



PLANNING & ZONING BOARD - CITY OF WILDWOOD

Special Magistrate – Lindsay C.T. Holt

Agenda

Regular Meeting

December 3, 2024 2:15 PM

City Hall Commission Chamber

100 N Main Street

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

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

I. CALL TO ORDER: Planning & Zoning Board

II. APPROVAL OF SUMMARY MINUTES

1. **Planning & Zoning Regular Meeting November 05, 2024, at 2:15 PM.**

III. OLD BUSINESS

IV. NEW BUSINESS

1. **RZ 2410-003 Floeter House**

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

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

Parcel G27B010

The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map amendment to change the zoning district from R6C (Sumter County) to MHP (City) for the parcel listed above on 0.182 acres MOL. This request is accompanied by a small-scale comprehensive plan amendment request CP 2410-003 (O2024-81). **Staff recommends approval.**

2. **PD 2312-001 Wildwood III Planned Development**

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA GRANTING A REQUEST FOR A PLANNED DEVELOPMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY CEDAR CREEK EQUITY INVESTMENTS, LLC AND SUNSCAPE FARMS, LLC; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Planned Development (PD) for Wildwood III on approximately 55.73 acres, MOL. The PD provides general provisions for the project development including, but not limited to, a maximum number of dwelling units at 350, limiting the maximum amenity square-footage to 20,000 SF, and modifying building separation requirements. Also included are minor exceptions to the Design District Standards (DDS) including, but not limited to, defining the amenities within the development, limiting applicable sections of the DDS, and modifying the landscape buffers due to the dedication of right-of-way for public use. All the provisions are outlined in detail within the attached ordinance. **The Project Review Committee recommends approval.**

3. **PLAT 2401-001 Cootie's Ranch Final Plat**

Parcels D19-027, D19-110, D19-120, & D19-121

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for Cootie's Ranch Final Plat, a 4-parcel subdivision which includes Tract A for right-of-way dedication to the public along CR 216 and a 20-foot ingress/egress and utility easement for parcel 1 that is located along the western boundary of parcel 2 on 38.55 acres, MOL. **The Project Review Committee recommends approval.**

4. **PLAT 2407-005 Twisted Oaks Phase 2 Final Plat (Construction Phases III & IV)**

Parcel: A portion of D31A218

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the Twisted Oaks Phase 2 Final Plat (Construction phases III and IV) consisting of 215 lots and 2 tracts, per the attached plans. **The Project Review Committee recommends approval**

contingent upon resolution of outstanding City Attorney comments.

**5. PLAT 2407-006 Twisted Oaks Townhomes Phase 2 Final Plat
Portion of Parcel D31A218**

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for Twisted Oaks Townhomes Phase 2 Final Plat, a 128 lot subdivision with 4 tracts on 9.467 acres, MOL. **The Project Review Committee recommends approval.**

**6. PLAT 2407-007 Highfield at Twisted Oaks Phase 2 Final Plat
Portion of Parcel D30-030**

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for Highfield at Twisted Oaks Phase 2 Final Plat, a 140-lot subdivision with 3 tracts on 25.110 acres, MOL. **The Project Review Committee recommends approval contingent on the resolution of the city attorney comments.**

7. SP 2404-006 Dr. Heydari Medical Office Mod

The applicant is seeking a favorable recommendation from the Planning and Zoning Board for a 3,718 S.F. medical office building, with a water retention area, loading area, 48 parking spaces, and a space allocated for a future medical building to be seeded during Phase 1. **The project review committee recommends approval upon resolution of the outstanding comments.**

V. ADJOURNMENT

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

December 3, 2024 2:15 PM

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: Planning & Zoning Regular Meeting November 05, 2024, at 2:15 PM.

REQUESTED ACTION:

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

PLANNING & ZONING BOARD
CITY OF WILDWOOD, FLORIDA
REGULAR MEETING
November 5, 2024 2:15 PM
CITY HALL COMMISSION CHAMBER

(meeting taped)

I. CALL TO ORDER: Planning & Zoning Board

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

Special Magistrate Holt brought the meeting to order at 2:11 p.m. and explained the quasi-judicial process of the meeting. She then proceeded with the swearing-in of city staff and audience members.

II. APPROVAL OF SUMMARY MINUTES

1. Planning & Zoning Regular Meeting October 01, 2024 at 2:15 PM.

Special Magistrate Holt saw no revisions necessary and approved the summary minutes for the October 1, 2024, meeting.

RESULT:	Approved
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

III. OLD BUSINESS

None.

IV. NEW BUSINESS

1. RZ 2409-001 Indian Oaks Self Storage

Special Magistrate Holt read aloud the title of RZ 2409-001 Indian Oaks Self Storage. The item was presented by Planner Lammers. The applicant, LPG Urban and Regional Planners, LLC, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map amendment to change the zoning district from RR5C (County) to C-2 (City) for parcel K09A020 on 10.02 acres MOL. Mike Rankin with LPG was present for the

hearing representing the project. No comments were offered or received.

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

2. RZ 2410-001 Greatest American Hero

Special Magistrate Holt read aloud the title of RZ 2410-001 Greatest American Hero. The item was presented by Planner Page. The applicant, Joseph Martelli, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from RR5C (County) to R-1 (City) for parcel D19-067 on 5 acres MOL. Special Magistrate Holt noted that two letters were received for the project - one in support from Cindy Repetto and one not in support from Daniel and Georgia Turlington. The owner/applicant was present but did not wish to be heard. No comments were offered or received.

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

3. SP 2308-008 Canvas at Wildwood

Special Magistrate Holt read aloud the title of SP 2308-008 Canvas at Wildwood. The item was presented by Assistant Development Services Director Then. The applicant, Watermark Properties, LLC, sought a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for the construction of a multifamily development consisting of a 224-unit residential community providing for fifty-eight (58) 1-bedroom units, a hundred and seventeen (117) 2-bedroom units, and forty-nine (49) 3-bedroom units, with associated improvements including a total of 457 parking spaces and amenity area featuring a 3,690-square-foot clubhouse, a 1,288-square-foot pool, a 3,383-square-foot large dog park, one 880-square-foot pickleball court, a game lawn area, a 450-square-foot work-out lawn area, and associated infrastructure such as landscaping buffers, storm water retention pond, and site lighting improvements on parcels D18-034 and D18-079, consisting of 25.62 acres MOL. Owner/applicant, Richard Duffy, was present on behalf of the project. No comments were offered or received.

RESULT:	Recommends Approval with Contingencies
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

4. SP 2309-008 Encounter Church

Special Magistrate Holt read aloud the title of SP 2309-008 Encounter Church. The item was presented by Planner Bondi. The applicant, Encounter Church FL, Inc, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 15,304 SF church with associated infrastructure, on parcels D32-057 and D32-158, consisting of 6.72 acres MOL. The applicant submitted the utility easement application on October 22, 2024, which was under review and would be drafted by the city attorney. Tyler

Counts was present at the hearing representing the project. No comments were offered or received.

RESULT:	Recommends Approval with Contingencies
MOVER:	Special Magistrate Holt
SECONDER:	None
AYES:	Special Magistrate Holt

5. SP 2405-004 New Life Christian Church-Fellowship Hall & Office Expansion

Special Magistrate Holt read aloud the title of SP 2405-004 New Life Christian Church-Fellowship Hall & Office Expansion. The item was presented by Planner Page. The applicant, New Life Christian Church, Inc., sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the construction of a 6,300 square foot fellowship hall addition located to the southeast of the existing sanctuary, an office addition consisting of 994 square feet on the northeast side of the existing sanctuary, and minor changes to the paved parking and sidewalks, on parcels D32-056 and D32-072 consisting of 14.54 acres MOL. The owner/applicant was not present at the hearing. No comments were offered or received.

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

6. SP 2408-005 VOSO PH XXXI DEFG Master Plan

Special Magistrate Holt read aloud the title of SP 2408-005 VOSO PH XXXI DEFG Master Plan. The item was presented by Planner Bondi. The applicant, The Villages Development Company, LLC, sought a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a master plan consisting of residential areas, not to exceed 4,500 dwelling units, and nonresidential areas, on parcels K15-006, K22-001, K24-001, K25-001, K26-001, K26-002, K27-001, and K35-001, consisting of 1,661.55 acres MOL. Tyler Counts with Clymer Farner Barley was present at the hearing representing the project. No comments were offered or received.

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

V. ADJOURNMENT

With no further business to attend to, the meeting was adjourned at 2:30 p.m.

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

APPEAL: NECESSITY OF RECORD.

PLANNING & ZONING BOARD
CITY OF WILDWOOD, FLORIDA

SEAL

Date

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

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: RZ 2410-003 Floeter House

REQUESTED ACTION: Staff recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	RZ 2410-003 Floeter House
Ordinance Number	O2024-82
Owner(s)	Matthew R. Floeter
Applicant	Aqua Cops Inc.
Property Location	The subject property is generally located 0.02 miles north of Forest Blvd, to the northeast of Gator Ct. Located at address 102 Gator Ct.
Parcel(s)	G27B010
Date	November 21, 2024

The applicant is seeking a favorable recommendation from the City of Wildwood Planning and Zoning Board/Special Magistrate for a Zoning Map Amendment to change the zoning district from R6M (Sumter County) to MHP (City) for the parcel listed above on 0.182 acres MOL. This request is accompanied by a concurrent Small Scale Comprehensive Plan amendment CP 2410-003 (O2022-81).

ANALYSIS:

The applicant is proposing a single-family dwelling unit.

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

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

The proposed rezoning to MHP is consistent with the proposed Future Land Use Map designation of Mobile Home Park (MHP) and the intent of the Comprehensive Plan as stated in FLU Policy 1.2.7.

(b) The existing land use pattern of the surrounding area:

The land use pattern of the surrounding area is residential. The proposed MHP zoning

designation will serve as a transition in this area to serve city residents and provide different housing.

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

Schools: The Lot is located within the Continental County Club, which is considered an age-restricted, 55+ community. Therefore, there is no expectation of generation of school-aged children for this development.

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

Streets: A Traffic Impact Analysis exemption has been accepted by Sumter County Public Works as the property will generate less than 45 trips per day.

(d) Whether changed or changing conditions make the passage of the proposed amendment necessary;

The property is located within the City's Joint Planning Area (JPA) with Sumter County. The rezoning is necessary to accommodate the proposed use of the property, as the applicant intends to develop a single-family home and bring the property into compliance with the proposed Future Land Use designation.

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

Sumter County Public Works has approved a Traffic Impact Analysis exemption due to the low traffic impact this property will generate.

(f) Whether the proposed change will be a deterrent to the improvement or development of adjacent property;

The proposed rezoning will not be a deterrent to the improvement or development of adjacent properties. Surrounding properties are permitted to develop in accordance with their zoning map designation.

ZONING DESIGNATION SURROUNDING PROPERTIES	
NORTH	R6M (Sumter County)
SOUTH	R6M (Sumter County)
EAST	R6M (Sumter County)
WEST	R6M (Sumter 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.

The applicant seeks a favorable recommendation by the Planning and Zoning Board/Special Magistrate for Ordinance O2024-82 to be forwarded to the City

Commission for further action, subject to the approval of O2024-81, which establishes a future land use appropriate for the proposed zoning.

A handwritten signature in cursive script, appearing to read 'Alexandra Lammers'.

Alexandra Lammers
Planner I, Development Services

ORDINANCE NO. O2024-82

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:

Parcels G27B010
Matthew R. Floeter
Acres 0.182 +/-

LEGAL DESCRIPTION:

Lot 10, Timberwoods Estates, Phase III, a Replat of Timberwoods Estates, according to the plat thereof, as recorded in Plat Book 5, Page(s) 48, of the Public Records of Sumter County, Florida.

This property is to be reclassified from R6M(Sumter County) to MHP(City).

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

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

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

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

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

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

City Commission of the City of Wildwood.

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

**CITY COMMISSION
CITY OF WILDWOOD, FLORIDA**

Ed Wolf, Mayor

ATTEST: _____
Jessica Barnes, City Clerk

First Reading: _____

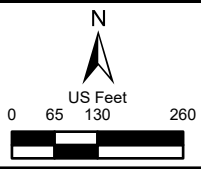
Second Reading: _____

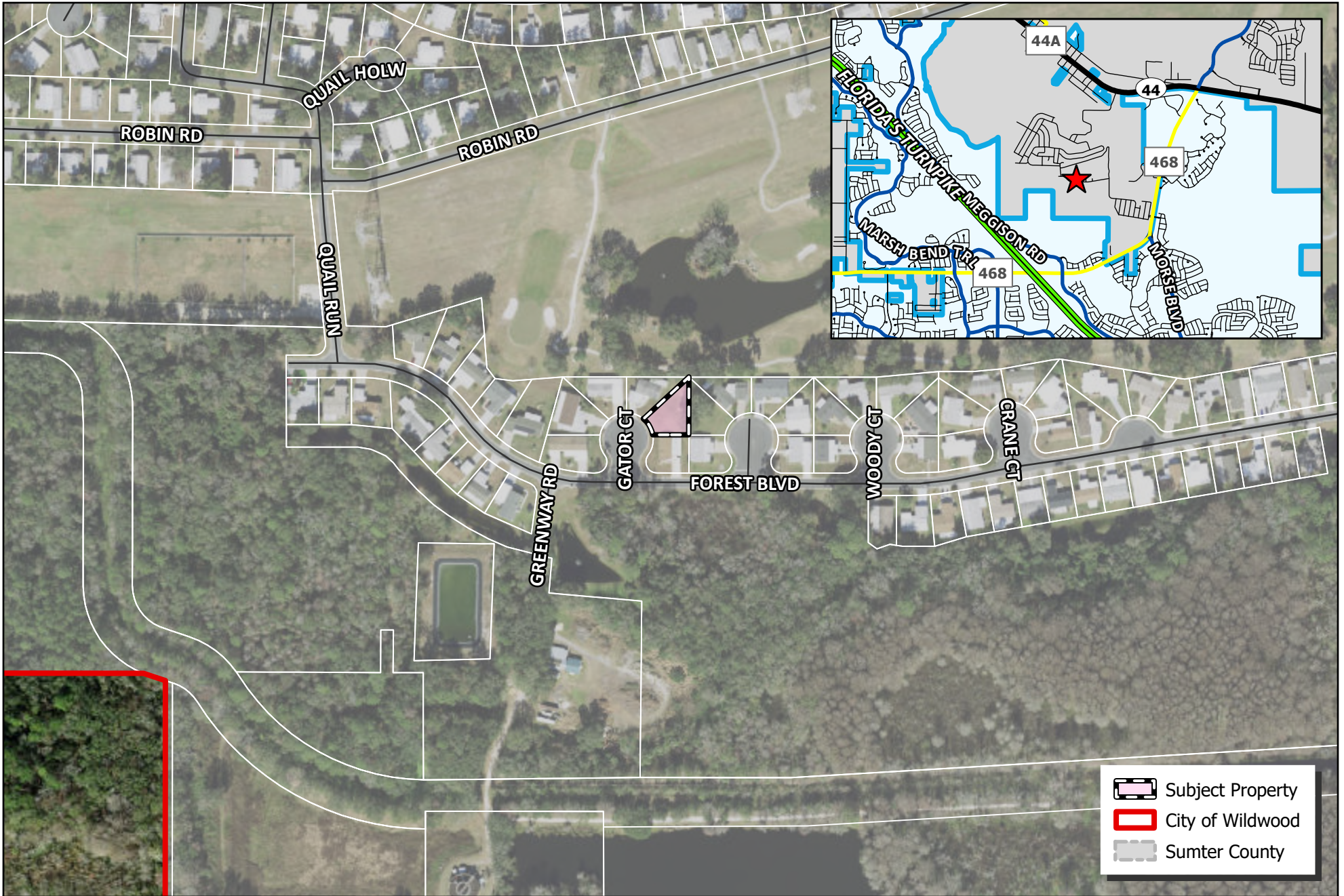
Approved as to form:

City Attorney

EXHIBIT A



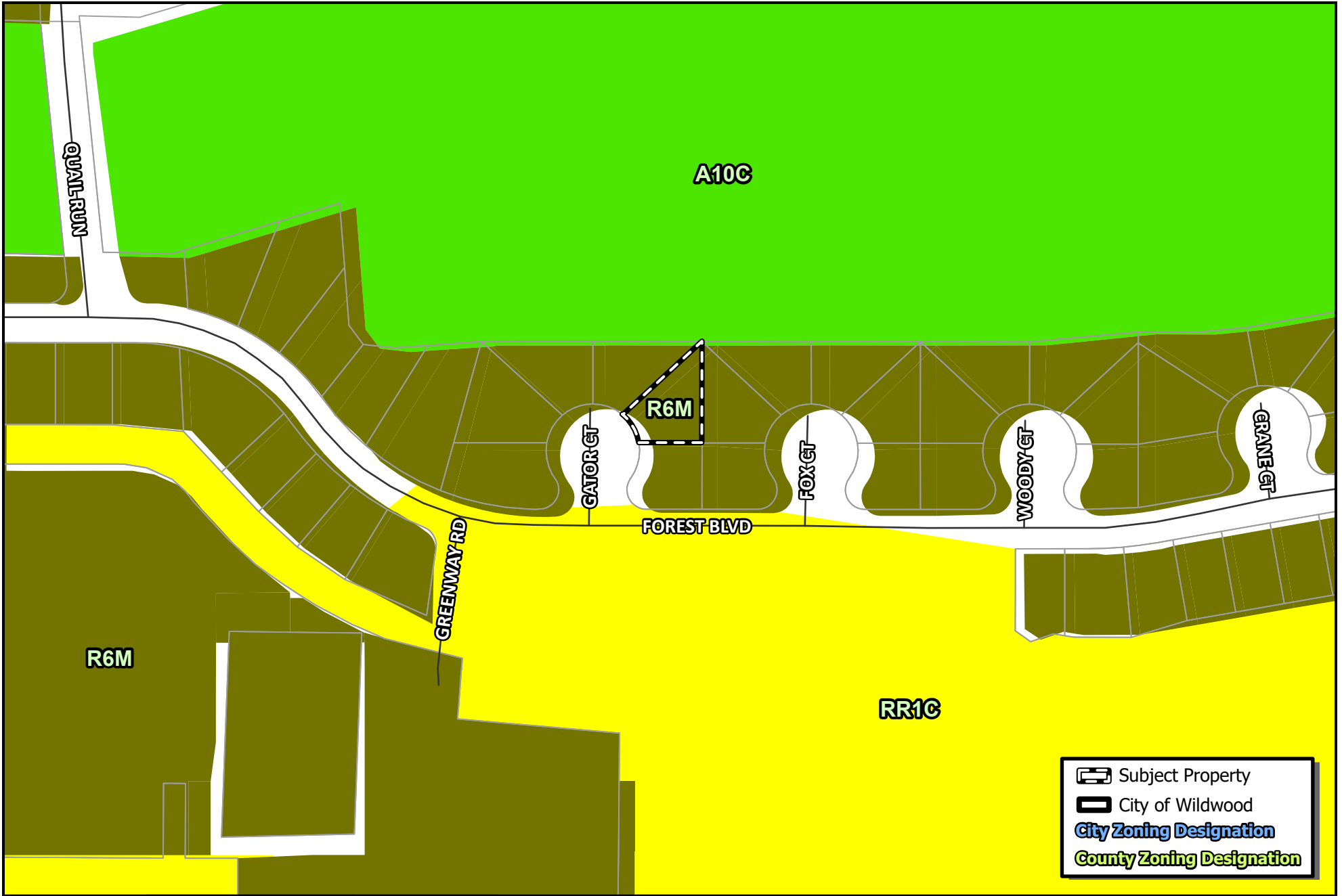
 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 65 130 260	RZ 2410-003 FLOETER HOUSE PARCEL G27B010	MAP 1A
				LOCATION MAP
				NOV 2024

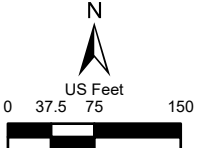


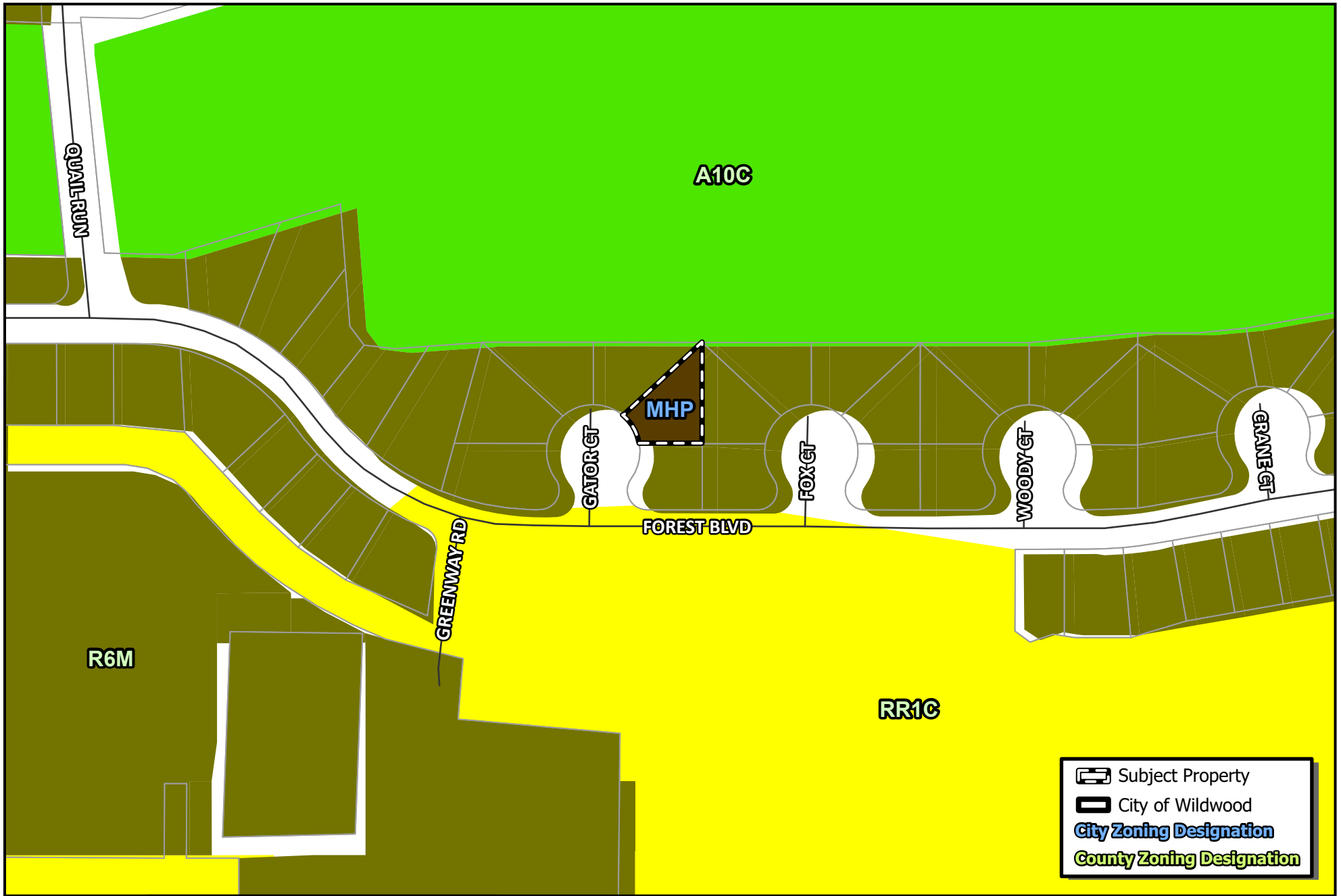
Subject Property

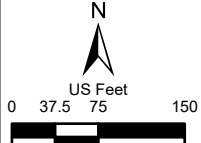
City of Wildwood

Sumter County



 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 37.5 75 150	RZ 2410-003 FLOETER HOUSE PARCEL G27B010	MAP 3A
			EXISTING ZONING
			NOV 2024



 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 37.5 75 150	RZ 2410-003 FLOETER HOUSE PARCEL G27B010	MAP 3B
			PROPOSED ZONING
			NOV 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: O2024-82

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 law¹ 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.

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PD 2312-001 Wildwood III Planned Development

REQUESTED ACTION: The Project Review Committee recommends approval.

CONTRACT:

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	PD 2312-001 Wildwood III Planned Development
Ordinance Number	O2024-72
Applicant(s)	M&S Dev, LLC
Owner(s)	Cedar Creek Equity Investments, LLC & Sunscape Farms, LLC
Property Location	The subject property is generally located at the southeast corner of C 44A and CR 213 intersection.
Parcel(s)	G06-007, G06-012, G06-012A, & G06-204
Date	November 19, 2024

The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate for a Planned Development (PD) for Wildwood III on approximately 55.73 acres, MOL. The PD provides general provisions for the project development including, but not limited to, a maximum number of dwelling units at 350, limiting the maximum amenity square-footage to 20,000 SF, and modifying building separation requirements. Also included are minor exceptions to the Design District Standards (DDS) including, but not limited to, defining the amenities within the development, limiting applicable sections of the DDS, and modifying the landscape buffers due to the dedication of right-of-way for public use. All the provisions are outlined in detail within the attached ordinance.

Per City of Wildwood Land Development Regulations Sec. 8.6.(E) the City Commission may approve a PD amendment only after substantial, competent evidence has been presented that allows the Commission to make the following findings:

(1) That the proposed change is consistent with the comprehensive plan;

The proposed amendment is consistent with the comprehensive plan as the current future land use designation is Medium Density Residential (MDR) which is intended to accommodate residential use at 9 units per acre. This development had the maximum potential of 501 dwelling units, but the PD limits the dwelling units to a maximum of 350 multifamily units.

(2) That the proposed change will not adversely affect public facilities such as schools, utilities, streets, etc;

The proposed change will not adversely affect public facilities. City water and sewer are available to the development from C 44A and CR 213 with an 8" water line and from CR 213 with a 16" force main. The Transportation Impact Analysis (TIA) outlines that all roadway segments and intersections currently operate at an acceptable level of service (LOS) and will maintain to operate at an acceptable LOS at the buildout of the development in 2026. The development will be donating right-of-way for public use along CR 213 based on the City's CR 209 corridor analysis. Wildwood school officials have determined that capacity is available to handle additional students.

(3) That changed or changing conditions makes the passage of the proposed amendment necessary;

Changing conditions make the proposed amendment necessary. The developer will be preserving most of wetlands/flood zone areas to have a minimal impact on the current environment. Because the wetlands are being preserved, the applicant's buildable area is reduced. Along with the reduced buildable area, the applicant is providing right-of-way dedication for public use and variations to the City's codes were needed to accommodate the dedication and reduced building area.

(4) That the proposed change will not create or excessively increase traffic congestion or otherwise be a detriment to public safety; and

The proposed change will not create or excessively increase traffic congestion. The developer will be donating right-of-way for public use along CR 213 for future road expansion based on the City's CR 209 corridor analysis.

(5) That the proposed change will not be a deterrent to the improvement or development of adjacent property.

The proposed change will not be a deterrent to the improvement or development of adjacent properties. Adjacent properties will be allowed to develop according to their future land use and zoning designations assigned by their jurisdictions.



Amanda Bondi
Planner II, Development Services

ORDINANCE NO. O2024-72

AN ORDINANCE OF THE CITY OF WILDWOOD, FLORIDA GRANTING A REQUEST FOR A PLANNED DEVELOPMENT PURSUANT TO SECTION 8.6 OF THE LAND DEVELOPMENT REGULATIONS FOR CERTAIN PROPERTY WITHIN THE CITY OF WILDWOOD, FLORIDA; OWNED BY CEDAR CREEK EQUITY INVESTMENTS, LLC AND SUNSCAPE FARMS, LLC; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the first Wildwood III Planned Development Agreement (“Agreement”) was filed with the City of Wildwood (“City”) on or about December 26, 2023;

WHEREAS, it is the intent of the City Commission to promote more efficient uses of land, encourage compatible and harmonious development of contiguous lands, provide flexibility and variety to meet changing needs, and administer mixed use developments in conformance with the goals, objectives and policies of the City’s Comprehensive Plan;

WHEREAS, the City recognizes the Planned Development process as a suitable avenue for planning unique developments which may not meet the specific requirements set forth in the Land Development Regulations and Design District Standards, but still facilitate the objectives stated above.

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

The application filed by Cedar Creek Equity Investments, LLC, a Florida limited liability company and Sunscape Farms, LLC, a Utah limited liability company and their successors (hereinafter referred to as the, “Developer”) for a Residential Planned Development was heard by and before the City Commission, Wildwood, Florida on this ____ day of January, 2025. Based upon the verified application and supporting documents, analyses, maps, charts, other evidence and instruments, the advice, report and recommendations of the Project Review Committee and the testimony adduced, and evidence received at the Public Hearing by the Planning and Zoning Board on December 3, 2024, and otherwise being fully advised, the City Commission does hereby find and determine as follows:

SECTION 1: GENERAL FINDINGS

- A. That the Wildwood III Planned Development Application (hereinafter referred to as the “Project”) was duly and properly filed herein on December 22, 2023 by the Developer.
- B. That all fees required to be borne and paid by the Developer have been paid in accordance with the City of Wildwood Fee Schedule.
- C. That the Project was reviewed by the Project Review Committee and found to meet or exceed the minimum standards of the City’s Comprehensive Plan, Land Development Regulations, Code of Ordinances, and all other applicable ordinances and regulations.
- D. That the Developer intends to develop a Project consisting of 55.8 acres, more or less, which is situated in Wildwood, Florida. This land is legally described in “Exhibit A” attached hereto.
- E. That the Developer has complied with the conceptual development plan provision as required by Section 8.4 of the Land Development Regulations.
- F. That the City has complied with the due notice requirements of subsection 3.3(B)(3) of the Land Development Regulations.

SECTION 2: FINDINGS REGARDING PLANNED DEVELOPMENT OVERLAY

- A. That the Developer has applied for a Residential Planned Development of the lands described in “Exhibit A”.
- B. That the zoning district of the subject land described in “Exhibit A” is classified as Medium Density Residential (“R-3”) on the City of Wildwood Zoning Map.
- C. That the Project is consistent with both the City of Wildwood Comprehensive Plan, the intent and purpose of the City of Wildwood Land Development Regulations, and does promote the public health, safety, morals, welfare, and orderly growth of the City of Wildwood.
- D. That the City of Wildwood Land Development Regulations are consistent with the provisions of the “Planned Development Agreement” as hereinafter set forth in Section 3 of this Ordinance. With respect to any conflict between the Land Development Regulations and the “Planned Development Agreement”, the provisions of the “Planned Development Agreement” shall govern. Unless specific conditions are included in the “Planned Development Agreement” waiving or replacing the terms and conditions of the Land Development Regulations, the terms and conditions of the most current Land Development Regulations shall prevail.

- E. This Ordinance shall become effective immediately upon its approval and adoption by the City Commission.

SECTION 3: PLANNED DEVELOPMENT AGREEMENT: GENERAL PROVISIONS

- A. Development Concept. The Project shall be developed as a Planned Development substantially in accordance with this Ordinance. This Planned Development Agreement shall govern the development of the Project.

- B. Conceptual Development Plan. The Project includes a conceptual development plan pursuant to Section 8.4 of the Land Development Regulations. The conceptual development plan prepared by LevelUp Consulting dated December 15, 2023, is incorporated into this Ordinance as “Exhibit B” attached hereto. The conceptual development plan is substantially consistent with City of Wildwood Comprehensive Plan.

1. The conceptual development plan illustrates general location of the following land uses:
 - a. Residential Multi-Family Uses (Villa Attached Leased Units)
 - b. Residential Support Uses/Amenities (including, but limited to):
 - i. Pool
 - ii. Clubhouse
 - iii. Nature Trail
 - iv. Park
2. The Conceptual Development Plan is conceptual in nature and may be affected or modified by final zoning approval and conditions, by floodplain management regulations, final wetland or protected species locations and jurisdictional boundaries, final engineering, permitting, surveys, or conservation easements. If there are any inconsistencies between the written ordinance and the conceptual development plan, the written ordinance will supersede.

- C. Development Program. The Project shall be developed in one (1) phase in accordance with the conceptual development plan and this Section. Therefore, the following shall apply:

1. Land Use Breakdown. Acreages devoted to each land use within the Project shall be in accordance with the following table:

Land Use	Total (Acres)
Residential Multi-Family (Villa Attached Leased Units) and Residential Support Uses/Amenities	+/- 35.21
Open Space	+/- 20.59

Total	+/- 55.80
--------------	------------------

2. Maximum Development Potential. Residential and non-residential development shall not exceed the following:

Land Use	Square Feet	Units
Residential Multi-Family (Villa Attached Leased Units)	N/A	350 (max)
Residential Support Uses/Amenities	20,000	N/A

- D. Amendments. All modifications requiring an amendment to the Planned Development Agreement shall require review by the Project Review Committee, review and recommendation of the Planning and Zoning Board and action by the City Commission in the same manner as an Application for Planned Development.
- E. Future Approvals. After this Ordinance is recorded, and prior to any construction occurring, a site plan or subdivision preliminary plan shall be submitted for review and approval in the manner required by Chapter 4 or Chapter 5 of the Land Development Regulations, whichever Chapter is applicable:
- 1) Developer's Agreement. Prior to approval of a site plan or a subdivision preliminary plan, the City and the Developer agree to enter into Utility or Developer's Agreements to address the provision of water, wastewater and reuse water to the Project. The agreement shall also specify, among other items, the ownership and maintenance of infrastructure associated with the Project.
- F. Principal Uses. Principal uses listed in Chapter 3, Table 3-6 of the Land Development Regulations shall be permitted within the project.
- G. Development Standards. Unless otherwise noted, the Project shall adhere to the zoning district standard prescribed in Chapter 3 of the Land Development Regulations for the Medium Density Residential ("R-3") zoning district.

1. Residential Development Standards.

Building separation shall be as follows:

Residential Building Separation (Feet)		
	Principal	Accessory

Front, min.	20'	N/A
Rear, min.	20'	5'
Side, min.	10'	5'
Corner, min.	15'	N/A

H. Design District Standards. The Project shall adhere to the Design District Standards pursuant to Section 6.12 of the Land Development Regulations, other than:

- 1) Chapter 2(D)(1)
- 2) Chapter 2(D)(2)
- 3) Chapter 2(D)(5)
- 4) Chapter 2(H)(5) such that a 10' buffer is required adjacent to County Road 213 in lieu of a 25' buffer.

I. Recreation and Open Space. The Project shall maintain a minimum of 25% open space.

1. Open Space. Open space shall include wetlands, preservation areas, greenspace, and landscape buffers. Open space may also include trails, plazas, courtyards, and other public similar public areas. Open space may also include recreation areas and amenities provided said amenities or area is not enclosed within conditioned space. For purposes of meeting open space requirements, up to 50% of the drainage retention areas (stormwater management areas) may be included in the open space calculation; however, the amount of open space credit from the drainage retention areas shall not exceed 50% of the open space requirement. A homeowner's association, adjoining property owners or other private entity must maintain all such elements. Open space shall not include open bodies of water, right-of-ways, yards or lots of record per plat, driveways, off street parking areas or other impervious surface areas that do not meet the criteria.
2. Buffers. Except where wetland preservation abuts the property boundary, the Project shall maintain a 25' buffer along the Project's northern and western boundaries. No buffer shall be required where wetlands abut the right of way or Project Boundary to avoid additional wetland impacts. No buffer shall be required on the eastern or southern Project boundaries because the adjacent uses are compatible with the Project. Buffers shall contain canopy and understory trees as well as a 3' tall hedge in accordance with the Design District Standards. A 5' sidewalk shall also be incorporated into the buffer areas adjacent to the right of way.

3. Parks and Recreation.

Residential Support Uses/Amenities (including, but limited to):

- a. Pool
- b. Clubhouse
- c. Nature Trail
- d. Park

J. Environmental Considerations.

The approximate locations of wetland impacts and corresponding wetland mitigation is shown on the conceptual site plan.

K. Public Facilities.

1. Potable Water, Wastewater, and Reuse Water. The Project will connect to City Water and Wastewater systems prior to issuance of any Certificate of Occupancy. Reuse water is not currently available to the Project and shall not be required. Expansion of the City's Potable Water and Sanitary Sewer systems, including necessary utility easements, shall be negotiated by a separate Developer's Agreement between the City and the Developer. Said agreement shall specify cost, ownership and maintenance, and timetables for delivery of services.
2. Easement. Developer agrees to provide utility easements to the City as will be negotiated through the Developer's Agreement set forth in Paragraph K.1, above.
3. Solid Waste. Solid waste services shall be provided by the City or the City's contracted refuse service provider.
4. Stormwater. The Project shall contain a stormwater management system which meets the requirements of the Southwest Florida Water Management District and Chapter 6, Section 6.4 of the City's Land Development Regulations.
 - a. City's Stormwater Retention Area. The Developer acknowledges that the City has existing stormwater infrastructure located adjacent to the property. The Developer will work with the City to ensure that any potential issues negatively affecting or impacting the City's Stormwater Retention Area at the corner of Peters Street and Lemon Street are mitigated. The Developer will provide the City with the ability to investigate the area of impacts and determine if any measures are necessary to prevent negative impacts.

The Developer agrees to work with the City for more specifically address any potential issues during negotiation of the Developer's Agreement referenced above.

5. Underground Utilities. All utilities on site shall be located underground. Developer is responsible for running utilities underground for the Project. The City shall insure that any utilities within any public utility easement, serving lands other than the Project, shall be underground.
6. Lighting. Exterior lighting of all building and parking lots shall be designed so that light is not directed off of the Project. Exterior light fixtures should be fully shielded or designed with light-angle cut-offs so as to eliminate spill light, trespass light and glare. Lighting throughout the Project will comply with the requirements set forth in the City Land Development Code and Design District Standards.

L. Access, Parking, and Transportation.

1. Access.

The Project's main access point is located on CR 44A, as generally depicted on the conceptual site plan. A secondary access is located along CR 213, as generally depicted on the conceptual site plan.

2. Internal Roadways.

- a. The Project shall provide an internal roadway connection and shall be constructed as shown on the conceptual plan.
- b. The Project shall provide a sidewalk network within the residential area to encourage walking and bicycling within the development. A 5' sidewalk shall be required along both sides of the access road and connect to the required sidewalk within the buffer area.

3. Transportation System Improvements.

- a. Transportation Impact Fees. Developer acknowledges that the Project is subject to Sumter County's impact fees ordinances.
- b. CR 213. The Developer shall dedicate right of way to the City along County Road 213 so that there is fifty feet (50 ft.) of right of way from the centerline of County Road 213 to the property. Said dedication shall be made by a Right of Way Warranty

Deed along with a valid title opinion from a Florida licensed attorney.

- c. Emergency Access to Peters Street. The Developer shall provide for emergency access from the southeast corner of the Project to Peters Street. Said emergency access shall allow emergency vehicles to serve the property and to access County Road 213 during times of emergency. The access shall be 12 feet, which will provide for single vehicle access travelling one way at any given time. The Developer will work with the City to ensure that any conflicts with the existing Stormwater Retention Area are avoided. Additionally, any existing driveways along Peters Street shall not be negatively affected. The emergency access may be gated to limit unauthorized traffic into the Project.
- M. Energy and Water Conservation. The Project shall promote energy efficient initiatives and shall encourage US Green Building Council standards for Energy and Environmental Design. Equipment and appliances shall meet or exceed Energy Star standards. New buildings shall, at a minimum, be designed to meet the water conservation measures stated in City of Wildwood Ordinance No. 612 and shall also provide water efficient options which meet Water Star certification standards.
- N. Maintenance of Common Areas. Maintenance and repair of structures, lawn mowing, and landscaping maintenance of all common areas within the Project shall be the responsibility of the property owner or its designee, at no cost or obligation to the City. The City will be granted the right to enforce the common areas maintenance against the property owner and to be reimbursed for the reasonable attorney's fees, costs and expenses, as may be reasonably incurred by the City. In the event of noncompliance with the City Land Development Regulations, the City maintains the right to enforce same against the property owner by and through its code enforcement procedure and special magistrate.
- O. Enforcement of Rules and Regulations. For the maintenance of the common areas referenced in Section 3(N), above the City of Wildwood shall have the right, but not the obligation, to enforce maintenance against the property owner and the City should be entitled to reasonable attorney's fees and costs for enforcement regardless of whether or not a suit has been filed.
- P. Impact Fees. The Planned Development shall be subject to all impact fees applicable at the time of permitting. All impact fees are to be paid before issuance of any building permit. Proof of Sumter County impact fees paid shall be provided to the City of Wildwood. Any applicable impact fees adopted by the City of Wildwood, Sumter County or the Sumter County

School Board prior to issuance of building permits shall also be applicable to the Planned Development.

- Q. Expiration of Planned Development Agreement. Significant construction must begin within the Project boundary (as legally described in Exhibit A) within 24 months of the final adoption of the Planned Development Agreement. If no significant construction has started on the approved Project within 24 months, the Planned Development shall lapse and be of no further effect. The City Commission may extend the Planned Development for periods of up to six (6) months provided the applicant can show good cause why said the Project was delayed under the originally approved Planned Development Agreement. However, the City Commission shall not allow extensions beyond 48 months after the effective date of this Ordinance.

SECTION 4. SEVERABILITY

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 5. EFFECTIVE DATE

This Ordinance shall be effective upon adoption during the second and final reading by the City of Wildwood City Commission.

PASSED AND ORDAINED in regular session of the City Commission of the City of Wildwood, Sumter County, Florida, this _____ day of _____, 2025.

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"

LEGAL DESCRIPTION: (OR 4267, PG 215)

PARCEL A

THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LYING SOUTH OF OLD STATE ROAD NO. 44, LESS COUNTY ROAD RIGHT OF WAY.

PARCEL B

THE WEST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LYING SOUTH OF OLD STATE ROAD NO. 44, LESS: FROM THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, RUN N 89°59'55" W ALONG THE NORTH LINE OF SAID SOUTHWEST 1/4 A DISTANCE OF 661.38 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION. FROM SAID POINT OF BEGINNING CONTINUE N 89°59'55" W FOR 210 FEET, THENCE RUN S 00°07'07" W FOR 512.03 FEET, THENCE RUN S 89°59'55" E FOR 210 FEET, THENCE RUN N 00°07'07" E FOR 512.03 FEET TO THE POINT OF BEGINNING, LESS ROAD RIGHT OF WAY FOR OLD STATE ROAD NO. 44.

PARCEL A AND PARCEL B NOW DESCRIBED AS FOLLOWS:

PARCEL 1:

THE NORTH 420 FEET OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, LYING SOUTH OF OLD STATE ROAD NO. 44. LESS COUNTY ROAD RIGHT OF WAY.

PARCEL 2:

A PORTION OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6; THENCE S 00°28'53" E ALONG THE WEST LINE OF SAID NORTHWEST 1/4 A DISTANCE OF 420.00 FEET; THENCE N 89°25'19" E A DISTANCE OF 25.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 213

AND THE POINT OF BEGINNING; THENCE CONTINUE N 89°25'19" E A DISTANCE OF 465.00 FEET; THENCE S 00°28'53" E A DISTANCE OF 300.00 FEET; THENCE N 89°25'19" E A DISTANCE OF 100.00 FEET; THENCE S 00°28'53" E A DISTANCE OF 206.49 FEET; THENCE S 89°27'01" W A DISTANCE OF 565.00 FEET TO THE SAID EAST RIGHT OF WAY LINE; THENCE N 00°28'53" W ALONG SAID EAST RIGHT OF WAY LINE A DISTANCE OF 506.21 FEET TO THE POINT OF BEGINNING.

PARCEL 3:

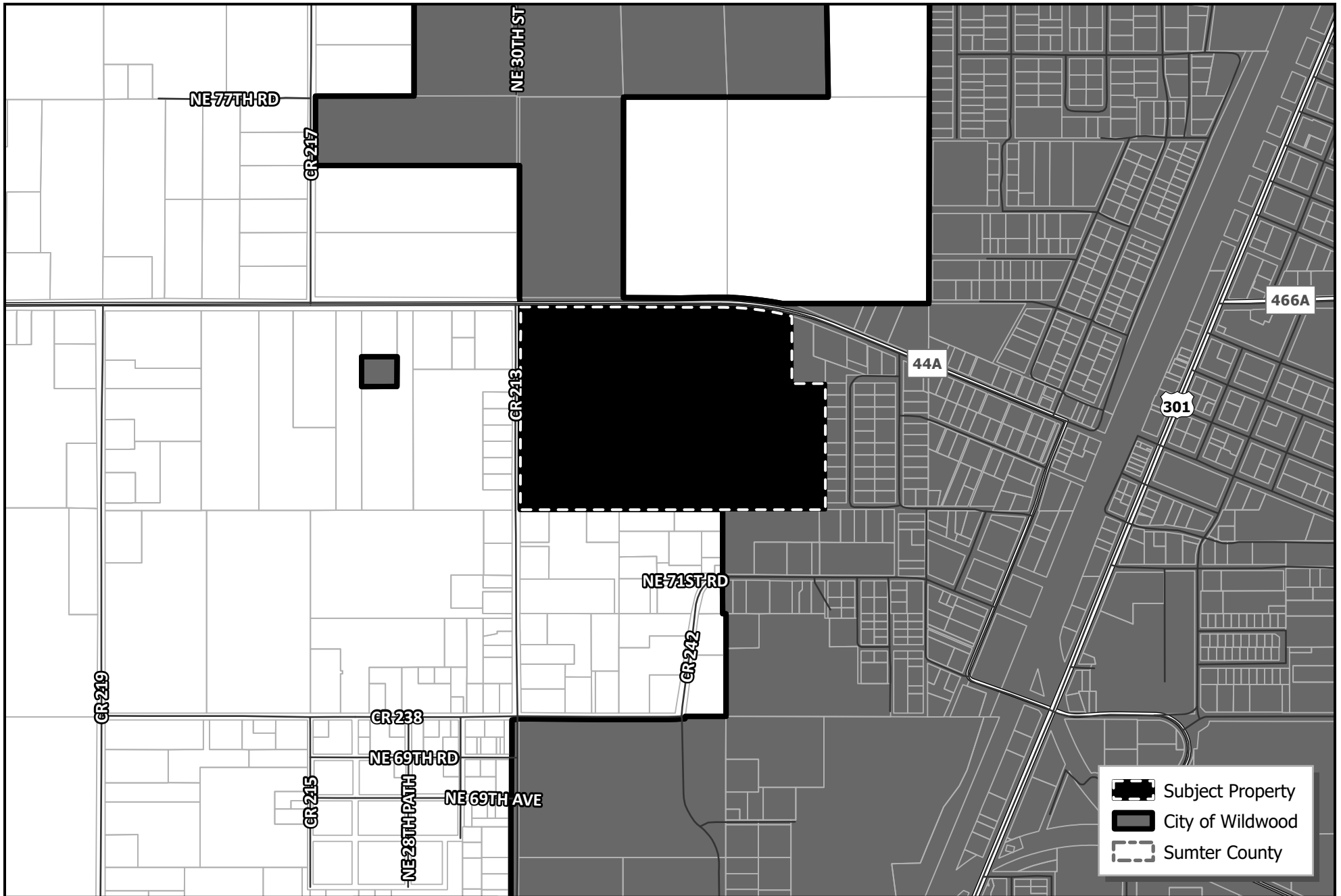
A PORTION OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 19 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF SAID NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6; THENCE S 00°28'53" E ALONG THE WEST LINE OF SAID NORTHWEST 1/4 A DISTANCE OF 420.00 FEET; THENCE N 89°25'19" E A DISTANCE OF 25.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 213; THENCE CONTINUE N 89°25'19" E A DISTANCE OF 465.00 TO THE POINT OF BEGINNING; THENCE CONTINUE N 89°25'19" E A DISTANCE OF 832.51 FEET TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE SOUTHWEST 1/4; THENCE N 00°27'59" W ALONG SAID EAST LINE A DISTANCE OF 100.00 FEET; THENCE N 89°25'19" E DISTANCE OF 451.27 FEET; THENCE S 00°27'32" E A DISTANCE OF 192.03 FEET; THENCE N 89°25'19" E A DISTANCE OF 210.00 FEET TO THE EAST LINE OF THE WEST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 6; THENCE S 00°27'32" E ALONG SAID EAST LINE A DISTANCE OF 815.15 FEET TO THE SOUTH LINE OF THE NORTH 1/2 OF THE SOUTHWEST 1/4 OF SAID SECTION 6; THENCE S 89°27'01" W ALONG SAID SOUTH LINE A DISTANCE OF 1958.41 FEET TO THE AFORESAID EAST RIGHT OF WAY LINE; THENCE N 00°28'53" W ALONG SAID EAST RIGHT OF WAY LINE A DISTANCE OF 399.98 FEET; THENCE N 89°27'01" E A DISTANCE OF 565.00 FEET; THENCE N 00°28'53" W A DISTANCE OF 206.49 FEET; THENCE S 89°25'19" W A DISTANCE OF 100.00 FEET; THENCE N 00°28'53" W A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING.

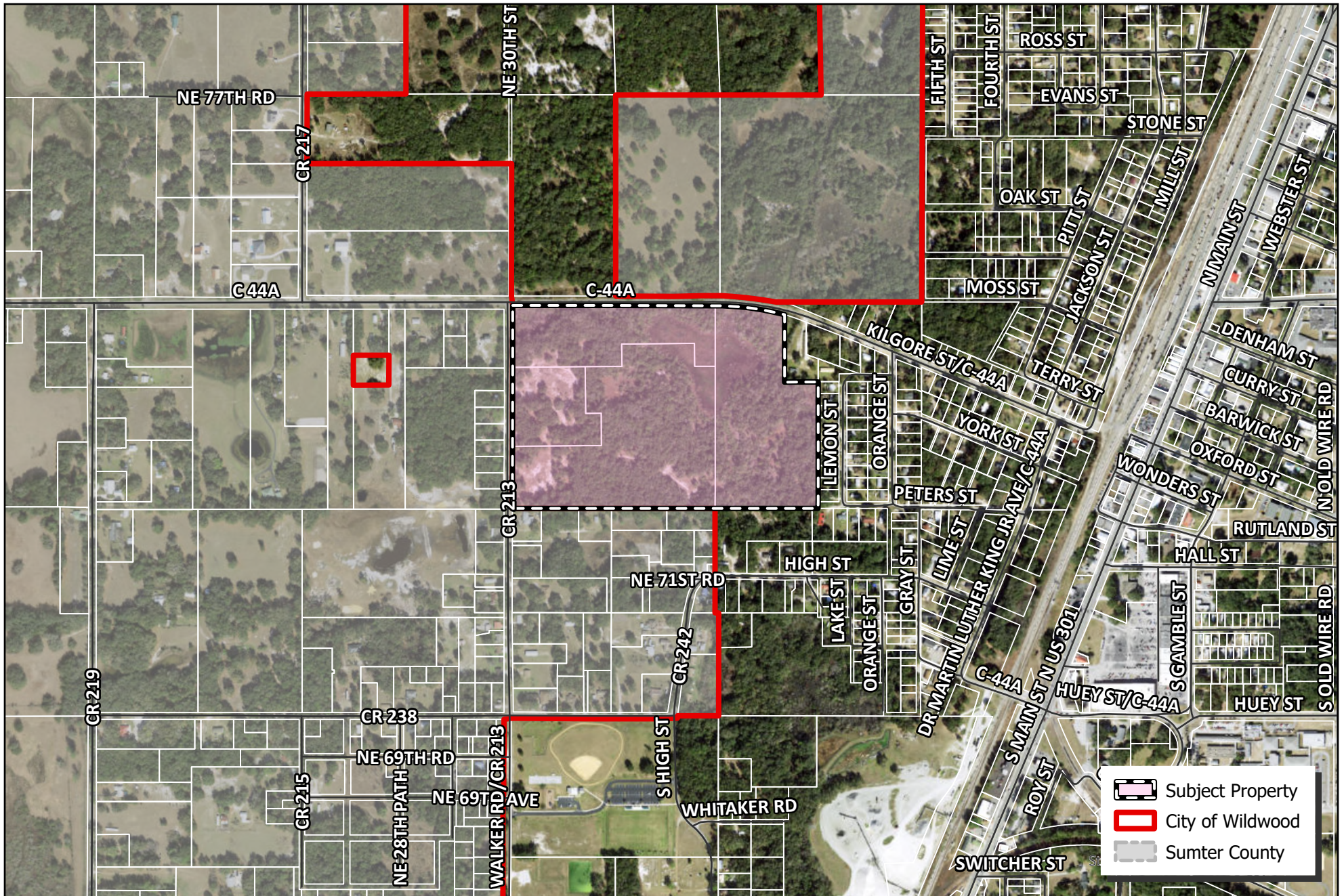
PARCEL 4:

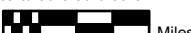
A PORTION OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 29 SOUTH RANGE 23 EAST, SUMTER COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCE AT THE NORTHWEST CORNER OF SAID NORTHWEST 1/4

OF THE SOUTHWEST 1/4 OF SECTION 6; THENCE S 00°28'53" E ALONG THE WEST LINE OF SAID NORTHWEST 1/4 A DISTANCE OF 420.00 FEET; THENCE N 89°25'19" E A DISTANCE OF 25.00 FEET TO THE EAST RIGHT OF WAY LINE OF COUNTY ROAD NO. 213; THENCE CONTINUE N 89°25'19" E A DISTANCE OF 465.00 FEET; THENCE CONTINUE N 89°25'19" E A DISTANCE OF 832.51 FEET TO THE EAST LINE OF SAID NORTHWEST 1/4 OF THE SOUTHWEST 1/4; THENCE N 00°27'59" W ALONG SAID EAST LINE A DISTANCE OF 100.00 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE N 00°27'59" ALONG SAID EAST LINE A DISTANCE OF 292.04 FEET TO THE SOUTH RIGHT OF WAY LINE OF COUNTY ROAD NO. 44A (BEING 30.00 FEET FROM, WHEN MEASURED AT RIGHT ANGLES, TO THE CENTERLINE OF PAVEMENT), ALSO BEING A POINT ON A CURVE CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 1879.86 FEET A CHORD DISTANCE OF 455.14 FEET AND A CHORD BEARING OF S 83°00'48" E, THENCE SOUTHEASTERLY ALONG THE ARC OF A SAID CURVE AND ALONG THE SOUTH RIGHT OF WAY LINE A DISTANCE OF 456.23 FEET THROUGH A CENTRAL ANGLE OF 13°54'22"; THENCE LEAVING SAID CURVE RUN S 00°27'32" E A DISTANCE OF 232.13 FEET; THENCE S 89°25'19" W A DISTANCE OF 451.27 FEET TO THE POINT OF BEGINNING.



 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 	PD 2312-001 WILDWOOD III PARCELS G06-007, G06-012, G06-012A & G06-024	MAP 1A LOCATION MAP NOV 2024
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 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N 0.00 0.03 0.06 0.09 0.12 Miles 	PD 2312-001 WILDWOOD III PARCELS G06-007, G06-012, G06-012A & G06-024	MAP 1B LOCATION MAP NOV 2024
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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: O2024-72

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 law¹ 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 III
PLANNED DEVELOPMENT OVERLAY
NARRATIVE**

**KILGORE STREET (C-44A) AND CR 213
WILDWOOD, FL**

Submitted by:

**Kevin Reali, Esquire
Annie Barnes, Associate Planner
Stearns Weaver Miller
401 East Jackson Street, Suite 2100
Tampa, Florida 33602
(813) 223-4800**

As of December 20, 2023

Project Narrative

This application requests a Planned Development (“PD”) Overlay for approximately +/- 55.73 acres of land in the City of Wildwood (the “City”). The subject property includes four contiguous parcels identifiable as Sumter County Property Appraiser parcel identification numbers: G06-007, G06-12, G06-12A, and G06-204 (the “Property”). The Property is generally located on the south side of Kilgore Street (Sumter County Road 44A), southwest of the intersection between C-44A and CR 213 as depicted below. The Property accesses C-44A just east of the intersection with CR 213. C-44A is approximately 1.2 miles north of State Road 44 along CR 213, and approximately 1.5 miles east of the intersection of State Road 44 and C-44A. State Road 44 is a principal arterial roadway and C-44A is a major collector roadway, as shown on the adopted *Florida Department of Transportation Functional Roadway Classification Map*, included as **Attachment 1**.



Figure 1. Subject Property – General Location

This application supports two parallel applications; (1) a large-scale comprehensive plan amendment to amend the Future Land Use (“FLU”) designation from Residential Mixed Use (“RMU”) to Medium Density Residential (“MDR”), and (2) a request to rezone the Property Neighborhood Mixed Use – 7 (“NMU-7”) to Medium Density Residential (“R-3”). The table below summarizes current Property attributes:

Parcel ID	Acreage*
G06-007	± 17 AC
G06-12	± 22.74 AC
G06-12A	± 10.11 AC
G06-204	± 5.88 AC

**Acreage is based on Sumter County Property Appraiser Records and not reflective of surveyed acreage.*

Table 1. Property Attributes

I. Request:

This request seeks approval of a Residential Planned Development (“RPD”) in accordance with Section 8.7(A) of the Land Use Regulations (“LDRs”). The RPD is compatible with the proposed underlying R-3 zoning district, which permits a wide range of residential uses such as apartments and condominiums at a maximum density of 9 dwelling units per acre. A maximum of 501 dwelling units (net density) within the R-3 zoning district is permissible on the Property. This RPD Overlay requests 350 multi-family dwelling units at a maximum gross density of 6.3 dwelling units an acre (8.76 net density). The proposed density within the RPD is less than what is currently permissible in the current and proposed zoning district.

The RPD Overlay is necessary to provide flexibility in site design layout due to the extensive wetlands within the Property along C-44A, which generally occupy the balance of the northeast portion of the Property. As such, a reduction to the building separation from twenty-five feet to ten feet is necessary to preserve as much wetland area as possible.

II. Character of the Surrounding Area:

The Property is situated along the western City boundary, adjacent to property within unincorporated Sumter County. There are a mixture of commercial and residential developments in the immediate surrounding area. North of the Property across C-44A is vacant property zoned General Commercial – Neighborhood (“C-2”) with a Commercial FLU. Property north of the Property and immediately east of the C-2 zoned property is undeveloped land zoned General Agricultural with Conventional Housing (“A10C”) with a Rural Residential (“RR”) FLU (Sumter County). Approximately 2,900-feet north of the Property is a 339-acre new development known as *Twisted Oaks Pointe Community Development*. This development will include 735 residential single-family detached dwellings, 248 residential single-family semi-attached dwellings, and 300 residential multi-family units.

The Property to the east is zoned General Commercial – Downtown (“C-1”) with the RMU FLU and developed with a self-storage facility. Further south of the self-storage facility, but immediately east of the Project, is predominantly residential single-family dwellings, zoned RMU, and within the RMU FLU. South and West of the Property is land residential in character, developed primarily with residential single-family detached dwellings. The proposed RPD provides a transition between commercial and residential parcels to the east and residential uses with less density to the west within the County.

A summary of the surrounding property attributes for property directly adjacent to the Project:

	Zoning	Future Land Use	Existing Use
North*	C-2/A1C	COM/RR	Vacant Land and Pastureland
South*	RMU/RR1/R2M	RMU/RR	Residential Single-Family Detached Dwellings
East	RMU/C-1	RMU	<i>Kingdom</i> Self Storage and Residential Single-Family Detached Dwellings
West*	RR5C/R6C/RR1	AG	Residential Single-Family Detached Dwellings

*A portion or all of the surrounding properties are located within Sumter County’s jurisdiction.

Table 2. Surrounding Property Attributes

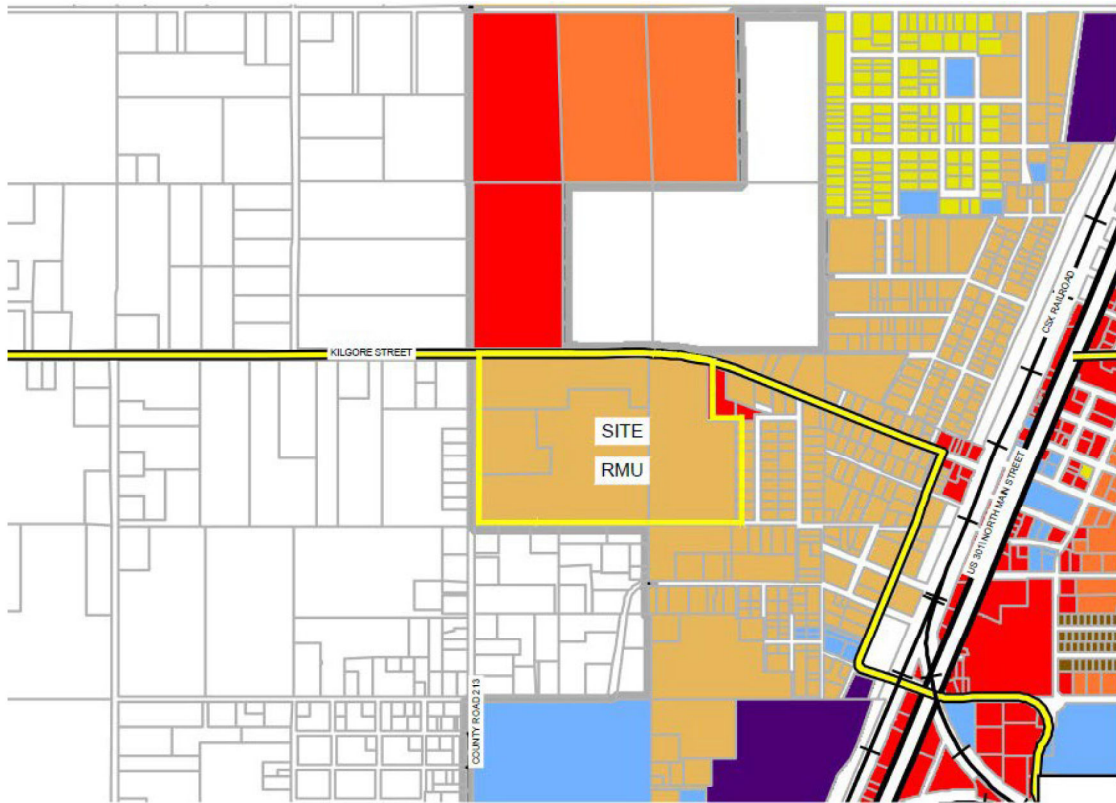


Figure 2. Subject Property Proposed Future Land Use (“FLU”) Map (Attachment 2)

III. Consistency with the Comprehensive Plan:

The following objectives and policies are supportive of the Project:

Goal 1. *The City implement land use planning through comprehensive policies, regulations, capital projects and incentives to enhance the quality of life for its citizens, promote economic vitality, and accommodate future population in a sustainable and equitable manner.*

Objective 1.2.1. *The City shall strive to create a sustainable community by discouraging the proliferation of urban sprawl, promoting the efficient utilization of public infrastructure, services, and utilities, and implementing a compact land use pattern.*

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.*

Discussion: This Policy encourages growth and development in areas with existing public infrastructure. There are existing utility connections (e.g. water and wastewater lines) near the Property. The Property fronts C-44A, a major collector roadway, and is within 1.5 miles of the intersection of C-44A and with State Road 44, a principal arterial roadway. The Property is approximately 2,000 feet from Downtown Main Street. Residential communities will support commercial and economic growth in the City’s downtown without contributing to urban sprawl, at a density high enough to efficiently use the Property in a way that doesn’t proliferate sprawl.

The Project meets Objective 1.2.1 by creating a sustainable development that steers improvements away from wetland areas as much as possible and providing development close to the downtown. This Objective implements Goal 1 by accommodating future populations in a sustainable and equitable manner.

Goal 3. *To promote the provision of a diverse, affordable and high-quality housing stock to accommodate the needs of current and future residents while preserving and enhancing established neighborhoods.*

Objective 3.1. *The City shall ensure there is adequate land for the provision of high-quality housing of different types to serve the current and future-residents while promoting the development of a sustainable community.*

Policy 3.1.5. *The City shall allow a wide range of housing types to accommodate a diversity of housing needs and preferences. These may include attached and detached single-family homes, cluster development, multi-family homes, and innovative housing types.*

Discussion: This Policy promotes wide range of housing types to accommodate a diversity of housing needs. This FLU change implements this policy by permitting residential multi-family housing. This Project meets Objective 3.1 by building high-quality housing. Further, this development meets Goal 3 by providing additional housing for current and future residents. The development will be within walking distance of a variety of downtown commercial uses.

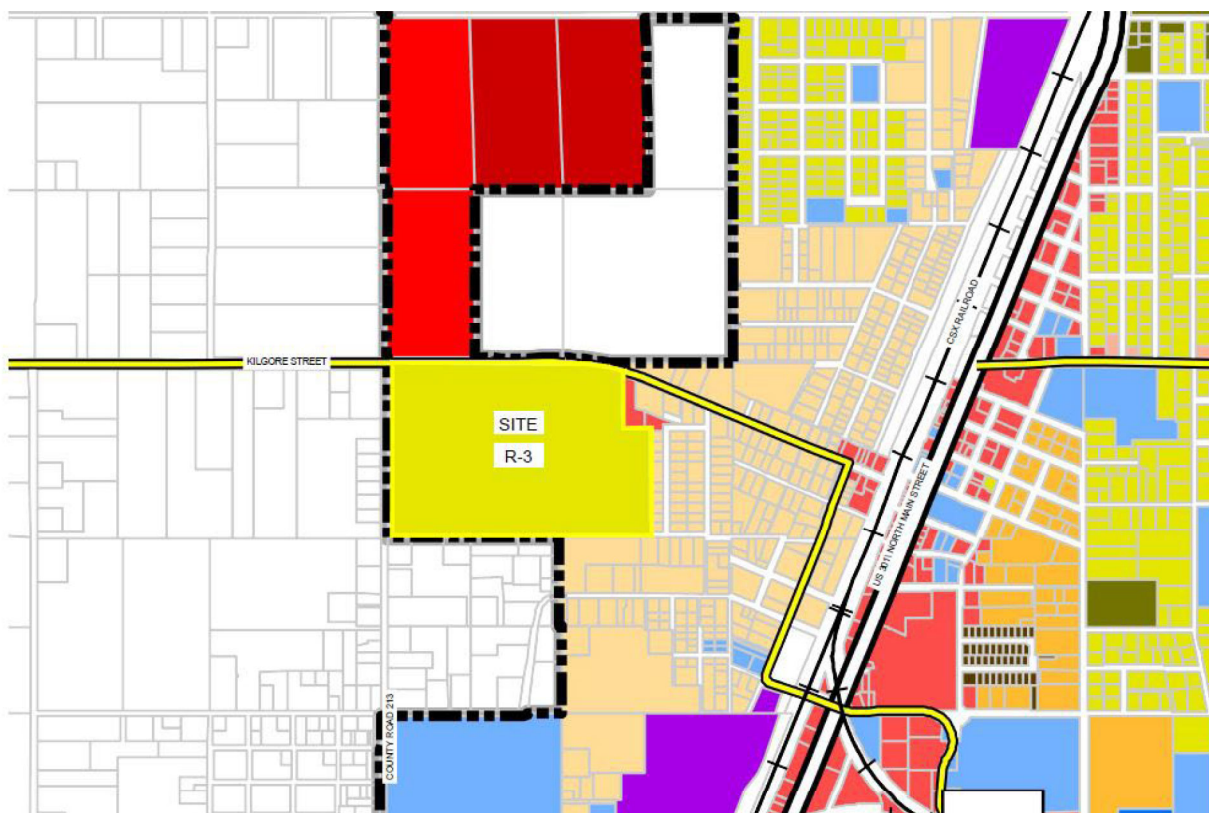


Figure 3. Subject Property Proposed Zoning Map (Attachment 3)

IV. LDR Section 8.1

Intent. The standards and procedures of this Chapter are not intended as an avenue for relaxing requirements set forth in the Land Development Regulations; the intent of this Chapter is to promote design flexibility and to permit planned diversification and integration of uses and structures. The City Commission shall have authority to establish limitations and regulations for the project to protect the public's health, safety and welfare. In doing so, planned developers are intended to:

(1) Promote more efficient and economic uses of land;

Discussion: The Property is approximately 2,000 feet from Downtown Main Street and currently vacant. A multi-family development will support commercial and economic growth in the City's downtown without contributing to urban sprawl.

(2) Encourage compatible and harmonious development of contiguous lands;

Discussion: There is a mixture of commercial and residential development in the immediate surrounding area around the Property, as described in Section II of the narrative. (*Table 2* identifies specific surrounding property attributes including zoning, FLU, and existing uses.) The proposed RPD Overlay is compatible with the proposed R-3 zoning district. The proposed RPD and R-3 zoning district provide a transition between commercial and residential parcels to the east and residential uses with less density to the West within the County.

(3) Promote home ownership opportunities for all residents of the community;

Discussion: This RPD will enable families to live in a new community with amenities without the substantial cost burden or purchasing a home.

(4) Provide flexibility and variety to meet changing needs, technologies, economics, and consumer preferences;

Discussion: The primary purpose of this RPD is to provide the design flexibility necessary to development around the wetlands on the Property as much as feasibly possible, while still efficiently using the land area close to downtown. The proposal is for a rental community, which is in high demand. The developer has several rental communities throughout the State and continues to see a demand in consumer preference to rent.

(5) Be totally controllable based on the needs of the City, in terms of the impact on the proposed site and surrounding neighborhoods;

Discussion: The proposed RPD Overlay will provide housing in a unique community that is harmonious with the environmental landscape. The RPD will provide a transition between commercial and residential parcels to the east and residential uses with less density to the West within the County. Additionally, the TIS demonstrates that all roadways segments currently operate at an acceptable LOS and will continue to operate at an acceptable LOS.

(6) Require uses of land which reduce transportation needs as well as conserve energy and natural resources;

Discussion: The RPD is a walkable community which incorporates sidewalks, a nature trail, and a park approximately 2,000 feet from Downtown Main Street. These design amenities incorporate and conserve the existing wetlands on the Property.

(7) Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing landscaping features and amenities;

Discussion: The current site is vacant. A RPD is necessary to design a development around the significant amount of wetlands on the Property. In accordance with the City's Design District Standards ("DDS"), the RPD will provide amenities including a community clubhouse, pool, park, and nature trail.

(8) Provide for more usable and suitably located recreational facilities, open spaces and scenic areas, either commonly owned or publicly owned;

Discussion: This RPD is necessary to design a development around the wetlands as much as feasibly possible. The RPD design incorporates amenities such as a park and nature trail that is incorporates the existing vegetation.

(9) Lower development and building costs by permitting smaller networks of infrastructure and the use of more economical building types and shared facilities;

Discussion: This RPD development includes residential multi-family uses that will share all infrastructure and amenities.

(10) Permit the combining and coordinating of architectural styles, building forms, and building relationships within a development; and

Discussion: The RPD will adhere to the City's DDS regulations for multifamily architectural styles. The RPD will provide amenities including a community clubhouse, pool, park, and nature trail.

(11) Demonstration of internal and external interconnectivity for infrastructure, open space and environmental systems; and

Discussion: The Property is ideally suited along a major collector roadway, Kilgore Street (Sumter County Road 44A), which provides for sufficient transportation infrastructure, therefore, no issues with internal and external interconnectivity for infrastructure are anticipated. As previously stated, this RPD is necessary to design a development around the wetlands as much as feasibly possible. The design of the RPD is to preserve as much wetland area as possible and allow residents to enjoy the natural vegetation through specific amenities.

The TIS demonstrates that all roadways segments currently operate at an acceptable level of service LOS. The TIS also projects study roadway segments to continue to operate at an acceptable LOS. Access points are proposed along CR 213 and CR44A/Kilgore Street (a major collector roadway). There are also several stub-outs on the Property for future cross-access points in anticipation of future redevelopment in the area.

(12) Administer mixed use developments in conformance with the goals and objectives of the comprehensive plan.

Discussion: This not applicable to the Project. This RPD is providing residential multi-family development, a single use.

V. Conclusion.

A RPD Overlay is necessary to development the unique property into a community that incorporates the existing wetlands on the Property. The Project is consistent with the intent of the goals, objectives, and policies of the City of Wildwood Plan. The Project is compatible with the underlying R-3 zoning district and surrounding land uses. The Project is also consistent with the analysis of LDR Section 8.1.

ATTACHMENT 1

DISTRICT 5
2010 Urban Area Boundary &
Federal Functional Classification
Sumter County, Florida

Legend

- 01 - Principal Arterial-Interstate RURAL
- 02 - Principal Arterial-Expressway RURAL
- 04 - Principal Arterial-Other RURAL
- 06 - Minor Arterial RURAL
- 07 - Major Collector RURAL
- 08 - Minor Collector RURAL
- 09 - Local RURAL
- 11 - Principal Arterial-Interstate URBAN
- 12 - Principal Arterial-Freeway and Expressway URBAN
- 14 - Principal Arterial-Other URBAN
- 16 - Minor Arterial URBAN
- 17 - Major Collector URBAN
- 18 - Minor Collector (Fed Aid) URBAN
- 19 - Local URBAN
- 2010 Adjusted Urban Area
- Water

Recommended By:

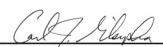

 Lake-Sumter MPO Chairman

8/19/14
 Date


 Florida Dept. of Transportation

8-28-14
 Date

Approved By:


 Federal Highway Administration

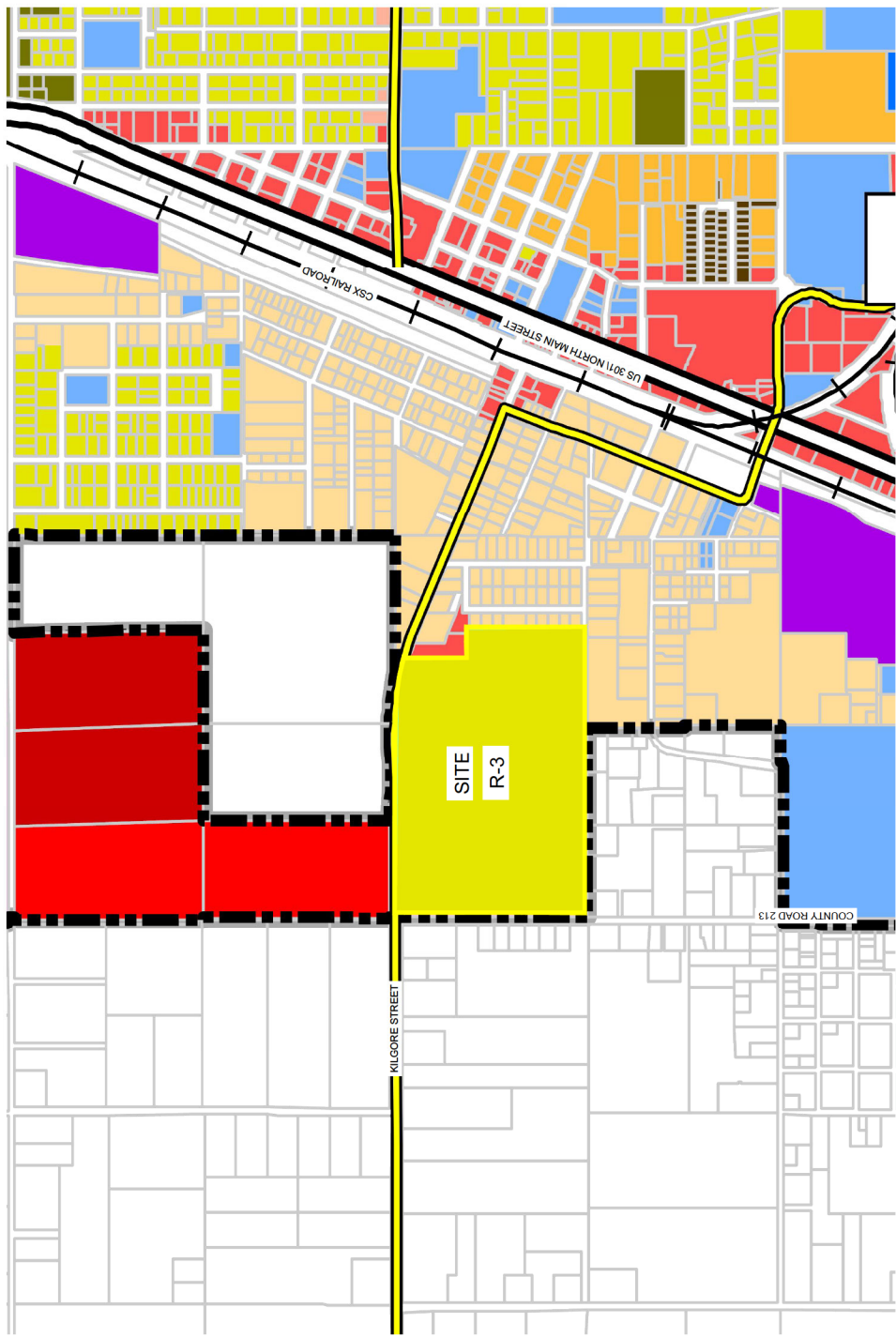
09/02/2014
 Date



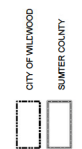
0 2 4 8 Miles



ATTACHMENT 2



- Legend**
- Zoning Classification**
- AG-10
 - AG-5
 - ER
 - R-1
 - R-2
 - R-3
 - R-4
 - R-5
 - RMU
 - RMU-10
 - RMD
 - M-1
 - M-2
 - PEU
 - INS
 - PUD
 - V-WW
 - ARD
 - C-3
 - CMU
 - NMU-4
 - NMU-7
 - ECNMU-7
 - SWOMU
 - CC
 - 466/301 MU
 - M-1
 - M-2
 - PEU
 - INS
 - PUD
 - V-WW
 - ARD



LEVELUP CONSULTING, LLC

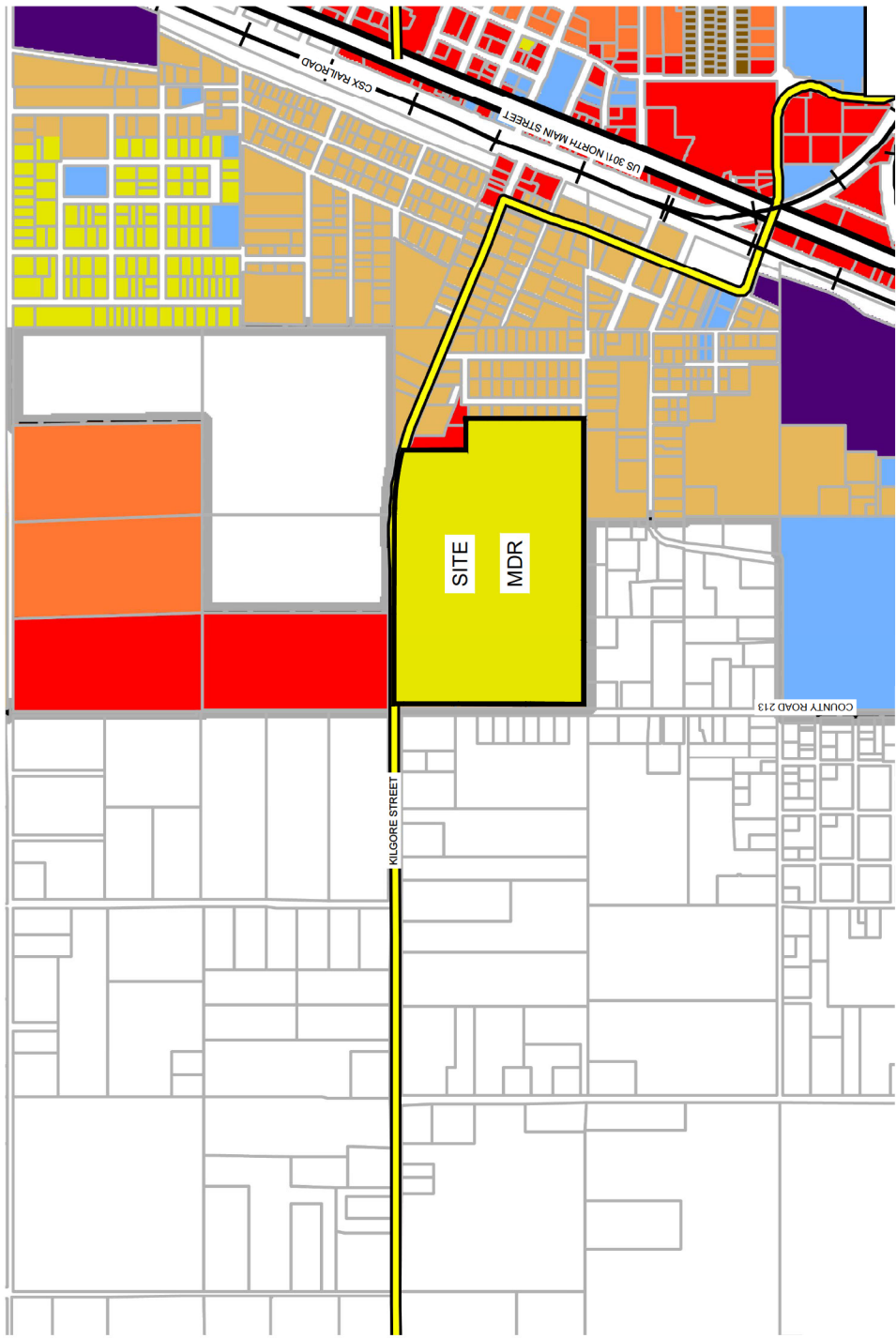
LVJUP

505 E. JACKSON STREET
SUITE 200
TAMPA, FLORIDA 33602
OFFICE: 813-375-0616
WWW.LEVELUPFLORIDA.COM

PROJECT No.	268-01-E03
SHEET	2 of 2

PREPARED FOR:	PROJECT NAME:	DRAWING TITLE:
WILDWOOD III, LLC	WILDWOOD III	PROPOSED ZONING MAP

ATTACHMENT 3



CONS	AG	REC	ER	LDR	MDR	HDR	RMU	MDU
MHP	COM	CMU	NC	IND	PF	V-WW DRI	WWS DRI	ARD

SUMTER COUNTY



NOT TO SCALE

LEVELUP
CONSULTING, LLC

LVJUP
505 E. JACKSON STREET
SUITE 200
TAMPA, FLORIDA 33602
OFFICE: 813-375-0616
WWW.LEVELUPFLORIDA.COM

PROJECT No.	268-01-E05
SHEET	1 of 2

PREPARED FOR: WILDWOOD III, LLC	PROJECT NAME: WILDWOOD III	DRAWING TITLE: PROPOSED FLU MAP
------------------------------------	-------------------------------	------------------------------------



May 29, 2024

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

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

Dear Ms. Then:

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

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

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

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

Please contact me if you have any questions.

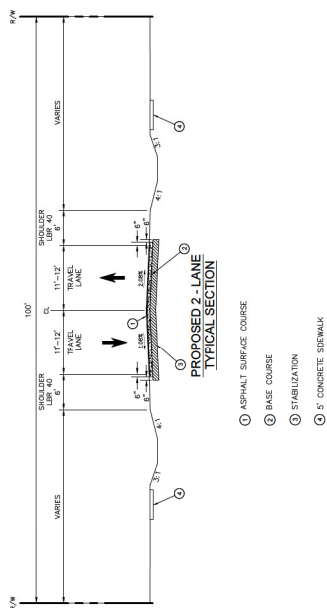
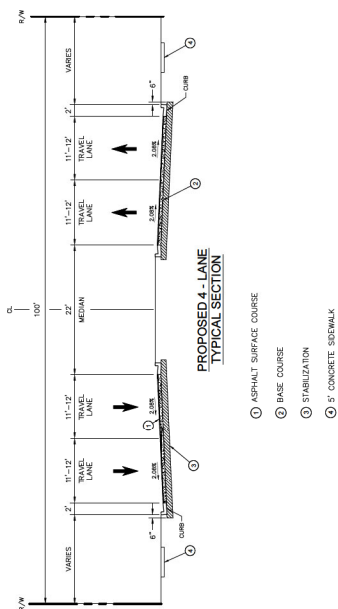
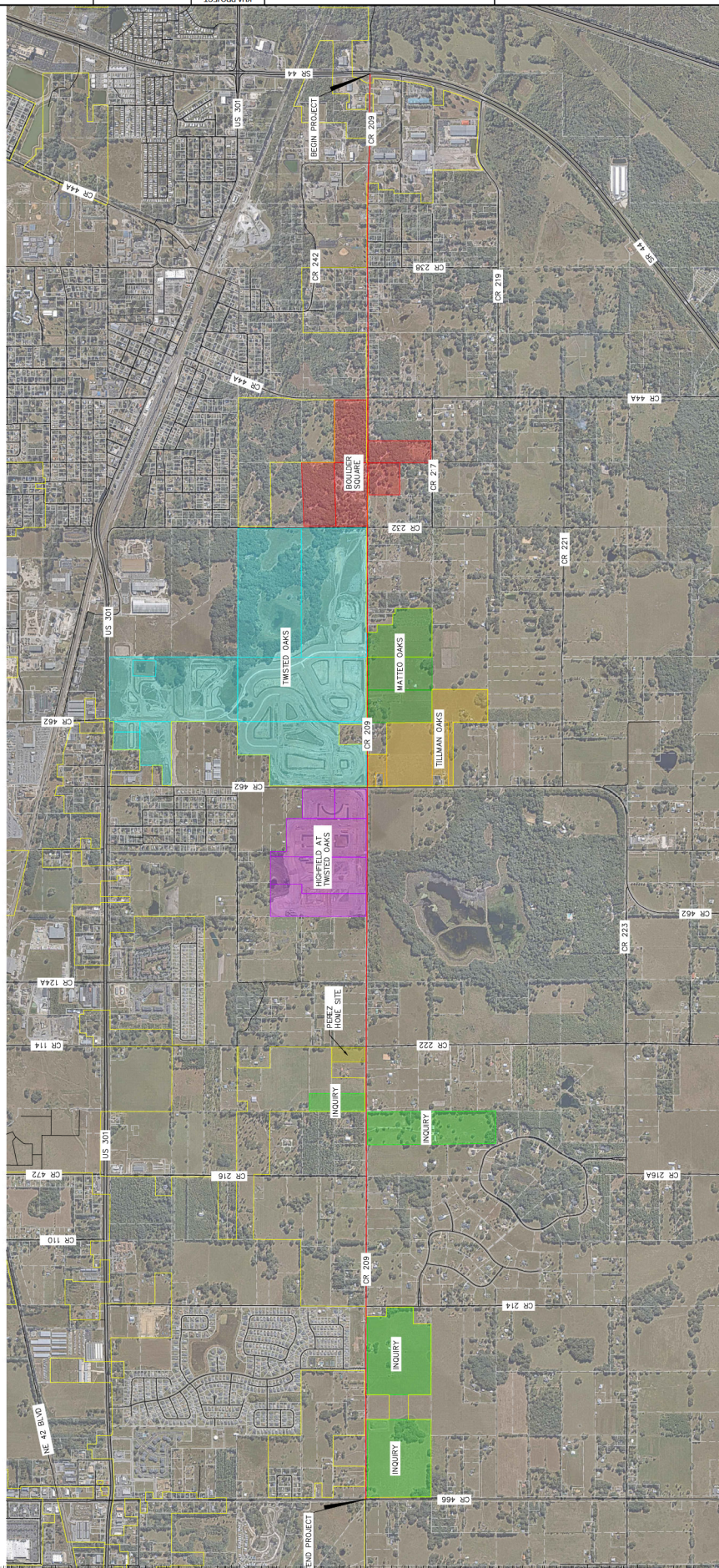
Sincerely,
KIMLEY-HORN

A handwritten signature in blue ink, appearing to read 'Amber L. Gartner', with a long horizontal flourish extending to the right.

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

Attachments – Aerial Exhibit

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



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

LEGEND

CITY LIMITS

GRAPHIC SCALE IN FEET
2000
1000
500



Print

Sumter County Traffic Impact Analysis (TIA) - Submission #47774

Date Submitted: 10/13/2023

First Name*	Last Name*	Email Address*
Chris	Walsh	chris.walsh@walshtraffic.com

Address

285 Palmetto Springs Street

City	State	Zip Code
DeBary	FL	32713

Phone	Alt Phone	Parcel Number
3868015682		G06-012A, G06-204, G06-012, G06-007

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

Choose File

No file chosen

Please submit your TIA

Wildwood III Traffic Impact Study-October 2023-SS.pdf

Date of Methodology
Acceptance by County

9/28/23

Applicable Jurisdiction

Please check the applicable Jurisdiction:

- ☐ City of Bushnell
- ☐ City of Center Hill
- ☐ City of Coleman
- ☒ City of Wildwood
- ☐ Unincorporated Sumter County

Sumter County Traffic
Impact Analysis (TIA)
acceptance:

Matthew
Tadlock

Digitally signed by Matthew
Tadlock
DN: cn=Matthew Tadlock,
o=Sumter County Public Works,
ou=Planning and Design,
email=matthew.tadlock@sumter
countyfl.gov, c=US
Date: 2024.02.16 13:03:01 -05'00'

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

Link

[FDOT Traffic Information](#)

WILDWOOD III RESIDENTIAL DEVELOPMENT

WILDWOOD, FLORIDA

OCTOBER 2023

PREPARED BY:

WALSH TRAFFIC ENGINEERING, LLC

285 PALMETTO SPRINGS STREET

DEBARY, FLORIDA 32713

PHONE – 386.668.0062

WILDWOOD III RESIDENTIAL DEVELOPMENT

WILDWOOD, FLORIDA

OCTOBER 2023

PREPARED BY:

CHRIS J. WALSH, P.E.

WALSH TRAFFIC ENGINEERING, LLC

285 PALMETTO SPRINGS STREET

DEBARY, FLORIDA 32713

PHONE – 386.668.0062

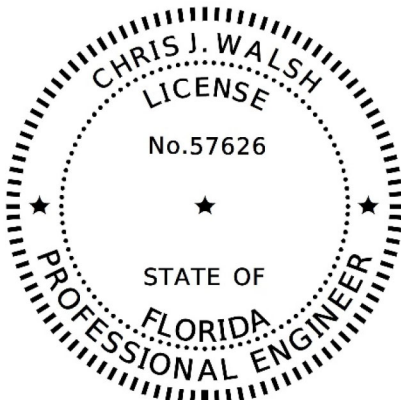
PROJECT #: 10030

PREPARED FOR:

MIZE & SEFAIR DEVELOPMENT

4039 S. DALE MABRY HIGHWAY

TAMPA, FLORIDA 33611



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

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

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Appendix B	Traffic Impact Analysis Methodology
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Appendix H	Future Conditions (2026) Synchro Printouts
Appendix I	Turn-Lane Analysis Worksheets

INTRODUCTION

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a traffic impact analysis for Wildwood III, a multi-family (duplex) development proposed for 55.8 acres located in the southeast quadrant of the intersection of CR 44A/Kilgore Street and CR 213 in Wildwood, Florida (see *Figure 1*). The parcel ID #'s for the associated property are summarized below:

- G06-007
- G06-012
- G06-012A
- G06-204

The development is proposed to include 350 residential dwelling units. As a companion to the rezoning and PD overlay the applicant is also proposing a change in the FLU category from Residential Mixed Use to Medium Density Residential. A separate trip generation analysis was prepared in support of the FLU change. This TIA, which is separate from the FLU change trip generation analysis, was prepared in support of the proposed rezoning and PD overlay. A copy of the preliminary development plan is provided in *Appendix A*. The development is proposed to have a buildout date of 2026.

Figure 1 - Site Location Map



Project Access

Full access to the proposed development is proposed on CR 44A, approximately 450 feet east of CR 213. A second full access driveway is also proposed on CR 213 approximately 700 feet south of CR 44A. Both intersections are anticipated to be one-way STOP controlled.

Study Area

Per the Sumter County TIA Guidelines (June 2022) and as included in the approved methodology (see *Appendix B*), the study area for a Major TIA is to include all roadways located adjacent to the development plus all roadways where the project's peak-hour trips consume three percent (3%) or more of a roadway's two-way peak-hour generalized service volume based on the adopted LOS and committed number of lanes. Additionally, the study area is to include any roadway where the project's trips are projected to exceed 70 peak-hour two-way trips. The study intersections are to include major intersections that are part of the impact roadways, major intersections within 1,320 feet of the site access, and all site access intersections. The study roadway segments and intersections as included in the approved methodology are summarized below:

Study Roadway Segments

- CR 44A – from CR 221 to CR 213
- CR 44A – from CR 213 to US 301
- CR 213 – from SR 44 to CR 44A

Study Intersections

- CR 213 at CR 44A (1-way STOP)
- CR 213 at Project Driveway (1-way STOP)
- CR 213 at SR 44 (2-way STOP)
- CR 44A at Project Driveway (1-way STOP)
- CR 44A at Dr. MLK Jr. Avenue (1-way STOP)
- Dr. MLK Jr. at US 301 (signalized)

EXISTING CONDITIONS

Existing Volumes

For purposes of this study, AM and PM peak-period turning movement counts, from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, were conducted at the study intersections. *Figure 2* and *Figure 3* summarize the existing AM and PM peak-hour turning movement volumes at the study intersections. The seasonal factor from FDOT's Peak Season Factor Category Report for Sumter County (2022) was then applied to the existing turning movement volumes. Printouts of the traffic counts are provided in *Appendix C*.

Existing Roadway Segment Conditions

The existing AM and PM peak-hour two-way volumes on the roadway segments were obtained from the turning movement counts. The resulting volumes were then compared against the generalized service volume for each study roadway segment. *Table 1* and *2* below shows the adopted level of service and generalized service volume under the adopted level of service for each study roadway segment. As shown, the existing AM and PM peak-hour volumes for all the study roadway segments are below the generalized service volume.

Table 1 - Existing Roadway Segment Operating Conditions (AM Peak Hour)

Roadway Segment	Segment ID	# of Lanes	Speed Limit	Adopted LOS	Service Volume	Source	Existing Volume				Volume Exceeds Svc Vol?	
							NB/EB	SB/WB	Year	Source	NB/EB	SB/WB
CR 44A												
CR 221 to CR 213	35281102	2	35	D	1,200	MPO	93	40	2023	TMC	no	no
CR 213 to US 301	35281103	2	35	D	1,200	MPO	92	53	2023	TMC	no	no
CR 213												
SR 44 to CR 44A	6000	2	30	D	675	MPO	56	40	2023	TMC	no	no

Source: MPO - Lake Sumter MPO, TMC - Turning Movement Count

Table 2 - Existing Roadway Segment Operating Conditions (PM Peak Hour)

Roadway Segment	Segment ID	# of Lanes	Speed Limit	Adopted LOS	Service Volume	Source	Existing Volume				Volume Exceeds Svc Vol?	
							NB/EB	SB/WB	Year	Source	NB/EB	SB/WB
CR 44A												
CR 221 to CR 213	35281102	2	35	D	1,200	MPO	59	88	2023	TMC	no	no
CR 213 to US 301	35281103	2	35	D	1,200	MPO	93	172	2023	TMC	no	no
CR 213												
SR 44 to CR 44A	6000	2	30	D	675	MPO	52	46	2023	TMC	no	no

Source: MPO - Lake Sumter MPO, TMC - Turning Movement Count

Figure 2 - Existing AM Peak-Hour Traffic Volumes

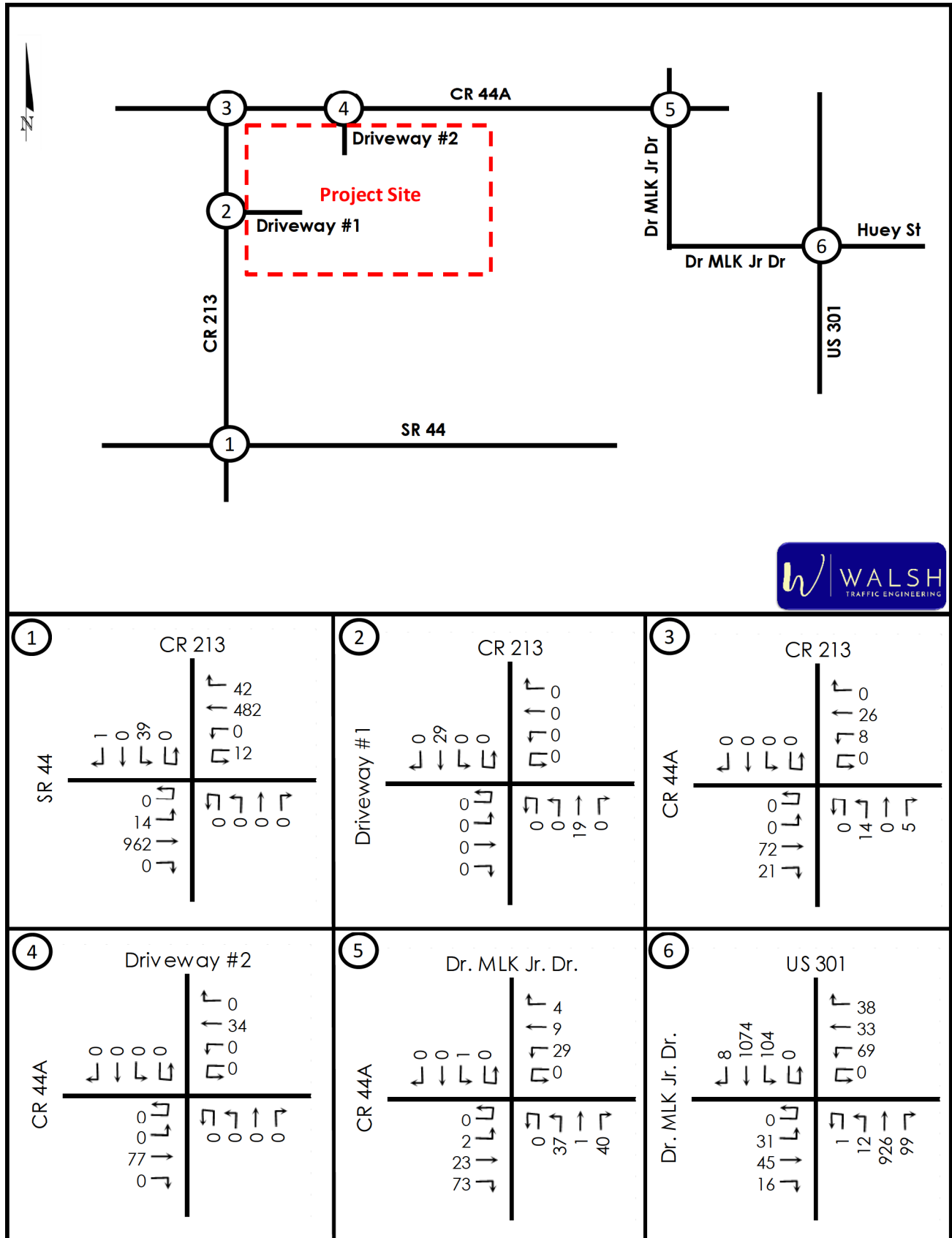
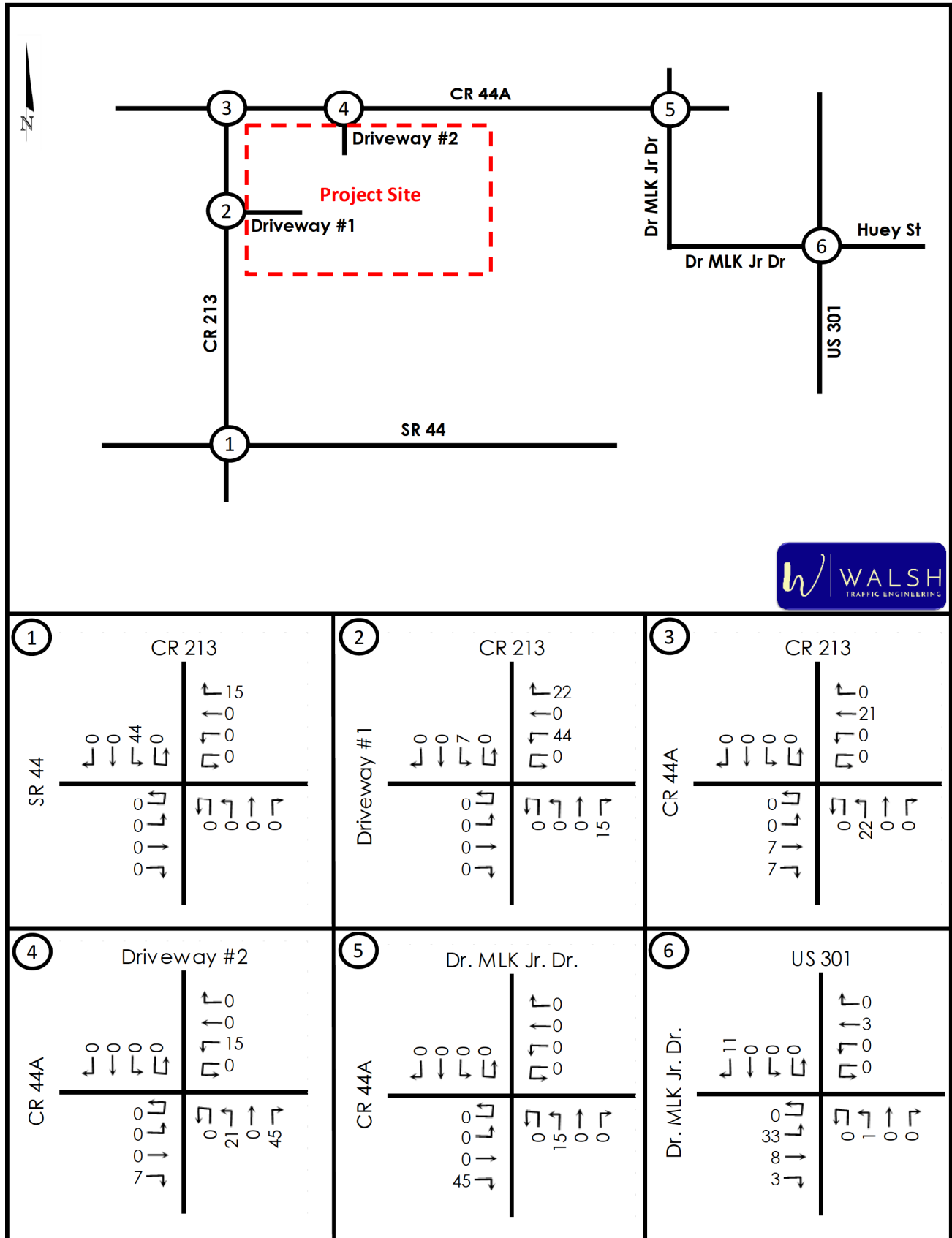


Figure 3 - Existing PM Peak-Hour Traffic Volumes



Existing Intersection Conditions

The AM and PM peak-hour existing operating conditions of the study intersections were evaluated using Highway Capacity Manual (HCM), 6th Edition methodologies within the Synchro 11 software. The existing AM and PM peak-hour turning movement volumes, existing roadway geometry, and existing signal timings (where applicable) were utilized in the analyses. *Table 3* summarizes the results of the intersection operational analyses. All movements at the STOP-controlled intersections currently operate acceptably. Additionally, the US 301/Dr. MLK Jr. Drive signalized intersection currently operates acceptably. Printouts of the operational analyses are provided in *Appendix D*.

Table 3 - Existing Intersection Operating Conditions

		Eastbound				Westbound				Northbound				Southbound				Overall
		L	T	R	App	L	T	R	App	L/U	T	R	App	L	T	R	App	Infxn
SR 44 at CR 213 - 2-Way STOP																		
AM Peak	Delay (sec/veh)	9.3	-	-	0.1	10.4	-	-	0.2	-	0.0	-	0.0	19.8	9.9	-	19.6	-
	LOS	A	-	-	-	B	-	-	-	-	A	-	A	C	A	-	C	-
	V/C	0.018	-	-	-	0.019	-	-	-	-	0	-	-	0.146	0.001	-	-	-
	Queue (ft)	3	-	-	-	3	-	-	-	-	0	-	-	13	0	-	-	-
	Storage (ft)	375	-	-	-	225	-	-	-	-	-	-	-	250	-	-	-	-
PM Peak	Delay (sec/veh)	10.8	-	-	0.1	9.0	-	-	0.2	-	14.9	-	14.9	30.2	12.4	-	26.3	-
	LOS	B	-	-	-	A	-	-	-	-	B	-	B	D	B	-	D	-
	V/C	0.011	-	-	-	0.022	-	-	-	-	0.006	-	-	0.221	0.023	-	-	-
	Queue (ft)	0	-	-	-	3	-	-	-	-	0	-	-	20	-	-	-	-
	Storage (ft)	375	-	-	-	225	-	-	-	-	-	-	-	250	-	-	-	-
CR 213 at CR 44A - 1-Way STOP																		
AM Peak	Delay (sec/veh)	-	-	-	-	7.4	-	-	1.8	-	9.5	-	9.5	-	-	-	-	-
	LOS	-	-	-	-	A	-	-	-	-	A	-	A	-	-	-	-	-
	V/C	-	-	-	-	0.006	-	-	-	-	0.026	-	-	-	-	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	Delay (sec/veh)	-	-	-	-	7.4	-	-	1.2	-	9.5	-	9.5	-	-	-	-	-
	LOS	-	-	-	-	A	-	-	-	-	A	-	A	-	-	-	-	-
	V/C	-	-	-	-	0.009	-	-	-	-	0.057	-	-	-	-	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Eastbound				Westbound				Northbound				Southbound				Overall
		L	T	R	App	L	T	R	App	L/U	T	R	App	L	T	R	App	Infxn
CR 213 (Kilgore St.) at Dr. MLK Jr. Drive - 2-Way STOP																		
AM Peak	Delay (sec/veh)	7.2	-	-	0.1	7.5	-	-	5.2	-	9.4	-	9.4	-	9.8	-	9.8	-
	LOS	A	-	-	-	A	-	-	-	-	A	-	A	-	A	-	A	-
	V/C	0.001	-	-	-	0.02	-	-	-	-	0.092	-	-	-	0.001	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	Delay (sec/veh)	7.3	-	-	0.3	7.5	-	-	4.5	-	10.9	-	10.9	-	10.2	-	10.2	-
	LOS	A	-	-	-	A	-	-	-	-	B	-	B	-	B	-	B	-
	V/C	0.003	-	-	-	0.028	-	-	-	-	0.23	-	-	-	0.026	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 301 at Dr. MLK Jr. Drive/Huey Street - Signalized																		
AM Peak	Delay (sec/veh)	33.0	36.7	-	35.4	32.5	35.2	-	33.9	10.5	17.3	-	17.2	11.6	15.0	-	14.7	17.6
	LOS	C	D	-	D	C	D	-	C	B	B	-	B	B	B	-	B	B
	V/C	0.12	0.3	-	-	0.26	0.3	-	-	0.05	0.62	-	-	0.35	0.6	-	-	-
	Queue (ft)	30	-	-	-	65	-	-	-	5	-	-	-	40	-	-	-	-
	Storage (ft)	75	-	-	-	100	-	-	-	150	-	-	-	150	-	-	-	-
PM Peak	Delay (sec/veh)	33.9	37.6	-	36.4	30.7	36.8	-	34.1	11.6	19.1	-	18.7	12.4	18.0	-	17.8	20.6
	LOS	C	D	-	D	C	D	-	C	B	B	-	B	B	B	-	B	C
	V/C	0.14	0.3	-	-	0.38	0.58	-	-	0.17	0.67	-	-	0.13	0.61	-	-	-
	Queue (ft)	30	-	-	-	113	-	-	-	18	-	-	-	13	-	-	-	-
	Storage (ft)	75	-	-	-	100	-	-	-	150	-	-	-	150	-	-	-	-

FUTURE CONDITIONS

As previously conveyed, the proposed development will have a buildout date of 2026.

Committed Roadway Improvements

Improvements programmed for construction within the study area within the next three years within FDOT's Work Program, Sumter County's and Wildwood's Capital Improvements Programs, and the Lake Sumter MPO's Transportation Improvement Program are considered committed for this study. However, no specific improvements were identified/included within the study area.

Future Background Conditions

ROADWAY SEGMENTS

Future background traffic is the non-project-related traffic projected to utilize the study roadways and intersections. For the purposes of this analysis, the future background traffic was estimated by applying to the existing volumes the higher of the historical annual growth rate for each roadway as obtained from the 2022 Sumter County CMP Database, a 2% annual growth rate, or vested trips from the following developments:

- Parkview at Brownwood
- Twisted Oaks Pointe
- New Horizon Plaza
- Tillman Oaks Subdivision

Table 3 and *Table 4* show the resulting future background AM and PM peak-hour directional volumes on the study roadway segments. The 2022 Sumter County CMP Database and excerpts from the TIA's pertaining to each of the above-mentioned vested developments are provided in *Appendix E*.

INTERSECTIONS

With regards to the future background turning movements, annual growth rates were applied to existing turning movement volumes. The resulting growth was then compared against vested trips from the four previously-mentioned vested developments. The higher of the two growth calculations were used for each specific movement to calculate future background turning movements. The resulting future background AM and PM peak-hour turning movement volumes are provided in *Figure 4* and *Figure 5*. Turning movement worksheets are provided in *Appendix F*.

Table 4 - Future Background Volumes for Roadway Segments (AM Peak Hour)

Roadway Segment	Existing Volumes			Buildout Year	Historical Annual Growth Rate	Volume Growth						Total Background Volume	
						Based on Growth Rate		Vested Trips		Applied Growth			
	NB/EB	SB/WB	Year			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 44A													
CR 221 to CR 213	93	40	2023	2026	7.5%	21	9	26	17	26	17	119	57
CR 213 to US 301	92	53	2023	2026	8.0%	22	13	26	17	26	17	118	70
CR 213													
SR 44 to CR 44A	56	40	2023	2026	2.75%	5	3	0	0	5	3	61	43

Note - Historical Annual Growth Rates from 2022 Sumter County CMP Database

Table 5 - Future Background Volumes for Roadway Segments (PM Peak Hour)

Roadway Segment	Existing Volumes			Buildout Year	Historical Annual Growth Rate	Volume Growth						Total Background Volume	
						Based on Growth Rate		Vested Trips		Applied Growth			
	NB/EB	SB/WB	Year			NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 44A													
CR 221 to CR 213	59	88	2023	2026	7.5%	13	20	38	22	38	22	97	110
CR 213 to US 301	93	172	2023	2026	8.0%	22	41	38	22	38	41	131	213
CR 213													
SR 44 to CR 44A	52	46	2023	2026	2.75%	4	4	0	0	4	4	56	50

Note - Historical Annual Growth Rates from 2022 Sumter County CMP Database

Figure 4 - Future Background (2026) AM Peak-Hour Traffic Volumes

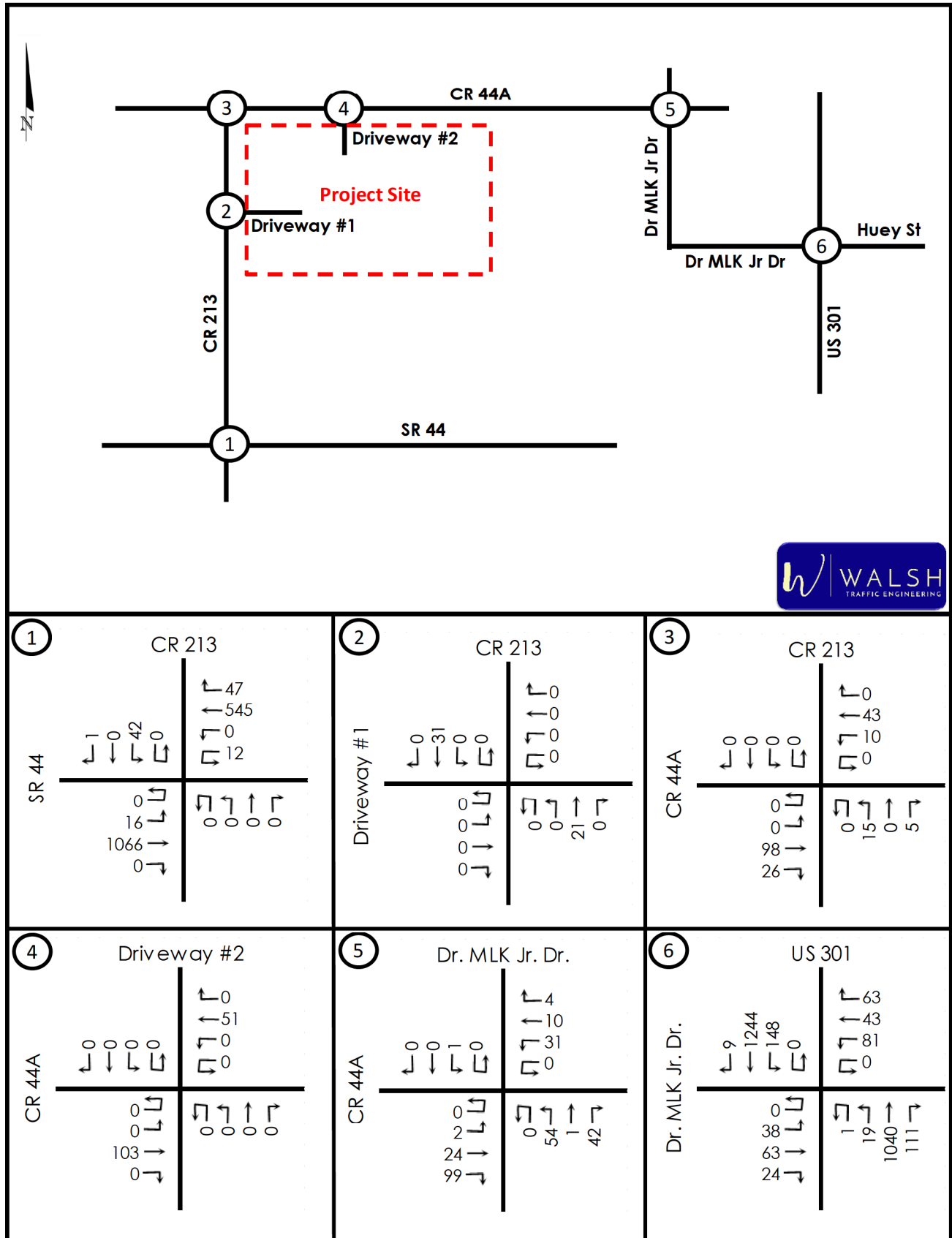
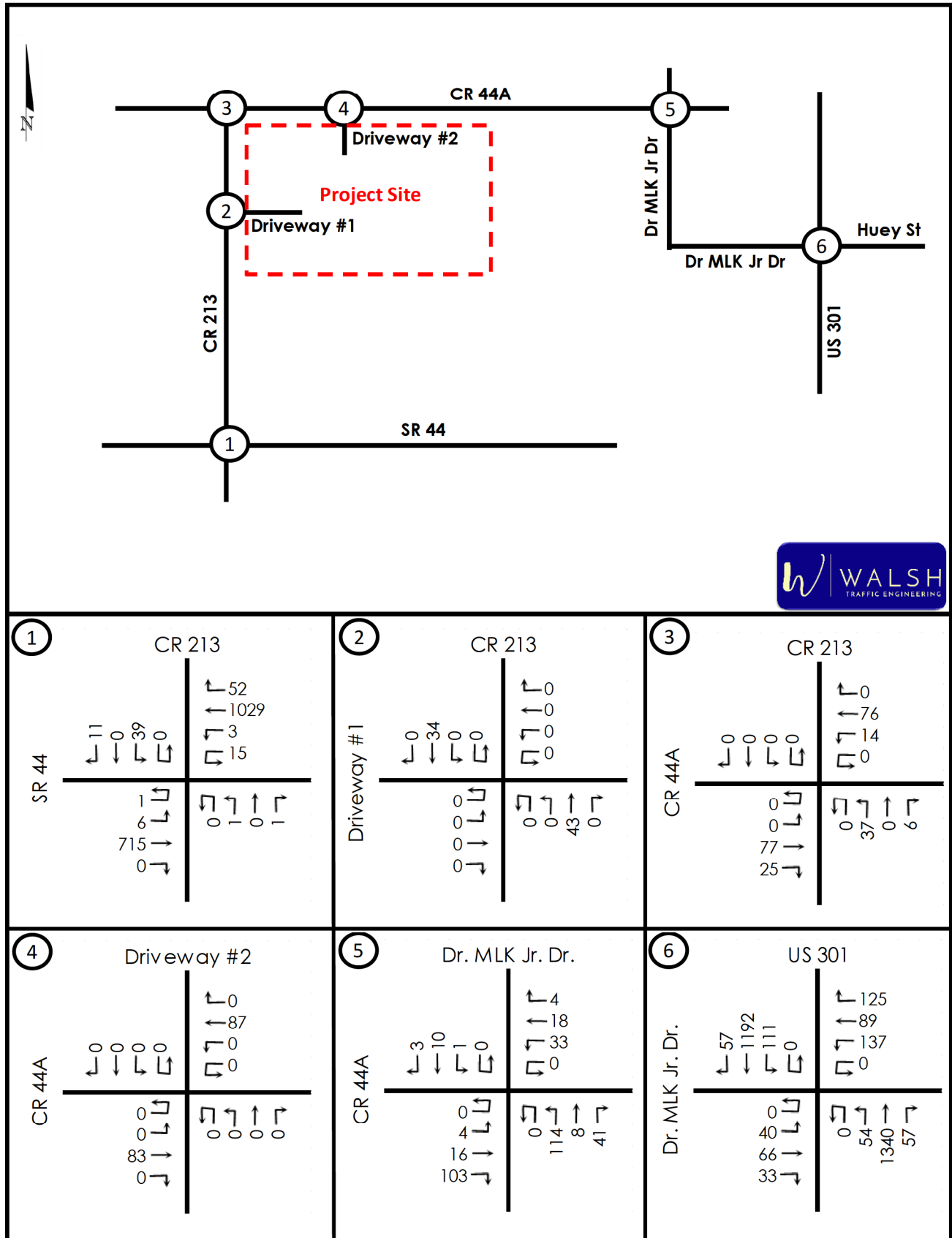


Figure 5 - Future Background (2026) PM Peak-Hour Traffic Volumes



Project Trips

TRIP GENERATION

The total daily, AM peak-hour, and PM peak-hour trip generation potential for the proposed development is provided below based on trip generation equations/rates provided in the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition for Land Use Code (LUC) 215 (Single Family Attached Housing). As summarized in **Table 6** and as provided in the approved methodology, the proposed development is projected to generate 2,617 total daily trips, 168 total AM peak-hour trips (44 in, 132 out), and 206 total PM peak-hour trips (122 in, 84 out).

Table 6 - Trip Generation Projection for Proposed Development

Land Use	ITE Land Use Code	Intensity	Daly		
			Total Trips		
			In	Out	Total
Single Family Attached Housing	215	350 DU	1,308	1,309	2,617

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Single Family Attached Housing	215	350 DU	44	132	176

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Single Family Attached Housing	215	350 DU	122	84	206

TRIP DISTRIBUTION

The trip distribution pattern defines the primary corridors that will be traveled by the traffic generated by the project. The approved trip distribution for the new external trips, as included in the approved methodology, was estimated based on a select-zone model run using the CFRPM 7.0. As conveyed in the approved methodology, the model distribution assigned all 16% of the project trips to/from US 301, north of CR 462, via CR 221. While many of these trips are expected to travel via CR 221, it is expected that a smaller portion of these trips would likely use CR 44A to US 301. Therefore, 5% of these trips were reassigned accordingly with the remaining 11% maintaining the assignment via CR 221. The approved trip distribution is shown below in *Figure 6*. The model plot is provided in *Appendix G*.

The new external AM and PM peak-hour project trips were then assigned to the study roadways and intersections based on the trip distribution. *Figure 7* and *Figure 8* show the AM and PM peak-hour new external trips, assigned to the study intersections.

Figure 6 - Trip Distribution



Figure 7 – Project Trips (AM Peak Hour)

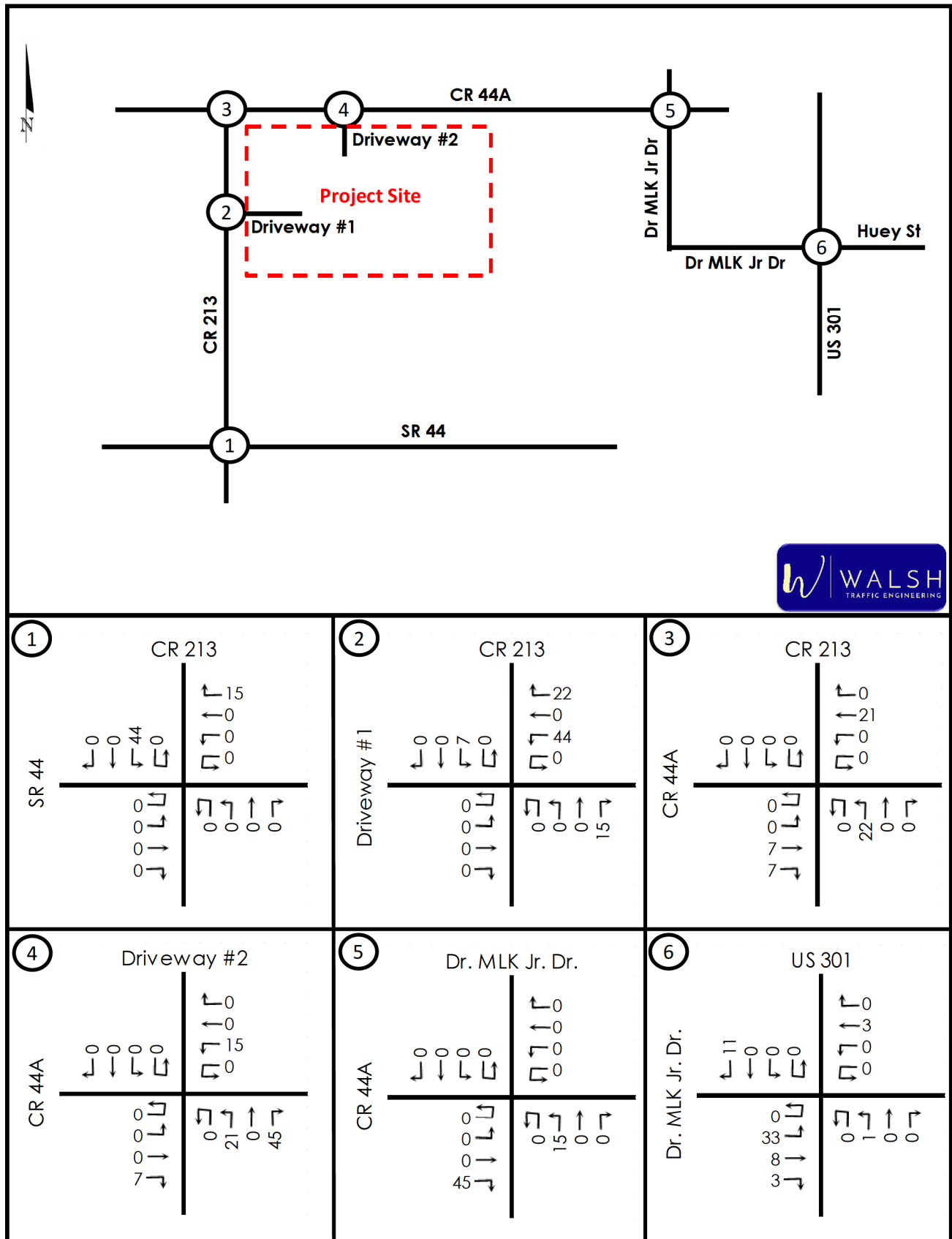
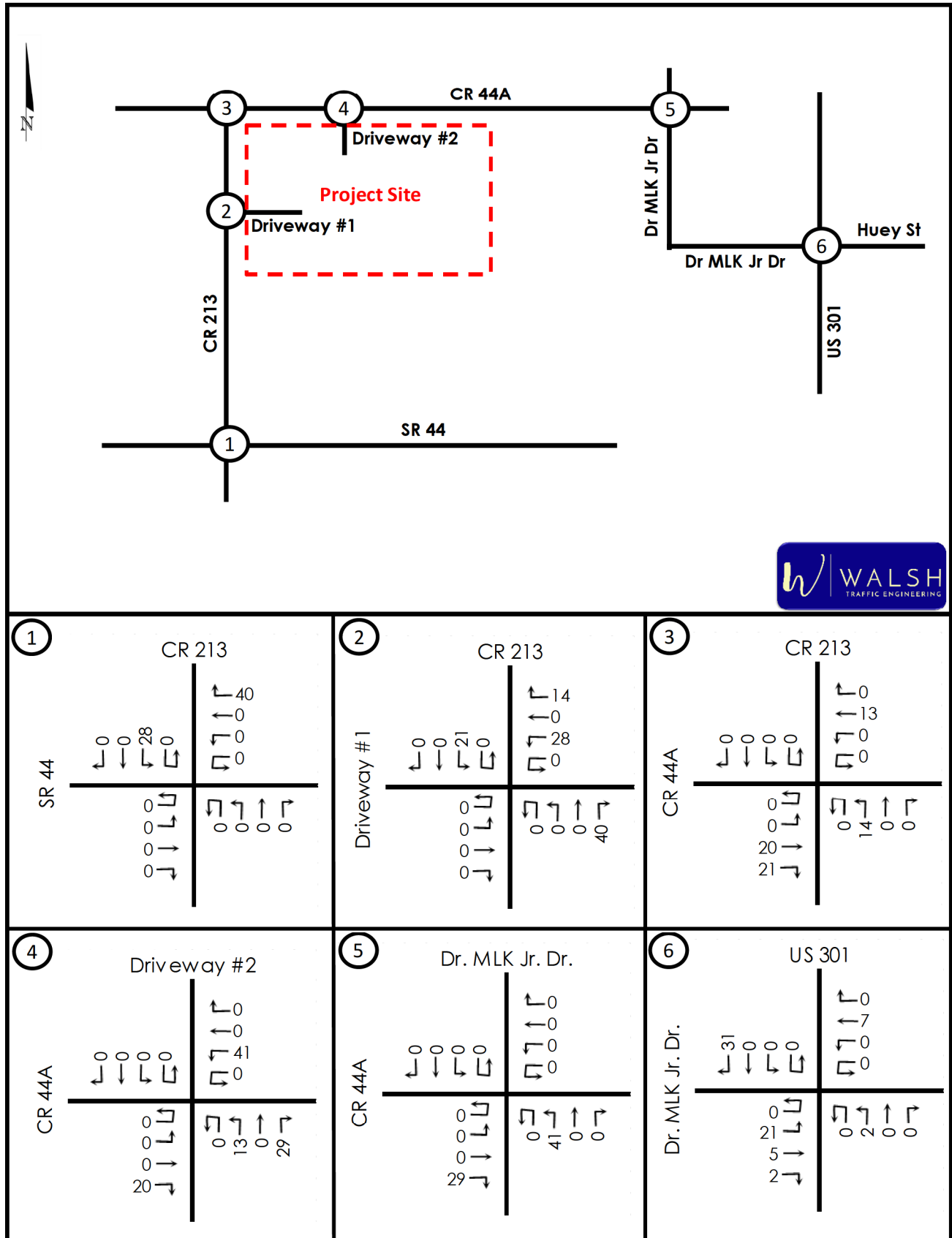


Figure 8 – Project Trips (PM Peak Hour)



Future Buildout Conditions

ROADWAY SEGMENTS

The total projected AM and PM peak-hour directional volumes for the study roadway segments were calculated by adding the project trips to the future background volume projections. The AM and PM peak-hour operating conditions of the study roadway segments were then analyzed by comparing total projected AM and PM peak-hour directional segment volumes to each roadway segment's generalized service volume. **Table 7** and **Table 8** on the following page summarize the total PM peak-hour directional volumes in year 2026 on the roadway segments at build out of the development. As summarized below, the projected volumes on all study roadway segments are below the generalized service volumes indicating all study roadways are projected to operate acceptably at buildout of the development.

Table 7 - Year 2026 Roadway Segment Volumes and Operating Conditions (AM Peak Hour)

Roadway Segment	Segment ID	# of Lanes	Speed Limit	Adopted LOS	Service Volume	Total Background		Project Trips			Total Buildout Volume		Volume Exceeds Svc Vol?	
						NB/EB	SB/WB	% Assign	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 44A														
CR 221 to CR 213	35281102	2	35	D	1,200	119	57	33.0%	15	43	134	100	no	no
CR 213 to US 301	35281103	2	35	D	1,200	118	70	34.0%	45	15	163	85	no	no
CR 213														
SR 44 to CR 44A	6000	2	30	D	675	61	43	33.0%	15	43	76	86	no	no

Table 8 - Year 2026 Roadway Segment Volumes and Operating Conditions (PM Peak Hour)

Roadway Segment	Segment ID	# of Lanes	Speed Limit	Adopted LOS	Service Volume	Total Background		Project Trips			Total Buildout Volume		Volume Exceeds Svc Vol?	
						NB/EB	SB/WB	% Assign	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
CR 44A														
CR 221 to CR 213	35281102	2	35	D	1,200	97	110	33.0%	40	28	137	138	no	no
CR 213 to US 301	35281103	2	35	D	1,200	131	213	34.0%	29	41	160	254	no	no
CR 213														
SR 44 to CR 44A	6000	2	30	D	675	56	50	33.0%	40	28	96	78	no	no

INTERSECTIONS

For purposes of analyzing the study intersections at buildout of the development, AM and PM peak-hour turning movement projections were calculated by adding the future background volume projections from *Figures 4* and *5* and the project trips from *Figures 7* and *8*. The resulting total AM and PM peak-hour turning movement projections at buildout of the development are summarized in *Figures 9* and *10* on the following pages.

The AM and PM peak-hour operating conditions for the study intersections were analyzed at build out of the proposed development in year 2026 using the projected turning movements, committed roadway geometry, and existing signal timings (where applicable). *Table 9* summarizes the results of the future buildout intersection operational analyses in 2026. All movements at the STOP-controlled intersections, including at the two project driveways, are projected to operate acceptably at buildout of the development. Additionally, the US 301/Dr. MLK Jr. Drive signalized intersection is projected to continue to have acceptable operations at buildout of the development. Printouts of the operational analyses are provided in *Appendix H*.

Figure 9 - Future Total (2026) AM Peak-Hour Traffic Volumes

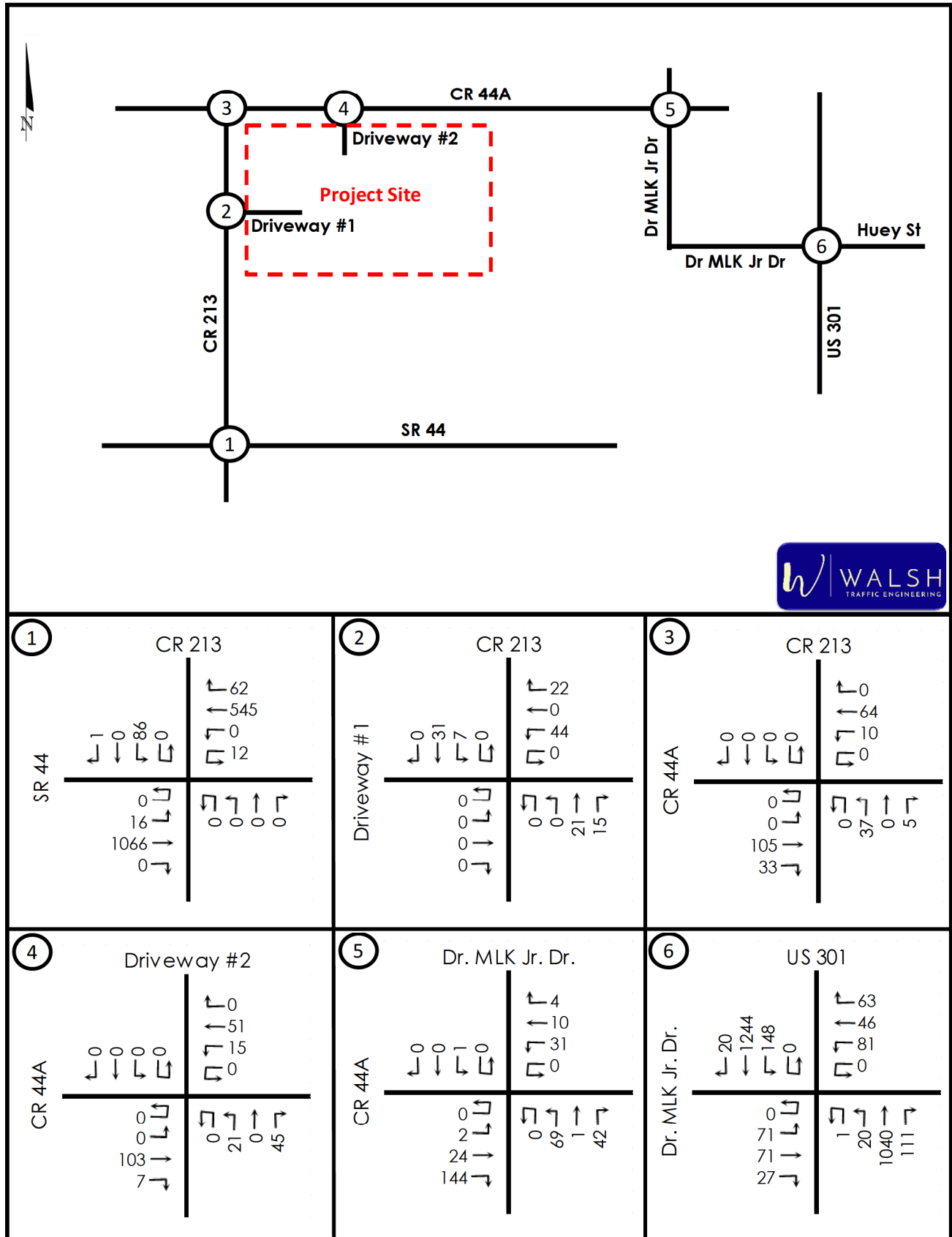


Figure 10 - Future Total (2026) PM Peak-Hour Traffic Volumes

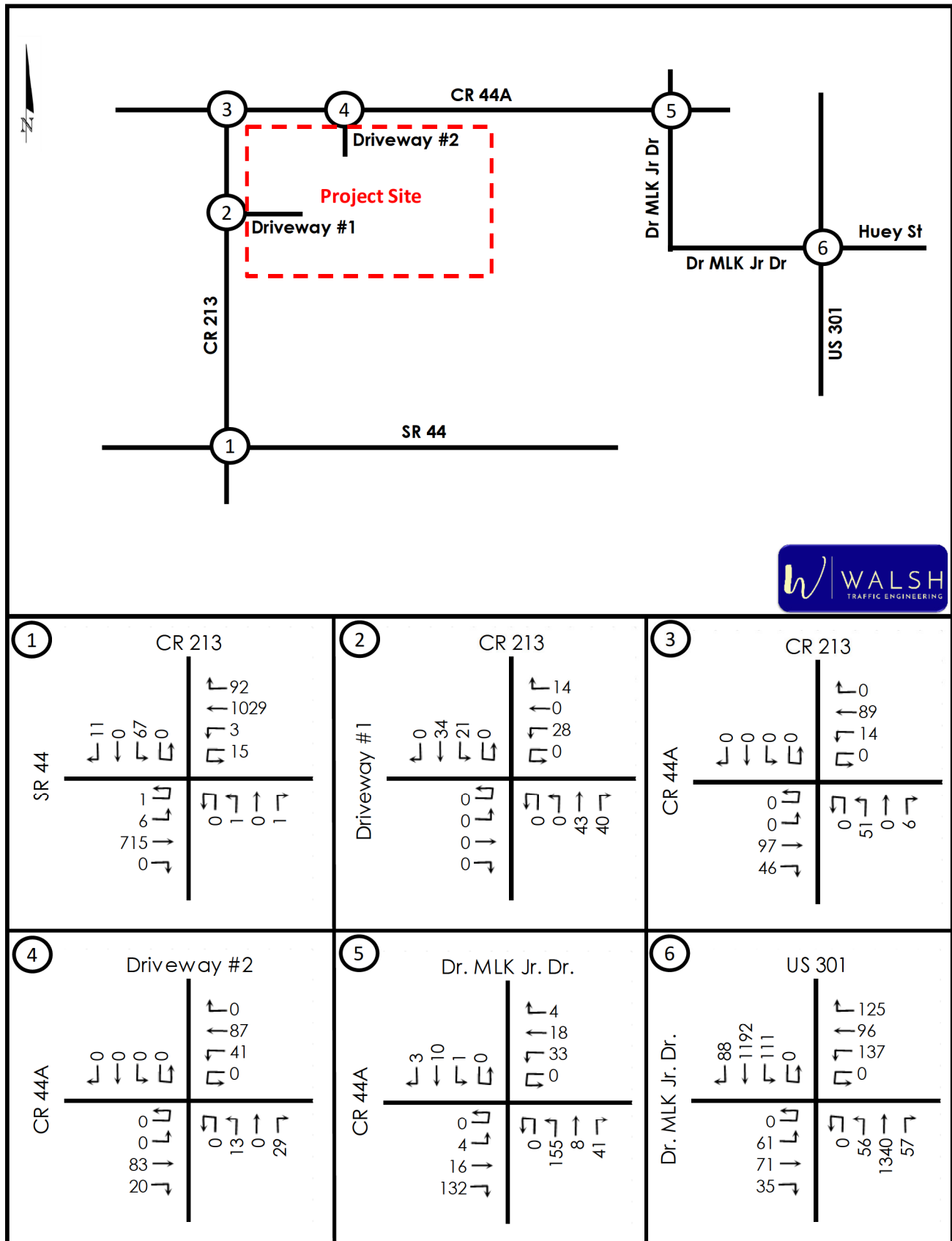


Table 9 - Future Buildout Intersection Operating Conditions (Year 2026)

35-50 second delay is LOS E

		Eastbound				Westbound				Northbound				Southbound				Overall
		L	T	R	App	L	T	R	App	L/U	T	R	App	L	T	R	App	Intxn
SR 44 at CR 213 - 2-Way STOP																		
AM Peak	Delay (sec/veh)	9.8	-	-	0.1	11.0	-	-	0.2	-	0.0	-	0.0	27.3	10.1	-	27.1	-
	LOS	A	-	-	-	B	-	-	-	-	A	-	A	D	B	-	D	-
	V/C	0.022	-	-	-	0.021	-	-	-	-	0	-	-	0.364	0.002	-	-	-
	Queue (ft)	3	-	-	-	3	-	-	-	-	0	-	-	40	0	-	-	-
	Storage (ft)	375	-	-	-	225	-	-	-	-	-	-	-	250	-	-	-	-
PM Peak	Delay (sec/veh)	11.7	-	-	0.1	9.5	-	-	0.2	-	16.7	-	16.7	48.9	13.1	-	43.9	-
	LOS	B	-	-	-	A	-	-	-	-	C	-	C	E	B	-	D	-
	V/C	0.014	-	-	-	0.025	-	-	-	-	0.007	-	-	0.489	0.027	-	-	-
	Queue (ft)	0	-	-	-	3	-	-	-	-	0	-	-	58	-	-	-	-
	Storage (ft)	375	-	-	-	225	-	-	-	-	-	-	-	250	-	-	-	-
CR 213 at Project Driveway #1 - 1-Way STOP																		
AM Peak	Delay (sec/veh)	-	-	-	-	-	9.1	-	9.1	-	-	-	-	7.3	-	-	1.3	-
	LOS	-	-	-	-	-	A	-	A	-	-	-	-	A	-	-	-	-
	V/C	-	-	-	-	-	0.079	-	-	-	-	-	-	0.05	-	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	Delay (sec/veh)	-	-	-	-	-	9.5	-	9.5	-	-	-	-	7.5	-	-	2.8	-
	LOS	-	-	-	-	-	A	-	A	-	-	-	-	A	-	-	-	-
	V/C	-	-	-	-	-	0.06	-	-	-	-	-	-	0.017	-	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
		Eastbound				Westbound				Northbound				Southbound				Overall
		L	T	R	App	L	T	R	App	L/U	T	R	App	L	T	R	App	Intxn
CR 213 at CR 44A - 1-Way STOP																		
AM Peak	Delay (sec/veh)	-	-	-	-	7.5	-	-	1.0	-	10.4	-	10.4	-	-	-	-	-
	LOS	-	-	-	-	A	-	-	-	-	B	-	B	-	-	-	-	-
	V/C	-	-	-	-	0.008	-	-	-	-	0.067	-	-	-	-	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	Delay (sec/veh)	-	-	-	-	7.6	-	-	1.0	-	10.6	-	10.6	-	-	-	-	-
	LOS	-	-	-	-	A	-	-	-	-	B	-	B	-	-	-	-	-
	V/C	-	-	-	-	0.012	-	-	-	-	0.098	-	-	-	-	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CR 44A at Project Driveway #2 - 1-Way STOP																		
AM Peak	Delay (sec/veh)	-	-	-	-	7.5	-	-	1.7	-	9.5	-	9.5	-	-	-	-	-
	LOS	-	-	-	-	A	-	-	-	-	A	-	A	-	-	-	-	-
	V/C	-	-	-	-	0.012	-	-	-	-	0.086	-	-	-	-	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	Delay (sec/veh)	-	-	-	-	7.5	-	-	2.4	-	9.6	-	9.6	-	-	-	-	-
	LOS	-	-	-	-	A	-	-	-	-	A	-	A	-	-	-	-	-
	V/C	-	-	-	-	0.034	-	-	-	-	0.062	-	-	-	-	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 9 – Future Buildout Intersection Operating Conditions (Year 2026) – Cont.

		Eastbound				Westbound				Northbound				Southbound				Overall
		L	T	R	App	L	T	R	App	L/U	T	R	App	L	T	R	App	Intxn
CR 213 (Kilgore St.) at Dr. MLK Jr. Drive - 2-Way STOP																		
AM Peak	Delay (sec/veh)	7.2	-	-	0.1	7.6	-	-	5.3	-	10.1	-	10.1	-	10.1	-	10.1	-
	LOS	A	-	-	-	A	-	-	-	-	B	-	B	-	B	-	B	-
	V/C	0.001	-	-	-	0.023	-	-	-	-	0.144	-	-	-	0.002	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM Peak	Delay (sec/veh)	7.3	-	-	0.2	7.7	-	-	4.6	-	12.9	-	12.9	-	10.8	-	10.8	-
	LOS	A	-	-	-	A	-	-	-	-	B	-	B	-	B	-	B	-
	V/C	0.003	-	-	-	0.032	-	-	-	-	0.373	-	-	-	0.029	-	-	-
	Queue (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Storage (ft)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 301 at Dr. MLK Jr. Drive/Huey Street - Signalized																		
AM Peak	Delay (sec/veh)	33.7	39.7	-	37.2	33.4	39.6	-	37.0	12.7	21.2	-	21.1	16.1	19.0	-	18.6	21.8
	LOS	C	D	-	D	C	D	-	C	B	C	-	C	B	B	-	B	C
	V/C	0.31	0.49	-	-	0.33	0.53	-	-	0.1	0.71	-	-	0.55	0.72	-	-	-
	Queue (ft)	70	-	-	-	80	-	-	-	10	-	-	-	63	-	-	-	-
	Storage (ft)	75	-	-	-	100	-	-	-	150	-	-	-	150	-	-	-	-
PM Peak	Delay (sec/veh)	35.5	41.1	-	39.1	32.1	44.6	-	39.8	14.4	26.6	-	26.1	20.0	21.7	-	21.5	26.3
	LOS	D	D	-	D	C	D	-	D	B	C	-	C	B	C	-	C	C
	V/C	0.33	0.53	-	-	0.46	0.81	-	-	0.24	0.81	-	-	0.52	0.72	-	-	-
	Queue (ft)	60	-	-	-	130	-	-	-	25	-	-	-	53	-	-	-	-
	Storage (ft)	75	-	-	-	100	-	-	-	150	-	-	-	150	-	-	-	-

Project Driveway Turn-Lane Analysis

An evaluation was conducted using procedures documented in the *NCHRP Report 457: Evaluating Intersection Improvements* to determine if projected traffic volumes at either of the proposed driveways on CR 213 and CR 44A meet the minimum requirements for auxiliary left-turn lanes on the major street. Based on the results of the analysis, an auxiliary southbound left-turn lane is not warranted at the CR 213 project driveway. Similarly, based on the results of the analysis, an auxiliary westbound left-turn lane is not warranted at the CR 44A project driveway. See *Appendix I* for the auxiliary turn-lane analysis worksheets.

Relative to the need for right-turn lanes at the CR 213 and CR 44A driveways, the projected volumes are so far below the warranting volume thresholds that they do not even register points on *Figure 2-6* of *NCHRP Report 457*. Thus, right-turn lanes are not warranted at either project driveway.

Pedestrian, Bicycle, and Transit Considerations

Below is a discussion of multi-modal considerations for the project:

Pedestrian/Bicycle Facilities – The proposed development plan includes sidewalks extending along both sides of all development roadways. These sidewalks will also extend to the CR 213 and CR 44A right-of-way at the project driveways. However, sidewalks, shared-use paths, nor shoulders are provided along either CR 213 or CR 44A.

Transit - There is no fixed-route transit service provided in close proximity to the proposed development.

CONCLUSIONS

Walsh Traffic was retained to analyze the projected traffic impact for Wildwood III, a multi-family (duplex) development proposed for 55.8 acres located in the southeast quadrant of the intersection of CR 44A/Kilgore Street and CR 213 in Wildwood, Florida. Based on the analyses, all study roadway segments currently operate at an acceptable level of service (LOS). The study roadway segments are also projected to operate acceptably at buildout of the development in 2026. Similarly, all study intersections currently operate acceptably and are projected to continue to operate acceptably at buildout of the development.

Both project driveways are projected to operate acceptably under one-way STOP control and with a single exiting lane (one shared left-turn/right-turn lane). Additionally, left-turn and right-turn lanes are not warranted on CR 213 nor CR 44A at either project driveway location.

MEMORANDUM

To: Mr. Matthew Tadlock, P.E. – Engineer
From: Mr. Chris J. Walsh, P.E.
Date: November 27, 2023
Subject: Wildwood III Residential Development Traffic Impact Analysis Response to Comments
Wildwood, Florida

Walsh Traffic Engineering, LLC received comments on the Traffic Impact Analysis (October 2023) for the above-referenced project and we offer the following responses:

Comment 1. NE 25th St/CR 213 (Walker Rd) at SR 44 (southbound approach) is showing to operate at an inadequate Level of Service (LOS) in the PM peak hour buildout scenario. This deficiency needs to be addressed for the TIA to be accepted.

- **Ensure that the correct storage length is being used for this approach.**

Response:

Length of Southbound Left-Turn Lane - First, the southbound left-turn lane length at this intersection was again reviewed and determined to have 250' of full width turn lane. At buildout, the southbound left-turn queue is projected to be 40' in the AM peak hour and 58' in the PM peak hour. Therefore, the existing southbound left-turn lane length is more than adequate to accommodate projected queues at buildout.

Future Background Operations of Southbound Left-Turn Movement - Relative to the operation of the southbound left-turn movement, the intersection analyses within the TIA show that at buildout of the development the southbound left-turn movement is projected to operate at LOS D in the AM peak hour with a v/c ratio of 0.364. During the PM peak hour, the LOS and v/c ratio for the southbound left-turn movement is projected to be E and 0.489, respectively, at project buildout. An additional analysis as attached was conducted for the future background PM peak-hour conditions (without project traffic). Based on the analysis printout as attached, the southbound left-turn movement is projected to operate at LOS E (delay of 37.4 seconds per vehicle) without any project traffic. Thus, the deficiency is projected to occur without the proposed development.

Per Florida Statutes 163.3180(5)(h)4:

A "transportation deficiency" means a facility or facilities on which the adopted level of service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review...

Further, it conveys under F.S. 163.3180(5)(h)2b:

If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

Therefore, because the needed improvements for buildout are the same as those needed to mitigate the deficiency that is projected without the project, the development is not responsible to mitigate impact to this movement.

Median Storage Considerations - The intersection analysis within the TIA assumes a vehicular storage of one vehicle within the median. However, with a median width of approximately 35' through the opening, the median opening can readily accommodate more than one vehicle for two-stage movements. Thus, the operation/capacity of the southbound left-turn movement in the analysis is likely understated. It is also important to reiterate that even under these worst-case conditions, a 95th percentile queue of 58' (less than three vehicles) is projected at buildout.

Rerouting Considerations - It is also important to note that southbound left-turn motorists also have the option to reroute to Industrial Drive to use the signal to make a left turn onto SR 44. Additionally, all trips that originate from the proposed Wildwood III development projected to make a southbound left-turn at the CR 213/SR 44 intersection are projected to travel through the US 301/SR 44 intersection. Therefore, these motorists also have the option to instead travel to the US 301/SR 44 intersection via CR 44A to US 301.

Improvement Considerations - If considering improvements at the intersection to address both the future background and future buildout deficiency, the two primary improvement considerations are signalization and conversion of the median opening to a directional median opening (prohibiting left turns from the side street).

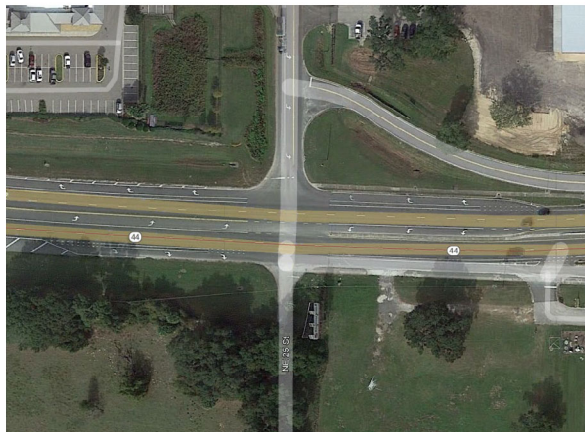
Signalization: When considering signalization, it is important to note that this section of SR 44 has an access management classification of class 3. Based on a posted speed limit of 45 mph, the minimum spacing between signals per FAC 14-97 is 1,320 feet. CR 213 (Walker Road) is located approximately 660' from the existing signal located at the Industrial Drive intersection. Thus, it is highly unlikely that FDOT would allow signalization at this location due to its close proximity to Industrial Drive. Additionally, when warranting a signal based on traffic volumes, Warrants 1A and 1B are the primary warrants considered by FDOT.

In order to meet Warrant 1A, the southbound left-turn volume would need to meet/exceed 105 vehicles per hour for a minimum of eight hours of a typical day. The peak-hour (highest) southbound left-turn volume is projected to be 86 vph from Figure 10 of the TIA. Therefore, Warrant 1A is not even satisfied for the peak hour and thus would certainly not be satisfied for 8 hours of a day.

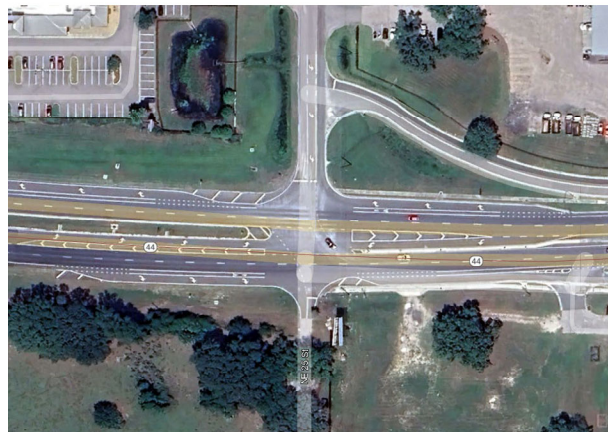
Warrant 1B is only considered where the minor street experiences excessive delay or conflict entering/crossing the major street. FDOT typically uses 60 seconds of delay per vehicle as rule of thumb for when excessive delay is experienced. However, per the analysis results, during the PM peak hour the projected delay for the southbound left-turn movement at project buildout is less than 50 seconds per vehicle. Thus, Warrant 1B would not be applicable. In the end, signalization is not an appropriate improvement consideration given the proximity of the intersection to the signalized intersection at Industrial Drive and that the projected volumes are highly unlikely to even meet MUTCD signal warrants.

Median Opening Modification: When considering the conversion of the median opening to a directional median opening, it should be noted that this section of SR 44 was recently improved/resurfaced by FDOT. Despite this full median opening not meeting FDOT's 1,320' spacing minimum, FDOT maintained and even improved the full median opening at CR 213 by providing a wider opening that can more readily accommodate two-staged vehicles. On the following pages are images showing the full median opening before and after the FDOT improvements.

Before Improvements:



After Improvements:

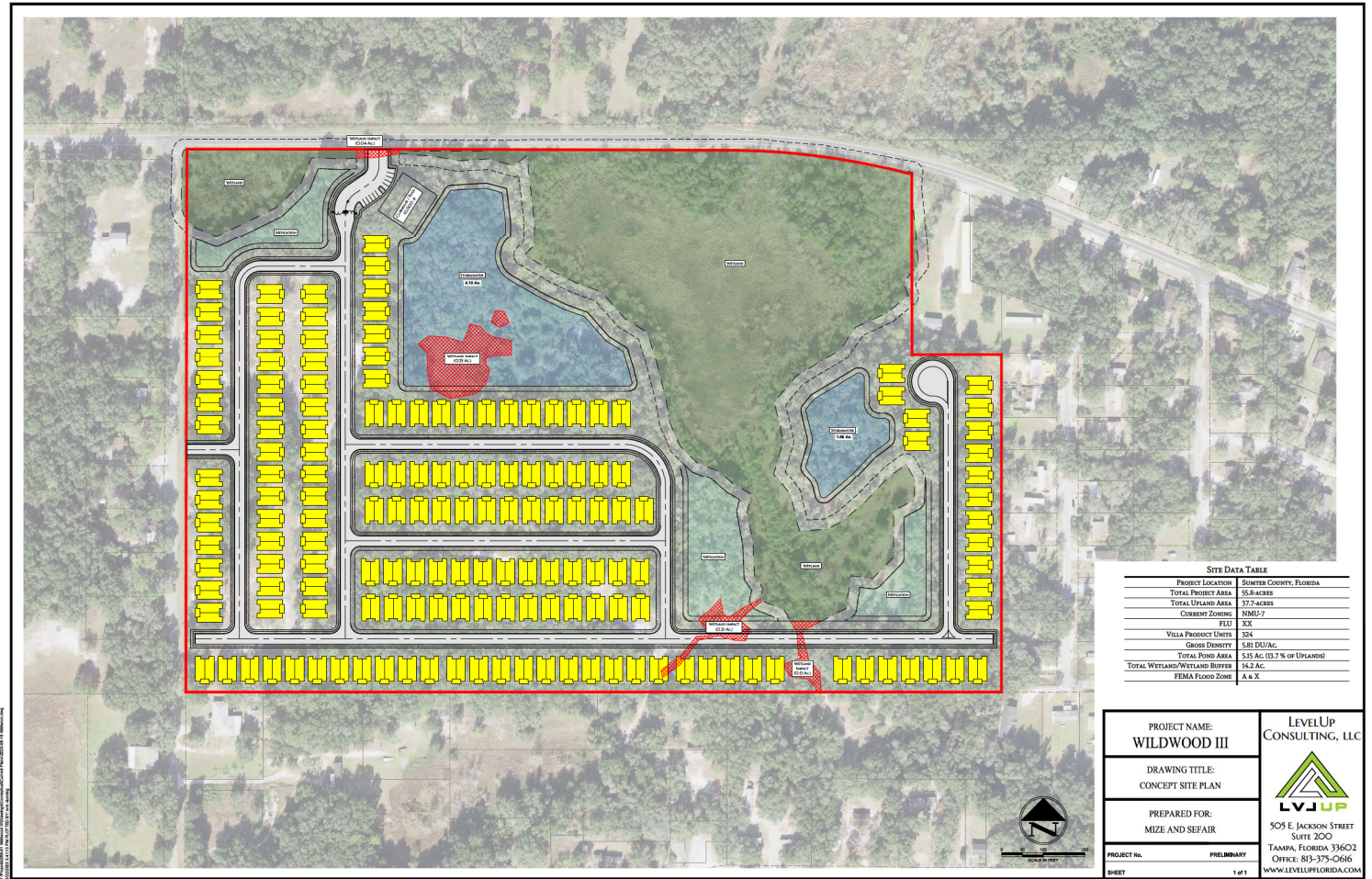


Summary - To summarize this assessment, no improvements are proposed for the southbound left-turn movement at the NE 25th St/CR 213 (Walker Rd) at SR 44 for the following reasons:

1. The deficiency identified in the TIA is projected to occur under future background conditions. Thus, per Florida Statutes, because the needed improvements for buildout are the same as those needed to mitigate deficiency that is projected without the project, the development is not responsible to mitigate impact to this movement.
2. The operational analyses as provided present a worst-case scenario with regards to median storage, thus the operation of the intersection will likely be better than those forecasted in the TIA.
3. Rather than performing a southbound left turn at the CR 213/SR 44 intersection, motorists originating from the Wildwood III development have the option to instead travel to the US 301/SR 44 intersection via CR 44A to US 301.
4. Signalization is highly unlikely to be warranted and/or approved by FDOT.
5. Despite this full median opening not meeting FDOT's 1,320' spacing minimum, FDOT maintained and even recently improved the full median opening at CR 213 by providing a wider opening that can more readily accommodate two-staged vehicles. Thus, modification of the median opening is not recommended.

Appendix A

Preliminary Development Plan



SITE DATA TABLE	
PROJECT LOCATION	SUMTER COUNTY, FLORIDA
TOTAL PROJECT AREA	58.8 ACRES
TOTAL UPLAND AREA	37.7 ACRES
CURRENT ZONING	NMU-7
FLU	XX
VILLA PRODUCT UNITS	324
GROSS DENSITY	5.31 DU/AC
TOTAL POND AREA	5.15 AC (8.7 % OF UPLAND)
TOTAL WETLAND/WETLAND BUFFER	16.2 AC
FEMA FLOOD ZONE	A & X

PROJECT NAME:
WILDWOOD III

DRAWING TITLE:
CONCEPT SITE PLAN

PREPARED FOR:
MIZE AND SEAFIR

PROJECT NO. **PHILMARRY**
SHEET **1 of 1**

LEVELUP
CONSULTING, LLC



505 E JACKSON STREET
SUITE 300
TAMPA, FLORIDA 33602
OFFICE: 813-375-0686
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Appendix B

Traffic Impact Analysis Methodology

Print

Sumter County Traffic Impact Analysis (TIA) - Submission #47175

Date Submitted: 9/21/2023

First Name*	Last Name*	Email Address*
Chris	Walsh	chris.walsh@walshtraffic.com

Address

285 Palmetto Springs Street

City	State	Zip Code
DeBary	FL	32713

Phone	Alt Phone	Parcel Number
3868015682		G06-012A, G06-204, G06-012, G06-007

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

10030-Wildwood III - Rezoning TIA Methodology
(revised)-9-21-23.pdf

Please submit your TIA

[Choose File](#) No file chosen

**Date of Methodology
Acceptance by County****Applicable Jurisdiction**

Please check the applicable Jurisdiction:

- ☐ City of Bushnell
- ☐ City of Center Hill
- ☐ City of Coleman
- ☒ City of Wildwood
- ☐ Unincorporated Sumter County

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

Link

[FDOT Systems Implementation Office](#)

Link

[FDOT Roadway Design - Florida Greenbook](#)

Link

[Lake-Sumter MPO](#)

Link

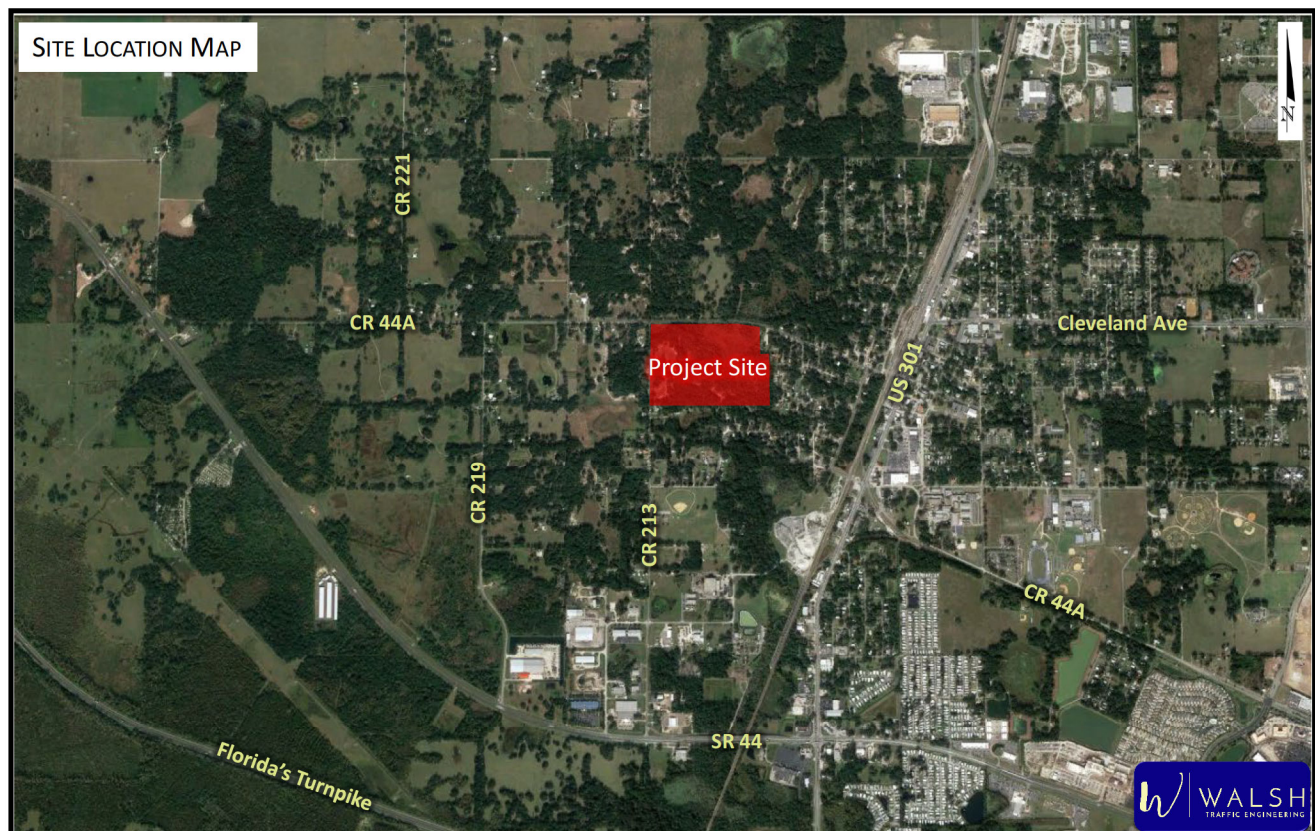
[FDOT Traffic Information](#)

MEMORANDUM

To: Mr. Matthew Tadlock
From: Mr. Chris J. Walsh, P.E.
Date: September 21, 2023
Subject: Wildwood III Residential Development Traffic Impact Analysis Methodology (revised)
Wildwood, Florida

Include vested trips from
the following projects:
Parkview, New Horizon,
Twisted Oaks, Tillman Oaks

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a traffic impact analysis (TIA) for Wildwood III, a multi-family (duplex) development proposed for 55.8 acres located in the southeast quadrant of the intersection of CR 44A/Kilgore Street and CR 213 in Wildwood, Florida (see **Site Location Map** below). For the purposes of this analysis, the development is proposed to include 350 residential dwelling units. As a companion to the rezoning and PD overlay the applicant also proposes a change in the FLU category from Residential Mixed Use to Medium Density Residential. A separate trip generation analysis was prepared in support of the FLU change. This TIA, which is separate from the FLU change trip generation analysis, is being prepared in support of the proposed rezoning and PD overlay. Full access is proposed on CR 44A, approximately 450 feet east of CR 213. Full access is also proposed on CR 213 approximately 700 feet south of CR 44A. A copy of the preliminary development plan is attached. The development is proposed to be constructed by year 2026. Given that the development is projected to generate more than 100 peak-hour trips, as demonstrated later within this memorandum, this memorandum is intended to serve as a methodology for a Major Traffic Impact Analysis in accordance with the Sumter County TIA Guidelines (June 2022).



Trip Generation

The total daily, AM peak-hour, and PM peak-hour trip generation potential for the proposed development is provided below based on trip generation equations/rates provided in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 11th Edition* for Land Use Code (LUC) 215 (Single Family Attached Housing). As summarized below in **Table 1**, the proposed development is projected to generate 2,617 total daily trips, 168 total AM peak-hour trips (44 in, 132 out), and 206 total PM peak-hour trips (122 in, 84 out).

Table 1 – Trip Generation Summary (Proposed Development)

Land Use	ITE Land Use Code	Intensity	Daly		
			Total Trips		
			In	Out	Total
Single Family Attached Housing	215	350 DU	1,308	1,309	2,617

Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Single Family Attached Housing	215	350 DU	44	132	176

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Single Family Attached Housing	215	350 DU	122	84	206

Trip Distribution

The trip distribution for the new external trips was estimated based on a selecton-zone model plot prepared using the CFRPM version 7. It should be noted that the model distribution assigned all 16% of the project trips to/from US 301, north of CR 462, via CR 221. While the majority of these trips are expected to travel via CR 221, it is expected that a smaller portion of these trips would likely use CR 44A to US 301. Therefore, 5% of these trips were reassigned accordingly with the remaining 11% maintaining the assignment via CR 221. The proposed trip distribution is summarized below and the model plots attached:



Study Area

Per the Sumter County TIA Guidelines (June 2022), the study area for a Major TIA is to include all roadways located adjacent to the development plus all roadways where the project's peak-hour trips consume three percent (3%) or more of a roadway's two-way peak-hour generalized service volume based on the adopted LOS and committed number of lanes. Additionally, the study area is to include any roadway where the project's trips are projected to exceed 70 peak-hour two-way trips. **Table 2** below summarizes the study area determination (based on PM peak hour since trip generation is higher versus the AM peak hour):

Table 2 – Study Area Determination

Roadway Segment	# of Lanes	Adopted LOS	Directional Pk-Hr Service Volume	2-Way Pk-Hr Service Volume*	Source	Project Trips (2-Way)						
						% Assign	Project Trips	% Significant	Exceeds 3% Signif?	Abuts Project?	Volume Exceeds 70 two-way trips?	Study Roadway Segment?
CR 44A												
SR 44(w) to CR 221	2	D	1,200	2,182	MPO	16.0%	33	1.51%	no	no	no	no
CR 221 to CR 213	2	D	1,200	2,182	MPO	33.0%	68	3.12%	YES	no	no	YES
CR 213 to US 301	2	D	1,200	2,182	MPO	34.0%	70	3.21%	YES	YES	no	YES
US 301 to CR 139	2	D	1,200	2,182	Adj	6.0%	12	0.55%	no	no	no	no
CR 221												
CR 44A to CR 462	2	D	675	1,227	Adj	17.0%	35	2.85%	no	no	no	no
CR 213												
SR 44 to CR 44A	2	D	675	1,227	MPO	33.0%	68	5.54%	YES	YES	no	YES
US 301/SR 35 (Main St)												
SR 44 to CR 44A	4	D	2,000	3,636	MPO	2.0%	4	0.11%	no	no	no	no
CR 44A to CR 466A (Cleveland Ave)	4	D	1,630	2,964	MPO	25.0%	52	1.75%	no	no	no	no
CR 466A to CR 462 (s)	4	D	2,000	3,636	MPO	6.0%	12	0.33%	no	no	no	no
CR 466A (Cleveland Ave)												
US 301 to CR 139	2	D	1,200	2,182	Adj	16.0%	33	1.51%	no	no	no	no
SR 44												
CR 44A to CR 213	4	D	2,100	3,818	MPO	0.0%	0	0.00%	no	no	no	no
CR 213 to US 301	4	D	2,100	3,818	MPO	33.0%	68	1.78%	no	no	no	no

* Directional service volumes obtained from Sumter County CMP Database. These service volumes were converted to two-way through application of a standard D-factor of 0.55.

The study roadways will include the following:

- CR 44A – from CR 221 to CR 213
- CR 44A – from CR 213 to US 301
- CR 213 – from SR 44 to CR 44A

The study intersections are to include major intersections that are part of the impact roadways, major intersections within 1,320 feet of the site access, and all site access intersections. Thus, the study intersections will include the following:

- CR 213 at CR 44A (1-way STOP)
- CR 213 at Project Driveway (1-way STOP)
- CR 213 at SR 44 (2-way STOP)
- CR 44A at Project Driveway (1-way STOP)
- CR 44A at Dr. MLK Jr. Avenue (1-way STOP)
- Dr. MLK Jr. at US 301 (signalized)

Future Volume Traffic Projections

Future background traffic volumes will be estimated based on historical growth trends where available or an annual growth rate of 2%, whichever is greater. Where growth rates are not readily available, a minimum annual growth rate of 2% will be applied to factor existing volumes to the buildout year. New external project trips will then be added to the future background peak-hour volumes to develop the future total volume projections.

Analysis Periods

The study roadway segments and intersections will be analyzed under existing conditions and future build-out conditions (future background plus project trips). Roadway segments will be analyzed by comparing the AM and PM peak-hour directional volumes against each roadway's generalized service volume. In the event that the AM and/or PM volumes exceed the generalized service volume, then a more detailed arterial/highway analysis may be conducted using HCM methodologies in accordance with the *FDOT Quality/Level of Service Handbook*.

The operating conditions of the study intersections will be analyzed for both AM and PM peak-hour conditions using *Synchro 11*, employing HCM methodologies.

Planned Roadway Improvements

The Lake Sumter MPO Transportation Improvement Program (Fiscal Years 2023-2027) was reviewed for improvements within the study area. However, no capacity-related improvements are programmed for construction.

Project Driveway Evaluation

The project driveway intersections on CR 44A and CR 213 will be evaluated with regards to the need for right-turn and left-turn lanes. This analysis will be conducted in accordance with the NCHRP 457 while also providing qualitative considerations (prevailing speeds, driveway throat depth, etc.) based on engineering judgment. Where turn lanes are warranted, the study will identify the required turn-lane lengths based on queueing estimates (95th percentile queues) and deceleration distance considerations per Exhibit 212-1 of the Florida Department of Transportation FDM.

Alternative Mode Analysis

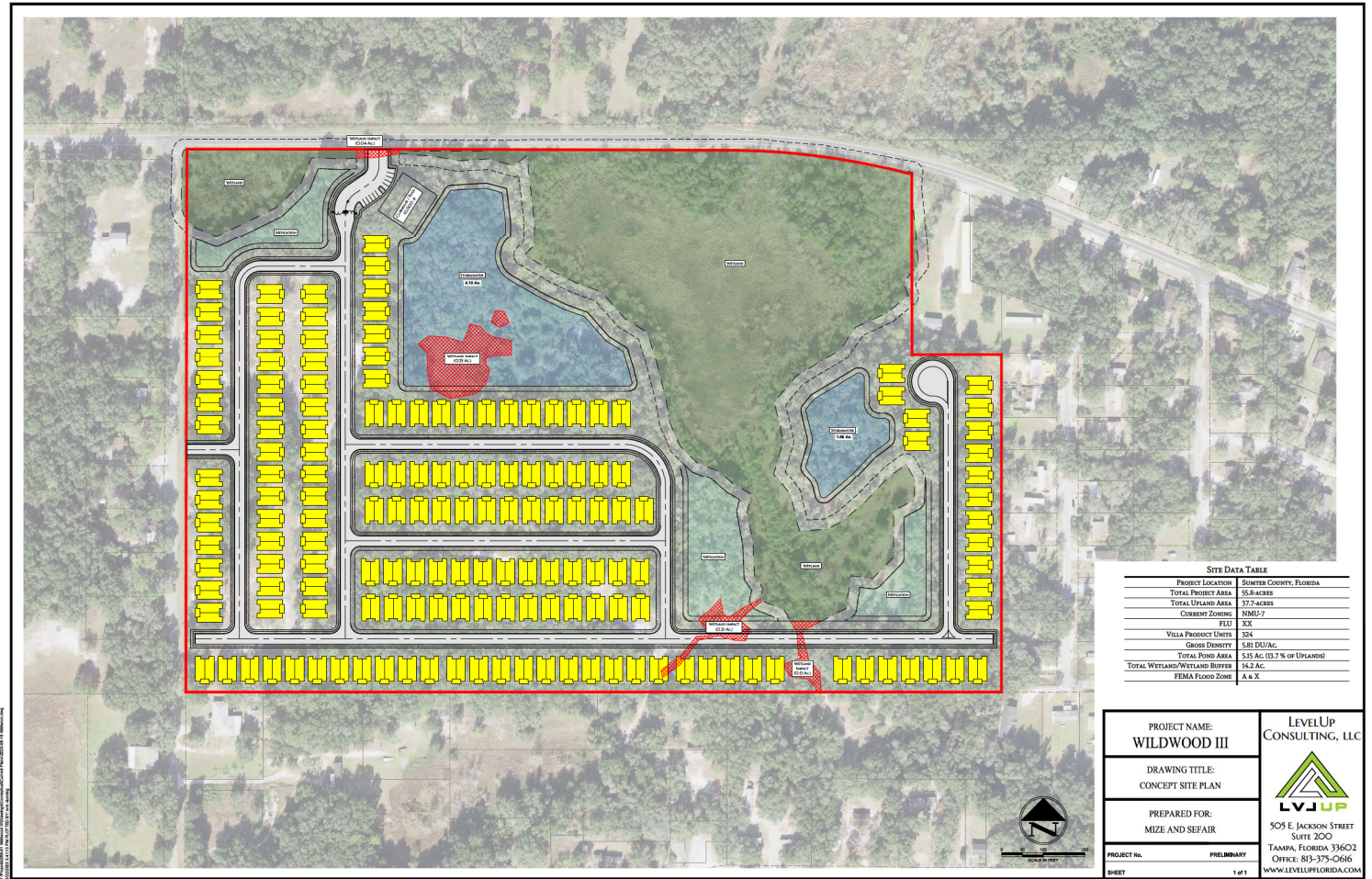
An alternative mode analysis will be conducted to evaluate present and programmed bike, pedestrian, and transit mobility options. Planned bicycle and pedestrian connections within the development will be documented.

Mitigation

Where roadway segment or intersection deficiencies are identified, appropriate improvements will be identified for existing, future background, and future total build-out conditions. Following, the applicant and the development team will coordinate with the City, and other agencies where applicable, to determine the development's mitigation responsibility. It should be noted that mitigation and associated credits towards impact fees will be addressed in accordance with Florida Statutes 163.3180.

You may contact us at (386) 801-5682 should you have any questions.

Attachments



SITE DATA TABLE	
PROJECT LOCATION	SUMTER COUNTY, FLORIDA
TOTAL PROJECT AREA	58.8 ACRES
TOTAL UPLAND AREA	37.7 ACRES
CURRENT ZONING	NMU-7
FLU	XX
VILLA PRODUCT UNITS	324
GHDS DENSITY	5.81 DU/AC
TOTAL POND AREA	5.15 AC (8.7 % OF UPLAND)
TOTAL WETLAND/WETLAND BUFFER	16.2 AC
FEMA FLOOD ZONE	A & X

PROJECT NAME:
WILDWOOD III

DRAWING TITLE:
CONCEPT SITE PLAN

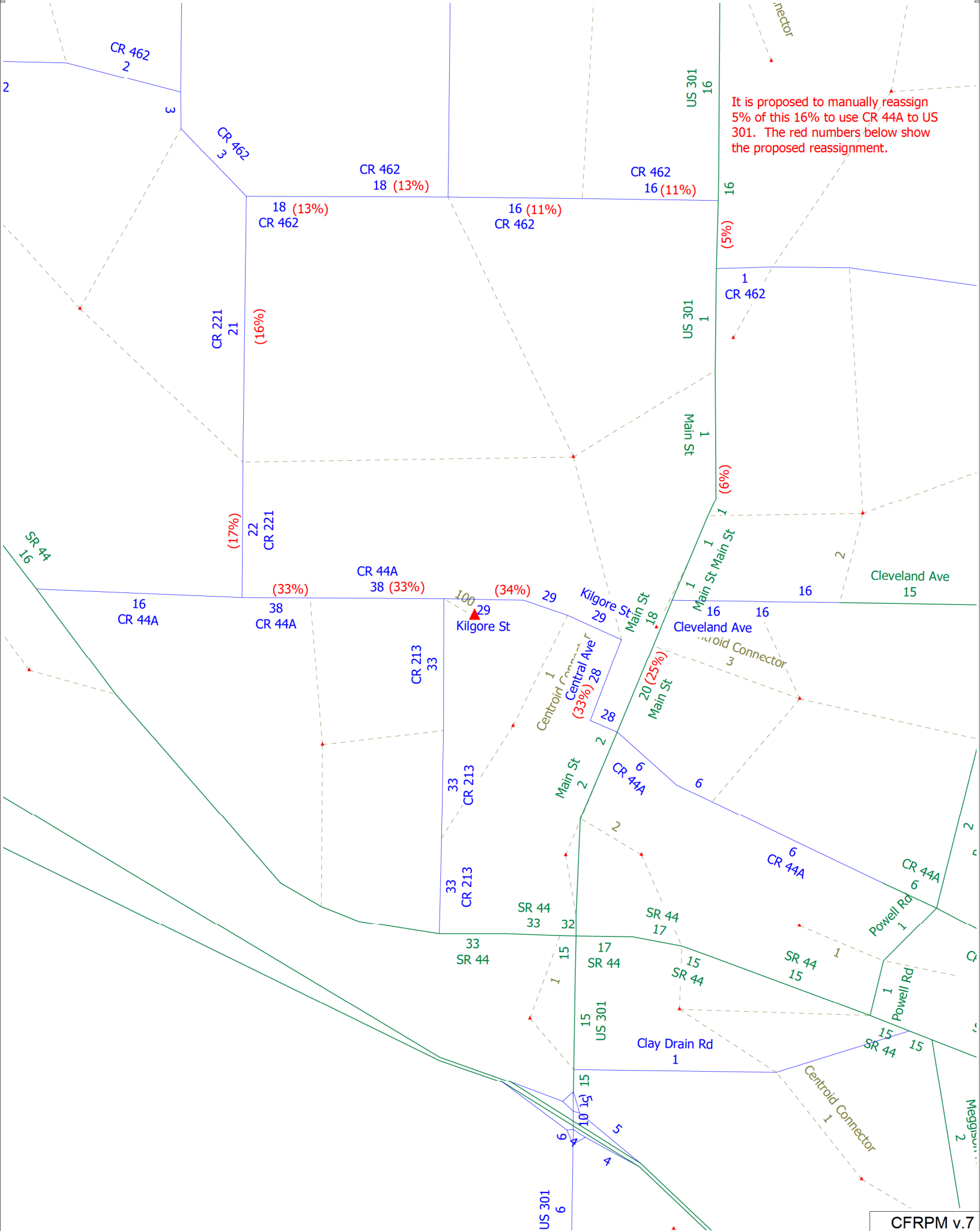
PREPARED FOR:
MIZE AND SEAFIR

PROJECT NO. **PHILMARRY**
SHEET 1 of 1

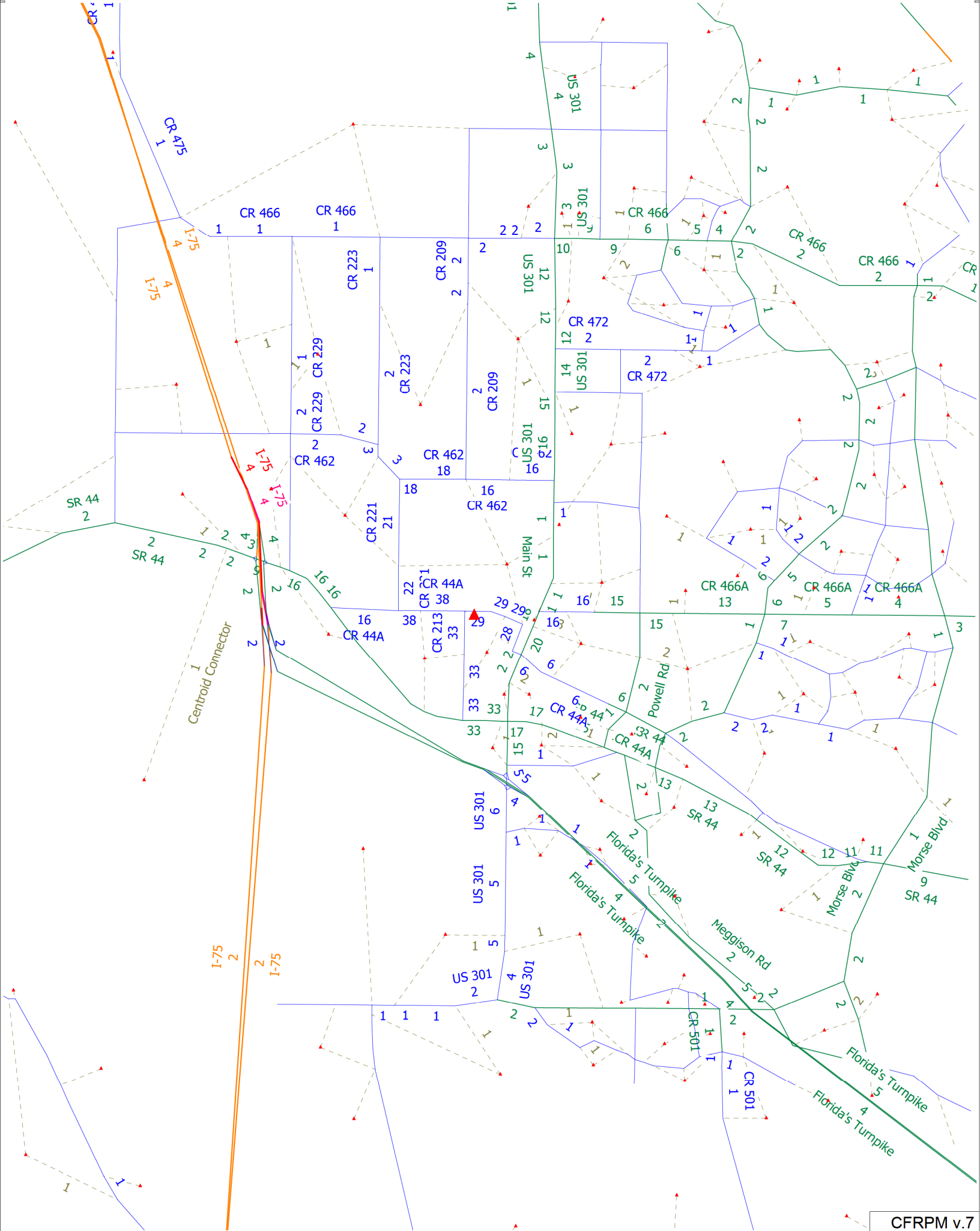
LEVELUP
CONSULTING, LLC



505 E JACKSON STREET
SUITE 300
TAMPA, FLORIDA 33602
OFFICE: 813-375-0686
WWW.LEVELUPFLORIDA.COM



It is proposed to manually reassign 5% of this 16% to use CR 44A to US 301. The red numbers below show the proposed reassignment.



Appendix C

Traffic Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: NE 25th St/Walker Rd & SR 44
City: Wildwood
Control: 2-Way Stop(NB/SB)

Project ID: 23-130274-002
Date: 10/3/2023

Data - Total

NS/EW Streets:	NE 25th St/Walker Rd				NE 25th St/Walker Rd				SR 44				SR 44				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	8	0	0	0	2	236	0	0	0	110	6	2	364
7:15 AM	0	0	0	0	5	0	0	0	7	259	0	0	0	113	10	3	397
7:30 AM	0	0	0	0	15	0	1	0	0	248	0	0	0	132	10	3	409
7:45 AM	0	0	0	0	11	0	0	0	5	209	0	0	0	122	16	4	367
8:00 AM	0	0	0	0	10	0	3	0	5	196	0	0	0	93	9	1	317
8:15 AM	0	0	0	0	9	0	2	0	2	161	0	0	0	147	17	2	340
8:30 AM	0	0	0	0	6	0	0	0	4	182	0	0	0	152	6	0	350
8:45 AM	0	0	0	0	4	0	2	0	1	184	0	0	0	127	9	3	330
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	68	0	8	0	26	1675	0	0	0	996	83	18	2874
PEAK HR :	07:00 AM - 08:00 AM				89.47%	0.00%	10.53%	0.00%	1.53%	98.47%	0.00%	0.00%	0.00%	90.79%	7.57%	1.64%	
PEAK HR VOL :	0	0	0	0	39	0	1	0	14	952	0	0	0	477	42	12	TOTAL
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.650	0.000	0.250	0.000	0.500	0.919	0.000	0.000	0.000	0.903	0.656	0.750	1537
							0.625				0.908				0.916		0.939

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	9	0	6	0	3	157	0	0	0	206	11	4	396
4:15 PM	0	0	0	0	13	0	4	0	2	135	0	0	0	208	12	4	378
4:30 PM	0	0	0	0	4	0	1	0	0	167	0	1	0	215	15	3	406
4:45 PM	0	0	1	0	9	0	3	0	2	137	0	0	1	185	8	2	348
5:00 PM	0	0	0	0	14	0	3	0	3	149	0	0	0	264	14	6	453
5:15 PM	1	0	0	0	9	0	3	0	0	128	0	0	2	256	10	4	413
5:30 PM	0	0	0	0	15	0	4	0	4	129	0	0	0	176	18	2	348
5:45 PM	0	0	0	0	10	0	6	0	4	96	0	0	0	182	24	0	322
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	1	0	83	0	30	0	18	1098	0	1	3	1692	112	25	3064
PEAK HR :	04:30 PM - 05:30 PM				73.45%	0.00%	26.55%	0.00%	1.61%	98.30%	0.00%	0.09%	0.16%	92.36%	6.11%	1.36%	
PEAK HR VOL :	1	0	1	0	36	0	10	0	5	581	0	1	3	920	47	15	TOTAL
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.643	0.000	0.833	0.000	0.417	0.870	0.000	0.250	0.375	0.871	0.783	0.625	1620
							0.676				0.874				0.867		0.894

#DIV/0! #DIV/0! #DIV/0! #DIV/0! 8% #DIV/0! 100% #DIV/0! 29% 9% #DIV/0! #DIV/0! #DIV/0! 12% 19% 0%
0% #DIV/0! 0% #DIV/0! 0% #DIV/0! 0% #DIV/0! 0% 7% #DIV/0! 0% 0% 5% 17% 0%

National Data & Surveying Services

Intersection Turning Movement Count

Location: NE 25th St/Walker Rd & SR 44
City: Wildwood
Control: 2-Way Stop(NB/SB)

Project ID: 23-130274-002
Date: 10/3/2023

Data - Cars

NS/EW Streets:	NE 25th St/Walker Rd				NE 25th St/Walker Rd				SR 44				SR 44			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU
7:00 AM	0	0	0	0	8	0	0	0	2	216	0	0	0	99	4	2
7:15 AM	0	0	0	0	5	0	0	0	5	234	0	0	0	101	10	3
7:30 AM	0	0	0	0	12	0	0	0	0	226	0	0	0	113	7	3
7:45 AM	0	0	0	0	11	0	0	0	3	181	0	0	0	106	13	4
8:00 AM	0	0	0	0	9	0	3	0	3	168	0	0	0	82	7	1
8:15 AM	0	0	0	0	7	0	1	0	2	139	0	0	0	125	12	2
8:30 AM	0	0	0	0	5	0	0	0	3	157	0	0	0	119	3	0
8:45 AM	0	0	0	0	1	0	1	0	0	153	0	0	0	109	7	3
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 58	ST 0	SR 5	SU 0	EL 18	ET 1479	ER 0	EU 0	WL 0	WT 854	WR 63	WU 18
APPROACH %'s :					92.06%	0.00%	7.94%	0.00%	1.20%	98.80%	0.00%	0.00%	0.00%	91.34%	6.74%	1.93%
PEAK HR :	07:00 AM - 08:00 AM				36	0	0	0	10	862	0	0	0	419	34	12
PEAK HR VOL :	0	0	0	0	0.750	0.000	0.000	0.000	0.500	0.902	0.000	0.000	0.000	0.927	0.654	0.750
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750				0.500	0.893			0.000	0.945		
TOTAL																1373
																0.946

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU
4:00 PM	0	0	0	0	9	0	6	0	3	142	0	0	0	178	8	4
4:15 PM	0	0	0	0	11	0	4	0	2	124	0	0	0	188	10	4
4:30 PM	0	0	0	0	4	0	1	0	0	159	0	1	0	205	12	3
4:45 PM	0	0	1	0	9	0	3	0	2	125	0	0	1	171	6	2
5:00 PM	0	0	0	0	14	0	3	0	3	135	0	0	0	251	11	6
5:15 PM	1	0	0	0	9	0	3	0	0	121	0	0	2	244	10	4
5:30 PM	0	0	0	0	15	0	3	0	4	122	0	0	0	164	17	2
5:45 PM	0	0	0	0	10	0	5	0	4	91	0	0	0	160	22	0
TOTAL VOLUMES :	NL 1	NT 0	NR 1	NU 0	SL 81	ST 0	SR 28	SU 0	EL 18	ET 1019	ER 0	EU 1	WL 3	WT 1561	WR 96	WU 25
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	74.31%	0.00%	25.69%	0.00%	1.73%	98.17%	0.00%	0.10%	0.18%	92.64%	5.70%	1.48%
PEAK HR :	04:30 PM - 05:30 PM				36	0	10	0	5	540	0	1	3	871	39	15
PEAK HR VOL :	1	0	1	0	0.643	0.000	0.833	0.000	0.417	0.849	0.000	0.250	0.375	0.868	0.813	0.625
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.643		0.676		0.417	0.853		0.250	0.375	0.866		0.900
TOTAL																1522
																0.900

National Data & Surveying Services

Intersection Turning Movement Count

Location: NE 25th St/Walker Rd & SR 44
City: Wildwood
Control: 2-Way Stop(NB/SB)

Project ID: 23-130274-002
Date: 10/3/2023

Data - HT

NS/EW Streets:	NE 25th St/Walker Rd				NE 25th St/Walker Rd				SR 44				SR 44			
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU
7:00 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	11	2	0
7:15 AM	0	0	0	0	0	0	0	0	2	20	0	0	0	12	0	0
7:30 AM	0	0	0	0	3	0	1	0	0	22	0	0	0	19	3	0
7:45 AM	0	0	0	0	0	0	0	0	2	28	0	0	0	16	3	0
8:00 AM	0	0	0	0	1	0	0	0	2	28	0	0	0	11	2	0
8:15 AM	0	0	0	0	2	0	1	0	0	22	0	0	0	22	5	0
8:30 AM	0	0	0	0	1	0	0	0	1	25	0	0	0	33	3	0
8:45 AM	0	0	0	0	3	0	1	0	1	31	0	0	0	18	2	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 10	ST 0	SR 3	SU 0	EL 8	ET 196	ER 0	EU 0	WL 0	WT 142	WR 20	WU 0
APPROACH %'s :					76.92%	0.00%	23.08%	0.00%	3.92%	96.08%	0.00%	0.00%	0.00%	87.65%	12.35%	0.00%
PEAK HR :	07:00 AM - 08:00 AM				3	0	1	0	4	90	0	0	0	58	8	0
PEAK HR VOL :	0	0	0	0	0.250	0.000	0.250	0.000	0.500	0.804	0.000	0.000	0.000	0.763	0.667	0.000
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250				0.783				0.750			
TOTAL																164 0.837

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU
4:00 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	28	3	0
4:15 PM	0	0	0	0	2	0	0	0	0	11	0	0	0	20	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	10	3	0
4:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	14	2	0
5:00 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	13	3	0
5:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	7	0	0	0	12	1	0
5:45 PM	0	0	0	0	0	0	1	0	0	5	0	0	0	22	2	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 2	ST 0	SR 2	SU 0	EL 0	ET 79	ER 0	EU 0	WL 0	WT 131	WR 16	WU 0
APPROACH %'s :					50.00%	0.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	89.12%	10.88%	0.00%
PEAK HR :	04:30 PM - 05:30 PM				0	0	0	0	0	41	0	0	0	49	8	0
PEAK HR VOL :	0	0	0	0	0.000	0.000	0.000	0.000	0.000	0.732	0.000	0.000	0.000	0.875	0.667	0.000
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000				0.732				0.891			
TOTAL																98 0.817

National Data & Surveying Services

Intersection Turning Movement Count

Location: NE 25th St/Walker Rd & SR 44
City: Wildwood
Control: 2-Way Stop(NB/SB)

Project ID: 23-130274-002
Date: 10/3/2023

Data - Bikes

NS/EW Streets:	NE 25th St/Walker Rd				NE 25th St/Walker Rd				SR 44				SR 44				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3
APPROACH %'s :	0.00%				0.00%				0.00%				66.67%				0.00%
PEAK HR :	07:00 AM - 08:00 AM				0	0	0	0	0	0	0	0	0	2	1	0	3
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0.250	0.250	0.000	0.375
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.375

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :	0.00%				0.00%				100.00%				100.00%				0.00%
PEAK HR :	04:30 PM - 05:30 PM				0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: NE 25th St/Walker Rd & SR 44
City: Wildwood

Project ID: 23-130274-002
Date: 10/3/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	NE 25th St/Walker Rd		NE 25th St/Walker Rd		SR 44		SR 44	
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	1	0	0	0	0	0
			100.00%	0.00%				
PEAK HR :	07:00 AM - 08:00 AM							
PEAK HR VOL :	0	0	1	0	0	0	0	0
PEAK HR FACTOR :			0.250	0.250				
								TOTAL
								1
								0.250

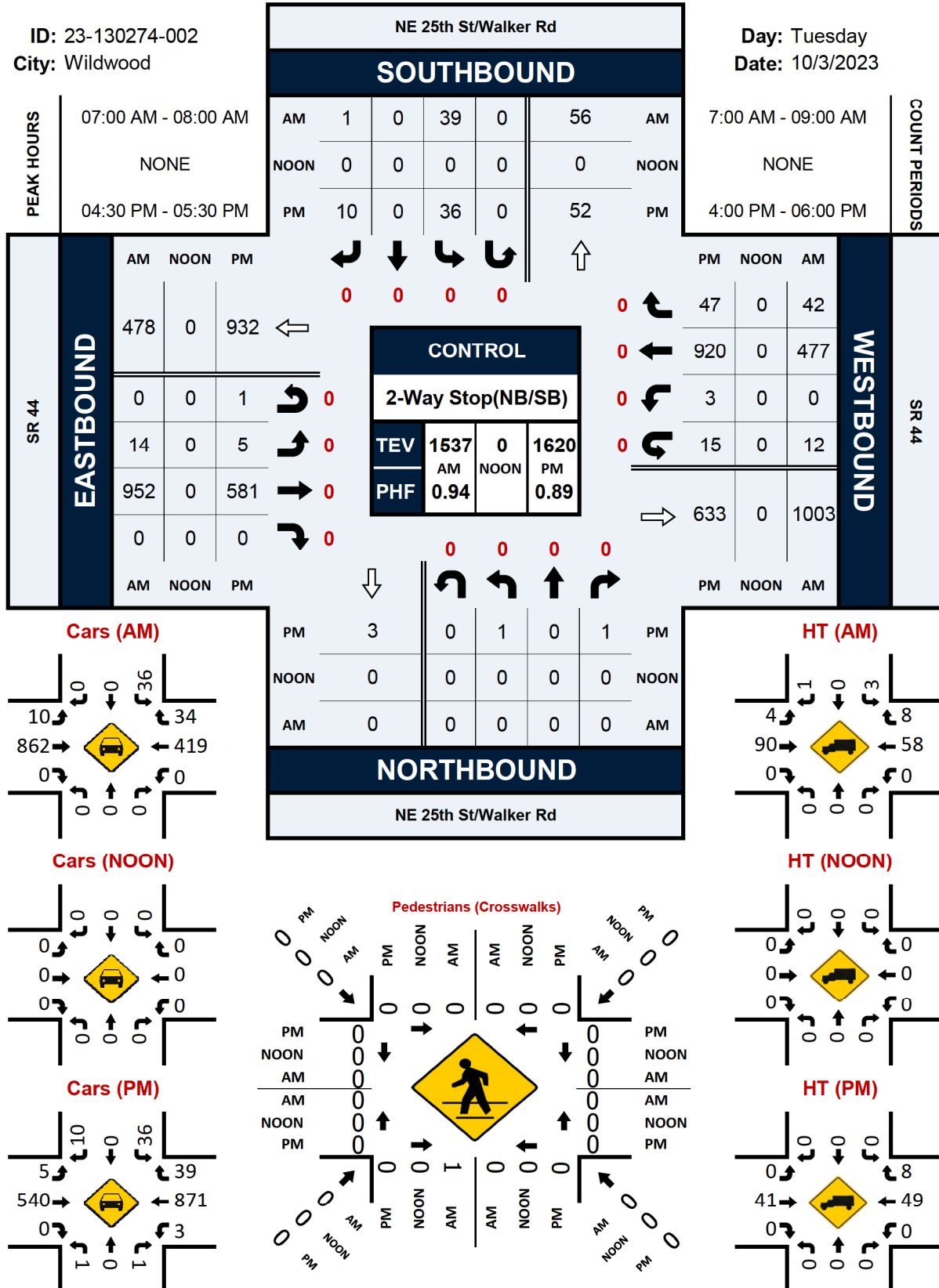
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	0	0
PEAK HR :	04:30 PM - 05:30 PM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								
								TOTAL
								0

NE 25th St/Walker Rd & SR 44

Peak Hour Turning Movement Count

ID: 23-130274-002
City: Wildwood

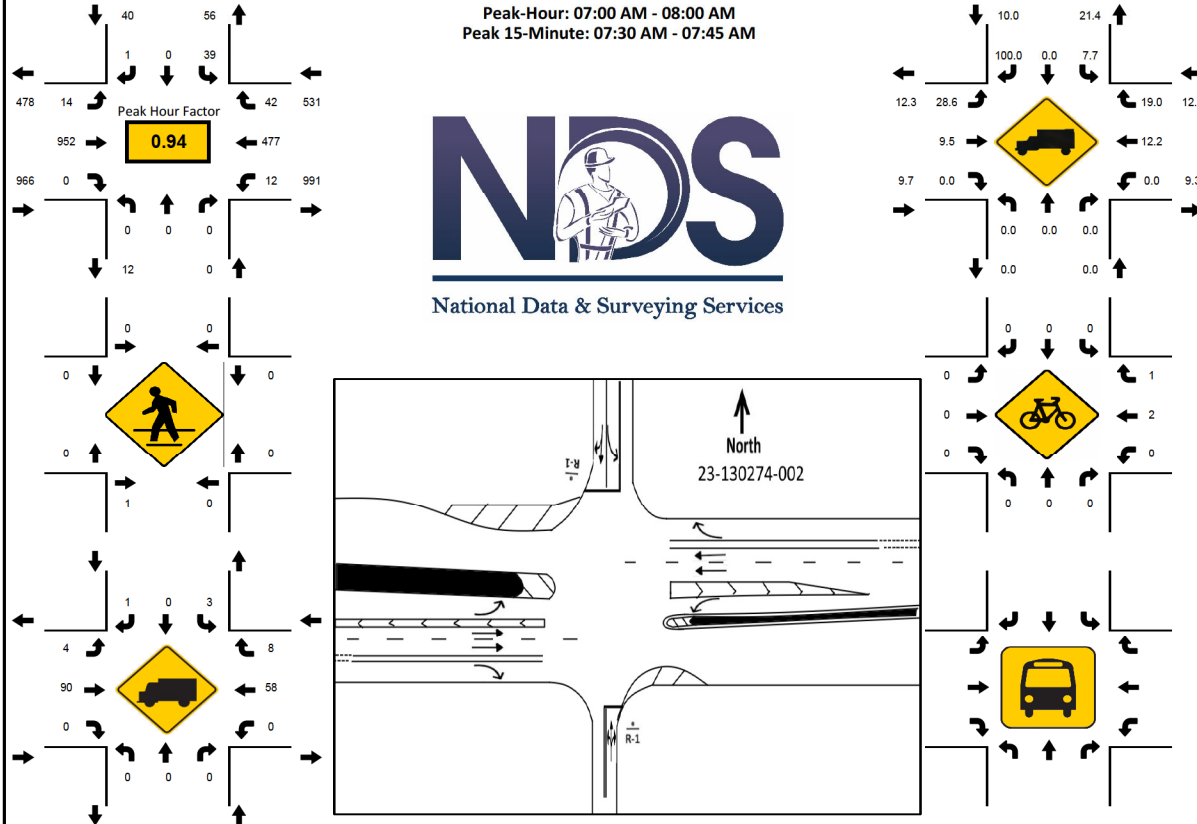
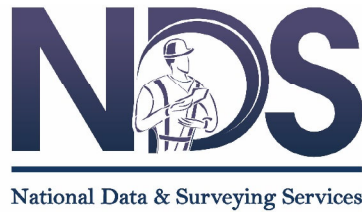
Day: Tuesday
Date: 10/3/2023



LOCATION: NE 25th St/Walker Rd & SR 44
CITY/STATE: Wildwood, FL

PROJECT ID: 23-130274-002
DATE: Tue, Oct 03, 2023

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

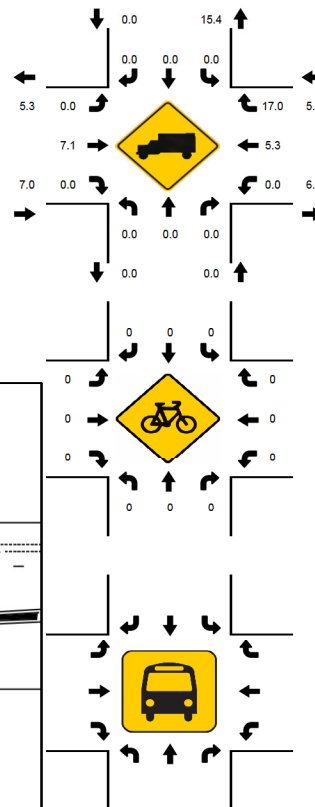
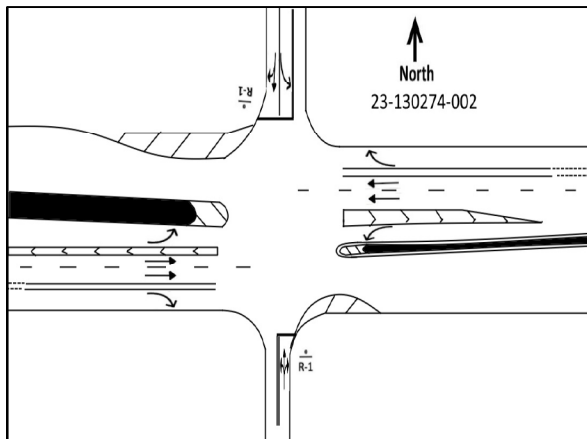
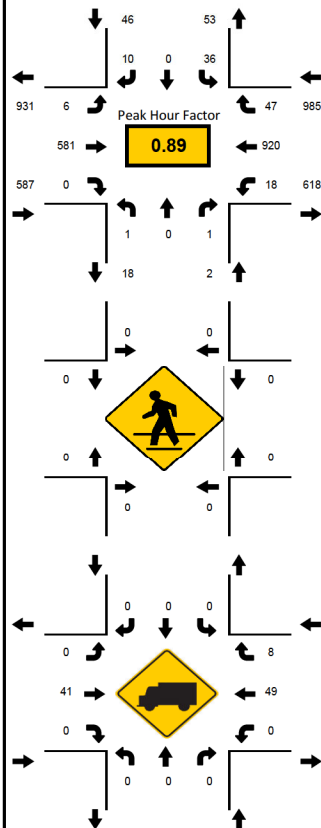
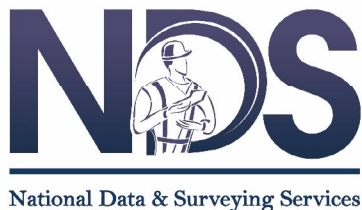


15-Min Count Period Beginning At	NE 25th St/Walker Rd Northbound					NE 25th St/Walker Rd Southbound					SR 44 Eastbound					SR 44 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		8	0	0	0		2	236	0	0		0	110	6	2		364	1537
7:15 AM	0	0	0	0		5	0	0	0		7	259	0	0		0	113	10	3		397	1490
7:30 AM	0	0	0	0		15	0	1	0		0	248	0	0		0	132	10	3		409	1433
7:45 AM	0	0	0	0		11	0	0	0		5	209	0	0		0	122	16	4		367	1374
8:00 AM	0	0	0	0		10	0	3	0		5	196	0	0		0	93	9	1		317	1337
8:15 AM	0	0	0	0		9	0	2	0		2	161	0	0		0	147	17	2		340	1020
8:30 AM	0	0	0	0		6	0	0	0		4	182	0	0		0	152	6	0		350	680
8:45 AM	0	0	0	0		4	0	2	0		1	184	0	0		0	127	9	3		330	330
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		60	0	4	0		28	1036	0	0		0	528	64	16		1736	
Heavy Trucks	0	0	0	0		12	0	4	0		8	112	0	0		0	76	12	0		224	
Pedestrians		4						0				0					0				4	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	8	4	0		12	
Buses																						
Stopped Buses																						

LOCATION: NE 25th St/Walker Rd & SR 44
CITY/STATE: Wildwood, FL

PROJECT ID: 23-130274-002
DATE: Tue, Oct 03, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	NE 25th St/Walker Rd Northbound					NE 25th St/Walker Rd Southbound					SR 44 Eastbound					SR 44 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0	0	9	0	6	0	0	3	157	0	0	0	0	206	11	4	0	396	1528
4:15 PM	0	0	0	0	0	13	0	4	0	0	2	135	0	0	0	0	208	12	4	0	378	1585
4:30 PM	0	0	0	0	0	4	0	1	0	0	0	167	0	1	0	0	215	15	3	0	406	1620
4:45 PM	0	0	1	0	0	9	0	3	0	0	2	137	0	0	0	1	185	8	2	0	348	1562
5:00 PM	0	0	0	0	0	14	0	3	0	0	3	149	0	0	0	0	264	14	6	0	453	1536
5:15 PM	1	0	0	0	0	9	0	3	0	0	0	128	0	0	0	2	256	10	4	0	413	1083
5:30 PM	0	0	0	0	0	15	0	4	0	0	4	129	0	0	0	0	176	18	2	0	348	670
5:45 PM	0	0	0	0	0	10	0	6	0	0	4	96	0	0	0	0	182	24	0	0	322	322
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	4	0	4	0	0	56	0	12	0	0	12	668	0	4	0	8	1056	60	24	0	1908	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	56	12	0	0	124	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 213 & CR 44A
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 23-130274-001
Date: 10/3/2023

Data - Total

NS/EW Streets:	CR 213				CR 213				CR 44A				CR 44A				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	2	0	0	0	0	0	0	0	0	9	8	0	0	2	0	0	21
7:15 AM	4	0	3	0	0	0	0	0	0	17	7	0	0	7	0	0	38
7:30 AM	5	0	0	0	0	0	0	0	0	21	3	0	0	12	0	0	41
7:45 AM	3	0	1	0	0	0	0	0	0	13	5	0	0	4	0	0	29
8:00 AM	2	0	1	0	0	0	0	0	0	20	6	0	5	3	0	0	37
8:15 AM	2	0	1	0	0	0	0	0	0	15	2	0	0	7	0	0	27
8:30 AM	4	0	1	0	0	0	0	0	0	8	5	0	1	8	0	0	27
8:45 AM	2	0	2	0	0	0	0	0	0	7	5	0	0	9	0	0	25
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	24	0	9	0	0	0	0	0	0	110	41	0	9	52	0	0	245
	72.73%	0.00%	27.27%	0.00%					0.00%	72.85%	27.15%	0.00%	14.75%	85.25%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM				0	0	0	0	0	71	21	0	8	26	0	0	TOTAL
PEAK HR VOL :	14	0	5	0	0	0	0	0	0	0.845	0.750	0	0.400	0.542	0.000	0.000	145
PEAK HR FACTOR :	0.700	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.885	0.708	0.000	0.400	0.542	0.000	0.000	0.884
			0.679														
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	9	0	1	0	0	0	0	0	0	15	1	0	1	14	0	0	41
4:15 PM	3	0	1	0	0	0	0	0	0	9	2	0	2	23	0	0	40
4:30 PM	6	0	0	0	0	0	0	0	0	12	1	0	4	18	0	0	41
4:45 PM	5	0	2	0	0	0	0	0	0	5	2	0	1	7	0	0	22
5:00 PM	10	0	3	0	0	0	0	0	0	12	6	0	2	17	0	0	50
5:15 PM	9	0	0	0	0	0	0	0	0	8	5	0	1	21	0	0	44
5:30 PM	12	0	0	0	0	0	0	0	0	9	2	0	2	10	0	0	35
5:45 PM	3	0	3	0	0	0	0	0	0	10	7	0	6	5	0	0	34
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	57	0	10	0	0	0	0	0	0	80	26	0	19	115	0	0	307
	85.07%	0.00%	14.93%	0.00%					0.00%	75.47%	24.53%	0.00%	14.18%	85.82%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	0	39	20	0	11	53	0	0	TOTAL
PEAK HR VOL :	34	0	6	0	0	0	0	0	0	0.813	0.714	0.000	0.458	0.631	0.000	0.000	163
PEAK HR FACTOR :	0.708	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.819	0.727	0.000	0.458	0.631	0.000	0.000	0.815
			0.769														

29% #DIV/0! 20% #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! 6% 10% #DIV/0! 0% 0% #DIV/0! #DIV/0!
0% #DIV/0! 0% #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0! 3% 5% #DIV/0! 0% 2% #DIV/0! #DIV/0!

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 213 & CR 44A
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 23-130274-001
Date: 10/3/2023

Data - Cars

NS/EW Streets:	CR 213				CR 213				CR 44A				CR 44A				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	1	0	0	0	0	0	0	0	0	8	8	0	0	2	0	0	19
7:15 AM	2	0	2	0	0	0	0	0	0	16	7	0	0	7	0	0	34
7:30 AM	5	0	0	0	0	0	0	0	0	20	2	0	0	12	0	0	39
7:45 AM	2	0	1	0	0	0	0	0	0	12	5	0	0	4	0	0	27
8:00 AM	1	0	1	0	0	0	0	0	0	19	5	0	5	3	0	0	34
8:15 AM	2	0	1	0	0	0	0	0	0	12	2	0	0	6	0	0	23
8:30 AM	4	0	1	0	0	0	0	0	0	8	5	0	1	8	0	0	27
8:45 AM	2	0	2	0	0	0	0	0	0	7	5	0	0	8	0	0	24
TOTAL VOLUMES :	19	0	8	0	0	0	0	0	0	102	39	0	9	50	0	0	227
APPROACH %'s :	70.37%	0.00%	29.63%	0.00%					0.00%	72.34%	27.66%	0.00%	15.25%	84.75%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM				0	0	0	0	0	67	19	0	8	26	0	0	TOTAL
PEAK HR VOL :	10	0	4	0	0	0	0	0	0	838	0.679	0.000	0.400	0.542	0.000	0.000	134
PEAK HR FACTOR :	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.896			0.400	0.542	0.000	0.000	0.859
				0.700											0.708		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	9	0	1	0	0	0	0	0	0	15	0	0	1	14	0	0	40
4:15 PM	3	0	1	0	0	0	0	0	0	8	2	0	2	23	0	0	39
4:30 PM	6	0	0	0	0	0	0	0	0	12	1	0	4	18	0	0	41
4:45 PM	5	0	2	0	0	0	0	0	0	5	2	0	1	7	0	0	22
5:00 PM	10	0	3	0	0	0	0	0	0	12	5	0	2	16	0	0	48
5:15 PM	9	0	0	0	0	0	0	0	0	7	5	0	1	21	0	0	43
5:30 PM	12	0	0	0	0	0	0	0	0	9	2	0	2	10	0	0	35
5:45 PM	3	0	3	0	0	0	0	0	0	10	7	0	6	5	0	0	34
TOTAL VOLUMES :	57	0	10	0	0	0	0	0	0	78	24	0	19	114	0	0	302
APPROACH %'s :	85.07%	0.00%	14.93%	0.00%					0.00%	76.47%	23.53%	0.00%	14.29%	85.71%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	0	38	19	0	11	52	0	0	TOTAL
PEAK HR VOL :	34	0	6	0	0	0	0	0	0	792	0.679	0.000	0.458	0.619	0.000	0.000	160
PEAK HR FACTOR :	0.708	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.838			0.458	0.619	0.000	0.000	0.833
				0.769											0.716		

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 213 & CR 44A
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 23-130274-001
Date: 10/3/2023

Data - HT

NS/EW Streets:	CR 213				CR 213				CR 44A				CR 44A				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:15 AM	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
7:45 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:00 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	5	0	1	0	0	0	0	0	0	8	2	0	0	2	0	0	18
	83.33%	0.00%	16.67%	0.00%					0.00%	80.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM				0	0	0	0	0	4	2	0	0	0	0	0	TOTAL
PEAK HR VOL :	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.500	0.000	0.000	0.000	0.000	0.000	0.688
			0.417								0.750						
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	2	2	0	0	1	0	0	5
									0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM				0	0	0	0	0	1	1	0	0	1	0	0	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0.250	0.250	0.000	0	0.250	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.375
											0.500			0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 213 & CR 44A
City: Wildwood
Control: 1-Way Stop(NB)

Project ID: 23-130274-001
Date: 10/3/2023

Data - Bikes

NS/EW Streets:	CR 213				CR 213				CR 44A				CR 44A				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 2	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 1	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL 2
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 1	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL 0
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: CR 213 & CR 44A
City: Wildwood

Project ID: 23-130274-001
Date: 10/3/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	CR 213		CR 213		CR 44A		CR 44A		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

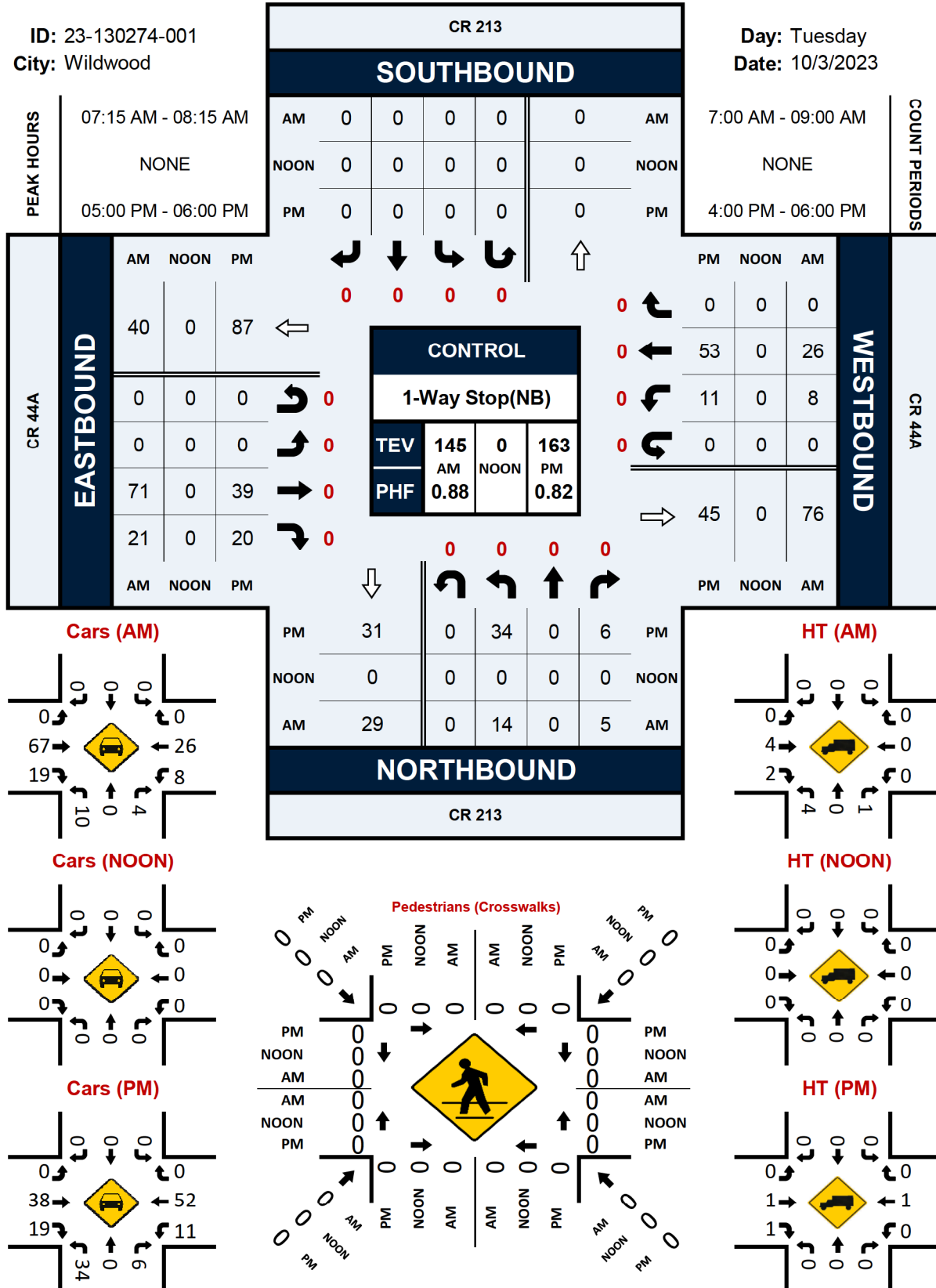
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

CR 213 & CR 44A

Peak Hour Turning Movement Count

ID: 23-130274-001
City: Wildwood

Day: Tuesday
Date: 10/3/2023



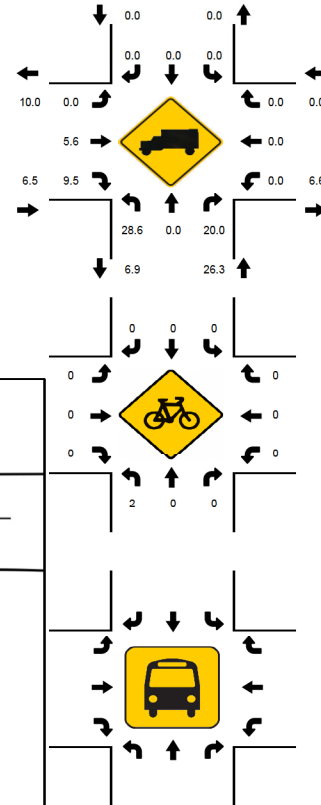
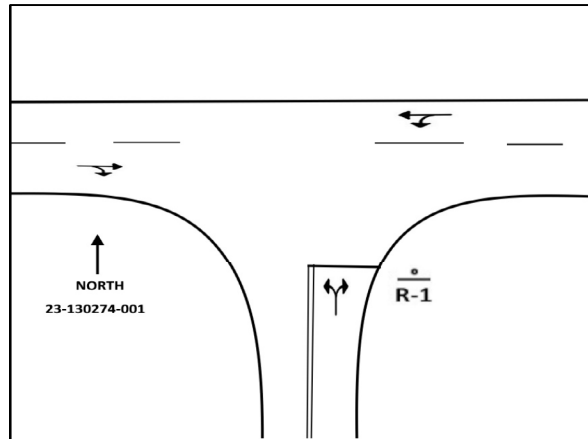
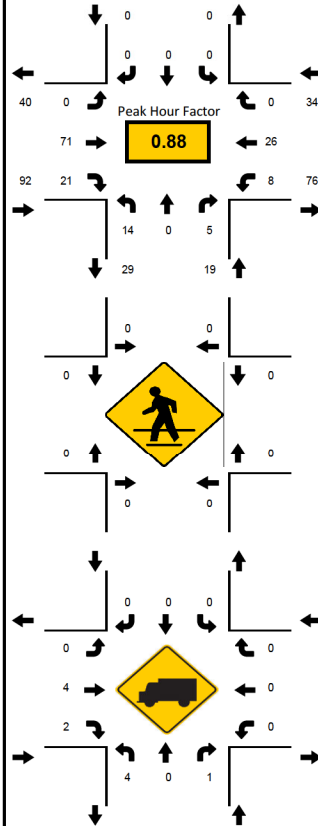
LOCATION: CR 213 & CR 44A
CITY/STATE: Wildwood, FL

PROJECT ID: 23-130274-001
DATE: Tue, Oct 03, 2023

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:30 AM - 07:45 AM



National Data & Surveying Services

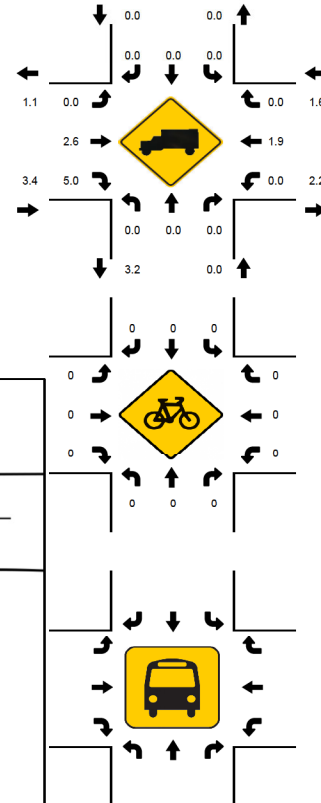
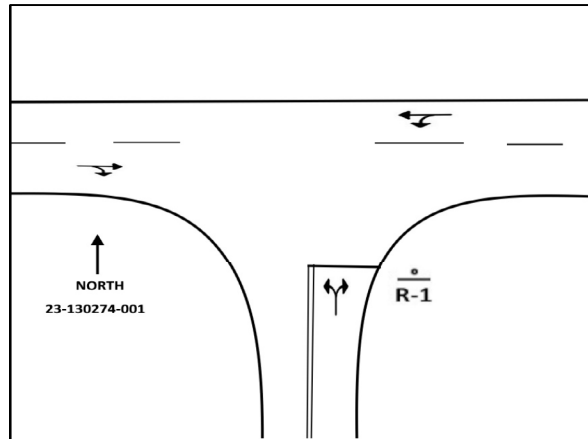
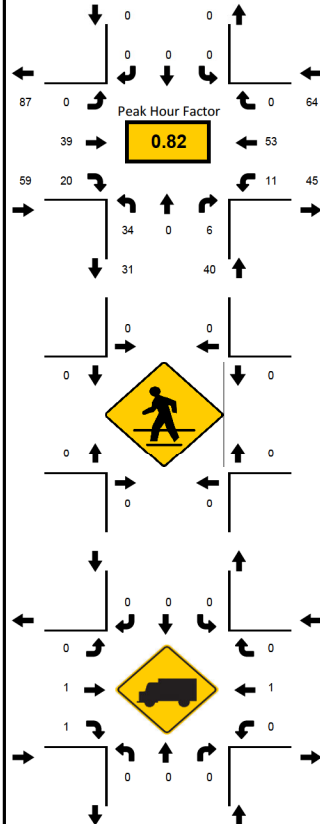
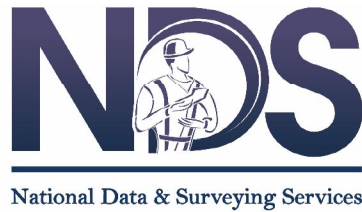


15-Min Count Period Beginning At	CR 213 Northbound					CR 213 Southbound					CR 44A Eastbound					CR 44A Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	0	0	0	0	0	0	0	0	0	0	9	8	0	0	0	2	0	0	0	21	129
7:15 AM	4	0	3	0	0	0	0	0	0	0	0	17	7	0	0	0	7	0	0	0	38	145
7:30 AM	5	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	12	0	0	0	41	134
7:45 AM	3	0	1	0	0	0	0	0	0	0	0	13	5	0	0	3	4	0	0	0	29	120
8:00 AM	2	0	1	0	0	0	0	0	0	0	0	20	6	0	0	5	3	0	0	0	37	116
8:15 AM	2	0	1	0	0	0	0	0	0	0	0	15	2	0	0	0	7	0	0	0	27	79
8:30 AM	4	0	1	0	0	0	0	0	0	0	0	8	5	0	0	1	8	0	0	0	27	52
8:45 AM	2	0	2	0	0	0	0	0	0	0	0	7	5	0	0	0	9	0	0	0	25	25
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	20	0	12	0	0	0	0	0	0	0	0	84	28	0	0	20	48	0	0	0	212	
Heavy Trucks	8	0	4	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	20	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

LOCATION: CR 213 & CR 44A
CITY/STATE: Wildwood, FL

PROJECT ID: 23-130274-001
DATE: Tue, Oct 03, 2023

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



15-Min Count Period Beginning At	CR 213 Northbound					CR 213 Southbound					CR 44A Eastbound					CR 44A Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	9	0	1	0		0	0	0	0		0	15	1	0		1	14	0	0		41	144
4:15 PM	3	0	1	0		0	0	0	0		0	9	2	0		2	23	0	0		40	153
4:30 PM	6	0	0	0		0	0	0	0		0	12	1	0		4	18	0	0		41	157
4:45 PM	5	0	2	0		0	0	0	0		0	5	2	0		1	7	0	0		22	151
5:00 PM	10	0	3	0		0	0	0	0		0	12	6	0		2	17	0	0		50	163
5:15 PM	9	0	0	0		0	0	0	0		0	8	5	0		1	21	0	0		44	113
5:30 PM	12	0	0	0		0	0	0	0		0	9	2	0		2	10	0	0		35	69
5:45 PM	3	0	3	0		0	0	0	0		0	10	7	0		6	5	0	0		34	34
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	48	0	12	0		0	0	0	0		0	48	28	0		24	84	0	0		244	
Heavy Trucks	0	0	0	0		0	0	0	0		0	4	4	0		0	4	0	0		12	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Doctor M.L.K Jr Ave & CR 44A/Kilgore St
City: Wildwood
Control: 2-Way Stop(NB/WB)

Project ID: 23-130274-003
Date: 10/3/2023

Data - Total

NS/EW Streets:	Doctor M.L.K Jr Ave				Doctor M.L.K Jr Ave				CR 44A/Kilgore St				CR 44A/Kilgore St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	3	0	0	0	0	0	0	0	0	2	9	0	3	0	0	0	17
7:15 AM	17	0	4	0	0	0	0	0	0	8	20	0	8	2	0	0	54
7:30 AM	12	0	5	0	0	0	0	0	0	9	20	0	8	1	0	0	55
7:45 AM	5	0	18	0	0	0	0	0	1	3	14	0	6	3	2	0	52
8:00 AM	8	1	13	0	1	0	0	0	1	3	18	0	7	3	2	0	57
8:15 AM	8	3	3	0	0	1	0	0	0	3	21	0	8	2	1	0	50
8:30 AM	8	1	2	0	0	1	0	0	0	2	13	0	8	3	0	0	38
8:45 AM	15	1	5	0	0	1	0	0	2	6	8	0	3	1	0	0	42
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	71	6	50	0	1	3	0	0	4	36	123	0	51	15	5	0	365
	55.91%	4.72%	39.37%	0.00%	25.00%	75.00%	0.00%	0.00%	2.45%	22.09%	75.46%	0.00%	71.83%	21.13%	7.04%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM				1	0	0	0	2	23	72	0	29	9	4	0	TOTAL
PEAK HR VOL :	37	1	40	0	0.250	0.000	0.000	0.000	0.500	0.639	0.900	0.000	0.906	0.750	0.500	0.000	218
PEAK HR FACTOR :	0.771	0.250	0.556	0.000	0.250	0.000	0.000	0.000	0.500	0.639	0.900	0.000	0.906	0.750	0.500	0.000	0.956
	0.848				0.250				0.836				0.875				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	19	6	7	0	0	3	2	0	2	4	19	0	8	2	2	0	74
4:15 PM	28	1	13	0	0	5	0	0	0	4	24	0	12	7	1	0	95
4:30 PM	20	4	10	0	0	1	1	0	0	3	13	0	10	5	1	0	68
4:45 PM	15	0	6	0	1	0	1	0	2	4	12	0	3	2	1	0	47
5:00 PM	28	3	10	0	0	4	1	0	2	4	15	0	6	3	1	0	77
5:15 PM	24	4	5	0	2	1	1	0	1	4	12	0	4	3	2	0	63
5:30 PM	15	2	6	0	0	2	3	0	2	4	13	0	4	2	1	0	54
5:45 PM	16	3	13	0	0	3	1	0	5	2	16	0	13	1	0	0	73
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	165	23	70	0	3	19	10	0	14	29	124	0	60	25	9	0	551
	63.95%	8.91%	27.13%	0.00%	9.38%	59.38%	31.25%	0.00%	8.38%	17.37%	74.25%	0.00%	63.83%	26.60%	9.57%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM				1	10	3	0	4	15	64	0	31	17	4	0	TOTAL
PEAK HR VOL :	91	8	39	0	0.250	0.500	0.750	0.000	0.500	0.938	0.667	0.000	0.646	0.607	1.000	0.000	287
PEAK HR FACTOR :	0.813	0.500	0.750	0.000	0.250	0.500	0.750	0.000	0.500	0.938	0.667	0.000	0.646	0.607	1.000	0.000	0.755
	0.821				0.700				0.741				0.650				
	0%	0%	8%	#DIV/0!	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	8%	#DIV/0!	0%	11%	0%	#DIV/0!	
	2%	0%	0%	#DIV/0!	0%	0%	0%	#DIV/0!	0%	7%	2%	#DIV/0!	3%	0%	0%	#DIV/0!	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Doctor M.L.K Jr Ave & CR 44A/Kilgore St
City: Wildwood
Control: 2-Way Stop(NB/WB)

Project ID: 23-130274-003
Date: 10/3/2023

Data - Cars

NS/EW Streets:	Doctor M.L.K Jr Ave				Doctor M.L.K Jr Ave				CR 44A/Kilgore St				CR 44A/Kilgore St					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
	7:00 AM	3	0	0	0	0	0	0	0	2	8	0	3	0	0	0	16	
	7:15 AM	17	0	4	0	0	0	0	0	8	18	0	8	1	0	0	51	
	7:30 AM	12	0	5	0	0	0	0	0	9	19	0	8	1	0	0	54	
	7:45 AM	5	0	16	0	0	0	0	1	3	13	0	6	3	2	0	49	
	8:00 AM	8	1	12	0	1	0	0	1	3	16	0	7	3	2	0	54	
	8:15 AM	8	3	3	0	0	1	0	0	3	21	0	8	1	1	0	49	
	8:30 AM	8	1	2	0	0	1	0	0	0	2	13	0	8	3	0	0	38
	8:45 AM	14	1	5	0	0	1	0	0	2	6	8	0	3	1	0	0	41
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	70	6	47	0	1	3	0	0	4	36	116	0	51	13	5	0	352	
	56.91%	4.88%	38.21%	0.00%	25.00%	75.00%	0.00%	0.00%	2.56%	23.08%	74.36%	0.00%	73.91%	18.84%	7.25%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	37	1	37	0	1	0	0	0	2	23	66	0	29	8	4	0	208	
PEAK HR FACTOR :	0.771	0.250	0.578	0.000	0.250	0.000	0.000	0.000	0.500	0.639	0.868	0.000	0.906	0.667	0.500	0.000	0.963	
	0.893				0.250				0.813				0.854					
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
	4:00 PM	19	6	7	0	0	3	2	0	2	4	19	0	8	2	2	0	74
	4:15 PM	28	1	13	0	0	3	0	0	4	23	0	12	7	1	0	93	
	4:30 PM	20	4	10	0	0	1	1	0	0	3	13	0	10	5	1	0	68
	4:45 PM	14	0	6	0	1	0	1	0	2	4	12	0	2	2	1	0	45
	5:00 PM	27	3	10	0	0	4	1	0	2	4	15	0	6	3	1	0	76
	5:15 PM	24	4	5	0	2	1	1	0	1	3	12	0	4	3	2	0	62
	5:30 PM	15	2	6	0	0	2	3	0	2	4	13	0	4	2	1	0	54
	5:45 PM	16	3	13	0	0	3	1	0	5	2	16	0	13	1	0	0	73
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
APPROACH %'s :	63.67%	23	70	0	3	19	10	0	14	27	123	0	59	25	9	0	545	
	163.67%	8.98%	27.34%	0.00%	9.38%	59.38%	31.25%	0.00%	8.54%	16.46%	75.00%	0.00%	63.44%	26.88%	9.68%	0.00%		
PEAK HR :	04:15 PM - 05:15 PM																TOTAL	
PEAK HR VOL :	89	8	39	0	1	10	3	0	4	14	63	0	30	17	4	0	282	
PEAK HR FACTOR :	0.795	0.500	0.750	0.000	0.250	0.500	0.750	0.000	0.500	0.875	0.685	0.000	0.625	0.607	1.000	0.000	0.758	
	0.810				0.700				0.779				0.638					

National Data & Surveying Services

Intersection Turning Movement Count

Location: Doctor M.L.K Jr Ave & CR 44A/Kilgore St
City: Wildwood
Control: 2-Way Stop(NB/WB)

Project ID: 23-130274-003
Date: 10/3/2023

Data - HT

NS/EW Streets:	Doctor M.L.K Jr Ave				Doctor M.L.K Jr Ave				CR 44A/Kilgore St				CR 44A/Kilgore St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
8:00 AM	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	0	3	0	0	0	0	0	0	0	7	0	0	2	0	0	13
	25.00%	0.00%	75.00%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM				0	0	0	0	0	0	6	0	0	1	0	0	TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	0	0	0	0.750	0	0	0.250	0.000	0.000	10
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.250	0.000	0.000	0.833
			0.375								0.750			0.250			
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	6
	100.00%	0.00%	0.00%	0.00%					0.00%	66.67%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM				0	0	0	0	0	1	1	0	1	0	0	0	TOTAL
PEAK HR VOL :	2	0	0	0	0	0	0	0	0	0.250	0.250	0	0.250	0.000	0.000	0.000	5
PEAK HR FACTOR :	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.625
			0.500								0.250			0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Doctor M.L.K Jr Ave & CR 44A/Kilgore St
City: Wildwood
Control: 2-Way Stop(NB/WB)

Project ID: 23-130274-003
Date: 10/3/2023

Data - Bikes

NS/EW Streets:	Doctor M.L.K Jr Ave				Doctor M.L.K Jr Ave				CR 44A/Kilgore St				CR 44A/Kilgore St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
	7:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	3
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	1	3	0	0	1	2	0	0	0	0	4	0	0	0	0	0	11
PEAK HR :	25.00%				75.00%				0.00%				0.00%				
PEAK HR VOL :	0.000				0.250				0.000				0.000				
PEAK HR FACTOR :	0.250				0.250				0.250				0.250				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
	4:00 PM	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	4:15 PM	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
	4:30 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	5:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	2	3	33.33%	50.00%	1	0	0	0	0	1	1	0	0	1	0	0	13
PEAK HR :	33.33%				100.00%				0.00%				100.00%				
PEAK HR VOL :	0.500				0.250				0.000				0.000				
PEAK HR FACTOR :	0.750				0.500				0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Doctor M.L.K Jr Ave & CR 44A/Kilgore St
City: Wildwood

Project ID: 23-130274-003
Date: 10/3/2023

Data - Pedestrians (Crosswalks)

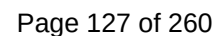
NS/EW Streets:	Doctor M.L.K Jr Ave		Doctor M.L.K Jr Ave		CR 44A/Kilgore St		CR 44A/Kilgore St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	2	0	0	2	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	2	0	0	3	1	0	6
			100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	2	0	0	2	0	0	4
PEAK HR FACTOR :			0.250			0.250			0.250
				0.250		0.250			

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	2	2	0	1	5
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	2	1	3
5:30 PM	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	2	2	3	4	11
					50.00%	50.00%	42.86%	57.14%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	1	2
PEAK HR FACTOR :							0.250	0.250	0.250
								0.250	

Peak Hour Turning Movement Count

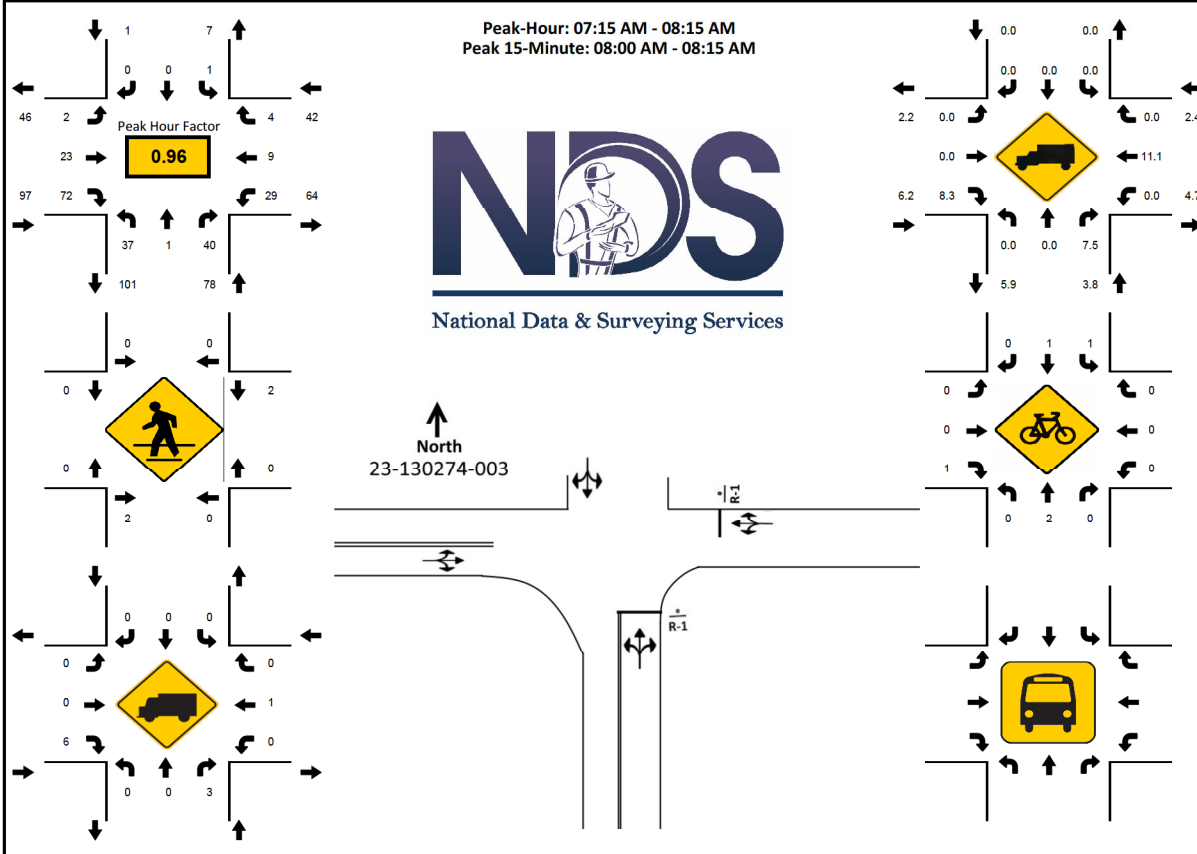
City: Wildwood

Date: 10/3/2023



LOCATION: Doctor M.L.K Jr Ave & CR 44A/Kilgore St
CITY/STATE: Wildwood, FL

PROJECT ID: 23-130274-003
DATE: Tue, Oct 03, 2023



15-Min Count Period Beginning At	Doctor M.L.K Jr Ave Northbound					Doctor M.L.K Jr Ave Southbound					CR 44A/Kilgore St Eastbound					CR 44A/Kilgore St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	3	0	0	0	0	0	0	0	0	0	0	2	9	0	0	3	0	0	0	0	17	178
7:15 AM	12	0	4	0	0	0	0	0	0	0	0	8	20	0	0	8	2	0	0	0	54	218
7:30 AM	12	0	5	0	0	0	0	0	0	0	0	9	20	0	0	8	1	0	0	0	55	214
7:45 AM	5	0	18	0	0	0	0	0	0	0	1	3	14	0	0	6	3	2	0	0	52	197
8:00 AM	8	1	13	0	0	1	0	0	0	0	1	3	18	0	0	7	3	2	0	0	57	187
8:15 AM	8	3	3	0	0	0	1	0	0	0	0	3	21	0	0	8	2	1	0	0	50	130
8:30 AM	8	1	2	0	0	0	1	0	0	0	0	2	13	0	0	8	3	0	0	0	38	80
8:45 AM	15	1	5	0	0	0	1	0	0	0	2	6	8	0	0	3	1	0	0	0	42	42
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	48	4	72	0	0	4	0	0	0	0	4	36	80	0	0	32	12	8	0	0	300	
Heavy Trucks	0	0	8	0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	0	20	
Pedestrians	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	16	
Bicycles	0	8	0	0	0	4	4	0	0	0	0	0	4	0	0	0	0	0	0	0	20	
Buses																						
Stopped Buses																						

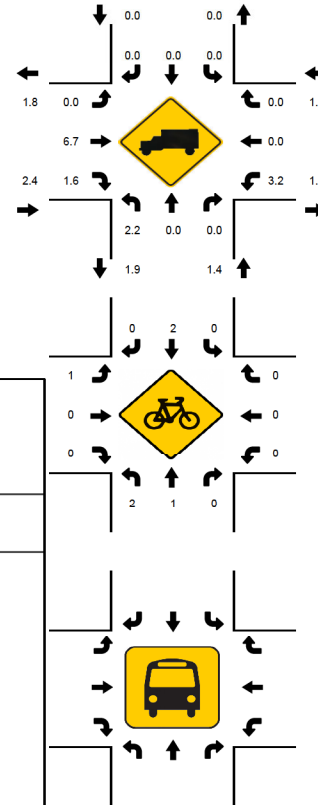
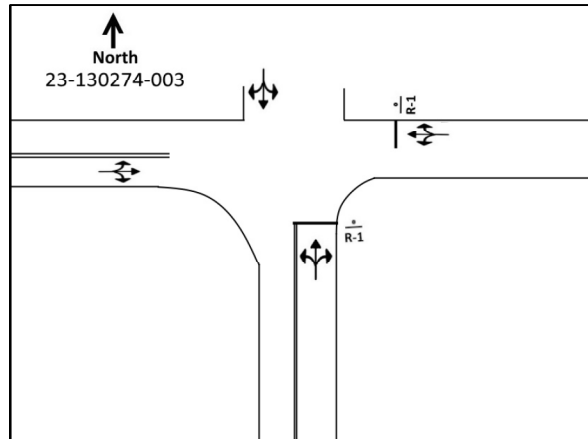
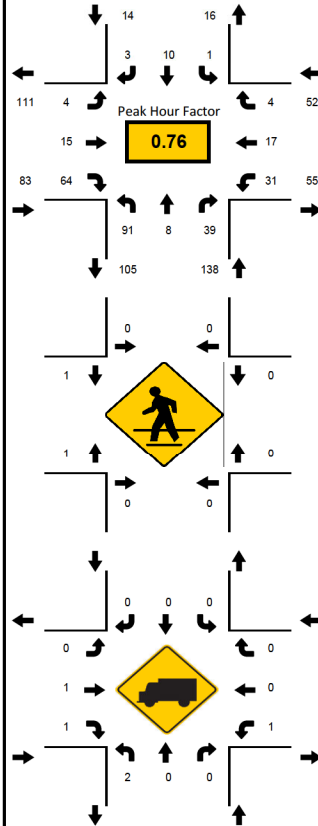
LOCATION: Doctor M.L.K Jr Ave & CR 44A/Kilgore St
CITY/STATE: Wildwood, FL

PROJECT ID: 23-130274-003
DATE: Tue, Oct 03, 2023

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:15 PM - 04:30 PM



National Data & Surveying Services



15-Min Count Period Beginning At	Doctor M.L.K Jr Ave Northbound					Doctor M.L.K Jr Ave Southbound					CR 44A/Kilgore St Eastbound					CR 44A/Kilgore St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	19	6	7	0		0	3	2	0		2	4	19	0		8	2	2	0		74	284
4:15 PM	28	1	13	0		0	5	0	0		0	4	24	0		12	7	1	0		95	287
4:30 PM	20	4	10	0		0	1	1	0		0	3	13	0		10	5	1	0		68	255
4:45 PM	15	0	6	0		1	0	1	0		2	4	12	0		3	2	1	0		47	241
5:00 PM	28	3	10	0		0	4	1	0		2	4	15	0		6	3	1	0		77	267
5:15 PM	24	4	5	0		2	1	1	0		1	4	12	0		4	3	2	0		63	190
5:30 PM	15	2	6	0		0	2	3	0		2	4	13	0		4	2	1	0		54	127
5:45 PM	16	3	13	0		0	3	1	0		5	2	16	0		13	1	0	0		73	73
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	112	16	52	0		4	20	4	0		8	16	96	0		48	28	4	0		408	
Heavy Trucks	4	0	0	0		0	0	0	0		0	4	4	0		4	0	0	0		16	
Pedestrians		0					0					8					0				8	
Bicycles	4	4	0	0		0	4	0	0		4	0	0	0		0	0	0	0		16	
Buses																						
Stopped Buses																						

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/S Main St/SR 35 & Dr. M.L.K Jr Ave/Huey St
City: Wildwood
Control: Signalized

Project ID: 23-130274-004
Date: 10/3/2023

Data - Total

NS/EW Streets:		US 301/S Main St/SR 35				US 301/S Main St/SR 35				Dr. M.L.K Jr Ave/Huey St				Dr. M.L.K Jr Ave/Huey St				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
	7:00 AM	2	208	31	1	26	338	0	0	5	9	3	0	10	2	5	0	640
	7:15 AM	7	205	21	0	29	273	3	0	9	23	5	0	14	10	7	0	556
	7:30 AM	2	258	26	0	21	269	5	0	13	12	7	0	21	19	17	0	670
	7:45 AM	1	246	20	0	27	233	0	0	4	1	1	0	23	2	9	0	567
	8:00 AM	5	208	16	0	27	214	0	0	7	3	3	0	7	2	12	0	504
	8:15 AM	5	225	17	0	14	243	8	0	14	22	9	0	16	13	12	0	598
	8:30 AM	3	228	17	0	11	200	8	0	12	17	6	0	20	16	9	0	547
	8:45 AM	4	237	10	0	23	240	7	0	4	5	5	0	10	6	9	0	560
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		29	1815	158	1	178	1960	31	0	68	92	39	0	121	70	80	0	4642
PEAK HR :		1.45%	90.61%	7.89%	0.05%	8.21%	90.36%	1.43%	0.00%	34.17%	46.23%	19.60%	0.00%	44.65%	25.83%	29.52%	0.00%	
PEAK HR VOL :		12	917	98	1	103	1063	8	0	31	45	16	0	68	33	38	0	TOTAL
PEAK HR FACTOR :		0.429	0.889	0.790	0.250	0.888	0.786	0.400	0.000	0.596	0.489	0.571	0.000	0.739	0.434	0.559	0.000	2433
		0.899				0.806				0.622				0.610				0.908

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
	4:00 PM	4	296	20	0	12	213	11	0	19	14	11	0	29	13	15	0	657
	4:15 PM	10	282	8	0	10	258	16	0	8	11	9	0	38	26	18	0	694
	4:30 PM	13	304	11	0	10	272	15	0	10	15	8	0	34	10	21	0	723
	4:45 PM	13	261	13	0	7	262	8	0	6	3	5	0	26	19	18	0	641
	5:00 PM	10	293	14	0	5	246	11	0	8	5	5	0	25	19	32	0	673
	5:15 PM	12	314	13	0	1	263	8	0	11	5	7	0	18	9	12	0	673
	5:30 PM	10	303	7	0	5	226	16	0	8	3	12	0	24	8	8	0	630
	5:45 PM	9	217	15	0	5	193	21	0	13	12	5	0	11	16	7	0	524
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		81	2270	101	0	55	1933	106	0	83	68	62	0	205	120	131	0	5215
PEAK HR :		3.30%	92.58%	4.12%	0.00%	2.63%	92.31%	5.06%	0.00%	38.97%	31.92%	29.11%	0.00%	44.96%	26.32%	28.73%	0.00%	
PEAK HR VOL :		46	1140	46	0	32	1038	50	0	32	34	27	0	123	74	89	0	TOTAL
PEAK HR FACTOR :		0.885	0.938	0.821	0.000	0.800	0.954	0.781	0.000	0.800	0.567	0.750	0.000	0.809	0.712	0.695	0.000	2731
		0.939				0.943				0.705				0.872				0.944

0%	11%	2%	0%	4%	11%	0%	#DIV/0!	6%	7%	0%	#DIV/0!	4%	0%	0%	#DIV/0!
0%	6%	4%	#DIV/0!	0%	4%	2%	#DIV/0!	0%	6%	0%	#DIV/0!	2%	3%	1%	#DIV/0!

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/S Main St/SR 35 & Dr. M.L.K Jr Ave/Huey St
City: Wildwood
Control: Signalized

Project ID: 23-130274-004
Date: 10/3/2023

Data - Cars

NS/EW Streets:	US 301/S Main St/SR 35				US 301/S Main St/SR 35				Dr. M.L.K Jr Ave/Huey St				Dr. M.L.K Jr Ave/Huey St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	2	187	30	1	25	310	0	0	5	8	3	0	10	2	5	0	588
7:15 AM	7	181	21	0	27	198	3	0	8	21	5	0	13	10	7	0	501
7:30 AM	2	234	26	0	20	235	5	0	13	12	7	0	21	19	17	0	611
7:45 AM	1	215	19	0	27	201	0	0	3	1	1	0	21	2	9	0	500
8:00 AM	4	180	16	0	27	193	0	0	5	2	3	0	6	2	12	0	450
8:15 AM	5	196	13	0	13	212	6	0	14	21	8	0	15	12	12	0	527
8:30 AM	3	203	16	0	11	173	8	0	12	17	6	0	19	16	9	0	493
8:45 AM	4	208	9	0	21	213	6	0	4	5	5	0	9	5	9	0	498
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	28	1604	150	1	171	1735	28	0	64	87	38	0	114	68	80	0	4168
	1.57%	89.96%	8.41%	0.06%	8.84%	89.71%	1.45%	0.00%	33.86%	46.03%	20.11%	0.00%	43.51%	25.95%	30.53%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM				99	944	8	0	29	42	16	0	65	33	38	0	TOTAL
PEAK HR VOL :	12	817	96	1	0.917	0.761	0.400	0.000	0.558	0.500	0.571	0.000	0.774	0.434	0.559	0.000	2200
PEAK HR FACTOR :	0.429	0.873	0.800	0.250		0.784				0.640				0.596			0.900
			0.884														
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	4	275	20	0	12	196	11	0	19	14	11	0	28	13	13	0	616
4:15 PM	10	267	7	0	10	242	16	0	8	10	9	0	37	25	18	0	659
4:30 PM	13	289	11	0	10	259	15	0	10	15	8	0	33	10	21	0	694
4:45 PM	13	245	13	0	7	255	7	0	6	2	5	0	26	18	18	0	615
5:00 PM	10	269	13	0	5	239	11	0	8	5	5	0	25	19	31	0	640
5:15 PM	12	301	12	0	1	254	8	0	11	5	7	0	18	9	12	0	650
5:30 PM	10	283	6	0	5	219	16	0	8	3	12	0	23	8	8	0	601
5:45 PM	9	212	14	0	5	181	21	0	13	12	5	0	10	16	7	0	505
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	81	2141	96	0	55	1845	105	0	83	66	62	0	200	118	128	0	4980
	3.49%	92.36%	4.14%	0.00%	2.74%	92.02%	5.24%	0.00%	39.34%	31.28%	29.38%	0.00%	44.84%	26.46%	28.70%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM				32	995	49	0	32	32	27	0	121	72	88	0	TOTAL
PEAK HR VOL :	46	1070	44	0	0.800	0.960	0.766	0.000	0.800	0.533	0.750	0.000	0.818	0.720	0.710	0.000	2608
PEAK HR FACTOR :	0.885	0.926	0.846	0.000		0.947				0.689				0.878			0.939
			0.927														

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/S Main St/SR 35 & Dr. M.L.K Jr Ave/Huey St
City: Wildwood
Control: Signalized

Project ID: 23-130274-004
Date: 10/3/2023

Data - HT

NS/EW Streets:	US 301/S Main St/SR 35				US 301/S Main St/SR 35				Dr. M.L.K Jr Ave/Huey St				Dr. M.L.K Jr Ave/Huey St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	21	1	0	1	28	0	0	0	1	0	0	0	0	0	0	52
7:15 AM	0	24	0	0	2	25	0	0	1	2	0	0	1	0	0	0	55
7:30 AM	0	24	0	0	1	34	0	0	0	0	0	0	0	0	0	0	59
7:45 AM	0	31	1	0	0	32	0	0	1	0	0	0	2	0	0	0	67
8:00 AM	1	28	0	0	0	21	0	0	2	1	0	0	1	0	0	0	54
8:15 AM	0	29	4	0	1	31	2	0	0	1	1	0	1	1	0	0	71
8:30 AM	0	25	1	0	0	27	0	0	0	0	0	0	1	0	0	0	54
8:45 AM	0	29	1	0	2	27	1	0	0	0	0	0	1	1	0	0	62
TOTAL VOLUMES :	NL 1	NT 211	NR 8	NU 0	SL 7	ST 225	SR 3	SU 0	EL 4	ET 5	ER 1	EU 0	WL 7	WT 2	WR 0	WU 0	TOTAL 474
APPROACH %'s :	0.45%	95.91%	3.64%	0.00%	2.98%	95.74%	1.28%	0.00%	40.00%	50.00%	10.00%	0.00%	77.78%	22.22%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM				4	119	0	0	2	3	0	0	3	0	0	0	TOTAL 233
PEAK HR VOL :	0	100	2	0	0.500	0.875	0.000	0.000	0.500	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.869
PEAK HR FACTOR :	0.000	0.806	0.500	0.000	0.500	0.875	0.000	0.000	0.500	0.375	0.000	0.000	0.375	0.000	0.000	0.000	
			0.797				0.879				0.417				0.375		
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	21	0	0	0	17	0	0	0	0	0	0	1	0	2	0	41
4:15 PM	0	15	1	0	0	16	0	0	0	1	0	0	1	1	0	0	35
4:30 PM	0	15	0	0	0	13	0	0	0	0	0	0	1	0	0	0	29
4:45 PM	0	16	0	0	0	7	1	0	0	1	0	0	0	1	0	0	26
5:00 PM	0	24	1	0	0	7	0	0	0	0	0	0	0	0	1	0	33
5:15 PM	0	13	1	0	0	9	0	0	0	0	0	0	0	0	0	0	23
5:30 PM	0	20	1	0	0	7	0	0	0	0	0	0	1	0	0	0	29
5:45 PM	0	5	1	0	0	12	0	0	0	0	0	0	1	0	0	0	19
TOTAL VOLUMES :	NL 0	NT 129	NR 5	NU 0	SL 0	ST 88	SR 1	SU 0	EL 0	ET 2	ER 0	EU 0	WL 5	WT 2	WR 3	WU 0	TOTAL 235
APPROACH %'s :	0.00%	96.27%	3.73%	0.00%	0.00%	98.88%	1.12%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	20.00%	30.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM				0	43	1	0	0	2	0	0	2	2	1	0	TOTAL 123
PEAK HR VOL :	0	70	2	0	0.000	0.672	0.250	0.000	0.000	0.500	0.000	0.000	0.500	0.500	0.250	0.000	0.879
PEAK HR FACTOR :	0.000	0.729	0.500	0.000	0.000	0.672	0.250	0.000	0.000	0.500	0.000	0.000	0.500	0.500	0.250	0.000	
			0.720				0.688				0.500				0.625		

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/S Main St/SR 35 & Dr. M.L.K Jr Ave/Huey St
City: Wildwood
Control: Signalized

Project ID: 23-130274-004
Date: 10/3/2023

Data - Bikes

NS/EW Streets:	US 301/S Main St/SR 35				US 301/S Main St/SR 35				Dr. M.L.K Jr Ave/Huey St				Dr. M.L.K Jr Ave/Huey St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	1	0	0	0	1	0	0	0	1	0	0	2	1	0	0	6
	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.375

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 301/S Main St/SR 35 & Dr. M.L.K Jr Ave/Huey St
City: Wildwood

Project ID: 23-130274-004
Date: 10/3/2023

Data - Pedestrians (Crosswalks)

NS/EW Streets:	US 301/S Main St/SR 35		US 301/S Main St/SR 35		Dr. M.L.K Jr Ave/Huey St		Dr. M.L.K Jr Ave/Huey St	
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :	0	0	0	0	0	0	100.00%	0.00%
PEAK HR :	07:00 AM - 08:00 AM							
PEAK HR VOL :	0	0	0	0	0	0	0	0
PEAK HR FACTOR :								

US 301/S Main St/SR 35 & Dr. M.L.K Jr Ave/Huey St

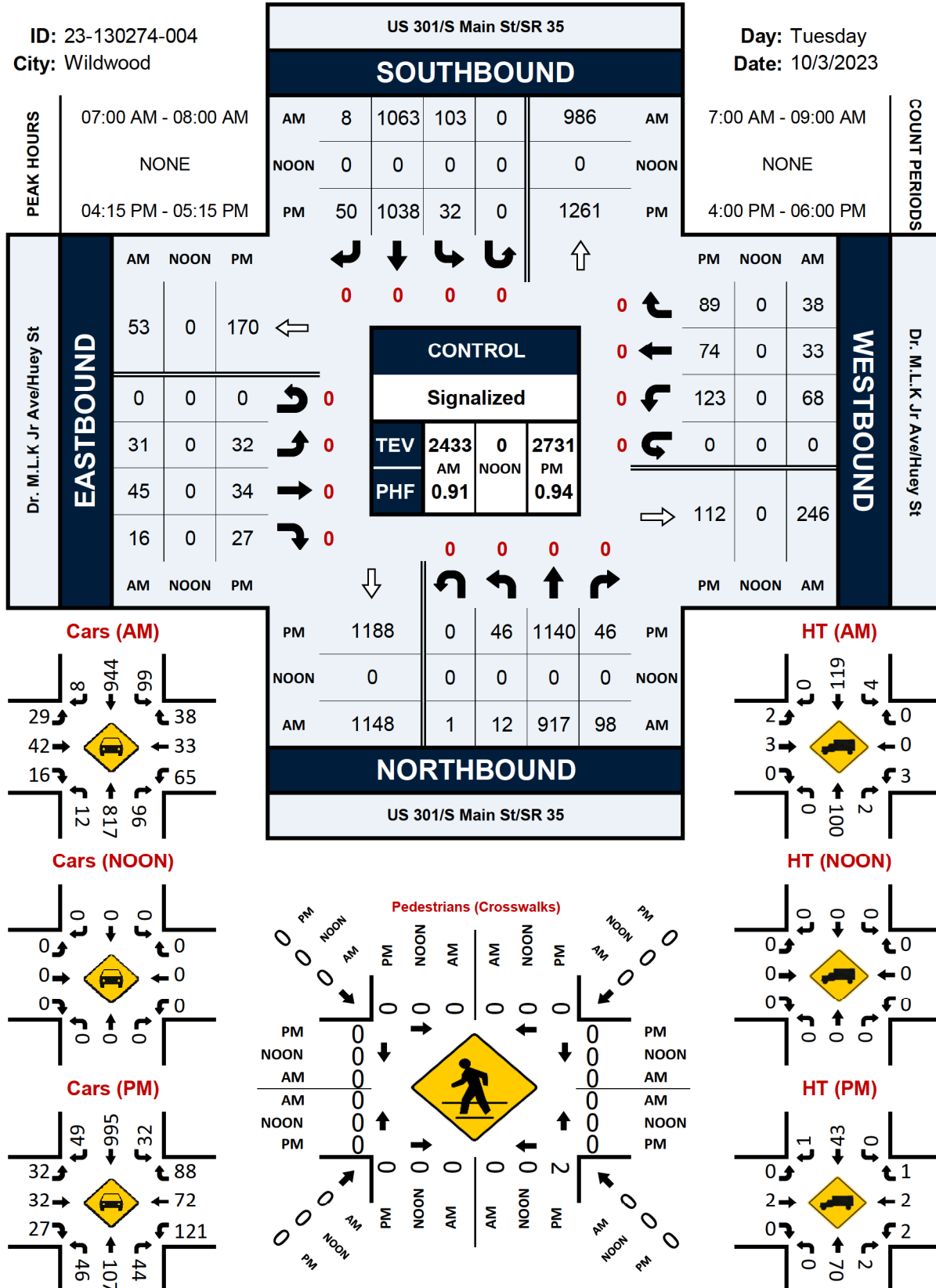
Peak Hour Turning Movement Count

ID: 23-130274-004

City: Wildwood

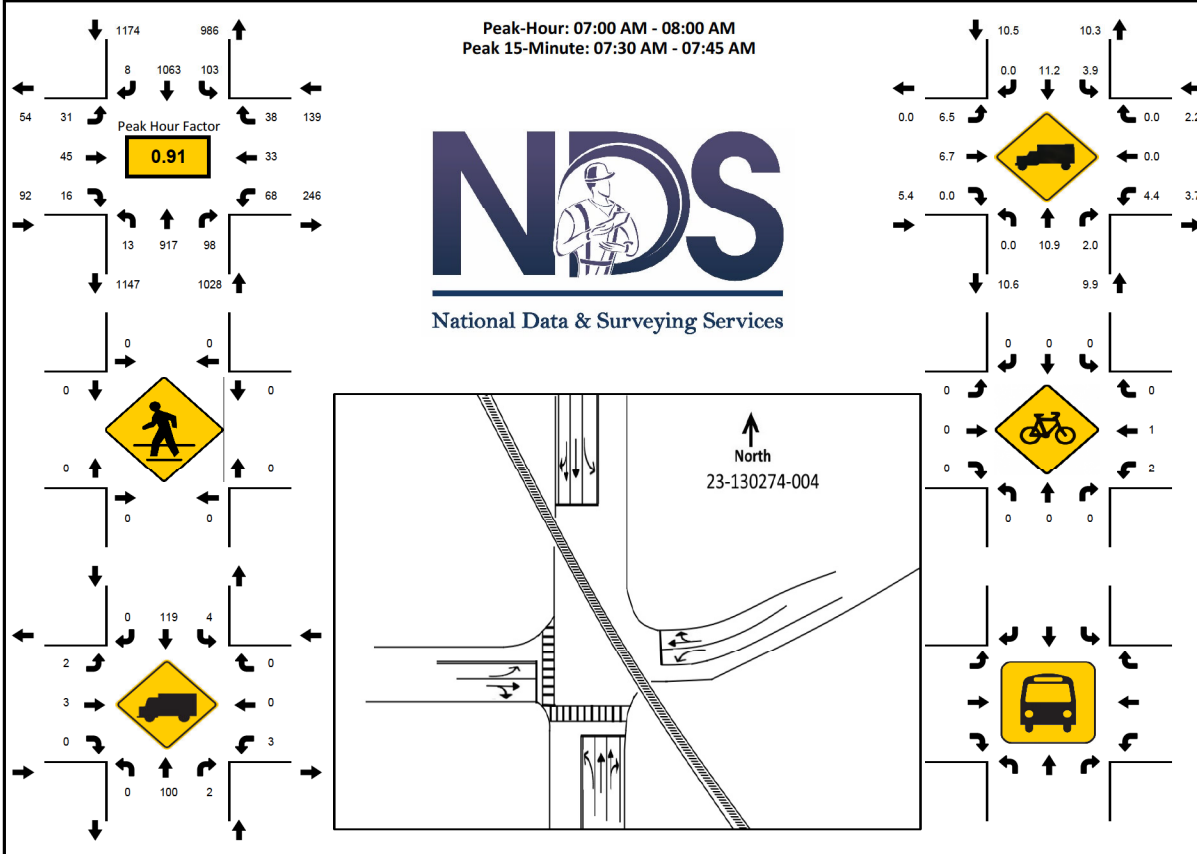
Day: Tuesday

Date: 10/3/2023



LOCATION: US 301/S Main St/SR 35 & Dr. M.L.K Jr Ave/Huey St
CITY/STATE: Wildwood, FL

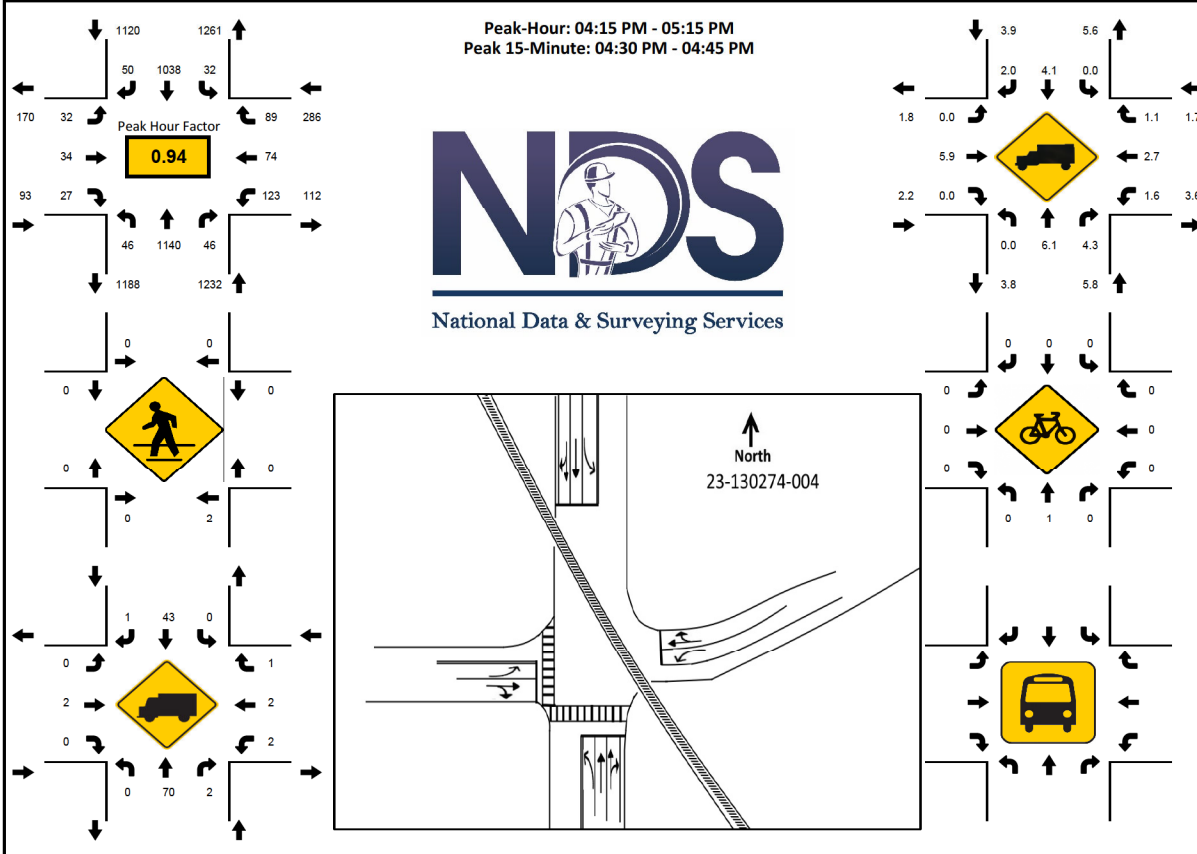
PROJECT ID: 23-130274-004
DATE: Tue, Oct 03, 2023



15-Min Count Period Beginning At	US 301/S Main St/SR 35 Northbound					US 301/S Main St/SR 35 Southbound					Dr. M.L.K Jr Ave/Huey St Eastbound					Dr. M.L.K Jr Ave/Huey St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	208	31	1		26	338	0	0		5	9	3	0		10	2	5	0		640	2433
7:15 AM	7	205	21	0		29	223	3	0		9	23	5	0		14	10	7	0		556	2297
7:30 AM	2	258	26	0		21	269	5	0		13	12	7	0		21	19	17	0		670	2339
7:45 AM	1	246	20	0		27	233	0	0		4	1	1	0		23	2	9	0		567	2216
8:00 AM	5	208	16	0		27	214	0	0		7	3	3	0		7	2	12	0		504	2209
8:15 AM	5	225	17	0		14	243	8	0		14	22	9	0		16	13	12	0		598	1705
8:30 AM	3	228	17	0		11	200	8	0		12	17	6	0		20	16	9	0		547	1107
8:45 AM	4	237	10	0		23	240	7	0		4	5	5	0		10	6	9	0		560	560
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	28	1032	124	4		116	1352	20	0		52	92	28	0		92	76	68	0		3084	
Heavy Trucks	0	124	4	0		8	136	0	0		4	8	0	0		8	0	0	0		292	
Pedestrians	0	0				0	0	0			0	0				0	0				0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		4	4	0	0		8	
Buses																						
Stopped Buses																						

LOCATION: US 301/S Main St/SR 35 & Dr. M.L.K Jr Ave/Huey St
CITY/STATE: Wildwood, FL

PROJECT ID: 23-130274-004
DATE: Tue, Oct 03, 2023



15-Min Count Period Beginning At	US 301/S Main St/SR 35 Northbound					US 301/S Main St/SR 35 Southbound					Dr. M.L.K Jr Ave/Huey St Eastbound					Dr. M.L.K Jr Ave/Huey St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	4	296	20	0		12	213	11	0		19	14	11	0		29	13	15	0		657	2715
4:15 PM	10	282	8	0		10	258	16	0		8	11	9	0		38	26	18	0		694	2731
4:30 PM	13	304	11	0		10	272	15	0		10	15	8	0		34	10	21	0		723	2710
4:45 PM	13	261	13	0		7	262	8	0		6	3	5	0		26	19	18	0		641	2617
5:00 PM	10	293	14	0		5	246	11	0		8	5	5	0		25	19	32	0		673	2500
5:15 PM	12	314	13	0		1	263	8	0		11	5	7	0		18	9	12	0		673	1827
5:30 PM	10	303	7	0		5	226	16	0		8	3	12	0		24	8	8	0		630	1154
5:45 PM	9	217	15	0		5	193	21	0		13	12	5	0		11	16	7	0		524	524
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	52	1216	56	0		40	1088	64	0		40	60	36	0		152	104	128	0		3036	
Heavy Trucks	0	96	4	0		0	64	4	0		0	4	0	0		4	4	4	0		184	
Pedestrians		4					0					0					0				4	
Bicycles	0	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

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

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

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

5_1800_PKSEASON.TXT

Appendix D

Existing Conditions Synchro Printouts

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	962	0	12	482	42	0	0	0	39	0	1
Future Vol, veh/h	14	962	0	12	482	42	0	0	0	39	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	375	-	225	225	-	225	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	25	94
Heavy Vehicles, %	29	9	2	2	12	19	2	2	2	8	2	2
Mvmt Flow	15	1023	0	13	513	45	0	0	0	41	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	558	0	0	1023	0	0	1336	1637	512	1081	1592	257
Stage 1	-	-	-	-	-	-	1053	1053	-	539	539	-
Stage 2	-	-	-	-	-	-	283	584	-	542	1053	-
Critical Hdwy	4.68	-	-	4.14	-	-	7.54	6.54	6.94	7.66	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.66	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.66	5.54	-
Follow-up Hdwy	2.49	-	-	2.22	-	-	3.52	4.02	3.32	3.58	4.02	3.32
Pot Cap-1 Maneuver	844	-	-	674	-	-	112	100	507	165	106	742
Stage 1	-	-	-	-	-	-	242	301	-	479	520	-
Stage 2	-	-	-	-	-	-	700	496	-	477	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	844	-	-	674	-	-	109	96	507	160	102	742
Mov Cap-2 Maneuver	-	-	-	-	-	-	195	207	-	284	208	-
Stage 1	-	-	-	-	-	-	238	296	-	470	510	-
Stage 2	-	-	-	-	-	-	686	487	-	469	296	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	0	19.6
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	844	-	-	674	-	-	284	742
HCM Lane V/C Ratio	-	0.018	-	-	0.019	-	-	0.146	0.001
HCM Control Delay (s)	0	9.3	-	-	10.4	-	-	19.8	9.9
HCM Lane LOS	A	A	-	-	B	-	-	C	A
HCM 95th %tile Q(veh)	-	0.1	-	-	0.1	-	-	0.5	0

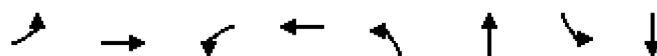
Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	21	8	26	14	5
Future Vol, veh/h	72	21	8	26	14	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	10	2	2	29	20
Mvmt Flow	82	24	9	30	16	6
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	106	0	142	94
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	48	-
Critical Hdwy	-	-	4.12	-	6.69	6.4
Critical Hdwy Stg 1	-	-	-	-	5.69	-
Critical Hdwy Stg 2	-	-	-	-	5.69	-
Follow-up Hdwy	-	-	2.218	-	3.761	3.48
Pot Cap-1 Maneuver	-	-	1485	-	791	916
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	786	916
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	905	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.8		9.5	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	816	-	-	1485	-	
HCM Lane V/C Ratio	0.026	-	-	0.006	-	
HCM Control Delay (s)	9.5	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	23	73	29	9	4	37	1	40	1	0	0
Future Vol, veh/h	2	23	73	29	9	4	37	1	40	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	8	2	11	2	2	2	8	2	2	2
Mvmt Flow	2	24	77	31	9	4	39	1	42	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	101	0	0	140	142	63	161	178	11
Stage 1	-	-	-	-	-	-	67	67	-	73	73	-
Stage 2	-	-	-	-	-	-	73	75	-	88	105	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.28	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.372	3.518	4.018	3.318
Pot Cap-1 Maneuver	1606	-	-	1491	-	-	830	749	985	804	716	1070
Stage 1	-	-	-	-	-	-	943	839	-	937	834	-
Stage 2	-	-	-	-	-	-	937	833	-	920	808	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1606	-	-	1491	-	-	816	733	985	756	700	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	816	733	-	756	700	-
Stage 1	-	-	-	-	-	-	942	838	-	936	816	-
Stage 2	-	-	-	-	-	-	917	816	-	879	807	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			5.2			9.4			9.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	893	1606	-	-	1491	-	-	756				
HCM Lane V/C Ratio	0.092	0.001	-	-	0.02	-	-	0.001				
HCM Control Delay (s)	9.4	7.2	0	-	7.5	0	-	9.8				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0				

Timings

106: US 301 & Dr MLK Jr Dr/Huey St

10/10/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	31	45	69	33	13	926	104	1074
Future Volume (vph)	31	45	69	33	13	926	104	1074
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	7	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	5.0	5.0	35.0	5.0	35.0
Minimum Split (s)	10.0	23.0	10.0	23.0	10.0	40.0	10.0	40.0
Total Split (s)	25.0	30.0	25.0	30.0	25.0	55.0	25.0	55.0
Total Split (%)	18.5%	22.2%	18.5%	22.2%	18.5%	40.7%	18.5%	40.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	16.2	12.2	21.0	14.8	59.2	53.3	67.4	66.6
Actuated g/C Ratio	0.17	0.13	0.22	0.15	0.61	0.55	0.70	0.69
v/c Ratio	0.14	0.29	0.27	0.27	0.04	0.63	0.34	0.53
Control Delay	30.1	39.6	31.7	25.8	7.9	20.3	10.0	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	39.6	31.7	25.8	7.9	20.3	10.0	12.6
LOS	C	D	C	C	A	C	A	B
Approach Delay		36.4		28.7		20.1		12.3
Approach LOS		D		C		C		B

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 96.9

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 57.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 106: US 301 & Dr MLK Jr Dr/Huey St

Ø1	Ø2	Ø3	Ø4
25 s	55 s	25 s	30 s
Ø5	Ø6	Ø7	Ø8
25 s	55 s	25 s	30 s

Existing-AM Peak 10:55 am 10/10/2023

Synchro 11 Report
Page 6

HCM 6th Signalized Intersection Summary

106: US 301 & Dr MLK Jr Dr/Huey St

10/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	45	16	69	33	38	13	926	99	104	1074	8
Future Volume (veh/h)	31	45	16	69	33	38	13	926	99	104	1074	8
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	1811	1796	1870	1841	1870	1870	1870	1737	1870	1841	1737	1870
Adj Flow Rate, veh/h	34	49	18	76	36	42	14	1018	109	114	1180	9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	7	2	4	2	2	2	11	2	4	11	2
Cap, veh/h	273	163	60	294	118	138	276	1647	176	325	1957	15
Arrive On Green	0.03	0.13	0.13	0.05	0.15	0.15	0.02	0.55	0.55	0.05	0.58	0.58
Sat Flow, veh/h	1725	1253	460	1753	787	918	1781	3007	322	1753	3357	26
Grp Volume(v), veh/h	34	0	67	76	0	78	14	558	569	114	580	609
Grp Sat Flow(s),veh/h/ln	1725	0	1713	1753	0	1705	1781	1650	1679	1753	1650	1732
Q Serve(g_s), s	1.5	0.0	3.2	3.4	0.0	3.7	0.3	21.1	21.2	2.5	20.6	20.6
Cycle Q Clear(g_c), s	1.5	0.0	3.2	3.4	0.0	3.7	0.3	21.1	21.2	2.5	20.6	20.6
Prop In Lane	1.00		0.27	1.00		0.54	1.00		0.19	1.00		0.01
Lane Grp Cap(c), veh/h	273	0	223	294	0	256	276	904	919	325	962	1010
V/C Ratio(X)	0.12	0.00	0.30	0.26	0.00	0.30	0.05	0.62	0.62	0.35	0.60	0.60
Avail Cap(c_a), veh/h	596	0	469	587	0	467	637	904	919	618	962	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	0.0	36.0	32.0	0.0	34.6	10.5	14.1	14.1	11.0	12.2	12.2
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.5	0.0	0.7	0.1	3.2	3.1	0.6	2.8	2.7
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	1.2	0.0	2.5	2.6	0.0	2.9	0.2	12.2	12.4	1.6	11.6	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	0.0	36.7	32.5	0.0	35.2	10.5	17.3	17.2	11.6	15.0	14.9
LnGrp LOS	C	A	D	C	A	D	B	B	B	B	B	B
Approach Vol, veh/h	101			154			1141			1303		
Approach Delay, s/veh	35.4			33.9			17.2			14.7		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.5	58.2	7.9	18.7	9.7	55.0	9.7	16.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	50.0	20.0	25.0	20.0	50.0	20.0	25.0				
Max Q Clear Time (g_c+I1), s	2.3	22.6	3.5	5.7	4.5	23.2	5.4	5.2				
Green Ext Time (p_c), s	0.0	8.7	0.0	0.3	0.2	8.1	0.1	0.3				
Intersection Summary												
HCM 6th Ctrl Delay	17.6											
HCM 6th LOS	B											

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	6	587	0	18	929	47	1	0	1	36	0	10
Future Vol, veh/h	6	587	0	18	929	47	1	0	1	36	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	375	-	225	225	-	225	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	7	2	2	5	17	2	2	2	2	2	2
Mvmt Flow	7	660	0	20	1044	53	1	0	1	40	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1097	0	0	660	0	0	1236	1811	330	1428	1758	522
Stage 1	-	-	-	-	-	-	674	674	-	1084	1084	-
Stage 2	-	-	-	-	-	-	562	1137	-	344	674	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	632	-	-	924	-	-	132	78	666	95	84	499
Stage 1	-	-	-	-	-	-	410	452	-	231	291	-
Stage 2	-	-	-	-	-	-	479	275	-	645	452	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	632	-	-	924	-	-	126	75	666	93	81	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	182	-	183	191	-
Stage 1	-	-	-	-	-	-	405	447	-	228	285	-
Stage 2	-	-	-	-	-	-	458	269	-	637	447	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			14.9			26.3		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2			
Capacity (veh/h)	366	632	-	-	924	-	-	183	499			
HCM Lane V/C Ratio	0.006	0.011	-	-	0.022	-	-	0.221	0.023			
HCM Control Delay (s)	14.9	10.8	-	-	9	-	-	30.2	12.4			
HCM Lane LOS	B	B	-	-	A	-	-	D	B			
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	0.8	0.1			

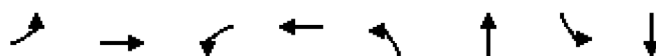
Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	39	20	11	54	34	6
Future Vol, veh/h	39	20	11	54	34	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	5	2	2	2	2
Mvmt Flow	48	24	13	66	41	7
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	72	0	152	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1528	-	840	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1528	-	832	1005
Mov Cap-2 Maneuver	-	-	-	-	832	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	924	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.2		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	854	-	-	1528	-	
HCM Lane V/C Ratio	0.057	-	-	0.009	-	
HCM Control Delay (s)	9.5	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	15	65	31	17	4	92	8	39	1	10	3
Future Vol, veh/h	4	15	65	31	17	4	92	8	39	1	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	7	2	3	2	2	2	2	2	2	2	2
Mvmt Flow	5	20	86	41	22	5	121	11	51	1	13	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	27	0	0	106	0	0	188	182	63	211	223	25
Stage 1	-	-	-	-	-	-	73	73	-	107	107	-
Stage 2	-	-	-	-	-	-	115	109	-	104	116	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1587	-	-	1479	-	-	772	712	1002	746	676	1051
Stage 1	-	-	-	-	-	-	937	834	-	898	807	-
Stage 2	-	-	-	-	-	-	890	805	-	902	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1479	-	-	740	690	1002	683	655	1051
Mov Cap-2 Maneuver	-	-	-	-	-	-	740	690	-	683	655	-
Stage 1	-	-	-	-	-	-	934	831	-	895	784	-
Stage 2	-	-	-	-	-	-	847	782	-	842	798	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			4.5			10.9			10.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	795	1587	-	-	1479	-	-	715				
HCM Lane V/C Ratio	0.23	0.003	-	-	0.028	-	-	0.026				
HCM Control Delay (s)	10.9	7.3	0	-	7.5	0	-	10.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.9	0	-	-	0.1	-	-	0.1				

Timings

106: US 301 & Dr MLK Jr Dr/Huey St

10/10/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	34	124	75	46	1151	32	1048
Future Volume (vph)	32	34	124	75	46	1151	32	1048
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	7	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	5.0	5.0	35.0	5.0	35.0
Minimum Split (s)	10.0	23.0	10.0	23.0	10.0	40.0	10.0	40.0
Total Split (s)	25.0	30.0	25.0	30.0	25.0	55.0	25.0	55.0
Total Split (%)	18.5%	22.2%	18.5%	22.2%	18.5%	40.7%	18.5%	40.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	16.0	12.3	24.3	17.4	58.2	54.2	56.7	51.8
Actuated g/C Ratio	0.17	0.13	0.25	0.18	0.61	0.57	0.59	0.54
v/c Ratio	0.14	0.27	0.40	0.52	0.18	0.66	0.14	0.62
Control Delay	28.0	31.1	31.5	34.6	10.0	19.6	9.7	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	31.1	31.5	34.6	10.0	19.6	9.7	19.8
LOS	C	C	C	C	A	B	A	B
Approach Delay		30.0		33.2		19.2		19.6
Approach LOS		C		C		B		B

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 95.4

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 21.2

Intersection LOS: C

Intersection Capacity Utilization 67.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 106: US 301 & Dr MLK Jr Dr/Huey St

Ø1	Ø2	Ø3	Ø4
25 s	55 s	25 s	30 s
Ø5	Ø6	Ø7	Ø8
25 s	55 s	25 s	30 s

Existing-PM Peak 10:22 am 10/10/2023 Baseline

Synchro 11 Report
Page 6

HCM 6th Signalized Intersection Summary

106: US 301 & Dr MLK Jr Dr/Huey St

10/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	34	27	124	75	90	46	1151	46	32	1048	51
Future Volume (veh/h)	32	34	27	124	75	90	46	1151	46	32	1048	51
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	1811	1870	1870	1856	1870	1870	1811	1841	1870	1841	1870
Adj Flow Rate, veh/h	34	36	29	132	80	96	49	1224	49	34	1115	54
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	6	2	2	3	2	2	6	4	2	4	2
Cap, veh/h	235	119	96	350	138	166	294	1831	73	256	1819	88
Arrive On Green	0.03	0.13	0.13	0.08	0.18	0.18	0.04	0.54	0.54	0.03	0.54	0.54
Sat Flow, veh/h	1781	928	748	1781	768	922	1781	3372	135	1781	3395	164
Grp Volume(v), veh/h	34	0	65	132	0	176	49	624	649	34	574	595
Grp Sat Flow(s),veh/h/ln	1781	0	1676	1781	0	1690	1781	1721	1787	1781	1749	1811
Q Serve(g_s), s	1.5	0.0	3.3	5.7	0.0	8.9	1.1	24.3	24.3	0.8	21.2	21.2
Cycle Q Clear(g_c), s	1.5	0.0	3.3	5.7	0.0	8.9	1.1	24.3	24.3	0.8	21.2	21.2
Prop In Lane	1.00		0.45	1.00		0.55	1.00		0.08	1.00		0.09
Lane Grp Cap(c), veh/h	235	0	215	350	0	304	294	934	970	256	937	970
V/C Ratio(X)	0.14	0.00	0.30	0.38	0.00	0.58	0.17	0.67	0.67	0.13	0.61	0.61
Avail Cap(c_a), veh/h	561	0	449	584	0	453	607	934	970	582	937	970
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	36.9	30.0	0.0	35.0	11.4	15.3	15.3	12.2	15.0	15.0
Incr Delay (d2), s/veh	0.3	0.0	0.8	0.7	0.0	1.7	0.3	3.8	3.7	0.2	3.0	2.9
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	1.2	0.0	2.5	4.5	0.0	6.8	0.7	14.3	14.8	0.5	12.9	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	37.6	30.7	0.0	36.8	11.6	19.1	19.0	12.4	18.0	17.9
LnGrp LOS	C	A	D	C	A	D	B	B	B	B	B	B
Approach Vol, veh/h	99			308			1322			1203		
Approach Delay, s/veh	36.4			34.1			18.7			17.8		
Approach LOS	D			C			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	55.0	7.9	21.8	7.9	55.7	12.7	17.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	50.0	20.0	25.0	20.0	50.0	20.0	25.0				
Max Q Clear Time (g_c+I1), s	3.1	23.2	3.5	10.9	2.8	26.3	7.7	5.3				
Green Ext Time (p_c), s	0.1	8.4	0.0	0.8	0.0	9.0	0.3	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	20.6											
HCM 6th LOS	C											



EAGLE EPAC TIMING SHEET

COORDINATION SETTINGS

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	Dial 2/AM	Dial 3/PM	
												AVC	Split Sec	Split Sec	Split Sec
1		5	4.0	20	30	4.0					Lock				
2		35	4.0	50	50	4.0	1.0	7	20	min	Non Lock				
3		5	4.0	20	30	4.0					Lock				
4		5	4.0	25	50	4.0	1.0				Non Lock				
5		5	4.0	20	30	4.0					Lock				
6		35	4.0	50	50	4.0	1.0			min	Non Lock				
7		5	4.0	20	30	4.0					Lock				
8		12	4.0	20	30	4.0	1.0	8	22		Non Lock				
500/ INTERSECTION: US301 & CR44A/Hwy												Off Set			
DATE: July 2019															

Appendix E

Historical Data/Trends & Future Background Volumes

Sumter County CMP Database

SEGMENT ID	COUNTY STATION	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2022)	LANES (2027)	URBAN / RURAL	DIVIDED / UNDIVIDED	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 VIC	2022 PEAK HOUR LOS	GROWTH RATE
6000	104	30	1.26	CR 213 (WALKER RD)	SR 44	CR 44A	2	2	URBAN	UNDIVIDED	D	13,320	505	0.04	C	675	34	20	0.05	C	2.75%
3528120	15	35	1.47	CR 44A	US 901/SR 35	CR 139	2	2	URBAN	UNDIVIDED	D	13,320	3,462	0.26	C	675	178	144	0.26	C	1.00%
35281102	12	35	1.54	CR 44A	SR 44 W	CR 213	2	2	URBAN	UNDIVIDED	D	24,200	1,599	0.07	B	1,200	65	103	0.09	B	7.50%
35281103	2020-1100	35	1.13	CR 44A	CR 213	US 301/SR 35	2	2	URBAN	UNDIVIDED	D	24,200	16,341	0.68	C	1,200	406	725	0.60	C	8.00%
35281301	13	35	0.52	CR 44A	CR 139	BUENA VISTA BLVD	4	4	URBAN	DIVIDED	D	30,780	7,827	0.25	C	1,549	307	374	0.24	C	1.00%
35281302	14	25	2.80	CR 44A	BUENA VISTA BLVD	SR 44 (E)	2	2	URBAN	UNDIVIDED	D	24,200	3,155	0.13	B	1,200	119	174	0.15	B	9.25%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 8026 - CR-44A, 0.58 MI E OF US-301/MAIN ST - OFF SYSTEM

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
----	-----	-----		-----		-----	-----	-----
2022	3000 F	E	1600	W	1400	9.00	54.00	20.50
2021	3000 C	E	1600	W	1400	9.00	53.00	17.70
2020	2050 C	E	1100	W	950	9.00	54.70	20.20
2019	2700 C	E	1400	W	1300	9.00	53.30	22.00
2018	2300 F	E	1200	W	1100	9.00	53.70	20.00
2017	2300 C	E	1200	W	1100	9.00	53.50	20.10
2016	2500 C	E	1300	W	1200	9.00	53.10	20.90
2015	5800 T	E	3100	W	2700	9.00	54.70	20.70
2014	5600 S	E	3000	W	2600	9.00	55.10	19.80
2013	5600 F	E	3000	W	2600	9.00	56.40	20.00
2012	5600 C	E	3000	W	2600	9.00	56.30	19.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0200 - SR-44, 0.57 MI W OF US 301

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2022	19100 F	E 9100	W 10000	9.50	54.00	13.20
2021	19100 C	E 9100	W 10000	9.50	53.00	12.10
2020	14400 F	E 7600	W 6800	9.50	54.70	5.60
2019	15100 C	E 8000	W 7100	9.50	53.30	13.20
2018	15700 F	E 8100	W 7600	9.50	53.70	12.10
2017	15700 C	E 8100	W 7600	9.50	53.50	13.60
2016	14300 C	E 7600	W 6700	9.00	53.10	13.10
2015	13100 C	E 6700	W 6400	9.00	54.70	13.70
2014	13200 C	E 6800	W 6400	9.00	55.10	13.40
2013	12800 C	E 6500	W 6300	9.00	56.40	12.00
2012	12600 C	E 6500	W 6100	9.00	56.30	14.10
2011	12800 C	E 6500	W 6300	9.00	51.30	12.90
2010	13000 S	0	0	9.85	55.51	12.20
2008	13800 C	E 6900	W 6900	10.19	54.63	14.50
2007	14100 C	E 7100	W 7000	10.14	54.93	9.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0026 - ON US-301, 0.375 MI. N OF CR-44A (RVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2022	26000 F	N 13000	S 13000	9.00	54.00	12.00
2021	26000 C	N 13000	S 13000	9.00	53.00	12.00
2020	22000 F	N 11000	S 11000	9.00	54.70	9.90
2019	23000 C	N 11500	S 11500	9.00	53.30	9.90
2018	21000 F	N 10500	S 10500	9.00	53.70	15.40
2017	21000 C	N 10500	S 10500	9.00	53.50	15.40
2016	20000 C	N 10000	S 10000	9.00	53.10	13.80
2015	17300 C	N 8500	S 8800	9.00	54.70	13.30
2014	16200 C	N 8200	S 8000	9.00	55.10	13.50
2013	18300 C	N 9300	S 9000	9.00	56.40	13.70
2012	18600 C	N 9500	S 9100	9.00	56.30	11.70
2011	17500 C	N 8600	S 8900	9.00	51.30	10.80
2010	19200 C	N 9800	S 9400	9.85	55.51	10.40
2009	18300 C	N 9100	S 9200	9.88	55.48	11.10
2008	18900 C	N 9600	S 9300	10.19	54.63	12.60
2007	19000 C	N 9800	S 9200	10.14	54.93	11.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE

S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE

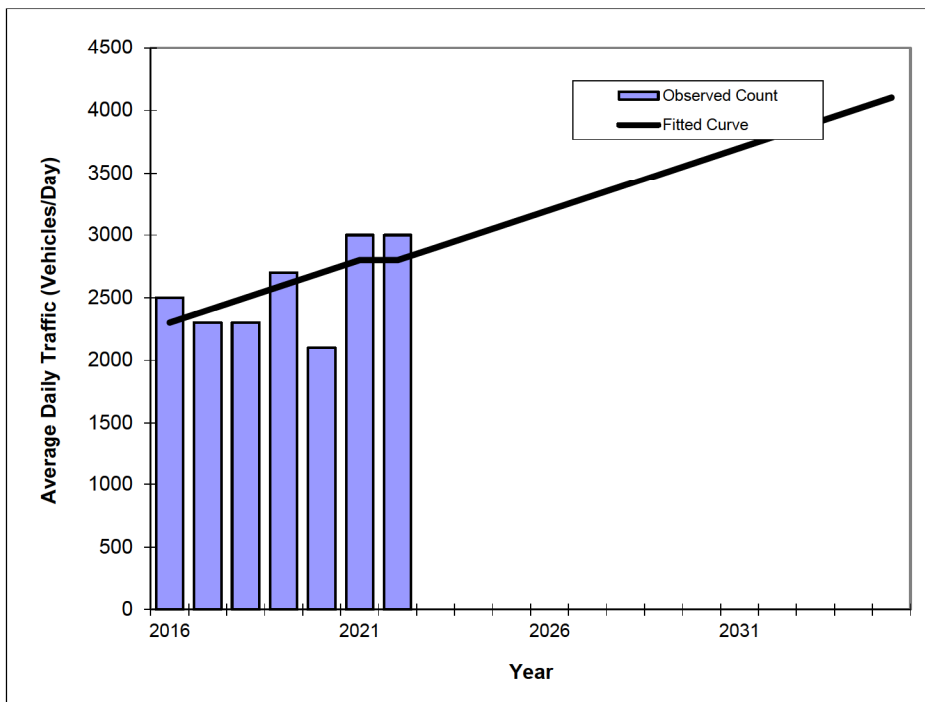
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a **CR 44A-East of US 301 --**

FIN#	
Location	

County:	Sumter (18)
Station #:	0
Highway:	CR 44A-East of US 301



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2016	2500	2300
2017	2300	2400
2018	2300	2500
2019	2700	2600
2020	2100	2700
2021	3000	2800
2022	3000	2800
2024 Opening Year Trend		
2024	N/A	3000
2025 Mid-Year Trend		
2025	N/A	3100
2026 Design Year Trend		
2026	N/A	3200
TRANPLAN Forecasts/Trends		

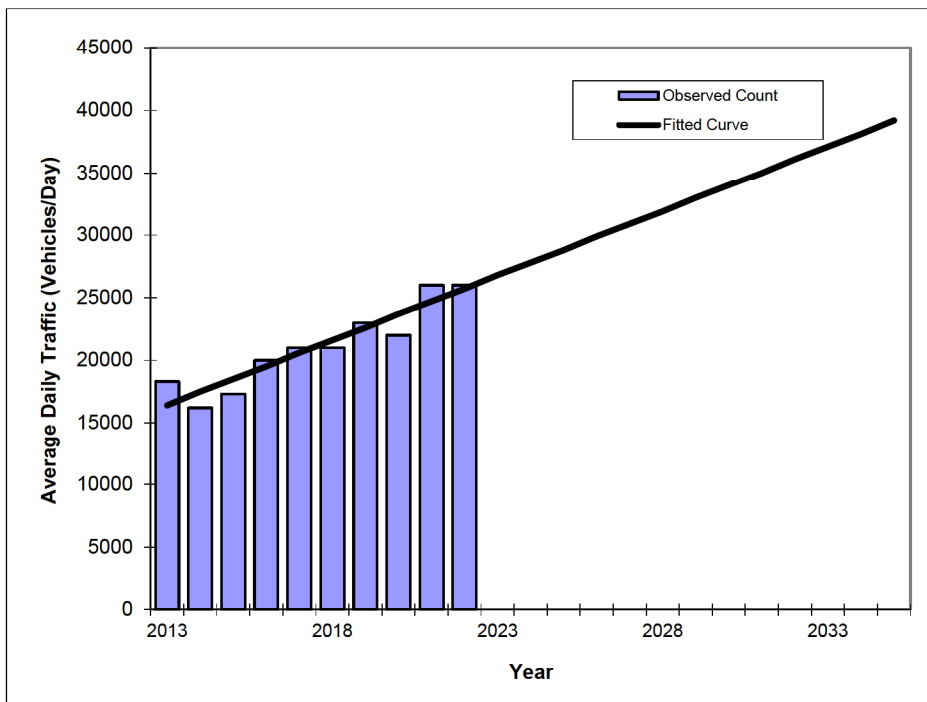
** Annual Trend Increase:	96
Trend R-squared:	34.39%
Trend Annual Historic Growth Rate:	3.62%
Trend Growth Rate (2022 to Design Year):	3.57%
Printed:	9-Oct-23
Straight Line Growth Option	

*Axle-Adjusted

Traffic Trends - V03.a **US 301-north of CR 44A --**

FIN#	
Location	

County:	Sumter (18)
Station #:	0026
Highway:	US 301-north of CR 44A



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	18300	16400
2014	16200	17500
2015	17300	18500
2016	20000	19500
2017	21000	20600
2018	21000	21600
2019	23000	22600
2020	22000	23700
2021	26000	24700
2022	26000	25700
2024 Opening Year Trend		
2024	N/A	27800
2025 Mid-Year Trend		
2025	N/A	28800
2026 Design Year Trend		
2026	N/A	29900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,033
Trend R-squared:	88.03%
Trend Annual Historic Growth Rate:	6.30%
Trend Growth Rate (2022 to Design Year):	4.09%
Printed:	9-Oct-23
Straight Line Growth Option	

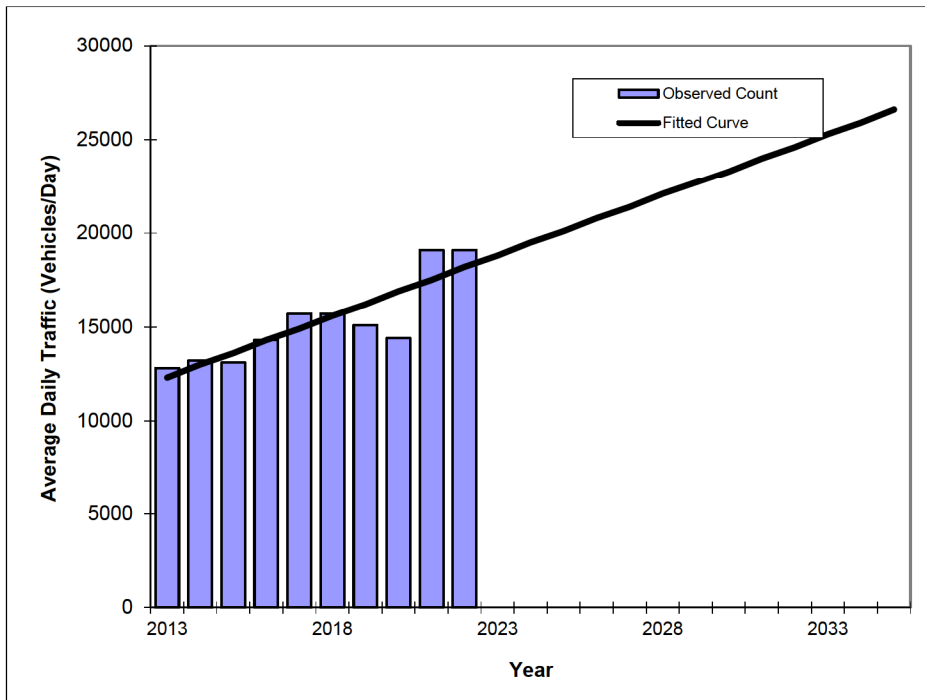
*Axle-Adjusted

Traffic Trends - V03.a

SR 44 west of US 301 --

FIN#	
Location	

County:	Sumter (18)
Station #:	0200
Highway:	SR 44 west of US 301



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2013	12800	12300
2014	13200	13000
2015	13100	13600
2016	14300	14300
2017	15700	14900
2018	15700	15600
2019	15100	16200
2020	14400	16900
2021	19100	17500
2022	19100	18200
2024 Opening Year Trend		
2024	N/A	19500
2025 Mid-Year Trend		
2025	N/A	20100
2026 Design Year Trend		
2026	N/A	20800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	648
Trend R-squared:	74.43%
Trend Annual Historic Growth Rate:	5.33%
Trend Growth Rate (2022 to Design Year):	3.57%
Printed:	9-Oct-23
Straight Line Growth Option	

*Axle-Adjusted

PARKVIEW AT BROWNWOOD

Project № 20034.2, v2.2
January 2021

**TRAFFIC IMPACT ANALYSIS
SUMTER COUNTY
FLORIDA**

Prepared by:



Traffic & Mobility Consultants

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Prepared for:

Blount Standard LLC
609 E Pine Street
Orlando, Florida 32801

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
<i>Internal Trips (12.44% Daily, 4.88% AM, 20.00% PM)</i>				1,298		20	11	9		182	82	101
<i>Pass-By Retail (20%)</i>				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 R² was greater than 0.75 & has 20 or more studies

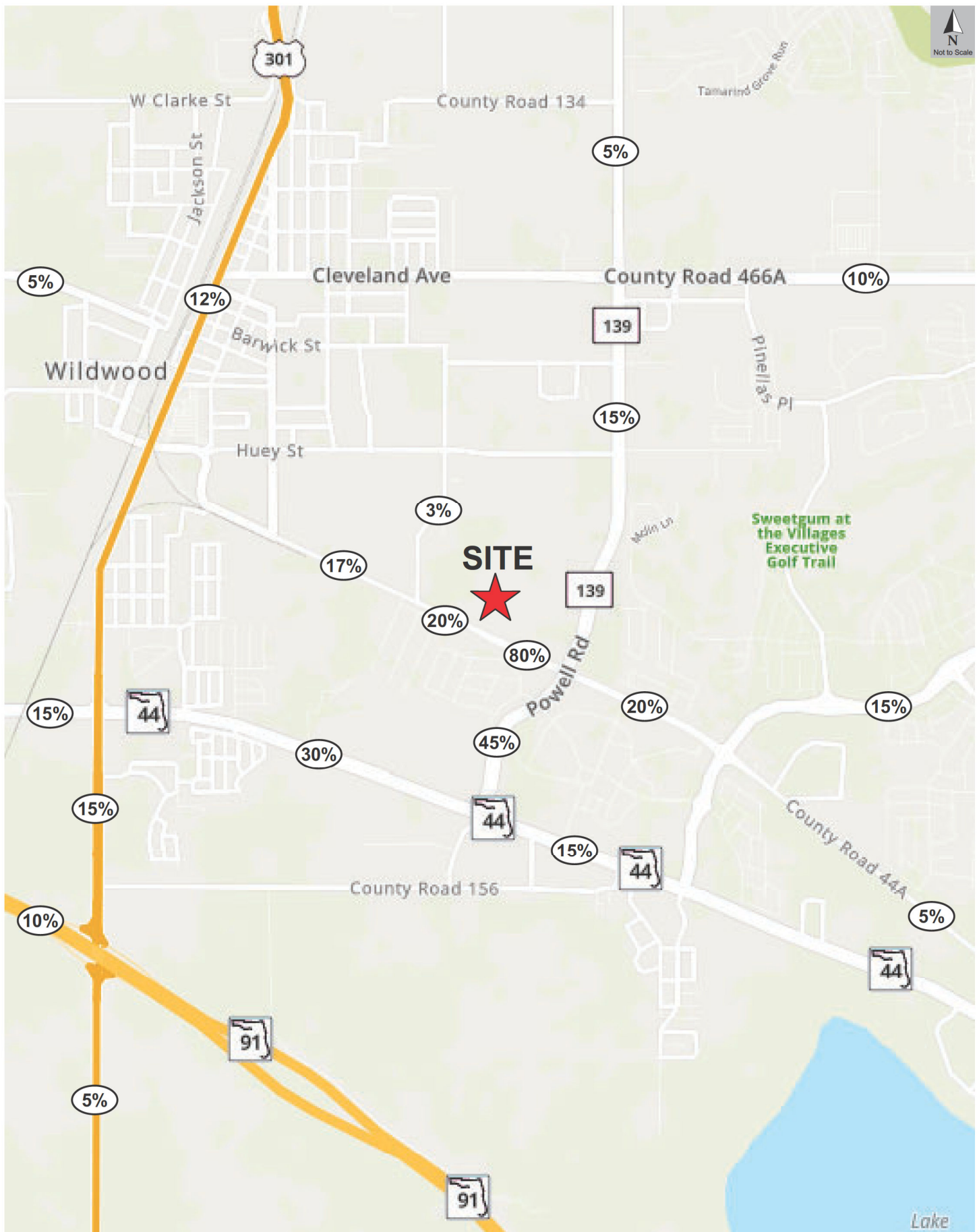
Internal Capture based on ITE Trip Generation Handbook, 3rd Edition

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**.



TWISTED OAKS POINTE

Project № 21101
November 2021

**TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA**

Prepared by:



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Prepared for:

Kolter Land Partners
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Tampa, Florida 33637

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*. Pass-by rates were based on Sumter County TIA Guidelines, which are limited to 20%. Internal Capture was calculated based on ITE *Trip Generation Manual, 3rd Edition*. The resulting trip generation analysis is summarized in **Table 4**. ITE information sheets and internal capture calculation spreadsheets are provided in **Appendix G**.

Table 4
Trip Generation Analysis

ITE	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
Code			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family Residential (Detached)	736 DU	8.86	6,521	0.72	530	133	397	0.94	692	436	256
220	Multi-Family Residential (Townhouses)	224 DU	7.38	1,653	0.46	103	24	79	0.54	121	76	45
221	Multi-Family Residential (Apartments)	300 DU	5.44	1,632	0.36	108	28	80	0.44	132	81	51
820	Retail/Commercial	162.000 KSF	51.52	8,346	0.94	152	94	58	4.79	776	372	404
Total Trip Generation				18,152		893	279	614		1,721	965	756
Internal Capture (12% Daily; 3.5% AM; 12% PM)				1,177		26	6	19		113	71	42
Pass-by Retail (20%)				1,469		29	18	11		137	65	71
Net New External Trips				15,506		838	254	583		1,471	828	643

Source: Trip generation analysis is based on ITE Trip Generation Manual, 10th Edition

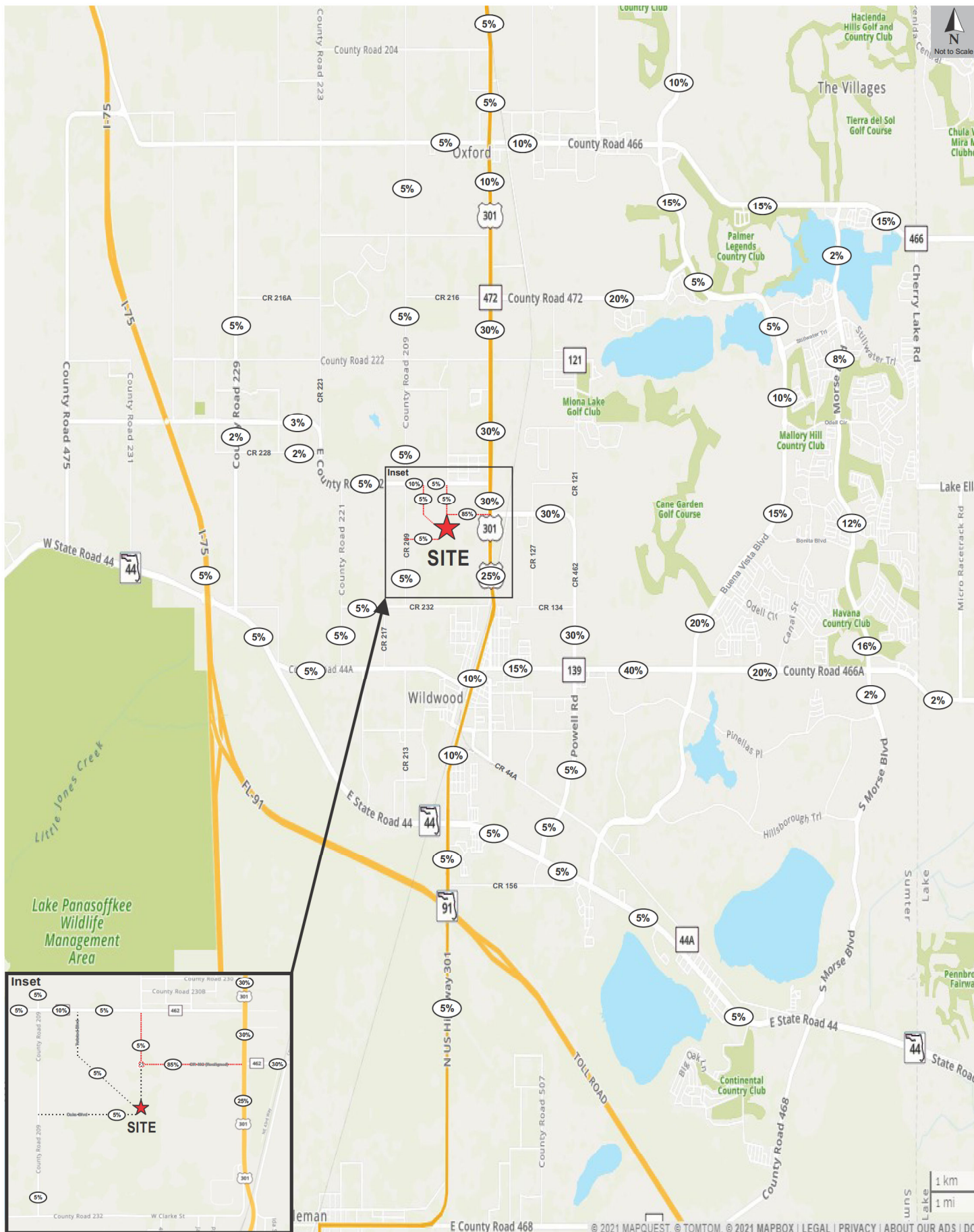
ITE regression equations are used when R-squared is greater than 0.75 or number of studies ≥20

Internal Capture was calculated based on ITE Trip Generation Manual, 3rd Edition and provided in the Attachments

Daily internal capture was based on the average for AM (3.5%) and PM (20.5%) calculated values. PM internal capture was limited to 12%

Pass-by rates are based on Sumter County TIA Guidelines (Max 20%)

The proposed development is projected to generate 15,506 daily external trips, of which 838 trips occur during the AM peak hour and 1,471 trips occur during the PM peak hour.



NEW HORIZON PLAZA

Project № 21170.1, v1.1

May 2023

**TRAFFIC IMPACT ANALYSIS
CITY OF WILDWOOD
FLORIDA**

Prepared by:



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Prepared for:

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Bronx, New York 10461

3.0 PROJECT TRAFFIC

3.1 Trip Generation

A trip generation analysis was performed for the proposed development using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*. The resulting trip generation analysis is summarized in **Table 4**, and the calculations of internal capture and pass-by trip reductions are summarized in **Table 5**. Detailed ITE trip generation sheets are provided in **Appendix G**, and the internal capture and pass-by rates 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
151	Mini-Warehouse	100.00 KSF	1.45	145	0.09	9	5	4	0.15	15	7	8
710	General Office	30.00 KSF	13.57	407	1.98	59	52	7	2.04	61	10	51
720	Medical Office	30.00 KSF	36.00	1,080	2.72	82	65	17	3.96	119	36	83
822	Retail/Commercial Plaza	6.00 KSF	54.45	327	2.36	14	8	6	6.59	40	20	20
843	Automobile Parts Sales	8.00 KSF	54.57	437	2.51	20	11	9	4.90	39	19	20
848	Tire Store	6.30 KSF	27.69	174	2.61	16	10	6	3.75	23	10	13
934	Fast Food Restaurant with Drive-Through Window	3.30 KSF	467.48	1,543	44.61	147	75	72	33.03	109	57	52
937	Coffee Shop with Drive-Through Window	3.00 KSF	533.57	1,601	85.88	258	132	126	38.99	117	59	58
945	Convenience Market/Gas Station*	5.00 KSF	700.43	3,502	55.62	278	139	139	54.52	272	136	136
Total Trip Generation				9,216		883	497	386		795	354	441
Net New External Trips**				7,713		736	414	323		671	294	377

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

**Land use subcategory of 9-15 vehicle fueling positions assumed based on land use size*

***See Table 3 for Internal Capture and Passby Trip Reductions*



Tillman Oaks Subdivision

Sumter County, Florida

TRAFFIC IMPACT STUDY

Prepared for:

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1614 White Dove Drive
Winter Springs, FL 32708

Prepared by:

PTG

Premier Traffic Group

PremierTrafficGroup@gmail.com
350 E Crown Point Road, Suite 1100
Winter Garden, FL 34787

May 2023 (Revised)

3.0 TRIP GENERATION

To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included a determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways. The project buildout is 2025.

3.1 Trip Generation

Table 3 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*.

The calculation indicated that the proposed development would generate a total of 2,847 daily trips of which 208 and 263 will occur during the AM and PM peak hour, respectively.

The ITE Trip Generation graphs are included as part of the *Methodology Memorandum* in **Appendix B**.

Table 3: Trip Generation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
210	Single Family	203 DUs	9.53	1,935	0.91	48	137	185	0.95	122	71	193
821	Shopping Plaza - No Supermarket	15 KSF	67.52	1,013	1.73	16	10	26	5.19	38	40	78
Internally Captured Trips for Shopping Plaza			--	101	--	2	1	3	--	4	4	8
Total			--	2,847	--	62	146	208	--	156	107	263

Note: Pass-by was not assessed on the commercial property as the adjacent roadways have low volume.

3.2 Trip Distribution/Assignment

The trip distribution pattern was derived using existing traffic counts and knowledge of the traffic patterns, including planned improvements, in the area to develop a distribution pattern discussed in the Methodology Memorandum in **Appendix B**.

The trip distribution pattern used in the analysis is provided in **Figure 2**.

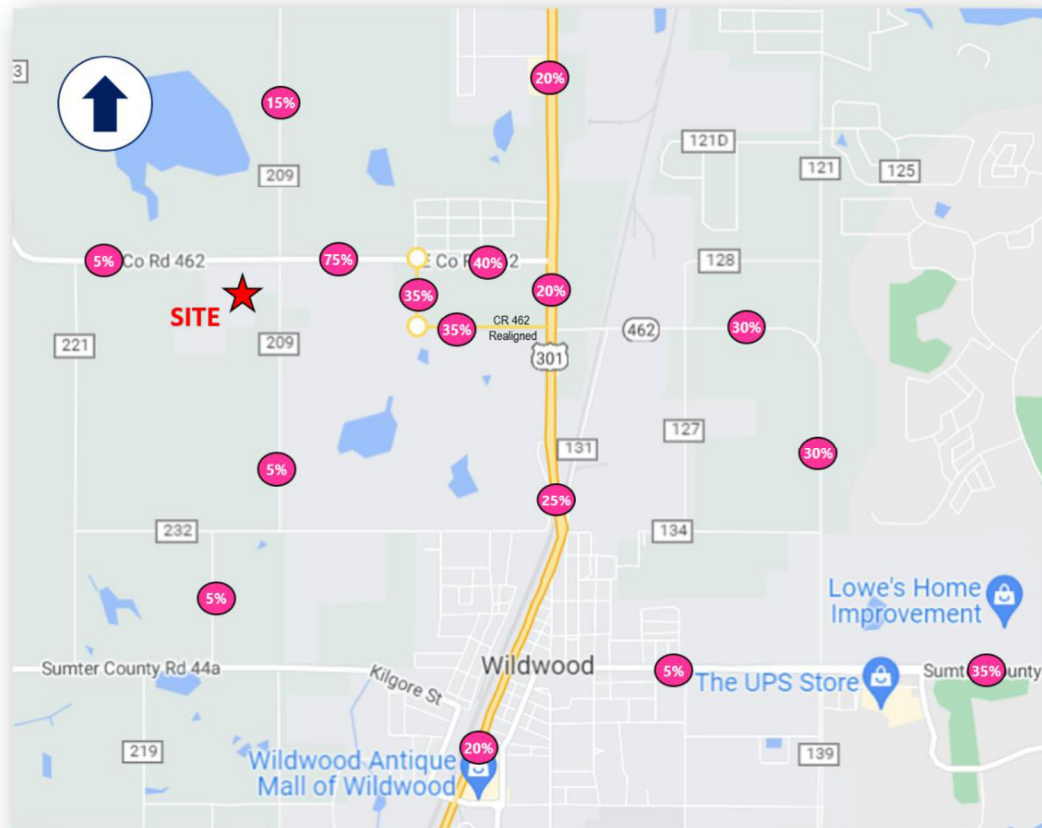


Figure 2: Trip Distribution Map

Appendix F

Turning Movement Worksheets

SR 44 at CR 213 AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	14	952	0	12	0	477	42	0	0	0	0	0	39	0	1
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	14	962	0	12	0	482	42	0	0	0	0	0	39	0	1

Future Background

Year 2026

Annual Growth Rate	0.0%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	2.8%
Simple Volume Growth	0	2	104	0	0	0	52	5	0	0	0	0	0	3	0	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	55	0	0	0	31	0	0	0	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	41	0	0	0	32	0	0	0	0	0	0	0	0	0
Vested (Total)	0	0	96	0	0	0	63	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	2	104	0	0	0	63	5	0	0	0	0	0	3	0	0
Total Bckgrnd Pk-Hr Vols	0	16	1,066	0	12	0	545	47	0	0	0	0	0	42	0	1

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0
Total Project Trips	0	0	0	0	0	0	0	15	0	0	0	0	0	44	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	16	1,066	0	12	0	545	62	0	0	0	0	0	86	0	1

SR 44 at CR 213
PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	1	5	581	0	15	3	920	47	0	1	0	1	0	36	0	10
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	1	5	587	0	15	3	929	47	0	1	0	1	0	36	0	10

Future Background

Year 2026

Annual Growth Rate	0.0%	3.6%	3.6%	3.6%	0.0%	3.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	2.8%	2.8%
Simple Volume Growth	0	1	63	0	0	0	100	5	0	0	0	0	0	3	0	1
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	99	0	0	0	44	0	0	0	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	29	0	0	0	38	0	0	0	0	0	0	0	0	0
Vested (Total)	0	0	128	0	0	0	82	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	1	128	0	0	0	100	5	0	0	0	0	0	3	0	1
Total Bckgrnd Pk-Hr Vols	1	6	715	0	15	3	1,029	52	0	1	0	1	0	39	0	11

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0
Total Project Trips	0	0	0	0	0	0	0	40	0	0	0	0	0	28	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	1	6	715	0	15	3	1,029	92	0	1	0	1	0	67	0	11

CR 213 at Project Driveway #1 AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	0	0	0	0	0	0	0	0	19	0	0	0	29	0
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	0	0	0	0	0	0	0	0	0	19	0	0	0	29	0

Future Background

Year 2026

Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	2.8%	0.0%
Simple Volume Growth	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vested (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Total Bckgrnd Pk-Hr Vols	0	0	0	0	0	0	0	0	0	0	21	0	0	0	31	0

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	17.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	15	0	7	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	44	0	22	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	44	0	22	0	0	0	15	0	7	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	0	0	0	44	0	22	0	0	21	15	0	7	31	0

CR 213 at Project Driveway #1 PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	0	0	0	0	0	0	0	0	40	0	0	0	31	0
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	0	0	0	0	0	0	0	0	0	40	0	0	0	31	0

Future Background

Year 2026

Annual Growth Rate	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	2.8%	0.0%
Simple Volume Growth	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vested (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Total Bckgrnd Pk-Hr Vols	0	0	0	0	0	0	0	0	0	0	43	0	0	0	34	0

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	17.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	0	0	40	0	21	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	33.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	28	0	14	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	28	0	14	0	0	0	40	0	21	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	0	0	0	28	0	14	0	0	43	40	0	21	34	0

CR 213 at CR 44A
AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	71	21	0	8	26	0	0	14	0	5	0	0	0	0
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	0	72	21	0	8	26	0	0	14	0	5	0	0	0	0

Future Background

Year 2026

Annual Growth Rate	0.0%	0.0%	7.5%	7.5%	0.0%	8.0%	8.0%	0.0%	0.0%	2.8%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	16	5	0	2	6	0	0	1	0	0	0	0	0	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	18	0	0	0	10	0	0	0	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0
Vested (Total)	0	0	26	0	0	0	17	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	26	5	0	2	17	0	0	1	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	98	26	0	10	43	0	0	15	0	5	0	0	0	0

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	16.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	21	0	0	22	0	0	0	0	0	0
Total Project Trips	0	0	7	7	0	0	21	0	0	22	0	0	0	0	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	105	33	0	10	64	0	0	37	0	5	0	0	0	0

CR 213 at CR 44A
PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	39	20	0	11	53	0	0	34	0	6	0	0	0	0
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	0	39	20	0	11	54	0	0	34	0	6	0	0	0	0

Future Background

Year 2026

Annual Growth Rate	0.0%	0.0%	7.5%	7.5%	0.0%	8.0%	8.0%	0.0%	0.0%	2.8%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	9	5	0	3	13	0	0	3	0	0	0	0	0	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	32	0	0	0	14	0	0	0	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
Vested (Total)	0	0	38	0	0	0	22	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	38	5	0	3	22	0	0	3	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	77	25	0	14	76	0	0	37	0	6	0	0	0	0

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	16.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	20	21	0	0	0	0	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	17.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	13	0	0	14	0	0	0	0	0	0
Total Project Trips	0	0	20	21	0	0	13	0	0	14	0	0	0	0	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	97	46	0	14	89	0	0	51	0	6	0	0	0	0

CR 44A at Project Driveway #2 AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	76	0	0	0	34	0	0	0	0	0	0	0	0	0
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	0	77	0	0	0	34	0	0	0	0	0	0	0	0	0

Future Background

Year 2026

Annual Growth Rate	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	18	0	0	0	8	0	0	0	0	0	0	0	0	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	18	0	0	0	10	0	0	0	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0
Vested (Total)	0	0	26	0	0	0	17	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	26	0	0	0	17	0	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	103	0	0	0	51	0	0	0	0	0	0	0	0	0

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	16.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	7	0	15	0	0	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	21	0	45	0	0	0	0
Total Project Trips	0	0	0	7	0	15	0	0	0	21	0	45	0	0	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	103	7	0	15	51	0	0	21	0	45	0	0	0	0

CR 44A at Project Driveway #2 PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	0	45	0	0	0	64	0	0	0	0	0	0	0	0	0
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	0	45	0	0	0	65	0	0	0	0	0	0	0	0	0

Future Background

Year 2026

Annual Growth Rate	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	11	0	0	0	16	0	0	0	0	0	0	0	0	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	32	0	0	0	14	0	0	0	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
Vested (Total)	0	0	38	0	0	0	22	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	38	0	0	0	22	0	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	83	0	0	0	87	0	0	0	0	0	0	0	0	0

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	16.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	20	0	41	0	0	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	13	0	29	0	0	0	0
Total Project Trips	0	0	0	20	0	41	0	0	0	13	0	29	0	0	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	0	83	20	0	41	87	0	0	13	0	29	0	0	0	0

CR 44A at Dr. MLK Jr Drive AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	2	23	72	0	29	9	4	0	37	1	40	0	1	0	0
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	2	23	73	0	29	9	4	0	37	1	40	0	1	0	0

Future Background

Year 2026

Annual Growth Rate	0.0%	0.0%	2.0%	8.0%	0.0%	2.0%	2.0%	2.0%	0.0%	8.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	1	18	0	2	1	0	0	9	0	2	0	0	0	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	0	18	0	0	0	0	0	10	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	0	8	0	0	0	0	0	7	0	0	0	0	0	0
Vested (Total)	0	0	0	26	0	0	0	0	0	17	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	1	26	0	2	1	0	0	17	0	2	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	2	24	99	0	31	10	4	0	54	1	42	0	1	0	0

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	45	0	0	0	0	0	15	0	0	0	0	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	2	24	144	0	31	10	4	0	69	1	42	0	1	0	0

CR 44A at Dr. MLK Jr Drive PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	4	15	64	0	31	17	4	0	91	8	39	0	1	10	3
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	4	15	65	0	31	17	4	0	92	8	39	0	1	10	3

Future Background

Year 2026

Annual Growth Rate	0.0%	0.0%	2.0%	8.0%	0.0%	2.0%	2.0%	2.0%	0.0%	8.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	1	16	0	2	1	0	0	22	0	2	0	0	0	0
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkview at Brownwood	0	0	0	32	0	0	0	0	0	14	0	0	0	0	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Horizon Plaza	0	0	0	6	0	0	0	0	0	8	0	0	0	0	0	0
Vested (Total)	0	0	0	38	0	0	0	0	0	22	0	0	0	0	0	0
Applied Bckgrnd Growth	0	0	1	38	0	2	1	0	0	22	0	2	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	4	16	103	0	33	18	4	0	114	8	41	0	1	10	3

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	29	0	0	0	0	0	41	0	0	0	0	0	0

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	4	16	132	0	33	18	4	0	155	8	41	0	1	10	3

US 301 at Dr. MLK Jr Drive AM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	31	45	16	0	68	33	38	1	12	917	98	0	103	1,063	8
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	31	45	16	0	69	33	38	1	12	926	99	0	104	1,074	8

Future Background

Year 2026

Annual Growth Rate	0.0%	8.0%	8.0%	8.0%	0.0%	3.6%	3.6%	3.6%	0.0%	4.1%	4.1%	4.1%	0.0%	4.1%	4.1%	4.1%
Simple Volume Growth	0	7	11	4	0	7	4	4	0	1	114	12	0	13	132	1
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	25	0	0	0	58	0
Parkview at Brownwood	0	0	18	0	0	0	10	25	0	0	0	0	0	44	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	12	0	0	0	29	0
New Horizon Plaza	0	0	0	8	0	12	0	0	0	7	65	10	0	0	83	0
Vested (Total)	0	0	18	8	0	12	10	25	0	7	102	10	0	44	170	0
Applied Bckgrnd Growth	0	7	18	8	0	12	10	25	0	7	114	12	0	44	170	1
Total Bckgrnd Pk-Hr Vols	0	38	63	24	0	81	43	63	1	19	1,040	111	0	148	1,244	9

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

Project Trips

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%
Volume	0	0	0	0	0	0	3	0	0	1	0	0	0	0	0	11
New Ext Outbound	0.0%	25.0%	6.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	33	8	3	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	8	3	0	0	3	0	0	1	0	0	0	0	0	11

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	71	71	27	0	81	46	63	1	20	1,040	111	0	148	1,244	20

US 301 at Dr. MLK Jr Drive
PM Peak Hour

Existing TMCs

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Existing Count	0	32	34	27	0	123	74	89	0	46	1,140	46	0	32	1,038	50
Date of Count	10/3/2023				SF				1.01							
Adjusted Count	0	32	34	27	0	124	75	90	0	46	1,151	46	0	32	1,048	51

Future Background

Year 2026

Annual Growth Rate	0.0%	8.0%	8.0%	8.0%	0.0%	3.6%	3.6%	3.6%	0.0%	4.1%	4.1%	4.1%	0.0%	4.1%	4.1%	4.1%
Simple Volume Growth	0	8	8	6	0	13	8	10	0	6	142	6	0	4	129	6
Vested Trips	West Leg				East Leg				South Leg				North Leg			
Twisted Oaks Pointe	0	0	0	0	0	0	0	0	0	0	83	0	0	0	64	0
Parkview at Brownwood	0	0	32	0	0	0	14	35	0	0	0	0	0	79	0	0
Tillman Oaks	0	0	0	0	0	0	0	0	0	0	31	0	0	0	21	0
New Horizon Plaza	0	0	0	6	0	9	0	0	0	8	75	11	0	0	59	0
Vested (Total)	0	0	32	6	0	9	14	35	0	8	189	11	0	79	144	0
Applied Bckgrnd Growth	0	8	32	6	0	13	14	35	0	8	189	11	0	79	144	6
Total Bckgrnd Pk-Hr Vols	0	40	66	33	0	137	89	125	0	54	1,340	57	0	111	1,192	57

* Applied backgrnd growth based on the higher of "Simple Volume Growth" or "Vested (total)"

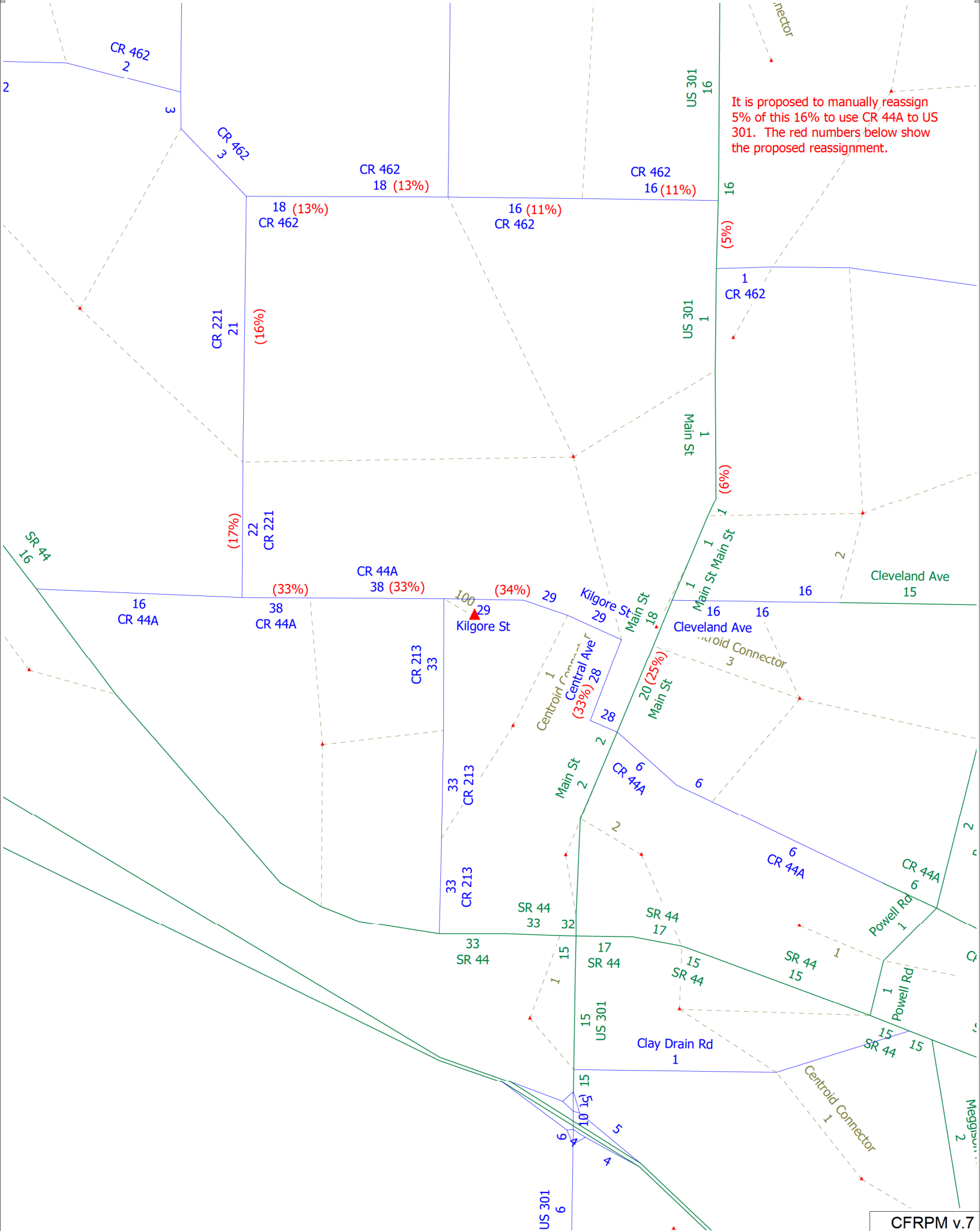
Project Trips

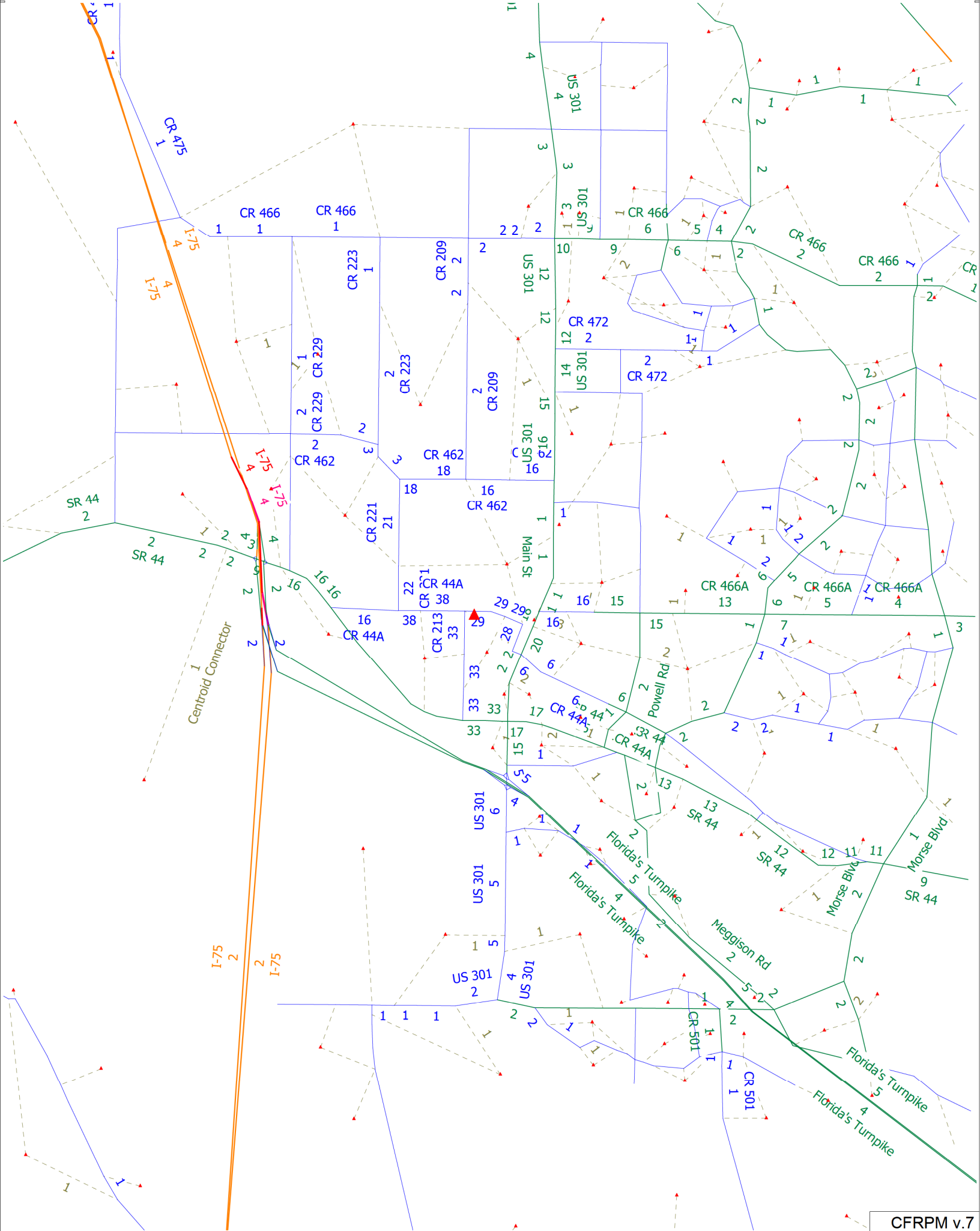
	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
New Ext Inbound	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%
Volume	0	0	0	0	0	0	7	0	0	2	0	0	0	0	0	31
New Ext Outbound	0.0%	25.0%	6.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	21	5	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	21	5	2	0	0	7	0	0	2	0	0	0	0	0	31

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	0	61	71	35	0	137	96	125	0	56	1,340	57	0	111	1,192	88

Appendix G

Select-Zone Model Plot





Appendix H

Future Conditions (2026) Synchro Printouts

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1066	0	12	545	62	0	0	0	86	0	1
Future Vol, veh/h	16	1066	0	12	545	62	0	0	0	86	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	375	-	225	225	-	225	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	25	94
Heavy Vehicles, %	29	9	2	2	12	19	2	2	2	8	2	2
Mvmt Flow	17	1134	0	13	580	66	0	0	0	91	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	646	0	0	1134	0	0	1484	1840	567	1207	1774	290
Stage 1	-	-	-	-	-	-	1168	1168	-	606	606	-
Stage 2	-	-	-	-	-	-	316	672	-	601	1168	-
Critical Hdwy	4.68	-	-	4.14	-	-	7.54	6.54	6.94	7.66	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.66	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.66	5.54	-
Follow-up Hdwy	2.49	-	-	2.22	-	-	3.52	4.02	3.32	3.58	4.02	3.32
Pot Cap-1 Maneuver	774	-	-	612	-	-	87	75	467	132	82	707
Stage 1	-	-	-	-	-	-	206	266	-	436	485	-
Stage 2	-	-	-	-	-	-	670	453	-	439	266	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	774	-	-	612	-	-	84	72	467	128	78	707
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	178	-	251	179	-
Stage 1	-	-	-	-	-	-	201	260	-	426	475	-
Stage 2	-	-	-	-	-	-	655	443	-	429	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	0	27.1
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	774	-	-	612	-	-	251	707
HCM Lane V/C Ratio	-	0.022	-	-	0.021	-	-	0.364	0.002
HCM Control Delay (s)	0	9.8	-	-	11	-	-	27.3	10.1
HCM Lane LOS	A	A	-	-	B	-	-	D	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0.1	-	-	1.6	0

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	22	21	15	7	31
Future Vol, veh/h	44	22	21	15	7	31
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	20	2	2	10
Mvmt Flow	50	25	24	17	8	35
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	84	33	0	0	41	0
Stage 1	33	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	918	1041	-	-	1568	-
Stage 1	989	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	913	1041	-	-	1568	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.1	0		1.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	952	1568	-	
HCM Lane V/C Ratio	-	-	0.079	0.005	-	
HCM Control Delay (s)	-	-	9.1	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	33	10	64	37	5
Future Vol, veh/h	105	33	10	64	37	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	10	2	2	29	20
Mvmt Flow	119	38	11	73	42	6

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	157
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1423
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1423
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	710	-	-	1423	-
HCM Lane V/C Ratio	0.067	-	-	0.008	-
HCM Control Delay (s)	10.4	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

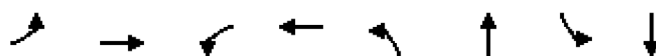
Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	103	7	15	51	21	45
Future Vol, veh/h	103	7	15	51	21	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	2	2	2	2	2
Mvmt Flow	117	8	17	58	24	51
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	125	0	213	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1462	-	775	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	766	930
Mov Cap-2 Maneuver	-	-	-	-	766	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	921	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1.7		9.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	871	-	-	1462	-	
HCM Lane V/C Ratio	0.086	-	-	0.012	-	
HCM Control Delay (s)	9.5	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	24	144	31	10	4	69	1	42	1	0	0
Future Vol, veh/h	2	24	144	31	10	4	69	1	42	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	8	2	11	2	2	2	8	2	2	2
Mvmt Flow	2	25	152	33	11	4	73	1	44	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	15	0	0	177	0	0	184	186	101	207	260	13
Stage 1	-	-	-	-	-	-	105	105	-	79	79	-
Stage 2	-	-	-	-	-	-	79	81	-	128	181	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.28	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.372	3.518	4.018	3.318
Pot Cap-1 Maneuver	1603	-	-	1399	-	-	777	708	938	751	645	1067
Stage 1	-	-	-	-	-	-	901	808	-	930	829	-
Stage 2	-	-	-	-	-	-	930	828	-	876	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1399	-	-	762	690	938	701	629	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	762	690	-	701	629	-
Stage 1	-	-	-	-	-	-	900	807	-	929	809	-
Stage 2	-	-	-	-	-	-	908	808	-	833	749	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			5.3			10.1			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	819	1603	-	-	1399	-	-	701				
HCM Lane V/C Ratio	0.144	0.001	-	-	0.023	-	-	0.002				
HCM Control Delay (s)	10.1	7.2	0	-	7.6	0	-	10.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	0				

Timings

106: US 301 & Dr MLK Jr Dr/Huey St

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	71	71	81	46	21	1040	148	1244
Future Volume (vph)	71	71	81	46	21	1040	148	1244
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	7	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	5.0	5.0	35.0	5.0	35.0
Minimum Split (s)	10.0	23.0	10.0	23.0	10.0	40.0	10.0	40.0
Total Split (s)	25.0	30.0	25.0	30.0	25.0	55.0	25.0	55.0
Total Split (%)	18.5%	22.2%	18.5%	22.2%	18.5%	40.7%	18.5%	40.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	20.8	13.2	22.1	13.8	56.7	50.6	67.6	63.4
Actuated g/C Ratio	0.20	0.13	0.21	0.13	0.55	0.49	0.66	0.62
v/c Ratio	0.28	0.47	0.30	0.45	0.10	0.79	0.54	0.69
Control Delay	33.2	46.0	33.4	34.2	9.8	28.5	18.6	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.2	46.0	33.4	34.2	9.8	28.5	18.6	18.5
LOS	C	D	C	C	A	C	B	B
Approach Delay		40.6		33.9		28.2		18.5
Approach LOS		D		C		C		B

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 103

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 24.6

Intersection LOS: C

Intersection Capacity Utilization 64.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 106: US 301 & Dr MLK Jr Dr/Huey St

Ø1	Ø2	Ø3	Ø4
25 s	55 s	25 s	30 s
Ø5	Ø6	Ø7	Ø8
25 s	55 s	25 s	30 s

HCM 6th Signalized Intersection Summary 106: US 301 & Dr MLK Jr Dr/Huey St

10/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	71	27	81	46	63	21	1040	111	148	1244	20
Future Volume (veh/h)	71	71	27	81	46	63	21	1040	111	148	1244	20
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	1811	1796	1870	1841	1870	1870	1870	1737	1870	1841	1737	1870
Adj Flow Rate, veh/h	78	78	30	89	51	69	23	1143	122	163	1367	22
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	7	2	4	2	2	2	11	2	4	11	2
Cap, veh/h	254	158	61	270	97	131	227	1607	171	297	1909	31
Arrive On Green	0.05	0.13	0.13	0.06	0.13	0.13	0.02	0.53	0.53	0.06	0.57	0.57
Sat Flow, veh/h	1725	1236	475	1753	720	975	1781	3009	321	1753	3324	53
Grp Volume(v), veh/h	78	0	108	89	0	120	23	626	639	163	678	711
Grp Sat Flow(s),veh/h/ln	1725	0	1711	1753	0	1695	1781	1650	1679	1753	1650	1727
Q Serve(g_s), s	3.6	0.0	5.5	4.1	0.0	6.2	0.5	26.7	26.8	3.8	27.8	27.9
Cycle Q Clear(g_c), s	3.6	0.0	5.5	4.1	0.0	6.2	0.5	26.7	26.8	3.8	27.8	27.9
Prop In Lane	1.00		0.28	1.00		0.57	1.00		0.19	1.00		0.03
Lane Grp Cap(c), veh/h	254	0	219	270	0	228	227	881	897	297	948	992
V/C Ratio(X)	0.31	0.00	0.49	0.33	0.00	0.53	0.10	0.71	0.71	0.55	0.72	0.72
Avail Cap(c_a), veh/h	530	0	457	539	0	453	565	881	897	558	948	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	38.0	32.7	0.0	37.7	12.6	16.4	16.4	14.5	14.4	14.4
Incr Delay (d2), s/veh	0.7	0.0	1.7	0.7	0.0	1.9	0.2	4.8	4.8	1.6	4.6	4.4
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	2.8	0.0	4.3	3.2	0.0	4.8	0.4	15.2	15.5	2.5	15.3	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	39.7	33.4	0.0	39.6	12.7	21.2	21.2	16.1	19.0	18.8
LnGrp LOS	C	A	D	C	A	D	B	C	C	B	B	B
Approach Vol, veh/h	186			209			1288			1552		
Approach Delay, s/veh	37.2			37.0			21.1			18.6		
Approach LOS	D			D			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	58.8	10.0	17.6	11.0	55.0	10.6	17.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	50.0	20.0	25.0	20.0	50.0	20.0	25.0				
Max Q Clear Time (g_c+I1), s	2.5	29.9	5.6	8.2	5.8	28.8	6.1	7.5				
Green Ext Time (p_c), s	0.0	9.4	0.1	0.6	0.3	8.6	0.2	0.5				
Intersection Summary												
HCM 6th Ctrl Delay	21.8											
HCM 6th LOS	C											

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	7	715	0	18	1029	92	1	0	1	67	0	11
Future Vol, veh/h	7	715	0	18	1029	92	1	0	1	67	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	375	-	225	225	-	225	-	-	-	250	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	7	2	2	5	17	2	2	2	2	2	2
Mvmt Flow	8	803	0	20	1156	103	1	0	1	75	0	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1259	0	0	803	0	0	1437	2118	402	1614	2015	578
Stage 1	-	-	-	-	-	-	819	819	-	1196	1196	-
Stage 2	-	-	-	-	-	-	618	1299	-	418	819	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	548	-	-	817	-	-	94	50	598	~ 69	58	459
Stage 1	-	-	-	-	-	-	336	388	-	198	258	-
Stage 2	-	-	-	-	-	-	443	230	-	583	388	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	548	-	-	817	-	-	89	48	598	~ 67	56	459
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	146	-	154	160	-
Stage 1	-	-	-	-	-	-	331	382	-	195	252	-
Stage 2	-	-	-	-	-	-	421	224	-	573	382	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			16.7			43.9		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	309	548	-	-	817	-	-	154	459
HCM Lane V/C Ratio	0.007	0.014	-	-	0.025	-	-	0.489	0.027
HCM Control Delay (s)	16.7	11.7	-	-	9.5	-	-	48.9	13.1
HCM Lane LOS	C	B	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	2.3	0.1

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

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	14	43	40	21	34
Future Vol, veh/h	28	14	43	40	21	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	34	17	52	49	26	41
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	170	77	0	0	101	0
Stage 1	77	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	820	984	-	-	1491	-
Stage 1	946	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	805	984	-	-	1491	-
Mov Cap-2 Maneuver	805	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.5	0	2.8			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	857	1491	-	
HCM Lane V/C Ratio	-	-	0.06	0.017	-	
HCM Control Delay (s)	-	-	9.5	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	46	14	89	51	6
Future Vol, veh/h	97	46	14	89	51	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	5	2	2	2	2
Mvmt Flow	118	56	17	109	62	7
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	174	0	289	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1403	-	702	901
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	693	901
Mov Cap-2 Maneuver	-	-	-	-	693	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	873	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1		10.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	710	-	-	1403	-	
HCM Lane V/C Ratio	0.098	-	-	0.012	-	
HCM Control Delay (s)	10.6	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

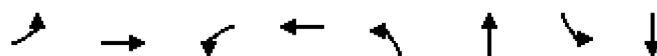
Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	83	20	41	87	13	29
Future Vol, veh/h	83	20	41	87	13	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	101	24	50	106	16	35
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	125	0	319	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1462	-	674	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	650	940
Mov Cap-2 Maneuver	-	-	-	-	650	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	799	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.4		9.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	826	-	-	1462	-	
HCM Lane V/C Ratio	0.062	-	-	0.034	-	
HCM Control Delay (s)	9.6	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	16	132	33	18	4	155	8	41	1	10	3
Future Vol, veh/h	4	16	132	33	18	4	155	8	41	1	10	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	2	7	2	3	2	2	2	2	2	2	2	2
Mvmt Flow	5	21	174	43	24	5	204	11	54	1	13	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	195	0	0	239	233	108	264	318	27
Stage 1	-	-	-	-	-	-	118	118	-	113	113	-
Stage 2	-	-	-	-	-	-	121	115	-	151	205	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1584	-	-	1372	-	-	715	667	946	689	598	1048
Stage 1	-	-	-	-	-	-	887	798	-	892	802	-
Stage 2	-	-	-	-	-	-	883	800	-	851	732	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1372	-	-	681	643	946	624	576	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	681	643	-	624	576	-
Stage 1	-	-	-	-	-	-	883	795	-	888	776	-
Stage 2	-	-	-	-	-	-	837	774	-	789	729	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			4.6			12.9			10.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	720	1584	-	-	1372	-	-	641				
HCM Lane V/C Ratio	0.373	0.003	-	-	0.032	-	-	0.029				
HCM Control Delay (s)	12.9	7.3	0	-	7.7	0	-	10.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	1.7	0	-	-	0.1	-	-	0.1				

Timings

106: US 301 & Dr MLK Jr Dr/Huey St

10/10/2023



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	61	71	137	96	56	1340	111	1192
Future Volume (vph)	61	71	137	96	56	1340	111	1192
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	3	8	7	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	5.0	5.0	35.0	5.0	35.0
Minimum Split (s)	10.0	23.0	10.0	23.0	10.0	40.0	10.0	40.0
Total Split (s)	25.0	30.0	25.0	30.0	25.0	55.0	25.0	55.0
Total Split (%)	18.5%	22.2%	18.5%	22.2%	18.5%	40.7%	18.5%	40.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	Max	None	Max
Act Effct Green (s)	22.6	14.3	31.3	20.9	57.3	50.3	62.7	54.8
Actuated g/C Ratio	0.21	0.13	0.29	0.20	0.54	0.47	0.59	0.51
v/c Ratio	0.25	0.46	0.40	0.64	0.30	0.93	0.53	0.77
Control Delay	30.0	43.9	32.1	42.3	14.4	39.0	24.2	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	43.9	32.1	42.3	14.4	39.0	24.2	26.2
LOS	C	D	C	D	B	D	C	C
Approach Delay		38.9		38.4		38.1		26.0
Approach LOS		D		D		D		C

Intersection Summary

Cycle Length: 135

Actuated Cycle Length: 106.5

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 33.2

Intersection LOS: C

Intersection Capacity Utilization 79.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 106: US 301 & Dr MLK Jr Dr/Huey St

Ø1	Ø2	Ø3	Ø4
25 s	55 s	25 s	30 s
Ø5	Ø6	Ø7	Ø8
25 s	55 s	25 s	30 s

HCM 6th Signalized Intersection Summary

106: US 301 & Dr MLK Jr Dr/Huey St

10/10/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	71	35	137	96	125	56	1340	57	111	1192	88
Future Volume (veh/h)	61	71	35	137	96	125	56	1340	57	111	1192	88
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	1811	1870	1870	1856	1870	1870	1811	1841	1870	1841	1870
Adj Flow Rate, veh/h	65	76	37	146	102	133	60	1426	61	118	1268	94
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	6	2	2	3	2	2	6	4	2	4	2
Cap, veh/h	197	144	70	318	126	164	246	1760	75	227	1759	130
Arrive On Green	0.04	0.13	0.13	0.09	0.17	0.17	0.04	0.52	0.52	0.05	0.53	0.53
Sat Flow, veh/h	1781	1150	560	1781	731	953	1781	3362	144	1781	3301	244
Grp Volume(v), veh/h	65	0	113	146	0	235	60	728	759	118	670	692
Grp Sat Flow(s),veh/h/ln	1781	0	1710	1781	0	1684	1781	1721	1785	1781	1749	1797
Q Serve(g_s), s	3.0	0.0	5.9	6.6	0.0	12.8	1.4	33.4	33.7	2.9	27.8	27.9
Cycle Q Clear(g_c), s	3.0	0.0	5.9	6.6	0.0	12.8	1.4	33.4	33.7	2.9	27.8	27.9
Prop In Lane	1.00		0.33	1.00		0.57	1.00		0.08	1.00		0.14
Lane Grp Cap(c), veh/h	197	0	215	318	0	290	246	900	934	227	932	957
V/C Ratio(X)	0.33	0.00	0.53	0.46	0.00	0.81	0.24	0.81	0.81	0.52	0.72	0.72
Avail Cap(c_a), veh/h	492	0	448	530	0	441	544	900	934	509	932	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	0.0	39.1	31.1	0.0	38.0	13.8	18.8	18.9	18.1	16.9	16.9
Incr Delay (d2), s/veh	1.0	0.0	2.0	1.0	0.0	6.6	0.5	7.8	7.6	1.8	4.8	4.7
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	2.4	0.0	4.6	5.2	0.0	9.7	1.0	19.8	20.5	2.1	16.5	17.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	41.1	32.1	0.0	44.6	14.4	26.6	26.5	20.0	21.7	21.7
LnGrp LOS	D	A	D	C	A	D	B	C	C	B	C	C
Approach Vol, veh/h	178			381			1547			1480		
Approach Delay, s/veh	39.1			39.8			26.1			21.5		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	55.9	9.2	21.5	9.9	55.0	13.6	17.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	20.0	50.0	20.0	25.0	20.0	50.0	20.0	25.0				
Max Q Clear Time (g_c+l1), s	3.4	29.9	5.0	14.8	4.9	35.7	8.6	7.9				
Green Ext Time (p_c), s	0.1	9.2	0.1	1.0	0.2	8.3	0.3	0.5				
Intersection Summary												
HCM 6th Ctrl Delay	26.3											
HCM 6th LOS	C											

Appendix I

Turn-Lane Analysis Worksheets

Left-Turn Lane Analysis (AM Peak) - CR 213 at Project Driveway #1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

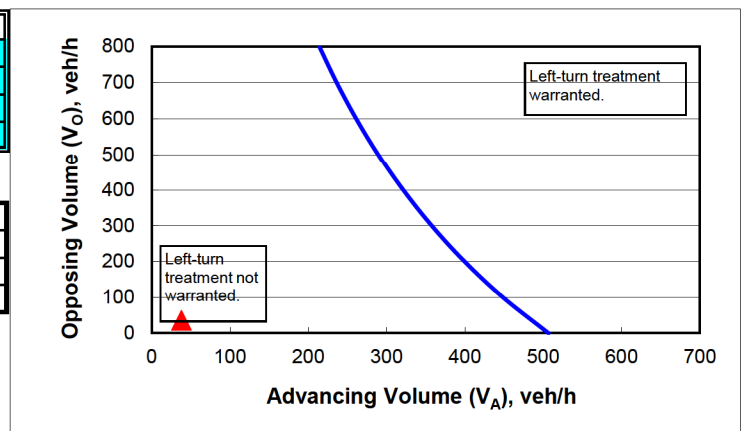
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	18%
Advancing volume (V_A), veh/h:	38
Opposing volume (V_O), veh/h:	36

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	485
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Analysis (PM Peak) - CR 213 at Project Driveway #1

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

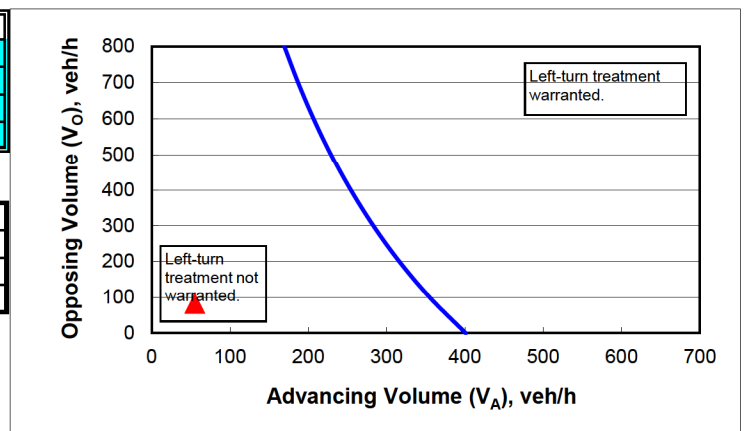
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	30
Percent of left-turns in advancing volume (V_A), %:	38%
Advancing volume (V_A), veh/h:	55
Opposing volume (V_O), veh/h:	83

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	362
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Analysis (AM Peak) - CR 44A at Project Driveway #2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

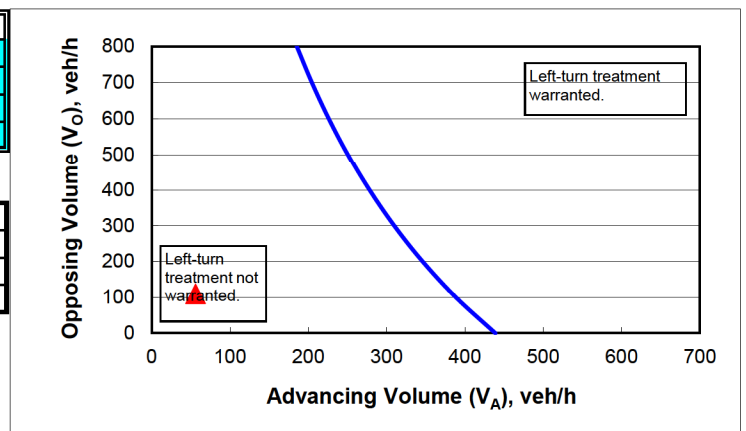
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	23%
Advancing volume (V_A), veh/h:	56
Opposing volume (V_O), veh/h:	110

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	384
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Left-Turn Lane Analysis (PM Peak) - CR 44A at Project Driveway #2

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

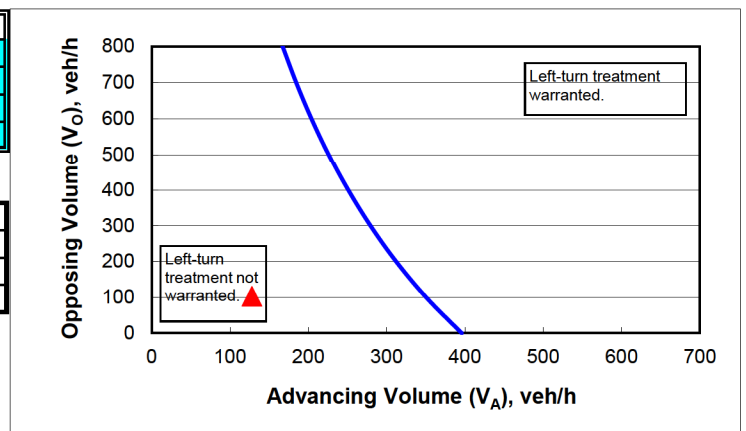
2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	32%
Advancing volume (V_A), veh/h:	128
Opposing volume (V_O), veh/h:	103

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	349
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PLAT 2401-001 Cootie's Ranch Final Plat

REQUESTED ACTION: The Project Review Committee recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

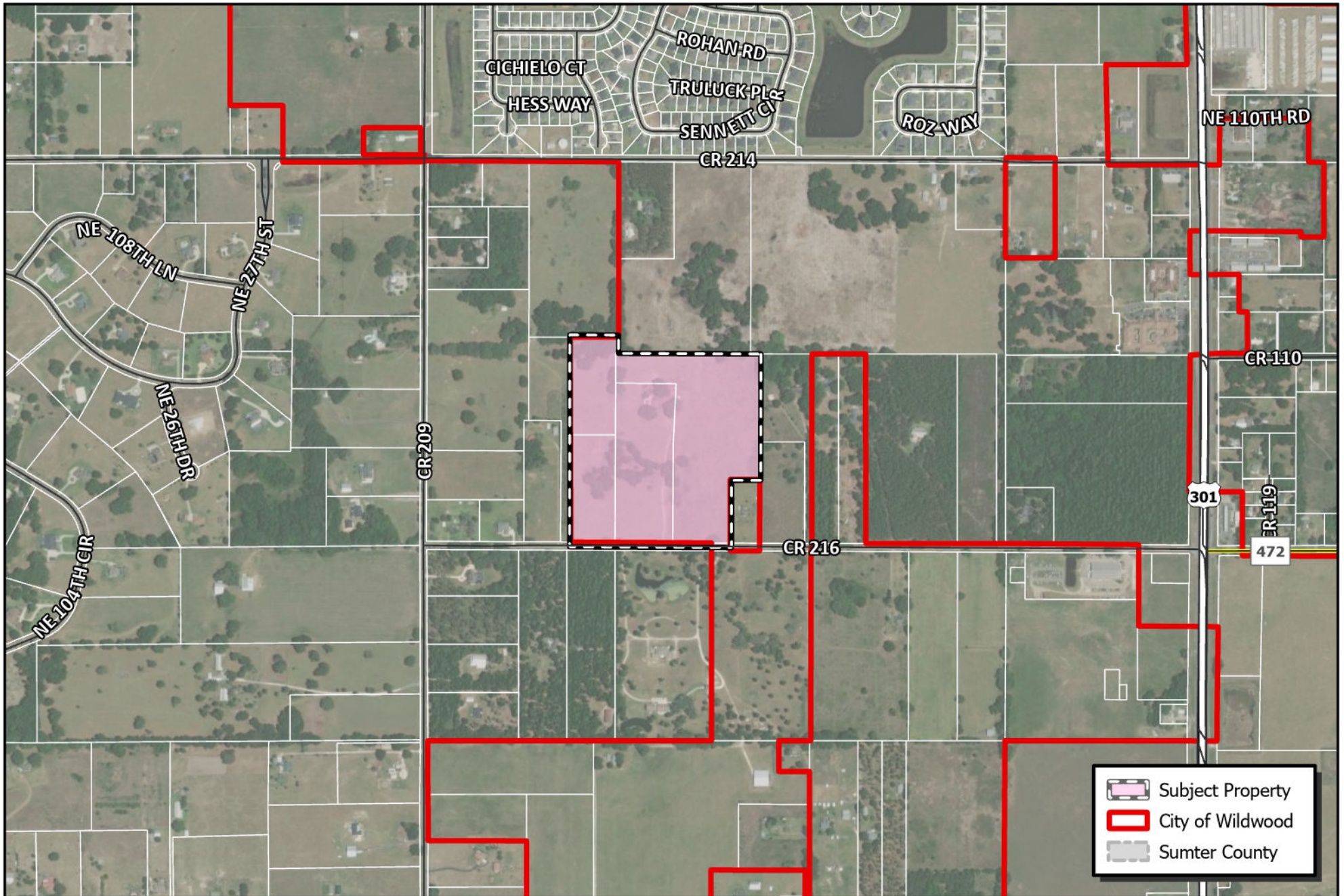
Case Number	PLAT 2401-001 Cootie's Ranch Final Plat
Applicant(s)	Clymer Farner Barley Surveying, LLC
Owner(s)	Sheila Bernstein Wright
Acreage	38.55 +/-
Property Location	The subject property is generally located approximately 0.19 miles east of CR 209, approximately 0.61 miles west of N US 301, north along CR 216.
Parcel(s)	D19-027, D19-110, D19-120, & D19-121
Date	November 19, 2024

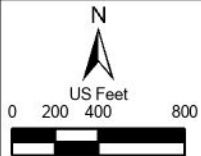
The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for Cootie's Ranch Final Plat, a 4-parcel subdivision which includes Tract A for right-of-way dedication to the public along CR 216 and a 20-foot ingress/egress and utility easement for parcel 1 that is located along the western boundary of parcel 2, per the attached plans.

PLAT 2401-001 meets the criteria set forth in F.S. 177, Land Development Regulations, and is in line with goals, objectives, and policies within the 2050 Comprehensive Plan.



Amanda Bondi
Planner II, Development Services



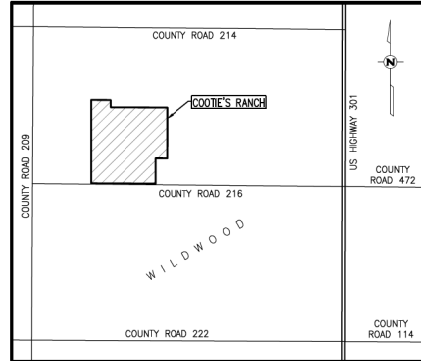
 CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 200 400 800	PLAT 2401-001 COOTIE'S RANCH FINAL PLAT PARCELS D19-027, D19-110, D19-120 & D19-121		MAP 1B
				LOCATION MAP
				DEC 2023

COMMENTS, CONDITIONS, RESTRICTIONS
AND EASEMENTS OF THIS SUBDIVISION
ARE SET FORTH IN THE PUBLIC RECORDS
OF SUMTER COUNTY, FLORIDA.
OR BOOK _____ PAGE _____

COOTIE'S RANCH

SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

VICINITY MAP
1" = 1000'



4 PARCELS - 1 TRACT

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

NOTES:

- 1.) BEARINGS AND COORDINATES SHOWN HEREON ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, WEST ZONE, NORTH AMERICAN DATUM (NAD) OF 1983 WITH 2011 ADJUSTMENT. AS A REFERENCE FOR THIS SURVEY, THE SOUTH LINE OF THE NORTHWEST 1/4 OF SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST HAS A BEARING OF N89°43'09"W.
- 2.) ALL DISTANCES SHOWN ARE IN FEET.
- 3.) LOT CORNERS HAVE BEEN SET AS SHOWN HEREON.
- 4.) ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.
- 5.) THE TITLE OPINION FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.
- 6.) TRACT "A" IS FOR ROAD RIGHT-OF-WAY AND IS DEDICATED TO THE PUBLIC.
- 7.) PROPERTY IS SUBJECT TO RIGHT-OF-WAY EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 75, PAGE 815, AS AFFECTED BY ASSIGNMENT OF RIGHT-OF-WAY EASEMENTS, CONVEYANCE OF FACILITIES AND ASSUMPTION AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 718, PAGE 249, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA. (BLANKET TYPE ELECTRIC EASEMENT)
- 8.) MORTGAGEE'S JOINDER AND CONSENT TO PLATING IS PROVIDED BY SEPARATE INSTRUMENT.
- 9.) 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.

CERTIFICATE OF CLERK

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

CLERK OF THE COURT IN AND FOR SUMTER COUNTY, FLORIDA.

PRINT NAME _____ SIGNATURE _____
DEPUTY CLERK _____ DEPUTY CLERK _____

SEAL

REVIEWING SURVEYOR'S CERTIFICATE

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

SIGNATURE _____ DATE _____

PRINT NAME _____ REGISTRATION NO. _____

SEAL

CERTIFICATE OF SURVEYOR

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

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

PRINT NAME _____ DATE _____
KAYE M. JAMESON
REGISTRATION NO. 5912

SEAL

SHEET 1 OF 2

PLAT BOOK _____
PAGE _____

DEDICATION - COOTIE'S RANCH

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, SHEILA M. BERNSTEIN, AS OWNER IN FEE SIMPLE OF THE LANDS DESCRIBED HEREON, HAS CAUSED TO BE MADE THIS PLAT OF COOTIE'S RANCH, A SUBDIVISION OF LAND HEREIN DESCRIBED AND DEDICATES TRACT "A" TO THE PERPETUAL USE OF THE PUBLIC FOR ROAD RIGHT-OF-WAY.

THE 20 FOOT INGRESS/EGRESS AND UTILITY EASEMENT OVER PARCEL 2 IS FOR THE COLLECTIVE BENEFIT OF, USE OF, AND UNIMPEDED ACCESS TO AND FROM PARCEL 1.

WITNESSES: _____ OWNER: _____
(1) SIGNATURE _____ BY: SHEILA M. BERNSTEIN
PRINT NAME _____
MAILING ADDRESS _____

(2) SIGNATURE _____
PRINT NAME _____
MAILING ADDRESS _____

STATE OF FLORIDA
COUNTY OF _____
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS DAY OF _____, 20____, BY SHEILA M. BERNSTEIN, WHO ☐ IS PERSONALLY KNOWN TO ME OR ☐ PRODUCED _____ AS IDENTIFICATION.

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

SEAL

CERTIFICATE OF APPROVAL BY CITY OFFICIALS

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

MELANIE D. STRICKLAND
PROJECT REVIEW COMMITTEE COORDINATOR

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

JESSICA BARNES ED WOLF
CITY CLERK 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 _____ SIGNATURE _____
CITY OF WILDWOOD, ATTORNEY CITY OF WILDWOOD, ATTORNEY

DEVELOPMENT SERVICES DIRECTOR PUBLIC WORKS DIRECTOR
MELANIE D. STRICKLAND JEREMY HOOKENBURY

PRINT NAME _____ SIGNATURE _____
CITY OF WILDWOOD, ENGINEER CITY OF WILDWOOD, ENGINEER

PREPARED BY:

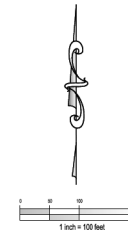
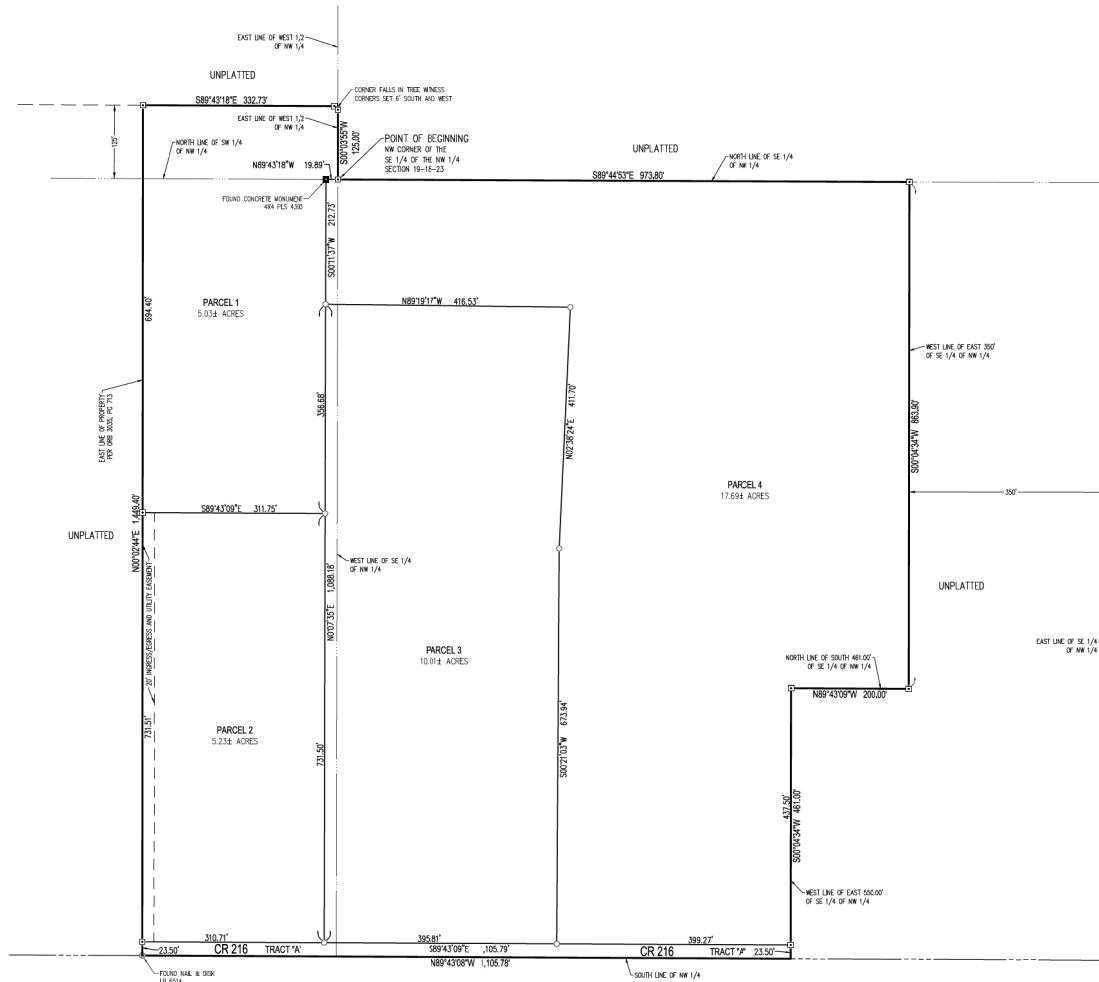


COOTIE'S RANCH

SECTION 19, TOWNSHIP 18 SOUTH, RANGE 23 EAST,
CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA.

SHEET 2 OF 2

PLAT BOOK _____
PAGE _____



LEGEND	
□	INDICATES 4" X 4" X 24" CONCRETE PERMANENT REFERENCE MONUMENT (P.R.M.) OR 5/8" IRON PIN AND CAP SET LB #8488
○	INDICATES 5/8" IRON PIN AND CAP SET LB #8488
LB	INDICATES LICENSED BUSINESS
OR	INDICATES OFFICIAL RECORDS BOOK
PLS	INDICATES PROFESSIONAL LICENSED SURVEYOR
PC	INDICATES PACE
R/W	INDICATES RIGHT-OF-WAY

PREPARED BY:  **CFB** SURVEYING
CLYMER FARNER BARLEY
4450 NE 85TH ROAD - WILDWOOD, FL 34785
(352) 748-4128 LB#8488

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PLAT 2407-005 Twisted Oaks Phase 2 Final Plat (Construction Phases III & IV)

REQUESTED ACTION: The Project Review Committee recommends approval contingent upon resolution of outstanding City Attorney comments.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	PLAT 2407-005
Owner(s)	KL Twisted Oaks LLC
Applicant	James P. Harvey
Acreage	35.399
Property Location	Property is generally located east of CR 209, west of US 301, south of E C 462, and north of W Clarke St.
Parcel(s)	A portion of D31A218
Date	November 25, 2024

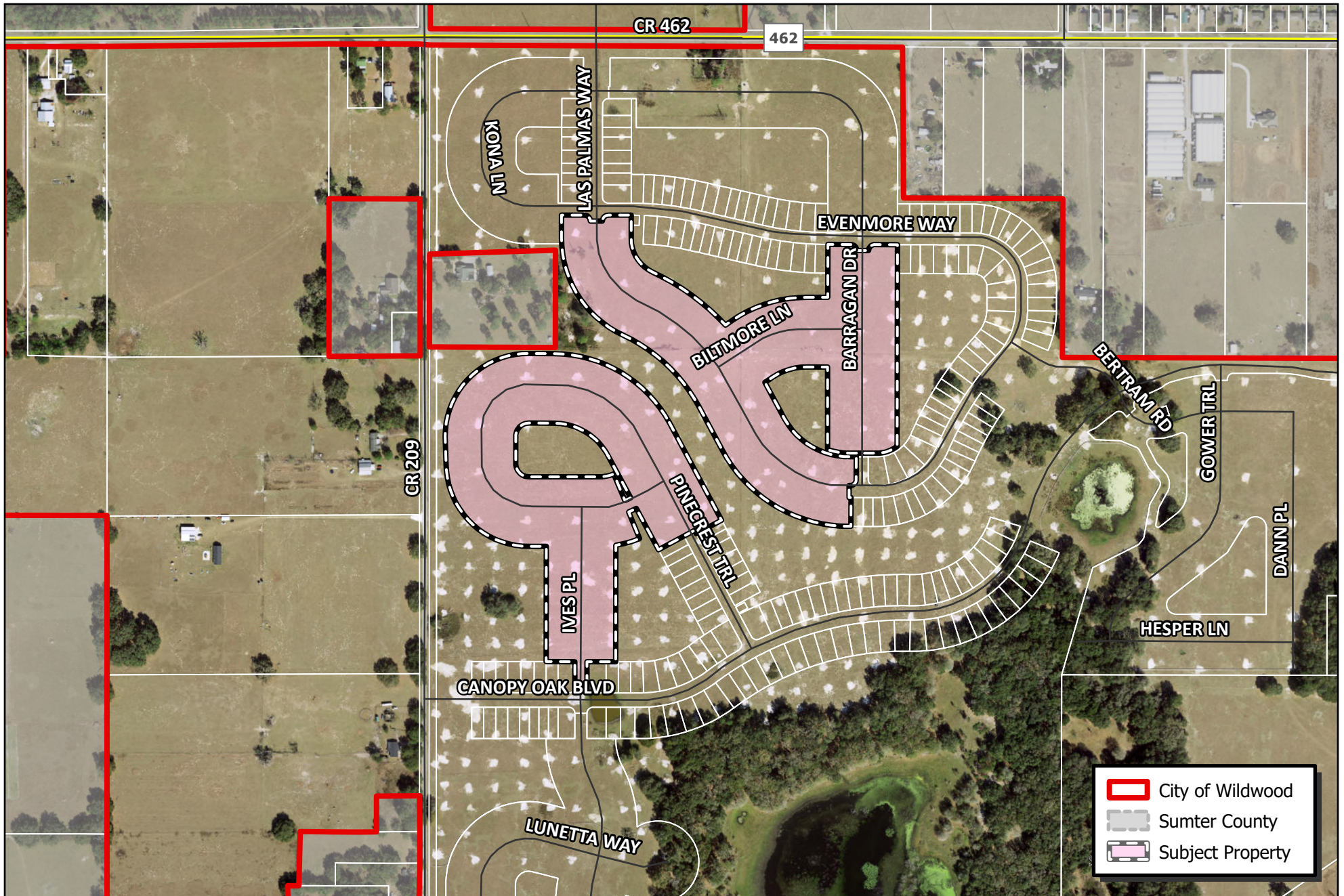
The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for the Twisted Oaks Phase 2 Final Plat (Construction phases III and IV) consisting of 215 lots and 2 tracts, per the attached plans.

As of the writing of this report, there is one outstanding comment from the City Attorney. Please see the comment review sheet attached.

Once the outstanding comment is addressed, PLAT 2407-005 is expected to meet the criteria set forth in the F.S. 177, Twisted Oaks Planned Development, Land Development Regulations, and will be in line with the goals, objectives and policies of the 2050 Comprehensive Plan.



McKenna Page
Planner I, Development Services



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	0 35 70 140 US Feet	PLAT 2407-005 TWISTED OAKS PHASE 2 FINAL PLAT PARCELS D31-006, D31-007, D31-008, D31-029, D31-030 & D31-039	MAP 1B
				LOCATION
				MAP
				JUL 2024



WILDWOOD

FLORIDA

City of Wildwood

Project #: PLAT 2407-005

Project Name: PLAT 2407-005 Twisted Oaks Phase 2 Final Plat

Representative: Matthew J. Morris, P.E., Morris Engineering & Consulting, LLC

DATE: 10/18/2024

*****PLEASE NOTE: Two hard copies of plans, along with the electronic copy are required with every submittal. Partial submittals are not accepted.*****

CITY ATTORNEY

1. LDR5.6(C)(2) Performance bond estimates were provided. Please provide the performance bond.

A. Response: Will be submitted at a later date.

I. Response acknowledged; comment remains until satisfied.

2. City Attorney reserves the right to make further comments upon resubmittal.

A. Standing comment.

TWISTED OAKS - PHASE 2

A REPLAT OF TRACTS FD-1, FD-1A, FD-2 AND FD-2A, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

DESCRIPTION:

TRACTS FD-1, FD-1A, FD-2 AND FD-2A, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.

ALSO DESCRIBED AS

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

BEGIN AT THE SOUTHWEST CORNER OF LOT 89, TWISTED OAKS, AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE RUN ALONG THE BOUNDARY OF TRACTS P-14, OS-6 AND TRACT FD-4 OF SAID TWISTED OAKS THE FOLLOWING SEVEN (7) COURSES: 1) N.89°53'23"W., A DISTANCE OF 7.75 FEET; 2) NORTHWESTERLY, 645.84 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 600.00 FEET AND A CENTRAL ANGLE OF 61°40'24" (CHORD BEARING N.45°01'12"E., 61.511 FEET); 3) N.45°01'12"E., A DISTANCE OF 307.61 FEET; 4) NORTHWESTERLY, 440.40 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 685.00 FEET AND A CENTRAL ANGLE OF 36°50'11" (CHORD BEARING N.48°38'01"W., 432.85 FEET); 5) NORTHWESTERLY, 506.05 FEET ALONG THE ARC OF A REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 445.00 FEET AND A CENTRAL ANGLE OF 65°09'21" (CHORD BEARING N.132°29'20"W., 479.22 FEET); 6) N.00°06'12"E., A DISTANCE OF 95.00 FEET; 7) S.89°53'48"E., A DISTANCE OF 95.00 FEET TO A SOUTHWESTERLY CORNER OF TRACT R-1 ALSO BEING THE SOUTHERLY RIGHT-OF-WAY OF EVENMORE WAY OF SAID TWISTED OAKS; THENCE RUN ALONG THE SOUTHERLY BOUNDARY OF SAID TRACT R-1 AND THE SOUTHERLY RIGHT-OF-WAY OF EVENMORE WAY THE FOLLOWING FOUR (4) COURSES: 1) SOUTHEASTERLY, 39.27 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°00'00" (CHORD BEARING S.44°53'48"E., 35.36 FEET); 2) S.89°53'48"E., A DISTANCE OF 5.00 FEET; 3) NORTHEASTERLY, 39.27 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°00'00" (CHORD BEARING N.45°06'12"E., 35.36 FEET); 4) S.89°53'48"E., A DISTANCE OF 95.00 FEET TO THE NORTHWEST CORNER OF TRACT P-17 OF SAID TWISTED OAKS; THENCE RUN ALONG THE BOUNDARY OF SAID TRACT P-17 THE FOLLOWING SEVEN (7) COURSES: 1) S.00°08'12"W., A DISTANCE OF 96.50 FEET; 2) SOUTHEASTERLY, 176.26 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 155.00 FEET AND A CENTRAL ANGLE OF 60°00'00" (CHORD BEARING S.32°28'29"E., 168.92 FEET); 3) SOUTHEASTERLY, 377.05 FEET ALONG THE ARC OF A REVERSE CURVE TO THE RIGHT HAVING A RADIUS OF 975.00 FEET AND A CENTRAL ANGLE OF 22°09'26" (CHORD BEARING S.53°58'27"E., 374.70 FEET); 4) S.89°53'28"E., A DISTANCE OF 36.66 FEET; 5) EASTERLY, 327.72 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 545.00 FEET AND A CENTRAL ANGLE OF 34°27'12" (CHORD BEARING N.72°53'01"E., 322.81 FEET); 6) S.89°53'23"E., A DISTANCE OF 87.20 FEET; 7) N.00°06'37"E., A DISTANCE OF 220.64 FEET TO A POINT ON SAID SOUTHERLY BOUNDARY OF SAID TRACT R-1 AND THE SOUTHERLY RIGHT-OF-WAY OF EVENMORE WAY; THENCE RUN ALONG SAID SOUTHERLY BOUNDARY AND RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES: 1) S.89°45'49"E., A DISTANCE OF 95.06 FEET; 2) SOUTHEASTERLY, 39.21 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 89°52'26" (CHORD BEARING S.44°49'38"E., 35.32 FEET); 3) S.89°53'23"E., A DISTANCE OF 50.00 FEET; 4) NORTHEASTERLY, 39.21 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°07'34" (CHORD BEARING N.45°10'24"E., 35.39 FEET); 5) S.89°45'49"E., A DISTANCE OF 94.95 FEET TO THE NORTHWEST CORNER OF LOT 71 OF SAID TWISTED OAKS; THENCE RUN ALONG THE BOUNDARY OF SAID LOT 71 AND OF TRACT P-15 OF SAID TWISTED OAKS THE FOLLOWING FOUR (4) COURSES: 1) S.00°06'37"W., A DISTANCE OF 83.83 FEET; 2) WESTERLY, 91.78 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 140.00 FEET AND A CENTRAL ANGLE OF 37°33'34" (CHORD BEARING S.11°19'47"W., 90.15 FEET); 3) S.89°53'23"W., A DISTANCE OF 34.85 FEET; 4) S.00°06'37"W., A DISTANCE OF 15.00 FEET TO A POINT ON THE AFORESAID TRACT R-1 ALSO BEING THE NORTHERLY, WESTERLY AND SOUTHERLY RIGHT-OF-WAY LINES OF BARRAGAN DRIVE AND LAS PALMAS WAY OF SAID TWISTED OAKS; THENCE RUN THE FOLLOWING SIX (6) COURSES: 1) N.89°53'23"W., A DISTANCE OF 50.00 FEET TO POINT A; 2) S.00°06'37"W., A DISTANCE OF 95.00 FEET; 3) SOUTHWESTERLY, 39.27 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 25.00 FEET AND A CENTRAL ANGLE OF 90°00'00" (CHORD BEARING S.45°06'37"W., 35.36 FEET); 4) N.89°53'23"W., A DISTANCE OF 4.40 FEET; 5) S.00°06'37"W., A DISTANCE OF 50.00 FEET; 6) S.89°53'23"E., A DISTANCE OF 7.75 FEET TO THE NORTHWEST CORNER OF AFORESAID LOT 99 OF TWISTED OAKS; THENCE RUN ALONG THE WEST BOUNDARY OF SAID LOT 99, S.00°06'37"W., A DISTANCE OF 120.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 19.288 ACRES, MORE OR LESS.

LESS OUT

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

BEGIN AT AFORESAID POINT A; THENCE RUN ALONG THE BOUNDARY OF TRACT P-16 OF SAID TWISTED OAKS THE FOLLOWING TEN (10) COURSES: 1) N.89°53'23"W., A DISTANCE OF 29.40 FEET; 2) NORTHWESTERLY, 333.68 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 310.00 FEET AND A CENTRAL ANGLE OF 61°40'24" (CHORD BEARING N.59°03'11"W., 317.81 FEET); 3) N.28°12'59"W., A DISTANCE OF 165.83 FEET; 4) S.89°53'26"E., A DISTANCE OF 38.78 FEET; 5) EASTERLY, 153.34 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 235.00 FEET AND A CENTRAL ANGLE OF 34°27'12" (CHORD BEARING N.72°53'01"W., 151.04 FEET); 6) S.89°53'23"E., A DISTANCE OF 87.20 FEET; 7) S.00°06'37"W., A DISTANCE OF 34.59 FEET; 8) EASTERLY, 82.00 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 295.00 FEET AND A CENTRAL ANGLE OF 17°53'01" (CHORD BEARING S.89°56'06"E., 91.71 FEET); 9) S.89°53'23"E., A DISTANCE OF 29.40 FEET; 10) S.00°06'37"W., A DISTANCE OF 15.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 1.486 ACRES, MORE OR LESS.

TOGETHER WITH

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

BEGIN AT THE SOUTHEAST CORNER OF TRACT P-11, OF SAID TWISTED OAKS; THENCE RUN ALONG THE BOUNDARY OF TRACTS P-11, OS-6 AND P-14 THE FOLLOWING EIGHT (8) COURSES: 1) N.00°06'59"E., A DISTANCE OF 48.00 FEET; 2) N.89°57'22"W., A DISTANCE OF 72.78 FEET; 3) NORTHEASTERLY, 541.89 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 345.00 FEET AND A CENTRAL ANGLE OF 89°59'23" (CHORD BEARING N.44°57'40"W., 487.86 FEET); 4) N.00°02'01"E., A DISTANCE OF 113.95 FEET; 5) NORTHEASTERLY, 543.70 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 345.00 FEET AND A CENTRAL ANGLE OF 90°17'44" (CHORD BEARING N.45°10'53"E., 489.18 FEET); 6) S.89°40'16"E., A DISTANCE OF 105.16 FEET; 7) SOUTHEASTERLY, 84.56 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 545.00 FEET AND A CENTRAL ANGLE OF 61°27'16" (CHORD BEARING S.58°56'37"E., 556.94 FEET); 8) S.28°12'59"E., A DISTANCE OF 461.30 FEET TO THE NORTHERLY CORNER OF LOT 191 OF SAID TWISTED OAKS; THENCE RUN ALONG THE NORTHERLY BOUNDARY OF LOTS 190 AND 191 AND TRACT R-1 OF SAID TWISTED OAKS THE FOLLOWING THREE (3) COURSES: 1) S.61°47'01"W., A DISTANCE OF 120.00 FEET; 2) N.28°12'59"W., A DISTANCE OF 15.53 FEET; 3) S.61°47'01"W., A DISTANCE OF 170.00 FEET TO THE WESTERLY CORNER OF SAID LOT 190; THENCE RUN ALONG THE BOUNDARY OF TRACT P-12 OF SAID TWISTED OAKS THE FOLLOWING FIVE (5) COURSES: 1) N.28°12'59"W., A DISTANCE OF 165.50 FEET; 2) NORTHWESTERLY, 35.07 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 325.00 FEET AND A CENTRAL ANGLE OF 66°11'00" (CHORD BEARING S.64°52'31"W., 35.06 FEET); 3) S.22°01'59"E., A DISTANCE OF 120.00 FEET; 4) WESTERLY, 102.30 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 445.00 FEET AND A CENTRAL ANGLE OF 11°10'00" (CHORD BEARING S.74°33'31"W., 102.17 FEET); 5) S.00°02'38"W., A DISTANCE OF 485.35 FEET TO THE SOUTHWEST CORNER OF SAID TRACT P-12; THENCE RUN ALONG THE NORTH BOUNDARY OF LOTS 175 AND 176 OF SAID TWISTED OAKS, N.89°57'22"W., A DISTANCE OF 120.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 175; THENCE RUN ALONG THE SAID LOT 175, S.00°02'38"W., A DISTANCE OF 105.00 FEET TO THE WESTERLY CORNER OF SAID LOT 175; THENCE RUN ALONG THE NORTH BOUNDARY OF AFORESAID TRACT R-1 ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF CANOPY OAK BOULEVARD OF SAID TWISTED OAKS, N.89°57'22"W., A DISTANCE OF 50.00 FEET TO THE EASTERLY CORNER OF LOT 174 OF SAID TWISTED OAKS; THENCE RUN ALONG THE EAST BOUNDARY OF SAID LOT 174, N.00°02'38"E., A DISTANCE OF 105.00 FEET TO THE NORTHEAST CORNER OF SAID LOT 174; THENCE RUN ALONG THE NORTH BOUNDARY OF LOTS 173 AND 174, N.89°57'22"W., A DISTANCE OF 120.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 19.432 ACRES, MORE OR LESS.

LESS OUT

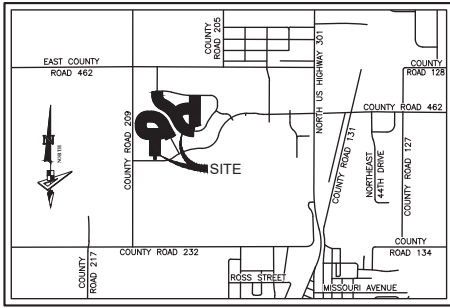
A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT AFORESAID POINT B; THENCE N.18°32'21"W., A DISTANCE OF 50.11 FEET TO THE POINT OF BEGINNING; THENCE RUN ALONG THE BOUNDARY OF TRACT P-13 OF SAID TWISTED OAKS THE FOLLOWING TEN (10) COURSES: 1) S.27°40'01"E., A DISTANCE OF 120.00 FEET; 2) NORTHEASTERLY, 26.82 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 275.00 FEET AND A CENTRAL ANGLE OF 05°32'49" (CHORD BEARING N.64°33'26"E., 26.81 FEET); 3) N.28°12'59"W., A DISTANCE OF 105.27 FEET; 4) NORTHEASTERLY, 272.51 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 550.00 FEET AND A CENTRAL ANGLE OF 61°27'16" (CHORD BEARING N.58°56'37"W., 260.59 FEET); 5) N.89°40'15"W., A DISTANCE OF 105.16 FEET; 6) SOUTHWESTERLY, 86.68 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 55.00 FEET AND A CENTRAL ANGLE OF 90°17'44" (CHORD BEARING S.45°10'53"W., 77.98 FEET); 7) S.00°02'38"W., A DISTANCE OF 113.95 FEET; 8) SOUTHEASTERLY, 86.38 FEET ALONG THE ARC OF A TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 55.00 FEET AND A CENTRAL ANGLE OF 89°59'23" (CHORD BEARING S.44°57'40"E., 77.77 FEET); 9) S.89°57'22"E., A DISTANCE OF 293.38 FEET; 10) EASTERLY, 61.45 FEET ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT HAVING A RADIUS OF 155.00 FEET AND A CENTRAL ANGLE OF 22°24'24" (CHORD BEARING S.76°41'44"E., 61.04 FEET) TO THE POINT OF BEGINNING.

CONTAINING 1.835 ACRES, MORE OR LESS.

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.



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

NOTES:

- 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.
- ALL DISTANCES SHOWN ARE IN FEET.
- BEARINGS SHOWN HEREON ARE BASED ON THE NORTH BOUNDARY OF THE SOUTHWEST 1/4 OF SECTION 31, HAVING A GRID BEARING OF S.89°53'21"E. THE GRID BEARINGS AS SHOWN HEREON REFER TO THE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83-2011 ADJUSTMENT) FOR THE WEST ZONE OF FLORIDA.
- WITH REFERENCE TO CURVILINEAR LOTS, NON-RADIAL LINES HAVE BEEN DESIGNATED BY (NR).
- ALL OTHER LINES ARE RADIAL.
- LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.
- 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.
- ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.
- THE PROPERTY INFORMATION REPORT FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.
- EVERY LOT HAS A 5.00 FOOT WIDE DRANAGE AND UTILITY EASEMENT ON EACH SIDE OF THE LOT UNLESS OTHERWISE NOTED OR DEPICTED.
- THE RADIUS ON THE EXTERIOR OF WETLANDS BUFFER IS 25.00' UNLESS NOTED OR DEPICTED.
- LOTS 216 THROUGH 430 ARE DEPICTED ON THIS PLAT FOR A TOTAL OF 215 LOTS. TRACTS R-1 AND R-2 ARE DEPICTED ON THIS PLAT FOR A TOTAL OF 2 TRACTS.
- MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____ PAGE _____ OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
- MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____ PAGE _____ OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
- AT THE TIME OF RECORDING THIS PLAT IS AFFECTED BY THE FOLLOWING RECORDED EASEMENTS FOUND IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, (WHICH THIS REFERENCE DOES NOT ACT TO REMOISSUE SAME).
 - RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS AS CONTAINED ON THE PLAT OF TWISTED OAKS, RECORDED IN PLAT BOOK 21, PAGE 18, 18A THROUGH 18T.

REVIEWING SURVEYOR'S CERTIFICATE:

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

SIGNATURE _____

DATE _____

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

REGISTRATION NO. _____

CERTIFICATE OF APPROVAL BY CITY OFFICIALS:

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

ATTEST:

MELANIE D. STRICKLAND
PROJECT REVIEW COMMITTEE COORDINATOR

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

JESSICA BARNES
CITY CLERK

ED WOLF
MAYOR

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

MELANIE D. STRICKLAND
DEVELOPMENT SERVICES DIRECTOR

JEREMY HOCKENBURY
PUBLIC WORKS DIRECTOR

PRINT NAME
CITY OF WILDWOOD, ENGINEER

SIGNATURE
CITY OF WILDWOOD, ENGINEER

PRINT NAME
CITY OF WILDWOOD, ATTORNEY

SIGNATURE
CITY OF WILDWOOD, ATTORNEY

PLAT BOOK _____ PAGE _____
SHEET 1 OF 8 SHEETS

DEDICATION AND GRANT OF EASEMENTS:

THIS IS TO CERTIFY THAT AL TWISTED OAKS, LLC (OWNER), IS THE FEE SIMPLE OWNER OF THE LANDS DESCRIBED IN THIS PLAT KNOWN AS TWISTED OAKS - PHASE 2, AND HEREBY DEDICATES THE LANDS SUBJECT TO THIS PLAT AS FOLLOWS:

- TO THE TWISTED OAKS POINTE COMMUNITY DEVELOPMENT DISTRICT, AND ITS SUCCESSORS AND ASSIGNS (TOGETHER, "CDD").
 - TRACTS R-1 AND R-2 FOR RIGHT-OF-WAY PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS, GOVERNMENTAL ENTITIES, INCLUDING EMERGENCY PERSONNEL AND VEHICLES, AS WELL AS UTILITY PROVIDERS AND UNITED STATES POSTAL SERVICE MAIL CARRIERS, SHALL HAVE A NON-EXCLUSIVE EASEMENT OVER ALL SUCH RIGHTS-OF-WAY FOR THE PURPOSES OF PERFORMING THEIR OFFICIAL DUTIES.
 - NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER ALL DRAINAGE EASEMENTS (D.E.) WITH THE RIGHTS TO ACCESS, CONSTRUCT, ACQUIRE, OWN, OPERATE, MAINTAIN, REPAIR AND REPLACE ANY STORMWATER IMPROVEMENTS WITHIN SUCH EASEMENTS. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH IMPROVEMENTS.
 - NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER ALL UTILITY EASEMENTS (U.E.) IDENTIFIED HEREON INCLUDING THE RIGHT OF ACCESS FOR CDD PURPOSES, AND THE RIGHT AND OBLIGATION TO CONSTRUCT, ACQUIRE, OWN, OPERATE, MAINTAIN, REPAIR AND REPLACE ANY UTILITIES WITHIN SUCH EASEMENTS.
 - THE CDD MAY INSTALL AND/OR ACQUIRE WATER, SEWER AND RECLAIM UTILITIES WITHIN TRACTS R-1 AND R-2 AND TRANSFER THEM TO THE CITY UPON COMPLETION, SUBJECT TO THE CITY'S APPROVAL PROCESS. AS A POINT OF CLARIFICATION, THE CDD SHALL NOT AND IS NOT INTENDED TO BE, A UTILITY PROVIDER FOR WATER, SEWER AND RECLAIM UTILITIES, AND INSTEAD INTENDS ONLY TO FINANCE THE INITIAL INSTALLATION OF SUCH UTILITIES AND CONVEY THEM TO THE CITY UPON COMPLETION.
 - TO THE CITY OF WILDWOOD, FLORIDA (CITY), AND ITS SUCCESSORS AND ASSIGNS.
 - NON-EXCLUSIVE EASEMENTS FOR GOVERNMENTAL PURPOSES OVER TRACTS R-1 AND R-2 FOR RIGHTS-OF-WAY ACCESS, UTILITY EASEMENTS AND DRAINAGE EASEMENTS, EXCEPT AS OTHERWISE STATED HEREIN, THE CITY SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO MAINTAIN AND REPAIR ANY IMPROVEMENTS THEREON.
 - ALL UTILITY EASEMENTS SHOWN ON THIS PLAT SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISIONS SERVICES IN THE MANNER AND SUBJECT TO THE PROVISIONS OF CHAPTER 177, PART 1, SECTION 177.09(2B) OF THE FLORIDA STATUTES; HOWEVER, ONLY CABLE TELEVISION SERVICE PROVIDERS SPECIFICALLY AUTHORIZED BY THE UNDERSIGNED OWNERS, THEIR SUCCESSORS AND ASSIGNS, TO SERVE THE LANDS SHOWN ON THIS PLAT, SHALL HAVE THE BENEFIT OF SAID CABLE TELEVISION SERVICE EASEMENTS.
 - ALL LANDS SUBJECT TO THIS PLAT THAT ARE NOT OTHERWISE DESIGNATED ABOVE ARE HEREBY RESERVED BY THE OWNER FOR FUTURE USES.
 - TO ALL UTILITY PROVIDERS, PUBLIC OR PRIVATE:
 - NON-EXCLUSIVE EASEMENTS OVER ALL UTILITY EASEMENTS AND AS SHOWN ON THE PLAT HEREIN FOR THE RIGHTS OVER THE ROADS FOR INSTALLATION, OPERATION, MAINTENANCE, AND REPAIR OF ELECTRIC FACILITIES.

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

AL TWISTED OAKS, LLC, A FLORIDA LIMITED LIABILITY COMPANY

BY: _____

SIGNATURE

SIGNATURE

AUTHORIZED SIGNATORY

PRINT NAME

PRINT NAME

ADDRESS

ADDRESS

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

TWISTED OAKS POINTE COMMUNITY DEVELOPMENT DISTRICT ("CDD")

BY: _____

SIGNATURE

SIGNATURE

AUTHORIZED SIGNATORY

PRINT NAME

PRINT NAME

ADDRESS

ADDRESS

NOTARY ACKNOWLEDGEMENT:

STATE OF _____, COUNTY OF _____) SS

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

NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES: _____

TYPE OF IDENTIFICATION PRODUCED

PRINTED NAME OF NOTARY

COMMISSION NUMBER:

NOTARY ACKNOWLEDGEMENT:

STATE OF _____, COUNTY OF _____) SS

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

NOTARY PUBLIC, STATE OF FLORIDA

MY COMMISSION EXPIRES: _____

TYPE OF IDENTIFICATION PRODUCED

PRINTED NAME OF NOTARY

COMMISSION NUMBER:

CERTIFICATE OF CLERK OF COURT:

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

CLERK OF THE COURT IN AND FOR SUMTER COUNTY, FLORIDA

PRINT NAME

SIGNATURE

DEPUTY CLERK

DEPUTY CLERK

CERTIFICATE OF SURVEYOR:

I HEREBY CERTIFY THAT THIS PLAT OF TWISTED OAKS - PHASE 2 WAS PREPARED UNDER MY DIRECTION AND SUPERVISION, AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN HEREON WERE PLACED ON THE 8TH DAY OF APRIL, 2024, I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.

DAVID MAXWELL

DATE: _____

PROFESSIONAL LAND SURVEYOR NO. L57311
GEOPoint SURVEYING, INC. (LICENSED BUSINESS NUMBER LB7768)
528 NORTHLAKE BOULEVARD, STE. 1040, ALTAMONTE SPRINGS, FLORIDA 32701

LEGEND:

- ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
- ----- INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
- ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"
- ----- LOT CORNER OR CHANGE OF DIRECTION
- C.C.R. ----- CERTIFIED CORNER RECORDS
- U.E. ----- UTILITY EASEMENT
- P.U.E. ----- DRAINAGE EASEMENT
- D.E. ----- DRAINAGE EASEMENT
- PC ----- POINT OF CURVATURE
- PT ----- POINT OF TANGENCY
- PRC ----- POINT OF REVERSE CURVATURE
- PI ----- POINT OF INTERSECTION
- LS ----- LICENSE SURVEYOR
- LB ----- LICENSE BUSINESS
- O.R. ----- OFFICIAL RECORDS BOOK

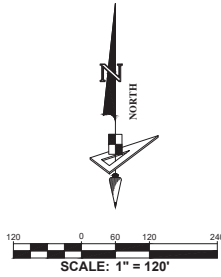
GeoPoint
Surveying, Inc.

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

TWISTED OAKS - PHASE 2

A REPLAT OF TRACTS FD-1, FD-1A, FD-2 AND FD-2A, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

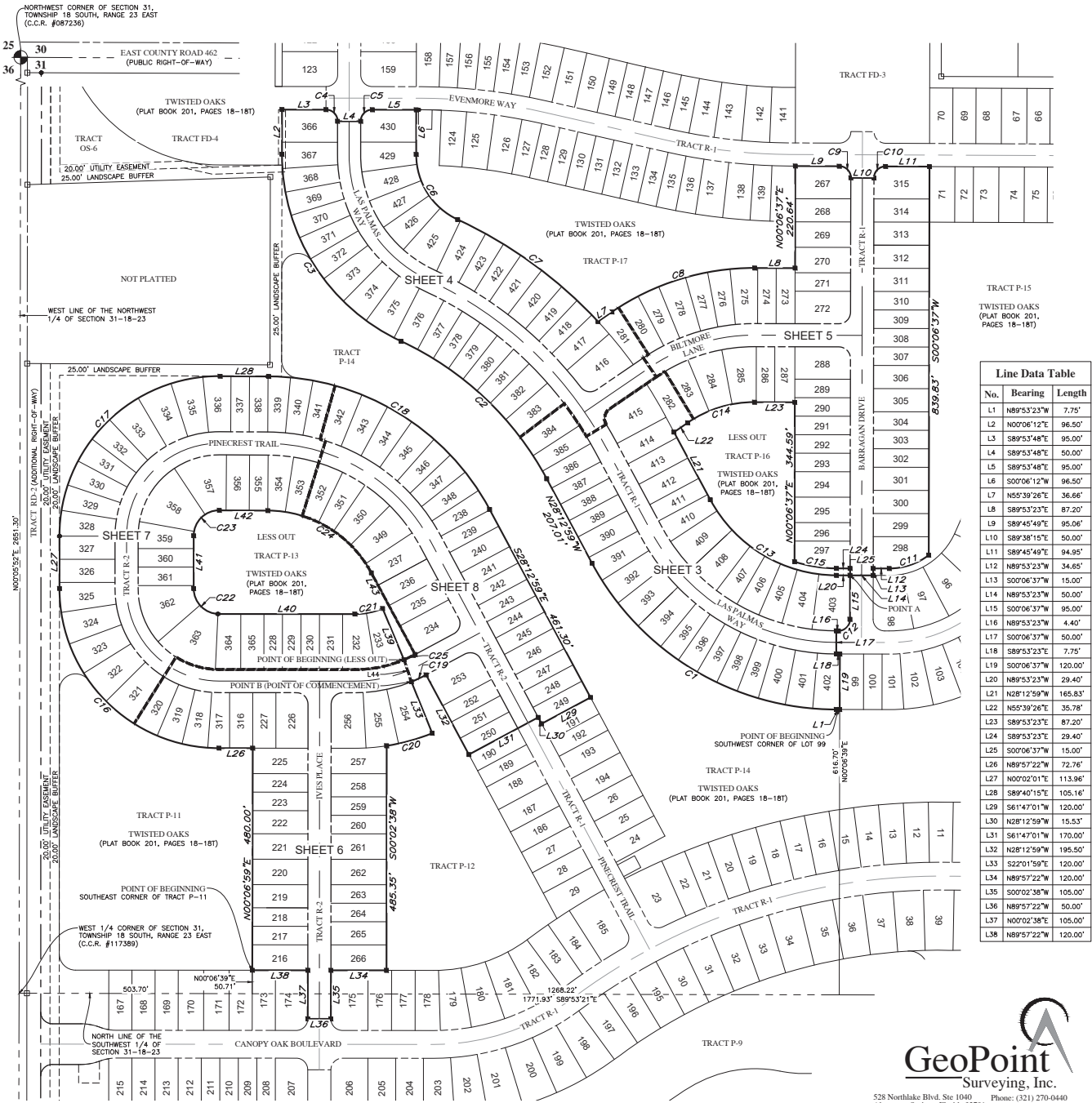
PLAT BOOK PAGE
SHEET 2 OF 8 SHEETS
KEY MAP



No.	Radius	Arc	Δ	Bearing	Chord
C1	600.00'	645.84'	61°40'24"	N59°03'11"W	615.11'
C2	685.00'	440.40'	36°50'11"	N46°38'04"W	432.85'
C3	445.00'	506.05'	65°09'21"	N32°28'29"W	479.22'
C4	25.00'	39.27'	90°00'00"	S44°53'48"E	35.36'
C5	25.00'	39.27'	90°00'00"	N45°06'12"E	35.36'
C6	155.00'	176.26'	65°09'21"	S32°28'29"E	166.92'
C7	975.00'	377.05'	22°09'26"	S53°58'27"E	374.70'
C8	545.00'	327.72'	34°27'12"	N72°53'01"E	322.81'
C9	25.00'	39.21'	89°52'26"	S44°49'36"E	35.32'
C10	25.00'	39.32'	90°07'34"	N45°10'24"E	35.39'
C11	140.00'	91.78'	37°33'46"	S71°19'44"W	90.15'
C12	25.00'	39.27'	90°00'00"	S45°06'37"W	35.36'
C13	310.00'	333.68'	61°40'24"	N59°03'11"W	317.81'
C14	255.00'	153.34'	34°27'12"	N72°53'01"E	151.04'
C15	295.00'	92.09'	175°30'7"	S80°56'49"E	91.71'
C16	345.00'	541.86'	89°59'23"	N44°57'40"W	487.86'
C17	345.00'	543.70'	90°17'44"	N45°10'53"E	489.16'
C18	545.00'	584.56'	61°27'16"	S58°56'37"E	556.94'
C19	325.00'	35.07'	61°11'00"	S64°52'31"W	35.08'
C20	445.00'	102.39'	131°10'00"	S74°33'31"W	102.17'
C21	155.00'	61.45'	22°42'48"	N78°41'14"E	61.04'
C22	55.00'	86.38'	89°59'23"	S44°57'40"E	77.77'
C23	55.00'	86.68'	90°17'44"	S45°10'53"W	77.98'
C24	255.00'	273.51'	61°27'16"	N58°56'37"W	260.59'
C25	275.00'	26.62'	5°32'49"	N64°33'26"E	26.61'

No.	Bearing	Length
L39	S22°40'10"E	120.00'
L40	S89°57'22"E	293.36'
L41	S00°02'01"W	113.98'
L42	N89°40'15"W	105.16'
L43	N28°12'59"W	200.27'
L44	N18°32'21"W	50.11'

- LEGEND:
- C.C.R. ----- CERTIFIED CORNER RECORDS
 - U.E. ----- UTILITY EASEMENT
 - P.U.E. ----- DRAINAGE EASEMENT
 - D.E. ----- DRAINAGE EASEMENT
 - P.C. ----- POINT OF CURVATURE
 - P.T. ----- POINT OF TANGENCY
 - P.R.C. ----- POINT OF REVERSE CURVATURE
 - P.I. ----- POINT OF INTERSECTION
 - LS ----- LICENSE SURVEYOR
 - LB ----- LICENSE BUSINESS
 - O.R. ----- OFFICIAL RECORDS BOOK
 - ----- LOT CORNER OR CHANGE OF DIRECTION
 - ⊕ ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 - ⊙ ----- INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 - ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

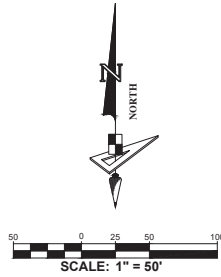


No.	Bearing	Length
L1	N89°53'23"W	7.75'
L2	N00°06'12"E	96.50'
L3	S89°53'48"E	95.00'
L4	S89°53'48"E	50.00'
L5	S89°53'48"E	95.00'
L6	S00°06'12"W	96.50'
L7	N55°39'26"E	36.66'
L8	S89°53'23"E	87.20'
L9	S89°45'49"E	95.06'
L10	S89°38'15"E	50.00'
L11	S89°45'49"E	94.95'
L12	N89°53'23"W	34.65'
L13	S00°06'37"W	15.00'
L14	N89°53'23"W	50.00'
L15	S00°06'37"W	95.00'
L16	N89°53'23"W	4.40'
L17	S00°06'37"W	50.00'
L18	S89°53'23"W	7.75'
L19	S00°06'37"W	120.00'
L20	N89°53'23"W	29.40'
L21	N28°12'59"W	165.83'
L22	N55°39'26"E	35.78'
L23	S89°53'23"E	87.20'
L24	S89°53'23"E	29.40'
L25	S00°06'37"W	15.00'
L26	N89°53'22"W	72.76'
L27	N00°02'01"E	113.96'
L28	S89°40'15"E	105.16'
L29	S61°47'01"W	120.00'
L30	N28°12'59"W	15.53'
L31	S61°47'01"W	170.00'
L32	N28°12'59"W	195.50'
L33	S22°01'59"E	120.00'
L34	N89°57'22"W	120.00'
L35	S00°02'38"W	105.00'
L36	N89°57'22"W	50.00'
L37	N00°02'38"E	105.00'
L38	N89°57'22"W	120.00'

TWISTED OAKS - PHASE 2

A REPLAT OF TRACTS FD-1, FD-1A, FD-2 AND FD-2A, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 3 OF 8 SHEETS



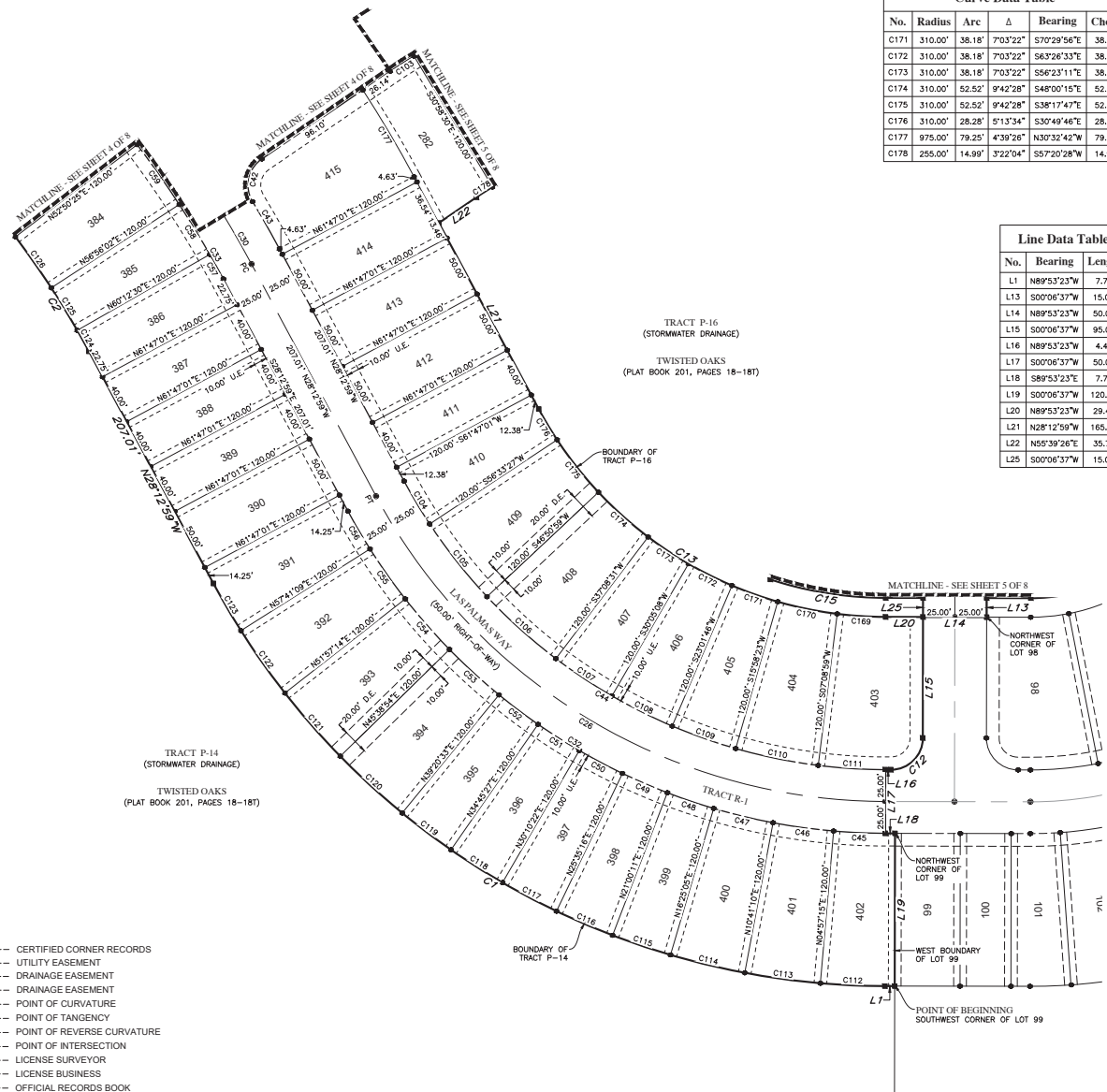
No.	Radius	Arc	Δ	Bearing	Chord
C1	600.00'	645.84'	61°40'24"	N59°03'11"W	615.11'
C2	685.00'	440.40'	36°50'11"	N46°38'04"W	432.85'
C12	25.00'	39.27'	90°00'00"	S45°06'37"W	35.36'
C13	310.00'	333.68'	61°40'24"	N59°03'11"W	317.81'
C15	295.00'	92.09'	17°53'07"	S80°56'49"E	91.71'
C26	455.00'	489.76'	61°40'24"	N59°03'11"W	466.46'
C30	830.00'	88.75'	6°07'36"	N31°16'47"W	88.71'
C32	480.00'	516.67'	61°40'24"	S59°03'11"E	492.09'
C33	805.00'	517.55'	36°50'11"	S46°38'04"E	508.68'
C42	25.00'	37.85'	86°44'34"	N12°17'09"E	34.34'
C43	855.00'	42.82'	2°52'10"	N29°39'04"W	42.81'
C44	430.00'	462.85'	61°40'24"	N59°03'11"W	440.83'
C45	480.00'	40.58'	4°50'38"	S87°28'04"E	40.57'
C46	480.00'	48.02'	5°43'55"	S82°10'48"E	48.00'
C47	480.00'	48.02'	5°43'55"	S76°26'52"E	48.00'
C48	480.00'	38.41'	4°35'06"	S71°17'22"E	38.40'
C49	480.00'	38.41'	4°35'06"	S66°42'16"E	38.40'
C50	480.00'	38.41'	4°35'06"	S62°07'11"E	38.40'
C51	480.00'	38.41'	4°35'06"	S57°32'05"E	38.40'
C52	480.00'	38.41'	4°35'06"	S52°57'00"E	38.40'
C53	480.00'	52.83'	6°18'21"	S47°30'17"E	52.80'
C54	480.00'	52.83'	6°18'21"	S41°11'56"E	52.80'
C55	480.00'	48.02'	5°43'55"	S35°10'48"E	48.00'
C56	480.00'	34.33'	4°05'52"	S30°15'55"E	34.32'
C57	805.00'	22.13'	1°34'31"	N29°00'15"W	22.13'
C58	805.00'	46.01'	3°16'28"	N31°25'44"W	46.00'
C59	805.00'	57.51'	4°05'36"	N35°06'47"W	57.50'
C103	375.00'	22.04'	3°22'04"	S57°20'28"W	22.04'
C104	430.00'	39.22'	5°13'34"	S30°49'46"E	39.21'
C105	430.00'	72.86'	9°42'28"	S38°17'47"E	72.77'
C106	430.00'	72.86'	9°42'28"	S48°00'15"E	72.77'
C107	430.00'	52.96'	7°03'22"	S56°23'11"E	52.92'
C108	430.00'	52.96'	7°03'22"	S63°26'33"E	52.92'
C109	430.00'	52.96'	7°03'22"	S70°29'56"E	52.92'
C110	430.00'	66.22'	8°49'24"	S78°26'19"E	66.15'
C111	430.00'	52.83'	7°02'22"	S86°22'12"E	52.80'
C112	600.00'	50.72'	4°50'38"	S87°28'04"E	50.71'
C113	600.00'	60.03'	5°43'55"	S82°10'48"E	60.00'
C114	600.00'	60.03'	5°43'55"	S76°26'52"E	60.00'
C115	600.00'	48.01'	4°35'06"	S71°17'22"E	48.00'
C116	600.00'	48.01'	4°35'06"	S66°42'16"E	48.00'
C117	600.00'	48.01'	4°35'06"	S62°07'11"E	48.00'
C118	600.00'	48.01'	4°35'06"	S57°32'05"E	48.00'
C119	600.00'	48.01'	4°35'06"	S52°57'00"E	48.00'
C120	600.00'	66.03'	6°18'21"	S47°30'17"E	66.00'
C121	600.00'	66.03'	6°18'21"	S41°11'56"E	66.00'
C122	600.00'	60.03'	5°43'55"	S35°10'48"E	60.00'
C123	600.00'	42.91'	4°05'52"	S30°15'55"E	42.90'
C124	685.00'	18.83'	1°34'31"	N29°00'15"W	18.83'
C125	685.00'	39.15'	3°16'28"	N31°25'44"W	39.14'
C126	685.00'	48.94'	4°05'36"	N35°06'47"W	48.93'
C169	310.00'	38.09'	7°02'22"	S86°22'12"E	38.06'
C170	310.00'	47.74'	8°49'24"	S78°26'19"E	47.69'

LEGEND:

C.C.R. ----- CERTIFIED CORNER RECORDS
 U.E. ----- UTILITY EASEMENT
 P.U.E. ----- DRAINAGE EASEMENT
 D.E. ----- DRAINAGE EASEMENT
 P.C. ----- POINT OF CURVATURE
 P.T. ----- POINT OF TANGENCY
 P.R.C. ----- POINT OF REVERSE CURVATURE
 P.I. ----- POINT OF INTERSECTION
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 ● ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

No.	Radius	Arc	Δ	Bearing	Chord
C171	310.00'	38.18'	7°03'22"	S70°29'56"E	38.15'
C172	310.00'	38.18'	7°03'22"	S63°26'33"E	38.15'
C173	310.00'	38.18'	7°03'22"	S56°23'11"E	38.15'
C174	310.00'	52.52'	9°42'28"	S48°00'15"E	52.46'
C175	310.00'	52.52'	9°42'28"	S38°17'47"E	52.46'
C176	310.00'	28.28'	5°13'34"	S30°49'46"E	28.27'
C177	975.00'	79.25'	4°39'26"	N30°32'42"W	79.23'
C178	255.00'	14.99'	3°22'04"	S57°20'28"W	14.99'

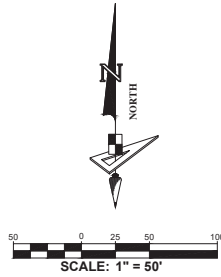
No.	Bearing	Length
L1	N89°53'23"W	7.75'
L13	S00°06'37"W	15.00'
L14	N89°53'23"W	50.00'
L15	S00°06'37"W	95.00'
L16	N89°53'23"W	4.40'
L17	S00°06'37"W	50.00'
L18	S89°53'23"E	7.75'
L19	S00°06'37"W	120.00'
L20	N89°53'23"W	29.40'
L21	N28°12'59"W	165.83'
L22	N55°39'26"E	35.78'
L25	S00°06'37"W	15.00'



TWISTED OAKS - PHASE 2

A REPLAT OF TRACTS FD-1, FD-1A, FD-2 AND FD-2A, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 4 OF 8 SHEETS

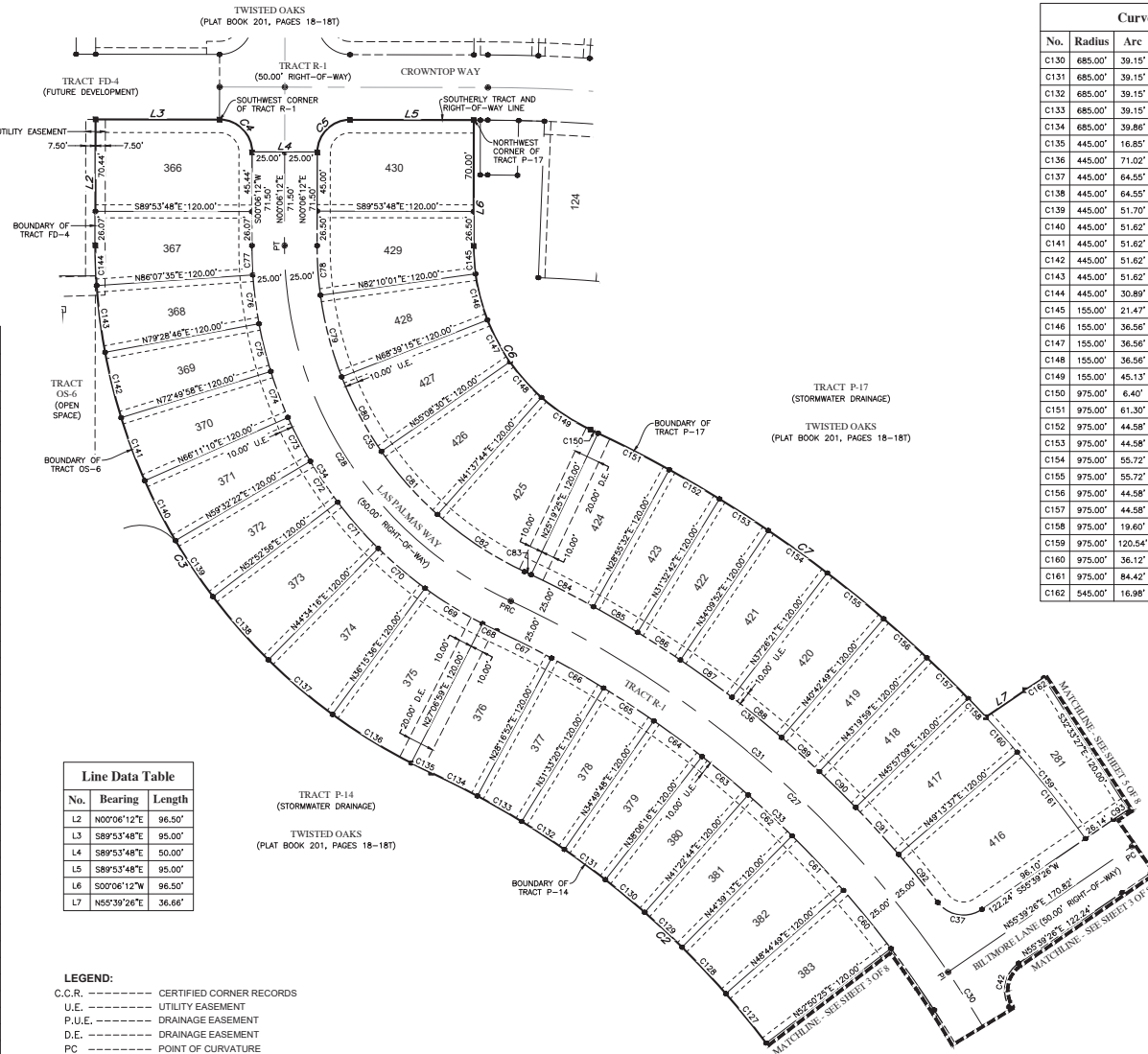


No.	Radius	Arc	Δ	Bearing	Chord
C2	685.00'	440.40'	36°50'11"	N46°38'04"W	432.85'
C3	445.00'	506.05'	65°09'21"	N32°28'29"W	479.22'
C4	25.00'	39.27'	90°00'00"	S44°53'48"E	35.36'
C5	25.00'	39.27'	90°00'00"	N45°06'12"E	35.36'
C6	158.00'	176.28'	65°09'21"	S32°28'29"E	166.92'
C7	975.00'	377.05'	22°09'28"	S83°58'27"E	374.70'
C27	630.00'	533.62'	36°50'11"	N46°38'04"W	524.48'
C28	300.00'	341.16'	65°09'21"	N32°28'29"W	323.07'
C30	630.00'	88.75'	6°07'36"	N31°16'47"W	88.71'
C31	630.00'	444.87'	30°42'35"	N49°41'52"W	439.58'
C33	805.00'	517.55'	36°50'11"	S46°38'04"E	508.68'
C34	325.00'	369.59'	65°09'21"	S32°28'29"E	349.99'
C35	275.00'	312.73'	65°09'21"	N32°28'29"W	296.15'
C36	855.00'	409.66'	27°27'09"	N51°19'35"W	405.76'
C37	25.00'	37.85'	86°44'34"	N80°58'17"W	34.34'
C42	25.00'	37.85'	86°44'34"	N12°17'09"E	34.34'
C60	805.00'	57.51'	4°05'36"	N39°12'23"W	57.50'
C61	805.00'	57.51'	4°05'36"	N43°17'59"W	57.50'
C62	805.00'	46.01'	3°16'28"	N46°59'01"W	46.00'
C63	805.00'	46.01'	3°16'28"	N50°15'30"W	46.00'
C64	805.00'	46.01'	3°16'28"	N53°31'58"W	46.00'
C65	805.00'	46.01'	3°16'28"	N56°48'26"W	46.00'
C66	805.00'	46.01'	3°16'28"	N60°04'54"W	46.00'
C67	805.00'	46.84'	3°20'01"	N63°23'09"W	46.83'
C68	325.00'	12.30'	2°10'08"	S63°58'05"E	12.30'
C69	325.00'	51.87'	9°08'38"	S58°18'42"E	51.81'
C70	325.00'	47.14'	8°18'40"	S49°35'04"E	47.10'
C71	325.00'	47.14'	8°18'40"	S41°16'24"E	47.10'
C72	325.00'	37.76'	6°39'26"	S33°47'21"E	37.74'
C73	325.00'	37.70'	6°38'48"	S27°08'14"E	37.68'
C74	325.00'	37.70'	6°38'48"	S20°29'26"E	37.68'
C75	325.00'	37.70'	6°38'48"	S13°50'38"E	37.68'
C76	325.00'	37.70'	6°38'48"	S07°11'50"E	37.68'
C77	325.00'	22.56'	3°58'37"	S01°53'07"E	22.55'
C78	275.00'	38.09'	7°56'11"	S03°51'54"E	38.06'
C79	275.00'	64.86'	1°30'46"	S14°35'22"E	64.71'
C80	275.00'	64.86'	1°30'46"	S28°06'07"E	64.71'
C81	275.00'	64.86'	1°30'46"	S41°36'53"E	64.71'
C82	275.00'	80.07'	1°40'54"	S56°42'43"E	79.78'
C83	855.00'	5.61'	0°22'35"	N64°51'52"W	5.61'
C84	855.00'	53.75'	3°36'07"	N62°52'31"W	53.74'
C85	855.00'	39.09'	2°37'10"	N59°45'53"W	39.09'
C86	855.00'	39.09'	2°37'10"	N57°08'43"W	39.09'
C87	855.00'	48.86'	3°16'28"	N54°11'53"W	48.86'
C88	855.00'	48.86'	3°16'28"	N50°55'25"W	48.86'
C89	855.00'	39.09'	2°37'10"	N47°58'36"W	39.09'
C90	855.00'	39.09'	2°37'10"	N45°21'26"W	39.09'
C91	855.00'	48.86'	3°16'28"	N42°24'37"W	48.86'
C92	855.00'	47.35'	3°10'22"	N39°11'12"W	47.34'
C93	425.00'	13.24'	1°47'07"	S56°32'59"W	13.24'
C127	685.00'	48.94'	4°05'36"	N39°12'23"W	48.93'
C128	685.00'	48.94'	4°05'36"	N43°17'59"W	48.93'
C129	685.00'	39.15'	3°16'28"	N46°59'01"W	39.14'

No.	Bearing	Length
L2	N00°06'12"E	96.50'
L3	S89°53'48"E	95.00'
L4	S89°53'48"E	50.00'
L5	S89°53'48"E	95.00'
L6	S00°06'12"W	96.50'
L7	N55°39'26"E	36.66'

LEGEND:

C.C.R. ----- CERTIFIED CORNER RECORDS
 U.E. ----- UTILITY EASEMENT
 P.U.E. ----- DRAINAGE EASEMENT
 D.E. ----- DRAINAGE EASEMENT
 P.C. ----- POINT OF CURVATURE
 P.T. ----- POINT OF TANGENCY
 P.R.C. ----- POINT OF REVERSE CURVATURE
 P.I. ----- POINT OF INTERSECTION
 L.S. ----- LICENSE SURVEYOR
 L.B. ----- LICENSE BUSINESS
 O.R. ----- OFFICIAL RECORDS BOOK
 ● ----- LOT CORNER OR CHANGE OF DIRECTION
 ⊕ ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 * ----- INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 ● ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

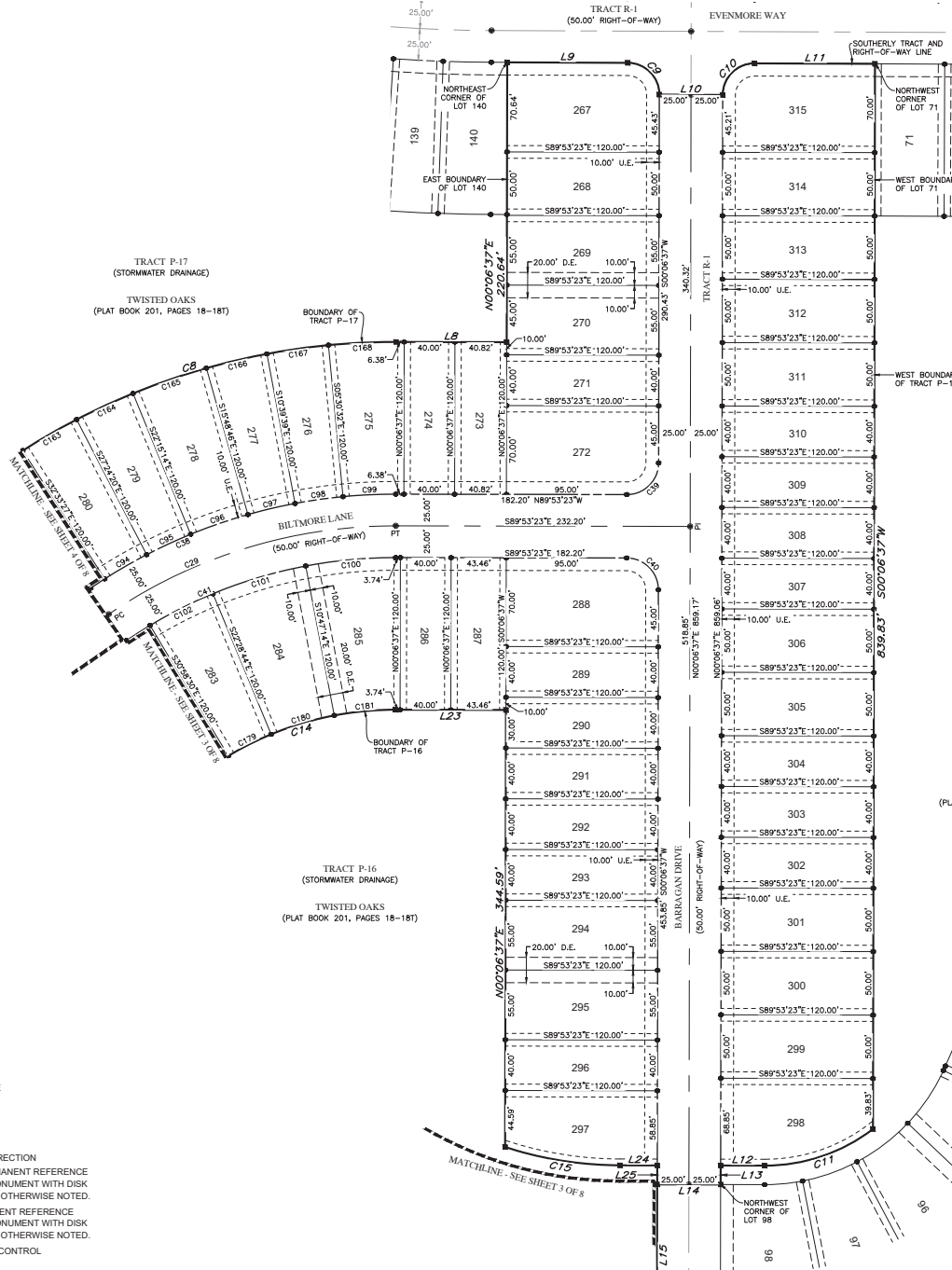
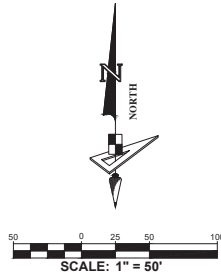


No.	Radius	Arc	Δ	Bearing	Chord
C130	685.00'	39.15'	3°16'28"	N50°15'30"W	39.14'
C131	685.00'	39.15'	3°16'28"	N53°31'58"W	39.14'
C132	685.00'	39.15'	3°16'28"	N56°48'26"W	39.14'
C133	685.00'	39.15'	3°16'28"	N60°04'54"W	39.14'
C134	685.00'	39.86'	3°20'01"	N63°23'09"W	39.85'
C135	445.00'	16.85'	2°10'08"	S63°58'05"E	16.84'
C136	445.00'	71.02'	9°08'38"	S58°18'42"E	70.94'
C137	445.00'	64.55'	8°18'40"	S49°35'04"E	64.49'
C138	445.00'	64.55'	8°18'40"	S41°16'24"E	64.49'
C139	445.00'	51.70'	6°39'26"	S33°47'21"E	51.68'
C140	445.00'	51.62'	6°38'48"	S27°08'14"E	51.59'
C141	445.00'	51.62'	6°38'48"	S20°29'26"E	51.59'
C142	445.00'	51.62'	6°38'48"	S13°50'38"E	51.59'
C143	445.00'	51.62'	6°38'48"	S07°11'50"E	51.59'
C144	445.00'	30.89'	3°58'37"	S01°53'07"E	30.88'
C145	155.00'	21.47'	7°56'11"	S03°51'54"E	21.45'
C146	155.00'	36.56'	1°30'46"	S14°35'22"E	36.47'
C147	155.00'	36.56'	1°30'46"	S28°06'07"E	36.47'
C148	155.00'	36.56'	1°30'46"	S41°36'53"E	36.47'
C149	155.00'	45.13'	1°40'54"	S56°42'43"E	44.97'
C150	975.00'	6.40'	0°22'35"	N64°51'52"W	6.40'
C151	975.00'	61.30'	3°36'07"	N62°52'31"W	61.29'
C152	975.00'	44.58'	2°37'10"	N59°45'53"W	44.57'
C153	975.00'	44.58'	2°37'10"	N57°08'43"W	44.57'
C154	975.00'	55.72'	3°16'28"	N54°11'53"W	55.71'
C155	975.00'	55.72'	3°16'28"	N50°55'25"W	55.71'
C156	975.00'	44.58'	2°37'10"	N47°58'36"W	44.57'
C157	975.00'	44.58'	2°37'10"	N45°21'26"W	44.57'
C158	975.00'	19.60'	1°09'07"	N43°28'17"W	19.60'
C159	975.00'	120.54'	7°05'00"	N39°21'14"W	120.48'
C160	975.00'	36.12'	2°07'21"	N41°50'03"W	36.12'
C161	975.00'	84.42'	4°57'39"	N38°17'33"W	84.39'
C162	545.00'	16.98'	1°47'07"	S56°32'59"W	16.98'

TWISTED OAKS - PHASE 2

A REPLAT OF TRACTS FD-1, FD-1A, FD-2 AND FD-2A, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 5 OF 8 SHEETS



No.	Radius	Arc	Δ	Bearing	Chord
C8	545.00'	327.72'	34°27'12"	N72°53'01"E	322.81'
C9	25.00'	39.21'	89°52'28"	S44°49'36"E	35.32'
C10	25.00'	39.32'	90°07'34"	N45°10'24"E	35.39'
C11	140.00'	91.78'	37°33'46"	S71°19'44"W	90.15'
C14	255.00'	153.34'	34°27'12"	N72°53'01"E	151.04'
C15	295.00'	92.09'	17°53'07"	S80°56'49"E	91.71'
C29	400.00'	240.53'	34°27'12"	N72°53'01"E	236.92'
C38	425.00'	255.56'	34°27'12"	S72°53'01"W	251.73'
C39	25.00'	39.27'	90°00'00"	S45°06'37"W	35.36'
C40	25.00'	39.27'	90°00'00"	S44°53'23"E	35.36'
C41	375.00'	225.50'	34°27'12"	N72°53'01"E	222.11'
C94	425.00'	38.22'	5°09'07"	S60°01'06"W	38.20'
C95	425.00'	38.22'	5°09'07"	S65°10'13"W	38.20'
C96	425.00'	47.78'	6°26'28"	S70°58'00"W	47.75'
C97	425.00'	38.22'	5°09'07"	S76°45'48"W	38.20'
C98	425.00'	38.22'	5°09'07"	S81°54'55"W	38.20'
C99	425.00'	41.19'	5°33'10"	S87°20'02"W	41.17'
C100	375.00'	71.32'	10°53'52"	S84°39'41"W	71.22'
C101	375.00'	76.52'	11°41'30"	S73°22'01"W	76.39'
C102	375.00'	55.61'	8°29'46"	S63°16'23"W	55.56'
C163	545.00'	49.01'	5°09'07"	S60°01'06"W	48.99'
C164	545.00'	49.01'	5°09'07"	S65°10'13"W	48.99'
C165	545.00'	61.27'	6°26'28"	S70°58'00"W	61.24'
C166	545.00'	49.01'	5°09'07"	S76°45'48"W	48.99'
C167	545.00'	49.01'	5°09'07"	S81°54'55"W	48.99'
C168	545.00'	53.45'	5°37'09"	S87°18'03"W	53.43'
C179	255.00'	37.81'	8°29'46"	S63°16'23"W	37.78'
C180	255.00'	52.03'	11°41'30"	S73°22'01"W	51.94'
C181	255.00'	48.50'	10°53'52"	S84°39'41"W	48.43'

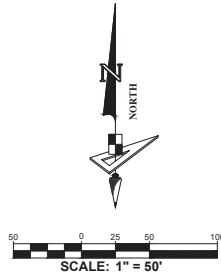
No.	Bearing	Length
L8	S89°53'23"E	87.20'
L9	S89°45'49"E	95.06'
L10	S89°38'15"E	50.00'
L11	S89°45'49"E	94.95'
L12	N89°53'23"W	34.65'
L13	S00°06'37"W	15.00'
L14	N89°53'23"W	50.00'
L15	S00°06'37"W	95.00'
L23	S89°53'23"E	87.20'
L24	S89°53'23"E	29.40'
L25	S00°06'37"W	15.00'

- LEGEND:**
- C.C.R. ----- CERTIFIED CORNER RECORDS
 - U.E. ----- UTILITY EASEMENT
 - P.U.E. ----- DRAINAGE EASEMENT
 - D.E. ----- DRAINAGE EASEMENT
 - PC ----- POINT OF CURVATURE
 - PT ----- POINT OF TANGENCY
 - PRC ----- POINT OF REVERSE CURVATURE
 - PI ----- POINT OF INTERSECTION
 - LS ----- LICENSE SURVEYOR
 - LB ----- LICENSE BUSINESS
 - O.R. ----- OFFICIAL RECORDS BOOK
 - ----- LOT CORNER OR CHANGE OF DIRECTION
 - ⊕ ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 - ★ ----- INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 - ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

TWISTED OAKS - PHASE 2

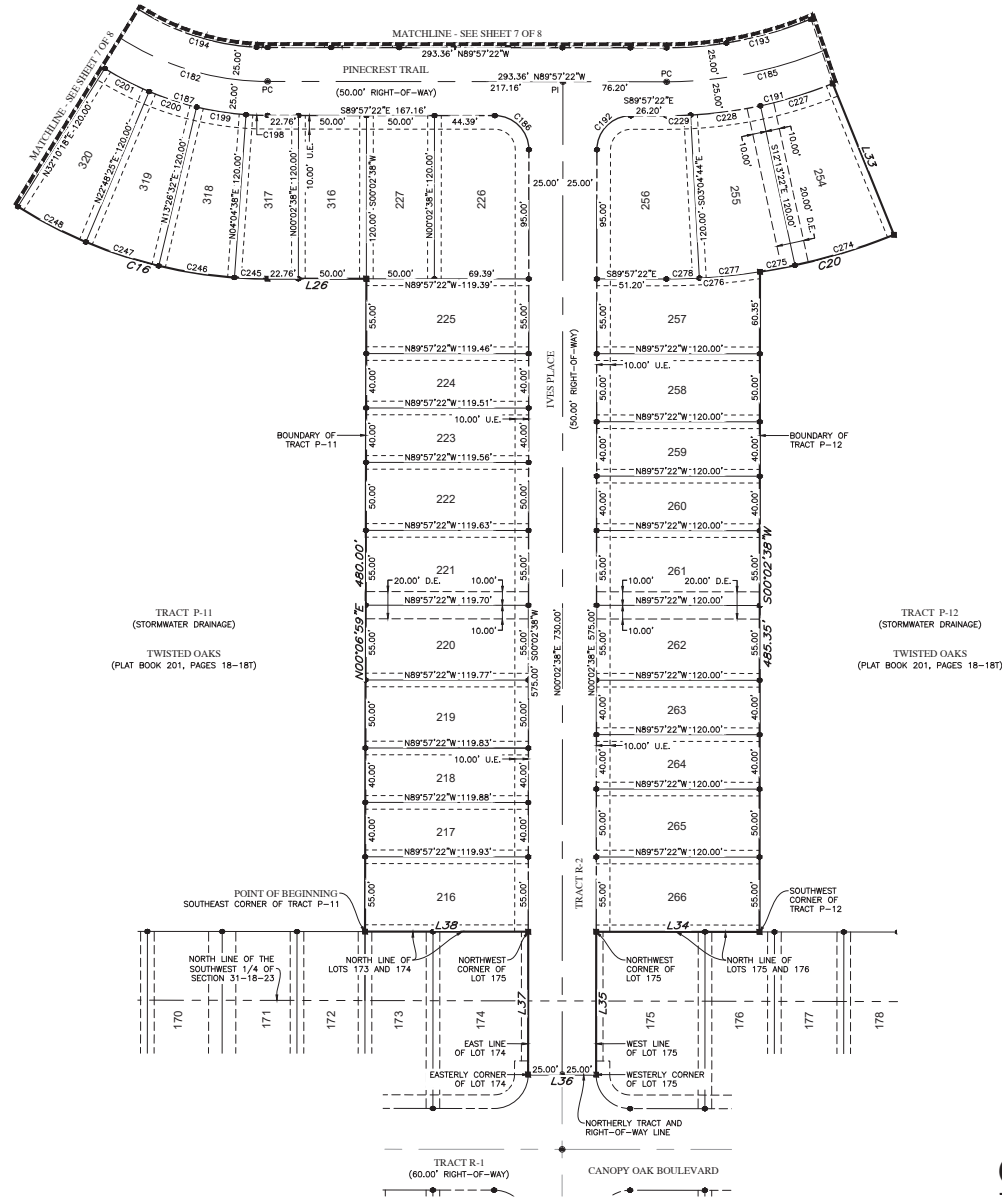
A REPLAT OF TRACTS FD-1, FD-1A, FD-2 AND FD-2A, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 6 OF 8 SHEETS

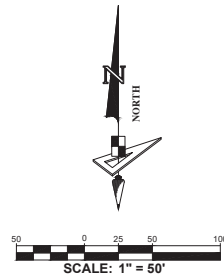


No.	Radius	Arc	Δ	Bearing	Chord
C16	345.00'	541.86'	89°59'23"	N44°57'40"W	487.86'
C20	445.00'	102.39'	1°11'00"	S74°33'31"W	102.17'
C182	200.00'	314.12'	89°59'23"	N44°57'40"W	282.82'
C185	300.00'	147.97'	28°15'37"	S75°54'50"W	146.48'
C186	25.00'	39.27'	90°00'00"	S44°57'22"E	35.36'
C187	225.00'	353.39'	89°59'23"	S44°57'40"E	318.17'
C191	325.00'	160.30'	28°15'37"	N75°54'50"E	158.68'
C192	25.00'	39.27'	90°00'00"	N45°02'38"E	35.36'
C193	275.00'	109.02'	22°42'48"	S78°41'14"W	106.30'
C194	175.00'	274.86'	89°59'23"	N44°57'40"W	247.47'
C198	225.00'	15.84'	4°02'00"	S87°56'22"E	15.84'
C199	225.00'	36.78'	9°21'53"	S81°14'25"E	36.73'
C200	225.00'	36.78'	9°21'53"	S71°52'32"E	36.73'
C201	225.00'	36.78'	9°21'53"	S62°30'38"E	36.73'
C227	325.00'	55.65'	9°48'37"	N72°52'19"E	55.58'
C228	325.00'	51.87'	9°08'38"	N82°20'57"E	51.81'
C239	325.00'	17.71'	3°07'22"	N88°28'57"E	17.71'
C245	345.00'	24.25'	4°02'00"	S87°56'22"E	24.28'
C246	345.00'	56.39'	9°21'53"	S81°14'25"E	56.33'
C247	345.00'	56.39'	9°21'53"	S71°52'32"E	56.33'
C248	345.00'	56.39'	9°21'53"	S62°30'38"E	56.33'
C274	445.00'	76.19'	9°48'37"	N72°52'19"E	76.10'
C275	445.00'	26.20'	3°22'23"	N79°27'50"E	26.19'
C276	445.00'	69.07'	8°53'37"	N85°35'50"E	69.01'
C277	445.00'	44.82'	5°46'15"	N84°02'08"E	44.80'
C278	445.00'	24.25'	3°07'22"	N88°28'57"E	24.25'

No.	Bearing	Length
L26	N89°57'22"W	72.76'
L33	S22°01'59"E	120.00'
L34	N89°57'22"W	120.00'
L35	S00°02'38"W	105.00'
L36	N89°57'22"W	50.00'
L37	N00°02'38"E	105.00'
L38	N89°57'22"W	120.00'



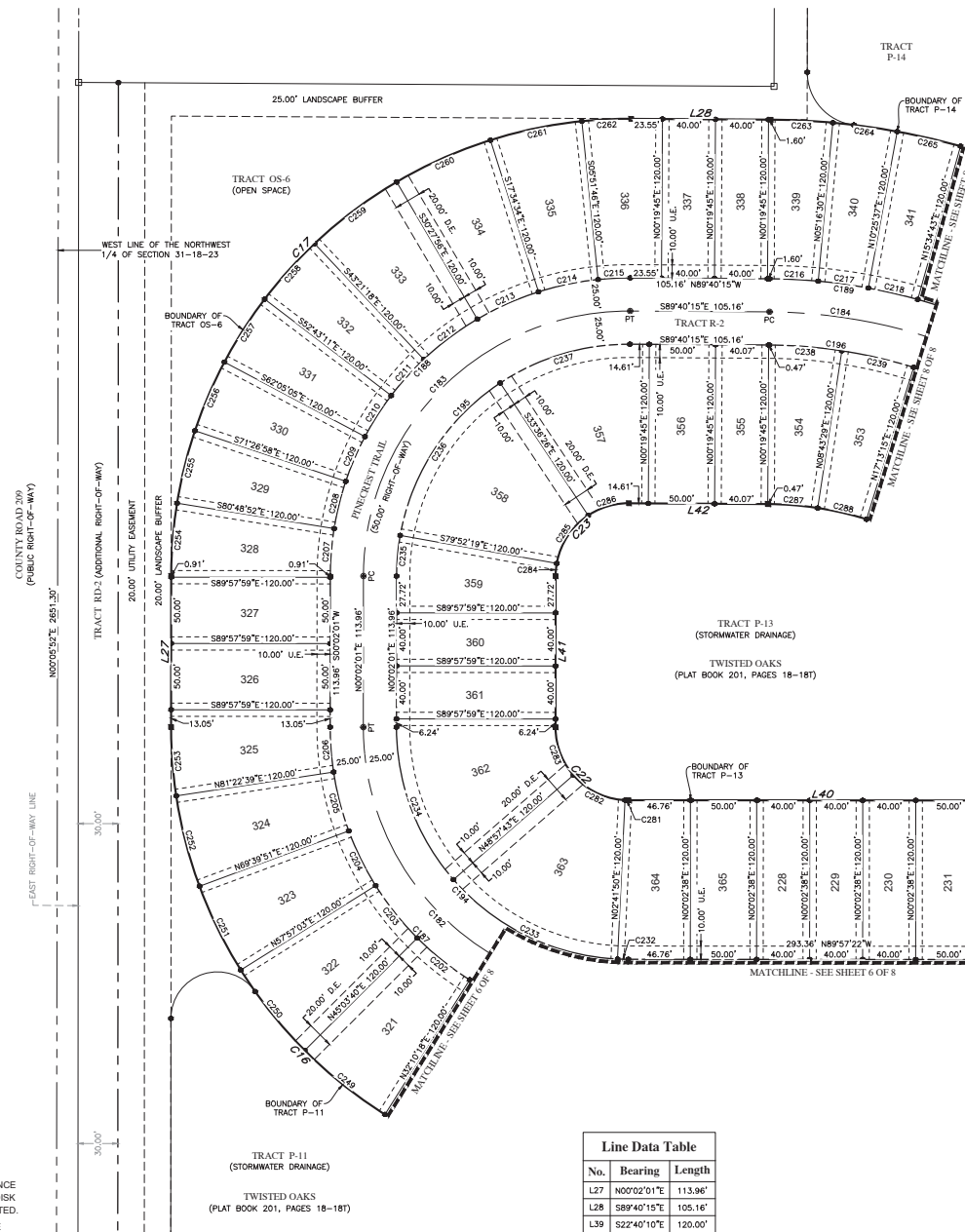
- LEGEND:**
- C.C.R. ----- CERTIFIED CORNER RECORDS
 - U.E. ----- UTILITY EASEMENT
 - P.U.E. ----- DRAINAGE EASEMENT
 - D.E. ----- DRAINAGE EASEMENT
 - PC ----- POINT OF CURVATURE
 - PT ----- POINT OF TANGENCY
 - PRC ----- POINT OF REVERSE CURVATURE
 - PI ----- POINT OF INTERSECTION
 - LS ----- LICENSE SURVEYOR
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 - O.R. ----- OFFICIAL RECORDS BOOK
 - ----- LOT CORNER OR CHANGE OF DIRECTION
 - ⊕ ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 - ★ ----- INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 - ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"



Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chords
C16	345.00'	541.86'	89°59'23"	N44°57'40"W	487.06'
C17	345.00'	543.70'	90°17'44"	N45°10'53"E	489.16'
C21	155.00'	61.45'	22°42'48"	N78°41'14"E	61.04'
C22	55.00'	66.38'	89°59'23"	S44°57'40"W	77.98'
C23	55.00'	86.68'	90°17'44"	S45°10'53"E	77.98'
C25	275.00'	26.62'	5°32'49"	N64°33'26"E	26.61'
C182	200.00'	314.12'	89°59'23"	N44°57'40"W	282.82'
C183	200.00'	315.19'	90°17'44"	N45°10'53"E	283.25'
C184	400.00'	429.03'	61°27'16"	S58°56'37"E	408.76'
C187	225.00'	353.39'	89°59'23"	S44°57'40"W	316.02'
C188	225.00'	354.59'	90°17'44"	N45°10'53"E	318.17'
C189	425.00'	455.85'	89°59'23"	N68°56'37"E	434.31'
C194	175.00'	274.86'	61°27'16"	N44°57'40"W	247.47'
C195	175.00'	275.79'	90°17'44"	N45°10'53"E	248.12'
C196	375.00'	402.22'	61°27'16"	S58°56'37"E	383.21'
C202	225.00'	50.62'	12°53'22"	S51°23'01"E	50.51'
C203	225.00'	50.62'	12°53'22"	S39°38'38"E	50.51'
C204	225.00'	46.00'	11°42'48"	S26°11'33"E	45.92'
C205	225.00'	46.00'	11°42'48"	S41°28'45"E	45.92'
C206	225.00'	33.99'	8°39'22"	S04°17'40"E	33.96'
C207	225.00'	35.94'	9°09'07"	S04°36'35"W	35.90'
C208	225.00'	36.78'	9°21'53"	S13°52'05"W	36.73'
C209	225.00'	36.78'	9°21'53"	S23°13'58"W	36.73'
C210	225.00'	36.78'	9°21'53"	S32°35'52"W	36.73'
C211	225.00'	36.78'	9°21'53"	S41°57'45"W	36.73'
C212	225.00'	50.62'	12°53'22"	S50°30'23"W	50.51'
C213	225.00'	50.62'	12°53'22"	S58°58'45"W	50.51'
C214	225.00'	46.00'	11°42'48"	S78°16'50"W	45.92'
C215	225.00'	24.32'	6°11'31"	S87°10'00"W	24.30'
C216	425.00'	36.69'	4°56'45"	N87°11'53"W	36.37'
C217	425.00'	38.22'	5°07'07"	N62°08'57"E	38.20'
C218	425.00'	38.22'	5°07'07"	N76°59'50"W	38.20'
C230	275.00'	64.86'	13°30'46"	N74°05'13"E	64.71'
C231	275.00'	44.16'	91°29'13"	N85°26'37"E	44.11'
C232	175.00'	81.81'	12°12'21"	S88°37'46"E	81.10'

LEGEND:

- | | |
|--------------|--|
| C.C.R. ----- | CERTIFIED CORNER RECORDS |
| U.E. ----- | UTILITY EASEMENT |
| P.U.E. ----- | DRAINAGE EASEMENT |
| D.E. ----- | DRAINAGE EASEMENT |
| PC ----- | POINT OF CURVATURE |
| PT ----- | POINT OF TANGENCY |
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| O.R. ----- | OFFICIAL RECORDS BOOK |
| ● ----- | LOT CORNER OR CHANGE OF DIRECTION |
| ◆ ----- | INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED. |
| ◆ ----- | INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED. |
| ● ----- | INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768" |



No.	Radius	Arc Δ	Bearing	Chord	
C233	175.00'	141.31°	46°15'33"	564'10'13"	137.50'
C234	175.00'	125.45°	41°04'18"	520'30'08"	122.78'
C235	175.00'	30.63°	1°05'39"	505'04'51"	30.79'
C236	175.00'	141.31°	46°15'53"	533'15'37"	137.50'
C237	175.00'	105.65°	33°56'11"	573'21'39"	102.17'
C238	375.00'	54.93°	1°43'24"	N65°28'23"	54.90'
C239	375.00'	55.61°	8°29'46"	N77°01'38"	55.56'
C240	345.00'	77.61°	12°53'22"	S51°23'01"	77.45'
C250	345.00'	77.61°	12°53'22"	S38°39'28"	77.45'
C251	345.00'	70.53°	14°48'46"	S26°11'33"	70.41'
C252	345.00'	70.53°	14°48'46"	S14°28'45"	70.41'
C253	345.00'	52.12°	3°39'22"	S04°17'40"	52.07'
C254	345.00'	55.11°	8°09'07"	S04°36'35"	55.05'
C255	345.00'	56.39°	9°21'53"	S13°52'05"	56.33'
C256	345.00'	56.39°	9°21'53"	S23°13'58"	56.33'
C257	345.00'	56.39°	9°21'53"	S32°35'29"	56.33'
C258	345.00'	56.39°	9°21'53"	S41°54'45"	56.33'
C259	345.00'	77.61°	12°53'22"	S53°05'23"	77.45'
C260	345.00'	77.61°	12°53'22"	S65°58'45"	77.45'
C261	345.00'	70.53°	11°42'48"	S78°16'50"	70.41'
C262	345.00'	70.53°	6°11'31"	S87°14'00"	70.27'
C263	345.00'	47.04°	5°05'07"	N67°11'53"	47.03'
C264	545.00'	49.01°	5°49'05"	N82°08'57"	48.99'
C265	545.00'	49.01°	5°09'07"	N76°05'50"	48.99'
C279	155.00'	36.09°	13°20'25"	H47°00'03"	36.01'
C280	155.00'	24.89°	9°12'03"	N85°26'37"	24.86'
C281	55.00'	2.55°	2°39'12"	S88°36'47"	2.55'
C282	55.00'	4.46°	4°16'53"	S64°10'13"	4.26'
C283	55.00'	39.43°	4°10'48"	S20°30'08"	38.59'
C284	55.00'	39.69°	1°05'39"	S05°04'51"	9.68'
C285	55.00'	44.41°	46°15'53"	S33°15'37"	43.21'
C286	55.00'	32.58°	33°56'11"	S73°21'39"	32.10'
C287	255.00'	37.31°	8°23'44"	N85°28'23"	37.33'
C288	255.00'	37.31°	8°29'46"	N77°01'38"	37.38'

No.	Bearing	Length
L27	N00°02'01"E	113.96
L28	S89°40'15"E	105.16
L39	S22°40'10"E	120.00
L40	S89°57'22"E	293.36
L41	S00°02'01"W	113.96
L42	N89°40'15"W	105.16



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

TWISTED OAKS - PHASE 2

A REPLAT OF TRACTS FD-1, FD-1A, FD-2 AND FD-2A, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

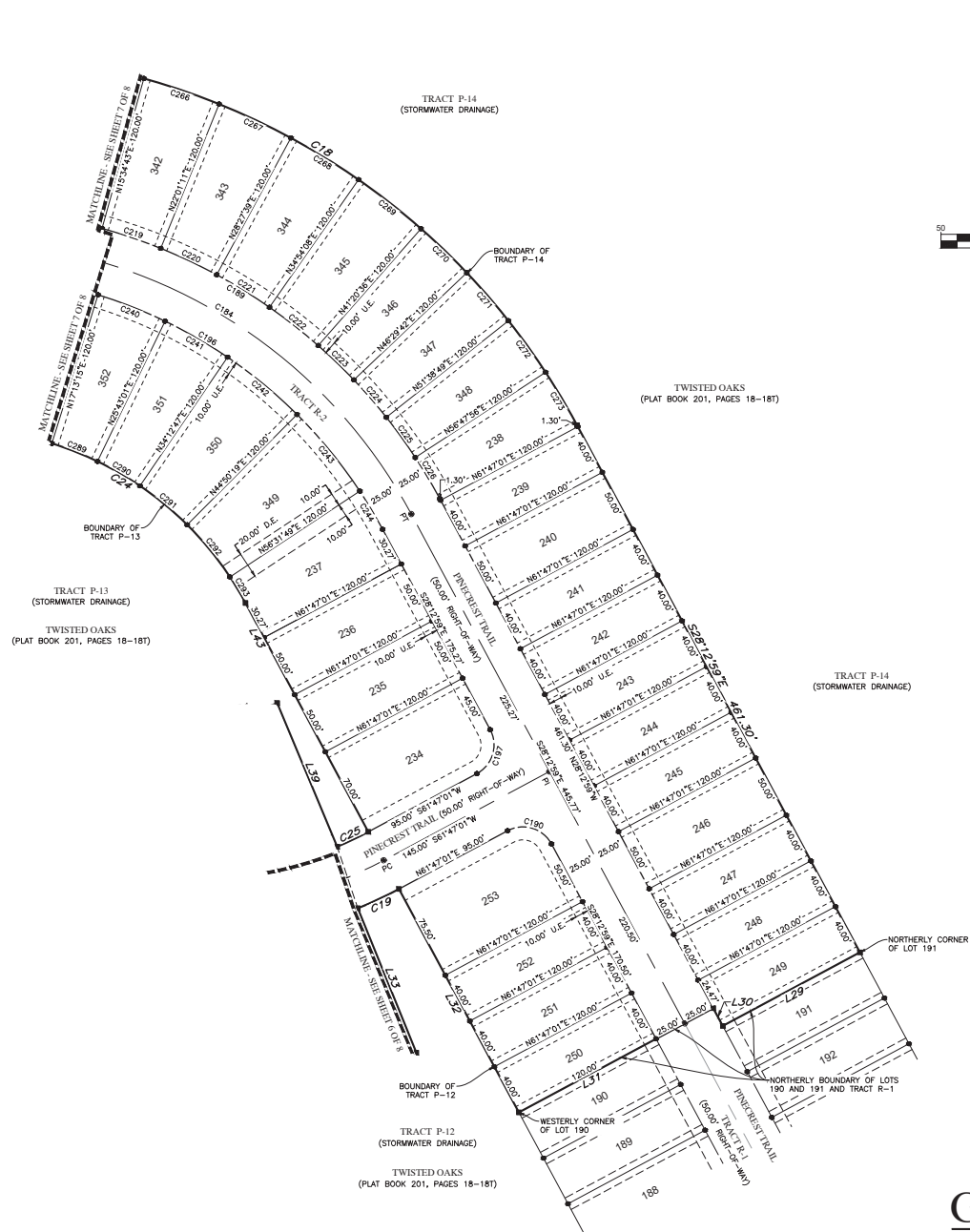
PLAT BOOK _____ PAGE _____
SHEET 8 OF 8 SHEETS

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C18	545.00'	584.56'	61°27'16"	S58°56'37"E	556.94'
C19	325.00'	35.07'	61°11'00"	S64°52'31"W	35.06'
C24	255.00'	273.51'	61°27'16"	N58°56'37"W	260.59'
C25	275.00'	26.62'	5°32'49"	N64°33'26"E	26.61'
C184	400.00'	429.03'	61°27'16"	S58°56'37"E	408.76'
C189	425.00'	455.85'	61°27'16"	N58°56'37"W	434.31'
C190	25.00'	39.27'	90°00'00"	S73°12'59"E	35.36'
C196	375.00'	402.22'	61°27'16"	S58°56'37"E	383.21'
C197	25.00'	39.27'	90°00'00"	S16°47'01"W	35.36'
C219	425.00'	47.78'	6°26'28"	N71°12'03"W	47.75'
C220	425.00'	47.78'	6°26'28"	N64°45'35"W	47.75'
C221	425.00'	47.78'	6°26'28"	N58°19'07"W	47.75'
C222	425.00'	47.78'	6°26'28"	N51°52'38"W	47.75'
C223	425.00'	38.22'	5°09'07"	N48°04'51"W	38.20'
C224	425.00'	38.22'	5°09'07"	N40°55'44"W	38.20'
C225	425.00'	38.22'	5°09'07"	N35°46'37"W	38.20'
C226	425.00'	36.97'	4°59'05"	N30°42'31"W	36.96'
C240	375.00'	55.61'	8°29'46"	N68°31'52"W	55.56'
C241	375.00'	55.61'	8°29'46"	N60°02'06"W	55.56'
C242	375.00'	69.54'	10°37'32"	N50°28'27"W	69.44'
C243	375.00'	76.52'	11°41'30"	N39°18'56"W	76.39'
C244	375.00'	34.38'	5°15'12"	N30°50'35"W	34.37'
C266	545.00'	61.27'	6°26'28"	N71°12'03"W	61.24'
C267	545.00'	61.27'	6°26'28"	N64°45'35"W	61.24'
C268	545.00'	61.27'	6°26'28"	N58°19'07"W	61.24'
C269	545.00'	61.27'	6°26'28"	N51°52'38"W	61.24'
C270	545.00'	49.01'	5°09'07"	N48°04'51"W	48.99'
C271	545.00'	49.01'	5°09'07"	N40°55'44"W	48.99'
C272	545.00'	49.01'	5°09'07"	N35°46'37"W	48.99'
C273	545.00'	47.41'	4°59'05"	N30°42'31"W	47.40'
C289	255.00'	37.81'	8°29'46"	N68°31'52"W	37.78'
C290	255.00'	37.81'	8°29'46"	N60°02'06"W	37.78'
C291	255.00'	47.25'	10°37'32"	N50°28'27"W	47.22'
C292	255.00'	52.03'	11°41'30"	N39°18'56"W	51.94'
C293	255.00'	23.38'	5°15'12"	N30°50'35"W	23.37'

Line Data Table		
No.	Bearing	Length
L29	S61°47'01"W	120.00'
L30	N28°12'59"W	15.53'
L31	S61°47'01"W	170.00'
L32	N28°12'59"W	195.50'
L33	S22°01'59"E	120.00'
L39	S22°40'10"E	120.00'
L43	N28°12'59"W	200.27'

LEGEND:

C.C.R. ----- CERTIFIED CORNER RECORDS
 U.E. ----- UTILITY EASEMENT
 P.U.E. ----- DRAINAGE EASEMENT
 D.E. ----- DRAINAGE EASEMENT
 PC ----- POINT OF CURVATURE
 PT ----- POINT OF TANGENCY
 PRC ----- POINT OF REVERSE CURVATURE
 PI ----- POINT OF INTERSECTION
 LS ----- LICENSE SURVEYOR
 LB ----- LICENSE BUSINESS
 O.R. ----- OFFICIAL RECORDS BOOK
 ● ----- LOT CORNER OR CHANGE OF DIRECTION
 ■ ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 ★ ----- INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 ● ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"



PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD
EXECUTIVE SUMMARY

SUBJECT: PLAT 2407-006 Twisted Oaks Townhomes Phase 2 Final Plat

REQUESTED ACTION: The Project Review Committee recommends approval.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

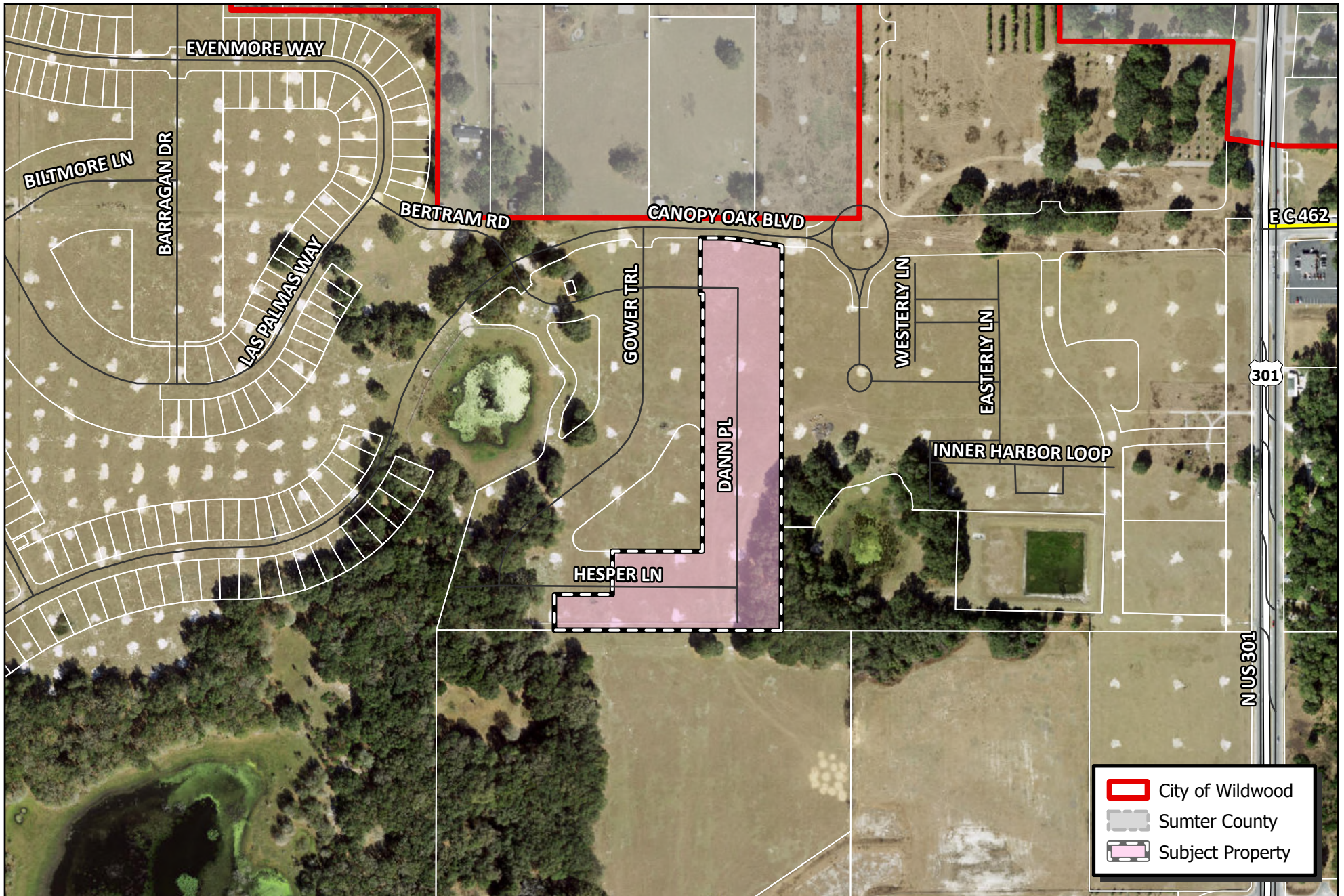
Case Number	PLAT 2407-006 Twisted Oaks Townhomes Phase 2 Final Plat
Applicant(s)	James P. Harvey
Owner(s)	KL Twisted Oaks, LLC
Acreage	9.467 +/-
Property Location	The subject property is generally located approximately 0.31 miles west of N US 301, approximately 0.66 miles east of CR 209, and approximately 0.28 miles south of E C 462.
Parcel(s)	Portion of D31A218
Date	November 19, 2024

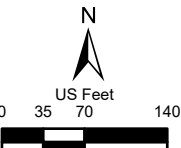
The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for Twisted Oaks Townhomes Phase 2 Final Plat, a 128 lot subdivision with 4 tracts, per the attached plans.

PLAT 2407-006 meets the criteria set forth in the F.S. 177, Twisted Oaks Planned Development, Land Development Regulations and is in line with the goals, objectives, and policies within the 2050 Comprehensive Plan.



Amanda Bondi
Planner II, Development Services



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 US Feet 0 35 70 140	PLAT 2407-006 TWISTED OAKS TOWNHOMES PHASE 2 FINAL PLAT PORTION OF PARCEL D31A218	MAP 1B LOCATION MAP JUL 2024
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TWISTED OAKS TOWNHOMES PHASE 2

A REPLAT OF TRACT FD-6, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF
AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDMOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 1 OF 4 SHEETS

DESCRIPTION:

A REPLAT OF TRACT FD-6, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDMOOD, SUMTER COUNTY, FLORIDA.

ALSO DESCRIBED AS

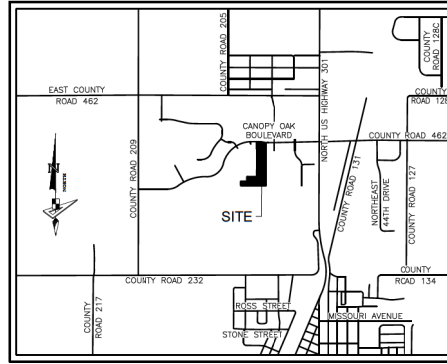
A PARCEL OF LAND LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, SUMTER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWEST CORNER OF TRACT OS-1, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE ALONG THE NORTH LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 31, N.89°53'20"W, A DISTANCE OF 726.92 FEET TO THE SOUTHEAST CORNER OF TRACT OS-3, TWISTED OAKS TOWNHOMES PHASE 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 36 THROUGH 36D, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA; THENCE N.00°06'40"E, A DISTANCE OF 114.22 FEET TO THE NORTHEAST CORNER OF LOT 93, OF SAID TWISTED OAKS TOWNHOMES PHASE 1; THENCE ALONG THE SOUTH RIGHT-OF-WAY LINE OF HESPER LANE (TRACT R-1), OF SAID TWISTED OAKS TOWNHOMES PHASE 1, S.89°53'20"E, A DISTANCE OF 185.09 FEET; THENCE N.00°06'40"E, A DISTANCE OF 139.33 FEET TO THE NORTHEAST CORNER OF LOT 198, OF SAID TWISTED OAKS TOWNHOMES PHASE 1; THENCE ALONG THE BOUNDARY OF TRACT OS-5, OF SAID TWISTED OAKS TOWNHOMES PHASE 1, RUN THE FOLLOWING THREE (3) COURSES: 1) S.89°53'20"E, A DISTANCE OF 208.17 FEET; 2) N.00°06'40"E, A DISTANCE OF 824.63 FEET; 3) N.89°50'08"W, A DISTANCE OF 8.35 FEET; THENCE N.00°09'52"E, A DISTANCE OF 119.33 FEET TO THE NORTHEAST CORNER OF TRACT OS-2, OF SAID TWISTED OAKS TOWNHOMES PHASE 1; THENCE ALONG THE SOUTH RIGHT-OF-WAY LINE OF CANOPY OAK BOULEVARD (TRACT R-1), OF SAID TWISTED OAKS, THE FOLLOWING THREE (3) COURSES: 1) S.89°50'08"E, A DISTANCE OF 56.19 FEET; 2) THENCE EASTERLY, 122.94 FEET ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT HAVING A RADIUS OF 568.00 FEET AND A CENTRAL ANGLE OF 12°24'05" (CHORD BEARING S.83°38'05", 122.70 FEET); 3) THENCE EASTERLY, 84.70 FEET ALONG THE ARC OF A REVERSE CURVE, TO THE LEFT HAVING A RADIUS OF 632.00 FEET AND A CENTRAL ANGLE OF 07°40'44" (CHORD BEARING S.81°16'20"E, 84.64 FEET) TO THE NORTHEAST CORNER OF TRACT M-1, OF SAID TWISTED OAKS; THENCE ALONG THE WEST BOUNDARY OF TRACTS M-1 AND OS-1, OF SAID TWISTED OAKS, S.00°26'40"W, A DISTANCE OF 1231.41 FEET TO THE POINT OF BEGINNING.

CONTAINING 9.467 ACRES, MORE OR LESS.

NOTES:

- 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.
 - BEARINGS SHOWN HEREON ARE BASED ON THE NORTH LINE OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, HAVING A GRID BEARING OF N.89°53'23"W. THE GRID BEARINGS AS SHOWN HEREON REFER TO THE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83-2011 ADJUSTMENT) FOR THE WEST ZONE OF FLORIDA.
 - THE SUBJECT PLAT LIES IN FLOOD ZONES "X" AND "A", ACCORDING TO FLOOD INSURANCE RATE MAP, MAP NO. 12118C0068D FOR SUMTER COUNTY, DATED 09/27/2013, AND ISSUED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY. LINES SHOWN, IF ANY, HAVE BEEN DIGITALLY TRANSLATED FROM DFIRM DATABASE INFORMATION SUPPLIED BY THE FEMA MAP SERVICE CENTER (HTTPS://MSC.FEMA.GOV).
 - ALL DISTANCES SHOWN ARE IN FEET.
 - WITH REFERENCE TO CURVILINEAR LOTS, NON-RADIAL LINES HAVE BEEN DESIGNATED BY (NR). ALL OTHER LINES ARE RADIAL.
 - LOT CORNERS WILL BE SET PRIOR TO THE TRANSFER OF ANY LOT OR PRIOR TO THE EXPIRATION OF THE BOND OR OTHER SURETY.
 - 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.
 - ALL PERMANENT REFERENCE MONUMENTS (P.R.M.'S) HAVE BEEN SET IN ACCORDANCE WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES.
 - THE PROPERTY INFORMATION REPORT FOR THIS PLAT HAS BEEN SUBMITTED BY SEPARATE DOCUMENT.
 - THE RADIIUS ON THE EXTERIOR OF WETLANDS BUFFER IS 25.00' UNLESS NOTED OR DEPICTED.
 - LOTS 15 THROUGH 92 AND LOTS 199 THROUGH 248 ARE DEPICTED ON THIS PLAT FOR A TOTAL OF 128 LOTS, TRACTS OS-6, OS-7, OS-8 AND R-1 FOR A TOTAL OF 4 TRACTS.
 - MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____, PAGE _____, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
 - MORTGAGEE'S JOINDER AND CONSENT TO DEDICATION RECORDED BY SEPARATE INSTRUMENT IN OFFICIAL RECORDS BOOK _____, PAGE _____, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
 - AT THE TIME OF RECORDING THIS PLAT IS AFFECTED BY THE FOLLOWING RECORDED EASEMENTS FOUND IN THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA (WHICH THIS REFERENCE DOES NOT ACT TO REIMPOSE SAME)
 - RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS AND OTHER MATTERS AS CONTAINED ON THE PLAT OF TWISTED OAKS, RECORDED IN PLAT BOOK 21, PAGE 18.18A THROUGH 18T.
 - EASEMENT AS CONTAINED IN THAT CERTAIN AGREEMENT BETWEEN THE CITY OF WILDMOOD, FLORIDA AND MILDRED O'DELL, INDIVIDUALLY AND AS TRUSTEE OF THE ESTATE OF JAMES O'DELL, RECORDED JUNE 27, 2000 IN OFFICIAL RECORDS BOOK 812, PAGES 209 THROUGH 211 AND TOGETHER WITH AND AFFECTED BY SUBORDINATION OF CITY UTILITY INTERESTS RECORDED SEPTEMBER 10, 2008 IN OFFICIAL RECORDS BOOK 1992, PAGE 661, ALL OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA.
- LEGEND:**
- | | | | |
|--------------|-----------------------------|---------|---|
| C.C.R. ----- | CERTIFIED CORNER RECORD | • ----- | LOT CORNER OR CHANGE OF DIRECTION |
| U.E. ----- | UTILITY EASEMENT | • ----- | INDICATES (P.R.M.) SET PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED |
| D.E. ----- | DRAINAGE EASEMENT | • ----- | INDICATES (P.R.M.) FOUND PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED |
| P.C. ----- | POINT OF CURVATURE | • ----- | INDICATES (P.C.F.) PERMANENT CONTROL POINT STAMPED "PCP LB7768" |
| P.T. ----- | POINT OF TANGENCY | | |
| PRC ----- | POINT OF REVERSE CURVATURE | | |
| PCC ----- | POINT OF COMPOUND CURVATURE | | |
| LS ----- | LICENSE SURVEYOR | | |
| LB ----- | LICENSE BUSINESS | | |
| O.R. ----- | OFFICIAL RECORDS BOOK | | |
| (NR) ----- | NON-RADIAL | | |



LOCATION MAP
CITY OF WILDMOOD, SUMTER COUNTY, FLORIDA
SCALE: 1" = 200'

CERTIFICATE OF CLERK OF COURT:

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

CLERK OF THE COURT IN AND FOR SUMTER COUNTY, FLORIDA

PRINT NAME _____ SIGNATURE _____
DEPUTY CLERK _____ DEPUTY CLERK _____

REVIEWING SURVEYOR'S CERTIFICATE:

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

SIGNATURE _____ DATE _____
RONALD W. HERR, P.L.S. REGISTRATION NO. _____
WADE SURVEYING, INC.

CERTIFICATE OF APPROVAL BY CITY OFFICIALS:

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

ATTEST:

MELANIE D. STRICKLAND
PROJECT REVIEW COMMITTEE COORDINATOR

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

JESSICA BARNES CITY CLERK _____ ED WOLF MAYOR _____

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

MELANIE D. STRICKLAND DEVELOPMENT SERVICES DIRECTOR _____ JEREMY HOCKENBURY PUBLIC WORKS DIRECTOR _____

PRINT NAME _____ SIGNATURE _____
CITY OF WILDMOOD, ENGINEER _____ CITY OF WILDMOOD, ENGINEER _____

PRINT NAME _____ SIGNATURE _____
CITY OF WILDMOOD, ATTORNEY _____ CITY OF WILDMOOD, ATTORNEY _____

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

DEDICATION AND GRANT OF EASEMENTS:

THIS IS TO CERTIFY THAT KL TWISTED OAKS, LLC ("OWNER"), IS THE FEE SIMPLE OWNER OF THE LANDS DESCRIBED IN THIS PLAT KNOWN AS TWISTED OAKS TOWNHOMES PHASE 2, AND HEREBY DEDICATES THE LANDS SUBJECT TO THIS PLAT AS FOLLOWS:

- TO THE TWISTED OAKS POINTE COMMUNITY DEVELOPMENT DISTRICT, AND ITS SUCCESSORS AND ASSIGNS (TOGETHER, "CDD"); TRACT R-1 FOR RIGHT-OF-WAY PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS GOVERNMENTAL ENTITIES, INCLUDING EMERGENCY PERSONNEL AND VEHICLES, AS WELL AS UTILITY PROVIDERS AND UNITED STATES POSTAL SERVICE MAIL CARRIERS, SHALL HAVE A NON-EXCLUSIVE EASEMENT OVER ALL SUCH RIGHTS-OF-WAY FOR THE PURPOSES OF PERFORMING THEIR OFFICIAL DUTIES.
 - TRACTS OS-6 THROUGH OS-8 FOR OPEN SPACE PURPOSES. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH TRACTS.
 - NON-EXCLUSIVE, PERPETUAL EASEMENTS OVER ALL DRAINAGE EASEMENTS ("D.E.") WITH THE RIGHTS TO ACCESS, CONSTRUCT, ACQUIRE, OWN, OPERATE, MAINTAIN, REPAIR AND REPLACE ANY STORMWATER IMPROVEMENTS WITHIN SUCH EASEMENTS. THE CDD SHALL HAVE THE RIGHT AND OBLIGATION TO MAINTAIN SUCH IMPROVEMENTS.
 - THE CDD MAY INSTALL AND/OR ACQUIRE WATER, SEWER AND RECLAIM UTILITIES WITHIN TRACT R-1 AND TRANSFER THEM TO THE CITY UPON COMPLETION, SUBJECT TO THE CITY'S APPROVAL PROCESS, AS A POINT OF CLARIFICATION, THE CDD SHALL NOT, AND IS NOT INTENDED TO BE, A UTILITY PROVIDER FOR WATER, SEWER AND RECLAIM UTILITIES, AND INSTEAD INTENDS ONLY TO FINANCE THE INITIAL INSTALLATION OF SUCH UTILITIES AND CONVEY THEM TO THE CITY UPON COMPLETION.
 - TO THE CITY OF WILDMOOD, FLORIDA ("CITY"), AND ITS SUCCESSORS AND ASSIGNS:
 - NON-EXCLUSIVE EASEMENTS FOR GOVERNMENTAL PURPOSES OVER TRACT R-1 FOR RIGHTS-OF-WAY, ACCESS, UTILITY EASEMENTS AND DRAINAGE EASEMENTS, EXCEPT AS OTHERWISE STATED HEREIN, THE CITY SHALL HAVE THE RIGHT BUT NOT THE OBLIGATION TO MAINTAIN AND REPAIR ANY IMPROVEMENTS THEREON.
 - ALL UTILITY EASEMENTS SHOWN ON THIS PLAT SHALL ALSO BE EASEMENTS FOR THE CONSTRUCTION, INSTALLATION, MAINTENANCE, AND OPERATION OF CABLE TELEVISION SERVICES IN THE MAINLINE AND SUBJECT TO THE PROVISIONS OF CHAPTER 177, PART 1, SECTION 177.09(128) OF THE FLORIDA STATUTES; HOWEVER, ONLY CABLE TELEVISION SERVICE PROVIDERS SPECIFICALLY AUTHORIZED BY THE UNDERSIGNED OWNERS, THEIR SUCCESSORS AND ASSIGNS, TO SERVE THE LANDS SHOWN ON THIS PLAT, SHALL HAVE THE BENEFIT OF SAID CABLE TELEVISION SERVICE EASEMENTS.
 - ALL LANDS SUBJECT TO THIS PLAT THAT ARE NOT OTHERWISE DEDICATED ABOVE ARE HEREBY RESERVED BY THE OWNER FOR FUTURE USES.
 - TO ALL UTILITY PROVIDERS, PUBLIC OR PRIVATE:
 - NON-EXCLUSIVE EASEMENTS OVER ALL UTILITY EASEMENTS AND AS SHOWN ON THE PLAT HEREIN FOR THE RIGHTS OVER THE ROADS FOR INSTALLATION, OPERATION, MAINTENANCE, AND REPAIR OF ELECTRIC FACILITIES, STREET LIGHTS, AND OTHER SIMILAR FACILITIES.
- IN WITNESS WHEREOF, THE UNDERSIGNED OWNERS HAS EXECUTED THIS PLAT ON THE _____ DAY OF _____, 2024.
- KL TWISTED OAKS, LLC, A FLORIDA LIMITED LIABILITY COMPANY

SIGNATURE _____ SIGNATURE _____
PRINT NAME _____ PRINT NAME _____
BY: _____ AUTHORIZED SIGNATORY

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

SIGNATURE _____ SIGNATURE _____
PRINT NAME _____ PRINT NAME _____
BY: _____ AUTHORIZED SIGNATORY
ADDRESS _____ ADDRESS _____

NOTARY ACKNOWLEDGEMENT:

STATE OF FLORIDA } SS
COUNTY OF SUMTER }
THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGE BEFORE ME BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 2024, BY _____, AS THE _____ OF KL TWISTED OAKS; WHO IS PERSONALLY KNOWN TO ME OR PRODUCED _____ AS IDENTIFICATION. NOTARY PUBLIC SIGNATURE _____

COMMISSION EXPIRES: _____ PRINT NAME _____
COMMISSION NO. _____

NOTARY ACKNOWLEDGEMENT:

STATE OF FLORIDA } SS
COUNTY OF SUMTER }
THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGE BEFORE ME BY MEANS OF ☐ PHYSICAL PRESENCE OR ☐ ONLINE NOTARIZATION, THIS _____ DAY OF _____, 2024, BY _____, AS THE AUTHORIZED SIGNATORY, OF COMMUNITY DEVELOPMENT DISTRICT; WHO IS PERSONALLY KNOWN TO ME OR PRODUCED _____ AS IDENTIFICATION. NOTARY PUBLIC SIGNATURE _____

COMMISSION EXPIRES: _____ PRINT NAME _____
COMMISSION NO. _____

CERTIFICATE OF SURVEYOR:

I HEREBY CERTIFY THAT THIS PLAT OF TWISTED OAKS TOWNHOMES PHASE 2 WAS PREPARED UNDER MY DIRECTION AND SUPERVISION; AND THAT THE PERMANENT REFERENCE MONUMENTS AS SHOWN HEREON WERE PLACED ON THE 29TH DAY OF FEBRUARY, 2024; I FURTHER CERTIFY THAT THIS PLAT COMPLIES WITH THE REQUIREMENTS OF CHAPTER 177, FLORIDA STATUTES

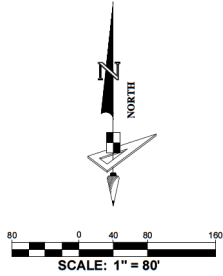
DAVID W. MAXWELL _____ DATE _____
PROFESSIONAL LAND SURVEYOR NO. LS7311
GEOPOINT SURVEYING, INC. (LICENSED BUSINESS NUMBER LB7768)
528 NORTHLAKE BOULEVARD, STE. 1040, ALTAMONTE SPRINGS, FLORIDA 32701

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

TWISTED OAKS TOWNHOMES PHASE 2

A REPLAT OF TRACT FD-6, TWISTED OAKS, ACCORDING TO THE PLAT THEREOF
AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

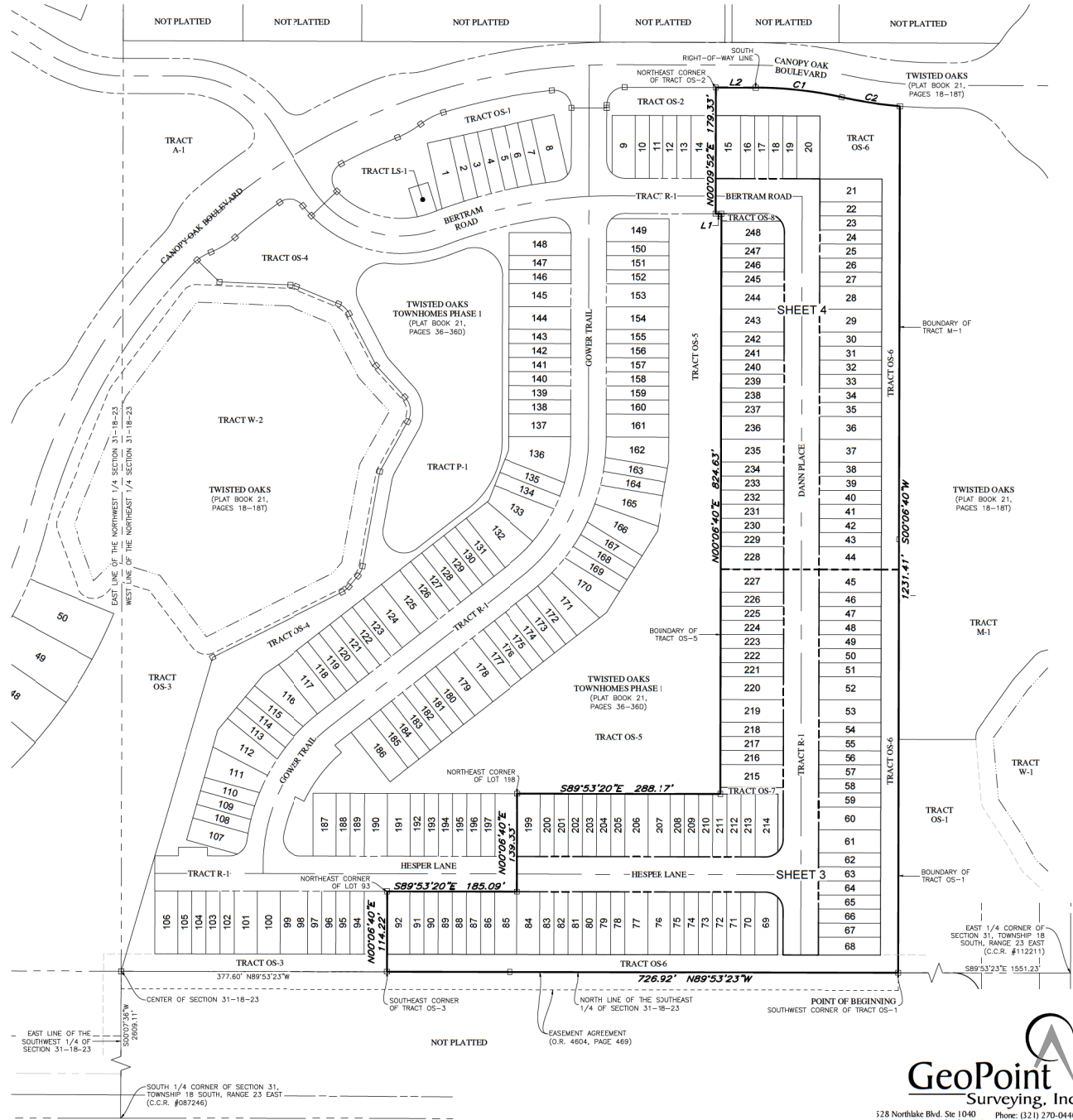
PLAT BOOK _____ PAGE _____
SHEET 2 OF 4 SHEETS
KEY MAP



Line Data Table		
No.	Bearing	Length
L1	N89°50'08"W	8.35'
L2	S89°50'08"E	56.19'

Curve Data Table					
No.	Radius	Arc	Δ	Bearing	Chord
C	568.00'	122.94'	12°24'05"	S83°38'06"E	122.70'
C2	632.00'	84.70'	7°40'44"	S81°16'25"E	84.64'

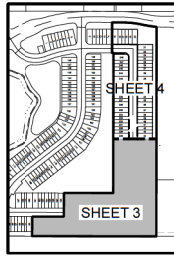
- LEGEND:**
- C.C.R. ----- CERTIFIED CORNER RECORDS
 - U.E. ----- UTILITY EASEMENT
 - D.E. ----- DRAINAGE EASEMENT
 - P.C. ----- POINT OF CURVATURE
 - P.T. ----- POINT OF TANGENCY
 - P.R.C. ----- POINT OF REVERSE CURVATURE
 - P.C.I. ----- POINT OF COMPOUND CURVATURE
 - LS ----- LICENSE SURVEYOR
 - LB ----- LICENSE BUSINESS
 - O.R. ----- OFFICIAL RECORDS BOOK
 - (N.R.) ----- NON-RADIAL
 - ----- LOT CORNER OR CHANGE OF DIRECTION
 - ----- INDICATES (P.R.M.) SET PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 - ⊕ ----- INDICATES (P.R.M.) FOUND PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
 - ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"



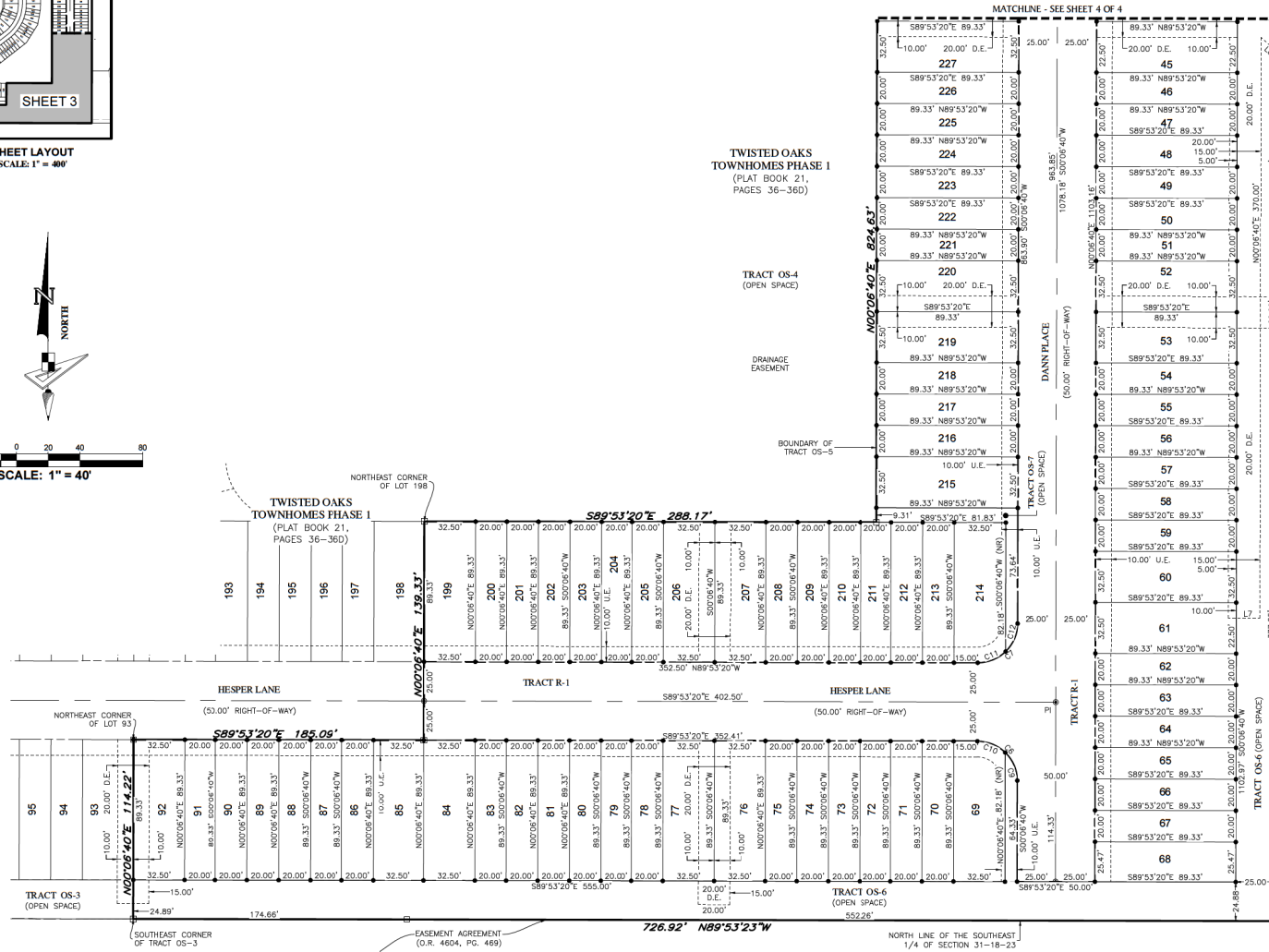
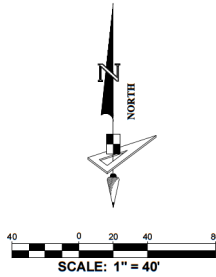
TWISTED OAKS TOWNHOMES PHASE 2

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AS RECORDED IN PLAT BOOK 21, PAGES 18 THROUGH 18T, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA
LYING IN SECTION 31, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK _____ PAGE _____
SHEET 3 OF 4 SHEETS



SHEET LAYOUT
SCALE: 1" = 400'



- LEGEND:**
- C.C.R. ----- CERTIFIED CORNER RECORDS
 - U.E. ----- UTILITY EASEMENT
 - D.E. ----- DRAINAGE EASEMENT
 - P.C. ----- POINT OF CURVATURE
 - P.T. ----- POINT OF TANGENCY
 - P.R.C. ----- POINT OF REVERSE CURVATURE
 - P.C.C. ----- POINT OF COMPOUND CURVATURE
 - L.S. ----- LICENSE SURVEYOR
 - L.B. ----- LICENSE BUSINESS
 - O.R. ----- OFFICIAL RECORDS BOOK
 - (NR) ----- NON-RADIAL
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 - ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"

No.	Radius	Arc	Δ	Bearing	Chord
C6	25.00'	39.27'	90°00'00"	N44°53'20"W	35.36'
C7	25.00'	39.27'	90°00'00"	N45°06'40"E	35.36'
C9	25.00'	19.88'	45°34'23"	N22°40'32"W	19.36'
C10	25.00'	19.38'	44°25'37"	N67°40'32"W	18.90'
C11	25.00'	19.38'	44°25'37"	N67°53'51"E	18.90'
C12	25.00'	19.88'	45°34'23"	N22°53'51"E	19.36'

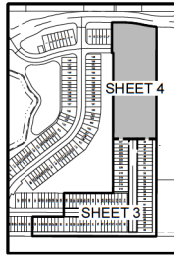
No.	Bearing	Length
L6	N48°21'51"W	13.36'
L7	S89°53'20"E	20.00'

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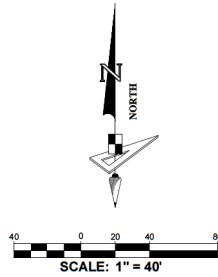
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PLAT BOOK PAGE
SHEET 4 OF 4 SHEETS



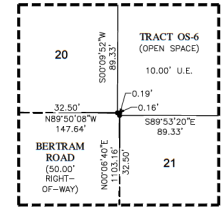
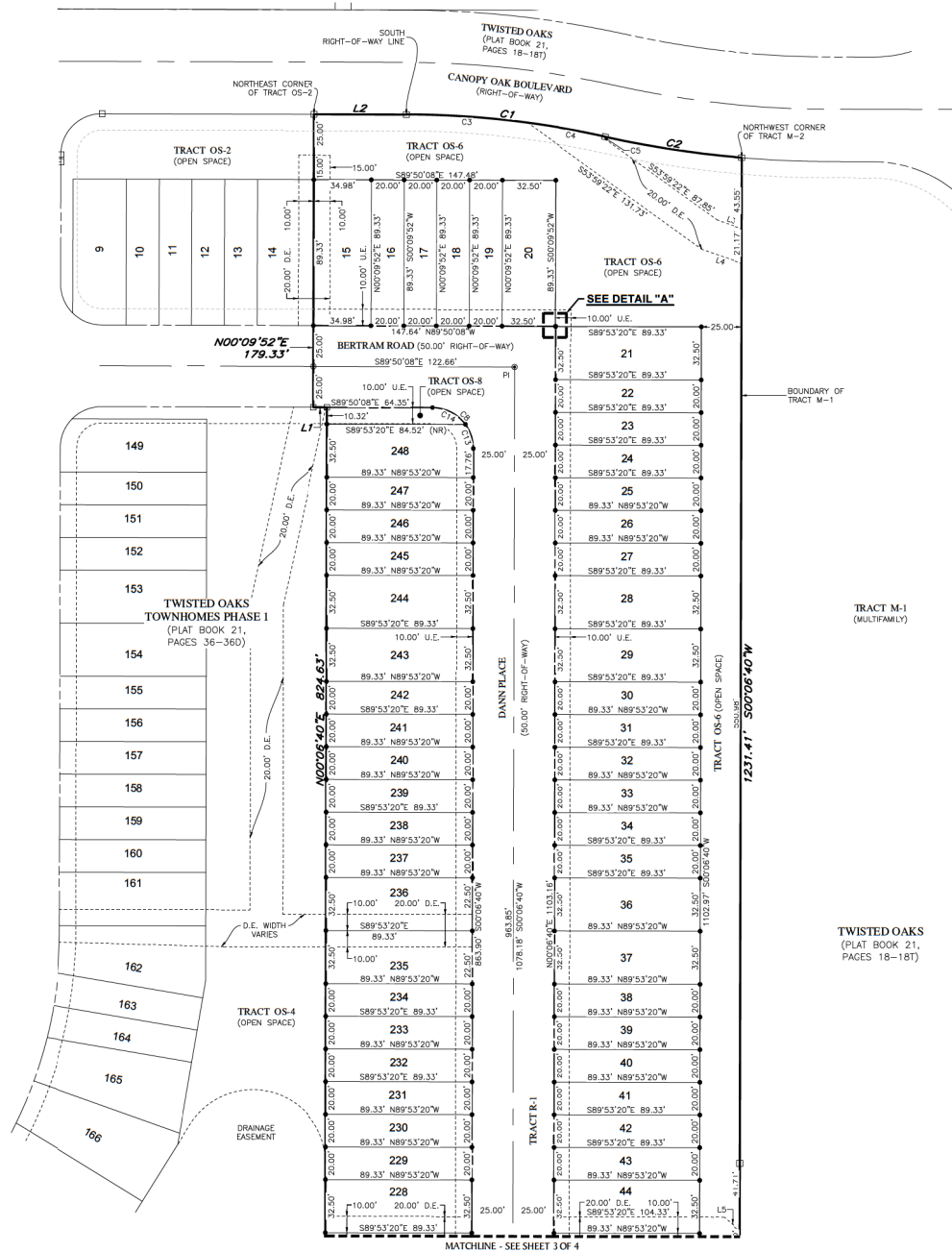
SHEET LAYOUT
SCALE: 1" = 400'



No.	Bearing	Length
L1	N89°50'08"W	8.35'
L2	S89°50'08"E	56.19'
L3	S70°42'58"E	16.23'
L4	S70°42'58"E	26.12'
L5	S48°21'51"E	13.36'

No.	Radius	Arc	Δ	Bearing	Chord
C1	568.00'	122.94'	12°24'05"	S83°38'06"E	122.70'
C2	632.00'	84.70'	7°40'44"	S81°16'29"E	84.64'
C3	568.00'	74.49'	7°30'51"	N86°04'43"W	74.44'
C4	568.00'	45.58'	4°35'53"	N80°01'31"W	45.57'
C5	568.00'	2.87'	0°17'22"	N77°34'44"W	2.87'
C6	25.00'	39.25'	89°56'48"	N44°51'44"W	35.34'
C13	25.00'	15.77'	36°08'00"	N17°57'20"W	15.51'
C11	25.00'	23.48'	53°48'48"	N62°55'44"W	22.63'

- LEGEND:**
C.C.R. ----- CERTIFIED CORNER RECORDS
U.E. ----- UTILITY EASEMENT
D.E. ----- DRAINAGE EASEMENT
PC ----- POINT OF CURVATURE
PT ----- POINT OF TANGENCY
PRC ----- POINT OF REVERSE CURVATURE
PCQ ----- POINT OF COMPOUND CURVATURE
LS ----- LICENSE SURVEYOR
LB ----- LICENSE BUSINESS
O.R. ----- OFFICIAL RECORDS BOOK
(NR) ----- NON-RADIAL
• ----- LOT CORNER OR CHANGE OF DIRECTION
■ ----- INDICATES (P.R.M.) SET PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB7768" UNLESS OTHERWISE NOTED.
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DETAIL "A"
SCALE: 1" = 100.00'

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PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: PLAT 2407-007 Highfield at Twisted Oaks Phase 2 Final Plat

REQUESTED ACTION: The Project Review Committee recommends approval contingent on the resolution of the city attorney comments.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case Number	PLAT 2407-007 Highfield at Twisted Oaks Phase 2 Final Plat
Applicant(s)	KL Highfield, LLC - James P. Harvey
Owner(s)	KL Highfield, LLC
Acreage	25.110 +/-
Property Location	The subject property is generally located approximately 0.14 miles north of E C 462 and east along CR 209.
Parcel(s)	Portion of D30-030
Date	November 19, 2024

The applicant is seeking a favorable recommendation from the Planning and Zoning Board/Special Magistrate for Highfield at Twisted Oaks Phase 2 Final Plat, a 140 lot subdivision with 3 tracts, per the attached plans.

PLAT 2407-007 meets the criteria set forth in F.S. 177, Land Development Regulations, and is in line with the goals, objectives, and policies within the 2050 Comprehensive Plan once all comments have been cleared.



Amanda Bondi
Planner II, Development Services



WILDWOOD FLORIDA

City of Wildwood

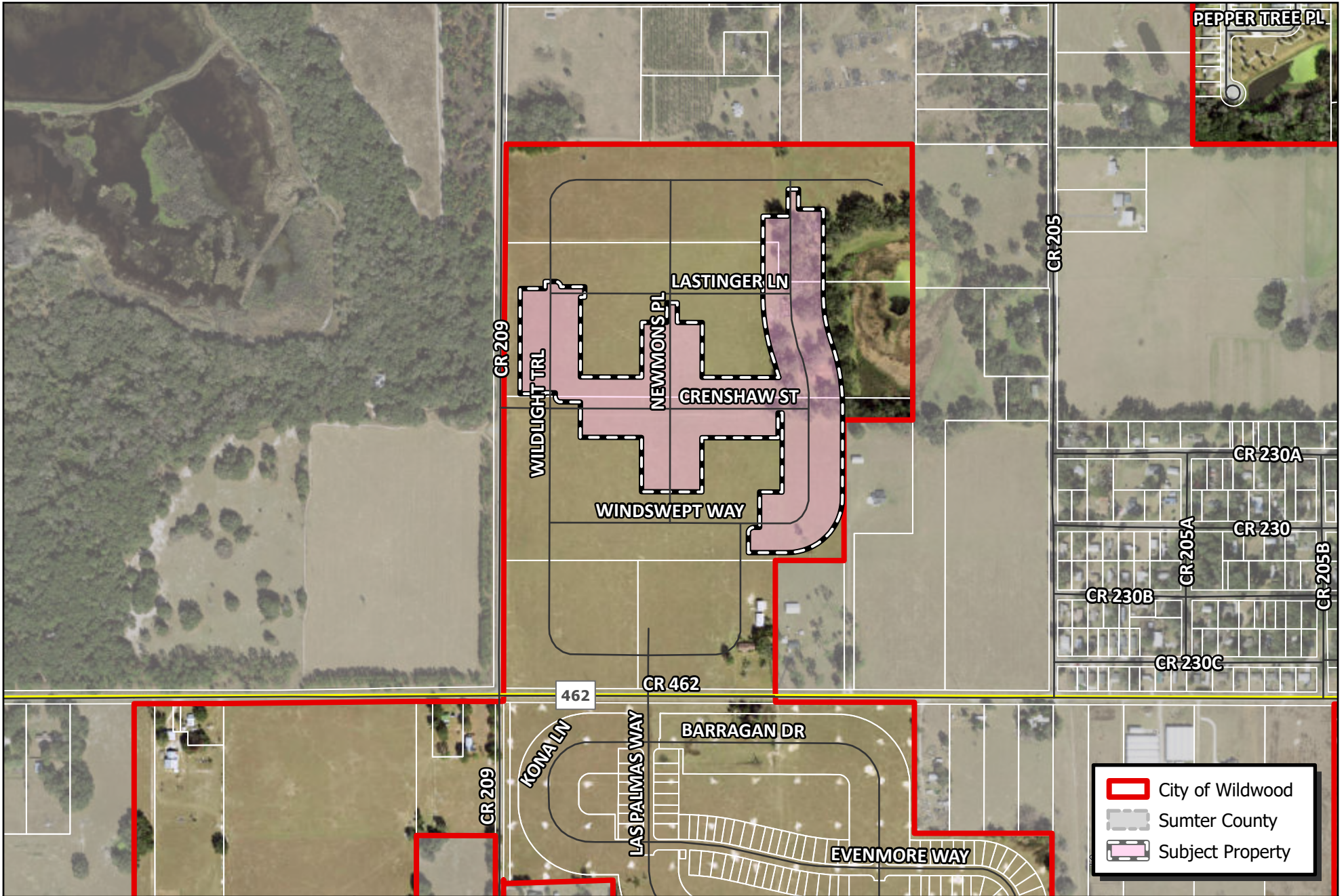
PROJECT: PLAT 2407-007 Highfield at Twisted Oaks Phase 2 Final Plat

REPRESENTATIVE: Matthew J. Morris – Morris Engineering

DATE: 11/01/2024

CITY ATTORNEY

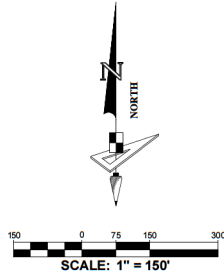
1. LDR5.6(C)(2) The Engineer's Opinion of Probable Cost was provided for application submittal item D.2. Please provide the performance bonds if applicable.
 - a. **Acknowledged; Comment remains in effect until satisfied.**
2. **New Comment: Please add the SECO Perpetual Utility Easement provided as an attachment to note # 14 on the cover page of the plat. Additionally add book and page number to Sheet 4 when available.**



 WILDWOOD FLORIDA	CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	N US Feet 0 35 70 140	PLAT 2407-007 HIGHFIELD AT TWISTED OAKS PHASE 2 FINAL PLAT PORTION OF PARCEL D30-030	MAP 1B LOCATION MAP JUL 2024
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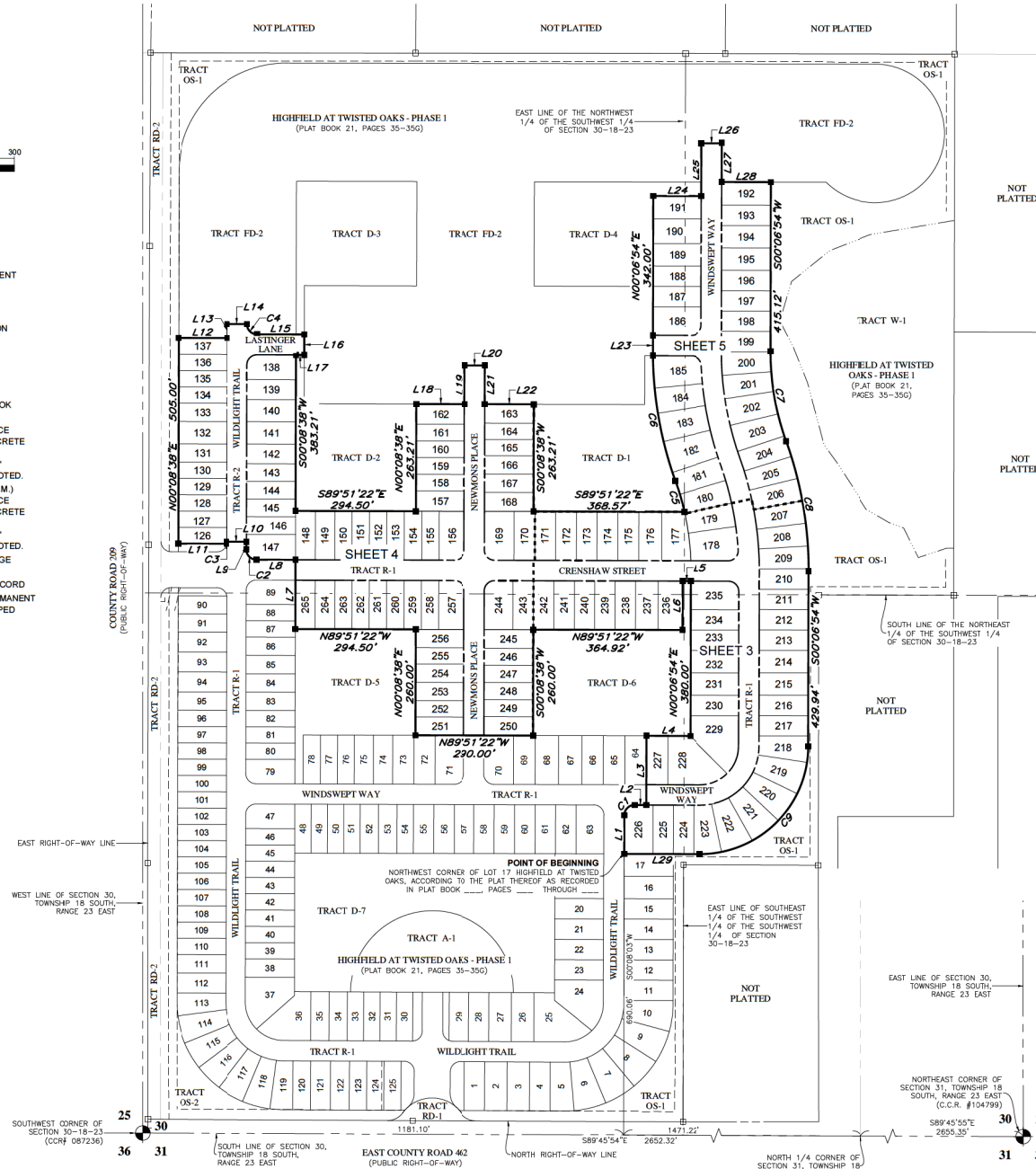
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LEGEND:

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- P.U.E. ----- PUBLIC UTILITY EASEMENT
- D.E. ----- DRAINAGE EASEMENT
- P.C. ----- POINT OF CURVATURE
- P.T. ----- POINT OF TANGENCY
- P.I. ----- POINT OF INTERSECTION
- (NR) ----- NON-RADIAL
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- ----- LOT CORNER OR CHANGE OF DIRECTION
- C.C.R. ----- CERTIFIED CORNER RECORD
- ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB7768"



PLAT BOOK _____ PAGE _____
SHEET 2 OF 5
KEY MAP

No.	Radius	Arc	Δ	Bearing	Chord
C1	25.00'	39.27'	90°00'35"	N45°08'21"E	35.36'
C2	25.00'	39.27'	90°00'00"	S44°51'22"E	35.36'
C3	25.00'	5.03'	11°32'13"	N05°54'45"E	5.03'
C4	25.00'	39.27'	90°00'00"	S44°51'22"E	35.36'
C5	655.00'	79.15'	6°55'26"	N16°08'39"W	79.10'
C6	945.00'	313.69'	19°01'09"	N10°05'47"W	312.25'
C7	655.00'	225.45'	19°43'15"	S09°44'44"E	224.34'
C8	945.00'	325.28'	19°43'15"	S09°44'44"E	323.66'
C9	265.00'	416.40'	90°01'45"	S45°07'46"W	374.86'

Line Data Table

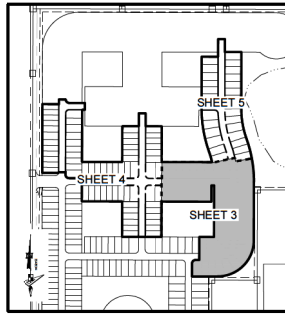
No.	Bearing	Length
L1	N00°08'03"E	95.00'
L2	S89°51'22"E	28.59'
L3	N00°08'38"E	170.00'
L4	S89°51'22"E	107.62'
L5	N89°51'22"W	20.00'
L6	S00°08'38"W	120.00'
L7	N00°08'38"E	170.00'
L8	N89°51'22"W	95.00'
L9	N00°08'38"E	19.00'
L10	N89°51'22"W	50.00'
L11	N89°51'22"W	119.49'
L12	S89°51'22"E	120.00'
L13	N00°08'38"E	34.21'
L14	S89°51'22"E	50.00'
L15	S89°51'22"E	115.10'
L16	S00°08'38"W	50.00'
L17	N89°51'22"W	20.10'
L18	S89°51'22"E	120.00'
L19	N00°08'38"E	95.00'
L20	S89°51'22"E	50.00'
L21	S00°08'38"W	95.00'
L22	S89°51'22"E	120.00'
L23	N00°02'01"E	50.00'
L24	S89°53'06"E	120.00'
L25	N00°06'54"E	128.61'
L26	S89°55'47"E	50.00'
L27	S00°05'33"W	95.01'
L28	S89°54'27"E	119.96'
L29	N89°51'22"W	186.21'

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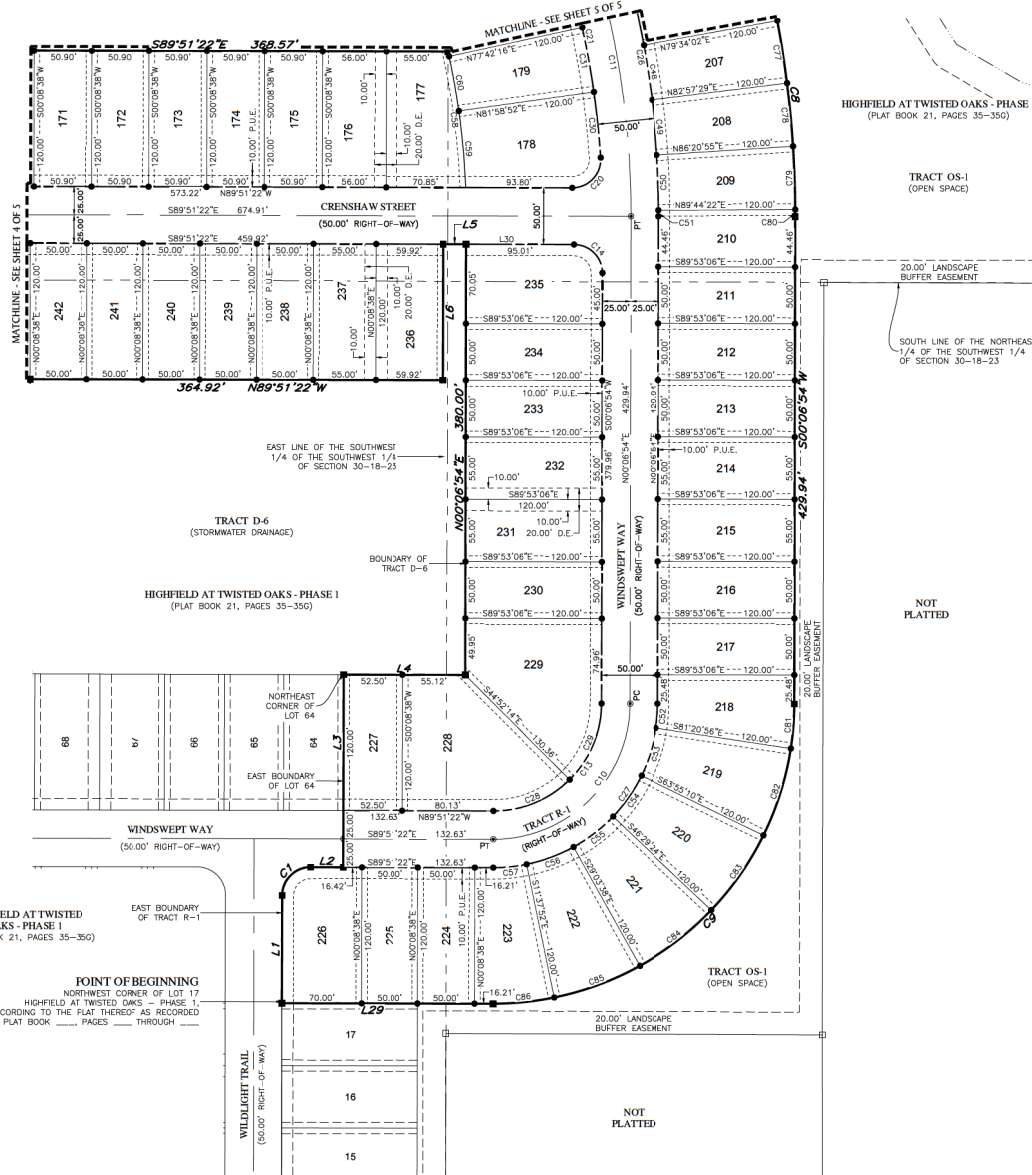
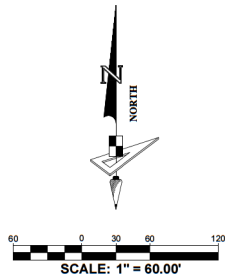
HIGHFIELD AT TWISTED OAKS - PHASE 2

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PLAT BOOK SHEET 3 OF 5



SHEET LAYOUT:
SCALE 1" = 500.00'



LEGEND:

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- P.U.E. ----- PUBLIC UTILITY EASEMENT
- D.E. ----- DRAINAGE EASEMENT
- PC ----- POINT OF CURVATURE
- PT ----- POINT OF TANGENCY
- PI ----- POINT OF INTERSECTION
- (NR) ----- NON-RADIAL
- PCC ----- POINT OF COMPOUND CURVATURE
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- ⊕ ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "P.R.M. LB7788" UNLESS OTHERWISE NOTED.
- ----- LOT CORNER OR CHANGE OF DIRECTION
- C.C.R. ----- CERTIFIED CORNER RECORD
- ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "P.C.P. LB7788"

Curve Data Table

No.	Radius	Arc	Δ	Bearing	Chord
C1	25.00'	39.27'	90°30'35"	N45°08'21"E	35.36'
C8	945.00'	325.26'	19°43'15"	S09°44'44"E	323.66'
C9	265.00'	416.40'	90°01'45"	S45°07'46"W	374.86'
C10	120.00'	188.56'	90°01'45"	N45°07'46"E	169.75'
C11	800.00'	275.36'	19°43'15"	N09°44'44"W	274.00'
C13	95.00'	149.27'	90°01'45"	N45°07'46"E	134.38'
C14	25.00'	39.26'	89°58'15"	N44°52'14"W	35.35'
C20	25.00'	40.95'	93°51'13"	N43°13'02"E	36.52'
C21	775.00'	215.02'	15°53'47"	N11°39'28"W	214.33'
C26	825.00'	283.96'	19°43'15"	N09°44'44"W	282.56'
C27	145.00'	227.84'	90°01'45"	N45°07'46"E	205.11'
C28	95.00'	74.63'	45°30'50"	N67°38'12"E	72.73'
C29	95.00'	74.64'	45°30'50"	N22°37'20"E	72.73'
C30	775.00'	58.29'	4°18'33"	N05°51'51"W	58.27'
C31	775.00'	57.85'	4°16'36"	N10°09'26"W	57.84'
C48	825.00'	48.82'	3°23'27"	N08°44'15"W	48.82'
C49	825.00'	48.82'	3°23'27"	N05°20'48"W	48.82'
C50	825.00'	48.83'	3°23'27"	N01°57'21"W	48.82'
C51	825.00'	5.41'	0°22'31"	N00°04'22"W	5.40'
C52	145.00'	21.60'	8°32'10"	N04°22'59"E	21.58'
C53	145.00'	44.11'	17°25'46"	N17°21'57"E	43.94'
C54	145.00'	44.11'	17°25'46"	N34°47'43"E	43.94'
C55	145.00'	44.11'	17°25'46"	N52°13'29"E	43.94'
C56	145.00'	44.11'	17°25'46"	N69°39'15"E	43.94'
C57	145.00'	29.80'	11°46'30"	N84°15'23"E	29.75'
C58	655.00'	121.22'	10°36'12"	N07°22'50"W	121.04'
C59	655.00'	67.90'	5°56'23"	N05°02'56"W	67.87'
C60	655.00'	48.89'	4°16'36"	N10°09'26"W	48.88'
C77	945.00'	55.93'	3°23'27"	N08°44'15"W	55.92'
C78	945.00'	55.93'	3°23'27"	N05°20'48"W	55.92'
C79	945.00'	55.93'	3°23'27"	N01°57'21"W	55.92'
C80	945.00'	6.19'	0°22'31"	N00°04'22"W	6.19'
C81	265.00'	39.48'	8°32'10"	N04°22'59"E	39.44'
C82	265.00'	80.62'	17°25'46"	N17°21'57"E	80.30'
C83	265.00'	80.61'	17°25'46"	N34°47'43"E	80.30'
C84	265.00'	80.61'	17°25'46"	N52°13'29"E	80.30'
C85	265.00'	80.62'	17°25'46"	N69°39'15"E	80.30'
C86	265.00'	54.46'	11°46'30"	N84°15'23"E	54.36'

Line Data Table

No.	Bearing	Length
L1	N00°08'03"E	95.00'
L2	S89°51'22"E	28.59'
L3	N00°08'38"E	170.00'
L4	S89°51'22"E	107.62'
L5	N89°51'22"W	20.00'
L6	S00°08'38"W	120.00'
L29	N89°51'22"W	186.21'
L30	N89°51'22"W	95.01'

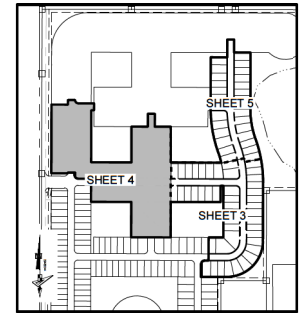
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HIGHFIELD AT TWISTED OAKS - PHASE 2

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PLAT BOOK SHEET 4 OF 5



SHEET LAYOUT:
SCALE 1" = 500.0'

Curve Data Table

No.	Radius	Arc	Δ	Bearing	Chord
C2	25.00'	39.27'	90°00'00"	N44°51'22"W	35.36'
C3	25.00'	5.03'	11°32'13"	S05°54'45"W	5.03'
C4	25.00'	39.27'	90°00'00"	S44°51'22"E	35.36'
C15	25.00'	39.27'	90°00'00"	S45°08'38"W	35.36'
C16	25.00'	39.27'	90°00'00"	N44°51'22"W	35.36'
C17	25.00'	39.27'	90°00'00"	S45°08'38"W	35.36'
C18	25.00'	39.27'	90°00'00"	N45°08'38"E	35.36'
C19	25.00'	39.27'	90°00'00"	S44°51'22"E	35.36'

Line Data Table

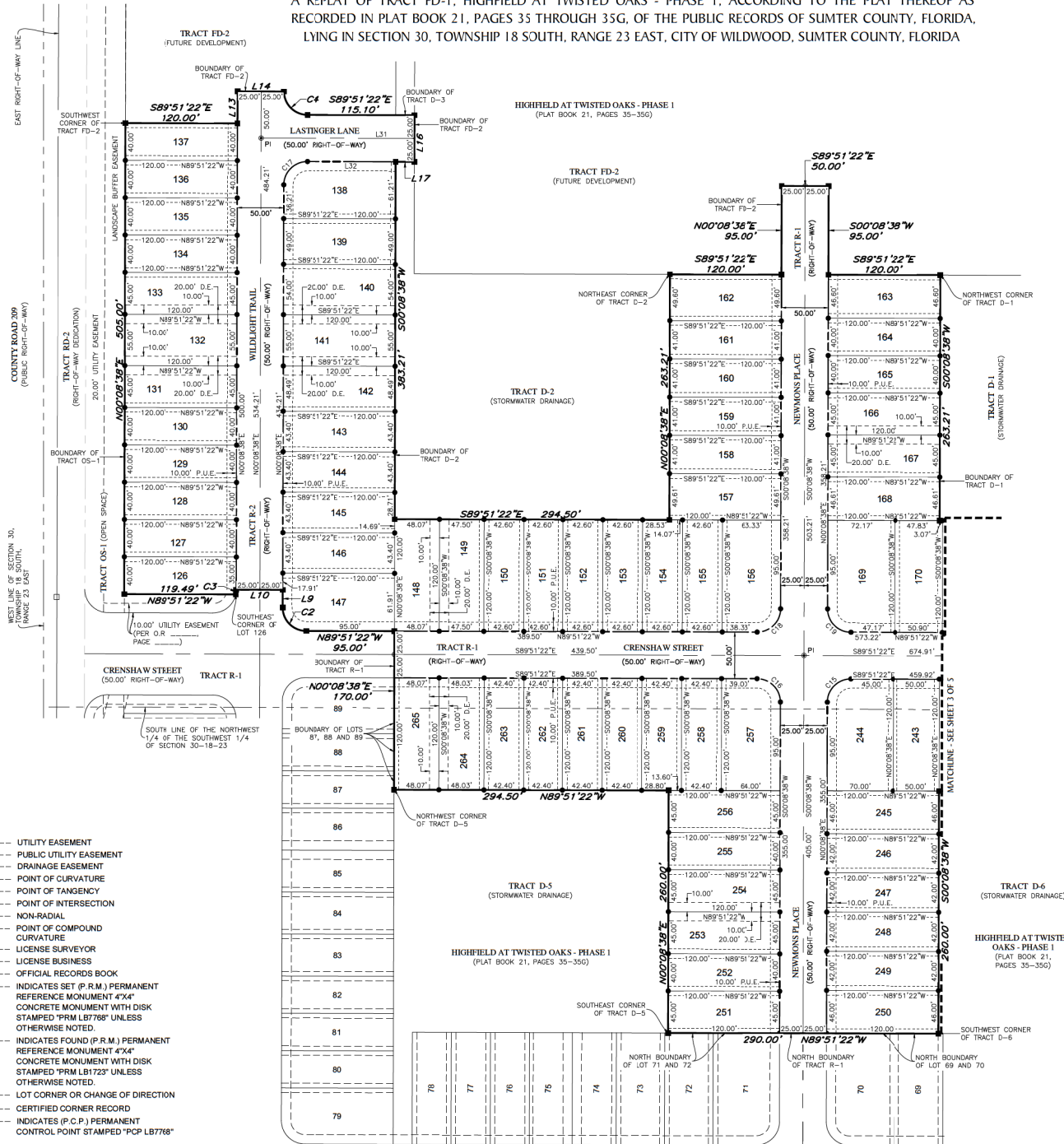
No.	Bearing	Length
L9	N00°08'38"E	19.00'
L10	N89°51'22"W	50.00'
L13	N00°08'38"E	34.21'
L14	N89°51'22"E	50.00'
L16	S00°08'38"W	50.00'
L17	N89°51'22"W	20.10'
L31	S89°51'22"E	165.10'
L32	N89°51'22"W	95.00'



SCALE: 1" = 60.00'

LEGEND:

- U.E. ----- UTILITY EASEMENT
- P.U.E. ----- PUBLIC UTILITY EASEMENT
- D.E. ----- DRAINAGE EASEMENT
- PC ----- POINT OF CURVATURE
- PT ----- POINT OF TANGENCY
- PI ----- POINT OF INTERSECTION
- (NR) ----- NON-RADIAL
- PCC ----- POINT OF COMPOUND CURVATURE
- LS ----- LICENSE SURVEYOR
- LB ----- LICENSE BUSINESS
- O.R. ----- OFFICIAL RECORDS BOOK
- ----- INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB1778" UNLESS OTHERWISE NOTED.
- ⊕ ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB1778" UNLESS OTHERWISE NOTED.
- ----- LOT CORNER OR CHANGE OF DIRECTION
- C.C.R. ----- CERTIFIED CORNER RECORD
- ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB1778"

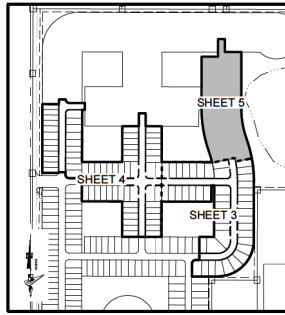


GeoPoint
Surveying, Inc.
528 Northlake Blvd. Ste 1040
Altamonte Springs, Florida 32701
Phone: (321) 270-0440
Fax: (813) 248-2266
www.geopointsurvey.com
Licensed Business Number LB 7768

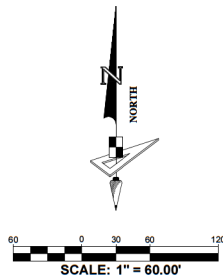
HIGHFIELD AT TWISTED OAKS - PHASE 2

A REPLAT OF TRACT FD-1, HIGHFIELD AT TWISTED OAKS - PHASE 1, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 21, PAGES 35 THROUGH 35G, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, LYING IN SECTION 30, TOWNSHIP 18 SOUTH, RANGE 23 EAST, CITY OF WILDWOOD, SUMTER COUNTY, FLORIDA

PLAT BOOK SHEET 5 OF 5 PAGE

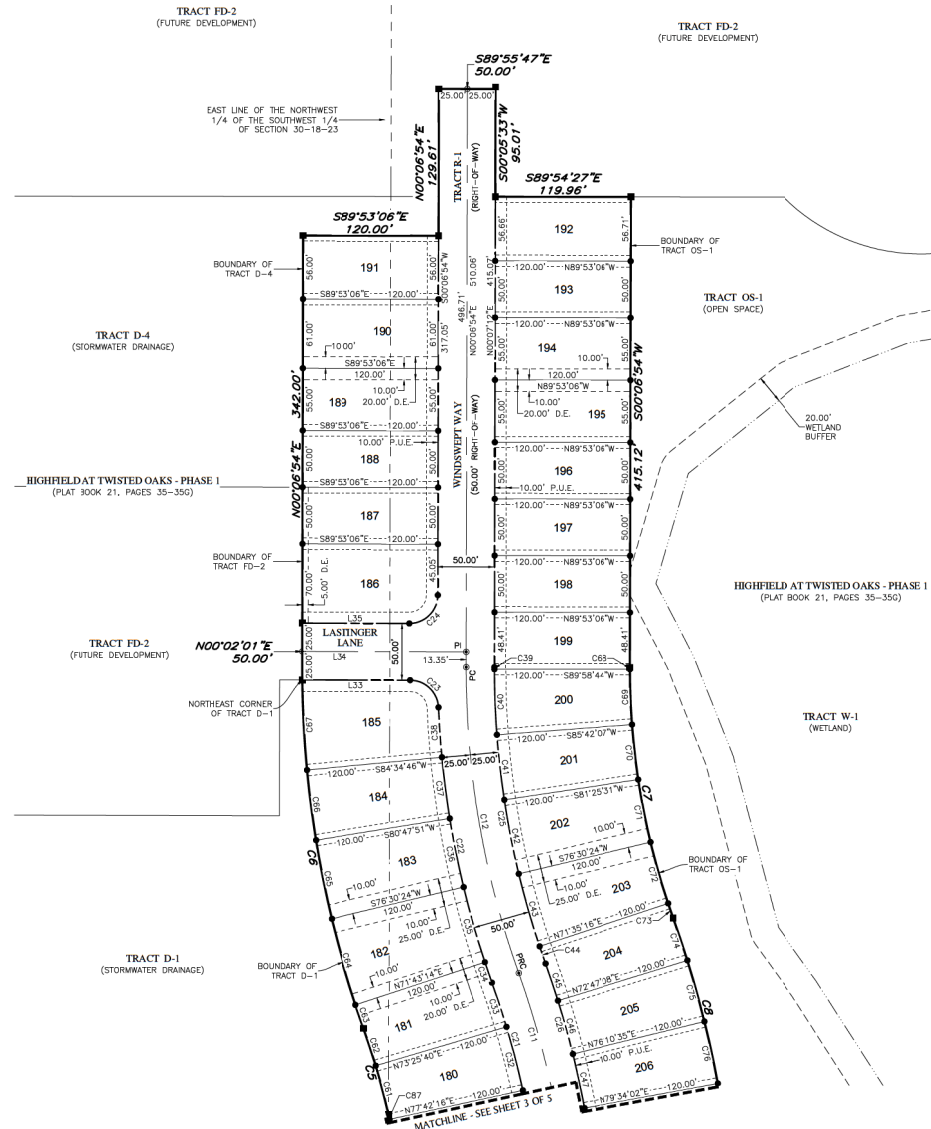


SHEET LAYOUT:
SCALE 1" = 500.00'



LEGEND:

- U.E. ----- UTILITY EASEMENT
- P.U.E. ----- PUBLIC UTILITY EASEMENT
- D.E. ----- DRAINAGE EASEMENT
- PC ----- POINT OF CURVATURE
- PT ----- POINT OF TANGENCY
- PI ----- POINT OF INTERSECTION
- (NR) ----- NON-RADIAL
- PCC ----- POINT OF COMPOUND CURVATURE
- LS ----- LICENSE SURVEYOR
- LB ----- LICENSE BUSINESS
- O.R. ----- OFFICIAL RECORDS BOOK
- ----- INDICATES SET (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB 7768" UNLESS OTHERWISE NOTED.
- ⊕ ----- INDICATES FOUND (P.R.M.) PERMANENT REFERENCE MONUMENT 4"x4" CONCRETE MONUMENT WITH DISK STAMPED "PRM LB 1723" UNLESS OTHERWISE NOTED.
- ----- LOT CORNER OR CHANGE OF DIRECTION
- C.C.R. ----- CERTIFIED CORNER RECORD
- ----- INDICATES (P.C.P.) PERMANENT CONTROL POINT STAMPED "PCP LB 7768"



Curve Data Table

No.	Radius	Are	Δ	Bearing	Chord
C5	655.00'	79.15'	6°55'28"	N16°08'39"W	79.10'
C6	945.00'	313.69'	19°01'09"	N10°05'47"W	312.25'
C7	655.00'	225.45'	19°43'15"	S09°44'44"E	224.34'
C8	945.00'	325.26'	19°43'15"	N09°44'44"W	323.66'
C11	800.00'	275.36'	19°43'15"	N09°44'44"W	274.00'
C12	800.00'	275.36'	19°43'15"	S09°44'44"E	274.00'
C21	775.00'	215.02'	15°33'47"	N11°39'28"W	214.33'
C22	825.00'	248.41'	17°15'06"	S10°58'49"E	247.47'
C23	25.00'	38.18'	87°30'06"	N46°06'19"W	34.58'
C24	25.00'	39.28'	90°01'45"	N45°07'46"E	35.36'
C25	775.00'	266.75'	19°43'15"	S09°44'44"E	265.44'
C26	825.00'	283.96'	19°43'15"	N09°44'44"W	282.56'
C32	775.00'	57.85'	4°16'36"	N14°26'02"W	57.84'
C33	775.00'	41.03'	3°02'01"	N18°05'21"W	41.03'
C34	825.00'	19.10'	1°19'35"	S18°56'34"E	19.10'
C35	825.00'	68.91'	4°47'10"	S15°53'11"E	68.89'
C36	825.00'	61.78'	4°17'27"	S11°20'53"E	61.77'
C37	825.00'	54.45'	3°46'55"	S07°18'42"E	54.45'
C38	825.00'	44.15'	3°03'59"	S03°53'15"E	44.15'
C39	775.00'	1.84'	0°08'10"	S00°02'49"W	1.84'
C40	775.00'	57.85'	4°16'36"	S02°09'35"E	57.84'
C41	775.00'	57.85'	4°16'36"	S06°26'11"E	57.84'
C42	775.00'	66.53'	4°55'07"	S11°02'03"E	66.51'
C43	775.00'	66.53'	4°55'07"	S15°57'10"E	66.51'
C44	775.00'	16.15'	1°11'38"	S19°00'33"E	16.15'
C45	825.00'	34.44'	2°23'30"	N18°24'37"W	34.43'
C46	825.00'	48.82'	3°23'27"	N15°31'08"W	48.82'
C47	825.00'	48.82'	3°23'27"	N12°07'42"W	48.82'
C61	655.00'	44.47'	3°53'25"	N14°37'38"W	44.46'
C62	655.00'	34.68'	3°02'01"	N18°05'21"W	34.68'
C63	945.00'	21.88'	1°19'35"	S18°56'34"E	21.88'
C64	945.00'	78.94'	4°47'10"	S15°53'11"E	78.91'
C65	945.00'	70.77'	4°17'27"	S11°20'53"E	70.75'
C66	945.00'	62.38'	3°46'55"	S07°18'42"E	62.37'
C67	945.00'	79.72'	4°50'02"	S03°00'13"E	79.70'
C68	655.00'	1.56'	0°08'10"	S00°02'49"W	1.56'
C69	655.00'	48.89'	4°16'36"	S02°09'35"E	48.88'
C70	655.00'	48.89'	4°16'36"	S06°26'11"E	48.88'
C71	655.00'	56.23'	4°55'07"	S11°02'03"E	56.21'
C72	655.00'	56.23'	4°55'07"	S15°57'10"E	56.21'
C73	655.00'	13.65'	1°11'38"	S19°00'33"E	13.65'
C74	945.00'	39.45'	2°23'30"	N18°24'37"W	39.44'
C75	945.00'	55.93'	3°23'27"	N15°31'08"W	55.92'
C76	945.00'	55.93'	3°23'27"	N12°07'42"W	55.92'
C87	655.00'	4.42'	0°23'12"	N12°29'20"W	4.42'

Line Data Table

No.	Bearing	Length
L33	N89°51'22"W	95.73'
L34	N89°51'22"W	144.96'
L35	N89°51'22"W	94.99'

GeoPoint
Surveying, Inc.

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

PLANNING & ZONING BOARD OF THE CITY OF WILDWOOD

EXECUTIVE SUMMARY

SUBJECT: SP 2404-006 Dr. Heydari Medical Office Mod

REQUESTED ACTION: The project review committee recommends approval upon resolution of the outstanding comments.

CONTRACT:

BUDGET IMPACT:

HISTORY/FACTS/ISSUES:

Case No: SP 2404-006 Dr. Heydari Medical Office Mod

Parcel Number(s): G05-143

Acreage: 1.427 +/-

Property Location: The subject property is generally located approximately 520 feet west of the intersection of Rio Grande Blvd and C 466A on the north side of C 466A.

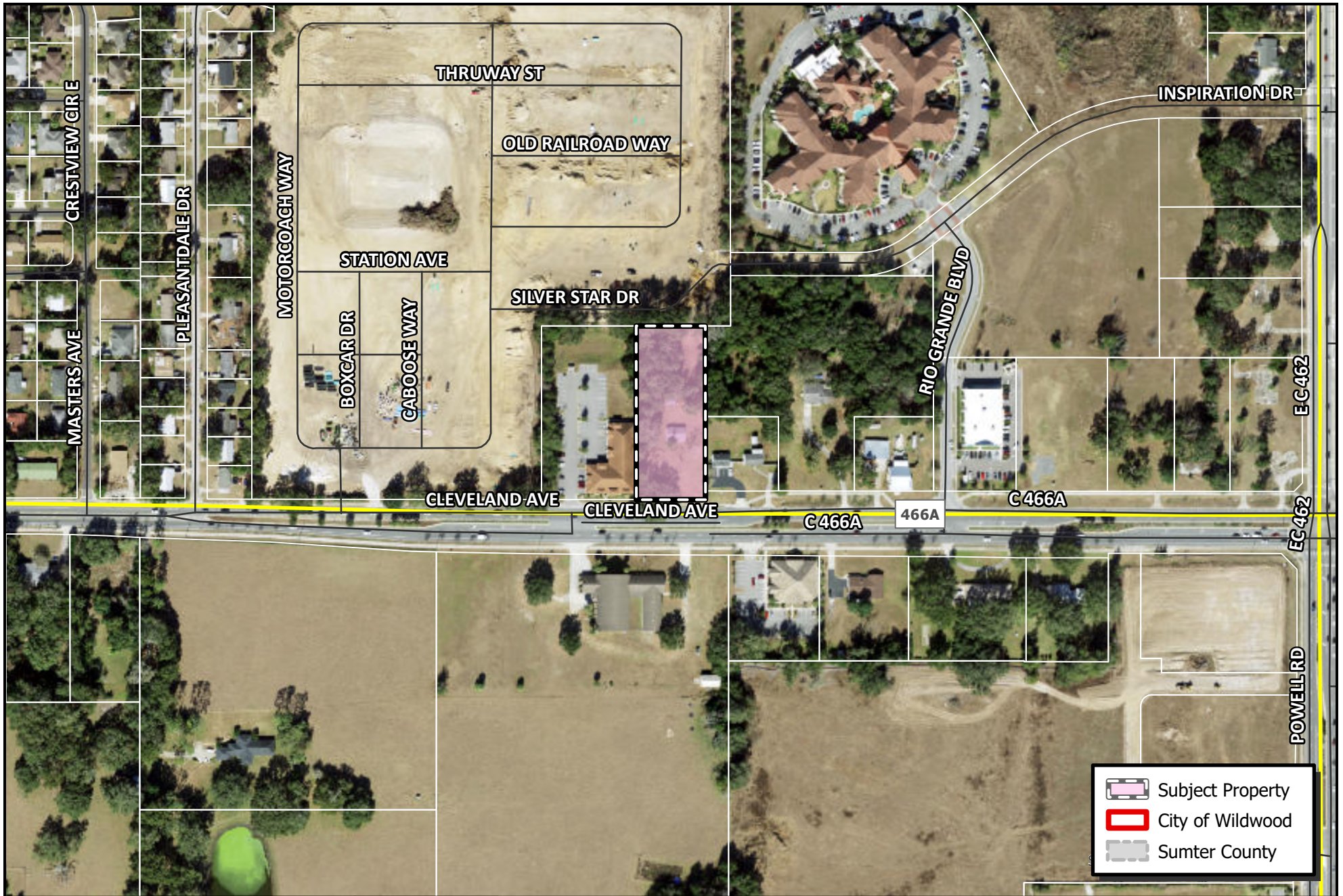
Owner/Applicant: Heydari Holdings, LLC

The applicant is seeking a favorable recommendation from the Planning and Zoning Board for a 3,718 S.F. medical office building, with a water retention area, loading area, 48 parking spaces, and a space allocated for a future medical building to be seeded during Phase 1. The subject project had previously received site plan approval and a development permit in May 2023, but came back to the City in March 2024 with a modification to relocate the stormwater retention area. The applicant has submitted two technical standards waiver requests for the landscape buffer requirements to adjacent parcel G05-038 and to allow a portion of the northern landscape buffer to encompass the side slopes of the proposed stormwater retention pond.

There is one outstanding comment from Development Services and Sumter County Public Works regarding the age of the Traffic Impact Analysis. Project SP 2404-006 will be in compliance with the Land Development Regulations and Design District Standards upon approval of the Traffic Impact Analysis and approval of the technical waiver.



McKenna Page, Planner I, Development Services



	Subject Property
	City of Wildwood
	Sumter County

CITY OF WILDWOOD 100 North Main Street Wildwood, FL 34785 Phone: (352) 330-1330 www.wildwood-fl.gov	 N US Feet 0 65 130 260	SP 2404-006	MAP 1B	
		DR HEYDARI MEDICAL OFFICE MODIFICATION		LOCATION MAP
		PARCEL G05-143		MAY 2024



Project Review Committee Technical Standards Waiver Request

Project Name Heydari Medical Offices

Project # 2404-006

1. Briefly describe your waiver request.

See supplemental information attached.

2. Please cite the subsection of the Land Development Regulations of which you are requesting a waiver.

DDS Chapter 1(G)(2)

3. Please provide the justification for your waiver request.

See supplemental information attached.

Name (Print) William Menadier (Menadier Eng)

Date 8-22-24

Signature William A. Menadier, PE
Digitally signed by William A. Menadier, PE
Date: 2024.08.23 10:09:08 -04'00'



August 22, 2024

City of Wildwood Development Services

**RE: SP 2404-006 Dr. Heydari Medical Office
Supplemental Information to Support Technical Standards Waiver Request**

Staff Members,

On behalf of the owners, we respectfully request a technical standards waiver request as follows:

1. Briefly describe your waiver request.

Requesting a technical standards waiver to allow the 144-ft boundary of adjacent parcel G05-038 to be considered commercial regarding buffer requirements. The parcel is zoned C-1 with a future land use of commercial. However, there is a vacant house on the property, and it is currently listed for sale.

2. Please cite the subsection of the Land Development Regulations of which you are requesting a waiver.

DDS Chapter 1(G)(2)

3. Please provide the justification for your waiver request.

The surrounding growth patterns indicate heavy commercial with mixed use and multi-family developments. Parcel G05-038 is zoned C-1 with a future land use of commercial. The project parcel shares 144-ft boundary with said adjacent parcel. Our design team based all buffer requirements off the current land use and zoning of each parcel. Therefore, no buffer is required along the 144-ft adjacent parcel boundary because of similar land use and zoning categories.

The parcel will eventually develop as a commercial or multi-family development once sold. There is a vacant rundown home on the property. The structure is located more than 200-ft from the shared property boundary and is heavily wooded. Eliminating the 20-ft buffer requirement for 144-ft will not adversely affect the current parcel. See images below.



Sincerely,
MENADIER ENGINEERING

Handwritten signature of William A. Menadier, P. E.

William A. Menadier, P. E.
Principal Engineer





Project Review Committee Technical Standards Waiver Request

Project Name Heydari Medical Offices

Project # 2404-006

1. Briefly describe your waiver request.

See supplemental information attached.

2. Please cite the subsection of the Land Development Regulations of which you are requesting a waiver.

DDS Chapter 1(G)(2)

3. Please provide the justification for your waiver request.

See supplemental information attached.

Name (Print) William Menadier (Menadier Eng)

Date 8-22-24

Signature William A. Menadier, PE
Digitally signed by William A. Menadier, PE
Date: 2024.08.22 16:12:22 -04'00'



Menadier Engineering, LLC
PO Box 636
Alachua, FL 32616

386-347-5133
www.menadier.com

August 22, 2024

City of Wildwood Development Services

**RE: SP 2404-006 Dr. Heydari Medical Office
Supplemental Information to Support Technical Standards Waiver Request**

Staff Members,

On behalf of the owners, we respectfully request a technical standards waiver request as follows:

1. Briefly describe your waiver request.

Requesting a technical standards waiver to allow a portion of the northern landscape buffer to encompass the side slopes of the proposed stormwater retention pond. The required buffer width is 20-ft and approximately 9-ft of the retention pond side slope will encroach.

2. Please cite the subsection of the Land Development Regulations of which you are requesting a waiver.

DDS Chapter 1(G)(2)

3. Please provide the justification for your waiver request.

The fire department requires an area large enough to accommodate a ladder truck to turnaround on-site. The slenderness of the subject site required the dumpster pad approach area to be extended far enough to allow for the necessary turnaround space. In doing so, the stormwater retention area was extended northerly to account for the volume lost by the dumpster pad extension.

All required landscape buffer plantings are proposed to be within the buffer along the property boundary except for five (5) understory trees. Said understory trees will be planted on the side slope of the retention pond. See Sheet L-1.

Additionally, the single-family development to the north includes an access road along our common boundary. The distance between the future medical building and the nearest residential unit to the north will be approximately 315-ft. Most of the separation will include the proposed stormwater retention pond. The buffer encroachment proposed will not adversely impact the effectiveness of the 20-ft wide buffer.

Sincerely,
MENADIER ENGINEERING

William A. Menadier, P. E.
Principal Engineer



WILDWOOD FLORIDA

City of Wildwood

Project #: SP 2404-006 Dr. Heydari Medical Office

Representative: William Menadier, PE – Menadier Engineering

Date: 11/04/2024

*****PLEASE NOTE: Two hard copies of plans, along with the electronic copy are required with every submittal. Partial submittals are not accepted. *****

DEVELOPMENT SERVICES

1. LDR 4.4(D)(1) A TIA conducted within one (1) year prior to the submittal date is a required submittal item per the City's Land Development Regulations.

SUMTER COUNTY PUBLIC WORKS

1. A TIA with an updated, accurate build-out year will have to be resubmitted to Sumter County for acceptance. This modified TIA may show impacts/deficiencies at the nearby intersection at C 466A and Powell Rd/C 462, but that will be determined in the updated TIA. If anyone has any questions regarding the TIA please let me know.

A SITE PLAN FOR:
HEYDARI MEDICAL OFFICES
CITY OF WILDWOOD, FLORIDA

PREPARED FOR:
HEYDARI HOLDINGS, LLC

AGENCY	PERMIT	STATUS	DATE	PERMIT NUMBER
CITY OF WILDWOOD	SITE PLAN	OWNER REVIEW	7/23/24	SP-2024-02
SOUTHWEST FLORIDA WATERSHED DISTRICT	NOTICE OF INTENT	TO BE SUBMITTED	---	---
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	NOTICE OF INTENT	TO BE SUBMITTED	---	---

OPEN SPACE CALCULATIONS:

AREA OWNED: 60,330 S.F. (1.34 ACRES)

IMPERVIOUS AREA
BUILDINGS 11,768 S.F.
CONCRETE 2,691 S.F.
ASPHALT TOTAL 18,070 S.F.
TOTAL 32,529 S.F.

ON-SITE WRA 13,239 S.F.

TOTAL IMPERVIOUS AREA - 45,789 S.F. (75.9%)
*WRA CONSIDERED IMPERVIOUS

OPEN SPACE REQUIRED - 12,066 S.F. (20.0%)

TOTAL OPEN SPACE PROVIDED - 14,562 S.F. (24.1%)

PARKING CALCULATIONS

MEDICAL CENTER PARKING SPACES REQUIRED:
1 SPACE / 250 S.F.
(1 SPACE / 250 S.F.) x 3,718 S.F. = 15 SPACES (DENTAL)
(1 SPACE / 250 S.F.) x 8,050 S.F. = 33 SPACES (FUTURE)

TOTAL PARKING REQUIRED: 48 SPACES

PARKING SPACES PROVIDED: 48 SPACES

HANDICAP PARKING REQUIRED:
1 SPACE/25 SPACES
(1 SPACE / 25 SPACES) x 48 SPACES = 2 SPACES

HANDICAP PARKING PROVIDED: 2 SPACES

COMPACT CAR PARKING TABULATIONS:
ALLOWED - 24 SPACES (50%)
PROVIDED - 15 SPACES (31%)

TRAFFIC STATEMENT:

PROPOSED DEVELOPMENT

MEDICAL-DENTAL OFFICE BUILDING (ITE CODE 720)
DENTAL OFFICE 3,718 S.F.
FUTURE MEDICAL BLDG. - 8,050 S.F.
GROSS FLOOR AREA: 11,768 S.F.

WEEKDAY
FITTED CURVE EQUATION: $T = 42.97(X) - 108.01$
42.97(1.768) - 108.01 = 398 VTPD

TRIP DISTRIBUTION: 50% ENTER / 50% EXIT
ENTERING: 199 VTPD
EXITING: 199 VTPD

ALL PEAK HOUR (7 am - 9 am)
FITTED CURVE EQUATION: $Ln(T) = 0.30(LN(X)) + 1.34$
0.90(LN(11.768)) + 1.34 = 35 VTPH

TRIP DISTRIBUTION: 79% ENTER / 21% EXIT
ENTERING: 28 VTPH
EXITING: 7 VTPH

P.M. PEAK HOUR (4 pm - 6 pm)
FITTED CURVE EQUATION: $T = 4.07(X) - 3.17$
4.07(11.768) - 3.17 = 45 VTPH

TRIP DISTRIBUTION: 30% ENTER / 70% EXIT
ENTERING: 14 VTPH
EXITING: 31 VTPH

"PLEASE SEE TRAFFIC IMPACT ANALYSIS PROVIDED"

NOTICE: A NEW TRAFFIC IMPACT ANALYSIS WILL BE REQUIRED PRIOR TO CONSTRUCTION OF THE FUTURE 8,050 S.F. BUILDING.

MAINTENANCE PRACTICE AND SCHEDULE INSTRUCTIONS

MAINTENANCE RESPONSIBILITIES:

THIS PROJECT HAS BEEN DESIGNED TO PROVIDE SUITABLE REMOVAL OF STORM WATER FROM THE PROJECT USE AREA. THE PREVIOUSLY PERMITTED RETENTION BASIN WAS SIZED TO MEET BOTH LOCAL AND STATE REQUIREMENTS. TO ASSURE PROPER FUNCTIONING OF THE FACILITIES AFTER COMPLETION OF CONSTRUCTION, THE FOLLOWING RECOMMENDATIONS ARE SUGGESTED:

1. ASPHALT PAVEMENT

- AFTER COMPLETION OF CONSTRUCTION, THE INSIDE EDGES OF ALL TURNING RADIUS SHALL BE MONITORED TO ASSURE NO POTHOLES, ETC. OCCUR BEHIND THE CURBING.
- ALL PAVEMENT SHALL BE MONITORED TO ASSURE NO FAILURES OCCUR, IF A HOLE DEVELOPS, CUT A SQUARE EDGE AROUND FAILURE AND REPAIR WITH FULL DEPTH OF ASPHALT.
- ASPHALT PAVEMENT SHALL BE CLOSELY MONITORED TO ASSURE NO FUEL SPILLAGE OCCURS THAT WOULD DESTROY BOTH PAVEMENT AND ALSO GRASS IN THE RETENTION BASIN. IF A SPILL DOES OCCUR, FLOOD IMMEDIATELY WITH LARGE VOLUMES OF WATER.
- REPAIR ANY BROKEN CURBING IMMEDIATELY.

2. CULVERTS

- ALL CULVERTS MUST BE MAINTAINED TO ASSURE COMPLETE FULL VOLUME. IF THE ENDS BECOME CRUSHED OR SEDIMENT BUILDS UP IN THE CULVERTS, REPAIR AND/OR CLEAN IMMEDIATELY.
- ALL DRAINAGE CULVERTS SHOULD BE INSPECTED QUARTERLY AND CLEANED TO ASSURE FULL VOLUME CAPACITY.

3. GRATE INLETS

- MAKE SURE GRATES ARE NOT CLOGGED WITH DEBRIS AFTER EACH RAINSTORM.
- MAKE QUARTERLY CHECKS OF INTERIOR OF CONCRETE INLET AND REMOVE ANY SEDIMENT BUILD UP THAT OCCURRED.
- ANY BROKEN GRATES OVER THE INLETS MUST BE REPLACED IMMEDIATELY.



LOCATION SKETCH

DRAINAGE SUMMARY:

THE HEYDARI MEDICAL OFFICES PROJECT PROPOSES TO CONSTRUCT TWO MEDICAL BUILDINGS TOTALING 11,768 S.F. WITH ASSOCIATED INFRASTRUCTURE. STORMWATER RUNOFF WILL BE COLLECTED BY A SERIES OF INLETS AND CONVEYED TO THE PROPOSED ON-SITE DRY STORMWATER MANAGEMENT FACILITY. THIS DRY RETENTION POND WILL TREAT, ATTENUATE, AND RETAIN THE VOLUME GENERATED BY THE 100-YEAR / 24-HOUR STORM EVENT. THE POST CONSTRUCTION DISCHARGE GENERATED BY THIS DEVELOPMENT WILL BE LESS THAN THE ALLOWABLE PRE-CONSTRUCTION DISCHARGE. THIS SYSTEM IS DESIGNED IN ACCORDANCE WITH THE CITY OF WILDWOOD AND SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT.

INDEX

SHEET NO.	CONTENTS
C001	COVER SHEET
C002	BOUNDARY & TOPOGRAPHIC SURVEY
C003	DEMOLITION & EROSION CONTROL PLAN
C004	LAYOUT PLAN
C005	GRADING & DRAINAGE PLAN
C006	UTILITY PLAN
D001	CONSTRUCTION DETAILS
D002	WATER DETAILS 1 of 2
D003	WATER DETAILS 2 of 2
D004	SEWER DETAILS
D005	LIFT STATION DETAILS
LTO-1	SITE LIGHTING PLAN
TR-1	TREE REMOVAL PLAN
L-1	LANDSCAPE PLAN
L-2	LANDSCAPE PLAN
IR-1	IRRIGATION PERMIT PLAN

MAINTENANCE ENTITY:

ON-SITE UTILITIES AND INFRASTRUCTURE WILL BE OWNED AND MAINTAINED BY HEYDARI HOLDINGS, LLC. SUCCESSORS AND ASSIGNS WILL BE RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE ON-SITE UTILITIES.



PROJECT NUMBER: 2023-25-001

STATEMENT OF PROPOSED USE:

THE INTENDED USE OF THIS PROPOSED DEVELOPMENT IS A MEDICAL DENTAL OFFICE BUILDING WITH A FUTURE MEDICAL BUILDING AND ALL ASSOCIATED INFRASTRUCTURE.

SITE DATA:

PROJECT NAME: HEYDARI MEDICAL OFFICES

OWNER: DR. MAJID HEYDARI
HEYDARI HOLDINGS, LLC
340 HEALD WAY, STE 218
THE VILLAGES, FL 32163

PROJECT ADDRESS: 1403 CLEVELAND AVE
WILDWOOD, FL 34785

PHONE NUMBER: 352-409-3012

PARCEL NO.: G05-143
ZONING: C-1, GENERAL COMMERCIAL - DOWNTOWN
LAND USE: MEDICAL OFFICE

TOTAL PARCEL AREA: 60,330 S.F. (1.38 ACRES)

BUILDING HEIGHT:
ALLOWED: 50 FT
PROPOSED: 21 FT (1-STORY)

BUILDING SETBACKS ALLOWED:
FRONT - 10 FT
SIDE - 7.5 FT MAX
REAR - 0 FT

BUILDING SETBACKS PROVIDED:
FRONT - 10 FT
SIDE - 7.5 FT
REAR - 191 FT

PROJECT WATER AND SEWER DEMANDS:

SANITARY SEWER DEMAND

MEDICAL OFFICE (DENTAL)
PER PRACTITIONER - 250
250 GPD / PRACTITIONER x 2 PRACTITIONERS = 500 GPD
PLUS
PER EMPLOYEE - 15 GPD
15 GPD / EMPLOYEE x 8 EMPLOYEES = 120 GPD

MEDICAL OFFICE (FUTURE)
PER PRACTITIONER - 250
250 GPD / PRACTITIONER x 1 PRACTITIONERS = 1,000 GPD*
PLUS
PER EMPLOYEE - 15 GPD
15 GPD / EMPLOYEE x 16 EMPLOYEES = 240 GPD*

TOTAL SANITARY SEWER DEMAND - 1,860 GPD

WATER DEMAND - 1.20 x SEWER DEMAND
1.20 x 1,860 GPD = 2,232 GPD

*NUMBER OF PRACTITIONERS AND EMPLOYEES IS ASSUMED

IRRIGATION DEMAND - SEE LANDSCAPE & IRRIGATION PLANS

PRE-CONSTRUCTION MEETING REQUIRED:

NO SITE WORK SHALL BE CONDUCTED PRIOR TO OBTAINING A SITE PERMIT FROM THE CITY OF WILDWOOD. THE PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED 2-WEEKS PRIOR TO THE START OF CONSTRUCTION.

UTILITY SERVICE PROVIDERS:

CABLE TV: CHARTER COMMUNICATIONS
DUFFY MCCLELLAND
(352) 527-2189

WATER & SEWER: CITY OF WILDWOOD
JASON MARTIN
(352) 393-1548

PHONE & FIBER: CENTURY LINK - OCALA
BILL MCCLOUD
(850) 599-1444

ELECTRIC: DUKE ENERGY OCALA
STEPHANIE OLMO
(407) 869-3376

GAS: TECO PEOPLES GAS - OCALA
JOAN DOWNING
(813) 275-3783

REFUSE COLLECTOR: WASTE MANAGEMENT
SCOTT SOUTHAARD
(888) 684-3142

NOTE: UTILITY CONTACT INFORMATION WAS OBTAINED FROM WWW.SUNSHINE11.COM. IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY PROVIDERS PRIOR TO CONSTRUCTION.

LEGAL DESCRIPTION:

COMMENCE AT THE SOUTHEAST CORNER OF SW 1/4 OF NE 1/4, SECTION 5, TOWNSHIP 19 SOUTH, RANGE 23 EAST; RUN THENCE NORTH 0°05'30" WEST 30 FEET TO THE NORTH RIGHT OF WAY OF STATE ROAD 465A; THENCE NORTH 89°57'30" WEST ALONG SAID RIGHT OF WAY 55.0 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 89°57'30" WEST ALONG SAID RIGHT OF WAY 155 FEET; THENCE NORTH 0°05'30" WEST 390 FEET; THENCE SOUTH 89°57'30" EAST 155 FEET; THENCE SOUTH 0°05'30" EAST 390.0 FEET TO THE POINT OF BEGINNING.

SURVEY NOTICE:

SEE BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY ROGERS ENGINEERING, LLC FOR BEARINGS & DISTANCES, MONUMENTATION, STATE PLANE COORDINATES, FLOOD CERTIFICATION, ETC.

GENERAL NOTES:

- ALL CONSTRUCTION COVERED BY THESE PLANS SHALL COMPLY WITH THE MATERIAL REQUIREMENTS AND QUALITY CONTROL CONTAINED IN CITY OF WILDWOOD DEVELOPMENT CODE AND FOOT STANDARDS FOR ROAD AND BRIDGE CONSTRUCTION CURRENT EDITION AS APPLICABLE.
- NO CHANGES SHALL BE MADE TO THE APPROVED PLANS WITHOUT PRIOR APPROVAL BY BOTH THE CITY OF WILDWOOD AND PROJECT ENGINEER.
- BUILDING AND PARKING SHALL BE HANDICAP ACCESSIBLE PER THE AMERICANS WITH DISABILITIES ACT (ADA), LATEST EDITION AND THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION, LATEST EDITION.
- IT IS THE CONTRACTORS RESPONSIBILITY TO VERIFY BUILDING DIMENSIONS AND DOOR LOCATIONS WITH ARCHITECTURAL DRAWINGS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL ALSO REVIEW PLANS FOR LOCATIONS WHERE STEEL WALL FOUNDATIONS ARE REQUIRED.
- ALL AREAS DISTURBED BY CONSTRUCTION OF THIS PROJECT WHICH ARE NOT OTHERWISE PAVED SHALL BE IMMEDIATELY SODDED FOLLOWING FINAL GRADING. ALLOW FOR THICKNESS OF SOD WITH A 2-INCH UNDERCUT. SOD SHALL BE ARGENTINA SHAIR UNLESS OTHERWISE NOTED ON LANDSCAPE PLAN AND SHALL BE REGULARLY WATERED BY THE CONTRACTOR THROUGHOUT CONSTRUCTION DURATION.
- THE CONTRACTOR SHALL VERIFY THE LOCATION AND COVER OF ALL EXISTING UTILITIES AND REPORT DISCREPANCIES TO THE PROJECT ENGINEER. THERE MAY BE ADDITIONAL UTILITIES NOT SHOWN ON THESE PLANS. CAUTION IS ADVISED PRIOR TO DIGGING.
- ALL CONCRETE SHALL BE 3000 p.s.i. - 28 DAY STRENGTH.
- TO PREVENT EROSION DURING CONSTRUCTION, SILT FENCING SHALL BE INSTALLED AS INDICATED ON THE DEMOLITION & EROSION CONTROL PLANS AND MAINTAINED UNTIL THE COMPLETION OF ALL SITE CONSTRUCTION AND ALL SEDIMENT EROSION CONTROL AND MAINTENANCE SHALL MEET THE REQUIREMENTS OF THE FDEP GENERAL PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES.
- ALL STRIPING SHALL BE "WIDE TRAFFIC PANT" UNLESS OTHERWISE INDICATED. APPLIED WITH DOUBLE COAT A MINIMUM OF 24 HOURS APART AND IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND ROAD DESIGN STANDARDS, LATEST EDITION. HANDICAPPED MARKINGS AND HANDICAPPED RINGS SHALL CONFORM WITH FDOT'S FTR-20-06, FTR-22-06 AND STANDARD PLANS 711-001.
- ALL TRAFFIC CONTROL SIGNALS OR DEVICES COMPLY WITH THE FLORIDA STATE STATUTES REGARDING INSTALLATION AND SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGE TO EXISTING IMPROVEMENTS AT NO COST TO THE CITY OF WILDWOOD.
- ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT THE SITE FROM THE GRAVEL CONSTRUCTION ENTRANCE SHOWN ON THE DEMOLITION & EROSION CONTROL PLANS.
- LIGHTING SHALL BE DESIGNED TO PREVENT ANY GLARE OR EXCESSIVE LIGHT ON ADJACENT PROPERTY OR ROADWAYS.
- ALL STORMWATER MANAGEMENT SYSTEMS SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION OF IMPERVIOUS AREA.
- CONTRACTOR SHALL OBTAIN FDEP WPER PERMIT PRIOR TO CONSTRUCTION.
- STOP SIGNS SHALL BE 36" X 48" FABRICATED USING, AT A MINIMUM, 30 DIAMOND GRADE D33 REFLECTIVE SHEETING.
- IF UNSUITABLE MATERIAL IS ENCOUNTERED WITHIN THE PROPOSED PARKING LOT, TWO FEET OF UNDERCUT BELOW THE PROPOSED FINISHED SURFACE, OR GEOTECHNICAL ENGINEER'S RECOMMENDATION, TOGETHER WITH SUITABLE BACKFILL MATERIAL, WILL BE REQUIRED.
- THE ELECTRICAL CONTRACTOR SHALL COORDINATE WITH ELECTRIC SERVICE PROVIDER FOR PLACEMENT OF ELECTRIC SERVICE. ANY SLEEVING IMPROVEMENTS SHALL BE COORDINATED WITH THE SITE CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE AN CERTIFIED AS-BUILT SURVEY, SIGNED BY A REGISTERED LAND SURVEYOR, TO THE CITY OF WILDWOOD AND PROJECT ENGINEER PRIOR TO ISSUANCE OF THE C.O.
- COPIES OF ALL REQUIRED PERMITS SHALL BE PROVIDED TO THE CITY OF WILDWOOD PRIOR TO CONSTRUCTION.
- PER FEMA MAP PANEL 11030, THIS PARCEL IS LOCATED IN ZONE X.
- ALL SIGNAGE SHALL BE PERMITTED BY OTHERS AND CONFORM WITH THE CITY OF WILDWOOD REQUIREMENTS.
- CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE UTILITY DEPARTMENT 2-WEEKS PRIOR TO THE START OF CONSTRUCTION, AND PRIOR TO ANY MATERIALS BEING DELIVERED ON-SITE.
- LICENSED UNDERGROUND CONTRACTOR MUST SUBMIT PLANS FOR APPROVAL TO OBTAIN A PERMIT FOR THE INSTALLATION OF THE PRIVATE FIRE HYDRANT SYSTEM. THE BUILDING PERMIT WILL NOT BE RELEASED FOR CONSTRUCTION UNTIL FIRE PERMIT APPLICATION HAS BEEN RECEIVED.
- WHERE UNDERGROUND WATER MAINS AND HYDRANTS ARE TO BE PROVIDED, THEY SHALL BE INSTALLED, COMPLETED, AND IN SERVICE PRIOR TO CONSTRUCTION WORK ON ANY STRUCTURE.
- CONTACT SUMTER COUNTY PUBLIC WORKS, SHAILEEN PATEL, FOR AN INSPECTION OF THE DRIVEWAY CONNECTIONS PRIOR TO CONCRETE PLACEMENT AND AFTER FINAL COMPLETION (2024-06-04).
- CONTRACTOR SHALL SCHEDULE A PRE-CONSTRUCTION MEETING WITH THE UTILITY DEPARTMENT 2-WEEKS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO ANY MATERIALS BEING DELIVERED ON-SITE.
- DIRECTIONAL BORING SHALL BE REQUIRED FOR DEVELOPMENT AND INFRASTRUCTURE WITHIN ALL CRITICAL ROOT ZONES (RZ) OF TREES.

FEMA FLOOD ZONE INFORMATION:
PROPERTY LIES TOTALLY WITHIN FLOOD ZONE "X" PER FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 1211501132D DATED SEPTEMBER 27, 2013.

ENGINEER'S CERTIFICATE:
I HEREBY CERTIFY THAT THIS PLAN IS DESIGNED IN ACCORDANCE WITH THE APPLICABLE REQUIREMENTS OF FDEP, SWFWMD, AND THE CITY OF WILDWOOD LAND DEVELOPMENT REGULATIONS.

WILLIAM A. MENADIER
PROFESSIONAL ENGINEER
FLORIDA REGISTRATION NO. 74581

RECEIVED THE CITY OF WILDWOOD STAFF COMMENTS DATED AUGUST 16, 2024	8/26/24	DATE
RECEIVED THE CITY OF WILDWOOD STAFF COMMENTS DATED AUGUST 16, 2024	7/26/24	DATE
RECEIVED THE CITY OF WILDWOOD STAFF COMMENTS DATED AUGUST 16, 2024	7/26/24	DATE

William A. Menadier, P.E.
Professional Engineer
www.williammenadier.com

WAM MENADIER ENGINEERING
P.O. Box 406
Altamonte, Florida 32714
Ph: (407) 947-7313
www.williammenadier.com

IF APPROVED HEREIN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING A VALID SIGNATURE. THIS STATEMENT HAS BEEN PREPARED, SIGNED AND SEALED BY WILLIAM A. MENADIER, P.E. ON THE DATED NOTES ON THE ELECTRONIC SIGNATURE.

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

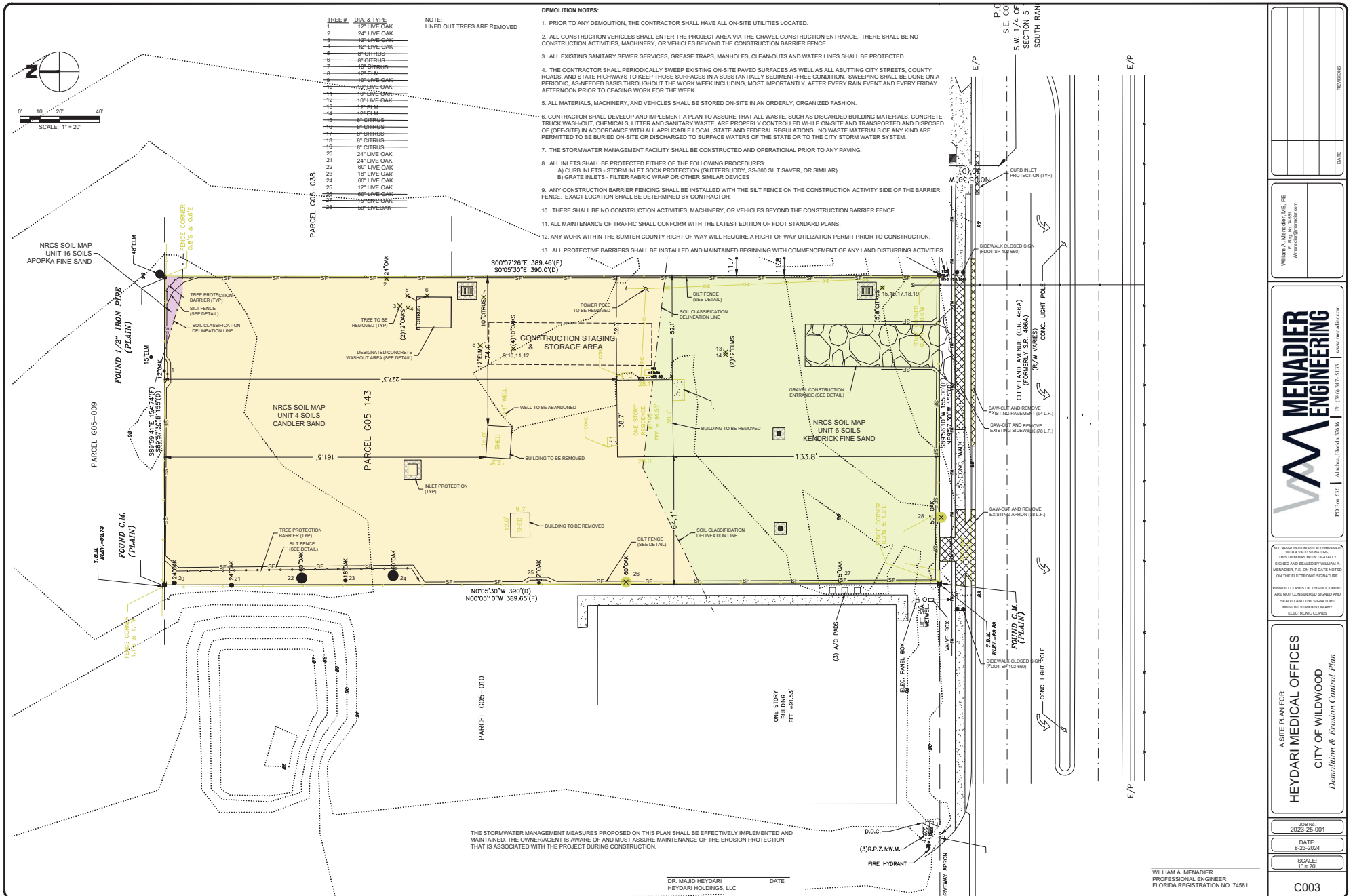
A SITE PLAN FOR:
HEYDARI MEDICAL OFFICES
CITY OF WILDWOOD
Covr. Sheet

DATE:
2023-25-001

DATE:
6-23-2024

SCALE:
1" = 10'

C001



REVISIONS
DATE

William A. Menadier, M.E., P.E.
www.williammenadier.com

WAM

MENADIER
ENGINEERING

PO Box 616 | Alabama, Florida, Georgia
Ph. (360) 487-5133 | www.menadier.com

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED BY WILLIAM A. MENADIER, P.E., ON THE DATE NOTED ON THE ELECTRONIC SIGNATURE.

A SITE PLAN FOR:
HEYDARI MEDICAL OFFICES
CITY OF WILDWOOD
Demolition & Erosion Control Plan

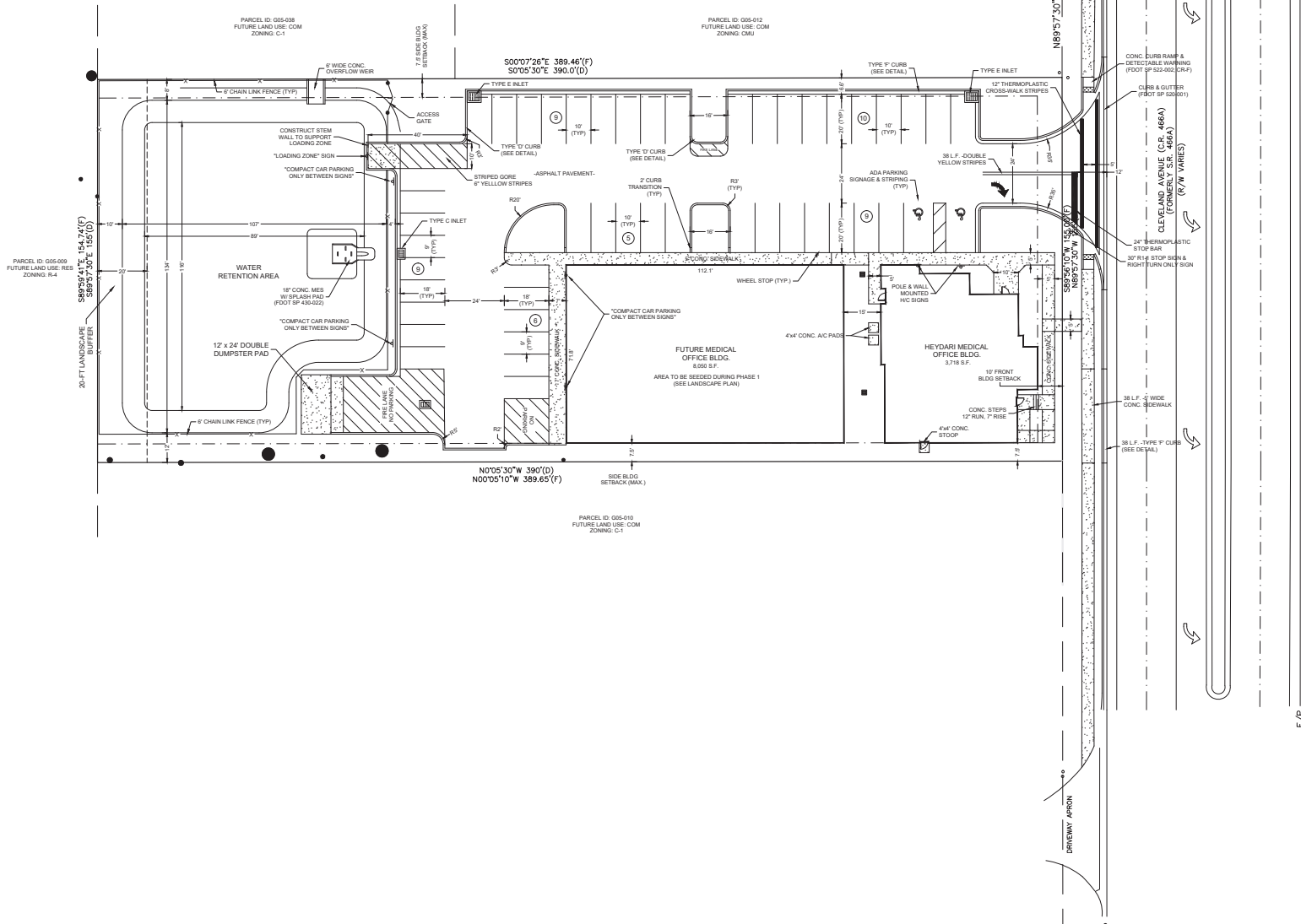
2023-25-001
DATE:
8-23-2024
SCALE:
1" = 20'

C003

WILLIAM A. MENADIER
PROFESSIONAL ENGINEER
FLORIDA REGISTRATION NO. 74581



0' 10' 20' 40'
SCALE: 1" = 20'



REVISIONS
DATE

William A. Menadier, M.E., P.E.
www.williammenadier.com



**MENADIER
ENGINEERING**

PO Box 616 | Alachua, Florida 32016 | Ph. (386) 587-5151 | www.menadier.com

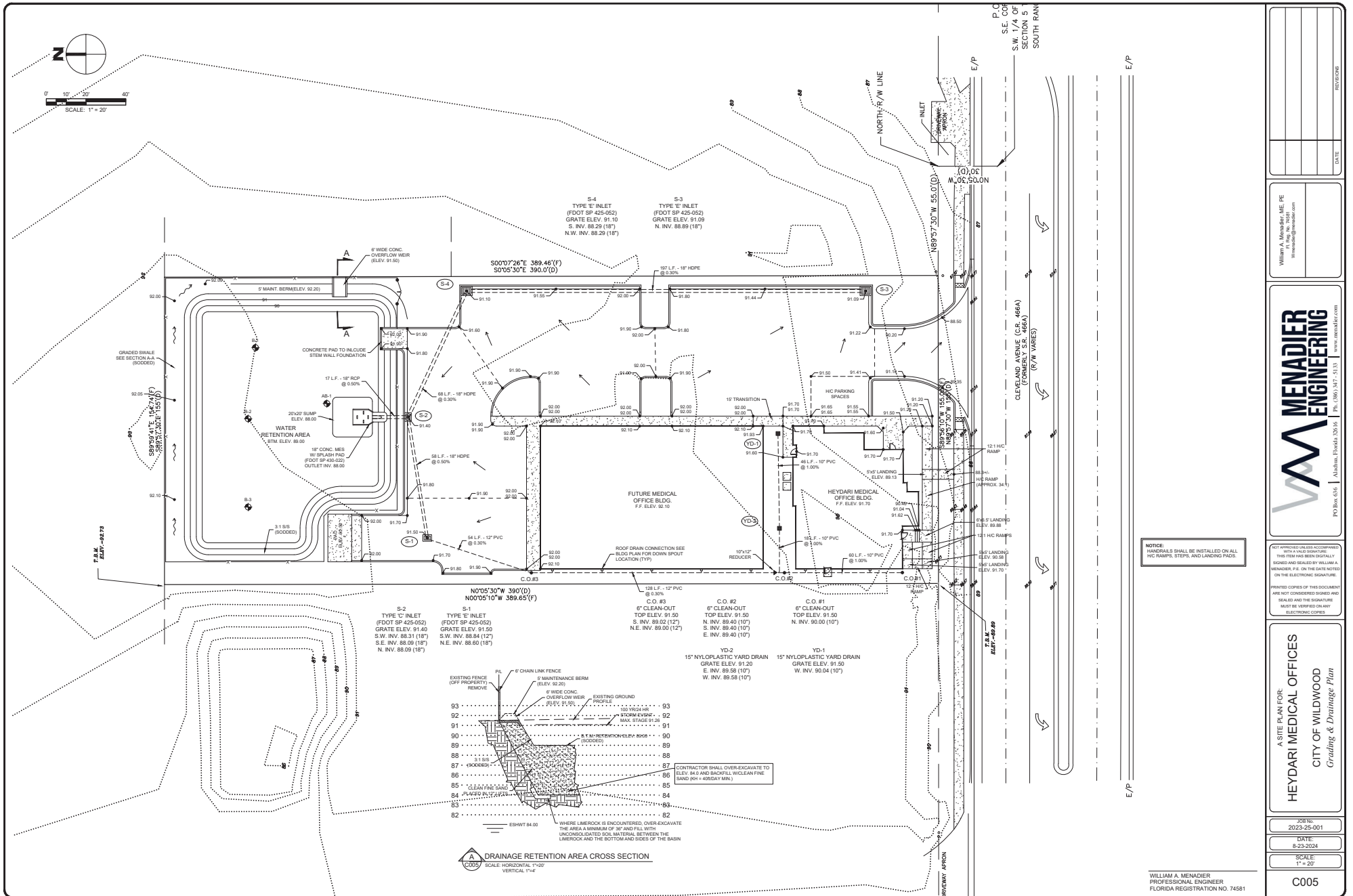
ALL APPROVED WORK SHALL BE COMPLETED WITHIN A VALID SIGNATURE.
THIS STATEMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY WILLIAM A. MENADIER, P.E., ON THE DATE NOTED ON THE ELECTRONIC SIGNATURE.
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THIS SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

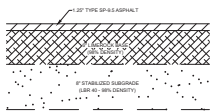
A SITE PLAN FOR
HEYDARI MEDICAL OFFICES
CITY OF WILDWOOD
Layout Plan

DATE
2023-25-001
DATE
6-23-2024
SCALE
1" = 20'

C004

WILLIAM A. MENADIER
PROFESSIONAL ENGINEER
FLORIDA REGISTRATION NO. 74581

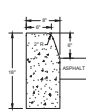




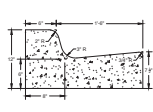
ON-SITE PAVEMENT SECTION
N.T.S.



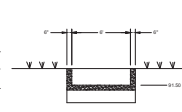
DETAIL CONCRETE PAVEMENT
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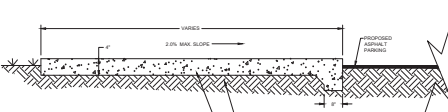
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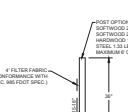
STANDARD TYPE "F" CURB
N.T.S.



6\"/>

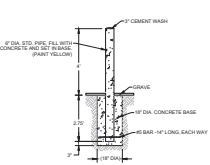


DETAIL CONCRETE SIDEWALK
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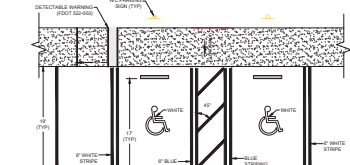


DETAIL SILT FENCE
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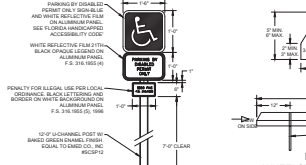
NOTES:
1. IF LIMEROCK BASE IS 2 LIFTS & MIN. DENSITY UNDER COMPACTION
SUBGRADE MAY BE SUBSTITUTED FOR THREE LIFT SUBGRADE.
2. THREE LIFT BASE, NO UNDESIRABLE MATERIALS WITHIN OR BELOW THE
UNDERLAYER BASE.



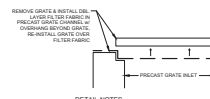
DETAIL BOLLARD
N.T.S.



DETAIL HANDICAP STRIPING AND PARKING
PERPENDICULAR PARKING
N.T.S.



DETAIL PARKING FOR THE DISABLED SIGN
N.T.S.



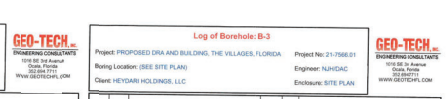
DETAIL INLET PROTECTION
N.T.S.



Log of Borehole B-1
N.T.S.



Log of Borehole B-2
N.T.S.

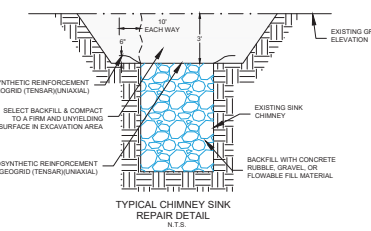


Log of Borehole B-3
N.T.S.

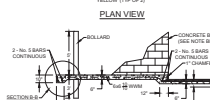
SINKHOLE REPAIR INSTRUCTIONS:

IF A SINKHOLE DEVELOPS WITHIN THE WATER RETENTION BASIN, THE FOLLOWING IS THE RECOMMENDED CORRECTIVE ACTION:

- INFORM THE LOCAL JURISDICTIONS STORMWATER ENGINEERING DEPT. AND THE APPLICABLE WATER MANAGEMENT DISTRICT IMMEDIATELY UPON DISCOVERY AND PROVIDE WARNING BARRICADES, ETC. AROUND THE HOLE.
- WHERE LIMEROCK OR SHELL STONE IS EVIDENT FROM THE OPENING OF THE HOLE, WE RECOMMEND THE FOLLOWING REPAIR:
 - USING 1 - 2\"/>
 - USING A SMALLER DIAMETER (4\"/>
 - USING A BACKHOE, PROVIDE FOR THE COMPACTION OF THE FILLED CAVITY BY HYDRAULICALLY COMPRESSING THE FILLED MATERIAL.
 - FILL THE REMAINDER OF THE CAVITY USING SEPTIC TANK DRAINFIELD GRAVEL TO THE GROUND SURFACE.
 - USING A VERY WET CEMENT SLURRY, POUR CONCRETE OVER THE CAVITY IN A SLOW AND GRADUAL MANNER RAKING THE CEMENT WITH THE GRAVEL TO OBTAIN AS MUCH VERTICAL PENETRATION OF THE CONCRETE AS POSSIBLE.
- IN THOSE AREAS WHERE NO LIMEROCK IS EVIDENT, THE FOLLOWING PROCEDURE IS SUGGESTED:
 - USING BACKHOE, REMOVE SUFFICIENT MATERIAL FROM THE SURFACE OF THE HOLE TO ALLOW ADEQUATE AREA IN WHICH MATERIAL CAN BE PLACED SO THAT IT WILL REACH THE BOTTOM OF THE HOLE.
 - USING A HEAVIER SOIL (CLAYEY SAND OR CLAY) PLACE MATERIAL IN THE HOLE WITH A BACKHOE AND USE THE BUCKET TO HYDRAULICALLY COMPACT THE MATERIAL TO BE PLACED. PERFORM THIS OPERATION IN LIFTS, WITH NO LIFT BEING GREATER THAN 2' IN HEIGHT.
 - COMPACT THE MATERIAL TO WITHIN 4\"/>
 - FORM AND POUR A CONCRETE CAP OVER THE DISTURBED AREA USING 2500# CONCRETE AND FORM BOARDS TO ASSURE THAT ALL CONCRETE IS AT LEAST 4\"/>
 - AFTER COMPLETION OF THE WORK, REMOVE AND HAUL OFF ANY EXCESS MATERIAL (SOIL AND ROCK) AND REMOVE ANY WASTE MATERIAL THAT WOULD TEND TO SEAL THE POND BOTTOM. REPAIR AND RESLOPE SIDE SLOPES OF THE BASIN AS A RESULT OF THE WORK.
 - PLEASE EXERCISE CAUTION AND WALK THE ENTIRE BOTTOM AREA OF THE POND BEFORE COMMENCEMENT TO ASSURE GOOD SOLID SUPPORT OF THE PROPOSED CONSTRUCTION EQUIPMENT AND MATERIALS.



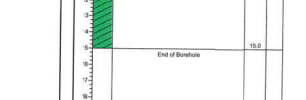
TYPICAL CHIMNEY SINK REPAIR DETAIL
N.T.S.



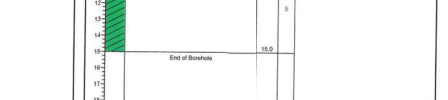
SECTION A-A
N.T.S.



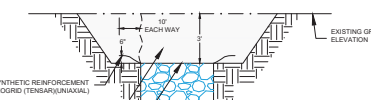
DETAIL DUMPSTER DETAIL
N.T.S.



DETAIL CONCRETE WASHOUT AREA DETAIL
N.T.S.



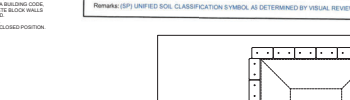
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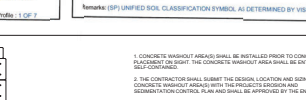
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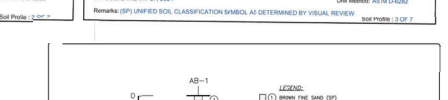
DETAIL CONSTRUCTION ENTRANCE
N.T.S.



DETAIL CONSTRUCTION ENTRANCE
N.T.S.



DETAIL CONSTRUCTION ENTRANCE
N.T.S.



DETAIL CONSTRUCTION ENTRANCE
N.T.S.



DETAIL CONSTRUCTION ENTRANCE
N.T.S.

REVISIONS

NO.	DATE	DESCRIPTION

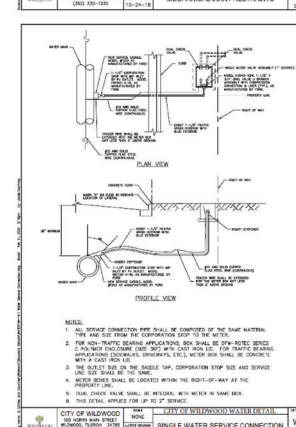
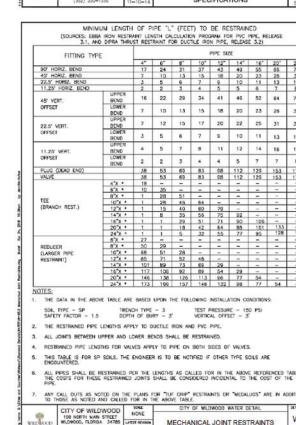
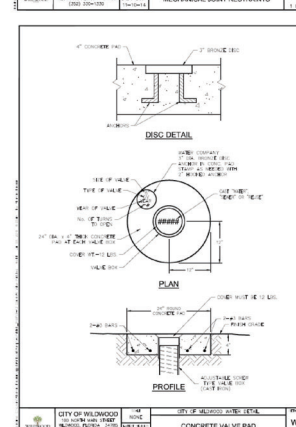
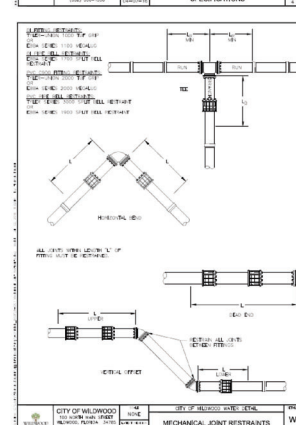
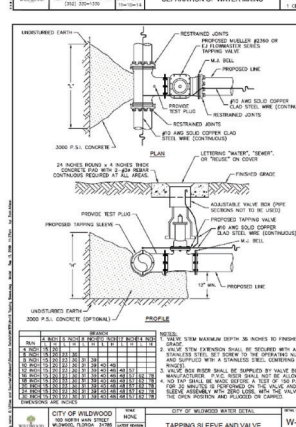
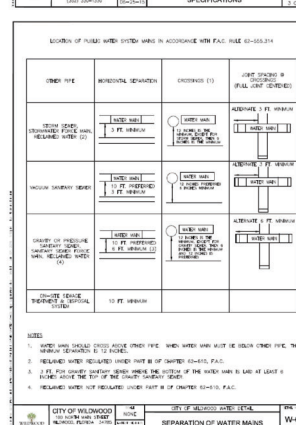
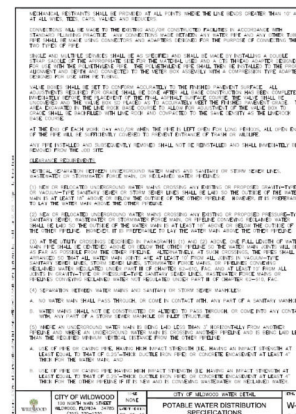
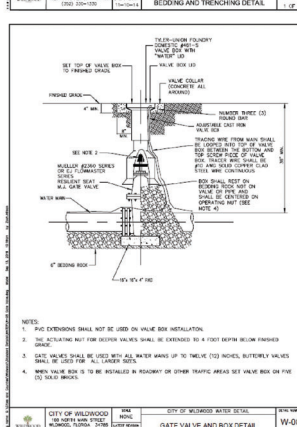
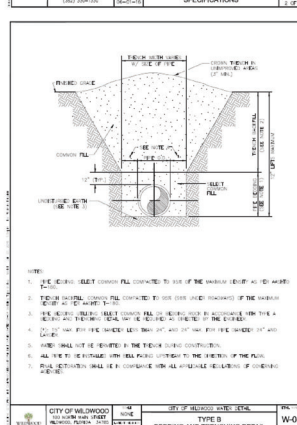
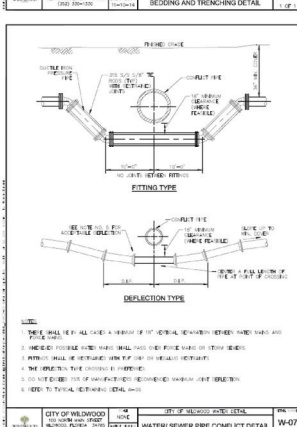
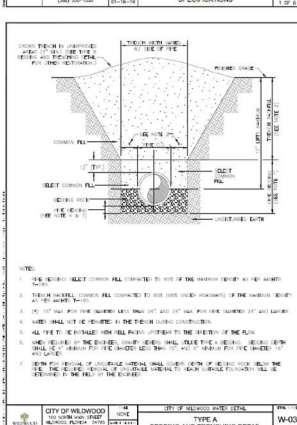
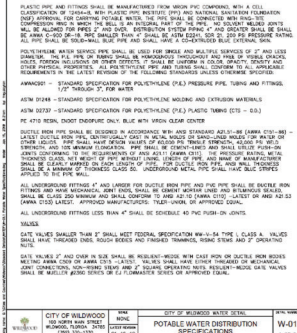
William A. Menadier, M.E., P.E.
Professional Engineer
Florida Registration No. 74581

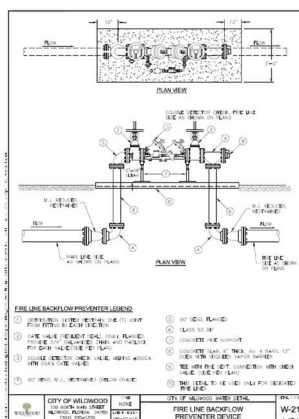
MENADIER ENGINEERING
P.O. Box 406
Altamonte, Florida 32714
Ph. (407) 887-7313
www.menadier.com

HEYDARI MEDICAL OFFICES
CITY OF WILDWOOD
Construction Details

DATE: 2023-05-01
DATE: 6-23-2024
SCALE: 1\"/>

D001





[illegible]

William A. Menadier, M.E. PE Ft. Ring No. 74481 Wmenadier@menadier.com	
 MENADIER ENGINEERING PO Box 606 Alachua Florida, 32016 Ph. (386) 347-5153 www.menadier.com	
NOT AFFIDAVIT-VALUED. ACCEPTED WITH A VALID SIGNATURE. THIS FEE HAS BEEN DIGITALLY SIGNED AND SEALED BY WILLIAM A. MENADIER, P.E. ON THE DATE NOTED ON THE ELECTRONIC SIGNATURE.	

RILEY & Company, Inc. (H-20 GP)

w/ BATTERY BACK-UP FOR AUDIO AND VISUAL ALARMS

NOTE: COMPLETE SYSTEM TO BE SUPPLIED BY:

RILEY & COMPANY, INC.
SANFORD, FL 32773
(407)265-9963

NO SUBSTITUTIONS - NO ALTERNATES
LIFT STATION WILL BE PRIVATELY
OWNED AND MAINTAINED.

The H-20 Load Rated Fiberglass Wetwell Must Be Manufactured By L.F. Manufacturing, Giddings, Texas, Which Includes A Written 20 Yr. Warranty. Certification of the wetwell H-20 load rating must be supplied with submittals. H-20 certification must be signed and sealed by an engineer registered in the State of Florida.

After the H-20 load rated wetwell has been installed, the ASTM Certification Number and Serial Tracking Number must be visible.

PUMPS: (3) H-20 WETWELL w/ Maintenance Agreement
Schedable grinder pumps shall be HOMA Model GP12 The pumps shall be installed in the H-20 GP RP wetwell utilizing a dual slide rail system. The grinder unit shall be capable of discharging materials normally found in domestic and commercial sewage into a line sherry which will pass through the pump and the Sch 80 PVC discharge pipes.
Sewer venting shall be open type with Class H insulation and shall be heat-shrink fitted into the venting housing. The use of pins, bolts, or other fastening devices is not acceptable.

A heat sensor thermostat shall be attached to the top and of the motor winding and shall be connected in series with the magnetic contactor coil to the control panel to stop motor if winding temperature exceeds 180 C, but shall automatically reset when the winding temperature returns to normal.
Two heat sensor thermostats shall be used on three phase motors.

The pump motor grinder shaft shall be ANSI 4340 SS threaded to take the pump impeller and the grinder impeller.
Upper & lower mechanical seals shall be Silicon Carbide vs Silicon Carbide.

CONTROL PANEL: (3) YR. WARRANTY w/ Maintenance Agreement

To insure complete unit and warranty responsibility the electrical control panel must be manufactured and built by the pump supplier. The pump supplier must be a TUV (UL508A CERTIFIED) manufacturing facility, with a minimum of 5 years history in the manufacturing of electrical control panels.

The enclosure shall be NEMA 4X, minimum 30" high x 20" wide x 10" deep fiberglass with 2 point latching system.

The enclosure shall have external mounting feet to allow for wall mounting.

The following components shall be mounted through the enclosure:

1- ea. Red Alarm Beacon (Light) LED

1- ea. Alarm Horn (minimum 95 DB)

1- ea. generator receptacle w/ waterproof cover (SCH400-41, HOMA)

The back panel shall be fabricated from .125, 5052-H32 marine alloy aluminum. All components shall be mounted by machined stainless steel screws.

The following components shall be mounted to back panel:

2- ea. Motor Contactors

1- ea. Volt Meter (1 Ph) Phase Monitor (3 Ph) w/ 2 W & 1 N/O Contacts

1- ea. Control Transformer (480 Volt Only) (Min. 500VA)

1- ea. Duplex Alternator w/ Pump Selector Switch

1- ea. Model 8000 Side Battery Back-Up w/ Smart Charger

26- ea. Terminals for Field Connections

6- ea. Terminals for Motor Connections (Single Phase Only)

7- ea. Breeding Lugs

1- ea. Seal Failure Relay

The inner door shall be fabricated from .125, 5052-H32 marine alloy aluminum. The inner door shall have a continuous aluminum phono hinge.

The following components shall be mounted through the inner door:

1- ea. Main Circuit Breaker

1- ea. Emergency Circuit Breaker

1- ea. Mechanical Interlock for Emergency and Main Breakers (H Listed)

2- ea. Short Circuit Protectors w/ Auxiliary Contacts

1- ea. Control Circuit Breaker

2- ea. Seal Failure Indicator Lights

1- ea. Hand-Off-Auto Selector Switches

2- ea. Pump Run Pilot Lights

1- ea. Power On Pilot Light

2- ea. Escape Time Meters (Non-Resettable)

1- ea. GFI Duplex Disconnect Outlet

COMPONENT SPECIFICATIONS:

All circuit breakers shall be molded thermal magnetic. The mechanical interlock shall prevent the normal and emergency main breakers being energized at the same time.

An emergency generator receptacle shall be supplied in accordance with DEP standards. The generator receptacle shall be adequately sized to meet the equipment operating conditions.

NEUTRAL TO BE SUPPLIED FOR BOTH 230V PHASE OR 230V SINGLE PHASE POWER

All motor short circuit protection devices must provide for under voltage release and class 10 overload protection on all three phases. Visible trip indication, test, and reset capability must be provided without opening inner door.

Open frame, across the line, contactors shall be rated per IEC standards and properly sized per the motor requirements. Contactors shall provide for safe touch power and control terminals.

Lighting Arrestor shall meet UL1449 3rd Edition or exceed the requirements of ANSI/IEEE Std. C82.21-1984 section 8.6.1, and 8.7.3 shall be supplied by electrician and mounted on the bottom side of the switch disconnect ahead of the pump control panel.

A voltage monitor shall be supplied for single phase service.

A phase monitor shall be supplied for (3) phase service. A green pilot light shall be supplied for each motor. The pilot light shall illuminate each time the motor is called to run.

Each pump shall have an Escape Time Meter to record the accumulated run time. The ETM shall be 2" diameter, non-resettable, six digit, totally encapsulated unit.

A Red pilot light shall be supplied for control power. The pilot light shall illuminate when the control power is available inside the control panel.

Relays shall be ice-cube plug in type. Relay contacts shall be rated 10 amp minimum, DPDT.

Twenty (20) terminals shall be supplied for field connections.

The pump motor grinder shaft shall be ANSI 4340 SS threaded to take the pump impeller and the grinder impeller.

Upper & lower mechanical seals shall be Silicon Carbide vs Silicon Carbide.

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Upper & lower mechanical seals shall be Silicon Carbide vs Silicon Carbide.

MISCELLANEOUS: All wiring on the back panel shall be contained within the wiring duct. All wiring between the inner door and the back panel shall be contained within a plastic spiral wrap. Each wire shall have a wire number at each end to correspond to the as built drawing for field troubleshooting. The control panel must be manufactured in-house by lift station supplier and be a TUV (UL508A Certified) facility.

FASTENERS & APPURTANCES: All fasteners, lifting cables, float cable bracket, hinges, and appurtances shall be made of AISI 304SS.

A 304SS slide/latch assembly shall be provided for holding the doors open on the wetwell and valve box.

Slide rails shall be made of SCH40 AISI 304SS pipe.

Pump lifting cables shall be made of AISI 304 SS.

Pump lifting bates shall be made of AISI 304 SS.

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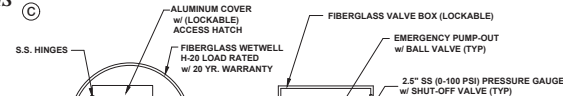
Pump lifting bates shall be made of AISI 304 SS.

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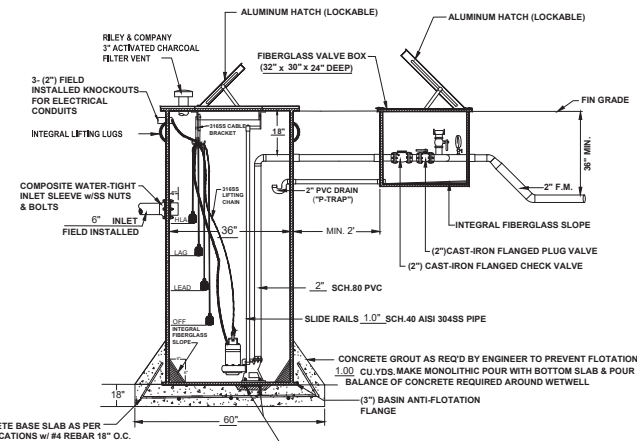
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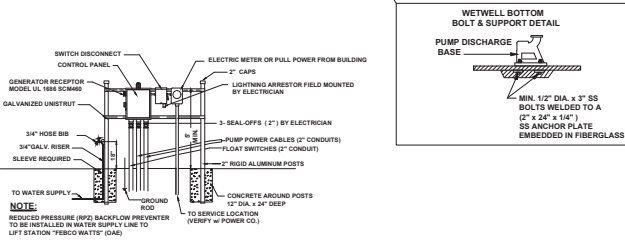
Pump lifting bates shall be made of AISI 304 SS.



NOTE: PUMP CONTROL PANEL SHALL BE LOCATED 3 FEET FROM WETWELL PERIMETER AT POINT "A"



CONCRETE BASE SLAB AS PER SPECIFICATIONS w/ #4 REBAR 18" O.C.



ELECTRICAL RISER FOR ILLUSTRATION PURPOSES ONLY

* ELECTRICIAN NOTES:

1. DRAWING NOT TO SCALE
2. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH LOCAL CODES
3. A. ELECTRICIAN SHALL SEAL OFF CONDUIT RUNS
4. A. ELECTRICIAN TO MOUNT LIGHTNING ARRESTOR AT SWITCH DISCONNECT
5. CONTRACTOR SHALL VERIFY POWER SOURCE PRIOR TO ORDERING EQUIPMENT
6. NEUTRAL TO BE SUPPLIED FOR 230V-3 PHASE OR 230V-SINGLE PHASE POWER.

RILEY & CO. / H-20 GP 96-26-22 GV

REVISIONS	BY

RILEY & Company, Inc.
5191 Benchmark Lane
Sanford, FL 32773
PH. 407-265-9963

Grinder Package Drawing

DRAWN
CHECKED
DATE
SCALE
JOB NO.

WILLIAM A. MENADIER
PROFESSIONAL ENGINEER
FLORIDA REGISTRATION NO. 74581

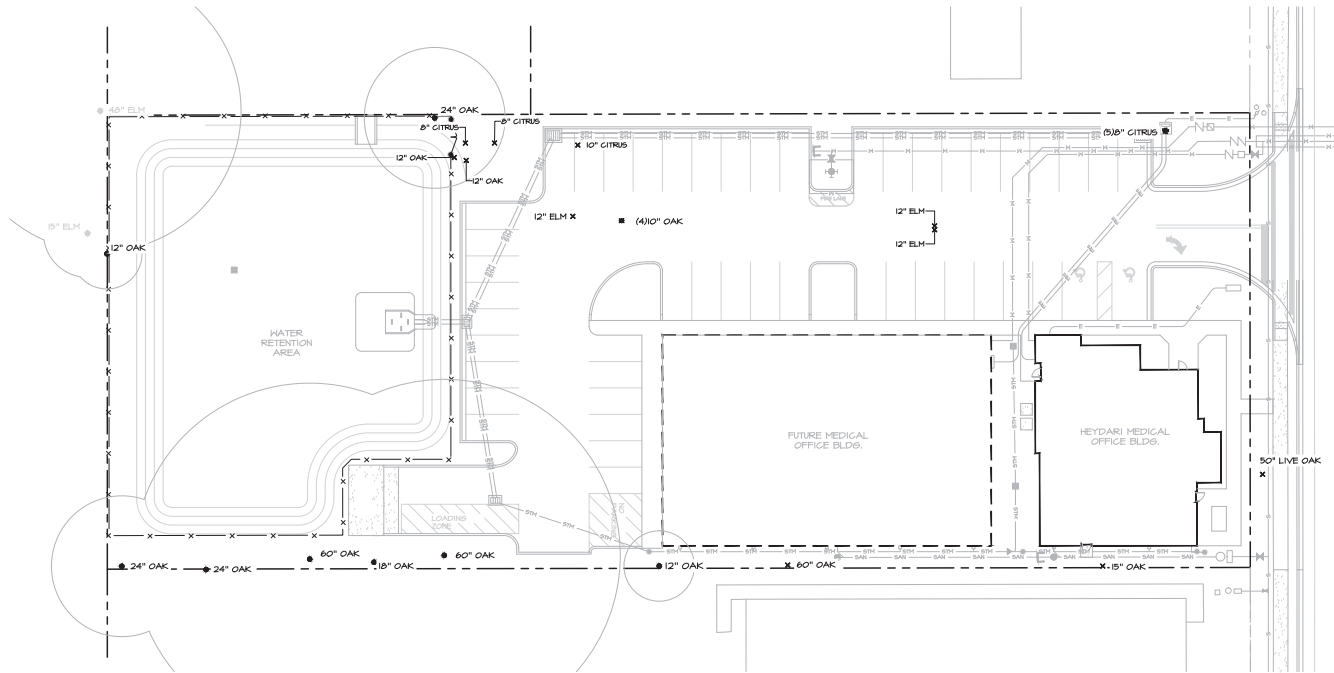
WAA
MENADIER
ENGINEERING
P.O. Box 616
Altamonte, Florida 32716
Ph. (407) 547-7313
www.menadier.com

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

A SITE PLAN FOR:
HEYDARD MEDICAL OFFICES
CITY OF WILDWOOD
Lift Station Details

DATE:
2023-25-001
DATE:
6-23-2024
SCALE:
1"

D005



KEY	
48" ELM ●	TREE TO BE PRESERVED
10" OAK X	TREE TO BE REMOVED
40" ELM ⊗	OFFSITE TREE

TREE DATA

Tree survey provided by Menader Engineering, INC.

TREE NO.	TYPE	DBH	STATUS	TREE NO.	TYPE	DBH	STATUS
1	LIVE OAK	12"	PRESERVE	16	CITRUS	8"	REMOVE
2	LIVE OAK	24"	PRESERVE	17	CITRUS	8"	REMOVE
3	LIVE OAK	12"	REMOVE	18	CITRUS	8"	REMOVE
4	LIVE OAK	12"	REMOVE	19	CITRUS	8"	REMOVE
5	CITRUS	8"	REMOVE	20	LIVE OAK	24"	PRESERVE
6	CITRUS	8"	REMOVE	21	LIVE OAK	24"	PRESERVE
7	CITRUS	10"	REMOVE	22	LIVE OAK	60"	PRESERVE
8	ELM	12"	REMOVE	23	LIVE OAK	18"	PRESERVE
9	LIVE OAK	10"	REMOVE	24	LIVE OAK	60"	PRESERVE
10	LIVE OAK	10"	REMOVE	25	LIVE OAK	12"	PRESERVE
11	LIVE OAK	10"	REMOVE	26	LIVE OAK	60"	REMOVE
12	LIVE OAK	10"	REMOVE	27	LIVE OAK	8"	REMOVE
13	ELM	12"	REMOVE	28	LIVE OAK	50"	REMOVE
14	ELM	12"	REMOVE				

*EXEMPT - TREES LESS THAN 10" DBH

Existing trees have been evaluated by MPA ISA Certified Arborist William Needham, FL5846A and Landscape Architect Suzanne Stancil, PLA LA6666262 and have been categorized as viable.

TREE MITIGATION

Preserved Trees: 8

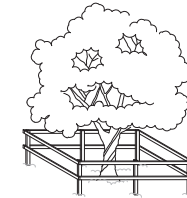
Viable Trees Removed: 13

Viable Trees Other Than Sand or Live Oak Trees Removed		Mitigation required	
Trees 10-17"	4	● 1 Trees each = 4	
Trees 18-35"	0	● 3 Trees each = 0	
Trees 36"+	0	● 4 Trees each = 0	
Total		Mitigation Trees = 4	

Viable Live Oak Trees Removed		Mitigation required	
Live Oaks 10-17"	1	● 1 Trees each = 1	
Live Oaks 18-35"	0	● 3 Trees each = 0	
Live Oaks 36"+	2	● 4 Trees each = 8	
Total		Mitigation Live Oaks = 9	

Total Mitigation Trees required: 13 - Preserved Trees 8 = 5

See L-1 for Plant Schedule indicating replacement trees that will reach a minimum height of 15' and single/aggregate DBH of 4" at maturity.



TREE PROTECTION DETAIL
NOT TO SCALE

Individual or continuous berm to be constructed of 2x4 timber, 4' high, to protect existing trees to remain during clearing of trees and underdrains to be removed. Locate barrier at dripline unless otherwise directed by LA or Arborist.



REVISIONS

DATE BY

MPA Michael Pape & Associates, PA
LAND PLANNING • SITE DESIGN • LANDSCAPE ARCHITECTURE
2331 SE 17th Street, Ocala, FL • 352.351.3500 • www.mpa-la.com

DR. HEYDARI MEDICAL OFFICE
WILDWOOD, FLORIDA
TREE REMOVAL PLAN

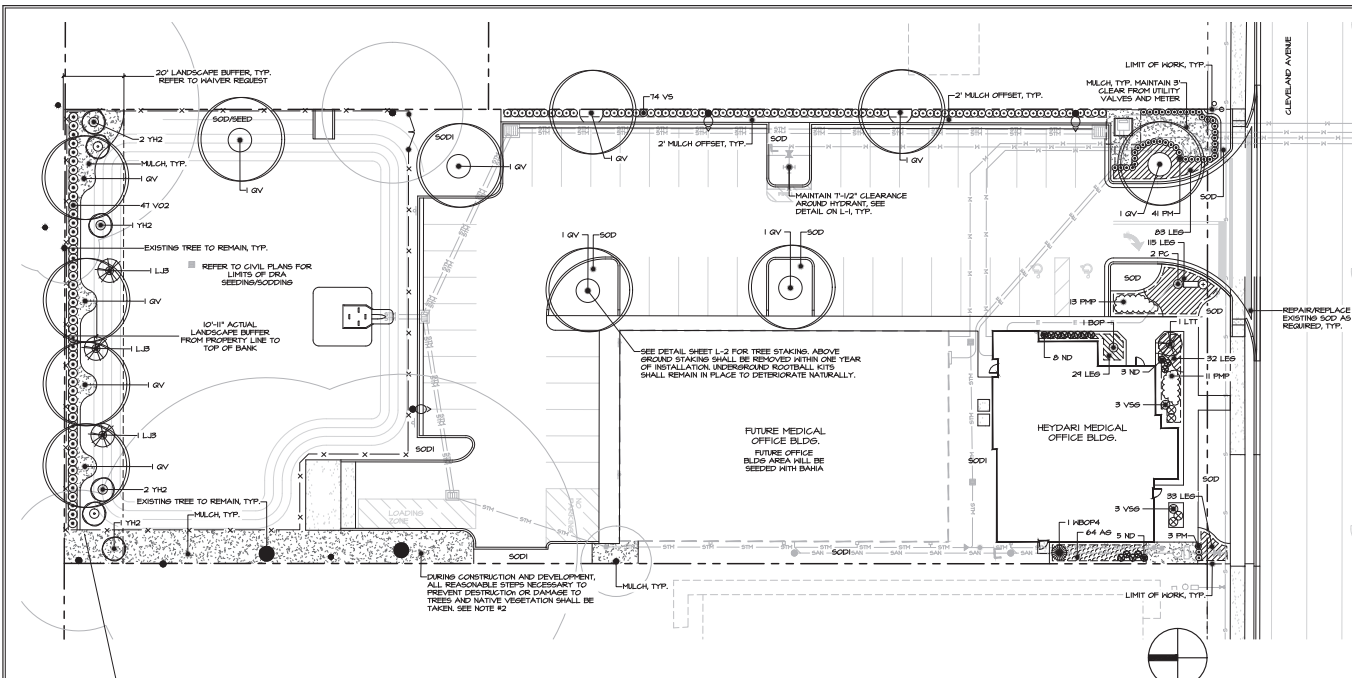
DATE 07-26-24

DWN BY JET

CHKD BY SRS

SHEET 1 OF 1

TR-1



LANDSCAPE CALCULATIONS:

Site Data
Site Area: 1.34 Ac.

Design District: Downtown
Tree Removal and Mitigation
(Tree survey by Rogers Engineering)

II Live Oaks Required for Mitigation - See Tree Removal Plan for detailed calculations

II Live Oaks Provided

Landscape Buffers

NORTH BOUNDARY - See Plan

NO OTHER BUFFERS REQUIRED

Parking Lot Requirements

48 Paved Parking spaces, 18,070 s.f. paved area

Required: 1 canopy tree and 3 shrubs per 25 spaces
(2 canopy trees, 6 shrubs total required for 48 spaces)

Provided: 2 canopy trees and 11 shrubs

Required: Landscape area equal to 10% of paved area (1,807 s.f. for 18,070 s.f. paved area)

Provided 3,231 s.f. (15%) SEE DIAGRAM THIS SHEET

NOTES:

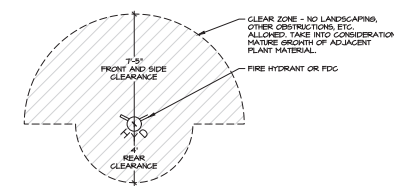
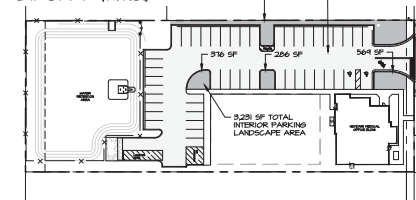
- THIS PLAN IS INTENDED TO REFLECT THE APPLICABLE REQUIREMENTS OF THE CITY OF WILMINGTON CODE. THE OWNER RESERVES THE RIGHT TO ADD NONREQUIRED LANDSCAPING, UNLESS MINIMUM SIZES AND MAKE OTHER IMPROVEMENTS TO THE LANDSCAPING THAT IS CONSISTENT WITH OR MAY EXCEED CODE.
- DURING CONSTRUCTION AND DEVELOPMENT, ALL REASONABLE STEPS NECESSARY TO PREVENT DESTRUCTION OR DAMAGE TO TREES AND NATIVE VEGETATION SHALL BE TAKEN AS DESCRIBED IN ANSI A300 PART 3, PART 6, AND PART 8. UN-CERTIFIED ARBORISTS SHALL DETERMINE THE CONDITION RATING OF THE DAMAGE TO TREES AND NATIVE VEGETATION DESTROYED OR RECEIVING DAMAGE PRIOR TO OCCUPANCY OR USE AS REFERENCED IN THE WILMINGTON TREE MARKET STUDY OF JANUARY 2021.
- ALL SITE AREAS WHICH ARE NOT BUILT UPON OR PAVED SHALL BE LANDSCAPED, SEEDED, SOILED, AND/OR MULCHED, UNLESS LEFT IN A NATURAL, UNDISTURBED STATE.
- ALL PLANT MATERIAL USED SHALL BE EQUAL TO OR EXCEED THE GRADE OF FLORIDA #1 AS PER 'GRADES AND STANDARDS FOR NURSERY PLANTS', STATE OF FLORIDA, LATEST EDITION.
- ALL LANDSCAPING SHALL BE INSTALLED IN A PROFESSIONAL MANNER FOLLOWING ACCEPTABLE NURSERY PRACTICES AS SET BY THE FLORIDA NURSERY, GROVERS AND LANDSCAPE ASSOCIATION, FFLA.
- THE OWNER, INCLUDING SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPING ON-SITE AND THE GRASSED RIGHTS-OF-WAY.
- ALL TREES AND SHRUBS SHALL BE WATERED BY A 100% AUTOMATIC IRRIGATION SYSTEM EQUIPPED WITH A RAIN SENSOR DEVICE PURSUANT TO F.S. CHAPTER 379. THE WATER SOURCE SHALL BE A PROPOSED IRRIGATION 50\"/>

PLANT SCHEDULE

Note: Plant quantities are provided as a guide only. The contractor shall confirm total quantities as required by the plan. All sizes given are minimum unless otherwise noted. Every component of spec shall be met.

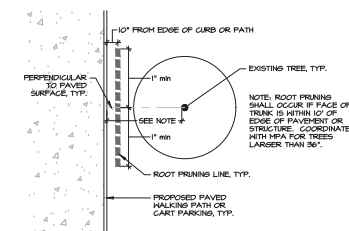
Key	Qty	Plant Name	Size and Spacing	Maintenance
AS	64	Lily-of-the-Nile <i>Agapanthus africanus</i> - (AS)	#1, full, 3-4 spp. min. 10' oc	24\"/>

INTERIOR LANDSCAPE DIAGRAM (N.T.S.)



HYDRANT CLEARANCE DETAIL

N.T.S.



TYPICAL ROOT PRUNING PLAN

SCALE: 1" = 10'

REVISIONS

DATE

Michael Pape
& Associates, PA
MPA
LAND PLANNING & SITE DESIGN • LANDSCAPE ARCHITECTURE
2351 SE 17th Street, Suite, FL 33231-3500 • www.mpa-la.com

DR. HEYDARI MEDICAL OFFICE
WILMINGTON, FLORIDA
LANDSCAPE PLAN

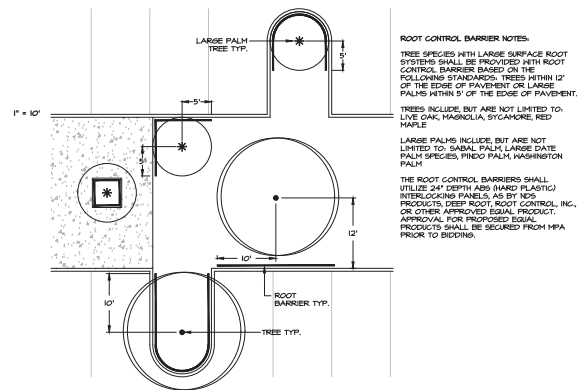
DATE: 07-26-24

DRAWN BY: RZ/IT

CHD. BY: S&S

SHEET 1 OF 2

L-1

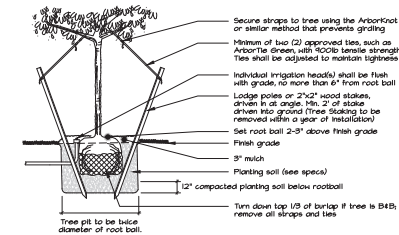


ROOT CONTROL BARRIER DETAIL

LANDSCAPE NOTES (REFER TO THE DETAILED SPECIFICATIONS)

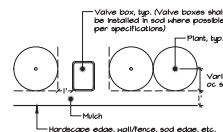
- The Landscape Contract shall generally include the following work:
 - Finish grading 4" in all areas of the work.
 - Root pruning existing tree critical root zones prior to permanent irrigation installation, including trees along perimeter of site. Directional boring shall be required within all critical root zones of trees.
 - Thorough removal of existing vegetation in all areas of the work, including application of post-emergent herbicide at least two weeks prior to planting and use of pre-emergent herbicide during planting.
 - Supplying of plant material of the specified type, size, and quality.
 - Proper location, layout, and orientation of trees and planting beds.
 - Proper amendment of the soil used for planting, preparation of bed areas, staking of planting pits, and correct planting procedures.
 - Installation of sod within the limits shown on the plan, in a neat, finished manner meeting specified requirements.
 - Insuring and maintaining all plantings per the specified requirements until final completion and acceptance.
 - Observing and following any special requirements beyond the specifications as noted on the plans.
 - Removing above ground trees existing within one year of installation. Underground rootball kills shall remain in place and will deteriorate naturally.
- The Landscape Contractor shall be responsible for:
 - Observing and reporting any detrimental soil, drainage, or other any conditions which would affect the health and performance of the landscaping.
 - Following all applicable codes and regulations concerning the work, whether or not they are stipulated in the bid documents.
 - Providing competent supervision of the work at all times.
 - Reporting and repairing any damage caused by the work or actions.
 - Maintaining the jobsite in a clean, professional, and workmanlike manner.
 - Coordination of or with irrigation installation in order to achieve proper coverage, including adjustments of plant locations if required.
 - Coordination with all other aspects of the job affecting the finished character of the landscaping, particularly the drainage system, to achieve proper results, including adjustments to plant locations if required.
 - Protecting the work in a continuous and diligent manner until it is complete according to the Plans and Specifications.
 - Following all administrative and technical requirements of the bid documents.
- Michael Pope & Associates, P.A. is responsible for ensuring that the work meets all requirements stipulated and implied in the Plans and Specifications. Any work that does not is subject to rejection, and replacement by the contractor at his own cost.

REFER TO SEPARATE SET OF SPECIFICATIONS THAT MUST ACCOMPANY THIS PLAN.



TREE INSTALLATION DETAIL

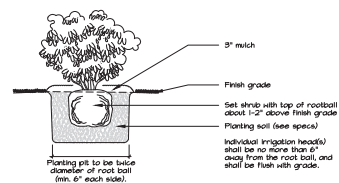
FOR MULTI-TRUNK TREES, TREES LESS THAN 3" CAL., OR CONTAINER TREES UP TO 30 GAL.



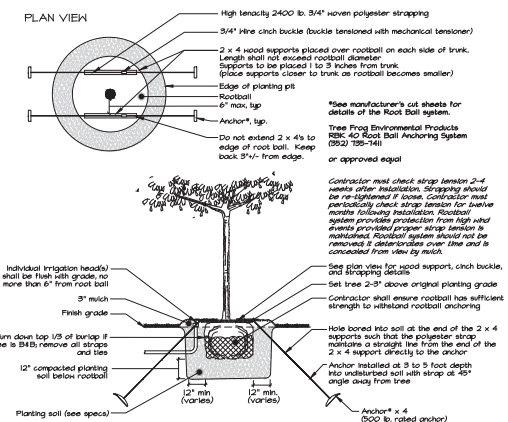
As shown on plan, all shrubs and grandersons adjacent to curb/pavement, etc. (i.e., wall/fence, building foundation, valve box/utility vault, etc., shall be installed with the plant center spaced an additional 1" from the edge, unless otherwise noted.

OFFSET DETAIL

N.T.S.



SHRUB INSTALLATION DETAIL



TREE INSTALLATION DETAIL

FOR 3-4" CAL., 45-100 GAL. TREES OR B&B TREES UP TO 40" DIAMETER ROOTBALL.

REVISIONS

DATE

Michael Pope & Associates, P.A.
LAND PLANNING • SITE DESIGN • LANDSCAPE ARCHITECTURE
2351 SE 17th Street, Ocala, FL 32131-3500 • www.MPA-PA.com

DR. HEYDARI MEDICAL OFFICE
WILKWOOD, FLORIDA

LANDSCAPE PLAN

DATE: 07-26-24

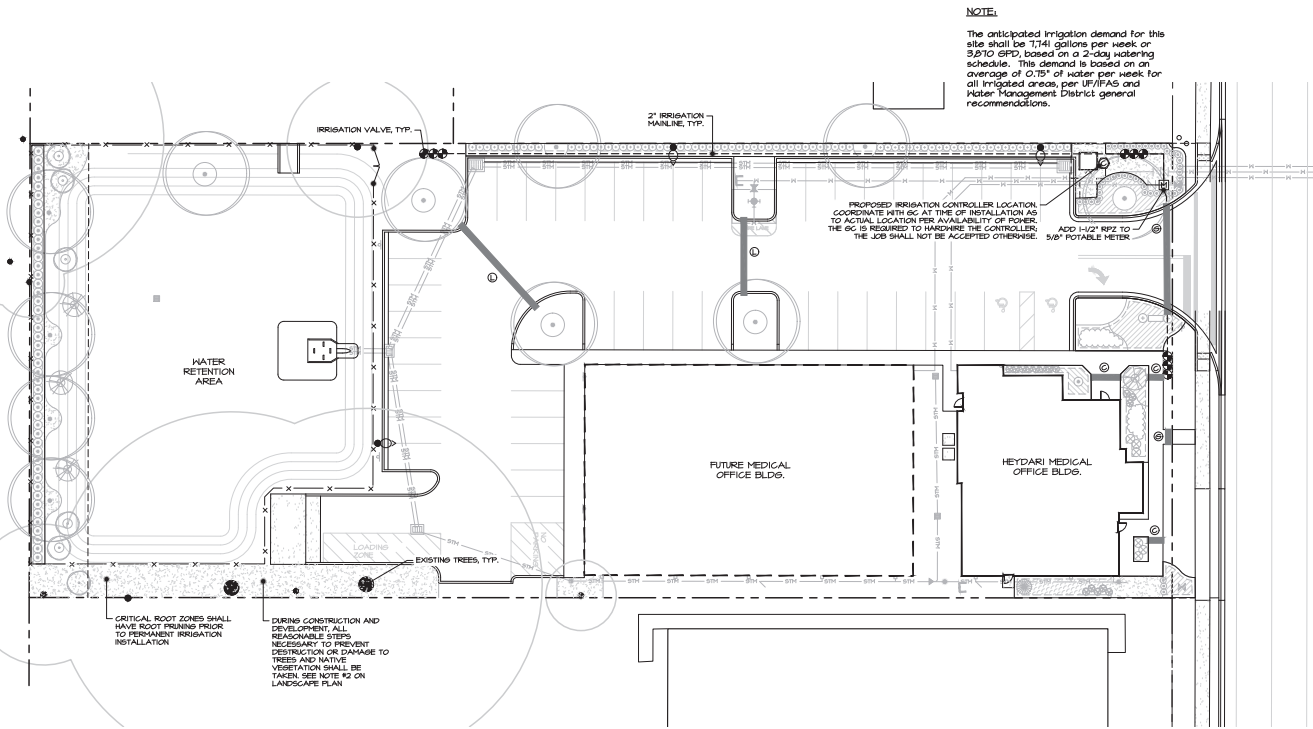
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CHKD BY: SMS

SHEET 2 OF 2

L-2

P:\METADAR\BID\LANDSC-10-24-RETARD-IR-216



NOTES:

1. THIS PLAN IS INTENDED TO REFLECT THE APPLICABLE REQUIREMENTS OF THE CITY OF WILDWOOD CODE. THE OWNER RESERVES THE RIGHT TO REQUIRE LANDSCAPING, IRRIGATION MINIMUM SIZES, AND MAKE OTHER IMPROVEMENTS TO THE LANDSCAPING THAT IS CONSISTENT WITH, OR MAY EXCEED CODE.
2. DURING CONSTRUCTION AND DEVELOPMENT, ALL REASONABLE STEPS NECESSARY TO PREVENT DESTRUCTION OR DAMAGE TO TREES AND NATIVE VEGETATION SHALL BE TAKEN AS DESCRIBED IN ANSI ASPO PART 5, PART 6, AND PART 8. ISA-CERTIFIED ARBORIST SHALL DETERMINE THE CONDITION RATINGS OF THE DAMAGE TO TREES AND NATIVE VEGETATION DESTROYED OR RECEIVING MAJOR DAMAGE PRIOR TO OCCUPANCY OR USE AS REFERENCED IN THE WILDWOOD TREE MARKET STUDY OF JANUARY 2023.
3. ALL SITE AREAS WHICH ARE NOT BUILT UPON OR PAVED SHALL BE LANDSCAPED, SODDED, SEEDED, AND/OR MULCHED, UNLESS LEFT IN A NATURAL, UNDISTURBED STATE.
4. ALL PLANT MATERIAL USED SHALL BE EQUAL TO OR EXCEED THE GRADE OF FLORIDA #1 AS PER SPECIFICATIONS AND STANDARDS FOR NURSERY PLANTY, STATE OF FLORIDA, LATEST EDITION.
5. ALL LANDSCAPING SHALL BE INSTALLED IN A PROFESSIONAL MANNER FOLLOWING ACCEPTABLE NURSERY PRACTICES AS SET BY THE FLORIDA NURSERY, ARBORERS AND LANDSCAPE ASSOCIATION, FFLNA.
6. THE OWNER, INCLUDING SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPING ON-SITE AND THE GRASSED RIGHTS-OF-WAY.
7. ALL TREES AND SHRUBS SHALL BE WATERED BY A 100% AUTOMATIC IRRIGATION SYSTEM EQUIPPED WITH A RAIN SENSOR DEVICE PURSUANT TO F.S. CHAPTER 378. THE WATER SOURCE SHALL BE A 5/8\"/>
8. ALL LANDSCAPING CONFORMS GENERALLY TO WATER-EFFICIENT DESIGN PRINCIPLES, INCLUDING THE USE OF NATIVE AND/OR DROUGHT-TOLERANT SPECIES.

IRRIGATION NOTES (REFER TO THE DETAILED SPECIFICATIONS)

1. The Irrigation Contractor shall generally include the following items:
 - A. All equipment, materials, and labor to provide a complete and properly operating irrigation system meeting the performance specifications and the requirements of the landscape plan.
 - B. Root pruning existing tree critical root zones prior to permanent irrigation installation, including boring along perimeter of site. Directional boring shall be required within all critical root zones of trees.
 - C. Documentation and submittal of actual water supply performance prior to commencing installation.
 - D. Separation of zones covering grounds for independent operation where applicable.
 - E. Adjustment of pipe head or valve locations or depths to allow for landscaping.
 - F. Adjustment of nozzle pattern or reduction of heads to maintain overhead and pavement or structures and to provide satisfactory coverage to all plant material.
 - G. Programming of and labeling of controllers and submittal of separate zone schedule and Controller Operations Manual to the Landscape Architect.
 - H. Submittal of two Owner's Manuals with contents as described in the specifications.
 - I. Submittal of as-built plans illustrating dimensional locations of all major components and any changes to the bid plan.
 - J. Provision of a written guarantee.
2. The Irrigation Contractor shall be responsible for:
 - A. Observing and reporting any conditions which would affect the performance of the system.
 - B. Following all applicable codes and regulations concerning the work, whether or not they are stipulated in the bid documents.
 - C. Providing competent supervision of the work at all times.
 - D. Reporting and repairing any damage caused by his work or actions.
 - E. Maintaining the jobsite in a clean, professional, and workmanlike manner.
 - F. Coordination of or with landscape installation in order to achieve proper coverage, including adjustment of head locations if required.
 - G. Protecting the work in a continuous and diligent manner until it is complete according to the Plans and Specifications.
 - H. Following all administrative and technical requirements of the bid documents.
3. Michael Pape & Associates, P.A. is responsible for ensuring that the work meets all requirements stipulated and implied in the Plans and Specifications. Any work that does not is subject to rejection, and replacement by the contractor at his own cost.

REFER TO SEPARATE SET OF SPECIFICATIONS THAT MUST ACCOMPANY THIS PLAN.

CITY OF WILDWOOD IRRIGATION CODE:

ALL LANDSCAPING WILL BE REQUIRED TO PROVIDE AN ADEQUATE IRRIGATION SYSTEM AS REQUIRED FOR THE MAINTENANCE OF THE PLANT MATERIAL (IRRIGATION SYSTEM, HOSE, ETC.). REUSE WATER MUST BE UTILIZED FOR IRRIGATION WHEN AVAILABLE TO PROJECT SITE. ON COMMERCIAL SITES, THE IRRIGATION SYSTEMS SHALL MEET THE FLORIDA BUILDING CODE SPECIFICATIONS AND P.S. # 1 STRADA FOR RAIN SENSOR SHUT-OFF DEVICES FOR LANDSCAPE IRRIGATION INSTALLATION AS OUTLINED IN APPENDIX F OF THE PLUMBING CODE, AND/OR MEET THE CURRENT REQUIREMENTS STANDARDS AS PUBLISHED BY THE FLORIDA IRRIGATION SOCIETY. MICRO-IRRIGATION MAY BE UTILIZED TO CONSERVE WATER RESOURCES PROVIDED IT IS IN COMPLIANCE WITH THE FLORIDA BUILDING CODE. WATERING FOR NEW LANDSCAPES SHALL COMPLY WITH THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT GUIDELINES IN FORCE AT ANY GIVEN PERIOD. ALL IRRIGATION SYSTEMS INSTALLED WITHIN THE CITY SHALL MAINTAIN THE FOLLOWING AS MINIMUM STANDARDS FOR INSTALLATION AND MAINTENANCE:

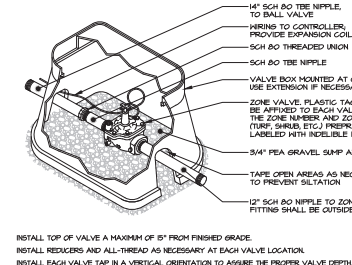
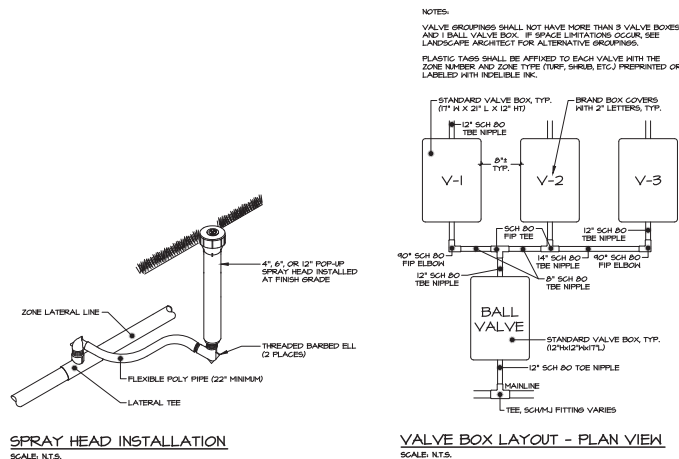
- (A) PROPERLY INSTALLED AND FUNCTIONING AUTOMATIC RAIN AND SOIL MOISTURE SENSORS SHUT OFF DEVICES.
 - (B) BACK FLOW PREVENTION VALVE.
 - (C) SEPARATE IRRIGATION ZONES FOR TURF AND NON-TURF AREAS.
 - (D) MATCHING PRECIPITATION RATES ON HEAD WITHIN A ZONE (I.E., ROTORS AND SPRAY HEADS ON SEPARATE ZONES).
 - (E) USE OF PRESSURE REGULATED VALVES AND HEADS.
 - (F) 100% OVERLAPPING HEAD TO HEAD COVERAGE.
 - (G) MAXIMUM FLOW VELOCITY OF FIVE FEET (5') PER SECOND.
 - (H) CHECK VALVES IN LOW TOPOGRAPHIC AREAS TO PREVENT SYSTEM DRAIN DOWN.
 - (I) APPROPRIATE IRRIGATION SCHEDULING THAT SUPPLEMENTS RAINFALL, SO TURF AREAS RECEIVE NO MORE THAN ONE AND ONE-HALF (1 1/2) INCHES OF TOTAL NOCTURNE RAIN AND IRRIGATION PER WEEK, AND LESS IN BED AREAS, AND
 - (J) REGULAR INSPECTION AND MAINTENANCE TO DETECT LEAKS, CLEAN FILTERS, AND REPAIR OR REPLACE ROTORS AND SPRAY HEADS AS NEEDED.
- ALL LAWN IRRIGATION SYSTEMS MUST CONTAIN A RAIN SENSOR DEVICE OR SWITCH WHICH WILL OVER-RIDE THE IRRIGATION CYCLE OF THE SPRINKLER SYSTEM PURSUANT TO F.S. CH. 378, OR AS AMENDED.

CONTRACTORS:

1. YOU ARE ADVISED TO CONFIRM WITH MICHAEL PAPE & ASSOCIATES THAT THIS IS THE FINAL PLAN PRIOR TO BIDDING AND CONSTRUCTION.
2. READ AND FOLLOW THE SEPARATE SPECIFICATION DOCUMENT THAT MUST ACCOMPANY THIS PLAN.
3. ANY DAMAGE TO ANY EXISTING LANDSCAPING OR IRRIGATION ON ADJACENT SITES CAUSED BY ANY ASPECT OF THE CONSTRUCTION OF THIS PROJECT SHALL BE RESTORED IMMEDIATELY TO ACCEPTABLE CONDITIONS, AS DETERMINED BY MPA.

SCALE: 1"=20'

IRRIGATION SLEEVING LEGEND	
A =	(1) 6"
	(2) 4"
	(3) 2"
B =	(2) 4"
C =	(4) 4"
	(1) 2"
D =	(2) 2"
F =	(1) 6"
G =	(4) 4"
	(2) 2"
H =	(1) 6"
	(1) 4"
	(2) 4"
I =	(2) 6"
	(1) 4"
	(1) 2"
J =	(1) 2"
K =	(1) 6"
	(1) 4"
	(2) 2"
L =	(1) 2"
M =	(2) 6"
	(1) 4"
	(2) 2"
N =	(1) 6"
	(2) 2"



INSTALL TOP OF VALVE A MAXIMUM OF 5" FROM FINISHED GRADE.
INSTALL REDUCERS AND ALL-THREAD AS NECESSARY AT EACH VALVE LOCATION.
INSTALL EACH VALVE TAP IN A VERTICAL ORIENTATION TO ASSURE THE PROPER VALVE DEPTH.

ZONE VALVE
SCALE: N.T.S.

REVISIONS

DATE BY

Michael Pape & Associates, PA
MPA
LAND PLANNING • SITE DESIGN • LANDSCAPE ARCHITECTURE
2351 SE 17th Street, Ocala, FL 34471 • 352.351.3500 • www.mpa-la.com

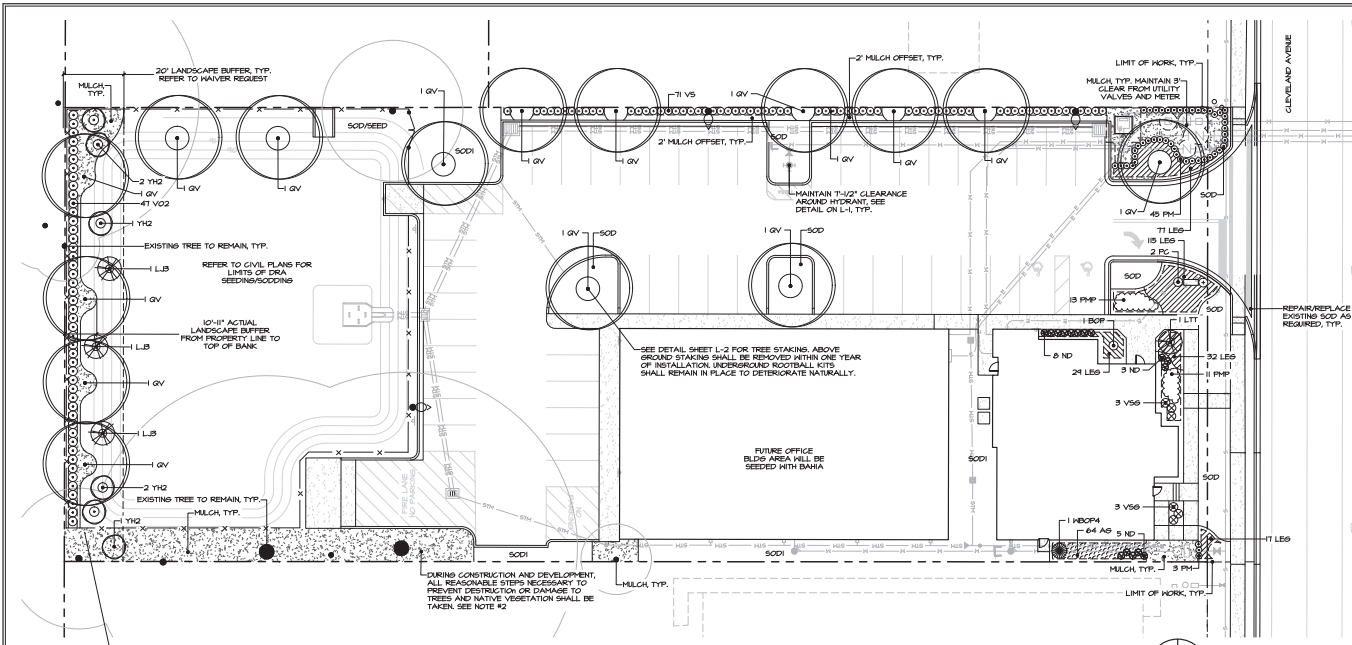
DR. HEYDARI MEDICAL OFFICE
WILDWOOD, FLORIDA

IRRIGATION PERMIT PLAN

DATE: 07-26-24
DWN BY: RAZ
CHKD BY: SRS

SHEET ___ OF ___

IR-1



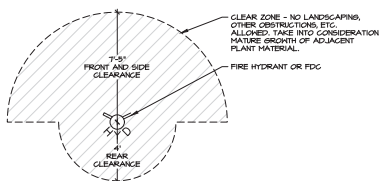
LANDSCAPE BUFFER ALONG NORTH BOUNDARY (180' LF)

REQUIRED:

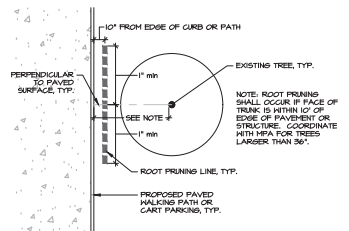
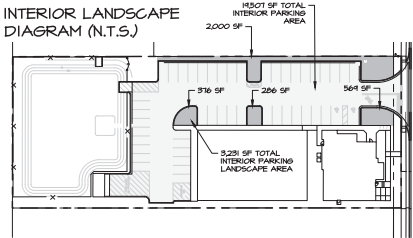
- 20' Wide
- 6 Shade Trees, 1 Understory, Continuous Hedge (3 Shade 3 Understory per 100' LF)

PROVIDED:

- 20' Wide
- 6 Shade Trees (2 Existing + 4 Proposed)
- 1 Understory Trees
- Continuous Hedge



HYDRANT CLEARANCE DETAIL
N.T.S.



TYPICAL ROOT PRUNING PLAN
SCALE: 1" = 10'

LANDSCAPE CALCULATIONS:

Site Data
Site Area: 1.94 Ac.

Design District: Downtown

Tree Removal and Mitigation
(Tree survey by Rogers Engineering)

14 Trees Required for Mitigation - See Tree Removal Plan for detailed calculations

15 Live Oaks + 10 Other Trees Provided

Landscape Buffers

NORTH BOUNDARY - See Plan

NO OTHER BUFFERS REQUIRED

Parking Lot Requirements

48 Paved Parking spaces, 14,501 s.f. paved area

Required: 1 canopy tree and 3 shrubs per 25 spaces
(2 canopy Trees, 6 shrubs total required for 48 spaces)

Provided: 2 canopy trees and 11 shrubs

Required: Landscape area equal to 10% of paved area (1,450 sf for 14,501 sf paved area)

Provided 3,231 s.f. (15%) SEE DIAGRAM THIS SHEET

- NOTES:**
- THIS PLAN IS INTENDED TO REFLECT THE APPLICABLE REQUIREMENTS OF THE CITY OF WILMINGTON CODE. THE OWNER RESERVES THE RIGHT TO ADD, MODIFY, OR REMOVE LANDSCAPING, UNLESS OTHERWISE NOTED, AND MAKE OTHER IMPROVEMENTS TO THE LANDSCAPING THAT IS CONSISTENT WITH OR MAY EXCEED CODE.
 - DURING CONSTRUCTION AND DEVELOPMENT, ALL REASONABLE STEPS NECESSARY TO PREVENT DISTURBANCE OR DAMAGE TO TREES AND NATIVE VEGETATION SHALL BE TAKEN AS DESCRIBED IN ANSI A300 PART 3, PART 6, AND PART 8. (SA-CERTIFIED ARBORIST) SHALL DETERMINE THE CONDITION RATING OF THE DAMAGE TO TREES AND NATIVE VEGETATION DESTROYED OR RECEIVING DAMAGE PRIOR TO OCCUPANCY OR USE AS REFERENCED IN THE WILMINGTON TREE MARKET STUDY OF JANUARY 2020.
 - ALL SITE AREAS WHICH ARE NOT BUILT UPON OR PAVED SHALL BE LANDSCAPED, SEEDED, SOILED, AND/OR MULCHED, UNLESS LEFT IN A NATURAL, UNDISTURBED STATE.
 - ALL PLANT MATERIAL USED SHALL BE EQUAL TO OR EXCEED THE GRADE OF FLORIDA #1 AS PER 'GRADES AND STANDARDS FOR NURSERY PLANTS', STATE OF FLORIDA, LATEST EDITION.
 - ALL LANDSCAPING SHALL BE INSTALLED IN A PROFESSIONAL MANNER FOLLOWING ACCEPTABLE NURSERY PRACTICES AS SET BY THE FLORIDA NURSERY, GROWERS AND LANDSCAPE ASSOCIATION, FNA.
 - THE OWNER, INCLUDING SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE LANDSCAPING ON-SITE AND THE GRASSED RIGHTS-OF-WAY.
 - ALL TREES AND SHRUBS SHALL BE WATERED BY A 100% AUTOMATIC IRRIGATION SYSTEM EQUIPPED WITH A RAIN SENSOR DEVICE PURSUANT TO P.S. CHAPTER 313. THE WATER SOURCE SHALL BE A PROPOSED IRRIGATION 50" POTABLE WATER WITH BACKFLOW PREVENTION DEVICE. SEE IRRIGATION PERMIT PLAN FOR LOCATION. BAHIA SOD MAY BE UNIRRIGATED.
 - ALL LANDSCAPING CONFORMS GENERALLY TO WATER-EFFICIENT DESIGN PRINCIPLES, INCLUDING THE USE OF NATIVE AND/OR DROUGHT-TOLERANT SPECIES.

PLANT SCHEDULE Note: Plant quantities are provided as a guide only. The contractor shall confirm total quantities on site and the grassed rights-of-way. All sizes given are minimum unless otherwise noted. Every component of spec shall be met.

Key	Qty	Plant Name	Size and Spacing	Maintenance
AS	64	Lily-of-the-Nile <i>Agapanthus africanus</i> - (AS)	#1, full; 3-4 spp min; 10' x 10'	24" ht x full mass; remove dead flower stalks
BOP	1	Bird of Paradise <i>Strelitzia reginae</i> - (BOP)	#5, 3' x 3' min, full; sun grown	Allow natural growth; deadhead and remove dead foliage
LEB	266	Emerald coccinea Liriodendron <i>Liriodendron chinensis</i> - (LEB)	#1, full; 5-7 spp min; 10' x 10'	10' ht x full mass
LJB	3	Ligustrum <i>Ligustrum japonicum</i> - (LJB)	#65 min; 8' ht x 8' spp min full to ground; 2" DBH (Aggregate)	Allow natural growth
LTT	1	Ligustrum, tree-type <i>Ligustrum japonicum</i> - (LTT)	DBH 8" ht x 8" spp; multi-trunk; 4 min open below 2" DBH min (Aggregate)	Allow natural growth; 6-8" open below; prune informally do not shear
ND	16	Heavenly Bamboo <i>Nandina domestica</i> - (ND)	#1, 25" ht x 2" spp; 5 canes min	Allow natural growth
PC	2	Flamingo <i>Flamingo capensis</i> - (PC)	#5, 18" x 18" spp; 42" oc	4' ht x full mass; maintain informally; do not shear
PM	45	Japanese Yew, Columnar <i>Podocarpus macrophylla</i> - (PM)	#1, 3-4' ht x 22-24" spp; burgled, full and vigorous; 2' oc	4' ht x 4' full hedge; may be sheared
PHF	24	Princess Dwarf Japanese Yew <i>Podocarpus macrophylla</i> - (PHF)	#5, 10-12" ht x 12-18" spp; 3' oc	30" ht x full mass; maintain informally; do not shear
VO	15	Live Oak <i>Quercus virginiana</i> - (VO)	DBH 14-16" ht x 1-1 1/2" spp; 2" DBH min (DF cut)	Allow natural growth; prune only for form or dead wood
VG2	41	Sweet Viburnum <i>Viburnum odoratissimum</i> - (VG2)	#1, 30-36" ht x 2" spp; 4' oc	Allow natural growth
V5	66	Sandbar Viburnum <i>Viburnum angustifolium</i> - (V5)	#1, 3' ht x 3' spp; 3' oc	3' ht x 3' full hedge
V56	6	Variegated Shell Ginger <i>Alpinia zerumbet</i> - (V56)	#5, 24" O.A. shade-grown; 3' oc	Allow natural growth; maintain informally; remove dead foliage
HEOP4	1	Bird of Paradise, White <i>Strelitzia reginae</i> - (HEOP4)	#1, 45" ht x 24" min, full; 3 spp; sun grown	Allow natural growth; deadhead and remove dead foliage
Y12	6	Yucca Holly tree type <i>Yucca hibernica</i> - (Y12)	#40, 8' ht min x 3-4' spp; multi-trunk; 2" DBH min (Aggregate)	Allow natural growth
MULCH		Five Star - (MULCH)	3" depth	Refresh annually, or as needed
SOD		St. Augustine 'Floridan' <i>Stenotaphrum secundatum</i> - (SOD)		
SOD1		Argentine Bahia <i>Palmetto natatum</i> - (SOD1)		

IT SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO PROVIDE TEMPORARY IRRIGATION TO UNIRRIGATED BAHIA INSTALLED AS PART OF THIS CONTRACT, UNTIL ESTABLISHMENT OR TURNOVER, WHICHEVER OCCURS EARLIER.

NOTES:

Any damage to any existing landscaping or irrigation on adjacent sites caused by any aspect of the construction of this project shall be restored immediately to acceptable conditions, as determined by MPA.

REVISIONS

DATE

Michael Pape & Associates, PA

LAND PLANNING • SITE DESIGN • LANDSCAPE ARCHITECTURE

2351 SE 17th Street, Ocala, FL 34471-3500 • www.MPA-LA.com

DR. HEYDARI MEDICAL OFFICE

WILMINGTON, FLORIDA

LANDSCAPE PLAN

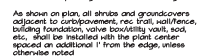
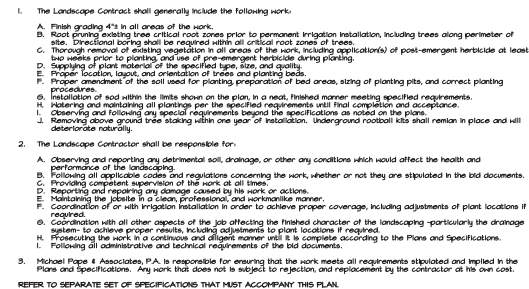
DATE: 09-17-24

DRAWN BY: RZ/IT

CHECKED BY: SLS

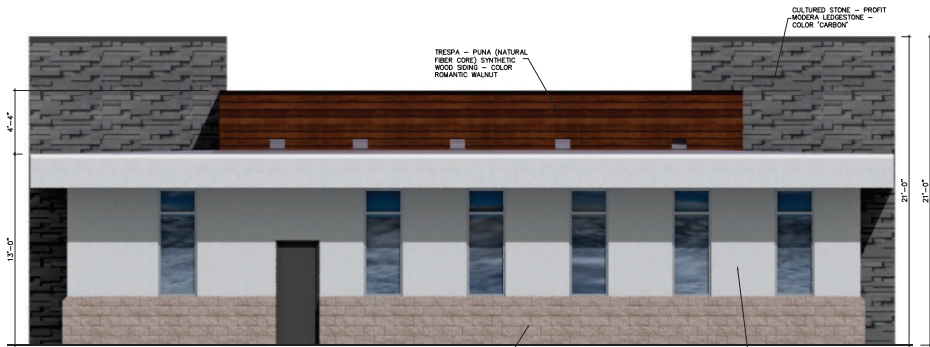
SHEET 1 OF 2

L-1



OFFSET DETAIL

[illegible]



West Elevation

SCALE 1/4" = 1'-0"



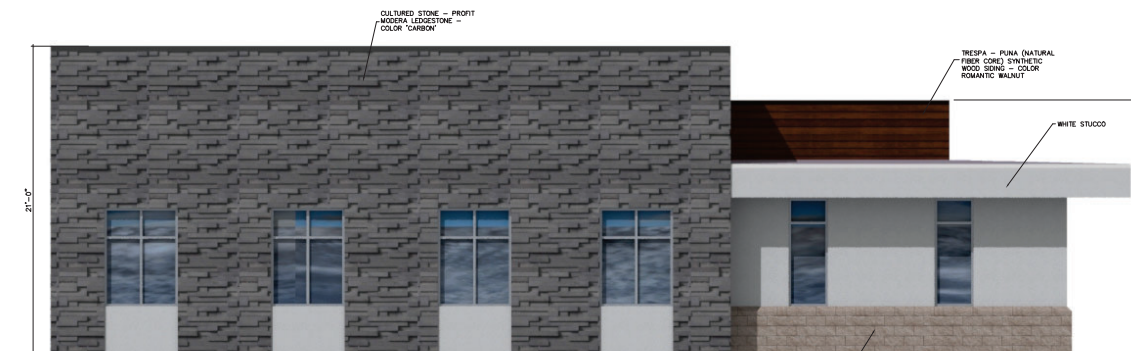
East Elevation

SCALE 1/4" = 1'-0"



South Elevation

SCALE 1/4" = 1'-0"



North Elevation

SCALE 1/4" = 1'-0"



ARCHITECTURE

PAUL N
MEDLEY
Architect

AIA NCARB
101 Smokerise Blvd
Longwood FL 32779
PHONE NUMBER 407-701-6440
WWW.PNM-ARCHITECTURE.COM

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SEAL AR # 96512

PROJECT
New Dental
Clinic for
Dr. Majid Heydari
1403 Cleveland Ave
Wildwood Florida

REVISION DATES

DATE
4-29-21

SHEET TITLE
ELEVATIONS

SHEET NUMBER

A2

PROJECT NO.
016-20

PLANS REVIEWED BY CITY OF WILDWOOD
DEVELOPMENT SERVICES DEPARTMENT

APPROVED
APPROVED WITH CONDITIONS
DENIED

Amanda Bush

Digitally signed by Amanda Bush
DN: cn=Amanda Bush, o=City of
Wildwood, ou=Development Services,
email=abush@wildwood-fl.gov, c=US
Reason: I am approving this document
Date: 2023.03.13 11:26:40 -0400