



**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY - CITY OF WILDWOOD**

**Special Magistrate – Lindsay C.T. Holt**

**Agenda**

**Regular Meeting**

**July 1, 2025 2:00 PM**

City Hall Commission Chamber

100 N Main Street

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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.

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

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**I. Call to Order**

**II. APPROVAL OF SUMMARY MINUTES**

- 1. Planning & Zoning Board/Special Magistrate as Local Agency  
Regular Meeting June 03, 2025, at 2:00 PM.**

**III. OLD BUSINESS**

**IV. NEW BUSINESS**

- 1. A25-1988 - Bonnie Boyd- SSCPA**

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

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

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Urban Residential (Sumter County) to Mobile Home Park (City) for the parcel listed above on 0.146 acres MOL. **Staff recommends a favorable recommendation of Ordinance O2025-27 to be forwarded to the City Commission for further action.**

2. **A25-1948 Monarch Ranch North Phase 1 - SSCPA**

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

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from General Commercial and Agricultural (Sumter County) to Industrial (City) for the portions of parcels listed above on 49.41 acres MOL. This request is accompanied by a rezoning request A25-1947. **Staff recommends approval pending an agreement with the City regarding utility credits.**

3. **CP 2305-002 Summers - SSCPA**

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

**G15C017**

The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to Commercial (City) for the parcels listed above on 0.8 acres MOL. This request is accompanied by rezoning request RZ 2305-002 (O2025-32). **Staff recommends approval and a favorable recommendation of Ordinance Number O2025-31 to be forwarded to the City Commission for further action.**

**V. ADJOURNMENT**

**July 1, 2025 2:00 PM**

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE  
CITY OF WILDWOOD**

**EXECUTIVE SUMMARY**

**SUBJECT: Planning & Zoning Board/Special Magistrate as Local Agency  
Regular Meeting June 03, 2025, at 2:00 PM.**

**REQUESTED ACTION:**

**CONTRACT:**

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

**BUDGET IMPACT:**

**HISTORY/FACTS/ISSUES:**

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY**  
**CITY OF WILDWOOD, FLORIDA**  
**REGULAR MEETING**  
 June 3, 2025 2:00 PM  
**CITY HALL COMMISSION CHAMBER**

(meeting taped)

**I. Call to Order**

<b>Attendee Name</b>	<b>Title</b>	<b>Status</b>
Lindsay C.T. Holt	Special Magistrate	Present
Melanie Strickland	Development Services Director	Present
Wendy Then	Assistant Development Services Director	Present
McKenna Page	Planner	Present
Alex Lammers	Planner	Present
Jessica Barnes	City Clerk	Present
Brian Harrie	Lieutenant	Present

Special Magistrate Holt brought the meeting to order at 2:03 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 Board/Special Magistrate as Local Agency  
Regular Meeting May 06, 2025, at 2:00 PM.

Special Magistrate Holt saw no revisions necessary and approved the summary minutes for the May 6, 2025, meeting.

<b>RESULT:</b>	<b>Passed</b>
<b>MOVER:</b>	Special Magistrate Holt
<b>SECONDER:</b>	None
<b>AYES:</b>	Special Magistrate Holt

**III. OLD BUSINESS**

None.

**IV. NEW BUSINESS**

1. A25-1716 Parcel #G15A132 SSCPA (6454 C44-A, Wildwood, FL 34785)

Special Magistrate Holt read aloud the title of A25-1716 Parcel #G15A132 SSCPA (6454 C44-A, Wildwood, FL 34785), O2025-22. Planner Lammers presented a small-scale comprehensive plan amendment to change the Future Land Use Map designation from Rural Residential (Sumter County) to Residential Mixed Use (City) for parcel G15A132 (0.14 acres). The applicant, Tyler Counts, was present to answer questions. There were no public comments. The Special

Magistrate made a favorable recommendation of approval to be forwarded to the City Commission for final determination.

<b>RESULT:</b>	<b>Passed</b>
<b>MOVER:</b>	Special Magistrate Holt
<b>SECONDER:</b>	None
<b>AYES:</b>	Special Magistrate Holt

**V. ADJOURNMENT**

With no further business to discuss, the meeting was adjourned at 2:09 p.m.

<b>RESULT:</b>	<b>Passed</b>
<b>MOVER:</b>	Special Magistrate Holt
<b>SECONDER:</b>	None
<b>AYES:</b>	Special Magistrate Holt

SEAL

PLANNING & ZONING BOARD AS LOCAL  
PLANNING AGENCY  
CITY OF WILDWOOD, FLORIDA

\_\_\_\_\_  
Date

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

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE  
CITY OF WILDWOOD**

**EXECUTIVE SUMMARY**

**SUBJECT:** A25-1988 - Bonnie Boyd- SSCPA

**REQUESTED ACTION:** Staff recommends a favorable recommendation of Ordinance O2025-27 to be forwarded to the City Commission for further action.

**CONTRACT:**

**BUDGET IMPACT:**

**HISTORY/FACTS/ISSUES:**

<b>Case Number</b>	A25-1988
<b>Ordinance Number</b>	O2025-27
<b>Owner/Applicant</b>	Bonnie Norma Boyd
<b>Property Location</b>	The property is located east on CR 154A, approximately 0.15 miles south of the intersection of CR 154 and 154A.
<b>Parcel(s)</b>	G08B043
<b>Date</b>	6/25/2025

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Urban Residential (Sumter County) to Mobile Home Park (City) for the parcel listed above on 0.146 acres MOL. This request is accompanied by a rezoning request A25-1989 RZ.

**ANALYSIS:** The applicant is proposing a mobile home residence.

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

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

The applicant has submitted justification to the City of Wildwood for the proposed request to change the Future Land Use from Urban Residential (Sumter County) to Mobile Home Park (City), as supported in the 2050 Comprehensive Plan. Policy 1.1.1.a. The proposed land use amendment would allow for the construction of a new mobile home on 0.146 acres MOL. Policy 1.1.1.a is intended to support a mix of residential uses.

**(2) The proposed amendment is consistent with the goals, objectives, and policies of**

**the comprehensive plan;**

The applicant finds the proposed amendment consistent with the goals, objectives, and policies of the comprehensive plan, with the proposed land use change from Urban Residential (Sumter County) to Mobile Home Park (City). Policy 1.1.1.a. supports the proposed land use change, which is intended to accommodate a mixture of residential uses. The maximum intensity is 0.3 Floor Area Ratio (FAR). The maximum FAR for the development is 1,908 square feet.

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

The applicant finds the amendment is not considered urban sprawl, and it does not exemplify an energy-inefficient land use pattern. The subject property is located along CR 154A. As the existing mix of land use designations are mainly Urban Residential (UR), an addition of Mobile Home Park (MHP) would conform with Objective 1.2 of the Comprehensive Plan. The proposed development directly combats urban sprawl by focusing on maximizing existing space for compact development, providing a wider, more efficient land use in the area. (Urban sprawl)

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

The applicant finds the proposed amendment will not have an adverse effect on environmentally sensitive systems as the property has been previously developed.

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

**Transportation:** Sumter County Public works has approved an exemption for the TIA submittal, due to the site producing less than 50 trips per day.

**Potable Water & Sewer:** Utilities are not available to the site; the applicant intends to utilize an existing onsite well and septic system. Per the City's Code of Ordinances Section 19-55, should the existing well, and septic system fail, and utilities become available to the site, the applicant will be required to connect to utilities.

**Schools:** A single-family home could generate 0.328 school-aged children with the maximum school-aged children to be 2.

**The applicant seeks a favorable recommendation of Ordinance Number O2025-27 to be forwarded to the City Commission for further action.**



**Alex Lammers, Planner I  
Development Services**

**ORDINANCE NO. O2025-27**

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

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

**Parcels G08B043**  
**Bonnie Norma Boyd**  
**Acres +/- 0.146**

**LEGAL DESCRIPTION:**

LOT 13, BLOCK 4, KERI- AND MILLER'S FIRST ADDITION TO WILDWOOD, ACCORDING TO THE MAP OR PLAT THERE OF AS RECORDED IN PLAT BOOK 2, PAGE 55, OF THE PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA

This property is to be reclassified from Urban Residential (Sumter County) to Mobile Home Park (City).

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

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

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

**SECTION 2.** All ordinances or parts of ordinances in conflict herewith, be, and the

same are hereby repealed.

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

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

**SECTION 5. SCRIVENER’S ERROR.** The city attorney may correct scrivener’s errors found in this ordinance by filing a corrected copy of this ordinance with the city clerk.

**DONE AND ORDAINED** this \_\_\_\_\_ day of \_\_\_\_\_, 2025, 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: \_\_\_\_\_

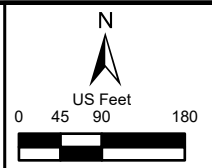
Approved as to form:

\_\_\_\_\_  
City Attorney

# EXHIBIT A

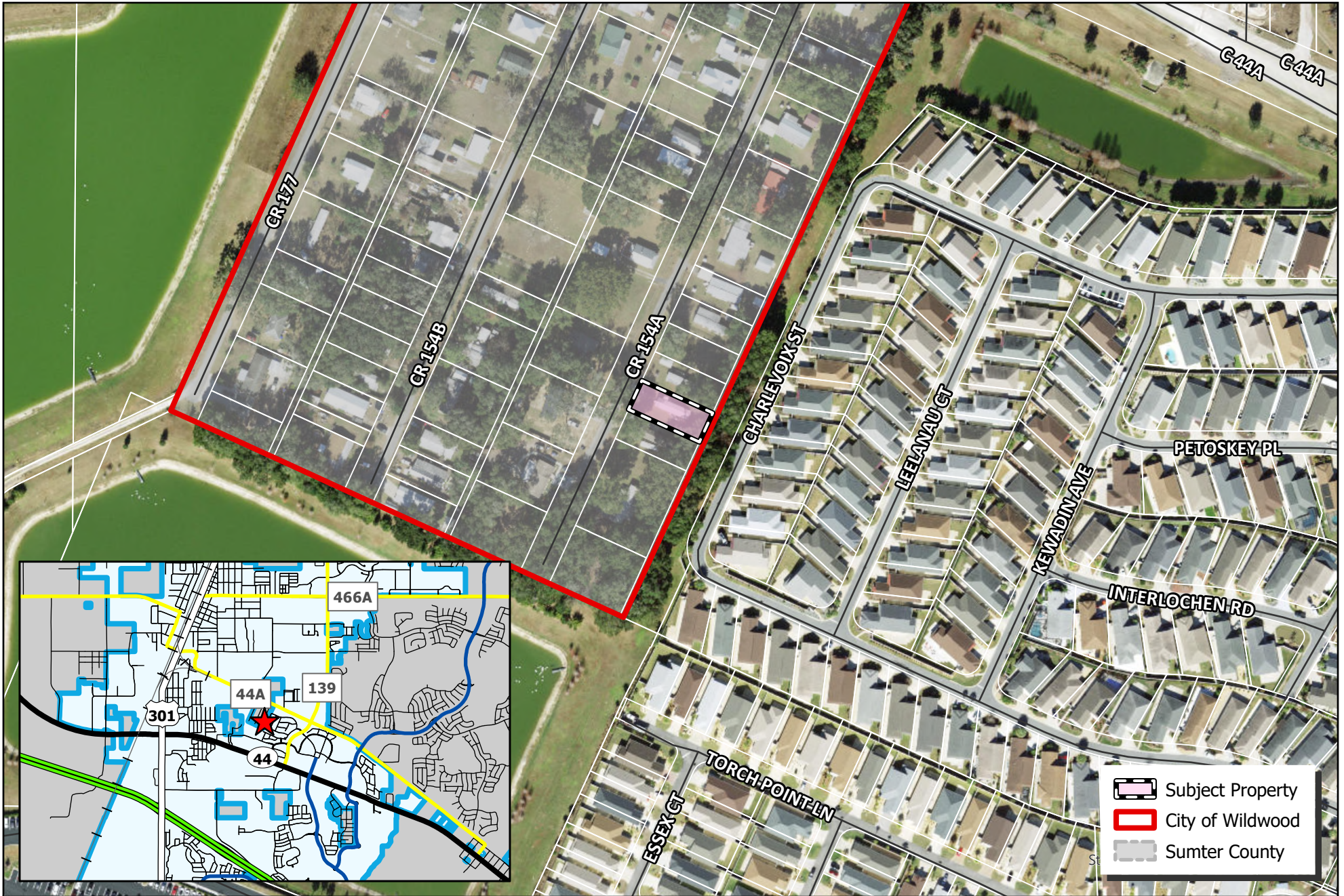





**CITY OF WILDWOOD**  
 100 North Main Street  
 Wildwood, FL 34785  
 Phone: (352) 330-1330  
[www.wildwood-fl.gov](http://www.wildwood-fl.gov)



#A25-1988  
**BONNIE BOYD**  
 PARCEL G08B043

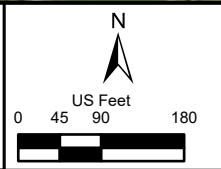
**MAP 1A**  
**LOCATION**  
**MAP**  
**JUN 2025**



	Subject Property
	City of Wildwood
	Sumter County

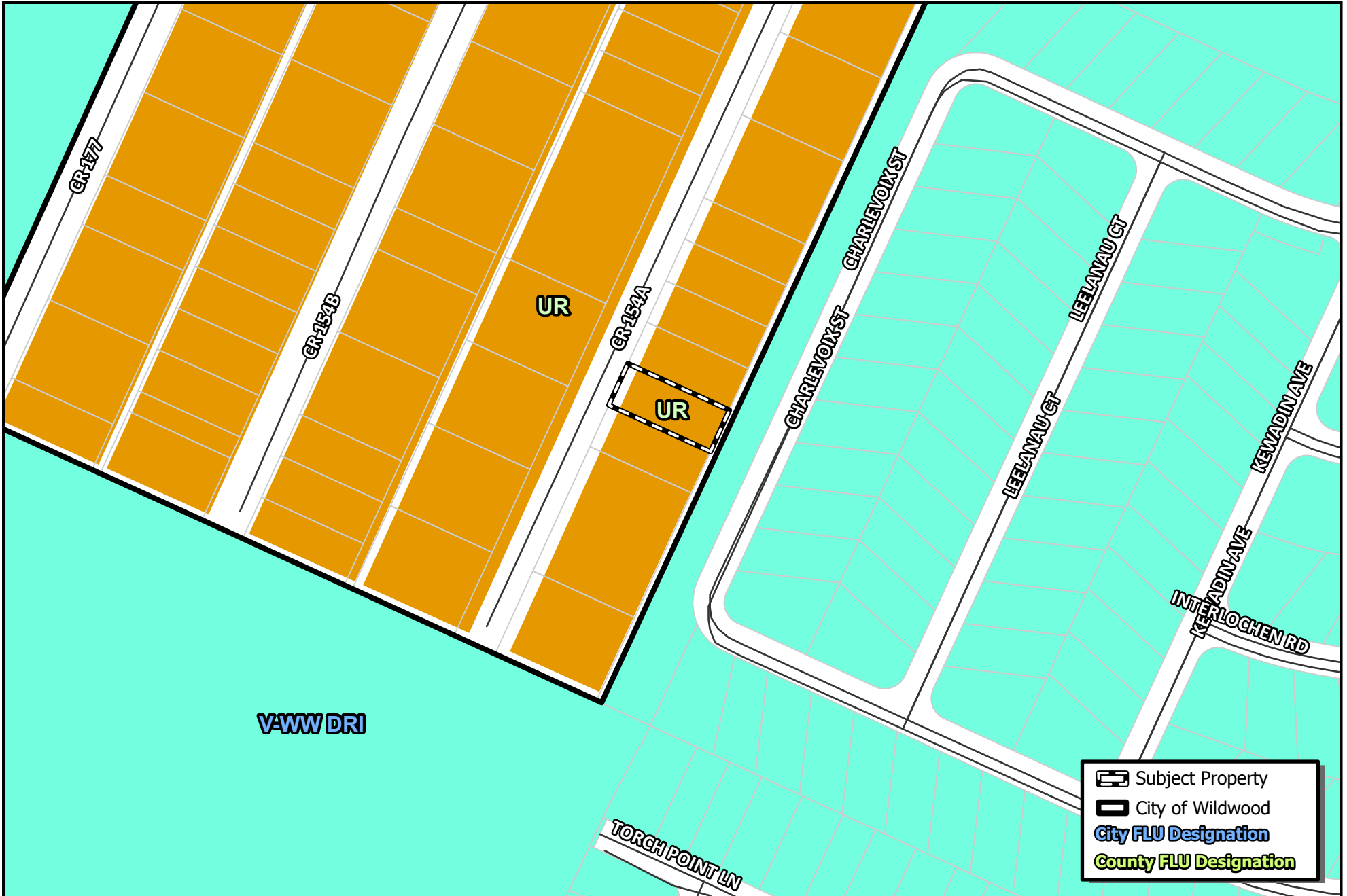


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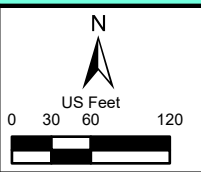


#A25-1988  
**BONNIE BOYD**  
 PARCEL G08B043

**MAP 1B**  
**LOCATION**  
**MAP**  
**JUN 2025**

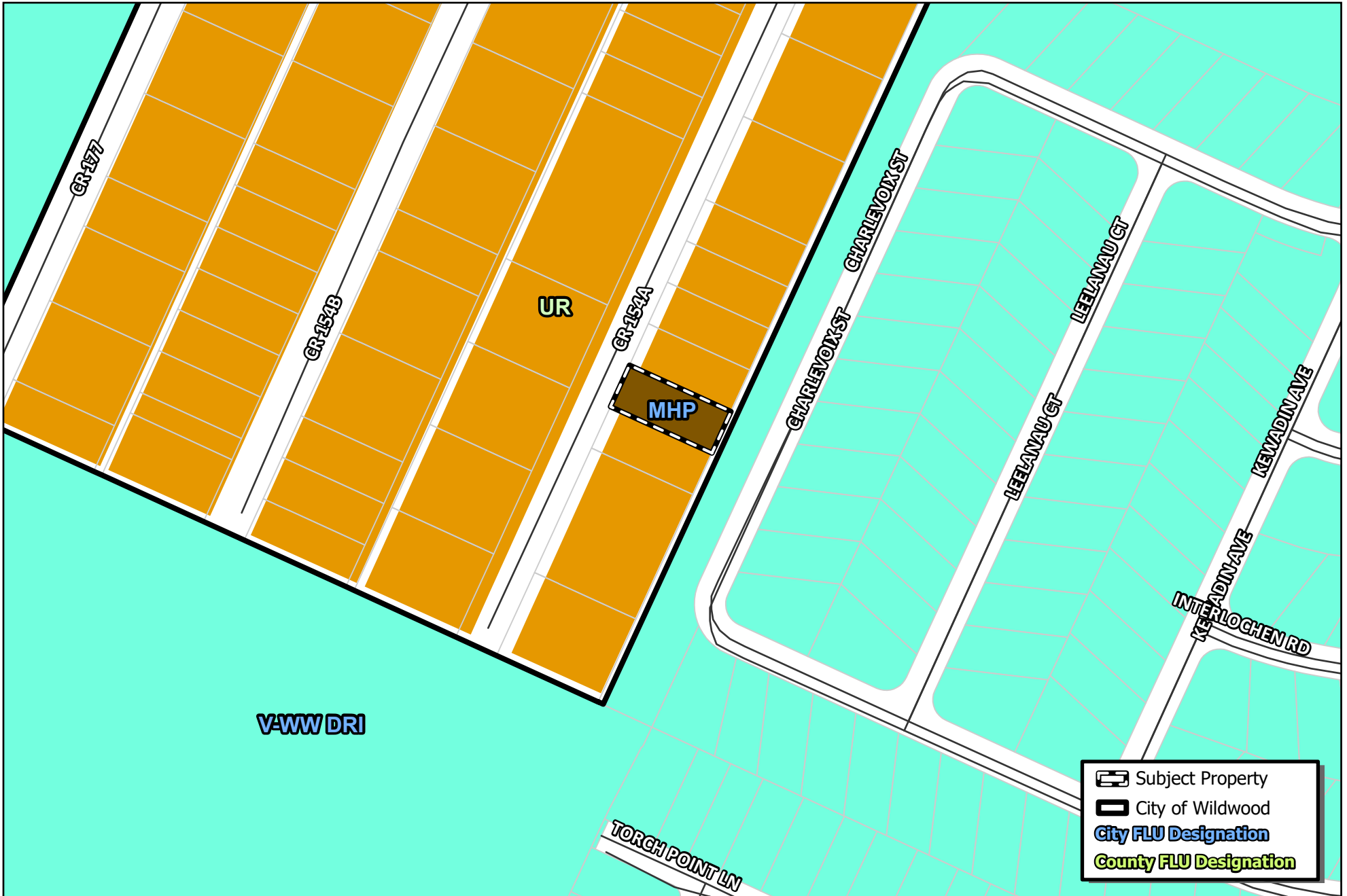


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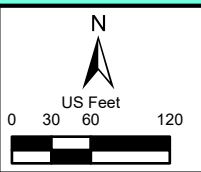


#A25-1988  
**BONNIE BOYD**  
 PARCEL G08B043

**MAP 2A**  
**EXISTING LAND USE**  
**JUN 2025**



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 Wildwood, FL 34785  
 Phone: (352) 330-1330  
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#A25-1988  
**BONNIE BOYD**  
 PARCEL G08B043

**MAP 2B**  
**PROPOSED**  
**LAND USE**  
**JUN 2025**



## **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: O2025-27

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law<sup>1</sup> 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.

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<sup>1</sup> See Section 166.041(4)(c), Florida Statutes.

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE  
CITY OF WILDWOOD**

**EXECUTIVE SUMMARY**

**SUBJECT:** A25-1948 Monarch Ranch North Phase 1 - SSCPA

**REQUESTED ACTION:** Staff recommends approval pending an agreement with the City regarding utility credits.

**CONTRACT:**

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

**BUDGET IMPACT:**

**HISTORY/FACTS/ISSUES:**

**Case Number** A25-1948 Monarch Ranch North Phase 1 - SSCPA

**Ordinance Number** O2025-29

**Owner(s)** 75 Turnpike BDC, LLC & 75 Turnpike VDC, LLC

**Applicant(s)** 75 Turnpike VDC, LLC

**Property Location** The subject project is generally located north of the Turnpike, south of E SR 44 and 0.5 miles west of US 301.

**Parcel(s)** A portion of F12-033 and a portion of F13-005

**Date** 06/24/2025

The applicant is seeking a favorable recommendation from the Planning and Zoning Board acting as the Local Planning Agency/Special Magistrate for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from General Commercial and Agricultural (Sumter County) to Industrial (City) for the portions of parcels listed above on 49.41 acres MOL. This request is accompanied by a rezoning request A25-1947 (O2025-30).

**ANALYSIS:**

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

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

The applicant has submitted justification to the City of Wildwood for the proposed request to change the Future Land Use from General Commercial and Agricultural (Sumter County) to Industrial (City), as supported in the 2050 Comprehensive Plan. Policy 1.1.1.c. The proposed land use amendment would allow for the construction of multiple industrial buildings on 49.41 acres MOL. Policy 1.1.1.c. accommodates a wide range of industrial uses.

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

The applicant finds that the proposed amendment is not inconsistent with the goals, objectives, and policies of the comprehensive plan, with the proposed land use change from General Commercial and Agricultural (Sumter County) to Industrial (City). Policy 1.1.1.c. supports the proposed land use change, which is intended to accommodate a wide range of industrial uses. The maximum intensity is 0.5 Floor Area Ratio (FAR) or 70% Impervious Surface Ratio (ISR), whichever number is less. The maximum FAR for the development is 1,076,149.8 square feet.

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

The applicant finds that the amendment is not considered urban sprawl and does not exemplify an energy-inefficient land use pattern. The subject property is generally located north of the Turnpike, south of E SR 44, and 0.5 miles west of US 301. There is currently no wastewater capacity available at this location. Prior to the final reading of a small-scale comprehensive plan amendment or rezoning for the subject property, the developer will execute an agreement transferring wastewater utility credits from Gibson Place Utility to West Sumter Utility. These credits will cover the entirety of the proposed Monarch's Ranch development. Policy 1.2.1 states, "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. As the existing mix of land use designations is primarily Industrial (IND) and Commercial (COM), the proposed land use change would align with Objective 1.2 of the Comprehensive Plan. The proposed development directly combats urban sprawl by focusing on maximizing existing space for compact development, providing a wider, more efficient land use in the area.

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

The applicant finds that the proposed amendment will not have an adverse effect on environmentally sensitive systems. An environmental assessment was conducted by Breedlove, Dennis, and Associates, Inc. in May of 2025. According to the survey, no listed species were observed on the site; however, if gopher tortoises and/or their burrows are observed, they will need to be relocated in accordance with FWC permitting guidelines.

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

**Transportation:** The property has access off of E SR 44. The Traffic Impact Analysis (TIA) for the subject project has been reviewed and approved by Sumter County's Public Works Department. The subject TIA states that the traffic generated by the maximum build-out under the City's Industrial land use would be less than the maximum build-out under the County's General Commercial and Agricultural land use.

**Potable Water & Sewer:** Prior to the final reading of a small-scale comprehensive plan amendment or rezoning for the subject property, the developer will execute an agreement transferring wastewater utility credits from Gibson Place Utility to West Sumter Utility. These credits cover the entirety of the proposed Monarch's Ranch development. Policy 4.2.3., "The City shall ensure that adequate wastewater supplies and facilities are available to serve the new development no later than the date on which the City anticipates issuing a certificate of occupancy." Adoption of the transfer agreement will verify the City's ability to serve the subject

property in accordance with Florida Law.

**Schools:** The industrial development will not generate any school-age children.

The applicant seeks a favorable recommendation of Ordinance Number O2025-29 to be forwarded to the City Commission for further action.

A handwritten signature in black ink, appearing to read 'MP', with a stylized flourish extending to the right.

McKenna Page, Planner I, Development Services

**ORDINANCE NO. O2025-29**

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

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

**Portions of parcels F12-033 and F13-005**  
**75 TURNPIKE BDC, LLC**  
**49.406 +/-**

**LEGAL DESCRIPTION:**

A PORTION OF THOSE LANDS DESCRIBED AS PARCEL 1 IN OFFICIAL RECORDS BOOK 4582, PAGE 289, PUBLIC RECORDS OF SUMTER COUNTY, FLORIDA, SAID LANDS LYING IN SECTIONS 12 & 13, TOWNSHIP 19 SOUTH, RANGE 22 EAST, SUMTER COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE NORTHEAST CORNER OF THE NORTHEAST 1/4 OF SAID SECTION 13; THENCE RUN SOUTH 00°05'22" WEST, ALONG THE EAST LINE OF THE NORTHEAST 1/4 OF SAID SECTION 13, A DISTANCE OF 316.34 FEET; THENCE DEPARTING SAID EAST LINE, RUN NORTH 71°47'25" WEST, A DISTANCE OF 1876.29 FEET; THENCE RUN NORTH 18°12'35" EAST, A DISTANCE OF 1060.50 FEET; THENCE RUN NORTH 14°24'56" EAST, A DISTANCE OF 122.23 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE ROAD NO. 44 (A VARIABLE WIDTH PUBLIC RIGHT-OF-WAY PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP, SECTION 18070-2517), SAID POINT BEING ON A 5804.57 FOOT RADIUS CURVE, CONCAVE TO THE NORTH, BEING SUBTENDED BY A CHORD BEARING OF SOUTH 82°41'38" EAST AND A CHORD LENGTH OF 1436.81 FEET; THENCE RUN EASTERLY ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE AND SAID CURVE THROUGH A CENTRAL ANGLE OF 14°13'08", AN ARC DISTANCE OF 1440.50 FEET TO A POINT OF NON-TANGENCY

AND THE EAST LINE OF THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SAID SECTION 12; THENCE DEPARTING SAID SOUTHERLY RIGHT-OF-WAY LINE, RUN SOUTH 00°11'48" WEST, ALONG SAID EAST LINE, A DISTANCE OF 1213.05 FEET TO THE POINT OF BEGINNING.

SAID LANDS CONTAINING 49.406 ACRES, MORE OR LESS.

This property is to be reclassified from Commercial/Agricultural (Sumter County) to Industrial (City).

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

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

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

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

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

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

**SECTION 5. SCRIVENER'S ERROR.** The city attorney may correct scrivener's errors found in this ordinance by filing a corrected copy of this ordinance with the city clerk.

**DONE AND ORDAINED** this \_\_\_\_ day of \_\_\_\_\_, 2025, by the City Commission of the City of Wildwood, Florida.

**CITY COMMISSION**

**CITY OF WILDWOOD, FLORIDA**

\_\_\_\_\_  
Ed Wolf, Mayor

ATTEST: \_\_\_\_\_  
Jessica Barnes, City Clerk

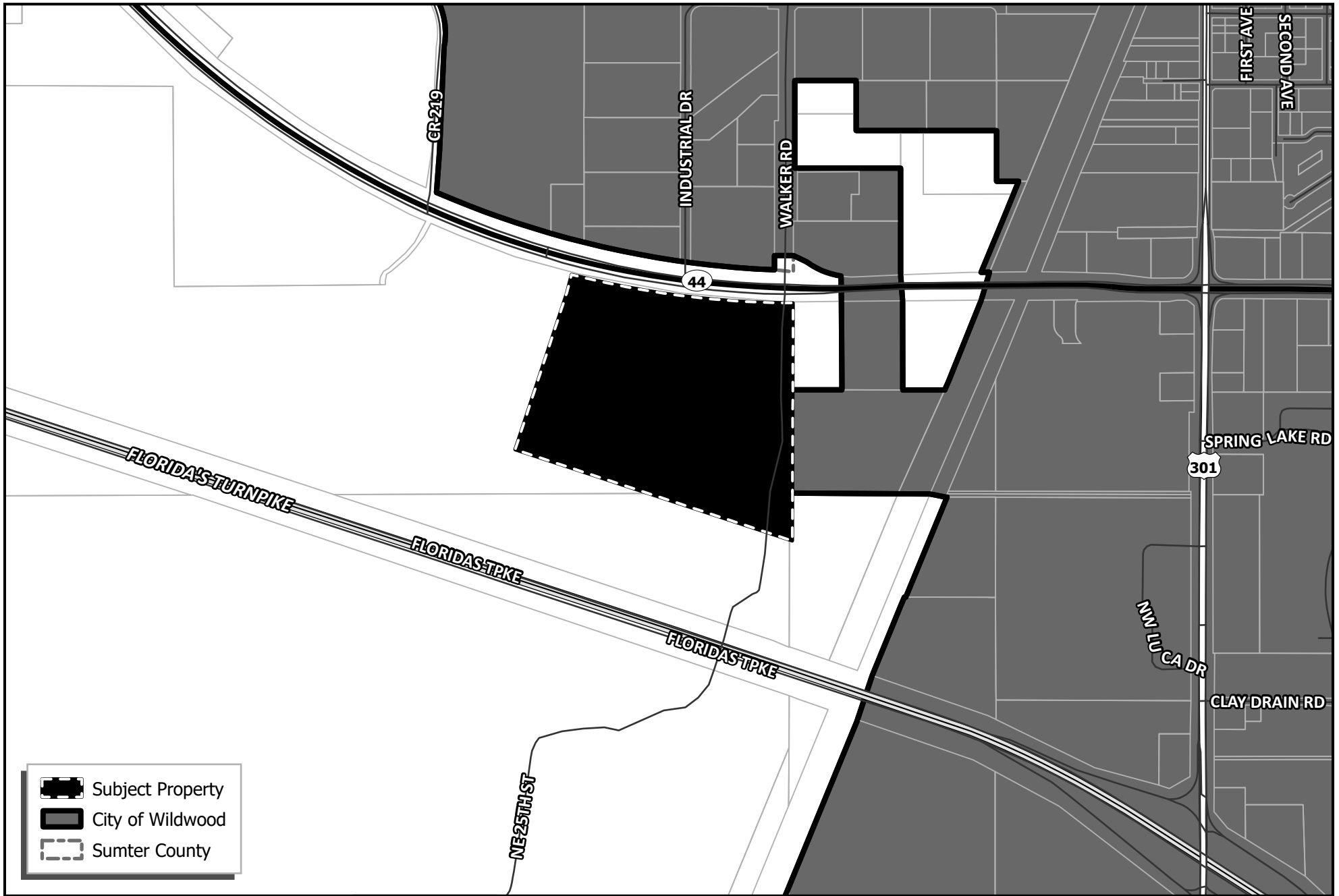
First Reading: \_\_\_\_\_




Second Reading: \_\_\_\_\_

Approved as to form:

\_\_\_\_\_  
City Attorney

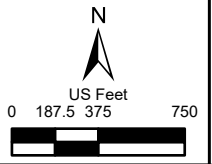
# EXHIBIT A



-  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](http://www.wildwood-fl.gov)

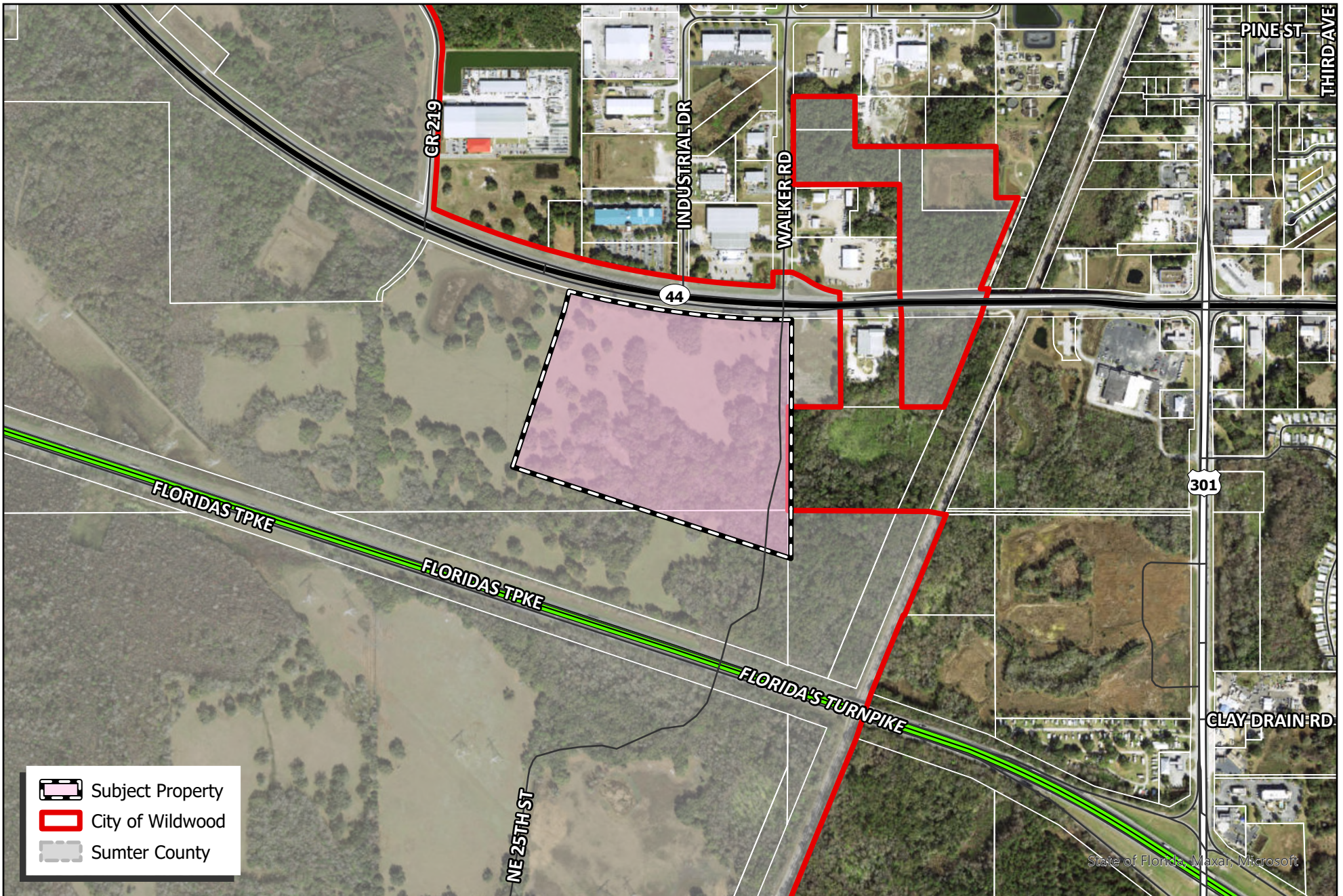





PJ #A25-1948

## MONARCH RANCH NORTH PHASE 1

PARCELS F12-033 & F13-005

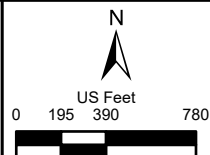
**MAP 1A**  
**LOCATION**  
**MAP**  
**MAY 2025**



-  Subject Property
-  City of Wildwood
-  Sumter County

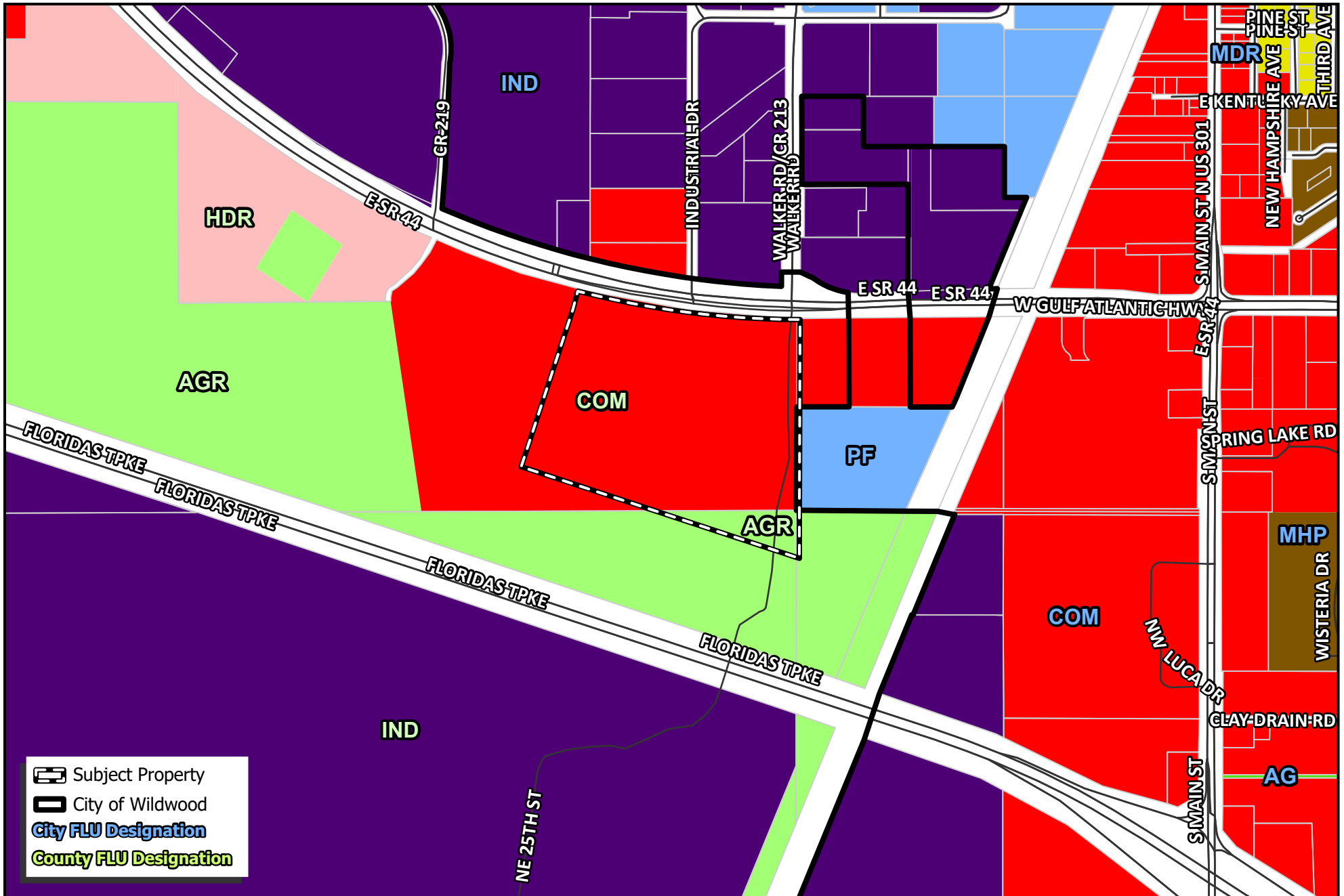


**CITY OF WILDWOOD**  
 100 North Main Street  
 Wildwood, FL 34785  
 Phone: (352) 330-1330  
[www.wildwood-fl.gov](http://www.wildwood-fl.gov)



PJ #A25-1948  
**MONARCH RANCH NORTH PHASE 1**  
 PARCELS F12-033 & F13-005

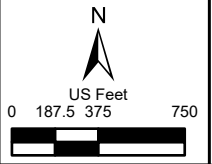
**MAP 1B**  
**LOCATION**  
**MAP**  
**MAY 2025**



-  Subject Property
-  City of Wildwood
- City FLU Designation**
- County FLU Designation**



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

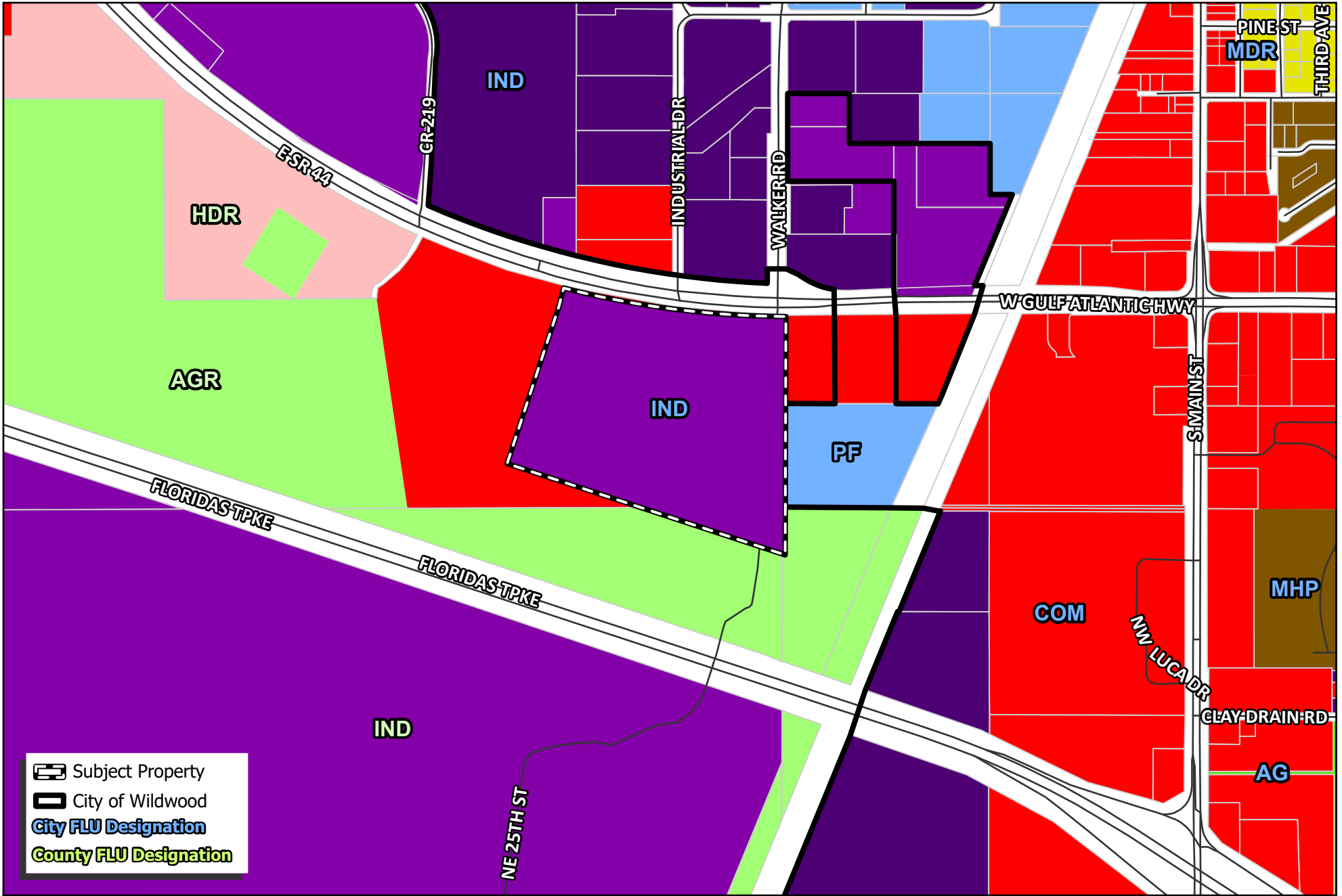


#A25-1948

## MONARCH RANCH NORTH PHASE 1

PARCELS F12-033 & F13-005

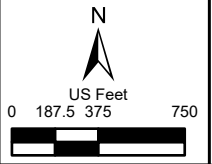
**MAP 2A**  
**EXISTING**  
**LAND USE**  
**MAY 2025**



-  Subject Property
-  City of Wildwood
- City FLU Designation**
- County FLU Designation**



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



#A25-1948

## MONARCH RANCH NORTH PHASE 1

PARCELS F12-033 & F13-005

**MAP 2B**  
**PROPOSED**  
**LAND USE**  
**MAY 2025**



## **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: O2025-29

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law<sup>1</sup> 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.

---

<sup>1</sup> See Section 166.041(4)(c), Florida Statutes.



REZONING TRAFFIC ANALYSIS

# MONARCH RANCH NORTH PHASE 1

CITY OF WILDWOOD, FLORIDA

**APPROVED**

**Matthew Tadlock**

**Assistant Public Works Director - Planning and Design**

**06/24/2025**

**1.2**

**-A revised Traffic Impact Analysis (TIA) will be needed during the Site Plan process.**

MAY 2025

*Prepared for:*

**75 TURNPIKE VDC LLC**

*Prepared By:*

**KIMLEY-HORN AND ASSOCIATES, INC.**

**Kimley»»Horn**

REZONING TRAFFIC ANALYSIS

# MONARCH RANCH NORTH PHASE 1

CITY OF WILDWOOD, FLORIDA

MAY 2025

*Prepared for:*

**75 TURNPIKE VDC LLC**

*Prepared by:*

**KIMLEY-HORN AND ASSOCIATES, INC.**

040380087

May 2025

© Kimley-Horn and Associates, Inc.

1700 SE 17<sup>th</sup> Street, Suite 200

Ocala, Florida 34471

352 438 3000



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- APPENDIX A: Property Map
- APPENDIX B: CFRPM Output
- APPENDIX C: Traffic Data

## INTRODUCTION

Kimley-Horn has been retained to evaluate and document the anticipated traffic impacts associated with a proposed zoning request for Monarch Ranch North Phase 1. The site is currently located in unincorporated Sumter County, with an annexation being processed through the City of Wildwood.

The zoning request includes 49.4 acres of vacant property located on the south side of SR 44 at the intersection with Industrial Drive on a portion of parcels F12-033 and F13-005. The development is proposed to include up to 500,000 square feet of industrial park uses. A Small-Scale Comprehensive Plan Amendment (SSCPA) is being processed concurrently for an Industrial Future Land Use (FLU) designation, which allows up to 0.5 Floor Area Ratio (FAR). The City of Wildwood M-1 and M-2 industrial zoning allows up to 0.5 FAR, which equates to a maximum development potential of 1,075,932 square feet of industrial. The site boundary map is provided in **Appendix A**.

Buildout is anticipated in 2030. As summarized below, access to the site will be provided via existing median openings on SR 44.

- A new south leg at the existing signalized intersection of SR 44 at Industrial Drive
- Reconstruction of the south leg at the existing full access intersection of SR 44 at Walker Road, which is currently a private driveway owned by the developer.

## STUDY AREA

The study area for the site includes major roadway segments within a one-mile radius and where the project PM peak hour two-way trips are anticipated to have a 3% or greater impact on the roadway network's generalized peak hour two-way service volume or have 70 or greater PM peak hour two-way project trips.

**Figure 1** shows the general location for the Monarch Ranch North Phase 1 development, the one-mile study area radius from the planned access driveways, and the project's trip distribution.



## EXISTING CONDITIONS

A PM peak hour analysis was conducted for the existing conditions of the roadway segments by comparing existing PM peak hour two-way traffic volumes to the generalized adopted two-way service volumes within the study area. Existing service volumes were obtained from the Lake Sumter Metropolitan Planning Organization (MPO) Congestion Management Process (CMP) Database (2023). Existing traffic volumes were obtained from the Florida Department of Transportation (FDOT) Florida Traffic Online (2024). The 2023 traffic volumes were grown to 2025 by applying a historic growth rate based on the FDOT historic traffic count trends.

The study area roadway segments operate within their adopted service volume for existing PM peak hour traffic conditions, except for US 301 from Florida's Turnpike to Clay Drain Road. This segment of US 301 is currently two lanes but is planned for widening to four lanes by the FDOT along with the widening of the Turnpike mainline from US 301 to I-75. The Turnpike improvements are currently funded for the year 2031 (FPID 435789-1), and the FDOT is working to advance the construction of the US 301 and interchange improvements as soon as possible. **Table 1** shows the existing roadway segment analysis.

## BACKGROUND CONDITIONS

The existing traffic volumes from the FDOT and assumed growth were used to develop 2030 background traffic conditions within the study area. Growth rates for each roadway segment were determined by comparing various sources, including the 2023 Sumter County CMP growth rates, 5-year growth trends, 10-year growth trends, Bureau of Economic and Business Research growth trends, and Central Florida Regional Planning Model (CFRPM) growth.

The following roadway segments will undergo background improvements, which will be completed by project buildout:

- US 301 from Florida's Turnpike to Clay Drain Road: widen to four lanes

Roadway service volumes were updated using the 2023 Quality/Level of Service (Q/LOS) Handbook to account for this background improvement.

A PM peak hour analysis was conducted for roadway segments by comparing PM peak hour two-way background traffic volumes to peak hour two-way generalized adopted service volumes within the study area. **Table 1** shows the background roadway segment analysis. The roadway segments within the study area are shown to operate within their adopted / target level of service standard with background traffic conditions.

Table 1: Existing and Background Roadway Segment Analysis

Roadway		Roadway Attributes <sup>1</sup>						Existing PM Peak Hour Traffic Conditions (2025) <sup>2</sup>					Background PM Peak Hour Traffic Conditions (2030)							
		From	To	Segment ID	#of Lanes (2025)	Context Class.	Adopted LOS	Growth Rate	Pk Hr Two-Way Service Volume (2025)	NB/EB Vol.	SB/WB Vol.	Two-Way Vol	V/MSV	LOS <sup>3</sup>	#of Lanes (2030)	Pk Hr Two-Way Service Volume (2030)	NB/EB Vol.	SB/WB Vol.	Two-Way Vol	V/MSV
SR 44																				
	CR 44A	Project Site	3551130	4	C2	D	2.34%	5,290	702	1,058	1,760	0.33	B	4	5,290	788	1,188	1,976	0.37	B
	Project Site	US 301/SR 35	3551130	4	C2	D	2.34%	5,290	702	1,058	1,760	0.33	B	4	5,290	788	1,188	1,976	0.37	B
	US 301/SR 35	CR 139	3551100	4	C3C	D	2.65%	3,455	999	1,172	2,171	0.63	C	4	3,455	1,139	1,336	2,475	0.72	C
US 301																				
	SR 91/FLORIDA'S TURNPIKE	CR 156 (CLAY DRAIN RD)	3253220	2	C3C	D	2.22%	1,950	1,100	1,292	2,392	1.23	F	4	3,455	1,227	1,442	2,669	0.77	C
	CR 156 (CLAY DRAIN RD)	SR 44	3253230	4	C3C	D	1.77%	3,455	1,100	1,292	2,392	0.69	C	4	3,455	1,201	1,411	2,612	0.76	C
	SR 44	CR 44A	3253240	4	C4	D	1.72%	3,413	1,242	1,458	2,700	0.79	D	4	3,413	1,352	1,587	2,939	0.86	D
FLORIDA'S TURNPIKE																				
	SR 93/I-75	US 301/SR 35	3545100	4	LA	C	2.20%	6,000	2,346	2,998	5,344	0.89	C	4	6,000	2,615	3,342	5,957	0.99	C
	US 301/SR 35	LAKE COUNTY BOUNDARY	3545110	4	LA	C	1.95%	6,000	1,734	1,888	3,622	0.60	B	4	6,000	1,910	2,079	3,989	0.66	B

Notes:  
 1. The roadway attributes were derived from the 2023 Sumter County CMP and the 2023 FDOT Quality/LOS Tables.  
 2. The peak hour peak season volumes were derived from the most recent FDOT's Florida Traffic Online Historical AADT and Synopsis Reports, grown to 2025.  
 3. The LOS is from the 2023 FDOT Quality/Level of Service Handbook.

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## DEVELOPMENT TRAFFIC

The proposed Monarch Ranch North Phase 1 will include up to 500,000 square feet of Industrial Park use. The anticipated buildout year is 2030. The latest industry standards were referenced to evaluate the number of new external trips to be generated by the site at buildout.

## TRIP GENERATION

Trip generation for the proposed project was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers' (ITE) Trip Generation Manual. The fitted curve equations were used when applicable. Land Use Code (LUC) 130 was used to predict project traffic.

No pass-by or internal capture was assumed for this development. **Table 2** provides the Daily, AM, and PM peak hour trip generation summary for the project and for the maximum future land use development potential. The trip generation potential is shown for the anticipated development program, and the maximum intensity with the proposed zoning category and 0.5 FAR.

**Table 2: Trip Generation Potential**

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development Program Industrial Park	500,000.0 SF GFA	2,168	170	138	32	170	37	133
Maximum FLU Development Potential Industrial Park	1,075,932 SF GFA	3,230	366	296	70	366	81	285

Notes:  
1. Trip generation potential was derived using the ITE Trip Generation Manual, 11th Edition.

Industrial Park [ITE 130]

Daily	$Ln(T) = 0.52 * Ln(X) + 4.45$ ; (X is 1,000 Sq. Ft. GFA)
AM Peak Hour of Adjacent Street	$T = 0.34 * (X)$ ; (X is 1000 Sq. Ft. GFA, 81%in, 19%out)
PM Peak Hour of Adjacent Street	$T = 0.34 * (X)$ ; (X is 1000 Sq. Ft. GFA, 22%in, 78%out)

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4/10/2025

## TRIP DISTRIBUTION AND ASSIGNMENT

Projected traffic demand on study area facilities was derived from the use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the CFRPM v7 model set and connected to the existing roadway network to represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing the percentage of daily project distribution is provided in **Appendix C**.

**Figure 1** shows the projected project distribution on the study area roadway segments. These percentages were used to assign project trips to roadway segments within the study area.

## BUILDOUT CONDITIONS ANALYSIS

A PM peak hour analysis was conducted for buildout conditions by comparing 2030 buildout PM peak hour two-way traffic volumes to peak hour two-way generalized adopted service volumes within the study area. Buildout volumes were developed by adding anticipated project trips to background volumes. The percentage of project trips on each roadway segment with respect to the generalized adopted service volume (project impact) was determined to define the extent of the study area. **Table 3** shows the buildout roadway segment analysis.

As shown in the table, no roadway segment deficiencies are anticipated within the study area as a result of project impacts.

Table 3: Buildout Roadway Segment Analysis

Roadway		Roadway Attributes <sup>1</sup>						Background Traffic (2030)					PM Peak Hour Project Traffic					Buildout PM Peak Hour Traffic Conditions (2030)					
		From	To	Segment ID	#of Lanes (2025)	Context Class.	Adopted LOS	Growth Rate	Pk Hr Two-Way Service Volume (2030)	NB/EB Vol.	SB/WB Vol.	Two-Way Vol	V/MSV	LOS	%Assign <sup>3</sup>	NB/EB Vol.	SB/WB Vol.	Two-Way Vol	Project Impact	NB/EB Vol.	SB/WB Vol.	Two-Way Vol	V/MSV
SR 44																							
	CR 44A	Project Site	3551130	4	C2	D	2.34%	2,910	788	1,188	1,976	0.37	B	24%	9	32	41	0.78%	797	1,220	2,017	0.38	B
	Project Site	US 301/SR 35	3551130	4	C2	D	2.34%	2,910	788	1,188	1,976	0.37	B	76%	101	28	129	2.44%	889	1,216	2,105	0.40	B
	US 301/SR 35	CR 139	3551100	4	C3C	D	2.65%	1,901	1,139	1,336	2,475	0.72	C	26%	35	10	45	1.30%	1,174	1,346	2,520	0.73	C
US 301																							
	SR 91/FLORIDA'S TURNPIKE	CR 156 (CLAY DRAIN RD)	3253220	2	C3C	D	2.22%	1,070	1,227	1,442	2,669	0.77	C	29%	11	39	50	2.56%	1,238	1,481	2,719	0.79	C
	CR 156 (CLAY DRAIN RD)	SR 44	3253230	4	C3C	D	1.77%	1,901	1,201	1,411	2,612	0.76	C	30%	11	40	51	1.48%	1,212	1,451	2,663	0.77	C
	SR 44	CR 44A	3253240	4	C4	D	1.72%	1,880	1,352	1,587	2,939	0.86	D	19%	25	7	32	0.94%	1,377	1,594	2,971	0.87	D
FLORIDA'S TURNPIKE																							
	SR 93/I-75	US 301/SR 35	3545100	4	LA	C	2.20%	6,080	2,615	3,342	5,957	0.99	C	0%	0	0	0	0.00%	2,615	3,342	5,957	0.99	C
	US 301/SR 35	LAKE COUNTY BOUNDARY	3545110	4	LA	C	1.95%	6,080	1,910	2,079	3,989	0.66	B	19%	25	7	32	0.53%	1,935	2,086	4,021	0.67	B

Notes:  
 1. The roadway attributes were derived from the 2023 Sumter County CMP and the 2023 FDOT Quality/LOS Tables.  
 2. The peak hour peak season volumes were derived from the most recent FDOT's Florida Traffic Online Historical AADT and Synopsis Reports, grown to 2025.  
 3. Percent assignment is the maximum across the segment, derived using the CFRPM v7.0 model output.  
 4. Project impact is the two-way project traffic volume divided by the two-way service volume.

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## CONCLUSION

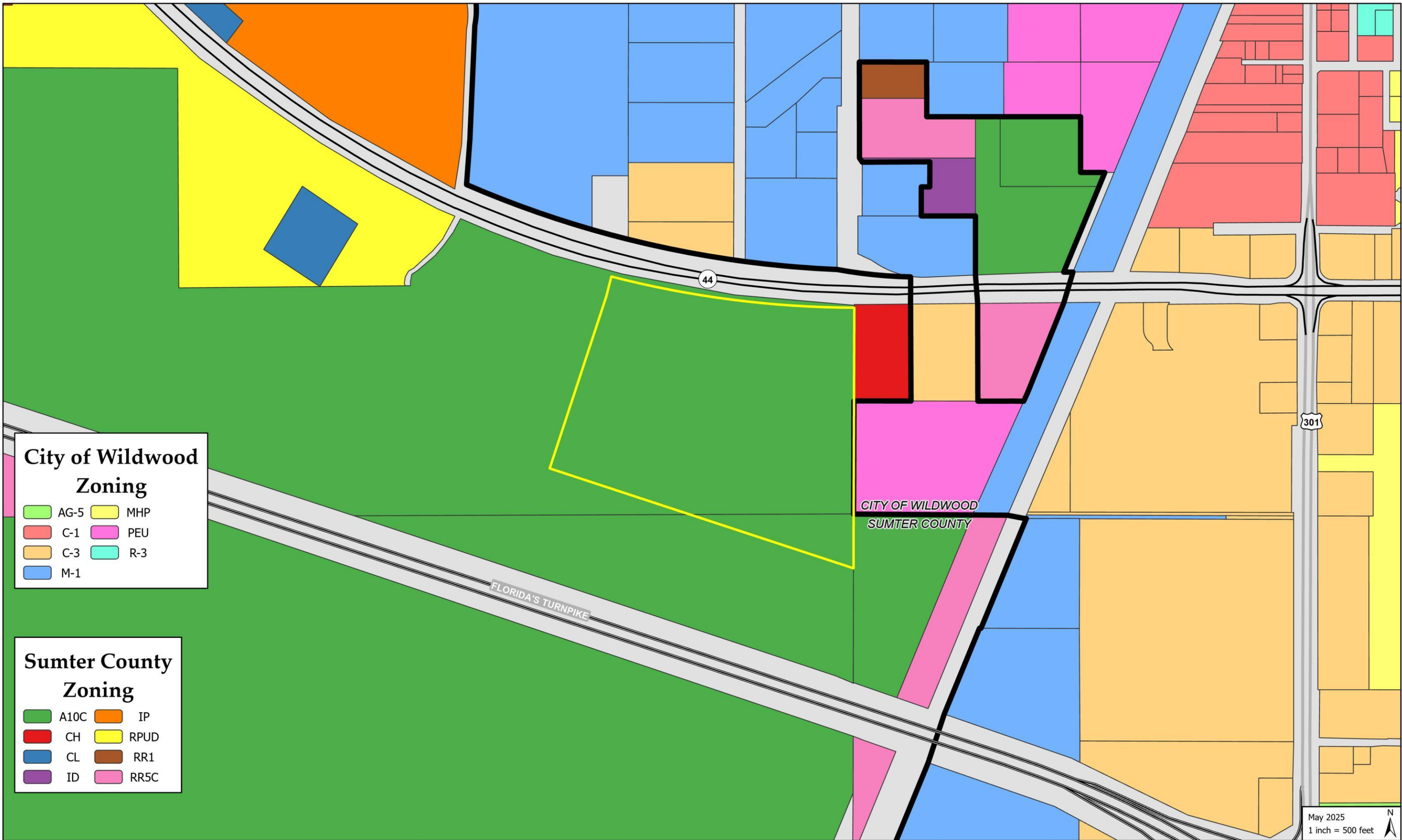
This traffic analysis was performed to assess the transportation impacts of the Monarch Ranch North Phase 1 industrial development. The development proposed for buildout in 2030 will consist of up to 500,000 sf of industrial uses. Access to the site will be provided via SR 44 at the south legs of Industrial Drive and Walker Road.

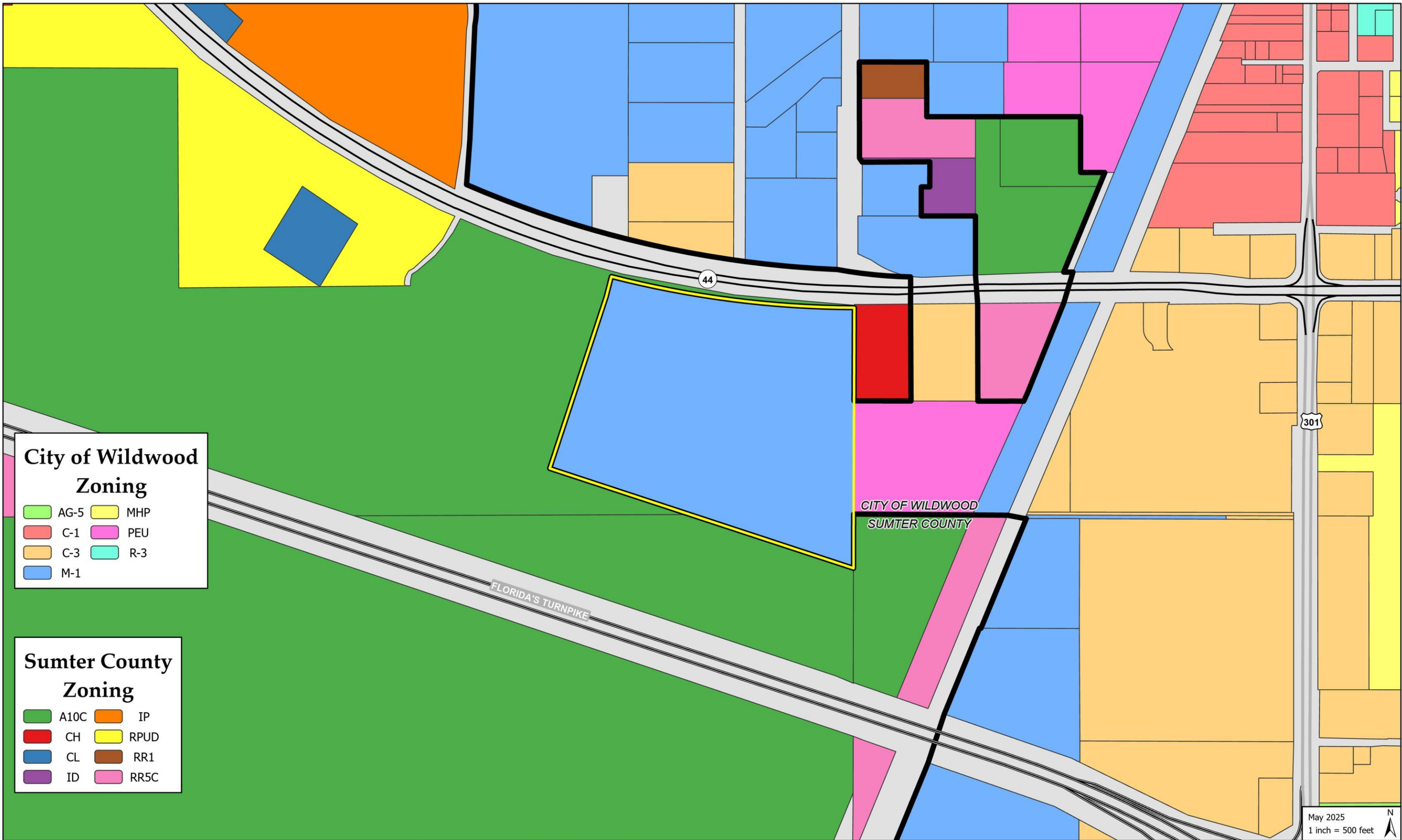
The project at buildout is expected to generate 170 PM peak hour vehicular trips based on ITE trip generation data and procedures. Project trips were distributed onto the surrounding roadway network using the latest adopted regional travel demand model.

A roadway segment capacity analysis was performed for existing and year 2030 background and buildout conditions. The PM peak hour two-way analysis identified no roadway segment capacity deficiencies as a result of project impacts. The driveway connections to SR 44 will be further evaluated with the site plan and driveway connection permit submittals to identify geometry and traffic control needs for the development.

**APPENDIX**

**APPENDIX A: Property Map**





**City of Wildwood Zoning**

<span style="display:inline-block; width:15px; height:10px; background-color:lightgreen; border:1px solid black;"></span> AG-5	<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span> MHP
<span style="display:inline-block; width:15px; height:10px; background-color:lightcoral; border:1px solid black;"></span> C-1	<span style="display:inline-block; width:15px; height:10px; background-color:lightpink; border:1px solid black;"></span> PEU
<span style="display:inline-block; width:15px; height:10px; background-color:lightorange; border:1px solid black;"></span> C-3	<span style="display:inline-block; width:15px; height:10px; background-color:lightcyan; border:1px solid black;"></span> R-3
<span style="display:inline-block; width:15px; height:10px; background-color:lightblue; border:1px solid black;"></span> M-1	

**Sumter County Zoning**

<span style="display:inline-block; width:15px; height:10px; background-color:lightgreen; border:1px solid black;"></span> A10C	<span style="display:inline-block; width:15px; height:10px; background-color:orange; border:1px solid black;"></span> IP
<span style="display:inline-block; width:15px; height:10px; background-color:red; border:1px solid black;"></span> CH	<span style="display:inline-block; width:15px; height:10px; background-color:yellow; border:1px solid black;"></span> RPUD
<span style="display:inline-block; width:15px; height:10px; background-color:blue; border:1px solid black;"></span> CL	<span style="display:inline-block; width:15px; height:10px; background-color:brown; border:1px solid black;"></span> RR1
<span style="display:inline-block; width:15px; height:10px; background-color:purple; border:1px solid black;"></span> ID	<span style="display:inline-block; width:15px; height:10px; background-color:lightpink; border:1px solid black;"></span> RR5C

May 2025  
1 inch = 500 feet



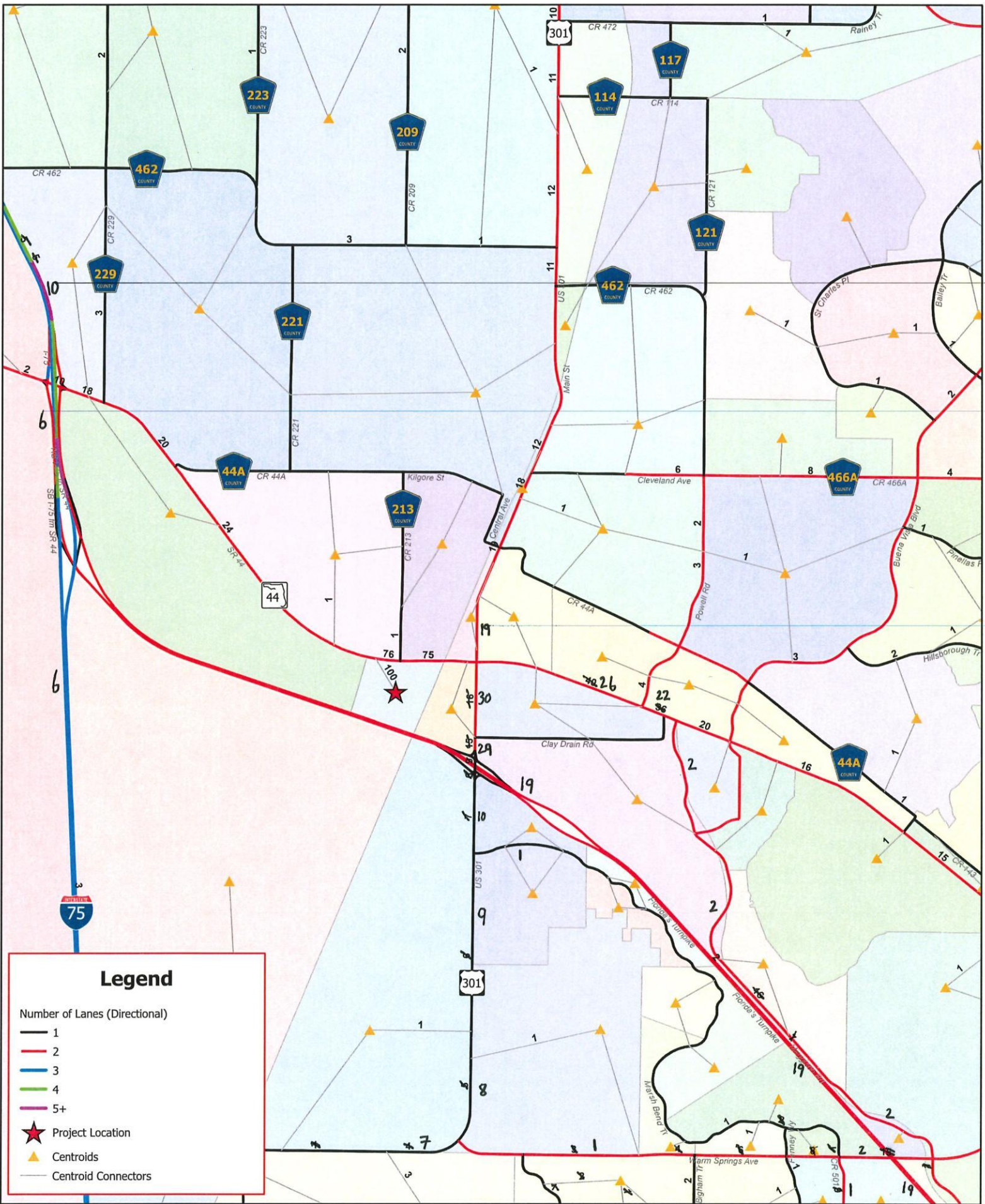
**Proposed Zoning Map**

Site

**Monarch Ranch North Phase 1**

\*Sumter County Zoning shape downloaded 5/14/2024

**APPENDIX B: CFRPM Output**



**Trip Distribution - Monarch Ranch Ph. 1**  
**CFRPMv7 - 2030 - 3/18/2025**

**APPENDIX C: Traffic Data**

Table A: Growth Rate Calculations

Roadway												Daily Model Bkgd		2023 CMP	Annual Growth Rates					Rate Used	
From	To	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2015	2045	2023 CMP	5-Year Trend	10-Year Trend	Model Growth	BEBR Medium	Calculated Rate	Rate Used
<b>SR 44</b>																					
CR 44A	US 301/SR 35	13,200	13,100	14,300	15,700	15,700	15,100	14,400	19,100	19,100	20,100	19,300	19,618	24,547	2.25%	5.03%	3.87%	0.84%	2.43%	2.34%	2.34%
US 301/SR 35	CR 139	17,700	17,400	18,500	18,700	18,700	17,200	16,400	19,400	19,400	22,500	23,500	24,862	37,523	3.75%	6.44%	2.87%	1.70%	2.43%	2.65%	2.65%
<b>FLORIDA TURNPIKE</b>																					
SR 93/I-75	US 301/SR 35	33,000	37,000	40,400	43,500	45,300	44,700	40,400	44,000	49,600	50,200	49,800	43,332	72,059	2.00%	2.18%	4.20%	2.21%	2.43%	2.20%	2.20%
US 301/SR 35	LAKE COUNTY BOUNDARY	39,798	43,427	45,903	47,836	49,310	49,138	38,376	48,212	47,500	56,245	56,058	60,419	86,970	1.00%	2.67%	3.49%	1.46%	2.43%	1.95%	1.95%
<b>US 301 / S MAIN ST</b>																					
SR 91/FLORIDAS TURNPIKE	CR 156 (CLAY DRAIN RD)	13,700	14,000	15,400	16,400	19,900	20,000	18,600	19,200	19,200	25,000	26,000	32,907	45,940	2.00%	5.39%	6.62%	1.32%	2.43%	2.22%	2.22%
CR 156 (CLAY DRAIN RD)	SR 44	13,700	14,000	15,400	16,400	19,900	20,000	18,600	19,200	19,200	25,000	26,000	32,093	42,789	1.00%	5.39%	6.62%	1.11%	2.43%	1.77%	1.77%
SR 44	CR 44A	17,800	18,200	21,000	22,000	24,500	24,500	22,500	23,500	23,500	28,500	29,500	32,533	36,019	1.00%	3.78%	5.18%	0.36%	2.43%	1.72%	1.72%

COUNTY: 18  
 STATION: 0200  
 DESCRIPTION: SR-44, 0.57 MI W OF US 301  
 START DATE: 05/22/2024  
 START TIME: 1045

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	27	14	12	16	69	15	21	21	9	66	135
0100	9	16	14	12	51	9	12	11	10	42	93
0200	9	13	11	12	45	4	7	5	8	24	69
0300	10	13	15	20	58	12	13	10	14	49	107
0400	17	28	31	35	111	22	18	21	25	86	197
0500	32	50	57	115	254	31	36	59	46	172	426
0600	138	143	155	208	644	63	94	95	95	347	991
0700	216	224	227	291	958	117	122	148	140	527	1485
0800	246	154	180	179	759	125	143	156	142	566	1325
0900	191	134	143	165	633	128	142	144	139	553	1186
1000	156	151	164	142	613	141	116	138	143	538	1151
1100	137	157	170	156	620	136	173	124	155	588	1208
1200	145	147	153	127	572	138	182	154	129	603	1175
1300	160	128	138	156	582	166	165	181	156	668	1250
1400	158	153	145	158	614	178	183	176	182	719	1333
1500	134	108	136	132	510	163	191	206	207	767	1277
1600	127	147	173	183	630	219	262	233	258	972	1602
1700	166	168	169	174	677	256	262	258	257	1033	1710
1800	161	128	92	108	489	165	120	106	97	488	977
1900	93	80	75	53	301	99	127	92	81	399	700
2000	67	68	55	50	240	83	98	84	81	346	586
2100	49	63	48	39	199	83	70	69	52	274	473
2200	25	53	60	69	207	52	51	44	30	177	384
2300	73	56	58	50	237	38	24	29	25	116	353

24-HOUR TOTALS: 10073 10120 20193

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	988	815	569	715	1523
P.M.	1630	690	1645	1034	1645	1720
DAILY	715	988	1645	1034	1645	1720

TRUCK PERCENTAGE 12.73 9.50 11.11

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	11	5794	2986	52	383	11	2	758	41	2	32	1	0	0	0	1282	10073
W	9	6300	2850	22	304	14	3	564	36	5	7	2	4	0	0	961	10120

GENERATED BY SPS 5.0.0.63

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2024 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
----	-----		-----	-----	-----	-----	-----	-----	-----
2024	19300	C	E	9500	W	9800	9.50	54.00	10.70
2023	20100	S	E	9600	W	10500	9.50	53.90	24.00
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

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  
2024 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0201 - ON SR-44, 0.302 MI. E OF US-301 (RVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	23500	F	E 11500		W 12000	9.00	54.00	16.00
2023	22500	C	E 11000		W 11500	9.00	53.90	24.00
2022	19400	F	E 9500		W 9900	9.00	54.00	13.20
2021	19400	C	E 9500		W 9900	9.00	53.00	12.10
2020	16400	F	E 7700		W 8700	9.00	54.70	5.60
2019	17200	C	E 8100		W 9100	9.00	53.30	13.20
2018	18700	F	E 9600		W 9100	9.00	53.70	12.10
2017	18700	C	E 9600		W 9100	9.00	53.50	13.60
2016	18500	C	E 9300		W 9200	9.00	53.10	13.10
2015	17400	C	E 8800		W 8600	9.00	54.70	13.70
2014	17700	C	E 8900		W 8800	9.00	55.10	13.40
2013	14400	C	E 7200		W 7200	9.00	56.40	12.00
2012	12500	C	E 6600		W 5900	9.00	56.30	14.10
2011	13800	C	E 7000		W 6800	9.00	51.30	12.90
2010	12200	C	E 6200		W 6000	9.85	55.51	12.20
2009	13200	C	E 6600		W 6600	9.88	55.48	10.80

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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  
2024 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0006 - ON US-301, 0.357 MI. N OF FL TPK (RC)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	26000	F	N 12500		S 13500	9.00	54.00	8.90
2023	25000	C	N 12000		S 13000	9.00	53.90	8.90
2022	19200	S	N 10000		S 9200	9.00	54.00	20.50
2021	19200	F	N 10000		S 9200	9.00	53.00	20.50
2020	18600	C	N 9700		S 8900	9.00	54.70	20.50
2019	20000	F	N 10000		S 10000	9.00	53.30	14.90
2018	19900	C	N 10000		S 9900	9.00	53.70	14.90
2017	16400	F	N 8200		S 8200	9.00	53.50	14.30
2016	15400	C	N 7700		S 7700	9.00	53.10	14.30
2015	14000	C	N 7000		S 7000	9.00	54.70	13.30
2014	13700	C	N 6900		S 6800	9.00	55.10	13.60
2013	14000	C	N 7000		S 7000	9.00	56.40	15.10
2012	13300	C	N 6600		S 6700	9.00	56.30	13.30
2011	13000	C	N 6500		S 6500	9.00	51.30	13.90
2010	13300	C	N 6600		S 6700	9.85	55.51	12.40
2009	12500	C	N 6200		S 6300	9.88	55.48	14.70

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  
 2024 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 5016 - ON US-301, 0.191 MI. N OF SR-44 (RVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	29500	F	N 14500		S 15000	9.00	54.00	24.70
2023	28500	C	N 14000		S 14500	9.00	53.90	24.70
2022	23500	S	N 12000		S 11500	9.00	54.00	16.60
2021	23500	F	N 12000		S 11500	9.00	53.00	16.60
2020	22500	C	N 11500		S 11000	9.00	54.70	16.60
2019	24500	F	N 12500		S 12000	9.00	53.30	14.00
2018	24500	C	N 12500		S 12000	9.00	53.70	14.00
2017	22000	C	N 11000		S 11000	9.00	53.50	13.30
2016	21000	C	N 10500		S 10500	9.00	53.10	13.70
2015	18200	C	N 9100		S 9100	9.00	54.70	12.20
2014	17800	C	N 8900		S 8900	9.00	55.10	12.60
2013	19900	C	N 10000		S 9900	9.00	56.40	12.60
2012	20000	C	N 10000		S 10000	9.00	56.30	12.90
2011	18400	C	N 9300		S 9100	9.00	51.30	11.10
2010	21000	C	N 10500		S 10500	9.85	55.51	11.50
2009	22000	C	N 11000		S 11000	9.88	55.48	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

DATE 03/21/25

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
HOURLY CONTINUOUS COUNTS FINAL REPORT  
OCTOBER 2024

COUNTY NAME: SUMTER STATION: 9931 DIRECTION: N LANE: 0  
DESCRIPTION: TPK ML SR 91 S OF CR468  
LOCATION: COUNTY 18 SECTION 470 SUBSECTION 000 MILEPOST 3.379 ROUTES: SR-91

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY																				
1	T	381	312	251	252	334	608	1264	1629	1556	1523	1577	1526	1503	1449	1471	1517	1544	1272	1159	1014	809	661	594	408	24614N																				
2	W	308	283	205	259	345	607	1214	1572	1494	1587	1520	1482	1361	1382	1571	1557	1643	1380	1244	951	761	713	642	467	24548N																				
3	R	402	314	218	278	358	632	1358	1557	1821	1698	1831	1710	1676	1672	1593	1748	1669	1565	1495	1111	969	792	655	521	27643N																				
4	F	398	347	291	327	384	635	1371	1660	1804	1930	2104	1928	2169	2145	2267	2186	2211	2299	2101	2250	1495	1192	1003	729	35226A																				
5	A	486	363	290	271	349	502	1007	1322	1725	2111	2419	2657	1257	2559	2931	2636	1773	1562	1293	1054	974	774	733	594	31642S																				
6	S	458	329	242	185	215	329	528	730	1099	1365	1261	1993	2340	1844	1795	1707	1561	1546	1390	1271	1154	773	612	632	25359A																				
7	M	551	370	259	246	374	688	1269	1685	1553	1819	2125	1601	1665	1261	1183	1042	1308	1354	1344	1116	1165	1113	1071	805	26967A																				
8	T	718	610	517	475	767	1146	1584	1684	1619	1631	1646	1676	1603	1488	1531	1483	1430	1517	1251	1049	918	839	707	558	28447A																				
9	W	400	385	292	312	408	513	625	625	664	799	772	829	656	572	484	354	231	135	98	60	50	27	12	8	9311S																				
10	R	3	3	6	17	12	17	33	41	92	163	326	421	601	610	702	724	608	669	569	489	436	379	303	281	7505A																				
11	F	195	193	179	181	245	468	981	1319	1301	1414	1548	1642	1422	1592	1669	1619	1487	1508	1384	1121	978	796	707	570	24519A																				
12	A	425	378	303	331	362	507	855	1219	1338	1741	2170	2138	1869	1713	1458	1375	1245	1213	1100	1055	951	830	759	561	25896N																				
13	S	422	318	239	204	216	404	560	818	1212	1530	1893	1822	1854	1918	1868	1806	1805	1631	1541	1305	1145	919	740	518	26688N																				
14	M	350	316	261	263	354	645	1343	1719	1802	1918	2045	2028	1837	1742	1886	1767	1742	1624	1496	1113	918	771	601	484	29025N																				
15	T	409	296	204	309	351	662	1326	1614	1818	1812	1968	1786	1666	1588	1562	1597	1652	1480	1396	1245	947	712	632	453	27485N																				
16	W	369	279	215	263	352	707	1420	1680	1841	1839	1822	1733	1670	1564	1616	1605	1587	1331	1292	1098	948	798	691	509	27229N																				
17	R	368	302	293	292	376	534	1584	1220	1192	2468	2067	1749	1700	1709	1736	1784	1734	1681	1596	1305	1101	888	790	604	29073A																				
18	F	446	393	351	370	440	798	1411	1851	1875	2108	1680	1604	2410	1576	1696	1878	1989	1912	1874	1706	1619	1203	1050	798	33038A																				
19	A	602	416	360	343	375	615	1045	1434	1722	2110	2374	2487	2313	1893	2182	1899	1946	1947	1436	1170	1157	1054	881	736	32497S																				
20	S	530	346	272	264	247	433	598	832	1275	1713	2195	2429	2346	2336	2098	2129	2182	1878	1908	1572	1372	1064	820	672	31511N																				
21	M	508	393	292	282	335	729	1300	1680	1755	1876	1985	2028	1992	1860	1902	1185	1832	1980	1712	1346	1119	837	686	527	30141A																				
22	T	395	322	242	278	342	664	1288	1652	1558	1635	1676	1513	1539	1431	1569	1639	1670	1499	1330	1065	837	672	605	468	25889N																				
23	W	346	294	238	274	345	679	1299	1647	1478	1717	1675	1624	1180	1695	1818	1759	1701	1505	1406	1115	963	779	659	458	26654N																				
24	R	411	328	293	281	388	697	1311	1689	1762	1776	1824	1819	1802	1693	1832	1988	1922	1653	1271	1422	1132	807	712	628	29441N																				
25	F	424	422	345	296	420	729	1333	1780	1794	1981	2121	2228	2064	2091	2054	2168	1988	1695	1924	1614	1404	1110	909	711	33605A																				
26	A	525	425	333	288	346	512	914	1282	1595	1854	2024	2001	1789	1684	1617	1651	1631	1503	1336	1121	1112	905	785	638	27871N																				
27	S	433	376	285	237	237	348	550	930	1172	1607	2055	2159	2087	2254	2309	2009	2072	1896	1671	1454	1286	950	891	627	29895N																				
28	M	420	338	281	280	370	699	1315	1580	1719	1864	1552	1485	2143	1732	1818	1775	1734	1565	1409	1035	538	1242	706	517	28117A																				
29	T	367	275	231	270	357	643	1228	1609	1653	1552	1508	1556	1513	1432	1484	1674	1646	1477	1396	1032	866	754	571	437	25531N																				
30	W																										25584B																			
31	R	427	322	293	298	390	672	1301	1639	1581	1763	1624	1681	1658	1730	1869	1861	1795	1561	1383	1081	948	825	708	513	27923N																				
WEEKDAY AVERAGE =		26561					SATURDAY AVERAGE =					29477					SUNDAY AVERAGE =					28363					NUMBER OF GOOD DAYS					30					TOTAL MONTHLY COUNT =					813290				
MONTHLY AVERAGE =		27235																																												

COMMENTS:  
FL GATOR HOME GAME  
FL GATOR HOME GAME  
HALLOWEEN

"B"====> BAD DAY  
"N"====> NORMAL DAY  
"A"====> ATYPICAL DAY  
"H"====> ATYPICAL DAY (HOLIDAY)  
"S"====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/21/25

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRAFFIC COUNTS  
HOURLY CONTINUOUS COUNTS FINAL REPORT  
OCTOBER 2024

COUNTY NAME: SUMTER STATION: 9931 DIRECTION: S LANE: 0  
DESCRIPTION: TPK ML SR 91 S OF CR468  
LOCATION: COUNTY 18 SECTION 470 SUBSECTION 000 MILEPOST 3.379 ROUTES: SR-91

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	T	350	329	331	375	518	778	1058	1188	1227	1115	1232	1320	1258	1384	1455	1714	1723	1635	1437	1001	860	598	481	445	23812N
2	W	339	324	294	354	510	836	1136	1123	1229	1257	1295	1265	1332	1449	1498	1665	1708	1631	1444	1076	863	690	564	443	24325N
3	R	388	321	310	403	574	873	1162	1229	1251	1313	1250	1372	1511	1620	1690	1945	1349	1400	1722	1692	1201	820	699	499	26594A
4	F	406	383	357	487	589	819	1126	1192	1237	1429	1535	1620	1803	1962	1811	2154	2116	1994	1822	1535	1169	991	817	659	30013N
5	A	507	367	335	364	422	521	749	945	1200	1525	1734	1821	1937	2024	2162	2047	1951	1872	1738	1385	1188	1018	865	1205	29882S
6	S	1670	1459	504	337	346	331	441	721	1054	1744	2222	2166	2179	2222	2415	2416	2301	2316	2058	1868	1561	1041	825	589	34786A
7	M	469	393	395	495	594	928	1105	1175	1212	1206	1371	1275	1458	1456	1465	1759	1749	1683	1490	1146	1005	771	711	594	25905A
8	T	478	440	354	411	503	732	964	1055	990	1049	1073	1089	1169	1159	1239	1231	1250	1136	1006	801	678	569	417	326	20119A
9	W	277	228	175	187	183	231	265	290	271	282	338	377	371	273	249	228	202	154	118	78	73	33	29	21	4933S
10	R	21	20	24	35	43	53	97	144	240	339	465	569	660	757	772	793	923	1098	1239	1366	1260	1453	927	964	14262A
11	F	918	510	486	413	493	723	929	986	1207	1198	1314	1175	1358	1509	1604	1441	1346	1556	1578	1618	1589	1438	1349	1184	27922A
12	A	1245	626	472	481	488	646	769	987	1180	1431	1602	1500	1621	1563	1639	1757	1850	1815	1715	1561	1306	963	985	704	28906A
13	S	531	423	352	296	319	394	537	700	884	1155	1421	1588	1573	1570	1694	1823	1815	1814	1794	1682	1613	1323	1057	862	27220A
14	M	524	436	377	424	535	940	1213	1178	1384	1430	1504	1481	1539	1661	1738	1724	1898	1723	1507	1537	1182	946	719	542	28142A
15	T	419	346	363	404	548	884	1144	1274	1287	1250	1262	1375	1449	1419	1568	1580	1758	1632	1618	1145	803	809	501	394	25232N
16	W	349	317	449	523	572	928	1143	1285	1381	1257	1317	1405	1386	1569	1500	1543	1765	1889	1711	1318	1031	809	595	494	26536A
17	R	428	379	424	489	620	879	1193	1270	1429	1400	1512	1441	1463	1561	1799	1978	2260	2206	1912	1821	1356	852	737	627	30036A
18	F	509	485	453	534	626	913	1158	1380	1514	1760	1783	1869	1929	2121	1928	1879	2259	1597	2071	2043	1315	1058	804	617	32605A
19	A	502	410	361	352	379	510	761	1080	1312	1563	1839	1824	1829	1837	2123	2043	1982	1802	1506	1258	1069	919	759	631	28651N
20	S	1053	671	298	269	286	358	514	696	1030	1467	1833	2079	2034	1791	2180	2142	2184	2188	1919	1829	1193	857	800	631	30302A
21	M	437	435	429	459	574	942	1214	1283	1366	1371	1455	1477	1569	1660	1671	1722	1803	1720	1445	1078	851	630	482	403	26476N
22	T	386	347	335	360	521	842	1159	1215	1314	1268	1296	1342	1376	1452	1538	1670	1707	1687	1367	1070	803	597	402	380	24434N
23	W	400	321	279	346	522	827	1289	1271	1290	1308	1345	1281	1370	1448	1581	1833	1852	1703	1657	1115	835	632	482	417	25404N
24	R	449	375	400	454	536	769	1369	1296	1375	1385	1406	1576	1612	1692	1779	2011	1956	1890	1725	1294	977	892	596	469	28283N
25	F	564	384	408	472	587	864	846	1030	1359	1482	1660	1725	1849	1969	2081	2170	2265	2309	2111	1687	1291	1061	832	692	31698N
26	A	489	333	286	356	387	540	705	892	1200	1542	1661	1821	1860	1848	1991	1986	1828	1790	1461	1273	1048	893	680	536	27406N
27	S	372	280	234	284	238	355	465	690	995	1257	1578	1863	2069	2050	2098	2051	2152	2154	2018	1743	1440	939	817	594	28736N
28	M	456	445	390	482	607	947	1187	1286	1359	1417	1555	1604	1666	1713	1718	1870	1924	1816	1558	1144	871	593	527	466	27601N
29	T	343	408	340	332	497	805	1153	1217	1192	1255	1319	1383	1404	1418	1538	1657	1800	1676	1376	994	835	659	554	439	24594N
30	W	372	304	305	389	530	851	1140	1242	1333	1293	1350	1450	1496	1520	1684	1752	1878	1824	1531	1168	883	738	574	461	26068N
31	R	418	345	350	394	520	843	1137	1245	1247	1326	1381	1439	1515	1610	1766	1813	1891	1782	1503	1075	872	779	614	540	26405N

WEEKDAY AVERAGE = 25560 SATURDAY AVERAGE = 28711 SUNDAY AVERAGE = 30261 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 817288  
MONTHLY AVERAGE = 26681

COMMENTS:  
"B"=====> BAD DAY FL GATOR HOME GAME  
"N"=====> NORMAL DAY FL GATOR HOME GAME  
"A"=====> ATYPICAL DAY HALLOWEEN

"H"=====> ATYPICAL DAY (HOLIDAY)  
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9931 - TPK ML SR 91 S OF CR468

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	56058	C	N 28056		S 28002	9.50	54.30	20.30
2023	56245	C	N 27484		S 28761	10.50	54.40	24.70
2022	47500	S	0		0	10.50	54.80	21.30
2021	48212	F	N 24331		S 23881	10.50	54.80	21.30
2020	38376	C	N 19226		S 19150	10.50	54.80	20.70
2019	49138	C	N 24305		S 24833	10.50	54.50	17.80
2018	49310	C	N 24411		S 24899	9.50	54.60	17.30
2017	47836	C	N 23529		S 24307	9.50	54.70	16.00
2016	45903	C	N 22722		S 23181	10.50	55.10	17.10
2015	43427	C	N 21656		S 21771	10.50	55.30	16.30
2014	39798	C	N 19859		S 19939	10.50	55.50	15.30
2013	37893	C	N 18860		S 19033	10.50	56.40	15.90
2012	35500	F	N 0		S 0	10.50	55.70	15.40
2011	36072	C	N 17822		S 18250	10.50	55.70	15.40
2010	37235	C	N 18439		S 18796	11.62	56.95	15.10
2009	35941	C	N 18020		S 17921	11.34	55.19	15.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2024 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2210 - TPK ML SR 91 S OF MM 307

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	49800	C	N 24900		S 24900	10.50	56.10	19.90
2023	50200	C	N 25100		S 25100	10.50	54.40	21.90
2022	49600	C	N 24800		S 24800	10.50	55.50	19.20
2021	44000	C	N 22000		S 22000	10.50	59.60	21.30
2020	40400	C	N 20200		S 20200	10.50	53.80	20.70
2019	44700	C	N 22350		S 22350	10.50	53.80	17.80
2018	45300	C	N 22650		S 22650	9.50	57.70	17.30
2017	43500	C	N 21750		S 21750	9.50	57.70	16.20
2016	40400	C	N 20200		S 20200	10.50	57.20	16.60
2015	37000	C	N 18500		S 18500	10.50	54.50	16.00
2014	33000	C	N 16500		S 16500	10.50	54.80	15.20
2013	33000	C	N 16500		S 16500	10.50	55.60	15.60
2012	34000	E	N 17000		S 17000	10.50	54.40	14.80
2011	35000	E	N 17500		S 17500	10.50	55.10	15.10
2010	33700	C	N 16850		S 16850	11.01	55.93	14.40
2009	33200	C	N 16600		S 16600	10.79	54.81	14.40

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

**PLANNING & ZONING BOARD AS LOCAL PLANNING AGENCY OF THE  
CITY OF WILDWOOD**

**EXECUTIVE SUMMARY**

**SUBJECT:** CP 2305-002 Summers - SSCPA

**REQUESTED ACTION:** Staff recommends approval and a favorable recommendation of Ordinance Number O2025-31 to be forwarded to the City Commission for further action.

**CONTRACT:**

Vendor/Entity:

Effective Date:

Termination Date:

Managing Division/Department:

**BUDGET IMPACT:**

**HISTORY/FACTS/ISSUES:**

<b>Case No.</b>	CP 2305-002 Summers
<b>Ordinance No.</b>	O2025-31
<b>Applicant</b>	LPG Urban & Regional Planners LLC
<b>Owner</b>	Bryan Summers
<b>Property Location</b>	Generally located north of the intersection of E SR 44 and CR 149
<b>Parcel Number</b>	G15C017
<b>Date</b>	06/25/2025

The applicant seeks a favorable recommendation from the Planning and Zoning Board/Special Magistrate acting as the Local Planning Agency for a Small-Scale Comprehensive Plan Amendment to change the Future Land Use Map designation from Rural Residential (County) to Commercial (City) for the parcels listed above on 0.83 acres MOL. This request is accompanied by rezoning request RZ 2305-002 (O2025-32).

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

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

The applicant is proposing a small-scale comprehensive plan amendment to amend the Rural Residential land use to Commercial. Justification has been presented to the city to support the

proposed development, with the surrounding parcels on the FLUM depicting primarily low-density/rural residential land use designations within the county, with some commercial land use to the southeast that is within the city. The proposed use will be a six-thousand (6,000) square-foot auto part/service store. The property is currently vacant while the adjacent property to the east has an existing 6,000 square-foot gym, and it's zoned CL with Sumter County. There are additional parcels to the southeast and west that are city commercial and would complement Policy 1.2.8 of the 2050 comprehensive plan, which requires that the city contributes to a mix of land uses which are compatible with existing communities and supported by community infrastructure, services, and utilities, especially along commercial corridors.

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

The proposed amendment is not inconsistent with the policies of the Comprehensive Plan. Commercial (COM) Future Land Use designation within the 2050 Comprehensive Plan which will allow for a maximum intensity of point five (0.50) FAR with a maximum sixty percent (75%) ISR on the subject property, designated under the 2050 Comprehensive Plan FLU Policy 1.1.1, placing the project within acceptable development standards. The proposed development will conform with Policy 1.2.3. as the applicant has stated he understands that utilities are not currently present, but that public services will be accessed once they become available. Additionally, the property would follow Policy 1.2.8.i. of the Future Land Use Element of the 2050 Comprehensive Plan, which states that the city shall direct growth towards areas planned for urban development, thus preventing the spread of urban sprawl. The maximum FAR for the development is 18,077.4 square feet.

Lastly, Policy 1.1.4 stipulates that the City's zoning map shall be consistent with the FLUM, and further refine densities, intensities, and permitted uses. As such, the proposed amendment is not inconsistent with the FLUM and conforms with the 2050 Comprehensive Plan as it brings the newly annexed parcel into compliance with the city FLUM.

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

The amendment should not be considered urban sprawl, but the area may exemplify an energy-inefficient land use pattern. Outside the addition of the six-thousand (6,000) square-foot proposed building for the auto part/service store, the current gym under Sumter County jurisdiction shall remain as is. Abiding by Policy 1.2.8.i., as it maintains compatibility with adjacent land uses and provides interconnectivity, maximizing the use of existing and future public facilities and services.

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

On March 31, 2023, the applicant provided an environmental assessment report detailing the presence of flora and fauna protected by county, state and federal government agencies. The survey found no "potentially occupied" gopher tortoise burrows. It's recommended that a 100% survey be conducted. There were no protected plant species found. At some point in time, the parcel featured mixed hardwoods (438), but at this time the parcel is mostly cleared with a few mature trees sparse around the western boundary of the parcel. The entire parcel exhibits 13 - Tavares Fine Sand as its soil type, which is characterized by rapid to very rapid permeability. It's expected that the proposed amendment will not have an adverse effect on environmentally

sensitive systems, since there are no wetlands nor special flood hazard areas found on the property. Tree mitigation, if any, will be completed at the site plan stage.

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

**Transportation:** Access to the site is proposed via SR 44 and cross-access from the existing commercial driveway that currently serves the Anytime Fitness gym site. On May 20, 2025, Sumter County Public Works accepted the traffic impact analysis for this proposal, which yields approximately 100 daily trips, 11 AM peak hour trips, and 12 PM peak hour trips. Based on the analysis, all study roadway segments currently operate acceptably and are projected to operate acceptably at buildout in year 2027. Additionally, all movements at the two STOP-controlled study intersections are projected to operate well (LOS B or better) at buildout in year 2027.

**Potable Water & Sewer:** The subject property is within the utility service boundary according to the 2024 Utility Master Plan. There is an 8-inch sewer force main on the south side of E SR 44. There is no water available in this segment of the corridor. Water main extensions are projected to be developer-driven in this area. The applicant/owner understands that there could be requirements for water main extension and/or in coordination of expansion with other surrounding developments. The project is expected to utilize two (2) water and two (2) sewer ERUs. If it is determined that the cost of connection to city utilities is not financially feasible at the time of issuance of the development order, the applicant may be allowed to utilize a private well and septic system until such time as utilities become available and/or the private well or septic system fails. Any septic system installed within the city's Utility Service Area will be required to meet OSTDS standards.

**Schools:** The change is commercial and will result in no school-age children students added to the existing Wildwood/Sumter County Schools.

Staff **recommends approval and a favorable recommendation of Ordinance Number O2025-31** be forwarded to the City Commission for further action.

DATED: 6/24/2025



Wendy Then, AICP, CFM  
Assistant Director Development Services

**ORDINANCE NO. O2025-31**

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

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

**Parcel G15C017**

**Bryan Summers, as Trustee of the Summers Land Trust dated January 30, 2013**

**Acres 0.83+/-**

**LEGAL DESCRIPTION:**

Lot 17, Lake Deaton Shores, First Addition, according to the Plat thereof, Recorded in Plat Book 2, Page 25 ½, Public Records of Sumter County, Florida.

**CONTAINING 0.83 ACRES, MORE OR LESS.**

This property is to be reclassified from Rural Residential (Sumter County) to Commercial (City of Wildwood).

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

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

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

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

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

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

**SECTION 5. SCRIVENER'S ERROR.** The city attorney may correct scrivener's errors found in this ordinance by filing a corrected copy of this ordinance with the city clerk.

**DONE AND ORDAINED** this \_\_\_\_ day of \_\_\_\_\_, 2025, 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

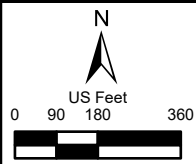
EXHIBIT A



-  Subject Property
-  City of Wildwood
-  Sumter County

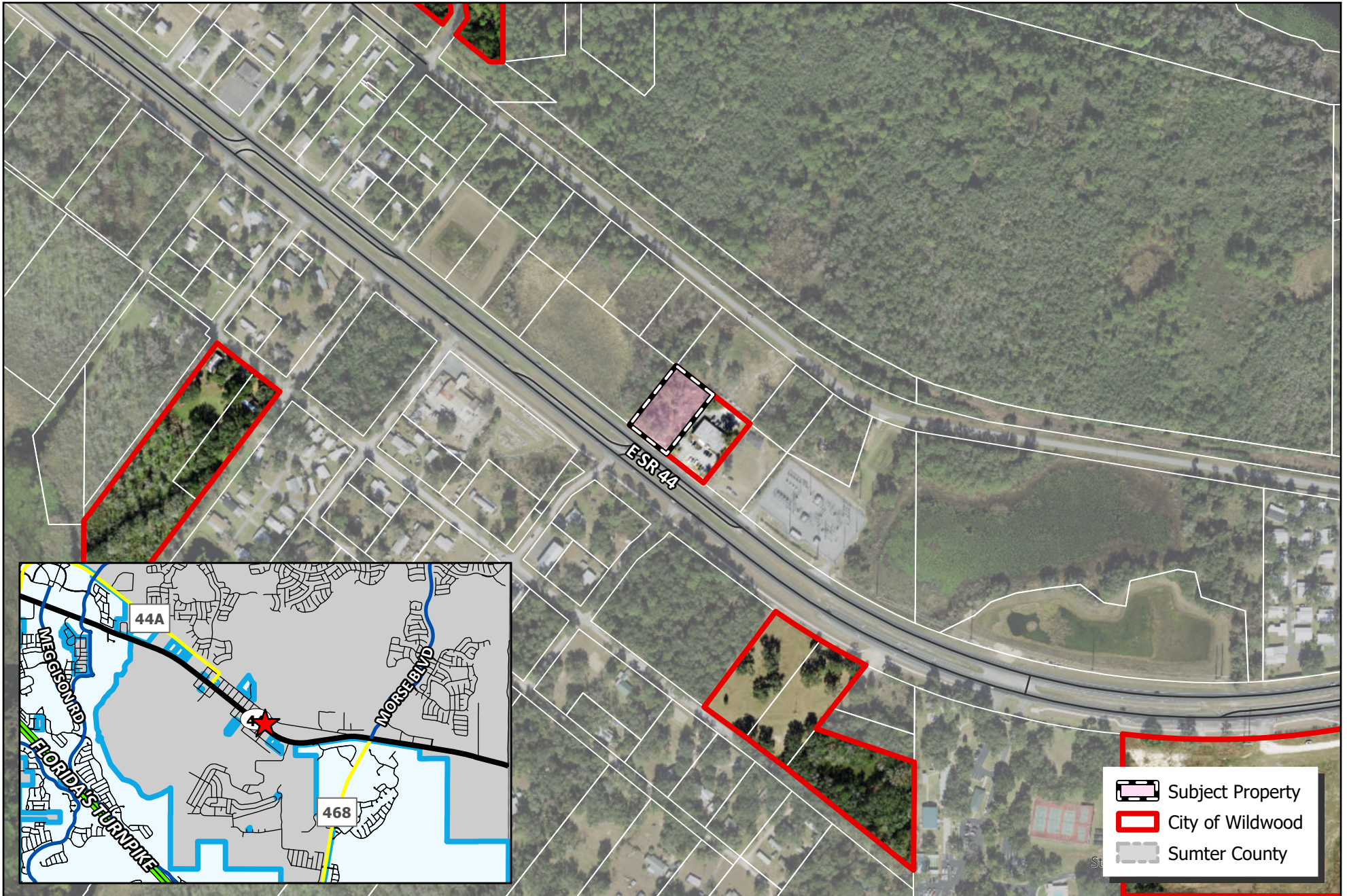





**CITY OF WILDWOOD**  
 100 North Main Street  
 Wildwood, FL 34785  
 Phone: (352) 330-1330  
[www.wildwood-fl.gov](http://www.wildwood-fl.gov)



CP 2305-002  
**SUMMERS**  
 PARCEL G15C017

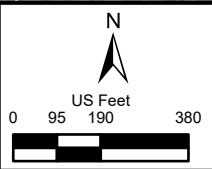
**MAP 1A**  
**LOCATION**  
**MAP**  
**JUN 2025**



-  Subject Property
-  City of Wildwood
-  Sumter County

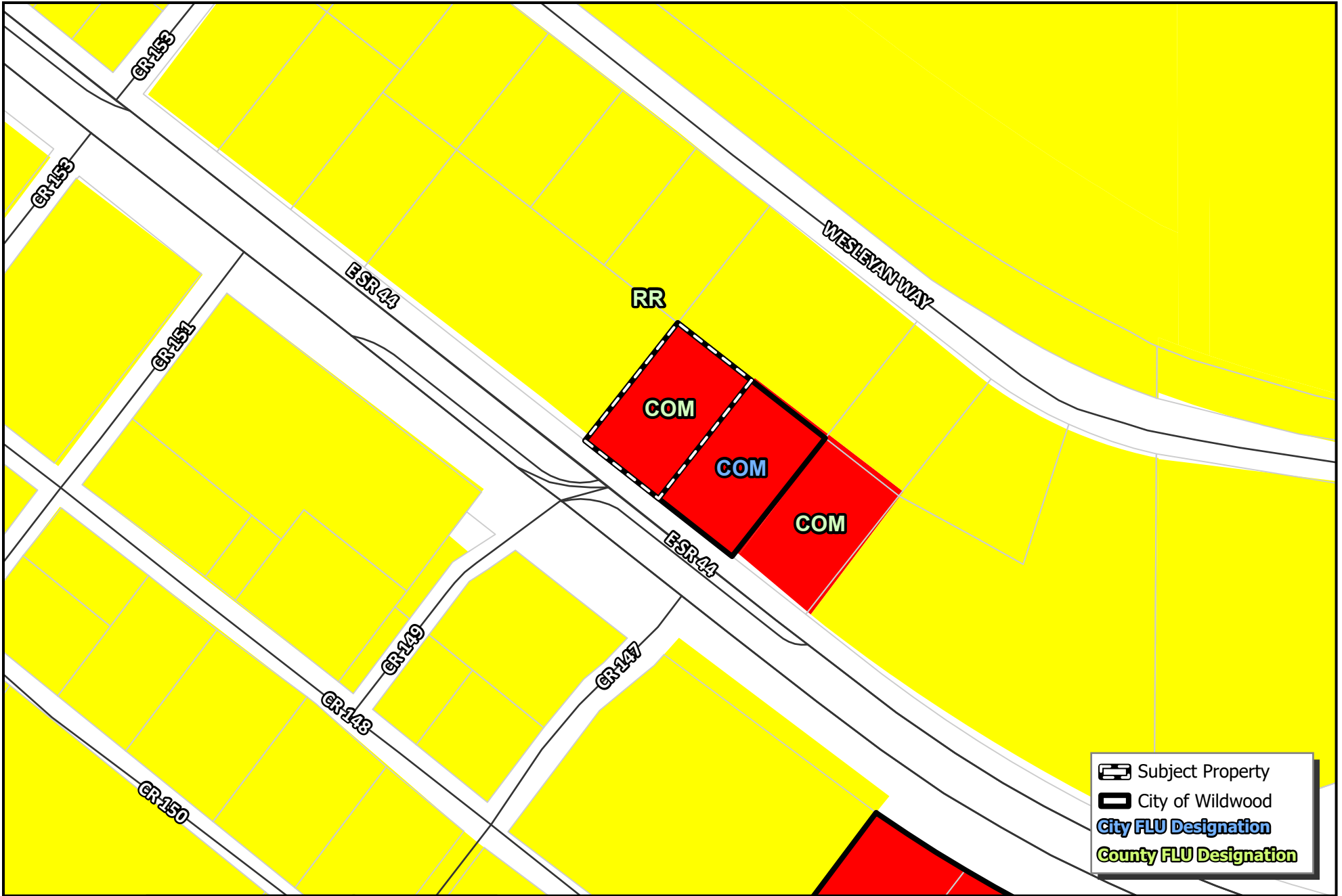


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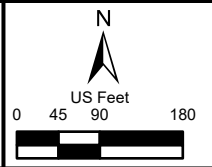


CP 2305-002  
**SUMMERS**  
 PARCEL G15C017

**MAP 1B**  
**LOCATION**  
**MAP**  
**JUN 2025**

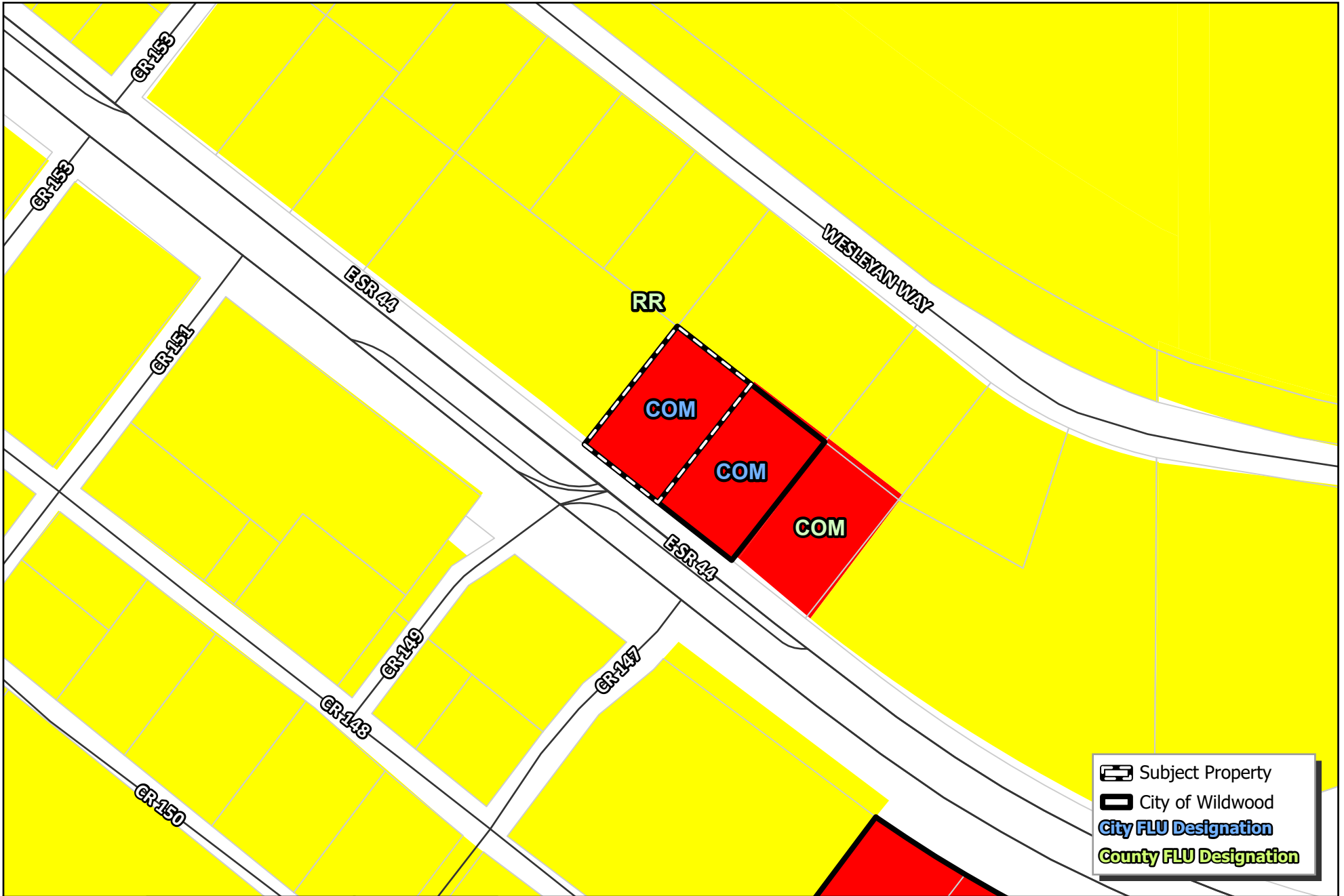


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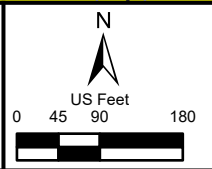


CP 2305-002  
**SUMMERS**  
 PARCEL G15C017

**MAP 2A**  
**EXISTING**  
**LAND USE**  
**JUN 2025**



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CP 2305-002  
**SUMMERS**  
 PARCEL G17C017

**MAP 2B**  
**PROPOSED**  
**LAND USE**  
**JUN 2025**



## **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: O2025-31

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes. If one or more boxes are checked below, a business impact estimate is not required by state law<sup>1</sup> 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.

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<sup>1</sup> See Section 166.041(4)(c), Florida Statutes.

**APPROVED**

Matthew Tadlock

Assistant Public Works Director - Planning and Design

05/20/2025



# MEMORANDUM

**To:** Mr. Matthew Tadlock – Sumter County Assistant Public Works Director-Planning and Design  
**From:** Mr. Chris J. Walsh, P.E.  
**Date:** May 16, 2025  
**Subject:** SR 44 Automobile Parts/Service Store Traffic Analysis Memorandum  
Wildwood, Florida

Walsh Traffic Engineering, LLC (Walsh Traffic) has been retained to conduct a Trip Generation/Traffic Analysis for a proposed 6,000 square foot auto parts/service store to be located on the north side of SR 44, approximately one mile west of Morse Boulevard in Wildwood, Florida (see **Site Location Map** below). The property is currently vacant while the adjacent property to the east has a 6,000 square-foot gym. Access to the site is proposed via a driveway connection to SR 44 that aligns with the directional median opening aligned with Sumter County Road 149. Additionally, the development is proposed to have a cross-access connection with the existing gym development immediately adjacent to the east (a preliminary site plan is attached). The development is proposed to be built out by the year 2026. However, for the purposes of this analysis, a buildout year of 2027 was used. Given that the development is projected to generate only 100 total daily trips, as demonstrated later within this memorandum, this memorandum is intended to serve as a Minor Traffic Impact Analysis in accordance with 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) 943 (Automobile Parts and Service Center). As summarized below in **Table 1**, the proposed development is projected to generate 100 total daily trips, 11 total AM peak-hour trips (8 in, 3 out), and 12 total PM peak-hour trips (5 in, 7 out). While a portion of the trips are expected to be pass-by trips, for the purposes of providing a conservatively high project impact on the study roadways and intersections, pass-by trip reduction was not applied.

**Table 1 – Trip Generation Summary**

Land Use	ITE Land Use Code	Intensity	Daily		
			Total Trips		
			In	Out	Total
Automobile Parts/Service	943	6 KSF	50	50	100

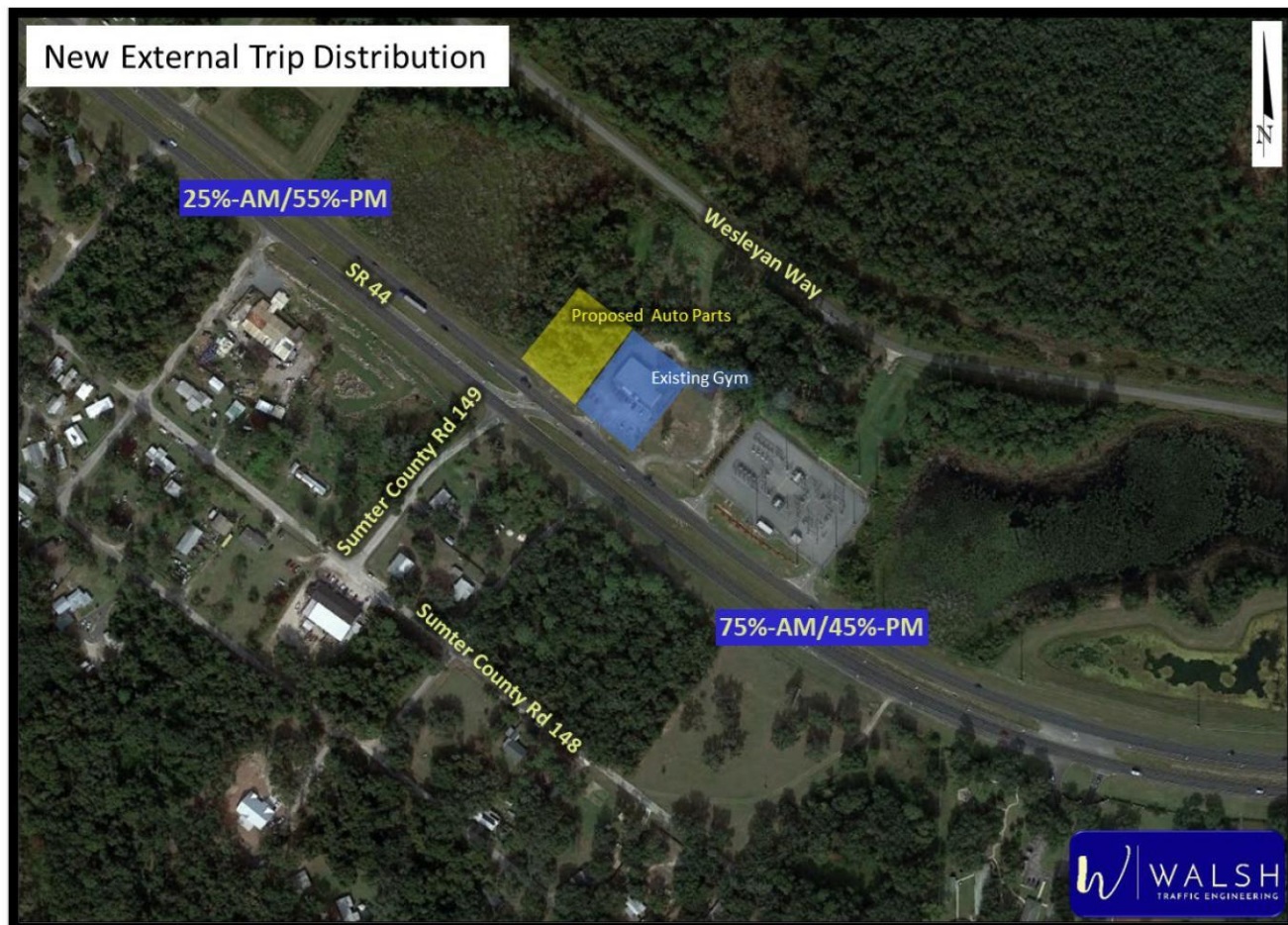
Land Use	ITE Land Use Code	Intensity	AM Peak Hour		
			Total Trips		
			In	Out	Total
Automobile Parts/Service	943	6 KSF	8	3	11

Land Use	ITE Land Use Code	Intensity	PM Peak Hour		
			Total Trips		
			In	Out	Total
Automobile Parts/Service	943	6 KSF	5	7	12

### Trip Distribution

The trip distribution for the new external trips was estimated using engineering judgment taking into consideration existing traffic counts. Based on the traffic counts, ~25% of the trips exiting the adjacent gym are to the west on SR 44 and 75% to the east on SR 44. In the PM peak hour, ~55% of the exiting trips are to the west on SR 44 and 45% to the east on SR 44. The new external trip distribution for the proposed development is shown below:





### Study Roadways

Per the Sumter County TIA Guidelines, the study area is to include the roadway which abuts the development (SR 44) and roadway segments in which the project traffic is greater than three percent of the service volume or more than 70 peak-hour two-way trips. As summarized in **Table 1**, the project impact on adjacent roadways is less than the three percent significance threshold and below the 70 peak-hour two-way trips.

**Table 2 – Project Significance Summary**

Roadway Segment	ID	# of Lanes	Adopted LOS	Service Volume (vph)	Source	% Assign	Project Trips (vph)		% Significant		Significant?	
							NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
<b>SR 44</b>												
Buena Vist Blvd to Project	35511202	4	D	1,943	CMP	55.0%	3	4	0.15%	0.21%	no	no
Project to Morse Blvd	35511202	4	D	1,943	CMP	45.0%	3	2	0.15%	0.10%	no	no

The project impact on the adjacent section of SR 44 is well below the 3% threshold. Thus, the study roadway segments only include the following:

- SR 44 from Buena Vista Boulevard to Project
- SR 44 from Project to Morse Boulevard

Additionally, per the County TIA Guidelines, 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 are summarized below:

- SR 44 at Project Driveway/CR 149



### Existing Conditions Analyses

For purposes of this study, PM peak-period turning movement counts, from 4:00 PM to 6:00 PM, were conducted at the study intersection. Additionally, existing roadway segment volumes were obtained from the Sumter County CMP Database (2023). Printouts of the turning movement counts and the applicable portion of the Sumter County CMP Database are attached.

The operating conditions of the roadway segments were then analyzed by comparing the PM peak-hour directional volumes against the generalized service volume. As summarized in **Table 3**, the existing roadway segment volumes on all study roadway segments are well below the generalized service volumes. Therefore, all study roadway segments currently operate acceptably.

**Table 3 – Existing Conditions Roadway Segment Analyses**

Roadway Segment	ID	# of Lanes	Adopted LOS	Service Volume (vph)	Source	Existing Volume		Source	Volume Exceeds	
						NB/EB	SB/WB		NB/EB	SB/WB
SR 44										
Buena Vist Blvd to Project	35511202	4	D	1,943	CMP	996	967	MPO	no	no
Project to Morse Blvd	35511202	4	D	1,943	CMP	996	967	MPO	no	no

### Future Conditions Analyses

Existing roadway segment and intersection volumes were factored to year 2027 by applying the annual growth trend as calculated from historical volumes on SR 44. **Table 4** summarizes the future background volume calculations for the study roadway segments.

**Table 4 – Future Background Volume Calculations for Roadway Segments**

Roadway Segment	ID	# of Lanes	Adopt. LOS	Applied Annual Growth Rate	Existing Volume (vph)			Buildout Year	Applied Growth		Total Background Vol. (vph)		Service Volume (vph)	Volume Exceeds Svc Vol?	
					NB/EB	SB/WB	Year		NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB
SR 44															
Buena Vist Blvd to Project	35511202	4	D	3.9%	996	967	2023	2027	155	151	1,151	1,118	1,943	no	no
Project to Morse Blvd	35511202	4	D	3.9%	996	967	2023	2027	155	151	1,151	1,118	1,943	no	no

Project trips were then added to obtain the future total volumes on the study roadway segments at buildout of the proposed development in 2027. The total volumes were then compared against each roadway’s service volume. As summarized in **Table 5**, all future total volume projections are well below each roadway’s generalized service volume, thus indicating all study roadways are projected to operate acceptably at buildout of the development.

**Table 5 – Future Buildout Conditions Roadway Segment Analyses**

Roadway Segment	ID	# of Lanes	Adopted LOS	Total Background Volume (vph)		Project Trips			Total Buildout Volume (vph)		Service Volume (vph)	Volume Exceeds Svc Vol?	
				NB/EB	SB/WB	% Assign	Volume (vph)		NB/EB	SB/WB			
							NB/EB	SB/WB					
SR 44													
Buena Vist Blvd to Project	35511202	4	D	1,151	1,118	55.0%	3	4	1,154	1,122	1,943	no	no
Project to Morse Blvd	35511202	4	D	1,151	1,118	45.0%	3	2	1,154	1,120	1,943	no	no



The SR 44 at CR 149/Project Driveway and the SR 44/existing gym driveway intersections were then analyzed. For the purposes of this analysis, the existing turning movement volumes were factored up to year 2027 based on the 3.9% trend annual growth rate. Because the proposed development will provide cross-access to the adjacent gym, a portion of the trips traveling to the gym were reassigned to the eastbound left-turn movement as the motorists from the west currently need to drive eastbound past the site, make an eastbound-to-westbound u-turn east of the site, and then make a westbound right into the site. Then, the project trips were included. Turning movement worksheets are attached. The intersections were then analyzed under *Highway Capacity Manual* methodologies using the Synchro 12 software. Based on the Synchro printouts, as attached, all approaches at the two STOP-controlled study intersections are projected to operate acceptably at level of service (LOS) B or better at buildout of the development. The 95<sup>th</sup> percentile queues for all movements are projected to be less than one vehicle.

Intersection	Control	MOE	AM Peak Hour				PM Peak Hour					
			Approach				Overall Intxn	Approach				Overall Intxn
			EB	WB	NB	SB		EB	WB	NB	SB	
SR 44 at Gym Driveway		Delay (sec/veh)	-	-	-	12.6	-	-	-	-	12.5	-
		LOS	-	-	-	B	-	-	-	-	B	-
		Highest V/C	-	-	-	0.028	-	-	-	-	0.03	-
SR 44 at CR 149/Proposed Driveway		Delay (sec/veh)	-	-	0.0	11.9	-	-	-	12.1	12.0	-
		LOS	-	-	A	B	-	-	-	B	B	-
		Highest V/C	-	-	0	0.002	-	-	-	0.035	0.008	-

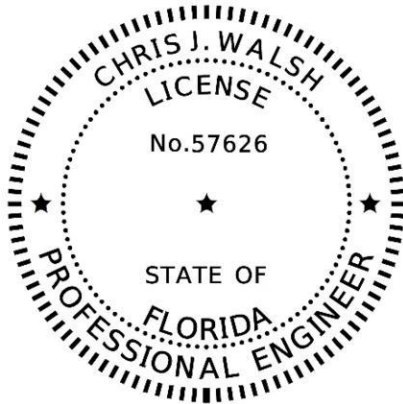
Relative to the proposed driveway, with only six westbound rights (one every 10 minutes) in the AM peak hour and two westbound rights (one every 30 minutes) in the PM peak hour, a westbound right-turn lane is not warranted at the proposed project driveway.

## Conclusions

A Trip Generation/Traffic Analysis was conducted for a proposed 6,000 square foot auto parts/service store to be located on the north side of SR 44, approximately one mile west of Morse Boulevard in Wildwood, Florida. Based on the analysis, all study roadway segments currently operate acceptably and projected to operate acceptably at buildout in year 2027. Additionally, all movements at the two STOP-controlled study intersections are projected to operate well (LOS B or better) at buildout in year 2027.

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

---



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**Chris J Walsh** Date: 2025.05.16  
11:18:09 -04'00'

ON THE DATE ADJACENT TO THE SEAL

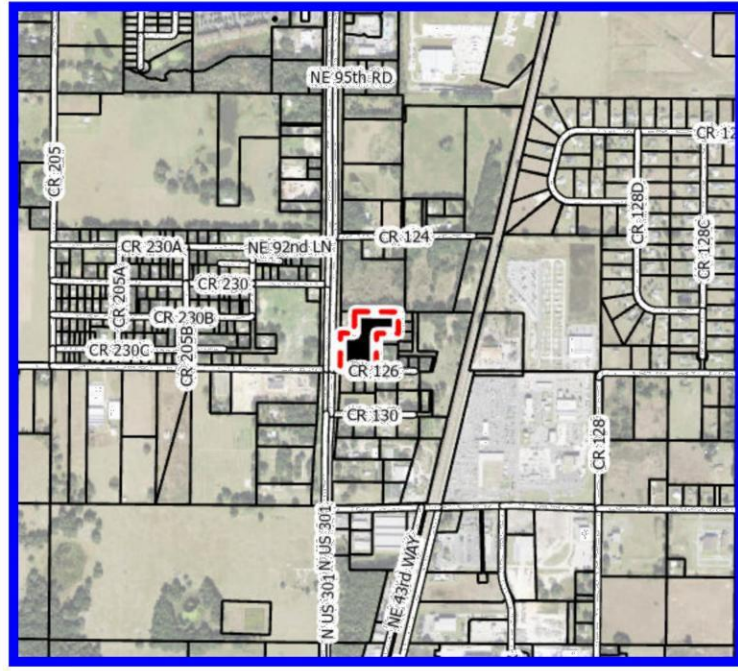
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES



# Attachments

**Owner:**  
 Summers Land Trust  
 Bryan Summers, Trustee  
 1850 CR 216A  
 Oxford, FL 34484

**Applicant:**  
 LPG Urban and Regional  
 Planners, Inc.  
 c/o Michael Rankin  
 1162 Camp Avenue  
 Mount Dora, Florida 32757  
 (352)-385-1940

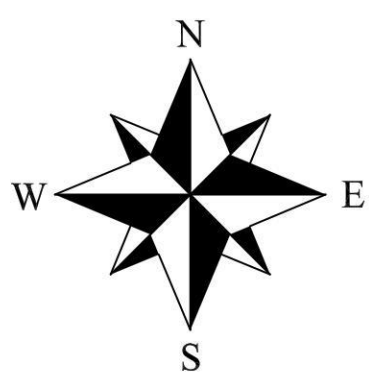
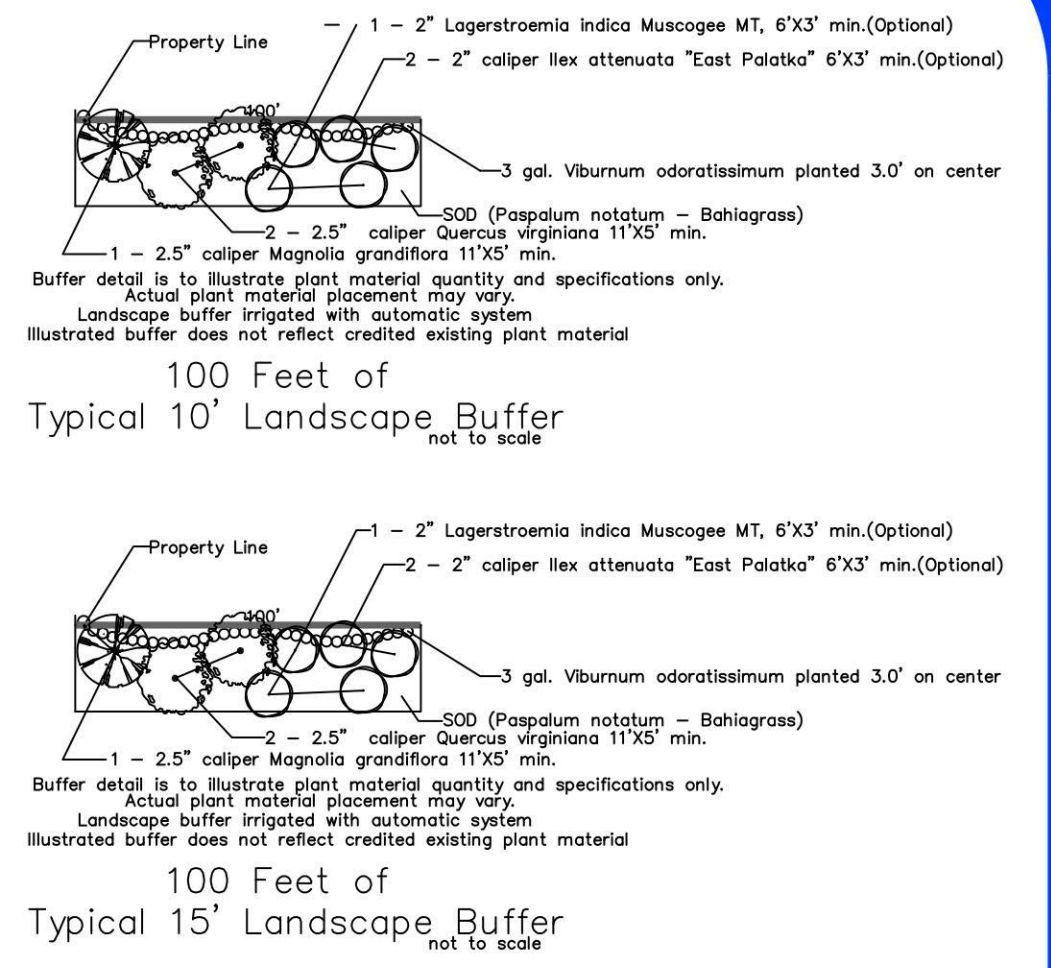


Location

**Notes:**  
 Total Acreage: .83+- Acres (36,154 sf)  
 Zoning of Parcel: S.C. RR-1  
 Proposed Zoning: Wildwood C-3  
 FLU of Parcel: S.C. RR  
 Proposed FLU: Wildwood COM  
 Open Space Required: .21 Acres (25%)  
 Open Space Provided: .40 Acres (50%)  
 Maximum ISR: .75  
 Provided ISR: .50  
 Maximum FAR: .5  
 Provided FAR: .16  
 Required Parking: 24 Spaces (According to Table 6-12(10), Retail Use less than 100,000sqft GLA= 4.0 Per 1,000sqft GFA)  
 Provided Parking: 25 Spaces  
 Parking Area: 13,577sf (15% is Landscaping)  
**Buffers:**  
 North - 20' Landscaped Buffer  
 South - 15' Landscaped Buffer  
 East - 10' Landscaped Buffer  
 West - 20' Landscaped Buffer

**Setbacks:**  
 Front- 25'  
 Side- 15'  
 Rear- 15'

Maximum allowable building height 45/3 Story  
 Perimeter Property Boundary Setbacks: 25'  
 Water and sewer will be provided by onsite septic and well.  
 Fire Services to be provided by Sumter County  
 Stormwater mangement will be through a system of swales and retention ponds as required.  
 Existing vegetation to be utilized in landscape buffers wherever possible.  
 \*This plan is conceptual in nature and is subject to change due to engineering and other influences.



Scale: 1:20

# Summers

## Conceptual Plan

Sumter County, FL

**LPG Urban & Regional Planners, LLC.**  
 1162 Camp Avenue, Mount Dora, Florida 32757  
 Office: (352) 385-1940 / Fax: (352) 383-4824  
 Project #: 1529-3  
 Alt Key #: G15CD17  
 April 18th, 2023

# TRIUNE INFRASTRUCTURE GROUP

File Name : SR 44 at CR 149  
 Site Code : 00000000  
 Start Date : 3/27/2025  
 Page No : 1

Start Time	COUNTY ROAD 149					ANYTIME FITNESS					STATE ROAD 44					STATE ROAD 44					Int. Total
	Northbound					Southbound					Eastbound					Westbound					
	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	165	0	2	167	0	165	1	0	166	335
07:15 AM	0	0	1	0	1	0	0	1	0	1	0	211	0	5	216	0	171	3	0	174	392
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	233	0	1	234	1	216	3	0	220	454
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	217	0	1	218	0	269	5	0	274	494
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>826</b>	<b>0</b>	<b>9</b>	<b>835</b>	<b>1</b>	<b>821</b>	<b>12</b>	<b>0</b>	<b>834</b>	<b>1675</b>
08:00 AM	0	0	0	0	0	4	0	1	0	5	0	199	0	2	201	1	192	6	1	200	406
08:15 AM	1	0	0	0	1	4	0	0	0	4	0	219	0	0	219	0	182	3	0	185	409
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	182	0	0	182	0	228	4	0	232	418
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	192	0	1	193	0	205	2	1	208	401
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>792</b>	<b>0</b>	<b>3</b>	<b>795</b>	<b>1</b>	<b>807</b>	<b>15</b>	<b>2</b>	<b>825</b>	<b>1634</b>

\*\*\* BREAK \*\*\*

04:00 PM	0	0	1	0	1	0	0	1	0	1	0	240	0	1	241	3	220	3	0	226	469
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	262	1	2	265	0	204	1	0	205	471
04:30 PM	0	0	0	0	0	2	0	2	0	4	0	227	1	0	228	0	167	2	0	169	401
04:45 PM	0	0	1	0	1	1	0	0	0	1	0	220	1	1	222	0	187	2	0	189	413
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>949</b>	<b>3</b>	<b>4</b>	<b>956</b>	<b>3</b>	<b>778</b>	<b>8</b>	<b>0</b>	<b>789</b>	<b>1754</b>
05:00 PM	0	0	0	0	0	0	0	3	0	3	0	258	0	5	263	2	207	1	0	210	476
05:15 PM	0	0	0	0	0	2	0	1	0	3	0	233	0	0	233	3	234	1	0	238	474
05:30 PM	0	0	1	0	1	1	0	1	0	2	0	182	0	2	184	3	247	2	0	252	439
05:45 PM	1	0	1	0	2	2	0	0	0	2	0	191	2	1	194	0	180	0	0	180	378
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>864</b>	<b>2</b>	<b>8</b>	<b>874</b>	<b>8</b>	<b>868</b>	<b>4</b>	<b>0</b>	<b>880</b>	<b>1767</b>
Grand Total	2	0	5	0	7	24	0	11	0	35	0	3431	5	24	3460	13	3274	39	2	3328	6830
Apprch %	28.6	0	71.4	0		68.6	0	31.4	0		0	99.2	0.1	0.7		0.4	98.4	1.2	0.1		
Total %	0	0	0.1	0	0.1	0.4	0	0.2	0	0.5	0	50.2	0.1	0.4	50.7	0.2	47.9	0.6	0	48.7	
Passenger Vehicles	2	0	5	0	7	24	0	11	0	35	0	3312	5	24	3341	13	3136	39	2	3190	6573
% Passenger Vehicles	100	0	100	0	100	100	0	100	0	100	0	96.5	100	100	96.6	100	95.8	100	100	95.9	96.2
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	119	0	0	119	0	138	0	0	138	257
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	3.5	0	0	3.4	0	4.2	0	0	4.1	3.8

Start Time	COUNTY ROAD 149					ANYTIME FITNESS					STATE ROAD 44					STATE ROAD 44					Int. Total
	Northbound					Southbound					Eastbound					Westbound					
Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	<b>233</b>	0	1	<b>234</b>	<b>1</b>	216	3	0	220	454
07:45 AM	0	0	0	0	0	1	0	<b>1</b>	0	2	0	217	0	1	218	0	<b>269</b>	5	0	<b>274</b>	<b>494</b>
08:00 AM	0	0	0	0	0	<b>4</b>	0	1	0	<b>5</b>	0	199	0	<b>2</b>	201	1	192	<b>6</b>	<b>1</b>	200	406
08:15 AM	<b>1</b>	0	0	0	<b>1</b>	4	0	0	0	4	0	219	0	0	219	0	182	3	0	185	409
Total Volume	1	0	0	0	1	9	0	2	0	11	0	868	0	4	872	2	859	17	1	879	1763
% App. Total	100	0	0	0		81.8	0	18.2	0		0	99.5	0	0.5		0.2	97.7	1.9	0.1		
PHF	.250	.000	.000	.000	.250	.563	.000	.500	.000	.550	.000	.931	.000	.500	.932	.500	.798	.708	.250	.802	.892
Passenger Vehicles	1	0	0	0	1	9	0	2	0	11	0	826	0	4	830	2	814	17	1	834	1676
% Passenger Vehicles	100	0	0	0	100	100	0	100	0	100	0	95.2	0	100	95.2	100	94.8	100	100	94.9	95.1
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	0	45	0	0	45	87
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	4.8	0	0	4.8	0	5.2	0	0	5.1	4.9

The southbound left-turn and right-turn volumes are the total trips coming from the gym driveway. The southbound left represents a vehicle making a SB right onto SR 44 and then performing a WB u-turn at CR 149. The southbound right represents a vehicle making a SB right onto SR 44 and then continuing west past CR 149.

# TRIUNE INFRASTRUCTURE GROUP

File Name : SR 44 at CR 149  
 Site Code : 00000000  
 Start Date : 3/27/2025  
 Page No : 2

Start Time	COUNTY ROAD 149 Northbound					ANYTIME FITNESS Southbound					STATE ROAD 44 Eastbound					STATE ROAD 44 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	<b>1</b>	0	<b>1</b>	1	0	0	0	1	0	220	<b>1</b>	1	222	0	187	<b>2</b>	0	189	413
05:00 PM	0	0	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	<b>258</b>	0	<b>5</b>	<b>263</b>	2	207	1	0	210	<b>476</b>
05:15 PM	0	0	0	0	0	<b>2</b>	0	1	0	3	0	233	0	0	233	<b>3</b>	234	1	0	238	474
05:30 PM	0	0	1	0	1	1	0	1	0	2	0	182	0	2	184	3	<b>247</b>	2	0	<b>252</b>	439
Total Volume	0	0	2	0	2	4	0	5	0	9	0	893	1	8	902	8	875	6	0	889	1802
% App. Total	0	0	100	0		44.4	0	55.6	0		0	99	0.1	0.9		0.9	98.4	0.7	0		
PHF	.000	.000	.500	.000	.500	.500	.000	.417	.000	.750	.000	.865	.250	.400	.857	.667	.886	.750	.000	.882	.946
Passenger Vehicles	0	0	2	0	2	4	0	5	0	9	0	878	1	8	887	8	851	6	0	865	1763
% Passenger Vehicles	0	0	100	0	100	100	0	100	0	100	0	98.3	100	100	98.3	100	97.3	100	0	97.3	97.8
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	24	0	0	24	39
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	1.7	0	0	1.7	0	2.7	0	0	2.7	2.2

# TRIUNE INFRASTRUCTURE GROUP

File Name : SR 44 at CR 149  
 Site Code : 00000000  
 Start Date : 3/27/2025  
 Page No : 1

Groups Printed- Passenger Vehicles																					
Start Time	COUNTY ROAD 149 Northbound					ANYTIME FITNESS Southbound					STATE ROAD 44 Eastbound					STATE ROAD 44 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	156	0	2	158	0	149	1	0	150	310
07:15 AM	0	0	1	0	1	0	0	1	0	1	0	194	0	5	199	0	163	3	0	166	367
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	220	0	1	221	1	211	3	0	215	436
07:45 AM	0	0	0	0	0	1	0	1	0	2	0	208	0	1	209	0	253	5	0	258	469
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>778</b>	<b>0</b>	<b>9</b>	<b>787</b>	<b>1</b>	<b>776</b>	<b>12</b>	<b>0</b>	<b>789</b>	<b>1582</b>
08:00 AM	0	0	0	0	0	4	0	1	0	5	0	192	0	2	194	1	181	6	1	189	388
08:15 AM	1	0	0	0	1	4	0	0	0	4	0	206	0	0	206	0	169	3	0	172	383
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	171	0	0	171	0	216	4	0	220	395
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	185	0	1	186	0	197	2	1	200	386
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>754</b>	<b>0</b>	<b>3</b>	<b>757</b>	<b>1</b>	<b>763</b>	<b>15</b>	<b>2</b>	<b>781</b>	<b>1552</b>
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	1	0	1	0	235	0	1	236	3	209	3	0	215	453
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	252	1	2	255	0	197	1	0	198	454
04:30 PM	0	0	0	0	0	2	0	2	0	4	0	224	1	0	225	0	165	2	0	167	396
04:45 PM	0	0	1	0	1	1	0	0	0	1	0	216	1	1	218	0	180	2	0	182	402
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>927</b>	<b>3</b>	<b>4</b>	<b>934</b>	<b>3</b>	<b>751</b>	<b>8</b>	<b>0</b>	<b>762</b>	<b>1705</b>
05:00 PM	0	0	0	0	0	0	0	3	0	3	0	253	0	5	258	2	199	1	0	202	463
05:15 PM	0	0	0	0	0	2	0	1	0	3	0	230	0	0	230	3	231	1	0	235	468
05:30 PM	0	0	1	0	1	1	0	1	0	2	0	179	0	2	181	3	241	2	0	246	430
05:45 PM	1	0	1	0	2	2	0	0	0	2	0	191	2	1	194	0	175	0	0	175	373
<b>Total</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>853</b>	<b>2</b>	<b>8</b>	<b>863</b>	<b>8</b>	<b>846</b>	<b>4</b>	<b>0</b>	<b>858</b>	<b>1734</b>
Grand Total	2	0	5	0	7	24	0	11	0	35	0	3312	5	24	3341	13	3136	39	2	3190	6573
Apprch %	28.6	0	71.4	0		68.6	0	31.4	0		0	99.1	0.1	0.7		0.4	98.3	1.2	0.1		
Total %	0	0	0.1	0	0.1	0.4	0	0.2	0	0.5	0	50.4	0.1	0.4	50.8	0.2	47.7	0.6	0	48.5	

Start Time	COUNTY ROAD 149 Northbound					ANYTIME FITNESS Southbound					STATE ROAD 44 Eastbound					STATE ROAD 44 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	<b>220</b>	0	1	<b>221</b>	<b>1</b>	211	3	0	215	436
07:45 AM	0	0	0	0	0	1	0	<b>1</b>	0	2	0	208	0	1	209	0	<b>253</b>	5	0	<b>258</b>	<b>469</b>
08:00 AM	0	0	0	0	0	<b>4</b>	0	1	0	<b>5</b>	0	192	0	<b>2</b>	194	1	181	<b>6</b>	<b>1</b>	189	388
08:15 AM	<b>1</b>	0	0	0	<b>1</b>	4	0	0	0	4	0	206	0	0	206	0	169	3	0	172	383
Total Volume	1	0	0	0	1	9	0	2	0	11	0	826	0	4	830	2	814	17	1	834	1676
% App. Total	100	0	0	0		81.8	0	18.2	0		0	99.5	0	0.5		0.2	97.6	2	0.1		
PHF	.250	.000	.000	.000	.250	.563	.000	.500	.000	.550	.000	.939	.000	.500	.939	.500	.804	.708	.250	.808	.893
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	<b>1</b>	0	<b>1</b>	1	0	0	0	1	0	216	<b>1</b>	1	218	0	180	<b>2</b>	0	182	402
05:00 PM	0	0	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	<b>253</b>	0	<b>5</b>	<b>258</b>	2	199	1	0	202	463
05:15 PM	0	0	0	0	0	<b>2</b>	0	1	0	3	0	230	0	0	230	<b>3</b>	231	1	0	235	<b>468</b>
05:30 PM	0	0	1	0	1	1	0	1	0	2	0	179	0	2	181	3	<b>241</b>	2	0	<b>246</b>	430
Total Volume	0	0	2	0	2	4	0	5	0	9	0	878	1	8	887	8	851	6	0	865	1763
% App. Total	0	0	100	0		44.4	0	55.6	0		0	99	0.1	0.9		0.9	98.4	0.7	0		
PHF	.000	.000	.500	.000	.500	.500	.000	.417	.000	.750	.000	.868	.250	.400	.859	.667	.883	.750	.000	.879	.942

# TRIUNE INFRASTRUCTURE GROUP

File Name : SR 44 at CR 149  
 Site Code : 00000000  
 Start Date : 3/27/2025  
 Page No : 1

### Groups Printed- Heavy Trucks

Start Time	COUNTY ROAD 149 Northbound					ANYTIME FITNESS Southbound					STATE ROAD 44 Eastbound					STATE ROAD 44 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	16	0	0	16	25
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	8	0	0	8	25
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	5	0	0	5	18
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	16	0	0	16	25
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48	0	45	0	0	45	93
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	11	0	0	11	18
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	13	0	0	13	26
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	12	0	0	12	23
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	8	0	0	8	15
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	38	0	0	38	0	44	0	0	44	82
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	11	0	0	11	16
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	7	0	0	7	17
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	0	27	0	0	27	49
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	8	0	0	8	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	6	0	0	6	9
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	22	0	0	22	33
Grand Total	0	0	0	0	0	0	0	0	0	0	0	119	0	0	119	0	138	0	0	138	257
Apprch %	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	100	0	0	100	
Total %	0	0	0	0	0	0	0	0	0	0	0	46.3	0	0	46.3	0	53.7	0	0	53.7	

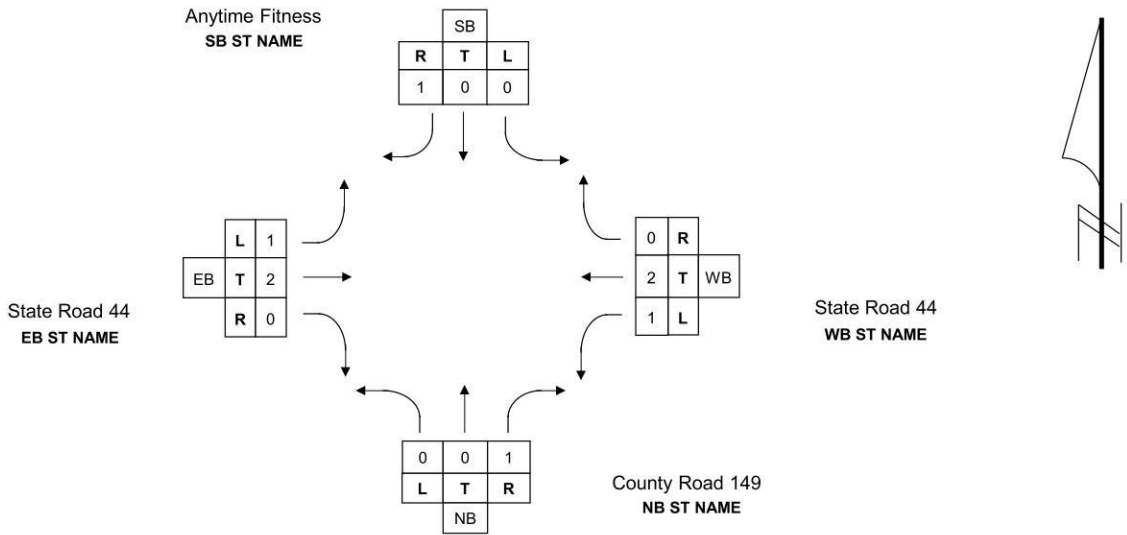
Start Time	COUNTY ROAD 149 Northbound					ANYTIME FITNESS Southbound					STATE ROAD 44 Eastbound					STATE ROAD 44 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	Left	Thru	Right	U-Turns	App.Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	16	0	0	16	25
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	8	0	0	8	25
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	5	0	0	5	18
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	16	0	0	16	25
Total Volume	0	0	0	0	0	0	0	0	0	0	0	48	0	0	48	0	45	0	0	45	93
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.706	.000	.000	.706	.000	.703	.000	.000	.703	.930

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	11	0	0	11	16
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	7	0	0	7	17
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	11
Total Volume	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	0	27	0	0	27	49
% App. Total	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.550	.000	.000	.550	.000	.614	.000	.000	.614	.721

TRIUNE INFRASTRUCTURE GROUP

SUMMARY OF VEHICLE MOVEMENTS

SECTION 18070000 CITY Wildwood COUNTY Sumter  
 STATE ROUTE State Road 44 INTERSECTING ROUTE County Road 149  
 OBSERVER HF DATE 03.27.25 MILEPOST 15.645  
 WEATHER Sunny ROAD CONDITION Good  
 REMARKS \_\_\_\_\_  
 \_\_\_\_\_  
 FORM COMPLETED BY HF DATE 04.03.25



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
	L	T	R	U	TOT	L	T	R	U	TOT		N/S	L	T	R	U	TOT	L	T	R	U	
7:00 - 8:00 AM	0	0	1	0	1	3	0	2	0	5	6	0	826	0	9	835	1	821	12	0	834	1,669
8:00 - 9:00 AM	1	0	0	0	1	12	0	1	0	13	14	0	792	0	3	795	1	807	15	2	825	1,620
4:00 - 5:00 PM	0	0	2	0	2	4	0	3	0	7	9	0	949	3	4	956	3	778	8	0	789	1,745
5:00 - 6:00 PM	1	0	2	0	3	5	0	5	0	10	13	0	864	2	8	874	8	868	4	0	880	1,754
<b>TOTAL</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>24</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>42</b>	<b>0</b>	<b>3,431</b>	<b>5</b>	<b>24</b>	<b>3,460</b>	<b>13</b>	<b>3,274</b>	<b>39</b>	<b>2</b>	<b>3,328</b>	<b>6,788</b>

Percentage	29%	0%	71%	0%		69%	0%	31%	0%			0%	99%	0%	1%		0%	98%	1%	0%		
Average	1	0	1	0	2	6	0	3	0	9		0	858	1	6	865	3	819	10	1	832	
Maximum	1	0	2	0	3	12	0	5	0	13		0	949	3	9	956	8	868	15	2	880	
Minimum	0	0	0	0	1	3	0	1	0	5		0	792	0	3	795	1	778	4	0	789	

TRIUNE INFRASTRUCTURE GROUP

PEDESTRIAN MOVEMENT SUMMARY

SECTION 18070000 CITY Wildwood COUNTY Sumter  
 STATE ROUTE State Road 44 INTERSECTING ROUTE County Road 149  
 OBSERVER HF DATE 03.27.25

REMARKS \_\_\_\_\_

FORM COMPLETED BY HF DATE 04.03.25

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	County Road 149			County Road 149			State Road 44			State Road 44			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

TRIUNE INFRASTRUCTURE GROUP

**BICYCLE MOVEMENT SUMMARY**

SECTION 18070000 CITY Wildwood COUNTY Sumter  
 STATE ROUTE State Road 44 INTERSECTING ROUTE County Road 149  
 OBSERVER HF DATE 03.27.25

REMARKS \_\_\_\_\_

FORM COMPLETED BY HF DATE 04.03.25

H O U R S	West side of			East side of			North side of			South side of			GRAND TOTAL
	<u>County Road 149</u>			<u>County Road 149</u>			<u>State Road 44</u>			<u>State Road 44</u>			
	NB	SB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	
7:00 - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00 PM	0	0	0	0	0	0	1	1	2	0	0	0	2
5:00 - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1800 SUMTER COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	0.94	0.97
2	01/07/2024 - 01/13/2024	1.01	1.04
3	01/14/2024 - 01/20/2024	1.08	1.11
4	01/21/2024 - 01/27/2024	1.06	1.09
5	01/28/2024 - 02/03/2024	1.04	1.07
6	02/04/2024 - 02/10/2024	1.03	1.06
7	02/11/2024 - 02/17/2024	1.01	1.04
8	02/18/2024 - 02/24/2024	0.99	1.02
* 9	02/25/2024 - 03/02/2024	0.97	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.98
*11	03/10/2024 - 03/16/2024	0.93	0.96
*12	03/17/2024 - 03/23/2024	0.94	0.97
*13	03/24/2024 - 03/30/2024	0.95	0.98
*14	03/31/2024 - 04/06/2024	0.96	0.99
*15	04/07/2024 - 04/13/2024	0.97	1.00
*16	04/14/2024 - 04/20/2024	0.99	1.02
*17	04/21/2024 - 04/27/2024	0.99	1.02
*18	04/28/2024 - 05/04/2024	0.99	1.02
*19	05/05/2024 - 05/11/2024	0.99	1.02
*20	05/12/2024 - 05/18/2024	0.99	1.02
*21	05/19/2024 - 05/25/2024	0.99	1.02
22	05/26/2024 - 06/01/2024	0.99	1.02
23	06/02/2024 - 06/08/2024	0.99	1.02
24	06/09/2024 - 06/15/2024	0.99	1.02
25	06/16/2024 - 06/22/2024	0.99	1.02
26	06/23/2024 - 06/29/2024	0.99	1.02
27	06/30/2024 - 07/06/2024	0.99	1.02
28	07/07/2024 - 07/13/2024	0.99	1.02
29	07/14/2024 - 07/20/2024	0.99	1.02
30	07/21/2024 - 07/27/2024	1.02	1.05
31	07/28/2024 - 08/03/2024	1.05	1.08
32	08/04/2024 - 08/10/2024	1.08	1.11
33	08/11/2024 - 08/17/2024	1.12	1.15
34	08/18/2024 - 08/24/2024	1.12	1.15
35	08/25/2024 - 08/31/2024	1.13	1.16
36	09/01/2024 - 09/07/2024	1.14	1.18
37	09/08/2024 - 09/14/2024	1.15	1.19
38	09/15/2024 - 09/21/2024	1.16	1.20
39	09/22/2024 - 09/28/2024	1.11	1.14
40	09/29/2024 - 10/05/2024	1.06	1.09
41	10/06/2024 - 10/12/2024	1.01	1.04
42	10/13/2024 - 10/19/2024	0.97	1.00
43	10/20/2024 - 10/26/2024	0.97	1.00
44	10/27/2024 - 11/02/2024	0.97	1.00
45	11/03/2024 - 11/09/2024	0.97	1.00
46	11/10/2024 - 11/16/2024	0.98	1.01
47	11/17/2024 - 11/23/2024	0.97	1.00
48	11/24/2024 - 11/30/2024	0.96	0.99
49	12/01/2024 - 12/07/2024	0.95	0.98
50	12/08/2024 - 12/14/2024	0.95	0.98
51	12/15/2024 - 12/21/2024	0.94	0.97
52	12/22/2024 - 12/28/2024	1.01	1.04
53	12/29/2024 - 12/31/2024	1.08	1.11

\* PEAK SEASON

04-MAR-2025 16:32:53

830UPD

5\_1800\_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2024 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 0201 - ON SR-44, 0.302 MI. E OF US-301 (RVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	23500	F	E 11500		W 12000	9.00	54.00	16.00
2023	22500	C	E 11000		W 11500	9.00	53.90	24.00
2022	19400	F	E 9500		W 9900	9.00	54.00	13.20
2021	19400	C	E 9500		W 9900	9.00	53.00	12.10
2020	16400	F	E 7700		W 8700	9.00	54.70	5.60
2019	17200	C	E 8100		W 9100	9.00	53.30	13.20
2018	18700	F	E 9600		W 9100	9.00	53.70	12.10
2017	18700	C	E 9600		W 9100	9.00	53.50	13.60
2016	18500	C	E 9300		W 9200	9.00	53.10	13.10
2015	17400	C	E 8800		W 8600	9.00	54.70	13.70
2014	17700	C	E 8900		W 8800	9.00	55.10	13.40
2013	14400	C	E 7200		W 7200	9.00	56.40	12.00
2012	12500	C	E 6600		W 5900	9.00	56.30	14.10
2011	13800	C	E 7000		W 6800	9.00	51.30	12.90
2010	12200	C	E 6200		W 6000	9.85	55.51	12.20
2009	13200	C	E 6600		W 6600	9.88	55.48	10.80

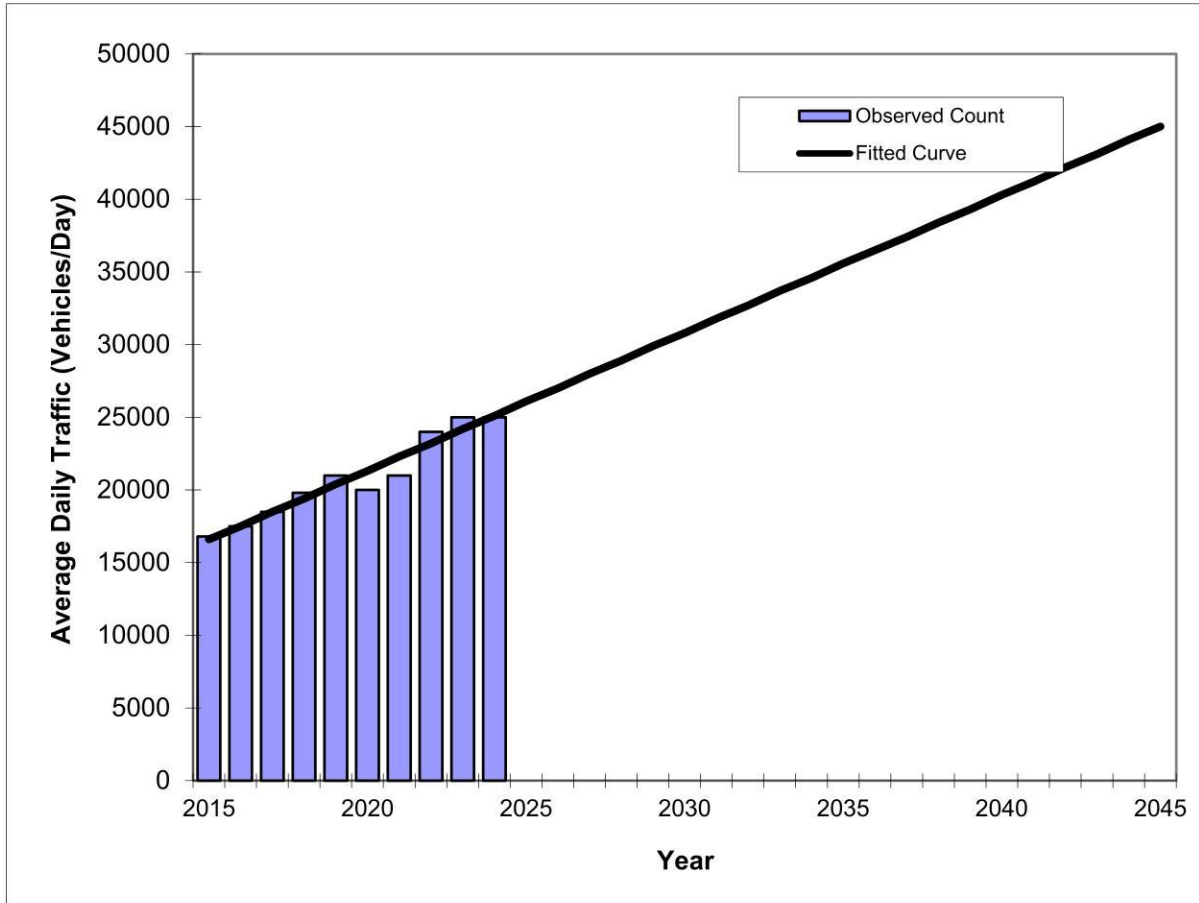
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

## Traffic Trends - V03.a

### SR 44, east of project --

FIN#	
Location	

County:	Sumter
Station #:	18-0005
Highway:	SR 44, east of project



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2015	16800	16600
2016	17500	17500
2017	18500	18500
2018	19800	19400
2019	21000	20400
2020	20000	21300
2021	21000	22300
2022	24000	23200
2023	25000	24200
2024	25000	25100
2025 Opening Year Trend		
2025	N/A	26100
2026 Mid-Year Trend		
2026	N/A	27000
2027 Design Year Trend		
2027	N/A	28000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	948
Trend R-squared:	93.37%
Trend Annual Historic Growth Rate:	5.69%
Trend Growth Rate (2024 to Design Year):	3.85%
Printed:	16-May-25
<b>Straight Line Growth Option</b>	

\*Axle-Adjusted

## Sumter County 2023 CMP Database

SEGMENT ID	COUNTY STATION	FDOT STATION	DATA SOURCE	SPEED LIMIT	SEGMENT LENGTH (MI)	ROAD NAME	FROM	TO	LANES (2023)	LANES (2028)	ADOPTED LOS STANDARD	DAILY SERVICE VOLUME	2023 AADT	2023 DAILY V/C	2023 DAILY LOS	PEAK HOUR DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR NB/EB VOLUME	2023 PEAK HOUR SB/WB VOLUME	2023 PEAK HOUR V/C	2023 PEAK HOUR LOS	PEAK HOUR TWO-WAY DIRECTIONAL SERVICE VOLUME	2023 PEAK HOUR TWO-WAY VOLUME	2023 PEAK HOUR TWO-WAY V/C	2023 PEAK HOUR TWO-WAY LOS	GROWTH RATE
35511202	180005	180005	FDOT	55	2.94	SR 44	BUENA VISTA BLVD	MORSE BLVD	4	4	D	39,165	23,680	0.60	C	1,943	996	967	0.51	C	3,528	1,963	C	0.56	3.50%

## SR 44 at Sumter County Road 149/Proposed Driveway 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	4	0	868	0	10	2	859	0	0	0	0	0	0	0	0	0
Date of Count	3/27/2025				SF				1.00							
Adjusted Count	4	0	868	0	10	2	859	0	0	0	0	0	0	0	0	0

\* 9 of the westbound U-turns are from the existing gym and 2 of the westbound thrus are from the gym

### Future Background

Year 2027

Annual Growth Rate	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	68	0	0	0	67	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth*	0	0	68	0	0	0	67	0	0	0	0	0	0	0	0	0
Reassigned Gym Trips	0	4	-4	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	4	4	932	0	10	2	926	0	0	0	0	0	0	0	0	0

\* 25% of the 17 entering (westbound right) trips to the existing gym were reassigned as EBL's at the SR 44/new driveway/Sumter County Road 149 intersection (4 EBL's)

### 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%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	2	0	0	0	0	0	6	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%
Volume	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
Total Project Trips	0	2	0	0	2	0	0	6	0	0	0	0	0	0	0	1

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	4	6	932	0	12	2	926	6	0	0	0	0	0	0	0	1

## SR 44 at Sumter County Road 149/Proposed Driveway 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	8	0	893	1	10	8	875	0	0	0	0	2	0	0	0	0
Date of Count	3/27/2025				SF				1.00							
Adjusted Count	8	0	893	1	10	8	875	0	0	0	0	2	0	0	0	0

\* 4 of the westbound U-turns are from the existing gym and 5 of the westbound thrus are from the gym

### Future Background

Year 2027

Annual Growth Rate	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	70	0	0	0	68	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth*	0	0	70	0	0	0	68	0	0	0	0	0	0	0	0	0
Reassigned Gym Trips	0	3	-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	8	3	960	1	10	8	943	0	0	0	0	2	0	0	0	0

\* 55% of the 6 entering (westbound right) trips to the existing gym were reassigned as EBL's at the SR 44/new driveway/Sumter County Road 149 intersection (3 EBL's)

### 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%	55.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	3	0	0	0	0	0	2	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	0.0%	0.0%	45.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.0%
Volume	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total Project Trips	0	3	0	0	3	0	0	2	0	0	0	0	0	0	0	4

	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Total Pk-Hr Volumes	8	6	960	1	13	8	943	2	0	0	0	2	0	0	0	4

## SR 44 at Existing Gym Driveway 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	878	0	0	0	860	17	0	0	0	0	0	0	0	11
Date of Count	3/27/2025				SF				1.00							
Adjusted Count	0	0	878	0	0	0	860	17	0	0	0	0	0	0	0	11

\* 9 of the southbound rights from the gym then performed a westbound U-turns at CR 149 and 2 of the southbound rights continued west beyond CR 149

### Future Background

Year 2027

Annual Growth Rate	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	68	0	0	0	67	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth*	0	0	68	0	0	0	67	0	0	0	0	0	0	0	0	0
Reassigned Gym Trips	0	0	-4	0	0	0	0	-4	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	942	0	0	0	927	13	0	0	0	0	0	0	0	11

\* 60% of the entering trips to the existing gym were reassigned as EBL's at the SR 44/new driveway/Sumter County Road 149 intersection (7 EBL's)

### 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%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%
Volume	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Project Trips	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	2

	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	944	0	0	0	933	13	0	0	0	0	0	0	0	13

## SR 44 at Existing Gym Driveway 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	905	0	0	0	884	6	0	0	0	0	0	0	0	9
Date of Count	3/27/2025				SF				1.00							
Adjusted Count	0	0	905	0	0	0	884	6	0	0	0	0	0	0	0	9

\* 4 of the southbound rights from the gym then performed a westbound U-turns at CR 149 and 5 of the southbound rights continued west beyond CR 149

### Future Background

Year 2027

Annual Growth Rate	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Simple Volume Growth	0	0	71	0	0	0	69	0	0	0	0	0	0	0	0	0
Applied Bckgrnd Growth*	0	0	71	0	0	0	69	0	0	0	0	0	0	0	0	0
Reassigned Gym Trips	0	0	-3	0	0	0	0	-3	0	0	0	0	0	0	0	0
Total Bckgrnd Pk-Hr Vols	0	0	973	0	0	0	953	3	0	0	0	0	0	0	0	9

\* 60% of the entering trips to the existing gym were reassigned as EBL's at the SR 44/new driveway/Sumter County Road 149 intersection (7 EBL's)

### 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%	45.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Volume	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
New Ext Outbound	0.0%	0.0%	45.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.0%
Volume	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Project Trips	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	3

	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	976	0	0	0	955	3	0	0	0	0	0	0	0	12

# AM Peak-Hour Volume Summary



## 1 SR 44 AT CR 149/PROPOSED DRIVEWAY

Existing		Future Background		Buildout																																																	
Proposed Driveway		Proposed Driveway		Proposed Driveway																																																	
SR 44	<table border="1"> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>859</td><td>2</td><td>10</td> </tr> <tr> <td>4</td><td>0</td><td>868</td><td>0</td> <td>0</td><td>0</td><td>0</td><td>0</td> </tr> </table>	0	0	0	0	0	859	2	10	4	0	868	0	0	0	0	0	SR 44	<table border="1"> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>926</td><td>2</td><td>10</td> </tr> <tr> <td>4</td><td>4</td><td>932</td><td>0</td> <td>0</td><td>0</td><td>0</td><td>0</td> </tr> </table>	0	0	0	0	0	926	2	10	4	4	932	0	0	0	0	0	SR 44	<table border="1"> <tr> <td>1</td><td>0</td><td>0</td><td>0</td> <td>6</td><td>926</td><td>2</td><td>12</td> </tr> <tr> <td>4</td><td>6</td><td>932</td><td>0</td> <td>0</td><td>0</td><td>0</td><td>0</td> </tr> </table>	1	0	0	0	6	926	2	12	4	6	932	0	0	0	0	0
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4	0	868	0	0	0	0	0																																														
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4	6	932	0	0	0	0	0																																														

## 2 SR 44 AT EXISTING GYM DRIVEWAY

Existing		Future Background		Buildout																																																	
Existing Gym Driveway		Existing Gym Driveway		Existing Gym Driveway																																																	
SR 44	<table border="1"> <tr> <td>11</td><td>0</td><td>0</td><td>0</td> <td>17</td><td>860</td><td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>878</td><td>0</td> <td>0</td><td>0</td><td>0</td><td>0</td> </tr> </table>	11	0	0	0	17	860	0	0	0	0	878	0	0	0	0	0	SR 44	<table border="1"> <tr> <td>11</td><td>0</td><td>0</td><td>0</td> <td>13</td><td>927</td><td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>942</td><td>0</td> <td>0</td><td>0</td><td>0</td><td>0</td> </tr> </table>	11	0	0	0	13	927	0	0	0	0	942	0	0	0	0	0	SR 44	<table border="1"> <tr> <td>13</td><td>0</td><td>0</td><td>0</td> <td>13</td><td>933</td><td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>944</td><td>0</td> <td>0</td><td>0</td><td>0</td><td>0</td> </tr> </table>	13	0	0	0	13	933	0	0	0	0	944	0	0	0	0	0
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13	0	0	0	13	933	0	0																																														
0	0	944	0	0	0	0	0																																														

# PM Peak-Hour Volume Summary



## 1 SR 44 AT CR 149/PROPOSED DRIVEWAY

Existing		Future Background		Buildout																																																																									
Proposed Driveway		Proposed Driveway		Proposed Driveway																																																																									
SR 44	<table border="1"> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>875</td> </tr> <tr> <td>8</td><td>0</td><td>0</td><td>0</td> <td>8</td><td>10</td> </tr> <tr> <td>893</td><td>1</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>2</td> </tr> </table>	0	0	0	0	0	875	8	0	0	0	8	10	893	1	0	0	0	0	0	0	0	0	0	2	SR 44	<table border="1"> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>943</td> </tr> <tr> <td>8</td><td>3</td><td>0</td><td>0</td> <td>8</td><td>10</td> </tr> <tr> <td>960</td><td>1</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>2</td> </tr> </table>	0	0	0	0	0	943	8	3	0	0	8	10	960	1	0	0	0	0	0	0	0	0	0	2	SR 44	<table border="1"> <tr> <td>4</td><td>0</td><td>0</td><td>0</td> <td>2</td><td>943</td> </tr> <tr> <td>8</td><td>6</td><td>0</td><td>0</td> <td>8</td><td>13</td> </tr> <tr> <td>960</td><td>1</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>2</td> </tr> </table>	4	0	0	0	2	943	8	6	0	0	8	13	960	1	0	0	0	0	0	0	0	0	0	2
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## 2 SR 44 AT EXISTING GYM DRIVEWAY

Existing		Future Background		Buildout																																																																									
Existing Gym Driveway		Existing Gym Driveway		Existing Gym Driveway																																																																									
SR 44	<table border="1"> <tr> <td>9</td><td>0</td><td>0</td><td>0</td> <td>6</td><td>884</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>905</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> </table>	9	0	0	0	6	884	0	0	0	0	0	0	905	0	0	0	0	0	0	0	0	0	0	0	SR 44	<table border="1"> <tr> <td>9</td><td>0</td><td>0</td><td>0</td> <td>3</td><td>953</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>973</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> </table>	9	0	0	0	3	953	0	0	0	0	0	0	973	0	0	0	0	0	0	0	0	0	0	0	SR 44	<table border="1"> <tr> <td>12</td><td>0</td><td>0</td><td>0</td> <td>3</td><td>955</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>976</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td> <td>0</td><td>0</td> </tr> </table>	12	0	0	0	3	955	0	0	0	0	0	0	976	0	0	0	0	0	0	0	0	0	0	0
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976	0	0	0	0	0																																																																								
0	0	0	0	0	0																																																																								

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	976	955	3	0	12
Future Vol, veh/h	0	976	955	3	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	0	1097	1073	3	0	13

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection														
Int Delay, s/veh	0.2													
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↕			↕	↕				↕			↕
Traffic Vol, veh/h	4	6	932	0	12	2	926	6	0	0	0	0	0	1
Future Vol, veh/h	4	6	932	0	12	2	926	6	0	0	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	0	-	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	4	6	981	0	13	2	975	6	0	0	0	0	0	1

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	981	981	0	0	981	981	0	0	-	-	491	-	-	491
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	341	699	-	-	341	699	-	-	0	0	524	0	0	524
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	492	492	-	-	368	368	-	-	-	-	524	-	-	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	0.13	0.22	0	11.89
HCM LOS			A	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	-	368	-	-	492	-	524
HCM Lane V/C Ratio	-	0.04	-	-	0.021	-	0.002
HCM Ctrl Dly (s/v)	0	15.2	-	-	12.5	-	11.9
HCM Lane LOS	A	C	-	-	B	-	B
HCM 95th %tile Q(veh)	-	0.1	-	-	0.1	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	944	933	13	0	13
Future Vol, veh/h	0	944	933	13	0	13
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	89	89	89	89	89	89
Heavy Vehicles, %	2	5	5	2	2	2
Mvmt Flow	0	1061	1048	15	0	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	SW
HCM Ctrl Dly, s/v	0	0	12.53
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SETSWLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Ctrl Dly (s/v)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection														
Int Delay, s/veh	0.3													
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↕			↕	↕				↕			↕
Traffic Vol, veh/h	8	6	960	1	13	8	943	2	0	0	2	0	0	4
Future Vol, veh/h	8	6	960	1	13	8	943	2	0	0	2	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	0	-	-	-	0	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	2	2	2	5	2	2	2	2	2	2	2
Mvmt Flow	8	6	1011	1	14	8	993	2	0	0	2	0	0	4

Major/Minor	Major1		Major2		Minor1		Minor2							
Conflicting Flow All	995	995	0	0	1012	1012	0	0	-	-	506	-	-	497
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	335	691	-	-	326	681	-	-	0	0	512	0	0	518
Stage 1	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	427	427	-	-	406	406	-	-	-	-	512	-	-	518
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Ctrl Dly, s/v	0.2	0.31	12.06	12
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	512	406	-	-	427	-	-
HCM Lane V/C Ratio	0.004	0.054	-	-	0.035	-	-
HCM Ctrl Dly (s/v)	12.1	14.4	-	-	13.7	-	-
HCM Lane LOS	B	B	-	-	B	-	-
HCM 95th %tile Q(veh)	0	0.2	-	-	0.1	-	-