263	127	168	176	210	743	225	209	571	64
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	0	0	2	2	2	1	0	0	1	3
Cap, veh/h	177	1458	650	150	1547	690	289	870	391	253	784	88
Arrive On Green	0.05	0.40	0.40	0.08	0.44	0.44	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3456	3610	1610	1810	3554	1585	1781	3582	1610	1810	3248	363
Grp Volume(v), veh/h	133	181	263	127	168	176	210	743	225	209	314	321
Grp Sat Flow(s),veh/h/ln	1728	1805	1610	1810	1777	1585	1781	1791	1610	1810	1791	1820
Q Serve(g_s), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Cycle Q Clear(g_c), s	6.1	5.0	18.6	11.1	4.5	11.3	14.0	31.7	19.7	13.8	25.8	26.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.20
Lane Grp Cap(c), veh/h	177	1458	650	150	1547	690	289	870	391	253	432	439
V/C Ratio(X)	0.75	0.12	0.40	0.85	0.11	0.26	0.73	0.85	0.58	0.83	0.73	0.73
Avail Cap(c_a), veh/h	285	1458	650	262	1547	690	355	1101	495	334	562	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.9	29.9	34.0	72.4	26.8	28.7	42.0	57.8	53.3	43.4	55.8	55.9
Incr Delay (d2), s/veh	6.2	0.2	1.9	12.3	0.1	0.9	5.7	5.5	1.3	12.0	3.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	4.1	12.2	9.6	3.5	8.0	10.9	21.3	12.8	11.4	17.8	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	30.1	35.8	84.7	26.9	29.6	47.6	63.3	54.6	55.4	59.2	59.3
LnGrp LOS	F	C	D	F	C	C	D	E	D	E	E	E
Approach Vol, veh/h		577			471			1178			844	
Approach Delay, s/veh		44.5			43.5			58.9			58.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.4	23.1	45.4	15.0	76.4	22.9	45.7
Change Period (Y+Rc), s	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8	* 6.8
Max Green Setting (Gmax), s	* 23	* 37	* 22	* 50	* 13	* 47	* 23	* 49
Max Q Clear Time (g_c+I1), s	13.1	20.6	16.0	28.0	8.1	13.3	15.8	33.7
Green Ext Time (p_c), s	0.2	1.8	0.3	3.8	0.2	1.7	0.3	5.2

Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	38	1090	59	0	772
Future Vol, veh/h	0	38	1090	59	0	772
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	4	2	3	0	2
Mvmt Flow	0	40	1160	63	0	821

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	612	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.98	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.34	-	-	-	-
Pot Cap-1 Maneuver	0	431	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	431	-
HCM Lane V/C Ratio	-	-	0.094	-
HCM Control Delay (s)	-	-	14.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

APPENDIX G

NCHRP Report 457 – Right Turn Lane Analysis

Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	640
Right-turn volume, veh/h:	10

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	226
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	

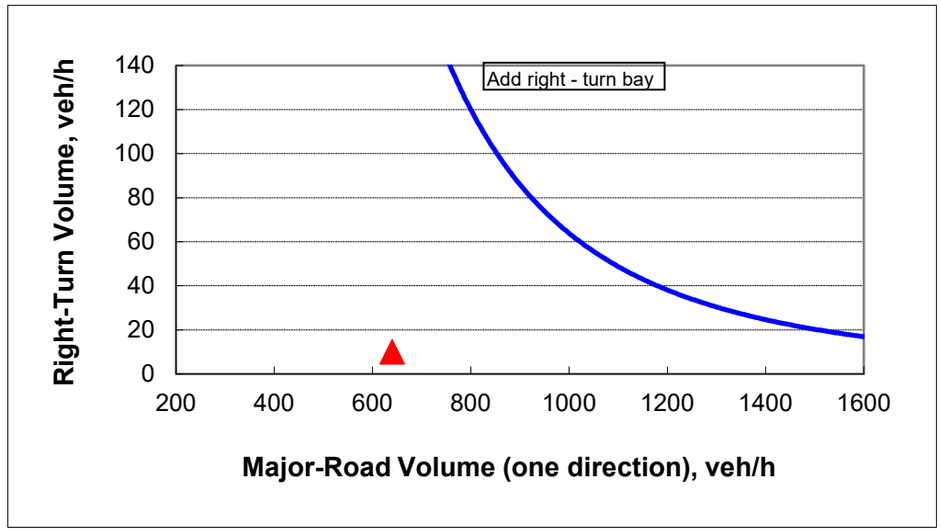


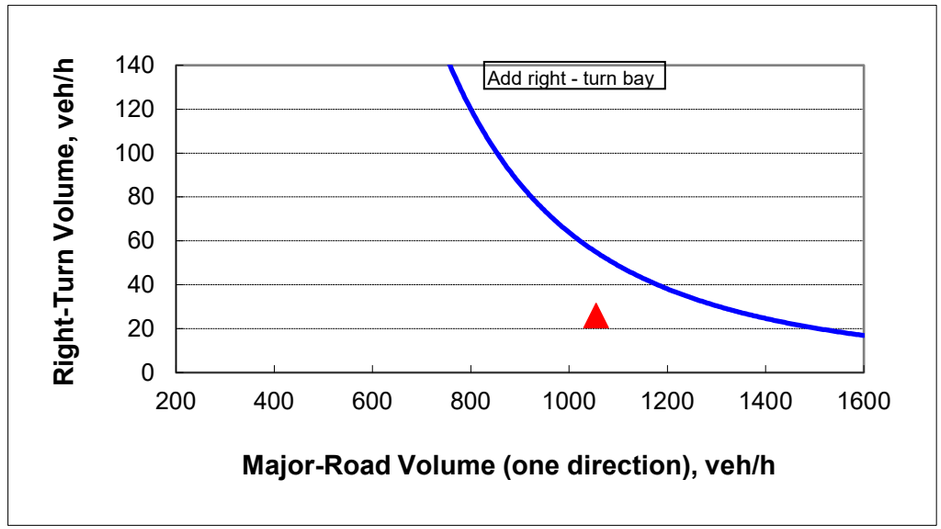
Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	35
Major-road volume (one direction), veh/h:	1055
Right-turn volume, veh/h:	26

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	55
Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:	
Do NOT add right-turn bay.	



CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2409-002 5127 CR 169**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	AN 2409-002 5127 CR 169
Ordinance	O2024-66
Owner(s)	The Young Family Revocable Trust
Applicant(s)	Dorothy Joy Messenger-Young, TTEE
Property Location	The subject property is located at 5127 CR 169, Wildwood, FL 34785, at the NE corner of the intersection of CR 152 and CR 169
Parcel(s)	G15A098
Date	November 4, 2024

The applicant has submitted a voluntary annexation application for parcel G15A098. The property to be annexed totals 0.286 acres MOL and is located at the northeast corner of the intersection of CR 152 and CR 169. Annexation into the City is appropriate because the property 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."

The property consists of a single-family residence within the Sumter County limits, and the applicant has been undergoing an extensive building addition that has required multiple building permits extensions and which do not appear to be in compliance with the County's setback requirements for the R6M zoning district.

Upon annexation into the City and establishment of a City's future land use designation and zoning district, the applicant may be required to process a variance to reconcile any setback discrepancies currently existing at the site. The applicant will continue to use the property as a single-family residence once annexed into the City's municipal boundary. This is the second and final hearing of Ordinance O2024-66.

DATED: 11/4/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-66

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.286 ACRES LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF CR 152 AND 169, IN SECTION 15, TOWNSHIP 19 SOUTH, RANGE 23 EAST; ADDRESSED AS 5127 CR 169, WILDWOOD, FL 34785, WHICH IS 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 located at 5127 CR 169, Wildwood, FL 34785, 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 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 Dorothy Joy Messenger-Young, trustee of the Young Family Revocable Trust, dated 2/18/2015, is more particularly described as follows:

Parcel G15A098
Dorothy Joy Messenger-Young, trustee of the Young Family Revocable Trust
0.286 +/-

LEGAL DESCRIPTION

Lots 9 and 10, Block E PLAT NO. 1 OF ORANGE HOME, according to the Plat thereof as recorded in Plat Book 1, Page 101 ½, Public Records of Sumter County, Florida.

SECTION 2. All of the above-described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above-described annexed property shall be subject to the laws and ordinances 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

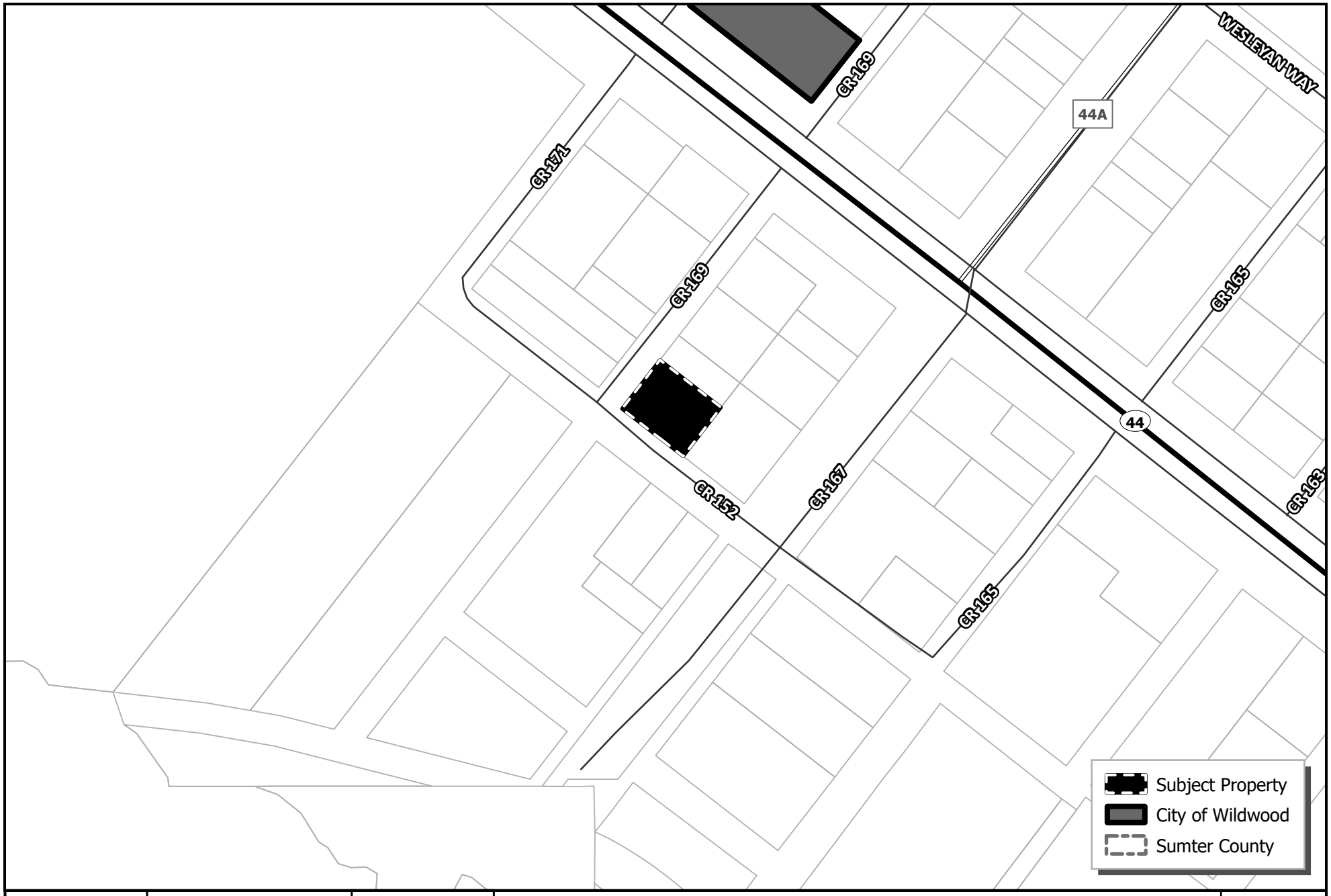
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N
US Feet
0 45 90 180

AN 2409-002

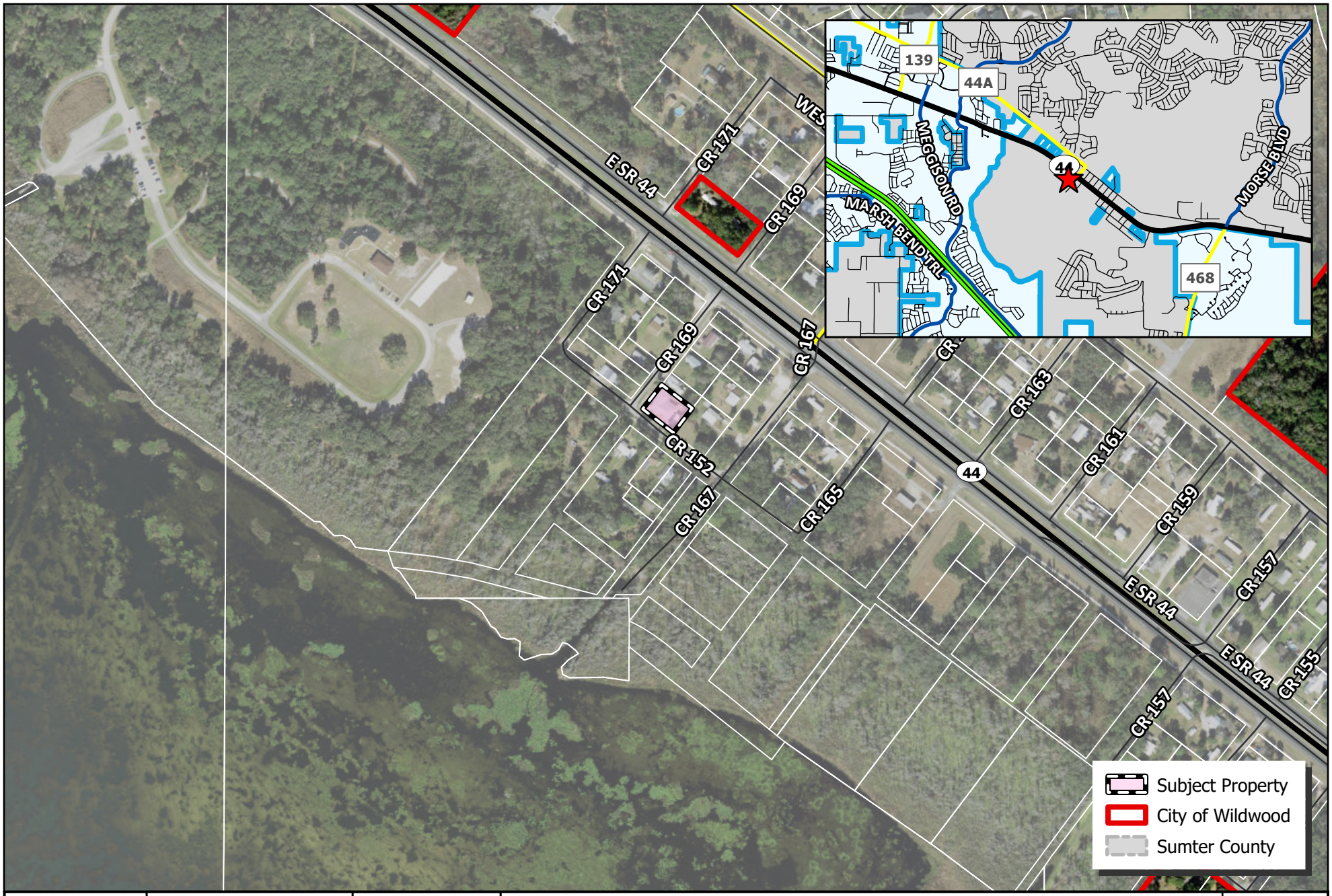
5127 CR 169

PARCEL G15A098

MAP 1A

LOCATION MAP

OCT 2024



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N

0 0.01 0.02 0.03 0.04 0.06
Miles

AN 2409-002

5127 CR 169

PARCEL G15A098

MAP 1B

LOCATION MAP

OCT 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: O2024-66

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.

Boundary Survey

LEGAL DESCRIPTION: LOTS 9 AND 10, BLOCK E, PLAT NO. 1 OF ORANGE HOME, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 1, PAGE 101 1/2, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.



5127 CR 169
WILDWOOD, FL.

LONG SURVEYING, INC.

POINTS OF INTEREST
FENCES OVER SIDE AND REAR LOT LINES
CONC. OVER SIDE LOT LINE
WALLS AND PILARS OVER LOT LINES

DRAWN BY:	CHECKED BY:
KZR AK	BRETT

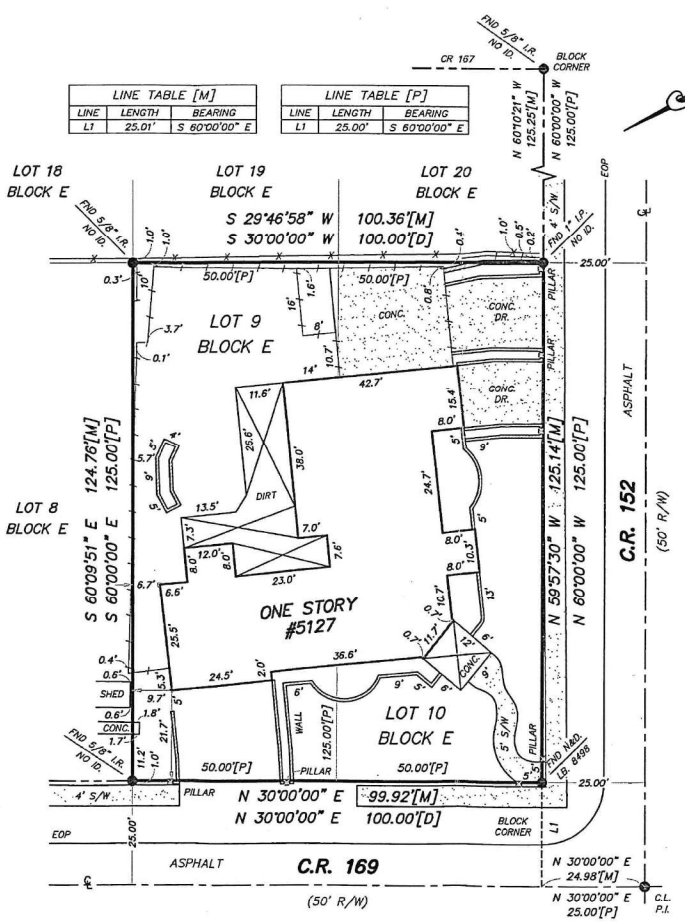
CERTIFIED TO:
DOROTHY J. MESSENGER

COMMUNITY NO: 120296
PANEL: 0153 SUFFIX: D
F.I.R.M. DATE: 09/27/13
FLOOD ZONE: X

SURVEY NO. 134184
FIELD DATE: 06/05/24

LINE TABLE [M]		
LINE	LENGTH	BEARING
L1	25.01'	S 60°00'00" E

LINE TABLE [P]		
LINE	LENGTH	BEARING
L1	25.00'	S 60°00'00" E



A/C	AIR CONDITIONER
A.E.	ACCESS EASEMENT
B.C.	BLOCK CORNER
BLK	BLOCK
C.B.	CONCRETE BLOCK
C.B.S.	CONCRETE BLOCK STRUCTURE
C.M.	CONCRETE MONUMENT
CONC.	CONCRETE
D	DEED
D.E.	DRAINAGE EASEMENT
E.O.P.	EDGE OF PAVEMENT
F.C.C.	FOUND CROSS CUT
F.F.E.	FINISHED FLOOR ELEVATION
FND	FOUND
ID.	IDENTIFICATION
I.P.	IRON PIPE
I.R.	IRON ROD
I.R.C.	IRON ROD & CAP
L	ARC LENGTH
L.B.	LAND SURVEYING BUSINESS
L.S.	LAND SURVEYOR
L.E.	LANDSCAPE EASEMENT
M	MEASURED
M.E.	MAINTENANCE EASEMENT
N&D	NAIL AND DISK
P	PLAT
P.E.	PEDESTRIAN EASEMENT
P.C.	POINT OF CURVATURE
P.C.C.	POINT OF COMPOUND CURVATURE
P.C.P.	PERMANENT CONTROL POINT
P.I.	POINT OF INTERSECTION
PK NAIL	PARKER-KALGN COMPANY NAIL
P.O.B.	POINT OF BEGINNING
P.O.C.	POINT OF COMMENCEMENT
P.O.L.	POINT ON LINE
P.R.C.	POINT OF REVERSE CURVE
P.R.M.	PERMANENT REFERENCE MONUMENT
P.D.A.E.	PRIVATE DRAINAGE AND ALLEY EASEMENT
P.T.	POINT OF TANGENT
R	RADIUS
R.P.	RADIAL POINT
R/W	RIGHT OF WAY
S/W	SIDEWALK
U.E.	UTILITY EASEMENT
W.F.S.	WOOD FRAME STRUCTURE

RIGHT-OF-WAY LINE
CENTERLINE
BARB WIRE FENCE
WOOD FENCE
CHAIN LINK FENCE
PLASTIC FENCE

BEARINGS SHOWN HEREON ARE BASED UPON THE CENTERLINE OF C.R. 169 BEING N 30°00'00" E ASSUMED

NOTES:
1) This survey is based on the legal description as provided by the Client
2) This Surveyor has not abstracted the land shown hereon for easements, rights of way or restrictions of record which may affect the title or use of the land
3) Do not reconstruct property lines from building ties
4) No footing or overhangs have been located except as shown
5) No improvements or utilities have been located except as shown
6) Not valid without a signature and the authenticated electronic seal or the original raised seal of a Florida licensed Surveyor and Mapper

Long Surveying, Inc.
1061 S. Sun Dr. Ste. #1113
Lake Mary, FL 32746
Office 407-330-9717 Fax 407-330-9775

Certification: I certify that this survey was made under my direction and that it meets the minimum technical standards set forth by the Board of Professional Land Surveyors and Mappers in Chapter 5J-17.052, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.

LOUIS RAMIREZ P.S.M. NO. 6304

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2410-001 Greatest American Hero**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	AN 2410-001 Greatest American Hero
Ordinance	O2024-68
Owner(s)	Joseph C. Martelli, as a Trustee of the Joseph C. Martelli Revocable Trust dated January 27, 2023
Applicant(s)	Joseph C. Martelli, TTEE
Property Location	The subject property is generally located approximately 740 feet south of the intersection of CR 214 and CR 209.
Parcel(s)	D19-067
Date	November 1, 2024

Applicant and owner Joseph Martelli has submitted a voluntary annexation for parcel D19-067. The property to be annexed totals approximately 5.00 acres of land and is located approximately 740 feet south of the intersection of CR 214 and CR 209.

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 statue due to the creation of an "enclave."

Upon completing the annexation process, the applicant will proceed with the small-scale comprehensive plan amendment and rezoning applications. The applicant intends to apply for Low Density Residential (R-1) Zoning Designation, which is compatible with adjacent uses and allows for the erection of a single-family home on the site. City water is currently available at the north east corner of the intersection of CR214 and CR 209, however, it has been determined that the cost to extend lines to the subject parcel is too significant to justify requiring connection. The applicant has received a temporary waiver of the requirement to

connect to City utilities per Section 19-26 and 19-27.

Dated: 11/1/2024



McKenna Page
Planner I, Development Services

ORDINANCE NO. O2024-68

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 5 ACRES LOCATED APPROXIMATELY 740 FEET SOUTH OF THE INTERSECTION OF CR 214 AND CR 209, IN SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, IN SUMTER COUNTY, FLORIDA; WHICH IS 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 located approximately 740 feet south of the intersection of CR 214 and CR 209, 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 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 Joseph C. Martelli, as a Trustee of the Joseph C. Martelli Revocable Trust dated January 27, 2023, is more particularly described as follows:

Parcel D19-067
Joseph C. Martelli, as a Trustee of the Joseph C. Martelli Revocable Trust dated January 27, 2023
5.00 +/-

LEGAL DESCRIPTION

A PORTION OF THE NW ¼ OF THE NW ¼ OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE NORTHWEST ¼ SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AS A POINT OF REFERENCE; THENCE RUN SOUTH 00 DEGREES 08 MINUTES 43

SECONDS WEST ALONG THE WEST LINE OF THE NORTHWEST ¼ OF SAID SECTION 19, A DISTANCE OF 748.00 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION: 1) THENCE RUN SOUTH 89 DEGREES 44 MINUTES AND 32 SECONDS EAST A DISTANCE OF 439.42 FEET: 2) THENCE RUN NORTH 00 DEGREES 08 MINUTES 43 SECONDS EAST A DISTANCE OF 417.42 FEET TO THE NORTH LINE OF THE SOUTHWEST ¼ OF THE NORTHWEST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 19: 3) THENCE RUN SOUTH 89 DEGREES 44 MINUTES 32 SECONDS EAST ALONG SAID NORTH LINE AND AN EXTENSION THEREOF, A DISTANCE OF 269.76 FEET, TO THE EAST LINE OF THE WEST 709.18 FEET OF THE NORTHWEST ¼ OF THE NORTHWEST ¼ OF SAID SECTION 19; 4) THENCE RUN SOUTH 00 DEGREES 08 MINUTES 43 SECONDS WEST ALONG THE EAST LINE OF WEST 709.18 FEET OF THE NORTHWEST ¼ OF THE NORTHWEST ¼, A DISTANCE OF 565.75 FEET; 5) THENCE RUN NORTH 89 DEGREES 44 MINUTES 32 SECONDS WEST A DISTANCE OF 709.18 FEET TO THE WEST LINE OF THE NORTHWEST ¼ OF SAID SECTION 19; 6) THENCE RUN NORTH 00 DEGREES 08 MINUTES 43 SECONDS EAST ALONG THE SAID WEST LINE OF THE NORTHWEST ¼, A DISTANCE OF 148.33 FEET TO CLOSE, LESS SUBSURFACE RIGHTS.

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 ordinances 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

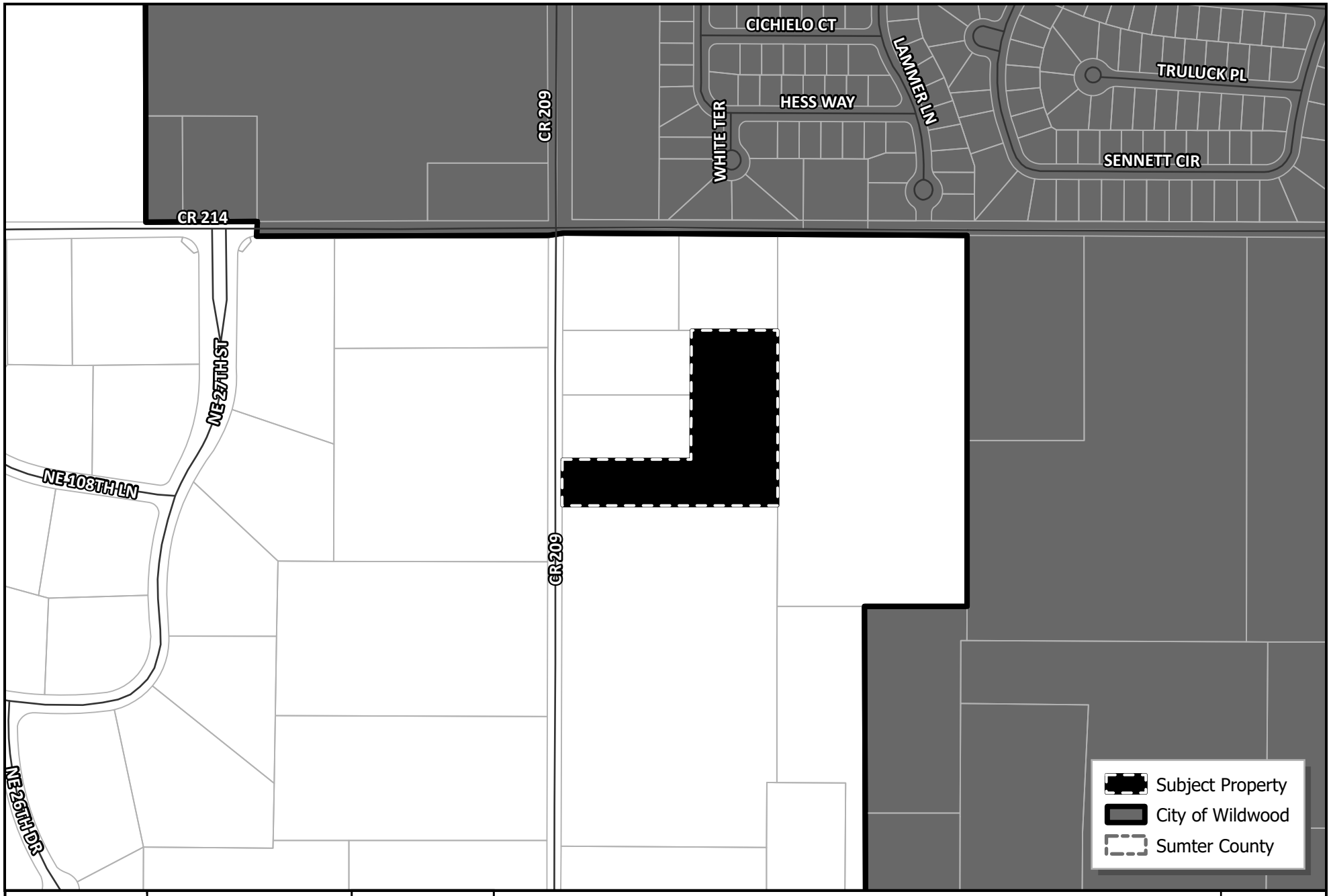
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N
US Feet
0 90 180 360

AN 2410-001

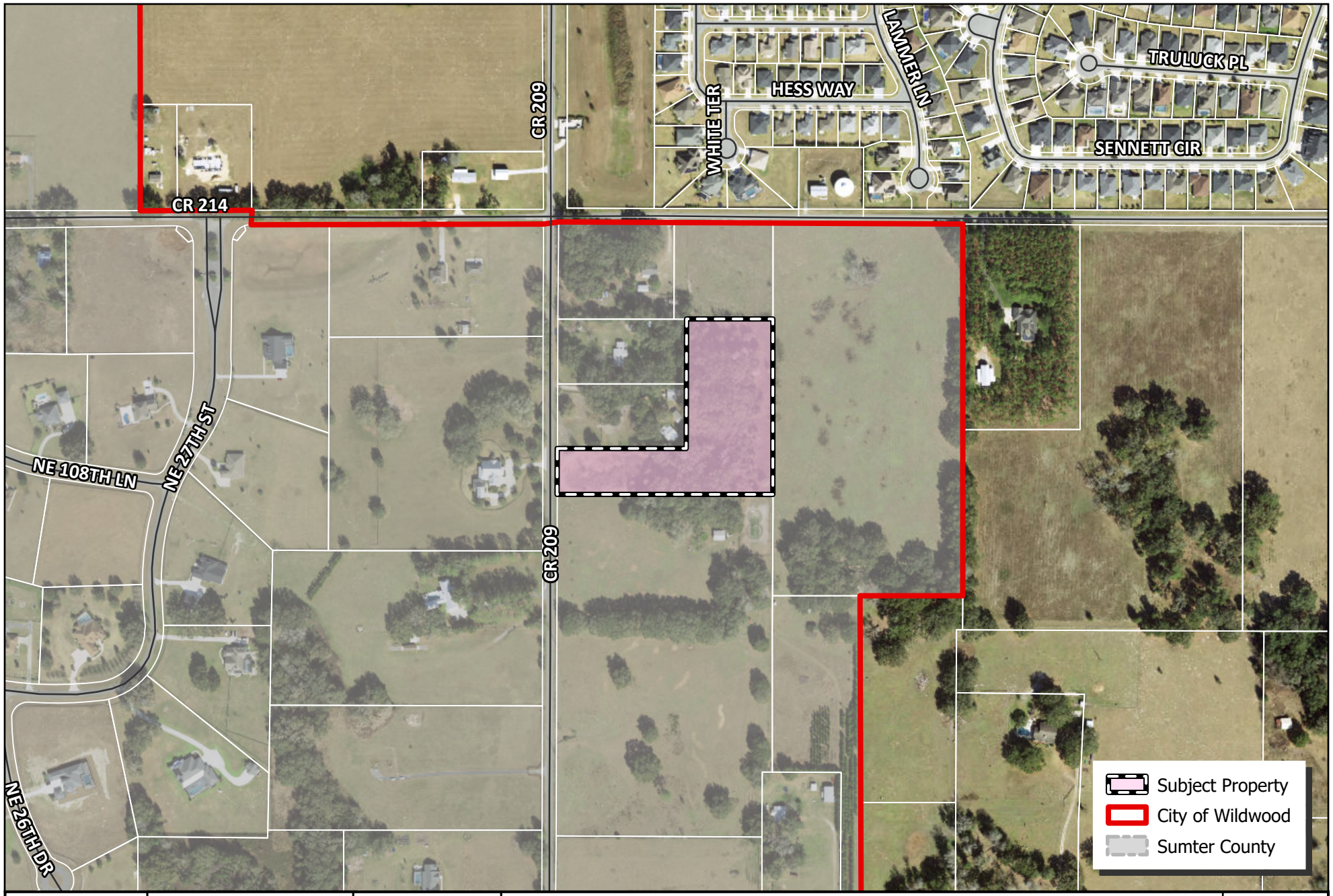
GREATEST AMERICAN HERO

PARCEL D19-067

MAP 1A

LOCATION MAP

OCT 2024



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N

0 0.01 0.02 0.03 0.04 0.06
Miles

AN 2410-001

GREATEST AMERICAN HERO

PARCEL D19-067

MAP 1B

LOCATION MAP

OCT 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: O2024-68

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: **AN 2410-002 HEU Wildwood**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	AN 2410-002 HEU Wildwood
Applicant/Owner(s)	Heushtein A. Moise
Acreage	0.59 +/-
Property Location	The subject property is generally located approximately 0.30 miles southeast of the E SR 44 and Meggison Rd intersection.
Parcel(s)	G16A002, G16A008, G16A011, & G16DA003
Date	October 31, 2024

The applicant/owner Heushtein A. Moise has submitted a voluntary annexation application for parcels G16A002, G16A008, G16A011, & G16DA003. The property to be annexed totals 0.59 acres MOL and is generally located approximately 0.30 miles southeast of the E SR 44 and Meggison Rd intersection located within the Hearty Host Lake Resort according to Plat Book 3 Page 57 and Plat Book 4 Page 62. Annexation into the City is appropriate because the property 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." The properties will each have 1 dwelling unit with the projected type to be a mobile home.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-67

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 0.59 ACRES GENERALLY LOCATED APPROXIMATELY 0.30 MILES SOUTHEAST OF THE E SR 44 AND MEGGISON RD INTERSECTION, IN SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST; WHICH IS 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 generally located approximately 0.30 miles southeast of the E SR 44 and Meggison Rd intersection, 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 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 Heushtein A. Moise, is more particularly described as follows:

Parcels G16A002, G16A008, G16A011, & G16DA003
Heushtein A Moise
0.59 +/-

LEGAL DESCRIPTION

PARCEL G16A002 (0.11+/-)

LOT 2, BLOCK A, HEARTY HOST LAKE RESORT, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 3, PAGE(S) 57, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

PARCEL G16A008 (0.11+/-)

LOT 8, BLOCK A, HEARTY HOST LAKE RESORT, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 3, PAGE(S) 57, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

PARCEL G16A011 (0.17+/-)

LOT 11, BLOCK A, HEARTY HOST LAKE RESORT, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 3, PAGE(S) 57, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

PARCEL G16DA003 (0.20 +/-)

LOT 3, BLOCK A, HEARTY HOST LAKE RESORT UNIT 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE(S) 62, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

SECTION 2. All of the above-described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above-described annexed property shall be subject to the laws and ordinance of the City of Wildwood as if this territory had been a part of the City of Wildwood at the time of passage and approval of said laws and ordinances.

SECTION 4. Until such time as the City amends its comprehensive plan, the current Sumter County zoning classification and future land use regulations will remain in full force and effect.

SECTION 5. Section 1-14 of the City of Wildwood Code of Ordinances is hereby amended to include the legal description of the annexed parcel pursuant to this Ordinance. The location map identifying the property to be annexed are attached hereto as “Exhibit A” and incorporated herein by reference.

SECTION 6. If any portion of this Ordinance is declared invalid for any purpose, the remaining portion shall remain valid and in full force and effect

SECTION 7. This Ordinance shall take effect upon final approval by the City Commission.

DONE AND ORDAINED this _____ day of _____, 2024, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION
CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

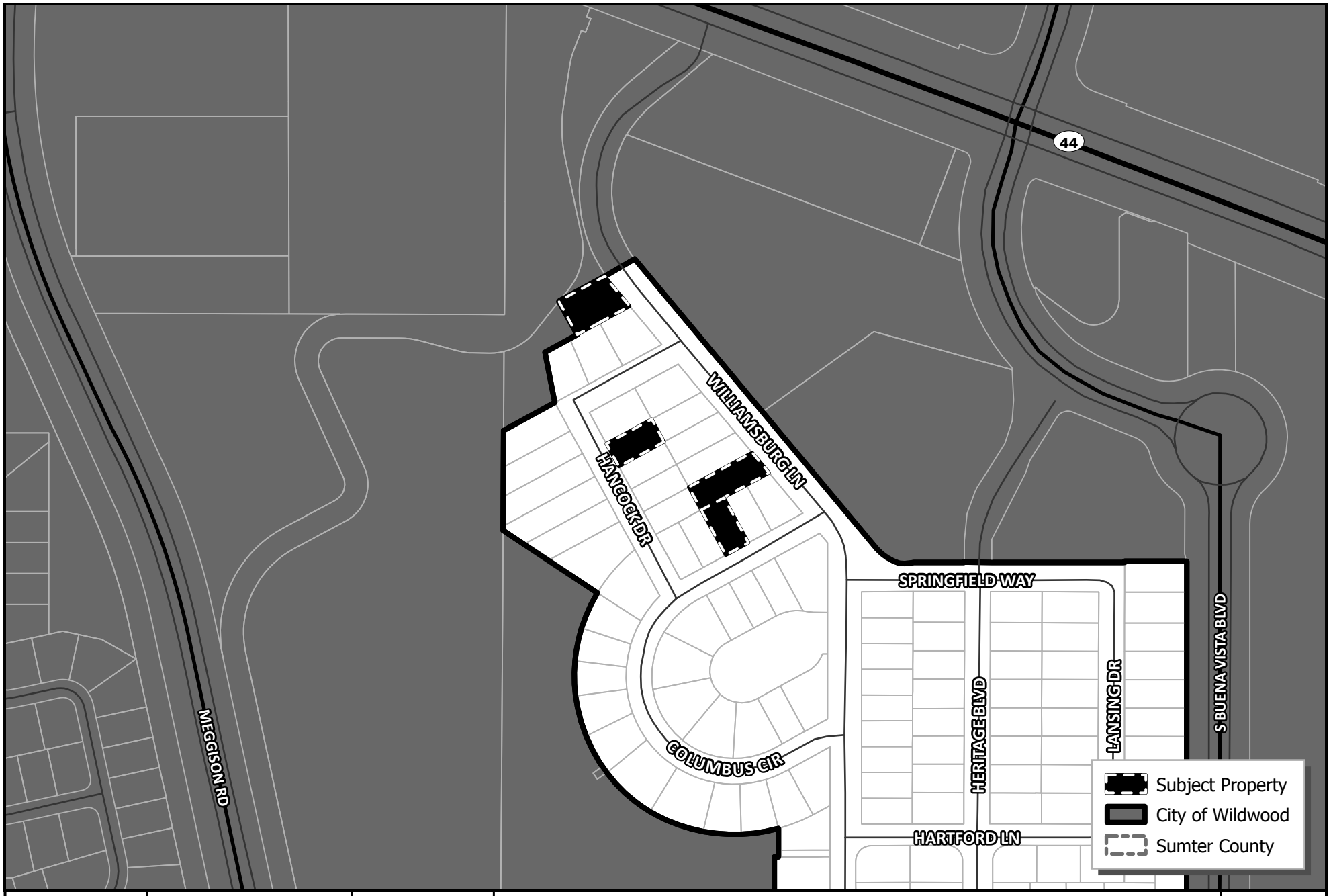
First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney

Exhibit A



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N

US Feet
0 55 110 220

AN 2410-002

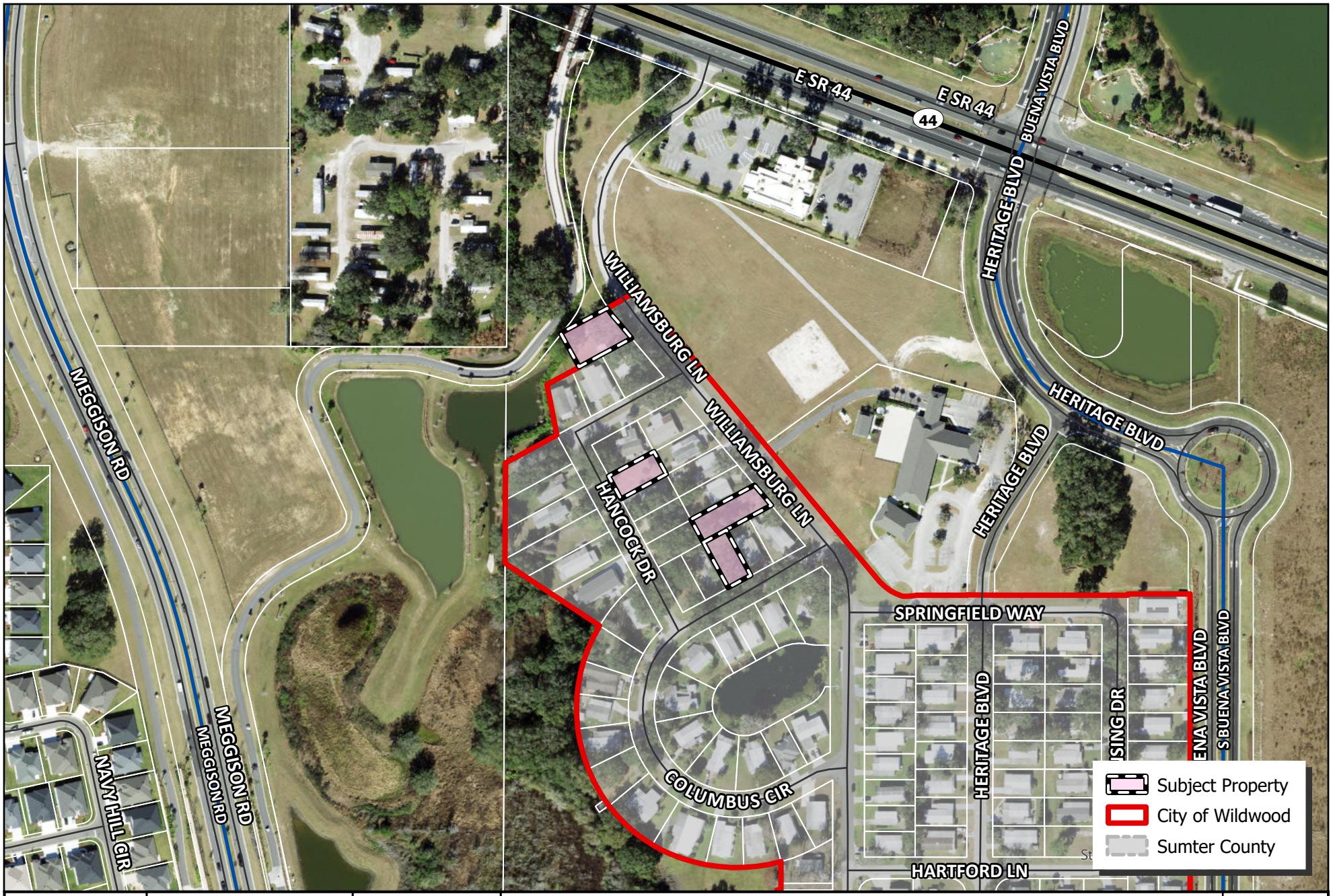
HEU WILDWOOD

PARCELS G16A002, G16A008, G16A011 & G16DA003

MAP 1A

LOCATION MAP

OCT 2024



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N

0 00.01 0.02 0.03 0.04 Miles

AN 2410-002

HEU WILDWOOD

PARCELS G16A002, G16A008, G16A011 & G16DA003

MAP 1B

LOCATION MAP

OCT 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: O2024-67

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.

WILDWOOD
FLORIDA
EST. 1877

City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

October 23, 2024

KINSMEN PROPERTIES LLC
100 DUBBS ST
UMATILLA, FL 32784

Your Parcel Number(s): G16A006

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY NEXT TO YOURS.

NO CHANGES WILL BE MADE TO YOUR PROPERTY.

TO: Property owners in the vicinity of a property which is being considered by the City Commission for annexation.

APPLICANT:	Heushtein A. Moise
OWNERS:	Heushtein A. Moise
CASE NUMBER:	AN 2410-002
PARCEL NUMBERS:	G16A002, G16A008, G16A011, & G16DA003

The subject property is generally located approximately 0.30 miles southeast of the E SR 44 and Meggison Rd intersection.

A first hearing before the City Commission will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on November 11, 2024, at 9a.m. and a public hearing to be held on **November 25, 2024, at 7 p.m.**

O2024-67 proposes a voluntary annexation of the above listed parcels.

Written comments submitted will be heard. Hearings may be continued from time to time as found necessary. Please return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785. Questions should be directed to the Development Services Department at (352) 330-1334.

The proposed Ordinance may be inspected by the public at the Development Services Department, Wildwood City Hall, between the hours of 8:00 a.m. to 5:00 p.m. weekdays.

APPEAL: NECESSITY OF RECORD. *In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.*

X *I support this request.* email dsdinfo@wildwood-FL.gov

___ *I do not object to this request.*

___ *I do not support this request for the following reason(s)* _____

City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

October 23, 2024

STONE STEPHEN R & NANCY A
5612 WILLIAMSBURG LN
WILDWOOD, FL 0

Your Parcel Number(s): G16A013

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY NEXT TO YOURS.

NO CHANGES WILL BE MADE TO YOUR PROPERTY.

TO: Property owners in the vicinity of a property which is being considered by the City Commission for annexation.

APPLICANT:	Heushtein A. Moise
OWNERS:	Heushtein A. Moise
CASE NUMBER:	AN 2410-002
PARCEL NUMBERS:	G16A002, G16A008, G16A011, & G16DA003

The subject property is generally located approximately 0.30 miles southeast of the E SR 44 and Meggison Rd intersection.

A first hearing before the City Commission will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on November 11, 2024, at 9a.m. and a public hearing to be held on **November 25, 2024, at 7 p.m.**

O2024-67 proposes a voluntary annexation of the above listed parcels.

Written comments submitted will be heard. Hearings may be continued from time to time as found necessary. Please return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785. Questions should be directed to the Development Services Department at (352) 330-1334.

The proposed Ordinance may be inspected by the public at the Development Services Department, Wildwood City Hall, between the hours of 8:00 a.m. to 5:00 p.m. weekdays.

APPEAL: NECESSITY OF RECORD. In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.

___ I support this request.
X I do not object to this request.
___ I do not support this request for the following reason(s) _____

City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

October 23, 2024

ADAMS ROBERT ARTHUR
5625 HANCOCK DR
WILDWOOD, FL 34785

Your Parcel Number(s): G16A001

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY NEXT TO YOURS.

NO CHANGES WILL BE MADE TO YOUR PROPERTY.

TO: Property owners in the vicinity of a property which is being considered by the City Commission for annexation.

APPLICANT:	Heushtein A. Moise
OWNERS:	Heushtein A. Moise
CASE NUMBER:	AN 2410-002
PARCEL NUMBERS:	G16A002, G16A008, G16A011, & G16DA003

The subject property is generally located approximately 0.30 miles southeast of the E SR 44 and Meggison Rd intersection.

A first hearing before the City Commission will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on November 11, 2024, at 9a.m. and a public hearing to be held on **November 25, 2024, at 7 p.m.**

O2024-67 proposes a voluntary annexation of the above listed parcels.

Written comments submitted will be heard. Hearings may be continued from time to time as found necessary. Please return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785. Questions should be directed to the Development Services Department at (352) 330-1334.

The proposed Ordinance may be inspected by the public at the Development Services Department, Wildwood City Hall, between the hours of 8:00 a.m. to 5:00 p.m. weekdays.

APPEAL: NECESSITY OF RECORD. In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.

___ I support this request.

___ I do not object to this request.

X I do not support this request for the following reason(s) We do not support annexation of any properties until the entire community is advised as to unknown fees and taxes.

City of Wildwood, Florida

PUBLIC NOTICE

Development Services Department

www.wildwood-fl.gov

October 23, 2024

FINNEY TARA LEIGH
5450 COLUMBUS CIR
WILDWOOD, FL 34785

Your Parcel Number(s): G16A009

THIS LETTER IS TO INFORM YOU OF A PUBLIC HEARING FOR A PROPERTY NEXT TO YOURS.

NO CHANGES WILL BE MADE TO YOUR PROPERTY.

TO: Property owners in the vicinity of a property which is being considered by the City Commission for annexation.

APPLICANT:	Heushtein A. Moise
OWNERS:	Heushtein A. Moise
CASE NUMBER:	AN 2410-002
PARCEL NUMBERS:	G16A002, G16A008, G16A011, & G16DA003

The subject property is generally located approximately 0.30 miles southeast of the E SR 44 and Meggison Rd intersection.

A first hearing before the City Commission will be held in the City Hall Commission Chamber, 100 North Main Street, Wildwood, FL on November 11, 2024, at 9a.m. and a public hearing to be held on **November 25, 2024, at 7 p.m.**

O2024-67 proposes a voluntary annexation of the above listed parcels.

Written comments submitted will be heard. Hearings may be continued from time to time as found necessary. Please return this form to: City of Wildwood, Development Services Department, 100 N. Main Street, Wildwood, FL 34785. Questions should be directed to the Development Services Department at (352) 330-1334.

The proposed Ordinance may be inspected by the public at the Development Services Department, Wildwood City Hall, between the hours of [illegible] p.m. weekdays.

APPEAL: NECESSITY OF RECORD. In order to appeal the Commission's decision in this matter, a verbatim record of the proceedings is required. The City Commission and the City of Wildwood assume no responsibility for furnishing said record.

___ I support this request.
___ I do not object to this request.
_✓_ I do not support this request for the following reason(s) I dont want to pay Impact fees, he has no permits. He has not been inspected all 3 homes he has. These homes are junk. No inspection for any of these Lots - No dont want him to be annexed in until the community is advised to what the additional fees and taxes will be.

Thankyou Tara Finney

The City of Wildwood, Florida
100 North Main Street, Wildwood, Florida 34785
352.330.1330 | Fax: 352.330.1338 | www.wildwood-fl.gov

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2409-001 Indian Oaks Self Storage**

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

CASE NUMBER	AN 2409-001
ORDINANCE NUMBER	O2024-71
APPLICANTS	LPG Urban and Regional Planners, LLC
OWNER	JUDY R. SNELL and PAMELA A. HANSARD, as Co-Trustees of the MARGIE E. SOVERCOOL LIVING TRUST AGREEMENT DATED JUNE 26, 2019
PROPERTY LOCATION	The property is generally located at the northeast corner at the intersection of CR 500 and E C 470, 227 CR 500.
PARCEL NUMBER	K09A020
DATE	November 4, 2024

The owner applicant LPG Urban & Regional Planners LLC and owner JUDY R. SNELL and PAMELA A. HANSARD, as Co-Trustees of the MARGIE E. SOVERCOOL LIVING TRUST AGREEMENT DATED JUNE 26, 2019 have submitted a voluntary annexation of parcel K09A020. The property is approximately 10.02 acres MOL and is located at 227 CR 500, located at the northeast corner of the intersection of CR 500 and E C 470. Annexation into the City is appropriate because the property is located in the City's Joint Planning Area with Sumter County.

Upon completing the annexation process, the applicant will proceed with the small-scale comprehensive plan amendment and rezoning applications. The applicant intends to apply for General Commercial- Neighborhood (C-2) Zoning Designation, which is compatible with adjacent uses and allows for the erection of a multi-story self-storage facility on the site. City water is currently available at the northwest intersection of Marsh Bend Trail and CR 500, the

applicant intends to connect to City water. However, aside from being outside of the connection matrix requirement, it has been determined that the cost to extend wastewater lines is too significant to justify wastewater connection. The applicant is expected to receive a temporary waiver of the requirement to connect to the City's Sanitary Sewer per section 19-26 and 19-27. At the time that the City's Sanitary Sewer lines are available, the applicant will be required to connect.

Dated: 11/4/2024



Alex Lammers
Planner I, Development Services

ORDINANCE NO. O2024-71

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 10.02 ACRES LOCATED AT THE NORTHEAST CORNER OF THE INTERSECTION OF CR 500 AND EC 470, IN SECTION 9 AND 10, TOWNSHIP 20 SOUTH, RANGE 23 EAST, WHICH IS 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 located at the northeast corner of the intersection of CR 500 and EC 470, 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 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 Judy R. Snell and Pamela A. Hansard, as Co-Trustees of the Margie E. Sovercool Living Trust Agreement dated June 26, 2019, is more particularly described as follows:

Parcel K09A020
Judy R. Snell and Pamela A. Hansard, as Co-Trustees of the Margie E. Sovercool Living Trust Agreement dated June 26, 2019
10.02 +/-

LEGAL DESCRIPTION

PARCEL NO. 20, INDIAN OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 53, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

AND

PARCEL NO. 1, INDIAN OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 53, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY OLD REPUBLIC TITLE INSURANCE COMPANY, COMMITMENT NO. 1444845

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 ordinances 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
Phone: (352) 330-1330
www.wildwood-fl.gov

N

US Feet
0 187.5 375 750

AN 2409-001

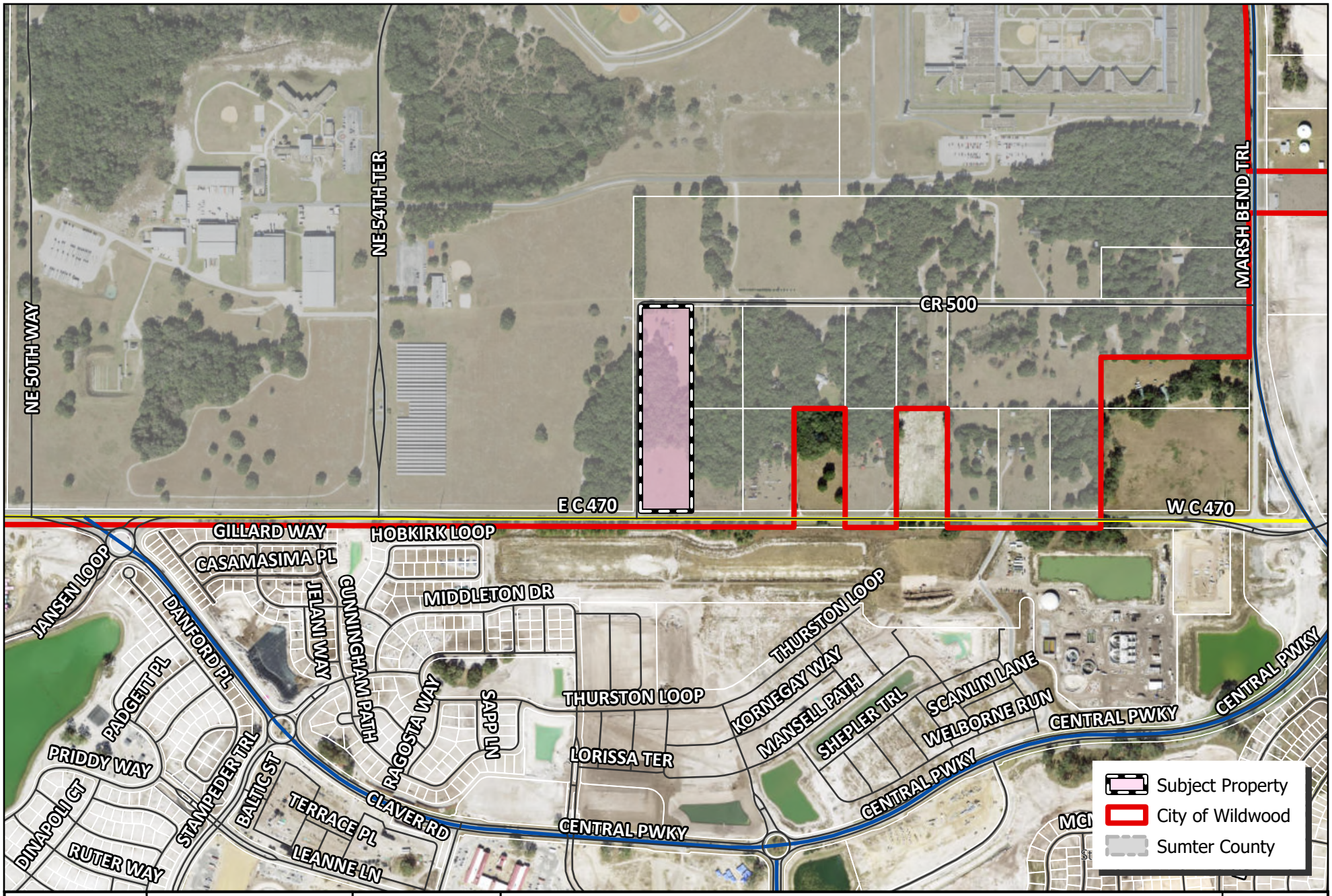
INDIAN OAKS SELF STORAGE

PARCEL K09A020

MAP 1A

LOCATION MAP

OCT 2024



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N

0 0.01 0.03 0.06 0.09 0.12 Miles

AN 2409-001

INDIAN OAKS SELF STORAGE

PARCEL K09A020

MAP 1B

LOCATION MAP

OCT 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:O2024-71

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.

ALTA/NSPS LAND TITLE SURVEY

ITEMS CORRESPONDING TO SCHEDULE B-II

5. All matters contained on the Plat of Indian Oaks, as recorded in Plat Book 4, Page 53, Public Records of Sumter County, Florida.
THIS ITEM IS PLOTTED HEREON.

6. Covenants, conditions, and restrictions recorded in O.R. Book 252, Page 614, Public Records of Sumter County, Florida.
THE SURVEYED PROPERTY LIES ENTIRELY WITHIN THIS BLANKET EASEMENT AND IS NOT PLOTTED HEREON.

7. Easement contained in instrument recorded August 17, 2007, under O.R. Book 1825, Page 588, Public Records of Sumter County, Florida.
THIS ITEM IS PLOTTED HEREON.

MISCELLANEOUS NOTES

MN1 AN ADDRESS OF 227 COUNTY ROAD 500 WAS POSTED ON THE SURVEYED PROPERTY.

MN2 THE SURVEYED PROPERTY CONTAINS AN AREA OF 10.02 ACRES (436,542 SQUARE FEET), MORE OR LESS.

MN3 ONLY OBSERVABLE SURFACE AND ABOVE GROUND STRUCTURES WERE LOCATED. NO UNDERGROUND IMPROVEMENTS, SUCH AS FOUNDATION FOOTINGS, WERE LOCATED. SOME FEATURES SHOWN ON THIS PLAT MAY BE SHOWN OUT OF SCALE FOR CLARITY. ALL DIMENSIONS SHOWN ARE IN FEET AND DECIMALS THEREOF.

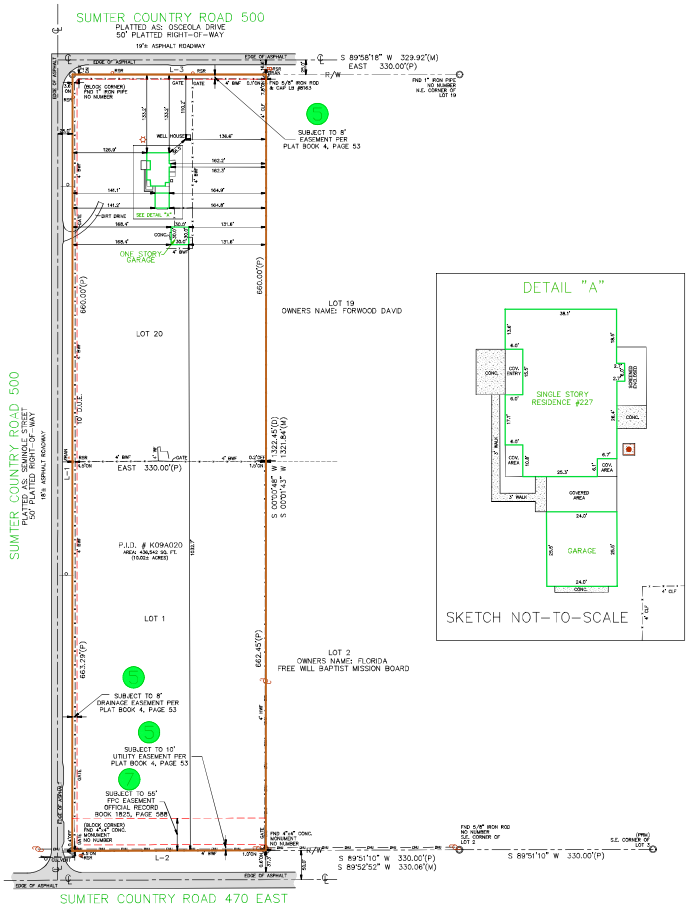
MN4 THERE ARE 0 STRIPED REGULAR PARKING SPACES AND 0 STRIPED HANDICAPPED PARKING SPACES FOR A TOTAL OF 0 STRIPED PARKING SPACES ON THE SURVEYED PROPERTY.

MN5 ONLY OBSERVABLE ABOVE GROUND UTILITIES WERE LOCATED. NO UNDERGROUND UTILITIES WERE LOCATED. ALWAYS CALL SUNSHINE 811 BEFORE YOU DIG. THEY NOTIFY UTILITY COMPANIES WHERE YOU ARE PLANNING TO DIG. THE UTILITY SENDS A LOCATOR TO MARK THE APPROXIMATE LOCATION OF UNDERGROUND LINES, PIPES AND CABLES ON THE SURVEYED PROPERTY. THE PROCESS TAKES TWO FULL BUSINESS DAYS - DAY 1 STARTS THE DAY *AFTER* YOU CALL. LACKING EXCAVATION. THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY, AND RELIABLY DEPICTED. WHERE ADDITIONAL OR MORE DETAILED INFORMATION IS REQUIRED, THE CLIENT IS ADVISED THAT EXCAVATION AND/OR A PRIVATE UTILITY LOCATE REQUEST MAY BE NECESSARY.

MN6 THE SURVEYED PROPERTY HAS ACCESS TO COUNTY ROAD 500, A 50 FOOT WIDE DEDICATED PUBLIC RIGHT-OF-WAY, AS SHOWN HEREON.

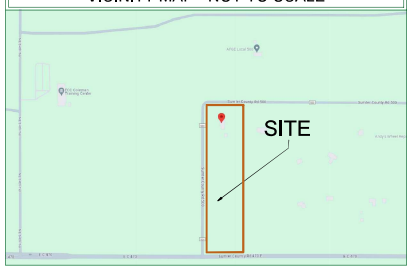
MN7 THERE ARE NO GAPS, GORES, OVERLAPS OR HIATUS INHERENT TO THE SURVEYED PROPERTY BASED ON THE FIELD SURVEY PERFORMED AND THE TITLE COMMITMENTS PROVIDED, AND ALL PARCELS ARE CONTIGUOUS.

MN8 ADJOINER INFORMATION IF SHOWN HEREON WAS OBTAINED FROM THE COUNTY'S PROPERTY APPRAISER WEB SITE.



NORTH
SCALE: 1" = 100'

VICINITY MAP - NOT TO SCALE



RECORD DESCRIPTION

PARCEL NO. 20, INDIAN OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 53, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

AND

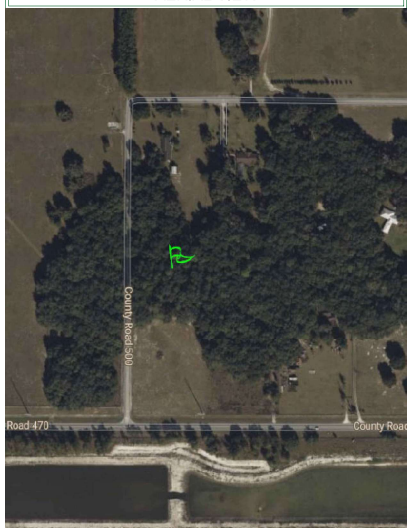
PARCEL NO. 1, INDIAN OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4, PAGE 53, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

THE LANDS SURVEYED, SHOWN AND DESCRIBED HEREON ARE THE SAME LANDS AS DESCRIBED IN THE TITLE COMMITMENT PROVIDED BY OLD REPUBLIC TITLE INSURANCE COMPANY, COMMITMENT NO. 1444845, DATED 09/04/2023 @ 5:00 PM.

LINE TABLE

LINE	LENGTH	BEARINGS		LENGTH	BEARINGS	
L-1	1323.29'	N 00°00'48" E	(D)	1323.03'	N 00°00'34" E	(M)
L-2	330.00'	S 89°51'10" W	(P)	329.84'	S 89°52'00" W	(M)
L-3	330.00'	EAST	(P)	330.29'	S 89°56'37" E	(M)

AERIAL VIEW



PROPERTY ADDRESS: 227 COUNTY ROAD 500 - WILDWOOD, FLORIDA 34785

LEGEND
P.O.C. = POINT OF COMMENCEMENT
P.O.B. = POINT OF BEGINNING
P.O.T. = POINT OF TERMINATION
℄ = CENTER LINE
R&D = RAIL ROAD TIES
P.O.B. = POINT OF BEGINNING
P.O.T. = POINT OF TERMINATION
C.L.F. = CHAIN LINK FENCE
P.R.M. = PERMANENT REFERENCE MONUMENT
P.C.P. = PERMANENT CONTROL POINT
P.C. = POINT OF CURVATURE
P.T. = POINT OF TANGENCY
R = RADIUS
L = ARC LENGTH
Δ = CENTRAL ANGLE
CH = CHORD
CB = CHORD BEARING
D.U.E. = DRAINAGE/UTILITY EASEMENT
CONC = CONCRETE
P.R.C. = POINT OF REVERSE CURVATURE
P.C.C. = POINT OF COMPOUND CURVATURE
PM = PK NAIL & WASHER
A.E. = ACCESS EASEMENT
OHU = OVERHEAD UTILITY LINE
N.A. = CORNER NOT ACCESSIBLE
FND = FOUND
CC = CONCRETE COLUMN
D.E. = DRAINAGE EASEMENT
U.E. = UTILITY EASEMENT
D.U.E. = DRAINAGE/UTILITY EASEMENT
P.U.E. = PUBLIC UTILITY EASEMENT
CLF = CHAIN LINK FENCE
WWF = WOOD WIRE FENCE
WF = WIRE

FLOOD ZONE
(FOR INFORMATIONAL PURPOSES ONLY)
SUBJECT PROPERTY DESCRIBED HEREON APPEARS TO LIE WITHIN FLOOD ZONE AE (EL 44 FEET), AH (SHALLOW FLOOD ZONE AE (EL 44 FEET), AREA WITHIN 500 YEAR FLOOD PLAIN, PER F.I.R.M. (F.I.P.S.#) 12119C0115G, DATED 09/28/2018

THIS SURVEYOR MAKES NO GUARANTEE AS TO THE ACCURACY OF THE ABOVE INFORMATION. FOR LOCAL FLOOD INFORMATION, CONTACT YOUR LOCAL AGENT SHOULD BE CONSULTED FOR VERIFICATION.

FIRST CHOICE SURVEYING, INC.

POINTS OF INTEREST:
NONE APPARENT

GRAPHIC SCALE: 1" = 100'
0' 50' 100' 200'

SURVEYOR'S NOTES
1. THIS SURVEY WAS PREPARED FOR THE BENEFIT OF A CONVEYANCE, FOR TITLE PURPOSES ONLY, AND IS NOT TRANSFERABLE TO OTHERS.
2. UNLESS NOTED, NO BUILDING SETBACKS, ZONING REQUIREMENTS, DIMENSIONS AND/OR RESTRICTIONS OF RECORD WERE FURNISHED TO THE SURVEYOR.
3. BEARINGS ARE BASED ON THE MONUMENTED EAST BOUNDARY WALL LINE OF COUNTY ROAD 500, SUMTER COUNTY, FLORIDA, AS BEING N 00°00'48" E, AND ALL OTHER TO BE RELATIVE THERETO.
4. THE DISTRIBUTION OF THIS SURVEY IS FOR THE SOLE PURPOSE OF OBTAINING TITLE INSURANCE AND FINANCING AND SHOULD NOT BE USED FOR CONSTRUCTION PURPOSES.
5. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND RAISED SEAL OF THE SURVEYOR.
6. THE LANDS DESCRIBED HEREON TYING ANY ABSTRACTED EASEMENTS OR OTHER RECORDED EASEMENTS THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THE COUNTY.

CERTIFIED TO:
ROMAN KARRAN AND/OR ASSIGNS; CLAYTON H. BLANCHARD JR. P.A.; OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

CLIENT NO: N/A
JOB NO: 23-684
FIELD DATE: 01/24/24
APPROVED BY: DS
CHECKED BY: ED
DRAWN BY: DS
DRAWN DATE: 01/25/2024

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY OF WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDING ITEMS 1, 2, 3, 4, 7(a), 8, 9 and 11 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 24, 2024.

ALAN J. LYON (SIGNATURE, RESIDES IN CITRUS COUNTY, FLORIDA) IS AN EMPLOYEE OF THE FIRM HEREIN DESCRIBED, PRIMARILY DESIGNATED TO PERFORM SURVEYING SERVICES FOR THE FIRM AND, AS SUCH, IS NOT REQUIRED TO BE REGISTERED AS A LAND SURVEYOR BY THE STATE OF FLORIDA. HOWEVER, HE IS EXPERIENCED AND COMPETENT TO PERFORM SURVEYING SERVICES AS REQUIRED BY THE FIRM'S CLIENTS AND IS UNDER THE DIRECT SUPERVISION OF A FLORIDA REGISTERED SURVEYOR AND MAPPER.

01/25/2024
DATED

CERTIFIED BY: JOHN DESMARAIS P.S.M. NO. 5144
FIRST CHOICE SURVEYING, INC. LB 7504
P.O. BOX 670, LAKE HELEN, FL 32747
407-831-3455 (OFFICE) 407-333-5444 (FAX), LB 7504

NOT VALID WITHOUT SIGNATURE AND RAISED SEAL OF ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

DATE	REVISION	DATE	REVISION

LEGEND
TRANS = TRANSFORMER
WELL
SIGN
MITERED END SECTION
POWER POLE
LIGHT POLE

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2410-003 VOSO 11th Amendment Annexation**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	AN 2410-003 VOSO 11th Amendment Annexation
Applicant/Owner(s)	The Villages Development Company, LLC/ The Villages of Lake Sumter, Inc.
Acreage	9.475 +/- MOL
Property Location	The subject parcel is located just south of C-44A and approximately 0.20 miles east of the intersection of C-44A and South Buena Vista Blvd
Parcel(s)	G16-005 and portion of Parcel G16-100
Date	November 4, 2024

The applicant, The Villages Development Company, LLC, has submitted a voluntary annexation application, on behalf of property owner, The Villages of Lake-Sumter, Inc. for parcel G16-005 and portion of Parcel G16-100. The area to be annexed is approximately 9.475 acres of land with both parcels combined. The subject parcel is located just south of C-44A and approximately 0.20 miles east of the intersection of C-44A and South Buena Vista Blvd. Annexation into the City is appropriate because the property 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."

The property consists of a wooded residential vacant land within the Sumter County limits that the applicant is requesting to be annexed into the City of Wildwood as part of a larger development.

Upon annexation into the City, the applicant will then submit applications to establish a future land use designation and zoning district. Once the future land use and zoning are established, the applicant may proceed with submitting site plans or improvement plans to develop the property consistent with the zoning.

DATED: 11/4/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-73

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 9.745 ACRES LOCATED JUST SOUTH OF C-44A AND APPROXIMATELY 0.20 MILES EAST OF THE INTERSECTION OF C-44A AND SOUTH BUENA VISTA BVLD., IN SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST; WHICH IS 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 located just south of C44-A and approximately 0.20 miles east of the intersection of C-44A and South Buena Vista Blvd., 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 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 The Villages of Lake-Sumter, Inc., is more particularly described as follows:

Parcel G16-005 and a portion of Parcel G16-100
The Villages of Lake-Sumter, Inc.
9.745 +/-

LEGAL DESCRIPTION

THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4413, PAGE 265, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

AND

A PORTION OF THE C.S.X. TRANSPORTATION SYSTEMS INC. RAILWAY (FORMERLY THE SEABOARD AIRLINE RAILROAD) AS SHOWN ON TRACK MAP,

LAKE CHARM BRANCH, DATED JUNE 1918 LYING WITHIN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

LESS ANY PORTION OF SAID RAILWAY PARCEL LYING WITHIN THE EAST 304 YARDS OF SAID NORTHWEST 1/4 OF THE NORTHEAST 1/4 AND LESS ANY PORTION WITHIN THE RIGHT-OF-WAY OF COUNTY ROAD 44A, A VARIABLE WIDTH MAINTAINED PUBLIC RIGHT-OF-WAY PER COUNTY ROAD NO. 44A MAINTAINED RIGHT-OF-WAY MAP RECORDED IN MAP BOOK 4, PAGE 117, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

THE ABOVE-DESCRIBED LANDS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FOR A POINT OF REFERENCE, COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 16;

THENCE RUN SOUTH 89°56'45" EAST, ALONG THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 16, A DISTANCE OF 401.75 FEET TO A POINT ON THE WEST LINE OF THE EAST 304 YARDS OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 16;

THENCE DEPARTING SAID SOUTH LINE, RUN NORTH 0°13'26" EAST, ALONG SAID WEST LINE, A DISTANCE OF 395.06 FEET TO A POINT ON THE BOUNDARY LINE OF TRACT "A", VILLAGES OF WILDWOOD ANTRIM DELLS, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 15, PAGES 16 AND 16A THROUGH 16G, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA AND THE POINT OF BEGINNING;

THENCE DEPARTING SAID WEST LINE, RUN ALONG SAID BOUNDARY OF TRACT "A" THE FOLLOWING THREE (3) COURSES AND DISTANCES: 1) RUN NORTH 61°06'30" WEST, A DISTANCE OF 834.93 FEET; 2)

THENCE RUN NORTH 0°13'58" EAST, A DISTANCE OF 536.54 FEET TO A POINT ON THE NORTH LINE OF THE NORTHWEST 1/4 OF SAID SECTION 16; 3)

THENCE RUN SOUTH 89°52'50" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 190.61 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 44A (A VARIABLE WIDTH MAINTAINED PUBLIC RIGHT-OF-WAY PER COUNTY ROAD NO. 44A, A MAINTAINED RIGHT-OF-WAY MAP RECORDED IN MAP BOOK 4, PAGE 117, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA);

THENCE DEPARTING SAID BOUNDARY LINE OF TRACT "A" AND SAID NORTH LINE OF THE NORTHWEST 1/4 OF SECTION 16, RUN ALONG SAID SOUTHWESTERLY

RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES AND DISTANCES: 1) RUN SOUTH 52°07'48" EAST, A DISTANCE OF 400.91 FEET; 2)

THENCE RUN SOUTH 48°30'40" EAST, A DISTANCE OF 107.33 FEET; 3)

THENCE RUN SOUTH 44°37'44" EAST, A DISTANCE OF 55.25 FEET; 4)

THENCE RUN SOUTH 55°18'23" EAST, A DISTANCE OF 111.75 FEET; 5)

THENCE RUN SOUTH 52°24'36" EAST, A DISTANCE OF 15.95 FEET TO A POINT ON THE AFORESAID WEST LINE OF THE EAST 304 YARDS OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 16;

THENCE DEPARTING SAID SOUTHWESTERLY RIGHT-OF-WAY LINE, RUN SOUTH 0°13'26" WEST, ALONG SAID WEST LINE, A DISTANCE OF 509.68 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 9.745 ACRES, MORE OR LESS.

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 ordinances 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
Phone: (352) 330-1330
www.wildwood-fl.gov

N

US Feet
0 90 180 360

AN 2410-003

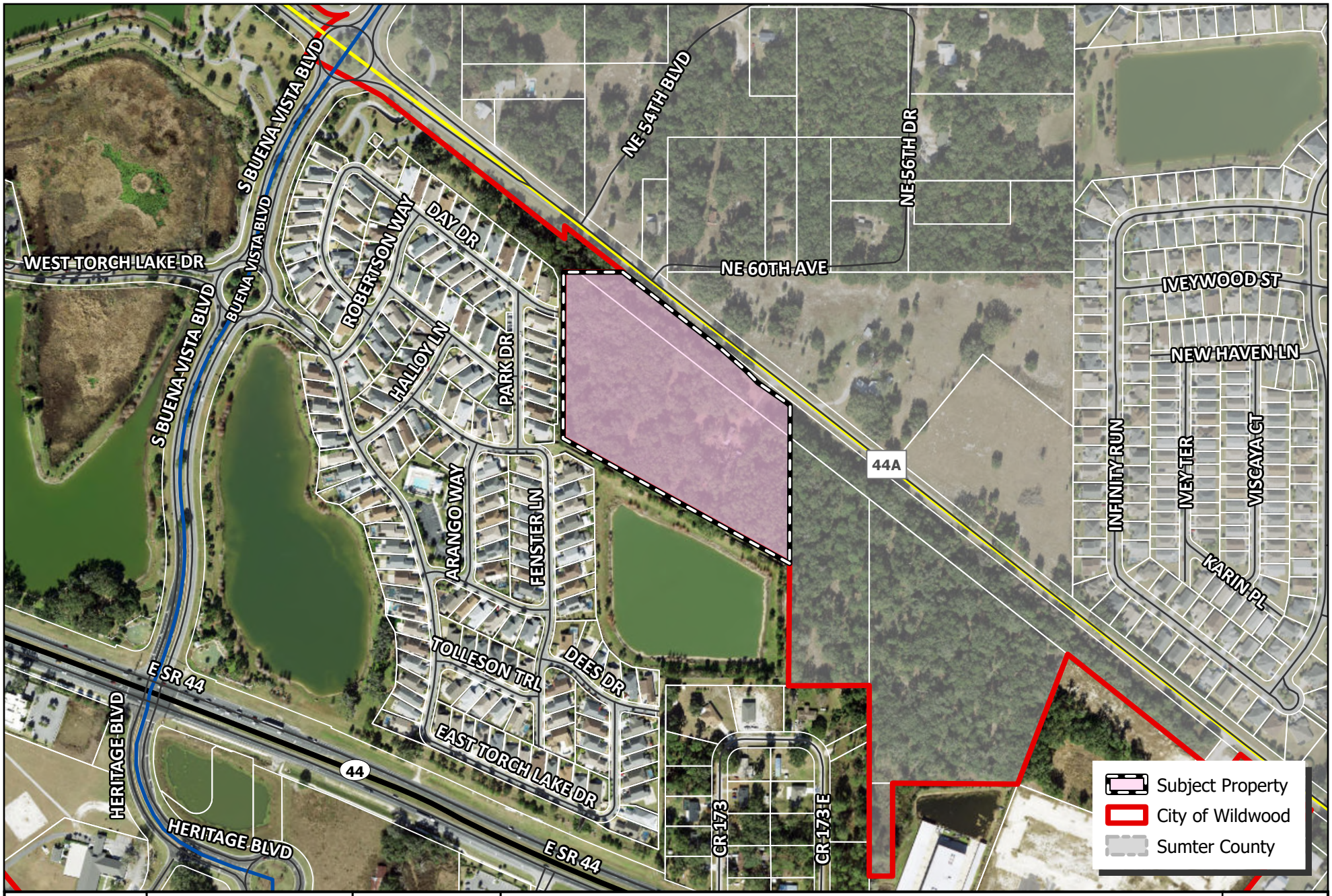
VOSO - 11TH AMENDMENT

PARCELS G16-005 & G16-100

MAP 1A

LOCATION MAP

OCT 2024



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N

0 0.01 0.02 0.03 0.04 0.06 Miles

AN 2410-003

VOSO - 11TH AMENDMENT

PARCELS G16-005 & G16-100

MAP 1B

LOCATION MAP

OCT 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: O2024-73

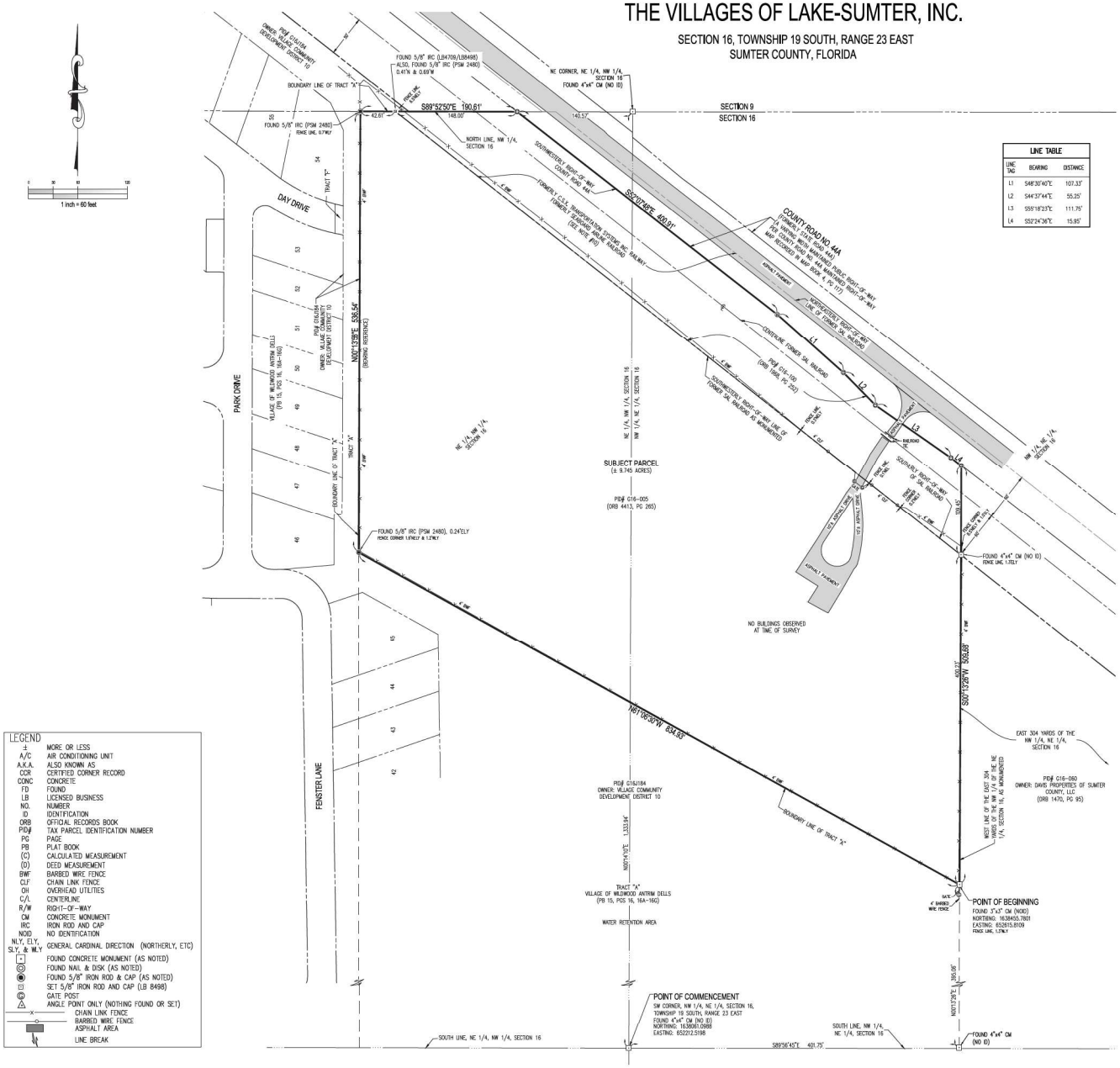
This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law[1] for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

- ☐ 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.

BOUNDARY SURVEY
-FOR-
THE VILLAGES OF LAKE-SUMTER, INC.

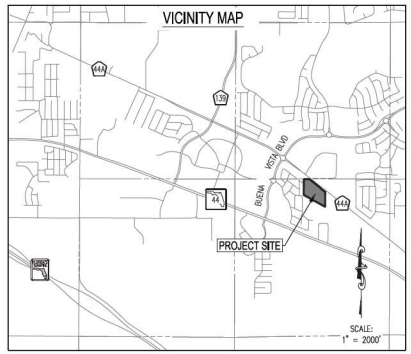
SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST
SUMTER COUNTY, FLORIDA



LINE TABLE		
LINE TAG	BEARING	DISTANCE
L1	S48°30'40"E	107.33'
L2	S44°37'44"E	55.25'
L3	S55°18'23"E	111.75'
L4	S52°24'36"E	15.95'

LEGEND

±	MORE OR LESS
A/C	AIR CONDITIONING UNIT
A.K.A.	ALSO KNOWN AS
CCR	CERTIFIED CORNER RECORD
CONC	CONCRETE
FD	FOUND
LB	LICENSED BUSINESS
NO.	NUMBER
ID	IDENTIFICATION
ORB	OFFICIAL RECORDS BOOK
PID#	TAX PARCEL IDENTIFICATION NUMBER
PG	PAGE
PB	PLAT BOOK
(C)	CALCULATED MEASUREMENT
(D)	DEED MEASUREMENT
BWF	BARBED WIRE FENCE
CLF	CHAIN LINK FENCE
OH	OVERHEAD UTILITIES
C/L	CENTERLINE
R/W	RIGHT-OF-WAY
CM	CONCRETE MONUMENT
IRC	IRON ROD AND CAP
NOID	NO IDENTIFICATION
NLY, ELY, SLY, & WLY	GENERAL CARDINAL DIRECTION (NORTHERLY, ETC)
	FOUND CONCRETE MONUMENT (AS NOTED)
	FOUND NAIL & DISK (AS NOTED)
	FOUND 5/8" IRON ROD & CAP (AS NOTED)
	SET 5/8" IRON ROD AND CAP (LB 8498)
	GATE POST
	ANGLE POINT ONLY (NOTHING FOUND OR SET)
	CHAIN LINK FENCE
	BARBED WIRE FENCE
	ASPHALT AREA
	LINE BREAK



LEGAL DESCRIPTION:

THOSE LANDS DESCRIBED IN OFFICIAL RECORDS BOOK 4413, PAGE 265, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

AND

A PORTION OF THE C.S.X. TRANSPORTATION SYSTEMS INC. RAILWAY (FORMERLY THE SEABOARD AIRLINE RAILROAD) AS SHOWN ON TRACK MAP, LAKE CHARM BRANCH, DATED JUNE 1918 LYING WITHIN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA.

LESS ANY PORTION OF SAID RAILWAY PARCEL LYING WITHIN THE EAST 304 YARDS OF SAID NORTHWEST 1/4 OF THE NORTHEAST 1/4 AND LESS ANY PORTION WITHIN THE RIGHT-OF-WAY OF COUNTY ROAD 44A, A VARIABLE WIDTH MAINTAINED PUBLIC RIGHT-OF-WAY PER COUNTY ROAD NO. 44A MAINTAINED RIGHT-OF-WAY MAP RECORDED IN MAP BOOK 4, PAGE 117, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

THE ABOVE-DESCRIBED LANDS BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
FOR A POINT OF REFERENCE, COMMENCE AT THE SOUTHWEST CORNER OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 16; THENCE RUN SOUTH 89°56'45" EAST, ALONG THE SOUTH LINE OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 16, A DISTANCE OF 401.75 FEET TO A POINT ON THE WEST LINE OF THE EAST 304 YARDS OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SAID SECTION 16; THENCE DEPARTING SAID SOUTH LINE, RUN NORTH 0°13'26" EAST, ALONG SAID WEST LINE, A DISTANCE OF 395.06 FEET TO A POINT ON THE BOUNDARY LINE OF TRACT "A", VILLAGES OF WILDWOOD ANTRIM DELLS, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 15, PAGES 16 AND 16A THROUGH 16C, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA AND THE POINT OF BEGINNING; THENCE DEPARTING SAID WEST LINE, RUN ALONG SAID BOUNDARY OF TRACT "A" THE FOLLOWING THREE (3) COURSES AND DISTANCES: 1) RUN NORTH 61°06'30" WEST, A DISTANCE OF 834.93 FEET; 2) THENCE RUN NORTH 0°13'58" EAST, A DISTANCE OF 536.54 FEET TO A POINT ON THE NORTH LINE OF THE NORTHWEST 1/4 OF SAID SECTION 16; 3) THENCE RUN SOUTH 89°52'50" EAST, ALONG SAID NORTH LINE, A DISTANCE OF 190.61 FEET TO A POINT ON THE SOUTHWESTERLY RIGHT-OF-WAY LINE OF COUNTY ROAD 44A (A VARIABLE WIDTH MAINTAINED PUBLIC RIGHT-OF-WAY PER COUNTY ROAD NO. 44A, A MAINTAINED RIGHT-OF-WAY MAP RECORDED IN MAP BOOK 4, PAGE 117, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA); THENCE DEPARTING SAID BOUNDARY LINE OF TRACT "A" AND SAID NORTH LINE OF THE NORTHWEST ¼ OF SECTION 16, RUN ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES AND DISTANCES: 1) RUN SOUTH 52°07'48" EAST, A DISTANCE OF 400.91 FEET; 2) THENCE RUN SOUTH 48°30'40" EAST, A DISTANCE OF 107.33 FEET; 3) THENCE RUN SOUTH 44°37'44" EAST, A DISTANCE OF 55.25 FEET; 4) THENCE RUN SOUTH 55°18'23" EAST, A DISTANCE OF 111.75 FEET; 5) THENCE RUN SOUTH 52°24'36" EAST, A DISTANCE OF 15.95 FEET TO A POINT ON THE AFORESAID WEST LINE OF THE EAST 304 YARDS OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 16; THENCE DEPARTING SAID SOUTHWESTERLY RIGHT-OF-WAY LINE, RUN SOUTH 0°13'26" WEST, ALONG SAID WEST LINE, A DISTANCE OF 509.68 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 9.745 ACRES, MORE OR LESS.

SURVEY NOTES:

1. THIS IS A BOUNDARY SURVEY AS DEFINED IN CHAPTER 5J-17.050 (11) FLORIDA ADMINISTRATIVE CODE.
2. BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM (NAD) OF 1983 WITH 2011 ADJUSTMENT. AS A REFERENCE FOR THIS SURVEY, THE WESTERLY BOUNDARY OF THE SUBJECT PARCEL HAS A BEARING OF NORTH 00°13'58" EAST.
3. ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP (FIRM) NUMBER 12119C0132D, SUMTER COUNTY, FLORIDA, EFFECTIVE DATE OF SEPTEMBER 27, 2013, THE PROPERTY DESCRIBED HEREON LIES COMPLETELY WITHIN ZONE "X" (AREAS OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD).
4. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NUMBER:1344398, FILE NUMBER VLSO303, COMMITMENT DATE: NOVEMBER 16, 2022 AT 11:00 PM.
5. NORTH-SOUTH AND EAST-WEST TIES TO FOUND MONUMENTATION AND IMPROVEMENTS ARE BASED ON CARDINAL DIRECTION, UNLESS ENDING IN "-LY" (NLY, ELY, SLY, WLY) WHICH ARE PERPENDICULAR TIES TO THE BOUNDARY LINE.
6. WETLAND AREAS, IF EXISTING, WERE NOT ADDRESSED AS A PART OF THIS SURVEY.
7. UNDERGROUND UTILITIES AND FOUNDATIONS WERE NOT LOCATED.
8. THIS SURVEY MAP AND REPORT (IF APPLICABLE) OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
9. RECORDING REFERENCES (SUCH AS OFFICIAL RECORDS BOOK AND PAGE, AND PLAT BOOK AND PAGE) SHOWN HEREON, REFER TO DOCUMENTS RECORDED IN THE OFFICIAL RECORDS OF SUMTER COUNTY, FLORIDA.
10. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF THE SEABOARD AIR LINE RAILWAY CO. RIGHT-OF-WAY AND TRACK MAP, LAKE CHARM BRANCH, FILE #V00865, DATED JUNE 1918.
11. DISTANCES AND ACREAGE'S SHOWN HEREON ARE MEASURED IN U.S. SURVEY FEET AND DECIMALS THEREOF. MEASUREMENTS DEPICTED HEREON ARE FIELD DERIVED UNLESS OTHERWISE NOTED.
12. SUBJECT PARCEL CONTAINS: ±9.745 ACRES.
13. LEGAL DESCRIPTION DEPICTED HEREON WAS PREPARED BY THIS FIRM.

CERTIFIED TO:

1) THE VILLAGES OF LAKE-SUMTER, INC., A FLORIDA CORPORATION

JAMES H. BLAIR, FLORIDA LICENSED SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 6917

CFB SURVEYING

REVISIONS | DATE

CLIENT: THE VILLAGES OF LAKE-SUMTER, INC.
PROJECT NO.: 24-0153
DRAWING DATE: 10/07/2024
DRAWN BY: MKB
DATE OF SURVEY: 10/07/2024
CHECKED BY: DMG
FIELD BOOK: 1272-29, 1742, 6-10 & 13

ALL PROPERTY
SECTION 16,
TOWNSHIP 19 SOUTH, RANGE 23 EAST
SUMTER COUNTY, FLORIDA

BOUNDARY SURVEY
FOR
THE VILLAGES OF LAKE-SUMTER, INC.

SHEET 01 OF 01

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2405-002 Oakbridge**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	AN 2405-002 Oakbridge
Applicant/Owner(s)	Shelton T. Rice with Peterson & Myers, PA on behalf of property owner Clyde S. Bexley
Acreage	40.18 +/- MOL
Property Location	The subject parcels are located at 10312 CR 209, Oxford, FL 34484
Parcel(s)	C24-009 and C24-061
Date	November 4, 2024

The applicant, Shelton T. Rice/ Peterson & Myers, PA, has submitted an annexation application on behalf of the property owner, Clyde S. Bexley, for parcels C24-009 and C24-061. The area to be annexed is approximately 40.18 acres of land with both parcels combined. The subject parcels are located at 10312 CR 209, Oxford, FL 34484, which is approximately 0.20 miles south of the intersection of CR 216 and CR 209. Annexation into the City is appropriate because the property is contiguous to 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."

The property consists of an existing residential homesite within the Sumter County limits which exhibits over 39 acres of improved pasture land that the applicant is requesting to be annexed into the City of Wildwood as part of a larger development and pursue a single-family detached residential development. The applicant intends to request low density residential (LDR) as the future land use designation and R-1 as the zoning district.

Upon annexation into the City, the applicant will then submit applications to establish a future land use designation and zoning district. Once the future land use and zoning are established,

the applicant may proceed with submitting site plans or improvement plans to develop the property consistent with the zoning. Wastewater capacity will need to be verified for all projects at the future land use comprehensive plan stage when submitting changes result in an increase in density and intensity.

DATED: 11/4/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-74

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 40.18 ACRES LOCATED APPROXIMATELY 0.20 MILES SOUTH OF THE INTERSECTION OF CR 216 AND CR 209, IN SECTION 24, TOWNSHIP 18 SOUTH, RANGE 22 EAST; ADDRESSED AS 10312 CR 209, OXFORD, FL 34484, WHICH IS CONTIGUOUS BUT IS NOT 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 located at 10312 CR 209, Oxford, FL 34484, 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 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 Clyde S. Bexley, is more particularly described as follows:

Parcels C24-009 and C24-061
Clyde S. Bexley
40.18 +/-

LEGAL DESCRIPTION

Parcel 1:

The South 1/2 of the North 1/2 of the Southeast 1/4 of Section 24, Township 18 South, Range 22 East, Sumter County, Florida, less road right-of-way.

LESS:

That part of the South 1/2 of the North 1/2 of the Southeast 1/4 of Section 24, Township 18 South, Range 22 East, Sumter County, Florida, described as follows: Begin at the

Southeast corner of said South 1/2 of the North 1/2 of the Southeast 1/4 and run S89°05’07”W, along the South boundary of said South 1/2 of the North 1/2 of the Southeast 1/4 a distance of 916.60 feet,

THENCE N0°43’53”E, 314.85 feet,

THENCE N89°15’24”E, 911.95 feet, to the East boundary of the aforesaid South 1/2 of the North 1/2 of the Southeast 1/4,

THENCE S0°06’33”E, 312.02 feet, to the point of beginning and end of this description. Less road right-of-way if any.

Parcel 2:

That part of the South 1/2 of the North 1/2 of the Southeast 1/4 of Section 24, Township 18 South, Range 22 East, Sumter County, Florida, described as follows: Begin at the Southeast corner of said South 1/2 of the North 1/2 of the Southeast 1/4 and run S89°05’07”W, along the South boundary of said South 1/2 of the North 1/2 of the Southeast 1/4 a distance of 916.60 feet,

THENCE N0°43’53”E, 314.85 feet,

THENCE N89°15’24”E, 911.95 feet, to the East boundary of the aforesaid South 1/2 of the North 1/2 of the Southeast 1/4,

THENCE S0°06’33”E, 312.02 feet, to the point of beginning and end of this description. Less road right-of-way if any.

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 ordinances 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

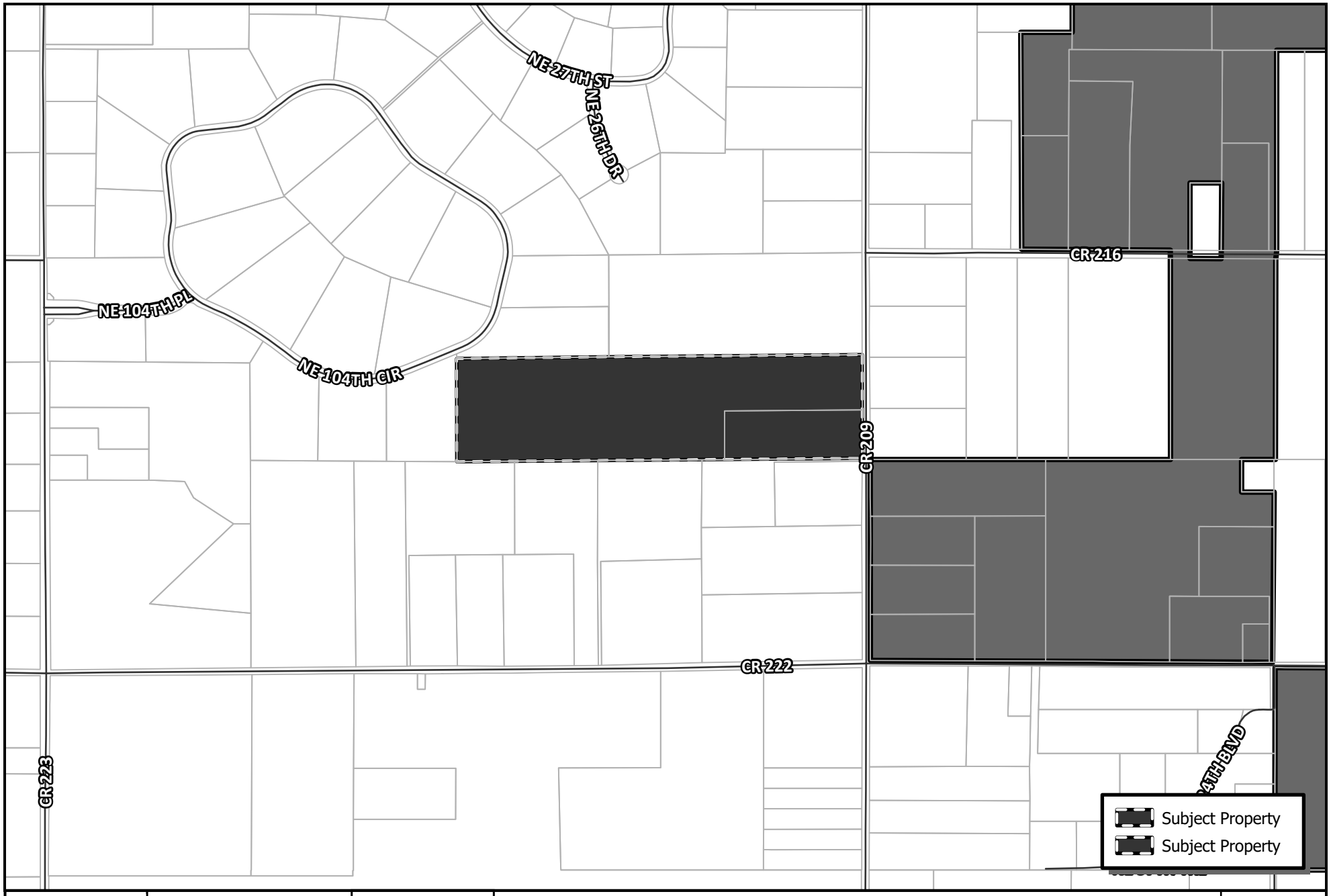
First Reading: _____

Second Reading: _____

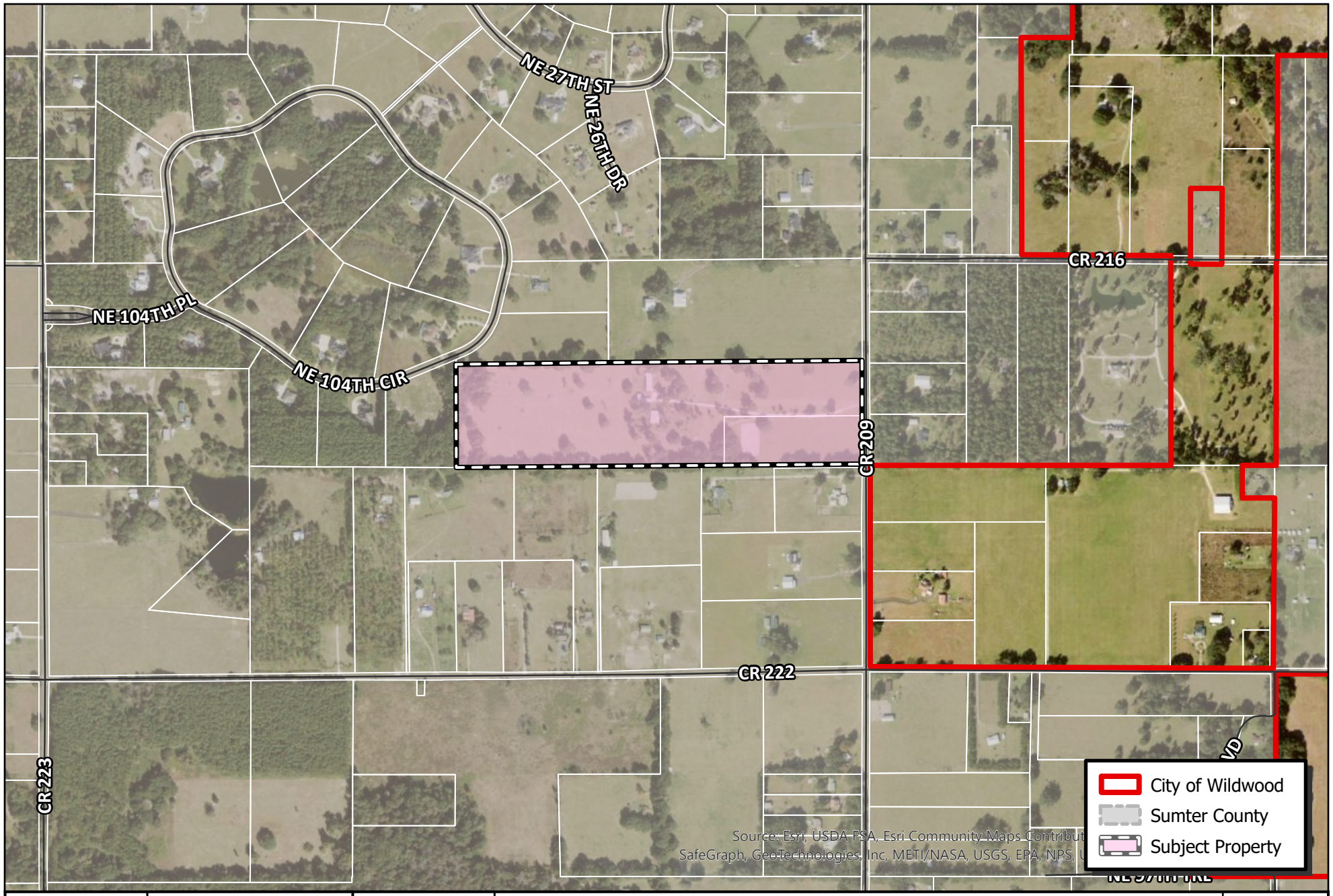
Approved as to form:

_____
City Attorney

Exhibit A



EST. 1877 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N US Feet 0 187.5 375 750	AN 2405-002 **OAKBRIDGE** PARCELS C24-009 & C24-061	**MAP 1A** **LOCATION MAP** **MAY 2024**



WILDWOOD FLORIDA EST. 1877

CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

N
US Feet
0 35 70 140

AN 2405-002

OAKBRIDGE

PARCELS C24-009 & C24-061

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: O2024-74

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.

ALTA / NSPS TABLE "A" OPTIONAL SURVEY RESPONSIBILITIES AND SPECIFICATION NOTES:

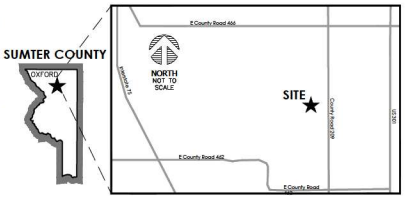
1. AS TO TABLE A OPTIONAL ITEM 1, MONUMENTATION WAS RECOVERED OR SET AT ALL PROPERTY CORNERS AS SHOWN ON THIS MAP.
2. AS TO TABLE A OPTIONAL ITEM 2, THE ADDRESS OF THE SUBJECT PARCEL IS 10312 COUNTY ROAD 209, OXFORD, FL 34484-3418.
3. AS TO TABLE A OPTIONAL ITEM 3, THE PROPERTY IS LOCATED WITHIN ZONE "X" WITH LESS THAN 0.2% ANNUAL FLOOD CHANCE ACCORDING TO FEMA MAP NUMBER 12119C0064D. EFFECTIVE DATE 09/27/2013.
4. AS TO TABLE A OPTIONAL ITEM 4, THE GROSS LAND AREA OF THE PARCEL 1, AS FIELD SURVEYED IS 33.6310 ACRES. THE GROSS LAND AREA OF THE PARCEL 2 AS FIELD SURVEYED IS 6.4678 ACRES. TOTAL AREA OF SUBJECT PARCEL IS 40.0988 ACRES.
5. AS TO TABLE A OPTIONAL ITEM 5, SEE THIS MAP FOR TOPOGRAPHIC INFORMATION WITHIN THE SUBJECT PARCEL AND ADJACENT RIGHT OF WAY.
6. AS TO TABLE A OPTION ITEM 6, A ZONING REPORT WAS NOT FURNISHED TO THE SURVEYOR.
7. AS TO TABLE A OPTIONAL ITEM 7(c), SEE THIS MAP FOR DIMENSIONS OF OUTSIDE PERIMETER OF BUILDING.
8. AS TO TABLE A OPTIONAL ITEM 8, ALL OBSERVED SUBSTANTIAL FEATURES ARE SHOWN ON THIS MAP.
9. AS TO TABLE A OPTIONAL ITEM 9, THERE ARE NO PARKING FACILITIES ON THE SUBJECT PARCEL.
10. AS TO TABLE A OPTIONAL ITEM 10, THERE ARE NO DIVISION OR PARTY WALLS ON THIS PARCEL.
11. AS TO TABLE A OPTIONAL ITEM 11(a & 11(b), NO UTILITY PLANS OR REPORTS WERE PROVIDED TO THE SURVEYOR, NOR FIELD LOCATIONS. ALL UTILITIES SHOWN ON THIS MAP ARE AS OBSERVED.
12. AS TO TABLE A OPTIONAL ITEM 12, THE SURVEYOR DID NOT ENTER INTO ANY AGREEMENT TO PROVIDE ADDITIONAL GOVERNMENT AGENCY RELATED SURVEY REQUIREMENTS.
13. AS TO TABLE A OPTIONAL ITEM 13, THE NAMES OF ADJOINING PARCEL OWNERS ARE SHOWN ON THIS MAP.
14. AS TO TABLE A OPTIONAL ITEM 14, THE NEAREST INTERSECTING STREET IS COUNTY ROAD 216 APPROXIMATELY 660 FEET NORTH OF THE NORTH BOUNDARY OF PARCEL 1.
15. AS TO TABLE A OPTIONAL ITEM 15, THE ORTHO RECTIFIED IMAGE SHOWN ON SHEET 2 OF THIS MAP WAS FLOWN APRIL 24, 2024. THE IMAGE IS REFERENCED TO THE SUBJECT PARCEL BOUNDARY. THE IMAGE IS SHOWN FOR INFORMATION PURPOSES ONLY TO DEMONSTRATE SITE CONDITIONS AT TIME OF SURVEY.
16. AS TO TABLE A OPTIONAL ITEM 16, NO EVIDENCE OF EARTHWORK OR CONSTRUCTION WAS OBSERVED ON THE PROPERTY.
17. AS TO TABLE A OPTIONAL ITEM 17, THE SURVEYOR WAS NOT PROVIDED ANY INFORMATION INDICATING CHANGES IN RIGHT OF WAY LINES.
18. AS TO TABLE A OPTIONAL ITEM 18, NO OFFSITE EASEMENTS WERE LISTED IN THE TITLE COMMITMENT.

SCHEDULE B SECTION II TITLE EXCEPTIONS:

1. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT. *NOT A MATTER OF SURVEY.*
2. ANY RIGHTS, INTERESTS, OR CLAIMS OF PARTIES IN POSSESSION OF THE LAND NOT SHOWN BY THE PUBLIC RECORDS. *NOT A MATTER OF SURVEY.*
3. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND. *ALL OBSERVED MATTERS ARE SHOWN ON THIS MAP.*
4. ANY LIEN, FOR SERVICES, LABOR, OR MATERIALS IN CONNECTION WITH IMPROVEMENTS, REPAIRS OR RENOVATIONS PROVIDED BEFORE, ON, OR AFTER DATE OF POLICY, NOT SHOWN BY THE PUBLIC RECORDS. *NOT A MATTER OF SURVEY.*
5. ANY DISPUTE AS TO THE BOUNDARIES CAUSED BY A CHANGE IN THE LOCATION OF ANY WATER BODY WITHIN OR ADJACENT TO THE LAND PRIOR TO DATE OF POLICY, AND ANY ADVERSE CLAIM TO ALL OR PART OF THE LAND THAT IS, AT DATE OF POLICY, OR WAS PREVIOUSLY UNDER WATER. *NO WATER BODIES IN THE VICINITY OF THE SUBJECT PARCEL.*
6. TAXES OR SPECIAL ASSESSMENTS NOT SHOWN AS LIENS IN THE PUBLIC RECORDS OR IN THE RECORDS OF THE LOCAL TAX COLLECTING AUTHORITY, AT DATE OF POLICY. *NOT A MATTER OF SURVEY.*
7. ANY MINERALS OR MINERAL RIGHTS LEASED, GRANTED OR RETAINED BY CURRENT OR PRIOR OWNERS. *NOT A MATTER OF SURVEY.*
8. TAXES AND ASSESSMENTS FOR THE YEAR 2024 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE. NOT A MATTER OF SURVEY. *NOT A MATTER OF SURVEY.*
9. EASEMENT GRANTED TO SUMTER ELECTRIC COOPERATIVE, INC. RECORDED IN BOOK 213, PAGE 122. *A BLANKET EASEMENT OVER PARCEL 1 AND PARCEL 2. ELECTRICAL FACILITIES AS OBSERVED ARE SHOWN ON THIS MAP.*
10. SHINHOLE REPORT RECORDED IN BOOK 1841, PAGE 442. *THE ADDRESS WITHIN THE REPORT MATCHES THE ADDRESS OF THE SUBJECT PARCEL. IT APPEARS THE SUBJECT BUILDING HAS BEEN REMODELED ON WEST SIDE SINCE REPORT. NO POOL WAS ENCOUNTERED ON THE PROPERTY AS REFLECTED IN THE REPORT.*

SURVEYORS NOTES:

1. LAST DATE OF FIELD WORK MAY 8, 2024.
2. BEARINGS BASED ON FLORIDA STATE PLANE COORDINATE SYSTEM, FLORIDA WEST ZONE, HAD 83, 2011 ADJUSTMENT FOR THE SOUTH BOUNDARY OF THE S 1/2 OF THE N 1/2 OF THE SE 1/4, OF SECTION 24, TOWNSHIP 18 SOUTH, RANGE 22 EAST, BEING S89°16'39"W. EQUIVALENT DESCRIPTION BEARING = S89°50'07"W.
3. ELEVATIONS AND BENCH MARKS ARE BASED ON NATIONAL GEODETIC SURVEY BENCHMARK DESIGNATION 772947 A, PID DH1192, WITH ELEVATION OF 68.88 RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988.
4. UNDERGROUND UTILITIES (SANITARY SEWER, STORM, POTABLE WATER, FIRE, ELECTRIC, GAS, CABLE, & TELEPHONE) WERE NOT LOCATED. ABOVE GROUND INDICATORS OF SUCH FACILITIES ARE SHOWN ON THIS MAP AS OBSERVED. NO INVESTIGATION WAS PERFORMED AS TO HOW THESE LOCATED FEATURES ARE CONNECTED BELOW THE GROUND.
5. UNDERGROUND ENCROACHMENTS WERE NOT LOCATED. ALL FEATURES SHOWN ON THIS MAP WERE LOCATED FROM VISIBLE EVIDENCE.
6. NO CEMETERIES OR BURIAL GROUNDS WERE OBSERVED ON THE PROPERTY.
7. NO WETLAND INDICATORS WERE OBSERVED ON THE PROPERTY.
8. THIS MAP IS INTENDED TO BE DISPLAYED AT 1" = 50'.
9. THIS SURVEY IS BASED ON FIRST AMERICAN TITLE INSURANCE COMPANY TITLE COMMITMENT NUMBER: 1100421179, COMMITMENT DATE: FEBRUARY 06, 2024 AT 8:00 AM. PROPOSED INSURED: MARK GOLDSCHMIDT.



LEGAL DESCRIPTION:

THE LAND REFER RED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF SUMTER, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THE SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 24, TOWNSHIP 18 SOUTH, RANGE 22 EAST, SUMTER COUNTY FLORIDA, LESS ROAD RIGHT-OF-WAY.

LESS:

THAT PART OF THE SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 24, TOWNSHIP 18 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: BEGIN AT THE SOUTHEAST CORNER OF SAID SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 AND RUN S89°-50'-07"W, ALONG THE SOUTH BOUNDARY OF SAID SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 A DISTANCE OF 916.60 FEET, THENCE N00°43'53"E, 314.86 FEET, THENCE N89°-50'-07"E, 911.95 FEET, TO THE EAST BOUNDARY OF THE APORESAID SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4, THENCE S0°-04'-53"E, 312.00, TO THE POINT OF BEGINNING AND END OF THIS DESCRIPTION. LESS ROAD RIGHT-OF-WAY IF ANY.

PARCEL 2:

THAT PART OF THE SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 24, TOWNSHIP 18 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: BEGIN AT THE SOUTHEAST CORNER OF SAID SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 AND RUN S89°-50'-07"W, ALONG THE SOUTH BOUNDARY OF SAID SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4 A DISTANCE OF 916.60 FEET, THENCE N0°-43'-53"E, 314.86 FEET, THENCE N89°-50'-07"E, 911.95 FEET, TO THE EAST BOUNDARY OF THE APORESAID SOUTH 1/2 OF THE NORTH 1/2 OF THE SOUTHEAST 1/4, THENCE S0°-04'-53"E, 312.00, TO THE POINT OF BEGINNING AND END OF THIS DESCRIPTION. LESS ROAD RIGHT-OF-WAY IF ANY.

LEGEND:

- 5ET 1/2" IRON ROD WITH CAP STAMPED "TRAY PT LB8112"
- POWER POLE
- GUY ACHOR
- HIGHWAY SIGN
- MAILBOX
- TELEPHONE PEDESTAL
- CABLE PEDESTAL
- WELL
- LIGHT POLE
- OVERHEAD POWER LINE
- EASEMENT LINE
- ASPHALT AREA
- CONCRETE AREA
- DIRT DRIVE
- GRAVEL DRIVE

TREE LEGEND:

- OAK TREE
- PALM TREE
- PINE TREE
- TREE SPECIES UNKNOWN
- FIR TREE

ABBREVIATIONS:

FIRC = FOUND IRON ROD AND CAP
FIR = FOUND IRON ROD
SIRC = SET 1/2" IRON ROD WITH CAP STAMPED "LB8112"
FCM = FOUND CONCRETE MONUMENT
FHLD = FOUND NAIL & DISK
SHLD = SET NAIL & DISK STAMPED "PRM / PCP LB8112"
FIP = FOUND IRON PIPE
NOID = NO IDENTIFICATION
ORB = OFFICIAL RECORD BOOK
PG = PAGE
PB = PLAT BOOK
R/W = RIGHT-OF-WAY
C/L = CENTERLINE
(M) = MEASURED , (D) = DESCRIPTION / DEED ,
(C) = CALCULATED, (P) PLAT
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
5ET 1/2" IRON ROD WITH CAP STAMPED "TRAY PT LB8112
NAVD = NORTH AMERICAN VERTICAL DATUM
NAD = NORTH AMERICAN DATUM
LB = LICENSED BUSINESS

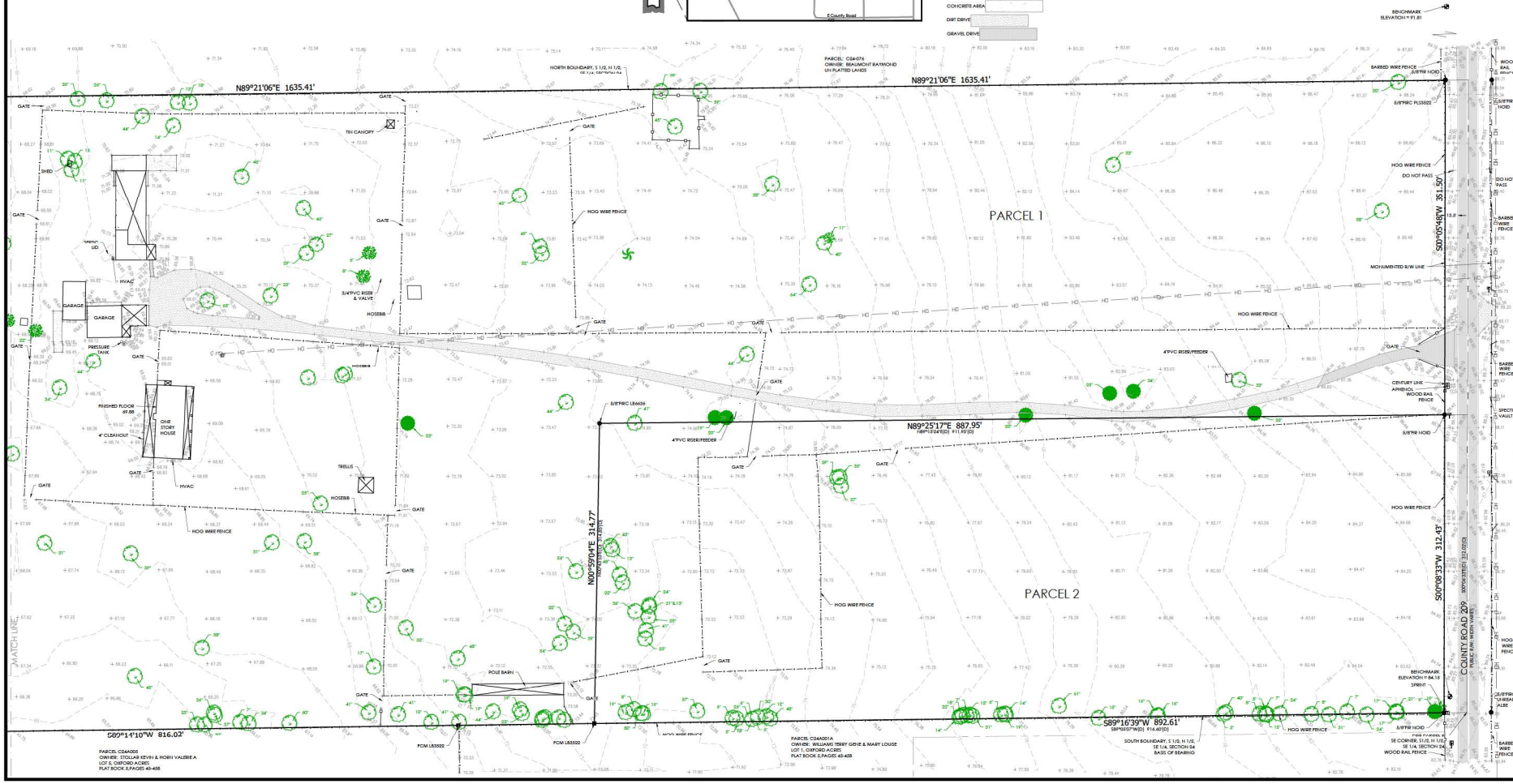
CERTIFICATION TO:

MARK GOLDSCHMIDT,
PETERSON & MYERS P.A.,
FIRST AMERICAN TITLE INSURANCE COMPANY,

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, INCLUDING ITEMS 1,2,3,4,5,7(a,8,13,14, & 19; FROM TABLE A THEREOF . THE FIELD WORK WAS COMPLETED ON MAY 08, 2004.

Robert E Lazenby IV
Digitally signed by Robert E Lazenby IV
Date: 2024.05.09 13:40:59 -04'00'

NORTH
SCALE: 1" = 50'
0' 50' 100'



BASEPOINT SURVEYING, INC.
EMAIL: dawn@basepointsurveying.com
PHONE: (863) 607-7433
1906 HIGHLAND AVENUE
BARTOW, FL 33830
FLORIDA CERTIFICATE OF AUTHORIZATION # LB 8112

NO.	DATE	APPROVED	DESCRIPTION

DRAWN BY: REL4
CHECKED BY: REL4

CLIENT: OAKBRIDGE HOLDINGS LLC
PROJECT: 10312 COUNTY ROAD 209 OXFORD

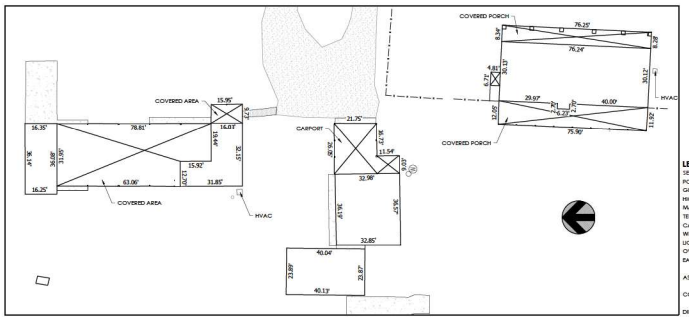
ALTA / NSPS LAND TITLE SURVEY

10312 COUNTY ROAD 209 OXFORD, FL 34484

PROJECT NO. 11220
SHEET 1 OF 2



ORTHO RECTIFIED PHOTO:
SCALE: 1" = 200'



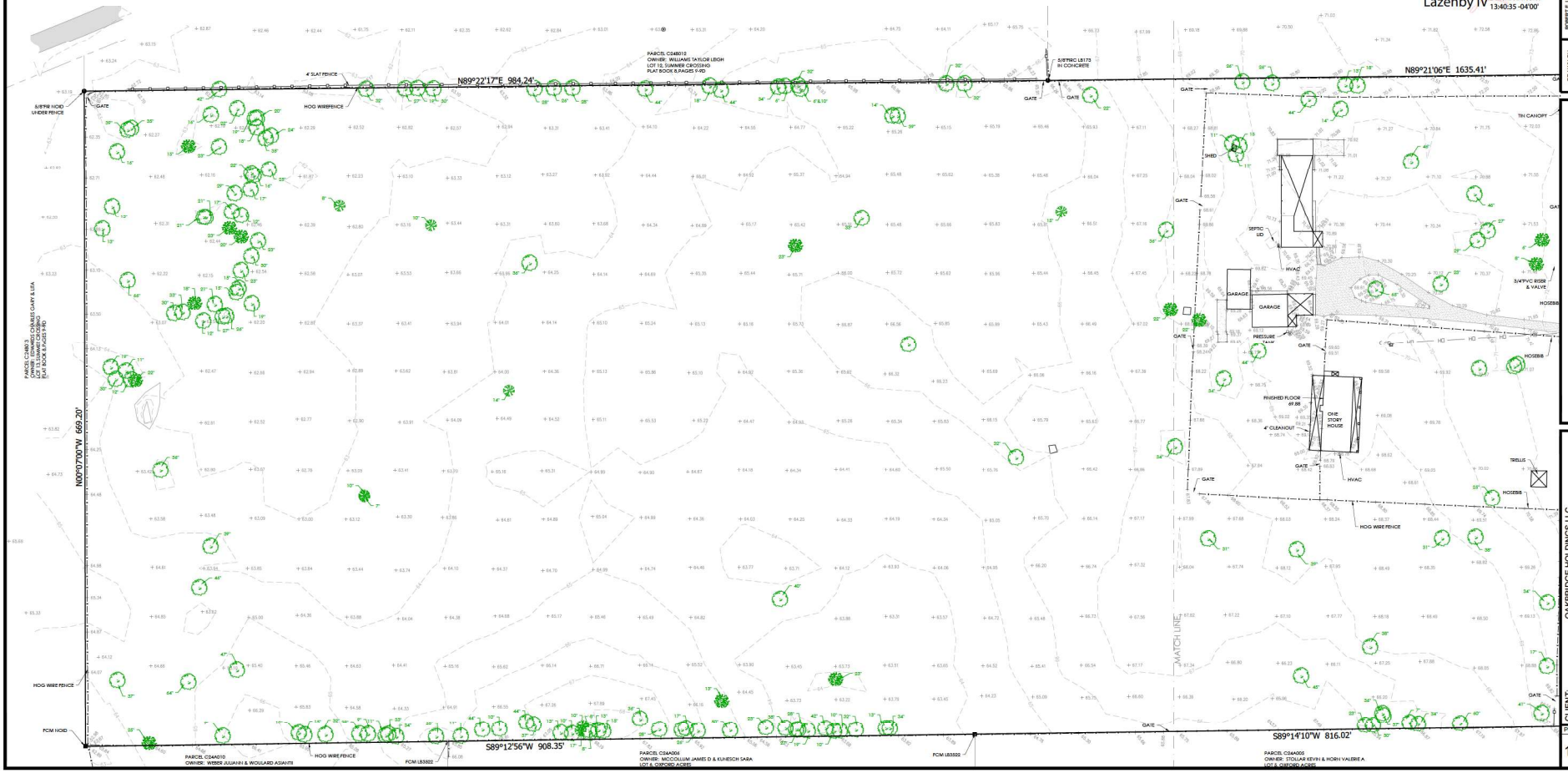
BUILDINGS DETAIL:
SCALE: 1" = 30'

NORTH
SCALE: 1" = 50'
0' 50' 100'

LEGEND:
SET 1/2" IRON ROD WITH CAP STAMPED "TRAV PT LB8112"
POWER POLE
GUY ACHOR
HIGHWAY SIGH
MAILBOX
TELEPHONE PEDESTAL
CABLE PEDESTAL
WELL
LIGHT POLE
OVERHEAD POWER LINE
EASEMENT LINE
ASPHALT AREA
CONCRETE AREA
DIRT DRIVE
GRAVEL DRIVE

TREE LEGEND:
OAK TREE
PALM TREE
PINE TREE
TREE SPECIES UNKNOWN
PIR TREE

Robert E Lazenby IV
Digitally signed by Robert E Lazenby IV
Date: 2024.05.09 13:40:35 -04'00'



BASEPOINT SURVEYING, INC.
EMAIL: basepoint@basepointsurveying.com
PHONE: (863) 607-4338
1906 HIGHWAY 17 NORTH
BARTOW, FL 33831
FIELD CREW: 1 AVENUE, WOODLAWN AVENUE, FROSTPROOF, FLORIDA. CERTIFICATE OF AUTHORIZATION # LB 8112

NO.	DATE	APPROVED	DESCRIPTION

DRAWN BY: REL4
CHECKED BY: REL4

CLIENT: OAKBRIDGE HOLDINGS LLC
PROJECT: 10312 COUNTY ROAD 209 OXFORD

ALTA / NSPS LAND TITLE SURVEY

10312 COUNTY ROAD 209 OXFORD, FL 34484

PROJECT NO. 11220
SHEET 2 OF 2

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **AN 2408-002 Canan Oaks**

REQUESTED ACTION: Staff recommends approval

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	AN 2408-002 Canan Oaks
Applicant/Owner(s)	ACM Orlando Properties, LLC on behalf of property owner R. Wendell Warnock Family Trust and The Jones Family Trust
Acreage	103.5 +/- MOL
Property Location	The subject parcels are located at 2277 E C 466, Oxford, FL 34484, 2483 E C 466, Oxford, FL 34484, & 2700 CR 214, Oxford, FL 34484
Parcel(s)	C13-003, C13-017, C13-019, C13-039
Date	November 4, 2024

The applicant, ACM Orlando Properties, LLC, has submitted an annexation application on behalf of property owners, R. Wendell Warnock Family Trust and The Jones Family Trust, for parcels C13-003, C13-017, C13-019, and C13-039. The area to be annexed is approximately 103.5 acres of land with all four parcels combined. The subject parcels are located at 2277 E C 466, 2483 E C 466 and 2700 CR 214 in Oxford, FL. Annexation into the City is appropriate because the property is adjacent to 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."

The property consists of existing residential homesites within the Sumter County limits which exhibit improved pasture land that the applicant is requesting to be annexed into the City of Wildwood as part of a larger development.

Upon annexation into the City, the applicant will then submit applications to establish a future land use designation and zoning district. Once the future land use and zoning are established, the applicant may proceed with submitting site plans or improvement plans to develop the

property consistent with the zoning. Wastewater capacity will need to be verified for all projects at the future land use comprehensive plan stage when submitting changes that result in an increase in density and intensity.

DATED: 11/4/2024



Wendy Then, AICP, CFM
Assistant Director Development Services

ORDINANCE NO. O2024-75

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, PROVIDING FOR THE VOLUNTARY ANNEXATION OF CERTAIN REAL PROPERTY CONSISTING OF APPROXIMATELY 103.5 ACRES LOCATED JUST SOUTH OF E C 466, JUST NORTH OF CR 214, APPROXIMATELY 0.50 MILES WEST OF CR 209 AND APPROXIMATELY 0.25 MILES EAST OF CR 223, IN SECTION 13, TOWNSHIP 18 SOUTH, RANGE 22 EAST; ADDRESSED AS 2277 E C 466, OXFORD, FL 34484, 2483 E C 466, OXFORD, FL 34484, AND 2700 CR 214, OXFORD, FL 34484, WHICH IS CONTIGUOUS BUT IS NOT 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 located at 2277 E C 466, Oxford, FL, 2483 E C 466, Oxford, FL 34484, and 2700 CR 214, Oxford, FL, 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 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 Wilma D. Jones, Trustee of The Jones Family Trust dated February 16, 2012, and R. Wendell Warnock Trustee of The R. Wendell Warnock Family Trust, is more particularly described as follows:

Parcels C13-003, C13-017, C13-019, AND C13-039
Wilma D. Jones, Trustee of The Jones Family Trust dated February 16, 2012 and R.Wendell Warnock , Trustee of the R. Wendell Warnock Family Trust dated September 2, 1999
103.5 +/- acres

LEGAL DESCRIPTION

(PARCELS 1-3 PER COMMITMENT PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NUMBER 1492095A1)
PARCEL 1:
THE WEST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 AND THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE OF THE NORTHWEST 1/4, SECTION 13, TOWNSHIP 18 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA. (LESS RIGHT-OF-WAY FOR COUNTY ROAD 466.)

PARCEL 2:
THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, LESS A 30 FOOT SQUARE IN THE SOUTHWEST CORNER, LESS THE RIGHT-OF-WAY FOR COUNTY ROAD 466, LESS BEGIN AT THE NORTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, RUN EAST 221.5 FEET (223.5 FEET), SOUTH 390 FEET, WEST 223.5 FEET, NORTH 390 FEET TO THE POINT OF BEGINNING, AND THE EAST 1/2 OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 13, TOWNSHIP 18 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA.

PARCEL 3:
THE WEST 1/2 OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 AND A 30 FOOT SQUARE IN THE SOUTHWEST CORNER OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, SECTION 13, TOWNSHIP 18 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA.

PARCEL 4:
(PER COMMITMENT PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, COMMITMENT NUMBER 1523166)
THE WEST 1/2 OF SE 1/4 LESS THE SW 1/4 OF NW OF SE 1/4 AND LESS THE NW 1/4 OF SW 1/4 OF SE 1/4 AND LESS THE SW 1/4 OF SW 1/4 OF THE SE 1/4 OF SECTION 13, TOWNSHIP 18 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA.

SECTION 2. All of the above-described annexed property shall be liable for its proportionate share of the future and existing indebtedness of the City of Wildwood.

SECTION 3. All of the above-described annexed property shall be subject to the laws and ordinances 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

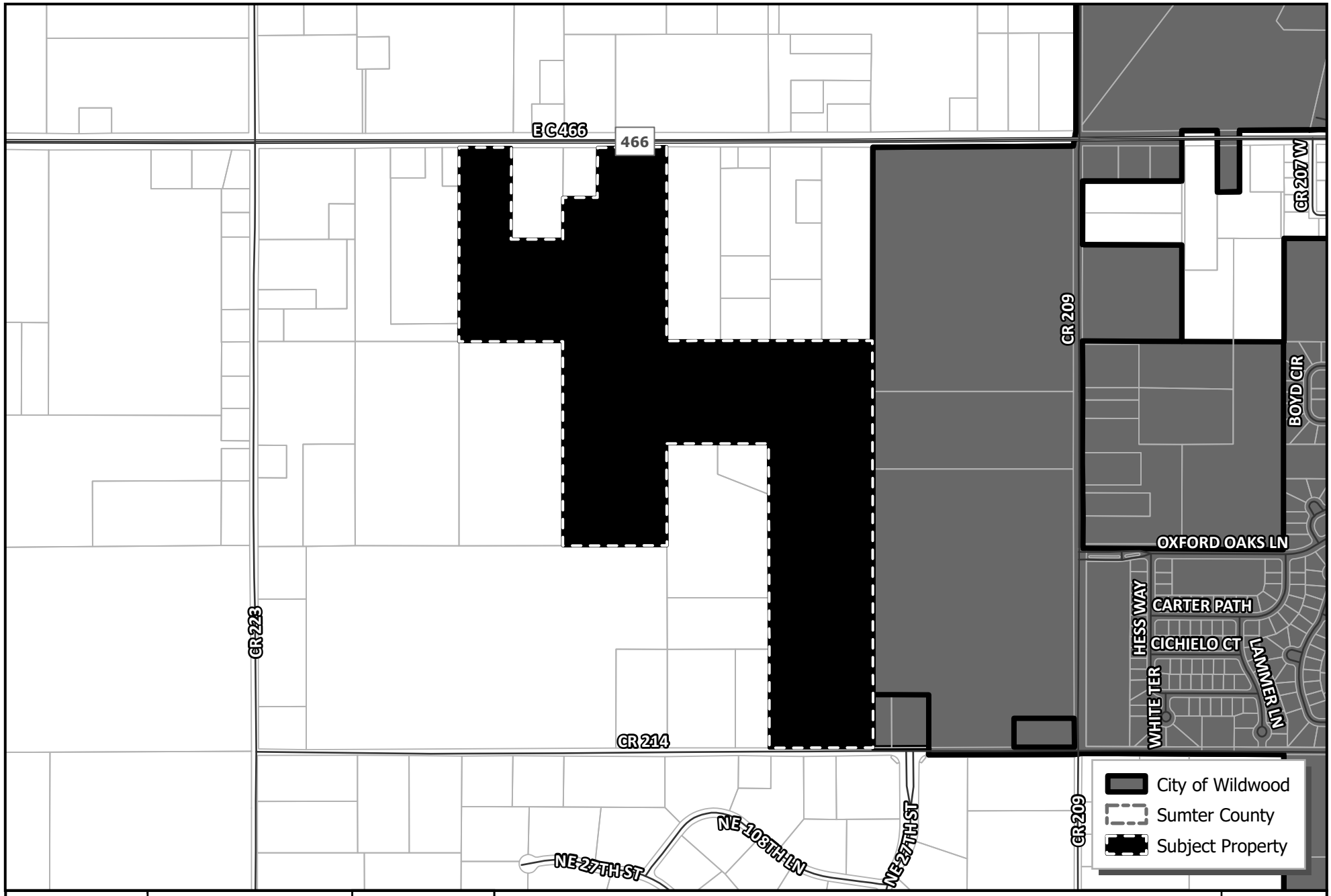
ATTEST: _____
Jessica Barnes, City Clerk

First Reading: _____

Second Reading: _____

Approved as to form:

_____
City Attorney



WILDWOOD FLORIDA EST. 1877
CITY OF WILDWOOD
100 North Main Street
Wildwood, FL 34785
Phone: (352) 330-1330
www.wildwood-fl.gov

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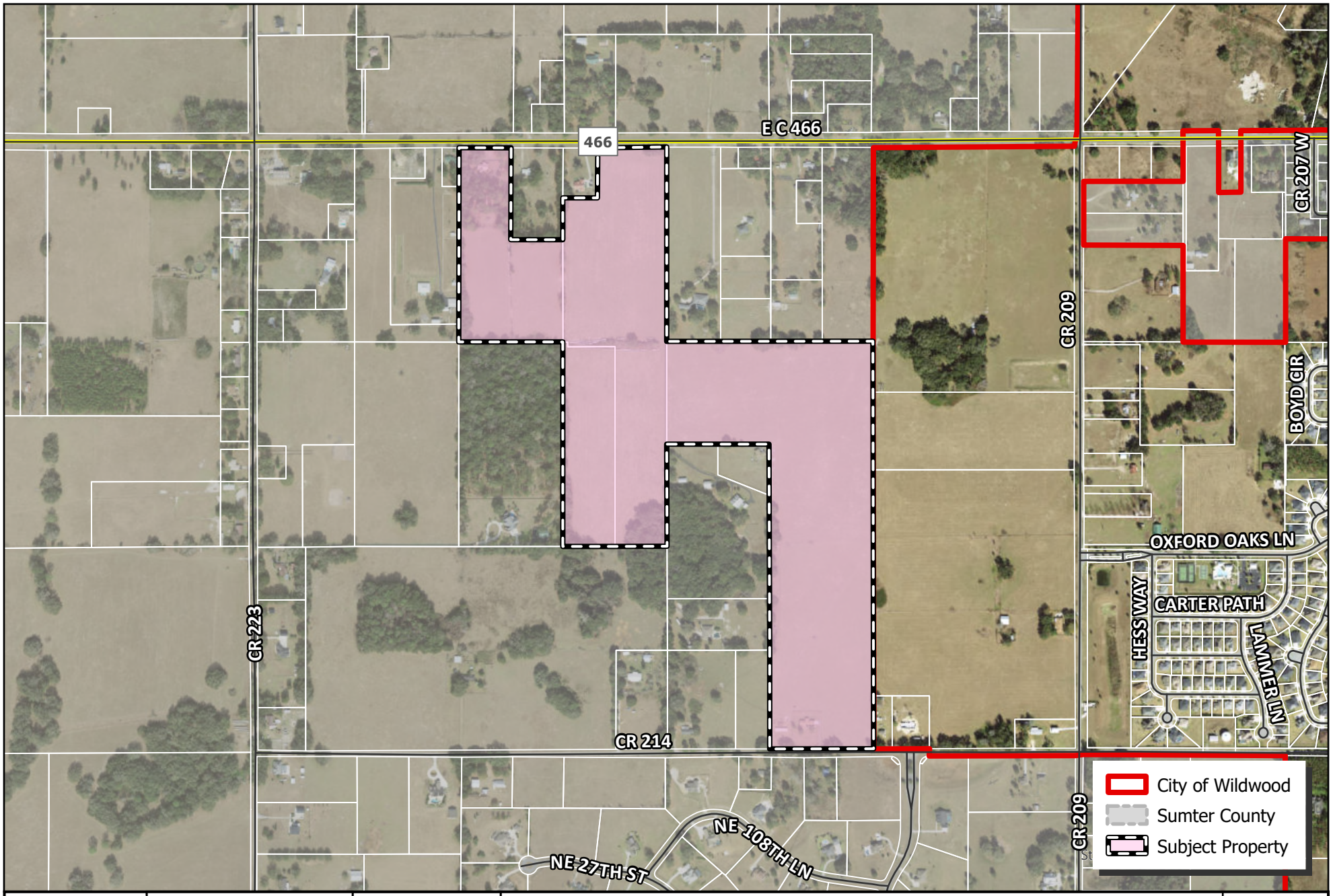
US Feet
0 187.5 375 750

AN 2408-002

CANAN OAKS

PARCELS C13-003, C13-017, C13-019 & C13-039

MAP 1A
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

N

0 0.01 0.03 0.06 0.09 0.12
Miles

AN 2408-002

CANAN OAKS

PARCELS C13-003, C13-017, C13-019 & C13-039

MAP 1B

LOCATION MAP

AUG 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: O2024-75

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.

BOUNDARY SURVEY
-FOR-
GILLIO DEVELOPMENT
CANAN OAKS
SECTION 13, TOWNSHIP 18 SOUTH, RANGE 22 EAST
SUMTER COUNTY, FLORIDA

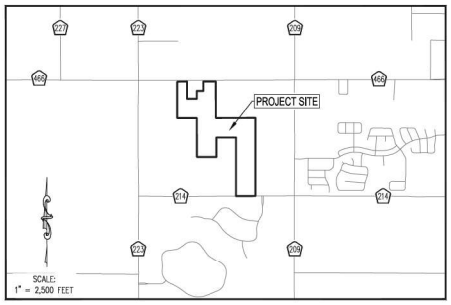
LEGAL DESCRIPTION:

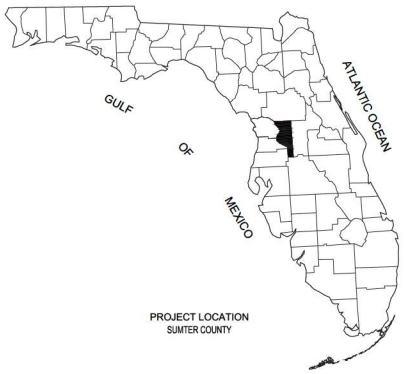
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INDEX

SHEET	DESCRIPTION
1	COVER SHEET
2	OVERALL BOUNDARY SURVEY
3-6	DETAILS

LEGEND

±	MORE OR LESS
L1	LINE NUMBER IN LINE TABLE
A/C	AIR CONDITIONING UNIT
LB	LICENSED BUSINESS
NO.	NUMBER
ID	IDENTIFICATION
ORB	OFFICIAL RECORDS BOOK
PID#	TAX PARCEL IDENTIFICATION NUMBER
PG.	PAGE
(C)	CALCULATED MEASUREMENT
(M)	FIELD MEASUREMENT
(P)	PLAT MEASUREMENT
(D)	DEED MEASUREMENT
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
OHU	OVERHEAD UTILITIES
C/L	CENTERLINE
R/W	RIGHT OF WAY
CM	CONCRETE MONUMENT
IP	IRON PIPE
IR	IRON ROD
IRC	IRON ROD AND CAP
NOID	NO IDENTIFICATION
NLY, ELY, SLY, & WLY	GENERAL CARDINAL DIRECTION (NORTHERLY, ETC)
■	FOUND CONCRETE MONUMENT (AS NOTED)
○	FOUND NAIL (AS NOTED)
◎	FOUND NAIL & DISK (AS NOTED)
◉	FOUND 5/8" IRON ROD & CAP (AS NOTED)
○	FOUND IRON PIPE (AS NOTED)
●	FOUND IRON ROD (AS NOTED)
⊕	SET NAIL & DISK (LB 4709)
⊙	SET 5/8" IRON ROD AND CAP (LB 4709)
Ⓦ	WELL (SIZE NOTED)
ᵂᴰ₀	WOOD UTILITY POLE
☼	LIGHT POLE
—▭—	SIGN
E	ELECTRIC RISER
▼	ELECTRIC TRANSFORMER
TV	CABLE TELEVISION RISER
B	PULLBOX (TELEVISION)
TV	TELEVISION RISER
⊙	GATE POST
——OHU——	OVERHEAD UTILITY LINE
——CATV——	UNDERGROUND CABLE TELEVISION
——ELE——·—·—·——	UNDERGROUND ELECTRIC
——BT——·——·——	UNDERGROUND TELEPHONE LINE
	CONCRETE AREA
	ASPHALT AREA
——\———	LINE BREAK

SCHEDULE B, SECTION II EXCEPTIONS:
(SEE SURVEY NOTE #5)

ITEMS 1–4: NOT ADDRESSED (STANDARD EXCEPTIONS)

5. RIGHT OF WAY EASEMENT IN FAVOR OF SUMTER ELECTRIC COOPERATIVE, INC. RECORDED IN O.R. BOOK 3391, PAGE 658, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
AFFECTS – BLANKET IN NATURE. NOT PLOTTABLE.

6. RIGHTS OF THE LESSEES UNDER UNRECORDED LEASES.
NOT A SURVEY MATTER.

SURVEY NOTES:

1. THIS IS A BOUNDARY SURVEY AS DEFINED IN CHAPTER 5J-17.050 (11) FLORIDA ADMINISTRATIVE CODE.
2. BEARINGS SHOWN HEREON ARE BASED ON GRID NORTH AS ESTABLISHED BY THE NATIONAL OCEAN SERVICE (NOS) THROUGH ITS PROGRAM OFFICE NATIONAL GEODETIC SURVEY (NGS). AS A REFERENCE FOR THIS SURVEY, THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 13, TOWNSHIP 18 SOUTH, RANGE 22 EAST HAS A BEARING OF SOUTH 00°04'05" WEST.
3. COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM (NAD) OF 1983 WITH 2011 ADJUSTMENT.
4. ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP (FIRM) NUMBERS 12119C0062D AND 12119C0066D, SUMTER COUNTY, FLORIDA, EFFECTIVE DATE OF SEPTEMBER 27, 2013, THE PROPERTY DESCRIBED HEREON LIES WITHIN ZONE "X" AND WITHIN ZONE "A". FLOOD ZONES HAVE BEEN SCALED AND DEPICTED HEREON.
5. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT PREPARED BY OLD REPUBLIC NATIONAL INSURANCE COMPANY, COMMITMENT NUMBER 1492095A1, DATED APRIL 23, 2024 AT 11:00 P.M. AND COMMITMENT NUMBER 1523166, DATED APRIL 25, 2024 AT 11:00 P.M. THE DESCRIPTION OF THE LAND DEPICTED CONTAINED IN THIS BOUNDARY SURVEY IS PER SAID COMMITMENT. PLEASE NOTE THAT PARCELS 1 AND 2 CONTAIN ERRORS, WHICH ARE HEREBY CORRECTED IN BOLD AND IN UNDERLINED PARENTHESIS IN THE LEGAL DESCRIPTION.
6. NORTH–SOUTH AND EAST–WEST TIES TO FOUND MONUMENTATION AND IMPROVEMENTS ARE BASED ON CARDINAL DIRECTION, UNLESS ENDING IN "–LY" (NLY, ELY, SLY, WLY) WHICH ARE PERPENDICULAR TIES TO THE BOUNDARY LINE.
7. WETLAND ARCAS, IF EXISTING, WERE NOT ADDRESSED AS A PART OF THIS SURVEY.
8. UNDERGROUND UTILITIES AND FOUNDATIONS WERE NOT LOCATED OR UNDERGROUND UTILITIES WERE DESIGNATED AND LOCATED BY GEOPOINT SURVEYING, INC. NO SOFT DIG EXERCISES WERE PERFORMED TO VERIFY SIZE OR DEPTH OF A UTILITY. SEPTIC TANKS NOT LOCATED.
9. THIS SURVEY MAP AND REPORT (IF APPLICABLE) OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER (IF A HARD COPY), OR THE ADOBE PDF CONTAINING THE ELECTRONIC SIGNATURE HAS NOT BEEN VALIDATED TO BE THE ORIGINAL SIGNED AND SEALED VERSION (IF AN ELECTRONIC FILE). IF AN ELECTRONIC FILE, PRINTED COPIES OF THE SURVEY MAP ARE NOT CONSIDERED TO BE A VALID SIGNED AND SEALED COPY.
10. RECORDING REFERENCES (SUCH AS OFFICIAL RECORDS BOOK AND PAGE, AND PLAT BOOK AND PAGE) SHOWN HEREON, REFER TO DOCUMENTS RECORDED IN THE OFFICIAL RECORDS OF SUMTER COUNTY, FLORIDA.
11. ELEVATIONS SHOWN HEREON (IF ANY) ARE PURSUANT TO THE NORTH AMERICAN VERTICAL DATUM OF 1988. THE ORIGINATING BENCHMARK FOR THE ELEVATIONS DEPICTED HEREON IS NATIONAL GEODETIC SURVEY BENCHMARK # U753, SAID POINT HAVING AN ELEVATION OF 102.52 FEET.
12. THE AERIAL IMAGE DEPICTED HEREON IS DATED MAY 3, 2023 AND WAS OBTAINED BY THIS FIRM.
13. DISTANCES AND ACREAGES SHOWN HEREON ARE MEASURED IN U.S. SURVEY FEET AND DECIMALS THEREOF. MEASUREMENTS DEPICTED HEREON ARE FIELD DERIVED UNLESS OTHERWISE NOTED.
14. SUBJECT PARCEL CONTAINS: ±103.15 ACRES (INCLUDING CR 214 RIGHT OF WAY), AND ±102.84 ACRES EXCLUDING CR 214 RIGHT-OF-WAY PER FOUND MONUMENTATION.
15. THERE APPEARS TO BE NO DEEDED OR DEDICATED RIGHT-OF-WAY FOR CR 214, ROAD RIGHT-OF-WAY APPEARS TO BE MAINTENANCE PURSUANT TO CHAPTER 95.361, FLORIDA STATUTES. THE NORTH RIGHT-OF-WAY LINE OF CR 214 DEPICTED HEREON WAS ESTABLISHED PER MONUMENTATION RECOVERED DURING THE FIELD SURVEY AND NO SPECIFIC WIDTH HAS BEEN DETERMINED.
16. PER INSTRUCTIONS FROM THE CLIENT, THIS SURVEY HAS BEEN REVISED TO INCLUDE A 20 FOOT WIDE ACCESS STRIP CURRENTLY OWNED BY DONALD P. JONES, JR, RECORDED IN OFFICIAL RECORDS BOOK 3702, PAGE 615, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. THIS 20 FOOT WIDE STRIP ALSO PROVIDES ACCESS TO OTHER PARTIES. SHOULD THESE LANDS BE CONVEYED, LEGAL ACCESS MUST BE PROVIDED TO THE PARTIES WHO RELY UPON THE STRIP FOR ACCESS TO THEIR PROPERTIES.

CERTIFIED TO:

1) ACM ORLANDO PROPERTIES, LLC
2) OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
3) WADELAW, P.A.
4) HUNT LAW FIRM, P.A.

Digitally signed by Jeremy Hallick
Date: 2024.08.13 07:24:42 -04'00'

JEREMY D. HALLICK, FLORIDA LICENSED SURVEYOR & MAPPER
FLORIDA REGISTRATION NO. 6715

CFB ALVAREZ WOLF SURVEYING
CERTIFICATE OF AUTHORIZATION #LB 7809

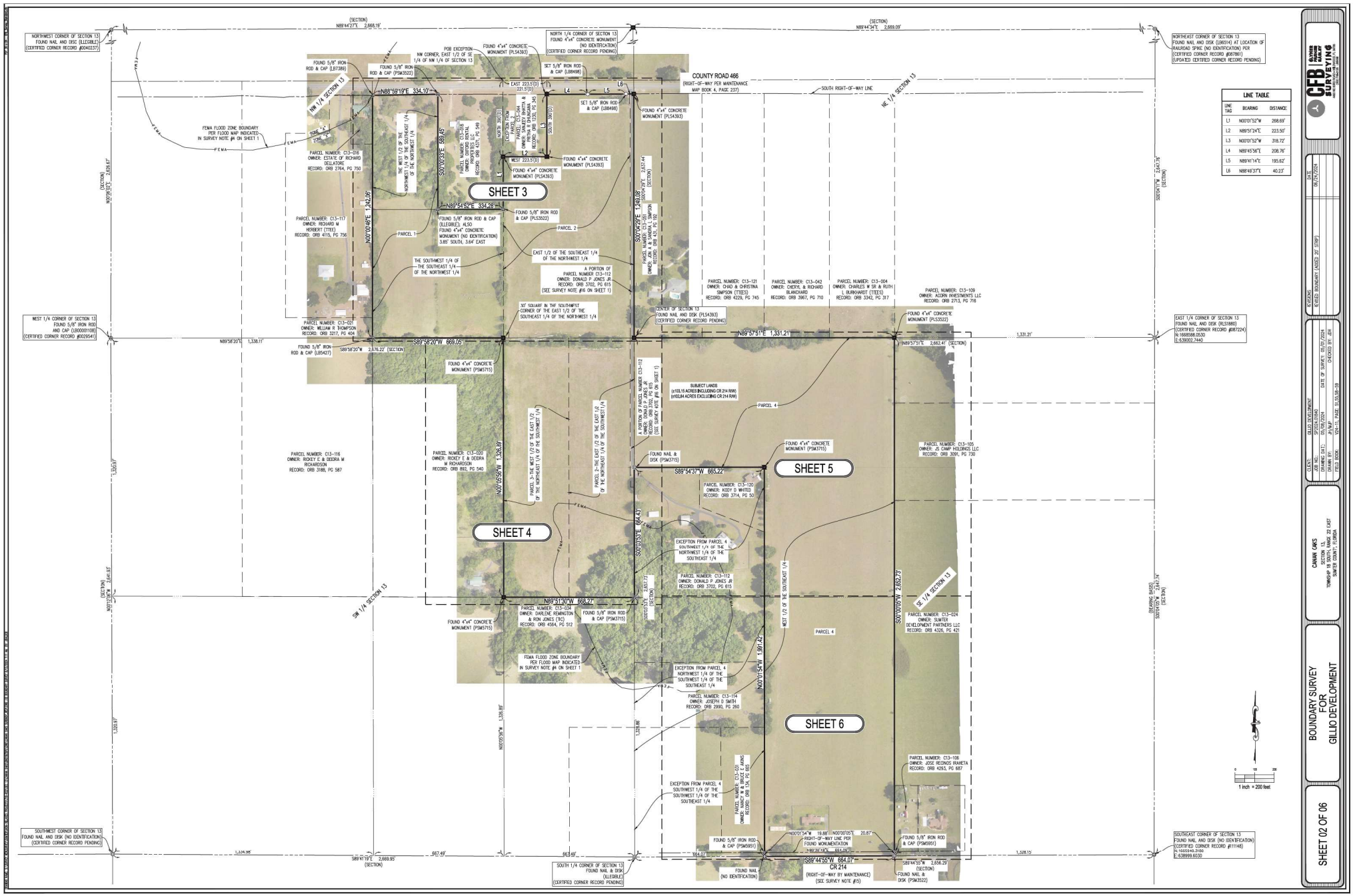
NO.	REVISIONS	DATE
1	SUMTER BOUNDARY (ADDED 20' STRIP)	08/13/2024

CLIENT: GILLIO DEVELOPMENT
JOB NO.: 2024-0040
DRAWING DATE: 05/09/2024
DRAWN BY: JV/MP
FIELD BOOK: 124-11, PAGE 31,50,58-59
DATE OF SURVEY: 05/03/2024
CHECKED BY: JDH

CANAN OAKS
SECTION 13,
TOWNSHIP 18 SOUTH, RANGE 22 EAST
SUMTER COUNTY, FLORIDA

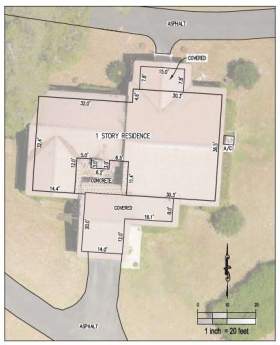
BOUNDARY SURVEY
FOR
GILLIO DEVELOPMENT

SHEET 01 OF 06


NORTHWEST CORNER OF SECTION 13
FOUND NAIL AND DISC (ILLEGIBLE)
(CERTIFIED CORNER RECORD #0040237)
(SECTION)
N89°44'27"E 2,668.19'
NORTH 1/4 CORNER OF SECTION 13
FOUND 4"x4" CONCRETE MONUMENT
(NO IDENTIFICATION)
(CERTIFIED CORNER RECORD PENDING)
(SECTION)
N89°44'34"E 2,669.09'
NORTHEAST CORNER OF SECTION 13
FOUND NAIL AND DISK (LB9314) AT LOCATION OF
RAILROAD SPIKE (NO IDENTIFICATION) PER
(CERTIFIED CORNER RECORD #087861)
(UPDATED CERTIFIED CORNER RECORD PENDING)
POB EXCEPTION
NW CORNER, EAST 1/2 OF SE
1/4 OF NW 1/4 OF SECTION 13
FOUND 4"x4" CONCRETE
MONUMENT (PLS4393)
FOUND 5/8" IRON
ROD & CAP (LB7380)
FOUND 5/8" IRON
ROD & CAP (PSM3522)
SET 5/8" IRON ROD
& CAP (LB8498)
COUNTY ROAD 466
(RIGHT-OF-WAY PER MAINTENANCE
MAP BOOK 4, PAGE 237)
SOUTH RIGHT-OF-WAY LINE
NE 1/4 SECTION 13
NW 1/4 SECTION 13
EAST 223.5'(D)
221.5'(D)
N88°59'19"E 334.10'
L4
L5
L6
FOUND 4"x4" CONCRETE
MONUMENT (PLS4393)
FEMA FLOOD ZONE BOUNDARY
PER FLOOD MAP INDICATED
IN SURVEY NOTE #4 ON SHEET 1
FEMA
PARCEL NUMBER: C13-016
OWNER: ESTATE OF RICHARD
DELLATORE
RECORD: ORB 2764, PG 750
THE WEST 1/2 OF THE
NORTHWEST 1/4 OF THE SOUTHEAST 1/4
OF THE NORTHWEST 1/4
PARCEL NUMBER: C13-018
OWNER: TWIN OAKS
PROPERTIES LLC
RECORD: ORB 3371, PG 949
S00°03'03"E 989.49'
NORTH 380'(D)
EXCEPTION FROM
PARCEL C13-041
OWNER: LAKE APOPKA
PRTHA OF ENLNGMA
RECORD: ORB 1720, PG 365
SOUTH 380'(D)
L1
L2
L3
WEST 223.5'(D)
FOUND 4"x4" CONCRETE
MONUMENT (PLS4393)
FOUND 4"x4" CONCRETE
MONUMENT (PLS4393)
SHEET 3
N89°54'52"E 334.28'
FOUND 5/8" IRON ROD & CAP
(PLS3322)
FOUND 5/8" IRON ROD & CAP
(ILLEGIBLE); ALSO
FOUND 4"x4" CONCRETE
MONUMENT (NO IDENTIFICATION)
3.85' SOUTH, 3.64' EAST
PARCEL NUMBER: C13-117
OWNER: RICHARD M
HERBERT (TTEE)
RECORD: ORB 4115, PG 756
N00°10'48"E 1,342.05'
PARCEL 1
PARCEL 2
THE SOUTHWEST 1/4 OF
THE SOUTHEAST 1/4 OF
THE NORTHWEST 1/4
EAST 1/2 OF THE SOUTHEAST 1/4
OF THE NORTHWEST 1/4
A PORTION OF
PARCEL NUMBER C13-112
OWNER: DONALD P JONES JR
RECORD: ORB 3702, PG 615
(SEE SURVEY NOTE #16 ON SHEET 1)
S00°04'29"E 1,348.06'
PARCEL NUMBER: C13-113
OWNER: JON A & SANDRA L SIMPSON
RECORD: ORB 431, PG 102
S00°03'59"E 2,637.44'
(SECTION)
S00°01'57"W 2,647.76'
(SECTION)
PARCEL NUMBER: C13-121
OWNER: CHAD & CHRISTINA
SIMPSON (TTEES)
RECORD: ORB 4229, PG 745
PARCEL NUMBER: C13-042
OWNER: CHERYL & RICHARD
BLANCHARD
RECORD: ORB 3967, PG 710
PARCEL NUMBER: C13-004
OWNER: CHARLES H SR & RUTH
L BURKHARDT (TTEES)
RECORD: ORB 3342, PG 317
PARCEL NUMBER: C13-109
OWNER: ACORN INVESTMENTS LLC
RECORD: ORB 2713, PG 718
LINE TABLE
LINE TAG | BEARING | DISTANCE
L1 | N00°01'52"W | 268.69'
L2 | N89°51'24"E | 223.50'
L3 | N00°01'52"W | 316.72'
L4 | N89°45'56"E | 208.76'
L5 | N89°41'14"E | 195.62'
L6 | N88°49'37"E | 40.23'
WEST 1/4 CORNER OF SECTION 13
FOUND 5/8" IRON ROD
AND CAP (LB00001198)
(CERTIFIED CORNER RECORD #0029541)
N89°58'20"E 1,338.11'
PARCEL NUMBER: C13-021
OWNER: WILLIAM R THOMPSON
RECORD: ORB 3217, PG 404
FOUND 5/8" IRON
ROD & CAP (LB5427)
S89°58'20"W 2,676.22' (SECTION)
S89°58'20"W 669.05'
30' SQUARE IN THE SOUTHWEST
CORNER OF THE EAST 1/2 OF THE
SOUTHEAST 1/4 OF THE NORTHWEST 1/4
FOUND 4"x4" CONCRETE
MONUMENT (PSM3715)
CENTER OF SECTION 13
FOUND NAIL AND DISK (PLS4393)
(CERTIFIED CORNER RECORD PENDING)
N89°57'51"E 1,331.21'
FOUND 4"x4" CONCRETE
MONUMENT (PLS3522)
EAST 1/4 CORNER OF SECTION 13
FOUND NAIL AND DISK (PLS11860)
(CERTIFIED CORNER RECORD #087224)
N: 1668088.0530
E: 639002.7440
N89°57'51"E 2,662.41' (SECTION)
1,331.21'
1,338.11'
1,320.97'
1,320.97'
PARCEL NUMBER: C13-116
OWNER: RICKEY E & DEDRA M
RICHARDSON
RECORD: ORB 3188, PG 587
PARCEL NUMBER: C13-020
OWNER: RICKEY E & DEDRA
M RICHARDSON
RECORD: ORB 892, PG 540
N00°06'58"W 1,326.89'
PARCEL 3-THE WEST 1/2 OF THE EAST 1/2
OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4
PARCEL 3-THE EAST 1/2 OF THE EAST 1/2
OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4
A PORTION OF PARCEL NUMBER C13-112
OWNER: DONALD P JONES JR
RECORD: ORB 3702, PG 615
(SEE SURVEY NOTE #16 ON SHEET 1)
SUBJECT LANDS
(±103.15 ACRES INCLUDING CR 214 R/W)
(±102.84 ACRES EXCLUDING CR 214 R/W)
PARCEL 4
FOUND NAIL &
DISK (PSM3715)
FOUND 4"x4" CONCRETE
MONUMENT (PSM3715)
S89°54'37"W 665.22'
SHEET 5
PARCEL NUMBER: C13-105
OWNER: JS CAMP HOLDINGS LLC
RECORD: ORB 3091, PG 730
PARCEL NUMBER: C13-120
OWNER: KODY D WHITED
RECORD: ORB 3714, PG 50
SHEET 4
S00°03'53"E 664.43'
EXCEPTION FROM PARCEL 4
SOUTHWEST 1/4 OF THE
NORTHWEST 1/4 OF THE
SOUTHEAST 1/4
PARCEL NUMBER: C13-112
OWNER: DONALD P JONES JR
RECORD: ORB 3702, PG 615
S00°03'53"E 1,327.73'
(SECTION)
N89°51'30"W 668.27'
PARCEL NUMBER: C13-054
OWNER: DARLENE REMINGTON
& RON JONES (TIC)
RECORD: ORB 4564, PG 512
FOUND 5/8" IRON ROD
& CAP (PSM3715)
FOUND 4"x4" CONCRETE
MONUMENT (PSM3715)
SW 1/4 SECTION 13
FEMA FLOOD ZONE BOUNDARY
PER FLOOD MAP INDICATED
IN SURVEY NOTE #4 ON SHEET 1
WEST 1/2 OF THE SOUTHEAST 1/4
N00°01'54"W 1,991.42'
S00°00'06"W 2,652.73'
SE 1/4 SECTION 13
PARCEL NUMBER: C13-024
OWNER: SUMTER
DEVELOPMENT PARTNERS LLC
RECORD: ORB 4326, PG 421
PARCEL 4
EXCEPTION FROM PARCEL 4
NORTHWEST 1/4 OF THE
SOUTHWEST 1/4 OF THE
SOUTHEAST 1/4
PARCEL NUMBER: C13-114
OWNER: JOSEPH D SMITH
RECORD: ORB 2990, PG 260
N00°05'56"W 1,326.89'
1,326.86'
SHEET 6
PARCEL NUMBER: C13-106
OWNER: JOSE REGNOS IRAHETA
RECORD: ORB 4293, PG 687
EXCEPTION FROM PARCEL 4
SOUTHWEST 1/4 OF THE
SOUTHWEST 1/4 OF THE
SOUTHEAST 1/4
PARCEL NUMBER: C13-131
OWNER: NANCY W & BRUCE E AMOS
RECORD: ORB 3124, PG 165
N00°01'54"W 19.88'
N00°00'05"E 20.87'
RIGHT-OF-WAY LINE PER
FOUND MONUMENTATION
N89°28'48"E 664.06'
FOUND 5/8" IRON ROD
& CAP (PSM5951)
FOUND 5/8" IRON ROD
& CAP (PSM3591)
664.07'
S89°44'55"W 664.07'
CR 214
(RIGHT-OF-WAY BY MAINTENANCE)
(SEE SURVEY NOTE #15)
S89°44'55"W 2,656.29'
(SECTION)
FOUND NAIL
(NO IDENTIFICATION)
FOUND NAIL &
DISK (PSM3522)
SOUTHWEST CORNER OF SECTION 13
FOUND NAIL AND DISK (NO IDENTIFICATION)
(CERTIFIED CORNER RECORD PENDING)
1,324.95'
S89°41'19"E 2,669.95'
(SECTION)
567.49'
663.49'
SOUTH 1/4 CORNER OF SECTION 13
FOUND NAIL & DISK
(ILLEGIBLE)
(CERTIFIED CORNER RECORD PENDING)
1,328.15'
SOUTHEAST CORNER OF SECTION 13
FOUND NAIL AND DISK (NO IDENTIFICATION)
(CERTIFIED CORNER RECORD #111148)
N: 1665049.3100
E: 638999.6030
0 100 200
1 inch = 200 feet
CFB
ALVAREZ MANTEIGA & HERF
SURVEYING
CERTIFICATE OF AUTHORIZATION LB 8498
R. MYERS
SURVEY BOUNDARY (ADDED 20' STRIP)
06/25/2024
CANAAN CAYS
SECTION 13,
TOWNSHIP 18 SOUTH, RANGE 22 EAST
SUMTER COUNTY, FLORIDA
BOUNDARY SURVEY
FOR
GILLIO DEVELOPMENT
SHEET 02 OF 06



DETAIL A



CFB SURVEYING
CLAYTON F. BRADY & ASSOCIATES, INC.
LAND SURVEYING SERVICES

NO.	BY	DATE
1	JW	06/25/2024

REVISIONS
1) REVISED BOUNDARY (ADDED 20' STRIP)

CLIENT: GILLIO DEVELOPMENT
JOB NO.: 24-0-11
DRAWING DATE: 05/09/2024
DRAWN BY: JW/MJP
FIELD BOOK: 424-11, PAGE 34,50,58-59
DATE OF SURVEY: 05/07/2024
CHECKED BY: JBW

CANAAN CAYCS
SECTION 13,
TOWNSHIP 18 SOUTH, RANGE 22 EAST
SAINT JOHNS COUNTY, FLORIDA

BOUNDARY SURVEY
FOR
GILLIO DEVELOPMENT

SHEET 03 OF 06

CFB ALVORD, BURCH, HEWATT & HART SURVEYING
1061 MAIN STREET, ORANGE PARK, FLORIDA 32065

REVISIONS	DATE
ADDED EASEMENT (ADDED 20' STRIP)	06/25/2024

CLIENT: GILLIO DEVELOPMENT
JOB NO.: 2024-0064
DRAWING DATE: 05/09/2024
DRAWN BY: JW/MP
FIELD BOOK: 424-11, PAGE: 9,50,58-59
DATE OF SURVEY: 05/07/2024
CHECKED BY: JBW

CAMAN CAYS
SECTION 13,
TOWNSHIP 05 SOUTH, RANGE 22 EAST
NASSAU COUNTY, FLORIDA

BOUNDARY SURVEY
FOR
GILLIO DEVELOPMENT

SHEET 04 OF 06



CFB ALVAREZ BRADLEY SURVEYING
CERTIFICATE OF AUTHORIZATION LB #8008

NO.	REVISIONS	DATE
1	SUMTER BOUNDARY (ADDED 20' STRIP)	06/25/2024

CLIENT: GILLIO DEVELOPMENT
JOB NO.: 2023-0166
DRAWING DATE: 05/09/2024
DRAWN BY: JM/MJP
FIELD BOOK: 424-11, PAGE 24,50,58-59
DATE OF SURVEY: 05/07/2024
CHECKED BY: JBW

CANAN CAYS
SECTION 13,
TOWNSHIP 19 SOUTH, RANGE 22 EAST
SUMTER COUNTY, FLORIDA

BOUNDARY SURVEY
FOR
GILLIO DEVELOPMENT

SHEET 05 OF 06



CFB SURVEYING

NO.	BY	DATE
1	R.WYMAN	06/25/2024
	SUMTER BOUNDARY (ADDED 20' STRIP)	

J.O.B. NO.: 24-111
ADD #:
DRAWING DATE: 05/09/2024
DRAWN BY: JP/MJP
FIELD BOOK: 424-11, PAGE: 24,50,58-59
SURVEY DATE: 05/07/2024
CHECKED BY: JBW

CAMAN CAYS
SECTION 13,
TOWNSHIP 19 SOUTH, RANGE 22 EAST
SUMTER COUNTY, FLORIDA

BOUNDARY SURVEY
FOR
GILLIO DEVELOPMENT

SHEET 06 OF 06

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Modification to Chapter 19 of the Code of Ordinances**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: None.

HISTORY/FACTS/ISSUES:

The attached ordinance proposes changes to Chapter 19 of the City's Code of Ordinances pertaining to the City's Industrial Waste (IW) program. The City's IW program is overseen by the Utilities Department and requires certain commercial and industrial wastewater customers to obtain a permit from the City before discharging into the sanitary sewer system.

The Florida Department of Environmental Protection has coordinated with the Utilities Department and requested modifications to strengthen the City's IW program and to remain in compliance with Section 62-25 of the Florida Administrative Code. Changes are proposed to Section 19-215 of the City's Code of Ordinances and adds Sections 19-217 through 19-222 of the same.

ORDINANCE NO. O2024-80

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA, AMENDING SECTION 19-215 – REPORTING REQUIREMENT FOR PERMITTEE AND ADDING SECTIONS 19-217 – 19-222 (CHAPTER 19 – UTILITIES, ARTICLE V – SEWER USE); PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT AND 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. PURPOSE. This article amends, restates, supersedes, and replaces the current Section 19-215 and adds Sections 19-217 – 19-222 of the Wildwood Code of Ordinances (Chapter 19; Article V) to conform the same to comply with certain state statutes and regulations.

SECTION 2. FINDINGS. The City Commission finds that Section 19-215 of the Code of Ordinances should be amended and Sections 19-217 – 19-222 should be added to better comply with relevant state statutes and regulations. The City Commission finds that the adoption of this amendment will bring certain pretreatment standards, reporting, recordkeeping, and administrative requirements into harmony with said statutes and regulations.

SECTION 3. AMENDMENT. The City Commission adopts in full the amended, revised, and additional language of the Code of Ordinances as follows:

See Attachment "A"

SECTION 4. CONFLICT. Any existing ordinance of the City of Wildwood, or portions thereof, in conflict with the terms of this ordinance are hereby repealed.

SECTION 5. SEVERABILITY. If any section, sentence, clause, phrase, or word of this Ordinance is for any reason held or declared unconstitutional, inoperative, or void, such holding or invalidity shall not affect the remaining portions of this Ordinance, and it shall be construed to have been the Commission's intent to pass this Ordinance without such unconstitutional, invalid, or inoperative part therein.

SECTION 6. EFFECTIVE DATE. This Ordinance shall take effect immediately upon its final adoption by the City Commission.

SECTION 7. SCRIVENER'S ERROR. The city attorney may correct scrivener's errors found in this ordinance by filing a corrected copy of this ordinance with the city clerk.

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

Attachment "A"

Sec. 19-215. - Reporting requirement for permittee.

(a) *Baseline monitoring reports.*

(1) Within either 180 days after the effective date of a categorical pretreatment standard, or the final administrative decision on a category determination under Rule 62-625.410(2)(d), F.A.C., whichever is later, existing industrial users currently discharging to or scheduled to discharge to the POTW shall submit to the director a report which contains the information listed in paragraph (2) below. At least 90 days prior to commencement of their discharge, new sources, and sources that become categorical users subsequent to the promulgation of an applicable categorical standard, shall submit to the director a report which contains the information listed in paragraph (2) below. New sources shall report the method of pretreatment it intends to use to meet applicable pretreatment standards. New source also shall give estimates of the information requested in paragraph (2)(d) and (3) below.

(2) Industrial users described above shall submit the information set forth below:

a. Identifying information. The name and address of the facility, including the name of the operator and owner.

b. Permits. A list of any pollution control permits held by or for the facility.

c. Description of operations. A brief description of the nature, average rate of production, and standard industrial classifications (SIC) codes of the operation(s) carried out by such user. This description should include a schematic process diagram which indicates points of discharge to the POTW from the regulated processes.

d. Flow measurement. Information showing the measured average daily and maximum daily flow, in gallons per day, to the POTW from regulated process streams and other streams, as necessary, to allow use of the combined wastestream formula set out in 62-625.410(6) F.A.C.

e. Measurement of pollutants.

1. Except as indicated in subsections (b) and (c) below, the user must collect wastewater samples using 24-hour flow-proportional composite sampling techniques, unless time-proportional composite sampling or grab sampling is authorized by (the superintendent). Where time-proportional composite sampling or grab sampling is authorized by [the city]; the samples must be representative of the discharge. Using protocols (including appropriate preservation) specified in 40 CFR Part 136 and appropriate EPA guidance, multiple grab samples collected during a 24-hour period may be composited prior to the analysis as follows: for cyanide, total phenols, and sulfides and the sulfide samples may be composited in the laboratory. Composite samples for other

parameters unaffected by the composting procedures as documented in approved EPA methodologies may be authorized by [the city], as appropriate. In addition, grab samples may be required to show compliance with instantaneous limits.

2. Samples for oil and grease, temperature, pH, cyanide, total phenols, sulfides, and volatile organic compounds must be obtained using grab collection techniques.

3. For sampling required in support of a baseline monitoring and 90-day compliance reports required in Section 6.1 and 6.3 (40 CFR 403.12(b) and (d)), a minimum of four grab samples must be used for pH, cyanide, total phenols, oil and grease, sulfide and volatile organic compounds for facilities for which historical sampling data are available, (the superintendent) may authorize a lower minimum. For the reports required by Section 6.4 (40 CFR 403.12(e) and 403.12(h)), the industrial user is required to collect the number of grab samples necessary to assess and assure compliance by with applicable Pretreatment Standards and Requirements.

4. The categorical pretreatment standards applicable to each regulated process.

5. The results of sampling and analysis identifying the nature and concentration, and/or mass, where required by the standard or by the director, of regulated pollutants in the discharge from each regulated process. Instantaneous, daily maximum, and long-term average concentrations, or mass, where required, shall be reported. The sample shall be representative of daily operations and all laboratory and analytical reports shall comply with Rule 62-160.670, F.A.C.

6. A minimum of four grab samples must be used for any of these applicable tests: pH, cyanide, total phenals, oil and grease, sulfide, volatile organics, temperature dissolved oxygen, chlorine residual, uni-ionized ammonia, microbiology, specific conductance, and dissolved constituents (e.g., ortho phosphate, etc.). For all other pollutants, 24-hour composite samples must be obtained through flow-proportional composite sampling techniques where feasible. The control authority shall waive flow-proportional composite sampling for any industrial user that demonstrates that flow-proportional sampling is technically infeasible. In such cases, samples shall be obtained through time-proportional composite sampling techniques or through a minimum of four grab samples where the industrial user demonstrates that this will provide a representative sample of effluent being discharged.

7. The industrial user shall take a minimum of one representative sample to compile that data necessary to comply with these requirements.

8. Samples shall be taken immediately downstream from pretreatment facilities, if such exist, or immediately downstream from the regulated process if no pretreatment exists. If other wastewaters are mixed with the regulated wastewater prior to pretreatment, the industrial user shall measure the flows and concentrations necessary to allow use of the combined waste stream formula of Rule 62-625.410(6), F.A.C., in order to evaluate compliance with the pretreatment standards. Where an alternate concentration or mass limit has been calculated in accordance with Rule 62-625410(6), F.A.C., this adjusted limit, along with supporting data, shall be submitted to the control authority.

9. All activities related to sampling and analysis shall comply with Chapter 62-160, F.A.C., and shall be conducted under the requirements of Rule 62-160.300(5), F.A.C., which is Category 2A.

   a. Sampling activities and laboratory analyses shall be performed according to procedures specified in "The Department of Environmental Regulation Standard Operating Procedures for Laboratory Operations and Sample Collection Activities" (DER-AQ-001/92) September 1992, herein incorporated by reference. Alternately, an organization with the required protocols listed in their department approved comprehensive quality assurance plan may sample and analyze according to the protocols specified in that document.

   b. To the extent possible, analytical tests shall be performed in accordance with the techniques prescribed in chapter 62-160, F.A.C. If a test for a specific component is not available in chapter 62-160, F.A.C., the testing laboratory shall select an alternative method from those listed in DER-QA-001/92 and propose its use to the quality assurance section of the department. The department shall determine if the proposed method is appropriate and applicable for use by the laboratory in accordance with Rule 62-160.530, F.A.C.

   c. Where sampling or analytical techniques for the pollutant in question are not available or approved, or where the department determines that sampling and analysis shall be performed by using analytical methods or any other applicable sampling and analytical procedures, including procedures suggested by the control authority or other parties, for which method validation information has been submitted and approved by the Department in accordance with Rules 62-160.430, 62-160.520 and 62-160.530, F.A.C.

10. The industrial user may submit a baseline report which utilizes only historical data so long as the data provides information sufficient to determine the need for industrial pretreatment measures.

11. The baseline report shall indicate the time, date and place of sampling; method of analysis; and test results for each component and shall certify that such sampling and analysis is representative of normal work cycles and expected pollutant discharges to the POTW.

f. Certification of Permit Applications, User Reports and Initial Monitoring Waiver. The following certification statement is required to be signed and submitted by users submitting permit applications in accordance with this article; users submitting baseline monitoring reports on compliance with the categorical pretreatment standard deadlines under this article; users submitting periodic compliance reports required by this article, and users submitting an initial request to forego sampling of a pollutant on the basis of this article. The following certification statement must be signed and by an authorized representative as defined in this article:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

g. Compliance schedule. If additional pretreatment and/or O&M will be required to meet the pretreatment standards, the shortest schedule by which the user will provide such additional pretreatment and/or O&M. The completion date in this schedule shall not be later than the compliance date established for the applicable pretreatment standard. A compliance schedule pursuant to this section must meet the requirements set out in section 19-215(b).

1. Where the industrial user's categorical pretreatment standard has been modified by the combined waste stream formula in accordance with Rule 62-625.410(6), F.A.C., a removal credit in accordance with Rule 62-625.420, F.A.C., or a fundamentally different factor variance in accordance with Rule 62-625.700, F.A.C., at the time the industrial user submits the report required by this subsection, the information requested in f. and g. of this subsection shall pertain to the modified limits.

2. If the categorical pretreatment standard is modified by the combined waste stream formula, a removal credit, or a fundamentally different factor variance after the industrial user submits the report required by this subsection, any necessary amendment to the information requested in f. and g. of this subsection shall be submitted by the industrial user to the control authority within 60 days after the modified limit is approved.

h. Signature and certification. All baseline monitoring reports must be signed and certified in accordance with section 19-214(14).

(b) *Compliance to schedule progress reports.* The following conditions shall apply to the compliance schedule required by section 19-215(a)(2)g.:

(1) The schedule shall contain progress increments in the form of dates for the commencement and completion of major events leading to the construction and operation of additional pretreatment required for the user to meet the applicable pretreatment standards (such events include, but are not limited to, hiring an engineer, completing preliminary and final plans, executing contracts for major components, commencing and completing construction, and beginning on conducting routine operation);

(2) No increment referred to above shall exceed nine months;

(3) The user shall submit a progress report to the director no later than 14 days following each date in the schedule and the final date of compliance, including, as a minimum, whether or not it complied with the increment of progress, the reason for any delay, and, if appropriate, the steps being taken to return the established schedule; and

(4) In no event shall more than nine months elapse between such progress reports to the director.

(c) *Reports on compliance with categorical pretreatment standard deadline.* Within 90 days following the date for final compliance with applicable categorical pretreatment standards, or in the case of a new source following commencement of the introduction of wastewater into the POTW, any user subject to such pretreatment standards and requirements shall submit to the director a report containing the information described in subsections (a)(2)d. through f. of this section. For users subject to equivalent mass or concentration limits established in accordance with procedures in (Rule) 62-625.410(4) (F.A.C.), this subject to categorical pretreatment standards expressed in terms of allowable pollutant discharge per unit of production (or other measure of operation), this report shall include the user's actual production during the appropriate sampling period. All compliance reports must be signed and certified in accordance with section 19-214(14).

(d) *Periodic compliance reports* .

(1) All significant industrial users shall, at a frequency determined by the director but in no case less than twice per year (in June and December), submit a report indicating the nature and concentration of pollutants in the discharge which are limited by pretreatment standards and the measured or estimated average and maximum daily flows for the reporting period. The city may require more detailed reporting of flows if necessary to comply with the requirements of this article. All periodic compliance reports must be signed and certified in accordance with section 19-214(14).

(2) All wastewater samples must be representative of the user's discharge. Wastewater monitoring and flow measurement facilities shall be properly operated, kept clean, and maintained in good working order at all times. The failure of a user to keep its monitoring facility in good working order shall not be grounds for the user to claim that sample results are unrepresentative of its discharge.

(3) If a user subject to the reporting requirements in this section monitors any pollutant more frequently than required by the director, using the procedures prescribed in section 19-215(k), the results of this monitoring shall be included in the report.

(e) *Reports of changed conditions.* Each user must notify the director of any planned significant changes to the user's operations or system which might alter the nature, quality, or volume of its wastewater at least 30 days before the change.

(1) The director may require the user submit such information as may be deemed necessary to evaluate the changed condition, including the submission of a wastewater discharge permit application under section 12-214.

(2) The director may issue a wastewater discharge permit under section 19-214 or modify an existing wastewater discharge permit under section 19-214 in response to changed conditions or anticipated changed conditions.

(3) For purposes of this requirement, significant changes include, but are not limited to, flow increases of 20 percent or greater, and the discharge of any previously unreported pollutants.

(f) *Reports of potential problems.*

(1) In the case of any discharge, including, but not limited to, accidental discharges, discharges of a nonroutine, episodic nature, a noncustomary batch discharge, or a slug load, that may cause potential problems for the POTW, the user shall immediately telephone and notify the director of the incident. This notification shall include the location of the discharge, type of waste, concentration and volume, if known, and corrective actions taken by the user.

(2) Within five days following such discharge, the user shall, unless waived by the director, submit a detailed written report describing the cause(s) of the discharge and the measures to be taken by the user to prevent similar future occurrences. Such notification shall not relieve the user of any expense, loss, damage, or other liability which may be incurred as a result of damage to the POTW, natural resources, or any other damage to person or property; nor shall such notification relieve the user of any fines, penalties, or other liability which may be imposed pursuant to this article.

(3) A notice shall be permanently posed on the user's bulletin board or other Permanent place advising employees whom to call in the event of a discharge described in subsection (1) above. Employers shall ensure that all employees,

who may cause such a discharge to occur, are advised of the emergency notification procedure.

(g) *Reports from unpermitted users.* All users not required to obtain a wastewater discharge permit shall provide appropriate reports to the director as the director may require.

(h) *Notice of violation/repeat sampling and reporting.* If sampling performed by a user indicates a violation, the user must notify the director within 24 hours of becoming aware of the violation. The user shall also repeat the sampling and analysis and submit the results of the repeat analysis to the director within 30 days after becoming aware of the violation. The user is not required to resample if the director monitors at the user's facility at least once a month, or if the director samples between the user's initial sampling and when the user receives the results of this sampling.

(i) *Notification of discharge hazardous waste.*

(1) The industrial user shall notify the control authority and the department's hazardous waste and pretreatment authorities in writing of any discharge into the WWF of a substance, which, if otherwise disposed of, would be hazardous waste under Chapter 62-730, F.A.C. Such notification must include the name of the hazardous waste, the EPA hazardous waste number, and the type of discharge (continuous, batch, or other). If the industrial user discharges more than 100 kilograms of such waste per calendar month to the WWF, the notification shall also contain the following information to the extent such information is known and readily available to the user: an identification of the hazardous constituents contained in the wastes, an estimation of the mass and concentration of such constituents in the waste stream discharged during that calendar month, and an estimation of the mass of constituents in the waste stream expected to be discharged during the following 12 months. Industrial users who commence discharging after the effective date of this article shall provide the notification no later than 180 days after the discharge of the listed or characteristic hazardous waste. Any notification under this subsection needs to be submitted only once for each hazardous waste discharged. However, notifications of changed discharges must be submitted under subsection (e) above. The notification requirement of this section does not apply to pollutants already reported under the self-monitoring requirements of subsections (a), (c) and (d) of this section.

(2) Discharges are exempt from the requirements of subsection (1) above during a calendar month in which they discharge no more than 15 kilograms of hazardous wastes, unless the wastes are acute hazardous wastes in a calendar month, or of any quantity of acute hazardous wastes as specified in chapter 62-730, F.A.C., requires a one-time notification. Subsequent months during which the industrial user discharges more than such quantities of any hazardous waste do not require additional notification.

(3) In the case of any new department regulations identifying additional characteristics of hazardous waste or listing any additional substance as a

hazardous waste, the industrial user must notify the control authority and the department's hazardous waste and pretreatment authorities of the discharge of such substance within 90 days of the effective date of such regulations.

(4) In the case of any notification made under this subsection, the industrial user shall certify that it has a program in place to reduce the volume and toxicity of hazardous wastes generated to the degree it has determined to be economically practical.

(5) This provision does not create a right to discharge any substance not permitted to be discharged by this chapter, a permit issued thereunder, or applicable federal or state law.

(j) *Analytical requirements.* All pollutant analyses, including sampling techniques, to be submitted as part of a wastewater discharge permit application or report shall be performed in accordance with the techniques prescribed in Rule 62-160, F.A.C., unless otherwise specified in an applicable categorical pretreatment standard. If Rule 62-160, F.A.C. does not contain sampling or analytical techniques for the pollutant in question, sampling and analyses must be performed in accordance with procedures approved by EPA.

(k) *Sample collection.*

(1) Except as indicated in subsection (2) below, the user must collect wastewater samples using flow proportional composite collection techniques. In the event flow proportional sampling is infeasible, the director may authorize the use of time proportional sampling or a minimum of four grab samples where the user demonstrates that this will provide a representative sample of the effluent being discharged. In addition, grab samples may be required to show compliance with instantaneous discharge limits.

(2) Samples for oil and grease, temperature, pH, cyanide, phenols, sulfides, and volatile organic compounds must be obtained using grab collection techniques.

(l) *Timing* . Written reports will be deemed to have been submitted on the date postmarked. For reports which are not mailed, postage prepaid, into a mail facility serviced by the United States Postal Service, the date of receipt of the report shall be given.

(m) *Recordkeeping* .

(1) Users subject to the reporting requirements of this article shall retain, and make available for inspection and copying, all records of information obtained pursuant to any monitoring activities required by this article and any additional records of such requirements, and documentation associated with best management practices established under this article. Records shall include the date, exact place, method, and time of sampling, and the name of the person(s) taking the samples; the dates analyses were performed; who performed the analyses; the analytical techniques or methods used; and the results of such analyses. These records shall remain available for a period of at least three years. This period

shall be automatically extended for the duration of any litigation concerning the user or the city, or where the user has been specifically notified of a longer retention period by the city.

(2) Except as indicated in subsections (3) and (4) below, the user must collect wastewater samples using 24-hour flow-proportional composite sampling techniques, unless time-proportional composite sampling or grab sampling is authorized by the city. Where time-proportional composite sampling is authorized by the city, the samples must be representative of the discharge. Using protocols (including appropriate preservation) specified in 40 CFR Part 136 and appropriate EPA guidance, multiple grab samples collected during a 24-hour period may be composited prior to the analysis as follows: for cyanide, total phenols, and sulfides the samples may be composited in the laboratory or in the field; for volatile organics and oil and grease, the samples may be composited in the laboratory. Composite samples for other parameters unaffected by the compositing procedures as documented in approved EPA methodologies may be authorized by the city, as appropriate. In addition, grab samples may be required to show compliance with instantaneous limits.

(3) Samples for oil and grease, temperature, pH, cyanide, total phenols, sulfides, and volatile organic compounds must be obtained using grab collection techniques.

(4) For sampling required in support of baseline monitoring and 90-day compliance reports required in this article (40 CFR 403.12(b) and (d)), a minimum of four grab samples must be used for pH, cyanide, total phenols, oil and grease, sulfide and volatile organic compounds for facilities for which historical sampling data do not exist; for facilities for which historical sampling data do not exist; for facilities for which historical sampling data are available, the city may authorize a lower minimum. For the reports required by this article (40 CFR 403.12(e) and 403.12(h)), the industrial user is required to collect the number of grab samples necessary to assess and assure compliance by with applicable pretreatment standards and requirements.

(n) *Certification statements*. Certification of permit applications, user reports and initial monitoring waiver—The following certification statement is required to be signed and submitted by users submitting permit applications in accordance with subsection 19-214 of this chapter; users submitting baseline monitoring reports under 19-215, see 40 CFR 403.12(l); users submitting reports on compliance with the categorical pretreatment standard deadlines under subsection (c) of this section, see 40 CFR 403.12(d); users submitting periodic compliance reports required by subsection (d) of this section, see 40 CFR 403.12(e) and (h), and users submitting an initial request to forego sampling of a pollutant, see 40 CFR 403.12(e)(2)(iii). The following certification statement must be signed by an authorized representative as defined in subsection 19-181 of this chapter:

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure

that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

(1) Annual Certification for Non-Significant Categorical Industrial users. A facility determined to be a Non-Significant Categorical Industrial user by the Director pursuant to Section 30-3(103)c and Section 19-214, See 40 CFR 403.3(v)(2) must annually submit the following certification statement signed in accordance with the signatory requirements in Section 19-181 See 40 CFR 403.120(l). This certification must accompany an alternative report required by the Director:

Based on my inquiry of the person or persons directly responsible for managing compliance with the categorical Pretreatment Standards under 40 CFR _____, I certify that, to the best of my knowledge and belief that during the period from _____, _____ to _____, _____ [months, days, year]:

(a) The facility described as _____ [facility name] met the definition of a Non-Significant Categorical Industrial user as described in Section 19-181 of the Code of Ordinances, of the City of Wildwood; See 40 CFR 403.3(v)(2).

(b) The facility complied with all applicable Pretreatment Standards and requirements during this reporting period; and

(c) The facility never discharged more than 100 gallons of total categorical wastewater on any given day during this reporting period.

This compliance certification is based on the following information.

(2) Certification of Pollutants Not Present. Users that have an approved monitoring waiver based on Section 19-215 of this ordinance must certify on each report with the following statement that there has been no increase in the pollutant in its wastestream due to activities of the user. See 40 CFR 403.12(e)(2)(v).

Based on my inquiry of the person or persons directly responsible for managing compliance with the Pretreatment Standard for 40 CFR _____ [specify applicable National Pretreatment Standard part(s)], I certify that, to the best of my knowledge and belief, there has been no increase in the level of _____ [list pollutant(s)] in the wastewaters due to the activities at the facility since filing of the last periodic report under Section 19-215 Code of Ordinances, City of the City of Wildwood.

Sec. 19-216. - Penalties.

(a) *Article violations.* Any person who is found to have violated any provision of this article or any condition of IWDP's issued hereunder, shall be, upon conviction, subject to penalty in an amount not to exceed the maximum amount permissible by law or at

least $1,000.00 or by imprisonment for not more than six months, or by both, for each offense. Each separate violation shall constitute a separate offense, and upon conviction of a specified ordinance violation, each day of violation shall constitute a separate violation. In addition to the penalties provided herein, the city may recover reasonable attorney's fees, court costs, court reporter's fees and other expenses of litigation by appropriate suit at law against the person found to have violated this division or the orders, rules, regulations, and IWDPs issued hereunder.

(b) *Falsifying information.* Any person who knowingly makes any false statements, representations or certification in any application, record, report, clan or other document filed or required to be maintained pursuant to this article, or IWDP, or who falsifies, tampers with, or knowingly renders inaccurate any monitoring device or method required under this article, shall, upon conviction, be subject to a penalty of at least $1,000.00 or by imprisonment for not more than six months, or by both. Each day on which a violation shall occur or continue shall be deemed a separate and distinct offense.

Sec. 19-217. Compliance monitoring.

(a) *Right of entry*—Inspection and sampling. The director shall have the right to enter the premises of any user to determine whether the user is complying with all requirements of this chapter and any individual wastewater discharge permit or order issued hereunder. Users shall allow the director ready access to all parts of the premises for the purposes of inspection, sampling, records examination and copying, and the performance of any additional duties.

(1) Where a user has security measures in force which require proper identification and clearance before entry into its premises, the user shall make necessary arrangements with its security guards so that, upon presentation of suitable identification, the director shall be permitted to enter without delay for the purposes of performing specific responsibilities.

(2) The director shall have the right to set up on the user's property, or require installation of, such devices as are necessary to conduct sampling and/or metering of the user's operations.

(3) The director may require the user to install monitoring equipment as necessary. The facility's sampling and monitoring equipment shall be maintained at all times in a safe and proper operating condition by the user at its own expense. All devices used to measure wastewater flow and quality shall be calibrated annually to ensure their accuracy.

(4) Any temporary or permanent obstruction to safe and easy access to the facility to be inspected and/or sampled shall be promptly removed by the user at the written or verbal request of the director and shall not be replaced. The costs of clearing such access shall be borne by the user.

(5) Unreasonable delays in allowing the director access to the user's premises shall be a violation of this chapter.

(b) Search warrants. If the director has been refused access to a building, structure, or property, or any part thereof, and is able to demonstrate probable cause to believe that there may be a violation of this chapter, or that there is a need to inspect and/or sample as part of a routine inspection and sampling program of the city designed to verify compliance with this chapter or any permit or order issued hereunder, or to protect the overall public health, safety and welfare of the community, the director may seek issuance of a search warrant from the Circuit Court of Sumter County, Florida.

(c) Confidential information. Information and data on a user obtained from reports, surveys, wastewater discharge permit applications, individual wastewater discharge permits, and monitoring programs, and from the control authority's inspection and sampling activities, shall be available to the public without restriction, unless the user specifically requests, and is able to demonstrate to the satisfaction of the director that the release of such information would divulge information, processes, or methods of production entitled to protection as trade secrets under applicable state law. Any such request must be asserted at the time of submission of the information or data. When requested and demonstrated by the user furnishing a report that such information should be held confidential, the portions of a report which might disclose trade secrets or secret processes shall not be made available for inspection by the public, but shall be made available immediately upon request to governmental agencies for uses related to the NPDES program or pretreatment program, and in enforcement proceedings involving the person furnishing the report. Wastewater constituents and characteristics and other effluent data, as defined at 40 CFR 2.302 shall not be recognized as confidential information and shall be available to the public without restriction.

Sec. 19-218. Publication of users in significant noncompliance.

(a) The director shall publish annually, in a newspaper of general circulation that provides meaningful public notice within the jurisdictions served by the POTW, a list of the users which, at any time during the previous 12 months, were in significant noncompliance with applicable pretreatment standards and requirements. The term significant noncompliance shall be applicable to all significant industrial users (or any other industrial user that violates paragraphs (3), (4) or (8) of this section) and shall mean:

(1) Chronic violations of wastewater discharge limits, defined here as those in which 66 percent or more of all the measurements taken for the same pollutant parameter taken during a six-month period exceed (by any magnitude) a numeric pretreatment standard or requirement, including instantaneous limits;

(2) Technical review criteria (TRC) violations, defined here as those in which 33 percent or more of wastewater measurements taken for each pollutant parameter during a six-month period equals or exceeds the product of the numeric pretreatment standard or requirement including instantaneous limits, as defined by section 19-207 of this chapter multiplied by the applicable criteria (1.4 for BOD, CBOD, TSS, fats, oils and grease, and 1.2 for all other pollutants except pH);

(3) Any other violation of a pretreatment standard or requirement as defined by section 19-207 (daily maximum, long-term average, instantaneous limit, or narrative standard) that the director determines has caused, alone or in combination with other discharges, interference or pass through, including endangering the health of POTW personnel or the general public;

(4) Any discharge of a pollutant that has caused imminent endangerment to the public or to the environment, or has resulted in the director's exercise of its emergency authority to halt or prevent such a discharge;

(5) Failure to meet, within 90 days of the scheduled date, a compliance schedule milestone contained in an individual wastewater discharge permit or enforcement order for starting construction, completing construction, or attaining final compliance;

(6) Failure to provide within 45 days after the due date, any required reports, including baseline monitoring reports, reports on compliance with categorical pretreatment standard deadlines, periodic self-monitoring reports, and reports on compliance with compliance schedules;

(7) Failure to accurately report noncompliance; or

(8) Any other violation(s), which may include a violation of best management practices, which the director determines will adversely affect the operation or implementation of the local pretreatment program.

(b) Notification of violation. When the director finds that a user has violated, or continues to violate, any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement, the director may serve upon that user a written notice of violation. Within ten working days of

the receipt of such notice, an explanation of the violation and a plan for the satisfactory correction and prevention thereof, to include specific required actions, shall be submitted by the user to the director. Submission of such a plan in no way relieves the user of liability for any violations occurring before or after receipt of the notice of violation. Nothing in this section shall limit the authority of the director to take any action, including emergency actions or any other enforcement action, without first issuing a notice of violation.

(c) Consent orders. The director may enter into consent orders, assurances of compliance, or other similar documents establishing an agreement with any user responsible for noncompliance. Such documents shall include specific action to be taken by the user to correct the noncompliance within a time period specified by the document. Such documents shall have the same force and effect as the administrative orders issued pursuant to subsections (e) and (f) of this section and shall be judicially enforceable.

(d) Show cause hearing. The director may order a user which has violated, or continues to violate, any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement, to appear before the director and show cause why the proposed enforcement action should not be taken. Notice shall be served on the user specifying the time and place for the meeting, the proposed enforcement action, the reasons for such action, and a request that the user show cause why the proposed enforcement action should not be taken. The notice of the meeting shall be served personally or by registered or certified mail (return receipt requested) at least ten days prior to the hearing. Such notice may be served on any authorized representative of the user as defined in Section 19-and required by Section 19-214 of this chapter. A show cause hearing shall not be a bar against, or prerequisite for, taking any other action against the user.

(e) Compliance orders. When the director finds that a user has violated, or continues to violate, any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement, the director may issue an order to the user responsible for the discharge directing that the user come into compliance within a specified time. If the user does not come into compliance within the time provided, sewer service may be discontinued unless adequate treatment facilities, devices, or other related appurtenances are installed and properly operated. Compliance orders also may contain other requirements to address the noncompliance, including additional self-monitoring and management practices designed to minimize the amount of pollutants discharged to the sewer. A compliance order may not extend the deadline for compliance established for a pretreatment standard or requirement, nor does a compliance order relieve the user of liability for any violation,

including any continuing violation. Issuance of a compliance order shall not be a bar against, or a prerequisite for, taking any other action against the user.

(f) Cease and desist orders. When the director finds that a user has violated, or continues to violate, any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement, or that the user's past violations are likely to recur, the director may issue an order to the user directing it to cease and desist all such violations and directing the user to:

(1) Immediately comply with all requirements; and

(2) Take such appropriate remedial or preventive action as may be needed to properly address a continuing or threatened violation, including halting operations and/or terminating the discharge. Issuance of a cease-and-desist order shall not be a bar against, or a prerequisite for, taking any other action against the user.

(g) Administrative fines.

(1) When the director finds that a user has violated, or continues to violate, any provision of this chapter, an individual wastewater discharge permit or order issued hereunder, or any other pretreatment standard or requirement, the director may fine such user in an amount not to exceed $1,000.00. Such fines shall be assessed on a per-violation, per-day basis. In the case of monthly or other long-term average discharge limits, fines shall be assessed for each day during the period of violation.

(2) A lien upon the real property of the user shall be sought for unpaid charges, fines, and penalties after 90 calendar days.

(3) Users desiring to dispute such fines must file a written request for the director to reconsider the fine along with full payment of the fine amount within ten days of being notified of the fine. Where a request has merit, the director may convene a hearing on the matter. In the event the user's appeal is successful, the payment, together with any interest accruing thereto, shall be returned to the user. The director may add the costs of preparing administrative enforcement actions, such as notices and orders, to the fine.

(4) Issuance of an administrative fine shall not be a bar against, or a prerequisite for, taking any other action against the user.

(h) Emergency suspensions. The director may immediately suspend a user's discharge, after informal notice to the user, whenever such suspension is necessary to stop an actual or threatened discharge, which reasonably appears to present, or cause an imminent or substantial endangerment to the health or welfare of persons. The director may also immediately suspend a user's discharge, after notice and opportunity to respond, that threatens to interfere with the operation of the POTW, or which presents, or may present, an endangerment to the environment.

(1) Any user notified of a suspension of its discharge shall immediately stop or eliminate its contribution. In the event of a user's failure to immediately comply voluntarily with the suspension order, the director may take such steps as deemed necessary, including immediate severance of the sewer connection, to prevent or minimize damage to the POTW, its receiving stream, or endangerment to any individuals. The director may allow the user to recommence its discharge when the user has demonstrated to the satisfaction of the director that the period of endangerment has passed, unless the termination proceedings in subsection (i) of this section are initiated against the user.

(2) A user that is responsible, in whole or in part, for any discharge presenting imminent endangerment shall submit a detailed written statement, describing the causes of the harmful contribution and the measures taken to prevent any future occurrence, to the director prior to the date of any show cause or termination hearing under subsection (d) or (i) of this section.

Nothing in this section shall be interpreted as requiring a hearing prior to any emergency suspension under this section.

(i) Termination of discharge. In addition to the provisions in subsection 30-49(m) of this chapter, any user who violates the following conditions is subject to discharge termination:

(1) Violation of individual wastewater discharge permit conditions;

(2) Failure to accurately report the wastewater constituents and characteristics of its discharge;

(3) Failure to report significant changes in operations or wastewater volume, constituents, and characteristics prior to discharge;

(4) Refusal of reasonable access to the user's premises for the purpose of inspection, monitoring, or sampling; or

(5) Violation of the pretreatment standards in section 19-207 of this chapter.

Such user will be notified of the proposed termination of its discharge and be offered an opportunity to show cause under subsection (d) of this section why the proposed action should not be taken. Exercise of this option by the director shall not be a bar to, or a prerequisite for, taking any other action against the user.

Sec. 19-219. Judicial enforcement remedies.

(a) Injunctive relief. When the city finds that a user has violated, or continues to violate, any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement, the director may petition the Circuit Court of Sumter County of Florida, through the city's attorney, for the issuance of a temporary or permanent injunction, as appropriate, which restrains or compels the specific performance of the individual wastewater discharge permit, order, or other requirement imposed by this ordinance on activities of the user. The director may also seek such other action as is appropriate for legal and/or equitable relief, including a requirement for the user to conduct environmental remediation. A petition for injunctive relief shall not be a bar against, or a prerequisite for, taking any other action against a user.

(b) Civil penalties.

(1) User who has violated, or continues to violate, any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement shall be liable to the city for a maximum civil penalty of $1,000.00 per violation, per day. In the case of a monthly or other long-term average discharge limit, penalties shall accrue for each day during the period of the violation.

(2) The director may recover reasonable attorneys' fees, court costs, and other expenses associated with enforcement activities, including sampling and monitoring expenses, and the cost of any actual damages incurred by the city.

(3) In determining the amount of civil liability, the court shall take into account all relevant circumstances, including, but not limited to, the extent of harm caused by the violation, the magnitude and duration of the violation, any economic benefit gained through the user's violation, corrective actions by the user, the compliance history of the user, and any other factor as justice requires.

(4) Filing a suit for civil penalties shall not be a bar against, or a prerequisite for, taking any other action against a user.

(c) Criminal prosecution.

(1) A user who willfully or negligently violates any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement shall, upon conviction, be guilty of a misdemeanor, punishable by a fine of not more than $1,000.00 per violation, per day, or imprisonment for not more than six months, or both.

(2) A user who willfully or negligently introduces any substance into the POTW which causes personal injury or property damage shall, upon conviction, be subject to a penalty of at least $1,000.00, or be subject to imprisonment for not more than six months, or both. This penalty shall be in addition to any other cause of action for personal injury or property damage available under state law.

(3) A user who knowingly makes any false statements, representations, or certifications in any application, record, report, plan, or other documentation filed, or required to be maintained, pursuant to this chapter, individual wastewater discharge permit, or order issued hereunder, or who falsifies, tampers with, or knowingly renders inaccurate any monitoring device or method required under this chapter shall, upon conviction, be punished by a fine of not more than $1,000.00 per violation, per day, or imprisonment for not more than six months, or both.

(4) In the event of a second conviction, a user shall be punished by a fine of not more than $1,000.00 per violation, per day, or imprisonment for not more than six months, or both.

(d) Remedies nonexclusive. The remedies provided for in this chapter are not exclusive. The director may take any, all, or any combination of these actions against a noncompliant user. Enforcement of pretreatment violations will generally be in accordance with the city's enforcement response plan. However, the director may take other action against any user when the circumstances warrant. Further, the director is empowered to take more than one enforcement action against any noncompliant user.

Sec. 19-220. Supplemental enforcement action.

(a) Performance bonds. The director may decline to issue or reissue an individual wastewater discharge permit to any user who has failed to comply with any provision of this chapter, a previous individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement, unless such user

first files a satisfactory bond, payable to the city, in a sum not to exceed a value determined by the director to be necessary to achieve consistent compliance.

(b) Liability insurance. The director may decline to issue or reissue an individual wastewater discharge to any user who has failed to comply with any provision of this chapter, a previous individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement, unless the user first submits proof that it has obtained financial assurances sufficient to restore or repair damage to the POTW caused by its discharge.

(c) Water supply severance. Whenever a user has violated or continues to violate any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement, water service to the user may be severed. Service will recommence, at the user's expense, only after the user has satisfactorily demonstrated its ability to comply.

(d) Public nuisances. A violation of any provision of this chapter, an individual wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement is hereby declared a public nuisance and shall be corrected or abated as directed by the director. Any person(s) creating a public nuisance shall be subject to all applicable provisions of the City Code governing such nuisances, including reimbursing the city for any costs incurred in removing, abating, or remedying said nuisance.

Sec. 19-221. Affirmative defenses to discharge violations.

(a) Upset.

(1) For the purposes of this section, upset means an exceptional incident in which there is unintentional and temporary noncompliance with categorical pretreatment standards because of factors beyond the reasonable control of the user. An upset does not include noncompliance to the extent caused by operational error, improperly designed treatment facilities, inadequate treatment facilities, lack of preventive maintenance, or careless or improper operation.

(2) An upset shall constitute an affirmative defense to an action brought for noncompliance with categorical pretreatment standards if the requirements of paragraph (3), below, are met.

(3) An industrial user who wishes to establish the affirmative defense of upset shall demonstrate, through properly signed, contemporaneous operating logs, or other relevant evidence that:

a. An upset occurred, and the industrial user can identify the cause(s) of the upset;

b. The facility was at the time being operated in a prudent and workman-like manner and in compliance with applicable operation and maintenance procedures; and

c. The industrial user has submitted the following information to the director within 24 hours of becoming aware of the upset. A written submission must be provided within five days containing:

1. A description of the indirect discharge and cause of noncompliance;

2. The period of noncompliance, including exact dates and times or, if not corrected, the anticipated time the noncompliance is expected to continue; and

3. Steps being taken and/or planned to reduce, eliminate, and prevent recurrence of the noncompliance.

(4) In any enforcement proceeding, the industrial user seeking to establish the occurrence of an upset shall have the burden of proof.

(5) Users shall have the opportunity for a judicial determination on any claim of upset only in an enforcement action brought for noncompliance with categorical pretreatment standards.

(6) The industrial users shall control production of all discharges to the extent necessary to maintain compliance with categorical pretreatment standards upon reduction, loss, or failure of its treatment facility until the facility is restored or an alternative method of treatment is provided. This requirement applies in the situation where, among other things, the primary source of power of the treatment facility is reduced, lost, or fails.

(b) Prohibited discharge standards. User shall have an affirmative defense to an enforcement action brought against it for noncompliance with the general prohibitions in Section 19-207 of this chapter if it can prove that it did not know, or have reason to know, that its discharge, alone or in conjunction with discharges from other sources, would cause pass through or interference and that either:

(1) A local limit exists for each pollutant discharged and the user was in compliance with each limit directly prior to, and during, the pass through or interference; or

(2) No local limit exists, but the discharge did not change substantially in nature or constituents from the user's prior discharge when the city was regularly in compliance with its NPDES permit, and in the case of interference, was in compliance with applicable sludge use or disposal requirements.

(c) Bypass.

(1) For the purposes of this section:

a. Bypass means the intentional diversion of wastestreams from any portion of a user's treatment facility.

b. Severe property damage means substantial physical damage to property, damage to the treatment facilities which causes them to become inoperable, or substantial and permanent loss of natural resources which can reasonably be expected to occur in the absence of a bypass. Severe property damage does not mean economic loss caused by delays in production.

(2) An industrial user may allow any bypass to occur which does not cause pretreatment standards or requirements to be violated, but only if it also is for essential maintenance to assure efficient operation. These bypasses are not subject to the provision of paragraphs (3) and (4)a.—c. of this section.

(3) Bypass notifications.

a. If an industrial user knows in advance of the need for a bypass, it shall submit prior notice to the director, at least ten days before the date of the bypass, if possible.

b. An industrial user shall submit oral notice to the director of an unanticipated bypass that exceeds applicable pretreatment standards within 24 hours from the time it becomes aware of the bypass. A written submission shall also be provided within five days of the time the user becomes aware of the bypass. The written submission shall contain a description of the bypass and its cause; the duration of the bypass, including exact dates and times, and, if the bypass has not been corrected, the anticipated time it is expected to continue; and steps taken or planned to

reduce, eliminate, and prevent reoccurrence of the bypass. The director may waive the written report on a case-by-case basis if the oral report has been received within 24 hours.

(4) Bypass. Bypass is prohibited, and the director may take an enforcement action against a user for a bypass, unless:

a. Bypass was unavoidable to prevent loss of life, personal injury, or severe property damage;

b. There were no feasible alternatives to the bypass, such as the use of auxiliary treatment facilities, retention of untreated wastes, or maintenance during normal periods of equipment downtime. This condition is not satisfied if adequate back-up equipment should have been installed in the exercise of reasonable engineering judgment to prevent a bypass which occurred during normal periods of equipment downtime or preventive maintenance;

c. The user submitted notices as required under paragraph (3) of this section; and

d. The director may approve an anticipated bypass, after considering its adverse effects, if the director determines that it will meet the three conditions listed in paragraph (4)a. of this section.

Sec. 19-222. Miscellaneous matters.

(a) City's responsibility for normal maintenance. The city will be responsible for normal servicing, testing and repair of meters, mains and all other plants and equipment belonging to the city.

Customers shall maintain clearance around water meters for maintenance and repair. A two-foot clearance on all sides of the meter box for residential meters and three feet on all side for commercial meters and a minimum of six feet of clearance for tree branches and/or other obstructions above the meter shall be maintained at all times. Landscaping around water meters shall not impede access for reading, testing, repairing and/or replacement of the device.

(b) Temporary shut-offs; claims against the city. The city reserves the right to shut off water or wastewater service temporarily whenever necessary for the purpose of making alterations or repairs. It is expressly stipulated by and between the city and its

customers that no claim shall be made against the city on account of interruption of water or wastewater service, whether deliberate or by accident.

(c) Cross-connections. It shall be unlawful for any person to have existing cross-connections between any two systems located on his property unless controlled by an existing atmospheric gap.

(d) Pumps. It shall be unlawful for any person to install pumps other than those which will meet the requirements of the city and are approved by the director. All pumps shall work without the aid of an open priming device.

(e) Furnishing free water or wastewater service to any person, facility or location prohibited. No water or wastewater service shall be furnished or rendered free of charge to any person or location.

(f) Reasonable service conditions.

(1) The city reserves the right to refuse to provide, or to cease providing, water or wastewater service to any connector for reasons which shall include, but not be limited to, use of water or contribution of wastewater in such manner or form as to be injurious or detrimental to the general welfare of its customers or the community. The city may require that pretreatment, flow regulations, or other remedial, preventive or corrective facilities be installed at the expense of the connector, when the situation so warrants the provision and use of such facilities.

(2) The city shall have the authority to halt or eliminate immediately and effectively any actual or threatened discharge of pollutants to the POTW which presents or may present an imminent or substantial endangerment to the health or welfare of persons, to the environment or cause interference with the operation of the POTW.

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: O2024-80 Modification to Chapter 19 of the Code of Ordinances

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: **Resolution to Add Policy 8.32 Purchasing Card Policy**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: November 11, 2024 Termination Date:

Managing Division/Department: Finance

BUDGET IMPACT: None.

HISTORY/FACTS/ISSUES:

The City has initiated a new purchasing card program through Regions Bank. Prior to implementation of the program, it is important to set up a policy that is clear on the appropriate use of the cards. In addition, the City's auditors recommended that the City implement a policy to regulate usage. The City's purchasing manager was instrumental in drafting the policy with review and editing by the CFO and Assistant CFO. This policy will become part of the Personnel Rules and Regulations. The finance department will schedule training sessions to inform purchasing card users of the rules.

RESOLUTION NO. R2024-28

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA ADDING POLICY 8.32 "PURCHASING CARD POLICY" TO THE PERSONNEL RULES AND REGULATIONS; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Wildwood has determined there is a need to revise the Personnel Rules and Regulations for employees of the City of Wildwood to establish guidelines for use of purchasing cards.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF WILDWOOD, FLORIDA, THAT:

1. The City Commission hereby adopts new section 8.32 to the Personnel Rules and Regulations as set forth in Attachment A, attached hereto and incorporated herein, establishing guidelines for the use of purchasing cards by employees of the City of Wildwood.

2. 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 _____, 20____, by the City Commission of the City of Wildwood, Florida.

CITY COMMISSION

CITY OF WILDWOOD, FLORIDA

_____
Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

ATTACHMENT A

1. SUBJECT. Policy and Program

2. PURPOSE. To establish the authority and regulations associated with managing a purchasing card program with the intent of enhancing operational efficiency while mitigating fiscal risk.

3. POLICY. The City of Wildwood Purchasing Card Program is designed to improve efficiency in processing low-dollar purchases from vendors that accept a City obtained credit card. This program allows city employees, as the cardholders, to purchase approved goods and services directly from vendors who accept Visa credit cards. This policy establishes the appropriate uses, required controls and procedural authorities necessary to manage a City Purchasing Card (P-Card) program. This policy shall complement and support other City financial, operational, and administrative regulations. All purchases made with a P-Card shall be for official City business only and this policy serves as the authority to establish processes, enforce program regulations, and monitor card transaction activities.

4. PROCEDURE.

   The purpose of the P-Card program is to enhance efficiency for both operational and administrative functionalities throughout the City. The program shall support the following objectives.

   1. Provide an efficient and cost-effective method of purchasing and paying for products and services not exceeding $2,500.00 per purchase, except as otherwise pre-approved.

   2. Ensure that P-Card purchases are in accordance with the City’s ordinances, policies, and procedures.

   3. To ensure that the City bears no legal liability from inappropriate use of the P-Cards.

   4. Reduce the use of small of multiple purchase orders and invoices to reduce the time spent processing low-dollar transactions.

   5. To provide disciplinary action if the P-Cards are misused.

   6. To provide for the payment of authorized travel expenditure for designated employees in accordance with the established travel policy.

5. PROGRAM ADMINISTRATION

The use of the P-Card simplifies the procurement/disbursement process by eliminating the need for a Purchase Order and processing payment requests. Procurement responsibility is delegated by the City Manager through the Finance Department to authorized Cardholders within each Department, enabling them to place an order directly with a vendor.

1. Authorization for employees to participate in the program and to maintain cardholder or approver delegation is predicated on the completion of the mandatory training. Training is administered through the Finance Department. Training will include the contents of this policy, and the procedures required to ensure card use is adhered to, proper documentation is maintained, and the purchasing policy is supported. No other person is authorized to use a card issued to the authorized cardholder.

2. When the Cardholder make a purchase, a vendor requests a point-of-sale purchase authorization from the bank through their Visa Purchasing Card System. The Visa Purchasing Card System checks the transaction against the Cardholder's preset purchasing dollar limits as established by the City Manager or designee. Transactions are approved or declined (electronically) based on these established purchase limit controls.

3. The only purchases that are permitted with the City's P-Card are those related to conducting City business. All purchases shall be completed in compliance to other City policies and procedures as the P-Card payment method does not surpass regulations applicable to the product, service, or use of a funding source associated with the purchase. Compliance is administered with multiple controls enforced through a partnership between the cardholder, cardholder approver and Finance Department.

4. Under no circumstances is a Cardholder permitted to use the P-Card for personal purchases. Using the P-Card for personal purchases may result in disciplinary action, up to and including termination from City employment and criminal prosecution. If an employee inadvertently uses the purchasing card for personal use, they must notify the program administrator in writing as soon as possible and prior to the close of the P-Card activity monthly cycle payment in which the errant transactions occurred.

5. Supervisors (those serving as approving officials), who knowingly, or through will neglect, approve personal or fraudulent purchases are subject to the same disciplinary actions as Cardholders. The employees in an approver role, shall ensure that all purchases support City programs and projects within the cardholders job description or general responsibilities.

SECTION II: PURCHASING CARD CONTROLS AND GENERAL USE

1. PURCHASING SPEND LIMITS: Present purchase limits are applied to City issued cards as an electronic and automated method to mitigate risk, control liability, and enhance security.

    a. The cardholder's Department Director shall select two preset purchase limits for each of their designated Cardholders. Single purchases limit and P-Card activity monthly cycle (30-day) spend limit are established for each card issued.

Single Purchase Preset Limits	Monthly Preset Spend Limits
$500	$2,000
$1,000	$5,000
$2,000	$10,000

    b. The maximum preset purchase limits for all Cardholders shall vary depending on the purchaser's needs, but none shall exceed the $2,500 single purchase limit and a $20,000 monthly purchase limit. Any exceptions such as emergencies shall be authorized, in writing, by the City Manager.

    c. Requests for preset purchasing limits greater than those shown above must be made by the Department Director through the program administrator (Finance). The City Manager may approve or reject the requested increase in a preset purchasing limit.

2. PURCHASING CARD USE: The P-Card may be used to purchase products and services on behalf of the City. P-Cards should be utilized when it is in the best interest of the City and when other purchase and/or payment methods are not feasible.

a. A single purchase may be made of different items; however, the invoice/receipt cannot exceed the Cardholder's single purchase limit.

Purchases will be denied at the point of sale if the authorized single purchase limit is exceeded.

b. Purchases that are over $2,500 must be made through the use of a Purchase Order in accordance with the City's Purchasing Policy. The purchase of a single item that exceeds the $2,500 threshold cannot be purchased under two separate invoices/receipts (split into two separate purchases) to stay within the single purchase limit. Splitting purchases for single items that exceed the $2,500 threshold will be considered an abuse of the P-Card program and subject to disciplinary action.

c. The P-Card, as a payment method, serves the purpose of a purchase order along with the monthly bank statement and receipts supporting the approval and compliance of the purchase transaction under $2,500. In support of the Purchasing Policy, all transactions not qualified for P-Card use and over the dollar thresholds identified in this policy as well as the Purchasing Policy require a purchase requisition and resulting purchase order.

d. The P-Card may be used for in-store purchases as well as online purchases for products or services not readily available through the use of a purchase order. In the case of delivery, all deliveries shall be to an official City address.

3. PURCHASING CARD TRANSACTION APPROVALS: In addition to the preset controls, approval officials, supervisors or managers of the cardholders are required to review P-Card transaction statements and receipts for each transaction cycle.

a. If the approver questions a purchase, it is the approver's responsibility to resolve the issue with the cardholder prior to the cycle closing and monthly payment to the card-providing bank. The approver shall notify the program administrator of any improper use.

b. The approver is responsible for notifying the program administrator in the cardholder resigns or transfers to another department or supervisor.

c. The approver shall ensure that the cardholder completes training and attends card program internal meetings that provide card use and administration information.

4. LOST OR STOLEN P-CARDS OR CARD NUMBERS: A lost or stolen P-Card must be handled immediately in order to minimize or prevent misuse. Card

numbers and security codes are also at risk of being stolen so cardholders shall monitor card activity closely.

   a. If a P-Card is lost, stolen, or misplaced, or if the Cardholder thinks that there have been charges made against their P-Card number without his or her authorization, the Cardholder must immediately notify the program administrator (Finance Department). The program administrator will then notify the purchase card provider to suspend, cancel and/or replace the card. Failure to provide immediate notification will result in disciplinary action.

   b. The Cardholder shall report all information necessary and complete all forms required to reduce liability to the City for a lost or stolen card (or card number).

5. MISUSE OR MISHANDLING OF THE P-CARD: Cardholders and approvers have a fiduciary responsibility to ensure that City resources are utilized in the best interest of the City.

   a. The Finance Director (or designee) has the authority to cancel any cardholder's P-Card immediately upon verification of misuse. There are no exceptions to the application of this policy to any employee, unless otherwise approved by the City Manager (or designee).

   b. A P-Card violation notification may be issued to the Cardholder for any misuse or mishandling of the P-Card. Cardholders shall be disciplined in accordance with the City's Policies, Procedures, and within the City Manager's discretion.

   c. The P-Card is to be used for City authorized purchases only. The P-Card can only be used within the limitations of the threshold amounts, unless otherwise approved by the City Manager or designee. The P-Card shall not be used for any personal use and any such use will require immediate reimbursement and may result in disciplinary action.

   d. Cardholders are expected to follow appropriate federal, state, and local laws and guidelines as well as use reasonable judgment when making purchases. Funding source requirements such as grant terms and

conditions are the responsibility of the cardholder as well as the approver to ensure compliance.

e. Back order is NOT allowed. All items purchased under a single order transaction should be delivered at the same time in a single delivery. If a

particular item is not immediately available, the order should not be placed until that item is available. Purchases shall be ordered and received within the same monthly transaction cycle. The order should not be placed without this assurance.

f. Orders that carry over into another cycle or multiple cycles (months) may hinder the City's ability to return the items, dispute the transaction or credit the account. When placing such an order, the Cardholder must confirm that the vendor will charge the P-Card when the shipment is made not when the order is made so that receipt of the supplies may be certified on the monthly statement of account. The order should not be placed without this assurance.

g. There are certain products or services that may be restricted from P-Card use and should be acquired through the purchase requisition process or other established City expenditure options. Some purchases not recommended for the P-Card are those that may require additional approvals from departments that might be impacted by the products or services acquired. For example, cardholders should obtain concurrence from the IT Department before buying computer-related items.

6. PROCUREMENT OF TRAVEL AND RELATED EXPENDITURES: Qualifying travel related expenditure may be processed through the P-Card within the limitation of travel-related policies and procedures.

a. Department Directors and other officials under the jurisdiction of the City may utilize the P-Card to procure hotel, conference registrations, hotel parking, and other travel and related expenses. The P-Card shall not be used for personal travel under any circumstance. Any employee in violation of this policy shall be responsible for reimbursing the City and subject to disciplinary action.

b. All travel shall be in compliance with the travel policy. Prior approval of travel must be obtained to utilize the P-Card for reservation(s) of travel expenses.

c. There are certain travel related transactions that are restricted from P-Card use. These purchases should be paid for with other established City expenditure options. Purchases such as in-room movies, gasoline or meals are regulated by the travel policy and should not be acquired on the P-Card.

SECTION III: TRANSACTION ACTIVITY SUPPORT AND RECORDS

1. PURCHASING CARD ACTIVITY DOCUMENTATION: Purchase transactions and P-Card activity approval shall be documented and recorded for each cycle. P-Card activity documents are official records of the City and are subject to the applicable rules and regulations.

    a. The Cardholder must save all sales receipts received from P-Card purchases. The Cardholder will attach all sales receipts to the monthly statements. Submit the receipts and statemen (P-Card Transaction Packet) to the Finance Department.

    b. If for any reason the Cardholder does not have any documentation (receipt) of the transaction to provide with the monthly statement, the Cardholder must attach a written explanation for the missing receipt along with purchase details (such as item description, price, date of purchase and vendor name). Failure to provide this information may result in disciplinary actions. The employee may be required to pay the City for the undocumented expense.

    c. Continued failure to document P-Card activity and/or incidents of missing documentation may result in the cancellation of the employee’s P-Card.

2. RECONCILIATION RESPONSIBILITY: Reconciliation is the process of matching receipts to the monthly transaction statements with an emphasis on but not limited to verifying the number of transactions, the vendors, and the total monthly spend.

    a. The cardholder shall assemble and reconcile the cycle activity by organizing the receipts and the monthly transaction statement before submitting to Finance. The cardholder’s supervisor shall review and sign off on the documentation before the reconciled packet is submitted to Finance.

b. All documentation shall be submitted by the established cycle deadline and failure to do so may result in disciplinary action.

c. Approvers are responsible for ensuring that all documentation is submitted on time and complete. Continued incidents of late submittals may result in the cancellation of the employee's individual P-Card or removal of the P-Card program privileges from the project, department, or workgroup.

3. PURCHASING CARD GUIDELINES AND ASSOCIATED POLICIES: P-Card use, documentation, reconciliation, and other program specific procedures shall be issued through an administrative instruction guide to assist participants, enhance program, maintenance, and promote compliance to this policy.

Effective Date: XXXXXXXXXX

Last Revised: XXXXXXXXXX

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Community Center HVAC Project ITB 2024-26 – Recommendation for Award**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for the Community Center Building HVAC Project has been allocated in account 301-541-60-6204

HISTORY/FACTS/ISSUES:

On April 2024, the commission approved Kimley-Horn's Work Authorization (WA) 7 for the design and bidding support services for the new Community Center HVAC system. ITB 2024-26 opened on September 16, 2024, with two submissions. Holiday Enterprise Heat & Air was deemed the lowest responsive bidder with a total bid of $554,300. Kimley-Horn evaluated the bids and recommended awarding the contract to Holiday Enterprise Heat & Air Inc. Included for consideration is Kimley-Horn's Evaluation and Recommendation Report.

MEMORANDUM

To: Robert Schoepe, City of Wildwood; Hector Sanchez, City of Wildwood

From: Kevin Peterson

Kimley-Horn and Associates, Inc.

Date: 9/20/2024

Subject: Bid Evaluation for Wildwood Community Center HVAC Equipment Replacement ITB 2024-26

Wildwood Community Center HVAC Equipment Replacement ITB 2024-26

Bids were received for the project listed above on 9/16/2024. Of the two bids received, both bidders attended the mandatory pre-bid meeting and met the requirements of the bidding documents. Holiday Enterprise Heat & Air Inc. was the low bidder with a total bid of $554,300.00. Kimley-Horn reviewed the bid documents and proposed scope and recommend accepting the bid by Holiday Enterprise Heat and Air Inc.

There was some minor scope discrepancies listed below that should be confirmed as covered in the bid. Of note the other bidder, air Mechanical & Service Corp, did not include a scope breakdown to compare against the contract documents and that bid was $255,600.00 above the low bid of Holiday Enterprise. Kimley-Horn was not familiar with Holiday Enterprise but research into the company history indicates that a project of this scale and scope is well within their capabilities. In Holiday Enterprises' project portfolio, they have the Wildwood Police Department listed as a completed project that can be queried as a reference should the City of Wildwood wish to do so.

City of Wildwood Community Center HVAC Equipment Replacement ITB 2024-26			
	Price	**Noted Exclusions/notes**	**Price Comparison**
Holiday Enterprise Heat & Air Inc.	$ 554,300.00	Called out replacement of (6) Split Systems when in fact there are (7) systems). Unclear if contractor carried the cost for a 5 ton temp A/C system to be used during construction. In one area they say they have the concrete work included and in another it is listed as an exclusion.	**Low bid**
Air Mechanical & Service Corp	$ 809,900.00	Bid did not include any scope breakdown to compare against project construction documents.	$ 255,600.00

CITY OF WILDWOOD

Invitation to Bid No. 2024-26

HVAC Renovations at Wildwood Community Center

To: Robert Holiday

Date: September 27, 2024

Re: Apparent Low Bidder Questionnaire

The City of Wildwood has identified Holiday Enterprise Heat & Air Inc. as the apparent low bidder. In order to establish qualification and responsiveness, please answer the following questions and return the completed required documents.

Your response shall be submitted electronically to the following email address:

rschoepe@wildwood-fl.gov

The response is due on or before Thursday, October 3rd at 3 PM (EST).

If you have any questions regarding this opportunity, please feel free to contact me.

Thank you,

Robert Schoepe

Procurement Program Manager

City of Wildwood

IFB 2024-26 HVAC Renovations at Wildwood Community Center

QUESTIONS for the apparent low bidder:

1. The bid received called out the replacement of (6) Split Systems when it fact there are (7) systems referenced in the specifications. Confirm the number of systems your bid includes under the Lump Sum of $554,300.

   we have 7 systems included.

2. It is unclear if the bid submitted included the cost of a 5-ton temporary A/C system to be used during construction. Is the cost of the temporary A/C system included in the Lump Sum of $554,300?

   no, we do not have temp a/c included.
   where does it state to include temp A/C.

3. Your bid submitted included the required concrete work, but it also listed it as an exclusion. Is the cost of the required concrete work, as described in the specifications, included in the Lump Sum of $554,300?

   yes, all concrete work is included.

4. Return the following required forms.

00430	Trench Safety Form
00432	Non Collusion Affidavit
00434	Conflict of Interest Affidavit
00436	Florida Statutes on Public Entity Crimes Affidavit
00438	Compliance With the Public Records Law Affidavit
00440	Bidder Information and Affidavit
00450	Certification Of Non-Segregated Facilities Form
00452	Disputes Disclosure Form
00454	Drug Free Workplace Form
00455	Certification Regarding Non-Scrutinized Companies
00456	Unauthorized (Illegal) Alien Workers Affidavit
00458	E-Verify Compliance Form
00460	Americans With Disabilities Act Affidavit
00462	Equal Employment Opportunity Certification
00463	Certification Regarding Debarment
00465	Schedule of Proposed Subcontractors

From: Peterson, Kevin
To: Robert Schoepe
Cc: Jeremy Hockenbury; Thomas Rigwood; Courtney Kellem; Terry Bunn; Hector Sanchez
Subject: RE: Wildwood CC Bid Evaluation ITB 2024-26
Date: Monday, October 14, 2024 10:51:18 AM
Attachments: image001.png

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No change in recommendation.

They had a question back to us on where we required a temporary A/C unit and that would be in the phasing plan on sheet M000 Phase 1 note 5.

Thanks

From: Robert Schoepe <rschoepe@wildwood-fl.gov>
Sent: Monday, October 14, 2024 10:43 AM
To: Peterson, Kevin <Kevin.Peterson@kimley-horn.com>
Cc: Jeremy Hockenbury <jhockenbury@wildwood-fl.gov>; Thomas Rigwood <trigwood@wildwood-fl.gov>; Courtney Kellem <ckellem@wildwood-fl.gov>; Terry Bunn <tbunn@wildwood-fl.gov>; Hector Sanchez <hsanchez@wildwood-fl.gov>
Subject: RE: Wildwood CC Bid Evaluation ITB 2024-26

Hello Kevin,

Attached is the response from Holiday. Does this change your recommendation in anyway?

Thanks,

Robert

Robert Schoepe
City of Wildwood - Finance
Procurement Program Manager

From: Hector Sanchez <hsanchez@wildwood-fl.gov>
Sent: Monday, October 14, 2024 9:55 AM
To: Robert Schoepe <rschoepe@wildwood-fl.gov>

Cc: Jeremy Hockenbury <jhockenbury@wildwood-fl.gov>; Thomas Rigwood <trigwood@wildwood-fl.gov>; Courtney Kellem <ckellem@wildwood-fl.gov>; Terry Bunn <tbunn@wildwood-fl.gov>; Peterson, Kevin <Kevin.Peterson@kimley-horn.com>
Subject: Re: Wildwood CC Bid Evaluation ITB 2024-26

Good morning Robert,

Could you please update us on the status of the CC HVAC project?

Thank you.

Hector R Sanchez, PE, ENV SP

From: Robert Schoepe <rschoepe@wildwood-fl.gov>
Sent: Monday, September 23, 2024 3:39 PM
To: Hector Sanchez <hsanchez@wildwood-fl.gov>; Jeremy Hockenbury <jhockenbury@wildwood-fl.gov>; Courtney Kellem <ckellem@wildwood-fl.gov>
Cc: Thomas Rigwood <trigwood@wildwood-fl.gov>; Terry Bunn <tbunn@wildwood-fl.gov>
Subject: Re: Wildwood CC Bid Evaluation ITB 2024-26

Hello Kevin and Hector,

In order to resolve the minor scope discrepancies, the attached document we discussed will be sent to Holiday as the apparent low bidder. However, before that can happen I will need the required documents as listed in the attach to send with the letter.

Thank you,

Robert

EST. 1877 WILDWOOD FLORIDA

Robert Schoepe

Procurement Program Manager

Phone: 352-932-3053 Ext. 137

From: Hector Sanchez <hsanchez@wildwood-fl.gov>

Sent: Monday, September 23, 2024 8:28 AM
To: Jeremy Hockenbury <jhockenbury@wildwood-fl.gov>; Courtney Kellem <ckellem@wildwood-fl.gov>
Cc: Thomas Rigwood <trigwood@wildwood-fl.gov>; Terry Bunn <tbunn@wildwood-fl.gov>; Robert Schoepe <rschoepe@wildwood-fl.gov>
Subject: FW: Wildwood CC Bid Evaluation ITB 2024-26

Good morning,

Please find attached the bid evaluation.

Hector R Sanchez, PE, ENV SP

From: Peterson, Kevin <Kevin.Peterson@kimley-horn.com>
Sent: Friday, September 20, 2024 12:40 PM
To: Robert Schoepe <rschoepe@wildwood-fl.gov>; Hector Sanchez <hsanchez@wildwood-fl.gov>
Cc: Murad, Mohammed <mohammed.murad@kimley-horn.com>; LaPera, Al <Al.LaPera@kimley-horn.com>
Subject: Wildwood CC Bid Evaluation ITB 2024-26

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Robert/Hector

Please see attached bid evaluation and recommendation. Please reach out with any questions or concerns.

Thanks

Kimley»Horn
Kevin J. Peterson - Building Energy Services
EMP, CxA
Kimley-Horn | 201 North Franklin St., Suite 1400, Tampa, Florida 33602
Direct: 813.553.3701 | Mobile: 813.270.6515 I Main: 813.620.1460 | www.kimley-horn.com
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CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Kimley Horn Amendment #1 to Work Authorization #7 for Community Center HVAC Construction Administration in the Amount of $55,450**

REQUESTED ACTION: Stafff recommneds approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for the services has been allocated to the project account 301-541-60-6204

HISTORY/FACTS/ISSUES:

In April 2024, the Commission approved Kimley Horn's Work Authorization (WA) 7 for design and bidding support services for the new Community Center HVAC system project. The project has now been bid, and the proposed Amendment 1 to WA 7 outlines the necessary construction phase services and commissioning required in accordance with the Florida Building Code (FBC) to complete the project. The proposed services are in the amount of $55,450.

AMENDMENT NUMBER 1 TO WORK AUTHORIZATION 7 BETWEEN KIMLEY-HORN AND ASSOCIATES, INC. AND THE CITY OF WILDWOOD

AMENDMENT NUMBER 1 DATED October 24, 2024, to WORK AUTHORIZATION 7 between City of Wildwood ("the City") and Kimley-Horn and Associates, Inc., ("Kimley-Horn" or "Consultant") dated April 16, 2024 ("WA") concerning Wildwood Community Center (the "Project").

Kimley-Horn has entered the WA with the City for the furnishing of professional services, and the parties now desire to amend the WA.

Therefore, it is mutually agreed that the WA is amended to include Additional Services to be performed by Kimley-Horn and provisions for additional compensation by the City to Kimley-Horn, all as set forth in Exhibit A hereto. The parties ratify the terms and conditions of the WA consistent with this Amendment, all of which are incorporated by reference.

ATTACHMENTS: EXHIBIT A

ACCEPTED:

CITY OF WILDWOOD	KIMLEY-HORN AND ASSOCIATES, INC.
BY:_____	BY: Gene Losito
	Gene B. Losito, P.E.
TITLE:_____	TITLE: Vice President
DATE:_____	DATE: October 24, 2024

G:\New Business\Public Sector\City of Wildwood\2024\MNM\MEP services for Community Center\Proposal\AMD 1\AMD 1 to WA 7_Comm Ctr HVAC.docx

Consultant shall perform the following Additional Services:

Project Understanding

In accordance with the March 2024 Request for Proposal (RFP) Scope of Work, the project consists of replacing the existing HVAC system in kind (No change). The existing system consists of 7 DX Outside Units and 7 AHUs, totaling 70 tons. The HVAC upgrade also requires the following to be implemented into the design. The project will consist of survey, design, permitting, and bid administration assistance with the following understanding. The HVAC design will be designed based on the following:

1. HVAC systems are intended to be designed to meet current building code requirements. Systems are anticipated as follows:

    a) The system will be designed as a high-performance energy-efficient replacement DX system.

2. New Building Management System

3. Utilize Demand Control Ventilation System

4. Ventilation/exhaust systems are included.

The electrical design will be designed based on the following:

1. Replacement power design for equipment.

Scope of Services

Task 3 – Construction Phase Services

A. Site Visits and Construction Observation. Kimley-Horn will make up to 3 site visits to observe the progress of the Work. Observations will not be exhaustive or extend to every aspect of the Contractor's work but will be limited to spot-checking and similar methods of general observation. Based on the site visits, Kimley-Horn will evaluate whether the Contractor's work is generally proceeding in accordance with the Contract Documents and keep the City informed of the general progress of the work.

B. Kimley-Horn will perform a single substantial completion site visit and completion recommendation.

Kimley-Horn will not supervise, direct, or control Contractor's work and will not have the authority to stop the work or be responsible for the means, methods, techniques, equipment choice and use, schedules, or procedures of construction selected by Contractor for safety programs incident to Contractor's work, or for failure of Contractor to comply with laws. Kimley-Horn does not guarantee Contractor's performance and has no responsibility for Contractor's failure to perform in accordance with the Contract Documents.

C. Shop Drawings and Samples. Kimley-Horn will review Shop Drawings and Samples and other data that the Contractor is required to submit, but only for general conformance with the Contract Documents. Such review and any action taken in response will not extend to means, methods, techniques, equipment choice and usage, schedules, or procedures of construction or to related safety programs. Any action in response to a shop drawing will not constitute a change in the Contract Documents, which can be changed only through the Change Orders.

D. Substitutes and "or-equal/equivalent." Kimley-Horn will evaluate the acceptability of substitute or "or-equal/equivalent" materials and equipment proposed by the Contractor in accordance with the Contract Documents.

E. Reviewing record drawings prepared by the Contractor.

F. Provide a closeout package to the City, including: Design Plans, Engineer's Certification, Record Drawings, and Available Permits (as applicable).

Task 4– Code Required Commissioning

A. Kimley-Horn will provide Sustainable/CODE-REQUIRED commissioning services in accordance with Florida Building Code 8th Edition (2021), Energy Conservation Section C408.

B. Kimley-Horn will provide the following commissioning (Cx) process activities in accordance with ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1–2007 for HVAC&R Systems, as they relate to energy, water, indoor environmental quality, and durability.

C. Kimley-Horn will designate an individual as the Commissioning Authority (CxA) to lead, review and oversee the completion of the commissioning process activities.

1) Kimley-Horn's CxA has documented commissioning authority experience in at least two similar building projects.

2) The individual serving as the CxA is independent of the project's design and construction management team.

D. The City will be responsible for preparing the Owner's Project Requirements (OPR), and the design team will develop the Basis of Design (BOD). Kimley-Horn will review both documents for consistency between the OPR and the BOD. Kimley-Horn is not responsible for updates, modifications, and/or revisions to either the OPR or BOD. If the City and/or design team need assistance preparing these documents, Kimley-Horn can provide that assistance as an additional service.

E. Kimley-Horn will provide commissioning requirements to the City and the design team for incorporation by the design team into the construction documents.

F. Kimley-Horn will develop and implement the commissioning plan. An initial preliminary commissioning plan will be developed during the design development phase and reviewed with the design team and the City for acceptance. The commissioning plan will be updated throughout the commissioning scope of work.

G. Kimley-Horn is anticipating the following site observations and on-site commissioning activities:

1) For pre-function testing and general site visits, Kimley-horn anticipates 2 site visits.

2) For the functional performance testing phase, Kimley-Horn anticipates 2 site visits of onsite functional performance testing activities once the following items have been completed:

a. After notification from the Client that the Contractor has completed their initial installation and that the functional testing can begin, Kimley-Horn will be onsite to perform the functional testing for each of the systems identified to be commissioned.

b. MEP Engineer of Record has reviewed and accepted the Test and Balance report and confirms that the building automation system is fully operational.

3) Site observation visits or attendance at onsite meetings, as requested by the Client, in excess of the 4 total site visits can be provided as an Additional Service.

4) Additional site visits required due to improper set-up of the systems by the Contractors or failed commissioning tests will be considered an additional service.

5) The contractor and subcontractor will perform all tests, and Kimley-Horn will observe the tests being performed as indicated above. The contractor shall be responsible for any damages resulting from equipment start-up or testing.

6) Review of TAB activities will be done with spot-checking of measured values in the TAB Report. Spot checking is to be performed by the TAB contractor, using the measurement devices used in the initial report, and observed by Kimley-Horn.

H. Following the pre-functional and general site visits, Kimley-Horn will prepare field reports and an accompanying ongoing issues log that will be issued to the design and construction team.

I. Following the functional testing site visits, Kimley-Horn will prepare a Preliminary Commissioning Report and updated commissioning Issues Log.

J. This Preliminary Commissioning Report and Commissioning Agent Issues Log will be provided to the Client and Contractor for review and implementation.

K. Upon notification from the Client that the Contractor has completed any necessary repairs or corrective measures identified in the Preliminary Commissioning Report, Kimley-Horn will complete a Final Commissioning Report and updated Commissioning Agent Issues Log, if required.

L. Kimley-Horn will prepare a final commissioning report to be presented to the Client after the functional testing scope of services above is completed. The report will consist of the following:

1) Each commissioned system and assembly

2) Functional test results for each system and /or assembly tested during function testing

a. NOTE: Deferred tests that cannot be performed at the time of the final commissioning report preparation due to climatic conditions are not included in this scope of work and can be handled as an additional service when climatic conditions are acceptable to perform those identified deferred tests. At this time, it is not anticipated this would be necessary.

3) Executive Summary

4) Commissioning Agent Site Observations

5) Commissioning Agent Issues Log

Kimley-Horn's commissioning agent deliverables, recommendations, and commissioning reports are based on the specific scope requested by the City based on commissioning agent site observations at that specific time in the project. These commissioning services will not disclose all defects in design or construction, and Kimley-Horn makes no representation of the future performance of the system being commissioned. The Client is responsible for all future maintenance of said system.

Systems to be Commissioned

The Commissioning process activities shall be completed for the following energy-related systems:

1. All Heating, Ventilating, Air Conditioning (HVAC) systems (mechanical and passive) and associated control system(s).

2. Lighting controls, daylighting controls, domestic hot water systems, pumps, on-site renewable energy systems, building thermal envelope, process equipment and all other systems not listed above will NOT be commissioned.

Systems and Major Equipment	**Included in Cx Scope of Work?**	**Quantity to be Commissioned**
Mechanical Equipment		
Major Equipment Systems that may consist of Air Handling Units, Rooftop Units, Chillers, Cooling Towers, and Boilers	Yes	100%
Minor Equipment Systems that may consist of Exhaust Fans, Fan Coil Units, Heat Pumps, and Unit Heaters	Yes	100%
Terminal Units (VAV)	Yes	100%
HVAC Controls	Yes	= equipment tested
TAB Services	Yes	Up to 10%
Electrical Equipment		
Lighting Controls / Daylighting Controls (3)	No	n/a
Electrical Service & Distribution Equipment	No	n/a
Emergency Power Systems	No	n/a
Grounding	No	n/a
Plumbing Systems		
Electric Water Heaters	No	n/a
Hot Water Pumps	No	n/a
Domestic Water Booster Pump	No	n/a

Notes:
1. Electrical testing services for grounding or power quality are not currently included in the initial scope of work.
2. Mechanical systems not included in commissioning activities include ductwork, fire and smoke dampers (except to the extent the FPTs check safety interfaces between these and the HVAC control system), and equipment sound and vibration measurements. Ductwork leakage testing is to be performed by the contractor.
3. For Lighting control function testing, Kimley-Horn commissioning intent is to be onsite and witness the programming and testing done by the lighting controls contractor for inclusion in the final commissioning report. Kimley-Horn will coordinate this with the electrical and lighting controls contractor during construction.

Additional Services If Required

Services requested that are not specifically included will be provided under a new and separate Work Authorization or can be performed hourly upon written authorization.

Schedule

Kimley-Horn will provide the above Scope of Services as expeditiously as practicable to meet a mutually agreeable schedule.

Fee and Billing

Kimley-Horn will complete the above scope of services for the fees shown in the table below:

Task Description	Fees
Task 3 – Construction Phase Services	Hourly Not to Exceed; $40,950.00
Task 4 – Code Required Commissioning	Lump Sum, $14,500.00

Kimley-Horn will perform the services in Task 3 on a labor fee plus expense basis with a maximum labor fee of $40,950.00. Kimley-Horn will not exceed the maximum labor fee without authorization from the Client. Labor fee will be billed hourly according to the rates in RFQ# 2023-07. As to hourly tasks, direct reimbursable expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at 1.15 times cost.

Kimley-Horn will perform the services in Task 4 for the lump sum fee of $14,500.00.

All permitting, application, and similar project fees will be paid directly by the Client. Should the Client request Kimley-Horn to advance any such project fees on the Client's behalf, a separate invoice for such fees, with a fifteen percent (15%) markup, will be immediately issued to and paid by the Client.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Authorization for Engineering Services with Halff to Complete Powell St Drainage Improvement Design in the Amount of $46,650**

REQUESTED ACTION: Staff recommends approval.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: Funding for professional engineering services has been allocated to 001-541-30-3100.

HISTORY/FACTS/ISSUES:

Powell Street has been identified in the Watershed Master Plan as an area needing stormwater improvements. Halff has submitted a proposal to provide engineering and design services for the project, covering all tasks required to design, bid, and manage its construction. The scope of services includes boundary and topographic surveys, design of the construction site plan, and provision of bid and construction administration services. The total cost for the proposed services is in the amount of $46,650.

VIA EMAIL jhockenbury@wildwood-fl.gov

October 2, 2024, revised October 31, 2024

Jeremy Hockenbury
Public Works Director
City of Wildwood
743 Huey Street
Wildwood, Florida 34785

RE: REVISED PROPOSAL FOR MISSOURI AVENUE, WILDWOOD, FLORIDA, SUMTER COUNTY
(HALFF AVO 054387.051)
CITY OF WILDWOOD RFQ #2023-07

Dear Mr. Hockenbury:

Enclosed please find our revised proposal for civil engineering and surveying services necessary to complete the above-referenced project, as requested. Please sign, date, and complete the Client Information form for billing purposes. Should you have any questions, please feel free to contact me at 352-343-8481.

Sincerely,

HALFF



Brett J. Tobias, P.E.
Team Leader
btobias@halff.com

BJT:ab

Enclosure

VIA EMAIL jhockenbury@wildwood-fl.gov

October 2, 2024, revised October 31, 2024

Jeremy Hockenbury
Public Works Director
City of Wildwood
743 Huey Street
Wildwood, Florida 34785

RE: REVISED PROPOSAL FOR MISSOURI AVENUE, WILDWOOD, FLORIDA, SUMTER COUNTY
(HALFF AVO 054387.051)
CITY OF WILDWOOD RFQ #2023-07

Dear Mr. Hockenbury:

SCOPE OF WORK:

Halff Associates, Inc. is pleased to present this Scope of Services to the City of Wildwood for services related to the above project. Halff Associates, Inc. will provide engineering and design and survey services for the proposed stormwater remediation activities located in Wildwood, Florida.

SCOPE OF SERVICES:

PHASE 100 BOUNDARY AND TOPOGRAPHIC SURVEY

Prepare a Boundary Survey in accordance with 5J-17, Florida Administrative Code, the Standards of Practice for land surveying in the State of Florida for Sumter County Property Appraiser Parcel numbers G05D075, G05D147 and G05D148 property also being in Section 05, Township 19 South, Range 23 East, Sumter County, Florida (as shown in Survey Exhibit "A"). The survey will include establishing and marking the exterior boundary lines and locating any improvements along the boundary perimeter. The existing improvements, adjacent rights of way, surface evidence of existing utilities and road paving improvements will also be field located and shown on survey and will be on state plane coordinates North American Datum 1983/2011 adjustment (Datum), FL EAST ZONE (901). The review of a title commitment **is included** with this proposal (to be provided by client). Halff will perform a Topographic Survey of the area outlined in red on the attached Survey Exhibit "A" and will include determination of right of way lines based on recovered monumentation, recorded plats, and deeds. Above ground evidence of utilities, delineated/flagged underground utilities marked by others, storm drainage structures, wells, tanks, buildings, and visible equipment will be located and depicted on final drawing. The survey will include spot elevations to determine 1-foot contour intervals and coverage will extend 15 feet beyond the property lines and will include full right of way for all roads adjacent to property. Topographic Survey will also include a minimum of 2 SITE CONTROL POINTS/BENCHMARKS and will be depicted on the final drawing. Vertical datum will be North American Vertical Datum 1988. Any additional requests or revisions will be subject to a change order.

FEE: $17,650.00

SURVEY EXHIBIT "A"



PHASE 200 SURVEY/ENGINEERING PROJECT ADMINISTRATION

The scope of services shall include administrative services necessary to coordinate all aspects of the project.

FEE: $2,000.00

Survey Deliverables

1. Certified Survey Map
2. Electronic Files (PDF & AutoCAD) will be released to the client/engineer within 12 months of the date of survey or until the contract is closed.

ESTIMATED COMPLETION TIME FOR PHASES 100 AND 200 IS 30-45 BUSINESS DAYS UPON RECEIPT OF SIGNED CONTRACT.

PHASE 300 SITE PLANS

HALFF will prepare a set of plans for bidding, that demonstrates the design of a stormwater conveyance system, specifically to provide inlets on Powell Street to collect stormwater and convey to a new stormwater remediation area located at the southeast corner of Missouri Avenue and Lee Street. Depending on city direction, the conveyance pipe may extend through the private residence located on the southwest corner of Powell Street and Missouri Ave, or may extend from Powell, to Missouri, and then west along Missouri to the new remediation area. The intent will be to keep inlets and manholes in green area to impact the roadway network at little as possible. Milling/resurfacing plans are not included, though open cut details will be provided. The grading of the new remediation area is included within the scope of this contract. The plans will include plan sheets depicting limits of work, the pavement and drainage improvements described above including one stormwater remediation pond, and general notes for construction activities. Construction plans shall consist of the Final Design deliverables which shall include the following:

Construction Plans

a. Cover Sheet
b. Aerial location Plan
c. Grading & Drainage Plan
d. Construction Detail Sheet
e. Erosion Control Plan

The Final Design Deliverable shall consist of the Construction plans that will be used for Bidding purposes. As this project is floodplain remediation, SWFWMD permitting is not required or included in this proposal.

FEE: $12,000.00

PHASE 400 BIDDING

Halff will provide front-end documents and technical standards. City will post bid documents on Demandstar for Bid. HALFF will provide bidding assistance services such as a Schedule of Unit Prices. HALFF shall attend the pre-bid meeting (if required), address bidder's questions and/or Requests for Information (RFI) prior to bid award, assist with and/or issue addendums to the construction contract documents, assist evaluating Contractors' Bid Proposals and provide a recommendation, and develop Conformed Documents for issuance prior to the pre-construction meeting.

FEE: $6,000.00

PHASE 500 CONSTRUCTION ADMINISTRATION

HALFF will advise and consult with the City, and act as one of its representatives during construction. HALFF will review and provide recommendations to submittals, shop drawings, results of tests and inspections and other information the contractor is required to submit. HALFF will also review Contractor's RFI and provide feedback to the City and Contractor, as necessary. At time of final completion, based on as-built information supplied by the contractor's licensed surveyor, HALFF will submit clearance documents to City.

FEE: $8,000.00 (BUDGET, TO BE BILLED HOURLY)

TASK 9999 REIMBURSABLES

Costs for reimbursables, including printing, copying, blueprints, binding, mileage, etc., shall be billed at cost.

FEE: $1,000.00 (NOT TO EXCEED, TO BE BILLED AT COST)

Our fees for the described services are outlined in the following table. We have provided “Lump Sum Fees” for the services identified in the Scope of Work. Lump Sum Fees do not include Reimbursable Expenses directly associated with the project (travel, mileage, reproduction, supplies, and other non-labor reimbursable costs.) Our fee schedule is as follows:

SCHEDULE FEE SUMMARY

PHASE	AMOUNT
PHASE 100	$17,650.00
PHASE 200	$2,000.00
PHASE 300	$12,000.00
PHASE 400	$6,000.00
PHASE 500	$8,000.00
PHASE 9999	$1,000.00
TOTAL	**$46,650.00**

THIS PROPOSAL DOES NOT INCLUDE THE FOLLOWING ITEMS:

- Soil Boring Location and Elevation Survey
- Monumentation of Wetlands for Conservation Easement
- Platting
- Sketch and Descriptions for Conservation Easements
- Recording of Easements
- Tree Survey
- As-built Survey
- Post-construction Improvement Survey
- Construction Staking
- Off-site Utilities Design
- Off-site Roadway or Transportation Improvements
- Offsite Roadway Design, Access, and Right-of-Way Permitting Services
- Offsite Water and Sewer Extensions
- Offsite Infrastructure Capacity Studies/Assessments/Analysis/Designs
- Revisions to the plans requested by the Client/Contractor/Landowner after the plans are approved unless necessitated by discrepancy in the plans
- Revisions to the plans due to scope changes, value engineering, budget overruns, or other reasons
- LEED Services
- Sign Design and Permitting
- Gas, Electric, Telephone, and/or Cable Design
- Boat Dock and Ramp Design/Permitting
- CADD Support for Environmentalist

- FEMA CLOMR
- FEMA Letter of Map Revision (LOMR)
- NPDES Permitting
- Conditional Use Permit
- Earthwork Calculations
- Progress Meetings
- Quality Control and Construction Material Testing Services
- Rezoning
- Land Use Changes
- Franchise Utility Coordination
- Conversion of AutoCad Files to any other format
- Signing and Pavement Marking Plans
- Cost Estimating/Quantity Take-offs and/or Engineer's Opinion of Probable Construction Cost
- Subsurface Utility Engineering
- Environmental Assessment (Threatened and Endangered Assessment)/Biological Services
- Environmental Impact and Cultural Statements and Assessments, Jurisdictional Waters of the US Determination
- Architectural, Structural, Mechanical, Fire Protection, or Electrical Services
- Army Corp. of Engineers Dredge and Fill
- Florida Fish and Wildlife Conservation Commission Permit
- Wetland Flagging/Delineation
- Landscape/Irrigation Plans
- Hardscape, Walls, Entry Features
- Lighting/Photometric Design/Site Electrical Design
- Electrical Controls for Lift Stations
- Public involvement or attendance at council meetings
- Traffic Study/Impact Analysis
- Structural Design of Retaining Walls and Pond Walls
- Noise Study
- Advance of permit fees, impact fees, title search fees, recording or advertising fees (all fees by CLIENT)
- The above prices allow for up to two (2) response submittals for any request for additional information letters from referenced agencies. Any additional request's will be billed on an hourly basis based on the attached hourly rate schedule.

City of Wildwood RFQ #2023-07 Hourly Rate Schedule 2023

Engineers	
Principal/Officer – Professional Engineer	$330.00
Senior Professional Engineer	$286.00
Professional Engineer	$203.50
Project Manager	$170.50
Engineer Intern	$121.00
Senior Technician	$137.50
Design Technician	$99.00
Project Technician	$99.00

Survey	
Survey Department Manager – P.S.M.	$231.00
Professional Surveyor – P.S.M.	$192.50
2 Man Field Crew	$198.00
3 Man Field Crew	$258.50
4 Man Field Crew	$319.00
Senior Survey Technician	$137.50
Survey Technician	$110.00

GIS	
Principal Officer – Senior Spatial Analyst	$181.50
Senior Spatial Analyst	$148.50
Spatial Analyst	$110.00
GIS Specialist	$66.00

Landscape Architects	
Principal/Officer – Professional Landscape Architect	$253.00
Senior Professional Landscape Architect	$176.00
Project Manager Landscape Architect	$165.00
Professional Landscape Architect	$154.00
Senior Landscape Designer	$126.50
Landscape Designer	$93.50

Planners	
Principal/Officer – Land Planner	$291.50
Senior Planner	$203.50
Professional Planner	$137.50
Project Planner	$115.50

Environmental Scientists	
Senior Environmental Scientist	$231.00
Environmental Scientist II	$165.00
Environmental Scientist I	$99.00

Reimbursable Expenses

Reimbursable expenses include, but are not limited to:

Courier Service	Government Permitting Fees
Maps/GIS Data	Prints, Copies, Plots, Plans
Mileage, Parking, Tolls	Subconsultant Fees
Postage and Overnight Mail	Travel (lodging, rental car, per diem)
Miscellaneous Services	

halff

CLIENT INFORMATION FORM

To assist Halff Associates, Inc., to prepare the requested proposal, please complete the information below:

PRINT NAME & TITLE: _____

COMPANY NAME: _____

BILLING ADDRESS: _____

_____

PHONE: _____

FAX: _____

E-MAIL: _____

BILLING CONTACT NAME & TITLE: _____

BILLING CONTACT EMAIL: _____

BILLING CONTACT PHONE: _____

CLIENT REPRESENTATIVE: _____

IS CLIENT THE OWNER OF THE SUBJECT

PROPERTY? YES: _____ NO: _____

(If no, Halff Associates, Inc., reserves the right to require a retainer prior to commencing services.)

Is the property accessible? _____

If gated/locked, who shall Halff Associates, Inc. contact to gain access to the property?

NAME AND PHONE NUMBER: _____

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS TRUE TO THE BEST OF MY KNOWLEDGE.

SIGNATURE: _____

DATE: _____

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Kimley Horn WA No. 15 for Rapid Infiltration Basin (RIB) Expansion for the Amount of $344,000.00**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: Kimley Horn

Effective Date: 10/31/2024 Termination Date:

Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: Funds for this project are available in account 402-536-70-7353 (Wastewater Treatment Plant Project)

HISTORY/FACTS/ISSUES:

The City's wastewater treatment plant is currently being expanded to increase the treatment capacity to 5.5 million gallons per day (MGD). Concurrently, the City needs to develop and expand the Rapid Infiltration Basin (RIB) site, located on CR 121, to create more capacity to discharge treated effluent from the wastewater treatment plant. The attached Work Authorization from Kimley-Horn and Associates will assist with the expansion of the RIB site to accommodate up to 5.5 MGD of treated effluent. Staff recommend approval of WA No. 15 for Kimley Horn to conduct design, permitting, bid administration, and construction phase services for the expansion of the City's RIB site.

Kimley»Horn

WORK AUTHORIZATION NUMBER 15

Describing a specific agreement between Kimley-Horn and Associates, Inc. ("Kimley-Horn") and the City of Wildwood ("the Client" or "the City") in accordance with the terms of the Master Agreement for Continuing Professional Services for RFQ 2023-07 dated May 7, 2023, which is incorporated herein by reference.

Identification of Project:

Project: Wildwood Rapid Infiltration Basin Site Expansion

Project Manager: Trey Clayton, P.E.

General Category of Services:

The City is currently in the process of expanding the City's Wastewater Treatment Facility (WWTF) from an existing permitted capacity of 3.55 million gallons per day (MGD) three-month rolling average (TMRAF) to a capacity of 5.50 MGD annual average daily flow (AADF). Effluent disposal for the City's WWTF consists of a slow-rate public access reuse system with a permitted capacity of 3.30 MGD AADF and a rapid infiltration basin system with a permitted capacity of 1.06 MGD AADF. To meet the future effluent disposal needs of the WWTF expansion, the City desires to expand the capacity of the existing rapid infiltration basin (RIB) site. To meet the required disposal capacity of the WWTF expansion the City would like to re-rate the existing RIBs and construct new RIBs to increase the permitted capacity up to 5.50 MGD AADF. It is assumed that the project will generally consist of the following activities:

- Load testing of the existing RIBs to determine if the existing RIBs can be rerated to increase the permitted capacity.
- Construction of new RIBs within the existing RIB site to increase the permitted capacity of the existing RIB system. The desired permitted capacity of the RIB site is up to 5.50 MGD AADF, but it is understood that the overall permitted capacity will be based on hydrogeological investigations and modeling.
- Construction of the new RIBs will require the installation of additional effluent piping, fittings, and valves. The City desires to install motorized actuated valves and flow meters so that the operation of the RIB site can be controlled remotely through the City's existing supervisor control and data acquisition (SCADA) system.

Kimley-Horn anticipates that a Florida Department of Environmental Protection (FDEP) minor permit revision, along with the required design plans, reports, and specifications will be required to increase the capacity of the existing RIB site.

With the above in mind, our specific scope of services is provided below.

Specific Scope of Basic Services:

<u>Task 1 – Preliminary Design and Subconsultant Design Support Services</u>

A. Kimley-Horn will prepare for and attend a project design kick-off meeting with City Staff and subconsultants to discuss project objectives, schedule, communication protocols, and base information will be discussed.

B. Kimley-Horn will contract directly with a surveyor to provide an ALTA boundary survey, topographic survey, and tree survey of the existing RIB site. It is understood that the City will perform the necessary title search as part of the ALTA survey and is not included in the scope of this project.

C. Kimley-Horn will prepare a conceptual site plan for the proposed expansion of the City's RIB site with preliminary sizing and location of future RIBs and the required infrastructure (piping, valving,

etc.) Kimley-Horn will submit the conceptual site plan to the City for review and approval prior to performing any of the required geotechnical investigations.

Task 2 – Existing RIB Evaluation and Load Testing

A. Kimley-Horn will contract directly with a geotechnical engineering subconsultant to investigate the existing subsurface soil and groundwater conditions, perform the necessary load testing for the existing RIBs, and evaluate the results. The geotechnical engineer's scope of work will generally consist of the following tasks:

1) Perform up to 3 standard penetration test (SPT) borings up to a depth of 50 feet and 6 SPT borings up to a depth of 15 feet to define the shallow aquifer system.

2) Install up to 12 temporary piezometers at selected boring locations and other areas of interest and up to 3 staff gauges within the existing RIB areas.

3) Perform up to 3 permeability tests at selected locations within the existing RIB site to test the existing RIB soils.

4) Prepare a load test plan and coordinate the proposed testing plan with FDEP prior to conducting a full-scale test.

5) Perform a full-scale load test on up to 3 selected RIBs. The data from the load testing will be utilized to format and calibrate the groundwater model and evaluate the short-term and long-term disposal capacity of the existing RIBs.

B. The geotechnical subconsultant will prepare a summary engineering report based on the results of the load testing with the estimated disposal capacity for the existing RIBs. Kimley-Horn will utilize the summary report for the purpose of permitting the increased capacity of the existing RIBs site.

C. The City will provide the following information as part of the existing RIB evaluation and load testing:

1) Historical flow data for the WWTF and RIB site as well as the associated groundwater monitoring data and wells for the last 3 years.

2) Daily metering and monitoring of the effluent flow rates to the selected RIBs during the load testing process.

Task 3 – RIB Site Expansion Construction Plans, Specifications, and Permitting

A. Kimley-Horn will directly contract with a geotechnical engineering subconsultant to investigate the subsurface soil and groundwater conditions in the proposed RIB locations based on the conceptual RIB site plan and expand the groundwater model developed in Task 2. The geotechnical engineer's scope of work will generally consist of the following tasks:

1) Perform up to 2 SPT borings up to a depth of 50 feet and 14 SPT borings up to a depth of 15 feet to define the shallow aquifer system.

2) Install up to 12 temporary piezometers at selected boring locations and other areas of interest and up to 3 staff gauges within the existing RIB areas.

3) Perform up to 3 permeability tests at selected locations within the existing RIB site to test the existing RIB soils.

4) Utilize the data from the investigations in Task 3 to update the groundwater computer

model created as part of Task 2. Evaluate the short-term and long-term disposal capacity of the proposed RIBs.

B. The geotechnical subconsultant will prepare a summary engineering report based on the results of the investigation of the proposed RIBs to be utilized by Kimley-Horn in the FDEP minor revision permitting application.

C. Permitting.

1) Kimley-Horn will prepare and submit a FDEP minor revision to the City's existing wastewater treatment facility permit to increase the permitted capacity of the existing RIB site up to a permitted capacity of 5.50 MGD AADF.

2) Kimley-Horn will prepare and submit a revised groundwater monitoring plan for the proposed RIB site expansion.

3) Kimley-Horn will pay application and noticing fees to permitting agencies identified in this Agreement and invoice the City for those amounts as a direct expense on the following monthly invoice. If additional permit fees are required above the stated allowance, it is assumed those fees will be provided directly by the City.

D. Kimley-Horn will prepare project plans and specifications for the excavation, grading, piping, and valving improvements required for the proposed RIBs. Kimley-Horn will submit 90% and final plans, specifications, and an opinion of probable cost for the City's review.

Task 4 – Bid Administration

A. Kimley-Horn will prepare bid packages consisting of plans and specifications in EJCDC format.

B. Kimley-Horn will prepare and advertise the Bid Notification.

C. Kimley-Horn will conduct a pre-bid meeting with prospective bidders.

D. Kimley-Horn will be responsible for distributing bid packages and maintaining a log of the issued bid packages.

E. Kimley-Horn will respond to Requests for Information (RFIs) and prepare bid addendums as necessary during the bid process.

F. Kimley-Horn will review the bid responses and tabulate the results. Kimley-Horn will provide the City with a written bid tabulation record and a selection recommendation.

Task 5 – Construction Phase Services and Certifications

A. Pre-Construction Conference: Kimley-Horn will attend a Pre-Construction Conference before commencing Work at the Site. Kimley-Horn will provide the selected contractor with three complete sets of project documents and copies of the appropriate permits, notices, and documents. Kimley-Horn will prepare a Notice to Proceed for the City to issue.

B. Visits to Site and Observation of Construction: Site visits will be made by the Engineer during critical construction activities and at intervals of at least once every week. Such visits and observations by Kimley-Horn are not intended to be exhaustive or to extend to every aspect of Contractor's work in progress. Observations are limited to spot-checking, selective measurement, and similar methods of general observation of the Work based on our exercise of professional judgment. Based on information and observations obtained during such visits, we will evaluate whether Contractor's work is proceeding in accordance with the Contract Documents, and we will keep the City informed of the progress of the Work.

1) Project Representative: The construction observation fee estimate for this task is based on a 180-calendar day (26 week) construction duration. During construction, Kimley-Horn will provide the following levels of service:

   a. Represent (on-site) up to 2 hours per week during 25 weeks of active construction.

   b. Attend up to 7 on-site project progress/coordination meetings.

   c. Provide up to 4 hours per week of Project Manager/Engineer coordination and management assistance.

C. Clarifications and Interpretations: Kimley-Horn will respond to reasonable and appropriate Contractor requests for information and issue necessary clarifications and interpretations of the Contract Documents to Client as appropriate to the orderly completion of Contractor's work. Any orders authorizing variations from the Contract Documents will be made by Client.

D. Change Orders: Kimley-Horn will review and make recommendations for Change Order requests submitted or proposed by the Contractor.

E. Shop Drawings and Samples: Kimley-Horn will review and approve or take other appropriate action regarding Shop Drawings and Samples and other data that the Contractor is required to submit, but only for conformance with the information given in the Contract Documents. Such review and approvals or other action will not extend to means, methods, techniques, equipment choice and usage, sequences, schedules, or procedures of construction or to related safety precautions and programs.

F. Substitutes and "or-equal.": Kimley-Horn will evaluate and determine the acceptability of substitute or "or-equal" materials and equipment proposed by Contractor in accordance with the Contract Documents, but subject to the provisions of applicable standards of state or local government entities.

G. Applications for Payment: Kimley-Horn will review and process Contractor's applications for payment.

H. Substantial Completion: Kimley-Horn will, promptly after notice from the Contractor that it considers the entire Work ready for its intended use, conduct a site visit in company with the City and Contractor to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items except for those identified on a final punch list.

I. Closeout Coordination: Kimley-Horn will prepare permit closeouts for the affected regulatory agencies and provide written confirmation to the City for their records.

J. Final Notice of Acceptability of the Work: Kimley-Horn will conduct a final site visit to determine if the completed work is performed in accordance with the Contract Documents and the final punch list.

K. Record Drawings and Project Documentation: Kimley-Horn will review construction records, Operations and Maintenance manuals, and "as-built" record drawings provided by the Contractor.

L. Florida Department of Environmental Protection (FDEP) Permitting:

1) Kimley-Horn will submit the FDEP form for "Notification of Completion of Construction for Wastewater Facilities or Activities."

2) Kimley-Horn will submit the FDEP form for "Notification of Availability of Record Drawings and Final Operation and Maintenance Manuals."

3) Kimley-Horn will submit record drawing and certification submittal to FDEP.

Information Provided by Client

Kimley-Horn shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives.

Additional Services if required:

Services requested that are not specifically included will be provided under a new and separate Work Authorization (WA) or can be performed hourly upon written authorization.

Schedule:

Kimley-Horn will begin services upon receipt of an executed WA. The above services will be provided as expeditiously as practicable to meet a mutually agreed-upon schedule.

Method of Compensation:

Kimley-Horn will complete the above scope of services for a lump sum fee of $344,000. The fee includes a permit fee allowance of $5,000.00 for payment of application and noticing fees to permitting agencies identified in this Agreement.

Task Description	*Lump Sum Fees*
Task 1 – Preliminary Design and Subconsultant Design Support Services	$46,500.00
Task 2 – Existing RIB Evaluation and Load Testing	$72,500.00
Task 3 – RIB Site Expansion Construction Plans, Specifications, and Permitting	$146,000.00
Task 4 – Bid Administration	$7,500.00
Task 5 – Construction Phase Services	$66,500.00
Permit Expense Allowance	$5,000.00

Other Special Terms of Work Order:

Services provided under WO will be invoiced monthly. All invoices will include a description of services provided.

ACCEPTED:
THE CITY OF WILDWOOD, FLORIDA

BY: _____

TITLE: _____

DATE: _____

KIMLEY-HORN AND ASSOCIATES, INC.

BY: Gene Losito
Gene B. Losito, P.E.

TITLE: Vice President

DATE: October 22, 2024

G:\New Business\Public Sector\City of Wildwood\2024\JEC\RIB Expansion\WA 15_RIB Expansion.docx

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Rotor Bearing and Shaft Replacement for Lakeside Rotors for the Amount of $189,350.00**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: Shaw Water Services

Effective Date: 10/31/2024 Termination Date:

Managing Division/Department: Utility Department / Wastewater Division

BUDGET IMPACT: Funds for this repair are available in account 402-536-70-7353 (Wastewater Treatment Plant Project).

HISTORY/FACTS/ISSUES:

During the surge of infill and infiltration during Hurricane Milton, the water level in the Lakeside ditches at the City's wastewater treatment plant increased above normal operating levels causing the lubrication in the bearings in one of the rotors to be washed out. When this happened, one bearing failed and broke one of the rotor shafts. The remaining bearings in the remaining three rotors also suffered damage, but are currently functioning. However, they need to be replaced before another rotor shaft is broken.

Staff recommend approval to have the sole source, Shaw Water Services (dba Lakeside Equipment Corporation), perform the necessary repairs to all four rotors and shaft for the amount of $189,350.00 (shown as Option 2 on the quote). See attached quote and sole source letter.

Staff intends to seek reimbursement through FEMA as the equipment failure was a direct result of the impacts associated with Hurricane Milton.

SHAW
WATER SERVICES

October 29, 2024

Wayne Bouchard, Water / Wastewater Division Manager
City of Wildwood
1290 Industrial Drive
Wildwood, Florida 34785

RE: Lakeside Equipment Corporation
Full Turnkey Rotor Repair

Dear Mr. Bouchard:

Shaw Water Services, Inc. is pleased to provide this proposal for equipment and full turn-key repair services for the Lakeside Equipment Corporation Magna Rotor at the Wildwood Wastewater Treatment Plant. For equipment and removal/installation, we are offering two options for your consideration – 1) repair of the rotor with the broken end shaft (including supply of parts and associated labor) 2) all items included in option 1, with subsequent replacement of the bearings for each of the three remaining rotors in the Lakeside closed loop reactor.

OPTION 1: Lakeside Equipment Corporation initial Magna Rotor Stub and Shaft Repair – Parts and Full Turn-Key Service

Parts:
The following Lakeside Equipment Corporation parts are included in Option 1:

Equipment No : 1) 1 - 16' Magna Rotors/30 HP 87-201-01

1	EA MAGNA ROTOR TAIL SHAFT ASSEMBLY B39031C-P001
1	EA 4-7/16" NON-EXPANSION PILLOW BLOCK BEARING 14302
1	EA 3-15/16" EXPANSION PILLOW BLOCK BEARING 14300
4	SIDE GASKET A30389A
4	BOTTOM GASKET A30390A
2	ROTOR SEAL KIT w/ SPLIT COVER PLATE FOR 3 15/16" & 4 C40984B 7/16" BEARING, 5" SHAFT
44	3/8" - 16 UNC x 1-1/4" LG. M.B. LBLTVAR116
44	3/8" - 16 UNC NUT LNUTVAR014

SHAW
WATER SERVICES

Services:

The following summarizes the service work included in Option 1:

1. Mobilize.
2. Provide crane for lifting, labor, tools, as required.
3. Remove one existing Magna Rotor including splash plates, gaskets, and bearings.
4. Replace the end shaft on the existing Magna Rotor, replace two bearings.
5. Laser level verification of bearing support plate elevations and bearing elevations.
6. Install one Magna Rotor, conduct runout test.
7. Reinstall existing splash plates with new rotor seal kit.
8. Comply with local safety and OSHA codes.
9. Start-up one Magna Rotor.
10. All work to be done on one trip, up to five days of work.
11. Demobilize.

Exclusions:

The following exclusions apply:

1. All electrical, plumping, HVAC, Piping, etc.
2. Removal of all electrical, plumbing, piping, HVAC
3. Draining or filling of oil.
4. Painting.
5. Concrete work or modifications of any kind to the existing structures.
6. Multiple trips due to the site not being prepared and/or ready for work.
7. Permits, fees, bonds, or any fee not explicitly identified herein.
8. Draining and cleaning tank. The tank must be kept at a maximum of 69 W.L. Elevation during project.
9. Bypass pumping.

City Operations Responsibilities:

1. Assist in isolating the CLR basin and maintaining a maximum W.L. of 69.
2. Assist SWS in lockout/tagout of existing motor.
3. Allow a power source for typical tools, if available.
4. Provide free access to the work area for the greater of daylight hours or 8-hour workdays for all working days.

Schedule:

The preliminary schedule for the project follows:

- Parts ready to ship: 4-6 weeks after receipt of order
- Mobilize and begin repair and installation work on site: 6-8 weeks after receipt of order

Option 1 Price: $59,527.00

Note: Sales tax or other surcharges excluded.

SHAW
WATER SERVICES

OPTION 2: Four (4) Lakeside Equipment Corporation Magna Rotors Maintenance (Includes parts and services in Option 1 and concurrent bearing replacement for the remaining three rotors)

Parts:
The following Lakeside Equipment Corporation parts are included in Option 2:

Equipment No : 1) 4 - 16' Magna Rotors/30 HP 87-201-01

1	EA MAGNA ROTOR TAIL SHAFT ASSEMBLY B39031C-P001
4	EA 4-7/16" NON-EXPANSION PILLOW BLOCK BEARING 14302
4	EA 3-15/16" EXPANSION PILLOW BLOCK BEARING 14300
16	SIDE GASKET A30389A
16	BOTTOM GASKET A30390A
8	ROTOR SEAL KIT w/ SPLIT COVER PLATE FOR 3 15/16" & 4 C40984B 7/16" BEARING, 5" SHAFT
176	3/8" - 16 UNC x 1-1/4" LG. M.B. LBLTVAR116
176	3/8" - 16 UNC NUT LNUTVAR014

Services:
The following summarizes the service work included in Option 1:

1. Mobilize.
2. Provide crane for lifting, labor, tools, as required.
3. Remove one existing Magna Rotor including splash plates, gaskets, and bearings.
4. Replace the end shaft on the existing Magna Rotor, replace two bearings.
5. Laser level verification of bearing support plate elevations and bearing elevations.
6. Install one Magna Rotor, conduct runout test.
7. Reinstall existing splash plates with new rotor seal kit.
8. Start-up one Magna Rotor.
9. Sequentially remove the remaining three Magna Rotors (one at a time) by removing splash plates, seals, rotors, and bearings and replace bearings. Laser level, conduct runout test, reinstall existing splash plates while adding new seals, return each to service.
10. Comply with local safety and OSHA codes.
11. All work to be done sequentially, with one rotor removed from service at a time for repair.
12. Demobilize.

SHAW
WATER SERVICES

Exclusions:

The following exclusions apply:

1. All electrical, plumping, HVAC, Piping, etc.
2. Removal of all electrical, plumbing, piping, HVAC
3. Draining or filling of oil.
4. Painting.
5. Concrete work or modifications of any kind to the existing structures.
6. Multiple trips due to the site not being prepared and/or ready for work.
7. Permits, fees, bonds, or any fee not explicitly identified herein.
8. Draining and cleaning tank. The tank must be kept at a maximum of 69 W.L. Elevation during project.
9. Bypass pumping.

City Operations Responsibilities:

1. Assist in isolating the CLR basin and maintaining a maximum W.L. of 69.
2. Assist SWS in lockout/tagout of existing motor.
3. Allow a power source for typical tools, if available.
4. Provide free access to the work area for the greater of daylight hours or 8-hour workdays for all working days.

Schedule:

The preliminary schedule for the project follows:

- Parts ready to ship: 4-6 weeks after receipt of order
- Mobilize and begin repair and installation work on site: 6-8 weeks after receipt of order

Option 2 Price: $189,350.00

Note: Sales tax or other surcharges excluded.

The preliminary on-site schedule is expected to be 1 week from mobilization for Option 1 and 4 weeks from mobilization for Option 2. A detailed schedule will be provided following receipt of an order.

Warranty:

Lakeside equipment standard warranty of 90 days on Lakeside supplied parts.

Shaw Water Services, Inc. (SWS) warrants that the work and workmanship for the installation shall be free from defects for a period of 90 days following completion of the work.

SHAW
WATER SERVICES

We appreciate this opportunity to provide this proposal for your consideration. Please contact me at your convenience if you have questions.

Best regards,

L. Todd Shaw, P.E.
Shaw Water Services, Inc.

October 31, 2024

Wayne Bouchard
Water / Wastewater Division Manager
City of Wildwood
1290 Industrial Drive
Wildwood, Florida 34785

Subject: Lakeside Sole Source Letter

To Whom It May Concern:

On behalf of Lakeside Equipment Corporation we are pleased to provide this letter confirming that Lakeside Equipment Corporation wastewater treatment equipment is unique and that Lakeside is the sole and exclusive manufacturer. New and replacement Lakeside equipment and/or replacement parts are only sold through Lakeside Equipment Corporation and their sole and exclusive authorized district representative, Trippensee Shaw, Inc., whose service company is Shaw Water Services, Inc. By selecting Shaw Water Services, Inc. for full turn-key supply and installation services for the Lakeside equipment, the City will be purchasing equipment of like kind and quality as currently owned and operated at the WWTP, while receiving factory trained installation services.

We appreciate our long-standing owner/supplier relationship with the City of Wildwood. Please contact me at your convenience at 407.222.0575 if we can be of further service.

Best regards,



L. Todd Shaw, P.E.
Trippensee Shaw, Inc.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **South Old Wire Water Main Replacement - Recommendation to Award to Art Walker Construction for the Amount of $483,511.23**

REQUESTED ACTION: Staff Recommends Approval

CONTRACT: Vendor/Entity: Art Walker Construction, Inc.

Effective Date: 11/1/2024 Termination Date:

Managing Division/Department: Utility Department / Water Division

BUDGET IMPACT: Funds for this project are allocated in account 401-533-60-6350 (Loop/Upgrade Water Mains).

HISTORY/FACTS/ISSUES:

The South Old Wire water main was identified by staff to be replaced to improve water quality in the downtown area. The project consists of replacing the 8" cast iron water main from Huey Street North to Denham Street. The project will also replace all the water service lines to the existing potable water meters at each home in the project area.

On September 12, 2024, the project was posted to invite qualified contractors to submit bids. On October 25, 2024, five (5) bids were received and publicly opened. All bids were reviewed by City staff and engineering consultants to ensure accuracy and compliance with the bid specifications. Art Walker Construction Inc. was identified as the lowest responsive and responsible bidder.

The Engineer of Record, Halff, has reviewed the bids and recommended Art Walker Construction, Inc. for the award of the South Old Wire Water Main Replacement Project for the amount of $483,511.23. See attached Bid Recommendation Letter.

VIA EMAIL

October 28, 2024

Jeremy Hockenbury
Public Works Director
City of Wildwood
100 North Main Street
Wildwood, Florida 34785

Re: **CITY OF WILDWOOD – SOUTH OLD WIRE ROAD WATERLINE REPLACEMENT BID RECCOMENDATION (HALFF AVO 054387.020)**

Dear Mr. Hockenbury:

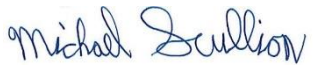
We are in receipt of the bids for the above referenced project, which were opened at 3:00 p.m. on Friday, October 25, 2024. We have reviewed the bid packages for completeness and accuracy and have checked references and bid requirements for the apparent low bidder. The results of the bid opening, are as follows:

	Bidder's Name	Bid Amount
1.	Art Walker Construction, Inc.	$ 483,511.23
2.	DB Civil Construction, LLC	$ 499,669.00
3.	Peak Power Services, Inc.	$ 696,148.67
4.	Civil Earth Sitework, Inc.	$ 770,777.00
5.	Cathcart Construction Company – Florida, LLC	$ 1,347,253.00

Based upon our review of the bids and the Contractor's Schedule of Values, as well as the positive references from previous clients, we would recommend approval of the bid provided by the apparent low bidder, Art Walker Construction, Inc., in the amount of $483,511.23

Should you have any questions with regards to this matter, please feel free to contact our office.

Sincerely,
Halff



Michael Scullion, PE, BCEE, DBIA
Senior Project Manager
mscullion@halff.com

MS/eb

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **RFQ #2024-23 - Professional Architectural Services for Police Substation (Marsh Bend Plaza)**

REQUESTED ACTION: Authorize City Manager to enter into negotiations with KP Studio Architect.

CONTRACT: Vendor/Entity: KP Studio Architect

Effective Date: Termination Date:

Managing Division/Department: Police Department

BUDGET IMPACT: The design phase of this project is budgeted in the Law Enforcement Impact Fee Fund in FY25 in line item 108-521-60-6200.

HISTORY/FACTS/ISSUES:

On July 5, 2024, RFQ #2024-23 for Professional Architectural Services was posted to invite qualified providers to submit qualification packets. On August 23, 2024, four (4) proposals were received and publicly opened. Proposals were evaluated by the selection committee consisting of Police Chief Randy Parmer, Captain Aaron Kinder, Lieutenant Jennifer Hutchins, Assistant City Manager and CFO Cassandra Smith, and Public Works Director Jeremy Hockenbury.

Qualification Packets were ranked based on the firm's proven relevant experience, method of approach to project management, and the experience of key personnel. The selection committee ranked all firms and identified a short list of the top three (3) firms during the September 24, 2024, meeting. The top three (3) firms were invited to provide presentations on October 8, 2024. Final rankings were completed at the October 15, 2024, meeting. The committee's consensus for ranking firms is as listed below.

#1. KP Studio Architect P.A.
#2. GatorSktch
#3. H2M Architects & Engineers

Staff is requesting that the Commission approve the ranking of the listed firms and approve the City Manager or designee to move forward with the negotiation process.

RFQ 2024-23 Professional Architectural Services for Police Substation (Marsh Bend Plaza)

Qualification Packet Ranking

	Qualification Packet Evaluation Criteria						
Offerors	**Relevant Experience**	**Experience of Key Personnel**	**Approach to Project Management**	**References**	**Quality of Submittal**	**MBE / VS**	**Subtotals**
GatorSktch	23.6	20.4	15.6	8.6	7.6	2.8	78.60
Evaluator 1 (Chief Parmer)	24.0	21.00	15.00	7	7	5	
Evaluator 2 (Captain Kinder)	20.0	20.00	16.00	8	10	2	
Evaluator 3 (Lieutenant Hutchins)	27.0	21.00	17.00	8	7	2	
Evaluator 4 (Cassandra Smith)	18.0	16.00	12.00	10	5	3	
Evaluator 5 (Jeremy Hockenbury)	29.0	24.00	18.00	10	9	2	
H2M Architects & Engineers	16.8	17.8	15.6	5.0	6.8	0.6	62.60
Evaluator 1 (Chief Parmer)	6.0	20.00	16.00	5	7	1	
Evaluator 2 (Captain Kinder)	12.0	15.00	12.00	3	2	1	
Evaluator 3 (Lieutenant Hutchins)	24.0	20.00	16.00	7	9	0	
Evaluator 4 (Cassandra Smith)	18.0	16.00	16.00	5	8	1	
Evaluator 5 (Jeremy Hockenbury)	24.0	18.00	18.00	5	8	0	
KP Studio Architect P.A.	29.2	23.2	14.2	6.4	6.2	0.2	79.40
Evaluator 1 (Chief Parmer)	30.0	23.00	12.00	3	5	1	
Evaluator 2 (Captain Kinder)	30.0	25.00	15.00	10	9	0	
Evaluator 3 (Lieutenant Hutchins)	28.0	23.00	18.00	9	8	0	
Evaluator 4 (Cassandra Smith)	30.0	21.00	12.00	5	3	0	
Evaluator 5 (Jeremy Hockenbury)	28.0	24.00	14.00	5	6	0	
DLZ Florida, LLC	14.0	16.2	13.2	3.4	5.8	1.8	54.40
Evaluator 1 (Chief Parmer)	6.0	18.00	12.00	3	5	1	
Evaluator 2 (Captain Kinder))	6.0	6.00	8.00	1	1	0	
Evaluator 3 (Lieutenant Hutchins)	18.0	16.00	12.00	5	7	4	
Evaluator 4 (Cassandra Smith)	18.0	21.00	18.00	3	9	1	
Evaluator 5 (Jeremy Hockenbury)	22.0	20.00	16.00	5	7	3	

RFQ 2024-23 Professional Architectural Services for Police Substation (Marsh Bend Plaza)

Presentation Ranking

	Presentation Criteria				**Award Recommendation Totals** Cumulative scores		
Offerors	**Qualification and Experience**	**Approach to the Project**	**Quality of Presentation**	**Presentation Subtotal**	**Total Evaluation Score**	**Firms Recommended for Negotiation**	**Ranking Order**
GatorSktch	35.6	35.2	17.0	87.80	83.20	**GatorSktch**	**2**
Evaluator 1 (Chief Parmer)	35.0	35.00	16.00				
Evaluator 2 (Captain Kinder)	35.0	36.00	20.00				
Evaluator 3 (Lieutenant Hutchins)	35.0	35.00	16.00				
Evaluator 4 (Cassandra Smith)	35.0	35.00	17.00				
Evaluator 5 (Jeremy Hockenbury)	38.0	35.00	16.00				
H2M Architects & Engineers	29.0	31.6	14.6	75.20	68.90	**H2M Architects & Engineers**	**3**
Evaluator 1 (Chief Parmer)	30.0	30.00	16.00				
Evaluator 2 (Captain Kinder)	20.0	30.00	12.00				
Evaluator 3 (Lieutenant Hutchins)	30.0	30.00	16.00				
Evaluator 4 (Cassandra Smith)	30.0	35.00	15.00				
Evaluator 5 (Jeremy Hockenbury)	35.0	33.00	14.00				
KP Studio Architect P.A.	37.0	36.4	17.6	91.00	85.20	**KP Studio Architect P.A.**	**1**
Evaluator 1 (Chief Parmer)	40.0	35.00	20.00				
Evaluator 2 (Captain Kinder))	40.0	40.00	16.00				
Evaluator 3 (Lieutenant Hutchins)	35.0	35.00	18.00				
Evaluator 4 (Cassandra Smith)	35.0	34.00	16.00				
Evaluator 5 (Jeremy Hockenbury)	35.0	38.00	18.00				

[Submittal Attachment A1]

RFQ COVER PAGE

Name of Firm, Entity or Organization: KP Studio Architect P.A.
Federal Employer Identification Number (FEIN): 59-3161128 State of Florida License Number (If Applicable): #AA0002357 Name of Contact Person: Edward R. Plaster Jr. Title: President E-Mail Address: eplaster@kpstudioarchitect.com
Mailing Address: 537 NE 8th Avenue Ocala, Florida 34470 Street Address (if different): Same as (Above) City, State, Zip: Telephone: (352)-622-7163 Fax: N/A
Organizational Structure – Please Check One: Corporation [X] Partnership [ ] Proprietorship [ ] Joint Venture [ ] Other [ ] If Corporation: Date of Incorporation: 1993 State of Incorporation: Florida States Registered in as Foreign Corporation: N/A
Authorized Signature: Print Name: Edward R. Plaster Jr. Signature: Edward R. Plaster Title: President Phone: 352-622-7163
This document must be completed and returned with your Submittal.

A-2: Introduction Page

City of Wildwood - Purchasing Department
c/o Robert Schoepe
100 N. Main Street
Wildwood, FL 34785
rschoepe@wildwood-fl.gov
(352) 330-1343 Phone
(352) 330-1338 Fax

kp studio architect

Good Day: August 14, 2024

KP Studio Architect, PA (KPSA) appreciates the opportunity to present this RFQ #2024-23 for professional Architectural Services for Police Sub-Station (Marsh Bend Plaza) to the City of Wildwood. We view this as an exciting opportunity to showcase our experience and qualifications.

KP Studio Architect has successfully completed a range of projects of varying size and types in recent years. We have provided continual Architectural and consultant Engineering Design services to both The Villages private developer and The Villages Community Development District(s) for more than 30 years. We know that the residents of Wildwood and The Villages Community are special. This requires a team who is not only technically skilled but also knowledgeable in understanding each unique Village neighborhood's Architectural Character.

Key takeaways of our Team of Architects, Engineers, and Landscape Architects:

- Our Team is The Villages DRC (3)-person committee responsible for administering The Villages Architectural Review (for compliance with Technical & Design Standards).
- Our Team has Public Safety Project Experience.
- Our Team is local to the community and has regularly served those clients for over 25 years.
- Our Team knows the (Marsh Bend Plaza) project site and its developmental constraints.
- Our Team provides comprehensive, well-coordinated Construction Documents for sound, competitive pricing.
- Our Team knows the local General Contractors and Subcontractors.
- Our Team is available and knows how to work hard for you.

Our team has provided professional design services for (The Villages development) Sumter / Lake / Marion County area totaling over 2.5 million SF / $900 million in construction value of Public Safety (Police and Fire), Professional Office Space, Town Center(s), Recreational Facilities, Clubhouses, Utility (pump stations / WWTF, & WTF), Industrial / Warehouse, and healthcare.

KP Studio Architect PA has a dedicated staff of professionals with many years of experience in the field of Architectural Design. Let us share some additional qualifications that distinguish ourselves from our peers. We do not outsource our professional design services. We design, supervise, and coordinate your work with our architectural team, locally. We have worked hard to secure and maintain a team of individuals with specific skill sets and experiences unique to a firm of our size. We have maintained a stable team, where the average length of service to our office is 15 years per person. Our client's work product benefits from this team member tenure and translates into better quality projects due to the experience, skill, and knowledge of the client, and their project types. Additionally, each team member has an average of 20 years of experience designing and detailing commercial projects, including Public Safety Buildings. With a combined experience of over 150 years, our firm is competent in a wide-ranging field of architecture. We see the value of the team we have to offer translating into quality project(s) and repeat work with lasting relationship.

The President and Architect of KPSA is the current (DRC) Design Review Committee Chairman for The Villages and is well qualified and experienced to design aesthetically appropriate projects to meet The Villages Community Design Development criteria requirements. Moreover, our Sub-consultants contain the other (2)-DRC members responsible for Civil & Landscape standards. This offers your organization an added professional service most of our professional peers can't provide.

For more than 25 years KP Studio Architect has developed strong working relationships with several local Consultant (Civil, Landscape, & MEP) Engineering firms. As a Team we have successfully completed hundreds of Projects together. This continued collaboration forms a Team of Professional and Technical personnel that are familiar with each other, work well together from the early conceptual stage to the final completion of construction. The Team is dedicated to the success of each project and has proven beneficial to our client's needs and their projects.

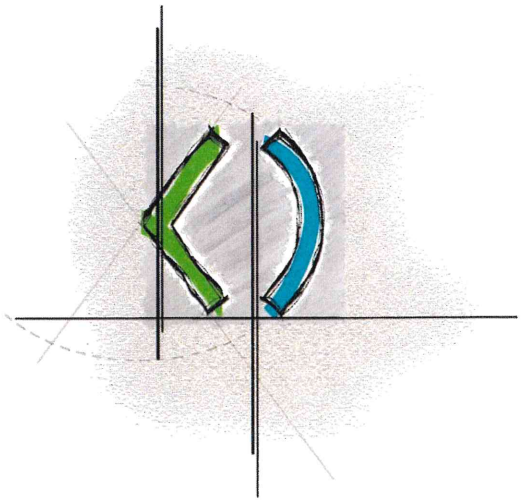
It is our pleasure to provide you with our qualification herein. We hope to have the pleasure and opportunity to design project(s) that will serve your community for many years and continue to make The Villages a great place to live and recreate.

Respectfully,

Edward R. Plaster Jr, AIA
eplaster@kpstudioarchitect.com
Architect AR-97148
President

KP Studio Architect, P.A.
537 NE 8th Avenue
Ocala, Florida 34470
Phone: (352) 622-7163

kp studio architect



Index

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D1	Clymer Farner Barley – Sub-Consultant
D2	Michael Papes and Associates – Sub-Consultant
D3	Verrando Engineering Co., Inc. – Sub-Consultant
D3	BBM Structural – Sub-Consultant

B-1: Business Organization

kp studio architect

Firm name:	**KP Studio Architect P.A.**
Federal I.D. #:	59-3161128
Address:	537 NE 8th Avenue
	Ocala, Florida 34470
Main Phone:	(352) 622-7163
Contact Person:	Edward (Ed) R. Plaster Jr.
Contact Email:	eplaster@kpstudioarchitect.com

a. **Business Organization of KP Studio Architect:**

Edward R. Plaster Jr. – Principal In-Charge
Andrew Copeland – Project Architect
Hector Gonzalez – Architect intern / Senior Project manager
John Ripplinger – Graduate Design Professional / Senior Project Manager
Moe Rahimpour – Graduate Design Professional / Senior CADD tech. Detailer
Joseph Smith – Senior Project Manager

b. **KP Studio Architect operates as an S-Corp. within the State of Florida.**
State of Florida License: #AA0002357

c. **KP Studio Architect does Not have any Branch offices.**
With the exception of our sub-consultant engineers, work will be performed within the Ocala, Florida office.

B-2: Major participants

kp studio architect

The Team members listed below will be Sub-Consultants to the Architect.
Refer to Appendix for further information about each.

Sub-Consultant #1:

Firm name:	Clymer Farner Barley
Address:	4450 NE 83rd Road Wildwood, Florida 34785
Specific Role:	Land Survey, Site / Utility Planning and Civil Engineering Design.
% of Participation:	30%

Sub-Consultant #2:

Firm name:	Michael Pape and Associates (MPA)
Address:	2351 SE 17th Street Ocala, Florida 34471
Specific Role:	Site Planning, Irrigation and Landscape Design.
% of Participation:	10%

Sub-Consultant #3:

Firm name:	Verrando Engineering Co., Inc.
Address:	1111 NE 25th Ave Ste 401 Ocala, Florida 34470
Specific Role:	Mechanical, Electrical, and Plumbing.
% of Participation:	30%

Sub-Consultant #4:

Firm name:	BBM Structural
Address:	2300 Maitland Center Parkway, Suite 201 Maitland, Florida 32751
Specific Role:	Structural Engineering.
% of Participation:	12%

B-3: Relevant Experience

kp studio architect

Project #1:

The Villages Community Development District – Public Safety Station #46

- **Public Safety Building**, located at: 4385 Warm Springs Avenue **Wildwood, Florida** 34785
- Project is +/-9,400 s.f. of **similar size and complexity** for **Public Safety Personnel**.
- **Project complies with The Villages Design Standards**.
- KP Studio Architect is the Chairman for The Villages **DRC Review committee** who Reviews / Approves Architectural project submissions for **Aesthetic compliance** within The Villages.
- **All Sub-Consultants** worked on this project. **Civil and Landscape consultants are also Villages DRC committee members for technical compliance**.
- Estimated Construction **Completion Winter 2025**.

Project #2:

The Villages Development Operating Company, LLC – Public Safety Station #48 & Community Watch

- **Public Safety Building**, located at: 7314 & 7320 Marsh Bend Trail **The Villages, Florida** 32163
- Project is +/-12,435 s.f. of **similar size and complexity** for **Public Safety Personnel**.
- **Project complies with The Villages Design Standards**.
- KP Studio Architect is the Chairman for The Villages **DRC Review committee** who Reviews / Approves Architectural project submissions for **Aesthetic compliance** within The Villages.
- **All Sub-Consultants** worked on this project. **Civil and Landscape consultants are also Villages DRC committee members for technical compliance**.
- Estimated Construction **Completion Fall of 2024**.

Project #3:

Sumter County Service Center

- **Sumter County Government Services Bldg.**, located at: 7375 Powell Rd. **Wildwood, Florida** 34785
- Project was of **greater size and complexity**. Housed multiple County Departments.
- Project was designed to meet the **best practices of LEED sustainability**.
- Project **complies with The Villages Design Standards**.
- KP Studio Architect is the Chairman for The Villages **DRC Review committee** who Reviews / Approves Architectural project submissions for **Aesthetic compliance** within The Villages.
- **All Sub-Consultants worked on this project** except the Structural Engineer. **Civil and Landscape consultants are also Villages DRC committee members for technical compliance**
- Project was completed in 2012.

Project #4:

The Villages Community Development District – Emergency Operations Center (EOC) & Admin. Offices for Public Safety Station #7

- **Public Safety Building,** located at: 3035 Morse Blvd. **The Villages, Florida 32163**
- **Project is +/-19,500 s.f. of greater size and complexity for Public Safety Personnel.**
- Project **complies with The Villages Design Standards**.
- KP Studio Architect is the Chairman for The Villages **DRC Review committee** who Reviews / Approves Architectural project submissions for **Aesthetic compliance** within The Villages.
- **All Sub-Consultants** worked on this project. **Civil and Landscape consultants are also Villages DRC committee members for technical compliance.**
- Project was Completed in 2011.

Project #5:

Ocala Police Department

- **Police Headquarters for City**, located at: 402 South Pine Avenue Ocala, Florida 34471
- Project was +/- 55,000 s.f. + 12,000 s.f. 'future' expansion of **greater size and complexity. Police Headquarters for City.**
- **Architect and MEP Sub-consultant** worked on this project.
- Project was completed in 2004.

Project #6:

Leesburg Police Department

- **Police Headquarters for City**, located at: 115 East Magnolia Street Leesburg, Florida 34748
- Project was +/-40,000 s.f. of **greater size and complexity**. .
- **Architect, MEP Engineer, and Landscape Architect Sub-consultants** worked on this project.
- Project was completed in 2002.

Project #7:

Marion County Sheriff (South & North) Multi-District Office

- **Sheriff Sub-Station**, located at: 3260 SE 80th Street Ocala, Florida 34480
  and 8311 North US 441 Ocala, Florida 34475
- Project was +/-5,000 s.f. and of **similar size and complexity** for **Public Safety Personnel**.
- **Architect and MEP Sub-consultant** worked on this project.
- Project was completed in 2002.

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 1

21. TITLE AND LOCATION *(City and State)*		22. YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
The Villages Community Development District - Public Safety Station #46	Wildwood, Florida	2023	2024

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
The Comm. Development District	Randy Wilkerson	(239) 216-7802

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

This New Public Safety Facility consists of prox. 4,000 s.f. (2)-bays for emergency apparatus vehicle roll-out, and a 5,000 s.f. Residence to support (8)-personnel per shift. Internal spaces consist of Offices / Reports area, Gear Room, Day Room, Kitchen and Dining, Fitness, Laundry, Restrooms with Shower Facilities, and (4)-bunk rooms.
This was a compact site, careful coordination between the various civil, landscape consultant team members and the Municipal end user was key to providing the full functioning programmatic items necessary for a proper Public Safety facility of this importance. Additionally, our team met The Villages (DRC) Design Review Committee Site development and Aesthetic standards. It is important to note, that the Professional Design Team members who performed worked on this project are also the residing committee members for The Villages DRC.
[Construction Cost $4.2 Million]



25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	KP Studio Architect, P.A.	Ocala, Florida	Architect
b.	Clymer Farner Barley	Wildwood, Florida	Civil Engineer
c.	Michael Pape & Associates, P.A.	Ocala, Florida	Landscape Architect
d.	Verrando Engineering	Ocala, Florida	MEP Engineer
e.	BBM Structural	Maitland, Florida	Structural Engineer
f.			

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 2

21. TITLE AND LOCATION *(City and State)*		22. YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
The Villages Development Operating Co., LLC - Public Safety Station #48	The Villages, Florida	2023	2025

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
The Villages Development Opera	Brian Sellers	(352) 259-6455 x 2453

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

This New Public Safety Facility consists of prox. 1,100 s.f. of Office space for Community Watch Safety Personnel, plus a 5,550 s.f. (3)-bays for emergency apparatus emergency vehicle roll-out, and a 5,150 s.f. Residence to support (10)-personnel per shift. Internal spaces consist of Offices / Reports area, Gear Room, Day Room, Kitchen and Dining, Fitness, Laundry, Restrooms with Shower Facilities, and (4)-bunk rooms.
This was a compact site, careful coordination between the various civil, landscape consultant team members and the Municipal end user was key to providing the full functioning programmatic items necessary for a proper Public Safety facility of this importance. Additionally, our team met The Villages (DRC) Design Review Committee Site development and Aesthetic standards. It is important to note, that the Professional Design Team members who performed worked on this project are also the residing committee members for The Villages DRC.
[Construction Cost $4.05 Million]





25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	KP Studio Architect, P.A.	Ocala, Florida	Architect
b.	Clymer Farner Barley	Wildwood, Florida	Civil Engineer
c.	Michael Pape & Associates, P.A.	Ocala, Florida	Landscape Architect
d.	Verrando Engineering	Ocala, Florida	MEP Engineer
e.	BBM Structural	Maitland, Florida	Structural Engineer
f.			

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*	20. EXAMPLE PROJECT KEY NUMBER 3

21. TITLE AND LOCATION *(City and State)*		22. YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
The Villages - Sumter County Service Center & Pinellas Plaza Library	Wildwood, Florida	2010	2012

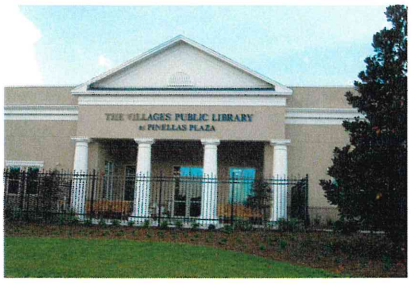
23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
Sumter County Government	Doug L. Conway	(352) 793-0279

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

This 46,000 sf county administration facility is designed using Green Building practices as defined by USGBC LEED criteria. The (2)-story facility includes a multi-purpose community room, 14,000 s.f. media center inclusive of designated spaces for indoor & outdoor reading areas, for adults, teen room, children's zone, computer consoles, book stacks for 50,000 books and circulation desk & library administration services. The remaining 32,000 sf. includes various other county departments such as U.S. Veterans and Community Services, County Commissioner's office, County Administration, and various other constitutional offices and user groups as well as the County's secondary Emergency Operations Center located in the Multi-purpose Community Room. This room serves as a back-up to Sumter County's EOC and is supported by an on-site back-up generator.

Construction Cost: [$5.6 Mil.]













25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	KP Studio Architect P.A. Verrando Engineering	Ocala, Florida	Architect MEP Engineer
b.	Clymer Farner Barley Michael Pape & Associates	Wildwood, Florida	Civil Engineer Landscape Architect

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT (Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)		20. EXAMPLE PROJECT KEY NUMBER
		4

21. TITLE AND LOCATION (City and State)		22. YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION (If applicable)
Villages Emergency Operations Center/Fire Station #7	The Villages, Florida	2010	2012

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
The Villages of Lake-Sumter Chief	Michael Tucker	352-205-8280

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT (Include scope, size, and cost)

KP Studio Architect worked closely with the Fire Department of the Villages Community Development Districts in establishing the design program for this New District Public Safety Headquarters. The 21,630 s.f. facility is comprised of Administrative offices, Firefighter residence hall, training space, 4-bay apparatus room, and the New District Emergency Operation Center.

The EOC utilizing an efficient/cost sensitive cast-in-place concrete wall and roof structural system is design to meet hurricane/tornado hardened facility requirements capable of withstanding up to 255 mph wind events per FEMA 361.

The architectural design theme utilized creates an 'Old Florida' Style compatible with planned surrounding environment.

Construction Budget: $2,750,000





25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION (City and State)	(3) ROLE
a.	KP Studio Architect, P.A.	Ocala, Florida	Architect
b.	Clymer Farner Barley	Wildwood, Florida	Civil Engineer
c.	Michael Pape & Associates, Inc.	Ocala, Florida	Landscape Architect
d.	Engineered Building Systems	Ocala, Florida	MEP Engineer
e.			
f.			

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER: 5

21. TITLE AND LOCATION *(City and State)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Ocala Police Department Headquarters Ocala, Florida	2004	2005

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City Of Ocala	Bruce Phillips, Assistant City Manager	(352) 629-8521

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

The facility designed in a renovated department store is comprised of two levels totalling 55,000 s.f. with an additional expansion area of 12,000 s.f. Security programs designed within the facility include detainee sally port,holding cells and interview rooms, evidence rooms, 911/Dispatch Center and Administrative Office spaces.

KP Studio Architect developed the design proforma by conducting users group interviews with the Police Department, establishing area allocations and future growth estimates. The design team reviewed the existing shell building structure, directed remediation procedures, structural modifications, mechanical and electrical system upgrades required for the new interior construction. The project provided substantial saving to the City by utilizing the existing structure and site and provided much needed urban revitalization to Ocala's Downtown corridor. Construction Cost: $5,200,000.00





25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	KP Studio Architect, P.A.	Ocala, Florida	Architect
b.	Verrando Engineering	Ocala, Florida	MEP Engineer
c.			
d.			
e.			
f.			

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT *(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)*			20. EXAMPLE PROJECT KEY NUMBER
21. TITLE AND LOCATION *(City and State)*		22. YEAR COMPLETED	
		PROFESSIONAL SERVICES	CONSTRUCTION *(If applicable)*
Leesburg Police Department Headquarters	Leesburg, Florida	2000	2002

23. PROJECT OWNER'S INFORMATION

a. PROJECT OWNER	b. POINT OF CONTACT NAME	c. POINT OF CONTACT TELEPHONE NUMBER
City of Leesburg, Purchasing	Chief William ChrismaO	(352) 787-2121

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(Include scope, size, and cost)*

KP Studio Architect developed a proforma or design guide outlining programmatic needs based on user group interviews with the department staff area needs and future growth estimates. Based on the approved program design, bid documents were prepared with alternates to allow cost control options for the City of Leesburg. The project was completed with over 20% savings from the budget by the design system and implementation of direct purchasing coordinated with the City's purchasing department.

The facility, which accommodates 72 sworn officers and 27 full time civilians, is located within the downtown re-development district of the City of Leesburg is comprised of a new two story 40,000 s.f. administrative headquarters. The project was required to be design and phased to allow for the continued operations from the pre-existing police station structure demolished as part of the site transition.
<Construction Cost: $ .JM >



25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(City and State)*	(3) ROLE
a.	KP Studio Architect, P.A.	Ocala, Florida	Architect
b.	Michael Pape & Associates, P.A.	Ocala, Florida	Landscape Architect
c.	Booth, Ern, Straughan & Hoitt (formerly Farner Barley)	Tavares, Florida	Civil Engineers
d.	Verrando Engineering	Ocala, Florida	MEP Engineer
e.			
f.			

B-4: Respondent's Personnel

kp studio architect

a. **Key Personnel of KP Studio Architect:**

Edward R. Plaster Jr. – Principal In-Charge (Architect)
Andrew Copeland – Project Architect
Joseph Smith – Senior Project Manager
John Ripplinger – Graduate Design Professional / Senior Project Manager
Hector Gonzalez – Architect intern / Senior Project manager
Moe Rahimpour – Graduate Design Professional / Senior CADD tech. Detailer

b. **Project's Assigned Personnel:**

Edward R. Plaster Jr. – Resides in Ocala, Florida.
(Refer to his Resume for additional information).
Andrew Copeland – Resides in Belleview, Florida
(Refer to his Resume for additional information).
Joseph Smith – Resides in Anthony, Florida
(Refer to his Resume for additional information).
John Ripplinger – Resides in Starke, Florida

c. **Same Members of Team for Past Project(s):**

Project #1 & #2:
Edward R. Plaster Jr. was the Project Architect
John Ripplinger was the Senior Project Manager
Our assembled Sub-Consultant team consisted of the same Civil, MEP Engineer, and Landscape Architect Firm's being proposed for this project.

Project #3 & #4:
Joseph Smith was the Senior Project Manager
Our Sub-Consultant team consisted of the same Civil, MEP Engineer, and Landscape Architect Firm's being proposed for this project.

Project #5, #6 & #7:
Joseph Smith was Project Manager
Our assembled Sub-Consultant team consisted of the same MEP Engineering Firm being proposed for this project.

d. **Construction Management Services:**

Professional Architectural Services may be extended and employed for Construction Administration (CA) during the construction Phase. Our Firm and our Sub-Consultant's provided (CA) for each of the (7) – projects listed as our relevant experience. Respectfully, the term, "Construction Management" as defined within the construction design profession is wholly a role fulfilled by a qualified General Contractor and never an Architect or Engineer.



Edward R. Plaster Jr.
President / Principal-In-Charge
Architect AR-97148

kp studio architect

Professional Resume

Mr. Plaster began his architectural career in the city of Orlando after graduating with a Masters degree in Architecture and with honors from the University of Florida & is licensed to practice in the State of Florida. He is the current **Village's (DRC) Design Review Committee Chairman** and is knowledgeable in how to meet The Villages design standards. He has more than 25 years of experience in the design of Public Safety, recreation amenity centers / hospitality, municipal, healthcare facilities, retail, mix-use commercial, educational, and religious facilities. He obtains a wide range of knowledge and experience and has managed the design, development and construction administration of numerous projects of varying complexity ranging from $300 K to $15 million in construction value with much success. Mr. Plaster is a member of the AIA (American Institute of Architects) and is licensed to practice architecture in Florida.

He has received (3)–Merit of Design Awards from the American Institute of Architect's Ocala / Gainesville Chapter including the first of (2)–two LEED Certified buildings in Ocala / Marion County. Submission Entry Winner of 'Reinvent Tuscawilla Park' design competition.

Select Project Experience:

- **The Villages Public Safety Buildings #46 and #48 – Wildwood / The Villages, Florida**
  Ea. Public Safety Facility consists of prox. 9k to 10k s.f. of Emergency Vehicle Apparatus Bays and Residence office and support zones for (8) to (10)-personnel per shift. [Const. Value: $4.0 Mil.]
- **Sumter County Support Services Center – Wildwood, Sumter County, Florida**
  46,000 sf county administration facility is designed using Green Building practices as defined by USGBC LEED criteria. Two story facility includes a multi-purpose community room, 14,000 s.f. media center with administration services. The remaining 32,000 sf. includes various county departments such as county commissioner's office, county administration, and various other constitutional offices and user groups as well as the County's back-up Emergency Operations Center operations room. Construction Budget: $7.0 Mil [Construction Cost: $5.5 Mil.]
- **Estabrook Executive Office Building – Brownwood Town Center – Wildwood, FL**
  35,300 SF (2)-story Office building includes Executive office suites, Conference / Meeting spaces, attorney and accounting offices, commercial property managers and operations offices and leasing agents. [$6.5 Mil Construction Value]
- **2020 First Responders Recreation Center – The Villages, Marion County, Florida**
  KP Studio Architect worked closely with VCDD and it's representatives in the development of the Renovation / conversion of existing church building to a New Recreation building. Additional new structures under design to include; Resort style pool / building, Pavilion(s), Restroom / storage bldg.(s), Lawn bowling shade structures, and Pitch/Putt Golf Started. [$4.0 Mil Construction Value

Ron DeSantis, Governor

Melanie S. Griffin, Secretary

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STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF ARCHITECTURE & INTERIOR DESIGN

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PLASTER, EDWARD ROBERT JR

KP STUDIO ARCHITECT, P.A.
537 NE 8TH AVE
OCALA FL 34470

LICENSE NUMBER: AR97148

EXPIRATION DATE: FEBRUARY 28, 2025

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Andrew Copeland, AIA
Architect AR-0016784

kp studio architect

Professional Resume

Mr. Copeland began his architectural career in Los Angeles after graduating from the University of Florida. He has more than 30 years of experience in the design of commercial, institutional, educational, residential, mixed-use, retail, restaurants, recreational, religious and medical facilities gaining diversified experience in projects ranging from $0.2MM to $26MM in construction value. His strengths are in client relations, construction document organization and delivery, specifications and construction administration. Mr. Copeland is a member of the AIA and is licensed to practice architecture in Florida.

He has served on many community boards including the Boys and Girls Club, Ocala-Marion County Advisory Committee to the Metropolitan Planning Organization, Mayor's Blue Ribbon Committee, College of Central Florida Pre-Architecture Program Advisory Committee and is a two-time Past President of the Ocala Civic Theatre Board of Directors.

Select Project Experience:

- **Olympia Regional Recreation Center-The Villages, FL**
  A 68,000 SF Regional Recreation Center with 500 seat Multi-Purpose Room, Catering Kitchen, Fitness Room, Meeting Rooms, Arts and Crafts Rooms, Rock Climbing Wall and Gymnasium.
- **Eastport Town Center-The Villages, FL**
  Ten Shell Retail/Restaurant Buildings in excess of 90,000 total square feet forming the new Town Center. In addition, multiple support buildings and amenities.
- **Village Health Care Center at Eastport Clinic – The Villages, FL**
  21,000 SF Multi-Discipline Patient Care Center with Patient Care Rooms, Audiology, Counseling, Phlebotomy, Imaging, Procedures, Training and Administrative Support.
- **Ezell Regional Recreation Center – The Villages, FL**
  A 32,000 SF Regional Recreation Center with 500 seat Multi-Purpose Room, Catering Kitchen, Fitness Room, Meeting Rooms and an Arts and Crafts Room.
- **Sawgrass Market – The Villages, FL**
  A 25,000 SF open 'food hall' with multiple Food Service tenants.
- **Rohan Regional Recreation Center – The Villages, FL**
- A 32,000 SF Regional Recreation Center with 500 seat Multi-Purpose Room, Catering Kitchen, Fitness Room, Meeting Rooms and an Arts and Crafts Room.
- **Village Health Care Center at Lake Deaton – The Villages, FL**
  24,000 SF Multi-Discipline Patient Care Center with Patient Care Rooms, Audiology, Counseling, Phlebotomy, Imaging, Procedures, Training and Administrative Support.
- **Reilly Performing Arts and Black Box Center – Ocala, FL**
  In 2015, Phase 1 consisted of restoring a 1930's WPA Era Auditorium that had fell into disrepair and was scheduled for demolition. The main Auditorium sits 700+ ppl. Phase 2, includes an Addition of a Black Box Theatre providing a flexible space for a multitude of events and performances, an expanded Lobby and Music School.

Ron DeSantis, Governor

Melanie S. Griffin, Secretary

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STATE OF FLORIDA
DEPARTMENT OF BUSINESS AND PROFESSIONAL REGULATION

BOARD OF ARCHITECTURE & INTERIOR DESIGN

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COPELAND, JAMES ANDREW

10091 SE 40TH AVE
BELLEVIEW FL 34420

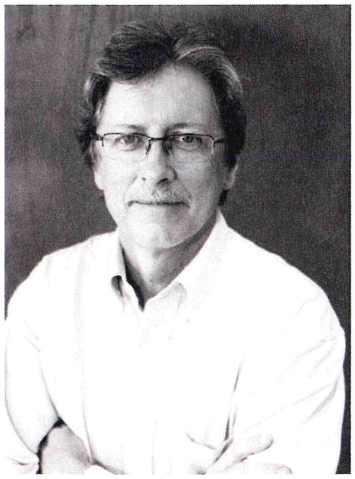
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Joseph Smith
Sr. Project Manager

kp studio architect

Professional Resume

One of the longest tenured positions of the Firm; Mr. Smith brings nearly 40 years of architectural detailing and managing experience and holds an Associate of Science in Building Construction Technology Degree from Central Florida Community College. He oversees day to day scheduling of studio production staff and project quality control. Additionally, he is well seasoned in his experience with both small and large scale commercial projects of varying typologies.

He is a Member of Marion County Sheriff's Office (MCSO), Citizens Emergency Response Team (CERT); First nationally recognized mobile CERT team. Founding Member: The Ocala Jeep Club of Florida Inc aid in natural disaster, early response, first aid, & search/rescue; Volunteer: (MCSO).

Select Project Experience:

- **Emergency Operations Center (EOC) & Admin. Offices for Fire Station – The Villages, FL**
  19,500 sf Public Safety Bldg. designed to blend various Admin/Fire-Rescue/Emergency Op's tasks to maximize their functions. Fire Admin: 5,200 sf.; Firehouse residence: 4,300 sf; Training Area: 1,250 sf; Apparatus Bay: 6,000 sf; Emergency Operations Center: 2,750 sf. The EOC structure is hurricane hardened complete w/ back-up generator. [$2.46 Mil Construction Value]
- **The Villages VA Outpatient Clinic – The Villages, FL**
  This 97,000 sf bldg. provides medical health services for the Armed Service's veterans within the North Central Florida region. This facility offers a variety of medical services from over 15 depts. ranging from Primary Care to Outpatient Surgery and Nuclear Medicine. The development of the CD's met the requirements of the SFO. [$21.4 Mil Construction Value]
- **Leesburg Police Department - Leesburg, Florida**
  KP Studio Architect developed a design guide outlining programmatic needs based on user group interviews with the department staff. The facility, located within the downtown re-development district of the City of Leesburg, is comprised of a new two story 40,000 s.f. administrative headquarters. The project was required to be designed and phased to allow for the continued operations from the pre-existing police station structure demolished as part of the site transition.
  [Construction Value: $4.98 Mil.]
- **Central Florida Urology and Prostate Cancer Center – Wildwood, FL**
  This Facility is designed for the patient's comfort and it's interior is a contemporized variation of a mountain lodge. The Center is dedicated to treatment of Prostate Cancer & includes a Varian 21iX Linear Accelerator,(IMRT) and additional MRI/CT Imaging Suites. One wing of the bldg. provides Urological Care for other medical conditions. [$5.2 Mil Construction Value]
- **Lake Medical Imaging and Vascular Institute – The Villages, FL**
  This 11,400 sf medical facility focuses on patient comfort. A large lobby & secondary waiting rm. w/ private dressing areas, IV stations, physician's readying rms. compliment the imaging services. A large MRI/CT suite share a central control rm. Other imaging services include Swiss Ray, X-ray/intervention rms. & (2)-ultra-sound rms. [$2.16 Mil Construction Value]

B-5: Respondent's Consultants

kp studio architect

Over several decades, KP Studio Architect, PA has developed strong working relationships with several **local Consulting Engineering** firms. As a Team we have successfully completed **hundreds of Projects** together dating back **over 25 years**. Most of these projects have been **located within Sumter County, The Villages, and the Wildwood** area.

This continued collaboration forms a Team of Professional and Technical personnel that is **familiar with each other** and work well together on multiple levels. This creates a close-knit team that addresses the requirements of each Project with **continuous and consistent personal involvement** from the early conceptual stage to the final completion of construction. The Team is dedicated to the success of each project and **beneficial to our client's** needs and Project requirements.

Our team is **primarily local,** and we believe this **strengthens our community** by building a **healthy Professional employment base**. This also benefits the client's project such that local Firms have a **familiar working knowledge of the area, its people, and the goals** and objectives including a vested interest in seeing a successful project. The Principal Owner of both the Primary *and* Sub-Consultant will be the 'Principal in Charge' and will remain accessible throughout any Project.

The Team members listed below will be Sub-Consultants to the Architect.
Additional Info. for each Sub-Consultant may be found on B-2 Major Participants page & Section D-1 to 4.

Sub-Consultant #1:
Firm name: Clymer Farner Barley - Land Survey, Site / Utility Planning and Civil Engineering Design
Location: Wildwood, Florida 34785

Sub-Consultant #2:
Firm name: Michael Pape and Associates (MPA) – Landscape Architect
Location: Ocala, Florida 34471

Sub-Consultant #3:
Firm name: Verrando Engineering Co., Inc. – MEP Engineering
Location: Ocala, Florida 34470

Sub-Consultant #4:
Firm name: BBM Structural – Structural Engineering
Location: Maitland, Florida 32751

Our team **knows how to deliver projects** within The Villages. The governing body that Reviews / Approves projects for compliance is The Villages (DRC) Design Review Committee.
We are the **Appointed members of The Villages (DRC) Design Review Committee**. We understand and know how to comply with the **technical and aesthetic standards for development** within The Villages, Florida, having completed hundred of projects.

Collectively with KP Studio Architect, Clymer Farner Barley, and MPA each Firm has people appointed to the current (DRC) Design Review Committee for The Villages, Florida Development. Moreover, our Firms **have long tenured personnel on staff who are familiar with the (DRC) requirements**. This **provides vertical team integration** throughout our business organizations from design concept to project detailing and throughout construction administration phase.

Our proposed Team members are the current (DRC) Design Review Committee members for The Villages:

(KPSA) Edward R. Plaster Jr. – Chairman of The Villages (DRC) Design Review Committee **(Architect Review)**
(CFB) Stephen Campbell – Member of The Villages (DRC) Design Review Committee **(Site/Civil Review)**
(MPA) Suzanne Stancil – Member of The Villages (DRC) Design Review Committee **(Landscape Review)**

B-6: Cost Control

kp studio architect

Project Budgeting Analysis (Opinion-of-Cost):

Our process for budget control starts with a realistic evaluation of the design program (Pro-forma) with the facilities department. We will establish a proposed target construction budget. After site evaluation and inspection of the existing conditions, including the utility and service systems, a report will be provided which will identify any adjustments to the target budget. In working with the facilities department, design decisions may be reevaluated accordingly.

During each phase of the project, schematic design, design development, and construction documents, the budget impact will be reevaluated with the facilities department. At the 50% stage of the project's design development our office will update our early opinion-of-cost. This will enable us to make any adjustments prior to completion of the Bid Documents.

As a result of the cost estimate, the Bid Documents may be prepared with deductive or Additive Alternates for cost options that allow the City of Wildwood flexibility in the contract award. Additionally, an Owner Direct purchase program can be implemented as another effort in reducing first cost expenditure during construction.

B-7: Scheduling

kp studio architect

Project Scheduling:

After developing a thorough understanding of the short and long-term needs for the new Police Sub-station Building; KP Studio Architect P.A. will work with the City of Wildwood Staff to develop and implement a successful Action Plan to achieve the project goals as established and defined within the Pro-forma document (Phase 1). A series of milestone dates will be established identifying delivery of Phase 2 and 3 inclusive of an opinion-of-cost (budget estimate) for each phase. The Project Team will work hand in hand with the City to coordinate the activities necessary to achieve the projects overall goals and timely execution of the work.

Time durations (milestone dates) for workload to be performed by each team member and related task will be established in order to assist in the establishment of the Project's overall timeline.

Major Milestone Phases of work to be scheduled:

- Pre-Design (Pro-forma) programmatic definition for both site and building
- Schematic Design Phase – Early test fit and concept of the site plan, building floor plan and exterior (massing) elevations.
- Design Development Phase – Early coordination of site utility POC's to building, defining building mechanical & electrical systems, construction materials, with further definition of the project.
- Construction Document Phase – Finalize the working drawings and specifications, details, etc. in preparation for a Bid package.
- Bid Phase – Preparation of Construction Documents for issuance to qualified General Contractors. This may be included as part of professional services.
- Construction Administration Phase – Review of Submittals / Shop Dwgs., RFI's, Field Observations, Pay App. Review and Substantial & Final Inspections. This may be included as part of professional services.

B-8: Information Management

kp studio architect

As the Architectural design professional assigned to the Project Examples, during all phases of design it is typical that our Firm would provide Meeting Agendas for distribution when scheduled with a Clients assigned Representative. Following the meeting our office issues Meeting minutes to document the items reviewed, discussed, and if any information is required for follow-up. Additionally, progress plan sets will be provided for review and discussion for mark-up and documenting notations. This approach occurs during each phase of the project's progression.

During Construction Administration our office receives Pay Apps., (RFI's) Request-For-Info., reviews Shop Dwgs. and Submittals from the General Contractor. We maintain a log of each corresponding transmitted item received, disbursed and returned to track the flow of each item. Our office also attends on-site OEC meetings held by the General Contractor who typically provides the agenda. However, our office will produce a Field Report documenting the status of items observed, discussed, or requiring corrections.

Information Management Software is typically a function of Construction Managers.

B-10: Quality Control

kp studio architect

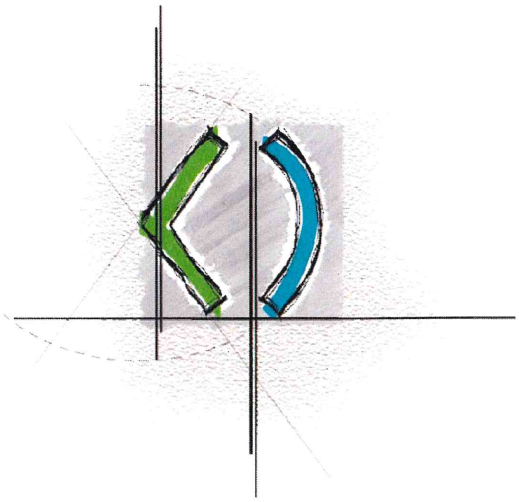
During the Design phases of our work effort our team employes a drawing review process at each milestone phase of completed work. Schematic Design, Design Development, Construction Documents. The assigned Project Manager and his CADD Tech support staff conduct a formal review process when their assigned tasks are complete. The documents are then forwarded to the Project Architect for a 2nd Review. Our office implements a simple 'traffic-light' (Red, Yellow, Green light) system, where 'Red-line' notes and sketch / markups are made within the documents and returned to the Project team for correction and / or further coordination. The team makes corrections at the next level of drawing development and highlights the corrections in 'yellow' returning it to the Architect for final acceptance, highlighting it in green to confirm it's completeness.

This simple yet effective review process has served our project team well over the years reducing mistakes and uncoordinated conditions across disciplines.

Our Professional Design Services are 'limited' to our Construction Documents work product. During the Construction Phase and Warranty period the General Contractor is responsible for maintaining quality control of his sub-contractor's workmanship and calls for service.

B-11: Safety

kp studio architect



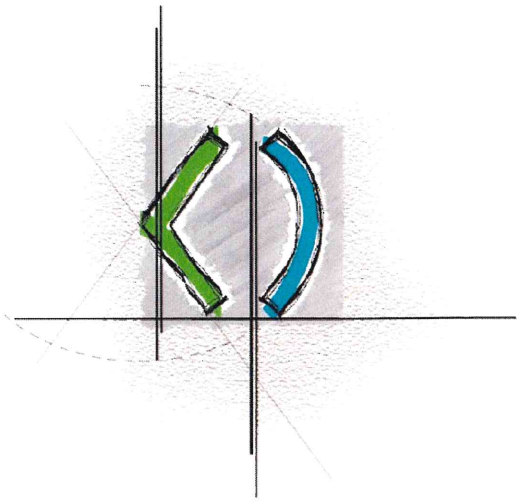
Project Safety:

As the Design professional we are 'limited' by our Professional Liability Insurance in that we are Not the responsible party in control of the physical construction site. As such we can not regulate the safety of a given worksite.

It is the responsibility of the Construction Manager / General Contractor, under contract with the City, who is in control of the physical boundaries of their assigned site to develop, maintain, and enforce their site safety protocols for a safe workplace.

B-12: Joint Venture

kp studio architect



This Application is Not a Joint venture.

B-13: Local Business

kp studio architect

Local Business:

Project Examples #1 – The Villages Community Development District – Public Safety Station #46 and Project Examples #2 – The Villages Development Operating Company, LLC – Public Safety Station #48 & Community Watch, listed under section B-3 (Relevant Experience).

Our Firm coordinated design efforts with local Team member Clymer Farner Barley who has their main office in Wildwood, Florida. Additionally, the Project's General Contractor, Kingdom Construction, is also based in Wildwood. Working with a local team strengthens the community by building a healthy professional employment base. We estimate a 40% to 50% local participation.

Local knowledge and Proximity to the Site: KP Studio Architect is familiar with most All parts of The Villages past and current development work and the multitude of site location(s) in planning. Our firm has worked in The Villages for 30 years and has many Project Records. With the exception of our structural engineer, All of our Design team lives and works within the local Region, prox. 20 miles / 40 minute drive time.

On a weekly and at times a daily basis, we have personnel on-site within The Villages providing various professional design services for clients. Our close proximity and location to various project site(s) enables the firm to provide diligent and excellent planning and coordination services with the City of Wildwood's project representatives and stakeholders. Additionally, site observations and construction administration will be carried out in a consistent manner during the construction of the project as is necessary for the success of the project.

B-14: Financial Capability

kp studio architect

As a licensed Architectural Firm, we do Not provide Bonding for Projects. Bonding is reserved as a responsibility held by a qualified General Contractor. As such we are unable to provide a surety document. Below is our recent Financial Income statement measured over multiple recent years to demonstrate our stability.

KP Studio Architect – Income Statement

	(3) – Year Average 2021 to 2023	(5) – Year Average 2019 to 2023
Total Gross Revenue:	$3.17 Mil.	$2.96 Mil.
Total Expenses:	$1.90 Mil.	$1.80 Mil.
Average Profit After Taxes (Loss):	$1.27 Mil.	$1.16 Mil.

B-15: References

kp studio architect

Randy Wilkerson – Construction Manager
The Villages Community Development District
Cel #: (239) 216-8702
Email: RandyWilkerson85@gmail.com

Gary Mark – Sr. Vice President of Commercial Development
The Villages
Phone: (352) 753-6275
Email: Gary.Mark@TheVillages.com

Brian Sellers: Vice President of Commercial Construction
The Villages
Phone: (352) 259-6455 x 2453
Email: Brian.Sellers@thevillages.com

Tracy Morse Dadeo – Chief Design Officer
The Villages
Phone: (352) 753-6275
Email: Tracy.Morse@thevillages.com

[Submittal Attachment C1]

PROPOSER'S CERTIFICATION

Submit To: City of Wildwood 100 N Main Street Wildwood, FL 34785 352-330-1330 352-330-1338 (fax)	CITY OF WILDWOOD REQUEST FOR QUALIFICATON (RFQ) CERTIFICATION AND ADDENDA ACKNOWLEDGMENT

DUE DATE: Aug. 15, 2024	**DUE TIME: 2:00 PM**	**RFQ # 2024-23**

TITLE: Professional Architectural Services for Police Substation (Marsh Bend Plaza)

VENDOR NAME: **KP Studio Architect P.A.**	**PHONE NUMBER:** **(352)-622-7163**
VENDOR MAILING ADDRESS: **537 NE 8th Avenue**	**FAX NUMBER:** **N/A**
CITY/STATE/ZIP: **Ocala, Florida 34470**	**E-MAIL ADDRESS:** **eplaster@kpstudioarchitect.com**

"I, the undersigned, certify that I have reviewed the addenda listed below (list all addenda received to date). I understand that timely commencement will be considered in award of this RFQ and that cancellation of award will be considered if commencement time is not met, and that untimely commencement may be cause for termination of contract. I further certify that the services will meet or exceed the RFQ requirements. I, the undersigned, declare that I have carefully examined the RFQ, specifications, terms and conditions as applicable for this Request, and that I am thoroughly familiar with all provisions and the quality and type of coverage and services specified. I further declare that I have not divulged, discussed, or compared this RFQ with any other Offeror and have not colluded with any Offerors or parties to an RFQ whatsoever for any fraudulent purpose."

Addendum #1	**Addendum #2**			
07/19/2024	**07/31/2024**			
Addendum #	Addendum #	Addendum #	Addendum #	Addendum #

"I certify that this quote is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting an RFQ for the same material, supplies, equipment or services and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of this RFQ and certify that I am authorized to sign this response and that the offer is in compliance with all requirements of the RFQ, including but not limited to certification requirements. In conducting offers with an agency for CITY OF WILDWOOD, respondent agrees that if this RFQ is accepted, the respondent will convey, sell, assign, or transfer to the City of Wildwood all rights, title and interest in and to all causes of action it may now or hereafter acquire under the anti-trust laws of the United States for price fixing relating to the particular commodities or services purchased or acquired by the CITY. At the City of Wildwood discretion, such assignment shall be made and become effective at the time the purchasing agency renders final payment to the respondent."

Edward R. Plaster Jr. - President	Edward R Plaster Jr	**08/12/2024**
Authorized Agent Name, Title (Print)	Authorized Signature	Date

This form must be completed and returned with your Submittal

[Submittal Attachment C2]

QUALIFICATIONS FORM FOR CITY OF WILDWOOD

Name of Firm Submitting Qualifications **KP Studio Architect P.A.**

Name of Person Submitting Qualifications **Edward R. Plaster Jr.**

PROPOSER ACKNOWLEDGMENT

"The undersigned hereby declares that he/she has informed himself/herself fully in regard to all conditions to the work to be done, and that he/she has examined the RFQ and Specifications for the work and comments hereto attached. The Vendor proposes and agrees, if this submission is accepted, to contract with the City of Wildwood to furnish all necessary materials, equipment, labor and services necessary to complete the work covered by the RFQ and Contract Documents for this Project. The Vendor agrees to accept in full compensation for each item the prices named in the schedules incorporated herein."

Signature

08/12/2024
Date

2024-23
RFQ Number

[__] Check if exception(s) or deviation(s) to Specifications. Attach separate sheet(s) detailing reason and type for the exception or deviation.

This document must be completed and returned with your Submittal.

[Submittal Attachment C3]

Statement of Terms and Conditions

PUBLIC ENTITY CRIME: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a qualifications/Bid on a contract to provide any goods or services to a public entity, for the construction or repair of a public building or public work, may not submit Qualifications/Bids on leases of real property to a public entity, may not be awarded or perform work as a Consultant, supplier, subconsultant, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

INDEMNIFICATION: Consultant shall indemnify and hold harmless the City, and its officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Consultant and other persons employed or utilized by the Consultant in the performance of the contract..

PROHIBITION OF LOBBYING: During the blackout period which is, the period between the time the submittals for Invitation to Bid or the Request for Proposals, or Qualifications, or information, as applicable, are received at Contracts / Purchasing and the time the City awards the contract, no proposer, no lobbyist, principal, or other person may lobby, on behalf of a competing party in a particular procurement matter, any member of the City, or any City employee other than Robert Schoepe, Procurement Specialist via email to rschoepe@wildwood-fl.gov or faxed to (352) 330-1338 Attention: Robert Schoepe. Violation of this provision may result in disqualification of violating party. All questions regarding this Request for Proposals (RFQ) or Invitation to Bid (BID) must be submitted in writing to the City's Financial Services Manager.

ANTI TRUST LAWS: By submission of a signed RFQ or BID, the successful Vendor acknowledges compliance with all antitrust laws of the United States and the State of Florida, in order to protect the public from restraint of trade, which illegally increases prices.

CONFLICT OF INTEREST: The award of the contract hereunder is subject to the provisions of Chapter 112 of the Florida Statutes. Vendors shall disclose the name of any Officer, Director, Partner, Associate, or Agent who is also an Officer, Appointee, or Employee of any of the City's at the time of the RFQ or BID, or at the time of occurrence of the Conflict of Interest thereafter.

INTERPRETATION, CLARIFICATIONS AND ADDENDA: No oral interpretations will be made to any vendor as to the meaning of the RFQ/BID Contract Documents. Any inquiry or request for interpretation received by Robert Schoepe, Procurement Specialist via email to rschoepe@wildwood-fl.gov or faxed to (352) 330-1338 Attention: Robert Schoepe before the date listed herein will be given consideration. All such changes or interpretations will be made in writing in the form of an addendum and, if issued, will be distributed at or after the Pre-Proposals/Pre-Bid Conference, mailed or sent by available or electronic means to all attending prospective Submitters prior to the established RFQ/BID opening date. Each Vendor shall acknowledge receipt of such addenda in the space provided. In case any Proposer/Bidder fails to acknowledge receipt of such addenda or addendum, his offer will nevertheless be construed as though it had been received and acknowledged and the submission of his bid will constitute acknowledgment of the receipt of same. All addenda are a part of the RFQ/BID FORMS and each Proposer/Bidder will be bound by such addenda, whether or not received by him. It is the responsibility of each proposer/bidder to verify that he has received all addenda issued before RFQ's/BID's are opened. In the case of unit price items, the quantities of work to be done and materials to be furnished under this RFQ/BID Contract are to be considered as approximate only and are to be used solely for the comparison of RFQ's/BID's received. The City and/or his CONSULTANT do not expressly or by implication represent that the actual quantities involved will correspond exactly therewith; nor shall the Vendor plead misunderstanding or deception because of such estimate or quantities of work performed or material furnished in accordance with the Specifications and/or Drawings and other Proposals/Bid Documents, and it is understood that the quantities may be increased or diminished as provided herein without in any way invalidating any of the unit or lump sum prices bid.

GOVERNING LAWS AND REGULATIONS: The vendor is required to be familiar with and shall be responsible for complying with all federal, state and local laws, ordinances, rules and regulations that in any manner affect the work.

PROPRIETARY/CONFIDENTIAL INFORMATION: Vendors are hereby notified that all information submitted as part of, or in support of RFQ's/BID's, will be available for public inspection ten days after opening of the RFQ's/BID's or until a short list is recommended whichever comes first, in compliance with Chapter 119, and 287 of the Florida Statutes. All RFQ's/Bids submitted in response to this solicitation become the property of the City. Unless information submitted is proprietary, copy written, trademarked, or patented, the City reserves the right to utilize any or all information, ideas, conceptions, or portions of any RFQ/BID, in its best interest.

TAXES: The City of Wildwood is exempt from any taxes imposed by the State and/or Federal Government. Exemption certificates will be provided upon request.

NON-COLLUSION DECLARATION: By signing this RFQ/BID, all Vendors shall affirm that they shall not collude, conspire, connive or agree, directly or indirectly, with any other Proposer, firm, or person to submit a collusive or sham Proposals in connection with the work for which their RFQ/BID has been submitted; or to refrain from Bidding in connection with such work; or have in any manner, directly or indirectly, sought by person to fix the price or prices in the RFQ/BID or of any other Bidder, or to fix any overhead, profit, or cost elements of the RFQ/BID price or the RFQ/BID price of any other Bidder, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against any other Bidder, or any person interested in the proposed work.

PROPOSER RESPONSIBILITY: Invitation by the City's to vendors is based on the recipient's specific request or as the result of response by the public to the legal advertisements required by State law. Firms or individuals submit their responses on a voluntary basis, and therefore are not entitled to compensation of any kind.

CITYSHIP OF SUBMITTALS: All responses, inquiries or correspondence relating to or in reference to this RFQ/BID, and all other reports, charts, displays, schedules, exhibits and other documentation submitted by the vendors will become the property of the City. Reference to literature submitted with a previous RFQ/BID will not relieve the Bidder from including any required documents with this RFQ/BID.

EXAMINATION OF BID DOCUMENTS: Each Bidder shall carefully examine the RFQ/BID Document to ensure all pages have been received, all drawings and/or Specifications and other applicable documents are included, and shall inform himself thoroughly regarding any and all conditions and requirements that may in any manner affect cost, progress or performance of the work to be performed under the Contract. Ignorance on the part of the CONSULTANT will in no way relieve him of the obligations and responsibilities assumed under the Contract.

VENDOR RESPONSIBILITY: Vendors are fully and completely responsible for the labeling, identification and delivery of their submittals. The City of Wildwood will not be responsible for any mislabeled or misdirected submissions, nor those handled by delivery persons, couriers, or the US Postal Service.

DRUG FREE WORKPLACE: **All Proposers/Bidders shall submit the enclosed, duly signed and notarized form entitled "Drug Free Workplace Certificate". The Drug Free Workplace Vendor shall have the burden of demonstrating that his program complies with Section 287.087 of the Florida Statutes, and any other applicable state law.**

This document must be completed and returned with your Submittal

THE CITY OF WILDWOOD is a political subdivision of the State of Florida, and reserves the right to cancel this RFQ and to reject any and/or all submittals, reserve the right to waive any and all informalities or irregularities, to re-advertise with either the identical or revised specifications, and reserve the right to award contracts and/or in the best interest of the City. Submittals not meeting stated minimum terms and qualifications may be rejected by the City as non-responsive. The City reserves the right to reject any or all submittals without cause. The City reserves the right to reject the submission of any Vendor in arrears or in default upon any debt or contract to the City, or who has failed to perform faithfully any previous contract with the City's or with other governmental agencies.

PUBLIC RECORDS LAW: Correspondence, materials and documents received pursuant to this RFQ/BID become public records subject to the provisions of Chapter 119, Florida Statutes.

VERIFICATION OF TIME: Verizon time is hereby established as the Official Time of the City's.

PREPARATION OF PROPOSALS/BIDS:

Signature of the Bidder: The Bidder must sign the RFQ/BID FORMS in the space provided for the signature. If the Proposer/Bidder is an individual, the words "doing business as _____," must appear beneath such signature. In the case of a partnership, the signature of at least one of the partners must follow the firm name and the words, "Member of the Firm" should be written beneath such signature. If the Proposer/Bidder is a corporation, the title of the officer signing the RFQ/BID on behalf of the corporation must be stated and evidence of his authority to sign the RFQ/BID must be submitted. The Proposer/Bidder shall state in the RFQ/BID FORMS the name and address of each person interested therein.

Basis for Bidding: The price proposed for each item shall be on a lump sum or unit price basis according to specifications on the RFQ/BID FORM. The proposed prices shall remain unchanged for the duration of the Contract and no claims for cost escalation during the progress of the work will be considered, unless otherwise provided herein.

Total Proposed Price/Total Contract Sum Proposed: If applicable, the total price bid for the work shall be the aggregate of the lump sum prices proposed and/or unit prices multiplied by the appropriate estimated quantities for the individual items and shall be stated in figures in the appropriate place on the RFQ/BID FORM. In the event that there is a discrepancy on the RFQ/BID FORM due to unit price extensions or additions, the corrected extensions and additions shall be used to determine the project bid amount.

TABULATION: Those wishing to receive an official tabulation of the results of the opening of this RFQ/BID are to submit a self-addressed, stamped business size (No. 10) envelope, prominently marked on the front lower left side, with the RFQ identification. Tabulation requested by telephone, fax or electronic media will not be accepted.

OBLIGATION OF WINNING BIDDER: The contents of the RFQ/BID of the successful proposer/bidder will become contractual obligations if acquisition action ensues. Failure of the successful Proposer/Bidder to accept these obligations in a contract may result in cancellation of the award and such vendor may be removed from future participation.

AWARD OF BID: It is the City's intent to select a vendor within **sixty (60) calendar days** of the deadline for receipt of Proposals/Bids. However, Proposals/Bids must be firm and valid for award for at least **ninety (90) calendar days** after the deadline for receipt of the RFQ/BID.

ADDITIONAL REQUIREMENTS: The firms shall furnish such additional information as the City may reasonably require. This includes information which indicates financial resources as well as ability to provide the services. The City reserves the right to make investigations of the qualifications of the firm as it deems appropriate.

PREPARATION COSTS: The City shall not be obligated or be liable for any costs incurred by Proposers/Bidders prior to issuance of a contract. All costs to prepare and submit a response to this RFQ/BID shall be borne by the Proposer/Bidder.

TIMELINESS: All work will commence upon authorization from the City's representative. All work will proceed in a timely manner without delays. The Consultant shall commence the work UPON RECEIPT OF NOTICE TO PROCEED and/or ORDER PLACED (PURCHASE ORDER PRESENTED), and shall deliver in accordance to the terms and conditions outlined and agreed upon herein.

DELIVERY: All prices shall be FOB Destination, Sumter County, Florida, inside delivery unless otherwise specified.

ADDITIONAL SERVICES/PURCHASES BY OTHER PUBLIC AGENCIES ("PIGGY-BACK"):
The Vendor by submitting a Bid acknowledges that other Public Agencies may seek to "Piggy-Back" under the same terms and conditions, during the effective period of any resulting contract – services and/or purchases being offered in this Bid, for the same prices and/or terms proposed. Vendor has the option to agree or disagree to allow contract Piggy-Backs on a case-by-case basis. Before a Public Agency is allowed to Piggy-Back any contract, the Agency must first obtain the vendor's approval – without the vendor's approval, the seeking Agency cannot Piggy-Back.

PLANS, FORMS & SPECIFICATIONS: Bid Packages are available from the City Clerks Office. These packages are available for pickup or by mail. If requested to mail, the Proposer/Bidder must supply a courier account number (UPS, FedEx, etc.). Proposers/Bidders are required to use the official RFQ/BID FORMS, and all attachments itemized herein, are to be submitted as a single document. Any variation from the minimum specifications must be clearly stated on the RFQ/BID FORM and/or Exceptions/Deviations Sheet(s). Only one set of plans, forms, and specifications will be furnished each company or corporation interested in submitting a Proposals/bid. RFQ/BID FORM documents for this project are free of charge and are available on-line and are downloadable.

MANUFACTURER'S NAME AND APPROVED EQUIVALENTS: Any manufacturer's names, trade names, brand names, information and/or catalog numbers listed in a specification are for information and not intended to limit competition unless otherwise indicated. The Proposer/Bidder may offer any brand for which he is an authorized representative, which meets or exceeds the RFQ/BID specification for any item(s). If RFQ's/BID's are based on equivalent products, indicate on the RFQ/BID FORM the manufacturer's product name and literature, and/or complete specifications. Reference to literature submitted with a previous RFQ/BID will not satisfy this provision. The Proposer/Bidder shall explain in detail the reason(s) why the proposed equivalent will meet the specifications and not be considered an exception thereto. RFQ's/BID's which do not comply with these requirements are subject to rejection. RFQ's/BID's lacking any written indication of intent to quote an alternate brand will be received and considered in complete compliance with the specifications as listed on the RFQ/BID FORM. The City is to be notified, in writing, of any proposed changes in materials used, manufacturing process, or construction. However, changes shall not be binding upon the City unless evidenced by a Change Notice issued and signed by the City, or designated representative.

QUANTITIES: The quantities as specified in this RFQ/BID are estimates only and are not to be construed as guaranteed minimums.

SAMPLES: Samples of items, when called for, shall be furnished free of expense, and if not destroyed may, upon request, be returned at the Proposer's/Bidder's expense. Each sample shall be labeled with the Proposer's/Bidder's name, manufacturer brand name and number, RFQ/BID number and item reference. Samples of successful Proposer's/Bidder's items may remain on file for the term of the contract. Request for return of samples shall be accompanied by instructions which include shipping authorization and must be received at time of opening. Samples not returned may be disposed of by the City within a reasonable time as deemed appropriate.

DOCUMENT RE-CREATION: Vendor may choose to re-create any document(s) required for this solicitation, but must do so at his own risk. All required information in the original City format must be included in any re-created document. Submittals may be deemed non-responsive if required information is not included in any re-created document.

ACKNOWLEDGED:

Edward R Martin 8/12/2024

(Signature and Date)

[Submittal Attachment C4]

HOLD HARMLESS AGREEMENT

Consultant shall indemnify and hold harmless the City, and its officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Consultant and other persons employed or utilized by the Consultant in the performance of the contract.

The Consultant shall purchase and maintain workers' compensation insurance for all workers' compensation insurance and employers' liability in accordance with Florida Statute Chapter 440.

The Consultant shall also purchase any other coverage required by law for the benefit of employees.

Required insurance shall be documented in Certificates of Insurance and shall be provided to the City representative requesting the service.

By signature upon this form the Consultant stipulates that he/she agrees to the Hold Harmless Agreement, and to abide by all insurance requirements.

Edward R. Plaster Jr.
Consultant-Print Name

Signature

Police Substation (Marsh Bend Plaza)
Project Name

08/12/2024
Date

The effective date of this Hold Harmless Agreement shall be for the duration of this project.

This document must be completed and returned with your Submittal

[Submittal Attachment C5]

DRUG FREE WORKPLACE CERTIFICATE

I, the undersigned, in accordance with Florida Statute 287.087, hereby certify that,

KP Studio Architect P.A.
(print or type name of firm)

- Publishes a written statement notifying that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the workplace named above, and specifying actions that will be taken against violations of such prohibition.
- Informs employees about the dangers of drug abuse in the workplace, the firm's policy of maintaining a drug free working environment, and available drug counseling, rehabilitation, and employee assistance programs, and the penalties that my be imposed upon employees for drug use violations.
- Gives each employee engaged in providing commodities or contractual services that are under RFQ or bid, a copy of the statement specified above.
- Notifies the employees that as a condition of working on the commodities or contractual services that are under RFQ or bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, please or guilty or nolo contendere to, any violation of Chapter 1893, or of any controlled substance law of the State of Florida or the United States, for a violation occurring in the work place, no later than five (5) days after such conviction, and requires employees to sign copies of such written (*) statement to acknowledge their receipt.
- Imposes a sanction on, or requires the satisfactory participation in, a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
- Makes a good faith effort to continue to maintain a drug free workplace through the implementation of the drug free workplace program.
- "As a person authorized to sign this statement, I certify that the above named business, firm or corporation complies fully with the requirements set forth herein".

Authorized Signature

08/12/2024
Date Signed

State of: **Florida**

County of: **Marion**

Sworn to and subscribed before me this 12 day of August, 2024

Personally known _____ or Produced Identification FL DL P423-236-74-292-0
(Specify Type of Identification)

Signature of Notary

My Commission Expires Nov. 28, 2027

BRENDA HORNE
Notary Public - State of Florida
Commission # HH 468024
My Comm. Expires Nov 28, 2027
Bonded through National Notary Assn.

(seal)

This document must be completed and returned with your Submittal

[Submittal Attachment C6]

SWORN STATEMENT TO SECTION 287.133(3)(a), FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES FORM

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to City of Wildwood
   By **Edward R. Plaster Jr. President**
   {print individual's name and title}

   for **KP Studio Architect P.A.**
   {print name of entity submitting sworn statement}

   whose business address is **537 NE 8th Avenue Ocala, Florida 34470**

   and (if applicable) its Federal Employer Identification Number (FEIN) is **59-3161128** (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement:_____.)

2. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), **Florida Statutes**, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(b), **Florida Statutes**, means a finding of guilt or a conviction of a public entity crime, with or without adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), **Florida Statutes**, means:

   a. A predecessor or successor of a person convicted of a public entity crime; or

   b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

   c. I understand that a "person" as defined in Paragraph 287.133(1)(e), **Florida Statutes**, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

d. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. **{indicate which statement applies.}**

(X) Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. **{attach a copy of the final order}**

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

Edward R Plaster Sr

{signature}

08/12/2024

{date}

State of **Florida**

County of **Marion**

PERSONALLY APPEARED BEFORE ME, the undersigned authority, Edward R. Plaster Sr, who after first being sworn by me, affixed his/her signature in the space provided above on this 12 day of August, 2024

Attest: Brenda Horne
Notary Public

My commission expires: Nov 28, 2027

(Notary Seal)

This document must be completed and returned with your Proposal.

BRENDA HORNE
Notary Public - State of Florida
Commission # HH 468024
My Comm. Expires Nov 28, 2027
Bonded through National Notary Assn.

[Submittal Attachment C7]

Conflict of Interest Disclosure Form

I HEREBY CERTIFY that

2. I *(printed name)* **Edward R. Plaster Jr.** am the *(title)* **President** and the duly authorized representative of the firm of *(Firm Name)* **KP Studio Architect P.A.** whose address is **537 NE 8th Avenue Ocala, Florida 34470**, and that I possess the legal authority to make this affidavit on behalf of myself and the firm for which I am acting; and,

2. Except as listed below, no employee, officer, or agent of the firm have any conflicts of interest, real or apparent, due to ownership, other clients, contracts, or interests associated with this project; and,

3. This bid qualification is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid qualification for the same services, and is in all respects fair and without collusion or fraud.

EXCEPTIONS (List)

Signature: Edward R. Plaster

Printed Name: **Edward R. Plaster Jr.**

Firm Name: **KP Studio Architect P.A.**

Date: **08/12/2024**

State of **Florida**

County of **Marion**

Sworn to and subscribed before me this 12 day of August 2024

Personally Known _____
OR Produced Identification ✓, Type of Identification FL DL P423-236-74-292-0

My Commission Expires Nov 28, 2027

BRENDA HORNE
Notary Public - State of Florida
Commission # HH 468024
My Comm. Expires Nov 28, 2027
Bonded through National Notary Assn.

Brenda Horne
(Printed, typed or stamped commissioned name of notary)

THIS FORM MUST BE COMPLETED AND RETURNED WITH YOUR QUALIFICATIONS PACKAGE

[Submittal Attachment C8]

Prohibition Against Contracting with Scrutinized Companies

[PURSUANT TO FLORIDA STATUTE § 287.135]

I, **Edward R. Plaster Jr.**, on behalf of **KP Studio Architect P.A.**,
Print Name Company Name

certify that **KP Studio Architect P.A.** does not:
Company Name

1. Participate in a boycott of Israel; and

2. Is not on the Scrutinized Companies that Boycott Israel list; and

3. Is not on the Scrutinized Companies with Activities in Sudan List; and

4. Is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List; and

5. Has not engaged in business operations in Cuba or Syria.

Signature

This document must be completed and returned with your Proposal.

[Submittal Attachment C9]

E-Verify Affidavit

Florida Statute 448.095 directs all public employers, including municipal governments, to verify the employment eligibility of all new public employees through the U.S. Department of Homeland Security's E-Verify System, and further provides that a public employer may not enter into a contract unless each party to the contract registers with and uses the E-Verify system.

Florida Statute 448.095 further provides that if a contractor enters into a contract with a subcontractor, the subcontractor must provide the contractor with an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien.

In accordance with Florida Statute 448.095, all contractors doing business with the City of Wildwood are required to verify employee eligibility using the E-Verify system for all existing and new employees hired by the contractor during the contract term. Further, the contractor must also require and maintain the statutorily required affidavit of its subcontractors. It is the responsibility of the awarded vendor to ensure compliance with E-Verify requirements (as applicable). To enroll in E-Verify, employers should visit the E-Verify website (https://www.e-verify.gov/employers/enrolling-in-e-verify) and follow the instructions. The contractor must, as usual, retain the I-9 Forms for inspection.

By affixing your signature below you hereby affirm that you will comply with E-Verify requirements.

KP Studio Architect P.A.
Company Name

Offeror Signature

08/12/2024
Date

Edward R. Plaster Jr.
Print Name

President
Title

59-3161128
Federal Employer Identification Number (FEIN)

Notary Public Information

Sworn to and subscribed before me on this this 12 day of August, 2024.

By Edward R. Plaster, Jr.

__ Is personally known to me

__ Has produced identification (type of identification produced: FL DL P423-236-74-292-0

Signature of Notary Public

BRENDA HORNE
Notary Public - State of Florida
Commission # HH 468024
My Comm. Expires Nov 28, 2027
Bonded through National Notary Assn.

Print or Stamp of Notary Public

Nov. 28, 2027
Expiration Date

Client#: 1050573 KPSTU

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 5/22/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
USI Insurance Services, LLC 2502 N Rocky Point Drive Suite 400 Tampa, FL 33607	PHONE (A/C, No, Ext):	FAX (A/C, No):
	E-MAIL ADDRESS: TeamAECertificate@usi.com	
	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : Everest National Insurance Company	10120
INSURED KP Studio Architect, P.A. 537 NE 8th Ave Ocala, FL 34470	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$
	☐ OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	☐ ANY AUTO						BODILY INJURY (Per person)	$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	☐ UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						☐ PER STATUTE ☐ OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ N / A						E.L. EACH ACCIDENT	$
	(Mandatory in NH)						E.L. DISEASE - EA EMPLOYEE	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - POLICY LIMIT	$
A	Professional Liability			AAEP000520241	01/19/2024	01/19/2025	$2,000,000 per claim $2,000,000 annl aggr.	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Professional Liability coverage is written on a claims-made basis.

CERTIFICATE HOLDER	CANCELLATION
For Proposal Purposes	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE

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MLKZP

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 08/13/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER		CONTACT NAME: Scott Bradshaw	
State Farm	Scott Bradshaw	PHONE (A/C, No, Ext): 352-732-0101	FAX (A/C, No):
	1306 SW Pine Avenue	E-MAIL ADDRESS: scott.bradshaw.bxf7@statefarm.com	
	Ocala FL 34471	INSURER(S) AFFORDING COVERAGE	NAIC #
		INSURER A : State Farm Mutual Automobile Insurance Company	25178
INSURED		INSURER B : State Farm Fire and Casualty Company	25143
	KP STUDIO ARCHITECT PA	INSURER C :	
	537 NE 8TH AVE	INSURER D :	
		INSURER E :	
	OCALA FL 344705344	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADD INSD	SUB WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$
	☐ OTHER:							$
A	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	☐ ANY AUTO						BODILY INJURY (Per person)	$ 500,000
	☐ OWNED AUTOS ONLY ☒ SCHEDULED AUTOS	N	N	969 1709-F08-59C	06/08/2024	12/08/2024	BODILY INJURY (Per accident)	$ 500,000
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$ 250,000
								$
	☐ UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N						☒ PER STATUTE ☐ OTH-ER	$
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N	N/A	N	98-CC-E393-5	07/30/2024	07/30/2025	E.L. EACH ACCIDENT	$ 100,000
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 100,000
							E.L. DISEASE - POLICY LIMIT	$ 500,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

City of Wildwood-Please note regarding Business Auto Liability Insurance

Hired & non-owed auto liability as required is obtainable with State Farm Mutual Company.

CERTIFICATE HOLDER

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

This form was system-generated on 08/13/2024

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Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

Give Form to the requester. Do not send to the IRS.

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

K P Studio Architect, P.A.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☑ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.

537 NE 8th Avenue

Requester's name and address (optional)

6 City, state, and ZIP code

Ocala, FL 34470

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			–			–				

or

Employer identification number

5	9	–	3	1	6	1	1	2	8

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here Signature of U.S. person ▶ Edward R Martin Jr Date ▶ 7/14/2023

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

D-1: Sub-Consultant

kp studio architect

Sub-Consultant #1:
Firm name: Clymer Farner Barley - Land Survey, Site / Utility Planning and Civil Engineering Design
Location: Wildwood, Florida 34785

Our proposed Team members are the current (DRC) Design Review Committee members for The Villages:

(KPSA) Edward R. Plaster Jr. – Chairman of The Villages (DRC) Design Review Committee **(Architect Review)**
(CFB) Stephen Campbell – Member of The Villages (DRC) Design Review Committee **(Site/Civil Review)**
(MPA) Suzanne Stancil – Member of The Villages (DRC) Design Review Committee **(Landscape Review)**

CFB | CLYMER FARNER BARLEY

ENGINEERING • SURVEYING • GEOSPATIAL • GIS • ENVIRONMENTAL

CLYMER FARNER BARLEY

Established in 1987, Clymer Farner Barley (CFB) stands as a distinguished family-owned enterprise located in Central Florida, holding a prominent position in the Civil Engineering and Surveying industry. Our firm is recognized for its expertise in handling large-scale projects, employing innovative strategies, and maintaining a robust multi-disciplinary organizational structure.

OUR OFFERINGS

CFB provides a comprehensive suite of Engineering, Surveying, Geospatial, GIS, and Environmental solutions tailored to address the complexities of modern development projects and the unique challenges posed by the Florida landscape.

EXPERTISE AND CAPABILITIES

With a seasoned team of experts, CFB excels in large-scale master-planned communities, regional shopping centers, and industrial park designs spanning residential, commercial, and industrial sectors no matter how big or small. Over the past 37 years, we have played a pivotal role in the growth of Central Florida, establishing ourselves as one of the top firms in the state.

DIVERSE PORTFOLIO

Having served both public and private clientele since 1987, CFB boasts a diverse portfolio. Since 1992, we have been the consulting and engineering firm for The Villages®, FL, the largest single-site, mixed-use development in the nation. Our commitment to excellence, responsiveness, and advanced technology integration sets us apart in the industry.

PROJECT MANAGEMENT EXCELLENCE

In the realm of construction and development, CFB showcases adeptness in managing project constraints by meticulously identifying and addressing environmental, legal, and topographical challenges associated with a property earmarked for development. Through comprehensive analysis and strategic planning, CFB navigates these constraints to ensure a successful and compliant project execution.

RESPONSIVE, CLIENT-CENTRIC APPROACH

At CFB, we take pride in our ability to blend innovative solutions with time-tested engineering and surveying principles. Our clientele includes government entities, municipalities, developers, architects, builders, and regulatory agencies. With a client centric approach, local expertise, and a proven track record, CFB delivers accurate, timely, and personalized solutions to meet the diverse needs of our client's projects in the Central Florida region.

Deep Roots in The Villages®, FL

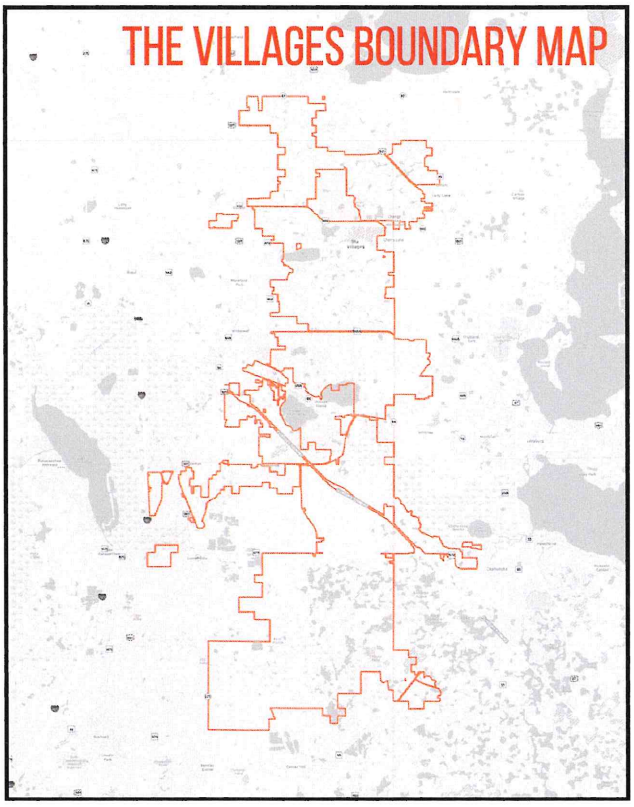
CFB Inc is honored to be a long-standing partner with The Villages®, FL (the largest single-site, residential real estate development in the United States) which spans over 36,000 acres across three counties in Central Florida.

Since 1992, our extensive experience and knowledge has established us as the leading consulting and engineering firm for The Villages®.

We have performed or managed over 90% of the work within The Villages® boundaries as outlined in the map below. From the infrastructure that supports daily life to the amenities that enrich the resident experience, our commitment to quality is evident throughout The Villages®.

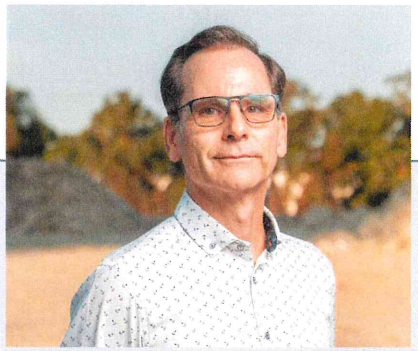
Our impressive portfolio in this area encompasses a wide range of services, including:

- Master Planning
- Utilities
- Stormwater Management
- Roadway Construction
- Site Planning
- Amenities Development
- Residential Projects
- Golf Course Construction
- CDD Engineering
- Construction Management



Clymer Farner Barley Surveying, LLC (CFB Surveying) is a young company with deep roots. Stemming from the legacy of Clymer Farner Barley, Inc (est. 1987), CFB Surveying emerged as a separate entity in 2021, broadening the firm's professional surveying services to meet the evolving needs of its expanding customer base.

Headquartered in Wildwood, Florida, (with fully staffed offices in Ocala and Clearwater) CFB Surveying is strategically positioned to serve our clients with precision and agility. Our dedicated team of professional surveyors, mappers, field crew, and CAD technicians provides a comprehensive range of services, from single lot surveys to expansive multi-phase developments covering thousands of acres. We proudly maintain the highest standards and our commitment to delivering quality results within tight deadlines has earned us a reputation as one of the top industry firms in Florida.



STEPHEN M. CAMPBEL

SITE PLAN PROJECT MANAGER
CLYMER FARNER BARLEY, INC

YEARS EXPERIENCE

Total: 34 | CFB: 7

LICENSURE

Professional Engineer
State of Florida
Reg No 83530

EDUCATION

Bachelor of Science
Civil Engineering
Penn State University

CERTIFICATIONS

Construction Reviewer

Work-Site Safety Designer

SOFTWARE

- ACAD/Civil 3D
- ICPR
- HydraFlow
- StormCAD
- Drainage Design Programs

LOCATION

Wildwood, FL

CONTACT INFORMATION

P: 352-748-3126
E: scampbell@cfb-inc.com

CFB | CLYMER FARNER BARLEY

PROFILE

Stephen is an accomplished Senior Managing Engineer with over 30 years of technical expertise, specializing in non-residential projects. Proven success leading a multidisciplinary team of 6+ professionals to deliver commercial centers, educational complexes, retail establishments, industrial centers, recreation centers, religious facilities, senior living centers, and more.

Skilled in overseeing site plan preparation, permitting, and construction while ensuring quality control and compliance. Dedicated to client satisfaction through proactive communication, proposal development, and comprehensive plan review. Demonstrated ability to drive project success and foster strong relationships with clients and team members.

RELEVANT PROFESSIONAL EXPERIENCE

Middleton Downtown/Eastport Town Center **Ongoing**

Sumter County, FL

Stephen leading the concurrent development of two Town Centers, each featuring 10-12 commercial/retail buildings, comprehensive infrastructure, roadways, parking, and amenities. Currently overseeing construction at both Middleton Downtown and Eastport Town Center. Several buildings at both centers are open and/or nearing completion. This dynamic project will cultivate a vibrant lifestyle destination within the master-planned community, enriching the lives of residents and visitors alike.

Governor Rick Scott Industrial Park **Ongoing**

Sumter County, FL

Stephen leading a multi-year public/private partnership initiative in Sumter County, FL, focused on attracting and developing industrial uses. Since June 2018, this ongoing project has encompassed the design and preparation of stormwater calculations for Phase 1, as well as the review and approval of stormwater designs for Phases 2, 3, and 4. With nine site plans already permitted and in various stages of construction, this ambitious project is set to deliver approximately 1,000,000 square feet of industrial and commercial space, including diverse facilities such as a precast facility, ready mix facility, print shop, block plant, and numerous warehouse/office spaces.

The Villages Public Safety (VPSD) #48 **Ongoing**

The Villages, FL

Stephen prepared site plans for permitting and construction for both VPSD #48, the Marsh Bend Communication Head In Building and the Temporary VPSD #48 Fire Station (the temporary station sits on the site of the proposed City of Wildwood Police Substation)



KAYE JAMESON, PSM

PROJECT MANAGER
CLYMER FARNER BARLEY SURVEYING, LLC

YEARS EXPERIENCE

Total: 50 | CFB: 27

LICENSURE

Professional Surveyor and Mapper Florida, No 5912

EDUCATION

A.S. and A.A.
Lake-Sumter Community College

PROFESSIONAL AFFILIATIONS

Florida Survey & Mapping Society - North Central Florida

LOCATION

Wildwood, FL

CONTACT INFORMATION

P: 352-748-3126
E: kjameson@cfb-inc.com

CFB | CLYMER FARNER BARLEY SURVEYING

PROFILE

Kaye started her career in Surveying in 1973 and has been a licensed Professional Surveyor and Mapper in the State of Florida since 1999. As a Project Manager, she has extensive experience in various types of surveys including, but not limited to: ALTA, As-Built, Route, Boundary, Geodetic, and Topographic. She also has a strong background in the preparation of legal descriptions for land acquisitions, conveyances and easements. Throughout her years as a survey project manager, she has worked closely in providing essential surveying services to facilitate the design and construction process with clients in both the private and public sector.

RELEVANT PROJECT EXPERIENCE:

SUMTER COUNTY SERVICE CENTER (County Offices in Wildwood Annex)

- Boundary and topographic surveys for design, permitting, and renovations
- Post-construction as-built survey

SUMTER COUNTY SAFETY COMPLEX (Detention Center in Wildwood)

- Boundary and topographic surveys for design and permitting
- Survey of beam camber during construction
- Post-construction as-built survey

CITY OF WILDWOOD MULTI-STORY PARKING GARAGE

- Boundary and topographic surveys for design

CITY OF WILDWOOD MILLENNIUM PARK

- Boundary and topographic surveys for design and utilities

VILLAGES DEVELOPMENT PARCELS

- Extensive experience in site surveys for various industrial, commercial, institutional, and residential developments within The Villages

VILLAGES PUBLIC SAFETY DEPARTMENT (VPSD) #48

The Villages, FL

CLIENT

The Villages Development Company, LLC
Gary Mark
352-753-6231
gary.mark@thevillages.com

PROJECT SIZE:

4.15 acres

CONSTRUCTION COST:

$3.8 M

PROJECT TIMEFRAME:

Anticipated completion/opening date is late August, 2024

KEY MEMBERS:

Stephen Campbell, P.E.
Project Manager - Site Plan

Beau Clymer, P.E.
Project Engineer - Drainage/Plans

Mike Todd, P.E.
Project Manager - Construction

SCOPE OF WORK:

CFB Inc scope of services for the Marsh Bend Professional Plaza project encompassed:

- Master Planning: Comprehensive infrastructure improvements including roadway design, stormwater management, drainage solutions, and utility planning for the entire plaza.
- Detailed Site Plans:
  - VPSD #48: 12,059 s.f. combined Public Safety and Community Watch Building - located immediately east of the City of Wildwood Police Substation.
  - March Bend Communication Head-In Building: 800 s.f. Communication Building that provides services for interconnectivity around the development - this building shares the VPSD #48 site.
  - Temporary VPSD #48 Fire Station: Located on the future site of the City of Wildwood Police Substation.

This approach ensured a cohesive and efficient development process, addressing infrastructure needs while accommodating the specific requirements of both the communication building and the temporary fire station.



DISCIPLINES INVOLVED:

Site, Stormwater/Drainage, Construction Administration

MIDDLETON DOWNTOWN

The Villages, FL

CLIENT

The Villages Development Company, LLC
Gary Mark
352-753-6231
gary.mark@thevillages.com

PROJECT SIZE:

PROJECT COST:

$100M+

PROJECT TIMEFRAME:

2021 - Present

KEY MEMBERS:

Bruce Balsinde, P.E.
Project Manager - Utilities

Mike Todd, P.E.
Project Manager - Construction

Ron Ferris, P.E.
Project Manager- Stormwater

Stephen Campbell, P.E.
Project Manager - Site Plan

SCOPE OF WORK:

Middleton Downtown, situated in the Middleton Area of The Villages, is set to become a hub of activity, providing residents with a range of convenient options. Among the amenities that will be available include retail shopping, dining, commercial offices, hotel, entertainment and relaxation. Construction is currently underway and is expected to be completed by mid-2024.

THE PROJECT WILL INVOLVE:

- Master planning the downtown area, consisting of 20 buildings catering to various needs, alongside a park, splash pad, stage, and other amenities.
- Site utility design
- Drainage design
- Permitting and Construction plans
- Construction administration



Aerial provided by CFB's Geospatial team.

DISCIPLINES INVOLVED:

Site, Stormwater/Drainage, Utility Design, Construction Administration

EASTPORT TOWN CENTER

The Villages, FL

CLIENT

The Villages Development Company, LLC
Gary Mark
352-753-6231
gary.mark@thevillages.com

PROJECT SIZE:

PROJECT COST:

$100M+

PROJECT TIMEFRAME:

2021 - Present

KEY MEMBERS:

Bruce Balsinde, P.E.
Project Manager - Utilities

Mike Todd, P.E.
Project Manager - Construction

Ron Ferris, P.E.
Project Manager- Stormwater

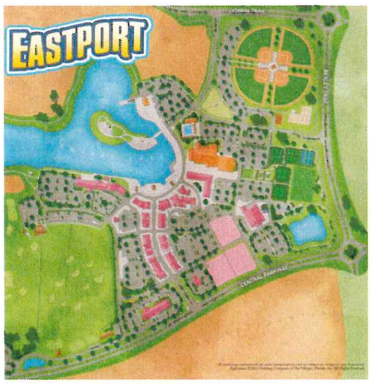
Stephen Campbell, P.E.
Project Manager - Site Plan

SCOPE OF WORK:

Eastport is set to become the new go-to destination for residents of The Villages and their families, offering a diverse range of amenities and services that cater to their every need.

The CFB engineering team, led by Stephen, has been hard at work creating site plans for several commercial and retail buildings, as well as Community Development District amenity sites including Regional Recreation Center, Softball Complex and Dog Park. Services include coordinating building placement, site development, and utility coordination.

- Dubbed "a lifestyle center" by The Villages, Eastport will offer the very best of the community's amenities in one convenient location.
- Among the highlights are plans for a recreation complex with a gym boasting 20-foot high ceilings, a 1000-meter lake, golf entertainment, shopping, and dining.
- The CFB engineering team is currently putting the finishing touches on the design and permitting tasks for what will become The Villages' fourth town center.
- The scope covers 20 commercial/retail buildings, utilities and infrastructure, roadways, parking lots, site improvements and amenities.
- The project is currently in its final stages, and CFB is proud to be leading the charge in bringing luxury lifestyle living to The Villages community.



DISCIPLINES INVOLVED:

Site, Stormwater/Drainage, Utility Design, Construction Administration

GOVERNOR RICK SCOTT INDUSTRIAL PARK

The Villages, FL

CLIENT

The Villages Land Operating Company
Brian Sellers
352-504-6221
brian.sellers@thevillages.com

PROJECT SIZE:

PROJECT COST:

$20M+

PROJECT TIMEFRAME:

2018 - Present

KEY MEMBERS:

Bruce Balsinde, P.E.
Project Manager - Utilities

Mike Todd, P.E.
Project Manager - Construction

Ron Ferris, P.E.
Project Manager- Stormwater

Stephen Campbell, P.E.
Project Manager - Site Plan

SCOPE OF WORK:

CFB managed this public/private partnership in Sumter County, FL focused on bringing industrial type uses to the area. This multi-year project began in June 2018 and is expected to continue through 2025.

The initial six sites/buildings were fast tracked and within 24 months of commencing, the sites were designed, mass graded, roadways built, and site development/buildings were completed transforming the area from vacant land to a fully operational industrial complex.

Currently, the development has nine site plans reviewed and approved for permitting and construction purposes.

The Industrial Park will provide approximately 1,000,000 square feet of industrial and commercial space with full rail access upon full site buildout.



DISCIPLINES INVOLVED:

Site, Stormwater/Drainage, Utility Design, Construction Administration

Ron DeSantis, Governor

Melanie S. Griffin,Secretary

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STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

CAMPBELL, STEPHEN M.

4450 NE 83RD ROAD
WILDWOOD FL 34785

LICENSE NUMBER: PE83530

EXPIRATION DATE: FEBRUARY 28, 2025

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Florida Department of Agriculture and Consumer Services
Division of Consumer Services
Board of Professional Surveyors and Mappers
2005 Apalachee Pkway Tallahassee, Florida 32399-6500

License No.: **LS5912**

Expiration Date February 28, 2025

Professional Surveyor and Mapper License

Under the provisions of Chapter 472, Florida Statutes

KAYE M. JAMESON
10834 CLAIRE DR
LEESBURG, FL 34788-4603

WILTON SIMPSON
COMMISSIONER OF AGRICULTURE

This is to certify that the professional surveyor and mapper whose name and address are shown above is licensed as required by Chapter 472, Florida Statutes.

D-2: Sub-Consultant

kp studio architect

Sub-Consultant #2:
Firm name: Michael Pape and Associates (MPA) – Landscape Architect
Location: Ocala, Florida 34471

Our proposed Team members are the current (DRC) Design Review Committee members for The Villages:

(KPSA) Edward R. Plaster Jr. – Chairman of The Villages (DRC) Design Review Committee **(Architect Review)**
(CFB) Stephen Campbell – Member of The Villages (DRC) Design Review Committee **(Site/Civil Review)**
(MPA) Suzanne Stancil – Member of The Villages (DRC) Design Review Committee **(Landscape Review)**

2351 SE 17th Street, Ocala, FL 34471 · 352.351.3500 · www.MPA-LA.com

Michael Pape & Associates, PA, established in 1984, is a landscape architectural and planning firm whose registered professional staff represents over 150 years of collective experience in providing professional services to a variety of clients. The oldest and largest such firm in Ocala, MPA takes an individual approach to the specific requirements of each project and client, resulting in a record of successful collaboration with other design professionals and a host of awards from ASLA, FNGLA, and other organizations. The firm's capabilities cover a broad scope of services--from large-scale land use planning through site design and construction administration--encompassing a wide range of projects in the following areas:

SITE PLANNING AND LANDSCAPE ARCHITECTURE

MPA offers site planning and landscape architectural services for all project types, including industrial, office, commercial, institutional, planned communities, single family homes, and environmental mitigation and reclamation. For such projects, design considerations typically include site grading and drainage, circulation and parking, site furniture and lighting, pedestrian systems and hardscape, entryways and signage, water features, landscaping, and irrigation. MPA is often responsible for establishing the organization of the layout by siting the buildings and other elements for efficiency and aesthetics. Diligent construction administration to insure that projects are built properly is a service that distinguishes MPA from other firms.

URBAN PLANNING AND DESIGN

MPA has a strong project resume reflecting all aspects of planning and design of the urban environment, central business district studies, streetscape design and redevelopment, and historic preservation. Such services often include analysis and evaluation studies, public liaison, preparation of design guidelines and zoning regulations, and design and construction phase services for parks, plazas, parking and street improvements, and other urban scale projects.

COMPREHENSIVE LAND USE AND MASTER PLANNING

In the arena of comprehensive land use and regulatory planning, MPA's services include the development of land use regulations and preparation of public-private design guidelines and development criteria for local governments, as well as for private community developers. Michael Pape and other key personnel also have past and current experience as appointed and elected local government officials, which lends a valuable perspective to the firm's work in this area. For private development projects, MPA's services often commence with land planning of commercial, institutional, recreational, and residential uses. MPA's approach includes determining program requirements and development feasibility, providing community liaison, and coordinating all areas of project planning and design. Experience in land use amendments and development permitting has given MPA a strong background in working with other design and technical professionals.

PARK AND RECREATION DEVELOPMENT

MPA offers planning and design services for park and recreation development ranging from neighborhood to regional scale. Services in this area include site analysis, programming, master planning, site facilities design, preparation of contract documents, and construction administration. Park and recreation projects typically involve all aspects of MPA's capabilities outlined above, and the firm has planned and designed an unequaled number and park and recreation facilities throughout Central Florida.

Firm Details

Legal Name: Michael Pape & Associates, P.A.
Federal ID: 59-2387911
Corporate Charter: H83327

Experience

Michael Pape & Associates (MPA) has been the landscape architects/land planners for The Villages, Florida since its inception in 1992. MPA has worked with the City of Wildwood during that same period.

Personnel

2 Registered Landscape Architects
2 Landscape Architect Designers
3 AutoCAD Designers
1 Construction Administrator/ISA Certified Arborist
1 Office Manager

Relevant Projects

Sumter County Service Center (2024)
18-acre site in south Sumter County that includes a general service center for the Public as well as a separate Fire Training Center and compound for firefighter personnel. MPA's scope of services is included under the Architects Clemons, Rutherford, & Associates, Inc and includes full landscape and irrigation construction plans with construction administration services. Project is currently out to bid.
Suzanne Stancil, Landscape Architect/Project Manager
(352) 351-3500
Client: Clemons, Rutherford & Associates. Inc.
James Lewis, Architect
(850) 545-0896

The Villages Public Safety Stations 46, 47, 48, 49 (2022-2023)
Station 46: 1 Acre, Station 47: 3.5 Acres, Station 48: 2 Acres, Station 49: 14.9 Acres
MPA has worked on numerous Villages Public Safety Stations for both The Villages and The Villages Community Development Districts. Our services begin at conceptual planning and layout for the facility and continue with area development, site lighting, landscape, irrigation, and construction administration. Each site varies in size, ranging from 1- 4 acres and includes a main fire house with possible other auxiliary uses such as a fuel station, emergency operation center, and District offices. We are currently working on VPSD 46, 48 and 49 in Wildwood, all at varying stages of design/construction.
Suzanne Stancil, Landscape Architect/Project Manager
(352) 351-3500
Client: The Villages, Florida
Gary Mark, Architect
(352) 753-6275

Sumter County Government Annex, Sherrif's Office Addition (2022)
1.4 +/- acre Sheriff's Annex addition in Sumter County, Florida. MPA worked with County Staff and the Design team to integrate the Sheriff's Annex into the existing infrastructure, helping to provide the required separation between the general public using the Service Center and the Sheriff's Annex. MPA's services included full landscape and irrigation construction plans with construction administration services.
John Olters, Landscape Architect/Project Manager
(352) 351-3500
Client: Clemons, Rutherford & Associates. Inc.
James Lewis, Architect
(850) 545-0896

City of Wildwood Police Department (2018-2019)
6.7-acre Police Department in Wildwood, Florida. The site was developed to allow for future development with special attention paid to the requirements of the police department's requirements. MPA's services included full landscape and irrigation construction plans with construction administration services.
John Olters, Landscape Architect/Project Manager
(352) 351-3500
Client: Architects Design Group, Inc.
Susan Gantt, Architect
(407) 647-1706

MPA Michael Pape & Associates, PA
LAND PLANNING · SITE DESIGN · LANDSCAPE ARCHITECTURE
2351 SE 17th Street, Ocala, FL 34471 · 352.351.3500 · www.MPA-LA.com

SUZANNE M. STANCIL, PLA ASLA

EDUCATION:

Bachelor of Landscape Architecture with High Honors, Minor in Business Administration, University of Florida, 2002

REGISTRATION:

Landscape Architect, Lic. #LA6666862, State of Florida, 2006

AFFILIATIONS:

American Society of Landscape Architects

PROFESSIONAL EXPERIENCE:

Land Design Group, Inc., Ocala, Florida
Associate, 2000-2004

Michael Pape & Associates, P.A., Ocala, Florida
Associate, 2004-2019

Michael Pape & Associates, P.A., Ocala, Florida
Principal, 2019-Present

COMMITTEES:

The Villages Design/Review Committee, The Villages, Florida
2022-Present

CITY OF RESIDENCE: Ocala, Florida

PROFESSIONAL AND CIVIC HONORS:

American Society of Landscape Architecture, University of Florida Student Chapter, Vice President

Architecture Scholarship for Construction and Detail Design, University of Florida

Ms. Stancil's professional experience includes projects ranging from recreational parks, roadway landscapes, commercial development, and residential design. Her responsibilities include all phases of project development from site analysis, site planning, preparing permit plans for various municipalities, planting design, project management, and construction design/bid documents.

MPA Michael Pape & Associates, PA
LAND PLANNING · SITE DESIGN · LANDSCAPE ARCHITECTURE
2351 SE 17th Street, Ocala, FL 34471 · 352.351.3500 · www.MPA-LA.com

JOHN J. OLTERS, PLA

EDUCATION:

Bachelor of Landscape Architecture with High Honors
University of Florida, 1993

REGISTRATION:

Landscape Architect, Lic. #LA0001571, State of Florida, 1996

AFFILIATIONS:

Chairman and Board Member, Ocala Historic Preservation Advisory Board
Board Member of the City of Ocala Parks and Recreation Commission

PROFESSIONAL EXPERIENCE:

Land Design Group, Inc., Ocala, Florida
Associate, 1993-1997

Land Design, Ocala, Florida
Principal, 1997-1999

EcoMatrix, Ocala, Florida
Principal, 1999-2000

Michael Pape & Associates, P.A., Ocala, Florida
Associate Principal, 2000-Present

CITY OF RESIDENCE: Dunnellon, Florida

PROFESSIONAL AND CIVIC HONORS:

Walt Driggers Environmental Affairs Award Nominee, two consecutive years,
Ocala/Marion County Chamber of Commerce
Outstanding Junior Award Recipient, University of Florida
The Silver School-to-Work Zone Award, Marion County School Board

Mr. Olters has a wide range of experience in both the public and private sectors, and his responsibilities have included site analysis, landscape design, community planning, park design, community redevelopment, project management, and construction bid documentation. Mr. Olters' dedication to the profession has extended into extensive civic involvement.

D-3: Sub-Consultant

kp studio architect

Sub-Consultant #3:

Firm name: Verrando Engineering Co., Inc. – MEP Engineering

Location: Ocala, Florida 34470

RESUMÉ

Verrando Engineering, Inc.
Matthew R. Verrando – Mechanical Engineer



EDUCATION / CONTINUING EDUCATION

New York State University Maritime College
Bachelor of Engineering 1979

REGISTRATION

Florida Corp. Registration in 1988—No. CA 005846
Florida Engineer Registration in 1988—No. PE 39664

PROFESSIONAL AFFILIATIONS

American Society of Heating, Refrigeration and
Air Conditioning Engineers, Inc. (ASHRAE)

EXPERIENCE

- Mechanical Engineer /Principal /Incorporated in August 1988

- Matthew Verrando, the firm's principal has been the Project Engineer for every project completed to date. With over 36 years of experience in mechanical engineering, he is deeply involved in all aspects of every project starting from field documentation of existing systems to the bidding and construction supervision of the installation. His personal involvement from the highest level of the firm assures uniformity of quality and the successful completion of the project within the required time frame.

- Mr. Verrando has designed HVAC, Electrical, Plumbing and Fire Protection Projects for Police Stations, Police Sub-Stations, Senior Citizen Centers, Fire Stations, Churches, Schools, Medical and Dental offices, Professional offices, Banks, Residences, Historical Restoration and Preservation, Recreation Centers, Parks and others. The majority of all projects include construction administration services such as contractors' submittal review, shop drawings review, review and approval of pay request and attendance at construction meetings.

- Prior to starting his own business as an engineer, Mr. Verrando served in the US Navy from 1979 to 1983 as an Aviation Maintenance Officer. From 1983 to 1988, he was employed with Pall Corporation as the Chief Systems Engineer for new product development, design calculations, test programs and involved with thermodynamic energy balance, design standards and operating systems development.

KEY PROJECTS

East Palatka Fire Station – MEP & Fire Protection Services
Ocala Police District Office – New Construction
Ocala Fire Station #1 & First Responders Campus –New - MEP & Fire Protection Services
The Villages Fire Station #47 – New - MEP & Fire Protection Services
Ocala Fire Station #7 – New – MEP & Fire Protection Services
Marion County Health Department – New Standby Generator
Lockheed Martin Building #13 Interior Development
Putnam County Health Department - Administration & Emergency Services Building
Bardin Fire Department - Addition & Remodel
The Villages Fire Station #43 Humidity Investigation / HVAC Renovation - MEP & Fire Protection Services
Bostwick Fire Station – Putnam County
EMS & Sheriffs Building – Bradford County
EMS Garage Addition – Bradford County

Ron DeSantis, Governor

Melanie S. Griffin,Secretary

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VERRANDO, MATTHEW ROBERT

1111 NE 25 AVE.
SUITE 401
OCALA FL 34470

LICENSE NUMBER: PE39664

EXPIRATION DATE: FEBRUARY 28, 2025

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D-4: Sub-Consultant

kp studio architect

Sub-Consultant #4:

Firm name: BBM Structural – Structural Engineering
Location: Maitland, Florida 32751

BBM STRUCTURAL

ORLANDO
(407) 645-3423
2300 Maitland Center Parkway
Suite 201
Maitland, FL 32751

FIRM OVERVIEW

BBM Structural Engineers, Inc. was incorporated in 1984 and is currently celebrating its 40th year in business. The firm employs 34 professionals in two offices: Orlando (27 employees) and Boca Raton, FL (7 employees). Employee breakdown includes 9 licensed professional engineers, 5 engineering interns, 11 CAD / BIM technicians, 5 construction administration personnel and 4 administrative people. BBM's contact for this contract will be: Mr. Bora Erbilen, PE, SE, the proposed PIC / Sr. PM. His email address is berbilen@bbmstructural.com.

The firm has enjoyed a diverse clientele through the years, and testimony to the dedication and quality of service we provide is the number of clients who retain us year after year, project after project. Our clients have come to expect optimum designs and quick resolutions to every design challenge. Being familiar with virtually all building systems being utilized today allows the firm to provide the most efficient design adapted to the structure's requirements, along with the ever-present budget constraints in today's marketplace.

BBM has used Revit, by Autodesk since 2007. Revit is the frontrunner in Building Information Technology (BIM) and when utilized by architects and engineering consultants, a uniform and coordinated model results where any conflicts between the disciplines are able to be readily recognized and solved. In addition, during the construction phase, the CM is able to coordinate various trades using the 3-D model to minimize field challenges and / or identify conditions that must be addressed prior to construction being completed in those areas. Our engineers use the following industry standard, sophisticated structural analysis / design software: RAM Structural System, RAM Elements, RAM Concepts, Tekla Structural Designer, and TEDDS.

Relevant to your proposed project: BBM has also worked on over 15 police station facilities and has completed or is currently working on eight (8) public / municipal projects with a police department component for various city and county entities throughout Florida. We understand the complexities of these projects and our knowledge of local city and county codes is invaluable to the project running seamlessly from design through construction. In addition, BBM has worked in The Villages for over 20 years on over 190 projects. The firm has also completed 15+ projects in Wildwood since 2005 (over 19 years).

BBM's engineers are registered in 45 states: Alabama, Arizona (SE), Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Hawaii (SE), Idaho (SE), Illinois (SE), Indiana, Iowa, Kansas, Kentucky, Louisiana (SE), Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, Montana, Nebraska (SE), Nevada (SE), New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Oregon (SE), Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington (SE), West Virginia, and Wyoming; and 3 territories: Guam (SE), Puerto Rico, and the United States Virgin Islands. Principals Bora Erbilen, Luis Bedoya, and Kevin Casey hold national NCEES registration. In addition, Bora Erbilen and Kevin Casey were named Fellows of the Structural Engineering Institute (SEI), and Kevin Casey is a Fellow of the SEI of the American Society of Civil Engineers (ASCE) and is designated as a Chartered Member (MIStructE) in the institution of Structural Engineers based in the UK. Bora Erbilen also holds NCEES 'Model Law Structural Engineer' designation and is a registered engineer in Grenada.

BBM STRUCTURAL

ORLANDO
(407) 645-3423
2300 Maitland Center Parkway
Suite 201
Maitland, FL 32751

Bora Erbilen, PE, SE, F.SEI, F.ASCE

Role: Principal-in-Charge, Structural / Sr. Project Manager



Bora is President of BBM and has over 33 years of experience as a consulting structural engineer. He has a strong background in design and modeling of structural elements by computer analysis, allowing many different combinations to be investigated until the optimal solution is attained. Bora is well-versed in all types of building systems and has worked on buildings with varying degrees of structural design complexity. He is well respected in the design community for efficient designs and exceptional project management capabilities.

RELEVANT PROJECT EXPERIENCE

- **City of Orange City, FL - Police Station**
  23,000 sf Police Station (programming and schematic design).
- **City of North Port, FL – Police Headquarters**
  3-story, 97,600 sf Police Headquarters with 1-story, 5,500 Police Garage; includes police functions, Emergency 911 / Telecommunications / Property Evidence Areas.
- **City of Port St. Lucie, FL – Public Safety Complex Training Facility**
  2-story, 41,620 sf Police Training Facility; includes training and support activities with 20-lane indoor firing range, 60-person auditorium-style multi-purpose rooms, 2 additional multi-purpose rooms, office areas and additional support spaces.
- **Town of Windermere, FL - Town Admin & Police Department Facility**
  9,900 Town Administration & Police Department facility with new 2,200 sf Public Works office and 3,800 sf Public Works Secured Storage.
- **City of DeLand, FL – Fire Station #81 & Police Evidence Facility**
  15,780 sf Fire Station with 2,500 sf, 5-bay PEMB Police Evidence Facility.
- **City of Boynton Beach, FL – New Police Department**
  2-story, 55,409 sf with Booking / Intake, Community Room, Sallyport, Classroom / Training Rooms, Holding Cells, Records Room, Storage, Laundry.
- **City of Ocala, FL – 8th Street Police Department**
  10,000 sf.
- **City of Orlando, FL – Police Station Headquarters**
  103,300 sf, with 400-seat Community Room, 5,000 sf first floor Multi-Purpose Area (Training); LEED.
- **City of Sanford, FL – Public Safety Complex**
  80,000 sf including Police with Vehicle Evidence Processing, Emergency Services Unit Vehicle Storage, Drive-Thru Sallyport and a Fire Station.
- **City of Winter Park, FL – Public Safety Complex**
  79,000 sf including a 47,000 sf Police Station.
- **Indian River County, FL – Sheriff's Administrative Service Complex**
  2-story, 27,000 sf.
- **Sumter County, FL – Sumterville Sheriff's Office Training Buildings**
  Training Building, Classroom Building and Firing Range.
- **Charlotte County, FL – Sheriff's District 4 Office/Training Facility & Admin Support HQ**
  Re-use of District 1 project with additional training spaces; 2-story, 65,000 sf with Community Room, Admin Offices / Fleet Maintenance, Real Time Crime Center, 911 Dispatch, Crime Analysis.
- **Collier County, FL – EMS Station #74 Facility**
  184-room hotel over 10,200 sf of meeting space and 10,300 sf of function space, over a 96-car parking garage. Rooftop pool and amenity deck also included.
- **Osceola County, FL – Sheriff's Training Classroom Facility**
  1-story, 16,400 sf with Defensive Tactics, Simulation Training, Firearm Training, Offices, Conference Areas, Storage, Mult-Agency Building.
- **Okeechobee County, FL – Sheriff's Jail Renovation & Expansion**
  2 new Housing Pods (212 beds each = 424 total); renovations to existing facility.
- **Polk County, FL – Sheriff's Book-In Facility, Phase II**
  1-story, 33,400 sf.
- **Volusia County, FL – Sheriff's Evidence Storage Facility**
  30,000 sf secured compound with ballistic grade walls.
- **Sumter County, FL – Public Safety Buildings**
  60,000 sf N. HQ for Sheriff and 20,000 sf S. HQ for Sheriff.

Title:
President

Education:
Florida Institute of Technology, Bachelor of Science; 1989

Florida Institute of Technology, Master of Business Administration; 1991

Registration:
Professional Engineer, Florida #55996 + 41 additional states, Guam, Grenada, Puerto Rico and the United States Virgin Islands

NCEES #30264
Model Law Structural Engineer Designation

Elevated to Fellow Status (F.SEI) of the Structural Engineering Institute and the American Society of Civil Engineers (F.ASCE)

Professional Affiliations:
American Inst. of Steel Construction
American Society of Civil Engineers
Florida Structural Engineers Assn.
Nat'l. Council of Structural Eng. Assn.
American Concrete Institute
Tilt-Up Concrete Association

Total Years of Experience / With BBM:
33 / 29

Email:
berbilen@bbmstructural.com

Ron DeSantis, Governor

Melanie S. Griffin,Secretary

FBPE
FLORIDA BOARD OF PROFESSIONAL ENGINEERS

STATE OF FLORIDA

BOARD OF PROFESSIONAL ENGINEERS

THE PROFESSIONAL ENGINEER HEREIN IS LICENSED UNDER THE PROVISIONS OF CHAPTER 471, FLORIDA STATUTES

ERBILEN, BORA

2300 MAITLAND CENTER PARKWAY
SUITE 201
MAITLAND FL 32751

LICENSE NUMBER: PE55996

EXPIRATION DATE: FEBRUARY 28, 2025

Always verify licenses online at MyFloridaLicense.com

Do not alter this document in any form.

This is your license. It is unlawful for anyone other than the licensee to use this document.

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ARCHITECTS & PLANNERS

SECTION A

1. RFQ Cover Page
2. Letter of Introduction

GatorSKtch
ARCHITECTS & PLANNERS

- **RFQ Cover Page**
- **Letter of Introduction**

[Submittal Attachment A1]

RFQ COVER PAGE

Name of Firm, Entity or Organization:	GatorSktch Corporation
Federal Employer Identification Number (FEIN):	45-2671600
State of Florida License Number (If Applicable):	AR0015223
Name of Contact Person:	Alejandro L. Busto, NCARB, AIA
Title:	Vice President
E-Mail Address:	abusto@gatorsktch.com
Mailing Address:	1000 E. Highway 50, Suite 201A
Street Address (if different):	
City, State, Zip:	Clermont, FL 34711
Telephone:	407-608-5677 **Fax:** 888-599-4814

Organizational Structure – Please Check One:

Corporation [X] **Partnership** [ ] **Proprietorship** [ ] **Joint Venture** [ ] **Other** [ ]

If Corporation:
Date of Incorporation: 6/30/11 **State of Incorporation:** Florida

States Registered in as Foreign Corporation:

Authorized Signature:

Print Name: Alejandro L. Busto

Signature: _____

Title: Vice President

Phone: 407-608-5677

This document must be completed and returned with your Submittal.

GatorSKtch
ARCHITECTS & PLANNERS

August 15, 2024

Robert Schoepe - Procurement Specialist
City of Wildwood
100 N. Main Street
Wildwood, FL. 34785

RE: RFQ # 2024-23 Professional Architectural Services - Police Substation (Marsh Bend Plaza)

Dear Mr. Schoepe and Selection Team,

We are pleased to provide this letter of interest and our qualifications package for your consideration. Gatorsktch provides planning, architecture and design services and is an S-Corporation established in Lake County in1996. We are excited to submit our qualifications to provide planning, scheduling, design, full construction documents, bidding and permitting services, and construction administration to assist in the development of your new Police Substation.

Gatorsktch has a staff of 12 experienced individuals. Our proposed leaders for this project are highlighted in the Major Participants section of our submittal. Dependent upon expedient design approval processes, we believe it is reasonable for the project design to be accomplished within 12-18 months. Our current workload positions us to complete the project within the City's proposed timeframe.

Relevant Experience
Highlights of projects similar to your planned Police Substation are included in our submittal. Our Design Team's experience includes the new City of Fruitland Park Public Safety Building (under construction), the new City of Groveland Public Safety Building, the new City of Tavares Public Safety Complex, the new Tavares Public Works Complex, and renovations to an existing building to house the Lake County Sheriff's Department Clermont substation. Additionally, our engineering consultants were also involved in the design of the Wildwood Police Station HQ., Cocoa Beach Police HQ, Indian Harbor Police HQ We look forward to the opportunity of leveraging this experience for the City of Wildwood.

Experience of the Key Proposed Personnel
GatorSktch has over thirty years of architectural experience with many projects in Central Florida including facilities for the following municipalities: Clermont, Fruitland Park, Groveland, Hawthorne, Inverness, Kissimmee, Mascotte, Montverde and Tavares. We are honored to have these repeat Municipal clients and take great pride in the service we provide to each one. References and several Letters of Recommendation have been provided for your consideration.

1000 E. Highway 50, Ste. 201A, Clermont, FL 34711 • 407.608.5677 office • 888.599.4814 fax
www.gatorsktch.com
Registered Architects: AA26002310

Approach to Project Scope Management
We have carefully reviewed the RFQ for the Police Substation and have a good understanding of the required services. We have extensive knowledge of Planning and Zoning Approval and Building Permitting procedures and have successfully worked with many architectural review committees. Most of our projects are located within the state and we have thorough knowledge of the Florida Building Code requirements recently updated in 2023 (8th edition).

We understand the importance of engaging The Villages Development and Architectural Review Committees at the onset of the project planning and programming phases. This is essential in obtaining a full understanding of needs and objectives and how they are to be accomplished within the project budget and schedule.

We are prepared to facilitate monthly project meetings with City staff and leadership, Orderly communication would be established to flow from the City's assigned Project Manager to the GatorSktch Project Manager (Mike Latham, our President). As the Project Architect of Record and Vice President, I will also be actively involved and available. Unlike many other larger firms where projects may be assigned to less seasoned, junior staff., you will be communicating directly with the principals of our firm,

Your new Police Substation site is located 30 minutes from our GatorSktch office and is ideal for the size, structure, and location of our firm. We believe we have the best experience, staff and size to provide you with attentive, personal service from our firm's principals. We look forward to this exciting opportunity and your consideration is greatly appreciated.

Sincerely yours,

Alejandro L. Busto, NCARB, AIA
Vice President

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www.gatorsktch.com
Registered Architects: AA26002310



• **Proposal**

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ARCHITECTS & PLANNERS

SECTION B

PROPOSAL

1. Business Organization
2. Major Participants
3. Relevant Experience
4. Respondent's Personnel
5. Respondent's Consultants
6. Cost Control
7. Scheduling
8. Information Management
9. Conflict Resolution
10. Quality Control
11. Safety
12. Joint Venture (n/a)
13. Local Businesses
14. Financial Capability
15. References
16. MBE
17. VBE (n/a)

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1. Business Organization:

GatorSktch Corporation
1000 E. Highway 50, Suite 201A
Clermont, FL 34711
Tel: 407-608-5677
Fax: 888-599-4814

FEIN: 45-2671600
Corporate Charter #P11000060569

a. GatorSktch Corporation is a registered Sub Chapter S corporation with the State of Florida. The major participants and firm's officers are Michael Latham, President (Project Manager Role); Alex Busto, Vice President (Project Architect Role) and Carissa Latham VP of Business (Business Manager).

GatorSktch has been in existence since 1996. In 2011 the firm came under new owners and the corporate name was changed from GatorSktch Architects Inc. to GatorSktch Corporation. We also use the name GatorSktch Corporation Architects & Planners. The Corporate Structure is made of a board of six Directors, three of which are the owners / principals of the Firm.

b. Our group will operating as a corporation with a current license to operate in Florida.

c. Gatorsktch has a single office located in Clermont, FL and no other branch offices.

We have a staff of 12 including:
1 Registered Architect, 1 Project Manager, 2 Project Architects, 2 Construction Administrators, 1 Architectural Designer, 1 Business Manager, 2 CAD Technicians, 1 Project Coordinator, and 1 Intern

Key Personnel:
Michael Latham – Project Manager
Alex Busto – Principal Architect
Tamara Levell – Architectural Design
Bill Guidry – Construction Phase Services

.

2. Major Participants:

CONSULTANT GATORSKTCH CORPORATION			
NAME	**ADDRESS**	**ROLE**	**%**
Michael B. Latham, President	1000 E. Highway 50, Suite 201A Clermont, FL 34711 Resides in Groveland, FL	Project Manager	
Alejandro L. Busto, NCARB, AIA Vice President	1000 E. Highway 50, Suite 201A Clermont, FL 34711 Resides in Clermont, FL	Project Architect	
Tamara Levell	1000 E. Highway 50, Suite 201A Clermont, FL 34711 Resides in Winter Garden, FL	Architectural Designer	
William Guidry	1000 E. Highway 50, Suite 201A Clermont, FL 34711 Resides in Winter Springs, FL	Construction Administrator	
Total GSC			65%
SUB-CONSULTANTS			
Bobby Shahnami (MBE) PE, CXA, LEED AP BD+C President SGM Engineering	935 Lake Baldwin Drive Orlando, FL 32803	Mechanical/ Electrical/ Plumbing Engineer	20%
Gary Krueger, PE, LEED AP BD+C, CM, GGP Vice President, TLC Engineering	255 S Orange Ave #1600 Orlando, FL 32801	Structural Engineer	5%
Anita Trout, President (WBE) Carlsson Construction Estimators	1000 Savage Court Longwood, FL 32750	Construction Cost Estimator	2%
Jeff Banker, P.E. President HEI Engineering	79 W Illiana St. Orlando, FL 32806	Civil Engineer	8%

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gatorsktch.com Registered Architects: AA26002310

3. Relevant Experience

a. Five similar projects:

Project Name	Project Location	% of Participation by Proposed Key Personnel
Public Safety Complex City of Tavares	911 Gateway Dr. Tavares, FL 32778	100%
Public Safety Complex City of Groveland	6825 State Road 50 Groveland, FL 34736	100%
Public Safety Building Fruitland Park	2601 Spring Lake Road Fruitland Park, FL	100%
Public Works Building A City of Tavares	920 Captain Haynes Rd. Tavares, FL 32778	100%
Lake County Sheriff's South Lake Substation	15855 State Road 50 Clermont, FL 34711	25%

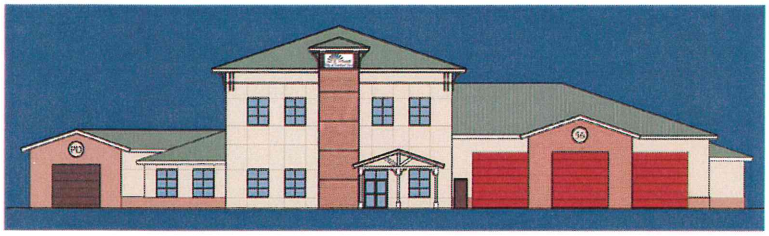
b. Detailed information for each of the above listed projects is in the following pages.

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gatorsktch.com Registered Architects: AA26002310

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FRUITLAND PARK PUBLIC SAFETY COMPLEX - Fruitland Park, Florida

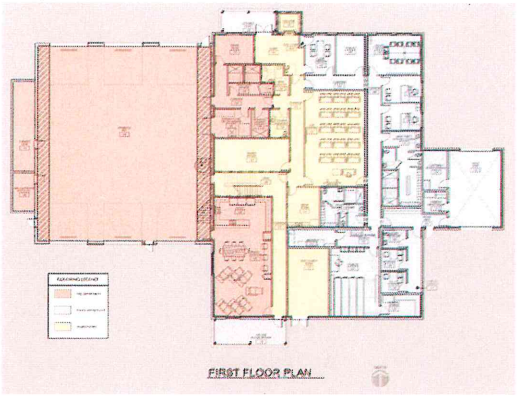
COMMERCIAL ■ INSTITUTIONAL ■ MEDICAL ■ MUNICIPAL ■ RESIDENTIAL

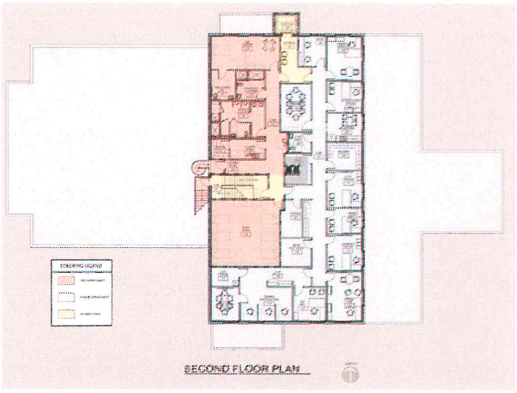




Post Workshop Option: 2 STORY

- Police Department on First Floor
- Fire Apparatus First Floor
- Fire Living Spaces on Second Floor
- 4 bay fire apparatus
- Main entrance on Fountain Street.
- Fire apparatus return circulation from Beckman Street with fire apparatus response to Fountain Street.
- Security parking/zone to East





DESCRIPTION

The Public Safety Complex consists of approximately 5,000 sq.ft. for the Police Department and 6,000 sq. ft. for the Fire Safety/ Emergency Medical Services. The building will feature sections for Fire Operations, Apparatus Bays, Police Department Road Patrol, CID, Evidence and Administration. There is a shared training/EOC room and lobby. The building will share the Library site.

CLIENT

Chief Eric Luce
City of Fruitland Park
506 West Berckman Street
Fruitland Park, Fl 34731
352-360-6790

SCOPE OF SERVICES:

Programming, planning, A/E design, scheduling, bidding, permitting, construction administration.

CONSTRUCTION COST

Estimated: $14,950,000
Project Cost: TBD/Currently In bid phase
Final Cost: TBD 9/1/2025

TYPE OF DELIVERY:

Construction Manager at Risk

TEAM

Alex Busto, AIA, NCARB, Principal-in-Charge
Michael Latham, AIBD, Project Manager
Bill Guidry, Construction Administration

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GROVELAND PUBLIC SAFETY COMPLEX - Groveland, Florida

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A 33,490 s.f. two story Public Safety Complex Including Fire Department operations for Station 95, Fire Administration and the Police Department for the City of Groveland. The Fire Station Features accommodations for Lake EMS services, 4 bays for apparatus, kitchen, day room, bunk room and shower rooms. Fire and Police Administration have offices on the second floor with Community Development Department which includes Planning / Zoning and the Building Department.

The Police Department includes a 4 console dispatch center, Records with electronic scanning, secured intake with harden interview rooms, evidence department that includes high density storage, spaces for the CID and Patrols. On the First floor there is a training room for 60 people that also acts as the City's EOC.

SCOPE OF SERVICES:
Programming, planning, A/E design, scheduling, bidding, permitting, construction administration.

CONSTRUCTION COST
Estimated: $11.5M
Project Cost: $9.8M
Final Cost: $9.25M

COMPLETED: Feb 2020

TYPE OF DELIVERY: Hard Bid GC

Client Contact:

City of Groveland
Chief Shawn Ramsey,
Chief of Police
352-429-4166

GSC Team

Alex Busto, NCARB, AIA
Principal in Charge

Michael Latham
Project Manager

Brett Dodd, AIA
Project Architect

Bill Guidry
Construction Administrator

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407.608.5677 office • 888.599.4814 fax
gatorsktch.com Registered Architects: AA26002310

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TAVARES PUBLIC SAFETY COMPLEX - Tavares, Florida

COMMERCIAL ■ INSTITUTIONAL ■ MEDICAL ■ MUNICIPAL ■ RESIDENTIAL





Description:
A 38,527sf new Public Safety Complex including a fire station, police station and emergency operation center. The Fire Station features four drive through apparatus bays, a day room with kitchen and dining and second floor bunk and shower rooms. The Police Station includes a sally-port, fitness center and locker rooms shared with the fire department, administration offices, patrol room, detective unit, interrogation rooms, criminal investigation lab, indoor shooting range, evidence and records storage. The emergency operations center has a community meeting room and and command center with overnight accommodations. Completed September 2019.

Client:
Chief Richard Keith
City of Tavares, 201 East Main Street, Tavares, FL 32778
352-742-6391

Team:
Alex Busto, AIA, NCARB, Principal-in-Charge
Michael B. Latham, Project Manager
Bret Dodd, AIA, NCARB, Project Architect
Bill Guidry, Construction Administration

Scope of Services:
Programming, planning, A/E design, bidding, permitting, construction administration.

Construction Cost:
Estimated: $9,835,000
Project Contract Amt: $13,446,000
Final Cost: $13,549,000

Type of Delivery: Hard Bid GC

1000 E. Hwy 50, Ste. 201A., Clermont, FL 34711
407.608.5677 office • 888.599.4814 fax
gatorsktch.com Registered Architects: AA26002310

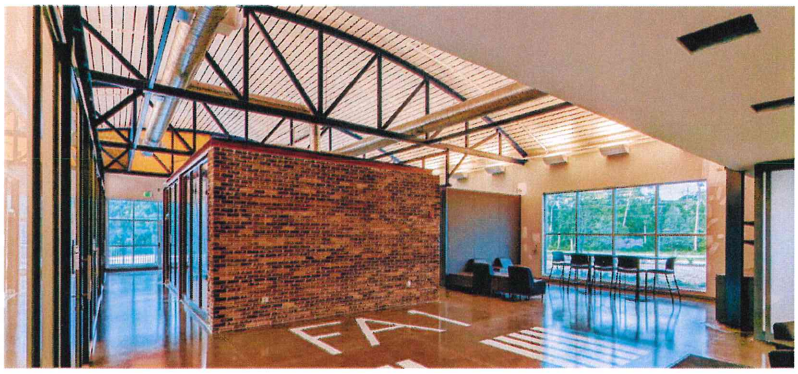
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TAVARES PUBLIC WORKS COMPOUND - Tavares, Florida

COMMERCIAL ■ INSTITUTIONAL ■ MEDICAL ■ MUNICIPAL ■ RESIDENTIAL







Description:

GatorSktch Corporation was selected to provide professional architectural services including programming, planning architectural/engineering design, interior design/FF&E, bidding, permitting, landscaping, communications, and security for the City's new Public Works compound. The compound includes 13-acre site development for 7 buildings. The buildings include "Building A," (pictured above) an 8,400 sq.ft. Administration Building and a 9,100 sq.ft. Fleet Maintenance and Environmental Services building.

Public Works:

- Facilities Management
- Fleet management
- Parks management
- Public Works Administration
- Right of Way Management
- Solid Waste Management
- Streets Management

Features:

- Admin/Offices
- Hardened Building
- 72 hr. Generator
- New Construction
- 7 Drive-thru fleet vehicle bays
- Environmental exhaust removal system

Lake Technical College:

(future addition)

- Administration
- Automotive Program
- Diesel Program
- Support Space



Client:

City of Tavares
James Dillon,
Public Works Director
352-742-6221

GSC Team:

Michael Latham
Project Manager

Alex Busto, NCARB, AIA
Principal in Charge

Construction Cost:

Estimated: $18,060,000
Project Cost: $19,300,000
Final Cost: $19,364,000

Type of Delivery:

Hard Bid GC

Date of Completion:

August 2024

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gatorsktch.com Registered Architects: AA26002310

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LAKE COUNTY SHERIFF SUBSTATION RENOVATION - Clermont, Florida

COMMERCIAL ■ INSTITUTIONAL ■ MEDICAL ■ MUNICIPAL ■ RESIDENTIAL







CLIENT

Lake County Board of County Commissioners
315 West Main St.
P.O. Box 7800
Tavares, Florida 32778
Jim Bannon, Director
(352) 742-3810

TEAM

Architect
Gatorsktch Corporation
Roger Pierce, Principal
Mike Latham, Project Mgr.

MEP Engineer
TLC Engineering

CONSTRUCTION COST

Estimated: $1,044,000
Final Cost: $1.200,000 w/ client's scope revisions

TYPE OF DELIVERY

Hard Bid GC

COMPLETED

August 2010

DESCRIPTION

The Lake County Board of County Commissioners selected GatorSktch to assist with the renovation of an existing pre-engineered metal building which was formerly a car dealership. The project included the renovation of an existing 15,726 SF building into the South Lake District Office of the Lake County Sheriff's Department. The building consists of a community services department, a patrol area, sex offender registration office, as well as a state-of-the-art detention area inclusive of four holding cells. The project also contained other interior and exterior modifications to the existing building, including the enclosure of the covered drive through, formerly a service department, into a secure vehicular sally port.

1000 E. Hwy 50, Ste. 201A., Clermont, FL 34711
407.608.5677 office • 888.599.4814 fax
gatorsktch.com Registered Architects: AA26002310

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4. Respondent's Personnel

a. Total Number of Personnel: 12

1 Registered Architect:	Alejandro L. Busto, NCARB, AIA
1 Project Manager:	Michael B. Latham, AIBD
2 Project Architects:	Brett Dodd
	Wayne Smoky
2 Construction Administrators:	Bill Guidry
	Dave Calfee
1 Architectural Designer:	Tamara levell
1 Business Manager:	Carissa Latham
2 CAD Technicians:	Will Marquez
	Keith Seville
1 Project Coordinator:	Vanassa Brown
1 Intern	Cate Hopkins

b. Key Personnel

Alejandro L. Busto, NCARB, AIA	Clermont, FL
Michael B. Latham	Groveland, FL
Tamara Levell	Winter Garden, FL
Bill Guidry	Winter Springs, FL

c. Projects, Staff & Duties

1. Tavares Public Safety Complex
2. Groveland Public Safety Building
3. Fruitland Park Public Safety Complex
4. Tavares Public Works Compound

Alejandro L. Busto, NCARB, AIA	Project Architect
Michael B. Latham	Project Manager
Tamara Levell	Architectural Designer
Bill Guidry	Construction Administrator

5. Lake County Sheriff's Office Substation

Michael B. Latham	Project Manager

d. Our key personnel have worked together on 4 of the 5 listed projects.

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5. Respondent's Consultants:

SUB-CONSULTANTS			
Name	**Role**	**Related Experience**	**Mutual Projects**
SGM (MBE) Engineering	M/E/P Engineering	• Wildwood Police HQ • City of Mount Dora FS #35	• Tavares Public Safety Complex • Fruitland Park Public Safety Cplx • Haines City Public Safety Facility
TLC Engineering	Structural Engineer	• Cocoa Beach Police HQ • Indian Harbor Beach Police HQ • Wildwood Municipal Complex	• Tavares Public Safety Complex • Fruitland Park Public Safety Cplx • Haines City Public Safety Facility
Carlsson (WBE) Construction Estimators	Cost Estimator	• Tavares Public Safety Complex • Groveland Public Safety	• Tavares Public Safety Complex • Groveland Public Safety Complex
HEI Engineering	Civil Engineer	• Groveland Public Safety • Haines City Public Safety	• Groveland Public Safety Complex • Haines City Public Safety Facility

1000 E. Hwy 50, Ste. 201A., Clermont, FL 34711
407.608.5677 office • 888.599.4814 fax
gatorsktch.com Registered Architects: AA26002310



Wildwood Police Headquarters

Wildwood, FL

Client
Architects Design Group
Ian A. Reeves
333 N. Knowles Ave.
Winter Park, FL 32789
ianr@adgusa.org
(407) 647-1706

Construction Cost
$3M

Project Completion
2020

Key Personnel Involved
Justin Mundell - Project Manager/Sr. Electrical Engineer

Bobby Shahnami - Sr. Mechanical Engineer

Chad Robinson - Mechanical/Plumbing/ FP Engineer

SGM provided MEP/FP Engineering design services for the new 13,200 square foot Wildwood Police Department Headquarters facility. The new facility includes police administration, uniform patrol, communications / dispatch, criminal investigations division, evidence, code enforcement, records, booking and intake, professional services, and a small emergency operations center. Design also included a 1,000 SF rolling assets storage building and 800 SF K-9 Building.







City of Mount Dora Fire Station No. 35

Mount Dora, FL

Client
Architects Design Group
Ian A. Reeves
333 N. Knowles Ave.
Winter Park, FL 32789
ianr@adgusa.org
(407) 647-1706

Construction Cost
$4.5M

Project Completion
March 2023

Key Personnel Involved
Justin Mundell - Project Manager/Sr. Electrical Engineer

Bobby Shahnami - Sr. Mechanical Engineer

Chad Robinson - Mechanical/Plumbing/FP Engineer

SGM provided MEP Engineering services for a new single story, 9,060 square foot, 3-bay fire station facility. The MEP scope of work encompassed the following tasks:

» Provision of a comprehensive power distribution system, LED lighting, branch circuit wiring, wiring devices, grounding, lightning protection, surge protection, generator, switchgear, and other essential components tailored to meet the specific requirements of each space, all while adhering to relevant codes and standards.

» Implementation of an air-handling system, ductwork, and ventilation air provided through the HGR air system.

» Integration of HVAC systems featuring air-handlers and heat pumps with medium pressure supply air distribution for optimal climate control.

» Establishment of plumbing systems encompassing domestic cold water, hot water, sanitary DWB piping, and plumbing fixtures to ensure efficient water management.









LEED v4 BD+C

New Construction

LEED SILVER CERTIFICATION

September 2021

City of Orlando Fire Station #9

Orlando, FL

Client
City of Orlando
Corey Knight
400 S Orange Ave.
Orlando, FL 32801
corey.knight@orlando.gov
(407) 246-3181

Construction Cost
$3.5 Million

Project Completion
2021

Key Personnel Involved
Justin Mundell - Project Manager/Sr. Electrical Engineer

Bobby Shahnami - Sr. Mechanical Engineer

Chad Robinson - Mechanical/Plumbing/FP Engineer

SGM was selected as part of the design-build team to act as the MEP Engineer on the new fire station No. 9 for the City of Orlando. The station is an 11,800SF new facility with living and working quarters, and is the prototype for future City of Orlando fire stations. MEP scope of work included:

- Provided power distribution system, LED lighting, branch circuit wiring, wiring devices, grounding, lightning protection, surge protection, generator, switchgear, etc. as required for the intended use of each space and in compliance with the codes and standards.
- Over 270 PV panels on the roof – achieve LEED goals.
- Installation of air-handling system, ductwork, ventilation air provided through the HGR air system.
- HVAC systems included air-handlers and heat pumps with a medium pressure supply air distribution.
- Plumbing systems included domestic cold water, hot water, sanitary DWB piping, plumbing fixtures.

In addition to the design being in accordance with Green Globes for compliance with Florida Sustainability Code, the project was designed to attain USGBC LEED certification including building modeling and simulation, energy performance and conservation, ventilation, commissioning, and sustainability. In September 2021, the USGBC approved Fire Station # 9 as LEED Silver Certification for New Construction, LEED v4 BD+C.

TLC ENGINEERING SOLUTIONS







Image Courtesy of H J High Construction Company

CITY OF COCOA BEACH POLICE HEADQUARTERS
Cocoa Beach, Florida

Aging facilities, crowded workspace, and the need for improved security prompted the design of the City's new three-story police station and emergency operations center. The state-of-the-art facility offers advanced technologies, enhanced security, redundancy, and a larger facility to support growth through 2039.

Spaces within the building are specialized to accommodate the sally port, booking and intake areas, personal property storage, evidence storage, weapons storage, physical agility/defensive tactics room, 911 call center, administration offices, conference rooms, and workstation areas.

Located one block from the beach, the facility is designed as an enhanced essential facility accommodating mission-critical functions including storm surge, elevated wind criteria, and redundant power and communications systems. A 300kW generator and fuel tank sit on a hurricane-rated elevated platform above potential storm surge levels and will handle 100% of the building load for 72 hours during power outages.

The HVAC systems are designed to meet the varying needs of the conditioned areas with dedicated single-zone air handling units for large spaces and multi-zone air handling units for multiple smaller spaces. To maximize energy efficiency, the air handling units are equipped with premium efficiency motors and variable frequency drives that adjust the speed of the HVAC fans based on demand. Modulating control dampers and airflow monitoring stations are equipped on each outside air intake to provide precise ventilation control to ensure good indoor air quality (IAQ) and building pressurization. Additional sustainable strategies incorporated into the design include energy-saving daylighting design and lighting controls, and water-efficient plumbing fixtures.

The technology system design considered the spatial needs and flexible network capabilities that would support the continual improvement of technologies. The security system is designed with CCTV, complete with interior and exterior IP addressable cameras and network video recording. Access controls utilize a combination of card readers, keypads, cameras, biometric readers, and employee badges. Call stations are provided at Security gates and specific doors for after-hours use.

OWNER
City of Cocoa Beach
Cocoa Beach, Florida

REFERENCE
Wayne Carragino
City of Cocoa Beach, Project Manager
E:wcarragino@cityofcocoabeach.com
P: (321) 868-3215

DELIVERY METHOD
Design - Build

SIZE
23,237 square feet

COST
Construction: $8.5 Million
Total: $8.7 Million

COMPLETION DATE
Construction: 12/2021
Professional Services: 12/2023

TLC SERVICES
Mechanical, Electrical, Plumbing, Structural, Technology

TLC TEAM
Project Manager: Gary Krueger, PE (Senior Strucutral Engineer
Project Team: Chelsea Simpson, PE (Strucutral Engineer)

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TLC ENGINEERING SOLUTIONS



INDIAN HARBOUR BEACH POLICE HEADQUARTERS AND EOC

Indian Harbour Beach, Florida

After years of operating in a 5,600-SF space, the Indian Harbour Beach Police Department is now utilizing its new 13,000-SF facility that provides much-needed space and the latest technology systems. The new single-story police station provides areas for 24/7 dispatch, private offices, open work areas for law enforcement officers, booking rooms, interview rooms, evidence receiving and storage areas, conference rooms, break room with a full kitchen, sleeping area, showers/locker rooms, a sally port for secure prisoner transport, a training/briefing room, physical fitness area, and secure parking. A separate 800-SF storage building is located on-site and houses bulk evidence along with police equipment and supplies.

Special emphasis was made on energy conservation with a design and construction goal to qualify for a Green Building Certification. The design incorporated numerous sustainable strategies with energy-saving daylighting design and lighting controls, water-efficient plumbing fixtures, and a high-efficiency HVAC system that saves the city energy and provides occupants with maximum indoor air quality.

Incorporating cost-effective measures such as tilt-up construction helped keep the project within budget projections without compromising program needs or long-term building durability. The building is constructed in accordance with the latest, stringent building codes to withstand a major hurricane (170 mph with 3-sec wind gust) and outfitted with the necessary technology to be easily converted to the city's emergency command center to better protect life and property in the event of a disaster. A 300kw generator with a 1,971-gallon diesel tank provides 96 hours of backup power during a power outage.

The new facility is designed to meet energy conservation requirements to qualify for a Green Building Certification.

OWNER
City of Indian Harbour Beach
Indian Harbour Beach, Florida

REFERENCE
David Butler
City of Indian Harbour Beach, Police Chief
E: dbutler@indianharbour.org
P: (321) 773-3030

DELIVERY METHOD
Design - Bid - Build

SIZE
14,100 square feet

COST
Construction: $5.6 Million
Total: $5.7 Million

COMPLETION DATE
Construction: 4/2022
Professional Services: 1/2023

TLC SERVICES
Mechanical, Electrical, Plumbing, Strucutral, Technology

TLC TEAM
Project Contact: Gary Krueger, PE (Senior Strucutral Engineer)
Project Manager: Jim Mullen, PE (Senior Mechanical Engineer)

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TLC ENGINEERING SOLUTIONS





CITY OF WILDWOOD NEW MUNICIPAL SERVICES COMPLEX
Wildwood, Florida

Contributing to the City's goal of rejuvenation and redevelopment of existing buildings is the repurposed vacant elementary school that was transformed into their new Municipal Services Complex. The existing school is situated on an 11-acre site, which sits adjacent to the City's existing Public Works facility. The combined sites now encompass approximately 20 acres to house the City's water, wastewater, and fleet services operations. Co-locating these departments within one complex will make the City's operations run more efficiently.

The A-E team designed extensive renovations to transform the buildings into new spaces to house the City's Utility Departments, associated storage needs, and a Fleet Maintenance Building. In addition to office and operations space, the additional land provides indoor and outdoor space to store parts and equipment such as backhoes, tractors, trailers, etc. Additional improvements to the property included secure equipment and parking areas, new landscaping, stormwater improvements, site signage, and on-site generators.

Fleet Maintenance Building. The Fleet Maintenance Building is a 6,250-SF pre-engineering structure with four service bays to service the City's utility vehicles and equipment. It also contains office space to support the operations, a new fueling station, and a 2,500-sf equipment storage building. TLC designed HVAC for the office area and exhaust in the service bays and welding area.

Utility Administration Building. The renovation to 17,750 square feet of the school building now accommodates the administrative staff. The renovation involved converting the existing commercial kitchen into a storage room and a warming kitchen, classrooms into office space and conference rooms, upgrading restrooms with new fixtures, and adding new showers.

OWNER
City of Wildwood
Wildwood, Florida

REFERENCE
Mike Murphey
Lunz Group
E: mmurphey@lunz.com
P: (863) 682-1882

DELIVERY METHOD
Design - Bid - Build

SIZE
26,500 square feet

COST
Construction: $3.6 Million
Total: $4 Million

COMPLETION DATE
Construction: 3/2022
Professional Services: 3/2022

TLC SERVICES
Mechanical, Electrical, Plumbing

TLC TEAM
Project Manager: Jim Mullen, PE (Senior Mechanical Engineer)
Project Team: Chelsea Simpson, PE (Structural Engineer)

6. Cost Control

Initial cost control begins with a project plan and architectural program that are realistically aligned with an appropriate budget. Review and reconciliation of the design and budget must occur at appropriate milestones (such as schematic design and design development phases) throughout the design process. When project cost overruns are identified, immediate action must be taken to analyze scope and value engineering opportunities. (Utilizing the Construction Manager delivery method provides the opportunity for Cost collaboration during the design and before the bidding process, which can help to the maintain the initial project budget.)

An Initial Project Estimate based on square footage costs must be established based upon the available project funds during the early programing and planning stages.

After the program is determined, schematic design options will be evaluated and become the basis of a refined Cost Estimate. The estimate will then be reconciled with project scope, budget, and schedule.

Design Development drawings will be used to further refine the Cost Estimate to include the full project scope of work. Again, the estimate will be reconciled with scope, budget, and schedule. Value engineering efforts will be most effectively implemented at this phase.

Construction Documents including project specifications will provide the basis of the final estimate. Additional value engineering efforts or scope reduction may be required to bring the project within budget prior to award of contract for construction.

A sample Cost Estimate for the Groveland Public Safety Building prepared by GatorSktch's Cost Estimating consultant has been provided separately as requested. For this project, the use of CMU masonry construction was value engineered to be exterior concrete tilt wall construction. Although the materials cost difference was minimal, the construction time was reduced by two months proving significant cost savings in construction administration, general conditions, and requirements for the project.

A sample Cost Estimate for the Tavares PW Administration Building prepared by GatorSktch's Cost Estimating consultant has been provided separately as requested. For this project, copper was value engineered to be CPVC domestic water pipe, cast iron was value engineered to be PVC sanitary waste, fiberglass and alternate were value engineered to be Armaflex plumbing insulation, equivalent manufacturers were utilized for plumbing fixtures, lighting fixtures and equipment to achieve significant material cost savings.

7. Scheduling

Initial project scope, budget and schedule must be monitored and reconciled at appropriate design milestones.

Achieving project completion on time and within budget requires all parties to provide initial buy-in, with roles and responsibilities reviewed, agreed upon, outlined and included in the schedule.

Reviews of the design, budget and schedule must occur throughout the design process. When project scope or schedule overruns are identified, action must be taken to correct scope creep and implement schedule recovery methods.

Coordination between the City, the GatorSktch design team and the Construction Team will be required to meet project expectations.

A sample Groveland Public Safety Building Schedule prepared by GatorSktch has been provided separately as requested. For this project the use of CMU masonry construction was value engineered to be exterior concrete tilt wall construction. Although the materials cost difference was minimal, the construction time was reduced by two months allowing for this project to be completed on schedule.

A sample Fruitland Park Public Safety Building Schedule prepared by GatorSktch has been provided separately as requested. This project was delayed by the City's separately contracted Civil Engineer completion of the site improvement drawings. The project is in the bidding phase and Gatorsktch is working with the Construction Manager to identify long lead items to prioritize the receipt and review of submittals to allow for procurement in the early phases of the project to assure timely delivery and help remediate the delay to the project schedule.

8. Information Management Systems - Equipment/Software

GatorSktch's commitment to quality and on-time projects includes team members staying abreast of the latest technology and capabilities. Interchange of information occurs electronically with Consulting Engineers, and clients through email, Dropbox, Bluebeam Studio Sessions and our FTP server. Design and drafting functions are computerized using AutoCAD Building Systems Software Package.

- Wide Area Networks – VPN and Untangle Appliance Router
- High Speed Internet Access 100 Meg down and 20 up
- Windows Exchange Server for email services
- Apache Phone Server
- 10/100/ 1000 Ethernet LANs in all offices
- Windows Professional Operating Systems
- Microsoft Office Professional
- Large format printing and scanning capabilities
- High Security and Virus protection company-wide
- AutoCAD, AutoCAD Architecture, AutoCAD Structural, AutoCAD MEP, and REVIT

Graphic Illustration Software

- Bluebeam Revu for CAD
- Adobe Photoshop 2017
- Adobe Illustrator 2017
- Adobe In Design 2017
- Adobe Darkroom 2017
- Adobe Acrobat 2017
- Sketch up
- V-ray
- 3D Studio Max

9. GatorSktch Conflict Resolution

The first step in conflict resolution is to obtain as much information as possible about the cause of the problem. Determine when the issue first arose.

Determine if there a relationship between this issue and another incident. Impartially evaluate all sides of the story. Consider each disputant's position. Look beyond the specific conflict. Determine if there are other issues that have caused a situation to become worse and lead to a bigger conflict.

After review of each party's input, request solutions that will resolve the conflict and get all parties to cooperate. Find an agreeable way to resolve the conflict. Identify solutions that all disputants can support.

Determine the most acceptable course of action. Weigh the merits of various ideas, not just in terms of the individual parties, but for the good of the project.

Reach a negotiated agreement written in a way that defines actions and timeframes. Finally, determine action plans to prevent future conflicts.

Example #1 - City of Tavares Public Safety Complex

At the project close-out, there was a conflict over the reconciliation of owner-direct purchases. Both the owner and the contractor felt entitled to the buy-out savings. GatorSktch was asked to attend a meeting with the City and the contractor to review the conflict. We were able to impartially describe the requirements of the construction contract and the owner-direct purchase process, and the issue was resolved.

Example #2 - City of Groveland Public Safety Complex

After occupancy of the building, the City was not satisfied with the operation of the HVAC system. the HVAC subconsultant's position was that the design was flawed. The mechanical engineer's conflicting position was that the work had not been completed according to the construction plans. Gatorsktch scheduled a meeting with the City, the mechanical engineering consultant, the general contractor and HVAC sub-consultant. The situation was reviewed and it was determined that the test and balance of the HVAC system had not been completed and the mechanical system commissioning had not been provided according to the specifications. Subsequently this work was completed and the situation was resolved.

10 - Quality Control

Pre-Construction Quality Assurance Program

- GatorSktch Design Phase Total Quality Management approach.
- Management and design personnel are not segregated.
- Principals are active in the design of projects on a day-to-day basis and all levels of personnel are encouraged to help determine how a project is developed.
- This philosophy allows GatorSktch to promote ownership and accountability for the design and production process and strive for the highest quality construction documents.

Design Phase Package Outlines list the required deliverable for each design phase.

Construction Documents Checklists ensure all required information is provided for each drawing sheet.

Design Team Consultants exchange, review and coordinate documents completion of the Schematic, Design Development and Construction Documents Phases.

Construction Manager (when contracted) participates with constructability review at the Schematic Design, Design Development and Construction Documents Phases.

GatorSktch reviews Contractor Bids, assumptions, and clarifications to identify gaps in project scope.

Gatorsktch attends at least monthly construction meetings to review progress of work and quality of the work and determine it is accordance with Construction Documents.

Gatorsktch will report deviations from the contract documents, the project schedule and observed construction defects and deficiencies.

Gatorsktch will conduct site inspection to determine the date of Substantial Completion and assist the Contractor in developing a punch list of outstanding items to be completed prior to Final Completion.

Gatorsktch will conduct an inspection to determine that all punch list items have been satisfactorily completed and to establish the date of Final Completion.

GatorSktch will attend an 11-month walk through after substantial completion with the Contractor and Owner to identify warranty issues to be resolved by the Contractor.

11. Safety

Compliance with Federal, State and Local Regulations

- GatorSktch (GSC) complies with all OSHA regulations.
- GSC employees are eligible through the U.S. Department of Homeland Security E-Verify System
- GSC is a Drug Free Workplace
- GSC is an Equal Opportunity Employer
- GSC complies with the Fair Labor Standards Act
- GSC & consultants are licensed in the State of Florida
- GSC will comply with the prohibition of tobacco use on City property
- GSC project designs comply with the American with Disabilities Act of 1990

12. Joint Venture

Not applicable.

13. Local Businesses

GatorSktch's target market is Central Florida, where we have completed most of our work.

GSC successfully strives to include central Florida based consultants on our Design Teams.

The proposed Design Team for the Police Substation is comprised of local Central Florida firms.

We encourage MBE/WBE firms to participate in GatorSktch projects.

The proposed Design Team for the Police Substation has a 22 percent level of MBE/WBE participation.

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ARCHITECTS & PLANNERS

14. Statement of Financial Stability

I certify that GatorSktch Corporation and our subcontractors are financially stable and have the necessary resources, human and financial, to provide services at the level required by Lake County.

I further state that GatorSktch Corporation has not had any material changes in the business operations of the Firm, including without limitation any pending bankruptcy proceedings, bankruptcies, receiverships, mergers, acquisitions, stock acquisitions or spin-offs within the last three (3) years.

X 

Michael Latham
President

1000 E. Hwy 50, Ste. 201A., Clermont, FL 34711
407.608.5677 office • 888.599.4814 fax
gatorsktch.com Registered Architects: AA26002310

15. References

NAME	ADDRESS	PROJECT
Chief Shawn Ramsey Chief of Police City of Groveland	Email: shawn.ramsey@groveland-fl.gov Ph#: 352-429-4166 Fax: n/a	Groveland Public Safety Complex
Chief Richard Keith Fire Chief City of Tavares	Email: rkeith@tavares.org Ph#: 352-742-6391 Fax: n/a	Tavares Public Safety Complex
James Dillon Public Works Director City of Tavares	Email: jdillon@tavares.org Ph: 352-742-6221 Fax: n/a	Tavares Public Works Compound

TAVARES
America's Seaplane City™

May 8, 2020

To Whom It May Concern;

Having worked closely with GatorSktch Architects & Planners for over 10 years, it is a great honor to recommend the GatorSktch team to you for your project.

GatorSktch, led by their executive leadership team of Michael Latham and Alexandro "Alex" Busto, designed a world-class Public Safety Complex for the City of Tavares, Florida, and continued to serve Tavares as the construction-management oversight team for the project.

This project saw the project completed, and the building occupied by the Tavares Police and Fire Departments in the fall of 2019. Ten years of preparation, design, and engineering preceded that completion, with project funding taking the vast majority of that time. Through that entire process, GatorSktch never once waivered in their commitment of excellence to Tavares, our Tavares citizens, and our project.

Today, the City of Tavares Fire and Police Departments enjoy working out of this amazing and beautiful building. The business processes that flow through this building are well thought out, expertly designed, and professionally executed. The incredible visual appeal of the building exterior exactly met the design criteria requested by our City Council during the design phase of the project, and today receives many compliments and accolades.

The City of Tavares is looking forward to the potential of using GatorSktch Architects & Planners for future projects. I proudly recommend GatorSktch to you for your design, engineering, and construction project needs.

Feel free to contact me for personal confirmation of this recommendation.

Your servant in safety, I remain;

Richard D. Keith
Fire Chief and Project Manager
City of Tavares, Florida

Groveland
FLORIDA
City with Natural Charm

To Whom It May Concern:

The City of Groveland entered into a contractual agreement with GatorSktch Corporation for the design, engineering, and construction services of our Public Safety Complex. This new Police Station and Administrative Offices for the City will include: road patrol, armory, CID, dispatch, and evidence storage and lab. This project will also provide a new fire station with administrative offices along with new Zoning and Permitting offices for the City. The construction cost of this project is currently forecast to be between nine and ten million dollars.

Project inception began with a Phase I study where GatorSktch met with key personnel and provided an evaluation of our space and facility needs, preliminary design, and final construction documents. GatorSktch has continued to lead us through this process, to the point where we have just begun construction of our project and we are excited to see our building taking shape.

It is my honor to recommend to you Michael B. Latham, President of GatorSktch Corporation Architects and Planners, and his entire team for your design and construction needs.

Shawn Ramsey
Public Safety Director / Chief of Police
City of Groveland Florida
City of Natural Charm

Groveland Fire Department

450 West Orange Street
Groveland, FL. 34736
(352) 429-1209 Phone/Fax
Willie Morgan, Fire Chief

April 5, 2019

Re: Letter of Reference

To Whom it May Concern:

The City of Groveland is nearing the completion of the design phase for the construction of a new 33,000 square foot Public Safety Complex in Groveland. GatorSktch was selected as the architect to design and oversee all aspects of the construction process. I have been highly impressed with Mike, Alex, and their team throughout the process. Their professionalism and knowledge of the project will undoubtedly leave us with a better finished project than I anticipated. They have been very accessible and responsive, oftentimes having to deal with unreasonable or difficult requests from the multiple City team members that have a stake in the project. I recommend GatorSktch and think that you will be satisfied, as I have been, with any project they may undertake.

Best Regards,

Willie Morgan, Chief

TAVARES
America's Seaplane City℠

July 1, 2020

James Dillon
Public Works Director
City of Tavares
100 North Disston Avenue
P.O. Box 1068
Tavares, Florida 32778

Re: Recommendation Letter in Support GatorSktch Corporation

To Whom It May Concern:

I would like to take this opportunity to provide a letter of recommendation for GatorSktch Corporation. GatorSktch Corporation has provided the City of Tavares with design, engineering and construction services for over 10 years on multiple projects.

I have personally worked with the GatorSktch Corporation team and find them to be responsive, professional, and provide a superior quality of work. The City of Tavares entered into a contractual agreement with GatorSktch Corporation for the design, engineering and construction services of our Public Safety Complex which includes new Fire and Police Stations, Emergency Operations Center and Administrative Offices. Within our Public Safety Complex the Police Station includes briefing areas, road patrol touch down areas for report writing, CID, 2 lane tactical indoor firing range, evidence storage and lab. The Fire Department houses both Administration and Fire Operations with 7 bunkrooms, 3 shower rooms, commercial kitchen with 3 refrigerated pantries, watch office, day room, fire pole tower, hose drying tower and fitness area. Our Emergency Operations Center can accommodate any event that may arise with a central EOC-Training room where all agencies can be stationed with access to fully equipped technology connections for complete interoperability, meeting rooms and kitchen.

Project inception began with a Phase I study where GatorSktch met with key personnel and provided an evaluation of our space and facility needs. From there a preliminary design was developed for review and then final construction documents and services were provided. The Public Safety Complex was completed in 2019 and opened for service.

GatorSktch has started the same process with our new proposed Solid Waste and Public Works Operations Facility. A charrette was conducted in 2019 and we are in the early stages of design. We anticipate the opening of our new facility to be in 2021.

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I highly recommend Michael B. Latham, President of GatorSktch Corporation Architects and Planners, and his entire team and am confident in the skills and services they can provide for your design and construction needs. If you have any questions, or require additional information, please do not hesitate to contact me.

Sincerely,

James Dillon, CGC, CSSYB
Public Works Director

"Propelling Public Works Through Innovation"

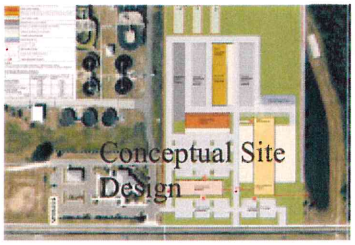
Project Approach and Methodology

PHASE 1:
PROJECT DEFINITION

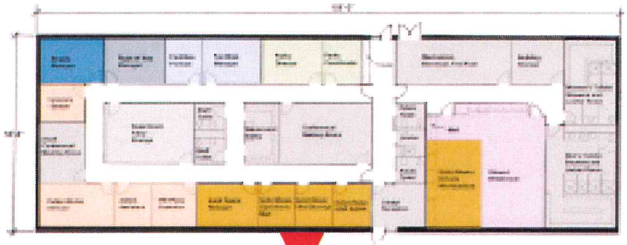


GatorSktch Facilitating a Charrette

- Step 1: Strategic Planning & Programming
- Step 2: Pre-Charrette
- Step 3: Charette
- Step 4: Post-Charrette/Conceptual Design



Conceptual Site Diagram Example



Conceptual Building Diagram Example

PHASE 2:
SCHEMATIC DESIGN

- Review and Confirm conclusions of Phase 1: Project Definition
  - Conduct and document User/Stakeholder meetings to review, validate and modify as required conceptual design options.
- Conduct and document User/Stakeholder meetings as required to complete Schematic Design Phase products.
- Obtain any additional site information necessary including subsurface soils investigations, surveys
- Identify and document all regulatory and approval processes and measures required.
- Initiate early coordination with Regulatory Agencies and Utilities.
- Define value engineering and potential alternates to manage the project budget.
- Develop schematic design floor/roof plans, elevations and building and wall sections and anticipated major product/component information.
- Complete a code analysis and identify related design considerations.
- Define the anticipated systems and complete system narratives.
- Confirm/revise the Phase 1 Statement of Probable Cost including "Hard Construction" and "Soft" costs that define the total anticipated project budget.
- Complete Quality Control Review process.
- Develop, issue and present Schematic Design Phase to Users/Stakeholders and City officials for approval and request to proceed to the next phase.

Coordinate/conduct/document Design Team meetings.

PHASE 3: DESIGN DEVELOPMENT

- Revise the design based upon comments received on the Schematic Design Phase product.
- Conduct and document User/Stakeholder meetings as required to complete Design Development Phase products.
- Complete definition of site/design review process and early approval process.
- Finalize code compliance information.
- Further develop and refine the Schematic Design drawings including floor/roof plans, elevations, building and wall sections, as well as site/civil, structural and mechanical, plumbing/fire protection and electrical/IT drawings.
- Develop door/frame and room finish schedules, enlarged room plans and details necessary to communicate design details.
- Complete outline specifications defining the systems performance criteria and major systems
- Develop detailed line item Statement of Probable Cost and Anticipated Project Schedule.
- Identify any potential alternates to manage budget constraints.
- Complete Quality Control Review process.
- Develop, issue and present Design Development phase to Users/Stakeholders and City officials for approval and request to proceed to the next phase.
- Coordinate/conduct/document Design Team meetings.

PHASE 4: CONSTRUCTION DOCUMENTS

- Revise the design based upon comments received on the Design Development Phase product.
- Conduct and document User/Stakeholder meetings as required to develop the Construction Documents Phase product.
- Complete Utility and Regulatory Agency Approval coordination.
- Submit documentation for state and local developmental approvals.
- Complete all bid/construction drawings, details, schedules, etc. necessary for bidding and constructing the project.
- Complete all bid/construction specifications (CSI/UCI Format).
- Confirm detailed line item Statement of Probable Cost and anticipated project schedule.
- Complete Quality Control Review process.
- Coordinate/conduct/document Design Team meetings.
- Submit Construction Documents to City for approval to proceed with the bidding phase

PHASE 5: BIDDING and AWARD

- Issue bid/construction documents to printer for printing/distribution.
- Develop list of potential bidders.
- Assist with required bidding advertisement/notification.
- Conduct and document Pre-Bid Conference.
- Respond to bidders' questions and prepare/issue written addendum as required to address questions (last addendum issued no later than 7 days prior to bid receipt).
- Conduct and document post bid review with low bidder(s) to confirm bids are complete, define the lowest, most responsive and responsible bidder and determine potential value engineering items for consideration.
- Summarize and present bid results to the City and award bid.
- Draft, issue and execution of Owner/Contractor Agreement.
- Complete conformed Contract Documents and issue to awarded bidder.

GatorSKtch
ARCHITECTS & PLANNERS

16. Minority Business Enterprise (MBE) Preference

Carlsson Construction Estimators Inc.
dba Carlsson Inc.
Certifications: WBE/DBE/LDB

SGM Engineers
Certification: Minority Business Certification

1000 E. Hwy 50, Ste. 201A., Clermont, FL 34711
407.608.5677 office • 888.599.4814 fax
gatorsktch.com Registered Architects: AA26002310

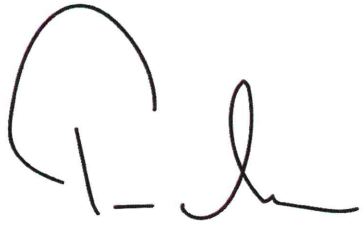
State of Florida

Minority Business Certification

SGM Engineering, Inc.

Is certified under the provisions of
287 and 295.187, Florida Statutes, for a period from:

02/15/2023 to 02/15/2025



J. Todd Inman
Florida Department of Management Services

FLORIDA DEPARTMENT OF MANAGEMENT SERVICES
SUPPLIER DIVERSITY

Office of Supplier Diversity
4050 Esplanade Way, Suite 380
Tallahassee, FL 32399
850-487-0915
www.dms.myflorida.com/osd

ORLANDO INTERNATIONAL AIRPORT | MCO

Orlando International Airport
5850 B Cargo Road
Orlando, Florida 32827-4399
Phone: (407) 825-7133
Fax: (407) 825-3004

February 22, 2023

Ms. Anita Trout
Carlsson Construction Estimators, Inc. DBA Carlsson, Inc.
1000 Savage Ct.
Suite 104
Longwood, FL 32752

Small Business Enterprise (SBE) Certification
Expiration Date: February 22, 2024

Dear Ms. Trout:

The Small Business Development Department of the Greater Orlando Aviation Authority (Authority) is pleased to announce that your firm, **Carlsson Construction Estimators, Inc. DBA Carlsson, Inc.** has been certified as **Small Business Enterprise (SBE)** under the Authority's Small Business Enterprise Policy.

SBE certification is not equivalent and should not be construed as certification under the Authority's Disadvantaged Business Enterprise (DBE) or Airport Concessions Disadvantaged Business Enterprise (ACDBE) Policies promulgated pursuant to the Department of Transportation's regulations, or the Authority's Local Developing Business (LDB), Minority/Women Business Enterprise (M/WBE) or Veteran Business Enterprise (VBE) Policies.

SBE certification is NOT a guarantee of work, but enables the firm to compete for, and perform, contract work on all Authority projects as an **SBE** contractor, sub-contractor, consultant, sub- consultant or material supplier.

Your company's **SBE** certification with the Authority will be effective through **February 22, 2024.** For re-certification at the end of this period you must reapply for SBE certification. Your **renewal application** should be submitted ninety (90) days prior to expiration of your current certification. You may complete your renewal application online at https://goaa.diversitycompliance.com. **Failure to submit your renewal application ninety (90) days in advance of your expiration may result in a lapse in your certification.**

If there is a material change in the firm, including, but not limited to: ownership, officers, directors, scope of work being performed, daily operations, affiliations with other businesses or individuals or physical location of the firm prior to your renewal date you must promptly notify this office in writing. Notification should include supporting documentation.

Congratulations on your **SBE** certification. Please contact our office at 407-825-7133 or certifications@goaa.org if you have any questions or if we can be of any assistance.

Sincerely,

George I. Morning
Director, Small Business Development Department

GatorSKtch
ARCHITECTS & PLANNERS

- **Additional Required Documents**

SECTION C

ADDITIONAL REQUIRED DOCUMENTS

C1. Proposer's Certification
C2. Qualifications Form
C3. Statement of Terms & Conditions
C4. Hold Harmless Agreement
C5. Drug Free Workplace Certificate
C6. Public Entity Crimes
C7. Conflict of Interest Disclosure Form
C8. Prohibition Against Contracting
C9. E-Verify Affidavit
C10. Exceptions & Deviations (N/A)
C11. Certificates of Insurability

[Submittal Attachment C1]

PROPOSER'S CERTIFICATION

Submit To: City of Wildwood 100 N Main Street Wildwood, FL 34785 352-330-1330 352-330-1338 (fax)	CITY OF WILDWOOD REQUEST FOR QUALIFICATON (RFQ) CERTIFICATION AND ADDENDA ACKNOWLEDGMENT

DUE DATE: August 15, 2024	**DUE TIME:** 2:00 p.m.	**RFQ # 2024-23**

TITLE: Professional Architectural Services for Police Substation (Marsh Bend Plaza)

VENDOR NAME: GatorSktch Corporation	**PHONE NUMBER:** 407-608-5677
VENDOR MAILING ADDRESS: 1000 E. Highway 50, #201A	**FAX NUMBER:**
CITY/STATE/ZIP: Clermont, FL 34711	**E-MAIL ADDRESS:** abusto@gatorsktch.com

"I, the undersigned, certify that I have reviewed the addenda listed below (list all addenda received to date). I understand that timely commencement will be considered in award of this RFQ and that cancellation of award will be considered if commencement time is not met, and that untimely commencement may be cause for termination of contract. I further certify that the services will meet or exceed the RFQ requirements. I, the undersigned, declare that I have carefully examined the RFQ, specifications, terms and conditions as applicable for this Request, and that I am thoroughly familiar with all provisions and the quality and type of coverage and services specified. I further declare that I have not divulged, discussed, or compared this RFQ with any other Offeror and have not colluded with any Offerors or parties to an RFQ whatsoever for any fraudulent purpose."

July 19, 2024 Addendum #1	July 31, 2024 Addendum #2	_____ Addendum #	_____ Addendum #	_____ Addendum #

"I certify that this quote is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting an RFQ for the same material, supplies, equipment or services and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of this RFQ and certify that I am authorized to sign this response and that the offer is in compliance with all requirements of the RFQ, including but not limited to certification requirements. In conducting offers with an agency for CITY OF WILDWOOD, respondent agrees that if this RFQ is accepted, the respondent will convey, sell, assign, or transfer to the City of Wildwood all rights, title and interest in and to all causes of action it may now or hereafter acquire under the anti-trust laws of the United States for price fixing relating to the particular commodities or services purchased or acquired by the CITY. At the City of Wildwood discretion, such assignment shall be made and become effective at the time the purchasing agency renders final payment to the respondent."

Alejandro L. Busto, Vice President	Alejandro L. Busto VP	8-12-24
Authorized Agent Name, Title (Print)	Authorized Signature	Date

This form must be completed and returned with your Submittal

[Submittal Attachment C2]

QUALIFICATIONS FORM FOR CITY OF WILDWOOD

Name of Firm Submitting Qualifications GatorSktch Corporation

Name of Person Submitting Qualifications Alejandro L. Busto, NCARB, AIA

PROPOSER ACKNOWLEDGMENT

"The undersigned hereby declares that he/she has informed himself/herself fully in regard to all conditions to the work to be done, and that he/she has examined the RFQ and Specifications for the work and comments hereto attached. The Vendor proposes and agrees, if this submission is accepted, to contract with the City of Wildwood to furnish all necessary materials, equipment, labor and services necessary to complete the work covered by the RFQ and Contract Documents for this Project. The Vendor agrees to accept in full compensation for each item the prices named in the schedules incorporated herein."

Signature

8·12·24

Date

RFQ # 2024-23

RFQ Number

[__] Check if exception(s) or deviation(s) to Specifications. Attach separate sheet(s) detailing reason and type for the exception or deviation.

This document must be completed and returned with your Submittal.

[Submittal Attachment C3]

Statement of Terms and Conditions

PUBLIC ENTITY CRIME: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a qualifications/Bid on a contract to provide any goods or services to a public entity, for the construction or repair of a public building or public work, may not submit Qualifications/Bids on leases of real property to a public entity, may not be awarded or perform work as a Consultant, supplier, subconsultant, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

INDEMNIFICATION: Consultant shall indemnify and hold harmless the City, and its officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Consultant and other persons employed or utilized by the Consultant in the performance of the contract..

PROHIBITION OF LOBBYING: During the blackout period which is, the period between the time the submittals for Invitation to Bid or the Request for Proposals, or Qualifications, or information, as applicable, are received at Contracts / Purchasing and the time the City awards the contract, no proposer, no lobbyist, principal, or other person may lobby, on behalf of a competing party in a particular procurement matter, any member of the City, or any City employee other than Robert Schoepe, Procurement Specialist via email to rschoepe@wildwood-fl.gov or faxed to (352) 330-1338 Attention: Robert Schoepe. Violation of this provision may result in disqualification of violating party. All questions regarding this Request for Proposals (RFQ) or Invitation to Bid (BID) must be submitted in writing to the City's Financial Services Manager.

ANTI TRUST LAWS: By submission of a signed RFQ or BID, the successful Vendor acknowledges compliance with all antitrust laws of the United States and the State of Florida, in order to protect the public from restraint of trade, which illegally increases prices.

CONFLICT OF INTEREST: The award of the contract hereunder is subject to the provisions of Chapter 112 of the Florida Statutes. Vendors shall disclose the name of any Officer, Director, Partner, Associate, or Agent who is also an Officer, Appointee, or Employee of any of the City's at the time of the RFQ or BID, or at the time of occurrence of the Conflict of Interest thereafter.

INTERPRETATION, CLARIFICATIONS AND ADDENDA: No oral interpretations will be made to any vendor as to the meaning of the RFQ/BID Contract Documents. Any inquiry or request for interpretation received by Robert Schoepe, Procurement Specialist via email to rschoepe@wildwood-fl.gov or faxed to (352) 330-1338 Attention: Robert Schoepe before the date listed herein will be given consideration. All such changes or interpretations will be made in writing in the form of an addendum and, if issued, will be distributed at or after the Pre-Proposals/Pre-Bid Conference, mailed or sent by available or electronic means to all attending prospective Submitters prior to the established RFQ/BID opening date. Each Vendor shall acknowledge receipt of such addenda in the space provided. In case any Proposer/Bidder fails to acknowledge receipt of such addenda or addendum, his offer will nevertheless be construed as though it had been received and acknowledged and the submission of his bid will constitute acknowledgment of the receipt of same. All addenda are a part of the RFQ/BID FORMS and each Proposer/Bidder will be bound by such addenda, whether or not received by him. It is the responsibility of each proposer/bidder to verify that he has received all addenda issued before RFQ's/BID's are opened. In the case of unit price items, the quantities of work to be done and materials to be furnished under this RFQ/BID Contract are to be considered as approximate only and are to be used solely for the comparison of RFQ's/BID's received. The City and/or his CONSULTANT do not expressly or by implication represent that the actual quantities involved will correspond exactly therewith; nor shall the Vendor plead misunderstanding or deception because of such estimate or quantities of work performed or material furnished in accordance with the Specifications and/or Drawings and other Proposals/Bid Documents, and it is understood that the quantities may be increased or diminished as provided herein without in any way invalidating any of the unit or lump sum prices bid.

GOVERNING LAWS AND REGULATIONS: The vendor is required to be familiar with and shall be responsible for complying with all federal, state and local laws, ordinances, rules and regulations that in any manner affect the work.

PROPRIETARY/CONFIDENTIAL INFORMATION: Vendors are hereby notified that all information submitted as part of, or in support of RFQ's/BID's, will be available for public inspection ten days after opening of the RFQ's/BID's or until a short list is recommended whichever comes first, in compliance with Chapter 119, and 287 of the Florida Statutes. All RFQ's/Bids submitted in response to this solicitation become the property of the City. Unless information submitted is proprietary, copy written, trademarked, or patented, the City reserves the right to utilize any or all information, ideas, conceptions, or portions of any RFQ/BID, in its best interest.

TAXES: The City of Wildwood is exempt from any taxes imposed by the State and/or Federal Government. Exemption certificates will be provided upon request.

NON-COLLUSION DECLARATION: By signing this RFQ/BID, all Vendors shall affirm that they shall not collude, conspire, connive or agree, directly or indirectly, with any other Proposer, firm, or person to submit a collusive or sham Proposals in connection with the work for which their RFQ/BID has been submitted; or to refrain from Bidding in connection with such work; or have in any manner, directly or indirectly, sought by person to fix the price or prices in the RFQ/BID or of any other Bidder, or to fix any overhead, profit, or cost elements of the RFQ/BID price or the RFQ/BID price of any other Bidder, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against any other Bidder, or any person interested in the proposed work.

PROPOSER RESPONSIBILITY: Invitation by the City's to vendors is based on the recipient's specific request or as the result of response by the public to the legal advertisements required by State law. Firms or individuals submit their responses on a voluntary basis, and therefore are not entitled to compensation of any kind.

CITYSHIP OF SUBMITTALS: All responses, inquiries or correspondence relating to or in reference to this RFQ/BID, and all other reports, charts, displays, schedules, exhibits and other documentation submitted by the vendors will become the property of the City. Reference to literature submitted with a previous RFQ/BID will not relieve the Bidder from including any required documents with this RFQ/BID.

EXAMINATION OF BID DOCUMENTS: Each Bidder shall carefully examine the RFQ/BID Document to ensure all pages have been received, all drawings and/or Specifications and other applicable documents are included, and shall inform himself thoroughly regarding any and all conditions and requirements that may in any manner affect cost, progress or performance of the work to be performed under the Contract. Ignorance on the part of the CONSULTANT will in no way relieve him of the obligations and responsibilities assumed under the Contract.

VENDOR RESPONSIBILITY: Vendors are fully and completely responsible for the labeling, identification and delivery of their submittals. The City of Wildwood will not be responsible for any mislabeled or misdirected submissions, nor those handled by delivery persons, couriers, or the US Postal Service.

DRUG FREE WORKPLACE: **All Proposers/Bidders shall submit the enclosed, duly signed and notarized form entitled "Drug Free Workplace Certificate". The Drug Free Workplace Vendor shall have the burden of demonstrating that his program complies with Section 287.087 of the Florida Statutes, and any other applicable state law.**

This document must be completed and returned with your Submittal

THE CITY OF WILDWOOD is a political subdivision of the State of Florida, and reserves the right to cancel this RFQ and to reject any and/or all submittals, reserve the right to waive any and all informalities or irregularities, to re-advertise with either the identical or revised specifications, and reserve the right to award contracts and/or in the best interest of the City. Submittals not meeting stated minimum terms and qualifications may be rejected by the City as non-responsive. The City reserves the right to reject any or all submittals without cause. The City reserves the right to reject the submission of any Vendor in arrears or in default upon any debt or contract to the City, or who has failed to perform faithfully any previous contract with the City's or with other governmental agencies.

PUBLIC RECORDS LAW: Correspondence, materials and documents received pursuant to this RFQ/BID become public records subject to the provisions of Chapter 119, Florida Statutes.

VERIFICATION OF TIME: Verizon time is hereby established as the Official Time of the City's.

PREPARATION OF PROPOSALS/BIDS:

Signature of the Bidder: The Bidder must sign the RFQ/BID FORMS in the space provided for the signature. If the Proposer/Bidder is an individual, the words "doing business as _____," must appear beneath such signature. In the case of a partnership, the signature of at least one of the partners must follow the firm name and the words, "Member of the Firm" should be written beneath such signature. If the Proposer/Bidder is a corporation, the title of the officer signing the RFQ/BID on behalf of the corporation must be stated and evidence of his authority to sign the RFQ/BID must be submitted. The Proposer/Bidder shall state in the RFQ/BID FORMS the name and address of each person interested therein.

Basis for Bidding: The price proposed for each item shall be on a lump sum or unit price basis according to specifications on the RFQ/BID FORM. The proposed prices shall remain unchanged for the duration of the Contract and no claims for cost escalation during the progress of the work will be considered, unless otherwise provided herein.

Total Proposed Price/Total Contract Sum Proposed: If applicable, the total price bid for the work shall be the aggregate of the lump sum prices proposed and/or unit prices multiplied by the appropriate estimated quantities for the individual items and shall be stated in figures in the appropriate place on the RFQ/BID FORM. In the event that there is a discrepancy on the RFQ/BID FORM due to unit price extensions or additions, the corrected extensions and additions shall be used to determine the project bid amount.

TABULATION: Those wishing to receive an official tabulation of the results of the opening of this RFQ/BID are to submit a self-addressed, stamped business size (No. 10) envelope, prominently marked on the front lower left side, with the RFQ identification. Tabulation requested by telephone, fax or electronic media will not be accepted.

OBLIGATION OF WINNING BIDDER: The contents of the RFQ/BID of the successful proposer/bidder will become contractual obligations if acquisition action ensues. Failure of the successful Proposer/Bidder to accept these obligations in a contract may result in cancellation of the award and such vendor may be removed from future participation.

AWARD OF BID: It is the City's intent to select a vendor within **sixty (60) calendar days** of the deadline for receipt of Proposals/Bids. However, Proposals/Bids must be firm and valid for award for at least **ninety (90) calendar days** after the deadline for receipt of the RFQ/BID.

ADDITIONAL REQUIREMENTS: The firms shall furnish such additional information as the City may reasonably require. This includes information which indicates financial resources as well as ability to provide the services. The City reserves the right to make investigations of the qualifications of the firm as it deems appropriate.

PREPARATION COSTS: The City shall not be obligated or be liable for any costs incurred by Proposers/Bidders prior to issuance of a contract. All costs to prepare and submit a response to this RFQ/BID shall be borne by the Proposer/Bidder.

TIMELINESS: All work will commence upon authorization from the City's representative. All work will proceed in a timely manner without delays. The Consultant shall commence the work UPON RECEIPT OF NOTICE TO PROCEED and/or ORDER PLACED (PURCHASE ORDER PRESENTED), and shall deliver in accordance to the terms and conditions outlined and agreed upon herein.

DELIVERY: All prices shall be FOB Destination, Sumter County, Florida, inside delivery unless otherwise specified.

ADDITIONAL SERVICES/PURCHASES BY OTHER PUBLIC AGENCIES ("PIGGY-BACK"):
The Vendor by submitting a Bid acknowledges that other Public Agencies may seek to "Piggy-Back" under the same terms and conditions, during the effective period of any resulting contract – services and/or purchases being offered in this Bid, for the same prices and/or terms proposed. Vendor has the option to agree or disagree to allow contract Piggy-Backs on a case-by-case basis. Before a Public Agency is allowed to Piggy-Back any contract, the Agency must first obtain the vendor's approval – without the vendor's approval, the seeking Agency cannot Piggy-Back.

PLANS, FORMS & SPECIFICATIONS: Bid Packages are available from the City Clerks Office. These packages are available for pickup or by mail. If requested to mail, the Proposer/Bidder must supply a courier account number (UPS, FedEx, etc.). Proposers/Bidders are required to use the official RFQ/BID FORMS, and all attachments itemized herein, are to be submitted as a single document. Any variation from the minimum specifications must be clearly stated on the RFQ/BID FORM and/or Exceptions/Deviations Sheet(s). Only one set of plans, forms, and specifications will be furnished each company or corporation interested in submitting a Proposals/bid. RFQ/BID FORM documents for this project are free of charge and are available on-line and are downloadable.

MANUFACTURER'S NAME AND APPROVED EQUIVALENTS: Any manufacturer's names, trade names, brand names, information and/or catalog numbers listed in a specification are for information and not intended to limit competition unless otherwise indicated. The Proposer/Bidder may offer any brand for which he is an authorized representative, which meets or exceeds the RFQ/BID specification for any item(s). If RFQ's/BID's are based on equivalent products, indicate on the RFQ/BID FORM the manufacturer's product name and literature, and/or complete specifications. Reference to literature submitted with a previous RFQ/BID will not satisfy this provision. The Proposer/Bidder shall explain in detail the reason(s) why the proposed equivalent will meet the specifications and not be considered an exception thereto. RFQ's/BID's which do not comply with these requirements are subject to rejection. RFQ's/BID's lacking any written indication of intent to quote an alternate brand will be received and considered in complete compliance with the specifications as listed on the RFQ/BID FORM. The City is to be notified, in writing, of any proposed changes in materials used, manufacturing process, or construction. However, changes shall not be binding upon the City unless evidenced by a Change Notice issued and signed by the City, or designated representative.

QUANTITIES: The quantities as specified in this RFQ/BID are estimates only and are not to be construed as guaranteed minimums.

SAMPLES: Samples of items, when called for, shall be furnished free of expense, and if not destroyed may, upon request, be returned at the Proposer's/Bidder's expense. Each sample shall be labeled with the Proposer's/Bidder's name, manufacturer brand name and number, RFQ/BID number and item reference. Samples of successful Proposer's/Bidder's items may remain on file for the term of the contract. Request for return of samples shall be accompanied by instructions which include shipping authorization and must be received at time of opening. Samples not returned may be disposed of by the City within a reasonable time as deemed appropriate.

DOCUMENT RE-CREATION: Vendor may choose to re-create any document(s) required for this solicitation, but must do so at his own risk. All required information in the original City format must be included in any re-created document. Submittals may be deemed non-responsive if required information is not included in any re-created document.

ACKNOWLEDGED:

Alyssa J Burks 8-12-24

(Signature and Date)

[Submittal Attachment C4]

HOLD HARMLESS AGREEMENT

Consultant shall indemnify and hold harmless the City, and its officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Consultant and other persons employed or utilized by the Consultant in the performance of the contract.

The Consultant shall purchase and maintain workers' compensation insurance for all workers' compensation insurance and employers' liability in accordance with Florida Statute Chapter 440.

The Consultant shall also purchase any other coverage required by law for the benefit of employees.

Required insurance shall be documented in Certificates of Insurance and shall be provided to the City representative requesting the service.

By signature upon this form the Consultant stipulates that he/she agrees to the Hold Harmless Agreement, and to abide by all insurance requirements.

Alejandro L. Busto, NCARB, AIA
Consultant-Print Name

Signature

RFQ #2024-23 Police Substation
Project Name

August 14, 2024
Date

The effective date of this Hold Harmless Agreement shall be for the duration of this project.

This document must be completed and returned with your Submittal

[Submittal Attachment C5]

DRUG FREE WORKPLACE CERTIFICATE

I, the undersigned, in accordance with Florida Statute 287.087, hereby certify that,

GatorSktch Corporation
(print or type name of firm)

- Publishes a written statement notifying that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the workplace named above, and specifying actions that will be taken against violations of such prohibition.
- Informs employees about the dangers of drug abuse in the workplace, the firm's policy of maintaining a drug free working environment, and available drug counseling, rehabilitation, and employee assistance programs, and the penalties that my be imposed upon employees for drug use violations.
- Gives each employee engaged in providing commodities or contractual services that are under RFQ or bid, a copy of the statement specified above.
- Notifies the employees that as a condition of working on the commodities or contractual services that are under RFQ or bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, please or guilty or nolo contendere to, any violation of Chapter 1893, or of any controlled substance law of the State of Florida or the United States, for a violation occurring in the work place, no later than five (5) days after such conviction, and requires employees to sign copies of such written (*) statement to acknowledge their receipt.
- Imposes a sanction on, or requires the satisfactory participation in, a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
- Makes a good faith effort to continue to maintain a drug free workplace through the implementation of the drug free workplace program.
- "As a person authorized to sign this statement, I certify that the above named business, firm or corporation complies fully with the requirements set forth herein".

Authorized Signature

8·12·24
Date Signed

State of: Florida

County of: Lake

Sworn to and subscribed before me this 12th day of August, 2024

Personally known ✓ or Produced Identification _____
(Specify Type of Identification)

Signature of Notary

My Commission Expires 10/30/26

(seal)

VANASSA BROWN
Notary Public - State of Florida
Commission # HH 326900
My Comm. Expires Oct 30, 2026
Bonded through National Notary Assn.

This document must be completed and returned with your Submittal

[Submittal Attachment C6]

SWORN STATEMENT TO SECTION 287.133(3)(a), FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES FORM

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to City of Wildwood
   By Alejandro L. Busto, Vice President
   {print individual's name and title}

   for GatorSktch Corporation
   {print name of entity submitting sworn statement}

   whose business address is 1000 E. Highway 50, #201A, Clermont, FL 34711

   and (if applicable) its Federal Employer Identification Number (FEIN) is 45-2671600 (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement:_____.)

2. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), **Florida Statutes**, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(b), **Florida Statutes**, means a finding of guilt or a conviction of a public entity crime, with or without adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), **Florida Statutes**, means:

   a. A predecessor or successor of a person convicted of a public entity crime; or

   b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

   c. I understand that a "person" as defined in Paragraph 287.133(1)(e), **Florida Statutes**, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

d. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. **{indicate which statement applies.}**

X Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. **{attach a copy of the final order}**

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

Alexander Bunto IV
{signature}

8-12-24
{date}

State of Florida

County of Lake

PERSONALLY APPEARED BEFORE ME, the undersigned authority, Alex Bunto, who after first being sworn by me, affixed his/her signature in the space provided above on this 12th day of August, 2024

Attest: V.M. Brown
Notary Public
My commission expires: 10/30/26

(Notary Seal)

VANASSA BROWN
Notary Public - State of Florida
Commission # HH 326900
My Comm. Expires Oct 30, 2026
Bonded through National Notary Assn.

This document must be completed and returned with your Proposal.

[Submittal Attachment C7]

Conflict of Interest Disclosure Form

I HEREBY CERTIFY that

2. I *(printed name)* Alejandro L. Busto, NCARB, AIA am the *(title)* Vice President and the duly authorized representative of the firm of *(Firm Name)* GatorSktch Corporation whose address is 1000 E. Highway 50, #201A, Clermont, FL 34711, and that I possess the legal authority to make this affidavit on behalf of myself and the firm for which I am acting; and,

2. Except as listed below, no employee, officer, or agent of the firm have any conflicts of interest, real or apparent, due to ownership, other clients, contracts, or interests associated with this project; and,

3. This bid qualification is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid qualification for the same services, and is in all respects fair and without collusion or fraud.

EXCEPTIONS (List)

Signature: Alejandro L Busto IV

Printed Name: Alejandro L. Busto, NCARB, AIA

Firm Name: GatorSktch Corporation

Date: _____

State of Florida

County of Lake

Sworn to and subscribed before me this 12th day of August 2024

Personally Known ✓
OR Produced Identification _____, Type of Identification _____

My Commission Expires

VANASSA BROWN
Notary Public - State of Florida
Commission # HH 326900
My Comm. Expires Oct 30, 2026
Bonded through National Notary Assn.

(Printed, typed or stamped commissioned name of notary)

THIS FORM MUST BE COMPLETED AND RETURNED WITH YOUR QUALIFICATIONS PACKAGE

[Submittal Attachment C8]

Prohibition Against Contracting with Scrutinized Companies

[PURSUANT TO FLORIDA STATUTE § 287.135]

I, **Alejandro L. Busto**, on behalf of **GatorSktch Corporation**,
Print Name Company Name

certify that **GatorSktch Corporation** does not:
Company Name

1. Participate in a boycott of Israel; and

2. Is not on the Scrutinized Companies that Boycott Israel list; and

3. Is not on the Scrutinized Companies with Activities in Sudan List; and

4. Is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List; and

5. Has not engaged in business operations in Cuba or Syria.

Signature

This document must be completed and returned with your Proposal.

[Submittal Attachment C9]

E-Verify Affidavit

Florida Statute 448.095 directs all public employers, including municipal governments, to verify the employment eligibility of all new public employees through the U.S. Department of Homeland Security's E-Verify System, and further provides that a public employer may not enter into a contract unless each party to the contract registers with and uses the E-Verify system.

Florida Statute 448.095 further provides that if a contractor enters into a contract with a subcontractor, the subcontractor must provide the contractor with an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien.

In accordance with Florida Statute 448.095, all contractors doing business with the City of Wildwood are required to verify employee eligibility using the E-Verify system for all existing and new employees hired by the contractor during the contract term. Further, the contractor must also require and maintain the statutorily required affidavit of its subcontractors. It is the responsibility of the awarded vendor to ensure compliance with E-Verify requirements (as applicable). To enroll in E-Verify, employers should visit the E-Verify website (https://www.e-verify.gov/employers/enrolling-in-e-verify) and follow the instructions. The contractor must, as usual, retain the I-9 Forms for inspection.

By affixing your signature below you hereby affirm that you will comply with E-Verify requirements.

GatorSktch Corporation
Company Name

Offeror Signature

August 13, 2024
Date

Alejandro L. Busto, NCARB, AIA
Print Name

Vice President
Title

45-2671600
Federal Employer Identification Number (FEIN)

Notary Public Information

Sworn to and subscribed before me on this this 13th day of August, 2024.

By Alex. Busto

✓ Is personally known to me

__ Has produced identification (type of identification produced: _____)

Signature of Notary Public

VANASSA BROWN
Notary Public - State of Florida
Commission # HH 326900
My Comm. Expires Oct 30, 2026
Bonded through National Notary Assn.

Print or Stamp of Notary Public

10/30/26
Expiration Date

THE HARTFORD
BUSINESS SERVICE CENTER
3600 WISEMAN BLVD
SAN ANTONIO TX 78251

January 10, 2024

For Informational Purposes
1000 E HIGHWAY 50 STE 201A
CLERMONT FL 34711-3229

Account Information:

Policy Holder Details :	**GATORSKTCH CORP**

Contact Us

Need Help?
Chat online or call us at
(866) 467-8730.
We're here Monday - Friday.

Enclosed please find a Certificate Of Insurance for the above referenced Policyholder. Please contact us if you have any questions or concerns.

Sincerely,

Your Hartford Service Team

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 01/10/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATIONIS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME:	
USI INSURANCE SERVICES LLC/PHS 21211076 The Hartford Business Service Center 3600 Wiseman Blvd San Antonio, TX 78251	PHONE (A/C, No, Ext): (866) 467-8730	FAX (A/C, No):
	E-MAIL ADDRESS:	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC#
GATORSKTCH CORP 1000 E HIGHWAY 50 STE 201A CLERMONT FL 34711-3229	INSURER A : Sentinel Insurance Company Ltd.	11000
	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED.NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/Y YY)	LIMITS	
A	COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR [X] General Liability GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [ ] PRO-JECT [X] LOC [ ] OTHER:			21 SBM VL3602	09/14/2023	09/14/2024	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$2,000,000 $1,000,000 $10,000 $2,000,000 $4,000,000 $4,000,000
A	**AUTOMOBILE LIABILITY** [ ] ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS [X] HIRED AUTOS [X] NON-OWNED AUTOS			21 SBM VL3602	09/14/2023	09/14/2024	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$2,000,000
A	[X] **UMBRELLA LIAB** [X] OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE [ ] DED [X] RETENTION $ 10,000			21 SBM VL3602	09/14/2023	09/14/2024	EACH OCCURRENCE AGGREGATE	$1,000,000 $1,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N [ ] N/ A					[ ] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE -EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	
A	EMPLOYMENT PRACTICES LIABILITY			21 SBM VL3602	09/14/2023	09/14/2024	Each Claim Limit Aggregate Limit	$10,000 $10,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES **(ACORD 101, Additional Remarks Schedule, may be attached if more space is required)**

Those usual to the Insured's Operations.

CERTIFICATE HOLDER

For Informational Purposes
1000 E HIGHWAY 50 STE 201A
CLERMONT FL 34711-3229

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Susan L. Castaneda

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GATOCOR-01 ASOSTENUTO

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 11/8/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

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PRODUCER JCJ Insurance Agency, LLC 2208 Hillcrest Street Orlando, FL 32803	CONTACT NAME: PHONE (A/C, No, Ext): (321) 445-1117 FAX (A/C, No): (321) 445-1076 E-MAIL ADDRESS: certs@jcj-insurance.com
	INSURER(S) AFFORDING COVERAGE — NAIC #
	INSURER A : Everest National Insurance Co. — 10120
INSURED GatorSktch Corporation, Inc. 1000 E. Hwy 50 - Suite 201A Clermont, FL 34711	INSURER B :
	INSURER C :
	INSURER D :
	INSURER E :
	INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

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INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	CLAIMS-MADE OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$
	OTHER:							$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR						EACH OCCURRENCE	$
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$
	DED RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						PER STATUTE OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	N / A					E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$
A	Professional Liab			AAEP000671-231	9/14/2023	9/14/2024	Per Claim/Aggregate	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

For Proposal Purposes

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
1/10/2024

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PRODUCER	CONTACT NAME:	
USI INS SERVICES LLC 2502 N ROCKY POINT DR STE 400 TAMPA, FL 33607-1443	PHONE (A/C. No. Ext.): (813) 639-3000	FAX (A/C. No. Ext.): (813) 321-7525
	E-MAIL ADDRESS:	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
GATORSKTCH CORP 1000 E HIGHWAY 50 STE 201A CLERMONT, FL 34711	INSURER A : TRAVELERS CASUALTY AND SURETY COMPANY	
	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

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INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea Occurrence)	$
							MED EXP (Any one person)	$
							PERSONAL & ADV INJURY	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$
	☐ POLICY ☐ PROJECT ☐ LOC						PRODUCTS – COMP/OP AGG	$
	☐ OTHER							
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$
	☐ ANY AUTO						BODILY INJURY (Per person)	$
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	☐ UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE	$
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$
	☐ DED ☐ RETENTION $							
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N N/A ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS BELOW			UB-9J775236-24-47	01/29/2024	01/29/2025	X PER STATUTE ☐ OTH-ER	
							E.L. EACH ACCIDENT	$1,000,000
							E.L. DISEASE– EA EMPLOYEE	$1,000,000
							E.L. DISEASE – POLICY LIMIT	$1,000,000
								$
								$
								$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

GATORSKTCH CORP
1000 E HIGHWAY 50
STE 201A
CLERMONT, FL 34711

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS

AUTHORIZED REPRESENTATIVE
Renan M. Beltran

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GatorSKtch
ARCHITECTS & PLANNERS

Appendix

Design Team Resumes

Typical Project Approach

GatorSKtch
ARCHITECTS & PLANNERS

ALEX BUSTO, AIA,
VP/Principal in Charge



EDUCATION

Ball State University

Bachelor of Architecture

Bachelor of Science, Environmental Planning

REGISTRATIONS

Registered Architect: Florida, South Carolina

NCARB (National Council of Architectural Registration Boards)

PROFESSIONAL AFFILIATIONS

National Trust for Historic Preservation

PUBLICATIONS

Real Estate & Construction Review

Interview in Northern & Central Florida Edition 2008

HONORS

Charles E. Peterson Prize

Historical American Building Survey

The National Parks Service/ AIA

Alex Busto as Principal in Charge brings 30 years of architectural experience and a wealth of knowledge in environmental planning and design management. He has provided professional services for a wide variety of facility types, notably educational, commercial, themed retail and historic preservation projects.

Mr. Busto recently served for over 14 years as a Consultant to the Orange County School District in Central Florida. His roles included Pre-construction Director and Planning & Design Manager for one of the nation's most aggressive school construction programs. He was responsible for the planning and design phase for over 80 new and complete replacement campuses and numerous comprehensive renovation projects with a value of over $2.1 billion dollars. He was involved in all aspects of school planning and development from land acquisition through construction administration. He played an integral role in the School District's receipt of over $21 million in monetary awards from the State of Florida for the design and construction of economical, thrifty and frugal (SMART) school facilities.

Previous experience includes on-site architectural administration services for all twenty-seven, themed retail establishments in the Universal Studios Orlando, Islands of Adventure Theme Park. Other national retail clients have included multiple facilities for Publix, Winn-Dixie, Albertsons, Food Lion, Eckerds and Walgreens.

Mr. Busto has an affinity for Historic Preservation. He has served as the Architect for several historic undertakings including multi-million-dollar projects for the exterior restoration of Saint Philips Cathedral (National Historic Landmark) and the renovations to McAlister Field House (Basketball Arena) at the Citadel Military College in Charleston, S.C.

International Conceptual Master Planning projects include the Winnabow Estates - Golf Country Club Community with Mixed Use Retail/Commercial Facilities in Belize, Central America and Shanghai Gardens, a Bedroom Community with Casino/Hotel Resort area and municipal facilities in Shanghai, China.

- City of Tavares Public Works
- City of Tavares Public Safety Complex
- City of Groveland Public Safety Complex
- City of Mascotte Fire Station
- Lake Hiawatha Preserve City of Clermont
- Valerie Theatre
- Brevard County Jail Renovations
- Brevard County Moore Justice Cntr.
- Lake County Sheriff Department
- Evans Replacement High School
- West Orange Replacement High School
- Apopka Replacement High School
- East River High School
- East River High School
- Wekiva High School

1000 E. Hwy 50, Ste. 201A., Clermont, FL 34711 407.608.5677 office • 888.599.4814 fax
gatorsktch.com Registered Architects: AA26002310

GatorSKtch
ARCHITECTS & PLANNERS

MICHAEL B. LATHAM
President/Project Mgr.



Education

University of Central Florida Electrical Engineering, 84-89

Certifications

AIBD Certified (American Institute of Building Design)

Professional Affiliations

Associate AIA Member

Pig on the Pond Scholarship Committee

City of Clermont - Downtown Partnership, Past President

Green Isle Boy's Ranch, Board of Directors

125th Celebration of Clermont, Chairman

Michael Latham has over 25 years experience in all phases of Architectural Design and Construction. He has played key roles in projects from $50,000 to $30M. As President at GatorSktch, Mr. Latham ensures the creativity and design elements created by the staff meet and exceed the high standards of our clients.

As a business owner, Mr. Latham knows that communicating one-on-one with our clients is a top priority. His passion for customer service and high quality, combined with his ability to adapt to changing situations makes him one of the best in the industry.

A few notable projects include:

- City of Tavares Public Works, Tavares, FL
- City of Groveland, Public Safety Complex, Groveland, FL
- City of Tavares Public Safety Complex, Tavares, FL
- City of Mascotte, Fire Station
- Cypress Ridge Elem. Cafeteria, Clermont, FL
- Fitness CF, Clermont, Dr. Phillips, & Glenbrook
- Osceola County School Board Cont Service Contract 2018
- Town of Montverde Kiosk
- Brevard County Jail, Viera, FL
- Lake County Sheriff's Department, Lake County, FL
- Lake County Continuing Services, Lake County, FL
- Kissimmee Public Works Compound - Kissimmee, FL
- Cooper Library Historic Renovation, Clermont, FL
- Historic Train Station Renovation, Clermont, FL
- Waterfront Pavilion, Clermont, FL
- Montverde Academy Sports Complex - Montverde, FL
- Wesley Christian Academy, Clermont, FL
- Monarch Learning Academy, Orlando, FL
- Montverde Academy Sports Complex, Montverde, FL
- Central Florida Dream Plex, Clermont, FL
- Dream Academy, Clermont, FL

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gatorsktch.com Registered Architects: AA26002310

GatorSKtch
ARCHITECTS & PLANNERS

TAMARA LEVELL
Sr. Project Designer



Education

Masters Degree in Architecture with an emphasis on Urban Design

University of Santo Domingo, Dominican Republic.

Graduated Summa Cum Laude

Institute of Classical Architecture & Classical America, New York, N.Y.

Tamara brings over 30 years of experience with multi-disciplinary design teams utilizing AutoCad, Softplan, Civil 3D, Wolfpack and Survey-Pro software. Many projects types including industrial parks, commercial plazas, office buildings, retail centers, multi-family and custom residential of all sizes and scopes.

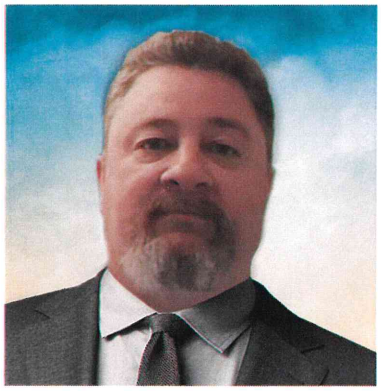
Recent projects include:

- City of Tavares Public Safety Complex, Tavares, FL
- Brevard County Jail, Viera, FL
- Brevard Moore Justice Center, Viera, FL
- Lake County Continuing Services, Lake County, FL
- Lake County Sherrif's Department, Lake County, FL
- Waterfront Pavilion, Clermont, FL
- Cooper Library Historic Renovation, Clermont, FL
- Merritt Island Community Center Renovation, FL
- Brevard County Government Center Renovation, Viera, FL
- Duke Energy Clermont Op.Center Renovation, Clermont, FL
- National Entrepreneur Center Renovation, Orlando, FL
- Lake Hiawatha Preserve Park Phase 2, Clermont, FL
- Atherton Lakefront Custom Residential Renovations, Mascot, FL
- The Crossing Church, Clermont, FL
- Marshall Custom Residential, Groveland, FL
- Ashton Woods Custom Homes Sales Center, Naples, FL
- Vail Multi-family Development, Mascot, FL
- David Weekley Custom Homes Sales Center, Longwood, FL

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407.608.5677 office • 888.599.4814 fax
gatorsktch.com Registered Architects: AA26002310

GatorSKtch
ARCHITECTS & PLANNERS

BILL GUIDRY
Construction Administration



EDUCATION

Hillsborough Community College, Tampa Campus
AS Degree-1988

Erwin Tech, Tampa Campus
AutoCAD/Adobe Certification-1990

Mercedes Benz Credit Corp.-Certified On the Job Trainer-1992

EXPERIENCE

GatorSktch Corp.-Drawing Review, Draftsman, Value Engineering, Construction Administration, Field Coordination, GMP Negotiations and Contractor Review

DBYBS- Draftsman, Construction Administrator, Building Envelope Inspector, Construction Document Peer review

SchenkelShultz Architects
10 years, Draftsman, Construction Administrator, Close-out Specialist, CAD Standards and ADT Trainer

AFFILIATIONS

Habitat for Humanity since 1991

Pet Rescue by Judy since 2008

Guest Speaker at Erwin Technical Center, Annually since 2002

NRCA, National Roofing Contractors Association since 2010

Bill has worked in the design / construction industry for over 22 years with 10 years of experience in the Construction Administration of School projects. He has worked on projects for School Boards in Brevard, Orange, Osceola and Volusia counties in Florida and for the University of Florida and the University of Central Florida. Construction phase responsibilities have included quality control construction monitoring, building envelop inspections, field deficiency reports, payment application reviews, construction meeting minutes, response to Requests for Information, shop drawing and submittal review, processing of Substitution Requests, project closeout, substantial completion punch lists, preparation of as-built record documents and eleven-month warranty walkthroughs. He is also experienced in AutoCad drafting of Construction drawings, review of Contractor's schedules, bids and value engineering recommendations, and project management / coordination with code officials, owners, contractors, sub-contractors and manufacturers

Recent projects include:

- City of Tavares, Public Safety Complex, Tavares, FL
- City of Groveland, Public Safety Complex, Groveland, FL
- Brevard County Jail, Viera, FL
- Waterfront Pavilion, Clermont, FL
- Bay Lake Elementary School, Orange County School Board. Florida
- Ventura Elementary School, Orange County School Board, Florida
- Sebastian High School, Indian River County School Board, Florida
- Warehouse Remodel / Addition Lake County School Board, Florida
- Monarch Learning Academy, Orlando Florida
- Wesley Christian Academy, Clermont, Florida
- Tavares Public Safety Complex, Tavares, Florida
- Cloister Independent Living Tower, Orlando, Florida
- Marriott Cypress Harbor Resort, Orlando Florida
- Golds Gym, Clermont, Florida

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gatorsktch.com Registered Architects: AA26002310

BOBBY SHAHNAMI, PE, CXA, LEED AP BD+C

Senior Mechanical, Plumbing & Fire Protection Engineer

SGM ENGINEERING



Mr. Shahnami, President of SGM Engineering has extensive experience in program, business development, project, construction management and capable of managing several projects simultaneously in the fields of Mechanical, Plumbing, and Fire Protection Engineering. Having worked on over 3000 projects with SGM he has a clear understanding of the design and construction sectors.

Mr. Shahnami has a diverse blend of public and private sector senior management and executive leadership experience providing creative strategic solutions to his clients and projects throughout his 25+ year career. As President of SGM Engineering he is responsible for the overall performance of the firm and is engaged everyday with clients and projects.

His public, municipal and government facility experience includes having been the Engineer of Record for projects throughout Central, South and North Florida including projects for Orange, Manatee, Osceola, Lake, Voluisa, and Miami-Dade Counties, the Cities of Miami, Fort Lauderdale, Tampa, Orlando and Jacksonville, Florida.

His experience includes over $5B in construction value. Additionally, Mr. Shahnami boasts over 25 years' experience in Commissioning, Engineering, and MEP Quality Control in the Public Safety Facility sector. His experience also includes providing energy savings of 50% above ASHRAE 90.1 standards, has extensive hydronic and airside troubleshooting experience, and able to seamlessly link BACnet, LonTalk, Modbus and other common open protocol devices into a single system.

RELATED EXPERIENCE

- Wildwood Police Headquarters | City of Wildwood | Sr. Mechanical Engineer | $3M | 13,200 SF
- Police Headquarters Firing Range HVAC Renovation | City of Fort Lauderdale | Project Manager/Sr. Mechanical Engineer | $950,000
- City of Orlando Police Department Metrowest Substation Build-Out | City of Orlando | Sr. Mechanical Engineer | $400,000 | 3,000 SF
- Seminole County Sheriff's Office Communication Center | Seminole County Government | Sr. Mechanical Engineer | $14.5M | 120,000 SF
- City of Orlando Fire Station #9 | City of Orlando | Project Manager/Sr. Mechanical Engineer | $3.5M | 11,800 SF
- City of Orlando Fire Station #11 | City of Orlando | Project Manager/Sr. Mechanical Engineer | $4M | 15,125 SF
- Hillsborough County Public Safety Operations Complex | Hillsborough County Government | Sr. Mechanical Engineer | $26M | 77,500 SF
- Riviera Beach Public Safety and Public Works Complex | City of Riviera Beach | Mechanical, Plumbing, and Fire Protection Engineer | $10.3M

TITLE
President

REGISTRATION
FL Engineer #78419

ACG Certified Commissioning Authority

LEED Accredited Professional Building Design & Construction

YEARS EXPERIENCE
25.5 Years Total Experience

25.5 Years with SGM

EDUCATION
BS in Mechanical Engineering, University of Central Florida

JUSTIN MUNDELL, PE, RCDD

Principal; Senior Electrical Engineer

SGM ENGINEERING



Mr. Mundell, Principal of SGM, has over 20 years of experience in his field as an Electrical Engineer. His responsibilities include client service, design and engineering, planning, construction services, project delivery, and quality assurance. He has been involved in all aspects of new, renovation, addition, and modernization construction type projects from conceptual design to project closeout for Public and Private Clients throughout Central and South Florida.

His vast experience as an electrical engineer includes: project management, permitting, job costing, major purchases/subcontracts, submittals, scheduling, manpower loading, field coordination, change order estimating, technical assistance to field personnel, and project closeouts for the public and private sector. He is skilled in the design of electrical systems and has extensive experience with electrical renovations, alterations, and additions.

RELATED EXPERIENCE

- Wildwood Police Headquarters | City of Wildwood | Sr. Electrical Engineer | $3M | 13,200 SF
- City of Orlando Police Department Metrowest Substation Build-Out | City of Orlando | Sr. Electrical Engineer | $400,000 | 3,000 SF
- City of Orlando Fire Station #9 | City of Orlando | Project Manager/Sr. Electrical Engineer | $3.5M | 11,800 SF
- City of Orlando Fire Station #11 | City of Orlando | Project Manager/Sr. Electrical Engineer | $4M | 15,125 SF
- Mount Dora Public Safety Building/Fire Station 34 | City of Mount Dora | Project Manager | $4.5M | 17,332 SF
- Seminole County Sheriff's Office Communication Center | Seminole County Government | Sr. Electrical Engineer | $14.5M | 120,000 SF
- Riviera Beach Public Safety and Public Works Conversion | City of Riviera Beach | Sr. Electrical Engineer | $10.3M
- Orange County Fire Station #67 | Orange County Government | Project Manager/Sr. Electrical Engineer | $10M
- Seminole County Fire Station 11 | Seminole County Government | Project Manager/Sr. Electrical Engineer | $3M
- Orange County Fire Rescue Training Center | Orange County Government | Sr. Electrical Engineer | $30M
- City of Orlando Emergency Operations Center Expansion | City of Orlando | Sr. Electrical Engineer | $4M | 3,000 SF
- Hillsborough County Public Safety Operations Complex | Hillsborough County Government | Sr. Electrical Engineer | $26M | 77,500 SF

TITLE
Principal

REGISTRATION
FL Engineer #70700

Registered Communications Distribution Designer

YEARS EXPERIENCE
20 Years Total Experience

17.5 Years with SGM

EDUCATION
BS in Electrical Engineering, University of Central Florida1

CHAD ROBINSON, PE

Mechanical/Plumbing/FP Engineer

SGM ENGINEERING



Mr. Robinson is experienced in completing various projects for municipalities across the State of Florida including City of Orlando, Orange County, and more. He is a certified Solidworks Associate with experience in Nx, and is also proficient with Matlab Mathcad and Labview. Mr. Robinson has been in roles such as project designer, project engineer and as the project manager for many projects in the following Counties: Orange, Marion, Seminole, Broward and Miami-Dade, in addition to other municipalities throughout Central and South Florida.

RELATED EXPERIENCE

- Wildwood Police Headquarters | City of Wildwood | Mechanical/Plumbing/FP Engineer | $3M | 13,200 SF
- City of Orlando Fire Station #9 | City of Orlando | Mechanical/Plumbing/FP Engineer | $3.5M | 11,800 SF
- City of Orlando Fire Station #11 | City of Orlando | Mechanical/Plumbing/FP Engineer | $4M | 15,125 SF
- Mount Dora Public Safety Building/Fire Station 34 | City of Mount Dora | Mechanical/Plumbing/FP Engineer | $4.5M | 17,332 SF
- Seminole County Sheriff 's Office Communication Center | Seminole County Government | Mechanical/Plumbing/FP Engineer | $14.5M | 120,000 SF
- Police Headquarters Firing Range HVAC Renovation | City of Fort Lauderdale | Mechanical/Plumbing/FP Engineer | $950,000
- City of Orlando Emergency Operations Center Expansion | City of Orlando | Mechanical Engineer | $4M | 3,000 SF
- Public Works Administration EOC Building HVAC Renovation | City of Fort Lauderdale | Mechanical Engineer | $3.5M
- Orange County Corrections Government Office Chiller Expansion | Orange County Government | Mechanical Engineer | $3.5M | 300,000 SF
- LST Post-Security & ASC Levels 2-4 | Greater Orlando Aviation Authority | Mechanical Engineer | $2.3M
- Orange County Multi-Cultural Community Center | Orange County Government | Mechanical Engineer | $4.2M
- Marion County Public Schools Continuing Contract | Marion County Public Schools | Mechanical Engineer
- St. Cloud City Hall BAS Upgrade | City of St. Cloud | Mechanical Engineer | $1M | 28,400 SF

TITLE
Mechanical Department Assistant Manager

REGISTRATION
FL Engineer #92485

YEARS EXPERIENCE
7 Years Total Experience

7 Years with SGM

EDUCATION
BS in Mechanical Engineering, University of Central Florida

GARY C. KRUEGER, PE, LEED AP BD+C, CM, GGP

Sr. Structural Engineer



Gary is among TLC's most senior and experienced structural engineers with expertise in structural analysis, design, structural system evaluation, and building and threshold inspection. With 40 years of experience, Gary brings a wide array of structural design expertise and is particularly well versed in addressing salt corrosion, excessive humidity conditions, and wind loads requirements. Additionally, Gary is a Diplomat member of the American Board of Forensic Engineers and applies his engineering and management skills to provide expert opinions and testimony of construction claims, structural failures, and property damage. Higher education projects include:

- Lake Sumter State College South Lake Campus Science-Health Building, Clermont, FL
- Lake Sumter State College Science Prototype, Leesburg, FL
- Broward College Science Building, Pembroke Pines, FL
- College of Central Florida Building 9 Renovations, Ocala, FL
- Daytona State College Building 100 2nd Floor Renovation, Daytona Beach, FL
- Eastern Florida State College, HVAC IAQ Upgrades Baseline Assessment, Melbourne,
- Florida Tech Harris Center for Science and Engineering, Melbourne, FL
- Florida Polytechnic University Student Development Center, Lakeland, FL
- Palmer College Library-Classroom Renovation, Port Orange, FL
- Warner University New Student Housing, Lake Wales, FL
- St. Johns River State College Orange Park Library Addition, Orange Park, FL
- University of Florida 639 Architecture Building Exterior Envelope, Gainesville, FL
- UCF Downtown Reroof-Curtainwall, Orlando, FL

EDUCATION
Michigan State University
M.S., Structural Engineering, 1983
B.S., Civil Engineering, 1982

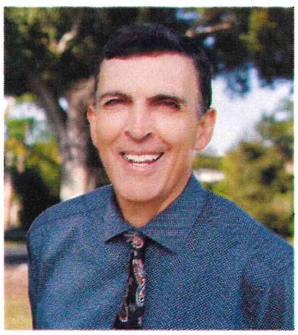
YEARS OF EXPERIENCE
TLC: 34 | Total: 40

REGISTRATIONS
PE FL 40788
SPEC INSP FL 1069

CERTIFICATIONS
GGP, Green Building Initiative
LEED AP BD+C, GBCI
Certified Manager, ICPM

MONCEF HADIJI, PE, RCDD, LEED AP BD+C, GGP

Sr. Electrical Engineer



Moncef serves as a Principal at TLC and Senior Electrical Engineer responsible for coordinating and implementing electrical and telecommunication system design in concert with other design disciplines, supervising the electrical design team, as well as Quality Control and Quality Assurance. Moncef has over 30 years of experience in designing specialty lighting, power distribution systems, emergency generators, uninterrupted power supplies, automatic transfer switches, lightning suppression, surge arresters, and communications-technology systems for fire alarm, nurse call, paging and public address, voice-data, audio-visual, and security/access control. Higher education projects include:

- Lake Sumter State College South Lake Campus Science-Health Building, Clermont, FL
- Lake Sumter State College Science Prototype, Leesburg, FL
- Broward College Science Building, Pembroke Pines, FL
- Florida Tech Funk Building Gaming Computer, Melbourne, FL
- Embry Riddle Aeronautical University Visitor Center Remodeling, Daytona Beach, FL
- Embry Riddle Aeronautical University College of Arts and Sciences, Daytona Beach, FL
- Florida Polytechnic University Student Development Center, Lakeland, FL
- Florida Southern College Nursing Building 2nd Floor Addition, Lakeland, FL
- St. Johns River State College Orange Park Library Addition, Orange Park, FL
- University of Florida 639 Architecture Building Exterior Envelope, Gainesville, FL
- Roberts Academy at Florida Southern College, Lakeland, FL
- South Florida State College Auditorium Renovations, Avon Park, FL

EDUCATION
Wichita State University
M.S., Electrical Engineering, 1988
B.S., Electrical Engineering, 1986

YEARS OF EXPERIENCE
TLC: 16 | Total: 32

REGISTRATIONS
PE FL 48022

CERTIFICATIONS
GGP, Green Building Initiative
LEED AP BD+C, GBCI
Registered Communications Distribution Designer (RCDD), BICSI

JIM MULLEN, PE, LEED AP

Sr. Mechanical Engineer



Jim is an experienced mechanical engineer with a strong reputation for focusing on client service and mechanical design proficiency in HVAC, plumbing, and fire protection design. Jim is well versed in design analysis, code study, load calculations, as well as performing energy analysis, identifying energy savings, and presenting design alternatives to the customer. Jim has in-depth knowledge of chilled water systems, ice storage systems, water source heat pumps, variable speed pumping systems, primary and secondary pumping systems, variable air volume systems, and direct digital controls. He is experienced in evaluating existing mechanical systems and equipment for upgrade or replacement to achieve a maximum use with a reduction of energy. Higher education projects include:

- Lake Sumter State College South Lake Campus Science-Health Building, Clermont, FL
- Lake Sumter State College Science Prototype, Leesburg, FL
- Broward College Science Building, Pembroke Pines, FL
- College of Central Florida Building 9 Renovations, Ocala, FL
- Eastern Florida State College, HVAC IAQ Upgrades Baseline Assessment, Melbourne, FL
- Eastern Florida State College Chiller and AHU Replacement, Melbourne, FL
- Florida Southern College, Ann Blanton Edwards School of Nursing and Health Sciences
- Roberts Academy at Florida Southern College, Lakeland, FL
- Florida Tech Denius Student Center HVAC Renovation, Melbourne, FL
- Florida Southern College, New Physical Therapy Building, Lakeland, FL
- Palmer College Library-Classroom Renovation, Port Orange, FL

EDUCATION
University of Central Florida
B.S., Civil Engineering, 1991

YEARS OF EXPERIENCE
TLC: 22 | Total: 25

REGISTRATIONS
PE FL 60195

CERTIFICATIONS
LEED AP, GBCI

JAMES PETERKIN, FPE, LEED AP

Sr. Fire Protection Engineer / Life Safety Consultant



Jim brings more than 37 years of highly specialized experience in fire protection and life safety engineering to the TLC team. He is a registered professional engineer who passed the fire protection engineering written examination administered by the National Council of Examiners for Engineering and Surveying. Jim leads multidisciplinary teams in engineering building systems that properly detect fires and control the spread of fires while providing a safe means for occupants to egress a building in the event of a fire-related event. He also has extensive experience in addressing life safety/building code compliance in complex buildings, assuring the safety of building occupants. Higher education projects include:

- Eastern Florida State College, HVAC IAQ Upgrades Baseline Assessment, Melbourne, FL
- Florida Gateway College STEM Building, Lake City, FL
- University of Central Florida Parcel Y at Creative Village, Orlando, FL
- Penn State Hershey Medical Center Life Safety Consulting Services, Hershey, PA
- St. Johns River State College Orange Park Library Renovation/Addition, Orange Park, FL
- Thomas Jefferson University Scott Building Fire Suppression Upgrade, Philadelphia, PA
- Tulane University Richardson Memorial Hall, New Orleans, Louisiana
- UCF Downtown / Valencia College Union West at Creative Village, Orlando, FL
- University of Central Florida Chemistry Building Renovation, Orlando, FL
- University of Central Florida MMA Engineering Lab Renovation, Orlando, FL
- University of Florida Scott Hall Chemistry / Chemical Biology Building, Gainesville, FL
- University of Tampa Multipurpose Building, Tampa, FL

EDUCATION
Drexel University
B.S., Mechanical Engineering
1985

YEARS OF EXPERIENCE
TLC: 7 | Total: 38

REGISTRATIONS
PE FL 44604
Fire Protection Exam, NCEES

CERTIFICATIONS
LEED AP, GBCI

CARLSSON INC
CONSTRUCTION COST ESTIMATORS

Anita Carlsson Trout

President/Principal Cost Estimator



Anita Carlsson Trout is the founder and president of **Carlsson Construction Estimators Inc.** a woman owned cost consulting with offices in Longwood, Florida and Atlanta, Georgia. Mrs. Trout has been providing cost estimating/management services to the Central Florida construction community for 30 years. During the past 7 years, Mrs. Trout has provided construction cost estimates for governmental agencies on over 12 recreational facilities with a focus on keeping project costs within scope and budget. As Project Principal, Mrs. Trout will provide detailed cost estimate and quantities for all civil, architectural, and mechanical aspects of the project. She will also provide direct supervision, detailed review and implementation for the structural and electrical cost estimates completed by Carlsson Inc. staff members. Mrs. Trout's diversified experience with recreational facilities includes the following related projects:

Orange County Senior Center and Innovation Lab - $15 million. 38,000 GSF additions and renovations to an existing warehouse into a senior center and innovation lab. The project will add and incorporate new gathering and lobby areas, recreation areas, innovation lab space, library, training spaces, meeting rooms, offices, storage, computer lab, warming kitchen and breakroom, and an exterior picnic area.

Meadow Woods Park - $1.7 million. Renovations of existing restrooms and addition of soccer fields, walking trails and concession stand.

Spahler Park Recreation Center - $2.8 million. 10,000 GSF of new recreation center space located in Taft, Florida.

Zellwood Community Center - $457,000. 4,000 GSF of renovations and upgrades to existing building.

Dover Shores Community Center - $905,000. 5,000 GSF of renovations to existing community center for the City of Orlando, Florida.

Gulfstream Community Center - $105,000. 1,000 GSF of classroom addition to this existing community center located in Orlando, Florida.

Maxie Community Center - $2.2 million. 20,000 GSF additions and interior renovations along with upgrade to existing pool area.

Cypress Creek Park, Orlando, FL - $440,000. 3,500 GSF additions of concession stand to existing park.

Bear Creek Park, Orlando, FL - $280,000. 2,000 GSF additions of concession stand to existing park.

Lake County Fair Grounds Master Plan: -$80 million. This project consisted of 3 phases of a Master Plan for a new fair ground in Lake County, Florida. Buildings include a 55,000 GSF Expo Center, 25,000 GSF Arena, 15,000 GSF of pavilions, RV Parking, and all related site amenities and site work.

Barber Park Master Plan, Orlando, FL - $16 million. This consisted of an assessment for a new 22,000 GSF recreation center, and related site work and site amenities including basketball courts, multipurpose fields, soccer fields, playground, playground areas, splash park, pickleball courts, picnic area/grills, rental pavilions, skate park, roller skate/ In-line hockey rink, sand volleyball courts, dog park, walking trails & benches at nature vistas, and fishing ponds.

EDUCATION

Bachelor of Science, Mechanical Engineering, 1984, University of Central Florida

PROFESSIONAL EXPERIENCE

13 years with Carlsson Inc.

13 years with other firms

Professional Affiliations

American Institute of Architects

National Small Business Association

National Association of Women in Construction

American Association of Cost Engineers

Jeffery W. Banker, P.E.
Principal / Project Manager

Highland Engineering, Inc.
Clermont, Florida 34711

Education

B.S., Civil Engineering, Louisiana State University 1998

Civil Design Certification, ITI Technical College, Baton Rouge, LA 1995

Registrations

Registered Professional Civil Engineer
Florida #64122
Louisiana #30960
Alabama #29873
Georgia #33974

Affiliations

American Society of Civil Engineers

Florida Engineering Society

Louisiana Engineering Society

Employment History

Highland Engineering, Inc. (06/2007 – present)

Professional Engineering Consultants, Inc. (01/2003 – 05/2007)

GSA, Inc. (05/1993 – 01/2003)

Eatel, Inc. (01/1987 – 05/1993)

Professional History

Mr. Banker's professional experience includes an extensive background in the area of Civil Site Development and Municipal Engineering with direct involvement in a broad spectrum of project related tasks such as: due diligence investigations, planning and design, comprehensive land use plan and zoning, project management, project scheduling, cost estimating, construction documents, site grading, utility improvements, hydraulic modeling, stormwater management analysis, regulatory agency coordination and construction administration. Mr. Banker has extensive hands on skills and expertise with today's advanced design software, enabling him to be a highly effective project manager.

Project Experience

Governmental / Institutional / Educational Facilities:

- **Municipal**
  - City of Mascotte – Public Safety Facility
  - City of Groveland – Public Safety Facility
  - City of Tavares – Entrance Triangle

- **Valencia College**
  - West Campus – Master Stormwater Management System Study
  - West Campus – Master Stormwater Management System Improvements
  - West Campus – Building 10 Sidewalk Improvement Project
  - West Campus – Building Nos. 9 and 14 Sewer System Evaluation/Remediation Improvements
  - West Campus - Building 10
  - West Campus – Loop Watermain
  - Osceola Campus – Building D Complex Flooding Evaluation/Remediation
  - Osceola Campus – Building 4
  - Osceola Campus – Central Energy Plant
  - Osceola Campus – Parking Lot E and Parking Lot H Expansion
  - Osceola Campus – Central Energy Plan Expansion
  - Osceola Campus – Maintenance Building Addition
  - East Campus – Parking Lot Rehabilitation/Expansion for Valencia Community College
  - East Campus – Water Distribution System Evaluation/Remediation
  - McCoy Center – Due Diligence / Preliminary Engineering Investigation
  - Southeast Campus – Existing Drainage Conditions / Master Stormwater Mgmt System Studies
  - Lake Nona – Master Planning
  - Lake Nona – Building 1 and Central Energy Plant

- **University of Central Florida**
  - Howard Phillips Hall - Drainage and Lift Station Improvements

Computer Software Experience

· Sketchup Pro
· AutoCAD (all releases) and Autolisp
· AutoDesk Civil3D
· AutoDesk Land Development Desktop, Civil Design, Survey and Raster Design
· AutoDesk Architectural Desktop
· ESRI Arcview GIS (GIS & Mapping)
· ICRP
· Hydroflow
· HEC-RAS
· HEC-HMS
· WSPRO
· ICPR
· PONDS
· WaterCAD
· AutoDesk 3D Studio Viz (3D Rendering and Visualization)
· Microsoft Office (Word, Excel, Access, PowerPoint, Outlook)

Continuing Education

· NPDES Storm Water Permit Compliance Seminar
· Water System Distribution and Modeling
· Pitfalls of stormwater design
· Green Development

- **The Villages Charter School**
  - Villages High School - South Campus
  - Villages K-8 – South Campus

Roadways:

- **Ocoee Apopka Road Improvements, Orange County Florida**
- **Sandlake Road Intersection Improvements, Orange County, Florida**
- **Heritage Pass Road Improvements, Polk County, Florida**
- **Reams Road Intersection Improvements, Orange County, Florida**
- **Road Improvements, Ascension Parish, Louisiana**

Commercial/Retail:

- **The Rialto – Orange County, Florida** – 7.5 acres
- **Multiple Miller's Ale House Restaurants – Florida** – 1 to 3 acres
- **Central Church of the Nazarene PD – Orange County, Florida** – 65 acres
- **The Shops at Redbug – Seminole County, Florida** – 1.5 acres
- **Sonny's Bar-B-Que – Seminole County, Florida** – 1.5 acres
- **Multiple Noah's Ark Self Storage Site – Central Florida** – 3 to 6 acres
- **David Maus Toyota – Sanford, Florida** – 15 acres
- **Eustis Village Shopping Center – Outparcel D, Eustis, Florida** – 1 acres
- **Multiple ALDI Foods Stores – Florida** – 2 to 5 acres
- **Hurricane Grill – Clermont, Florida** – 1.4 acres

Medical Facility:

- **Health Central Parking Lot Expansion – Ocoee, Florida** – 20 acres
- **South Lake Hospital Parking Lot Expansion – Clermont, Florida** – 2 acres
- **Physician Associates Medical Plaza – Seminole County, Florida** – 3 acres
- **Maitland Vet Clinic – Seminole County, Florida** – 5 acres

Industrial:

- **Mid-Florida Logistics Park – Apopka, Florida** – 185 acres
- **Northwest Distribution Center – Apopka, Florida** – 45 acres
- **Beachline Corporate Center – Orlando, Florida** – 57 acres
- **Aldi Distribution Center – Haines City, Florida** – 74 acres
- **Whirlpool Distribution Center – Orlando, Florida –** 28 acres

Mixed Use:

- **The Rialto – Orange County, Florida** – 13.7 acres
- **Serenoa Village** – Universal Boulevard -Mixed Use Development (524 acres)
- **Lake Buena Vista Village** – Twin Peaks Restaurant and Candlewood Suites Hotel 10.42 acres

Residential:

- **Alta Rialto – Orange County, Florida** – 5.5 acre, 200 units
- **Trickle South Subdivision – Orange County, Florida** – 38 acres, 105 units
- **Worthington – Polk County, Florida** – 80 acre, 254 units
- **Clermont Ridge Senior Villas** – Clermont, Florida – 6.5 Acres, 70 Units
- **Gentry Park ALF/ILF – Orlando, Florida** – 30 acres
- **Plateau Avenue Apartments – Lakeland, Florida** – 5 acres, 79 Units
- **Ruby Red Apartments – Clermont, Florida** – 5 acres
- **Sumter Villas – Bushnell, Florida** – 35.5 acres (181 units/5 acres commercial)

Theme Park:

- **Universal Studios Florida** – Harry Potter Ride Queue
- **Universal Studios Florida** – Bus Loop
- **Universal Studios Florida** – Toon Drop Off
- **Universal Studios Florida** – BLDG 246 Ride Queue
- **Universal Studios Florida** – Project 722 – Diagon Alley
- **Universal Studios Florida** – Project 7448
- **Universal Studios Florida** – Project 7302
- **Wet N Wild** – Parking Lot Improvements
- **Wet N Wild** – Demolition of all Rides and Attractions
- **Universal Studios Florida** – Project 576 – Dueling Dummy

Airports:

- **Louisiana Airport Authority Intermodal Airport Facility, Ascension Parish, Louisiana** – 25,000+/- acres

Recreation/Parks:

- **Jambalaya Park, City of Gonzales, Louisiana,** – 5 acres, 2005 Louisiana Municipal Association Project of the Year
- **Veterans Memorial Park, City of Gonzales, Louisiana** – 3 acres
- **Tee Joe Gonzales Park, City of Gonzales, Louisiana** – 10 acre

Eminent Domain:

- **FDOT** - Eminent Domain support for parcels on SR No. 500 and 514
- **FDOT/Seminole County** - Eminent Domain support for C.R. 46A Safety Improvements

Project Approach and Methodology

PHASE 1:
PROJECT DEFINITION

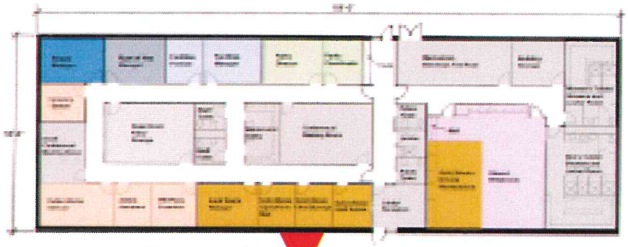


GatorSktch Facilitating a Charrette

- Step 1: Strategic Planning & Programming
- Step 2: Pre-Charrette
- Step 3: Charette
- Step 4: Post-Charrette/Conceptual Design



Conceptual Site Diagram Example



Conceptual Building Diagram Example

PHASE 2:
SCHEMATIC DESIGN

- Review and Confirm conclusions of Phase 1: Project Definition
  - Conduct and document User/Stakeholder meetings to review, validate and modify as required conceptual design options.
- Conduct and document User/Stakeholder meetings as required to complete Schematic Design Phase products.
- Obtain any additional site information necessary including subsurface soils investigations, surveys
- Identify and document all regulatory and approval processes and measures required.
- Initiate early coordination with Regulatory Agencies and Utilities.
- Define value engineering and potential alternates to manage the project budget.
- Develop schematic design floor/roof plans, elevations and building and wall sections and anticipated major product/component information.
- Complete a code analysis and identify related design considerations.
- Define the anticipated systems and complete system narratives.
- Confirm/revise the Phase 1 Statement of Probable Cost including "Hard Construction" and "Soft" costs that define the total anticipated project budget.
- Complete Quality Control Review process.
- Develop, issue and present Schematic Design Phase to Users/Stakeholders and City officials for approval and request to proceed to the next phase.

Coordinate/conduct/document Design Team meetings.

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PHASE 3:
DESIGN DEVELOPMENT

- Revise the design based upon comments received on the Schematic Design Phase product.
- Conduct and document User/Stakeholder meetings as required to complete Design Development Phase products.
- Complete definition of site/design review process and early approval process.
- Finalize code compliance information.
- Further develop and refine the Schematic Design drawings including floor/roof plans, elevations, building and wall sections, as well as site/civil, structural and mechanical, plumbing/fire protection and electrical/IT drawings.
- Develop door/frame and room finish schedules, enlarged room plans and details necessary to communicate design details.
- Complete outline specifications defining the systems performance criteria and major systems
- Develop detailed line item Statement of Probable Cost and Anticipated Project Schedule.
- Identify any potential alternates to manage budget constraints.
- Complete Quality Control Review process.
- Develop, issue and present Design Development phase to Users/Stakeholders and City officials for approval and request to proceed to the next phase.
- Coordinate/conduct/document Design Team meetings.

PHASE 4:
CONSTRUCTION DOCUMENTS

- Revise the design based upon comments received on the Design Development Phase product.
- Conduct and document User/Stakeholder meetings as required to develop the Construction Documents Phase product.
- Complete Utility and Regulatory Agency Approval coordination.
- Submit documentation for state and local developmental approvals.
- Complete all bid/construction drawings, details, schedules, etc. necessary for bidding and constructing the project.
- Complete all bid/construction specifications (CSI/UCI Format).
- Confirm detailed line item Statement of Probable Cost and anticipated project schedule.
- Complete Quality Control Review process.
- Coordinate/conduct/document Design Team meetings.
- Submit Construction Documents to City for approval to proceed with the bidding phase

PHASE 5:
BIDDING and AWARD

- Issue bid/construction documents to printer for printing/distribution.
- Develop list of potential bidders.
- Assist with required bidding advertisement/notification.
- Conduct and document Pre-Bid Conference.
- Respond to bidders' questions and prepare/issue written addendum as required to address questions (last addendum issued no later than 7 days prior to bid receipt).
- Conduct and document post bid review with low bidder(s) to confirm bids are complete, define the lowest, most responsive and responsible bidder and determine potential value engineering items for consideration.
- Summarize and present bid results to the City and award bid.
- Draft, issue and execution of Owner/Contractor Agreement.
- Complete conformed Contract Documents and issue to awarded bidder.

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PHASE 6: CONSTRUCTION
• Conduct and document Pre-Construction meeting. • Respond to Contractor questions (RFI's) within 2 days of request. • Issue Proposal Requests (PR's) if required. • Develop and issue Change Orders (CO's) if required. • Review/take action on shop drawings. • Make recommendations to City on all claims of the Contractor related to the Contract Documents. • Conduct and document bi-weekly construction progress meetings. • Conduct on-site inspections to confirm work is being done per the Contract Documents. • Conduct and document punch-list inspections and re-inspections. • Issue Occupancy Certificate. • Obtain and review all project closeout documents. • Assist with warrantee period issues and conduct One-Year Warranty Review.

Software and Work Stations

- Autodesk Design Suite 2013, 2017 and 2024
  Includes AutoCAD, Architecture, MEP, Structural, Revit, 3D Max
- Sketchup
- V-Ray
- Adobe Design Suite
  Includes Photoshop, Illustrator, and In Design
- Bluebeam Revu Ultimate and CAD versions
- Bluebeam Studio
- Virtual Project Manager (web-based interface between all owner stakeholders, construction team, and design team through the design and construction process.

We update our work stations every 2 to 3 years. We are currently running Shuttle liquid cooled cases with I-7 processors, 32 meg to 64 meg of ram, 16 gig to 32 gig video cards with 2 to 3 monitors. All our work stations have the capability for our employees to remote desk top in from home and work. Work stations are on individual UPS's for power failure.

Servers and Backups

We currently run 3 virtual servers and two 2 data servers. Our systems are encrypted and backed up every 15 minutes to an on-site backup with off-site copies. Our work stations are backed up every 15 minutes with our servers.

We use FTP, Bluebeam Studio, We Transfer, and Dropbox to transfer and collaborate with our clients and sub consultants.

Our Building is on a backup generator. 15

H2M architects + engineers
2054 Vista Parkway, Suite 421
West Palm Beach, FL 33411

City of Wildwood
City Hall
100 N Main Street
Wildwood, FL 34785

Qualifications for:
Professional Architectural Services for
Police Substation
(Marsh Bend Plaza)
RFQ# 2024-23

4TH FLOOR EAST
MELVILLE, NY 11747
UNITED STATES US

BILL SENDER

TO CITY OF WILDWOOD
CITY HALL
100 N MAIN STREET

WILDWOOD FL 34785
(631) 392-5064
INV: PAT STONE
PO: PUBLIC SAFETY
REF: PROP241233
DEPT: N/A

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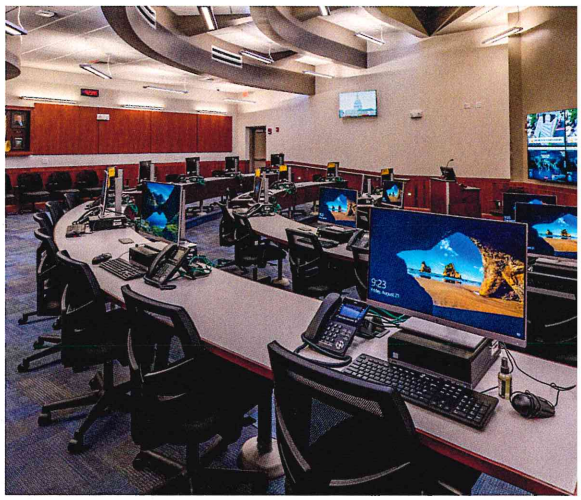
H 2 M architects + engineers

ORIGINAL











EST. 1877
WILDWOOD
FLORIDA

QUALIFICATIONS FOR

Professional Architectural Services for Police Substation (Marsh Bend Plaza) | RFQ# 2024-23

WILDWOOD FLORIDA EST. 1877

Qualifications for

Professional Architectural Services for Police Substation (Marsh Bend Plaza)

RFQ# 2024-23

08.15.2024

Contact

David J. Pacheco, AIA
Senior Vice President,
Director of Operations

H2M Architects & Engineers, Inc.
2054 Vista Parkway, Suite 421
West Palm Beach, FL 33411

866.970.6535 ext. 2031

dpacheco@h2m.com

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- C8 Prohibition Against Contracting with Scrutinized Companies Form
- C9 E-Verify Affidavit
- C10 Exceptions/Deviations
- C11 Certificate of Insurability

[Submittal Attachment A1]

RFQ COVER PAGE

Name of Firm, Entity or Organization: H2M Architects & Engineers, Inc.

Federal Employer Identification Number (FEIN): 11-2235604

State of Florida License Number (If Applicable): H2M's Florida architectural license number is AR102596 and engineering license number is 35172.

Name of Contact Person: David J. Pacheco, AIA

Title: Senior Vice President

E-Mail Address: dpacheco@h2m.com

Mailing Address: 2054 Vista Parkway, Suite 421

Street Address (if different): N/A

City, State, Zip: West Palm Beach, FL 33411

Telephone: (866) 970-6535 ext. 2031 **Fax:** N/A

Organizational Structure – Please Check One:

Corporation ☒ **Partnership** ☐ **Proprietorship** ☐ **Joint Venture** ☐ **Other** ☐

If Corporation:
Date of Incorporation: May 28, 2002 **State of Incorporation:** New Jersey

States Registered in as Foreign Corporation: N/A

Authorized Signature:

Print Name: Joseph A. Manzella, P.E., LEED AP

Signature:

Title: Senior Vice President

Phone: (866) 970-6535 ext. 1142

This document must be completed and returned with your Submittal.

architects + engineers

2054 Vista Parkway, Ste 421
West Palm Beach, FL 33411 | tel 866.970.6535

August 15, 2024

Robert Schoepe, Procurement Specialist
City of Wildwood
City Hall, 100 N Main Street
Wildwood, FL 34785

RE: Qualifications for Professional Architectural Services for Police Substation (Marsh Bend Plaza) | RFQ# 2024-23

Dear Mr. Schoepe:

Incorporated in 1889, the City of Wildwood's modest beginnings as a rural town can be attributed to its name, inspired by the abundant flora and fauna native to the area. The City has since transformed into an urbanized community that prides itself on providing residents and visitors exceptional convenience, ample opportunity, sunshine, and extraordinary quality of life. Since 2022, the City has maintained its place as the fastest growing metropolitan area in the United States. Leadership within the City has made a conscious effort to help the community through its transformation by adopting a strategic plan. Utilizing input from residents, elected officials, and staff to conduct a S.W.O.T. analysis, the City identified its rapid growth as a concern to keep in mind while planning for the future. Part of this initiative includes constructing a police substation to maintain adequate response times for emergencies. **H2M Architects & Engineers, Inc. (H2M)** is a leader in the design of police stations, Emergency Operations Centers (EOCs), and other public safety facilities and is pleased to submit our qualifications for this important project. Why should the City of Wildwood select the H2M team for this important project?

Experienced Leadership: H2M is staffed by a group of dedicated design professionals who specialize in public safety and mission-critical facilities. Our proposed **Project Manager, David J. Pacheco, AIA**, brings 30+ years of architectural experience to his role and has evaluated and/or overseen many of these projects. He has helped to develop national standards that improve how public safety facilities are designed and served as an ASTM homeland security technical sub-committee member.

Broad Range of Police Department Experience: H2M has a long-standing reputation in the public safety industry, having assessed and/or designed more than 300 facilities. Most recently, H2M has completed the schematic design for a 25,000 square foot police headquarters in Port Washington, NY; the award winning and under-budget 64,000 square foot Saratoga County, NY Public Safety Facility comprising the EOC, Sheriff, PSAP, Public Health, and Emergency Management; a new 12,000 square foot PSAP for Albany County, NY Sheriff; a master plan and new station design in Lexington, MA; the PSAP renovations for the Greenfield, MA Police Department, which is currently out to bid; the design of a new, award winning four-story fire station in Norwalk, CT; and new Fire Headquarters with regional EOC, 911 call answering point, citywide IT center, fire marshal, and city fitness facility in Lethbridge, Alberta, Canada. The firm's portfolio also includes the design of a new emergency generator for the Police Headquarters in Davie, FL; additions and renovations to the police station in Southampton, NY; renovations to the police station in Rockville Centre, NY; design of new buildings for police precincts for the Suffolk County

H2M Architects, Engineers, Land Surveying and Landscape Architecture, DPC (NY) offers its services in NY only
H2M Architects & Engineers, Inc. (NJ) offers its services in NJ, DE, CT, FL, LA, MA, PA, VA only
H2M Associates, Inc. (NJ) offers its engineering, land surveying, landscape architecture services in NJ only
H2M will provide appropriately licensed staff for this project - see Staffing Plan for details.

Department of Public Works; and design of new Police Headquarters and a court facility in Riverhead, NY.

Local Team that Knows Wildwood & the Villages®: In addition to staffing the project from H2M's offices in West Palm Beach, Tampa, and Miami, we have teamed with local firms that have experience obtaining approval through the Village®'s architectural review process. They are **Clymer Farner Barley, Inc., in Wildwood,** for civil engineering and surveying; **Andreyev Engineering, Inc., in Oxford**, for geotechnical engineering services; and **Michael Pape & Associates, PA, located in Ocala**, for landscape architecture. Our team includes **Trophy Point, LLC (SDVOSB)**, for cost estimating services, a firm H2M has worked with on many public safety projects around the country.

The City's Police Department strives to build trust within the community by keeping care at the core of what they do. This sentiment resonates deeply with the H2M team, since we embody the same approach to our projects. We feel that those who serve and protect the City should operate out of a high-quality facility that helps them aid the community with ease. Should you have any questions, please feel free to contact me at (866) 970-6535 ext. 2031 or email dpacheco@h2m.com. Thank you for your consideration.

Very truly yours,
H2M Architects & Engineers, Inc.

David J. Pacheco, AIA
Senior Vice President, Director of Operations

B1 Business Organization



H2M Architects & Engineers, Inc. (H2M) is a corporation that is an affiliate of the parent company, H2M Architects, Engineers, Land Surveying and Landscape Architecture, D.P.C., being under the ownership and control of a group of appropriately licensed offices of the parent company. It maintains certificates of authority to provide architecture and professional engineering services in Florida, New Jersey, Connecticut, Delaware, Louisiana, Massachusetts, Pennsylvania, and Virginia. The entity's federal ID number is 20-0809570, Florida architectural license number is AR102596, and Florida engineering license number is 35172. We will serve as the prime consultant for this project.

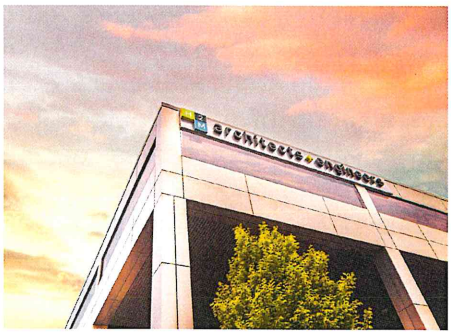
H2M is a multi-disciplined professional consulting, and design firm, proud of our long history of client service and consistent ability to meet tough architectural, engineering, and environmental challenges head-on. Since 1933, H2M has helped plan, design, and build many of our local communities: from public safety facilities to water treatment facilities, schools to road reconstruction, and Environmental Site Assessments (ESAs) to groundwater remediation. Since our early roots, our focus has remained steadfast: to provide quality service with sound judgment and serve our clients as an honest and professional resource. We offer a practical approach with creative results. H2M prides itself on the breadth of its comprehensive in-house service capabilities. With a diverse staff of more than 550 architects, engineers, surveyors, scientists, planners, landscape architects, and technical support specialists, we offer our clients the benefit of a full "under one roof" consulting network. There are 71 registered architects, 117 professional engineers, two registered landscape architects, six professional geologists, four professional planners, three professional land surveyors, 36 LEED Accredited Professionals, and 11 LEED Green Associates.

The work for this project will be conducted through H2M's office located at 2054 Vista Parkway, Suite 421, West Palm Beach, FL 33411. The phone number for the West Palm Beach office is (866) 970-6535. We also have locations at the following addresses that can serve as a supplemental resource to the City.

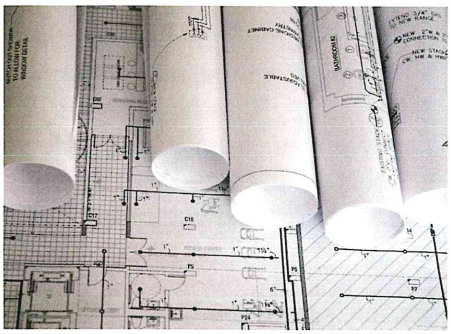
- 100 S. Ashley Drive, Tampa, FL 33602
- 333 SE 2nd Avenue, Miami, FL 33131
- 538 Broad Hollow Road, 4th Floor East, Melville, NY 11747
- 230 West 38th Street, 14th Floor, New York, NY 10018
- 737 Roanoke Avenue, Riverhead, NY 11701
- 2 Executive Boulevard, Suite 401, Suffern, NY 10901
- 1133 Westchester Avenue, Suite N-210, White Plains, NY 10605
- 433 River Street, Suite 8002, Troy, NY 12180
- 119 Cherry Hill Road, Suite 110, Parsippany, NJ 07054
- 4810 Belmar Boulevard, Wall Township, NJ 07753
- 360 Bloomfield Avenue, Suite 406, Windsor, CT 06095
- 301 Grant Street, Suite 270, Pittsburgh, PA 15219

B2 Major Participants

Please see the list below of the firms who will be teaming with H2M for this project.



1. **Clymer Farner Barley, Inc. (CFB)**
   Role: Subconsultant
   Address: 4450 NE 83rd Road, Wildwood, FL 34785
   Phone Number: (352) 748-3126
   Service: Civil Engineering and Surveying
   Estimated Percentage of Participation: ~12%



2. **Andreyev Engineering, Inc. (AE)**
   Role: Subconsultant
   Address: 10877 North US Highway 301, Suite 3, Oxford, FL 34484
   Phone Number: (352) 751-2478
   Service: Geotechnical Engineering
   Estimated Percentage of Participation: <5%

3. **Michael Pape & Associates, PA (MPA)**
   Role: Subconsultant
   Address: 2351 SE 17th Street, Ocala, FL 34471
   Phone Number: (352) 351-3500
   Service: Landscape Architecture
   Estimated Percentage of Participation: <5%

4. **Trophy Point, LLC (Trophy Point)**
   Role: Subconsultant
   Address: 4588 South Park Avenue, Blasdell, NY 14219
   Phone Number: (716) 823-0006
   Service: Cost Estimating
   Estimated Percentage of Participation: ~10%
   Status: Trophy Point, LLC, is certified federally as a Service-Disabled, Veteran-Owned Small Business (SDVOSB)

B3 Relevant Experience

▶ **Port Washington Police District New Police Headquarters, Port Washington, NY**
Size: 30,000 square feet
Original Construction Cost Estimate: $26 million
Construction Cost: $26 million
Final Construction Cost: To be determined; the project is ongoing.
Current Phase of Development: Design Development
Estimated Completion Date: Late 2026
Type of Delivery Method (Lump Sum, Design/Build, Construction Management at Risk, etc.): Design-Bid-Build
Scope of Services: The Port Washington Police District has retained H2M to provide architectural and engineering services for their new Police Headquarters since the District has outgrown their existing facilities. Services include initial planning, feasibility study, site analysis, cost budgeting, and more. The Police District and H2M worked closely to analyze the existing facility, as well as other potential sites, weighing options and cost implications. As part of this work, public awareness is of utmost importance and interaction with the neighboring properties and community groups is imperative.





Renderings of new Police Headquarters for Port Washington Police District

Identifying an appropriate new site to house the Headquarters was challenging, but the newly purchased property will accommodate an approximately 30,000-square-foot Headquarters in the heart of Port Washington. The new building will use creative grading and landscaping techniques to shield and soften the station from the surrounding residential neighborhood. Crime Prevention Through Environmental Design Principles (CPTED) influenced the layout, such as siting police functions in the rear of the property and locker rooms, which are only occasionally used throughout the day, closer to the street. The front style is Georgian revival to mimic the monumental, stately, secure aesthetic of other government buildings in the area. The building is anticipated to be a LEED-certified, energy efficient facility with solar panels and a microgrid connection.
Team Members: Patrick O. Stone, R.A., LEED AP; James Havrilla, R.A.; Rachael L. Grodzki
Owner's Contact Person: Robert Del Muro, Police Chief, phone: (516) 883-0500 ext. 315, fax: (516) 883-4708
Architect/Engineer: Patrick O. Stone, R.A., LEED AP, (866) 970-6535 ext. 1325

▶ **Saratoga County Board of Supervisors New County Public Safety Facility, Saratoga, NY**
Size: 64,000 square feet
Original Construction Cost Estimate: $26.3 million
Construction Cost: $25.1 million
Final Construction Cost: $25 million
Current Phase of Development: Complete
Completion Date: 2020
Type of Delivery Method (Lump Sum, Design/Build, Construction Management at Risk, etc.): Lump Sum, Design-Bid-Build, Multi-Prime
Scope of Services: H2M designed a critical essential service facility combining County Emergency Services, Emergency Operations Center, 911 Call Center, Sheriff, Public Health, and Probation Departments under one roof for efficiencies in space, coordination, communication, emergency power, community training and outreach. The Saratoga County Sheriff's Department, Office of Emergency Services, and the County Health Department share similar missions and work hand-in-hand during emergency situations. Their co-location near the existing communications tower on County-owned land is intentional. The addition of the probation Department to the facility helps emphasize the aspect of Probation as a public safety function, related to law enforcement, and encourages communication with the Sheriff's Department.

Placement on the County owned site allows for future growth and provides the County of Saratoga with a central location for all of its emergency response needs. The need for larger meeting rooms for each use was reduced by incorporating shared conference, meeting, and support rooms. The design is a single-story solution, and layout within each department allows for future growth. The main lobby connects the entrance to each department through waiting areas. The project won the 2020 ACEC NY Gold Award and the bronze for the 2020 Law Enforcement Station Design Awards.
Team Members: David J. Pacheco, AIA; Katrina N. Pacheco, AIA, NCARB, LEED AP, MCPPO
Owner's Contact Person: Michael Zurlo, Sheriff, phone: (518) 885-6761, fax: (518) 884-4771; Steve Gordon, Director of Emergency Communications, phone: (518) 885-2496, fax: (518) 884-4771
Architect/Engineer: David J. Pacheco, AIA, (866) 970-6535 ext. 2031



Exterior of Saratoga County Public Safety Facility


Interior of Saratoga County Public Safety Facility


Interior of Saratoga County Public Safety Facility


Aerial of Saratoga County Public Safety Facility

- **Village of Rockville Centre Police Station Renovation, Rockville Centre, NY**
  Size: 20,536 square feet
  Original Construction Cost Estimate: $4.1 million
  Construction Cost: $4.5 million
  Final Construction Cost: $4.9 million
  Current Phase of Development: Post-Construction
  Completion Date: 2022
  Type of Delivery Method (Lump Sum, Design/Build, Construction Management at Risk, etc.): Lump Sum
  Scope of Services: H2M performed professional architectural and engineering services for the adaptive reuse of the Village of Rockville Centre's water district maintenance garage to house their Police Department, Fire Chief/Council Suite, and Water Department. The new Police Headquarters facility includes a 24/7 climate-controlled communication/dispatch center with numerous advanced monitors and CCTVs for constant surveillance. This facility also incorporated uninterrupted power supply, and full building generator and a control center. Furthermore, for the processing of detainees, a new enclosed (interior) secure vehicle sally port, personnel sally port, and a New York State Commission of Correction (NYSCOC) approved detention and lockup areas are being installed.

  Surrounding the entryway and control center are ballistic rated walls, doors, and windows to further protect law enforcement agents. Additionally, as the building redefined its site and storage space, utilities were upgraded and incorporated new low voltage equipment, access controls, security systems, plumbing, electrical, and HVAC equipment. A training room with state-of-the-art AV and projectors was created; as well as gender appropriate police bathroom and locker room areas. The facility is ADA accessible and code compliant based on the current New York State family of building codes.
  Team Members: James Havrilla, R.A.; Mian Wang, AIA, NCARB; Paul D. Foerth, P.E., CEM; Jonathan R. Muratore, P.E., CPD; Christopher J. McDermott; Charles J. Starke, P.E.; Matthew Hornberger, P.E.; Sean P. Callahan, P.E., LEED AP
  Owner's Contact Person: James Vafeades, Former Police Commissioner, phone: (516) 766-1500
  Architect/Engineer: Frank Smith, former H2M employee



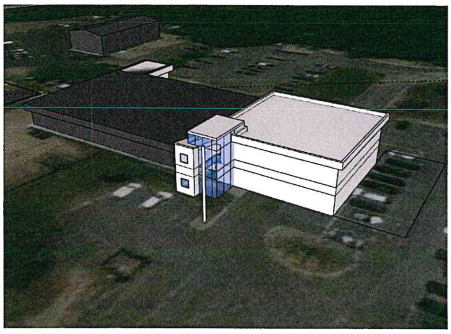
Exterior of Rockville Centre Police Station


Exterior railing in front of Rockville Centre Police Station

▶ **Town of Southampton Police Station Addition and Renovations, Southampton, NY**
Size: 4,378 square feet (new addition); 19,680 square feet (existing)
Original Construction Cost Estimate: $4 million
Construction Cost: $4 million
Final Construction Cost: To be determined
Current Phase of Development: Schematic Design
Estimated Completion Date: Construction starts September 2025
Type of Delivery Method (Lump Sum, Design/Build, Construction Management at Risk, etc.): Lump Sum
Scope of Services: H2M is providing architectural and engineering services for the design and renovation/construction of additions to the Town of Southampton's police station. The Town of Southampton's Police Department needs more space at their current location. The Department has outgrown their original station, which was built in 1977, causing operational concerns and necessitating the need for more space for offices, police functions, and the opportunity for future growth. The mechanical equipment and roof also needed upgrades. H2M conducted a buildings conditions survey to determine relative priorities and then presented three options for an addition on the same site. The designs accommodate as many Department functions as possible within the Town's budget. Feedback from the Department praised H2M's forward-thinking solutions and foresight on issues that the Department hadn't even mentioned.



Rendering of police station addition and renovations in Southampton


Rendering of police station addition and renovations in Southampton

The chosen final design is a single-story, 3,557 square foot addition and a new 800-square-foot sally port near the intake/processing area. The design will incorporate Crime Prevention Through Environmental Design (CPTED) principles to separate police- and publicly-accessible functions. For example, siting will reduce visibility of the secure police entrance, thereby funneling public traffic into the easily-monitored entrance that only allows access to the main desk. The exterior design will use generic windows to avoid drawing attention to any potentially sensitive areas. Construction of the addition cannot interfere with daily operations to the station. A glass-roofed corridor will connect the old section to the new. The interior will be light and open and will partially use the split-face block exterior wall on one side. The corridor's gallery will also house the Department's history.
Team Members: James Havrilla, R.A.; Mian Wang, AIA, NCARB; Paul D. Foerth, P.E., CEM; Nicholas J. Amato; Jonathan R. Muratore, P.E., CPD
Owner's Contact Person: Nick Jimenez, Capital Projects Manager, phone: (631) 702-1750, fax: (631) 287-1530
Architect/Engineer: Kenneth R. Gehringer, AIA, NCARB, CDT, CCCA, NYSCEO, (631) 392-5628

▶ **Town of Davie New Emergency Generator, Davie, FL**
Size: 750 KW (Generator)
Original Construction Cost Estimate: $1 million
Construction Cost: To be determined
Final Construction Cost: To be determined
Current Phase of Development: Feasibility Study Report/ Schematic Design
Estimated Completion Date: January 2025 (Design)
Type of Delivery Method (Lump Sum, Design/Build, Construction Management at Risk, etc.): Lump Sum - Design, Bid, Build
Scope of Services: The Town currently has an underground storage tank fuel delivery system and an existing 750 KW emergency interior generator. The existing generator system provides full building back-up power for the Town's Police Headquarters building and adjacent Fire Department building. During Hurricane Irma, the generator and emergency system failed and critical operation facility buildings were left without back-up power. The generator has been intermittently failing since the hurricane. The Town received FEMA Hazard Mitigation Grant Program (HMGP) funding for a replacement.

H2M is designing a new 750 KW exterior emergency generator that will tie back to the buildings' emergency electrical systems. The generator will also be tied back to the existing fuel storage tank. H2M reviewed the FEMA flood maps to elevate the generator as required above the Design Flood Elevation. H2M is also responsible for permitting and approvals, bidding assistance, and construction administration services.
Team Members: Christina Lucana-Canela, Anthony W. Kim, P.E.
Owner's Contact Person: Keith Pursell, Project Manager - Capital Projects, phone: (954) 797-1191, fax: (954) 693-8335
Architect/Engineer: Anthony W. Kim, P.E., (631) 392-5269



Exterior of the Town of Davie's Police Headquarters



Generator system in the Town of Davie's Police Headquarters

B4 Respondent's Personnel

The successful completion of a project requires a diverse pool of experienced personnel capable of performing tasks within their area of expertise. H2M's management and project managers are also aware that the success of any project is dependent upon the close cooperation required between the H2M staff and the project personnel of the City of Wildwood. The proposed organization of personnel and resources is intended to bring together a team of professionals that can focus on project objectives as well as respond to unanticipated circumstances or issues.

WILDWOOD FLORIDA

PRINCIPAL-IN-CHARGE
James J. Roberts, P.E. (Bradenton, FL)**
Senior Vice President, Florida Operations

OFFICE DIRECTOR
Gregory M. Cellamare, P.E.* (Delray Beach, FL)
Senior Associate, Florida Office Director

SUBJECT MATTER EXPERTS/QA/QC
Patrick O. Stone, R.A., LEED AP (Massapequa, NY)**
Assistant Vice President, Public Safety Market Director
Dennis A. Ross, AIA (Slingerlands, NY)**
Practice Leader - Architecture

PROJECT MANAGER
David J. Pacheco, AIA* (Indialantic, FL; Troy, NY)
Senior Vice President, Director of Operations

PROJECT TEAM

ARCHITECTURE (3)
Katrina N. Pacheco, AIA**, NCARB, LEED AP, MCPPO (Indialantic, FL; Troy, NY)
James Havrilla, R.A.** (*FL R.A. pending*) (East Northport, NY)
Robert F. Bee, R.A.*, LEED AP (Rockville Centre, NY)

STRUCTURAL ENGINEERING (1)
Katia D. Duque, P.E.* (Glen Cove, NY)

CIVIL ENGINEERING (1)
Stephen M. Campbell, P.E.* (CFB) (Wildwood, FL)

GEOTECHNICAL ENGINEERING (3)
Raymond Jones, P.E.* (AE) (Sanford, FL)
Robert B. Cornelius, P.E.* (AE) (Clermont, FL)
Scott E. Barfield, P.E.* (AE) (Orlando, FL)

MECHANICAL ENGINEERING (1)
Joseph A. Manzella, P.E.*, LEED AP (Holtsville, NY)

ELECTRICAL ENGINEERING (1)
Christina Lucana-Canela (Boca Raton, FL)

PLUMBING ENGINEERING (1)
Jonathan R. Muratore, P.E.*, CPD (South Setauket, NY)

LANDSCAPE ARCHITECTURE (2)
John J. Olters, P.L.A.* (MPA) (Dunnellon, FL)
Suzanne M. Stancil, P.L.A.*, ASLA (MPA) (Ocala, FL)

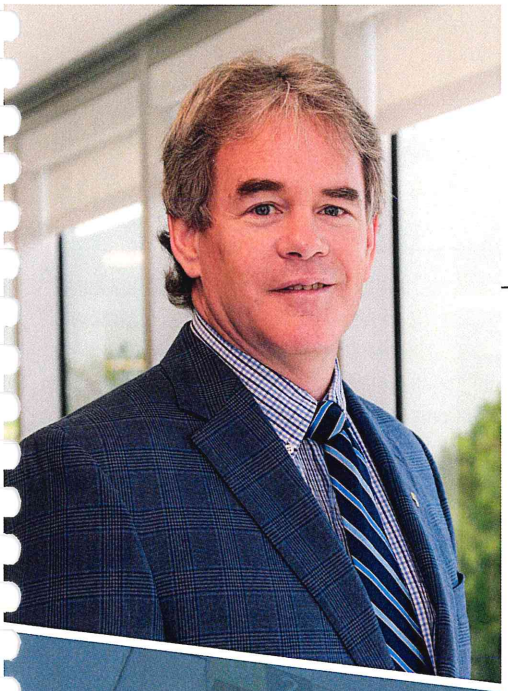
ENVIRONMENTAL ENGINEERING (1)
Andrew J. Velez (Miami, FL)

SURVEY
Kaye Jameson, PSM* (CFB) (Leesburg, FL)

COST ESTIMATING (1)
Richard Chudzik (Trophy Point) (Blasdell, NY)

Key
*** - Licensed in FL**
**** - Licensed in Other States**
Andreyev Engineering, Inc. - AE
Clymer Farner Barley, Inc. - CFB
Michael Pape and Associates, PA - MPA
Trophy Point, LLC (SDVOB) - Trophy Point

Resumes for the above referenced key personnel are provided following this page. →



James J. Roberts P.E.

Senior Vice President,
Florida Operations

With a distinguished career spanning over 40 years in water resources engineering, Mr. Roberts serves as the Senior Vice President overseeing H2M's strategic initiatives in Florida. Known for his visionary leadership and technical expertise, he plays a pivotal role in driving innovation and excellence across H2M's diverse portfolio throughout the State. Prior to joining H2M, Mr. Roberts served as Deputy Commissioner of the NYC Department of Environmental Protection, where he was responsible for overseeing approximately 1,300 employees, nearly 15,000 miles of water and sewer infrastructure, a capital improvement plan of $1.5 billion and an annual operating budget of $185 million, delivering over 1 billion gallons of water a day to 8.5 million New York City residents. Mr. Roberts brings a qualified perspective of what clients are seeking in a consulting experience.

Education

B.E., Civil Engineering; Manhattan College

Licenses/ Certifications

Professional Engineer: NY

Memberships

American Water Works Association

NYWEA

Offices Held

NYS AWWA Past Trustee at Large

NYS AWWA Water Utility Council, Past Vice-Chair

Past NYWEA Executive Group

Selected project experience

- City of West Palm Beach Sludge Drying; West Palm Beach, FL: The City's existing doghouse-style duplex pump system is supplemented by a portable diesel-fueled backup pump. The City procured a replacement duplex pump system for the doghouse-style duplex pumping system consisting of new end suction pumps packaged with a vacuum priming system. The City is currently in the process of replacing the existing end suction pumps with duplex submersibles. As such, the new procured packaged end suction pumps and priming system and controls are currently not expected to be utilized. Evaluated if the procured package duplex pump system could be used to assist with its residuals drying ponds. A trailer powered hydraulically driven submersible pump is currently used to move sludge between ponds to facilitate the drying process.

- City of West Palm Beach Backwash Recovery Basin Pump Station; West Palm Beach, FL: The City owns and operates a municipal water treatment plant (WTP), which includes a backwash recovery clarifier. The clarifier is served by an existing doghouse-style duplex pump system that is currently supplemented by a portable diesel-fueled backup pump due to the duplex system being unable to meet demand. Designed the replacement of the existing pump array with new pumps, to be configured as duplex submersibles. The pumping capacity will be increased from the existing nominal 1,000 gpm per-pump rating to 1,500 gpm 40' TDH rated capacity per pump.

- Croton Water Filtration Plant (CWFP): Created the project transition team that established the operational organizational structure for the City of New York's first ever water filtration plant. At a cost of more than $3.2 billion, the plant is rated at 290 MG and uses dissolved air floatation technology, full plant automation, and SCADA and CMSS systems. Established staffing, budgetary and training plans for the creation of a greenfield directorate responsible for operations, maintenance and repairs. With a staffing of approximately 60 persons and an operating budget of approximately $35 million the plant was activated into service in May 2015.

- Executive Chief Engineer, City Tunnel #3 Stage II Manhattan: 8.5 miles of 12 foot diameter deep rock, concrete lined tunnel at elevations up to 500 feet below grade, carrying more than 50 MGD of Catskill/Delaware water to lower Manhattan, it was activated in October 2013. Responsibilities included ensuring regulatory compliance while commissioning four of 10 distribution chambers housing over 20 48" diameter butterfly valves, pump, elevator, HVAC, electrical, plumbing and instrumentation systems. Developed and implemented distribution plans and models to effectively integrate the new tunnel into the existing distribution system without disruption of service.

- Chief of Tunnel Operations and Maintenance, City Tunnel #3 Stage I Manhattan: 13 miles of 24 foot diameter deep rock, concrete lined tunnel activated in 1998 and capable of carrying up to two BGD of flow, this section of tunnel provided critical redundancy and replacement for the northern section of City Tunnel #1, which went into service in 1917. Responsibilities included ensuring regulatory compliance, commissioning all associated mechanical, electrical, pumping, elevator and HVAC systems in 14 distribution chambers including three main control chambers built up to 250 feet below grade in bedrock.

- Director of Capital Construction: QED935: $35 million capital project that included more than 2.5 miles of 60 inch diameter steel water main and appurtenances, eight, 12 and 20 inch DIP water mains, cathodic protection systems, 15 inch through 48 inch combined sewers both ESVP and RCP and curb, sidewalk and roadway restoration. Included the major reconstruction of Shaft 11A off of City Tunnel No. 2 that included new 72 inch valves, HVAC, electrical, mechanical, plumbing and instrumentation systems.



David J. Pacheco AIA

Senior Vice President, Director of Operations

Mr. Pacheco has more than 30 years of architectural experience, with 28 years of specialized knowledge in the design of emergency services facilities, and is Senior Vice President and Director of Operations at H2M. He oversees teams responsible for the development of project design, establishment of project schedules and budgets, the development of construction documents, submissions to government agencies, and all construction phase services administering architectural projects from their inception to completion. Mr. Pacheco leads the company's Core of Excellence – a select group of individuals across the company that together focus on ensuring H2M offers best-in-class services and deliverables to our clients. In this role, he oversees, establishes, and launches systems that are integrated across the company's markets, disciplines, and office locations to see that these company-wide goals are met.

Mr. Pacheco is a Professor of Professional Practice at Rensselaer Polytechnic Institute as well as a Fire Commissioner of Niskayuna Fire District, No. 1. Having studied and/or overseen the design of over 200 emergency response facilities, he extends his practical knowledge to the students he teaches and into the professional literature he writes for architecture and emergency services publications, while providing counsel regarding all aspects of the architectural design of public safety facilities. Mr. Pacheco has lent his proficiency to the development of national standards that altered how emergency services facilities are designed across the country, serves as a Director of the American Institute of Architects for the eastern New York chapter, is an ASTM homeland security technical sub-committee member, and has received major architecture design awards and professional recognition.

Education

B.Arch.; Rensselaer Polytechnic Institute

BS, Building Science; Rensselaer Polytechnic Institute

Licenses/Certifications

Registered Architect: CA, CT, DE, FL, MA, NJ, NY, NC, PA, RI, TN, VT, TX, VA

Certified: National Council of Architectural Registration Boards (NCARB)

Memberships

Fire Commissioner, Niskayuna Fire District No.1

ASTM Homeland Security Committee-Emergency Operations Center (EOC) Standards

American Institute of Architects (AIA)

Trustee: Rensselaer Newman Foundation

Past President, AIA Eastern New York – 2007-2009

Director AIA Eastern New York – 2012-2013 and 2019-2024

Director, AIA New York State – 2009-2010

Honorary Member: Grand Boulevard Fire Co. (NY) & Kingston Fire Department (PA)

Publications

"Air Quality in Your Fire Station," Firehouse Magazine, May 2020

"Design for the Times," Fire Chief Magazine, March 2013

"Questions to Ask When Choosing an Architect," Fire Chief Magazine, March 2010

"Fire Station: Architectural Insight to Planning, Design, and Construction," IAFC Foundation, 2010

"Anatomy of a Training Tower," Fire Chief Magazine, April 2006

"Chief Fire Officer's Desk Reference," Jones & Bartlett Publishers in conjunction with IAFC, 2005

"ASTM E2668-10 Standard Guide for Emergency Operations Center (EOC) Development," ASTM 2010

Selected project experience

- Port Washington Police District New Headquarters; Port Washington, NY: Technical Advisor for architectural and engineering services for the District's new headquarters. The new headquarters includes approximately 25,000 square feet of space, including secure access, interview rooms, office suites, dispatch, records (archive), training rooms, exercise room, roll call, armory, evidence processing, storage, and sally port.

- Village of Scotia Police and Fire Department New Station and Municipal/Police Renovation; Scotia, NY: Design Architect, working with Hueber Breuer as Construction Manager, for the development of a community support and education campaign for a new fire station and renovation of the existing municipal/police station. The 14,000 square foot fire station is located on the municipal facility's adjacent parking lot. Both projects reside under a single $15 million bond.

- Town of Lexington Public Safety Facility Master Plan and New Station; Lexington, MA: Firematic Consultant and Designer responsible for preparation of a public safety facility master plan for the Town of Lexington, MA. The project involved analyzing three facilities: the existing fire station; existing police station; and a temporary swing space for relocation of the Fire Department, then the Police Department. The station was designed to achieve LEED Gold certification and exceeds the MA Stretch Energy Code by 30% through an all electric HVAC design, roof-top solar, and optimized carbon dioxide dilution. Worked as a subconsultant to Tecton Architects, Architect of Record.

- Saratoga County Public Safety Facility; Ballston Spa, NY: Client Contact, Principal, and Design Architect for the design of a critical essential service facility combining County Emergency Services, Emergency Operations Center, 911 Call Center, Sheriff, Public Health, and Probation Departments under one roof for efficiencies in space, coordination, communication, emergency power, community training, and outreach. (2020) City of Poughkeepsie New Public Safety Facility; Poughkeepsie, NY: Principal and Design Architect for the design of a new public safety facility. Developed separate police and fire programs to define operations, response, and public/private interactions by creating areas within the building and on the site to accommodate multiple uses. Designed a public lobby and entry with direct access to the community room utilizing the police lobby to control security.*

- Albany County E-911 Facility; Clarksville, NY: Client Contact and Design Architect for the design of a new emergency management facility for the Albany County Sheriff's Office to replace their outdated facility. The new facility is approximately 12,000 square feet including a large dispatch room that holds 16 console positions and one supervisor position, as well as 20 call-taker stations.

- Woodlawn Fire and Rescue Station #24; Alexandria, Fairfax County, VA: Firematic Consultant for the design of a two-story, 15,149-square-foot facility that replaces a smaller outdated station that was built more than 50 years ago. Worked as a subconsultant to BKV Group, Architect of Record.

** Architect of Record: Pacheco Ross Architects, P.C.*



Patrick O. Stone R.A., LEED AP

Assistant Vice President, Public Safety Market Director

Mr. Stone has 17 years of experience in architectural planning and design, with a focus on fire, police, ambulance, and other emergency response facilities. As H2M's Public Safety Market Director, he manages the market as both overall client manager and with the identification and pursuit of new engineering and architectural opportunities across the country. Mr. Stone's areas of expertise include pre-bond strategy development, planning, public engagement and presentation; project budgeting; development of preliminary designs and oversight of integrated design development approaches; oversight in the development of construction documents, contracts and specifications, and coordination of the respective project engineering disciplines; obtaining governmental and agency approvals; and construction administration through occupancy. Mr. Stone is a frequent presenter at national conferences, including the FIERO Station Design Symposium, FDIC International, Station Design Conference, and others. Notably, Mr. Stone led the planning and design of the "The Fire and Rescue Station of the Future" at FDIC International, which was built full-scale inside Lucas Oil Stadium and visited by more than 16,000 attendees. During this event, he led tours, answered questions, and explained the innovations within the station. This honor is the result of developing a reputation for innovative design, strong leadership, and depth of expertise. Mr. Stone's passion for public safety extends to his community — he currently serves as a volunteer member of the Massapequa Fire Department.

Education

M.S., Construction Management;
New York University

B.S., Architectural Technology,
Minor in Construction Management;
New York Institute of Technology

Licenses/ Certifications

Registered Architect: NY

LEED Accredited Professional, USGBC

Project Management, Polytechnic Institute of New York University

NYCDOB 40-Hour Site Safety Manager

OSHA 10-hour Construction Safety & Health

H2M Project Management Training

Memberships

American Institute of Architects (AIA)

Construction Specifications Institute, Long Island Chapter

U.S. Green Building Council

Massapequa Fire Department Volunteer Firefighter

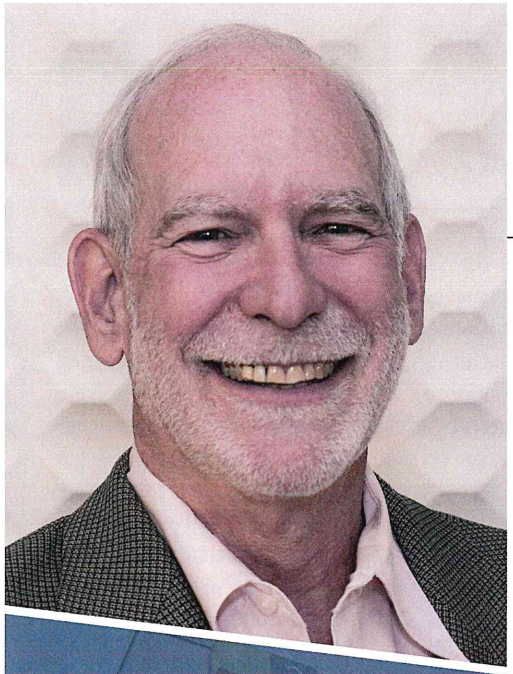
Honors/Awards

Building, Design + Construction 40 under 40

H2M Employee Excellence Award

Selected project experience

- Town of Southampton Police Headquarters Expansion; Southampton, NY: Performing an existing conditions assessment for the renovation and expansion of the Town of Southampton Police Headquarters. The expansion will add approximately 3,500 square feet to both the first floor and basement levels. Once a report is issued, the team will provide conceptual and final design, and construction documentation.
- Port Washington Police District New Headquarters; Port Washington, NY: Providing programming and design services for the development of a new Port Washington Police Headquarters. The project includes analysis of the existing facility and other potential sites, including cost implications. As the headquarters will be located in a largely developed community, public awareness and interaction with neighboring properties and community groups is imperative.
- City of Greenfield New Fire Headquarters; Greenfield, MA: Designed a 20,000 square foot fire station on a compact urban site. The project was designed to net zero energy ready (targeting an Energy Use Intensity (EUI) of 35 or below). This target allows the City to secure the highest utility incentives, lowest operating costs, and will result in 0 to <1% in additional construction costs to be recouped in savings on building operation within the first few years. Worked with the City to maximize grant funding. The project received a $1 million grant for the EOC and COVID-based design solutions.
- Borough of Metuchen New Fire Station and Storage Building; Metuchen, NJ: Design of a new fire station and separate storage building. The station is single story with mezzanines, totaling approximately 14,000 square feet. The single-story storage building totals 3,800 square feet. The site layout and circulation are critical in this overall design as well as separating the hot zone from cold zones of the station.
- Thiells-Roseville Fire District New Headquarters; Garnerville, NY: Design of a proposed headquarters facility that will be approximately 23,000 square feet and two stories. There are five apparatus bays in total with two of those bays being drive through and double loaded. The program will include a public meeting hall, fitness center, commercial kitchen, offices and meeting spaces, in addition to the firematic program.
- Garden City Park Fire District New Station Feasibility Study; Garden City Park, NY: Led a feasibility study and programming for a proposed new station. Prepared a report with recommendations and cost opinions.
- Bellmore Fire District New Training Facility; Bellmore, NY: Responsible for design services for a new training facility and training tower. The new facility will be approximately 7,000 square feet and have five apparatus bays. The training tower will be an additional 1,100 square foot two-story building on the same site.
- Seaford Fire District Headquarters Addition and Alterations Feasibility Study; Seaford, NY: Led a feasibility study for proposed upgrades to the District's headquarters. Prepared a report with recommendations and cost opinions.



Dennis A. Ross AIA

Practice Leader - Architecture

Mr. Ross has 45+ years of experience in architectural design, focusing on emergency response facilities: fire, police, EMS, EOC, PSAP, and public safety. With experience in construction management, real estate development, feasibility studies, and land evaluations, Mr. Ross assesses projects from multiple points of view. He leverages his expertise and experience through teaching, writing, and speaking at professional conferences and symposiums. Mr. Ross is one of the leaders and co-founders of the critically acclaimed One-on-One™ Fire Station Design Symposium.

Earning his Bachelor of Architecture degree from Rensselaer Polytechnic Institute, Mr. Ross went on to become licensed in 15 states, NCARB certified, a board of governors member for the Phi Kappa Tau Rho Chapter Fraternity, and an honorary member of the Kingston, PA Fire Department. Mr. Ross has earned several awards including the NYS Small Business Advocate of the Year award in 2001 from the Business Council of New York State and NFIB. He is currently serving on the NFPA Technical Committee on "Emergency Responders Occupational Health". The Committee has been tasked to develop a new Standard for Contamination Control, NFPA 1585, which just went live. He led the task group for Chapter 5, Emergency Services Organization Facilities. In addition, Mr. Ross accepted a position as Executive Board Member on the NFPA AEBO (Architects, Engineers, Building Officials) Board.

Education

B.Arch.; Rensselaer Polytechnic Institute
BS, Building Science; Rensselaer Polytechnic Institute
Exchange Student, Polytechnic of Central London

Licenses/ Certifications

Registered Architect: CO, CT, MD, MA, ME, MI, MO, NE, NJ, NY, OH, PA, TN, VA, WV
National Council of Architectural Registration Board Certified (NCARB)

Memberships

American Institute of Architects (AIA)
National Council of Architectural Registration Boards (NCARB)
Business Council for Small and Independent Business of New York State, Former Chairman
National Fire Protection Association (NFPA)
Board of Governors for Phi Kappa Tau Rho Chapter Fraternity
Honorary Member – Kingston Fire Department, PA

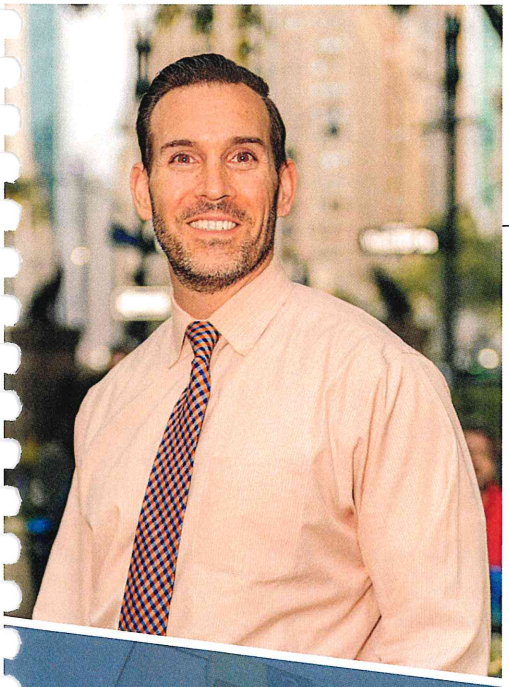
Publications

"GIS May Be Key To The Future Of Emergency Response," Firehouse Magazine, 2021
"Air Quality in Your Fire Station," Firehouse Magazine, 2020
"Get it Done! 10 Strategies for Success," Fire Chief Magazine, 2019
"Design of the Times," Fire Chief Magazine, 2013
"Gear at the Ready," Fire Chief Magazine, 2009
Fire Station: Architectural Insight to Planning, Design, and Construction, Co-Author, IAFC Foundation, 2010
"Chief Fire Officer's Desk Reference," Jones & Bartlett Publishers in conjunction with IAFC, 2005

Selected project experience

- Port Washington Police District New Headquarters; Port Washington, NY: Project Executive for architectural and engineering services for the District's new headquarters. The new headquarters includes approximately 25,000 square feet of space, including secure access, interview rooms, office suites, dispatch, records (archive), training rooms, exercise room, roll call, armory, evidence processing, storage, and sally port.
- Village of Scotia Police and Fire Department New Station and Municipal/Police Renovation; Scotia, NY: Project Executive, working with Hueber Breuer as Construction Manager, for the development of a community support and education campaign for a new fire station and renovation of the existing municipal/ police station. The 14,000 square foot fire station is located on the municipal facility's adjacent parking lot. Both projects reside under a single $15 million bond.
- Albany County E-911 Facility; Clarksville, NY: Project Executive for the design of a new Emergency Management Facility for the Albany County Sheriff's Office to replace their outdated facility. The new facility is approximately 12,000 square feet, including a large dispatch room that holds 16 console positions and one supervisor position, as well as 20 call-taker stations.
- Town of Lexington Public Safety Facility Master Plan and New Station; Lexington MA: Firematic Consultant and Designer responsible for preparation of a public safety facility master plan for the Town of Lexington, MA. The project involved analyzing three facilities: the existing fire station; existing police station; and a temporary swing space for relocation of the Fire Department, then the Police Department. The station was designed to achieve LEED Gold certification and exceeds the MA Stretch Energy Code by 30% through an all electric HVAC design, roof-top solar and optimized carbon dioxide dilution. Worked as a subconsultant to Tecton Architects, Architect of Record.
- Town of Dewitt/East Syracuse Fire and State Police Multi-Purpose Facility; DeWitt, NY: Co-Designer for responsible for a feasibility study and schematic design through construction administration for a multi-purpose facility serving the Fire Department, State Police, and local community.*
- Avon Fire and Police Departments New Combined Station; Avon, MA: Firematic Consultant for the design of a new emergency response station combining police and fire. The project involved the design of a 35,000 square foot, two-story building and an analysis to determine if the current fire and police campus site could support a new single public safety building. Worked as a subconsultant to Tecton Architects, Architect of Record.

*Architect of Record: Pacheco Ross Architects, P.C.



Gregory M. Cellamare P.E.

Senior Associate, Florida Office Director

Education

M.S., Environmental Engineering; Manhattan College

B.S., Earth Science; Pennsylvania State University

Licenses/Certifications

Professional Engineer: NY, FL

OSHA 40-hour HAZWOPER & 8-hour refresher

OSHA Confined Space Entry

NJDEP Underground Storage Tank Certification; Closure No. 22376

OSHA 30- & 10-hour Construction Safety & Health

OSHA DOT Hazmat General & Security Awareness Certification

NYS DOB Four Hour Supported Scaffold Training

New Jersey Department of Environmental Protection Industrial Site Recovery Act (ISRA) Training

NYS Department of Health (NYSDOH) Soil Vapor Intrusion Training

NYSDOH Regulatory Training in Underground Storage Tanks

ESI Groundwater Flow & Contaminant Transport Modeling Course, Washington D.C.

Mr. Cellamare has over 25 years of experience in environmental engineering and is the Office Director for the Boca Raton, Florida office. His focus is growing the office and providing the necessary vision, planning, project execution, and technical direction for success in the Florida region. His responsibilities include collaborating with discipline, office, and market directors across H2M, to further develop H2M's presence in the local community, to lead and develop a strong discipline team, and to evaluate opportunities in the Florida region and prepare proposals.

Environmental engineering experience includes Engineer of Record (PE) responsibilities for several vapor barrier/sub-slab depressurization system designs, and multiple construction dewatering designs. He has particularly extensive experience implementing innovative remedial technologies to facilitate mitigation and remediation. Throughout his years in the industry, he has become extremely well versed in laws and regulations from various states and the Federal government. His experience also includes managing multi-year term contracts for public agencies. Mr. Cellamare's specific due diligence experience includes the completion of numerous soil, soil-vapor, and groundwater contamination investigations for sites governed by various states' laws, the USEPA, Federal Superfund, and RCRA. These investigations include delineation and remediation of soil and groundwater impacted by petroleum, chlorinated solvents, and metals. He has supervised underground storage tank removal/closure projects, and the installation, operation and maintenance of various types of remedial systems. He has provided environmental construction management services for numerous "mega-projects." Construction management experience includes management of spoils classification and disposal, noise and air quality impacts, groundwater treatment and disposal, permitting, and erosion and sediment control.

Selected project experience

- PSEG Long Island: Serving as Project Manager for an on-call environmental services term contract. The three most recent projects completed under this contract involved pre-development activities for proposed new or renovated substations. Activities completed included the design and implementation of remediation and closure plans for seven underground injection control (UIC) wells and up to eight registered and unregistered underground storage tanks. In addition, designed and implemented several in-situ waste characterization plans, which were intended to ensure anticipated excavation areas and depths of excavations were adequately represented as per facility disposal sampling protocol, while effectively optimizing the number of borings to be installed and samples to be collected. The approach also intended to provide a simplistic approach to assigning excavated soils a classification (e.g., hazardous, non-hazardous, etc.) and facility destination as the excavation progresses real time. In addition, his design reduced environmental impacts (runoff, odors, dust, etc.) that are common with stockpiling.

- New York City Housing Authority: Performed engineering analysis of NYCHA petroleum remediation systems. Responsible for analyzing performance of groundwater drawdown and mop/skimmer remediation systems at 20+ housing complexes with active (open) NYSDEC petroleum spills. The goal was to provide recommendations to ensure optimal system performance and help expedite spill "closure." The analysis included developing a full understanding of each specific remediation system and site characteristics. This was accomplished through analyzing current and historical groundwater and product thickness from the monitoring well and recovery well networks and by analyzing free product thickness trends and remedial system data. Recommendations were provided in Quarterly Progress Reports reviewed and approved by the NYSDEC.

- Confidential Utility Company: Tasked with facilitating closure of open NYSDEC spills from utility vaults throughout New York City, and designing and implementing the utility vault sampling program. The spills were due to pipes leaking PCB-laden dielectric fluid onto the surface of the concrete vaults. The sampling was designed to meet the protocol published by the USEPA SOP for Sampling Porous Surfaces for PCBs. Developed a health and safety plan (eHASP) to be following during the sampling events. The eHASP was developed by completing a hazard assessment and confined space analysis, and by determining potential issues with ammonia, hydrogen sulfide, methane, and carbon dioxide, as well as exposure to PCBs. The client reviewed and approved both the sampling design plan and eHASP. Vault sampling has been successfully completed with no safety issues and resulted in the closure of open spills.

- New York City Office of Environmental Remediation: Served as Project Manager for a term contract to manage the investigation and remediation of brownfield sites.



Katrina N. Pacheco AIA, NCARB, LEED AP, MCPPO

Assistant Vice President,
Studio Director

Ms. Pacheco has more than 30 years of architectural design experience and focuses on standardization within design projects and specializes in CAD/BIM integration to bring tangible value to the firm's clients. Focusing on the design of public safety buildings for over 25 years, she has been involved in the production, evaluation, and construction administration of over 100 such facilities. Her responsibilities include client management, document coordination, materials research and selection, shop drawing review, bidding services, construction administration, and all other phases of project management.

Ms. Pacheco serves in a voluntary capacity on the Building Committee for Niskayuna Fire District No. 1 where she is an honorary member of the Grand Boulevard Fire Company. She is an Adjunct Professor at Rensselaer Polytechnic Institute and teaches Professional Practice to both undergraduate and graduate students. Her experience with sustainable practices and public safety project expertise has enabled her to advise clients on various aspects of public safety facilities. Ms. Pacheco has served as a 1-on-One advisor at the Fire Chief Magazine's "Station Style Design Conference" and presented a seminar entitled "Tactical LEED for Fire Stations" in Kansas City, MO to a national audience.

Education

B.Arch.; Rensselaer Polytechnic Institute

B.S., Building Science; Rensselaer Polytechnic Institute

Licenses/Certifications

Registered Architect: NY, MA

National Council of Architectural Registration Board Certified (NCARB)

LEED Accredited Professional (AP)

Massachusetts Certified Public Purchasing Official (MCPPO)

Memberships

American Institute of Architects (AIA)

RPI: Guest Studio Reviewer, 2018-2023; Blast Off Career Talk; Portfolio Reviews 2016-2018

AIAENY: Design Award Committee Chair 2019-2021

St Francis de Sales, Troy: Parish Council/ Pastoral Planning Committee, Christian Education Committee, Catechist Building Renovation Consultant 2005-2009

Hillside Elementary School PTO, Niskayuna: Fall Frolic Committee, Playground Committee & Community-Build Installer

Bicycle & Pedestrian Task Force for Capital District Transportation Committee

Niskayuna Fire District Building Committee

Honorary Member: Grand Boulevard Fire Co. (NY)

Presentations

1-on-One Pre-Conference: Phoenix, AZ, Denver, CO and Overland Park, KS 2006-2013

Selected project experience

- Town of Lexington Public Safety Facility Master Plan and New Station; Lexington MA: Project Captain responsible for preparation of a public safety facility master plan for the Town of Lexington, MA. The project involved analyzing three facilities: the existing fire station; existing police station; and a temporary swing space for relocation of the Fire Department, then the Police Department. The station was designed to achieve LEED Gold certification and exceeds the MA Stretch Energy Code by 30% through an all electric HVAC design, roof-top solar and optimized carbon dioxide dilution. Worked as a subconsultant to Tecton Architects, Architect of Record.

- Saratoga County Public Safety Facility; Ballston Spa, NY: Project Manager and Designer for the design of a critical essential service facility combining County Emergency Services, Emergency Operations Center, 911 Call Center, Sheriff, Public Health, and Probation Departments under one roof for efficiencies in space, coordination, communication, emergency power, community training, outreach, and with multiple outbuildings.

- City of Poughkeepsie New Public Safety Facility; Poughkeepsie, NY: Designer tasked with developing a new public safety facility. Developed separate police and fire programs to define operations, response, and public/private interactions by creating areas within the building and on the site to accommodate multiple uses. Designed an ADA-accesible public lobby and entry on a sloped site with direct access to the community room utilizing the police lobby to control security.*

- Town of Dewitt/East Syracuse Fire and State Police Multi-Purpose Facility; DeWitt, NY: Designer responsible for a feasibility study and schematic design through construction administration for a multi-purpose facility serving the Fire Department, State Police, and local community.*

- Albany County E-911 Facility; Clarksville, NY: Project Manager and Architect for the design of a new Emergency Management Facility for the Albany County Sheriff's Office to replace their outdated facility. The new facility is approximately 12,000 square feet, including a large dispatch room that holds 16 console positions and one supervisor position, as well as 20 call-taker stations.

- Princeton First Aid and Rescue Squad New Station; Princeton, NJ: Project Manager who oversaw the design of a new rescue station. Vetted the feasibility of several sites and performed community outreach as part of the project. The facility includes four-fold apparatus bay doors for quick response; carefully thought-out personnel response pathways that follow industry guidelines for responder safety; secure, quiet, separated bunking suite; hot zone transition areas; family style great room with kitchen and dining, separate study room to encourage camaraderie; and integrated training features located on the mezzanine directly off the bays.

- City of Lethbridge Fire HQ and Station #4; Lethbridge, AB: Project Captain and Visiting Project Architect for the design of the City's fire headquarters as well as renovations to Station #4. The City wanted to combine its very busy Fire Department with the Regional EOC, 911 call answering point, City-wide IT center, Fire Marshal headquarters, and City fitness facility into one location. Worked with FWBA Architects on the design.*

** Architect of Record: Pacheco Ross Architects, P.C.*



James Havrilla R.A.

Associate, Assistant Studio Director

Mr. Havrilla is an architect with 40 years of experience designing facilities throughout New York State. He has worked on a wide range of municipal facilities, with a focus on police stations and correctional facilities. Mr. Havrilla brings a strong understand of the International Association of Chiefs of Police (IACP).

Education

B. Arch.; New York Institute of Technology

Licenses/ Certifications

Registered Architect: NY

Memberships

American Institute of Architects

National Council of Architectural Registration Boards

Selected project experience

- Rockville Centre Police Station Renovation; Rockville Centre, NY: Architectural design for adaptive reuse of the Village of Rockville Centre's water district maintenance garage to house their Police Department, Fire Chief/Council Suite, and Water Department. The new police facility includes a 24/7 climate-controlled communication/dispatch center with numerous advanced monitors and CCTVs for constant surveillance. It also incorporated uninterrupted power supply, and full bidding generator and a control center. Furthermore, for the processing of detainees there was access to a new secure vehicle sally port, personnel sally port, and a New York State Commission of Correction (NYSCOC) approved detention and lockup areas.

- Port Washington Police Department; Port Washington, NY: Architectural design for the District's new Police Headquarters. Services include initial planning, feasibility study, site analysis, cost budgeting, and more. The Police District and H2M have worked closely to analyze the existing facility, as well as other potential sites, weighing options and cost implications. As part of this work, Public Awareness is of utmost importance, and interaction with the neighboring properties and community groups is imperative. The new Headquarters includes approximately 25,000 square feet of space, including secure access, interview rooms, office suites, dispatch, records (archive), training rooms, exercise room, roll call, armory, evidence processing and storage, sally port, and more.

- Town of Riverhead Police Headquarters; Riverhead, NY: Prepared an Adaptive Reuse Feasibility Study to convert the former National Guard Armory Facility to a modern, secure, and efficient Police Headquarters/Court Facility.

- Suffolk County Department of Public Works Correctional Facility Control Room; Riverhead, NY: Rehabilitation of the main control room at the Riverhead Correctional Facility for the Suffolk County Sheriff's Office.

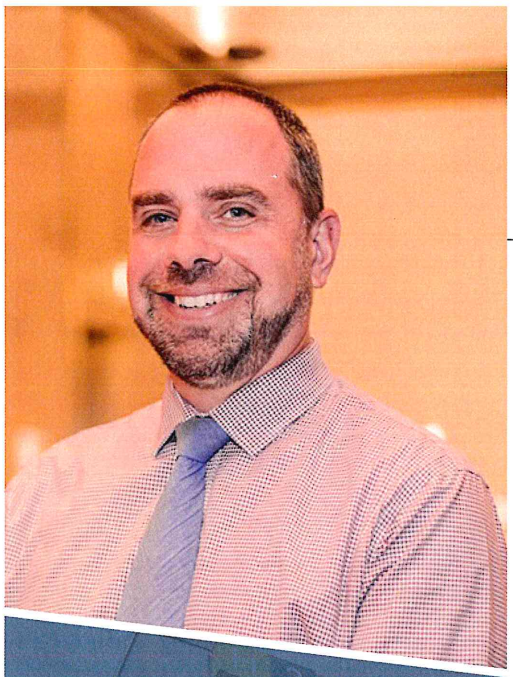
- Suffolk County Department of Public Works Correctional System Needs Assessment and Master Plan; Riverhead and Yaphank, NY: Developed a Preliminary Phase I Report to analyze historical jail population trends and provide forecasts of likely future population directions and associated factors that may affect those forecasts including policy changes, legal changes, demographic changes, etc.; Assess key programs and services provided in the jails, Identify current staffing patterns and factors affecting staffing at the two major facilities; Assess the existing physical plans at the two major facilities with respect to current conditions and; Identify key issues and findings relative to the future of the system, growth needs and facility opportunities and directions.

- SCWA Construction Maintenance Building Program Report; Oakdale, NY: Supported the development of a Phase 1 Program Report associated with the Suffolk County Water Authority (SCWA)'s Construction Maintenance Building at 4060 Sunrise Highway in Oakdale, NY, to make recommendations and provide cost estimates on all feasible options. The existing Construction Maintenance Building was built in the 1950s, is approximately 18,000 square feet, has had two previous additions, has served multiple purposes over the years, and is no longer conducive to the operational needs of the SCWA.

- Suffolk County Department of Public Works Improvements to the County Center Building; Riverhead, NY: Renovations to the existing County Center Building. The facility houses numerous County departments in 200,000 square feet plus two floors, including a Health Center.

- CL Clearwater LLC Property Study; Clearwater, FL: Professional consulting services associated with the conceptual architectural planning and building concept for a proposed multi-unit residential building.

- Suffolk County Department of Public Works Renovations to the Former Home and Infirmary; Yaphank, NY: Designed renovations to the 1937 historic former home and infirmary to convert its use to County offices.



Robert F. Bee R.A., LEED AP

Assistant Vice President,
Deputy Discipline Director - Architecture

Mr. Bee has more than 20 years of experience leading fire station, educational facility, municipal building, water treatment facility, library, public housing, and rehabilitation facility design projects. He is responsible for managing and facilitating all aspects of design projects, from the preliminary design stage through construction administration. Mr. Bee's responsibilities include developing project scope, plans, and design documents, as well as presenting to clients, developing budgets, overseeing the preparation of contract documents, preparing governmental and regulatory agency submissions, and providing construction administration services. As a LEED Accredited Professional, he is knowledgeable of sustainable building and system design.

Education

B.Arch; New York Institute of Technology

Licenses/ Certifications

Registered Architect: NY, NJ, CT, FL, PA, MA

LEED Accredited Professional, USGBC

NCARB Certified

Project Management Training Program, H2M

PSMJ Project Management Bootcamp

Memberships

American Institute of Architects, New York Chapter

Selected project experience

- Central Islip Fire District New Firehouse and District Upgrades; Central Islip, NY: Project and Client Manager for $12.5 million bond-funded projects for the development of a new 11,500-square-foot fire substation, replacement of windows at the District's headquarters, replacement of the District's fire alarms, and redevelopment of the District's parking lots.
- Hicksville Fire District Various Projects; Hicksville, NY: Project Architect and Project and Client Manager responsible for overseeing the performance of various enhancement projects at facilities throughout the Hicksville Fire District, including a new 8,500-square-foot fire substation, roof replacements at headquarters, parking lot replacements at Stations 3, 4, and headquarters, car port at headquarters, interior renovations and masonry repair at Station 4, and truck room renovations and repairs at headquarters.
- Vails Gate Fire District New Firehouse and Storage Building; New Windsor, NY: Project and Client Manager responsible for overseeing design, bidding, and construction services in the development of a 21,500-square-foot firehouse and 6,500-square-foot storage building for the District.
- Ocean Grove Fire District Firehouse; Ocean Grove, NJ: Project Manager tasked with overseeing the performance of a feasibility study and the development of preliminary designs for an addition and renovation to this historic Neptune Township firehouse.
- Plainview Fire Department Additions and Alterations to Headquarters; Plainview, NY: Project Architect responsible for the development of design and construction documents, as well as performance of bidding services and construction administration, for a 10,000-square-foot addition and modification to the existing headquarters facility.
- Village of Rockville Centre Fire Department New Firehouse Feasibility Study; Rockville Centre, NY: Project Manager tasked with overseeing the assessment of existing building conditions and development of a corresponding report; performance of a feasibility study; and the development of the preliminary design for a new 38,000-square-foot headquarters.
- Hicksville, Riverhead, and Rockville Centre Fire Districts; Long Island, NY: Project Manager for field inspections and the development of budgeting reports at the three fire districts.
- Oyster Bay Water District Facility, Copiague Fire District facility, Hicksville Fire District facilities, East Northport Fire District facility, Riverhead Fire District facilities, and Ride Fire District facility; Long Island, NY: Project Architect responsible for the performance of bidding services, construction administration, and the development of construction documents for roof replacements for several fire district facilities.
- Uniondale Fire District Addition and Alteration to Substation; Uniondale, NY: Project Architect tasked with designing an elevator and staircase addition to make the Headquarters meeting room on the second floor ADA accessible.
- Bayport, Bohemia, Islip, Garden City, Copiague, Sound Beach, Riverhead, and Northsea Fire Districts and the City of Stamford Fire Department; Long Island, NY and Stamford, CT: Project Architect tasked with the development of design documents, construction documents, and providing bidding and construction administration services for additions and/or alterations for several fire districts across Long Island and Stamford, CT.



Katia D. Duque P.E.

Senior Discipline Engineer - Structural Engineering

Ms. Duque is a structural engineer with more than 30 years of experience. Her responsibilities include the project management and structural design of industrial, commercial and sanitary structures. Ms. Duque has experience with the renovation and evaluation of existing historic structures, as well as with the design of new low-rise buildings and additions, ranging from foundation to superstructure.

Education

M.E., Structural Engineering, Minor: Geotechnical Engineering; Cooper Union School of Engineering

B.E., Civil Engineering; Cooper Union School of Engineering

Licenses/ Certifications

Professional Engineer: NY, NJ, CT, PA, VA, DE, FL

Memberships

American Society of Civil Engineers

National Society of Professional Engineers

Honors/Awards

National Association of Women in Construction Fellowship

The Cooper Union Fellowship

Selected project experience

- Inspection of two three-level precast parking garages for CA Technologies in Islandia, documentation of deficiencies by photograph and location, preparation of inspection report with description of each type of deficiency noted, with recommendations. Prepared bid documents and specifications for repairs and conducted periodic inspection of work.
- Inspection of a 30,000 sf parking garage below a 4 story office building in Hauppauge. Bid documents and specifications were prepared for the replacement of the concrete deck, reinforcement or replacement of about 25% of the steel beams, waterproofing and drainage of the new surface. Assisted during construction by attending site meetings to address field conditions, and provide immediate solutions.
- Design of fixed and floating docks to replace existing for five different boating organizations along the Paerdegat Basin in Canarsie, Brooklyn. Conducted inspection to document existing conditions.
- Pre-construction and post-construction inspections and reports for six buildings near a soil remediation site in Williamsburg, Brooklyn. Reviewed vibration and crack monitoring data taken during installation of sheeting.
- Inspection of existing conditions and design of new support system, meeting today's code requirements for the hung ceiling at the George Washington Bridge Bus Terminal in New York, NY.
- Field inspection and design of new steel support system for the cornice replacement at 40 Crosby Street, New York, NY.
- Structural repairs and renovation to New York State Park's Jones Beach West Bathhouse including reproduction of original covered walkways on plazas.
- Design of rotating sculpture for theatre marquis at the School of Visual Arts, New York, NY.
- Design of foundations for various pre-fabricated storage, equipment, and maintenance garage facilities.
- Design of pile and pier supported elevated structures to meet new FEMA flood elevations including the Neptune, NJ Marine Building and garage, and Point Lookout Bathhouse.
- Structural analysis and design of the additions to Mount Sinai Middle School, South Huntington Elementary School and the Suffolk County Water Authority laboratory facility.
- Inspection, evaluation and repair to the Town of Hempstead Oceanside and Merrick Transfer Facilities.
- New pump stations for the Riverhead Water District, South Huntington Water District, Hicksville Water District, and Flowertime Country Club.
- Structural inspection, evaluation and reports with recommendations for Point Lookout, Inc. Village of Bayville, Inc. Village of Great Neck, and various residential properties
- Design of a training facility for Huntington Manor Fire District, antennae supports for Riverhead Fire District and renovations to Bellerose Fire House.
- Structural design of the College of Staten Island Library and Student Center; additions and renovations to Scarsdale's Fox Meadow and Greenacres Schools; ballroom addition to New Hyde Park Inn catering facility including an underground parking garage.



Joseph A. Manzella P.E., LEED AP

Senior Vice President, Public Agency Market Director

As the Director of the Public Agency Market at H2M, Mr. Manzella's responsibilities include client management, contract execution, business development, planning, and quality control. He is a mechanical engineer with more than 28 years of experience directing the design and construction of mechanical, plumbing, and HVAC systems for office buildings, industrial facilities, hotel and multi-family facilities, medical facilities, laboratories, school and fire district facilities, municipal, private, and special use facilities. Mr. Manzella also brings expertise in plumbing design, including the design of sanitary and domestic water piping systems; storm drainage; traps and interceptors; natural gas piping; and backflow prevention devices. He currently serves as the Principal-In-Charge for the majority of the Public Agency work at H2M, ensuring that our clients are receiving quality services

Education

M.B.A., Business Administration; Dowling College

B.S., Mechanical Engineering; Polytechnic University

Licenses/ Certifications

Professional Engineer: NY, NJ, CT, PA, DE, FL, MA, VA

LEED Accredited Professional, USGBC

Memberships

Board of Directors, ACEC New York

Secretary, Board of Directors of ACEC New York – Long Island Chapter

American Society of Heating, Refrigerating and Air-Conditioning Engineers

U.S. Green Building Council

Selected project experience

- Massapequa Fire District West End HVAC Upgrades; Massapequa, NY: Project Manager for the replacement of rooftop HVAC units at the West End Fire Station.
- Central Islip Fire District Rooftop HVAC Replacement; Central Islip, NY: Project Director for the replacement of the existing rooftop HVAC system for the Central Islip Fire District Headquarters building and associated Building Automation System (BAS). Coordinated project team consisting of mechanical, electrical, plumbing, and structural engineers for the upgrade of the existing HVAC systems and associated structural support systems. Coordinated with building owner and contractor to maintain building heating and cooling as necessary during the construction period. Oversaw project from the initial investigation through design, bidding and construction administration.
- Bayport Fire District Exterior Apron Upgrades; Bayport, NY: Project Engineer responsible for the design a new concrete apron that incorporated a snow melt system and drainage.
- New York Air National Guard Crash Rescue Facility; Newburgh, NY: Served as the Lead HVAC and Plumbing Engineer for the design of the NY Air National Guard Crash Rescue Facility. The Stewart Air National Guard Base needed a fire/crash rescue facility properly sited to adequately support the unit's air crafts, the commercial operations of the adjacent international airport, and the base and portions of the surrounding communities. Designed hot water/chilled water HVAC systems, air handlers, ventilation, and commercial kitchen exhaust systems, as well as all building plumbing systems, water, gas, and sanitary sewer.
- New York Air National Guard Pararescue Facility; Westhampton Beach, NY: Served as the Lead HVAC and Plumbing Engineer for the design of the NY Air National Guard Pararescue Facility. Provided Type A Services (Concept Report) to design a new facility to support the emergency response operations of the parajumpers of the 106th Rescue Wing. The new 38,000 square foot facility design was to be adjacent to the existing airfield so that emergency response needs could be accommodated. Designed VAV air handler systems, boilers, chillers, and building ventilation systems, as well as all water, gas, and sanitary piping serving the building.
- Estee Lauder Makeup Laboratory Expansion; Melville, NY: Managed the installation of three large makeup kettle stations and providing steam, chilled water, compressed air, and de-ionized water to each kettle station.
- United States Postal Service (USPS) Indefinite Delivery Contract; Various Locations: Project Engineer, Project Manager, and Principal-in-Charge for a USPS architectural and engineering term contract that H2M has held since 1994. The facilities range in size from approximately 100,000 square feet to 1.6 million square feet. Along with architectural design, many of the USPS projects require engineering expertise in civil, structural, electrical, HVAC, and plumbing design, and construction administration and inspection.
- NYCHA Citywide Ventilation Upgrades; New York City, NY: Principal-in-Charge for ventilation upgrades at several NYCHA facilities. This effort is part of a larger NYCHA initiative to replace existing toilet and kitchen exhaust fans and clean the existing ductwork at all housing sites.



Christina Lucana-Canela

Staff Engineer - Electrical Engineering

Ms. Lucana-Canela is a staff engineer with experience in electrical engineering. Her responsibilities including mapping site power distribution; design of new electrical services and service upgrades; and designing motor control centers, PLC controls, emergency generator systems, interior and exterior/site lighting, fire alarm systems, CCTV, and access control systems, and security alarm systems. Ms. Lucana-Canela is proficient in a variety of software applications, including AutoCAD, Revit, EDR, Comcheck, and AGI.

Education

B.S., Electrical Engineering; SUNY Maritime

Licenses/ Certifications

H2M Business Practice 101

H2M Leadership One

Selected project experience

- Nassau County DPW Glen Cove Water Treatment Plant; Glen Cove, NY: Supported the electrical design to support a new preliminary wastewater treatment process for raw sewage. Work involved design for motor control center, interior lighting, conduit duct bank layout, and control/communication modifications.
- Nassau County DPW Bay Park Sewage Treatment Plant Hot and Chilled Water Piping; East Rockaway, NY: Supported the electrical design team to power new site-wide hot and chilled water piping.
- Nassau County DPW Bay Park Sewage Treatment Plant Electrical Upgrade and Substation; East Rockaway, NY: Designed an electrical upgrade for existing process buildings and new Unit Substation 2.
- Nassau County DPW Cedar Creek Water Pollution Control Plant; Wantagh, NY: Electrical design to upgrade wastewater treatment areas of process. The project involved enhanced power distribution to the upgraded areas, site lighting, HVAC power, conduit duct bank mapping, controls and instrumentation, and new power distribution for pipe galleries.
- Nassau County DPW, Bay Park Sewage Treatment Plant Pump Station Upgrades; East Rockaway, NY: Electrical design to support the upgrade of the Knott Drive, Morgan Park, Viola, and Roslyn pump stations. Work included electrical utility upgrades, motor control center design, HVAC and odor control power, lighting design, new generator design (both interior and exterior), and general power.
- Brooklyn Navy Yard Development Corporation (BNYDC); Brooklyn, NY: Designed medium-voltage switchgear at several buildings, upgraded power systems and distribution, and elevated electrical equipment and switchgear above flood zone locations to prevent future storm surge damage. Also provided electrical design to support a new boiler for an existing building, various elevator upgrades across the BNYDC campus, and fire alarm design.
- Islip Terrace Fire Department; Islip, NY: Electrical design for a new substation. This included design for general power and lighting, HVAC power, security/CCTV, emergency generator, and fire alarm. Coordinated with utility provider for new service.
- Village of Garden City; Garden City, NY: Assisted with the electrical requirements to implement both emergency and permanent installation of AOP/GAC treatment at Clinton Road, Wells 15 and 16. This involved coordination and preparation for new electrical service and emergency back-up generator, as well as design of upsized well motors, RVSS and VFD implementation to new motor control center design, interior lighting, HVAC power, instrumentation and controls, and security/CCTV.
- Town of Hempstead Department of Water; Levittown and East Meadow, NY: Designed the electrical service upgrade to power new AOP/GAC treatment building for the Levittown and East Meadow water districts. This included powering new AOP system, new service entrance and upgraded motor control center for multiple buildings, emergency back-up generator systems, general power and interior/exterior lighting, security/CCTV, and integration of new instrumentation/controls system for new processes.
- Western Nassau Water Authority; Long Island, NY: Assisted with the electrical requirements to implement the emergency and permanent installation of AOP/GAC treatment at several well stations across multiple sites. This involved coordination and preparation for new electrical service and emergency back-up generator, as well as design of upsized well motors, RVSS and VFD implementation to new motor control center, interior lighting, HVAC power, instrumentation and controls, and security/CCTV.



Jonathan R. Muratore P.E., CPD

Senior Associate, Department Manager - Plumbing and Fire Protection Engineering

Mr. Muratore has more than 10 years of experience in plumbing and fire protection design and engineering for a wide variety of projects, including laboratories, higher education facilities, fire stations, municipal and state buildings, and public and private residences. He is knowledgeable in domestic water service and distribution systems, backflow prevention design and permitting, sanitary, waste and vent systems, grease interceptors, gas pipe sizing, double wall process waste piping, waste treatment, compressed air systems, fuel pumping stations, and fire sprinkler and standpipe systems. Mr. Muratore is skilled in AutoCAD and Revit MEP 3D design.

Education

B.S., Mechanical Engineering: State University of New York at Buffalo

Licenses/ Certifications

Professional Engineer: NY, NJ, CT, FL, MA, VA

Certified in Plumbing Design (CPD), ASPE

H2M Project Management Certification

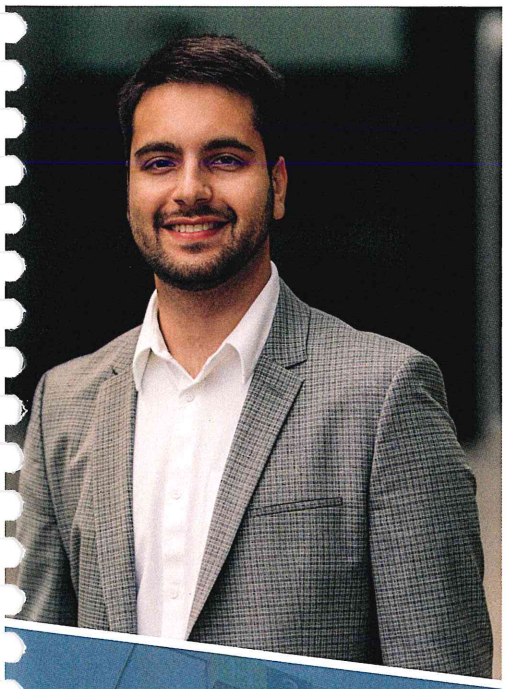
Memberships

American Society of Plumbing Engineers (ASPE)

National Fire Protection Agency (NFPA)

Selected project experience

- Stanford Heights Fire District New Fire Station; Schenectady, NY: Plumbing and Fire Sprinkler Design Reviewer for a proposed new 24,000 square foot fire station.
- Inc. Village of Mineola Fire District New Headquarters; Mineola, NY: Plumbing and Fire Sprinkler Design Reviewer for a new 25,000 square foot fire district headquarters. The plumbing and fire protection design included evaluation of existing water service, new fire service, domestic and sanitary design, backflow prevention, gas service upgrade, and drainage and collection systems in the apparatus bay.
- Massapequa Fire Department Alterations and Addition; Massapequa Park, NY: Plumbing and Fire Sprinkler Design Reviewer responsible for the design of plumbing support systems for the bathrooms, showers, kitchen, and apparatus bay. The addition adds approximately 9,000 square feet of space to the existing building.
- Setauket Fire Department Headquarters Additions and Renovations; East Setauket, NY: Plumbing and Fire Sprinkler Design Engineer responsible for plumbing and fire protection design as part of a major renovation and new addition to the Setauket Fire Department headquarters building. The completed facility features additional and properly sized apparatus bays, improved access for all responders, a meeting room, training room, and adequate administrative and storage spaces.
- Wading River Fire Department Headquarters Fuel Storage and Dispensing Upgrades; Wading River, NY: Plumbing Design Engineer for the proposed fuel storage and dispensing system upgrades at the Wading River Fire District Headquarters.
- Westhampton Beach Fire District New Headquarters Facility; Westhampton Beach, NY: Plumbing and Fire Sprinkler Design Engineer for the new 30,000 square foot building that includes five drive-thru apparatus bays, bunker gear and apparatus support spaces, District and Department offices, training room, large multipurpose/meeting room with kitchen, fitness center, and lounge/recreation space. The facility achieved LEED Gold certification.
- New Jersey Department of Military and Veterans Affair New Training Center and Maintenance Bay; Vineland, NJ: Plumbing and Fire Sprinkler Design Engineer for an approximately 41,000 square foot vehicle maintenance facility, including work and inspection bays, offices, classrooms, bathrooms, lockers, break room, tool room, storage rooms, and mechanical/electrical/telecommunications spaces.
- Liberty Utilities New Administration Building and Maintenance Facility; Merrick, NY: Plumbing and Fire Sprinkler Design Engineer responsible for the development of plumbing and fire protection designs for a 9,700 square foot, two-story administration building and a 4,700 square foot single-story maintenance facility.
- Mercy College Main Hall Kitchen and Cafeteria Renovation; Dobbs Ferry, NY: MEP Design Engineer responsible for providing mechanical, plumbing, electrical, and fire alarm engineering design for a kitchen and cafeteria renovation project at the Mercy College Main Hall.
- Various Insurance Providers; Various Locations: Plumbing and Fire Sprinkler Inspector providing inspections and forensics services, witness testing, and reports for insurance claims from various providers.
- Gabrielli Truck Sales New Commercial Truck Repair and Body Shop Facility; Dayton, NJ: Plumbing and Fire Sprinkler Design Reviewer for the design of a new one-story body shop, as well as a 36,000-square-foot body and maintenance shop with spray booths and offices.



Andrew J. Velez

Staff Engineer - Water Resources

Mr. Velez focuses on potable water treatment projects at H2M. He has four years of practical experience in construction, working as both a skilled and unskilled laborer, as well as having supervised and managed laborers. His responsibilities include assisting in the preparation of engineering reports, design plans, and specifications for bidding and regulatory submissions, and construction administration.

Education

B.S., Environmental Engineering;
Florida International University

Licenses/ Certifications

OSHA 10-hour Construction Safety & Health

Memberships

Westchester Water Works Conference

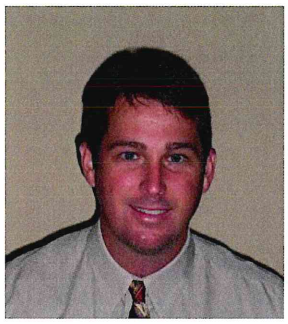
Selected project experience

- Roslyn Water District GAC Treatment at Plant No. 5; Roslyn, NY: Staff Engineer responsible for design and construction support for a new GAC treatment building at Plant No. 5 for the removal of PFAS. Prepared and coordinated design plans and specifications in accordance with the Nassau County Health Department. Performed construction administration and observation services.
- Town of Newtown Fairfield Hills Campus Water Distribution System Replacement; Newtown, CT: Staff Engineer responsible for design support for a new water main replacement and rehabilitation of Well No. 8. Prepared design plans and specifications in accordance with the State of Connecticut Department of Public Health.
- Village of Ossining Lakeville Storage Tank Rehabilitation; Ossining, NY: Staff Engineer responsible for design assistance for the rehabilitation of a 1.5 MG storage tank. Prepared and coordinated design plans and specifications in accordance with the Westchester County Department of Health and performed construction administration services.

Andreyev Engineering, Inc.

SANFORD OFFICE
4055 St. John's Parkway
Sanford, Florida 32771
407-330-7763

▼ Groundwater ▼ Environmental ▼ Geotechnical ▼ Construction Materials Testing



Raymond Jones, P.E., Vice President
Sanford, FL
Senior Geotechnical Engineer

BUSINESS RESIDENCE: 4055 St. Johns Parkway Sanford, Florida

EDUCATION: Bachelor of Science, Civil Engineering
Florida State University,1996

REGISTRATIONS: Professional Engineer, Florida Registration #58079

SOCIETIES: American Society of Civil Engineers-Member

YEARS OF EXPERIENCE: 28

YEARS WITH CURRENT FIRM: 27

SUMMARY OF CAPABILTITIES

Shallow Foundation Engineering	Hydrogeological Studies
Deep Foundation Engineering	Groundwater Modeling
Soil Mechanics	Consumptive Use Permitting
Roadway and Bridge Studies	Quality Control-Quality Assurance Program Implementation
Sinkhole Investigations	Pavement Design
Slope Stability Analysis	Well Construction

Mr. Jones is currently a Vice President of Andreyev Engineering Inc., where his duties include overall office, project, and staff management, client development, client relations and all aspects of project engineering. Mr. Jones has successfully managed numerous geotechnical and hydrogeologic studies throughout the state of Florida in the areas of groundwater analysis, water supply planning and design, consumptive use permitting, materials testing and geotechnical engineering.

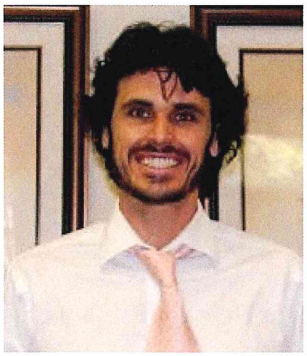
Typical hydrogeologic projects include water balance analyses for spring flows, wetland water levels, lake and river levels, groundwater flow modeling of regional water supply systems, lake-wetland interaction systems, stormwater capture and reuse, horizontal wells, and numerous other surface water and groundwater interaction systems.

Typical geotechnical projects include a wide variety of residential, commercial, industrial, roadway, landfill and mining projects in both the public and private sectors. Ray has worked on low to high rise structures involving a variety of foundation types, wastewater and water treatment plants, large tower and tank structures, bridges, large-scale developments, pipelines, multi-lane roads using various pavement section materials, landfills, and lined and un-lined ponds.Typical sinkhole projects include evaluation of residential, commercial, and municipal sinkhole claims in accordance with State requirements, using conventional and geophysical tools including GPR, ERI, and Seismic methods to evaluate subsurface conditions, evaluation of structural collapses associated with sinkhole activity and providing recommendations for repairs of structures affected by sinkhole activity.

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Robert B. Cornelius, P.E.
Clermont, FL
Senior Geotechnical Engineer

BUSINESS RESIDENCE: 1170 W. Minneola Avenue
Clermont, Florida 34711

EDUCATION: Bachelor of Science, Civil Engineering
University of Central Florida, Orlando, Florida; 2004

REGISTRATIONS: Professional Engineer, Florida Registration #69864

YEARS OF EXPERIENCE: 25

SUMMARY OF CAPABILITIES:

Sinkhole Investigations
Deep Foundation Engineering
Soil Mechanics
Shallow Foundation Engineering
Quality Control-Quality Assurance
Engineered Materials Testing and Inspection
Geotechnical Instrumentation

Mr. Cornelius has more than 15 years of experience providing environmental engineering, geotechnical engineering, materials testing and consulting services. These services include planning/coordinating subsurface exploration and laboratory testing programs, geotechnical engineering analyses and providing recommendations relating to the design and construction of roadways, structures and earthwork projects.

Andreyev Engineering, Inc.

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4055 St. John's Parkway
Sanford, Florida 32771
407-330-7763

▼ Groundwater ▼ Environmental ▼ Geotechnical ▼ Construction Materials Testing



Scott E. Barfield, P.E.
Orlando, FL
Principal Engineer

BUSINESS RESIDENCE: 1170 West Minneola Avenue
Clermont, FL 34711

EDUCATION: Bachelor of Science, Civil Engineering
University of South Florida; 1994

REGISTRATIONS: Professional Engineer, Florida Registration #60852

PUBLICATIONS "Sand Slurry Injection: An Alternative Remediation for Special Projects"
(A remedial method for sinkhole activity)

SOCIETIES: American Society of Civil Engineers-Member

YEARS OF EXPERIENCE: 28

YEARS WITH PRESENT FIRM: 26

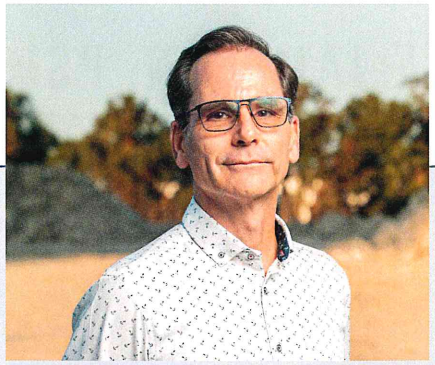
SUMMARY OF CAPABILITIES:

Sinkhole Investigations
Deep Foundation Engineering
Soil Mechanics
Slope Stability Analysis
Materials Testing and Inspection
Petroleum Storage Tank Closures
Contamination Assessment
Bioremediation
Stormwater Recovery Analysis
Pavement Design
Pile Driving Computer Modeling
Shallow Foundation Engineering
Geotechnical Instrumentation
Roadway Studies
Phase I and II Environmental Assessments
Remediation System Design
Asbestos Surveys

Mr. Barfield's professional experience includes a variety of geotechnical, environmental, materials testing and hydrogeologic projects spanning more than 16 years. Mr. Barfield's geotechnical experience includes a wide array of residential, commercial and roadway development. Environmental projects include petroleum storage tank closures, Phase I and Phase II Environmental Site Assessments (ESA's), contamination assessment/delineation, remediation system design, bioremediation and asbestos surveys. His hydrogeologic experience includes aquifer characterization and stormwater pond recovery analyses. Geotechnical and materials testing experience includes roadways, commercial, industrial and residential development.

EXPERIENCE:

- GTE Electrical Substations throughout Florida
- City of Ocala
- Marion County
- St. Petersburg Times
- The Villages
- Del Webb/Pulte Homes



STEPHEN M. CAMPBELL

SITE PLAN PROJECT MANAGER
CLYMER FARNER BARLEY, INC

Years Experience

Total: 34 | CFB: 7

Licensure

Professional Engineer
State of Florida
Reg No 83530

EDUCATION

Bachelor of Science
Civil Engineering
Penn State University

CERTIFICATIONS

Construction Reviewer

Work-Site Safety Designer

SOFTWARE

- ACAD/Civil 3D
- ICPR
- HydraFlow
- StormCAD
- Drainage Design Programs

LOCATION

Wildwood, FL

CONTACT INFORMATION

P: 352-748-3126
E: scampbell@cfb-inc.com

CFB | CLYMER FARNER BARLEY

PROFILE

Stephen is an accomplished Senior Managing Engineer with over 30 years of technical expertise, specializing in non-residential projects. Proven success leading a multidisciplinary team of 6+ professionals to deliver commercial centers, educational complexes, retail establishments, industrial centers, recreation centers, religious facilities, senior living centers, and more.

Skilled in overseeing site plan preparation, permitting, and construction while ensuring quality control and compliance. Dedicated to client satisfaction through proactive communication, proposal development, and comprehensive plan review. Demonstrated ability to drive project success and foster strong relationships with clients and team members.

RELEVANT PROFESSIONAL EXPERIENCE

Middleton Downtown/Eastport Town Center **Ongoing**

Sumter County, FL

Stephen leading the concurrent development of two Town Centers, each featuring 10-12 commercial/retail buildings, comprehensive infrastructure, roadways, parking, and amenities. Currently overseeing construction at both Middleton Downtown and Eastport Town Center. Several buildings at both centers are open and/or nearing completion. This dynamic project will cultivate a vibrant lifestyle destination within the master-planned community, enriching the lives of residents and visitors alike.

Governor Rick Scott Industrial Park **Ongoing**

Sumter County, FL

Stephen leading a multi-year public/private partnership initiative in Sumter County, FL, focused on attracting and developing industrial uses. Since June 2018, this ongoing project has encompassed the design and preparation of stormwater calculations for Phase 1, as well as the review and approval of stormwater designs for Phases 2, 3, and 4. With nine site plans already permitted and in various stages of construction, this ambitious project is set to deliver approximately 1,000,000 square feet of industrial and commercial space, including diverse facilities such as a precast facility, ready mix facility, print shop, block plant, and numerous warehouse/office spaces.

The Villages Public Safety (VPSD) #48 **Ongoing**

The Villages, FL

Stephen prepared site plans for permitting and construction for both VPSD #48, the Marsh Bend Communication Head In Building and the Temporary VPSD #48 Fire Station (the temporary station sits on the site of the proposed City of Wildwood Police Substation)



KAYE JAMESON, PSM

PROJECT MANAGER
CLYMER FARNER BARLEY SURVEYING, LLC

YEARS EXPERIENCE

Total: 50 | CFB: 27

LICENSURE

Professional Surveyor and Mapper Florida, No 5912

EDUCATION

A.S. and A.A.
Lake-Sumter Community College

PROFESSIONAL AFFILIATIONS

Florida Survey & Mapping Society - North Central Florida

LOCATION

Wildwood, FL

CONTACT INFORMATION

P: 352-748-3126
E: kjameson@cfb-inc.com

CFB | CLYMER FARNER BARLEY SURVEYING

PROFILE

Kaye started her career in Surveying in 1973 and has been a licensed Professional Surveyor and Mapper in the State of Florida since 1999. As a Project Manager, she has extensive experience in various types of surveys including, but not limited to: ALTA, As-Built, Route, Boundary, Geodetic, and Topographic. She also has a strong background in the preparation of legal descriptions for land acquisitions, conveyances and easements. Throughout her years as a survey project manager, she has worked closely in providing essential surveying services to facilitate the design and construction process with clients in both the private and public sector.

RELEVANT PROJECT EXPERIENCE:

SUMTER COUNTY SERVICE CENTER (County Offices in Wildwood Annex)

- Boundary and topographic surveys for design, permitting, and renovations
- Post-construction as-built survey

SUMTER COUNTY SAFETY COMPLEX (Detention Center in Wildwood)

- Boundary and topographic surveys for design and permitting
- Survey of beam camber during construction
- Post-construction as-built survey

CITY OF WILDWOOD MULTI-STORY PARKING GARAGE

- Boundary and topographic surveys for design

CITY OF WILDWOOD MILLENNIUM PARK

- Boundary and topographic surveys for design and utilities

VILLAGES DEVELOPMENT PARCELS

- Extensive experience in site surveys for various industrial, commercial, institutional, and residential developments within The Villages

2351 SE 17th Street, Ocala, FL 34471 · 352.351.3500 · www.MPA-LA.com

JOHN J. OLTERS, PLA

EDUCATION:

Bachelor of Landscape Architecture with High Honors
University of Florida, 1993

REGISTRATION:

Landscape Architect, Lic. #LA0001571, State of Florida, 1996

AFFILIATIONS:

Chairman and Board Member, Ocala Historic Preservation Advisory Board
Board Member of the City of Ocala Parks and Recreation Commission

PROFESSIONAL EXPERIENCE:

Land Design Group, Inc., Ocala, Florida
Associate, 1993-1997

Land Design, Ocala, Florida
Principal, 1997-1999

EcoMatrix, Ocala, Florida
Principal, 1999-2000

Michael Pape & Associates, P.A., Ocala, Florida
Associate Principal, 2000-Present

CITY OF RESIDENCE: Dunnellon, Florida

PROFESSIONAL AND CIVIC HONORS:

Walt Driggers Environmental Affairs Award Nominee, two consecutive years,
Ocala/Marion County Chamber of Commerce
Outstanding Junior Award Recipient, University of Florida
The Silver School-to-Work Zone Award, Marion County School Board

Mr. Olters has a wide range of experience in both the public and private sectors, and his responsibilities have included site analysis, landscape design, community planning, park design, community redevelopment, project management, and construction bid documentation. Mr. Olters' dedication to the profession has extended into extensive civic involvement.

SUZANNE M. STANCIL, PLA ASLA

EDUCATION:

Bachelor of Landscape Architecture with High Honors, Minor in Business Administration, University of Florida, 2002

REGISTRATION:

Landscape Architect, Lic. #LA6666862, State of Florida, 2006

AFFILIATIONS:

American Society of Landscape Architects

PROFESSIONAL EXPERIENCE:

Land Design Group, Inc., Ocala, Florida
Associate, 2000-2004

Michael Pape & Associates, P.A., Ocala, Florida
Associate, 2004-2019

Michael Pape & Associates, P.A., Ocala, Florida
Principal, 2019-Present

COMMITTEES:

The Villages Design/Review Committee, The Villages, Florida
2022-Present

CITY OF RESIDENCE: Ocala, Florida

PROFESSIONAL AND CIVIC HONORS:

American Society of Landscape Architecture, University of Florida Student Chapter,
Vice President

Architecture Scholarship for Construction and Detail Design, University of Florida

Ms. Stancil's professional experience includes projects ranging from recreational parks, roadway landscapes, commercial development, and residential design. Her responsibilities include all phases of project development from site analysis, site planning, preparing permit plans for various municipalities, planting design, project management, and construction design/bid documents.

Key Staff

TROPHY POINT
Construction Services & Consulting

Richard Chudzik

President & Owner –
Estimator & Project Manager

Background

Rich brings 23 years of leadership experience across organizations and teams of varying functions, sizes, and industries to Trophy Point. Rich has served as the Estimator-of-Record and Project Manager on several new-build and renovation projects.

Rich has worked as a Quantity Estimator, Project Manager, and Estimator-In-Charge. These projects have ranged from $75,000 to $2Bn in construction value. Prior to starting Trophy Point, Rich worked as an Estimator and Business Development Director for one of the Nation's most reputable Cost Consulting firms, Baer & Associates.

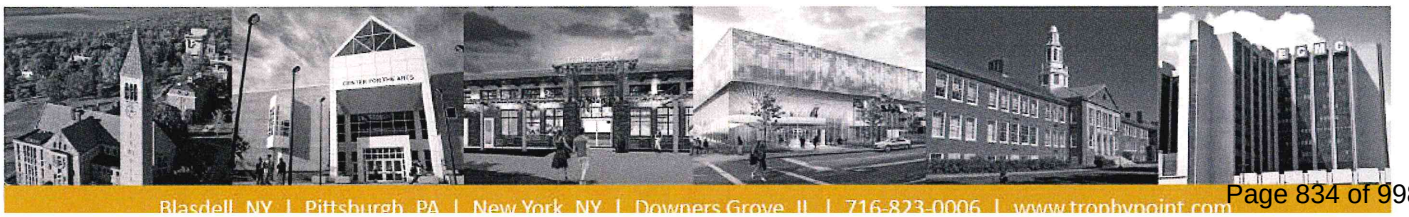
Prior to joining the Construction Industry, Rich worked in the Aerospace & Defense Industry where he served in several different capacities and at varying levels at Moog and General Dynamics Land Systems in General Management, Supply Chain, Business Development, and Operations. As a Veteran Infantry Officer who served in Iraq and Afghanistan, Rich has a passion for supporting our Veterans and their Spouses – something that served as an impetus behind the founding of Trophy Point. He is the recipient of a Bronze Star, Purple Heart and a graduate of several military schools, including Ranger, Airborne, Air Assault, Marine Corps Mountain Warfare, and SERE Level B schools.

Education

- *United States Military Academy, West Point, NY*
  B.S. – Political Science & Computer Science
- *Duke University, Durham, NC*
  M.B.A.
- *Cornell University, Ithaca, NY*
  M.Eng. – Systems Engineering

Project Experience

- Anne Arundel County – Police Department Indoor Firing Range
- Batavia Police Department
- Buffalo Police Department – Shooting Range
- Nassau County Police Department – Tactical Village
- Port Washington Police – New Headquarters
- Town of Tonawanda – Police Department Women's Locker Room Renovations & Elevator



B5 Respondent's Consultants

H2M understands the importance of meaningful subconsultant participation on our projects and make every effort to integrate them into our project teams with assigned key roles. Examples of our subconsultants' relevant project experience can be found after their firm profiles below.

Clymer Farner Barley, Inc. (CFB)

4450 NE 83rd Road
Wildwood, FL 34785
(352) 748-3126

Established in 1987, Clymer Farner Barley (CFB) stands as a distinguished family-owned enterprise located in Central Florida, holding a prominent position in the civil engineering and surveying industry. The firm is recognized for its expertise in handling large-scale projects, employing innovative strategies, and maintaining a robust multi-disciplinary organizational structure. CFB is a longstanding partner of the Villages®, having performed or managed over 90% of the work within the development. From the infrastructure that supports daily life to the amenities that enrich the resident experience, the firm's commitment to quality is evident through their relationship with the Villages® that has been going strong since 1992. CFB's portfolio within the development includes master planning, utilities, stormwater management, roadway construction, site planning, amenities development, residential projects, golf course construction, capability development document (CDD) engineering, and construction management.

Andreyev Engineering, Inc. (AE)

10877 North US Highway 301, Suite 3
Oxford, FL 34484
(352) 751-2478

Andreyev Engineering, Inc. (AE), has successfully served clients throughout Central Florida for the past 31 years. At AE, clients are offered a wide variety of geotechnical, hydrogeological, environmental, threshold inspections, and construction materials testing services. The firm's capabilities in these specialized fields are based on the extensive experience of their professional staff. AE also specializes in the field of groundwater flow modeling, saltwater intrusion modeling, planning and design, and aquifer recharge and protection studies. The firm has developed an excellent reputation in these specialized applications with regulatory agencies, local governments, and the private sector. This expertise and capability has allowed AE to continually exceed their clients' expectations.

Michael Pape & Associates, PA (MPA)

2351 SE 17th Street
Ocala, FL 34471
(352) 351-3500

Michael Pape & Associates, PA (MPA), established in 1984, is a landscape architectural and planning firm whose registered professional staff represents over 150 years of collective experience in providing professional services to a variety of clients. The oldest and largest such firm in Ocala, FL, MPA takes an individual approach to the specific requirements of each project and client, resulting in a record of successful collaboration with other design professionals and a host of awards from the American Society of Landscape Architectes (ASLA); Florida Nursery, Growers, and Landscape Association (FNGLA); and other organizations. The firm's capabilities cover a broad scope of services from large-scale land use planning through site design and construction administration encompassing a wide range of projects in site planning and landscape architecture, urban planning and design, comprehensive land use and master planning, park and recreation development.

Trophy Point, LLC (SDVOSB)

4588 South Park Avenue
Blasdell, NY 14219
(716) 823-0006

Trophy Point, LLC (Trophy Point) provides construction cost estimating, owner's representative, construction management, and construction consulting services. For decades, Trophy Point has provided construction cost estimating services, where required, in the pre-construction, construction, and post-construction phases of a project. In 2018, Trophy Point merged with Baer & Associates, a nationally-recognized cost consulting firm known for its estimating accuracy and thoroughness. The combination of Trophy Point's mission first approach with Baer & Associates' experienced staff and history enabled the new organization to integrate the best practices of both teams in a manner that resulted in tremendous synergistic benefits to the industry. The Trophy Point team strives to assist their clients in understanding construction costs during the concept phase of a project and provides them with detailed and accurate estimates as a project matures. Trophy Point has collaborated with H2M on several projects, including the design of the new Police Headquarters for the Port Washington Police District; design of a new fire station for the Friendship Engine and Hose Co.; design of a new combined fire and EMS station for the Massapequa Fire District; and new Fire Headquarters for the Village of Mineola.

Andreyev Engineering, Inc.

THE VILLAGES
10877 N US Highway 301
Suite 3
Oxford, Florida 34484

▼ Groundwater ▼ Environmental ▼ Geotechnical ▼ Construction Materials Testing

Public/Government Work Experience Performed by Andreyev Engineering, Inc.

A partial list of public/government organizations AEI has previously worked is provided below:

Volusia County, City of DeLand, City of Deltona, Orange City, City of Port Orange, City of Edgewater, City of Ormond Beach, City of Leesburg, City of Clermont, City of Winter Garden, City of Groveland, City of Haines City, City of Flagler, City of Lake Worth, City of St. Petersburg, City of Gulfport, City of Clearwater, City of Largo, City of Pasadena, City of Seminole, City of St. Petersburg Beach, Pinellas County, Pasco County, City of Ocala, City of Wildwood, Marion County, The Villages Community Development Districts, City of Zephyrhills, Florida Department of Environmental Protection

The work AEI has performed for the above public/government entities has included:

- Hydrogeologic Investigations
- Consumptive Use Permits (CUP) and Modeling
- Regional Modeling
- Wetland Impact Assessments
- Consolidated Water Use Permit Applications which are submitted to the Southwest Florida Water Management District (SWFWMD) and St. Johns River Water Management District (SJRWMD)
- Water Use Permit (WUP) Modifications and Renewals
- WUP Compliance, including Annual Wellfield Operation Reports
- Well Construction Capacity and Water Quality Testing, and Refurbishment Projects
- Geotechnical Studies for Roads, Buildings, Pipelines and Water Treatment Facilities
- Soil and Groundwater Contamination Assessments
- Soil and Groundwater Remediation Design and Implementation

A more specific scope of work for one of the agencies listed above is provided below:

CITY OF LEESBURG

Location

Leesburg, Lake County, Florida

Services Provided

Geotechnical Services

The geotechnical services were provided for several sites under this contract. The geotechnical services included suitability analyses, foundation evaluation /analyses, parking lot evaluation, stormwater retention evaluation, sinkhole investigations, and soils investigation for utility installation alignment (water, wastewater and stormwater lines), slope stability analyses, detailed studies for land development, and deep and shallow foundation design recommendations.

Consumptive Use Permitting

AEI completed the consolidation of the five WTP consumptive use permits into one permit (No. 94). AEI
has assisted the City with permit compliance activities and completed a water audit for 2002, as required by the City's CUP.

Lower Floridan Well Installation

AEI prepared well construction specifications and bid documents for two Lower Floridan Aquifer production wells. AEI is providing construction oversight and inspection during well installation, and will prepare the final well construction report for submittal to SJRWMD.

Groundwater Model Updates

In addition to the current update of the SJRWMD East Central Florida regional groundwater model, AEI completed an update of the SJRWMD Motz model that resulted in revised maximum withdrawals allowed in the Lake Weir MFL contribution area.

Reuse Master Plan

AEI prepared a detailed Reuse Master Plan that included proposed flows and demands through 2022. AEI identified reuse customers and the quantities required by each proposed customer. The RMP contained a phased implementation schedule for provision of reclaimed water to reuse customers and a cost analysis for each phase.

Comprehensive Plan and 10-Year Facilities Work Plan

AEI is currently providing engineering services associated with the development of a 10-Year Water Facilities Work Plan and amendments to the City's Comprehensive Plan in support of the prepared water supply work plan.

Effective Dates

March 1998 to Present

Project Staff Involved

Nicolas Andreyev, P.E. and Scott Barfield, P.E.

Private Work Experience Performed by Andreyev Engineering, Inc.

Although not nearly an exhaustive list, some of the private clients AEI have worked with include the following:

Clymer Farner Barley Inc., Kimley-Horn & Associates, Inc., BESH/HALFF Associates Inc., Wicks Engineering Services, Inc., Shamrock Homes, Pulte Group, Lennar Corporation, The Sembler Company, Boyd Development, AC Commercial Properties 1 LLC, Advanced Engineering & Design Inc. ATKINS, Beazer Homes, Beeline Development, Inc., Boykin Construction, Cagan Management Group Inc., Criterion Construction LLC, Deatrick Engineering Associates, Inc., Duke Energy, Five Star Landscaping, Garney Construction, Germana Engineering & Associates, Hewitt Contracting Company, Inc., Jacobs, Kevco Builders, Inc., Lake Construction & Development, Logan Site Work, Logan Site Work, Maschmeyer Concrete Company of Florida, Mead & Hunt, Richland Developers-Florida, Inc., Ryan Homes, SMW GeoSciences, Inc., Springstead Engineering, Inc., Vikus Water, Wharton-Smith, Inc, ARCO Murray Construction Company, Jones Edmunds, Gulfstream Residential LLC, Wohlfarth Consulting Group LLC, B&M Development Group, LLC, East Coast Site Development LLC, Great American Land Management

The work AEI has performed for the above public/government entities has included:

- Geotechnical Investigations for Buildings, Roads, Stormwater Ponds, Retaining Walls, Water Towers, Sanitary Lift Stations, Tunnels, Bridges
- Shallow Foundation Engineering
- Deep Foundation Engineering
- Hydrogeologic (Groundwater and Aquifer) Studies and Modeling
- Sinkhole Investigations and Remediation
- Pavement Inspections and Design
- Slope Stability Analysis
- Soil Property Testing
- Site Feasibility Studies
- Roadway Condition Surveys
- Stormwater Recovery Analysis
- Construction Materials Testing and Inspections
- Values Engineering Analysis
- Threshold Inspections
- Phase I ESA's
- Phase II ESA's
- Soil and Groundwater Contamination Assessment
- Soil and Groundwater Remediation
- Pre/Post Wetland Modeling

A more specific scope of work for one of the agencies listed above is provided below:

CLYMER FARNER BARLEY, INC.

Location

4450 NE 83rd Road, Wildwood, Florida 34785

Geotechnical Services Provided

- Geotechnical Investigations for Buildings, Roads, Stormwater Ponds, Retaining Walls, Water Towers, Sanitary Lift Stations, Tunnels, Bridges
- Shallow Foundation Engineering
- Deep Foundation Engineering
- Hydrogeologic (Groundwater and Aquifer) Studies and Modeling
- Sinkhole Investigations and Remediation
- Slope Stability Analysis
- Soil Property Testing
- Site Feasibility Studies Stormwater Recovery Analysis
- Stormwater Recovery Analysis
- Pre/Post Wetland Modeling

Effective Dates
2000 to Present

Project Staff Involved

Scott Barfield, P.E.
Jeff Eller, P.E.
Nicolas Andreyev, P.E.

Insurance Company Work Experience Performed by Andreyev Engineering, Inc.

AEI has worked with the following insurance companies:

1. State Farm
2. Allstate
3. Citizens Property Insurance Corporation
4. St. Johns Insurance
5. Foremost
6. Farmers
7. Castle Key Insurance Company
8. Cypress Insurance
9. Homewise Insurance
10. Florida Peninsula Insurance
11. Progressive

Work performed for the above insurance companies has included sinkhole investigations and remediation.

VILLAGES PUBLIC SAFETY DEPARTMENT (VPSD) #48

The Villages, FL

CLIENT

The Villages Development Company, LLC
Gary Mark
352-753-6231
gary.mark@thevillages.com

PROJECT SIZE:

4.15 acres

CONSTRUCTION COST:

$3.8 M

PROJECT TIMEFRAME:

Anticipated completion/opening date is late August, 2024

KEY MEMBERS:

Stephen Campbell, P.E.
Project Manager - Site Plan

Beau Clymer, P.E.
Project Engineer - Drainage/Plans

Mike Todd, P.E.
Project Manager - Construction

SCOPE OF WORK:

CFB Inc scope of services for the Marsh Bend Professional Plaza project encompassed:

- Master Planning: Comprehensive infrastructure improvements including roadway design, stormwater management, drainage solutions, and utility planning for the entire plaza.
- Detailed Site Plans:
  - VPSD #48: 12,059 s.f. combined Public Safety and Community Watch Building - located immediately east of the City of Wildwood Police Substation.
  - March Bend Communication Head-In Building: 800 s.f. Communication Building that provides services for interconnectivity around the development - this building shares the VPSD #48 site.
  - Temporary VPSD #48 Fire Station: Located on the future site of the City of Wildwood Police Substation.

This approach ensured a cohesive and efficient development process, addressing infrastructure needs while accommodating the specific requirements of both the communication building and the temporary fire station.



DISCIPLINES INVOLVED:

Site, Stormwater/Drainage, Construction Administration

MIDDLETON DOWNTOWN

The Villages, FL

CLIENT

The Villages Development Company, LLC
Gary Mark
352-753-6231
gary.mark@thevillages.com

PROJECT SIZE:

PROJECT COST:

$100M+

PROJECT TIMEFRAME:

2021 - Present

KEY MEMBERS:

Bruce Balsinde, P.E.
Project Manager - Utilities

Mike Todd, P.E.
Project Manager - Construction

Ron Ferris, P.E.
Project Manager- Stormwater

Stephen Campbell, P.E.
Project Manager - Site Plan

SCOPE OF WORK:

Middleton Downtown, situated in the Middleton Area of The Villages, is set to become a hub of activity, providing residents with a range of convenient options. Among the amenities that will be available include retail shopping, dining, commercial offices, hotel, entertainment and relaxation. Construction is currently underway and is expected to be completed by mid-2024.

THE PROJECT WILL INVOLVE:

- Master planning the downtown area, consisting of 20 buildings catering to various needs, alongside a park, splash pad, stage, and other amenities.
- Site utility design
- Drainage design
- Permitting and Construction plans
- Construction administration



Aerial provided by CFB's Geospatial team.

DISCIPLINES INVOLVED:

Site, Stormwater/Drainage, Utility Design, Construction Administration

EASTPORT TOWN CENTER

The Villages, FL

CLIENT

The Villages Development Company, LLC
Gary Mark
352-753-6231
gary.mark@thevillages.com

PROJECT SIZE:

PROJECT COST:

$100M+

PROJECT TIMEFRAME:

2021 - Present

KEY MEMBERS:

Bruce Balsinde, P.E.
Project Manager - Utilities

Mike Todd, P.E.
Project Manager - Construction

Ron Ferris, P.E.
Project Manager- Stormwater

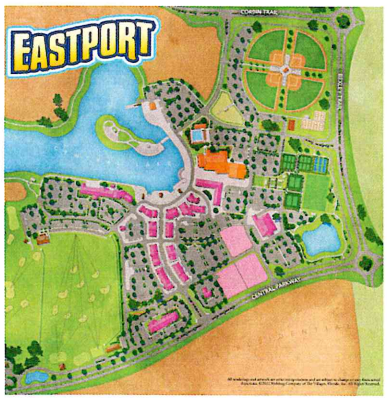
Stephen Campbell, P.E.
Project Manager - Site Plan

SCOPE OF WORK:

Eastport is set to become the new go-to destination for residents of The Villages and their families, offering a diverse range of amenities and services that cater to their every need.

The CFB engineering team, led by Stephen, has been hard at work creating site plans for several commercial and retail buildings, as well as Community Development District amenity sites including Regional Recreation Center, Softball Complex and Dog Park. Services include coordinating building placement, site development, and utility coordination.

- Dubbed "a lifestyle center" by The Villages, Eastport will offer the very best of the community's amenities in one convenient location.
- Among the highlights are plans for a recreation complex with a gym boasting 20-foot high ceilings, a 1000-meter lake, golf entertainment, shopping, and dining.
- The CFB engineering team is currently putting the finishing touches on the design and permitting tasks for what will become The Villages' fourth town center.
- The scope covers 20 commercial/retail buildings, utilities and infrastructure, roadways, parking lots, site improvements and amenities.
- The project is currently in its final stages, and CFB is proud to be leading the charge in bringing luxury lifestyle living to The Villages community.



DISCIPLINES INVOLVED:

Site, Stormwater/Drainage, Utility Design, Construction Administration

GOVERNOR RICK SCOTT INDUSTRIAL PARK

The Villages, FL

CLIENT

The Villages Land Operating Company
Brian Sellers
352-504-6221
brian.sellers@thevillages.com

PROJECT SIZE:

PROJECT COST:

$20M+

PROJECT TIMEFRAME:

2018 - Present

KEY MEMBERS:

Bruce Balsinde, P.E.
Project Manager - Utilities

Mike Todd, P.E.
Project Manager - Construction

Ron Ferris, P.E.
Project Manager- Stormwater

Stephen Campbell, P.E.
Project Manager - Site Plan

SCOPE OF WORK:

CFB managed this public/private partnership in Sumter County, FL focused on bringing industrial type uses to the area. This multi-year project began in June 2018 and is expected to continue through 2025.

The initial six sites/buildings were fast tracked and within 24 months of commencing, the sites were designed, mass graded, roadways built, and site development/buildings were completed transforming the area from vacant land to a fully operational industrial complex.

Currently, the development has nine site plans reviewed and approved for permitting and construction purposes.

The Industrial Park will provide approximately 1,000,000 square feet of industrial and commercial space with full rail access upon full site buildout.



DISCIPLINES INVOLVED:

Site, Stormwater/Drainage, Utility Design, Construction Administration

Firm Details

Legal Name: Michael Pape & Associates, P.A.
Federal ID: 59-2387911
Corporate Charter: H83327

Experience

Michael Pape & Associates (MPA) has been the landscape architects/land planners for The Villages, Florida since its inception in 1992. MPA has worked with the City of Wildwood during that same period.

Personnel

2 Registered Landscape Architects
2 Landscape Designers
3 AutoCAD Designers
1 Construction Administrator
1 Office Manager

Relevant Projects

Sumter County Service Center (2024), 36.68 Acres
Landscape Architectural Services
Suzanne Stancil, Lead Landscape Architect/Project Manager
(352) 351-3500
Client: Clemons, Rutherford & Associates. Inc.
James Lewis, Architect
(850)545-0896

The Villages Public Safety Stations 46, 48, 49 (2022-2023)
Station 46: 1 Acre, Station 48: 2 Acres, Station 49: 14.9 Acres
Landscape Architectural Services
Suzanne Stancil, Lead Landscape Architect/Project Manager
(352) 351-3500
Client: The Villages, Florida
Gary Mark, Architect
(352) 753-6275

City of Wildwood Police Department (2018-2019), 6.7 Acres
Landscape Architectural Services
Suzanne Stancil, Lead Landscape Architect/Project Manager
(352) 351-3500
Client: Architects Design Group, Inc.
Susan Gantt, Architect
(407) 647-1706

Relevant Experience

TROPHY POINT
Construction Services & Consulting

Batavia Police Department

Location: Batavia, NY

Client: Ashley McGraw Architects, D.P.C., Derek Goodroe, 315-425-1814, goodroe@ashleymcgraw.com

Scope: This project consisted of the construction of a new building for the police department and the associated site work. The building included 21,218 SF of new construction for offices, training and reception areas, toilet and locker rooms, storage areas, garages and a holding cell. Site work included new secure parking areas, sidewalks, landscaping and associated utilities work. Trophy Point worked with Ashley McGraw Architects to provide cost estimating services. Special considerations for estimating this project included costs for ballistics resistant construction assemblies and detention equipment.

Estimated: 2021-2023

Cost Estimate: $13.5M

Buffalo Police Department – Shooting Range

Location: Buffalo, NY

Client: The LiRo Group, Bruce Przybyl, Senior Project Manager, 716-970-4279, brzybylb@liro.com

Scope: This project for City of Buffalo Police involved an 8,092 SF state-of-the-art police shooting range and included a packaged loose-lay rubber bullet trap, overhead sound and deflection baffles along with a robust HVAC system to remove fumes and lead from the area of the shooters. The building included gunsmith tables and storage rooms and looked at an alternate to add a classroom as part of the new building. Trophy Point worked with The LiRo Group to provide cost estimating services.

Estimated: 2019-2022

Cost Estimate: $3.4M

Town of Tonawanda – Police Department Women's Locker Room Renovations & Elevator

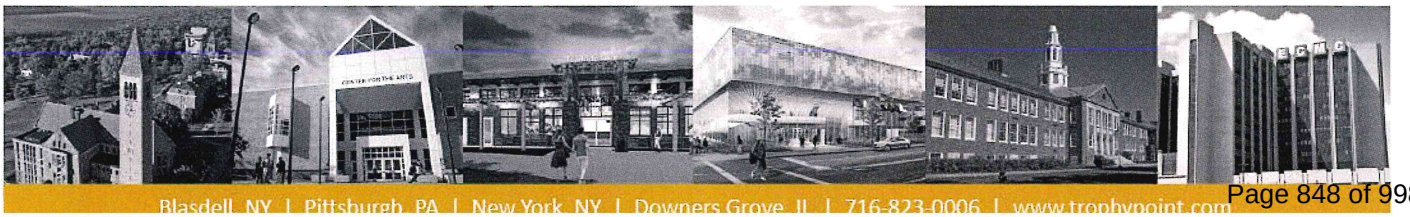
Location: Tonawanda, NY

Client: TRM Design & Planning, LLC, Nicole White, 716-883-3516, n.white@trmdp.com

Scope: This project consisted of a small addition for a new elevator tower as well as the rehabilitation of two existing elevators with new cab and controls and a new handicapped lift at the main entrance. The renovation work included replacing all of the exterior windows which had to be removed under hazardous material abatement, new entrance ramp, renovation of existing offices and toilet rooms, and the renovation of the women's locker room. The women's locker room included all new partitions, floor, wall and ceiling finishes and new lockers. Trophy Point worked with TRM Design & Planning to provide cost estimating services.

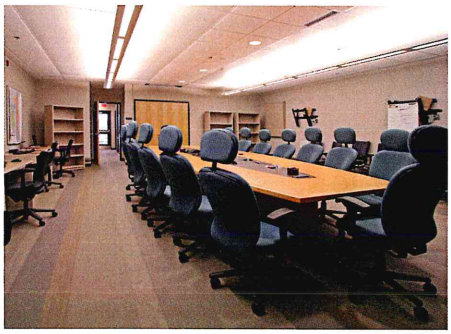
Estimated: 2019

Cost Estimate: $1.8M



B6 Cost Control





H2M's cost control measures start at the inception of a project and never cease until final closeout. For the Saratoga County Public Safety Facility, we were fully engaged in the feasibility study where we worked hand-in-hand with the County to correctly site the facility. A major effort in siting the facility and enhancing cost control was to design a single-story facility that could respect the position of the existing communications tower, existing county jail, and position of local roads.

Key to the design and single-story concept was the multi-use lobby that allowed for a high level of security, yet permitted easy access to the diverse group of tenants. As the project progressed through design, H2M made use of local materials and labor for eventual construction. We engaged regularly with the client for value engineering (VE) analysis at every stage of the project to maintain quality, and worked closely with our third-party estimator to stay informed about the construction market and verify that the design and VE were valid.

For the bidding process, as a publicly bid project utilizing New York State requirements for a minimum of four separate prime contractors, we employed allowances and unit prices to control potential unknowns, such as poor soil during construction. H2M also worked with the client to introduce several add alternatives to the bid that could be selected if the budget allowed. These are some of the techniques during design, bidding, and construction to help maintain the client's budget, keep quality at the forefront of design, and use practical ideas to get projects to the finish line.

B7 Scheduling

Many clients have stated that the ability to deliver a quality product on time is the single most important factor in the selection of an architectural and engineering firm. H2M recognizes the importance of meeting the project schedules promised to our clients and take pride in our ability to quickly mobilize, assign staff, and complete projects under some very difficult schedules. The best solution in the world will not be well received if it is not delivered on time. To assist us in maintaining all our projects on schedule, we conduct a weekly project scheduling meeting. At the meeting, H2M reviews the status of all our active design projects and address conflicts, delays, manpower needs, coordination between departments, and other issues that impact a project's schedule. All the company's department heads attend the meeting, which is chaired by an officer of the firm. If personnel need to be shifted or work additional hours to meet deadlines, the department heads can participate in any discussions prior to making the necessary adjustments. Each weekly meeting allows us to quickly shift resources to ensure that design schedules are met for urgent or expedited projects. In addition to the company scheduling meetings, our project mangers hold weekly project

meetings with the project team to discuss status and progress, address questions and issues, identify questions that need to be presented to the client, and determine if additional resources are needed in order to maintain the project schedule commitment that we made.



Similar to cost control measures, scheduling and timelines start at the inception of a project and never cease until final closeout. For the Saratoga County Public Safety Facility, we developed timelines during the feasibility study to begin the design and public approval process. Timelines identify major milestones in a project and are often utilized to create a global look at the project's entirety. Timing of critical dates for approvals, County-wide meetings, and completion of design tasks are some of the milestones found in a timeline.

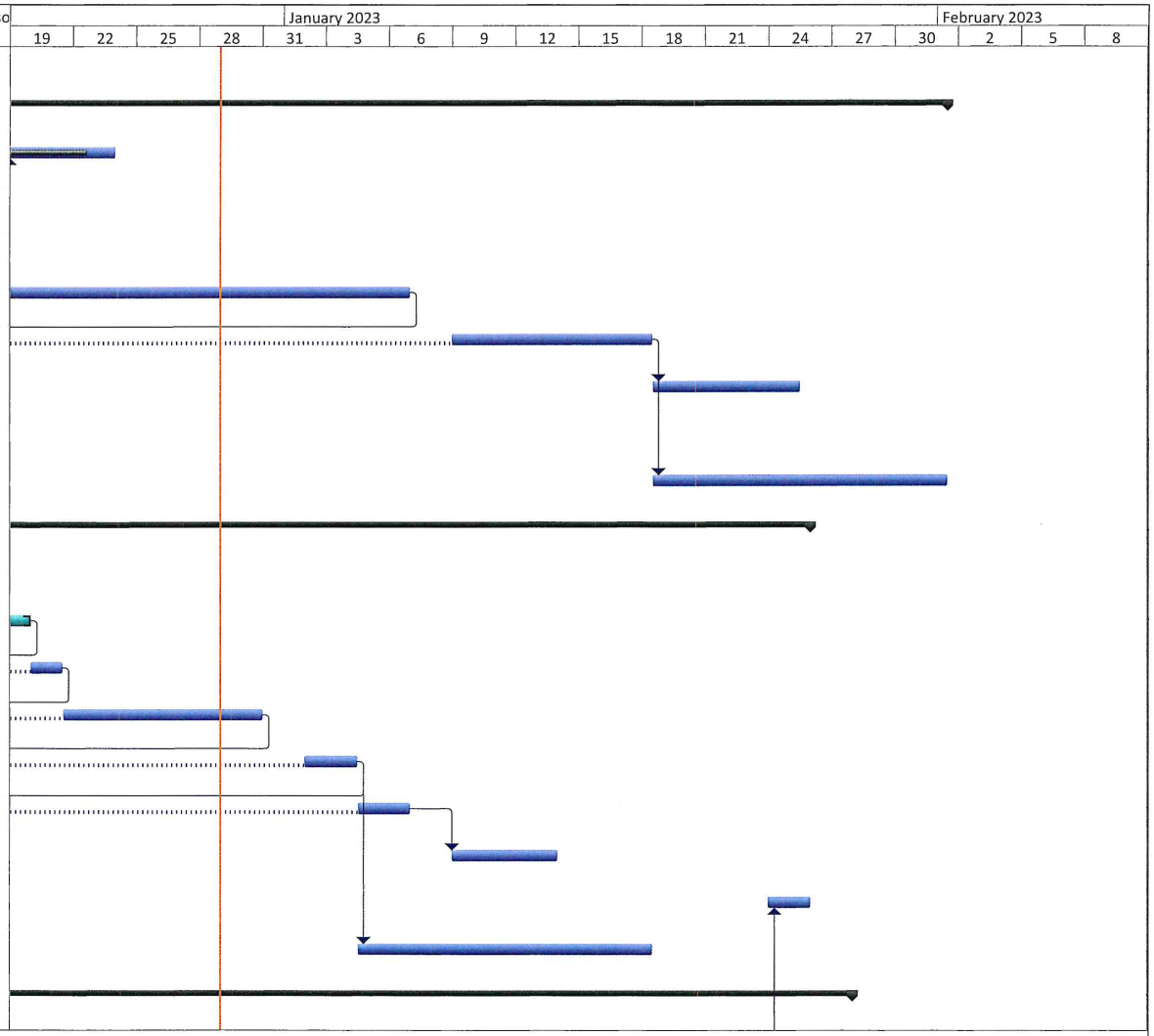


Scheduling was utilized internally to focus the entire design team on critical end dates, allocation of H2M and subconsultant resources, and client interaction at all phases of design. H2M utilizes BST software as a tool to help manage our resources. Additionally, the Project Manager is fully engaged in project scheduling as one of their major responsibilities. As an example, during the summer when many people take vacations, project continuity becomes a critical factor. Our Project Manager was able to utilize our software program to look several weeks ahead, on a company-wide basis, for architects and engineers with the proper skill level to fill in when others were on vacation.

For the bidding process, as a publicly bid project utilizing New York State requirements for a minimum of four separate prime contractors, we included a contractual schedule requirement for all contractors. Specific milestones, such as steel erection, project close-in, and substantial completion are an integral part of the bid. These milestones are arrived at in consultation with outside contractors and construction managers, our estimator, and other H2M project managers and senior level professionals. A fair, but tight, construction schedule assures bidders that we are looking out for their best interests while respecting the Owner's budget.

During construction, on a corner of the site, a contractor found a significant archeological relic. We immediately contacted an expert to manage the find and H2M maintained control of the situation. While the expert defined the range and scope of the relic(s), the construction process continued with submittals, requests for information (RFIs), and prime-to-prime contractor coordination. The relic was confined to the corner of the site and only three weeks of time were at stake. H2M helped each contractor make up for the lost, on-site building time throughout the remainder of the project. We were empowered by the Owner to expedite decisions, changes, and payment applications through emails followed up by original paperwork. This technique kept the project moving and on schedule. Examples of our critical path schedules can be found on the next page.

ID	Task Mode	Task Name	Duration	Start	Finish	Predecesso
1		30% Submission	5 days	Mon 9/26/22	Fri 9/30/22	
2		**Structural**	**93.5 days**	**Mon 9/26/22**	**Wed 2/1/23**	
3		Roof Truss Design	5 days	Mon 12/19/22	Fri 12/23/22	36
4	✓	Flooring Design	10 days	Mon 9/26/22	Fri 10/7/22	
5	✓	Framing Plans	10 days	Mon 10/10/22	Thu 10/20/22	4
6		Wall details/lintel sizing	15 days	Mon 12/19/22	Fri 1/6/23	
7		Foundation Design	10 days	Fri 10/28/22	Wed 1/18/23	6
8		Foundation Details	5 days	Wed 1/18/23	Wed 1/25/23	7
9	✓	Outline Specifications	5 days	Mon 9/26/22	Fri 9/30/22	
10		Final Specifications	10 days	Wed 1/18/23	Wed 2/1/23	7
11		**Civil**	**65 days**	**Thu 10/27/22**	**Wed 1/25/23**	
12	✓	Receipt of Survey	0 days	Thu 10/27/22	Thu 10/27/22	
13		Preliminary Site Layout	38 days	Thu 10/27/22	Mon 12/19/22	12
14		Drainage Calcs	3 days	Thu 11/10/22	Wed 12/21/22	13
15		Topo/Grading Design	10 days	Thu 11/10/22	Fri 12/30/22	14
16		Parking lot layout/details	10 days	Thu 11/10/22	Wed 1/4/23	15
17		Site Details	5 days	Thu 11/24/22	Fri 1/6/23	16
18		Signalization	5 days	Mon 1/9/23	Fri 1/13/23	17
19		Utility Coordination	2 days	Tue 1/24/23	Wed 1/25/23	27
20		Specifications	10 days	Wed 1/4/23	Wed 1/18/23	16
21		**Electrical**	**91 days**	**Mon 9/26/22**	**Fri 1/27/23**	



Project: Project Schedule
Date: Thu 12/29/22

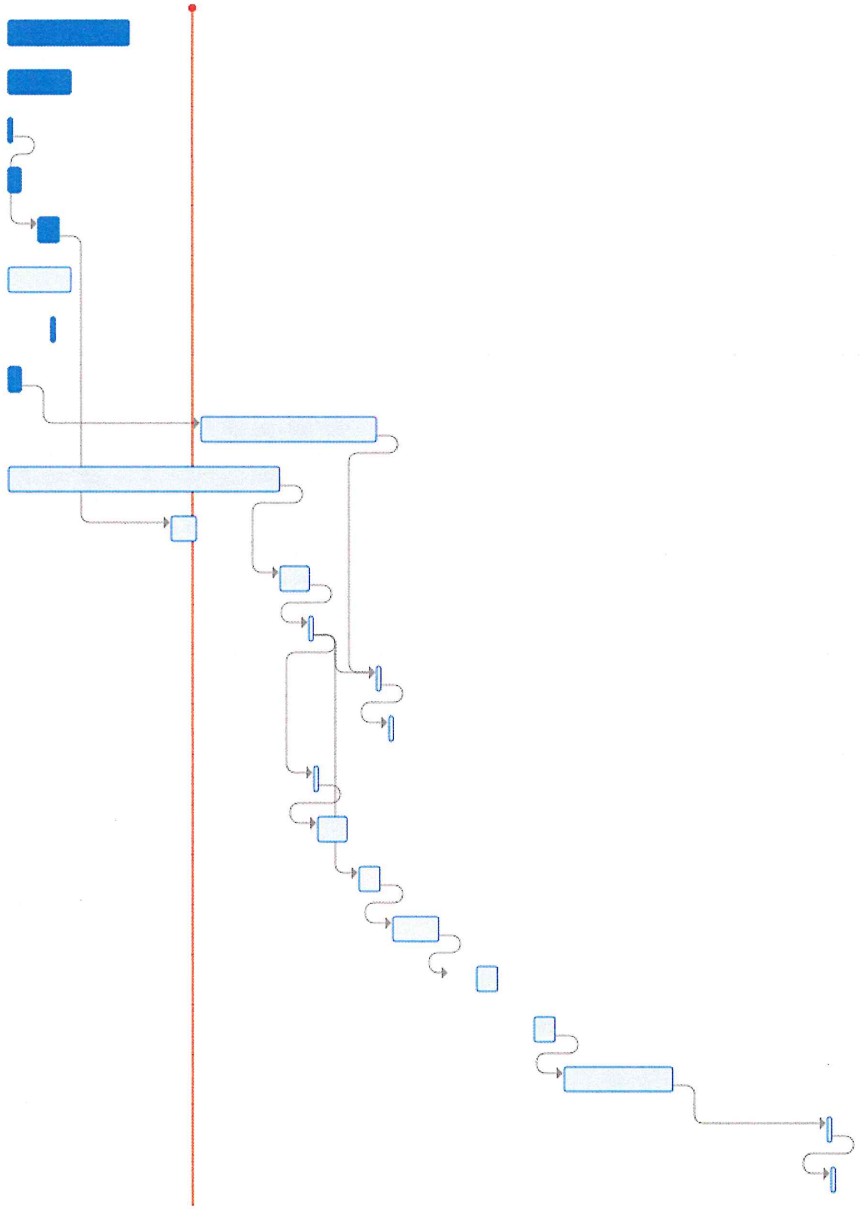
Task	Project Summary	Inactive Milestone	Manual Summary Rollup	Deadline	
Split	External Tasks	Inactive Summary	Manual Summary	Progress	
Milestone	External Milestone	Manual Task	Start-only		
Summary	Inactive Task	Duration-only	Finish-only		

Page 1

Example of Critical Path Schedule

WPD - Port Washington Police New HQ

	Name	Assigned to	Start	Finish	% Complete
	~~Police District to Identify Capital Project~~		3/4/2024	4/1/2024	100
	~~Notification to ToNH for intent of Bond Application~~		3/4/2024	3/18/2024	100
	~~Approval of Conceptual Design (Plans, Elevations / Massing)~~		3/4/2024	3/4/2024	100
	~~Approval of Cost Estimator Fee~~		3/4/2024	3/6/2024	100
	~~Submit for Third Party Pre-Bond Cost Estimate~~		3/11/2024	3/15/2024	100
	Develop Draft Bond Report		3/4/2024	3/18/2024	0
	~~Meeting with Elected Officials~~		3/14/2024	3/14/2024	100
	~~Approval of SEQRA Fee~~		3/4/2024	3/6/2024	100
	SEQRA Coordinated Review		4/19/2024	5/30/2024	0
0	Finalize Soft Costs Breakdown		3/4/2024	5/7/2024	0
1	Review of Third Party Cost Estimate		4/12/2024	4/17/2024	0
2	Determination of Tax Implication		5/8/2024	5/14/2024	0
3	Finalize Bond Report		5/15/2024	5/15/2024	0
4	Community Meeting #1 (Information Session)		5/31/2024	5/31/2024	0
5	Community Meeting #2 (Information Session)		6/3/2024	6/3/2024	0
6	Notification of District Public Hearing		5/16/2024	5/16/2024	0
7	District Public Hearing		5/17/2024	5/23/2024	0
8	District Submits Bond Petition		5/27/2024	5/31/2024	0
9	Notification of ToNH Public Hearing		6/4/2024	6/14/2024	0
0	ToNH Public Hearing		6/24/2024	6/28/2024	0
1	ToNH Adopts Bond Resolution		7/8/2024	7/12/2024	0
2	Estoppel Period		7/15/2024	8/9/2024	0
3	ToNH Sale of Bonds		9/16/2024	9/16/2024	0
4	Closing of Bonds		9/17/2024	9/17/2024	0



B8 Information Management

H2M utilizes a project information management system (Newforma) to facilitate our staff's ability to file and manage information. The primary benefits of Newforma are more efficient document management and retrieval, email management, electronic file transfer, and a significantly improved way to manage all the information associated with the construction contract administration phase of a project. This allows our architects and engineers to spend more time on the design and construction issues and less time managing the data associated with logging requests for information (RFIs), change orders, shop drawings, and transmittals.

Our information management system and virtual collaboration (Microsoft Teams) provides for improved communication between the Architect/ Engineer-of-Record and its consultants with the client, and contractor, by enabling all to share files, transfer information, and have real time access to all the latest project information by working efficiently and collaboratively in virtual platforms.

Examples of several types of documents produced by our software are included on the next page. All of our projects, including those like the Saratoga County Public Safety Facility and Rockville Centre Police Department projects, were executed utilizing this software and were positively impacted by better document control and communication between all parties.

Example of Project Submittal Log

Submittal Report - All Closed

PROJECT: NBF02301 - New Storage Building - ConDocs
MANAGER: Patrick Stone
PREPARED BY: Rachael Grodski
DATE: 8/13/2024

ID	Spec ID	Package ID	Spec Section	Subject	Status	Discipline	From	Received	Last Action	Contract	Response Date	Total Days	Keywords	Related Items	Related Project Items	Originated By	Closed Date
265000-01-1	CDJ Electric Inc.		26 50 00	265000-01-1 Lighting Controls	Closed		Jennifer Cerrito	7/22/2024	Responded and Closed - Make Corrections Noted		7/31/2024	10		Record Copies; Transfers; Submittals			7/31/2024
262914-01-1	CDJ Electric Inc.		26 00 00	262914-01-1 Enclosure	Closed		Jennifer Cerrito	7/15/2024	Responded and Closed - Rejected		7/31/2024	17		Record Copies; Transfers; Submittals	262914-01-1-01 - 262914-01-1 Enclosure		7/31/2024
262816-01-1	CDJ Electric Inc.		26 00 00	262816-01-1 Breakers	Closed		Jennifer Cerrito	7/15/2024	Responded and Closed - Make Corrections Noted		7/31/2024	17		Record Copies; Transfers; Submittals			7/31/2024
262400-01-2	CDJ Electric Inc.		26 00 00	262400-01-2 Panelboards	Closed		Jennifer Cerrito	7/18/2024	Responded and Closed - No exceptions Taken		7/31/2024	14		Record Copies; Transfers; Submittals			7/31/2024
262400-01-1	CDJ Electric Inc.		26 00 00	262400-01-1 Panelboards	Closed		Jennifer Cerrito	7/15/2024	Responded and Closed - No Action Taken		7/19/2024	5		Record Copies; Transfers; Submittals			7/19/2024
238293-01-1	Marcin Gutowski		23 80 00	238293-01-1 Electric Heater	Closed		Marcin Gutowski (Intricate Tech Solutions LTD)	5/16/2024	Responded and Closed - Make Corrections Noted		6/27/2024	43		Record Copies; Transfers; Submittals			6/27/2024
235533-01-2	Marcin Gutowski		23 50 00	235533-01-2 Gas unit heaters updated	Closed		Marcin Gutowski (Intricate Tech Solutions LTD)	7/8/2024	Responded and Closed - Make Corrections Noted		7/19/2024	12		Record Copies; Transfers; Submittals			7/19/2024
235533-01-1	Marcin Gutowski		23 50 00	235533-01-1 Gas unit heaters	Closed		Marcin Gutowski (Intricate Tech Solutions LTD)	5/16/2024	Responded and Closed - Make Corrections Noted		6/27/2024	43		Record Copies; Transfers; Submittals			6/27/2024
233416-01-02	Marcin Gutowski		23 30 00	233416-01-02 Exhaust Fans Updated	Closed		Marcin Gutowski (Intricate Tech Solutions LTD)	5/17/2024	Responded and Closed - Revise and Resubmit		6/27/2024	42		Record Copies; Transfers; Submittals			6/27/2024
233416-01-1	Marcin Gutowski		23 30 00	233416-01-1 Exhaust Fans	Closed		Marcin Gutowski (Intricate Tech Solutions LTD)	5/15/2024	Responded and Closed - No Action Taken		6/27/2024	44		Record Copies; Transfers; Submittals			6/27/2024
224200-09-1			22 40 00	224200-09-1 Series 7000 Spring Driven Hose Reels	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - Make Corrections Noted		6/27/2024	29		Record Copies; Transfers; Submittals			6/27/2024
224200-08-1			22 40 00	224200-08-1 23 1-4 Wide Reveal x 24- 5-8	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - No exceptions Taken		6/18/2024	20		Record Copies; Transfers; Submittals			6/18/2024
224200-07-1			22 40 00	224200-07-1 24' Cover Black Composite	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - Make Corrections Noted		6/18/2024	20		Record Copies; Transfers; Submittals			6/18/2024
224200-06-1			22 40 00	224200-06-1 Solids Interceptor	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - Make Corrections Noted		6/18/2024	20		Record Copies; Transfers; Submittals			6/18/2024
224200-05-1			22 40 00	224200-05-1 Adjustable Closet Carrier	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - Make Corrections Noted		6/27/2024	29		Record Copies; Transfers; Submittals			6/27/2024
224200-04-1			22 40 00	224200-04-1 Toilet Flush Valve	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - Make Corrections Noted		6/18/2024	20		Record Copies; Transfers; Submittals			6/18/2024
224200-03-1			22 40 00	224200-03-1 Floor Mounted Lavatory Carrier	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - Make Corrections Noted		6/27/2024	29		Record Copies; Transfers; Submittals			6/27/2024
224200-02-1			22 40 00	224200-02-1 Wall hung lavatory with Everclean	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - Make Corrections Noted		6/27/2024	29		Record Copies; Transfers; Submittals			6/27/2024
224200-01-1			22 40 00	224200-01-1 Fabricated Floor Mop Sinks	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - No exceptions Taken		6/18/2024	20		Record Copies; Transfers; Submittals			6/18/2024
224200			22 40 00	224200	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - Rejected		5/30/2024	7		Record Copies; Transfers; Submittals			5/30/2024
223301-01-2-01				223301-01-3 Commercial Utility Electric Water Heater	Closed		Lorianne Pedro (Island Piping Solutions)	7/17/2024	Responded and Closed - Make Corrections Noted		7/31/2024	15		Record Copies; Transfers; Submittals	223301-01-2 - 223301-01-2 Commercial Utility Electric Water Heater		7/31/2024
223301-01-2				223301-01-2 Commercial Utility Electric Water Heater	Closed		Lorianne Pedro (Island Piping Solutions)	6/28/2024	Responded and Closed - Submit Specified Items		7/16/2024	19		Record Copies; Transfers; Submittals	223301-01-2-01 - 223301-01-3 Commercial Utility Electric Water Heater		7/16/2024
223301-01-1			22 30 00	223301-01-1 Commercial Utility Electric Water Heater	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - Revise and Resubmit		6/18/2024	26		Record Copies; Transfers; Submittals			6/18/2024
221120-01-1			22 10 00	221120-01-1 Thermostatic Mixing Valve	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - Make Corrections Noted		6/18/2024	26		Record Copies; Transfers; Submittals			6/18/2024
221119-01-1			22 10 00	221119-01-1 Wall Hydrant & Hose Bib	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - No exceptions Taken		6/18/2024	26		Record Copies; Transfers; Submittals			6/18/2024
221100-04-1			22 10 00	221100-04-1 Black and Galvanized Pipe	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - Make Corrections Noted		6/27/2024	29		Record Copies; Transfers; Submittals			6/27/2024
221100-03-1			22 10 00	221100-03-1 Gas Meter Risers	Closed		Lorianne Pedro (Island Piping Solutions)	5/30/2024	Responded and Closed - No exceptions Taken		6/18/2024	20		Record Copies; Transfers; Submittals			6/18/2024
221100-02-1			22 10 00	221100-02-1 Piping	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - Revise and Resubmit		6/18/2024	26		Record Copies; Transfers; Submittals			6/18/2024
221100-01-1			22 11 00	221100-01-1 Compression Gaskets	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - No exceptions Taken		6/18/2024	26		Record Copies; Transfers; Submittals			6/18/2024
220577-01-1				220577-01-1 Floor Drain and Trap Seal	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - No exceptions Taken		6/18/2024	26		Record Copies; Transfers; Submittals			6/18/2024
220529-01-1				220529-01-1 Clevis Hanger	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - Make Corrections Noted		6/18/2024	26		Record Copies; Transfers; Submittals			6/18/2024
133423-04-1	Katie Schneider		13 34 23	133423-04-1 Corle Panels	Closed		Katie Schneider (Metro Group of Long Island, Inc.)	6/5/2024	Responded and Closed - Revise and Resubmit		6/27/2024	23		Record Copies; Transfers; Submittals	133423-04-1-01 - 133423-04-1 Corle Panels		6/27/2024
133419-01-1	Katie Schneider		13 34 23	133419-01-1 Corle Building Shop Drawings	Closed		Katie Schneider (Metro Group of Long Island, Inc.)	6/5/2024	Responded and Closed - Make Corrections Noted		7/1/2024	27		Record Copies; Transfers; Submittals			7/1/2024
083613-03-1	Katie Schneider		08 36 13	083613-03-1 OH Door Shop Drawings	Closed		Katie Schneider (Metro Group of Long Island, Inc.)	6/5/2024	Responded and Closed - Revise and Resubmit		7/1/2024	27		Record Copies; Transfers; Submittals			7/1/2024
083613-01-1	Katie Schneider		08 36 13	083613-01-1 OH Door Motor	Closed		Katie Schneider (Metro Group of Long Island, Inc.)	6/5/2024	Responded and Closed - Make Corrections Noted		7/1/2024	27		Record Copies; Transfers; Submittals			7/1/2024
-				Specification Section Unknown/TBD	Closed		Lorianne Pedro (Island Piping Solutions)	5/24/2024	Responded and Closed - Rejected		5/30/2024	7		Record Copies; Transfers; Submittals			5/30/2024

H2M architects + engineers

DAILY FIELD REPORT

Date: 1/10/2023 **Day of Week:** Tuesday **Inspector:** Alexander Mulchinski

Project #: MPFD1902 **Project Name:** MPFD1902 - ADDITION & RENOVATION TO PARK HOUSE

Work Summary:

CONTRACTOR(S) ON-SITE	HEADCOUNT	DESCRIPTION OF WORK & LOCATION
Maccarone Plumbing, Inc.	3	
Municipal Testing Laboratory, Inc.	0	
Watral	2	
ThysenKrup	0	
JVR Electric, Inc.	6	
Intricate Tech Solutions LTD	0	
J&A Concrete	3	
STALCO CONSTRUCTION	1	

H2M EMPLOYEE(S) ON-SITE	JOB TITLE	NOTES
Alexander Mulchinski	Construction Inspector	4 Hours

VISITORS ON-SITE	COMPANY	PURPOSE
Tom Fitzimmons	MASSAPEQUA FIRE DISTRICT	checking in

EQUIPMENT

ITEM	COUNT	OWNED BY	TAG NO.	NOTES
scissor lifts	2	Intricate/Maccarone/Painter		
ayloader	1	Watral		
bobcat	1	Watral		

B9 Conflict Resolution

H2M always carries the same level of quality and attention to detail for each client through every market, ensuring that every client receives the attention and action they need while also expanding their services into new market sectors. The firm keeps its original design team involved during the construction phase of every project, giving designers valuable experience and direct feedback on their designs. H2M is accustomed to working in existing facilities and occupied buildings where it is often critical to maintain operations as construction proceeds, and as a full-service firm, it is easy to handle unexpected twists and turns that may occur during construction as the staff has access to various in-house experts who can advise on how to handle any situation.

Every project, no matter the scope or size, has one thing in common: the built-in procedures for the way the work is administered. H2M's procedures establish protocol, set guidelines, enhance the overall project quality, and establish project-specific requirements, helping to achieve efficient administration of every project.

For the renovation of the police station in Rockville Centre, since the project was an adaptive reuse of existing Village Department space, it was imperative to control costs and project budgets and deliver the project in a timely manner for the Police Department. Overcoming the original "sticker" shock of construction costs was the initial conflict resolved via good communication, documentation, and collaboration with the client and team members in order to move the project forward. During the documentation phase, numerous issues arose as to how to efficiently and economically renovate and repurpose in the best way possible to incorporate the requested program within the existing building fabric. Some would see these ideas as conflicts between the architect and its consultant, and ultimately the client. H2M and its diverse and comprehensive team of seasoned architectural and engineering professionals and consultants see this as an opportunity to explore options, products, innovative or state-of-the-art systems, materials, and procedures. A knowledge base of experience is at our disposal and consistently tapped into to "Blue Sky" the issue. The result is not a compromise but a collaborative solution to a situation.

During the construction of the renovation numerous unforeseen and undocumented utility services were encountered. Rerouting and reworking design to accommodate the encounters allowed the project to move forward and still produce the desired programming.

Creating a strong alternates bid package allowed the client the ability to selectively add renovation items into the project as it progressed and their budget allowed.

Ultimately, conflict resolution begins on day one. Managing expectations are the most critical part of a project such as this. It is our responsibility

to manage the expectations of not only our client and the City, but all those involved. This includes all stakeholders, end-users, contractors, manufacturers, and more. A well-managed project from the start, with proper communication, lead by experienced personnel, will yield the best results.

B10 Quality Control

H2M has long recognized the importance of quality control (QC) and we always strive to strengthen and improve the quality of work the firm produces. For that reason, H2M has implemented a formal quality assurance (QA)/QC program. The Director of the QA/QC Program meets with each of our department managers and their key staff members on a monthly basis to discuss company procedures, training needs, coordination, scheduling, construction feedback, and other topics related to improving our quality of work. As a result of these meetings, new policies and procedures are developed at both the department level and company-wide. Ideas are exchanged and procedures that have proved successful are also shared with others. The concept of the Program is to instill quality at the grassroots level and implement procedures that will minimize dependence on solely "end of project checking."

One of the key QA/QC procedures H2M follows is the requirement to prepare a Project Plan for all design projects. The purpose of the Project Plan is to:

- Describe the project and scope of services that will be provided to the client.
- Identify the project team.
- Identify the responsibility of each team member.
- Indicate the project schedule and milestones.
- Indicate task budgets.
- Indicate review and regulatory approvals that will need to be obtained.
- Describe project issues and concerns and clearly identify the client's objectives.

The Project Plan is then used as the agenda for the project's kickoff meeting. This ensures that all team members have a clear understanding of the project's scope, schedule, their own responsibilities, coordination requirements, and client expectations. Progress meetings are regularly scheduled with the design team to facilitate coordination and the resolution of any problems and also to monitor the progress of the design. All design projects are thoroughly reviewed by the department manager of each of the project disciplines before it is reviewed by the project manager. Once it has been reviewed, a final QA/QC review

is performed that focuses on document coordination, constructability, document clarity, and minimizing client exposure to claims and also includes a review of all subconsultant work.

Final design drawings and specifications are sealed by the department managers registered in the particular design discipline. We do not sign and seal any drawings until they have been initialed by the Director of the QA/QC Program, indicating that the final QA/QC review is complete.

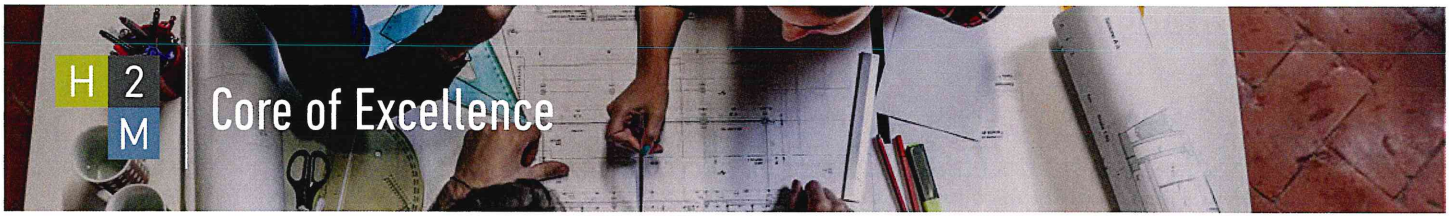
H2M has established formal procedures for feedback from construction observation to identifying design improvements through the use of checklists, standard details, standard drawing formats, CAD standards, client standards, and master specifications that can be implemented in future projects, and other procedures are also successfully utilized to help control the quality of our work product.

We also have an extensive training program for new hires, and each division maintains standards applicable to their projects (standard procedures, checklists, specifications, etc.), which all staff are trained to utilize. The QA/QC Program also includes a process for continuous improvement, utilizing this procedure to prevent reoccurring problems on future projects. The procedure requires design/construction issues to be evaluated and a determination made regarding what can be done to prevent re-occurrence. Options include, but are not limited to, modifying standard details or specifications, creating new checklists, or altering existing design checklists.

Additionally, we may be one of the only design firms to create an entire company-wide discipline called the “Core of Excellence”. The Core is integral to every disciple, market, and office in H2M. They lay out strategy, protocols, and systems for project teams to follow. The Core also holds regular training sessions, starting with Business Practice 101. Once successfully passed, potential project managers are eligible for full project management training. These courses are led by nationally renowned leaders in the design and construction industry and fine-tuned to how H2M is set up and operates.

Our Project Manager for the Saratoga County Public Safety Facility took full advantage of the Core of Excellence training. Our Project Manager utilized lessons on personnel management, time management, cost controls for the design phases. During construction, regularly scheduled on-site meetings and inspections help maintain quality, resolved material or system issues, and provided a pro-active look-ahead of work to be done. Because of the separate prime contractors on the project, integration and coordination of each contractor’s scope was critical. During project closeout and the warranty period, H2M proactively reviews as-builts, manages training, and performs a warranty inspection prior to warranties expiring.

Please see the following pages for examples of our internal “Core of Excellence” documents.



The Core of Excellence is an H2M exclusive initiative that sets us apart from the competition with a focus on excellence and quality as a core element of our services. It's a firm-wide commitment to deliver excellence through innovative and best-in-class service to our clients, colleagues, and ourselves. H2M's Core of Excellence is comprised of four key components:

QA/QC

We demonstrate our commitment to ensuring quality at the corporate level through our appointment of a full-time Director of Corporate QA/QC to lead the development, implementation, and oversight of H2M's Quality Management System (QMS). This commitment is further reinforced by established quality assurance team members who, independent of the project design team, assure that H2M's components of quality are incorporated. H2M's QMS is comprised of a combination of processes, tools and resources available to all H2M staff. These include Quality Control Checklists, established QA/QC communication channels, and templates all made accessible thorough H2M's comprehensive Project Management Framework.

SCHEDULING

We recognize the importance of timely project delivery and take great pride in our ability to quickly mobilize, assign staff, and complete projects on time. H2M developed a custom scheduling interface allowing for consistent data inputs from the entire firm on a bi-weekly basis. This is transitioning to a centralized scheduling database that allows real-time total team scheduling updates and awareness, allowing H2M to actively adapt our resources to meet the needs of even the most demanding project schedules. We can share detailed, easy to read graphic schedules with our clients, allowing them to always have their finger on the pulse of their project's timeline.

SPECIFICATIONS

Our focus and commitment to excellence and quality is further reflected in our Master CSI-based Specifications Library. A dedicated, full-time Specifications Manager oversees the continual development, standardization, and maintenance of our Master Specifications. H2M utilizes a cloud-based specification software platform that allows all users direct access to our Master Specifications Library to develop project-specific spec books. This process ensures that our project specifications include the latest updates in product data and reference standards.

BIM/CAD

Building Information Modeling (BIM) has revolutionized the A/E/C industry. By using intelligent 3-D digital models to generate our designs, H2M can achieve a higher level of quality, consistency, and efficiency in our production process, minimizing the potential for change orders during construction. We employ a full-time, dedicated, and independent team comprised of design professionals and BIM-CAD specialists whose primary responsibilities are to create, deploy, and maintain company-wide standards, templates, procedures, and workflows. Our adoption of BIM has been the single most important change in how we design and manage our projects.

SAFETY

Safety is essential at H2M. We employ a dedicated corporate health and safety manager within the Core of Excellence. H2M has established mandatory safety training and is actively implementing the Plan-Do-Check-Act methodology. By incorporating safety into our overall quality management systems, we ensure that all of our staff can get home safely each day and that we proactively respond to our clients' health and safety requirements.

CLIENT BENEFITS

- ★ Well-coordinated construction documents that reduce project change orders and minimize cost overruns
- ★ Consistent quality and proven performance
- ★ Optimized resource allocation to meet project demands
- ★ Increased compliance with the latest industry and regulatory standards
- ★ Enhanced project visualization via 3D modeling
- ★ Improved collaboration among all project stakeholders

H2M CORE OF EXCELLENCE | Search | Home | Contact the CORE | Report a Broken Link | Contribute to the Framework

PROJECT MANAGEMENT FRAMEWORK (PMF)

INITIATE | **PLAN** | EXECUTE | MONITOR/ CONTROL | CLOSE

3.0 Project Planning | 4.0 Organization

Task	Project Manager Directive(s)

3.1 Project Plan — Post Feedback



- **PM to prepare the Project Plan and communicate the Plan to the project team.**
  File in the project folder.
  - Minimum Requirements of a Project Plan
  - Project Plan Templates
  - PMP's and Work Breakdown Structure(s) [WBS]

3.2 Project Schedule — Post Feedback

- **PM to generate the detailed Project Schedule.**
  Schedule to be organized by phase inclusive of disciplines, deliverables, and tasks.
  - **Microsoft Project** - Contact Scheduling@h2m.com for information
  - Excel Schedule

3.3 BIM Execution Plan — Post Feedback

- **PM to prepare the BIM Execution Plan.**
  For building projects a Revit Exception Form, signed off by the Director of Operations, is required to utilize any platform other than BIM.
  - BIM-CAD Execution Plan
  - BIM-CAD Standards and Resources

Sample of H2M "Core of Excellence" Project Management Framework

B11 Safety

H2M's Corporate Health and Safety Plan (HASP), implemented by H2M's Corporate Health and Safety Officer, was developed to establish the protocols specifically for protecting H2M personnel, and H2M-contracted personnel as designated, from incidents that may arise during the performance of field activities. The HASP is used as a guide for projects involving Federal or State inactive hazardous waste sites, RCRA corrective actions, hazardous material emergency responses, petroleum spill response, and/or any other H2M projects where there is a potential for exposure to hazardous substances or injury. All H2M field personnel and subcontractors are required to abide by the procedures set forth in this HASP.

Our HASP complements additional specific health and safety plans and procedures that H2M has implemented including, but not limited to, OSHA 10-hour and 40-hour certifications (as applicable), New Employee Safety Orientation, Hazard Communication (HazCom) Plan, Bloodborne Pathogen Exposure Control Plan, Permit-Required Confined Space Plan, Respiratory Protection Plan, Roof and Ladder Safety Plan, Safe Driving Plan, Safety Incident Response Plan, Lock-Out/Tag-Out, Hazard Identification and Risk Assessment, and Fire and Emergency Evacuation Plans.

H2M recognizes that loss control, both property and personnel, is an essential part of all company operations. This HASP is designed to provide rules and procedures that will allow personnel to perform their particular duties and activities safely and competently. This HASP is to be used by project managers as a management guide for project health and safety concerns and by project personnel to become more knowledgeable about their roles and responsibilities within each specific project or work assignment. The objectives associated with the use and implementation of this manual are to:

- Provide a safe and healthful working environment.
- Minimize the risk of human and economic losses resulting from unnecessary and preventable accidents.
- Comply with all safety and health laws, rules, and regulations.
- Effectively perform all tasks.
- Satisfy project needs.

The control of the contractor's staff employees and contractors, as well as general site safety rests on the contractor. We strongly request the contract have a site safety plan and procedures, OSHA compliant manual, and hold weekly site safety meetings, efficiently documenting who is on site and if safety issues arise. In addition, task-specific meetings are to be held, such as supportive excavation, rigging and overhead work, safe loading of materials, and live utilities, to name a

few. Material safety data sheets (MSDS) are one of the many posted and available site safety documentation that is maintained on-site.

Safety is of the utmost importance to the H2M team. We utilized the HASP for the Saratoga County Public Safety Facility and Rockville Centre Police Department projects.

B12 Joint Venture

H2M is not submitting a response to the RFQ for Professional Architectural Services for Police Substation (Marsh Bend Plaza) as a joint venture.

B13 Local Business

H2M, as any professional, has to be very careful in public bid projects. We cannot influence the bid process in any way that could favor a bidder, vendor or subcontractor.

However, there are certain procedures that we can, and do utilize, to enhance local participation. One of the most effective ways is to notify contractors, subcontractors, vendors, and materials well ahead of an upcoming bid. H2M keeps an extensive list of these firms and sends email and social media contacts to keep these folks informed of the type, size, and scope of upcoming bids, public or private.

Another technique we often use is to include local vendors (such as masonry for Saratoga) as the "basis of design." As a public bid, or equal (or equivalent) must be included for fair bidding. Utilizing these local companies often results in them getting the work. For Saratoga, local contractors and materials resulted in 80%-90% local participation. Many of the highly specialized FFE were not available locally.

B14 Financial Capability

As a firm that has been in service for more than 90 years, H2M prides itself on maintaining healthy financial viability. Although a bonding letter cannot be provided, since our firm's services do not typically require bonds, we can provide a copy of our most recent financial statements upon request.

B15 References

Town of Davie
Keith Pursell, Project Manager - Capital Projects
Phone: (954) 797-1191, fax: (954) 693-8335
Email: kpursell@davie-fl.gov

Port Washington Police District
Robert Del Muro, Police Chief
Phone: (516) 883-0500 ext. 315, fax: (516) 883-4708
Email: rdelmuro@pwpd.ny.gov

Village of Rockville Centre
James Vafeades, Former Police Commissioner
Phone: (516) 678-9280
Email: jvafeades@rvcny.us

Saratoga County Board of Supervisors
Michael Zurlo, Sheriff
Phone: (518) 885-6761, fax: (518) 884-4771
Email: mzurlo@saratogacountyny.gov

Steve Gordon, Director of Emergency Communications
Phone: (518) 885-2496, fax: (518) 884-4771
Email: sgordon@saratogacountyny.gov

Town of Southampton
Nick Jimenez, Capital Projects Manager
Phone: (631) 702-1750, fax: (631) 287-1530
Email: njimenez@southamptontownny.gov

B16 MBE Preference

H2M is not a certified Minority Business Enterprise (MBE).

B17 VBE Opportunities

H2M is not a certified Veteran Business Enterprise (VBE). However, we have teamed with Trophy Point, LLC, for this project, who is a Service-Disabled Veteran-Owned Small Business (SDVOSB).

Additional Information

Should the City require additional information regarding H2M's project experience and management, such information can be provided upon receipt.

[Submittal Attachment C1]

PROPOSER'S CERTIFICATION

Submit To: City of Wildwood 100 N Main Street Wildwood, FL 34785 352-330-1330 352-330-1338 (fax)	CITY OF WILDWOOD REQUEST FOR QUALIFICATON (RFQ) CERTIFICATION AND ADDENDA ACKNOWLEDGMENT

DUE DATE: 8/15/2024	**DUE TIME:** 2:00 p.m.	**RFQ # 2024-23**

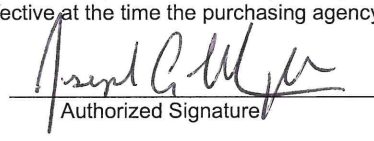
TITLE: Professional Architectural Services for Police Substation (Marsh Bend Plaza)

VENDOR NAME: H2M Architects & Engineers, Inc.	**PHONE NUMBER:** (866) 970-6535 ext. 1142
VENDOR MAILING ADDRESS: 2054 Vista Parkway, Suite 421	**FAX NUMBER:** N/A
CITY/STATE/ZIP: West Palm Beach, FL 33411	**E-MAIL ADDRESS:** jmanzella@h2m.com

"I, the undersigned, certify that I have reviewed the addenda listed below (list all addenda received to date). I understand that timely commencement will be considered in award of this RFQ and that cancellation of award will be considered if commencement time is not met, and that untimely commencement may be cause for termination of contract. I further certify that the services will meet or exceed the RFQ requirements. I, the undersigned, declare that I have carefully examined the RFQ, specifications, terms and conditions as applicable for this Request, and that I am thoroughly familiar with all provisions and the quality and type of coverage and services specified. I further declare that I have not divulged, discussed, or compared this RFQ with any other Offeror and have not colluded with any Offerors or parties to an RFQ whatsoever for any fraudulent purpose."

1	2			
Addendum #	Addendum #	Addendum #	Addendum #	Addendum #

"I certify that this quote is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting an RFQ for the same material, supplies, equipment or services and is in all respects fair and without collusion or fraud. I agree to abide by all conditions of this RFQ and certify that I am authorized to sign this response and that the offer is in compliance with all requirements of the RFQ, including but not limited to certification requirements. In conducting offers with an agency for CITY OF WILDWOOD, respondent agrees that if this RFQ is accepted, the respondent will convey, sell, assign, or transfer to the City of Wildwood all rights, title and interest in and to all causes of action it may now or hereafter acquire under the anti-trust laws of the United States for price fixing relating to the particular commodities or services purchased or acquired by the CITY. At the City of Wildwood discretion, such assignment shall be made and become effective at the time the purchasing agency renders final payment to the respondent."

Joseph A. Manzella, P.E., LEED AP, Senior Vice President		August 15, 2024
Authorized Agent Name, Title (Print)	Authorized Signature	Date

This form must be completed and returned with your Submittal

[Submittal Attachment C2]

QUALIFICATIONS FORM FOR CITY OF WILDWOOD

Name of Firm Submitting Qualifications H2M Architects & Engineers, Inc.

Name of Person Submitting Qualifications Joseph A. Manzella, P.E., LEED AP

PROPOSER ACKNOWLEDGMENT

"The undersigned hereby declares that he/she has informed himself/herself fully in regard to all conditions to the work to be done, and that he/she has examined the RFQ and Specifications for the work and comments hereto attached. The Vendor proposes and agrees, if this submission is accepted, to contract with the City of Wildwood to furnish all necessary materials, equipment, labor and services necessary to complete the work covered by the RFQ and Contract Documents for this Project. The Vendor agrees to accept in full compensation for each item the prices named in the schedules incorporated herein."

Signature

August 15, 2024
Date

RFQ# 2024-23
RFQ Number

[X] Check if exception(s) or deviation(s) to Specifications. Attach separate sheet(s) detailing reason and type for the exception or deviation.

This document must be completed and returned with your Submittal.

[Submittal Attachment C3]

Statement of Terms and Conditions

PUBLIC ENTITY CRIME: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a qualifications/Bid on a contract to provide any goods or services to a public entity, for the construction or repair of a public building or public work, may not submit Qualifications/Bids on leases of real property to a public entity, may not be awarded or perform work as a Consultant, supplier, subconsultant, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.

INDEMNIFICATION: Consultant shall indemnify and hold harmless the City, and its officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, to the extent caused by the negligence, recklessness, or intentionally wrongful conduct of the Consultant and other persons employed or utilized by the Consultant in the performance of the contract..

PROHIBITION OF LOBBYING: During the blackout period which is, the period between the time the submittals for Invitation to Bid or the Request for Proposals, or Qualifications, or information, as applicable, are received at Contracts / Purchasing and the time the City awards the contract, no proposer, no lobbyist, principal, or other person may lobby, on behalf of a competing party in a particular procurement matter, any member of the City, or any City employee other than Robert Schoepe, Procurement Specialist via email to rschoepe@wildwood-fl.gov or faxed to (352) 330-1338 Attention: Robert Schoepe. Violation of this provision may result in disqualification of violating party. All questions regarding this Request for Proposals (RFQ) or Invitation to Bid (BID) must be submitted in writing to the City's Financial Services Manager.

ANTI TRUST LAWS: By submission of a signed RFQ or BID, the successful Vendor acknowledges compliance with all antitrust laws of the United States and the State of Florida, in order to protect the public from restraint of trade, which illegally increases prices.

CONFLICT OF INTEREST: The award of the contract hereunder is subject to the provisions of Chapter 112 of the Florida Statutes. Vendors shall disclose the name of any Officer, Director, Partner, Associate, or Agent who is also an Officer, Appointee, or Employee of any of the City's at the time of the RFQ or BID, or at the time of occurrence of the Conflict of Interest thereafter.

INTERPRETATION, CLARIFICATIONS AND ADDENDA: No oral interpretations will be made to any vendor as to the meaning of the RFQ/BID Contract Documents. Any inquiry or request for interpretation received by Robert Schoepe, Procurement Specialist via email to rschoepe@wildwood-fl.gov or faxed to (352) 330-1338 Attention: Robert Schoepe before the date listed herein will be given consideration. All such changes or interpretations will be made in writing in the form of an addendum and, if issued, will be distributed at or after the Pre-Proposals/Pre-Bid Conference, mailed or sent by available or electronic means to all attending prospective Submitters prior to the established RFQ/BID opening date. Each Vendor shall acknowledge receipt of such addenda in the space provided. In case any Proposer/Bidder fails to acknowledge receipt of such addenda or addendum, his offer will nevertheless be construed as though it had been received and acknowledged and the submission of his bid will constitute acknowledgment of the receipt of same. All addenda are a part of the RFQ/BID FORMS and each Proposer/Bidder will be bound by such addenda, whether or not received by him. It is the responsibility of each proposer/bidder to verify that he has received all addenda issued before RFQ's/BID's are opened. In the case of unit price items, the quantities of work to be done and materials to be furnished under this RFQ/BID Contract are to be considered as approximate only and are to be used solely for the comparison of RFQ's/BID's received. The City and/or his CONSULTANT do not expressly or by implication represent that the actual quantities involved will correspond exactly therewith; nor shall the Vendor plead misunderstanding or deception because of such estimate or quantities of work performed or material furnished in accordance with the Specifications and/or Drawings and other Proposals/Bid Documents, and it is understood that the quantities may be increased or diminished as provided herein without in any way invalidating any of the unit or lump sum prices bid.

GOVERNING LAWS AND REGULATIONS: The vendor is required to be familiar with and shall be responsible for complying with all federal, state and local laws, ordinances, rules and regulations that in any manner affect the work.

PROPRIETARY/CONFIDENTIAL INFORMATION: Vendors are hereby notified that all information submitted as part of, or in support of RFQ's/BID's, will be available for public inspection ten days after opening of the RFQ's/BID's or until a short list is recommended whichever comes first, in compliance with Chapter 119, and 287 of the Florida Statutes. All RFQ's/Bids submitted in response to this solicitation become the property of the City. Unless information submitted is proprietary, copy written, trademarked, or patented, the City reserves the right to utilize any or all information, ideas, conceptions, or portions of any RFQ/BID, in its best interest.

TAXES: The City of Wildwood is exempt from any taxes imposed by the State and/or Federal Government. Exemption certificates will be provided upon request.

NON-COLLUSION DECLARATION: By signing this RFQ/BID, all Vendors shall affirm that they shall not collude, conspire, connive or agree, directly or indirectly, with any other Proposer, firm, or person to submit a collusive or sham Proposals in connection with the work for which their RFQ/BID has been submitted; or to refrain from Bidding in connection with such work; or have in any manner, directly or indirectly, sought by person to fix the price or prices in the RFQ/BID or of any other Bidder, or to fix any overhead, profit, or cost elements of the RFQ/BID price or the RFQ/BID price of any other Bidder, or to secure through any collusion, conspiracy, connivance, or unlawful agreement any advantage against any other Bidder, or any person interested in the proposed work.

PROPOSER RESPONSIBILITY: Invitation by the City's to vendors is based on the recipient's specific request or as the result of response by the public to the legal advertisements required by State law. Firms or individuals submit their responses on a voluntary basis, and therefore are not entitled to compensation of any kind.

CITYSHIP OF SUBMITTALS: All responses, inquiries or correspondence relating to or in reference to this RFQ/BID, and all other reports, charts, displays, schedules, exhibits and other documentation submitted by the vendors will become the property of the City. Reference to literature submitted with a previous RFQ/BID will not relieve the Bidder from including any required documents with this RFQ/BID.

EXAMINATION OF BID DOCUMENTS: Each Bidder shall carefully examine the RFQ/BID Document to ensure all pages have been received, all drawings and/or Specifications and other applicable documents are included, and shall inform himself thoroughly regarding any and all conditions and requirements that may in any manner affect cost, progress or performance of the work to be performed under the Contract. Ignorance on the part of the CONSULTANT will in no way relieve him of the obligations and responsibilities assumed under the Contract.

VENDOR RESPONSIBILITY: Vendors are fully and completely responsible for the labeling, identification and delivery of their submittals. The City of Wildwood will not be responsible for any mislabeled or misdirected submissions, nor those handled by delivery persons, couriers, or the US Postal Service.

DRUG FREE WORKPLACE: **All Proposers/Bidders shall submit the enclosed, duly signed and notarized form entitled "Drug Free Workplace Certificate". The Drug Free Workplace Vendor shall have the burden of demonstrating that his program complies with Section 287.087 of the Florida Statutes, and any other applicable state law.**

This document must be completed and returned with your Submittal

THE CITY OF WILDWOOD is a political subdivision of the State of Florida, and reserves the right to cancel this RFQ and to reject any and/or all submittals, reserve the right to waive any and all informalities or irregularities, to re-advertise with either the identical or revised specifications, and reserve the right to award contracts and/or in the best interest of the City. Submittals not meeting stated minimum terms and qualifications may be rejected by the City as non-responsive. The City reserves the right to reject any or all submittals without cause. The City reserves the right to reject the submission of any Vendor in arrears or in default upon any debt or contract to the City, or who has failed to perform faithfully any previous contract with the City's or with other governmental agencies.

PUBLIC RECORDS LAW: Correspondence, materials and documents received pursuant to this RFQ/BID become public records subject to the provisions of Chapter 119, Florida Statutes.

VERIFICATION OF TIME: Verizon time is hereby established as the Official Time of the City's.

PREPARATION OF PROPOSALS/BIDS:

Signature of the Bidder: The Bidder must sign the RFQ/BID FORMS in the space provided for the signature. If the Proposer/Bidder is an individual, the words "doing business as _____," must appear beneath such signature. In the case of a partnership, the signature of at least one of the partners must follow the firm name and the words, "Member of the Firm" should be written beneath such signature. If the Proposer/Bidder is a corporation, the title of the officer signing the RFQ/BID on behalf of the corporation must be stated and evidence of his authority to sign the RFQ/BID must be submitted. The Proposer/Bidder shall state in the RFQ/BID FORMS the name and address of each person interested therein.

Basis for Bidding: The price proposed for each item shall be on a lump sum or unit price basis according to specifications on the RFQ/BID FORM. The proposed prices shall remain unchanged for the duration of the Contract and no claims for cost escalation during the progress of the work will be considered, unless otherwise provided herein.

Total Proposed Price/Total Contract Sum Proposed: If applicable, the total price bid for the work shall be the aggregate of the lump sum prices proposed and/or unit prices multiplied by the appropriate estimated quantities for the individual items and shall be stated in figures in the appropriate place on the RFQ/BID FORM. In the event that there is a discrepancy on the RFQ/BID FORM due to unit price extensions or additions, the corrected extensions and additions shall be used to determine the project bid amount.

TABULATION: Those wishing to receive an official tabulation of the results of the opening of this RFQ/BID are to submit a self-addressed, stamped business size (No. 10) envelope, prominently marked on the front lower left side, with the RFQ identification. Tabulation requested by telephone, fax or electronic media will not be accepted.

OBLIGATION OF WINNING BIDDER: The contents of the RFQ/BID of the successful proposer/bidder will become contractual obligations if acquisition action ensues. Failure of the successful Proposer/Bidder to accept these obligations in a contract may result in cancellation of the award and such vendor may be removed from future participation.

AWARD OF BID: It is the City's intent to select a vendor within **sixty (60) calendar days** of the deadline for receipt of Proposals/Bids. However, Proposals/Bids must be firm and valid for award for at least **ninety (90) calendar days** after the deadline for receipt of the RFQ/BID.

ADDITIONAL REQUIREMENTS: The firms shall furnish such additional information as the City may reasonably require. This includes information which indicates financial resources as well as ability to provide the services. The City reserves the right to make investigations of the qualifications of the firm as it deems appropriate.

PREPARATION COSTS: The City shall not be obligated or be liable for any costs incurred by Proposers/Bidders prior to issuance of a contract. All costs to prepare and submit a response to this RFQ/BID shall be borne by the Proposer/Bidder.

TIMELINESS: All work will commence upon authorization from the City's representative. All work will proceed in a timely manner without delays. The Consultant shall commence the work UPON RECEIPT OF NOTICE TO PROCEED and/or ORDER PLACED (PURCHASE ORDER PRESENTED), and shall deliver in accordance to the terms and conditions outlined and agreed upon herein.

DELIVERY: All prices shall be FOB Destination, Sumter County, Florida, inside delivery unless otherwise specified.

ADDITIONAL SERVICES/PURCHASES BY OTHER PUBLIC AGENCIES ("PIGGY-BACK"):
The Vendor by submitting a Bid acknowledges that other Public Agencies may seek to "Piggy-Back" under the same terms and conditions, during the effective period of any resulting contract – services and/or purchases being offered in this Bid, for the same prices and/or terms proposed. Vendor has the option to agree or disagree to allow contract Piggy-Backs on a case-by-case basis. Before a Public Agency is allowed to Piggy-Back any contract, the Agency must first obtain the vendor's approval – without the vendor's approval, the seeking Agency cannot Piggy-Back.

PLANS, FORMS & SPECIFICATIONS: Bid Packages are available from the City Clerks Office. These packages are available for pickup or by mail. If requested to mail, the Proposer/Bidder must supply a courier account number (UPS, FedEx, etc.). Proposers/Bidders are required to use the official RFQ/BID FORMS, and all attachments itemized herein, are to be submitted as a single document. Any variation from the minimum specifications must be clearly stated on the RFQ/BID FORM and/or Exceptions/Deviations Sheet(s). Only one set of plans, forms, and specifications will be furnished each company or corporation interested in submitting a Proposals/bid. RFQ/BID FORM documents for this project are free of charge and are available on-line and are downloadable.

MANUFACTURER'S NAME AND APPROVED EQUIVALENTS: Any manufacturer's names, trade names, brand names, information and/or catalog numbers listed in a specification are for information and not intended to limit competition unless otherwise indicated. The Proposer/Bidder may offer any brand for which he is an authorized representative, which meets or exceeds the RFQ/BID specification for any item(s). If RFQ's/BID's are based on equivalent products, indicate on the RFQ/BID FORM the manufacturer's product name and literature, and/or complete specifications. Reference to literature submitted with a previous RFQ/BID will not satisfy this provision. The Proposer/Bidder shall explain in detail the reason(s) why the proposed equivalent will meet the specifications and not be considered an exception thereto. RFQ's/BID's which do not comply with these requirements are subject to rejection. RFQ's/BID's lacking any written indication of intent to quote an alternate brand will be received and considered in complete compliance with the specifications as listed on the RFQ/BID FORM. The City is to be notified, in writing, of any proposed changes in materials used, manufacturing process, or construction. However, changes shall not be binding upon the City unless evidenced by a Change Notice issued and signed by the City, or designated representative.

QUANTITIES: The quantities as specified in this RFQ/BID are estimates only and are not to be construed as guaranteed minimums.

SAMPLES: Samples of items, when called for, shall be furnished free of expense, and if not destroyed may, upon request, be returned at the Proposer's/Bidder's expense. Each sample shall be labeled with the Proposer's/Bidder's name, manufacturer brand name and number, RFQ/BID number and item reference. Samples of successful Proposer's/Bidder's items may remain on file for the term of the contract. Request for return of samples shall be accompanied by instructions which include shipping authorization and must be received at time of opening. Samples not returned may be disposed of by the City within a reasonable time as deemed appropriate.

DOCUMENT RE-CREATION: Vendor may choose to re-create any document(s) required for this solicitation, but must do so at his own risk. All required information in the original City format must be included in any re-created document. Submittals may be deemed non-responsive if required information is not included in any re-created document.

ACKNOWLEDGED:

August 15, 2024

(Signature and Date)

Senior Vice President

Mr. Manzella is an officer of the firm and has the authority to sign the qualifications package.

[Submittal Attachment C4]

HOLD HARMLESS AGREEMENT

Consultant shall indemnify and hold harmless the City, and its officers and employees, from and against ~~liabilities,~~ damages~~, losses,~~ and costs, including, ~~but not limited to,~~ reasonable attorneys' fees, arising from third-party claims to the extent such claims are caused by the ~~negligence, recklessness, or intentionally wrongful conduct~~ negligent acts or omissions of the Consultant and other persons employed or utilized by the Consultant in the performance of the contract for whom the Consultant is liable by law.

The Consultant shall purchase and maintain workers' compensation insurance for all workers' compensation insurance and employers' liability in accordance with Florida Statute Chapter 440.

The Consultant shall also purchase any other coverage required by law for the benefit of employees.

Required insurance shall be documented in Certificates of Insurance and shall be provided to the City representative requesting the service.

By signature upon this form the Consultant stipulates that he/she agrees to the Hold Harmless Agreement, and to abide by all insurance requirements.

H2M Architects & Engineers, Inc.
Consultant-Print Name

Signature

Professional Architectural Services for
Police Substation (Marsh Bend Plaza)
Project Name

August 15, 2024
Date

The effective date of this Hold Harmless Agreement shall be for the duration of this project.

This document must be completed and returned with your Submittal

[Submittal Attachment C5]

DRUG FREE WORKPLACE CERTIFICATE

I, the undersigned, in accordance with Florida Statute 287.087, hereby certify that,

H2M Architects & Engineers, Inc.
(print or type name of firm)

- Publishes a written statement notifying that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the workplace named above, and specifying actions that will be taken against violations of such prohibition.
- Informs employees about the dangers of drug abuse in the workplace, the firm's policy of maintaining a drug free working environment, and available drug counseling, rehabilitation, and employee assistance programs, and the penalties that my be imposed upon employees for drug use violations.
- Gives each employee engaged in providing commodities or contractual services that are under RFQ or bid, a copy of the statement specified above.
- Notifies the employees that as a condition of working on the commodities or contractual services that are under RFQ or bid, the employee will abide by the terms of the statement and will notify the employer of any conviction of, please or guilty or nolo contendere to, any violation of Chapter 1893, or of any controlled substance law of the State of Florida or the United States, for a violation occurring in the work place, no later than five (5) days after such conviction, and requires employees to sign copies of such written (*) statement to acknowledge their receipt.
- Imposes a sanction on, or requires the satisfactory participation in, a drug abuse assistance or rehabilitation program, if such is available in the employee's community, by any employee who is so convicted.
- Makes a good faith effort to continue to maintain a drug free workplace through the implementation of the drug free workplace program.
- "As a person authorized to sign this statement, I certify that the above named business, firm or corporation complies fully with the requirements set forth herein".

Joseph G. Mc...
Authorized Signature

August 15, 2024
Date Signed

State of: New York

County of: Suffolk

Sworn to and subscribed before me this 15th day of August, 2024

Personally known X or Produced Identification _____
(Specify Type of Identification)

Nida Siddiqui
Signature of Notary

My Commission Expires 03/03/27

(seal)

NIDA SIDDIQUI
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01SI0002175
Qualified in Nassau County
Commission Expires March 03, 2027

This document must be completed and returned with your Submittal

[Submittal Attachment C6]

SWORN STATEMENT TO SECTION 287.133(3)(a), FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES FORM

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to City of Wildwood
   By Joseph A. Manzella, P.E., LEED AP, Senior Vice President
   {print individual's name and title}

   for H2M Architects & Engineers, Inc.
   {print name of entity submitting sworn statement}

   whose business address is 2054 Vista Parkway, Suite 421, West Palm Beach, FL 33411

   and (if applicable) its Federal Employer Identification Number (FEIN) is 20-0809570 (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: N/A.)

2. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), **Florida Statutes**, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including, but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentation.

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(b), **Florida Statutes**, means a finding of guilt or a conviction of a public entity crime, with or without adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, nonjury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), **Florida Statutes**, means:

   a. A predecessor or successor of a person convicted of a public entity crime; or

   b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

   c. I understand that a "person" as defined in Paragraph 287.133(1)(e), **Florida Statutes**, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The term "person" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in management of an entity.

[Submittal Attachment C7]

Conflict of Interest Disclosure Form

I HEREBY CERTIFY that

2. I *(printed name)* Joseph A. Manzella, P.E., LEED AP am the *(title)* Senior Vice President and the duly authorized representative of the firm of *(Firm Name)* H2M Architects & Engineers, Inc. whose address is 49 Francis Boulevard, Holtsville, NY 11742, and that I possess the legal authority to make this affidavit on behalf of myself and the firm for which I am acting; and,

2. Except as listed below, no employee, officer, or agent of the firm have any conflicts of interest, real or apparent, due to ownership, other clients, contracts, or interests associated with this project; and,

3. This bid qualification is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid qualification for the same services, and is in all respects fair and without collusion or fraud.

EXCEPTIONS (List)

Signature: _____

Printed Name: Joseph A. Manzella, P.E., LEED AP

Firm Name: H2M Architects & Engineers, Inc.

Date: August 15, 2024

State of New York

County of Suffolk

Sworn to and subscribed before me this 15th day of August 2024

Personally Known X
OR Produced Identification _____, Type of Identification _____

My Commission Expires 03/03/27

NIDA SIDDIQUI
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01SI0002175
Qualified in Nassau County
Commission Expires March 03, 2027

Nida Siddiqui
(Printed, typed or stamped commissioned name of notary)

THIS FORM MUST BE COMPLETED AND RETURNED WITH YOUR QUALIFICATIONS PACKAGE

d. Based on information and belief, the statement which I have marked below is true in relation to the entity submitting this sworn statement. **{indicate which statement applies.}**

__X__ Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

_____ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida, Division of Administrative Hearings and the Final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list. **{attach a copy of the final order}**

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 (ONE) ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND, THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

Joseph G. Manzella

{signature}

August 15, 2024

{date}

State of New York

County of Suffolk

PERSONALLY APPEARED BEFORE ME, the undersigned authority, Joseph Manzella, who after first being sworn by me, affixed his/her signature in the space provided above on this 15th day of August, 2024

Attest: Nida Siddiqui
Notary Public

My commission expires: 03/03/27

(Notary Seal)

NIDA SIDDIQUI
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01SI0002175
Qualified in Nassau County
Commission Expires March 03, 2027

This document must be completed and returned with your Proposal.

[Submittal Attachment C8]

Prohibition Against Contracting with Scrutinized Companies

[PURSUANT TO FLORIDA STATUTE § 287.135]

I, Joseph A. Manzella, P.E., LEED AP (Print Name), on behalf of H2M Architects & Engineers, Inc. (Company Name)

certify that H2M Architects & Engineers, Inc. (Company Name) does not:

1. Participate in a boycott of Israel; and

2. Is not on the Scrutinized Companies that Boycott Israel list; and

3. Is not on the Scrutinized Companies with Activities in Sudan List; and

4. Is not on the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List; and

5. Has not engaged in business operations in Cuba or Syria.

Signature

This document must be completed and returned with your Proposal.

[Submittal Attachment C9]

E-Verify Affidavit

Florida Statute 448.095 directs all public employers, including municipal governments, to verify the employment eligibility of all new public employees through the U.S. Department of Homeland Security's E-Verify System, and further provides that a public employer may not enter into a contract unless each party to the contract registers with and uses the E-Verify system.

Florida Statute 448.095 further provides that if a contractor enters into a contract with a subcontractor, the subcontractor must provide the contractor with an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien.

In accordance with Florida Statute 448.095, all contractors doing business with the City of Wildwood are required to verify employee eligibility using the E-Verify system for all existing and new employees hired by the contractor during the contract term. Further, the contractor must also require and maintain the statutorily required affidavit of its subcontractors. It is the responsibility of the awarded vendor to ensure compliance with E-Verify requirements (as applicable). To enroll in E-Verify, employers should visit the E-Verify website (https://www.e-verify.gov/employers/enrolling-in-e-verify) and follow the instructions. The contractor must, as usual, retain the I-9 Forms for inspection.

By affixing your signature below you hereby affirm that you will comply with E-Verify requirements.

H2M Architects & Engineers, Inc.
Company Name

Offeror Signature

August 15, 2024
Date

Joseph A. Manzella, P.E., LEED AP
Print Name

Senior Vice President
Title

20-0809570
Federal Employer Identification Number (FEIN)

Notary Public Information

Sworn to and subscribed before me on this this 15th day of August, 2024.

By

X Is personally known to me

__ Has produced identification (type of identification produced: _____)

Signature of Notary Public

NIDA SIDDIQUI
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01SI0002175
Qualified in Nassau County
Commission Expires March 03, 2027

Print or Stamp of Notary Public

03/03/27
Expiration Date

▶ C10 Exceptions/Deviations

Contract Reservations

H2M reserves the right to negotiate reasonable insurance, liability, and claims provisions that are consistent with industry standards and the standard of professional care applicable by law.

Please see the mark-ups to submittal attachment C4 Hold Harmless Agreement for H2M's exceptions and deviations.



ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/26/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Greyling Ins. Brokerage/EPIC
3780 Mansell Rd. Ste. 370
Alpharetta GA 30022

CONTACT NAME: Rebecca Egan
PHONE (A/C, No, Ext): 770-552-4225 FAX (A/C, No):
E-MAIL ADDRESS: greylingcerts@greyling.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Markel American Insurance Company	28932
INSURER B : Hartford Underwriters Insurance Company	30104
INSURER C : Sentinel Insurance Company, Ltd.	11000
INSURER D : Hartford Casualty Insurance Company	29424
INSURER E :	
INSURER F :	

INSURED H2MARCH
H2M Architects + Engineers
538 Broad Hollow Road
Melville, NY 11747

COVERAGES **CERTIFICATE NUMBER:** 1705130461 **REVISION NUMBER:** 24-25

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT X LOC OTHER:	Y	Y	20UUGAU9233	1/1/2024	1/1/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 1,000,000 $ 1,000,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
C	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY	Y	Y	20UEGAU7896	1/1/2024	1/1/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 1,000,000 $ $ $ $
D	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000	Y	Y	20XHGYH2145	1/1/2024	1/1/2025	EACH OCCURRENCE AGGREGATE 	$ 5,000,000 $ 5,000,000 $
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	Y	20WBGAT3285	1/1/2024	1/1/2025	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
A	Professional Liability incl. Pollution Liability		Y	MKLM7PL0002521	1/1/2024	1/1/2025	Per Claim Aggregate	1,000,000 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

For Proposal Purposes only

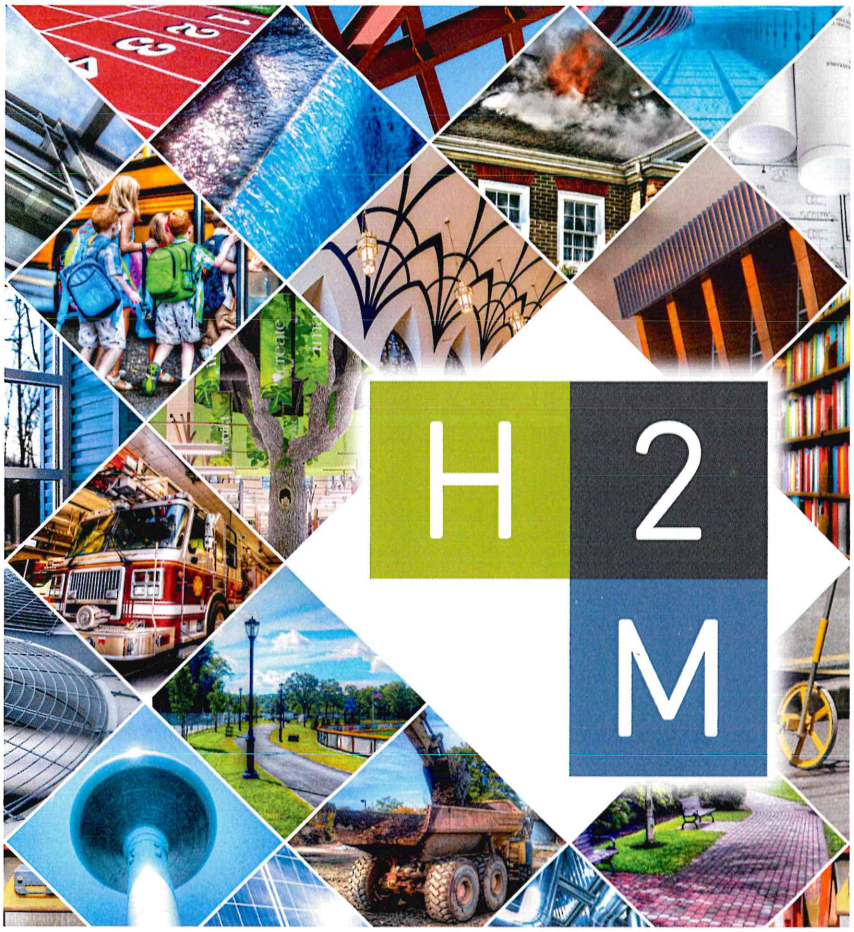
CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Gregg Bachel

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construction environmental services
structural engineering interior design
sustainable design corrosion consulting
water resources engineering mapping
interior services
design landscape
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CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **SP 2201-002 Oxford Village RV Resort Redetermination**

REQUESTED ACTION: Staff recommends approval and reversal of the denial of the previous request for extension.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

The SP 2201-002 Oxford Village RV Resort Site Plan approval expired on August 8, 2024. The applicant was seeking an extension from the City Commission of an approved Site Plan, on parcels D18-082 & D18-139, for an RV resort. The site plan approved back in 2022 consists of 268 rental spaces, an 8,250 square foot recreation center with a pool, and pickleball and bocce ball courts.

Case SP 2201-002 was originally considered by the City Commission on Monday, August 8, 2022, and was approved. In 2023, the applicant requested a one-year extension at the 07/10 regular City Commission Meeting, which was approved.

On July 22, 2024, the applicant requested an additional extension before the City Commission. The City Commission moved to deny the extension based on a recommendation from Staff. At the time, Staff felt inadequate information had been presented to determine that the applicant's request should be granted.

Since the meeting, Staff and the City Attorney have been in communication with the applicant and their legal representatives. Staff has determined that the request should be reconsidered by the commission based on evidence provided by the applicant's legal representative.

Staff recommends reversal of the denial and approval of the previous request for extension as outlined in the applicant's request.

MICHAEL W. RADCLIFFE ENGINEERING, INC.
2611 S.E. Lake Weir Avenue Ocala, FL 34471 (352) 629-5500 Fax (352) 629-1010

July 9, 2024

Melanie Strickland
Development Services Director
City Hall
100 N. Main Street
Wildwood, FL 34785

RE: Oxford Village RV Resort
City of Wildwood Project #SP 2201-002

Dear Melanie:

We are requesting an extension of the expiration date for the above Site Plan. This extension relies upon provisions of Florida Statute 252.363 and the various Executive Orders issued by the Governor related to Hurricane Nicole.

The following Executive Orders cover Sumter County and are included in this request:

- Executive Order 22-253 (Subtropical Storm Nicole) – issued 11/7/2022 for 60 days
- Executive Order 22-255 (Tropical Storm Nicole) – issued 11/9/2022 for 60 days
- Executive Order 22-256 (Hurricane Nicole) – issued 11/10/2022 for 60 days
- Executive Order 23-02 (Hurricane Nicole Extension) – issued 1/5/2023 for 60 days
- Executive Order 23-48 (Hurricane Nicole Extension) – issued 1/19/2023 for 60 days
- Executive Order 23-87 (Hurricane Nicole Extension) – issued 5/1/2023 for 60 days
- Executive Order 23-133 (Hurricane Nicole Extension) – issued 6/29/2023 for 60 days
- Executive Order 23-170 (Hurricane Nicole Extension) – issued 8/25/2023 for 60 days
- Executive Order 23-211 (Hurricane Nicole Extension) – issued 10/23/2023 for 60 days
- Executive Order 23-243 (Hurricane Nicole Extension) – issued 12/19/2023 for 60 days
- Executive Order 24-32 (Hurricane Nicole Extension) – issued 2/19/2024 for 60 days
- Executive Order 24-72 (Hurricane Nicole Extension) – issued 4/18/2024 for 60 days
- Executive Order 24-116 (Hurricane Nicole Extension) – issued 6/14/2024 for 60 days

These Executive Orders would add a total of 780 tolling days in addition to the 24 months outlined in Florida Statute 252.363(1)(a) for a total extension of 1,510 days. However, the statute limits the extended period to 48 months or a total of 1,460 days.

Therefore, the total extension would be 1,460 days from the Site Plan's expiration date of August 8, 2024. The new expiration date would be July 7, 2028.

A copy of the previously granted extension for this Site Plan is included for reference. A copy of Florida Statute 252.363 and applicable Executive Orders are also included.

Please confirm this extension in writing as necessary.

Sincerely,
Michael W. Radcliffe Engineering, Inc.

Michael W. Radcliffe, P.E.

cc: Joe Brown, Oxford Village RV Resort, LLC
file

252.363 Tolling and extension of permits and other authorizations.—

(1)(a) The declaration of a state of emergency issued by the Governor for a natural emergency tolls the period remaining to exercise the rights under a permit or other authorization for the duration of the emergency declaration. Further, the emergency declaration extends the period remaining to exercise the rights under a permit or other authorization for 24 months in addition to the tolled period. The extended period to exercise the rights under a permit or other authorization may not exceed 48 months in total in the event of multiple natural emergencies for which the Governor declares a state of emergency. The tolling and extension of permits and other authorizations under this paragraph shall apply retroactively to September 28, 2022. This paragraph applies to the following:

1. The expiration of a development order issued by a local government.
2. The expiration of a building permit.
3. The expiration of a permit issued by the Department of Environmental Protection or a water management district pursuant to part IV of chapter 373.
4. Permits issued by the Department of Environmental Protection or a water management district pursuant to part II of chapter 373 for land subject to a development agreement under ss. 163.3220-163.3243 in which the permittee and the developer are the same or a related entity.
5. The buildout date of a development of regional impact, including any extension of a buildout date that was previously granted as specified in s. 380.06(7)(c).
6. The expiration of a development permit or development agreement authorized by Florida Statutes, including those authorized under the Florida Local Government Development Agreement Act, or issued by a local government or other governmental agency.

(b) Within 90 days after the termination of the emergency declaration, the holder of the permit or other authorization shall notify the issuing authority of the intent to exercise the tolling and extension granted under paragraph (a). The notice must be in writing and identify the specific permit or other authorization qualifying for extension.

(c) If the permit or other authorization for a phased construction project is extended, the commencement and completion dates for any required mitigation are extended such that the mitigation activities occur in the same timeframe relative to the phase as originally permitted.

(d) This subsection does not apply to:

1. A permit or other authorization for a building, improvement, or development located outside the geographic area for which the declaration of a state of emergency applies.
2. A permit or other authorization under any programmatic or regional general permit issued by the Army Corps of Engineers.
3. The holder of a permit or other authorization who is determined by the authorizing agency to be in significant noncompliance with the conditions of the permit or other authorization through the issuance of a warning letter or notice of violation, the initiation of formal enforcement, or an equivalent action.
4. A permit or other authorization that is subject to a court order specifying an expiration date or buildout date that would be in conflict with the extensions granted in this section.

(2) A permit or other authorization that is extended shall be governed by the laws, administrative rules, and ordinances in effect when the permit was issued, unless any party or the issuing authority demonstrates that operating under those laws, administrative rules, or ordinances will create an immediate threat to the public health or safety.

(3) This section does not restrict a county or municipality from requiring property to be maintained and secured in a safe and sanitary condition in compliance with applicable laws, administrative rules, or ordinances.

History.—s. 494, ch. 2011-142; s. 12, ch. 2018-158; s. 13, ch. 2019-165; s. 1, ch. 2021-179; s. 4, ch. 2023-304.

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STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 22-255

(Amending Executive Order 22-253, Emergency Management – Tropical Storm Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253 and declared a state of emergency exists for thirty-four counties in Florida's Peninsula due to then-Subtropical Storm Nicole; and

WHEREAS, as of 10:00 AM EST on November 9, 2022, Nicole had strengthened into a tropical storm and was approximately 210 miles east of West Palm Beach, Florida, moving west with maximum sustained winds of 70 mph; and

WHEREAS, Tropical Storm Nicole is forecast to be a hurricane before making landfall along Florida's East Coast tonight; and

WHEREAS, there is an increasing wind and flood threat to coastal and inland counties in Florida; and

WHEREAS, the Florida Division of Emergency Management, working together with the National Hurricane Center to evaluate weather predictions, has determined there is a continuing risk of dangerous storm surge, heavy rainfall, flash flooding, strong winds, hazardous seas, and isolated tornadic activity for much of Florida's Peninsula and portions of the Florida Big Bend; and

WHEREAS, the threat posed by Tropical Storm Nicole requires that timely precautions are taken to protect the communities, critical infrastructure, and general welfare of Florida; and

WHEREAS, as Governor, I am responsible to meet the dangers presented to Florida and its people by this emergency.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. Section 1 of Executive Order 22-253 is amended to include the following counties in the state of emergency: Alachua, Bradford, Dixie, Gilchrist, Hernando, Jefferson, Levy, Marion, Pinellas, Taylor, and Wakulla.

Section 2. Except as amended herein, Executive Order 22-253 is ratified and reaffirmed.

Section 3. This Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 9th day of November, 2022.

GOVERNOR RON DESANTIS

ATTEST:

SECRETARY OF STATE

FILED
2022 NOV -9 AM 10:19
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 22-256

(Amending Executive Order 22-253, Emergency Management – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253 and declared a state of emergency exists for thirty-four counties in Florida's Peninsula due to then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, amending Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, as of 6:00 PM on November 9, 2022, Nicole had strengthened into a hurricane with maximum sustained winds of 75 mph as it passed over Grand Bahama Island and approached Florida's East Coast; and

WHEREAS, in the early morning hours of November 10, 2022, Hurricane Nicole made landfall as a Category 1 Hurricane near Vero Beach, Florida, with sustained winds of approximately 75 mph and is expected to move northwest across Florida's Peninsula and exit partially into the Gulf of Mexico before making a second landfall in the Florida Big Bend on Thursday night; and

WHEREAS, the Florida Division of Emergency Management, working together with the National Hurricane Center to evaluate weather predictions, has determined there is a continuing risk of dangerous storm surge, heavy rainfall, flash flooding, strong winds, hazardous seas, and isolated tornadic activity for much of Florida's Peninsula and portions of the Florida Big Bend, North Florida, and Northeast Florida; and

WHEREAS, the threat posed by Hurricane Nicole requires that timely precautions are taken to protect the communities, critical infrastructure, and general welfare of Florida; and

WHEREAS, as Governor, I am responsible to meet the dangers presented to Florida and its people by this emergency.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. Section 1 of Executive Order 22-253 is amended to include the entire State of Florida.

Section 2. Except as amended herein, Executive Order 22-253 is ratified and reaffirmed.

Section 3. This Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 10th day of November, 2022.

GOVERNOR RON DESANTIS

ATTEST:

SECRETARY OF STATE

FILED
2022 NOV 10 AM 10:13
FLORIDA DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 23-02

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to extend the state of emergency to the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a Category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before making a second landfall in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253 expires on January 6, 2022, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida

Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. All actions taken by the Director of the Division of Emergency Management as the State Coordinating Officer with respect to this emergency before the issuance of this Executive Order are ratified, and he is directed to continue to execute the State of Florida Comprehensive Emergency Management Plan and other response, recovery, and mitigation plans necessary to cope with this emergency.

Section 3. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 4. This Executive Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 5th day of January, 2023.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2023 JAN -5 PM 2:39
DEPT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 23-48

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, exited partially into the Gulf of Mexico before making a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-02, expires on March 6, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 3rd day of March, 2023.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 23-87

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before making a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-48, expires on May 2, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the

authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-48, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 1st day of May, 2023.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2023 MAY -1 AM 11:30
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 23-133

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-87, expires on June 30, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the

authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-87, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 29th day of June, 2023.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2023 JUN 29 PM 3:45
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 23-170

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-133, expires on August 28, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the

authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-133, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 25th day of August, 2023.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2023 AUG 25 PM 12:40
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 23-211

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, the affected areas, some of which were severely impacted by Hurricane Ian just weeks before, are still recovering from Hurricane Nicole's strong winds, storm surge, flooding, and heavy rainfall; and

WHEREAS, Executive Order 22-253, as subsequently extended by Executive Order 23-170, expires on October 24, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the

authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. Bay County is removed from the state of emergency declared in Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-170.

Section 2. Notwithstanding the above amendment, the state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255 and 22-256 and subsequently extended by Executive Order 23-170, are renewed for sixty (60) days following the date of this Executive Order.

Section 3. Except as amended herein, Executive Orders 22-253, 22-255, and 22-256 are ratified and reaffirmed.

Section 4. This Executive Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 23rd day of October, 2023.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2023 OCT 23 PM 3:16
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 23-243

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, Executive Order 22-253, as amended by Executive Orders 22-255, 22-256, and 23-211, expires on December 22, 2023, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended by Executive Orders 22-255, 22-256, and 23-211, are renewed for sixty (60) days following the expiration of Executive Order 23-211.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, 22-256, and 23-211 are ratified and reaffirmed.

Section 3. This Executive Order is effective upon the expiration of Executive Order 23-211.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 19th day of December, 2023.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

2023 DEC 19 PM 12:14
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 24-32

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, Executive Order 22-253, as amended and subsequently extended, expires on February 20, 2024, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, 22-256, and 23-211 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 19th day of February, 2024.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2024 FEB 19 AM 11:21
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 24-72

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, Executive Order 22-253, as amended and subsequently extended, expires on April 19, 2024, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, 22-256, and 23-211 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately and shall expire sixty (60) days from the date of execution.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 18th day of April, 2024.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2024 APR 18 AM 10:43
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR

EXECUTIVE ORDER NUMBER 24-116

(Emergency Management – Extension of Executive Order 22-253 – Hurricane Nicole)

WHEREAS, on November 7, 2022, I issued Executive Order 22-253, declaring a state of emergency for thirty-four counties in Florida due to the dangers presented by then-Subtropical Storm Nicole; and

WHEREAS, on November 9, 2022, I issued Executive Order 22-255, which amended Executive Order 22-253 by adding coastal and inland counties in Central and North Florida to the state of emergency; and

WHEREAS, on November 10, 2022, I issued Executive Order 22-256, which amended Executive Order 22-253 to declare a state of emergency for the entire State of Florida; and

WHEREAS, on the morning of November 10, 2022, Hurricane Nicole made landfall near Vero Beach, Florida, as a category 1 Hurricane with sustained winds of approximately 75 miles per hour, traveled across the peninsula, and exited partially into the Gulf of Mexico before it made a second landfall as a Tropical Storm in the Florida Big Bend; and

WHEREAS, Executive Order 22-253, as amended and subsequently extended, expires on June 17, 2024, unless extended; and

WHEREAS, an extension of Executive Order 22-253 is necessary because recovery efforts and those affected by this disaster require the continued support of the State of Florida.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. The state of emergency and all provisions of Executive Order 22-253, as amended, are renewed for sixty (60) days following the date of this Executive Order.

Section 2. Except as amended herein, Executive Orders 22-253, 22-255, 22-256, and 23-211 are ratified and reaffirmed.

Section 3. This Executive Order is effective immediately and shall expire sixty (60) days from the date of execution.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 14th day of June, 2024.

RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2024 JUN 14 AM 10:20
DEPARTMENT OF STATE
TALLAHASSEE, FL

STATE OF FLORIDA

OFFICE OF THE GOVERNOR
EXECUTIVE ORDER NUMBER 22-253
(Emergency Management –Subtropical Storm Nicole)

WHEREAS, as of 4:00 AM EST on November 7, 2022, Subtropical Storm Nicole was located 555 miles East of Nassau, Bahamas with maximum sustained winds of 45 miles per hour; and

WHEREAS, the National Hurricane Center predicts Subtropical Storm Nicole will impact Florida's East Coast and could affect portions of the previously impacted area still recovering from Hurricane Ian; and

WHEREAS, there is a risk of dangerous storm surge, heavy rainfall, flash flooding, strong winds, hazardous seas, beach erosion, and the potential for isolated tornadic activity for Florida's Peninsula; and

WHEREAS, the threat posed by Subtropical Storm Nicole requires that timely precautions are taken to protect the communities, critical infrastructure, and general welfare of Florida; and

WHEREAS, as Governor, I am responsible to meet the dangers presented to Florida and its people by this emergency.

NOW, THEREFORE, I, RON DESANTIS, as Governor of Florida, by virtue of the authority vested in me by Article IV, Section 1(a) of the Florida Constitution and by the Florida Emergency Management Act, as amended, and all other applicable laws, promulgate the following Executive Order, to take immediate effect:

Section 1. Because of the foregoing conditions, which are projected to constitute a major disaster, I declare that a state of emergency exists in Brevard, Broward, Charlotte, Citrus, Clay, Collier, DeSoto, Duval, Flagler, Glades, Hardee, Hendry, Highlands, Hillsborough, Indian River,

Lake, Lee, Manatee, Martin, Miami-Dade, Nassau, Okeechobee, Orange, Osceola, Palm Beach, Pasco, Polk, Putnam, Sarasota, Seminole, St. Johns, St. Lucie, Sumter, and Volusia Counties.

Section 2. I designate the Director of the Division of Emergency Management as the State Coordinating Officer for the duration of this emergency and direct him to execute the State's Comprehensive Emergency Management Plan and other response, recovery, and mitigation plans necessary to cope with the emergency. Pursuant to section 252.36(1)(a), Florida Statutes, I delegate to the State Coordinating Officer the authority to exercise those powers delineated in sections 252.36(6)-(12), Florida Statutes, which he shall exercise as needed to meet this emergency, subject to the limitations of section 252.33, Florida Statutes. In exercising the powers delegated by this Executive Order, the State Coordinating Officer shall confer with the Governor to the fullest extent practicable. The State Coordinating Officer shall also have the authority to:

A. Invoke and administer the Emergency Management Assistance Compact ("EMAC") (sections 252.921-252.9335, Florida Statutes) and other compacts and agreements existing between the State of Florida and other states, and the further authority to coordinate the allocation of resources from such other states that are made available to Florida under such compacts and agreements so as to best meet this emergency.

B. Seek direct assistance and enter into agreements with any and all agencies of the federal government as may be needed to meet this emergency.

C. Direct all state, regional, and local governmental agencies, including law enforcement agencies, to identify personnel needed from those agencies to assist in meeting the response, recovery, and mitigation needs created by this emergency, and to place all such personnel under the direct command and coordination of the State Coordinating Officer to meet this emergency.

D. Direct the actions of any state agency as necessary to implement the Federal Emergency Management Agency's National Disaster Recovery Framework.

E. Designate Deputy State Coordinating Officers and Deputy State Disaster Recovery Coordinators, as necessary.

F. Suspend the effect of any statute, rule, or order that would in any way prevent, hinder, or delay any mitigation, response, or recovery action necessary to cope with this emergency. In accordance with section 252.3611(1), Florida Statutes, any such order, declaration, or other action shall specify each statute or rule being amended or waived, if applicable, and the expiration date for the order or action.

G. Enter orders as may be needed to implement any of the foregoing powers. The requirements of sections 252.46(1)-(2) and 120.54(4), Florida Statutes, do not apply to any such orders issued by the State Coordinating Officer. No such order shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

Section 3. I order the Adjutant General to activate the Florida National Guard, as needed, to deal with this emergency.

Section 4. I find that the special duties and responsibilities resting upon some state, regional, and local agencies and other governmental bodies in responding to this emergency may require them to suspend or waive certain statutes, rules, ordinances, and orders they administer. Therefore, I issue the following authorizations:

A. Pursuant to section 252.36(6)(a), Florida Statutes, the Executive Office of the Governor may suspend all statutes and rules affecting budgeting to the extent necessary to provide budget authority for state agencies to cope with this emergency. The requirements of sections 252.46(1)-(2) and 120.54(4), Florida Statutes, do not apply to any such suspension issued by the

Executive Office of the Governor. No such suspension shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

B. Each state agency may suspend the provisions of any regulatory statute prescribing the procedures for conduct of state business or the orders or rules of that agency, if strict compliance with the provisions of any such statute, order, or rule would in any way prevent, hinder, or delay necessary action in coping with the emergency. This includes, but is not limited to, the authority to suspend any and all statutes, rules, ordinances, or orders which affect leasing, printing, purchasing, travel, and the condition of employment and the compensation of employees. In accordance with section 252.3611(1), Florida Statutes, any agency order, declaration, or other action suspending a statute or rule shall specify each statute or rule being amended or waived, if applicable, and the expiration date for the order or action. The requirements of sections 252.46(1)-(2) and 120.54(4), Florida Statutes, shall not apply to any such suspension issued by a state agency. No such suspension shall remain in effect beyond the expiration of this Executive Order, including any extension thereof.

C. In accordance with section 252.38(3), Florida Statutes, each political subdivision within the State of Florida may waive the procedures and formalities otherwise required of the political subdivision by law pertaining to:

1) Performance of public work and taking whatever prudent action is necessary to ensure the health, safety, and welfare of the community;

2) Following local procurement and contracting policies;

3) Entering into contracts; however, political subdivisions are cautioned against entering into time and materials contracts without a ceiling as defined by 2 CFR 200.318(j) or cost plus a percentage of cost contracts prohibited by 2 CFR 200.324(d);

4) Incurring obligations;

5) Employment of permanent and temporary workers;

6) Utilization of volunteer workers;

7) Rental of equipment;

8) Acquisition and distribution, with or without compensation, of supplies, materials, and facilities; and

9) Appropriation and expenditure of public funds.

D. All agencies whose employees are certified as disaster service volunteers within the meaning of section 110.120(2)(d), Florida Statutes, may, in accordance with section 110.120(3), Florida Statutes, release any such employees for such service as requested by the employee to meet this emergency.

E. The Secretary of the Florida Department of Transportation (DOT) may:

1) Waive the collection of tolls and other fees and charges for the use of the Turnpike and other public highways, to the extent such waiver may be needed to provide emergency assistance or facilitate the evacuation of the affected counties;

2) Manage the flow of traffic or close any and all roads, highways, and portions of highways as may be needed for the safe and efficient transportation of evacuees to those counties that the State Coordinating Officer may designate as destination counties for evacuees in this emergency;

3) Suspend enforcement of the registration requirements pursuant to section 316.545(4), Florida Statutes, for commercial motor vehicles that enter Florida to provide emergency services or supplies, to transport emergency equipment, supplies or personnel, or to transport FEMA mobile homes or office style mobile homes into or from Florida;

4) Waive by special permit the warning signal requirements in the Utility Accommodations Manual to accommodate public utility companies from other jurisdictions which render assistance in restoring vital services; and

5) Waive the size and weight restrictions for divisible loads on any vehicles transporting emergency equipment, services, supplies, and agricultural commodities and citrus as recommended by the Commissioner of Agriculture, allowing the establishment of alternate size and weight restrictions for all such vehicles for the duration of the emergency. The DOT shall issue permits and such vehicles shall be subject to such special conditions as the DOT may endorse on any such permits.

Nothing in this Executive Order shall be construed to allow any vehicle to exceed weight limits posted for bridges and like structures, or relieve any vehicle or the carrier, owner, or driver of any vehicle from compliance with any restrictions other than those specified in this Executive Order, or from any statute, rule, order, or other legal requirement not specifically waived or suspended herein or by supplemental order by the State Coordinating Officer.

F. The Executive Director of the Department of Highway Safety and Motor Vehicles (DHSMV) may:

1) Suspend enforcement of the registration requirements pursuant to sections 316.545(4) and 320.0715, Florida Statutes, for commercial motor vehicles that enter Florida to provide emergency services or supplies, to transport emergency equipment, supplies or personnel, or to transport FEMA mobile homes or office style mobile homes into or from Florida;

2) Waive the hours-of-service requirements for such vehicles;

3) Suspend the enforcement of the licensing and registration requirements under the International Fuel Tax Agreement (IFTA) pursuant to chapter 207, Florida Statutes, and the International Registration Plan (IRP) pursuant to section 320.0715, Florida Statutes, for motor

carriers or drivers operating commercial motor vehicles that are properly registered in other jurisdictions and that are participating in emergency relief efforts through the transportation of equipment and supplies or providing other assistance in the form of emergency services;

4) Waive fees for duplicate or replacement vessel registration certificates, vessel title certificates, vehicle license plates, vehicle registration certificates, vehicle tag certificates, vehicle title certificates, handicapped parking permits, replacement drivers' licenses, and replacement identification cards and to waive the additional fees for the late renewal of or application for such licenses, certificates, and documents due to the effects of adverse weather conditions; and

5) Defer administrative actions and waive fees imposed by law for the late renewal or application for the above licenses, certificates, and documents, which were delayed due to the effects of adverse weather conditions, including in counties wherein the DHSMV has closed offices, or any office of the County Tax Collector that acts on behalf of the DHSMV to process renewals has closed offices due to adverse weather conditions.

Recordkeeping and other applicable requirements for existing IFTA and IRP licensees and registrants are not affected by this Executive Order. The DHSMV shall promptly notify the State Coordinating Officer when the waiver is no longer necessary.

G. In accordance with section 465.0275(2), Florida Statutes, pharmacists may dispense up to a 30-day emergency prescription refill of maintenance medication to persons who reside in an area or county covered under this Executive Order and to emergency personnel who have been activated by their state or local agency but who do not reside in an area or county covered by this Executive Order. In accordance with section 465.019(4)(b), Florida Statutes, a hospital that operates a Class II or Class III institutional pharmacy located in an area or county covered

under this Executive Order may prescribe and dispense a supply of a medicinal drug lasting up to 72 hours.

H. All state agencies responsible for the use of state buildings and facilities may close such buildings and facilities in those portions of the State affected by this emergency, to the extent necessary to meet this emergency. I direct each state agency to report the closure of any state building or facility to the WebEOC system utilized by the Division of Emergency Management. Under the authority contained in section 252.36, Florida Statutes, I direct each county to report the closure of any building or facility operated or maintained by the county or any political subdivision on a daily basis to the WebEOC system. Furthermore, I direct the Secretary of the Department of Management Services to:

1) Maintain an accurate and up-to-date list of all such closures; and

2) Provide that list daily to the State Coordinating Officer.

I. All state agencies may abrogate the time requirements, notice requirements, and deadlines for final action on applications for permits, licenses, rates, and other approvals under any statutes or rules under which such applications are deemed to be approved unless disapproved in writing by specified deadlines. All such time requirements that have not yet expired as of the date of this Executive Order are suspended and tolled to the extent necessary to meet this emergency.

J. All agencies shall implement Selected Exempt Services (SES) Extraordinary Payment Plans and Career Service Regular Compensatory Leave Payment Plans for:

1) All essential agency personnel who are required to work extraordinary hours when state-owned or state-operated facilities are closed in response to an emergency condition. Employees who are eligible to receive extraordinary pay under the agency's activated plan shall accrue special compensatory leave credits for work performed during facility closures

up to the number of hours in the employee's established workday. For these employees, any additional time worked beyond the employee's established workday during facility closures will result in extraordinary pay;

2) All agency personnel who are assigned to the State Emergency Operations Center and are required to work extraordinary hours; and

3) All agency personnel who are deployed throughout the state in response to an emergency condition and are required to work extraordinary hours.

K. All state agencies may waive the forty-day time limit to issue a warrant pursuant to section 215.422(3)(a)-(b), Florida Statutes. This waiver applies to invoices and reimbursement requests arising from this emergency that were received, inspected, and approved by the agency prior to the expiration of this Executive Order, including any extension thereof. This waiver of section 215.422(3)(a)-(b), Florida Statutes, and all waivers based upon this waiver shall expire upon the expiration of this Executive Order, including any extension thereof.

L. The provisions of section 934.50, Florida Statutes, excluding subsection (4), are waived for state and local agencies conducting emergency operations arising from the state of emergency for the limited purpose of capturing aerial evidence concerning the amount of damage sustained to private and public property; to assist in search, rescue, and recovery activities; and prevent imminent danger to life or serious damage to property.

Section 5. All public facilities, including elementary and secondary schools, community colleges, state universities, and other facilities owned or leased by the state, regional or local governments that are suitable for use as public shelters shall be made available at the request of the local emergency management agencies to ensure the proper reception and care of all evacuees. Under the authority contained in section 252.36, Florida Statutes, I direct the Superintendent of each public school district in the State of Florida to report the closure of any school within its

district to the Commissioner of the Florida Department of Education. Furthermore, I direct the Commissioner of the Department of Education to:

A. Maintain an accurate and up-to-date list of all such closures; and

B. Provide that list daily to the State Coordinating Officer.

Section 6. I find that the demands placed upon funds specifically appropriated to state and local agencies for disaster relief or response are unreasonably great and that such funds may be inadequate to pay the costs of coping with this emergency. In accordance with section 252.37(2)(b), Florida Statutes, I direct that sufficient funds be made available, as needed, by transferring and expending moneys from the Emergency Preparedness and Response Fund created under section 252.3711, Florida Statutes.

In accordance with section 252.37(2)(a), Florida Statutes, state agencies responding to this emergency must first spend funds specifically appropriated for disaster relief or response. If no specifically appropriated funds exist, or if funds specifically appropriated are exhausted, state agencies are authorized to spend funds from the Emergency Preparedness and Response Fund through the procedures outlined in Memorandum No. 22-046, Emergency Preparedness and Response.

Section 7. All state agencies entering emergency orders, emergency rules, or other emergency actions in response to this emergency shall advise the State Coordinating Officer contemporaneously or as soon as practicable thereafter, and, pursuant to section 252.36(3)(b), Florida Statutes, shall submit the order or declaration to the Division of Administrative Hearings within five days of issuance.

Section 8. Medical professionals and workers, social workers, and counselors with good and valid professional licenses issued by states other than the State of Florida may render such services in Florida during this emergency for persons affected by this emergency with the

condition that such services be rendered to such persons free of charge, and with the further condition that such services be rendered under the auspices of the American Red Cross or the Florida Department of Health.

Section 9. Pursuant to section 501.160, Florida Statutes, it is unlawful and a violation of section 501.204, Florida Statutes, for a person to rent or sell or offer to rent or sell at an unconscionable price within the area for which the state of emergency is declared, any essential commodity including, but not limited to, supplies, services, provisions, or equipment that is necessary for consumption or use as a direct result of the emergency.

Section 10. Under the authority contained in sections 252.36(6)(a), (g), and (m), Florida Statutes, I direct that, for the purposes of this emergency, the term "essentials", as defined by section 252.359(2), Florida Statutes, shall be the same as and no more expansive than the term "commodity", as defined by section 501.160(1)(a), Florida Statutes (hereinafter referred to collectively or alternatively as "essential commodities"). Accordingly, any person who delivers essential commodities to a location in the area(s) declared to be under a state of emergency by this Executive Order, and when necessary to ensure that those commodities are made available to the public, may travel within evacuated areas and exceed curfews, provided the State Coordinating Officer determines, after consultation with the appropriate Emergency Support Function(s), that:

A. Law enforcement officials in the declared area(s) can provide adequate security to protect the essential commodities from theft;

B. The weight of a delivery vehicle will not jeopardize the structural integrity of any roadway or bridge located within the declared area;

C. Delivery vehicles will not negatively impact evacuation activities in the declared area(s); and

D. Delivery vehicles will not negatively impact any response or recovery activities occurring within the declared area(s).

After consulting with the appropriate Emergency Support Function(s), and after consulting with local officials, the State Coordinating Officer may dictate the routes of ingress, egress, and movement within the declared area(s) that drivers must follow when delivering essential commodities.

Provided he or she is actually delivering medications, any person authorized to deliver medications under chapter 893, Florida Statutes, qualifies as a person delivering essential commodities.

In order to qualify as a person delivering essential commodities under this section, a person must be in the process of delivering essential commodities only. If an individual is transporting both essential and non-essential commodities, then this section shall not provide any authorization for that individual to enter into or move within the declared area(s).

Section 11. Consistent with Executive Order 80-29, nothing in this Executive Order shall prevent local jurisdictions in any area not declared to be under a state of emergency by this Executive Order from taking prompt and necessary action to save lives and protect the property of their citizens, including the authority to compel and direct timely evacuation when necessary.

Section 12. I authorize the Florida Housing Finance Corporation to distribute funds pursuant to section 420.9073, Florida Statutes, to any county, municipality, or other political subdivision located within the area(s) declared to be under a state of emergency by this Executive Order. The authority of the Florida Housing Finance Corporation to distribute funds in connection with this emergency shall expire six months after the expiration of this Executive Order, including any extension thereof.

Section 13. All actions taken by the Director of the Division of Emergency Management with respect to this emergency before the issuance of this Executive Order are ratified.

Section 14. This Executive Order is effective immediately and shall expire sixty (60) days from this date unless extended.

IN TESTIMONY WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Florida to be affixed, at Tallahassee, this 7th day of November 2022.

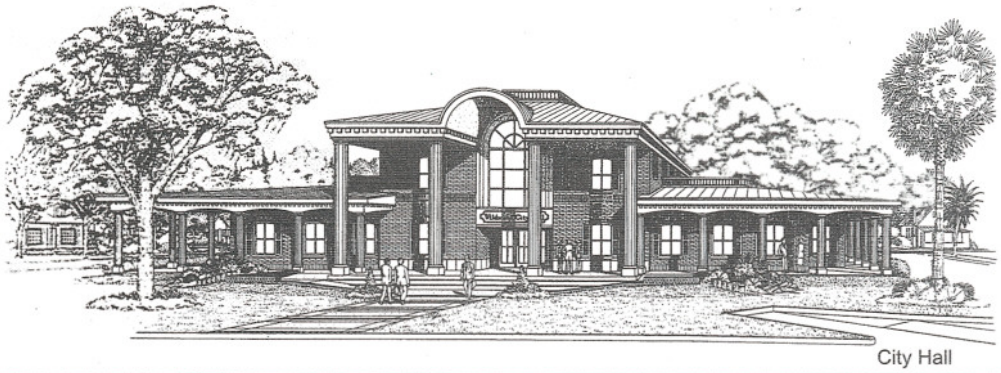
RON DESANTIS, GOVERNOR

ATTEST:

SECRETARY OF STATE

FILED
2022 NOV -7 AM 11:09
DEPARTMENT OF STATE
TALLAHASSEE, FL

City of Wildwood, Florida


City Hall

wildwood-fl.gov
Area Code: 352
ZIP Code: 34785

CITY HALL
100 N. Main Street
330-1330 Phone
330-1338 Fax

CITY MANAGER
Extension 109

CITY CLERK/FINANCE
Extension 100

HUMAN RESOURCES
Extension 103
330-1339 Fax

CUSTOMER SERVICE
(Utility Accounts/TDD)
Extension 130

BUILDING SERVICES
Code/Inspections/Permits
Extension 131
330-1334 Fax

DEVELOPMENT SERVICES
Planning/Zoning/Concurrency
Extension 118
330-1334 Fax

LIBRARY
310 Palmer Drive
748-1158

COMMUNITY CENTER
6500 County Road 139
Reservations
330-1330 Ext 108

POLICE
100 E. Huey Street
330-1355
330-1358 Fax

ANIMAL CONTROL
WOOD WASTE
601 W. Gulf-Atlantic Hwy.
330-1345

REFUSE / STREETS
410 Grey Street
330-1343
330-1353 Fax

WASTEWATER
1290 Industrial Drive
330-1349
330-1350 Fax

WATER
801 E. Huey Street
330-1346
330-1347 Fax

PARKS & RECREATION
6500 County Road 139
303-8446

August 08, 2023

RE: Oxford Village RV Resort Site Plan Approval Extension
Wildwood City Commission meeting on July 10, 2023.

Dear Mr. Jennings,

This letter is to confirm that at their regularly scheduled meeting of July 10, 2023, the Wildwood City Commission approved your request for a 1-year extension of the Oxford Village RV Resort Site Plan, our file number SP 2201-002, per your request dated June 20, 2023.

Please note that the current expiration date has been extended from August 08, 2023 to August 08, 2024.

If we can be of further assistance, please contact our office.

Sincerely,

Angelica Colon
Development Services Dept, Office Manager
City of Wildwood
100 N Main Street
Wildwood FL 34785
Ph: 352-330-1334
www.wildwood-fl.gov

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **CSX Transportation Track Maintenance Project**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached email and closure schedule from CSX Transportation regarding a track maintenance project impacting certain railroad crossings in the City.

System-wide work is scheduled to begin on Monday, November 18, 2024. The crossings at Lynum Street and CR 114 are scheduled to begin on November 22, 2024 and may be closed for up to 5 days. The crossing at CR 462 will be worked on at a later date.

From: Erika Nickell <enickell@scdevelopmentllc.com>
Sent: Tuesday, November 5, 2024 11:25 AM
To: Coffman, Kyle <kyle.coffman@dot.state.fl.us>; Dement, Kimberly <kimberly.dement@dot.state.fl.us>; Jen Grice <jgrice@alachuacounty.us>; David Peaton <dpeaton@alachuacounty.us>; dharding@alachuacounty.us; fvincente@alachuacounty.us; Ferrante, Marco <mferrante@alachuasheriff.org>; tmalone@alachuasheriff.org; lcompton@alachuasheriff.org; Fay Walker <fwalker@alachuasheriff.org>; mklement@alachuasheriff.org; gpeebles@alachuacounty.us; Fay Walker <fwalker@alachuasheriff.org>; wooddw@gm.sbac.edu; davissj2@gm.sbac.edu; statenjd@gm.sbac.edu; rgavarrete@alachuacounty.us; Thomas Strom <tstrom@alachuacounty.us>; David Owen <dowen@alachuacounty.us>; msexton@alachuacounty.us; Harold Theus <hmt@alachuacounty.us>; Jeff Taylor <jetaylor@alachuacounty.us>; Karem Scott-Kotb <kscottkotb@alachuacounty.us>; Keith Godwin <kgodwin@alachuacounty.us>; Cheryl Ellis <canderson@alachuacounty.us>; evause@cityofhawthorne.net; Mixon, Dave <Dave.Mixon@dot.state.fl.us>; D5-PIO <D5-PIO@dot.state.fl.us>; kyle.drummer@marioncountyfl.org; angel.roussel@marioncountyfl.org; jared.peltz@marioncountyfl.org; melinda.hamm@marion.k12.fl.us; stacie.causey@marioncountyfl.org; publicrelations@marioncountyfl.org; elton.holland@marioncountyfl.org; jbowlin@marionso.com; emiller@marionso.com; cjkemp@marionso.com; romorris@marionso.com; publicsafetycommunicationscenter-supervisors@marioncountyfl.org; commcentersupervisors@marionso.com; commctrsupervisors@ocalapd.org; lpulford@marionso.com; pyoumans@marionso.com; cvorisek@marionso.com; robert.graff@marioncountyfl.org; travis.blackburn@marioncountyfl.org; lonnie.blackburn@marioncountyfl.org; joshua.alvarez@marioncountyfl.org; james.banta@marioncountyfl.org; ken.mccano@marioncountyfl.org; bdotten@marionso.com; bspivey@marionso.com; joturner@marionso.com; rsandlin@marionso.com; awalker@marionso.com; mblakene@pbcgov.org; cwelborn@ocalafl.org; mmcquaig@dunnellonpd.org; lbryan@belleviewfl.org; tholland@belleviewfl.org; btitterington@belleviewfl.org; craig.damien@marioncountyfl.org; sgronlund@ocalapd.org; lbiondi@ocalapd.org; rebecca.rora@marion.k12.fl.us; tracy.straub@marioncountyfl.org; donald.atwell@marioncountyfl.org; ldoerffel@ocalafl.org; gregorylamont@flhsmv.gov; rhay@marionso.com; roddy@townofmcintosh.org; ciotti@townofmcintosh.org; mullikin@townofmcintosh.org; cmo@ocalafl.org; dserrado@ocalafl.org; ncooper@ocalafl.org; ganson@ocalafl.org; pubworks@ocalafl.org; cstack@ocalapd.gov; opdtraffic@ocalapd.gov; fire@ocalafl.org; tchighizola@ocalafl.org; Michelle Keszey <mkeszey@sumtercountysheriff.org>; leslie.smith@sumtercountyfl.gov; deborah.snyder@sumtercountyfl.gov; Bryant, Michael <Michael.Bryant@sumtercountyfl.gov>; Oxendine, Eslie <Eslie.Oxendine@sumtercountyfl.gov>; Patel, Shailesh <Shailesh.Patel@sumtercountyfl.gov>; Mathis, Gloria <gloria.mathis@sumter.k12.fl.us>; Casto, David <David.Casto@sumtercountyfl.gov>; Martin, Jacquelynn <Jacquelynn.Martin@sumtercountyfl.gov>; rob.hanson@sumtercountyfl.gov; Jason McHugh <jmchugh@wildwood-fl.gov>; Ed Wolf <ewolf@wildwood-fl.gov>; Randall Parmer <rparmer@wildwood-fl.gov>; Jeremy Hockenbury <jhockenbury@wildwood-fl.gov>; Mike

Bunk <mbunk@pascocountyfl.net>; Madden, Kenneth <Kenneth.Madden@dot.state.fl.us>; FR Web Inquiries <firerescue@pascocountyfl.net>; Tambrey Laine <tlaine@pascocountyfl.net>; Jack M. Eich <jeich@pascocountyfl.net>; Branford Adumuah <badumuah@pascocountyfl.net>; gsawyer@pasco.k12.fl.us; dcanton@pasco.k12.fl.us; cdonlon@pasco.k12.fl.us; eholdren@pasco.k12.fl.us; nmaury@pasco.k12.fl.us; mcarballa@pascocountyfl.net; Rana L. Hayes <rhayes@pascocountyfl.net>; wpoon@pascocountyfl.net; Erin E. Swanson <eswanson@pascocountyfl.net>; Panos Kontses <pkontses@pascocountyfl.net>; skaszuba@dadecityfl.com; aguy@dadecityfl.com; Troy Sweat <tsweat@DADECITYFL.com>; tmauriello@dadecityfl.com; jwalters@dadecityfl.com; treed@dadecityfl.com; Robert Tungate <rtungate@dadecityfl.com>; wrowe@dadecityfl.com; jim@dadecitybc.com
Subject: *URGENT* - CSX Transportation At-Grade Crossing Closures - Wildwood S1 Project
Importance: High

CAUTION: This email originated from outside of the city. Do not click on any links or open any attachments unless you recognize the sender and are certain the content is safe.

Good afternoon,

CSX Transportation has recently announced a track maintenance project that will begin on **Monday, November 18th, 2024**. This project includes the resurfacing of the track bed along parts of the CSX Wildwood subdivision.

It is an overall 1 - full week project that will end on/around Mon, 11/25/24. This team will be performing track maintenance Monday through Monday, including weekends. It impacts the following counties: Alachua, Marion, Sumter, and Pasco

Crossings will be closed anywhere from 2-5 days, depending on the type of maintenance they are set to receive. Please note: crossings will not be closed for the entire duration of the project. They will only be closed for the number of days just mentioned. I've attached a list of all of the crossings (Excel attachment) that will be closing as a result of this work with their estimated closure dates. Please keep in mind the estimated closure dates are merely the best approximation we can provide at this time. These dates are *highly* subject to change with or without notice simply due to many of the unforeseen circumstances that can occur in the field once the work begins. Updates to the schedule included in this email can be provided by request. With the one way in/out crossings, we will work as hard as possible to have those accessible within a 24-hour period (or less). There are quite a of few of these types of crossings within this project.

Finally, I have created a Google map that will allow you to view each crossing impacted. When you pull up the map, you will see a white box to the left of the screen. Simply look for your respective county and click on the crossings labeled under your county.
The map will highlight exactly where the crossings are located.
https://www.google.com/maps/d/u/1/edit?mid=1wIzqHvEg2u7G_IuUuHUuA1IvpWw-yE8&usp=sharing

This information is being provided to you so that preparations can begin as soon as possible.
If you have any questions, please do not hesitate to reach out to me. If permits or MOT's are necessary, please notify me of your request. If there is another point of contact to better review the attached information, please forward on or reply with their contact information. *Please note - if the proper municipality has not been notified in this email, please respond to me with the correct municipality that will be impacted by these closures and should receive notification.

Sincerely,

Erika E. Nickell
Assistant Manager, CSX Transportation Division
Southern Commercial Development, LLC
Office: (229) 262-4394
Email: enickell@scdevelopmentllc.com

WILDWOOD S1								Road Closures
Acct#	DOT#	M/P	City	County	State	Street	X-ING Length	Exp. Close Date
C58809	625014L	S 705.25	HAWTHORNE	ALACHUA	FL	PRIVATE ROAD *(One way in/out - Open field, but VERIFY!)*	16	18-Nov
C58810	625015T	S 706.39	HAWTHORNE	ALACHUA	FL	PRIVATE ROAD *(One way in/out - 1 home)*	16	18-Nov
C58811	625016A	S 707.01	HAWTHORNE	ALACHUA	FL	PRIVATE ROAD	16	*SKIP - No maintenance needed at this time*
C58812	625017G	S 707.52	HAWTHORNE	ALACHUA	FL	PRIVATE ROAD *(One way in/out - 2-3 homes)*	16	18-Nov

WILDWOOD S1								Road Closures
C58813	625018N	S 707.84	LOCHLOOSA	ALACHUA	FL	PRIVATE ROAD *(One way in/out - 2-3 homes)*	16	18-Nov
C58814	625019V	S 708.35	LOCHLOOSA	ALACHUA	FL	PRIVATE ROAD	16	*SKIP - No maintenance needed at this time*
C58815	625020P	S 709.36	HAWTHORNE	ALACHUA	FL	SE 138TH PL *(BIG one way in/out - 30-40 homes!!)*	24	18-Nov
C58816	625021W	S 710.07	HAWTHORNE	ALACHUA	FL	SE 149TH PL	24	DIVISION - To be worked at a later date with local teams
C58817	625022D	S 710.85	HAWTHORNE	ALACHUA	FL	SE 207 ST	32	DIVISION - To be worked at a later date with local teams

WILDWOOD S1								Road Closures
C58818	625024S	S 711.37	LOCHLOOSA	ALACHUA	FL	PRIVATE ROAD *(One way in/out - Nothing but VERIFY!)*	16	19-Nov
C58819	625025Y	S 712.94	LOCHLOOSA	ALACHUA	FL	PRIVATE ROAD	16	*SKIP - No maintenance needed at this time*
C58821	625027M	S 714.45	HAWTHORNE	ALACHUA	FL	SE 219TH AVE (Can't close w/ CR 318)	32	20-Nov
C58822	625029B	S 716.45	MCINTOSH	MARION	FL	WARTMAN *(One way in/out - Nothing, but VERIFY!)*	16	20-Nov
C58823	625030V	S 716.98	HAWTHORNE	MARION	FL	CR-318 (Can't close w/ SE 219th)	32	20-Nov

WILDWOOD S1								Road Closures
C58824	625031C	S 717.31	MCINTOSH	MARION	FL	PVT OCLA LR I	16	**DIVISION - To be worked at a later date with local teams**
C59199	625033R	S 717.82	HAWTHORNE	MARION	FL	NE 175TH STREET RD	40	***Pending reopening of CR 318***
C59764	625050G	S 732.99	OCALA	MARION	FL	NE 25TH AVE	32	***SKIP - No maintenance needed at this time***
C59765	625051N	S 733.54	OCALA	MARION	FL	NE 19TH AVE	32	21-Nov
C59766	625052V	S 734.72	OCALA	MARION	FL	NE 8TH AVE	96	21-Nov

WILDWOOD S1								Road Closures
C59768	625056X	S 735.08	OCALA	MARION	FL	NE 9TH STREET	32	21-Nov
C59770	625058L	S 735.41	OCALA	MARION	FL	N MAGNOLIA AVE	160	DIVISION - To be worked at a later date with local teams
C59771	625066D	S 735.9	OCALA	MARION	FL	NW 2ND ST	40	*SKIP - No maintenance needed at this time*
C59772	625069Y	S 736.06	OCALA	MARION	FL	SW BROADWAY ST	48	21-Nov
C59773	625072G	S 736.22	OCALA	MARION	FL	SW 3RD ST	40	21-Nov

WILDWOOD S1								Road Closures
C59511	625113J	S 758.08	WILDWOOD	SUMTER	FL	CR-472	40	***SKIP - No maintenance needed at this time***
C59512	625114R	S 758.6	WILDWOOD	SUMTER	FL	CR-114	32	22-Nov
C59513	625115X	S 759.9	WILDWOOD	SUMTER	FL	CR-462	72	**DIVISION - To be worked at a later date with local teams**
C59438	625318C	S 761.66	WILDWOOD	SUMTER	FL	LYNUM ST	40	22-Nov
C59441	625321K	S 765.82	COLEMAN	SUMTER	FL	TAYLOR AVE	32	***SKIP - No maintenance needed at this time***

WILDWOOD S1								Road Closures
C49140	643884K	S 781.54	BUSHNELL	SUMTER	FL	GOODWIN	16	DIVISION - To be worked at a later date with local teams
C59430	625304U	S 783.38	WEBSTER	HERNANDO	FL	PRIVATE ROAD	16	DIVISION - To be worked at a later date with local teams
C46162	622705J	AR 825.92	DADE CITY	PASCO	FL	GOULD ROAD	32	24-Nov
C46163	622706R	AR 826.92	DADE CITY	PASCO	FL	PRIVATE ROAD	16	24-Nov
C46164	622707X	AR 828.01	DADE CITY	PASCO	FL	JORDAN RD	24	24-Nov

WILDWOOD S1								Road Closures
C46165	622708E	AR 828.84	DADE CITY	PASCO	FL	PIONEER MUSEUM RD	32	24-Nov
C57877	908575J	AR 829.22	DADE CITY	PASCO	FL	PRIVATE ROAD (Detour to River Rd)	48	24-Nov
C46166	622720L	AR 829.65	DADE CITY	PASCO	FL	RIVER RD (Detour to Tuskeegee Ave)	32	25-Nov
C46167	622721T	AR 829.92	DADE CITY	PASCO	FL	MARTIN LUTHER KING BLVD (Detour to River Rd)	32	24-Nov
C46168	622722A	AR 830.4	DADE CITY	PASCO	FL	TUSKEEGEE AVE (Detour to Wilson St)	32	24-Nov

WILDWOOD S1								Road Closures
C46169	622723G	AR 830.71	DADE CITY	PASCO	FL	WILSON ST	32	***SKIP - No maintenance needed at this time***
C46170	622724N	AR 831.03	DADE CITY	PASCO	FL	DIXIE DR	32	25-Nov
C46171	622725V	AR 831.33	DADE CITY	PASCO	FL	OLD SPARKMAN RD	32	25-Nov
C46172	622726C	AR 831.62	DADE CITY	PASCO	FL	JOHNSON ST	16	25-Nov
C46173	622732F	AR 832.32	DADE CITY	PASCO	FL	PRIVATE ROAD	16	***SKIP - No maintenance needed at this time***

WILDWOOD S1								Road Closures
C46174	622733M	AR 832.75	DADE CITY	PASCO	FL	JOHNSON RD	24	25-Nov
C46175	622734U	AR 833.01	DADE CITY	PASCO	FL	ENTERPRISE RD	32	25-Nov
C46176	622735B	AR 833.3	DADE CITY	PASCO	FL	PRIVATE ROAD	32	25-Nov
C45922	622736H	AR 833.56	DADE CITY	PASCO	FL	PRIVATE ROAD	16	25-Nov

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Landlord Tenant Workshop**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

See the attached Press Release and flyer from the Sumter County Board of County Commissioners regarding a Landlord Tenant Workshop to be held on November 13, 2024.

PRESS RELEASE

Immediate Release:

November 5, 2024

Contact: Bradley Arnold
County Administrator
(352) 689-4400
bradley.arnold@sumtercountyfl.gov

Workshop Addresses Landlord Tenant Rights, Issues

Sumter County, FL – Community Legal Services is sponsoring a “Know Your Rights Workshop” for Sumter County residents looking to better understand landlord-tenant issues on Wednesday, November 13, 2024 from 2:00 p.m. to 3:00 p.m. at the Martin Luther King Community Center at 101 Dr. Martin Luther King Ave., Wildwood.

The workshop will help attendees better understand their rights as renters when it comes to repair issues, evictions and scams. Community Legal Services provides no-cost legal assistance to citizens and makes legal representation available to the most vulnerable families in our community.

www.sumtercountyfl.gov

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Sumter County, Florida



KNOW YOUR RIGHTS WORKSHOP

NOVEMBER 13, 2024

2 p.m. - 3p.m.

Topics Covered:

- Your rights as a renter regarding repairs and maintenance issues.
- Understanding the eviction process and how to protect yourself.
- Recognizing and avoiding common rental scams.

Hosted by: Community Legal Services

Cost: Free

Why Attend?

- Gain confidence navigating landlord-tenant issues.
- Protect your rights and secure your housing stability.
- Learn about free legal resources for the most vulnerable families.

2 P.M. - 3 P.M.

NOVEMBER 13, 2024

MARTIN LUTHER KING CENTER
101 DR. MARTIN LUTHER KING AVE.
WILDWOOD

SPONSORED BY COMMUNITY LEGAL SERVICES

www.sumtercountyfl.gov/housing

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Police Department Report**

REQUESTED ACTION: For information only

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Please see the attached report from the Police Department.

Wildwood Police Department

Randy Parmer, Chief of Police

3939 County Road 462E * Wildwood, FL 34785 Phone: (352)-330-1355 Fax: 352-330-1358

Police Department Report

This report was prepared to summarize the activity of the Wildwood Police Department.

Sumter County Sheriff's Office Data Breach

At the end of August 2024, the Sumter County Sheriff's Office experienced a cyberattack to their networking system that includes their records management systems as well as computer aided dispatch software. The entire agency has locked down their network, shutting down their systems until they are able to fix and solve the issues surrounding the data breach. The Wildwood Police Department operates its records management off of the SCSO network as well as receives dispatch services from the agency.

Due to the network being down, all PD records are unobtainable at this time. The PD has systems in place to continue to provide upstanding law enforcement services to the public. All data requests have been put on hold until the network comes back online. SCSO is actively working with the FBI and FDLE to resolve the issues they are experiencing. There is no firm date on when the network will be online.

Community Events:

Wildwood Police Department's Annual 'Christmas with a Cop' Golf Tournament
In October, the Wildwood Police Department held its annual 'Christmas with a Cop' Golf Tournament. The agency was able to raise over $10,000 to use at its annual 'Christmas with a Cop' holiday shopping event in December.
This event was successful and quickly sold out of its teams early on. There were many competitors but ultimately the score of 52 won the tournament. We thank all of our sponsors and participants for helping us put on another succesful golf tournament. We look forward to next year!

Firearms Safety Training Classes
The Wildwood Police Department partnered with FDLE to provide the community with firearms safety training through a grant that was awarded to the agency. Attendees learned about range safety and shooting techniques. This was a great opportunity for our personnel to collaborate with the public and enhance our relationship.There are three sessions left that are open to the public. The next class will take place on January 8th, 2025.

Suicide Awareness Walk
In September, the Wildwood Police Department hosted a walk to educate the public on suicide awareness and prevention. We partnered with 988 suicide & crisis lifeline to host more than 90 participants who came out to "Walk it out...talk it out"

9/11 Patriot Day Stair Climb at The Iron Village Gym
The Wildwood Police Department partnered with The Iron Village Gym for a 9/11 memorial stair climb. 20 WWPD officers climbed five minutes each on the stair stepper in rememberance of those who lost their lives on 9/11.

Future Events:
We would like to invite the public to all of our future events. We hope to see our residents turn out and support!

- 'Christmas with a Cop' Fundraiser Night at Cody's Brownwood – November 14th
- 'Christmas with a Cop' Holiday Shopping Event – December 14th

Department Training:

The Wildwood Police Department strives to provide continuous training to our sworn and non-sworn personnel in order to develop their skills to better serve our community.

In addition to the various de-escalation trainings that we have conducted, we conducted other trainings including:

- Defensive Tactics Training
  - Our officers showed proficiency with the most up to date defensive tactics. Officers trained with the training sergeant on different scenarios that they may encounter the need to use defensive tactics to safely apprehend offenders.
- Use of Force and Intermediate Weapons Refresher
  - Our officers conducted another refresher these last few months. This course covered the Department's use of force policy which included a refresher on the importance of de-escalation techniques and their practical use in the course of law enforcement duties.
- T.I. Law Enforcement Simulator Training
  - Officers received training through the simulator that provided real life scenarios that they may encounter while on patrol. Additionally, decision making skills were assessed and improved upon through the use of the simulator.
- Law Enforcement Active De-escalation Strategies with Implicit Bias Training

Department Staffing Levels:

It is the goal of the Wildwood Police Department to maintain a vacancy rate of less than 10% for sworn and non-sworn personnel. Our hiring team has been working diligently to recruit the most qualified candidates to serve our community.

As of October 1st, we have a total of 83 positions within the Department.

- 61 sworn positions – 48 current employees, 13 vacancies (3 hires pending)
- 22 civilian positions – 22 current employees, 0 vacancies

The Wildwood Police Department currently maintains a 16% vacancy rate as we have 70 current employees including sworn and non-sworn personnel.

CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Housing Needs Study Final**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Attached for reference is the final Housing Needs Study presented at the October 14th, 2024, Commission workshop.

Prepared for
City of
Wildwood, FL

Prepared by
GAI's Community
Solutions Group

CITY OF WILDWOOD **HOUSING NEEDS STUDY**

SEPTEMBER 2024

CITY OF WILDWOOD
HOUSING NEEDS STUDY

SUMTER COUNTY, FLORIDA
SEPTEMBER 2024

GAI's Community Solutions Group (CSG) is a cross-functional team of professionals who help create sustainable, livable places. We plan and design public spaces, sculpt landscapes and parks, reimagine streets and roads, and provide the regulatory and economic insight necessary to bring projects to life.

ACKNOWLEDGMENTS
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This document has been prepared by GAI Consultants, Inc. on behalf of the City of Wildwood, FL.

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01

INTRODUCTION & DEFINING THE STUDY AREA

01
Introduction & Defining the Study Area

Introduction

GAI Consultants' Community Solutions Group ("GAI" or "CSG") was retained by the City of Wildwood, Florida ("Client" or "City") to evaluate the housing market within the City. This Housing Needs Study ("Study") offers insight and perspective regarding the City's current housing supply and housing needs to accommodate future population growth within the City. This Study examines the current state of residential development and takes into account historical population growth and housing activity, as well as projecting future population, housing, and employment growth, all of which are necessary to quantify future housing demand and ascertain the whether adequate vacant lands exist to reasonably accommodate future population growth. Additionally, this Study focuses on demographic and socio-economic trends, existing housing inventory, overall housing production, and other local and regional factors affecting housing production, affordability, and other related issues throughout the City—with specific focus on workforce housing and affordable (i.e., assisted, subsidized, and income restricted) housing needs.

Defining the Study Area

Located within northeast Sumter County, the City of Wildwood ("City") is generally located east of Interstate 75 and bisected by U.S. Highway 301 with major east/west intersections at State Road 44 and Florida's Turnpike. In recent years, the southern portion of the City, generally located south of State Road 44, has been inundated by the expansion of The Villages. The Villages is an expansive and well-known age-restricted community which extends into portions of Sumter, Marion, and Lake counties. The Villages, which was named the *top-selling master-planned community* of the decade from 2010 to 2019, is an attractive destination for retirees.

The influence of The Villages on the City in recent years has been significant, with The Villages constructing over 10,000 residential units in the City since 2018. While The Villages accounts for roughly 70% of the City's total households, the average persons per household in The Villages is significantly lower than the City. As a result, roughly 40% of the City's total population, based on 2022 U.S. Census Bureau ("Census") estimates, reside within The Villages. This shift has influenced the demographic and socio-economic make-up of the City, as well as the price of housing throughout the City.

For the purposes of this Study, the overall study area evaluated compasses the City as a whole, as well as that portion of the City excluding The Villages ("Adjusted City"), and details the broader socio-economic and demographic drivers that may influence future demand. As a result of statistical data limitations resulting from Census reporting areas, a combination of Census Tracts, Census Block Groups, and Census Blocks was assembled to represent the portions of the City both inside and outside of The Villages. The following series of maps (**Figures 1–6**) reflect the City's boundary as it relates to The Villages, as well as the Census reporting areas relied upon to represent The Villages for this Study.

Figure 1. City of Wildwood Boundary, 2024

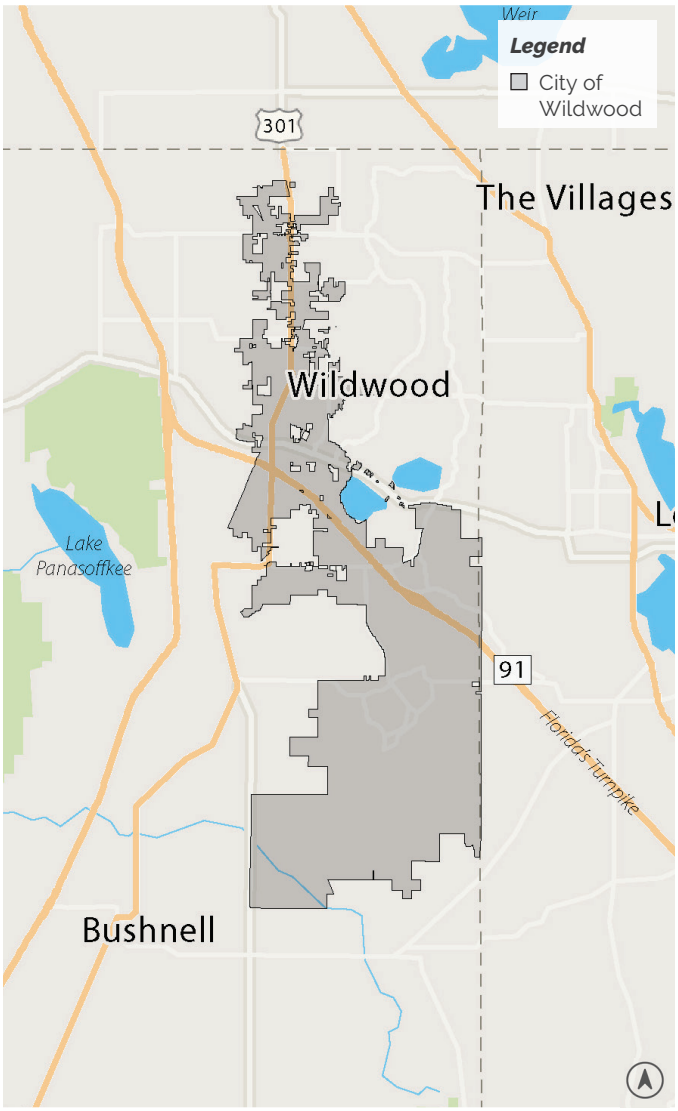


Figure 2. City of Wildwood with The Villages, 2024

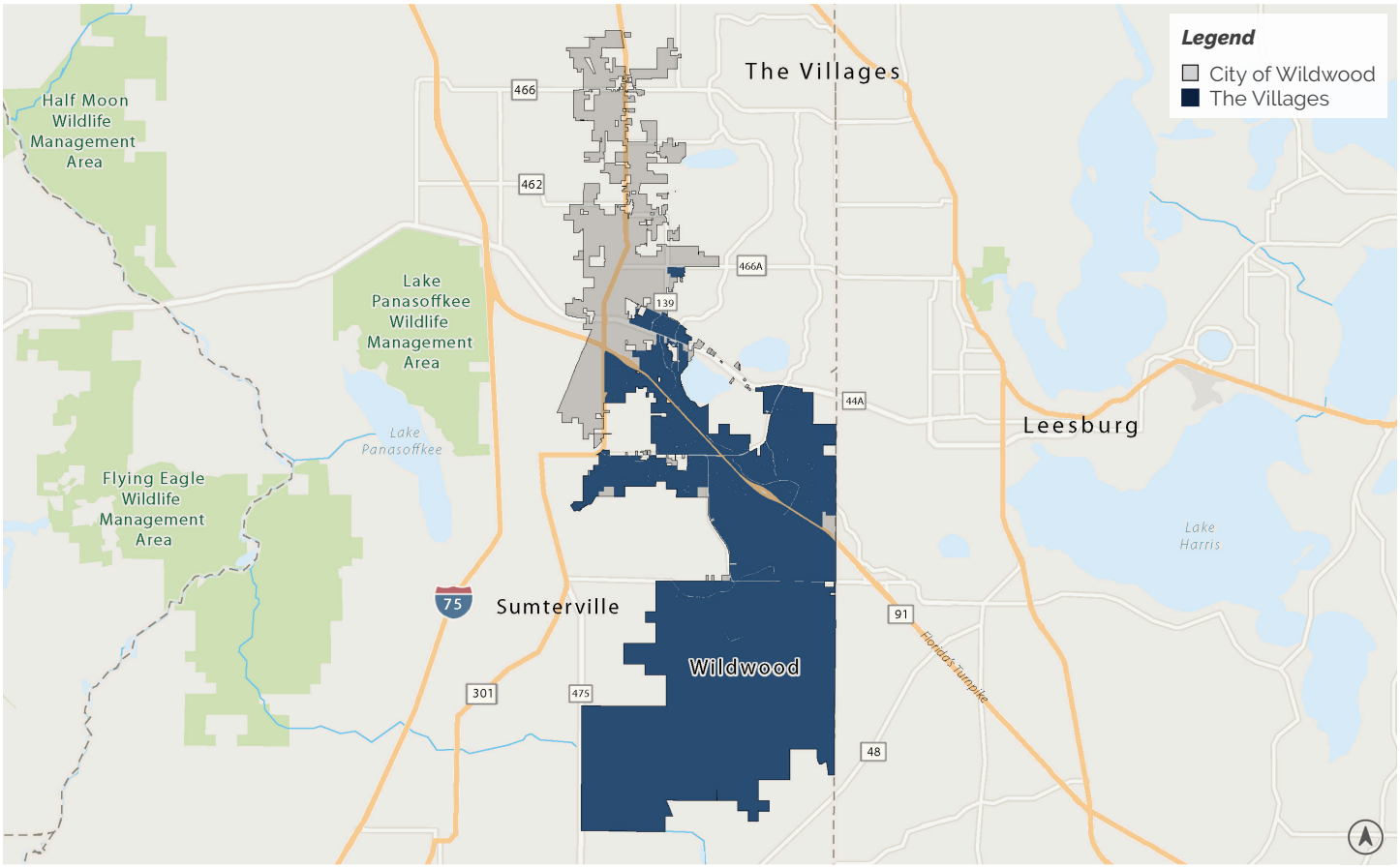


Figure 3. City of Wildwood Census Block Boundaries, 2024

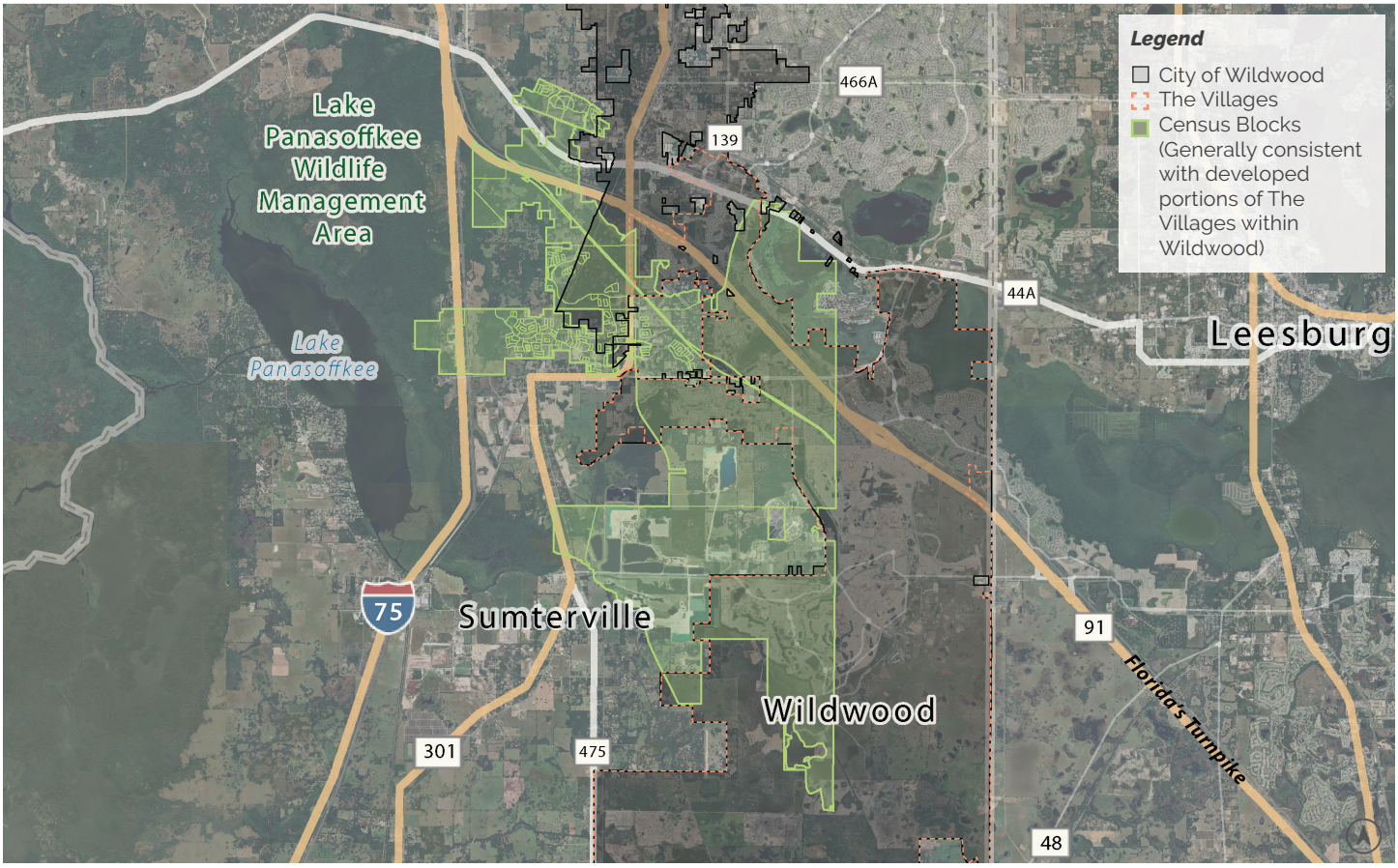


Figure 4. City of Wildwood Existing Land Use, 2024

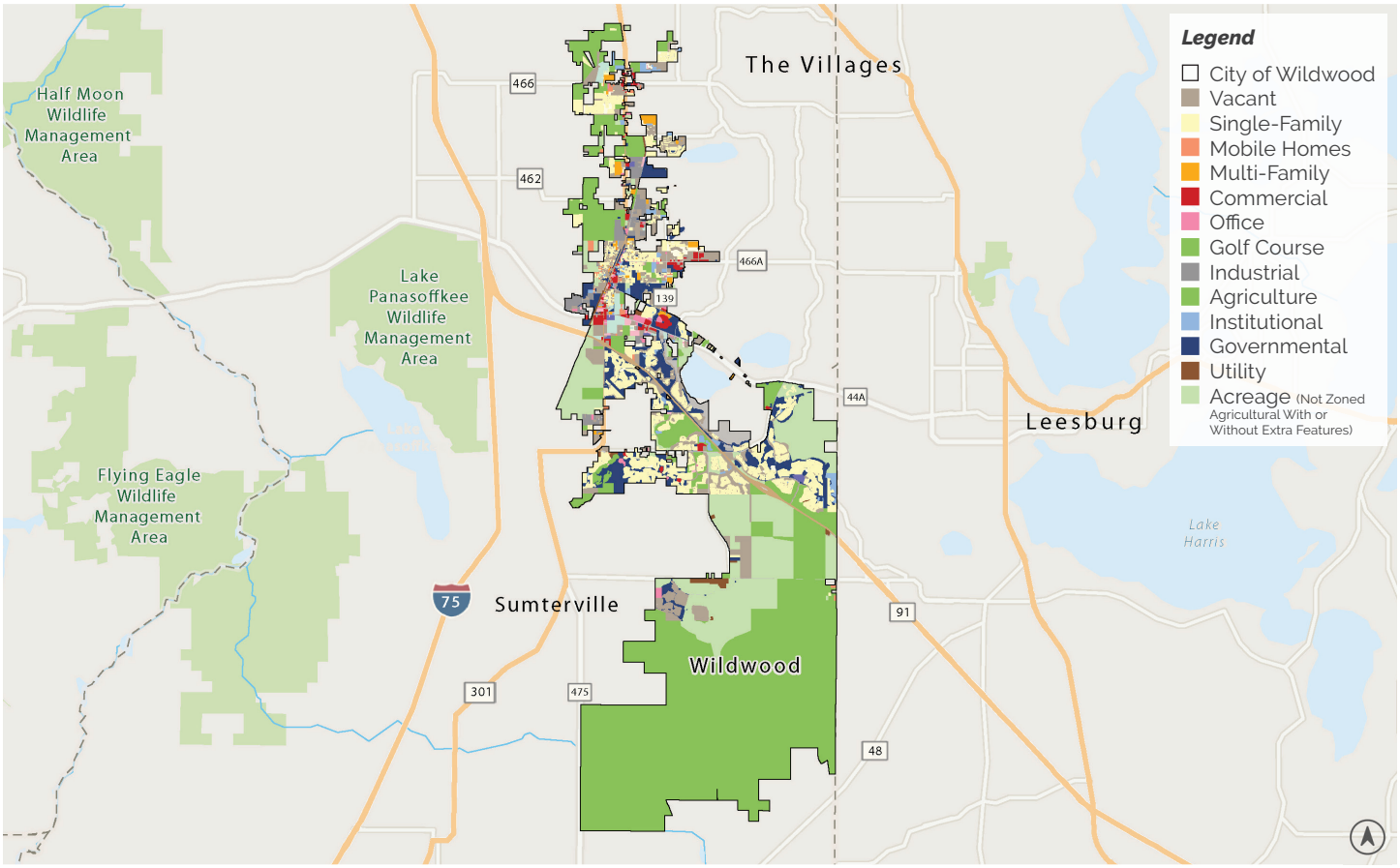


Figure 5. City of Wildwood Future Land Use, 2024

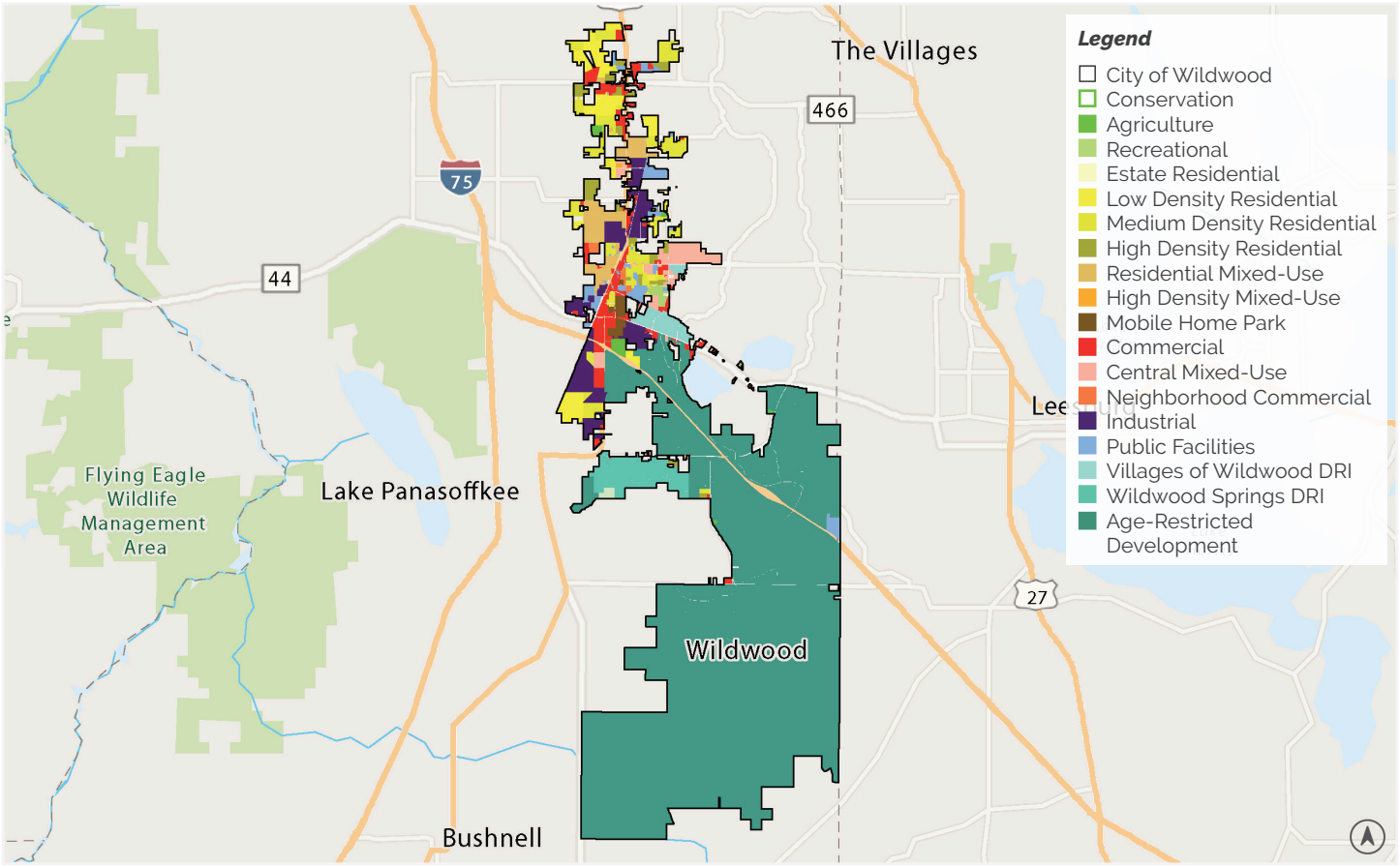
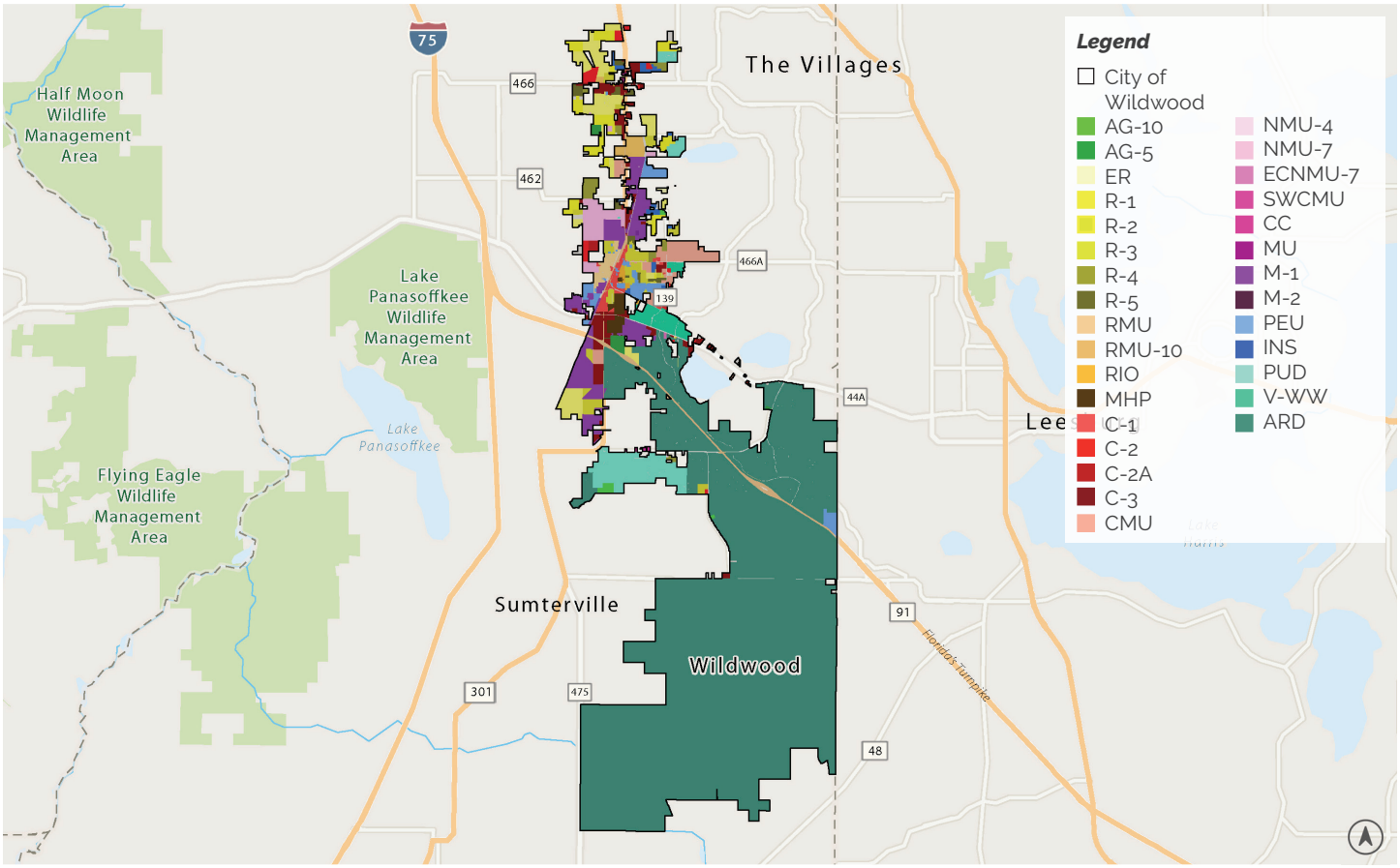


Figure 6. City of Wildwood Zoning, 2024



Data Limitations

This Study utilizes data from various sources, many of which are secondary. Although these sources are considered reliable, the data may be defined, estimated, or reported in slightly different ways, which may result in minor discrepancies or misalignments. Consequently, certain adjustments to this data or information have been made throughout the Study. Despite these potential minor differences or factual errors inherent in the data and reporting methods, the data or conclusions presented within this Study are not believed to be materially impacted.

Several of the more pertinent issues or considerations are described below, providing additional context to the quantification of the City's future residential demand needs.

Small Area(s) Data Limitations

The precise nature of smaller geographic areas, as well as the release schedule of data from certain sources, both public and proprietary, presents certain challenges to capturing each indicator uniformly and consistently, necessitating estimation or interpolation in some cases. Most relevant to this Study is that the smallest geographic areas for which estimates are available are Census Blocks. While the data can be used to infer conclusions about large geographic areas with great statistical certainly—the smaller the area of interest, the greater the margin of error.

General Population Estimates and Projections Limitations

Without debating the merit of the University of Florida's Bureau of Economic and Business Research ("BEBR") and the University of Florida's Shimberg Center for Housing Studies' forecasts as a planning tool, they are often misunderstood or misapplied to many issues. Despite the general application of the moderate data set to support planning decisions, the actual numbers reflect a range of possible outcomes from low to high.

This range is a statistical calculation of actual population—although population will have a strong probability of falling within that range, it could also fall below or above that range. In Florida, many counties have experienced significant growth above

the higher statistical range because of external influences not adequately explained in the BEBR model. To keep local projections in context, Florida has long been one of the states gaining the most population, but it is now also the fastest growing state. While it is certainly speculative to posit how this pace will impact Sumter County's own growth trajectory, it is not unreasonable for policy to recognize the limitations of the data in use. To that point in particular, it is also not unreasonable to anticipate change at, or above, the higher end of the range. To be clear, BEBR remains among the most credible and highly regarded sources of population information; however, its output as a legislative and administrative ceiling for growth policy is not without problems, especially absent an informed understanding of its real limitations.

Calculation of Residential Supply Limitations

A reasonable and diligent effort was made to correct or otherwise adjust for inconsistencies related to supply and demand in the data modeling conducted for this Study. Limitations related to the calculation of residential supply may be evident in the State of Florida's tax treatment of certain vacant lands. More specifically, it is simply not practical for planning purposes to assume all parcels and holdings are equally available or suitable to accommodate future housing demand. Some parcels or lots will remain in family ownership as a matter of legacy, while some are simply inadequate or poorly configured to become residential sites.

Further, some parcels are saddled with legal entanglements while others will be withheld from the market for varying reasons precluding their availability to satisfy residential demand in an imminent or serviceable time frame. Ultimately, although a vacant property may allow for residential use according to the Future Land Use Map, it may not physically meet the requirements of the City's Land Development Regulations to accommodate the construction of housing.

Vacant lands or properties designated on the Future Land Use Map for residential use do not universally translate to supply in terms of potential units. They could be years away from practically or strategically being converted into residential production. A reasonable and diligent effort was made to address these limitations within the model produced for this Study.



Wildwood, FL
Photo Source: CoStar Group

This section provides an overview of the housing market, as well as evaluating the current and historical growth trends at the state and local level, in addition to within the City of Wildwood ("City"), and where relevant, the existing conditions assessment also identifies the comparative growth of the City exclusive of The Villages ("Adjusted City"). Also, included in this section is a brief overview of the active and planned major developments within the City.

02

MARKET OVERVIEW & EXISTING CONDITIONS

02
Market Overview & Existing Conditions

Housing Market Overview

The housing market is a pillar of the economy and society at large, simultaneously shaping and being shaped by economic shifts and societal trends. From the founding of the country to the mortgage crisis of 2008 and all the way to today's trends—the housing market is constantly in a state of transformation. The housing market is a sector of the economy that is concerned with the supply and demand for housing, the prices of homes, and the financing of real estate transactions. A range of factors can influence the housing market including interest rates, economic conditions, demographics, government policies, and local market conditions. The health of the housing market can both impact and reflect the greater economy, as it can be a major driver of consumer spending and affect the construction industry.

Historical trends in the housing market show how the idea that *with hard work and perseverance anyone can own their own home* came to life and has evolved over time.

1929 to 1945:
The Great Depression and World War II

The Great Depression and World War II triggered significant changes in the housing market. Following the stock market crash of the late 1920s, many people lost their jobs and were unable to pay for their homes, leading to record foreclosures. Then, World War II caused a temporary pause on domestic housing construction as many resources were diverted to the war effort. To help jump start the housing market and facilitate homeownership in the aftermath of the war, the government created various agencies and policies, like the Federal Housing Administration and mortgage insurance.

1945 to 1970:
The Post-War Housing Boom

After World War II, the suburban housing market grew astronomically. Returning soldiers and their Baby Boomer children increased the need for affordable, single-family homes close to urban centers. Concurrently, the government built interstate highways and modes of transportation improved to help facilitate travel between the suburbs and cities. This allowed even more people to easily travel to and from their place of work and place of living and by around 1960, homeownership rates increased to over 61%.

1970 to 2000:
Interest Rate Highs and Lows

As Baby Boomers came of home-buying age during the 1970s and early 1980s, interest rates rose significantly, driving the average 30-year fixed mortgage rate to over 18%. These high rates effectively scared borrowers away. But then, following the loosening of lending requirements and a bull market that would last through the 1980s and 1990s, mortgage interest rates dropped dramatically to under 7% by May 1998, which would drive robust demand for homes into the new millennium.

2000 to 2009:
The Mortgage Bubble and the Great Recession

Entering 2000, the housing market continued to boom. Interest rates dropped even more, and lending standards loosened further as lenders provided sub-prime mortgages to borrowers with lower credit ratings. This new type of mortgage carried higher, and often variable, interest rates. As banks took more and more risky borrowers on, the housing bubble inflated. When variable rates shifted, and new payments came due, the bubble burst, giving us the sub-prime mortgage crisis and the Great Recession. Stock markets plummeted, unemployment rates soared, and many people lost their homes—proving just how essential the housing market is for the economy.

2010 to 2020:
A Period of Recovery

Eventually, the crisis would clear and trigger significant changes in lending practices. Boosted by new policies deployed in response to the Great Recession and re-calibrated property prices, the housing market began to bounce back, with home prices eventually surpassing pre-crisis highs. Lower mortgage rates and ever-increasing demand pushed prices further upward, which created new challenges for first-time buyers, especially. While homeowners saw their investment appreciate significantly, many buyers remained priced out of the market entirely.

Based on the events depicted in the timeline on the previous page, it can be concluded that the housing market serves as a microcosm of the greater economy. Beyond the power of purchasing and selling property, the housing market impacts communities by shaping individual lives and ultimately, driving economic growth. The nature of supply and demand greatly impacts the climate of the housing market. As the housing market evolves, different trends pop up along the way—often reflecting current culture.

With already high home values and low interest rates in place, the COVID-19 pandemic triggered an even hotter market, as people fled densely populated areas for locales that offered more space, both in and outside the home. However, between mid-year 2020 and year end 2022, the median sales price for homes increased from $322,600 to $479,500. Coinciding with this dramatic rise in prices was inflation. The return of 1970s-style inflation triggered higher base interest rates set by the central bank. Consequently, mortgage rates also rose to over 7% in the fall of 2022, hitting numbers not seen since about 2002.

But even 7% is far lower than the highs seen in the 1980s. Mid-year 2023 saw the median home prices nationally drop to $436,800. While every market has local variations, this may suggest further declines in home prices yet to come within Florida.

The relationship between supply (the amount of a resource) and demand (how much people want that resource) drives everything in the economy, including the housing market. It is often what decides whether the housing market is a buyer's market versus a seller's market. Interest rates are effectively the cost of borrowing money in percentage terms, also influencing supply and demand.

For example, as interest rates rise, demand might decrease because mortgages cost more. However, high interest rates can incentivize existing homeowners to hold on to their homes and existing mortgages, thereby keeping supply low. It might be a stalemate until more homes are built (raising supply), or rates of home prices drop, and the market reaches a new equilibrium.

Factors that Affect Supply:

- Land availability: The availability of land affects the amount of space there is to build homes. An area with limited land will likely also have the limited supply, leading to increases in housing prices.
- Zoning Regulations: Zoning regulations, as they relate to real estate, dictate what can and cannot be done with a given property. The rules and regulations change depending on the geographic location or in which "zone" a parcel is located. These regulations help determine what type of housing is built, their size, what features they might have and ultimately, how densely populated an area might be — all of which ultimately affect supply.
- Construction Costs: When construction costs rise, it can trigger a cool-down period in new development. Developers and home builders may wait until construction costs drop to pursue new home production to maintain a profit margin. When too few homes are being built, home values tend to increase as demand outpaces supply.

Factors that Affect Demand:

- Generational Trends: The characteristics of a population may impact demand within the housing market because, simply put, different people want different things at different times. As younger generations age, have families, and look to buy a home, their desires help inform the housing market.
- Migration Patterns: Migration patterns have a major impact on demand in the housing market. As people flock to certain areas of the country, demand for housing there tends to go up. Depending on the supply of the homes, this may increase prices in that area. At the same time, it may cause a drop in prices in the areas being left behind.
- Economic Conditions: In addition to interest rates discussed earlier, economic conditions like employment rates and wage growth affect the overall health of the economy; and therefore, demand in the housing market. During periods of economic growth and stability, people might feel more comfortable making bigger investments,— increasing demand for housing.

Almost certainly, across the nation, those with the lowest incomes have been the most adversely affected by all of the above factors. Whatever the housing market is in Florida, it is largely influenced by broader industry trends and activity occurring nationwide. Initially, although these conditions were periodic or fluctuating, now they are structural. Without specifically addressing future growth, changing household preferences, or periodic market imbalances, housing production has been steadily

declining relative to changes in total population from year to year. In the nation's most productive year, housing deliveries reached about 2,000,000 housing units. In other years, the figures have been quite different.

During the 1970s approximately 1,600,000 housing units, both multi-family and single family, were started per year nationally. Relative to the national population change of that decade, about 0.82 homes per person were in process. In successive decades, planned production hovered at some 1,300,000-1,500,000 units per year except in the wake of the recession when it plunged to just 554,000 units. Following that low point, production then slowly began to climb, hitting a new peak of nearly 1,400,000 units in 2020. While that level of production was comparable to earlier periods, it amounted to only 0.58 units relative to the change in population.

To the degree, there were inventory overhangs leading up to the recession, those were largely absorbed over the next few years. Based on consistent deliveries of about 1,300,000 housing units per year, the nation would be short some 2,000,000 to 4,000,000 units today depending on the severity of that excess inventory. **Given roughly 50 years of production history, the supply of housing has simply not kept pace with demand generated by normal population growth, certainly not at a pace sufficient to catch up to prior shortfalls**. When the need for various housing types, size, locations, and price points are matched to the total output, falling deliveries create an obvious housing market impact. These impacts would be especially evident in Florida and other high growth states. These historical causes for the fluctuations in housing market activity are numerous but center primarily on the recession itself which grossly altered the ownership market segments—that period of disruption pushed ripples out for many years. For more than five decades, about 60% of housing has been single family, roughly matching the share of owners to renters. As a result of the recession and a slow recovery, that market segment effectively vanished for six years.

Moving past the period dominated by the recession, builders who left the market found it difficult to regain momentum, losing workers, committed lots, and access to credit. While employment is now increasing in the homebuilding sector, it is still under-supplied with labor, particularly skilled trades people. Many smaller companies have simply disappeared or consolidated.

The changes and challenges impacting the homebuilding industry caused many companies to redefine the boundaries between lot development and home construction. Lot development is now largely a separate business activity. Prior to the recession, the largest homebuilders had maintained both lot and housing inventories. Because these companies owned the lots, they were also forced to keep building homes to absorb them. Now they build at a measured pace to match foreseeable housing demand to their construction capacity. Given a controlled pace of demand, they are also free to focus on higher price points.

Immediately after the recession, many displaced homeowners became renters crowding that market segment. In subsequent years, prospective owners, unable to qualify for increasingly higher price homes, have also come to compete with traditional renters. In some cases, a small segment of displaced owners has yet to escape the financial burdens of the recession fully and remain renters. Over a period of about ten years, the impacts of the recession lingered, vastly increasing demand for, and interest in, rental housing.

The COVID-19 Pandemic inserted another influence on the market by disrupting material logistics and the form of housing constructed. Some observers suggest, there has been movement from high-cost areas to lower cost areas with Florida being a preferred location. This movement has driven demand in ownership housing, consequently resulting in spillovers into the rental market. Although housing deliveries improved in 2021, reaching a new peak high of 1,600,000 units, it was short lived as the impacts of rising interest rates and inflation saw that figure decline in the following years to 1,550,000 and 1,420,000 units in 2022 and 2023, respectively. Cumulative shortfalls and delays generate higher prices, whether intended for sale or for rent. At least for the foreseeable future, the nation's housing market and its growing prices, especially in high growth states like Florida, have become a structural condition.

State and Local Conditions

Compared to the Nation as a whole, Florida has seen much greater rates of population growth since 2010. The total population of Florida grew by over 3,000,000 persons from 2010 through 2022, reflecting a Compound Annual Growth Rate ("CAGR") of 1.2% over the 13-year period. Meanwhile, the total population of the Nation experienced a CAGR of 0.7% during the same time period.

This trend of Florida outpacing the Nation, is evidenced in other categories as well. Florida saw total housing increase by over 1,000,000 units from 2010 through 2022, reflecting a CAGR of 0.9%, compared to the Nation which experienced a CAGR of 0.6% for total housing units during the same period. Similarly, total households in Florida grew at a CAGR of 1.2% from 2010 through 2022, while the Nation saw total households grow at a CAGR of 0.6% during the same period.

However, Florida and the Nation as a whole have been more similar in areas such as income and prices. While median household income for the Nation is $75,149, the median household income in Florida is $67,917, based on 2022 estimates. While the Nation's median household income is notably higher than that of Florida, both have grown at relatively the same pace since 2010—with the median household incomes growing at a CAGR of 2.8% and 2.9% for Florida and the Nation, respectively. Similarly, while owner-occupied households accounted for 66.9% of Florida households based on 2022 estimates, the Nation's owner-occupied households accounted for 64.8% of total households. While owner-occupied households represent a greater portion of total households in Florida compared to that of the Nation, both saw owner-occupied households decline from 2010 through 2022 reflecting a negative CAGR of 0.3% and 0.2% for Florida and the Nation, respectively.

Further, median home values in Florida, at $314,800, are slightly higher than the Nation, at $311,300, based on 2022 estimates. However, the median home values have increased at a slightly greater CAGR for the Nation, at 3.1%, compared to Florida, at 2.7%, from 2010 through 2022. Median monthly housing costs have been relatively similar in both value and rate of growth for Florida and the Nation from 2010 through 2022—with 2022 estimates stating median monthly housing costs of $1,276 and $1,314 for the Nation and Florida, respectively, and CAGRs from 2010 through 2022 showing 2.0% and 1.7% for the Nation and Florida, respectively.

Florida is a large state, both in geographic area and population. Therefore, it is not uncommon for parts of the state to perform differently than other parts. The City of Wildwood ("City"), with its central location along Florida's Turnpike and proximity to Interstate 75 as well as the City of Orlando, has been experiencing much greater growth rates than Florida as a whole. The portion of the City which is the focus of this Study is the portion that excludes The Villages (a nationally known 55+ community which extends into multiple jurisdictions within Lake and Sumter Counties). For the purposes of this Study, the City excluding The Villages is referred to as the "Adjusted City".

The Adjusted City has experienced population growth at a CAGR of 2.5% from 2010 through 2022, which is much greater than the 1.2% experienced state-wide in Florida. Over the 13-year period from 2010 through 2022, while total households in the Adjusted City have grown at a CAGR of 2.8%, again at a greater rate than the 1.2% for total households experienced state-wide in Florida. In addition, the growth rate experienced for total housing units is nearly identical within the Adjusted City and the state-wide growth in Florida at a CAGR of 0.9% from 2010 to 2022.

Unfortunately, the steady growth rates within the Adjusted City observed for population and households over the 13-year period from 2010 through 2022 have not carried over to the areas of income and prices. Based on 2022 estimates, while median household income in the Adjusted City, at $67,904, is nearly identical to the State of Florida, at $67,917, median home prices are significantly lower in the Adjusted City, at $204,450, than the State of Florida as a whole, at $314,800.

Median home prices in the Adjusted City experienced a CAGR of 8.5% from 2010 through 2022 compared to a CAGR of 2.7% state-wide during the same period. This can also be observed in median monthly housing costs for the Adjusted City and Florida, at $1,937 and $1,314, respectively based on 2022 estimates. Median monthly housing costs grew at a CAGR of 6.8% from 2010 through 2022 in the Adjusted City and 1.7% state-wide during the same period.

Incomes in the Adjusted City simply have not kept pace with the growth in housing prices and costs since 2010, clearly indicating that demand in the Adjusted City is driving the cost of housing higher and potentially out of reach of long time residents of the Adjusted City.



Sumter County, FL
Photo Source: Realtor.com

People

Several major demographic and socio-economic indicators are essential for determining the market characteristics of a specific area, these include:

- Total Population
- Household Population
- Employment
- Race and Ethnicity
- Age Distribution

A profile of these demographic and socio-economic characteristics was necessary to fully understand the unique marketplace and the overall market-supporting housing demand within the City, as well as the Adjusted City.

Total Population

According to the U.S. Census Bureau ("Census") 5-year American Community Survey ("ACS") year-end 2022 estimates, the total population of the City is approximately 15,735 persons. Of this total, 9,265 persons or 59% of the City's population is located within the Adjusted City.

From 2010 to 2022, total population within the City grew at a CAGR of about 6.8%, increasing 135% from 6,709 persons in 2010 to 15,735 persons in 2022. Since 2018, population growth has become increasingly greater, experiencing a CAGR of 19%.

During the same 2010 to 2022 period, the Adjusted City grew at a CAGR of approximately 2.5%, increasing 38% from 6,709 persons in 2010 to 9,265 persons in 2022. Since 2018, the Adjusted City population grew at a CAGR of 7.4%, as illustrated in the following table (see **Table 1**).

Table 1. Historical Population, 2010, 2018–2022

	City of Wildwood	Adjusted City	Capture[1]
2010[2]	6,709	6,709	100%
2018	6,557	6,470	99%
2019	6,838	6,632	97%
2020[2]	15,730	8,816	56%
2021	14,747	9,038	61%
2022	15,735	9,265	59%
5-Year CAGR (2018-2022)	**19.1%**	**7.4%**	**-**
13-Year CAGR (2010-2022)	**8.1%**	**2.5%**	**-**
Net Change (2010-2022)	**9,026**	**2,556**	**-**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects percent capture of the Adjusted City to the City as a whole. (2) Reflects data from the Decennial Census.

Household Population

While total population includes both the population residing within *Occupied Housing Units* or *Households* as well as the population residing in *Group Quarters*. The Census defines the latter as places such as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, workers' dormitories, and facilities for people experiencing homelessness. *These terms are further described within the subsequent pages.*

The distinction between total population and the population residing in *Occupied Housing Units* or *Households* is important in the context of estimating future *Housing Unit* demand or production. The portion of the population residing in *Group Quarters* requires specialized *Housing Units*. Therefore, that portion of the population does not contribute to future *Housing Unit* demand.

As of year-end 2022, total population in *Occupied Housing Units* or *Households* within the City is approximately 15,498 persons, experiencing an increase of 138% from 6,515 persons observed in 2010. Comparatively, total population in *Occupied Housing Units* or *Households* within the Adjusted City as of year-end 2022 is approximately 9,127 persons, increasing 40% from 2010.

The population in *Occupied Housing Units* or *Households* within the City and the Adjusted City have experienced a CAGR of 6.9% and 2.6%, respectively, from 2010 to 2022. Since 2018, population in *Occupied Housing Units* or *Households* experienced significantly greater CAGR within both the City and the Adjusted City, growing at a CAGR of 19.5% and 7.7%, respectively, as illustrated in **Table 2** on the following page.

As of year-end 2022 estimates, population in *Occupied Housing Units* or *Households* captures approximately 98% and 99% of the total population within the City and Adjusted City, respectively. The historical capture rates of population in *Occupied Housing Units* or *Households* to total population have experienced at a CAGR of 0.1% for both the City and the Adjusted City since 2010.

Table 2. Total Population in *Occupied Housing Units or Households*, 2010, 2018–2022

	City of Wildwood	Adjusted City	Capture[1]
2010[2]	6,515	6,515	100%
2018	6,364	6,285	99%
2019	6,654	6,459	97%
2020[2]	15,378	8,623	56%
2021	14,596	8,946	61%
2022	15,498	9,127	59%
5-Year CAGR (2018-2022)	**19.5%**	**7.7%**	-
13-Year CAGR (2010-2022)	**6.9%**	**2.6%**	-
Net Change (2010-2022)	**8,983**	**2,612**	-

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects percent capture of the Adjusted City to the City as a whole. (2) Reflects data from the Decennial Census.

Employment

While it is true that certain areas of Florida exhibit different patterns of change, it is a well-accepted axiom of regional dynamics that population growth is substantively driven by the inflow of capital and income stemming from job creation.

As employment grows in a particular area, there is movement to settle closer to that employment. Although the correlation is not a perfect one, increased employment induces housing development, thus driving population growth—which itself induces secondary employment. What is seen in the current circumstances is a growing pattern of workers commuting into the City from nearby communities, evidencing that the City is acting as an employment center. Physically connected in part by major thoroughfares, the City is also economically linked to its surrounding neighbors, which displays an obvious trend for its populations to work within the City.

In addition, a diverse workforce and industry base within a market area can be an indication of healthy economic conditions, as it enhances the variety of available employment and interested companies in an area. The components to employment to consider when analyzing the overall business and employment market include:

- Annual Employment Trends
- Jobs by Industry Sector
- Employee Inflow/Outflow

To note, the most current employment data provided by the Census, including annual employment by North American Industry Classification System ("NAICS"), and employment inflow/outflow data is for year-end 2021.

Annual Employment Trends

As of year-end 2021, total employment within the City is approximately 10,660 employees. Of this total, 7,554 employees or 71% of the City's population is located within the Adjusted City. From 2010 to 2021, total employment within the City and Adjusted City experienced CAGRs of 7.5% and 4.4%, respectively.

Since 2010, the City has experienced an increase of nearly 6,170 employees as illustrated in the following table (see Table 3). The Adjusted City has captured approximately 50% of the City's employment growth during this same time period.

Table 3. Total Employees, 2010, 2018–2021

	City of Wildwood	Adjusted City	Capture[1]
2010	4,491	4,491	100%
2018	7,278	6,432	88%
2019	8,499	6,216	73%
2020	7,801	5,115	66%
2021	10,660	7,554	71%
5-Year CAGR (2018-2022)	**11.8%**	**4.4%**	-
12-Year CAGR (2010-2021)	**5.1%**	**1.2%**	-
Net Change (2010-2021)	**6,169**	**3,063**	-

Sources: U.S. Census, OnTheMap LEHD Designation, 2010-2021; GAI Consultants. Notes: (1) Reflects percent capture of the Adjusted City to the City as a whole.

In addition, the employee-to-population ratio within the City represents approximately 0.72 employee-to-population as of year-end 2021. This ratio has increased approximately 8.0% since 2010, although experiencing a slight decline from the 1.11 employee-to-population observed in 2018.

Comparatively, the employee-to-population ratio within the Adjusted City represents approximately 0.84 employee-to-population as of year-end 2021, slightly greater than that observed within the City. This ratio has significantly increased 24.9% since 2010, although also experiencing a slight decline from the 0.99 employee-to-population observed in 2018.

Jobs by Industry Sector

As of year-end 2021, construction, health care and social assistance, and retail trade are the dominant industries within the City—combined, these industries compose approximately 52% of the total share of the employment within the City. Comparatively, construction, health care and social assistance, and manufacturing are the dominant industries within the Adjusted City—combined, these industries compose approximately 62% of the total share of employment within the Adjusted City, as of year-end 2021.

Professional employment includes the following industry sectors: information; finance and insurance; real estate; professional services; management of companies; administration, support, and waste management; and educational services. The white collar, or professional work force, composes 11.5% and 15.0% of the total employment within the City and the Adjusted City, respectively. **Table 4** illustrates the breakdown of employment by NAICS industry sector for year-end 2021.

Table 4. Jobs by NAICS Industry Category, 2021

	City of Wildwood	Adjusted City
Agriculture, Forestry, Fishing & Hunting	0.1%	8.8%
Mining, Quarrying, and Oil & Gas Extraction	0.0%	0.0%
Utilities	2.1%	0.0%
Construction	28.2%	31.2%
Manufacturing	4.0%	9.3%
Wholesale Trade	0.9%	1.4%
Retail Trade	11.3%	3.9%
Transportation & Warehousing	0.6%	1.2%
Information	1.5%	0.2%
Finance & Insurance	0.9%	1.5%
Real Estate and Rental Leasing	1.2%	2.6%
Professional, Scientific, & Technical Services	2.0%	1.8%
Management of Companies	1.9%	0.0%
Administration & Support, Waste Management & Remediation	3.2%	8.9%
Educational Services	0.8%	0.0%
Health Care & Social Assistance	12.0%	22.0%
Arts, Entertainment, & Recreation	11.2%	0.0%
Accommodation & Food Services	8.3%	4.8%
Other Services (excluding Public Administration)	1.4%	2.5%
Public Administration	8.3%	0.0%
Total Employees	**10,660**	**7,554**

Sources: U.S. Census, OnTheMap LEHD Designation, 2021; GAI Consultants.

Since 2018, the industries which have seen the greatest increase in total employment within the City has occurred within the arts, entertainment, and recreation, construction, and information services. Comparatively, the industries which have seen the greatest increase in employment within the Adjusted City since 2018 are finance and insurance, real estate and rental leasing services, and other services excluding public administration.

Employment Inflow/Outflow

Employment inflow/outflow data serves as an indication of the efficiency of respective area's labor force. As of year-end 2021, there were 10,660 total employees within the City and 7,554 employees within the Adjusted City. About 95% and 97% of these total employees within the City and the Adjusted City, respectively, are employed within the areas but live outside. **Conversely, only 6% and 4% of the total employees are *living and employed* in the City and the Adjusted City, respectively.**

In addition, the City has experienced an increase in total employees who work from home from 3% in 2010 to 9% in 2021, growing at a CAGR of 9.4% during this time frame. Work from home data was not available for the Adjusted City for this Study.

Race and Ethnicity

Understanding the racial and ethnic make-up of an area can provide unique insight into its market characteristics. Within the City, approximately 80% of the population identifies as White, 10% identifying as Black/African American, 3% as Asian, 3% as Two or More Races, and 2% as Other Race, as of year-end 2022 estimates.

The racial composition within the Adjusted City as of year-end 2022 estimates is similar to that of the City with 74% of the population identifying as White, 18% as Black/African American, and 1% as Two or More Races. Asian and Other Race compose zero percent of the racial composition within the Adjusted City. The breakdown of the population by racial composition within the City compared to that of the Adjusted City is represented in **Table 5** below.

Table 5. Race Distribution. 2010 and 2022

	City of Wildwood		Adjusted City	
	2010[1]	2022	2010[1]	2022
White	75%	80%	75%	74%
Black/African American	21%	10%	21%	18%
American Native	0%	0%	0%	1%
Asian	1%	3%	1%	0%
Pacific Islander	0%	0%	0%	0%
Two or More Races	0%	3%	0%	1%
Other Race	1%	2%	1%	0%

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Note: (1) Reflects data from the Decennial Census.

Additionally, Hispanic origin is defined as an ethnicity, and therefore can be identified as any race. As of year-end 2022 estimates, 7% and 2% of the total population within the City and the Adjusted City, respectively, are of Hispanic ethnicity.

Age Distribution

Age distribution is another important factor when examining market characteristics. According to the Census as of year-end 2022 estimates, the median age is approximately 59 years old within the City, whereas the population within the Adjusted City is slightly younger with a median age of nearly 54.

The largest age group within both the City and Adjusted City was 65 to 74 years of age comprising 23% and 32%, respectively. This same age group (65 to 74 years of age) also experienced the greatest CAGRs between 2010 to 2022 of 4.9% and 7.6% within the City and the Adjusted City, respectively. This is indicative that the fastest growing segment of the City's and the Adjusted City's population is considered to be of retirement age. Conversely, both the City's and Adjusted City's second largest segment, under 20 years of age, has experienced a decline since 2010—experiencing negative CAGRs of 1.4% and 0.3% within the City and the Adjusted City, respectively.

In addition, approximately 50% of the population within the City as of year-end 2022 estimates are between the ages of 15 to 64, which is defined as the typical *working-age* population. In comparison, about 62% represent the *working-age* population within the Adjusted City. This indicates that the majority of the population within the City and the Adjusted City are considered to be of *working-age*.

Table 6 below illustrates the age distribution trends between 2010 and 2022 for the City and Adjusted City.

Table 6. Age Distribution, 2010 and 2022

	City of WIldwood		Adjusted City	
	2010[1]	2022	2010[1]	2022
Under 20	19%	16%	19%	18%
20-24	3%	4%	3%	3%
25-34	9%	11%	9%	15%
35-44	8%	6%	8%	12%
45-54	10%	8%	10%	6%
55-59	8%	8%	8%	4%
60-64	12%	10%	12%	7%
65-74	12%	23%	12%	32%
75-84	10%	10%	10%	7%
85 Years+	3%	5%	3%	6%
Median Age	46.2	58.6	46.2	53.7

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Note: (1) Reflects data from the Decennial Census.



To note, population changes over time generally reflect a relatively consistent level of annual numerical growth, not constant percentage growth. Thus, populations of discrete areas tend to experience slower percentage growth rates over time unless there are material changes to new employment opportunities, types of housing, jurisdictional boundaries, land availability, or transportation networks. Specifically, in the City, the previously noted strong population and employment growth rates, along with housing types, annexation activities, availability of vacant land, and the pronounced role of transportation networks detailed in the following sections, are expected to exhibit particularly strong influences on growth within specific areas, particularly the Adjusted City.

Product

When assessing the product composition of a particular area, it is important to define the housing terminology and typology, as well as consider several key categories, including:

- Total Households
- Household Tenure
- Total Housing Units
- Ownership Characteristics
- Vacancy Conditions
- Housing Composition
- Pace of Residential Construction

Creating a profile of these housing and product-related characteristics is essential to fully understand the unique marketplace and the overall housing demand that supports the market within the City and the Adjusted City.

Housing Terminology

It is important to note the significance of terminology when discussing the topic of 'Housing'. For example, terms such as *Housing Unit* and *Household*, are often mistakenly used interchangeably, resulting in the misuse or misrepresentation of data related to discretely different variables. In its most basic interpretation, a *Household* is simply an *Occupied Housing Unit*. Definitions procured from the Census and used for its reporting and tabulations are provided below for clarification of terminology used consistently throughout this Study.

Housing Unit – A *Housing Unit* is a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied or intended for occupancy as separate living quarters.

Occupied Housing Unit – A *Housing Unit* is occupied if a person or group of persons is living in it at the time or if the occupants are only temporarily absent, as for example, on vacation. The persons living in the unit must consider it their usual place of residence or have no usual place of residence elsewhere. The count of *Occupied Housing Units* is the same as the count of *Households*.

Vacant Housing Unit – A Housing Unit is vacant if no one is living in it at the time… unless its occupants are only temporarily absent. In addition, a vacant unit may be one which is entirely occupied by persons who have a usual residence elsewhere.

Vacant Units for Rent – This group contains vacant units offered for rent and those [which may also be] offered both for rent and sale.

Vacant Units for Sale Only – This group is limited to units for sale only; it excludes units both for rent and sale. If a unit was located in a multi-unit structure which was for sale as an entire structure and if the unit was not for rent, it was reported as "held off market." However, if the individual unit was intended to be occupied by the new owner, it was reported as "for sale."

Vacant Units Rented or Sold – This group consists of…vacant units which have been rented or sold but the new renters or owners have not moved in…

Vacant Units held off the Market – Included in this category are units held for occasional use, temporarily occupied by persons with usual residence elsewhere, and vacant for other reasons.

Seasonal Vacant Units – This group contains units intended for occupancy only during certain seasons of the year and are found primarily in resort areas. Housing units held for occupancy by migratory labor employed in farm work during the crop season are tabulated as seasonal.

Other Vacant – This category is defined as "year-round units which were vacant for reasons other than units available for rent; for sale, only; rented, but not occupied sold, not occupied; and seasonal, recreational, and occasional use. For example, held for settlement of an estate, held for personal reasons, or held for repairs." Other examples of Other Vacant Housing Units include units that are vacant due to foreclosures, personal or family reasons, legal proceedings, being prepared for rent or sale, being held for storage of household furniture, needing repairs, currently being repaired and/or renovated, specific use housing (e.g., military housing, employee/corporate housing, student housing, etc.), extended absence, abandoned or possibly to be demolished or condemned, or other unknown reasons.

Household – The related family members and all the unrelated people, if any, such as lodgers, foster children, wards, or employees who share the housing unit.

Group Quarters – Group Quarters ("GQ") is a place where people live or stay in a group living arrangement that is owned or managed by an entity or organization providing housing

and/or services for the residents. These services may include custodial or medical care, as well as other types of assistance, and residency is commonly restricted to those receiving these services. This is not a typical household-type living arrangement. People living in GQs usually are not related to each other. GQs include such places as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, workers' dormitories, and facilities for people experiencing homelessness.

Housing Typology

It is important to note the significance of typology when discussing the topic of 'Housing'. Definitions procured from the Census and used for its reporting and tabulations are provided below for clarification of typology used consistently throughout this Study.

Single-Family House – The single-family statistics include fully detached, semi-detached (semi-attached, side-by-side), row houses, quadraplex, and townhouses. In the case of attached units, each must be separated from the adjacent unit by a ground-to-roof wall in order to be classified as a single-family structure. Also, these units must not share heating/air-conditioning systems or utilities.

Units built one on top of another and those built side-by-side that do not have a ground-to-roof wall and/or have common facilities (i.e., attic, basement, heating plant, plumbing, etc.) are not included in the single-family statistics.

Attached and Detached Single-Family Housing Units – Single-family structures include fully detached, semi-detached (semi-attached, side-by-side), row houses, duplexes, quadraplex, and townhouses. In order for attached units to be classified as single-family structures, each unit must: (1) Be separated by a ground-to roof wall; (2) Have a separate heating system; (3) Have individual meters for public utilities; and (4) Have no units located above or below. If each unit within the building does not meet the conditions above, the building is considered multifamily.

Manufactured (Mobile) Home – A manufactured home is defined as a movable dwelling, 8 feet or more wide and 40 feet or more long, designed to be towed on its own chassis, with transportation gear integral to the unit when it leaves the factory, and without need of a permanent foundation. These homes are built in accordance with the U.S. Department of Housing and Urban Development (HUD) building code.

Module Home – A module home is a finished 3-dimensional sections of the complete dwelling are built in a factory and transported to the site to be joined together on a permanent foundation.

Condominium – A type of ownership in which each owner owns the interior walls of the unit. The owner of each unit also holds a common or joint ownership in all common areas and facilities associated with the unit; such as, land, roof, exterior walls, hallways, entrances, elevators, lobbies, etc. Condominium ownership may apply to single-family and multifamily structures. A condominium apartment building is classified with apartment buildings in structures with five units or more, despite the fact that each unit is individually owned.

Multi-Family Housing – Residential buildings containing units built one on top of another and those built side-by-side which do not have a ground-to-roof wall and/or have common facilities (i.e., attic, basement, heating plant, plumbing, etc.) Design types for multi-family housing include:

Townhouse – Side by side housing units that do not meet the definition of single-family houses.

Conventional Apartments – These structures have units above and below each other.

Total Households

As of year-end 2022 estimates, there are approximately 13,975 total *Households* within the City, of which 30% or 4,234 *Households* are located within the Adjusted City.

Since 2010, total *Households* within the City grew at a CAGR of 12.7%, with the addition of a total 11,013 new *Households*. Comparatively, the Adjusted City experienced a significantly smaller CAGR of 2.8% during this same time period—increasing by approximately 1,273 total *Households*. The majority of the City's new *Households* have been built since 2018, experiencing a significant increase of 254% with the addition of 10,032 total new *Households.* However, the Adjusted City has captured only 5.1%, or 516 *Households* of the new *Households* growth within the City since 2018, as illustrated in **Table 7** below.

Table 7. Historical Households, 2010, 2018–2022

	City of Wildwood	Adjusted City	Capture[1]
2010[1]	2,962	2,962	100.0%
2018	3,943	3,720	94.3%
2019	5,863	3,759	64.1%
2020[2]	7,663	3,931	51.3%
2021	10,869	4,140	38.1%
2022	13,975	4,235	30.3%
5-Year CAGR (2018-2022)	**28.8%**	**2.6%**	**-**
13-Year CAGR (2010-2022)	**12.7%**	**2.8%**	**-**
Net Change (2010-2022)	**11,013**	**1,273**	**-**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects percent capture of the Adjusted City to the City as a whole. (2) Reflects data from the Decennial Census.

Household Tenure

Persons per household within the City and the Adjusted City represented approximately 2.1 and 2.4 persons per household, respectively, as of year-end 2022 estimates. The City has experienced a slight decline in persons per household of 6% from the 2.2 persons per household observed in 2010, whereas the Adjusted City has experienced an 11% increase during this same time period.

In addition, the City and the Adjusted City are predominantly owner-occupied at 66% and 76% of the total *Households*, respectively, as of year-end 2022 estimates. Since 2010, owner-occupied *Households* have experienced negative CAGRs of 1.2% and 0.1% within the City and the Adjusted City, respectively. Subsequently, renter-occupied *Households* have increased during this same time frame for both the City and the Adjusted City—indicating that both areas are shifting towards more of a renter-friendly environment. The table below illustrates the owner- versus renter-occupied total *Households* within the City and Adjusted City from 2010 to 2022 (see **Table 8**).

Table 8. Household Tenure, 2010 and 2022

	City of Wildwood		Adjusted City	
	2010[1]	2022	2010[1]	2022
Total Households	2,962	13,975	2,962	4,235
Owner-Occupied Households	77%	66%	77%	76%
Renter-Occupied Households	23%	34%	23%	24%

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects data from the Decennial Census.

Total Housing Units

As of year-end 2022 estimates, there are approximately 16,993 total *Housing Units* within the City, of which about 4,988 *Housing Units* are located within the Adjusted City.

Since 2010, total *Housing Units* within the City grew at a CAGR of 10.8%, with the addition of adding nearly 12,530 new *Housing Units*. Comparatively, the Adjusted City experienced a significantly lower CAGR of 0.9% during this same period, increasing by approximately 524 new *Housing Units*.

Since 2018, the majority of the City's new *Housing Units* have been built, experiencing an increase of 219% with the addition of 11,667 new *Housing Units*. However, the Adjusted City has captured only 1.3%, or 157 *Housing Units*, of the new *Housing Units* growth within the City since 2018, as illustrated in the following table (see **Table 9**).

Table 9. Historical Housing Units, 2010, 2018–2022

	City of Wildwood	Adjusted City	Capture[1]
2010[2]	4,464	4,464	100%
2018	5,326	4,831	91%
2019	7,507	4,706	63%
2020[2]	10,125	4,633	46%
2021	13,329	4,942	37%
2022	16,993	4,988	29%
5-Year CAGR (2018-2022)	**26.1%**	**0.6%**	**-**
13-Year CAGR (2010-2022)	**10.8%**	**0.9%**	**-**
Net Change (2010-2022)	**12,529**	**524**	**-**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects percent capture of the Adjusted City to the City as a whole. (2) Reflects data from the Decennial Census.

Ownership Characteristics

According to the Census as of year-end 2022 estimates, total occupied *Housing Units* within the City, at 82%, is marginally lower than that of the Adjusted City at 85%. Since 2010, total occupied *Housing Units* within the City grew at a CAGR of 1.7%. During this same period, Adjusted City experienced a slightly higher CAGR of about 1.9%.

Table 10 below illustrates the distribution of occupied versus vacant *Housing Units* for both the City and the Adjusted City from 2010 to 2022.

Table 10. Occupied and Vacant Housing Units Composition, 2010, 2018–2022

	Total Occupied		Total Vacant	
	City	Adjusted City	City	Adjusted City
2010[1]	66%	66%	34%	34%
2018	74%	77%	26%	23%
2019	78%	80%	22%	20%
2020[1]	76%	85%	24%	15%
2021	82%	84%	18%	16%
2022	82%	85%	18%	15%
5-Year CAGR (2018-2022)	**2.1%**	**2.0%**	**(7.3%)**	**(8.1%)**
13-Year CAGR (2010-2022)	**1.7%**	**1.9%**	**(4.8%)**	**(6.0%)**
Net Change (2010-2022)	**15.9%**	**18.6%**	**(15.9%)**	**(18.6%)**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects data from the Decennial Census.

Since 2018, both the City's and the Adjusted City's total occupied *Housing Units* have experienced an increase of approximately 8 percentage points. An increase in occupied *Housing Units* may be attributed to an increase in quality of *Housing Units*,

a decrease in seasonal and/or rotational vacancy, or an increase in demand to reside within the specific area. Rotational vacancy includes units currently *For Rent, Rented, Not Occupied, For Sale,* and *Sold, Not Occupied*.

Vacancy Conditions

Vacant *Housing Units* within the City can be further broken down into several categories, including *For-Rent, Rented, Not Occupied, For Sale Only, Sold, Not Occupied, For Seasonal Use, For Migrant Workers,* and *Other Vacant*.

Of the City's total vacant *Housing Units*, *For Seasonal Use* makes up the majority with 53%, followed by *For Rent* with 22%, as of year-end 2022 estimates. The remaining uses including *Sold, Not Occupied, For Sale, Other Vacant,* and *Rented, Not Occupied,* compose a combined 25% of the total, of the total vacant *Housing Units* within the City. There are zero *For Migrant Worker* units within the City, as illustrated in the following table.

Composition of vacant *Housing Units* within the Adjusted City are comparable with that of the City, with the largest category being *For Seasonal Use* at 35%, followed by *For Rent* at 25%, as of year-end 2022 estimates. The remaining uses including *For Sale, Other Vacant, Sold, Not Occupied,* and *Rented, Not Occupied*, compose a combined 42% of the total vacant *Housing Units* within the Adjusted City. Similar to the City, there are zero *For Migrant Worker* units within the Adjusted City.

Table 11 below illustrates the composition of vacant *Housing Units* within the City and the Adjusted City in 2010 compared to year-end 2022 estimates.

Table 11. Vacancy Conditions, 2010 and 2022

	City of Wildwood		Adjusted City	
	2010[1]	2022	2010[1]	2022
For-Rent	11%	22%	11%	25%
Rented, Not Occupied	0%	2%	0%	3%
For-Sale Only	24%	9%	24%	19%
Sold, Not Occupied	8%	9%	8%	8%
For Seasonal Use	42%	53%	42%	34%
For Migrant Workers	0%	0%	0%	0%
Other Vacant	14%	5%	14%	12%

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects data from the Decennial Census.

While the total historic *Households* provided by the Census and detailed in **Table 7** on the prior page illustrates the total residential units necessary to accommodate population in *Occupied Housing Units* or *Households*, the calculation of total future *Housing Unit* demand must also account for the fact that some inventory or share of *Housing Units* will always be in various states of vacancy, and some amount of *Housing Units* will be eliminated due to demolition or conversion to non-residential use(s).

As previously referenced, one specific set of *Housing Unit* vacancy conditions examined as part of this Study include units that are (1) Rented but Not Occupied, (2) Sold but Not Occupied, (3) For Migrant Workers, or (4) classified as *Other Vacant units* by the U.S. Census. For the purposes of this Study, the sum of this specific set of vacancy conditions (1–4) is referred to as "Rotational Vacancy". The percentage of all *Housing Units* subject to Rotational Vacancy, in addition to those used for seasonal, recreational, or occasional use, designated as "seasonal vacancy" are illustrated in **Table 12** below.

Table 12. Rotational/Seasonal Vacancy Rate as a Percent of Total Housing Units, 2010, 2018–2022

	City of Wildwood		Adjusted City	
	Rotational Vacancy	Seasonal Vacancy	Rotational Vacancy	Seasonal Vacancy
2010[1]	22.6%	42.2%	39.0%	32.5%
2018	30.3%	34.5%	48.2%	21.2%
2019	28.0%	40.4%	48.6%	27.1%
2020[2]	21.3%	37.3%	68.2%	16.4%
2021	10.1%	49.0%	38.5%	24.8%
2022	15.4%	53.0%	40.4%	59.6%
Average	**21.0%**	**42.8%**	**48.8%**	**29.8%**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects percent capture of the Adjusted City to the City as a whole. (2) Reflects data from the Decennial Census.

In addition to Rotational Vacancy and seasonal conditions, data from the Components of Inventory Change ("CINCH") estimates that between 2009 and 2017, 0.33% of total *Housing Units* nationwide are also lost due to demolitions, and 0.06% are lost due to conversions to non-residential uses. Thus, approximately 0.39% of the total housing stock is lost due to conversions or demolitions every 2 years, the equivalent of roughly 0.20% per year.

To emphasize, some number or share of the total *Housing Units* will always be in various states of vacancy, and some amount will be eliminated due to demolition or conversion to non-residential use(s). Consequently, the projection for future *Housing Units* was adjusted to reflect these conditions, as detailed in the subsequent section of this Study.

Housing Composition

According to Sumter County's Final 2023 Tax Roll, single-family dwelling units compose the majority at 91% of the total share. Multi-family, mobile/manufactured homes, and condominiums compose approximately 7.4%, 1.1%, and 0.9%, respectively, of the total residential dwelling units within the City.

The composition of residential dwelling units within the Adjusted City is comparable to that of the City, with single-family composing 39% of the total residential dwelling units, followed by multi-family, mobile/manufactured homes, and condominiums with approximately 16%, 2.9%, and 2.3%, respectively, of the total residential dwelling units within the Adjusted City.

Since 2010, the composition of residential dwelling units has remained relatively stable for both the City and the Adjusted City, with single-family residential units composing the majority. As single-family residential units continue to be built within the City and the Adjusted City, the proportion of these units has increased. In contrast, only a few multi-family units have been constructed, and no condominiums or mobile/manufactured homes have been built since 2010. Consequently, the share of single-family units to the total residential dwelling unit mix has grown, while other types have seen a declining share.

Table 13 below illustrates the distribution of residential dwelling units by housing type in 2010 compared to year-end 2022 estimates.

Table 13. Residential Dwelling Unit Composition, 2010 and 2022

	City of Wildwood		Adjusted City	
	2010	2022	2010	2022
Single-Family	52.6%	90.6%	52.6%	79.2%
Condominiums	29.8%	7.4%	8.0%	2.3%
Mobile/Manufactured Homes	8.0%	0.9%	9.6%	2.9%
Multi-Family	9.6%	1.1%	29.8%	15.6%

Sources: Sumter County Property Appraiser; Sumter County Final 2023 Tax Roll; GAI Consultants.

Pace of Residential Construction

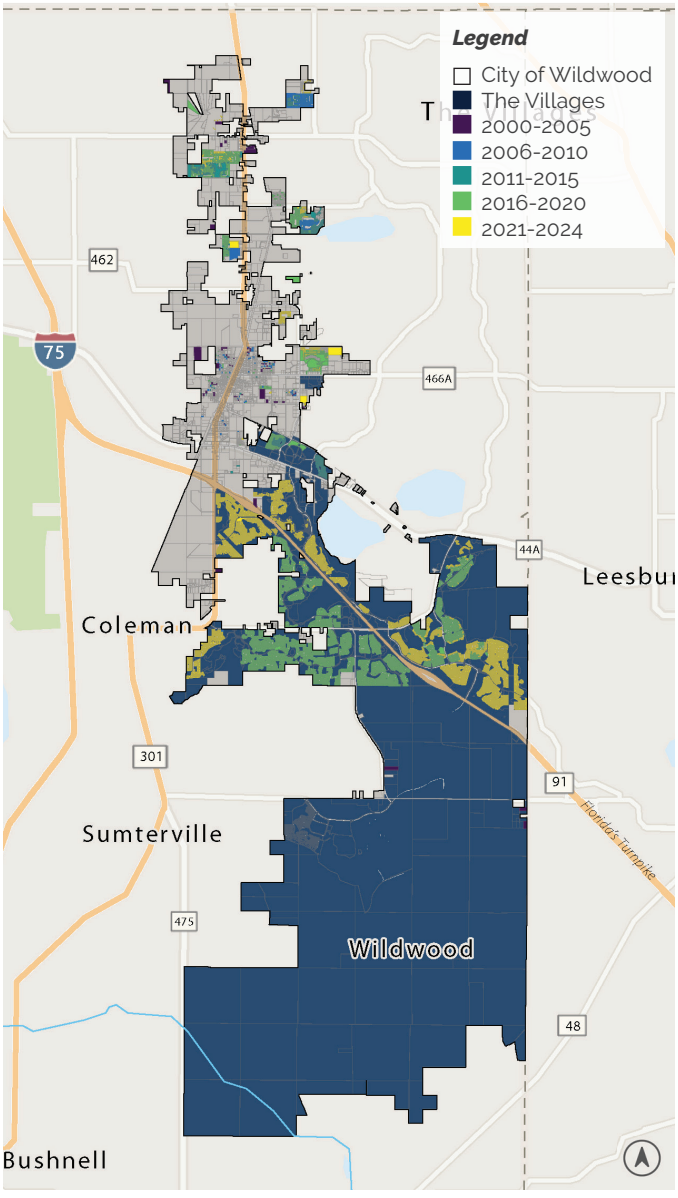
Since 2010, approximately 12,530 total *Housing Units* have been constructed in the City. Of these residential dwelling units constructed after 2010, single-family comprises 95%, followed by multi-family units with 5% of the total share. Mobile homes comprise less than 1% and zero condominium residential dwelling units have been constructed within the City since 2010.

During this same time period, approximately 524 total *Housing Units* were constructed in the Adjusted City, accounting for 4.2% of the new *Housing Units* constructed within the City since 2010. Of the units constructed after 2010 within the Adjusted City, single-family comprises 90%, followed by multi-family with 10% of the total share, and mobile homes with less than 1% of the total share.

Most of the residential construction activity in the City between 2010 and 2022 took place after 2018, with around 11,667 or 93% of the new *Housing Units* built during this period. Of these new units, about 95% were single-family and 5% were multi-family units. The pace of residential construction within the City has experienced a significant CAGR of 49.4% from 2018 to 2022. In comparison, the Adjusted City has accounted for just 1.3% or 157 of the new *Housing Units* built in the City since 2018. This suggests that most of the new residential construction has taken place in The Villages portion of the City, which has seen the majority of the growth in total *Housing Units* since 2018.

The map below illustrates the residential construction activity by 5-year increments within the City from 2000 to 2024 (see **Figure 7**).

Figure 7. City of Wildwood Residential Construction Activity, 2000-2024



Place

There are several key topics to consider when determining the characteristics of a specific area, these include:

- Mobility Displacement
- Availability of Vacant Land
- Annexation Activity

A profile of these place-related characteristics was necessary to fully understand the area and the overall market-supporting housing demand within the City, as well as the Adjusted City.

Mobility Displacement

According to the Census, data provided on mobility displacement, refers to the movement of a person's residence by tracking whether they lived in their current residence one year prior. In 2010, 64% of the household population lived in the same residence one year prior within the City. By 2022, this had climbed to 76%. However, 2020 saw a large dip in household population residing in the same residence year-over-year to 35%, which may be attributed to the large influx of new residents that same year which brought the figure down substantially, as illustrated in **Table 14** below.

Table 14. Household Population Living in 'Same' or Different ('New') Home within Last Year, 2010, 2018-2022

	City of Wildwood		Adjusted City	
	Same	New	Same	New
2010[(1)]	64%	35%	64%	35%
2018	79%	6%	81%	9%
2019	73%	18%	82%	9%
2020[(1)]	35%	56%	62%	31%
2021	76%	18%	68%	25%
2022	76%	14%	78%	11%
5-Year CAGR (2018-2022)	**(0.9%)**	**17.2%**	**(0.8%)**	**3.8%**
13-Year CAGR (2010-2022)	**1.2%**	**(6.7%)**	**1.5%**	**(8.5%)**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Notes: (1) Reflects data from the Decennial Census.

Within the Adjusted City, the percentage of household population residing in the same residence from the prior year was comparable to that of the City for 2010 at 64%. However, the Adjusted City experienced a slightly greater increase in household population residing in the same residence from the prior year in 2022 than the City, increasing to 78%. To note, the 2020 dip that was observed within the City as whole was not as profound within the Adjusted City—only reaching 62% that same year.

Availability of Vacant Land

According to Sumter County's Final 2023 Tax Roll, the City had approximately 3,665-acres of vacant land. For purposes of this Study, vacant lands are identified based on Florida Department of Revenue ("DOR") Use Codes, and include any parcels designated by DOR Use Code on the Final 2023 Tax Roll as *vacant* or unimproved *agricultural* (e.g., grazing land, cropland, miscellaneous agricultural, non-agricultural acreage).

In 2023, the largest portion of vacant land acreage in the City is attributed to vacant residential land, with approximately 1,455-acres ("AC") or 40% of the total vacant land within the City; closely followed by unimproved agricultural land at 37% of the total vacant land. Other vacant land categories include vacant commercial land, vacant industrial land, and vacant institutional land at 19%, 4.1%, and 0.1% of the total vacant land within the City, respectively.

Comparatively, in 2010, the City had approximately 4,770-acres of vacant land, with unimproved agricultural land composing the majority of the vacant land at 82%. Other vacant land categories within the City include vacant commercial land, vacant residential land, and vacant industrial land with 8.3%, 6.2%, and 3.3% respectively, of the total share of vacant land within the City in 2010.

The Adjusted City captures approximately 28%, or roughly 1,030-acres, of the City's total vacant land in 2023. The vacant land composition within the Adjusted City varies marginally from that of the City, with vacant residential land composing the largest category at 432-acres or 42% of total vacant land, followed by vacant commercial land at 32% of total vacant land within the Adjusted City. Other vacant land categories include vacant industrial land, unimproved agricultural land, and vacant institutional land at 14%, 12%, and 0.3% respectively.

Comparatively, in 2010 the Adjusted City captured 37%, approximately 1,777-acres, of the City's total vacant land acreage. The vacant land within the Adjusted City was primarily composed of unimproved agricultural land with 58% of the total vacant land acreage, followed by vacant commercial land, vacant residential land, and vacant industrial land with 19%, 15%, and 8.5% respectively.

Table 15 compares the distribution of total vacant land in the City and the Adjusted City between 2010 and 2023.

Table 15. Vacant Land Distribution by Type

Vacant Land Acres	City of Wildwood		Adjusted City	
	2010	2023	2010	2023
Agriculture[1]	3,922	358	1,023	258
Commercial	396	686	335	327
Industrial	157	151	151	147
Institutional	0	3	0	3
Residential	296	1,455	267	432
Total	**4,770**	**4,023**	**1,777**	**1,288**

Sources: Sumter County Property Appraiser; Sumter County Final 2010 Tax Roll; Sumter County Final 2023 Tax Roll; GAI Consultants. Note: (1) Represents DOR use code of agricultural land without improvement(s).

Annexation Activity

In 2000, the City encompassed an area of about 5.41 square miles, as depicted in the adjacent **Figure 8**. From 2000 to 2010, the City underwent significant expansion through annexation, adding 34.7 square miles to its municipal boundaries, resulting in a total land area of 40.1 square miles, which is illustrated in **Figure 9**. However, between 2010 and 2015, the pace of annexation slowed, with only an additional 0.55 square miles being incorporated into the City's municipal boundaries, as shown in **Figure 10**.

Figure 8. City of Wildwood Boundary, 2000

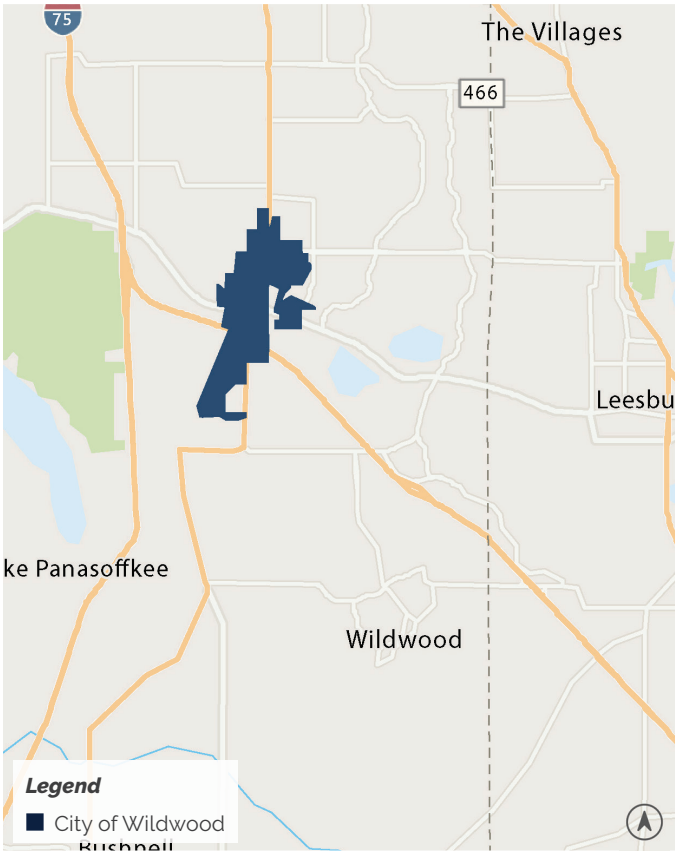


Figure 9. City of Wildwood Boundary, 2010

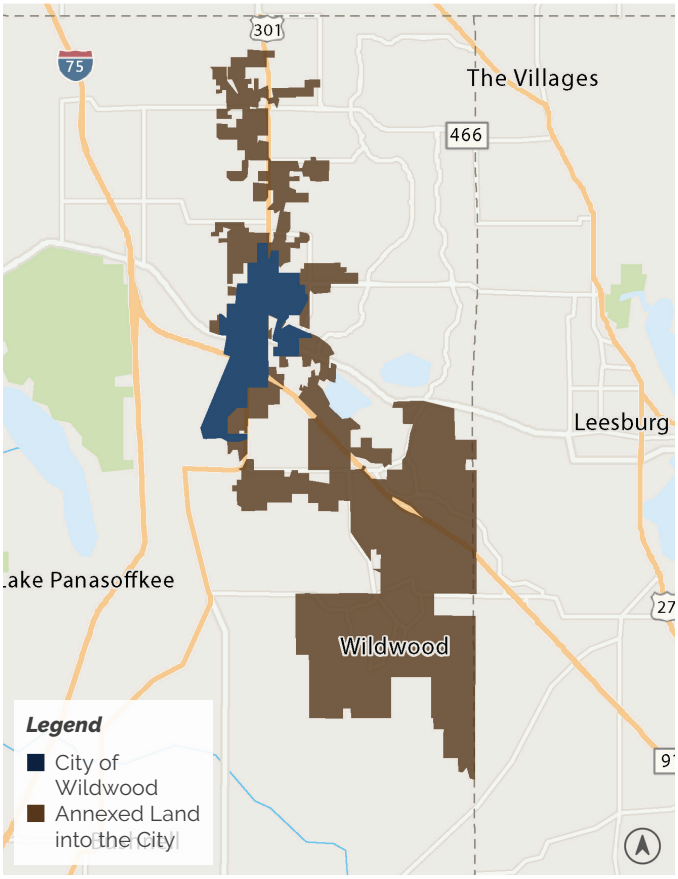
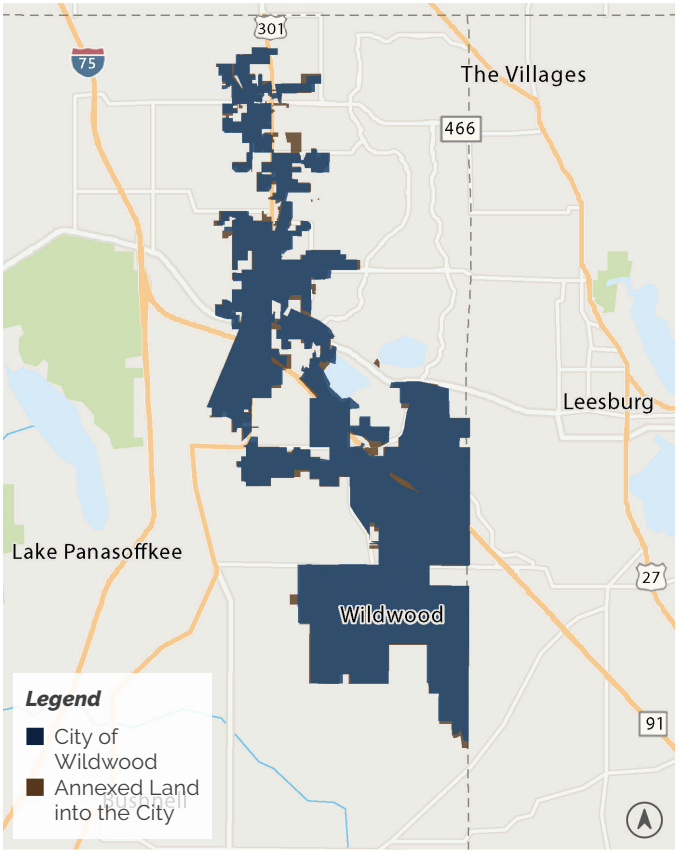
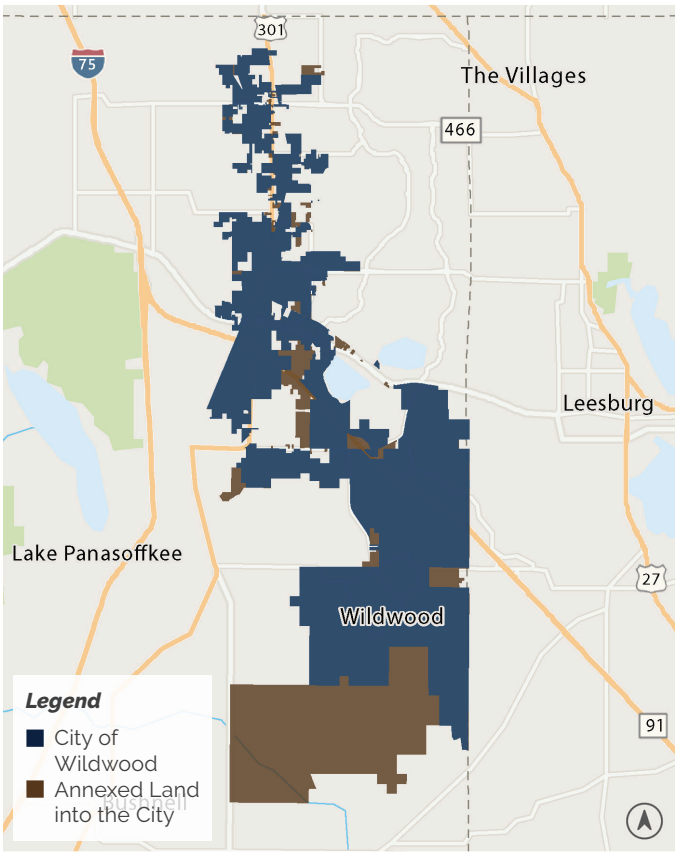


Figure 10. City of Wildwood Boundary, 2015



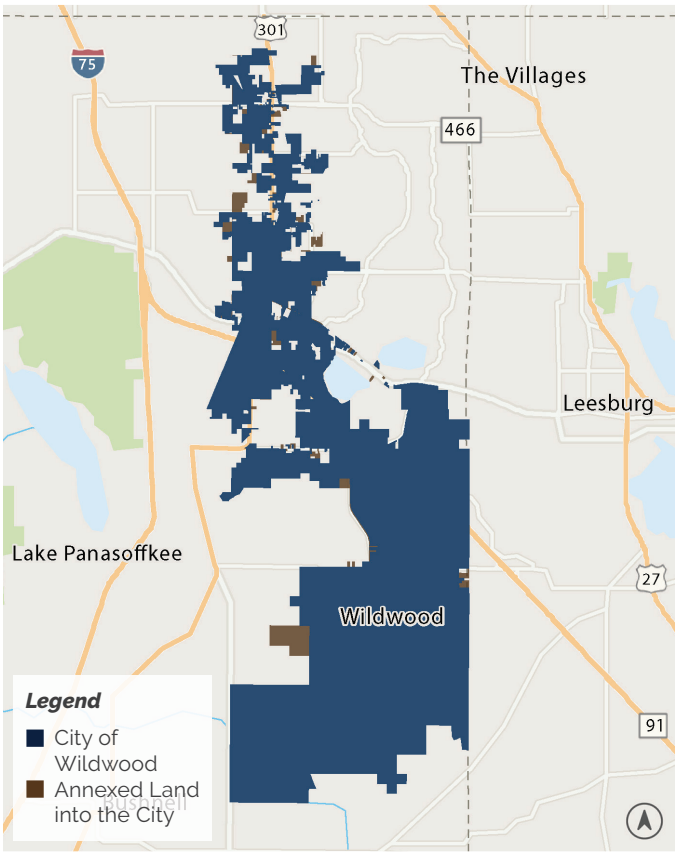
The period from 2015 to 2020 saw a resurgence in annexation activity, with the City extending its municipal boundaries by another 16.9 square miles, culminating in a total land area of about 57.5 square miles, as illustrated in **Figure 11**.

Figure 11. City of Wildwood Boundary, 2020



More recently, between 2020 and 2024, the City's boundaries have further expanded further by 1.6 square miles, illustrated in **Figure 12** below. Consequently the City's municipal boundaries now cover approximately 59.2 square miles.

Figure 12. City of Wildwood Boundary, 2024



In summary, the City has expanded its total land area by 91% over the last two decades, incorporating an additional 53.8 square miles within its municipal boundaries. However, the population growth did not match the rate of annexation, leading to a decrease in population density. Initially, population density dropped from 725 persons per square mile in 2000 to 167 persons per square mile in 2010. Subsequently, there was an increase to 266 persons per square mile by the end of 2022, according to Census estimates, which translates to a CAGR of 3.6% in population density from 2010 to 2022.

Population density can lead to a heightened demand for housing in several ways, such as an increase in the number of total *households*, urbanization with its array of services and job prospects, economic vibrancy drawing job seekers, and robust social infrastructure including educational and healthcare facilities. Together, these factors increase the desirability of living in areas with high population density. Overall, population density can significantly impact housing demand, leading to various challenges and opportunities in the housing market.

With specific regard to housing density, which is the count of *Housing Units* per square mile, the City saw a decrease in this measure from 2000 to 2010—dropping from 381 *Housing Units* per square mile in 2000 to 111 *Housing Units* per square mile in 2010. However, from 2010 to 2022, there was an upturn, with housing density rising to 287 *Housing Units* per square mile. This change represents a CAGR of 7.6% in housing density from 2010 to 2022.

Such trends underscore the importance of strategic urban planning and policy-making to effectively address the evolving demand for housing, especially in areas where population and housing densities are on the rise. These efforts are crucial in ensuring that housing development keeps pace with population growth and that the housing needs of the community are met successfully.

Price

There are several key topics related to incomes and price which are important to consider when determining the characteristics of a specific area, these include:

- Employment Wages
- Industry Earnings
- Income Characteristics
- Household Incomes
- Gross Rent
- Monthly Housing Costs
- Household Cost Burdens
- Home Values
- Average Home Sales Price

A profile of these price-related characteristics was necessary to fully understand the unique marketplace and the overall market-supporting housing demand within the City, as well as the Adjusted City.

Employment Wages

Employment wage data is provided by the Census' Center for Economic Studies Longitudinal Employer-Household Dynamics ("LEHD") for year-end 2021. Wage distributions provided by the Census are categorized into three (3) groups:

- *Jobs earning $1,250 per month or less -* Entry-level positions, part-time roles, or jobs in industries with lower wage scale.
- *Jobs earning between $1,250-$3,333 per month -* Typically a range of entry-level to mid-level positions across various industries.
- *Jobs earning $3,333 per month or more -* Typically a range of mid-level to high-level positions across various industries. These roles often require specialized education, training, or experience.

As of year-end 2021, the majority of the total employees within both the City and the Adjusted City were earning wages of more than $3,333 per month, as illustrated in the following **Table 16**. These figures have steadily increased since 2010, suggesting an influx of higher-wage jobs into the market. This trend may be attributed to a positive shift in the local economy, with more lucrative employment opportunities becoming available, potentially attracting a more skilled workforce in the area.

In contrast, jobs earning wages between $1,250 and $3,333 per month within both the City and the Adjusted City have experienced the greatest decline since 2010, This trend may be attributed to changes in the local economy, such as the decline of certain industries or mid-wage jobs; or increases in the cost of living, wages that once fell within this range may no longer be sufficient to attract workers; and lastly, as the job market evolves, there may be a greater demand for higher-skilled positions that pay more than $3,333 per month.

Table 16. Wage Distribution, 2010 and 2021

	City of Wildwood		Adjusted City	
	2010	2021	2010	2021
$1,250 Per Month or Less	21.5%	21.8%	21.5%	15.9%
$1,250-$3,333 Per Month	40.9%	29.8%	40.9%	28.7%
More than $3,333 Per Month	37.6%	48.3%	37.6%	64.1%

Sources: U.S. Census, LEHD OnTheMap Application, 2010-2021; GAI Consultants.

Industry Earnings

Data provided by the University of Florida's Shimberg Center for Housing Studies, further examines employment wages by industry sector for the City as a whole, as well as the estimated maximum affordable monthly rent for each industry based on 30% of their respective monthly incomes.

As illustrated in the table on the following page, the industries which have the highest monthly wages are finance and insurance, utilities, and professional and technical services, as of year-end 2022 (see **Table 17**). Conversely, the industries that offer the lowest monthly wages within the City are arts, entertainment and recreation and accommodation and food services, which is not surprising as these industries tend to rely heavily on part-time employment.

More specifically, approximately 80% of the industries within the City provide salaries earning $3,333 per month or more, with the remaining of the industries within the City falling in the category of jobs earning between $1,250 to $3,333 per month as of year-end 2022. During the same time period, there are no industries earning less than $1,250 per month. This suggests that the average monthly earnings within the City exceed those in other areas within the Nation and State—where lower-wage industries are more prevalent.

Table 17. City of Wildwood's Monthly Wages by NAICS Industry Category, 2022

	Average Monthly Wage	Maximum Affordable Rent[1] (30% of Income)
Agriculture, Forestry, Fishing, & Hunting	$ 3,423	$ 1,027
Mining, Quarrying, and Oil & Gas Extraction	3,717	1,115
Utilities	9,977	2,993
Construction	5,129	1,539
Manufacturing	5,848	1,755
Wholesale Trade	6,407	1,922
Retail Trade	3,013	904
Transportation & Warehousing	5,453	1,636
Information	4,445	1,333
Finance & Insurance	9,086	2,726
Real Estate and Rental Leasing	5,097	1,529
Professional, Scientific, &Technical Services	6,785	2,035
Management of Companies	6,001	1,800
Administration & Support, Waste Management, & Remediation	5,796	1,739
Educational Services	3,906	1,172
Health Care & Social Assistance	5,382	1,615
Arts, Entertainment, & Recreation	1,751	525
Accommodation & Food Services	2,397	719
Other Services (excluding Public Administration)	3,197	959
Public Administration	5,140	1,542

Sources: Shimberg Center for Housing Studies, 2022; GAI Consultants. Notes: (1) Maximum Affordable Rent assumes single-income household where sole earner is singularly employed with no additional employment or income streams.

Income Characteristics

Income is also an important factor to consider when examining market characteristics, as it can be a broad indicator of a household or individual's spending potential and their general ability to purchase a variety of goods and services within a specific marketplace. According to the Census year-end 2022 estimates, median household income within the City is estimated to be $68,121, which is slightly greater than that of the Adjusted City at $67,904.

From 2010 to 2022, the median household income within both the City and the Adjusted City grew at a CAGR of 5.9%. Since 2018, median household income has experienced a more accelerated growth, experiencing a CAGR of 11.8% within the City and 10.7% within the Adjusted City. In addition, per capita incomes within the City were estimated to be $44,057 as of year-end 2022 estimates, with the Adjusted City realizing per capita incomes of $40,768 during this same time frame. From 2010 to 2022, the per capita income grew at a slightly higher CAGR than then household income at 6.8% within the City and 6.2% within the Adjusted City. Since 2018, per capita incomes have also experienced a more accelerated growth, experiencing a CAGR of 14.1% within the City and 10.4% within the Adjusted City.

Table 18 below illustrates the annual trend in median household income and per capita income for the City and the Adjusted City from 2010 to 2022.

Table 18. Median Household ("HH") Income and Per Capita Income, 2010, 2018-2022

	City of Wildwood		Adjusted City	
	Median HH Income	Per Capita Income	Median HH Income	Per Capita Income
2010	$ 32,379	$ 18,659	$ 32,379	$ 18,659
2018	38,945	22,762	40,788	24,885
2019	41,968	31,449	40,665	26,864
2020	40,033	28,316	41,206	27,710
2021	59,158	37,308	55,105	35,781
2022	68,121	44,057	67,904	40,768
5-Year CAGR (2018-2022)	**11.8%**	**14.1%**	**10.7%**	**10.4%**
13-Year CAGR (2010-2022)	**5.9%**	**6.8%**	**5.9%**	**6.2%**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants.

Household Incomes

As of year-end 2022 estimates, the largest concentration of *Households* within the City, at approximately 19%, has household incomes between $100,000 and $149,999, which is greater than that of the Adjusted City; wherein the largest concentration of *Households,* at approximately 23%, has household incomes between $50,000 and $74,999. The distribution of household incomes within the City and the Adjusted City are illustrated **Table 19** on the following page.

Since 2010, household incomes have experienced positive CAGRs within the less than $10,000 and the greater than $75,000 categories; however, all the other categories have experienced negative CAGRs within the City. Conversely, the Adjusted City has experienced positive CAGRs in household incomes in all categories apart from less than $15,000 and between $35,000 and $49,900.

Table 19. Household Incomes, 2010 and 2022

	City of Wildwood		Adjusted City	
	2010	2022	2010	2022
Less than $10K	8%	10%	8%	3%
$10K-$14.9K	7%	5%	7%	1%
$15K-$24.9K	23%	4%	23%	6%
$25K-$34.9K	14%	7%	17%	19%
$35K-$49.9K	13%	12%	13%	12%
$50K-$74.9K	21%	16%	21%	23%
$75K-$99.9K	7%	17%	7%	9%
$100K-$149.9K	4%	19%	4%	14%
$150K-$199.9K	1%	4%	1%	8%
$200K or more	2%	6%	2%	9%

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Note: Thousands represented as "K".

Median Gross Rent

According to the Census' year-end 2022 estimates, the median gross rent in the City at $1,159 has nearly doubled compared to the median gross rent observed in 2010 at $644—experiencing a CAGR of 4.6% during this time frame. Comparatively, the median gross rent in the Adjusted City at $1,226 as of year-end 2022 has also experienced significant growth—increasing at a CAGR 5.1% since 2010, as illustrated in **Table 20** below.

In addition, approximately 59% and 31% of total *Households* within the City and the Adjusted City, respectively, spend over 35% or more of their household income on rent. Since 2010, these figures have seen a significant increase within the City, while experiencing a slight decline within the Adjusted City over the same period (see Table 20).

Table 20. Gross Rent as a Percent of Household Income, 2010 and 2022

	City of Wildwood		Adjusted City	
	2010	2022	2010	2022
Less than 15%	6%	3%	6%	22%
15%-19.9%	10%	11%	10%	12%
20%-24.9%	33%	11%	33%	10%
25%-29.9%	9%	9%	9%	4%
30%-34.9%	7%	6%	7%	11%
35% or More	36%	59%	36%	31%
Median Gross Rent	$ 644	$ 1,159	$ 644	$ 1,226

Sources: U.S. Census, ACS 2010-2022; GAI Consultants. Note: Median Gross Rent represents per month.

In addition, average rental rates for multi-family apartment units have grown at a CAGR of 1.7% in the City from 2010 to 2022, according to CoStar—increasing from $1,292 per unit in 2010 to $1,598 per unit in 2020. Comparatively, the average rental rates for multi-family apartment properties within the Adjusted City were slightly greater than that of the City in 2022, at $1,714 per unit. However, the multi-family apartment properties within the Adjusted City have experienced a slightly lesser CAGR of 1.6% in average rental rates from $1,391 per unit in 2010.

Monthly Housing Costs

As of year-end 2022 estimates, median monthly housing costs for household population with a mortgage were slightly lower within the City at $1,824 per month compared to the Adjusted City at $1,937 per month, according to the Census. Since 2010, the growth of these costs has outpaced the growth of median household incomes, as previously illustrated in **Table 18**—with median monthly housing costs (with a mortgage) experiencing CAGRs of 6.3% and 6.8% within the City and the Adjusted City, respectively.

Comparatively, the median monthly housing costs for the household population without a mortgage is $607 per month within the City and $630 per month within the Adjusted City, as of year-end 2022. The monthly housing costs without a mortgage have experienced a substantially lower growth rate than the monthly housing costs with a mortgage, growing at a CAGR of 3.6% and 3.9% within the City and the Adjusted City, respectively, from 2010 to 2022, as illustrated in **Table 21** below.

Table 21. Median Monthly Housing Costs, 2010 and 2022

	City of Wildwood		Adjusted City	
	With a Mortgage	Without a Mortgage	With a Mortgage	Without a Mortgage
2010	$ 828	$ 381	$ 828	$ 381
2022	$ 1,824	$ 607	$ 1,937	$ 630
CAGR	**6.3%**	**3.6%**	**6.8%**	**3.9%**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants.



Housing Cost Burdens

Housing cost burdens refer to the financial strain experienced by *Households* when a significant portion of their income is spent on housing expenses. Specifically, a *Household* is considered cost-burdened if it spends more than 30% of its income on housing costs, which can include rent or mortgage payments, utilities, and other related expenses. If a *Household* spends more than 50% of its income on housing, it is considered severely cost-burdened.

Data provided by the University of Florida's Shimberg Center for Housing Studies ("Shimberg") offers detailed insights into housing cost burdens and Area Median Income ("AMI") for the City as a whole. As of year-end 2022, the City's AMI was $68,121. **During this period, it is estimated that around 41% of all *Households* in the City are facing a housing cost burden; with approximately 27% of all *Households* severely cost-burdened, spending more than 50% of their income on housing. This suggests that a significant portion of the population is spending more than 30% of their income on housing expenses, which can limit their ability to afford other essential needs such as food, healthcare, and transportation.**

Table 22 below shows the percentage of *Households* that are cost-burdened, along with the different income levels within the City. This information helps to pinpoint which income groups are most impacted by high housing costs.

Table 22. City of Wildwood's Housing Cost Burdens, 2022

Household Income	Housing Cost Burden		
	30% or Less	30.1%-50%	More than 50%
30% AMI or Less	2.5%	0.4%	11.8%
30.01%-50% AMI	2.8%	3.1%	11.0%
50.01%-80% AMI	12.2%	3.4%	3.4%
80.01%-100% AMI	5.8%	3.9%	0.8%
Greater than 100% AMI	35.3%	3.1%	0.4%
Total	**58.6%**	**14.0%**	**27.4%**

Sources: Shimberg Center for Housing Studies, 2022; GAI Consultants.

Median Home Values

According to the Census' year-end 2022 estimates, the median home value in the City is $363,900, which is significantly higher than the median home value of $204,447 in the Adjusted City. Since 2010, the median home values within the City and the Adjusted City have experienced CAGRs of 13% and 8.5%, respectively. This has resulted in a net increase in median home values of $293,500 within the City and $134,047 within the Adjusted City, during this same time frame.

From 2018 to 2022, median home values have experienced significantly higher CAGRs in both the City and the Adjusted City. Specifically, the City saw a CAGR of 27%, while the Adjusted City experienced a CAGR of 12%, as illustrated in the following **Table 23**. This notable increase in growth rates highlights a significant acceleration in home value appreciation during this period, which may be attributed to increased demand for housing, limited supply, economic growth, and possible changes in local policies or market conditions.

Table 23. Median Home Values, 2010-2022

	City of Wildwood	Adjusted City
2010	$ 70,400	$ 70,400
2018	$ 108,100	$ 115,888
2019	$ 169,100	$ 150,818
2020	$ 217,800	$ 146,572
2021	$ 300,100	$ 160,407
2022	$ 363,900	$ 204,447
5-Year CAGR (2018-2022)	**27.5%**	**12.0%**
13-Year CAGR (2010-2022)	**16.1%**	**10.2%**
Net Increase (2010-2022)	**$ 293,500**	**$ 134,047**

Sources: U.S. Census, ACS 2010-2022; GAI Consultants.

Average Home Sales Prices

Data provided by Shimberg offers comprehensive data on the average sales prices of different housing types sold across the entire City from 2010 to 2022. As of year-end 2022, single-family average sales price, at $447,501, is significantly greater than that observed for either mobile/manufactured homes and condominiums, as illustrated in **Table 24** on the following page.

As of year-end 2022, there were a total of 4,841 housing sales, with single-family composing the majority of this share at 99%, followed by mobile/manufactured homes and condominiums both with less than 1.0% of the total share. This figure represents a significant increase from 2010, where only 83 housing sales occurred. During this same time period, average sales prices have experienced CAGRs of 3.8%, 4.8%, and 6.7% for single-family, mobile/manufactured homes, and condominiums, respectively, within the City.

For purposes of this Study, a selection of home sales located within the Adjusted City were analyzed using data from Sumter County's 2010 and 2023 Final Tax Roll. This comparison aims to provide a clearer understanding of how the average home sales prices within the Adjusted City relate to those observed in the City.

As of year-end 2022, single-family average sales price within the Adjusted City, at $403,136, is significantly greater than that observed for condominiums, as illustrated in the table on the following page. There were no mobile/manufactured homes within the

Adjusted City in 2022. This single-family sale price comparison indicates that home sales occurring within The Villages portion of the City are contributing to higher average home sales prices for the City overall. In contrast, the Adjusted City is seeing somewhat lower average home sales prices, which may be due to various factors such as differences in housing demand, property types, or market conditions.

In addition, there were a total of 525 housing sales, within the Adjusted City as of year-end 2022; with single-family composing the majority of the share at 94%, followed by mobile/manufactured homes and condominiums with 2.5% and 3.8%, respectively, of the total share. This figure represents a significant increase from 2010, where only 43 housing sales occurred. During this same time period, average sales prices have experienced CAGRs of 10% and 7.7% for single-family and condominiums, respectively.

The table below shows the variation in average home sales prices by housing types within the City and Adjusted City from 2010 to 2022 (see **Table 24**).

Table 24. Home Sales Prices, 2010 and 2022

	2010	2022	CAGR
City of Wildwood			
Single-Family	$ 276,253	$ 447,501	**3.8%**
Mobile/Manufactured Homes	$ 53,580	$ 99,061	**4.8%**
Condominiums	$ 99,161	$ 230,038	**6.7%**
Adjusted City			
Single-Family	$ 118,550	$ 403,136	**9.9%**
Mobile/Manufactured Homes	$ 43,000	$ –	**–**
Condominiums	$ 83,667	$ 220,320	**7.7%**

Sources: Shimberg Center for Housing Studies, 2010-2022; GAI Consultants.

Major Developments

This Study encompasses a review of several residential developments within the City that are either active, approved, or under construction. Development activity includes both new residential properties and additional units within existing properties. Examining these developments provided valuable insights into both the current and planned residential construction activities within the City. This information is crucial for accurately estimating the future housing supply within the City.

These active development projects represent the ongoing efforts to enhance and expand housing options within the City and to accommodate the growing population.

New Development Activity

New development activity encompasses residential projects that have been approved or are currently under construction on existing land within the City.

There are a total of 3,799 approved and/or under construction units within the City, with an additional 2,454 residential units under review.

Bellweather Multi-Family – Bellweather Multifamily, also known as Livano Wildwood, is a market-rate multi-family development. The development will be built on 43-acres north of CR-466 along Bellweather Lane and will feature 248 apartment units contained in five buildings. Community amenities include a stand-alone clubhouse, resort-style pool, state-of-the-art interactive fitness center, office and conference spaces, and a pet park area. The development is expected to be fully constructed by end of 2025.

Cassablanca at Wildwood – Approved by the City's Planning and Zoning Board in December 2023, the Cassablanca at Wildwood will feature 55 multi-family units. The development will be located along CR-462 on approximately 6 acres. The site plan for the development also features a pool and pool deck, as well as 53 surface parking spaces.

Evolve Apartments – Approved by the City's Planning and Zoning Board in September 2022, Evolve at Wildwood is a 248-unit multi-family residential development located on 7 acres east of U.S. 301 along CR-108.

Highfield at Twisted Oaks – Highfield at Twisted Oaks is a proposed single-family residential development located along the north side of CR-462 and west of U.S. 301 within the City. The project, a companion to Twisted Oaks Master Planned Community, will include 374 detached single-family homes on approximately 104 acres.

Juliette at Wildwood – The Juliette at Wildwood is a multifamily apartment complex currently under construction at 3530 County Road ("CR") 44A on a 21.86-acre site. This 330-unit development will feature two 4-story apartment buildings, one 3-story residential building, five 2-story carriage houses, and a 1-story maintenance room. The two 4-story buildings will offer nearly 10,000 square feet of amenities, including a fitness room, clubroom, and leasing office. The project will also feature approximately 472 surface parking spaces, 30 garages, and a 2,250 square foot pool and courtyard.

The Keys at Wildwood I – Approved by the City's Planning and Zoning Board in November 2020, the Keys at Wildwood I is a 190-unit built-to-rent development situated on 19 acres. The project is anticipated to feature cottage-style, single-story duplex homes, each with three bedrooms, two bathrooms, a washer and dryer, private patio, and parking spot. The units will also include kitchen, dining, and living spaces.

The Keys at Wildwood II – Approved by the City's Planning and Zoning Board in September 2023, the Keys at Wildwood II is a residential development featuring 302 attached single-family homes. The project is planned on nearly 40 acres along CR-472 at CR-117, east of U.S. 301, near Lakeside Landings. In addition, a wetland on the property will be preserved as open space.

Solamar – Solamar is a build-for-rent community located adjacent to The Villages. The project will feature 243-units, with a mix of townhomes and villages ranging from one- to three-bedroom layouts.

Townhomes at Powell – Located on Powell Road, south of the Sumter County Service Center, this project will feature approximately 128 townhomes on 13-acres.

Twisted Oaks – Approved by the City's Planning and Zoning Board in July 2023, Twisted Oaks is a mixed-use Master Planned Community located near the Florida Turnpike and I-75 corridor on approximately 387 acres. At full build-out, the development will feature 734 single family detached homes, 248 attached townhomes, and 277 multi-family apartment units, as well as a mixture of retail, light industrial, and other commercial uses. The development broke ground in the Summer of 2023.

Villas at Wildwood – Approved by the City's Planning and Zoning Board in August 2023, the Villas at Wildwood with feature 192-units of build-for-rent homes located on nearly 19-acres along Powell Road and CR-432. The project will feature 16 one-bedroom units, 108- two-bedroom units, and 68 three-bedroom units in 96 buildings ranging from 696 to 1,445 square feet.

Wildwood Landing – In February 2024, City Commissioners approved the final plat for Wildwood Landing, located east of CR-262. The project is a single-family detached development with approximately 101-units on 21-acres.

Zora at Wildwood – Approved by the City's Planning and Zoning Board in February 2021, the Zora at Wildwood residential development with feature 130-units of build-for-rent homes on nearly 15-acres located adjacent to the Marsh Bend Trail.

Existing Development Activity

Existing development activity includes additional residential units within currently existing residential developments that are active within the City. There are a total of 1,002 additional active residential units within existing residential developments within the City.

Beaumont – Beaumont is a Master Planned Community located between the Florida Turnpike and I-75. The project features a diverse mix of residential and commercial developments. The residential component of the community consists of 271 single-family detached homes and 134 townhomes. Currently, 10 additional apartment units are under construction, further expanding the residential offerings within the community.

Densan Park (Phase 1 & 2) – Densan Park, located on 65-acres just north of the intersection of Highway 466 and CR-101, is a subdivision of 239 single-family homes. The second phase of the project is currently under construction with 88 single-family-detached homes, as well as a 1.4-acre recreation area with basketball courts, tennis courts, and a playground.

Lakeside Landings – Lakeside Landings, located along CR-472, is an existing residential community that is set to construct an additional 4 single-family detached units. Once complete, the development will feature a total of 173 single-family detached units.

The Mark at Wildwood – The Mark at Wildwood is an ongoing multi-family project, which is expected to contain a total of 294 apartments. Located south of CR-466, the complex is currently completing the construction of 218 units, with the initial buildings already available for leasing.

Simple Life Tiny Homes – The Simple Life Project, developed by Simple Life Partners of Jacksonville, was first approved in 2019. Homes on the site are considered "tiny", ranging anywhere from 170 to 1,100 square feet. Initially approved for a maximum of 234 tiny homes on the 71-acre property, the project is anticipated to add up to an additional 136-units to the development.

Sundance Trails at Beaumont – Formerly known as "Wildwood Apartments", Sundance Trails at Beaumont is a 300-unit apartment complex located south of The Villages and east of Interstate 75, within the Beaumont Master Planned Community. Breaking ground in the Spring of 2022, the community consists of 6 primary residential buildings, offering layouts ranging from one-bedroom to three-bedrooms.

Triumph South (Phase 2) – Located south of CR-462, the second phase of the overall Triumph South development will feature an additional 79 single-family homes on approximately 19 acres, adjacent to the first phase with 128 single-family homes.

West Village Apartments – West Village Apartments is a multi-family development featuring 244-units that was first completed in 2021. Located along SR 301, the project was approved to include an additional 34 multi-family units on the property.

The Wilds (Phase 2 & 3) – The Wilds, a 398-unit multi-family apartment complex, located adjacent to Tamarind Grove, north of CR-466. The 21-acre site, includes four 39,498-square-foot, three-story buildings and was divided into three phases. The first phase has already been completed, and phases 2 & 3 are currently underway and feature and additional 219 multi-family units.

Wildwood Cottage – The Wildwood Cottages is a nearly 10-acre site, containing approximately 36 single-family detached homes. Located along the CR-462 corridor, the project is currently still under construction with the addition of 35 single-family homes.



The Wilds, Wildwood FL
Photo Source: Apartments.com

Section Implications

Over the past two decades, the housing market has seen considerable shifts, with the City and the County, experiencing unique housing and development challenges. These have been significantly influenced by national trends, which generally have a negative impact on the availability and production of moderately priced housing, disproportionately impacting the less affluent segments of the population. Local governments, subject to state laws, have relatively limited tools at their disposal to alter the trajectory of housing production and any related costs of that production.

Specific to conditions or trends occurring within the City, the most prominent impact has been from the development of The Villages. This project has been a significant local influence, attracting seniors and leading to similar developments, which in turn affect housing prices. Future housing within the City is expected to continue targeting The Villages demographic market, driving growth in the region generally. Although the regulatory environment is *influential* it offers limited scope for intervention to shift these housing trends.

In addition, the pronounced role of the Florida Turnpike with its links to State Road 44, U.S. Highway 27, and Interstate 75, plays a pivotal role in influencing growth within the City and the Adjusted City. The combined influence of these transportation networks creates a robust framework for growth, enhancing connectivity as well as attracting investment—spurring economic development, As a result, areas with direct access to these transportation routes are likely to experience particularly strong growth, benefiting from the increased accessibility and economic opportunities these networks provide.

Additional factors that shift housing trends include demographic changes like aging populations and migration patterns, economic conditions such as new employment opportunities and appropriate wages, housing availability, jurisdictional boundaries, land availability, and transportation networks. In the City, strong population and employment growth rates, housing types, annexation activity, availability of vacant land, and the significant role of transportation networks are expected to strongly influence growth, especially within the Adjusted City.

This section relies on historical population and housing unit data, projecting future housing demand within the City of Wildwood ("City"), including the City exclusive of The Villages ("Adjusted City"), from 2023 to 2050 ("Projection Period"). This section further estimates the distribution of housing demand based on estimated household incomes throughout the projection period.

03

PROJECTIONS OF POPULATION & HOUSING DEMAND

03
Projections of Population & Housing Demand

Projections of People

Sources of Population Growth

There are only two sources of population growth: (1) natural change and (2) net migration. While both birth and death rates can and have exhibited distinct trends over time, natural population change tends to be relatively stable. Generally, birth rates among highly urbanized, industrialized economies have tended to experience a decline over time. At the same time, improvements in broad social conditions such as working, nutrition, and medicine have shown a declining trend in reducing death rates—collectively resulting in a stable net change in natural population. Regardless, the underlying conditions that affect both birth and death rates generally take longer periods of time to alter future conditions, resulting in relatively slow changes.

However, migration can and does exhibit relatively sudden shifts from year to year. Mobility within the U.S. has historically represented 10% to 25% of the total U.S. population change—much of which shifts downward to specific states and regions such as Florida and other parts of the southeast. While this movement does not impact national population counts materially, it can and does impact smaller subdivisions of the U.S., including Sumter County and each incorporated place therein.

Population Projections

Considering these sources of national and local population growth, the University of Florida, through its Bureau of Economic and Business Research ("BEBR"), prepares long-term population projections used for planning purposes by the state itself and most jurisdictions. These projections are the basis of growth management policies and practices. BEBR's projections provide low, moderate, and high outlooks. For the purposes of this Study, BEBR's moderate scenario for Sumter County was examined since it is considered the most probable forecast of future population change.

At the County level, BEBR utilizes five different techniques to estimate population growth in five-year increments. Based on the results of these techniques, BEBR calculates a weighted average for each individual county in Florida and applies that against the base year to estimate future growth. The projections are then compared to historic population trends and level of population growth projected for the state as a whole. To note, BEBR population projections solely reflect Florida residents, and exclude any seasonal population change as a result of tourism and visitation. These population projections are the foundation for a demand model that considers future housing demand and incorporates demand from both growth and market deficiencies.



Sumter County Aerial
Photo Source: CoStar Group

Throughout the full projection period, 2023 through 2050, the County's population is expected to increase 65% according to BEBR's moderate scenario. Total population within the County is expected to increase from 155,318 persons in 2023 to 256,100 persons in 2050, resulting in a net increase in population of about 100,782 persons.

The University of Florida's Shimberg Center for Housing Studies ("Shimberg") relies on population projections provided by BEBER to project population at the City level. Shimberg applies a methodology that aligns closely with BEBR's approach, including applying linear, exponential, share, and shift techniques. For the purposes of this Study, the City's population for the entire projection period was provided by Shimberg. As a result, the City's overall population is expected to experience the following increases in the moderate projection scenario:

- 27% over the next 5 years, 2023–2027
- 71% over the next 10 years, 2023–2032
- 109% over the next 15 years, 2023–2037

Throughout the full projection period, 2023 through 2050, the City's population is expected to experience a CAGR of 3.9% in the moderate scenario. Total population within the City is estimated to increase from 30,327 persons in 2023 to 89,107 persons in 2050, resulting in a net increase in population of about 58,780 persons.

The Adjusted City's population for the entire projection period was estimated by calculating an aggregate average of the historical CAGR of the Adjusted City's total population and its average share of total population within the City. In the moderate scenario, the Adjusted City is expected to experience slightly smaller increases than the City over the next 5-, 10-, and 15-year projection periods:

- 22% over the next 5 years, 2023–2027
- 53% over the next 10 years, 2023–2032
- 81% over the next 15 years, 2023–2037

The Adjusted City is estimated to experience a CAGR of 3.3% throughout the full projection period—from an estimated population of 13,884 persons in 2023 to 34,294 persons in 2050, resulting in a net increase in population of 20,410 persons. In addition, the Adjusted City is estimated to capture an average of approximately 40% of the City's total population through 2050.

Table 25 illustrates the projected total population for the City and the Adjusted City over the full projection period, 2023 to 2050, in 5-year increments.

Table 25. Projected Total Population, 2023-2050, 5-Year Increments

		City of Wildwood			Adjusted City		
		Low	Moderate	High	Low	Moderate	High
	2023[1]	30,327	30,327	30,327	13,884	13,884	13,884
5YR	2027	35,127	38,640	38,640	15,868	16,900	18,035
10YR	2032	47,061	51,767	51,757	19,852	21,234	22,754
15YR	2037	57,606	63,367	63,367	23,468	25,161	27,022
20YR	2042	67,113	73,824	73,824	26,827	28,798	30,966
25YR	2047	76,078	83,686	83,686	30,074	32,308	34,766
	2050	81,006	89,107	89,107	31,915	34,294	36,911
CAGR (2023-2050)		**3.6%**	**3.9%**	**4.3%**	**3.0%**	**3.3%**	**3.6%**
Net Increase (2023-2050)		**50,679**	**58,780**	**67,691**	**18,031**	**20,410**	**23,027**

Sources: BEBR 2024 Projections Estimates; Shimberg 2010-2050 Projections; U.S. Census, ACS 2010-2022; GAI Consultants. Note: (1) 2023 reflects April 2023 population estimates prepared by BEBR.

Household Population Projections

Relying upon BEBR and Shimberg's population projections, historical CAGRs, and capture rates, projections of the total population in *Occupied Housing Units* or *Households* were estimated for the City and the Adjusted City, as illustrated in **Table 26** below.

Throughout the full projection period, the City's population in *Occupied Housing Units* or *Households* is expected to capture about 98% of the City's total population—resulting in a net increase in total population in *Occupied Housing Units* or *Households* of about 57,846 persons; from 29,845 persons in 2023 to 87,691 persons by 2050 in the moderate scenario. The City's total population in *Occupied Housing Units* or *Households* is projected to experience CAGRs between 3.6% and 4.3% during this same period.

Total population *Occupied Housing Units* or *Households* within the Adjusted City is also expected to capture approximately 98% of the Adjusted City's total population—resulting in a net increase in total population in *Occupied Housing Units* or *Households* of about 20,091 persons; from 13,667 persons in 2023 to 33,758 persons by 2050 in the moderate scenario. The Adjusted City's total population in *Occupied Housing Units* or *Households* is projected to experience similar CAGRs between 3.0% and 3.6% throughout the full projection period.

These estimated capture rates and CAGRs of population in *Occupied Housing Units* or *Households* are consistent with what the City and the Adjusted City have historically experienced.

Table 26. Projected Total Population in *Occupied Housing Units* or *Households*, 2023-2050, 5-Year Increments

		City of Wildwood			Adjusted City		
		Low	Moderate	High	Low	Moderate	High
	2023	29,845	29,845	29,846	13,667	13,667	13,667
5YR	2027	34,569	38,025	41,828	15,620	16,636	17,753
10YR	2032	46,313	60,944	56,039	19,542	20,902	22,399
15YR	2037	56,691	62,360	68,596	23,103	24,768	26,600
20YR	2042	66,046	72,651	79,916	26,408	28,348	30,482
25YR	2047	74,869	82,356	90,591	29,604	31,803	34,223
	2050	79,719	87,691	96,460	31,416	33,758	36,334
CAGR (2023-2050)		**3.6%**	**3.9%**	**4.3%**	**3.0%**	**3.3%**	**3.6%**
Net Increase (2023-2050)		**49,874**	**57,846**	**66,615**	**17,749**	**20,091**	**22,667**

Sources: BEBR 2024 Projections Estimates; Shimberg 2010-2050 Projections; U.S. Census, ACS 2010-2022; GAI Consultants.

Employment Projections

Relying upon an aggregate average, considering the population projections, historical growth rates, average employee per population, and historical capture rates, projections of total employment can be calculated for the City and the Adjusted City, as illustrated in **Table 27** below.

Throughout the full projection period, the City's total employment is expected to significantly increase 143%, from 15,937 employees in 2023 to 38,665 employees in 2050 in the moderate scenario—resulting in a net increase in total employment of about 22,728 employees. **The City's total employment is projected to experience CAGRs between 2.9% and 3.5% during this same period, slightly smaller growth rates than that of the total population projections.**

Comparatively, total employment within the Adjusted City is expected to capture about 58% of the overall employment growth in the entire City through 2050. Throughout the full projection period, the Adjusted City's total employment is expected to significantly increase 117%, from 10,003 employees in 2023 to 21,753 employees in 2050 in the moderate scenario—resulting in a net increase in total employment of about 11,749 employees. The Adjusted City's total employment is projected to experience CAGRs between 2.6% and 3.1% during this same period,

The estimated capture rates and the CAGRs of total employment are consistent with what the City and the Adjusted City have historically experienced.

Table 27. Projected Total Employees, 2023-2050, 5-Year Increments

		City of Wildwood			Adjusted City		
		Low	Moderate	High	Low	Moderate	High
	2023	15,937	15,937	15,937	10,003	10,003	10,003
5YR	2027	18,380	19,547	20,810	11,233	11,775	12,366
10YR	2032	22,545	24,173	25,930	13,433	14,174	14,980
15YR	2037	26,366	28,428	30,647	15,470	16,392	17,396
20YR	2042	29,967	32,439	35,094	17,401	18,492	19,677
25YR	2047	33,512	36,384	39,462	19,304	20,557	21,917
	2050	35,570	38,665	41,979	20,410	21,753	23,209
CAGR (2023-2050)		**2.9%**	**3.2%**	**3.5%**	**2.6%**	**2.8%**	**3.1%**
Net Increase (2023-2050)		**19,633**	**22,728**	**26,042**	**10,407**	**11,749**	**13,205**

Sources: BEBR 2024 Projections Estimates; U.S. Census, ACS 2010-2022; GAI Consultants.

Household Income Estimates

As identified in *Section 2*, household incomes within the City have experienced positive CAGRs within the less than $10,000 and the greater than $75,000 categories, whereas all the other categories have experienced negative CAGRs since 2010. On the other hand, the Adjusted City has seen growth in household incomes across all categories except for those earning less than $15,000 and those in the $35,000 and $49,900 range.

It is reasonable to estimate that both the City and the Adjusted City are expected to maintain similar growth rates in each respective household income category throughout the projection period. Consequently, by 2050, the City's largest household income category is estimated to fall within the $75,000 to $149,999 range by 2050—with each household income category experiencing similar CAGRs to the historic rates of growth as illustrated in Table 19 in *Section 2*.

In contrast, the Adjusted City is estimated to have slightly lower household incomes compared to that of the City, with the largest composition falling between the range of $50,000 to $74,999, closely followed by the $25,000 to $34,999 range.

Applying a similar methodology, and considering the historical CAGR from 2010 to 2022, the median household income for the City is estimated to be approximately $80,440 by 2050. Similarly, the Adjusted City is estimated to have a median household income slightly lower than the City, at about $79,860 by 2050.

Employment Wage Estimates

The majority of the total employees within both the City and the Adjusted City were earning wages of more than $3,333 per month, as referenced in *Section 2*. These wages have seen a steady increase since 2010, suggesting an influx of higher-wage jobs into the market. In contrast, jobs earning wages between $1,250 and $3,333 per month within both the City and the Adjusted City have experienced the greatest decline since 2010; and jobs earning wages $1,250 per month or less have experienced little change in the City and have slightly declined in the Adjusted City since 2010.

For purposes of this Study, it is reasonable to estimate that both the City and the Adjusted City are expected to maintain similar growth rates in each respective employment wage category throughout the projection

period. Consequently, by 2050, it can be estimated that jobs earning wages of more than $3,333 per month will experience positive growth within both the City and the Adjusted City, and will be around approximately 51% in the City and 73% in the Adjusted City by 2050. The jobs earning wages between $1,250 and $3,333 per month are expected to significantly decline in both the City and the Adjusted City to around approximately 28% and 26%, respectively, by 2050. Lastly, the jobs earning $1,250 per month or less is expected to stay relatively the same through the full projection period, increasing marginally within the City to an estimate of 22% and decreasing marginally within the Adjusted City to about 15% by 2050.

In summary, the job landscape within both the City and the Adjusted City is likely to see shifts in wage distribution, with high-wage jobs growing, mid-wage jobs declining, and low-wage jobs maintaining their relative share. To emphasize, these estimates are subject to various economic and demographic factors, however, they provide valuable insights into potential trends based off historical growth.

Projections of Product

Sources of Housing Growth

Factors driving housing growth include a combination of economic, demographic, and market influences. Economic conditions, such as rising incomes and increased access to credit, boost the demand for housing as more people can afford to buy homes. Demographic trends, including population growth and changes in household formation, also play a crucial role, as a growing population requires more *Housing Units*. Market dynamics like home prices and interest rates influence housing affordability and the ability of potential buyers to enter the market. These factors together create a complex interplay that drives housing growth.

Although housing growth can be influenced by a variety of factors, new construction is primarily driven by the interplay of supply and demand. Economic conditions, such as rising incomes and employment rates, increase the purchasing power of potential buyers, thereby boosting demand. Conversely, supply constraints, including limited availability of land, zoning regulations, and high construction costs, can restrict the number of new homes built. Demographic trends, such as population growth and migration patterns, also play a significant role, as an influx of people into certain areas can drive up housing prices due to increased demand. Additionally, market dynamics like interest rates and inflation impact affordability and borrowing costs, further influencing housing prices. These factors together create a complex and dynamic housing market where prices can fluctuate based on both short-term changes and long-term trends.

However, there are important distinctions between *need* and *demand* when it comes to housing prices. Need is a relatively one dimensional concept, driven primarily by deficient supply of housing. From this perspective, need is largely a matter of planning and welfare, typically measured almost exclusively by gains or losses in population. Responses to need typically focus on community priorities without considering the market's capacity to provide alternatives through profit-driven transactions. While needs are real and definable, they cannot always be adequately addressed. On the other hand, demand, is a dynamic concept, heavily influenced by price and product factors. It results from choices, age, lifestyle, preferences, and the continued movement of the population. Even when need is limited, demand can be strong in a marketplace that has proven itself a reliable and systematic source for products and services. Demand can grow or expand without gains in population and may be totally divorced from issues of need. This dynamic nature of demand plays a significant role in driving housing price changes.



Wildwood, FL Aerial
Photo Source: CoStar Group

Household Projections

Taking into account these sources of national and local housing construction and deliveries, along with the previously identified projections of population, population in *Occupied Housing Units* or *Households,* and employment, as well as the historical persons per household and total *Households* CAGRs detailed in *Section 2*, projections of the total number of *Households* CAGRs were estimated for the City and the Adjusted City.

Throughout the full projection period, 2023 through 2050, the City's total number of *Households* is expected to experience the following increases in the moderate projection scenario:

- 22% over the next 5 years, 2023–2027
- 56% over the next 10 years, 2023–2032
- 88% over the next 15 years, 2023–2037

Throughout the full projection period, 2023 through 2050, the City's total number of *Households* is expected to experience a CAGR of 3.6% in the moderate scenario. Total *Households* within the City is estimated to increase from 17,851 *Households* in 2023 to 48,080 *Households* in 2050, resulting in a net increase of 30,229 total *Households*.

Applying a similar methodology used to estimate the City's total number of *Households*, total *Households* within the Adjusted City was estimated. In the moderate scenario, the Adjusted City is expected to experience slightly greater increases than the City over the next 5-, 10-, and 15-year projection periods:

- 23% over the next 5 years, 2023–2027
- 60% over the next 10 years, 2023–2032
- 95% over the next 15 years, 2023–2037

The Adjusted City is estimated to experience a CAGR of 4.0% throughout the full projection period—from an estimated 5,193 total *Households* in 2023 to 15,371 total *Households* in 2050, resulting in a net increase of 10,179 total *Households*. In addition, the Adjusted City is estimated to capture an average of approximately 30% of the City's year-over-year growth in total *Households* through 2050.

Table 28 below illustrates the projected total number of *Households* for the City and the Adjusted City over the full projection period, 2023 to 2050 in 5-year increments.

Table 28. Projected Total *Households*, 2023-2050, 5-Year Increments

		City of Wildwood			Adjusted City		
		Low	Moderate	High	Low	Moderate	High
	2023	17,851	17,851	17,851	5,193	5,193	5,193
5YR	2027	20,238	21,864	23,607	5,829	6,407	7,012
10YR	2032	25,530	27,855	30,335	7,428	8,294	9,198
15YR	2037	30,495	33,494	36,683	8,981	10,140	11,344
20YR	2042	35,345	38,996	42,868	10,577	12,027	16,531
25YR	2047	40,356	44,651	49,195	12,326	14,069	15,872
	2050	43,425	48,080	53,001	13,462	15,371	17,344
CAGR (2023-2050)		**3.2%**	**3.6%**	**4.0%**	**3.5%**	**4.0%**	**4.4%**
Net Increase (2023-2050)		**25,573**	**30,229**	**35,150**	**8,270**	**10,179**	**12,151**

Sources: BEBR 2024 Projections Estimates; U.S. Census, ACS 2010-2022; GAI Consultants.

Household Tenure Estimates

As identified in *Section 2*, the City and the Adjusted City are predominantly owner-occupied at 66% and 76% of the total *Households*, respectively, as of year-end 2022 estimates. Historically, the owner-occupied *Households* have experienced negative CAGRs of 1.2% and 0.1% within the City and the Adjusted City, respectively, since 2010. Subsequently, renter-occupied *Households* have increased during this same time frame for both the City and the Adjusted City, indicating that both areas are shifting towards more of a renter-friendly environment.

It is reasonable to estimate that both the City and the Adjusted City will continue this shift towards a more renter-friendly environment throughout the projection period—experiencing further declines in owner-occupied Households in favor of more rental options. Throughout the full projection period, 2023 through 2050, the City's total owner-occupied Households is estimated to experience a negative CAGR of 0.5%, with renter-occupied Households growing at a CAGR of 0.8%.

Comparatively, the Adjusted City is estimated to experience a greater shift towards a more renter-friendly environment than the City, with total owner-occupied *Households* experiencing a negative CAGR of 0.8% and renter-occupied *Households* experiencing a CAGR of 1.8%. As a result, owner-occupied *Households* is estimated to represent 60% in both the City and the Adjusted City by 2050.

Housing Unit Projections

Relying upon the population, population in *Occupied Housing Units* or *Households*, and *Households* projections, historical growth rates of population and *Households*, average persons per household, and the total vacancy and demolition/conversion consideration described in *Section 2*, projections for the total number of *Housing Units* can be calculated for the City and the Adjusted City. To note, these projections include all residential product types (i.e., single-family detached and multi-family attached),

As illustrated in **Table 29** below, total *Housing Units* within the City, after adjusting for rotational vacancy, seasonal vacancy, and demolition or conversion rates, is expected to experience a CAGR of 3.6% throughout the full projection period in the moderate scenario, resulting in the addition of a projected 49,436 new *Housing Units,* or roughly 1,766 new *Housing Units* per year, in the City by 2050. Total *Housing Units* within the City are projected to increase from an estimated 29,194 *Housing Units* in 2023 to 78,630 *Housing Units* in 2050.

Comparatively, the Adjusted City is estimated to experience a slightly greater CAGR of 4.0% throughout the full projection period—from an estimated 7,700 total *Housing Units* in 2023 to 22,794 total *Housing Units* in 2050, resulting in the addition of a projected 15,094 new *Housing Units,* or roughly 539 new *Housing Units* per year, in the Adjusted City by 2050. In addition, the Adjusted City is estimated to capture an average of approximately 31%, or roughly 559 new *Housing Units* per year, of the City's year-over-year growth in new *Housing Units* through 2050.

Table 29. Projected Total Housing Units, 2023-2050, 5-Year Increments

		City of Wildwood			Adjusted City		
		Low	Moderate	High	Low	Moderate	High
	2023	29,194	29,194	29,194	7,700	7,700	7,700
5YR	2027	33,097	35,756	38,606	8,644	9,500	10,398
10YR	2032	41,751	45,553	49,609	11,014	12,300	13,640
15YR	2037	49,871	54,776	59,991	13,318	15,036	16,822
20YR	2042	57,803	63,774	70,106	15,685	17,835	20,064
25YR	2047	65,998	73,021	80,453	18,277	20,863	23,536
	2050	71,016	78,630	86,678	19,962	22,794	25,718
CAGR (2023-2050)		**3.2%**	**3.6%**	**4.0%**	**3.5%**	**4.0%**	**4.4%**
Net Increase (2023-2050)		**41,822**	**49,436**	**57,484**	**12,263**	**15,094**	**18,019**

Sources: BEBR 2024 Projections Estimates; U.S. Census, ACS 2010-2022; GAI Consultants.

Section Implications

Area Median Income ("AMI") is defined as the midpoint of a specific area's income distribution and is calculated on an annual basis by the Department of Housing and Urban Development ("HUD"). AMI involves two primary elements: median family income and inflation, after calculating median family income and adjusting for inflation, the estimate is then rounded to the nearest $100 to establish the final AMI.

The 2022 AMI for Sumter County, and all places within Sumter County, is $83,300. 2022 estimates of median household income for the City and Adjusted City are $68,121 and $67,904, respectively, representing 81.8% and 81.5% of AMI. The AMI for Sumter County, and all places within Sumter County, as defined by HUD for 2024 is $88,300. Assuming AMI remains relatively stable through the 2050 projection period, median household incomes for the City and Adjusted City would represent 91.1% and 90.4% of AMI, respectively.

When the inflation rate is higher than the rate of income growth in an area, AMI will be higher than the actual median income; conversely, when incomes are increasing faster than inflation, AMI calculation be lower than the actual median income.

The percent of *Households* spending more than 30% of their household income on housing costs is expected to only marginally improve for the City through 2050. As shown in **Table 30** below, it is anticipated that roughly 40.8% of *Households* in the City will spend more than 30% of their household income on housing costs in 2050, compared to 41.4% based on 2022 estimates. Further, approximately 25.8% of all *Households* in the City are anticipated to have household incomes at or below 50% AMI and spend more than 30% of their household income on housing costs in 2050, compared to 26.3% based on 2022 estimates.

Table 30. City of Wildwood's Housing Cost Burdens, 2050 Estimates

Household Income	Housing Cost Burden		
	30% or Less	30.1%-50%	More than 50%
30% AMI or Less	2.4%	0.4%	11.5%
30.01%-50% AMI	2.9%	3.1%	10.7%
50.01%-80% AMI	12.3%	3.4%	3.4%
80.01%-100% AMI	5.9%	3.8%	0.8%
Greater than 100% AMI	35.8%	3.1%	0.4%
Total	**59.2%**	**13.9%**	**26.8%**

Sources: Shimberg Center for Housing Studies; GAI Consultants.

However, wage distribution is expected to see more notable improvement through 2050. As shown in the table below, approximately 51% of employees in the City and 73% of employees in the Adjusted City are estimated to earn more than $3,333 per month in 2050, compared to approximately 48% and 64% based on 2021 figures (see **Table 31**).

Table 31. Wage Distribution, 2050 Estimates

	City of Wildwood	Adjusted City
$1,250 Per Month or Less	21.8%	15.9%
$1,250-$3,333 Per Month	29.8%	28.7%
More than $3,333 Per Month	48.3%	64.1%

Sources: U.S. Census, LEHD OnTheMap Application, 2010-2021; GAI Consultants.

While the notable increase in employees earning more that $3,333 per month in 2050 is a good indication of higher wage employment opportunities entering the market, it is important to consider the actual cost of housing in the City and the Adjusted City in the context of average monthly wages of each industry category to determine what an employee earning the average wage in that industry can reasonably afford to spend on housing each month as the sole earner of a household working a single full-time job.

Based on 2022 estimates, median monthly housing costs (with a mortgage) are $1,824 in the City and $1,937 in the Adjusted City. Median monthly housing costs (with a mortgage) may be slightly higher in the City than in the Adjusted City due to the growing influence of The Villages on the demographic and socio-economic statistics of the City. This may be, in part, because homeowners in The Villages are more likely than young families and average working age homeowners to have the benefit of significant equity from a prior home sale and/or substantial savings due to wealth accumulation from decades of employment, and are therefore less likely to require financing of 80% or more of the purchase price of their home.

Just four industries have average monthly wages that support such monthly housing costs, those include professional, scientific, and technical services; finance and insurance; wholesale trade; and utilities. However, only 5.9% of jobs in the City and 4.7% of jobs in the Adjusted City are within these four industry categories. Based on average home sales occurring in 2022, the monthly payment on a newly purchased single-family home in the City and the Adjusted City would be approximately $3,120 and $2,810, respectively. Monthly payments in this range would require a minimum household income between $101,500 and $112,500, which means just 29% of *Households* in the City and 31% of *Households* in the Adjusted City have household incomes adequate to afford single-family homes based on prices of recent sales activity.

Alternatively, median gross rents in the City and Adjusted City, based on 2022 estimates, are $1,159 and $1,226, respectively. A large majority, 70%, of industries have average monthly wages that support such gross rents. Further, 68% of jobs in the City and 80% of jobs in the Adjusted City are captured in one of the industries which has average monthly wages adequate to support such gross rents.

In addition, based on average condominium sales occurring in 2022, the monthly payment on a newly purchased condominium in the City and the Adjusted City would be approximately $1,614 and $1,545, respectively. Monthly payments in this range would require a minimum household income between $56,000 and $61,000, which means roughly 62% of *Households* in the City and 64% of *Households* in the Adjusted City have household incomes adequate to afford condominiums based on prices of recent sales activity.

To emphasize, not every *Household* will be able to afford every product type available in their community, for this reason diversity among the housing typology within a community is key to housing affordability and wealth building. Ultimately, greater variety of housing types can increase affordability and benefit communities. A diverse housing inventory can include single-family homes, multi-family buildings, duplexes, triplexes, fourplexes, bungalows, cottages, and others. These different types of housing can provide options for people of different incomes and life stages, such as first-time buyers, seniors, and young couples.



Wildwood, FL
Photo Source: CoStar Group

This section compares the future Housing Unit demand over the full projection period, 2023 to 2050, to the residential supply within the City of Wildwood ("City") in order to determine the extent to which vacant lands within the City exclusive of The Villages ("Adjusted City") will accommodate future housing demand through 2050.

04

ANALYSIS OF RESIDENTIAL SUPPLY & DEMAND

04
Analysis of Residential Supply & Demand

Estimates of Residential Supply

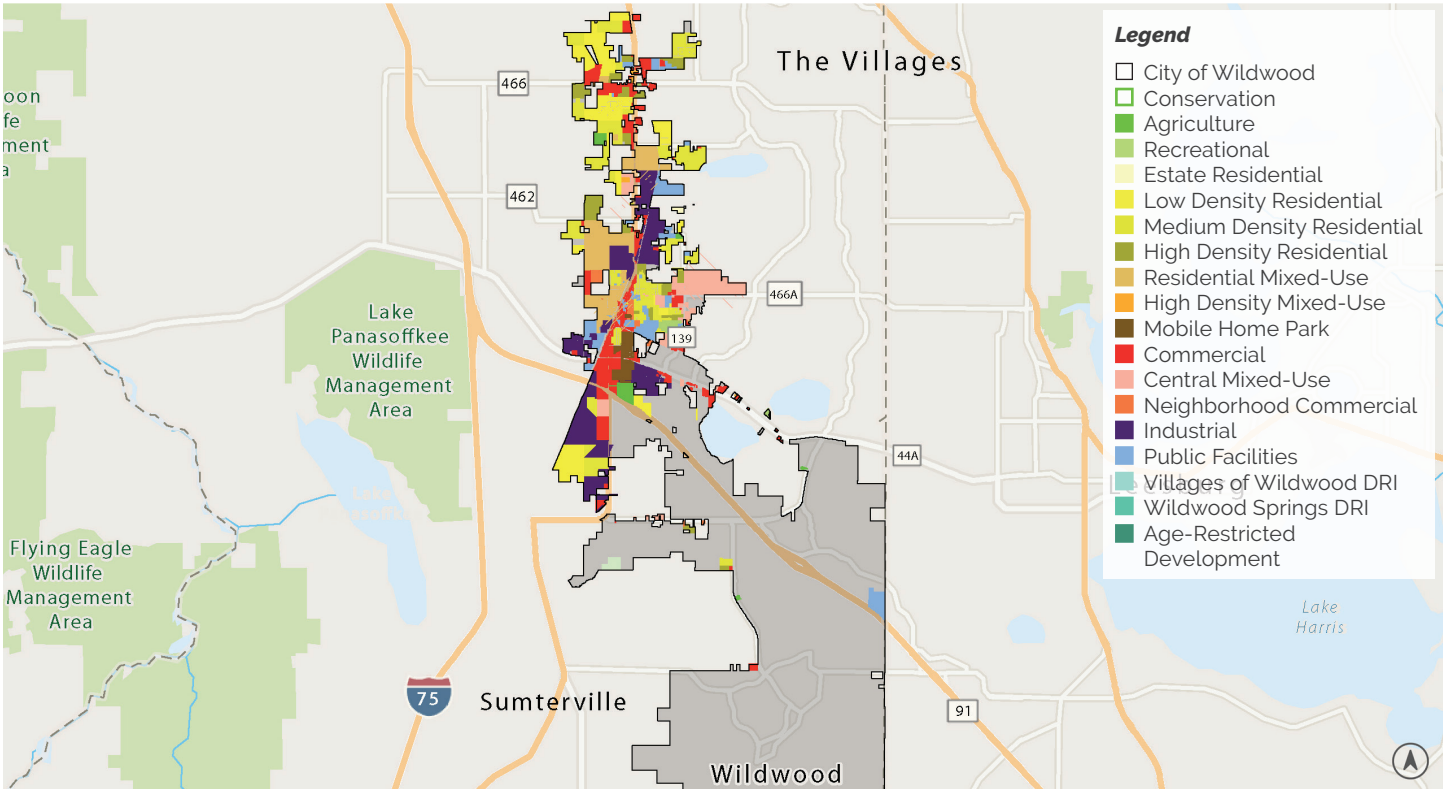
Methodology

To assess future *Housing Unit* demand over the entire projection period, it is essential to compare the needed *Housing Units* with the prospective residential supply that might occur within the City. This comparison helps determine to the extent to which vacant lands inside the Adjusted City will accommodate future housing demand. For purposes of this Study, the methodology for determining the supply of land and residential units involves calculating the maximum allowable density. This calculation helps ascertain the number of residential units available on vacant lands designated for residential use, according to the City's Future Land Use map, illustrated below (see **Figure 13**).

To note, lands classified as Agricultural by the Sumter County Property Appraiser, while often perceived as vacant lands, are defined in the Florida Administrative Code ("FAC"), Rule 12D-5.001(2), "...as the pursuit of an agricultural activity for a reasonable profit or at least upon a reasonable expectation of meeting investment cost and realizing a reasonable profit." Florida Statute (F.S.), Section 193.461(3), states "...only lands that are used primarily for bona fide agricultural purposes shall be classified agricultural. The term "bona fide agricultural purposes" means good faith commercial agricultural use of the land." F.S., Section 193.461(3)(b)2, then explains "Offering property for sale does not constitute a primary use of land and may not be the basis for denying an agricultural classification if the land continues to be used primarily for bona fide agricultural purposes...". Finally, F.S., Section 193.461(4) states, "The property appraiser shall reclassify the following lands as nonagricultural: (a) Land diverted from an agricultural to a nonagricultural use (b) Land no longer being utilized for agricultural purposes."

In an effort to at least marginally address these considerations identified above, this Study assumes vacant land to include any parcels designated as vacant land or agricultural land without any improvements upon it in its calculation of supply, consistent with their respective Future Land Use designation.

Figure 13. City of Wildwood Future Land Use Map, Adjusted City *Only*, 2024



Estimates of Residential Supply

Utilizing the aforementioned Future Land Use ("FLU") designations, as well as the City's 2050 Comprehensive Plan, the following table displays the number of potential residential units within the Adjusted City based on vacant lands that allow for residential property uses (see **Table 32**).

To emphasize, this Study only considers potential residential units on vacant lands currently located within the City exclusive of The Villages. As illustrated below, there are approximately a maximum of 6,817 allowable residential units on 1,288 acres of vacant land within the Adjusted City as of 2023.

Table 32. Potential Residential Units in Adjusted City, 2023 Estimates

Future Land Use	Maximum Allowable UPA[1,2]	Total Acres	Gross Density (Units)
Agricultural & Residential			
Agricultural (AG)	0.2	19.9	4.0
Rural Residential (RR)	1.0	5.0	5.0
Low-Density Residential (LDR)	4.0	80.3	321.2
Medium-Density Residential (MDR)	9.0	290.6	2,615.4
Mobile Home Park (MHP)	10.0	14.4	144.0
High-Density Residential (HDR)	15.0	99.3	1,489.5
Mixed-Use[3]			
Residential Mixed-uSe (RMU)	10.0	55.4	443.3
High-Density Mixed-Use (HDMU)	24.0	0.2	3.5
Central Mixed-Use (CMU)	15.0	134.9	1,619.2
Neighborhood Commercial (NC)	4.0	10.0	32.0
Special FLU Categories			
Age-Restricted Development (ADR)	15.0	5.3	78.8
Villages of Wildwood DRI (VWW DRI)	7.0	6.5	45.6
Non-Residential			
All Other Uses[4]	0.0	566.1	0.0
Total	**–**	**1,288.0**	**6,801.4**

Sources: Florida Department of Revenue (FDOR) Parcel Boundaries 2023; Sumter County Property Appraiser 2023 Final Tax Roll; City of Wildwood 2050 Comprehensive Plan; GAI Consultants. Notes: Totals may not add due to rounding. (1) UPA represents Units Per Acre. (2) For the purposes of this Study, vacant lands include all properties which meet the minimum lot size requirements stipulated by the City's Land Development Regulations, and are limited to the following DOR Use Codes: 0 (Vacant Residential), 10 (Vacant Commercial), 40 (Vacant Industrial), 50 (Vacant Agriculture), 52 (Agriculture without an Improvement), and 70 (Vacant Institutional). (3) According to the City's 2050 Comprehensive Plan, all mixed-use categories have a maximum residential distribution of 80% which was applied in the supply calculation above. (4) All Other Uses includes properties with a FLU categories of Commercial, Industrial, Public Facilities, Recreation, and Conservation.

In addition, this Study considers a calculation for excess vacant *Housing Units* which has been included in the calculation of residential supply to establish market turn-over conditions. As previously illustrated in **Table 11** in *Section 2*, this Study examined the vacancy conditions occurring from 2010 to 2022, and determined the percentage of excess vacant *Housing Units* that needs to be maintained for mobility of *Households* and housing stock is 15.3%, referred to in this Study as "natural vacancy rate". The natural vacancy rate is a blended average largely driven by the ratio of vacant for-sale units to owner-occupied units, as well as the ratio of vacant for-rent units to renter-occupied units.

The excess vacant *Housing Units* is calculated by subtracting rotational vacancy from the number of vacant *Housing Units* not in seasonal, recreational, or occasional use, with 15.3% of the difference deducted to account for the natural vacancy rate. Since the vacancy rate of *Housing Units* can fluctuate each year, this Study considers the excess vacant *Housing Units* within the residential supply model as the 2010 to 2022 annual average, as illustrated in **Table 33**.

Table 33. Vacant Housing, Not in Seasonal Use and Rotational Vacancy, 2010, 2018-2022

	Vacant, Not Seasonal	Rotational Vacancy	Excess Vacant[1]
2010	868	340	430
2018	599	277	281
2019	484	227	233
2020	1,543	525	684
2021	848	168	592
2022	765	251	458
Average Annual	**848**	**290**	**450**

Sources: U.S. Census, ACS 2010–2022; GAI Consultants. Note: (1) Represents excess vacant reduced for natural vacancy.

Approximately 29% or 132 units of the total excess vacant *Housing Units* illustrated in the table above have been assigned to the Adjusted City for purposes of this Study based on the allocation of projected *Housing Unit* demand.

In addition, there are about 4,801 new residential units either approved or currently under construction within the City, as detailed in *Section 2*.

To avoid misrepresentation of the total number of potential residential units, any approved and/or under construction units which are located within the Adjusted City, with a current vacant land use designation were excluded from the prior residential supply calculation. Consequently, it was determined that there are approximately 3,665 allowable residential units within the Adjusted City as of 2023. To summarize, there is a supply of approximately 8,598 potential residential units within the Adjusted City to accommodate future housing demand throughout the full projection period, 2023 to 2050, as illustrated in Table 34.

Table 34. Summary of Supply of Potential Units in the Adjusted City

	Adjusted City
Net Density of Vacant Lands	3,665
Excess Vacant Units	132
Approved and/or Under Construction Residential Units	4,801
Total	**8,598**

Sources: U.S. Census, ACS 2010–2022; FDOR Parcel Boundaries, 2023; Sumter County Property Appraiser; GAI Consultants.

Reconciliation of Residential Demand with Supply

The following reconciliation of housing demand with supply is necessary to determine if there is adequate supply to meet demand within the Adjusted City, as well as to illustrate the rate that estimated new demand will absorb potential supply.

This Study compares the estimates of residential demand for the full projection period in 5-year increments to the summary of the supply of potential units detailed above. **Table 35** below illustrates these comparisons, as well as illustrating the rate at which estimated new demand will capture potential supply within the Adjusted City.

Table 35. Reconciliation of Residential Demand with Supply, 2024-2050

	Adjusted City	% Capture of Supply
Existing Supply (2023)	8,598	
5-Year Demand (2023-2027)	1,800	477.6%
10-Year Demand (2023-2032)	4,600	186.9%
15-Year Demand (2023-2037)	7,337	117.2%
20-Year Demand (2023-2042)	10,135	84.8%
25-Year Demand (2023-2047)	13,163	65.3%
Full Projection Period (2023-2050)	**15,094**	**57.0%**

Sources: Florida Department of Revenue (FDOR) Parcel Boundaries 2023; Sumter County Property Appraiser 2023 Final Tax Roll; City of Wildwood 2050 Comprehensive Plan; GAI Consultants. Note: Percent (%) Captured of Supply is calculated by dividing the demand estimates by the existing supply figure.

Florida Statute ("F.S."), Chapter 163 stipulates that the Comprehensive Plan shall establish meaningful and predictable standards for the use and development of land and provide meaningful guidelines for the content of more detailed land development and use regulations.

> F.S. 163.3177 (1)(f)3. The comprehensive plan shall be based upon permanent and seasonal population estimates and projections...The plan must be based on at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period...
>
> F.S. 163.3177 (6)(a)4. The amount of land designated for future land uses should allow the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business and may not be limited solely by the projected population. The element shall accommodate at least the minimum amount of land required to accommodate the medium projections as published by the Office of Economic and Demographic Research for at least a 10-year planning period...

While the City's Comprehensive Plan does not explicitly state a threshold for what could constitute providing "adequate choices for permanent and seasonal residents", a general procedure for comparing residential supply and demand would suggest that if the percentage of future *Housing Unit* demand met by supply is *less than 125%* of that required for the planning period, the City no longer provides adequate residential acreage to accommodate projected population growth. As illustrated in the prior table, the Adjusted City lacks sufficient vacant residential land to meet the projected population growth and housing demand over the 25-year and full projection period(s).

In each scenario following the 10-year demand projection, the total supply is capturing *less than 125%* of the total projected demand. As a result of this reconciliation of residential supply versus demand, the supply of vacant residential lands within the Adjusted City over the full projection period is likely not adequate to accommodate future growth through 2050. **As a result, the City will need to either redevelop existing properties and sites within the Adjusted City at higher densities and intensities, convert commercial lands to accommodate residential uses, or permit additional growth within the Adjusted City to accommodate this future demand.**

This section outlines the conclusions and recommended next steps to accommodate future population and housing demand within the City, as well as the City exclusive of The Villages ("Adjusted City") throughout the full projection period.

05

CONCLUSIONS & RECOMMENDED NEXT STEPS

05
Conclusions & Recommended Next Steps

Conclusions

This Housing Needs Study evaluates the housing market within the City of Wildwood ("City") and offers insights and perspectives regarding the City's current housing supply and housing needs to accommodate future population growth within the City, as well as the City exclusive of The Villages ("Adjusted City") throughout the full projection period, 2023 to 2050.

Factors that impact housing trends include demographic changes like aging populations and migration patterns, economic conditions such as new employment opportunities and wages, housing availability, jurisdictional boundaries, land availability, and transportation networks. Strong historical population and employment growth rates, housing types, annexation activity, availability of vacant land, and the significant role of transportation networks are expected to strongly influence growth, especially within the Adjusted City.

Throughout the full projection period, 2023 to 2050, the Adjusted City is projected to capture approximately 40% of the City's total population growth through 2050, resulting in a net increase of 20,410 persons by 2050. Additionally, total employment within the Adjusted City is expected to capture about 58% of the overall employment growth in the entire City through 2050, resulting in a net increase in total employees within the Adjusted City of 11,749 employees. Lastly, total *Housing Units* within the Adjusted City are estimated to capture an average of approximately 28% of the City's year-over-year growth in total *Housing Units* through 2050, resulting in a net increase of 15,094 total *Housing Units*. These estimated capture rates and the growth rates of total population, employment, and *Housing Unit* projections are consistent with what the City and the Adjusted City have historically experienced.

Over the past two decades, the housing market has seen considerable shifts, with both the City and Sumter County, experiencing unique housing and development challenges, which have been significantly influenced by national trends. These trends have impacted the availability and production of moderately priced housing, disproportionately impacting the less affluent segments of the population. Local governments, which are limited by state laws, have limited tools at their disposal to alter the trajectory of housing production and any related costs of that production.

Market dynamics, like home prices and interest rates, significantly influence housing affordability and the ability of potential buyers to enter the market. When inflation outpaces income growth, the Area Median Income ("AMI") exceeds the actual median income, and vice versa. Looking ahead to 2050, approximately 40.8% of the City's *Households* are projected to spend more than 30% of their income on housing, compared to 41.4% based on 2022 estimates; and around 25.8% of the City's *Households* with incomes at or below 50% of AMI will also spend more than 30% of their income on housing in 2050. In addition, by 2050, about 51% of the City's total employees and 73% of the Adjusted City's total employees are estimated to earn over $3,333 per month, indicating improved wage opportunities. However, affordability depends on housing costs relative to industry-specific wages.

Considering affordability within the City and the Adjusted City, median monthly housing costs (with a mortgage) in the City are $1,824, and $1,937 in the Adjusted City, as of 2022 estimates. Only 5.9% of the City's jobs and 4.7% of Adjusted City's jobs fall within industries with average wages that could support these costs. Additionally, based on 2022 home sales, monthly payments for single-family homes would require a minimum household income between $101,500 and $112,500. Therefore, only 29% of the City's *Households* and 31% of the Adjusted City's *Households* can afford single-family homes based on recent sales prices.

Moreover, median gross rents for multi-family residential product in the City are $1,159, and $1,226 in the Adjusted City. A majority of industries, approximately 70%, have average monthly wages that support these rents. Based on 2022 condominium sales, monthly payments would require a minimum household income between $56,000 and $61,000. Roughly 62% of the City's *Households* and 64% of the Adjusted City's *Households* have incomes that could afford condominiums based on recent sales prices.

To emphasize, not every *Household* will be able to afford every product type available in their community, for this reason diversity among the housing typology within a community is key to housing affordability and wealth building. Ultimately, greater variety of housing types can increase affordability and benefit communities.

A diverse housing inventory can include single-family homes, multi-family buildings, duplexes, triplexes, fourplexes, bungalows, cottages, and others. These different types of housing can provide options for people of different incomes and life stages, such as first-time buyers, seniors, and young couples.

Most importantly, it can be inferred from this Study that the Adjusted City does not currently have adequate housing supply past the 10-year projection period to meet the increasing demand for housing fueled by projected population growth. The years following the 10-year projection period fall well below the indicated threshold as total supply captures less than 125% of the total projected demand. As a result of this reconciliation of residential supply versus demand, the supply of vacant residential lands within the Adjusted City over the full projection period is likely not adequate to accommodate future growth through 2050. Therefore, the City will need to either redevelop existing properties and infill sites within the Adjusted City at higher densities and intensities, convert commercial and other non-residential use lands to accommodate residential uses, or introduce new strategies directing growth within the Adjusted City to accommodate this future demand.

In summary, this Study reflects a conservative approach to estimating housing needs to accommodate future population growth through 2050, while identifying other issues that would suggest the numbers could certainly be much higher than projected or estimated. The implications of this Study are that the City will be substantively behind in its residential supply to support projected population growth and housing demand in terms of new residential development within the Adjusted City, unless studies such as this one, take steps to become timelier and more dynamic.

Recommended Next Steps

To expand upon the findings of this Study, recommended next steps which would provide further insight and perspective regarding the City's current housing supply and housing needs to accommodate future population growth would be to assess the regulatory framework for residential development. This would entail a thorough examination of the City's current regulations as they pertain to housing production, focusing on supply-side factors. The assessment should analyze the City's Comprehensive Plan, including its goals, objectives, and policies, alongside the City's Land Development Code, scrutinizing aspects such as distribution, maximum densities allowed, and other regulatory elements influencing residential development citywide.

The aim of such an assessment is to gain a clearer understanding of how current regulations influence housing supply and identify potential adjustments or alterations that would support the City's housing needs in light of anticipated population growth. This focused approach would provide valuable insights into the regulatory landscape, guiding future policy decisions to facilitate balanced and sustainable residential growth into the future.

Following assessment of the City's regulatory framework the next step would be to formulate a housing action plan. Such action plan should cultivate a series of programmatic and policy measures aimed at addressing housing needs in the short-, medium-, and long-term, ensuring an adequate supply of housing to meet both near-term and future demands. The plan should encompass both supply-side and demand-side strategies, potentially covering a spectrum of affordability levels, as well as diverse household sizes and housing types.

The development of a housing action plan would be informed by the insights gathered from the existing conditions and housing demand projections outlined in this Study, coupled with the findings from the previously described regulatory assessment. The primary objective of a housing action plan would be to synthesize all the collected data and insights, providing a cohesive strategy to guide the City's efforts in fostering a balanced and responsive housing market. The plan would serve as a roadmap for implementing targeted actions that align with the City's housing objectives and the needs of its residents.



Photo Source: City of Wildwood

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CITY COMMISSION OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: **Parks and Recreation Report**

REQUESTED ACTION: For information only.

CONTRACT: Vendor/Entity:

Effective Date: Termination Date:

Managing Division/Department:

BUDGET IMPACT: N/A

HISTORY/FACTS/ISSUES:

The Parks and Recreation Department quarterly report includes updates about facility rentals, athletic leagues, and events.

Wildwood Parks and Recreation

Quarterly Department Report



Facility Rentals (August 1-Nov 1)

- Dr. MLK Community Center – 10
- Oxford Community Center – 49
- Warfield Auditorium – 10
  - (rentals became available on October 1)
- WWCC Entire Bottom Floor – 48
- Franklin Room – 2
- Jefferson Room – 30
- Lincoln Room – 22
- Washington/Franklin – 13
- Washington/Jefferson – 9
- Washington/Lincoln – 22

The Department began offering a setup/breakdown service in October.

Updates

- Needs assessment survey is live on Facebook and the City website
- Finalizing January – June Program Guide
- Winter Camp Dates: December 23rd, 26th, 30th, January 2nd, 3rd, 6th, 7th

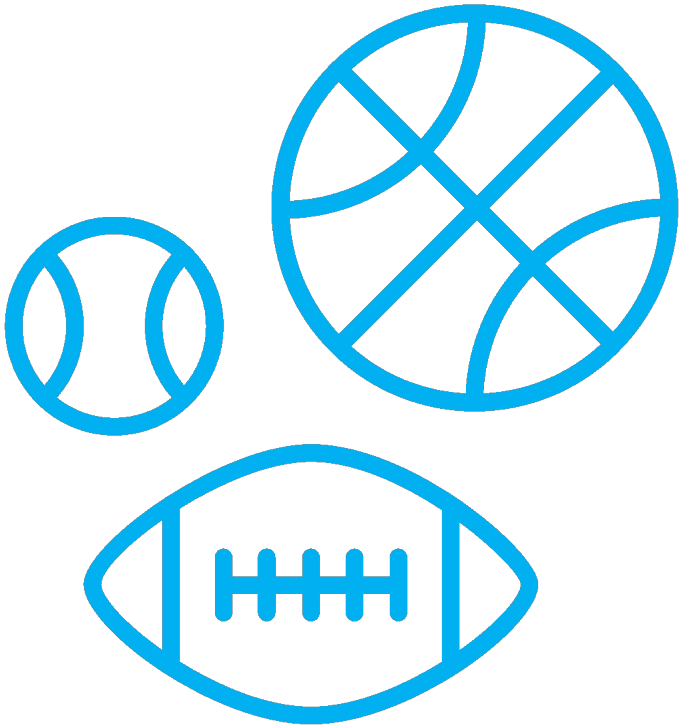
Athletics

Youth Flag Football

Registered Participants: 209

Practices: Tuesdays & Thursdays

Games: Saturdays starting at 10:00 a.m.



2025 Spring Baseball & Softball

Registration: Now open

Deadline to Register: January 10th

Two-week Clinic: January 13th-24th

Opening Day: February 8th

Special Events



Recent Event Attendance:

- Comedy Nights: Averaging 150 people/show
- Girls Night Out: 200 people attended
- Breast Cancer Awareness Event: 102 people attended
- Spooktacular: over 1,500 people attended

Upcoming Holiday Events:

- Thanksgiving: Wildwood Police Department & Parks and Recreation. Hosted at WWCC. Expecting 275 people for the Thanksgiving meal, and more for outside family activities.
- Cookies with Santa: December 20th, 6:00 p.m. – 8:00 p.m.
- Christmas Parade & Winterfest: December 6th, 6:00 p.m. – 9:00 p.m.
- Wildwood's Happy New Year Celebration: December 27th, 6:00 p.m. – 9:00 p.m.

Staff

Vacant Positions:

- Recreation Supervisor
- 1 Event Rec Specialist
- 3 Parks Maintenance Positions

Recently Hired:

- Athletics Supervisor (Brandon Hall promoted to position)
- 1 Parks Maintenance
- 1 Athletics Rec Specialist

Training & Development:

- Crowd management certifications – all recreation staff on track to complete by November 30th
- Staff still to complete training/development requirement by May 2025 (at least two courses)
- All recreation staff attended the 2024 Florida Recreation and Park Association Conference in August
- All Parks Maintenance Staff attended the Florida Landscaping Tradeshow
- Our Irrigation Specialist is preparing for the FCLIST Certification
- Maintenance staff to attend Pesticide Certification class on December 16th

Conclusion

Questions or Comments?

