



Citrus County Truck Route Study

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Prepared by



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Introduction

Citizens of Citrus County and Floral City are concerned about the presence of high-profile trucks on County Road 48 (CR 48) and the negative impact on the community. Of particular concern is damage to the tree canopy, especially along a historic segment of CR 48 just east of the US 41 intersection, known as Avenue of the Oaks, which is lined with oak trees planted in the early 1880s. In addition, heavy truck traffic is causing noise, vibration, and degradation of the infrastructure which is designed to accommodate low to moderate traffic levels. In response to this, the Florida Department of Transportation (FDOT) has conducted a Truck Route Study for CR 48 in Citrus County, Florida at the request of Citrus County and the Hernando Citrus MPO.

The purpose of this study is to examine these concerns and explore the County's options on CR 48 between US 41 in Floral City and the Citrus/Sumter County Line. The study process was organized into three main tasks: study area research, traffic data collection and analysis, and viable alternative consideration. First, qualitative data was gathered to contextualize the study area, this included a review of roadway characteristics, ordinances, plans, and other documents. Next, traffic count data was collected and visualized, and field observations were conducted to gather information on the type of truck traffic and potential insight into truck trip purpose. Finally, alternative routes for diverting truck traffic from CR 48 were identified and evaluated for feasibility. Based on the information collected, researched, and analyzed, viable actions for Citrus County are to upgrade existing facilities or create a policy that restricts truck traffic on CR 48, diverting it to alternative routes such as SR 44 and SR 50.

Study Area Context

Figure 1 illustrates the study area which falls within Citrus, Hernando and Sumter Counties and is bounded to the north by SR 44, east by I-75, south by SR 50, and west by US 41. The cities of Inverness and Brooksville are located at the northwestern and southwestern corners of the study area, respectively, while Floral City and Bushnell make up the beginning and end points for the study corridor, CR 48. There are five interchanges along I-75 within the study area and multiple bridges that allow drivers to cross creeks or the Withlacoochee River which forms the winding boundary between Sumter and Citrus/Hernando Counties.

Eastbound from the US 41 and CR 48 intersection, a 0.75 mile stretch of CR 48 is known locally as East Orange Avenue. Part of the East Orange Avenue segment is also called Avenue of the Oaks—a reference to the



Avenue of the Oaks mural at the northeast corner of US 41 and CR 48

historic oak trees lining the street. Floral City community buildings, the Floral City Heritage Museum, the Historic Duval House, and the Floral City Withlacoochee State Trail trailhead are all located along this section of the corridor and Floral City Elementary School is one block north.

While some of this land is zoned as Commercial or Institutional, the majority of land surrounding this section of CR 48 is zoned as Coastal Lakes Residential and can only be accessed via East Orange Avenue. These dwellings are low-density single-family homes with 40% maximum lot coverage. After 0.75 miles as East Orange Avenue, CR 48's local name becomes East Bushnell Road and land use shifts to mostly agriculture.

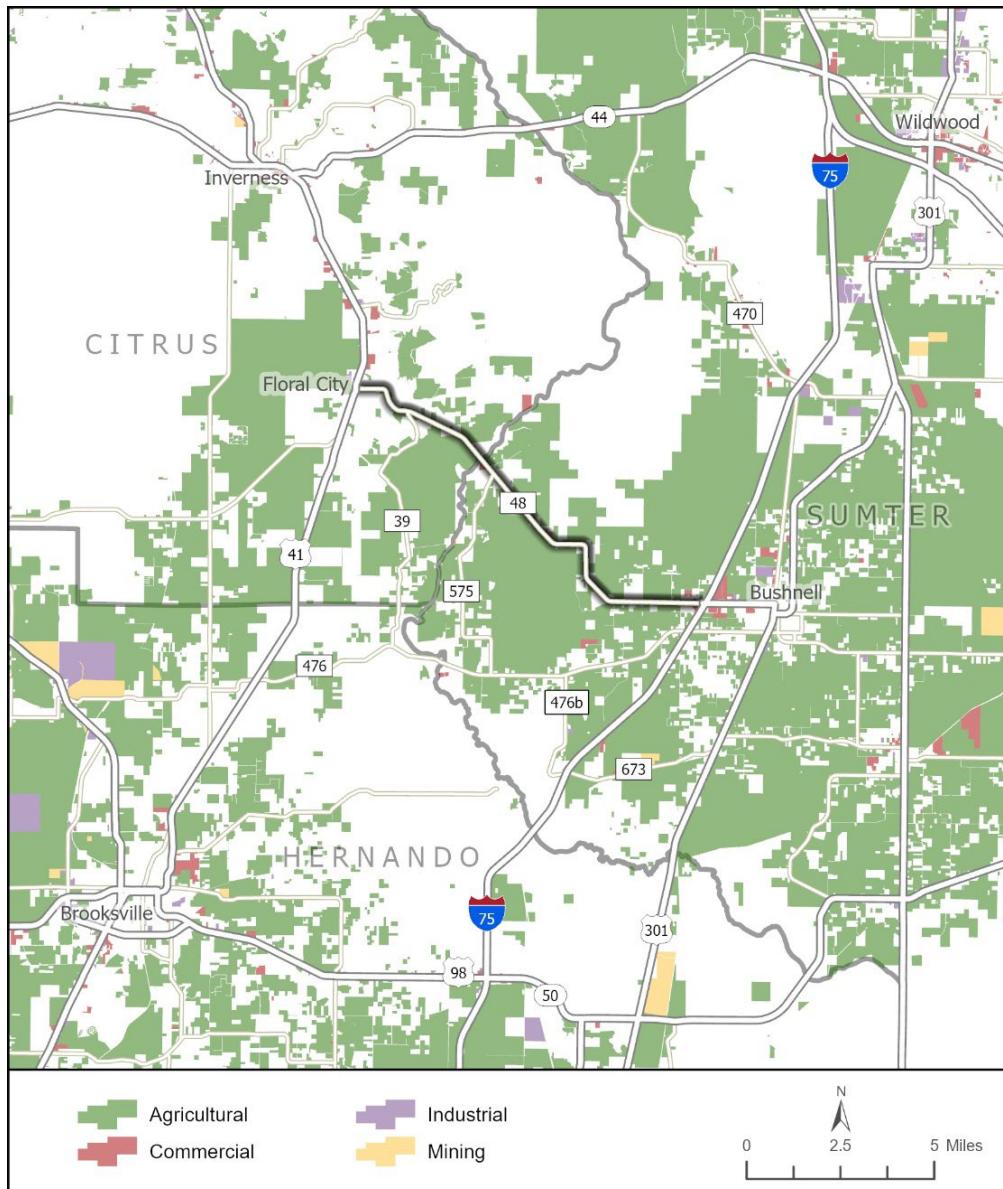
Figure 1 Study Area



Source: FDOT GIS Open Data Hub, 9/16/2024

The area is primarily agricultural, with some industrial and mining activity nearby. Much of the land around CR 48 is designated for agricultural use, including livestock farming such as Dean Stock Farms, Riverbend Cattle Company, and Quail Country Farms. Major non-agricultural land uses along the Sumter County side of CR 48 include Peanuts Sawmill and a construction equipment supplier—Creative Modular Buildings. **Figure 2** illustrates intensive and commercial land use designations within the study area and surrounding region.

Figure 2 Intensive & Commercial Land Use



Source: Florida Geographic Data Library from Florida Department of Revenue, 9/20/24

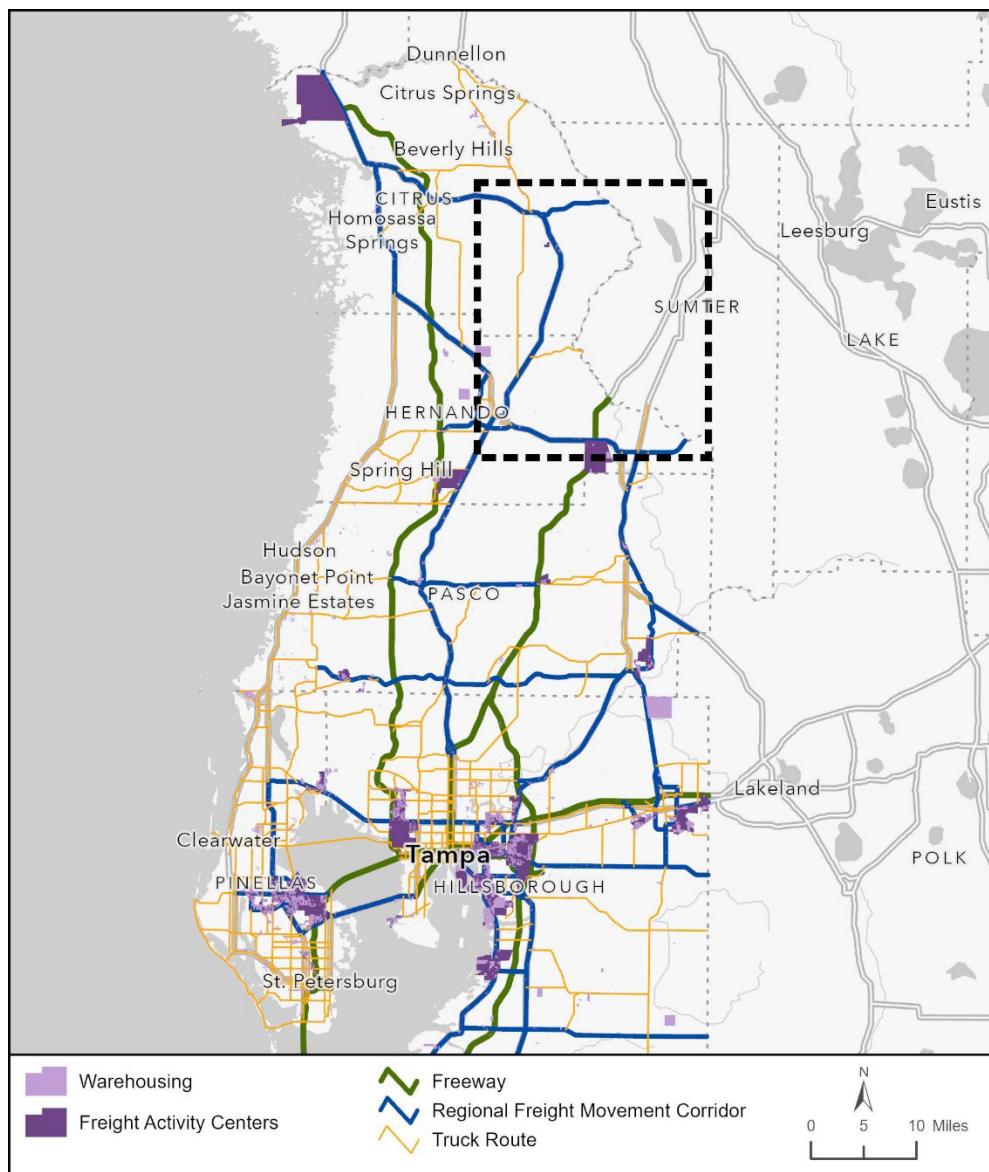
The study area composition noted above generates some freight traffic, but rural, agricultural land uses generally do not generate high freight volume. These qualitative observations indicate CR 48 mostly

accommodates local traffic or through traffic heading northwest toward Big Bend or southeast toward I-75 rather than serving as a major origin or destination of freight traffic. Examining the corridor's relation to the FDOT District 7 Regional Freight Network and Freight Activity Centers can provide additional context.

Regional Freight Network & Freight Activity Centers

Freight movement within FDOT District 7 is supported by a well-connected network of highways, intermodal facilities, and activity centers. **Figure 3** highlights key Freight Activity Centers (FACs) and warehousing areas within the Regional Freight Network.

Figure 3 District 7 Freight Network & Activity Centers



Source: Tampa Bay Regional Goods Movement Study, 2023

There is a large concentration of FACs and warehousing in the Tampa Bay Area, which includes Port Tampa Bay. These centers are connected through the interstate highway system, primarily I-75 and I-4 to facilitate the movement of goods between ports, rail facilities, and distribution centers. From the Tampa Bay Area, the freeway network has two main routes extending north—one along I-75 through Pasco and Sumter Counties and the other further west along the Suncoast Parkway/Veterans Expressway toll road through Pasco, Hernando and Citrus Counties—both routes connect rural areas with more urbanized regions through minor roadways to access smaller FACs.

While there are no significant warehousing facilities or FACs in the study area, there is an emerging medium intensity FAC in northwest Citrus County at the Cross Florida Barge Canal along with an emerging low intensity FAC at US 98 and I-75. There are Regional Freight Movement Corridors within the study area spanning US 41 from Brooksville to Inverness, as well as east-west routes on SR 44 and US 98 from I-75 towards the coast.

CR 48 intersects I-75 and is used as a connection from Sumter County to US 41 in Floral City; however, it is not considered a designated truck route or Regional Freight Movement Corridor and may not be effective in accommodating heavy freight traffic compared to the interstate system and arterial roadways designated as US or state routes. The following sections discuss additional roadway characteristics and features within the study area and along CR 48 that influence the effectiveness of these corridors as freight routes.

Environmental Considerations

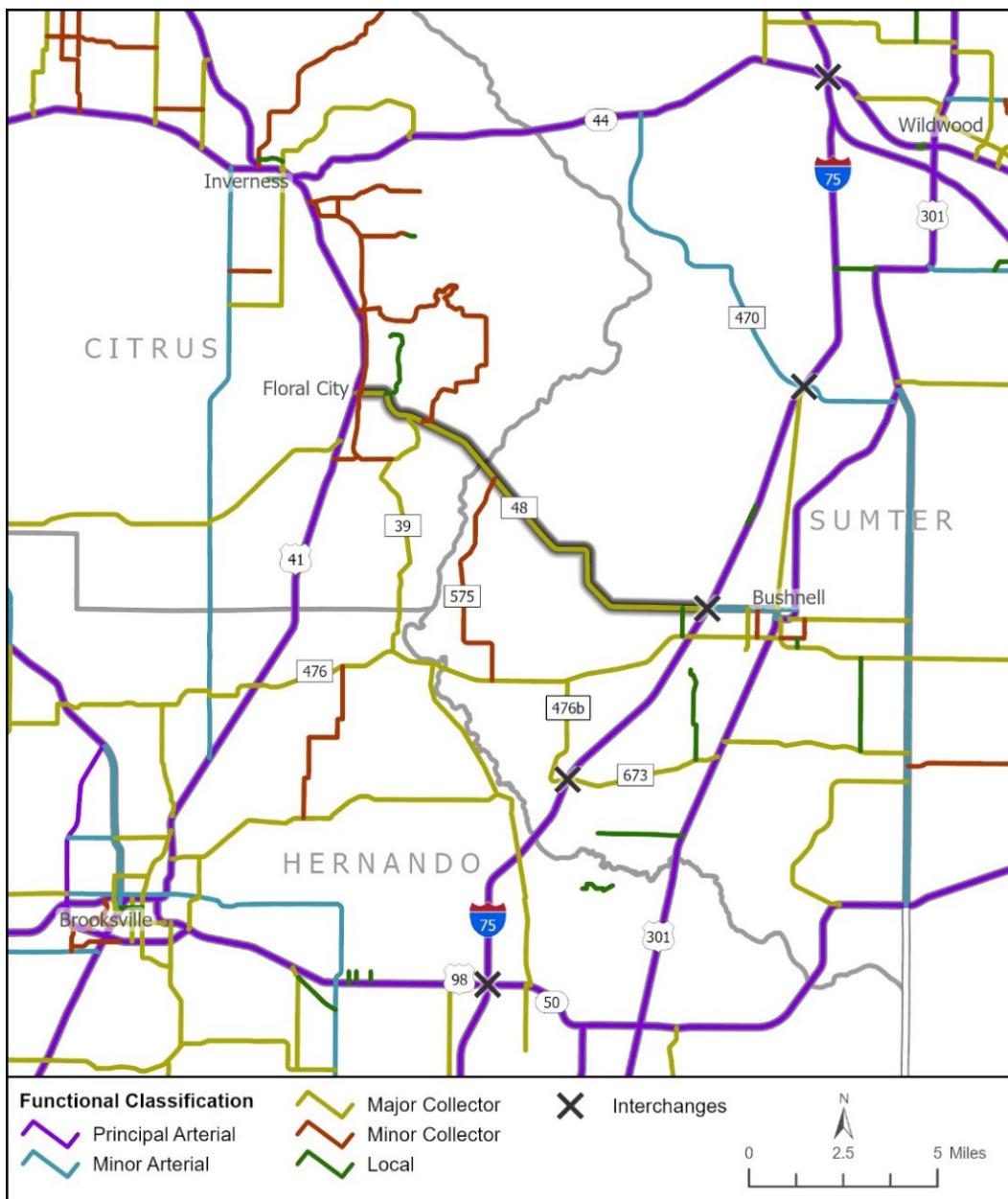
The general study area encompasses swaths of natural land including the Croom Wildlife Management Area, Flying Eagle Wildlife Management Area, Jumper Creek Wildlife Management Area, Lake Panasoffkee and Withlacoochee State Forest. This area faces several environmental challenges, including vulnerability to flooding and wildfire hazards. The Citrus County Comprehensive Emergency Management Plan (CEMP) identifies several roadways, including CR 48 and SR 44, as high-risk corridors for material spills and mass casualty incidents, particularly during hurricane evacuation traffic congestion. The Wildfire Hazard Potential in the region, as defined by the US Forest Service, varies from Very Low to High. CR 48 is in a Very Low to Low wildfire hazard zone; however, areas approaching Inverness and the northern section of the study area pose a Moderate to High hazard potential.

The Inverness Airport and adjacent roadways, including US 41, CR 48, SR 44, and SR 98, serve as evacuation routes during emergencies. These concerns are exacerbated by the region's designation as a Flood Hazard Area, classified as AE- High Risk by FEMA Flood Zone Mapping, which presents concerns about the potential impact on roadway accessibility and the movement of freight traffic.

Roadway Characteristics & Features

CR 48 is a Rural Major Collector while the four bounding corridors (I-75, US 41, SR 44, SR 50) are classified as Principal Arterials (**Figure 4**). Along CR 48, there are two north south collectors—one major, one minor—that connect CR 48 to CR 476, known locally as Lake Lindsey Road. There is an additional looping Minor Collector connecting residential properties north of CR 48 in Floral City to US 41, but the study corridor is mostly fed by a network of local classified or unclassified roadways.

Figure 4 Roadway Functional Classification



Source: FDOT GIS Open Data Hub, 9/16/24

Other roadway characteristics, such as shoulder width and pavement conditions, vary along the length of the corridor and between Sumter County and Citrus County. Road conditions within the study area vary considerably, with some routes facing poorer pavement conditions. The East Orange Avenue segment of CR 48 has particularly poor pavement conditions, which could be due to the presence of large oak trees surrounding the road and heavy trucks.

In the study area, CR 48 is entirely a 2-lane undivided roadway except for a 0.7-mile stretch in Sumter County from I-75 westbound. Lane width in Sumter County varies from 12-foot to 13-foot with a 5-foot

paved shoulder, while Citrus County has narrower 12-foot lanes without shoulders and lower pavement conditions. Sections of CR 48 in Citrus County lack street lighting, resulting in low visibility at night. The speed limit on CR 48 ranges from 20 to 30 mph in Floral City and Avenue of the Oaks, indicating lower speeds that can affect the movement of larger trucks. **Table 1** summarizes the existing roadway conditions by highlighting current restrictions, roadway characteristics, and key features.

Table 1 CR 48 Roadway Characteristics

Category	Current Condition
Roadway Classification	Rural Major Collector
Lane Configuration	2 lanes undivided except 4 lanes from I-75 westbound for 0.7 miles
Lane Width	Varies from 12' to 13' lanes in Sumter County 12' lanes in Citrus County
Shoulders	5' paved shoulders in Sumter County No shoulders in Citrus County
Pavement Conditions	Varying with poor on E Orange Ave
Weight Limit	Fully loaded trucks restricted to 40 tons Bridge #184006 has a 22-ton weight limit
Speed Limit	20 mph in Floral City Elementary School Zone, 30 mph on E Orange Ave outside school zone, 45 mph on Bushnell Rd 55 mph west of CR 39 junction

FDOT regulations provide weight limitations that restrict the type and weight of traffic that can safely use any roadway, restricting vehicles that weigh more than 40 tons—although a lower weight limit may be specified. The weight limit impacts the rate of structural degradation of structures like Bridge #184006, which also has additional weight restrictions, as overloading and increased traffic volumes can expedite wear and compromise long-term stability.

Bridge #184006

A significant feature along CR 48 is Bridge #184006, which spans the Withlacoochee River approximately 8 miles west of I-75. The Withlacoochee River forms the entire boundary between Citrus and Sumter Counties and the bridge plays a crucial role in connecting traffic on CR 48 to I-75 and US 301, among other places.

The bridge carries two lanes of traffic and features a main span composed of steel, utilizing a girder and floor beam system. The bridge's approach width is 22 feet, with a bituminous wearing



Bridge over the Withlacoochee River at the Citrus Sumter County Line

surface, and spans a total length of 320 feet. It has a zero-degree skew angle, and the roadway width from curb-to-curb measures 31.2 feet. The bridge was last inspected in March 2024, with a 24-month inspection cycle. At the time of inspection, the sufficiency rating was 56.7 and the health index was 83.9. While a health index score of less than 85 indicates the bridge may need some repairs, it is still considered safe.

The bridge, originally built in 1929 and reconstructed in 1952, is owned and maintained by the Sumter County Highway Agency. The bridge has a load rating of 23.8 tons and was designed for an HS 20 vehicle, which includes a 14-foot axle length truck and a trailer with an axle length between 14 and 30 feet. Despite being rated for 23.8 tons, it currently operates at 39.8 tons but is posted with a 22-ton weight limit due to a 0.66 Inventory Rating Factor, which is below the acceptable threshold of 1.0. This weight limit decreases to 15 tons for trucks with fewer axles. The bridge has a National Bridge Inventory (NBI) rating of "Fair" (a score of 5 on a scale from 0 to 9, with 9 representing excellent condition and 0 indicating a failed structure). With increasing Average Daily Traffic and rising truck traffic, coupled with overloading, the bridge is likely to deteriorate to an NBI rating of 4, which would classify it as "Poor" and structurally deficient. The most recent inspection revealed that the bridge railings, transitions, and guardrail ends do not meet current standards.

Given the bridge's age and declining condition, it should be considered for replacement programming. Although this bridge is not listed on the National Register of Historic Places (NRHP), it will still require clearance through a Cultural Resource Assessment Survey (CRAS) memo and approval by the State Historic Preservation Office (SHPO) before any major work can be performed.

Cultural Heritage

The National Register of Historic Places is the list of officially recognized historic places in the United States. Run by the National Park Service, this register helps coordinate the protection of historic sites. A building or site being on the register does not restrict what a private property owner may do with the site. In 1993 the Floral City Historic District was officially added to this register. Several important buildings in Floral City were cited in the documentation, and the "Avenue of Oaks" was included as part of the Historic District. It is listed as a site as opposed to a structure or building and was noted as "the oak canopy landscape features of Orange Avenue and Aroostook Avenue". See **Appendix A** for more information regarding Floral City, Avenue of the Oaks, and the National Register of Historic Places. While there are no special regulations that come with being on the National Register of Historic Places, there are regulatory considerations on the state and county level to be considered.

Regulatory Considerations

As outlined in the Florida Statutes 316.545, 316.555 and 336.48, counties in Florida have the authority to restrict trucks on county-owned and maintained roads. According to Florida Statute 316.555, the Department of Transportation regarding the state roads, and the local authorities regarding the highways under them, can require loads, weights, and speeds lower than the standard if the road is liable to be damaged by these. They also can control or ban the operation of certain classes of vehicles if it is necessary for public safety and convenience.



Weight limit sign at Bridge #184006

This allows Citrus County to execute regulations that maintain road safety and protect infrastructure; however, Citrus County does not currently have an ordinance addressing truck traffic. Sumter County has adopted measures to manage heavy vehicle traffic. These include weight restrictions and designated truck routes designed to divert large trucks away from residential areas, helping to minimize the impact of trucks on local roads.

Sumter County, Florida – Code of Ordinances Section 17-1 Through Truck Traffic Restriction includes:

- Traffic Restrictions: It is unlawful for a truck to travel on designated county roads unless headed to a destination on such a road or a destination on a road only accessible by travel on restricted road. Trucks exceeding 26,000 pounds of gross weight are prohibited from designated roads.
- Designation and Signage: Roads with restricted through-truck traffic are clearly posted with signage to inform drivers of weight limitations.
- Permit for Usage: Special permits for overweight vehicles can be issued at the county's discretion.

Although Citrus County lacks truck-specific regulations, the Citrus County Comprehensive Plan includes goals and policies that can guide the regulation of truck traffic to maintain the integrity of the road and minimize disruptions to the community. Sumter County's Comprehensive Plan emphasizes the importance of traffic management and safety.

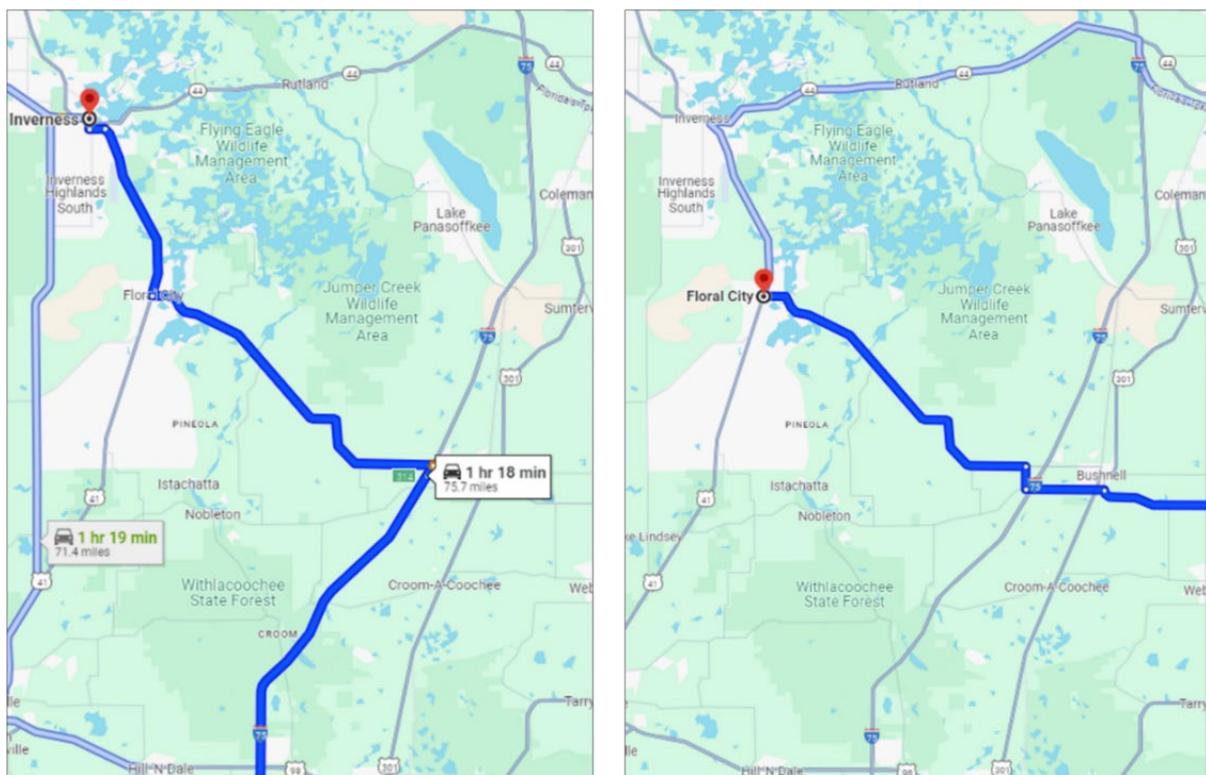
For more information on relevant Florida statutes, including additional details, see **Appendix B**.

Traffic Data & Analysis

The study area consists of critical links for local, state, and regional travel with varying levels of freight activity and general traffic volume. Traffic counts from multiple sources were consolidated and complimented by field observations. Current traffic data was gathered from FDOT and special field counts were conducted. The special counts and field observations were used to determine vehicle classifications and directional traffic volume.

To better understand how drivers navigate to or from destinations northwest or southeast through the study area, a preliminary search using both Google Maps and Apple Maps was performed. The resulting directions from both applications show that CR 48 serves as a primary route suggestion for traffic between I-75 and US 41. The alternative routes with comparable travel times navigate users along SR 44 or SR 50, as shown in **Figure 5**.

Figure 5 GPS Routes from the South (Left) and East (Right)

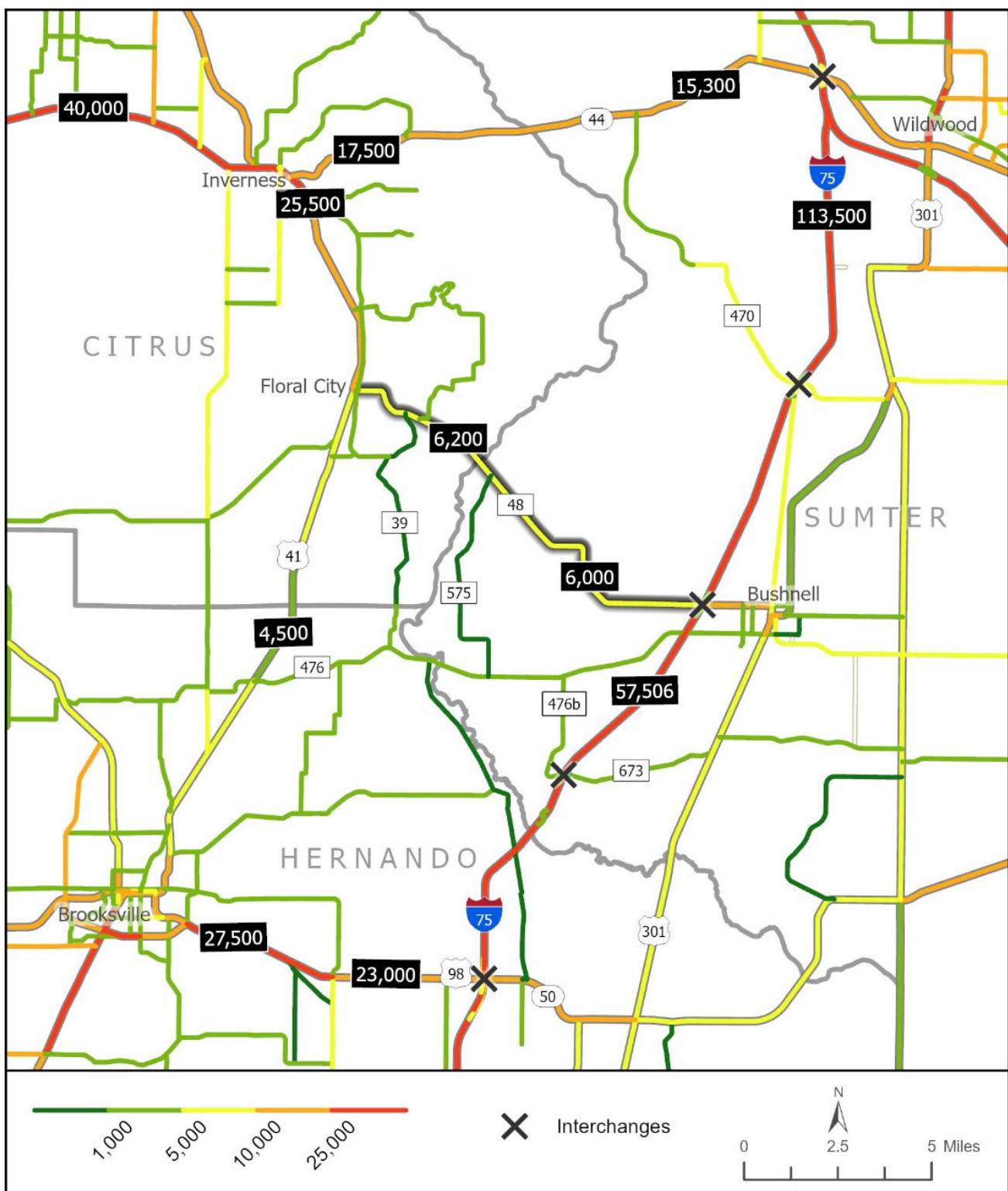


Source: Google Maps, 9/30/2024

Existing Traffic Volume Data

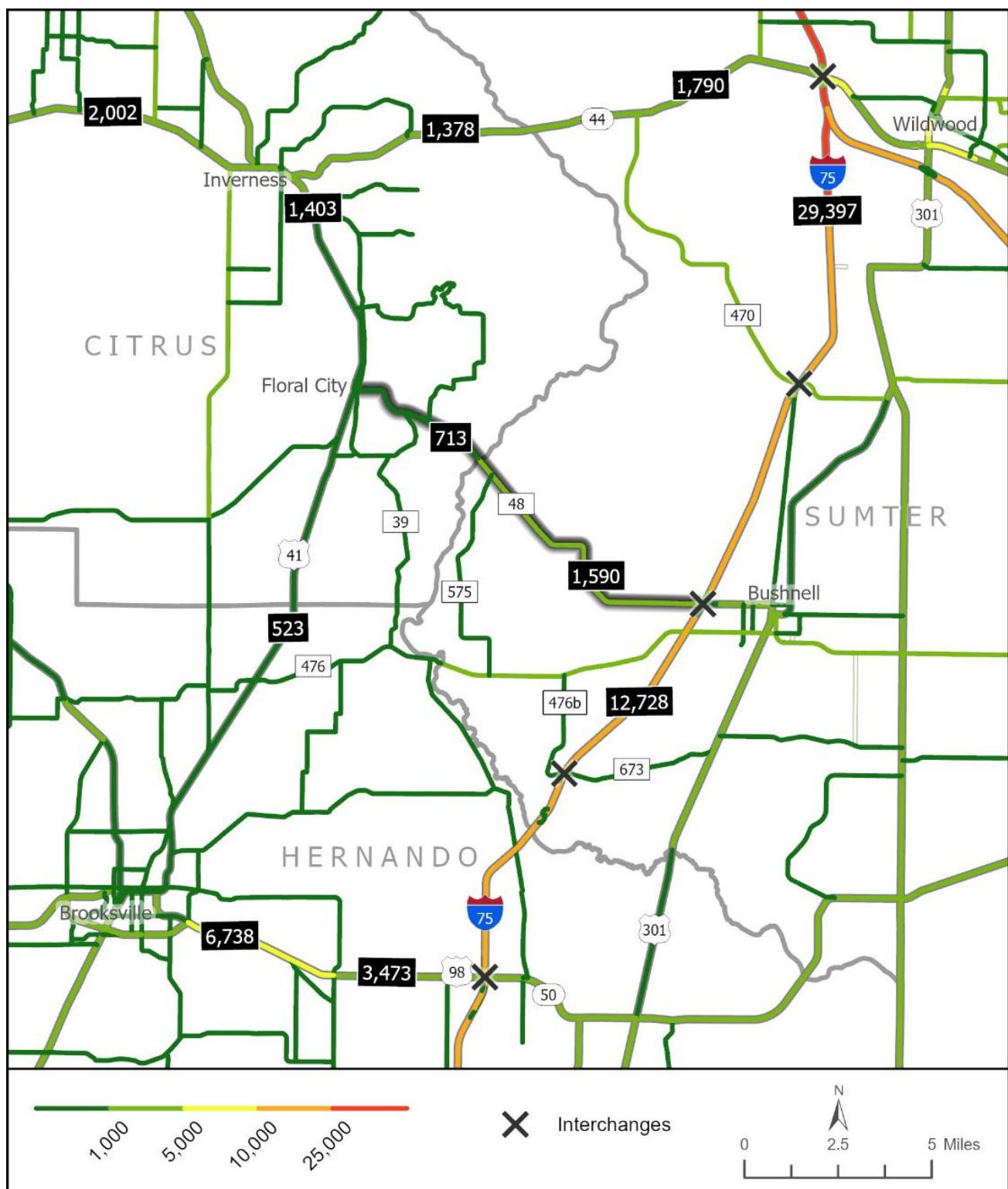
Traffic volumes across the study area vary significantly based on roadway classifications. Major roadways like US 41, I-75, US 301, SR 50, and SR 44 support local and regional travel. FDOT's Average Annual Daily Traffic (AADT) counts were used as a measure of traffic volume in the study area. **Figure 6** maps the AADT for major roadways in Citrus, Hernando and Sumter Counties with labels highlighting segments on the study area corridors. Similarly, **Figure 7** illustrates truck AADT.

Figure 6 FDOT Average Annual Daily Traffic



Source: FDOT GIS Open Data Hub, 9/16/24

Figure 7 FDOT Average Annual Daily Truck Traffic



Source: FDOT GIS Open Data Hub, 9/16/24

Table 2 presents the AADT for all traffic and truck-specific traffic that corresponds with the data presented in **Figure 6** and **Figure 7**. The values in the table represent the range of AADT values for portions of the main roadways that fall within the study area, meaning these corridors may have higher or lower AADT than the data presented in the table if outside the immediate study boundaries.

Table 2 FDOT AADT for Major Corridors in Study Area

Road Name	All Traffic AADT	Truck AADT
I-75	57,506 – 113,500	12,728 – 29,397
US 41	4,500 – 25,500	523 – 1,403
CR 48	6,000 – 6,200	713 – 1,590
SR 44	15,300 – 17,500	1,378 – 1,790
SR 50	23,000 – 27,500	3,473 – 6,738

The highest traffic volume for the area is 113,500 on I-75 around the Florida Turnpike interchange. The merging of traffic from the turnpike onto the interstate causes the traffic volume on I-75 to double, an observation that also applies to truck traffic as volumes increase from a low of about 13,000 to 29,000. Traffic volume for the US and state roads is substantially lower than the interstate values, as expected, but still peaks at 27,500 on SR 50 just outside of Brooksville.

CR 48 is a lower volume roadway than the others with a maximum calculated AADT of 6,200 and a truck volume of 1,509. CR 48 is unique in that it only has two AADT estimates for the entire length of the corridor, one for the Citrus side and one for the Sumter side. While the estimated AADT for all traffic is similar for both counties, the truck AADT varies greatly, with more than double the truck volume on the Sumter side. This could be attributed to the proximity of the portable traffic monitoring site to I-75 or could be an indication that truck traffic is diverting before reaching the count station on the Citrus side. An additional limitation of the FDOT AADT data is that the last computed AADT from the portable count station in Citrus County on CR 48 (Site 9034 on East Orange Avenue east of US 41) was in 2011 while the most recent count in Sumter was in 2021 (**Appendix C**). The discrepancy between Sumter and Citrus counts, the lack of a recent empirical count data for the study corridor, and the need for more detailed directional and class counts led to special project traffic counts and field observations.

Special Project Traffic Counts

Traffic counts were obtained along CR 48 and US 41 for this study. Two of the counts were collected north and south of the US 41 and CR 48 intersection, one count was done on East Orange Avenue just east of the intersection and a fourth count was conducted on the Citrus side of the Withlacoochee River just west of Bridge #184006. These counts were performed on Tuesday, 10/29/2024 and Wednesday, 10/30/2024. The detailed counts can be found in **Appendix C**, but **Table 3** provides a summary of the counts.

Table 3 Special Project Traffic Counts

Count Location	Direction of Travel	Total Directional Traffic	Small Trucks (4-6)	% Small Trucks	Large Trucks (7-13)	% Large Trucks	Total Truck Traffic	% Trucks	Total Bi-Directional Traffic
US 41 North of CR 48	N	5,646	647	11%	152	3%	799	14%	11,584
	S	5,938	892	15%	135	2%	1,027	17%	
US 41 South of CR 48	N	4,219	915	22%	86	2%	1000	24%	8,190
	S	3,971	340	9%	59	1%	399	10%	
CR 48 East of US 41	E	3,153	394	12%	43	1%	437	14%	6,464
	W	3,311	285	9%	16	0%	301	9%	
CR 48 North of Bridge	N	1,962	213	11%	42	2%	255	13%	4,000
	S	2,038	225	11%	37	2%	262	13%	

The special count values on CR 48 were consistent with the FDOT AADT estimates but there were several additional findings relevant to this study. Across all count stations, the percentage of traffic that was large trucks (classes 7-13) was 3% or less with the highest percentage on US 41. There were on average 59 large trucks on CR 48 just east of US 41 compared to 679 small trucks. This discrepancy in large and small truck volumes is consistent with field observations and could be indicative of local truck traffic rather than a high proportion of freight through-traffic bound for I-75 or US 41.

Traffic eastbound and westbound on CR 48 is balanced at both the count station near US 41 and the second one near the bridge, however, the directional truck traffic varies near US 41 while directional truck counts at the bridge are almost equal. At the US 41/CR 48 count location, 136 more trucks were traveling east than west—this results in a difference of 14% truck volume going eastbound and 9% truck volume westbound along “Avenue of the Oaks”.

Field Observations

Field observations were conducted during a typical weekday afternoon in the Historic Floral City District on East Orange Avenue and along CR 48 from Floral City to I-75 in Sumter County. There was minimal truck activity along the study corridor; however, there were two semi-trucks recorded during the observation period—one being a tanker truck heading west, and the other a logging truck heading east (*right*).



Logging truck heading eastbound on East Orange Avenue



School bus observed traveling westbound in Floral City

Medium and light trucks pulling multi-axle trailers and at least six school buses were observed (*left*). Traffic increased significantly during the late afternoon peak hours in Floral City and truck traffic remained stable. There is a large, busy truck stop off I-75 in Sumter County (*below*). From here two trucks heading west on CR 48 turned off before entering Citrus County. These and other observations are documented in **Appendix D**.



Love's Truck Stop on CR 48 at I-75

Future Projected Volumes

The Tampa Bay Regional Planning Model (TBRPM) is a tool used by transportation planners to estimate future travel patterns and help guide transportation planning decisions for the Tampa Bay area. It uses a variety of data sources to simulate travel behavior and assess transportation needs to predict how changes in land use, transportation infrastructure or policies will influence traffic patterns, travel times and overall mobility. This model was used for projected traffic volume and projected truck traffic volume for the year 2045 with 2015 data serving as the baseline. The TBRPM does not include Sumter County, so there are no estimates for future traffic volume on the Sumter side of the study area.

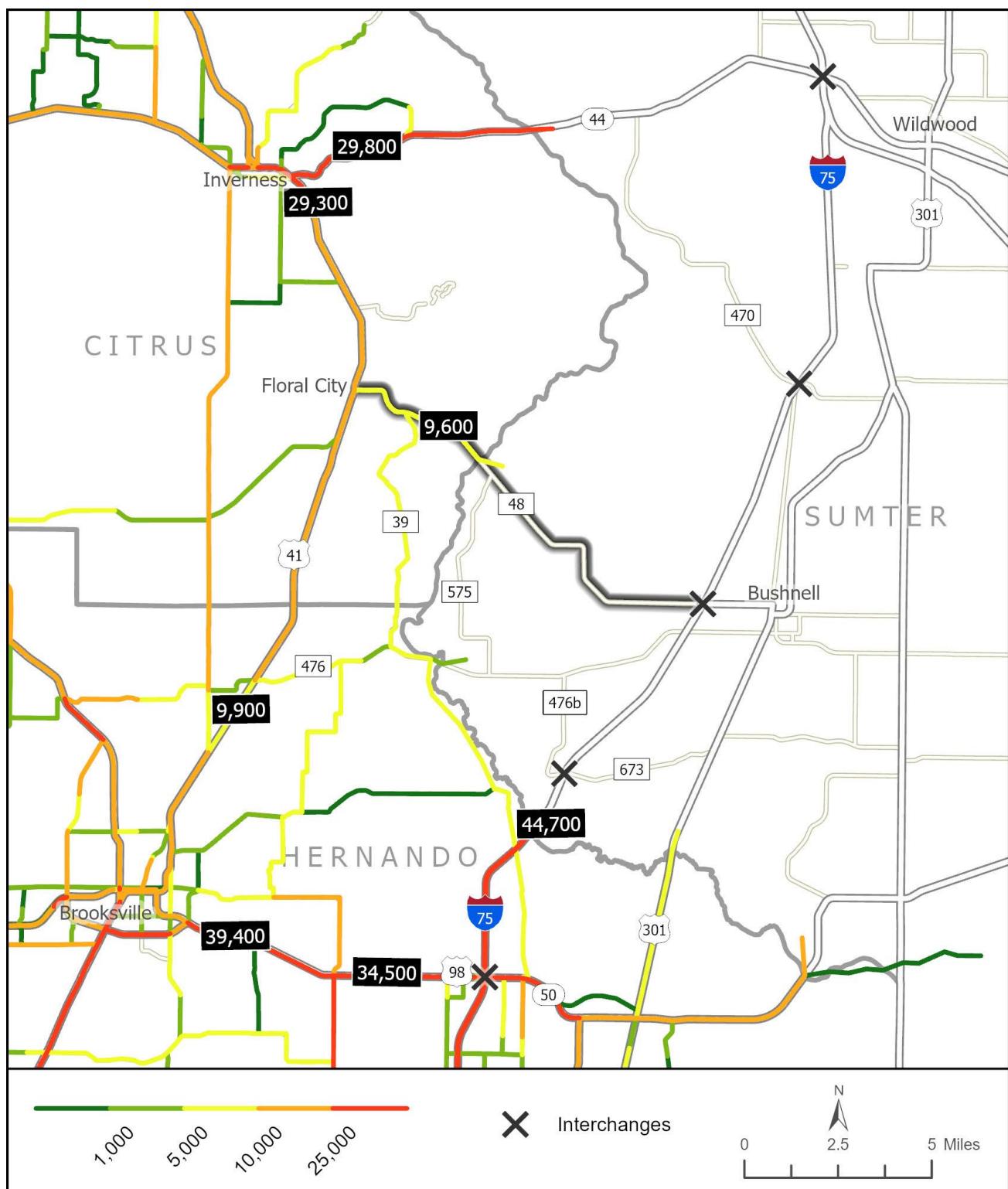
Table 4 presents the current AADT and corresponding projected traffic volume for all traffic and truck traffic on major corridors within the study area. Due to the lack of data in Sumter County, there may not be data to relate to each FDOT AADT.

Table 4 Current FDOT AADT and TBRPM Projected AADT (2045)

Road Name	All Traffic		Truck	
	FDOT 2024	TBRPM 2045	FDOT 2024	TBRPM 2045
I-75	57,506 – 113,500	44,700	12,728 – 29,397	27,200
US 41	4,500 – 25,500	9,900 – 29,300	523 – 1,403	1,200 – 2,400
CR 48	6,200	7,500 – 9,600	713	700 – 800
SR 44	17,500	25,200 – 29,800	1,378 – 1,790	2,500 – 2,800
SR 50	23,000 – 27,500	34,500 – 39,400	3,473 – 6,738	5,000 – 6,000

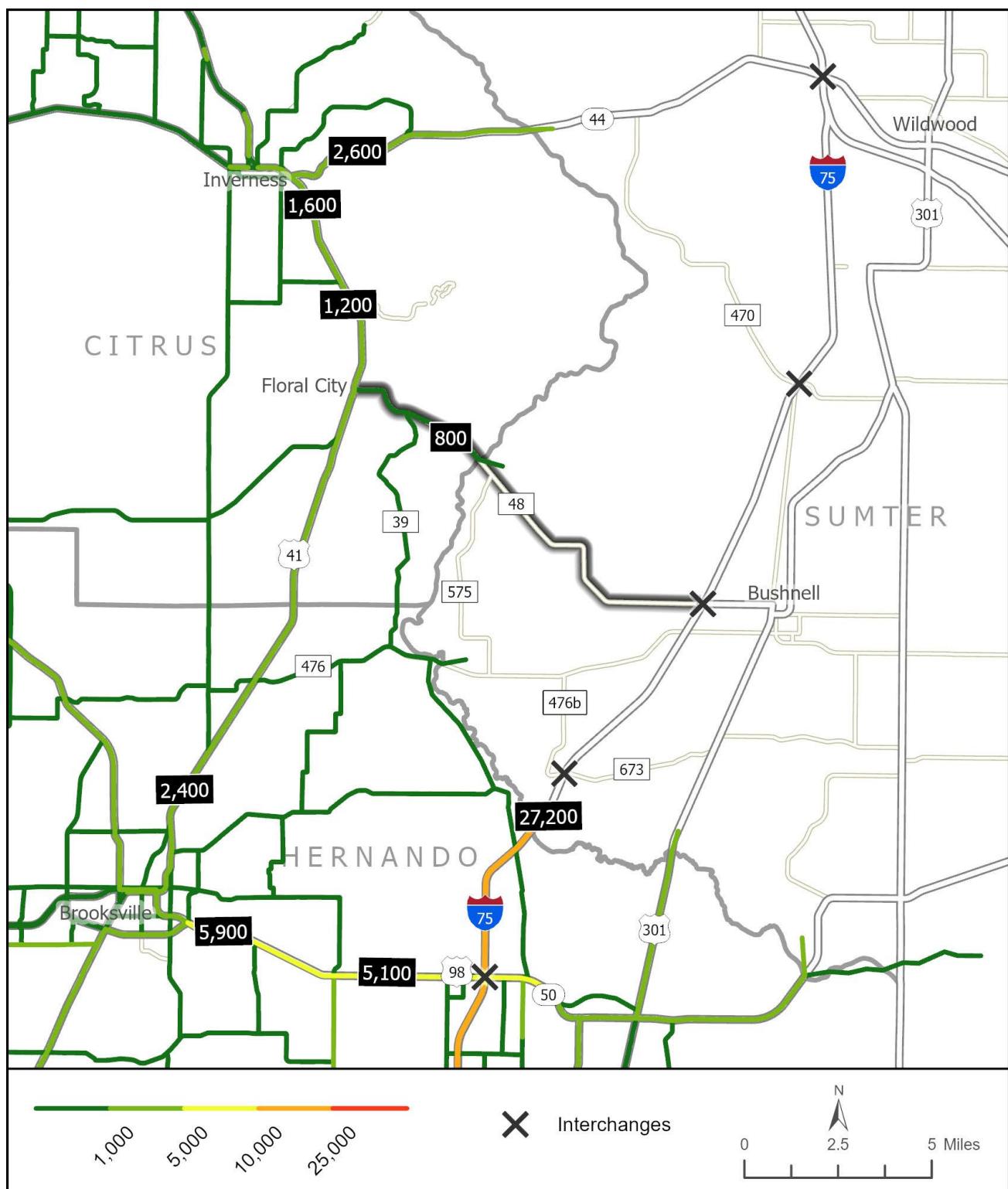
On the study corridor near Floral City, traffic volume is projected to increase from 6,200 to between 7,500 and 9,600, which would be a 20-50% increase while truck traffic in the same area is projected to grow 1.5-15% to a peak of about 800 daily trucks. Comparatively, SR 44, SR 50 and US 41 are projected to handle traffic volumes ranging from about 10,000 to 40,000 and truck volume from 1,200 to 6,000. In all cases, the lowest projected volumes for all study area corridors surpass the maximum projected values on CR 48. The maps on the following pages illustrate the projected traffic volume in 2045 for all traffic (**Figure 8**) and truck traffic (**Figure 9**).

Figure 8 Projected Traffic Volume (2045)



Source: Tampa Bay Regional Planning Model, 9/26/24

Figure 9 Projected Truck Traffic Volume (2045)

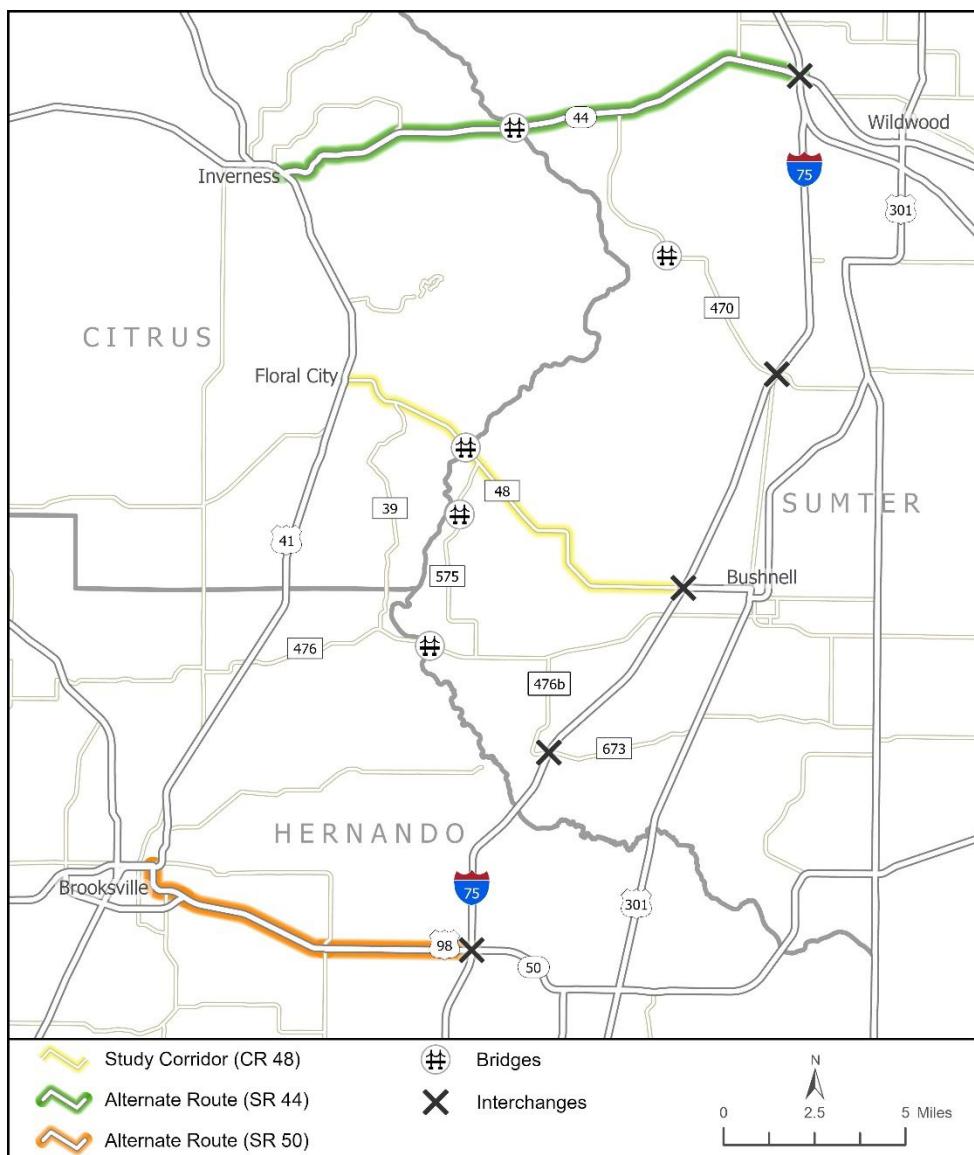


Source: Tampa Bay Regional Planning Model, 9/26/24

Viable Alternate Routes

An analysis of routes through Citrus and Sumter Counties was conducted to identify viable alternatives for diverting truck traffic from CR 48. Local routes such as CR 476 and CR 673 were initially considered; however, narrow lanes, limited shoulders, minimal passing zones, and low visibility make the roads unsuitable for heavy truck volumes. Instead, larger routes like SR 44 and SR 50 were determined to be viable options, offering infrastructure that can support higher traffic volumes. As the current and future traffic volumes in **Table 4** from the previous section illustrate, SR 44 and SR 50 are suitable alternate truck routes compared to smaller local roads like CR 48.

Figure 10 Viable Alternate Routes



Source: FDOT GIS Open Data Hub, 9/16/24

Alternate Route SR 44

State Road 44 is an east-west principal arterial that runs from Crystal River on the Gulf of Mexico to New Smyrna Beach on the Atlantic Coast. It connects Citrus, Sumter, Lake, and Volusia Counties. SR 44 was determined to be a viable alternative for redirecting truck traffic from CR 48. In more urbanized areas west of Inverness, SR 44 is configured as a four-lane divided highway, accommodating commercial and residential access along the corridor.

The segment of SR 44 through Sumter and Citrus Counties already carries trucks and has infrastructure designed to accommodate high-profile trucks, including posted weight limit signs and 4-to-6-foot shoulder. The existing bridges and overpasses provide sufficient vertical clearance to allow large trucks to pass through without obstruction. Traffic volume data supports SR 44's capacity to serve as an alternative truck route with AADT ranging from 25,222 to 29,824 and truck-specific AADT from 2,601 to 2,778.

In accordance with the Citrus and Sumter County Comprehensive Plans, several projects are proposed to further expand SR 44. Upgrades include widening the SR 44-I-75 interchange to a multilane urban section and repaving the section from US 41 to the Sumter County line, with additional improvement to sidewalks, guardrails, signage, and pavement markings. The existing traffic conditions and the future enhancements indicate that SR 44 is a suitable route to redirect traffic from CR 48.

Alternate Route SR 50

State Road 50 is an east-west rural principal arterial that spans central Florida from the Gulf Coast to the Atlantic Coast, connecting Hernando, Sumter, Lake, and Orange Counties. It serves as a major four-lane divided highway through Sumter and Citrus Counties. The highway is designed to accommodate high volumes of traffic, including a 40-to-50-foot median separating the eastbound and westbound lanes, with frequent dedicated left and right turn lanes at major intersections that provide space for queuing. In areas with high commercial activity, SR 50 features service roads that help manage access and reduce congestion on the main roadway.

The highway experiences AADT between 34,455 and 40,191 and truck-specific AADT ranging from 5,074 to 5,914. The speed limit remains around 55 mph in rural areas but gradually decreases to 45 mph near Brooksville and other urban areas. The lighting along SR 50 varies, with more extensive street lighting in areas closer to Brooksville and other high-density zones, particularly at major intersections and commercial access points. Rural sections of the road have minimal lighting, limiting nighttime visibility. Additionally, low-hanging trees in certain stretches may require trimming to prevent obstructions for high-profile trucks.

Potential Actions

Given the findings of this study, if the County determines truck or freight traffic needs to be addressed on CR 48, there are two potential actions that are feasible—upgrading the existing facilities or restricting truck traffic. If either option is implemented, there would still be local delivery and service traffic permitted on CR 48.

Upgrade Existing Facilities

Upgrading CR 48 is crucial to enhance its suitability for high-profile vehicles while addressing community concerns. Necessary facility upgrades will accommodate increased truck traffic and mitigate existing limitations.

Table 5 summarizes the recommended enhancements in line with FDOT and FHWA guidelines for rural truck routes facing higher traffic volumes. Proposed improvements include lane reconfiguration, bridge reinforcements, pavement enhancements, appropriate signage, and essential safety upgrades needed to support large trucks.

Table 5 CR 48 Potential Facility Upgrades

Category	Improvement	Justification	Source
Lane Reconfiguration	Widen lanes to 13 feet Add 5-foot paved shoulders	Improved truck mobility	FDOT, <i>Florida Design Manual</i>
Bridge Reinforcement	Upgrade Bridge #184006 to HS-25 standards	Provide the reinforcements to accommodate heavy trucks	FHWA, <i>Bridge Design Manual</i>
Pavement Improvements	Replace pavement	Increase lifespan and durability	FDOT, <i>Pavement Design Manual</i>
Signage	Add truck-specific regulatory and directional signage	Improve compliance	FHWA, <i>Manual on Uniform Traffic Control</i>
Height Clearance	Trim trees Raise clearance in narrow sections	Protect tree canopy Reduce collisions	Citrus County
Street Lighting	Install streetlights	Enhanced Visibility	FHWA, <i>Lighting Handbook</i>
Safety and Speed	Adjust speed limits Add guardrails	Improve traffic flow Reduce collisions	FDOT, <i>Traffic Engineering Manual</i>
Environmental Impact	Elevate flood-prone areas Install drainage improvements	More resilient to flooding and extreme weather	FEMA, <i>Floodplain Management</i>

Truck Restrictions on CR 48

Restricting and rerouting trucks from CR 48 is an effective strategy to enhance road safety and protect infrastructure. Florida statutes enable counties to implement regulations on county-maintained roads, a framework that aligns with policies aligned in the Citrus County Comprehensive Plan to preserve road

integrity and minimize community disruptions. Citrus County can adopt elements from Sumter County's regulations, which successfully limit high-profile trucks on local roads with clear signage indicating weight limits and designated truck routes.

To support truck restrictions, Citrus County may implement a permitting system that allows for special access to local deliveries by overweight trucks, ensuring continued traffic flow while adhering to regulatory standards. SR 44 and SR 50 serve as potential alternatives to divert truck traffic, as both roads are designed to accommodate heavy vehicles and high traffic volumes. This strategy minimizes community disruptions and allows for the safe passage of commercial vehicles. By enforcing truck restrictions, Citrus County can protect its infrastructure while adhering to state regulations and local traffic management objectives.



Appendix A: National Register of Historic Places & Supporting Documents

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United States Department of the Interior
National Park Service

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NATIONAL
REGISTER

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "NA" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Floral City Historic District
other names/site number SCI 788

2. Location

street & number Various - See Section 7 n/a not for publication
city or town Floral City n/a vicinity
state Florida code FL county Citrus code 017 zip code 34436

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Suzanne P. Walker / Deputy SHPO 10/22/93

Signature of certifying official/Title Date

Florida State Historic Preservation Officer, Division of Historical Resources

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register. See continuation sheet.
 determined eligible for the National Register See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain): _____

for Signature of the Keeper Entered in the National Register Date of Action
Frances Lapsley 12/1/93

Floral City Historic District
Name of Property

Citrus Co., FL
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

private
 public-local
 public-State
 public-Federal

Category of Property
(Check only one box)

building(s)
 district
 site
 structure
 object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
26	11	buildings
1	0	sites
2	0	structures
29	10	objects
29	11	Total

Name of related multiple property listing
(Enter "NA" if property is not part of a multiple property listing.)

n/a

**Number of contributing resources previously listed
in the National Register**

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Domestic: Single Dwelling

Domestic: Hotel

Social: Meeting Hall

Religion: Religious Facility

Current Functions

(Enter categories from instructions)

Domestic: Single Dwelling

Social: Meeting Hall

Religion: Religious Facility

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Frame Vernacular

Late 19th & Early 20th Century American

Movements: Bungalow/Craftsman

Materials

(Enter categories from instructions)

foundation Brick

walls Wood: Weatherboard

Stucco

roof Asphalt

other Stone

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Community Planning & Development

Exploration & Settlement

Period of Significance

c1863

1884-1936

Significant Dates

1893

1914

1936

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Unknown/Higgins, George

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Floral City Historic District

Name of Property

Citrus Co., FL

County and State

10. Geographical Data

Acreage of Property Approximately 20 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	7	3	7	13	4	8	0	3	1	8	0	9	2	0
Zone			Easting						Northing						
2	1	7	3	7	14	4	4	0	3	1	8	1	1	2	0

3	1	7	3	7	4	4	4	0	3	1	8	0	7	6	0
Zone			Easting						Northing						
4	1	7	3	7	13	4	9	0	3	1	8	0	6	0	0

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Murray D. Laurie/Consultant & Barbara E. Mattick/Historic Sites Specialist

organization Bureau of Historic Preservation date September 1993

street & number R.A. Gray Blg., 500 S. Bronough Street telephone (904) 487-2333

city or town Tallahassee state Florida zip code 32399-0250

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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**National Register of Historic Places
Continuation Sheet**

**Floral City Historic District,
Floral City, Citrus Co., FL**

Section number 7 Page 1

SUMMARY

Floral City, located six miles southeast of Inverness in southeast Citrus County, is one of the oldest communities in the county. The district, which encompasses the community's greatest concentration of historic buildings and structures, is located primarily along oak-canopied Orange Avenue. Within the district there are 26 contributing buildings, two contributing structures (cisterns), and one contributing site (the oak canopy landscape features of Orange Avenue and Aroostook Avenue). The district contains eleven noncontributing buildings. Contributing resources comprise 72% of the proposed district.

SETTING

Floral City is located on the west shore of Lake Tsala Apopka. The main east-west thoroughfare, Orange Avenue (County Road 48), was planted with oak trees early on and today forms an attractive and scenic tunnel of oaks (Photo #1). Aroostook Avenue, which angles to the north from Orange Avenue down to the original steamboat landing on the lake shore, is also a handsome oak canopied street (Photo #2). To the north and south are residential streets with single-family dwellings, most of which are on spacious lots. The commercial area of Floral City is concentrated near the intersection of County Road 48 and Highway 41, a block to the west, outside the historic district.

PRESENT APPEARANCE

Floral City resembles many small, rural towns in central and north Florida. It is six miles south of Inverness, the county seat and nearest large city. State Highway 41 funnels traffic to the west of Floral City, which has just one traffic light, at the intersection of Highway 41 and County Road 48 (Orange Avenue). The local garden club has recently set young dogwood trees between each mature oak tree on Orange Avenue to add to the beauty of the drive. Modern homes have been built on the shores of Lake Tsala Apopka, Lake Consuela, and Little Lake Consuela.

The surrounding rural landscape gently rises and falls, punctuated occasionally by phosphate mine pits and laced with the built up beds of now abandoned railroad tracks that connected the mines to the main railroad line that once ran north-south through the town. This line has also been declared obsolete and its tracks have recently been taken up. This will become part of the

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**Floral City Historic District,
Floral City, Citrus Co., FL**

"Rails to Trails" system and find a new use as a linear recreational park.

The greatest concentration of historic resources lines both sides of Orange Avenue (County Road 48). This two-lane, paved thoroughfare is the scenic tunnel of oaks so prized by the community. Approximately five blocks extend east from the intersection with Highway 41, and then curves and continues on toward the town of Bushnell; one block stretches to the west where Orange Avenue dead ends into Bedford Road.

The most elaborate building in Floral City is the former Commercial Hotel at 8375 Orange Avenue (Photo #3). Porches and balconies with decorative woodwork and several windows with colored glass panels indicate the original elegance and style of the building, which was built as a home several blocks to the east and later sold to Mrs. M. M. Borland. She operated it as a hotel and moved it to the present site in 1891, when the railroad depot was built just to the west.

Directly across the street is the limestone Community Building, a 1936 WPA project constructed of local stone under the supervision of John Odgen. It has been a women's club, a community center, and a servicemen's center during World War II. The one-story building is set back from the street with a parking lot in front.

The John Paul Formy-Duval House (7801 Old Floral City Road) (Photo #4), built c1863, is the oldest building in Floral City. It faces the Old Floral City Road, but the south side and east facade can be seen from Orange Avenue. This house is a frame vernacular building with a two-story balcony extending across the east facade. An original brick-lined cistern is located a few feet from the southeast corner of the house. Modern additions have altered the original features of the west facade. The Dorsey House (8460 Orange Avenue) is another variation of the vernacular porch-on-porch home with a decorative balcony on the second floor.

The Folk-Victorian Higgins-Zimmerman House (8441 Orange Avenue) (Photo #5), with a large front bay and wraparound porches, was built around 1900 as his own home by George Higgins, who moved to Floral City in the 1890s. Higgins built several churches and other houses in Floral City. Later, W. C.

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Zimmerman, Citrus County's first Clerk of the Circuit Court and a school superintendent, owned the house.

The Griner House (8481 Orange Avenue) was also built by George Higgins, around 1905. The use of clipped gables on this frame vernacular house is unique in Floral City. Next door is the Allen House (8501 Orange Avenue) (Photo #6), constructed in the 1920s by a citrus grower George Allen in the Craftsman Bungalow style. Stucco covers the clay tiles used to build this sturdy house. Next is the vernacular Huff House (8511 Orange Avenue); the original front porch has been removed.

On the north side of the street is the Irwin Tooke House (8532 Orange Avenue) (Photo #7), built around 1908. The symmetrical frame vernacular house has four battered columns set on brick piers supporting the roof of the partially screened front porch. The D. A. Tooke House (8560 Orange Avenue) (Photo #8), which is set off by an ornamental wrought iron fence, was built around 1900 for H. D. Bassett, supervisor of the Bradley Phosphate Mine. It has battered porch columns (which replaced the original turned wood posts and balustrade around 1935), an irregularly shaped, hipped roof, and steeply pitched gables with decorative shingles. The J. T. Love House (8580 Orange Avenue) (Photo #9) was built around 1915 by a descendent of J. P. Formy-Duval. It also has battered columns, twin gables with decorative shingles, and a high hipped roof.

In the 1920s, B. T. Keating, a developer of several subdivisions near Floral City, had the home at 8645 Orange Avenue (Photo #10) built. Its Mediterranean Revival features, including a rough stucco exterior and barrel tile roofing, are unique in Floral City.

Sometimes homes were built with recycled materials. The Landrum bungalow (8740 Orange Avenue) was built around 1933 using materials from a former house on the property. The siding was added in the 1940s when a salesman used this as a demonstration house. The one-story, frame vernacular, Tanky House (8778 Orange Avenue) (Photo #11) was built in the 1920s with a broad screened porch extending across the front facade, and is an excellent example of a Florida Cracker house.

The two-story Moon House (8860 Orange Avenue) (Photo #12) is an imposing, four-square, frame house built in the 1890s by Solomon D. Moon, a real estate developer and politician who

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**Floral City Historic District,
Floral City, Citrus Co., FL**

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served in the Florida legislature in 1930. The house was restored in the 1980s.

The Floral City United Methodist Church (Photo #13), built in 1884 by George Higgins, is located at 8480 Marvin Avenue, one block north of Orange Avenue and just east of the Old Floral City Road. The frame vernacular church with simple Gothic Revival features has a square bell tower with pyramidal roof in the northwest corner, double lancet windows in front, and four lancet windows set in each side. The building has recently been restored.

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Floral City, Citrus Co., FL**Section number 7 Page 5**FLORAL CITY HISTORIC DISTRICT
CONTRIBUTING RESOURCES**

ADDRESS	HISTORIC NAME	DATE
Levy Lane 8355 + 1 outbuilding	Puckett House	c1910
Marvin Avenue 8480 + 1 outbuilding	Floral City Methodist Church	c1884
Old Floral City Road 7801 + 1 outbuilding & 1 cistern	Duval House	c1863
Orange Avenue Avenue of Oaks & Aroostook Ave. 8375 8370 8441 8460 8481 8501 + 1 cistern 8511 + 1 outbuilding 8532 + 1 outbuilding 8560 + 1 outbuilding 8580 8645 + 1 outbuilding 8715 8740 8778 + 1 outbuilding 8860	Landscape (site) Commercial Hotel Community Building Zimmerman House Dorsey House Griner House Allen House Huff House Irwin Tooke House D. A. Tooke House Love House Keating House Tom Tooke House Landrum House Tanky House Sol Moon House	c1884 c1936 c1893 c1893 c1903 c1920 c1907 c1908 c1900 c1910 c1920 c1904 c1933 c1920 c1893

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**Floral City Historic District,
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NONCONTRIBUTING BUILDINGS

(Addresses in parentheses indicate that the main building at that address is a contributing resource.)

Marvin Avenue
(8480)--2 outbuildings **Floral City Methodist Church**

Old Floral City Road
(7801)--2 outbuildings **Duval House**

Orange Avenue
(8375)--1 outbuilding **Commercial Hotel**
8394 **Fire Station**
8444
(8501)--1 outbuilding **Allen House**
(8580)--1 outbuilding **Love House**
8685
(8860)--1 outbuilding **Sol Moon House**

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Floral City, Citrus Co., FL**Section number 8 Page 1**SUMMARY**

The Floral City Historic District is locally significant under Criterion A in the areas of Exploration and Settlement and Community Planning and Development as a reflection of how Floral City developed as an early center for the citrus industry, beginning c1863 and expanding during the era of canals and steamboats (1880s-1890s), as a phosphate "boom town" in the early decades of the twentieth century, and as a community before World War II. The period of significance corresponds to the dates of these developments, c1863 and 1884-1936. This rural, unincorporated village has a significant concentration of buildings that have maintained a basic integrity in setting, design, materials, and scale, reflecting Floral City's late nineteenth and early twentieth century development.

HISTORIC CONTEXT

The enactment in 1842 of the Armed Occupation Act encouraged white settlers to enter the frontier territory of what is now Citrus County. This legislation provided that any man who built a house, cultivated five acres, and lived on the land for five years could claim a patent for 160 acres. The act was so popular that Hernando County (which then included what is now Citrus County) changed its name to Benton County, named for Missouri Senator Thomas Hart Benton, who had first proposed the Act. Benton fell out of favor, however, when he took a pro-Union stance in 1850, and the county was renamed Hernando by the anti-Union Southerners.

Among the first to acquire property in the area was John Paul Formy-Duval, who developed the rich land on Duval Island (located just across from the present town site). He built a home on land within the confines of Floral City, in Section 15, Township 20 South, Range 20 East. Duval raised cotton and sugarcane and purchased the land the town now occupies in 1863 from Allen and Elizabeth Munden. After selling all of the mainland (Floral City) and half of his Duval Island property to his wife's family, the Tranthams, in 1865, Duval began to develop citrus groves on the section of the island he had retained. These groves bore fruit until the Big Freeze of 1894-95.

Duval's groves antedated the citrus boom that drew new settlers to Florida in the era following the period of Reconstruction. One enthusiastic turn-of-the-century writer

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**Floral City Historic District,
Floral City, Citrus Co., FL**

estimated that a quarter of a million people moved to sunny Florida between 1878 and 1890, infected by "orange fever." Florida avidly courted northern and eastern investors, and new communities sprang up in every advantageous location. Floral City was laid out and surveyed in 1882 by state senator Austin S. Mann and W. H. Havron. One of the first civic projects was the planting of oaks on either side of the main streets. Within a year there were thirty or forty families in the town, and by 1886 the population had grown to 300. The village had a school, a hotel, five stores, and a sawmill; four church groups held services on a regular basis. Sixteen growers had joined Duval in raising citrus, and a variety of other fruits, vegetables, and grain were under cultivation.

This rapid growth of agricultural enterprise was made possible by the construction in 1884 of the Orange State Canal, approximately five miles long, which connected Floral City to the Withlacoochee River and Lake Panasoffkee. Senator Mann was active in this enterprise; he purchased a 100-foot-wide conditional right-of-way in 1886 from J. M. Baker, another pioneer citizen of Floral City, for the purpose of a canal. The deed to this transaction granted Mann the right to erect wharfs, warehouses, and other buildings--an indication that plans were underway for a major expansion of the young community. The Kitty M. Bell, the first boat on the canal, was a 35-foot vessel that was poled down the canal and the Withlacoochee River, then sailed across Lake Panasoffkee where its goods were unloaded at the Florida Transit and Peninsular Railroad station for shipment north. The boat was later enlarged to 65 feet and converted to steam. The Reindeer was another steamboat that served Floral City on the canal. In addition to citrus, the boats hauled lumber, turpentine, and produce; passenger service was also provided. Because the early community depended on steamboats, Floral City's buildings originally clustered around the steamboat landing at the foot of Aroostook Avenue.

In 1893 the South Florida Railroad, part of the growing railroad system owned by Henry B. Plant, reached Floral City, providing an even faster way to reach northern markets. Plant had been buying up small, bankrupt rail lines throughout Georgia and north Florida; in 1892 he consolidated his holdings as the Plant Investment Company. The Plant system merged with the Atlantic Coast Line in 1902.

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The steamboat era came to an end when the railroad linked Floral City to the state's expanding network of iron rails. Shortly after the railroad was established, the center of Floral City moved several blocks to the west, and the railroad depot became the focal point. Where once the town had listened for the whistle of the steamboat, now people set their watches by the whistle of the train. (The steamboat landing is now a short ramp used to launch small boats, surrounded by modern homes built after 1950.) Several of the original buildings were moved to the new town center, including the Commercial Hotel.

Fortunately for the economy of Floral City, in 1889 good deposits of hard rock phosphate had been discovered in Dunnellon, just across the Withlacoochee River. Phosphate, as one of the main ingredients of commercial fertilizer, was vital to agricultural interests worldwide. The phosphate formation stretched southward to Floral City and beyond. Florida's Phosphate Era had begun and the "Boom Days" would last for decades, until World War I cut off European markets. Within a decade, seven mining companies were in operation around Floral City, shipping the rock by rail to the port of Inglis for transport to Europe. Floral City began to resemble a roaring mining town, with rowdy miners, saloons, and speculators. Early in the century, a business directory noted that there were also three turpentine camps in the area, a physician and a drug store, four or five general merchandise stores, and a milliner. A fire in the business district in 1905 destroyed most of the commercial buildings.

Although the Phosphate Era lasted less than three decades, until 1914, a number of the buildings now standing in the district date from that period. Some of the residences in the district were built by or owned by members of the mining industry. Because more easily processed soft-pebble deposits had been developed further south, near Bartow and Mulberry, after World War I, the phosphate industry did not resume operations in Citrus County.

The Florida real estate boom of the 1920s had little real impact on Floral City, although an enterprising investor from Wisconsin, James C. Ferris, proposed to build a resort and exclusive homes on Duval Island. The bust of 1927 dashed these grandiose plans, but his son, L. G. (Doc) Ferris, turned back to citrus and developed a more lasting enterprise, the well-known Ferris Groves. In the 1930s H. D. Bassett set out an extensive

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Floral City, Citrus Co., FL**

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planting of tung oil trees; the oil pressed from tung nuts was in demand in paints and many tung oil plantations were established in Florida in the 1930s.

The impact of the Depression Era on Floral City can be seen today in the limestone Community Building, built in 1936 as a Works Progress Administration project. Unemployment was high and federal assistance to small communities often came in the practical form of putting people to work building needed community improvements. The stone used in the Community Building was salvaged from the abandoned phosphate mines. Another WPA project was the work done to clean out the old Orange State Canal, which had been neglected since the end of the steamboat era. Aside from the construction of newer buildings at the intersection of Highway 41 and Orange Avenue, Floral City has changed little since the 1930s, and is primarily a bedroom community for Inverness, the county seat six miles to the north.

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Section number 9 Page 1 **Floral City Historic District,
Floral City, Citrus Co., FL**

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Inverness: Citrus County Historical Society, 1989.

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Morris, Marie L., compiler. A History of Floral City.
Inverness: Author, 1986.

Pettengill, George W., Jr. The Story of the Florida Railroad,
1834-1903. Boston: The Railway & Locomotive Historical
Society, 1952.

Tebeau, Charlton. A History of Florida. Miami: University of
Miami Press, 1971.

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VERBAL BOUNDARY DESCRIPTION

The boundaries of the district are indicated by the heavy line on the accompanying map entitled, "Floral City Historic District".

BOUNDARY JUSTIFICATION

The boundaries encompass the highest concentration of historic resources, including buildings, structures, and the canopy of oaks along Orange Avenue and Aroostook Way, that are associated with the historic development of Floral City.

FLORAL CITY AVENUE OF THE OAKS
ATTACHMENT 2



ATTACHMENT 3

D. Archaeological and Historic Resources

1. Inventory

Known archaeologic and historic resources are distributed throughout the LRA. The Citrus County Architectural and Historic Survey lists approximately 78 sites in the LRA. These include sites of landscape, transportation, architecture, cultural, commercial, religious, and settlement significance. The Florida Master Site File lists many historic and archaeologic resources throughout the LRA.

2. Impact of Land Uses

The projected impacts to historic and archaeologic resources are estimated to be minimal. Development review standards need to be established for the protection and preservation of these resources.

3. Resource Protection

→ The well-known Fort Cooper Historic Site within the Fort Cooper State Park and the Floral City Historic District are registered under the National Register of Historic Sites and Places. All other sites are protected by the provisions contained in the LDC.

FLORALCITY AVENUE OF THE OAKS
ATTACHMENT 3 CONTINUED

5735. CANOPY AND TREE-LINED SCENIC ROAD PROTECTION

Trees that line certain sections of roads within the county are afforded special protection. The applicable road sections are individually listed in this chapter.

- A. Removal of any regulated tree within an area extending 50 feet on either side of the centerline of the pavement shall require a tree removal permit and include a written justification to the Land Development Division Director or his/her designee.
- B. Any tree approved for removal shall be replaced by the same number of trunk diameter inches as those removed. Replacement trees shall be of the same species as those removed. An exception is made to allow one access point of minimum required width to a previously undeveloped property.
- C. Non-permitted tree removal within protected road sections will be addressed through the mitigation requirements contained herein.

CANOPY AND TREE-LINED SCENIC ROADS

Floral City Area	S. Annie Terrace
	S. Aroostook Way
	S. Baker Avenue
	S. Bedford Road from E. Jane Lane south to the Hills of Rest Cemetery
	S. Carmen Terrace
	S. Choron Terrace
	S. Church Terrace
	S. College Terrace
	S. Duval Terrace
	S. Fanny Terrace
	E. Gobbler Drive from S. Old Floral City Road to the end of the Good Council Camp
	S. Great Oaks Drive between E. Orange Avenue and E. Daniels Road
	S. Heather Point
	E. Jefferson Street
	E. Magnolia Street
	E. Marvin Street
	S. Mick Point
	S. Old Floral City Road between E. Orange Avenue and E. Gobbler Drive
	E. Orange Avenue
	E. Walnut Lane
	E. Washington Lane

FLORALCITY AVENUE OF THE OAKS
ATTACHMENT 3 CONTINUED

3570. HISTORICAL AND/OR ARCHAEOLOGICAL AREA PROTECTION

3571. PURPOSE AND INTENT

The purpose of this section is to describe those requirements necessary to promote the educational, cultural, and economic welfare of the County's citizens by preserving and protecting historical structures, sites, monuments, areas, neighborhoods, as well as areas of archeological significance. Furthermore, it is the intent of the BCC to strengthen the economy of the County by stabilizing and improving property values in historical areas, by encouraging new development which is harmonious with existing historical and/or archaeological resources in the area, and preserving and enhancing areas that reflect the County's cultural, social, economic, political, and architectural history.

3574. INVENTORY OF HISTORICAL AND ARCHEOLOGICAL SITES

The county shall maintain an inventory of historical and archeological sites.

- A. Sites of historical and/or archeological significance may be added upon request when, in the discretion of the CCHRAB, the following criteria are met:
 - 1. The site is listed on the National Register of Historic Places.
 - 2. The site is within a historic district listed on the National Register of Historic Places.
 - 3. The site is listed or submitted for listing in the Florida Master Historical Site file.
 - 4. Sites found through professional evaluation to contain significant archeological and/or historical artifacts.
 - 5. Sites that meet the definition of a historic structure within this LDC.
- B. Sites no longer meeting the criteria for historical and/or archeological significance will be deleted.
- C. A request for addition or deletion may be initiated by the BCC or a majority of the CCHRAB.

FLORALCITY AVENUE OF THE OAKS
ATTACHMENT 3 CONTINUED

→ 2. Designated canopy roads. In addition to the tree preservation standards of this LDC, projects along designated canopy roads shall plant live oaks to maintain the canopy tree spacing. New trees shall align with the existing trees and be spaced 30 to 40 feet on center. Trees from the County's Tree Enhancement Program may be utilized.

3. Hwy-41. To further provide tree canopy, landscape buffers and bufferyards required by this LDC for project frontages along Hwy-41 shall, wherever possible, include live oak trees planted at 30 feet on center. Main access driveways in large nonresidential projects shall also include live oaks planted at 30 feet on center.

D. Streetscape enhancement. Pedestrian amenities, landscape design, lighting, outdoor sales, and signage (including murals) shall be compatible with the character of Floral City and consistent with the style of the project. Flexibility shall be allowed in the review of streetscape enhancements. Proposed enhancements shall be reviewed by the CCHRAB for compatibility with Floral City.

→ 1. Landscape design shall be based on features typical of the late 19th and early 20th century, for example: decorative fencing to define front yard boundaries, flowering plants, and preservation/planting of live oak trees. Landscaping and buffering shall utilize plants that are native or Florida-friendly, as recommended by the Southwest Florida Water Management District (SWFWMD).

3610. FLORAL CITY COMMUNITY PLAN – INFRASTRUCTURE IN THE TREE PROTECTION ZONE

3611. PURPOSE AND INTENT

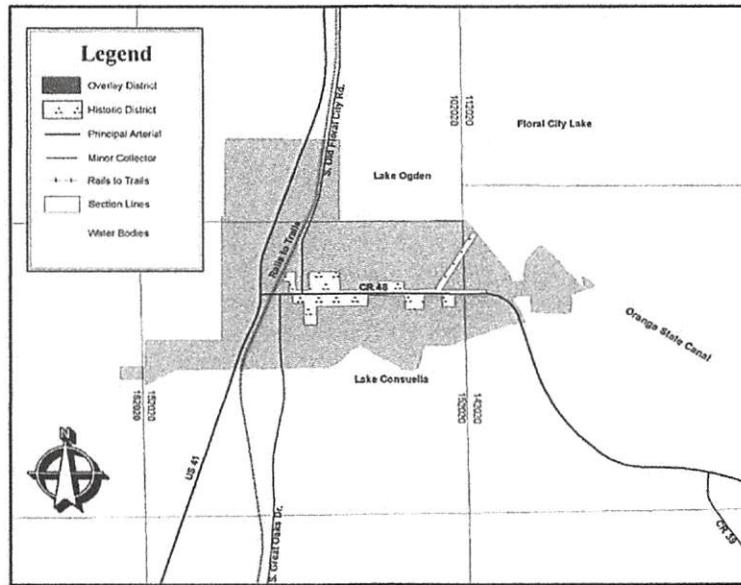
The purpose of this section is to preserve and enhance the vintage small town character of the Floral City Overlay public realm. Specifically, the purpose is to protect and enhance canopy and tree-lined scenic roads.

3612. APPLICABILITY

The supplemental standards of this section shall apply to installation of infrastructure on all canopy and tree-lined scenic roads in the Floral City Special Overlay District.

A. Standards apply to public, nonresidential development and residential development.

FLORALCITY AVENUE OF THE OAKS ATTACHMENT 3 CONTINUED



3600. FLORAL CITY COMMUNITY PLAN – SUPPLEMENTAL STANDARDS

3601. PURPOSE AND INTENT

The purpose of this section is to establish those supplemental standards necessary to implement the applicable objectives established by the "Floral City Community Plan". This Plan is referenced in the Future Land Use Element of the Comprehensive Plan. This Plan is based on the community's Vision Statement:

"A vision of the future of Floral City where our two-lane, tree-shaded roadways, natural waterways and rural historic architecture are not compromised while our quality of life is improved." (Citrus County Comprehensive Plan, Floral City Community Plan).

These supplemental standards are intended to preserve and enhance the vintage small town character of Floral City.

3605. NONRESIDENTIAL SITE AND LANDSCAPE DESIGN – SUPPLEMENTAL STANDARDS

The vintage small town character of Floral City shall be preserved and enhanced: street pattern, live oak tree canopy, and environmentally sensitive lakefronts. Automobiles shall not dominate project configurations and pedestrian/bicycle orientation shall be enhanced.

→ A. Live oak canopy roads. The Floral City street pattern shall be preserved and enhanced.

1. Projects shall demonstrate preservation of the Floral City grid street pattern, as platted in the late 19th and early 20th century and adopted on the LDC Atlas.

FLORALCITY AVENUE OF THE OAKS
ATTACHMENT 3 CONTINUED

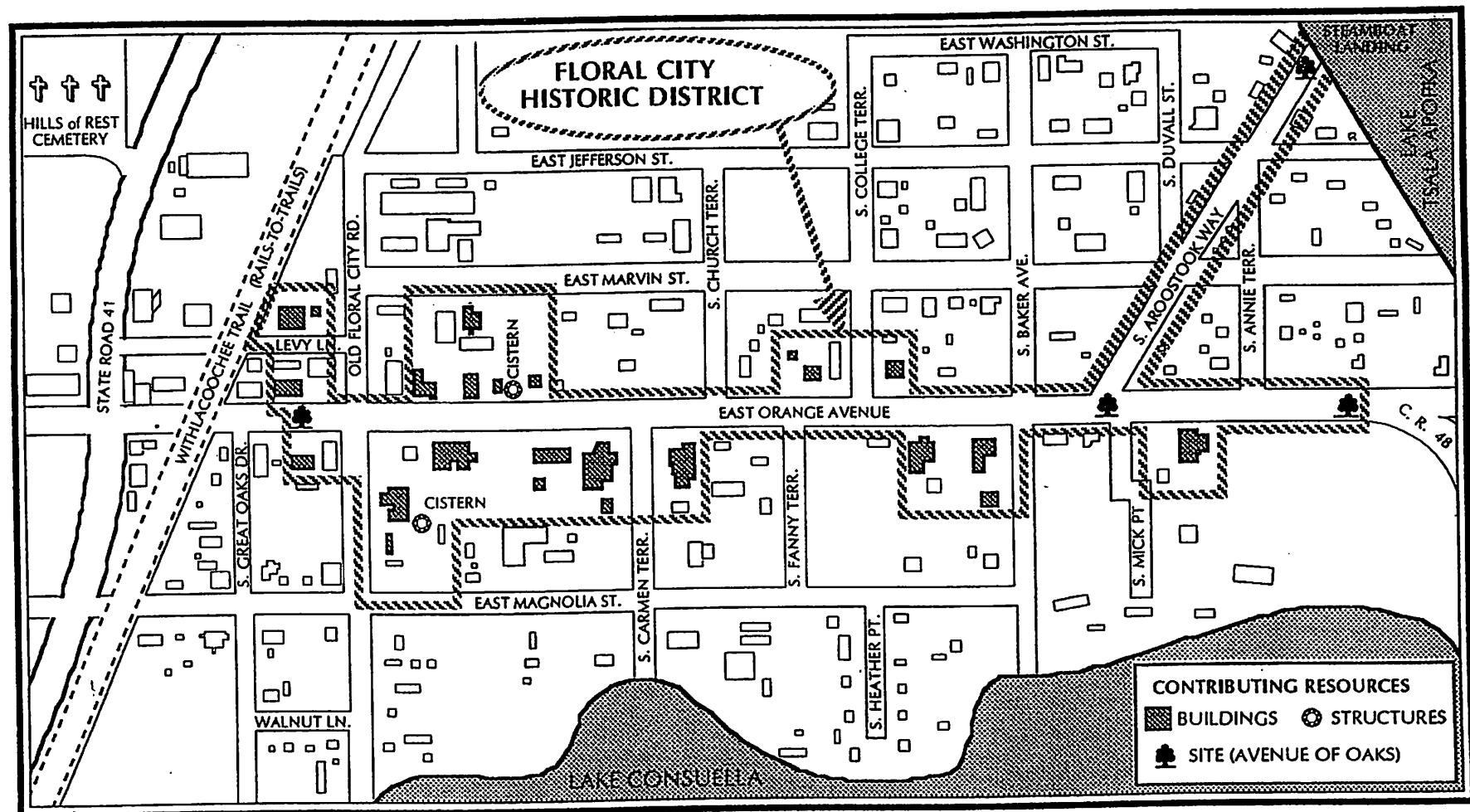
- B. Infrastructure shall include transportation and parking systems (such as driveways and sidewalks), potable water systems, wastewater treatment systems, drainage systems, street lights, overhead/underground electric power lines, and overhead/underground telephone/communication lines.
- C. Applicable roads are defined in this LDC. The Tree Protection Zone shall extend 50 feet on either side of the centerline of the pavement.

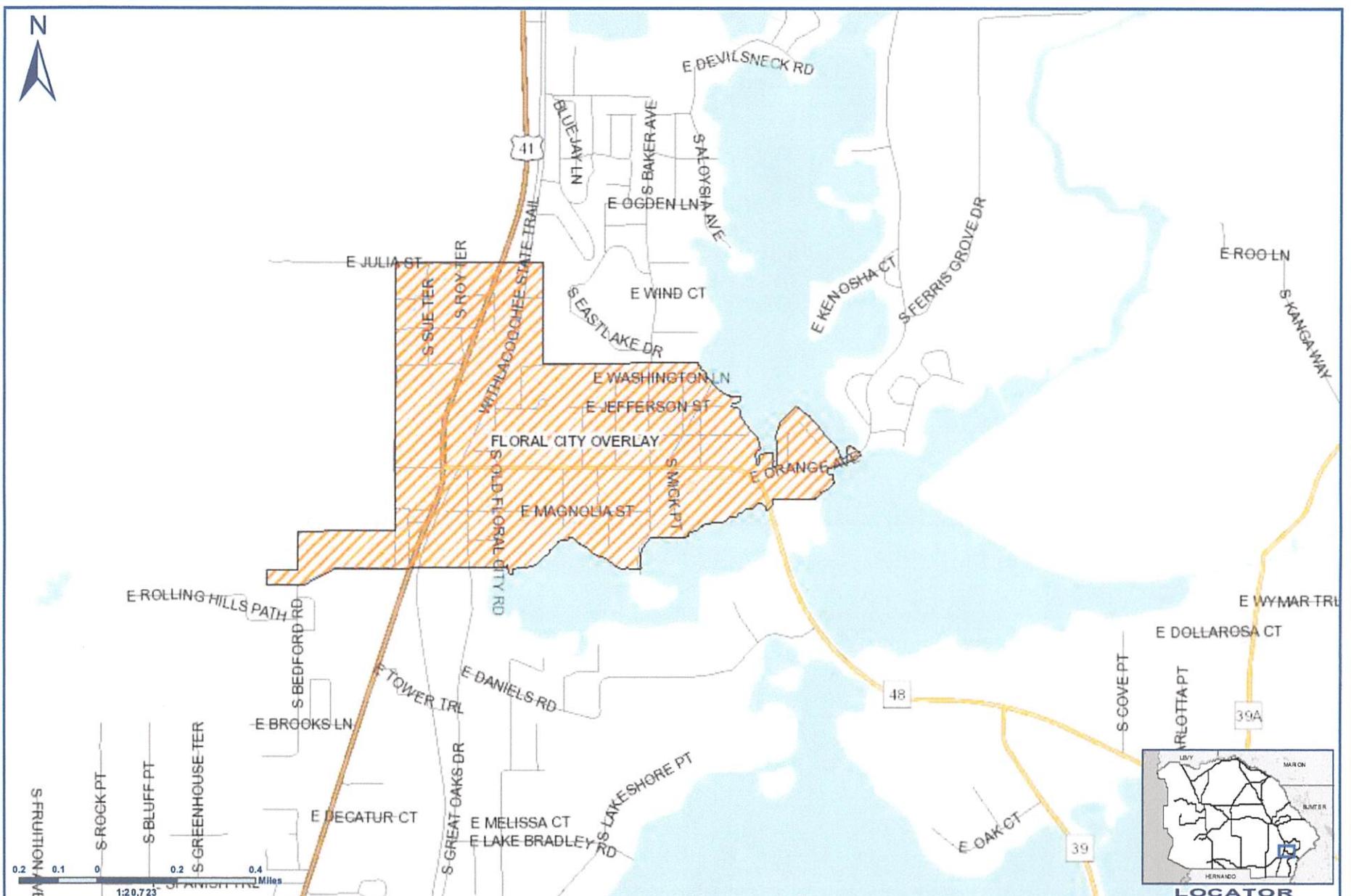
3613. REVIEW PROCESS

- A. Authorization for all Installation of Infrastructure shall be pursuant to LDC standards.
- B. Where tree removal is involved, a permit from the Land Development Division Director shall be required. Where tree damage is involved, a Tree Impact/Mitigation Report by an International Society of Arboriculture (ISA) Certified Arborist, or other qualified professional, shall be required.

3614. STANDARDS

- A. In addition to the standards of this LDC, Canopy and Tree-lined Scenic Road Protection, replacement for any tree approved for removal shall include planting of live oaks to maintain the canopy tree spacing.





Floral City Overlay District

Geographic Information Systems

Prepared By : Web User

Date: 10/17/201

Source: Enterprise Geodatabase

Copyright: © 2014 Citrus County B.O.C.C.

*Jim Faulkner
Director*



HISTORICAL SCAVENGER HUNT - MATCH THE ARCHITECTURAL FEATURE TO THE HISTORIC BUILDING

Identify 16 correctly and win a prize at the Heritage Museum

HOUSE # FEATURE

SIDING TYPE:

- A. Limerock
- B. Asbestos
- C. Shake Shingles

PORCHES:

- D. Wrap-around
- E. Porch-over-porch
- F. Portico
- G. Enclosed

ROOF LINES:

- H. Gable
- I. Jerkinhead

HOUSE # FEATURE

FUNCTIONAL ITEM(S):

- J. Cistern
- K. Iron Fence
- L. Corbelled Chimney

DECORATIONS:

- M. Battered Columns
- N. Mill Work
- O. Stained Glass Windows

P. Arched Entryway

- Q. Original Town Site
- R. Amethyst Windows

-- Return this page to the Museum --

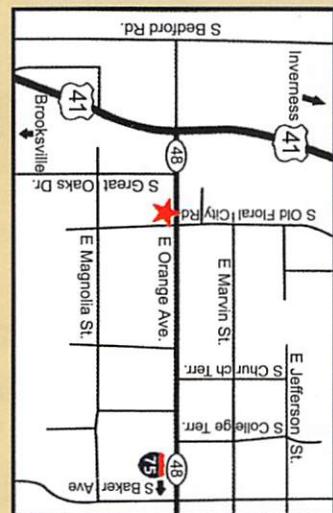
Heritage Museum & Country Store Hours

Fridays and Saturday from 10am to 2pm
(Special openings upon request using
contact information below)

Information

Mailing Address:
Floral City Heritage Council
P O Box 3248
Floral City, FL 34426

Museum info: 352-697-2999
E-mail: the-fchc@hotmail.com
Web site: www.floralcityhc.org



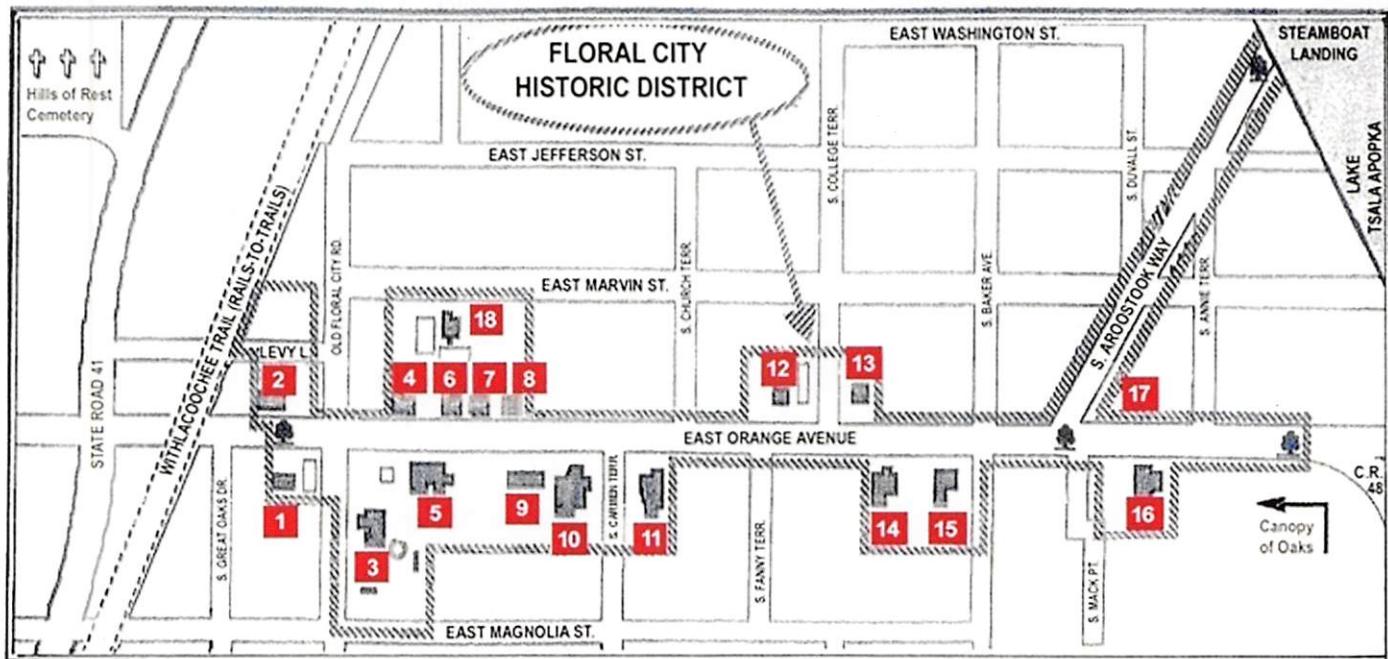
**Preserving
the Real,
Small Town
“Old Florida”**



**FLORAL CITY
HERITAGE COUNCIL**

Floral City is located south of Inverness and north of Brooksville on US Hwy 41. We are in the New Town Center Complex one block east of US Hwy 41, 8394 E. Orange Avenue (Hwy 48).

Location



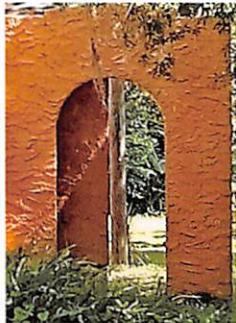
A HISTORIC ARCHITECTURAL SCAVENGER HUNT NATIONAL REGISTER "FLORAL CITY HISTORIC DISTRICT"

Includes Historic Numbered buildings on Orange Avenue, Trees on Aroostook Way, the Floral City United Methodist Church on Marvin Street and the site of the razed Historic Puckett House on Levy Lane.

Street #	Historic Name	Year Built	Street #	Historic Name	Year Built
1. 8370	Community House	1936	10. 8560	D.A. Tooke House	1894
2. 8375	Commercial Hotel	1879	11. 8580	T.J. Love House	1910
3. 7801	Duval-Metz House	1863	12. 8645	Keating House	1925
4. 8441	Zimmerman House	1890	13. 8715	Tom Tooke House	1904
5. 8460	Dawsey House	1893	14. 8740	Landrum House	1900
6. 8481	Griner House	1903	15. 8778	Tanky House	1920
7. 8501	Allen House	1920	16. 8860	Sol Moon House	1893
8. 8511	Morris House	1911	17.	Original Town Site	1883
9. 8532	Tooke-Spivey House	1903	18.	Methodist Church	1884

(Continue Decorative Features)

P. Arched Entryway and Stucco Cladding are features of the Spanish-style design and were popular in the 1920s during the Florida realty boom. The builder came to Floral City to do business with 'Doc' Ferris.



BONUS POINT

Q. State Historical Marker

This photo of the original town center



Photographed from the 2nd floor porch of the New England Hotel



R. Gothic, Amethyst Windows

Amethyst windows in this splendid Gothic Vernacular wood-frame building derive their color when small amounts of manganese in the glass is exposed to sunlight over a long period of time



(continued Functional Features)

L. Corbelled-style Chimney

One of the distinct chimney styles found in the District. The front porch of this house was lacking until rebuilt in the early 2000s



DECORATIVE FEATURES:

M. Battered Columns

Used as a decorative feature for the porch required of a bungalow-style house



N. Mill Work

Decorative mill work is seen at the gable ends of Craftsmen-style houses. Tip: The entrance is guarded by lions.



O. Stained Glass Windows

The windows in this Folk Victorian (Queen Anne)-style house were a wedding gift. This house once stood on the NW corner of Church St and Orange Ave. It was moved uptown to become a hotel circa 1895.



MATCH THE ARCHITECTURAL FEATURE TO THE HISTORIC BUILDING

TYPES OF SIDING MATERIALS:

A. Limerock Construction

Built by the WPA in 1936 using limerock from the old local phosphate mines



B. Asbestos Shingles

A demonstration house for the promotion of asbestos shingles in the 1940s



C. Shake Shingles

These cover the upper story of the only American four-square-style house in the Historic District



TYPES OF PORCHES:

D. Wrap-around

Typical of the Victorian-style, the front and side porches are joined to form a wrap-around



(continuous types of porches)

E. Porch-over-porch

A second story porch is seen only on three houses in the Floral City Historic District



F. Portico

Considered a type of porch, the portico was added to this house after automobiles became popular



(continue types of roof lines)

I. Jerkinhead Roof



(A gable roof with peaks clipped off, thus reducing wind resistance)

This house has incurred major changes and looked very different when built. Tip: See background building bottom right.



G. Enclosed Porch

Enclosing the front porch of this frame vernacular-style house expanded its usage ...



TYPES OF ROOF LINES:

H. Gable Roof

Also called a hip roof, this house sits where the first post office was located at the original town site



FUNCTIONAL FEATURES:

J. Cistern

The earliest of three known cisterns in the Historic District. It is 20 feet deep and has a brick interior wall



K. Iron Fence

A portion of this fence once graced the Courthouse Square in Inverness.





Appendix B: Relevant Florida Statutes

Table B- 1 Relevant Florida Statutes

Statute	Description
Florida Statute § 125.01(1)(h)	Grants counties the authority to regulate traffic and parking on county roads, including setting weight limits.
Florida Statute § 316.042	Outlines the authority of local governments to impose restrictions on truck traffic to protect local roads.
Florida Statute § 337.404	Discusses the regulation of heavy vehicles on county roads and allows counties to set regulations for commercial vehicles.
Florida Statute § 318.18	Specifies the enforcement of traffic laws, including vehicle weight regulations and fines for violations.
Florida Statute § 553.79	Focuses on building codes but includes provisions relevant to road maintenance and safety.



Appendix C: Traffic Count Documentation

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 02 - CITRUS

SITE: 9034 - E ORANGE AVE, E OF US19/S SUNCOAST BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6200 X	0	0	9.00	51.80	11.50
2022	6100 X	0	0	9.00	51.40	7.00
2021	5900 X	0	0	9.00	51.10	7.40
2020	5900 X	0	0	9.00	53.20	7.40
2019	6000 X	0	0	9.00	53.10	7.20
2018	6000 X	0	0	9.00	52.90	8.40
2017	5900 6	0	0	9.00	53.30	8.00
2016	5700 V	0	0	9.00	53.10	8.40
2015	5500 R	0	0	9.00	53.20	8.30
2014	5400 T			9.00	53.30	7.70
2013	5400 S	0	0	9.50	52.90	8.00
2012	5500 F	0	0	9.50	54.60	7.90
2011	5600 C	E	W	9.50	52.90	7.20

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
 2023 HISTORICAL AADT REPORT

COUNTY: 18 - SUMTER

SITE: 8003 - CR-48, 400 FT W OF CR-316A - OFF SYSTEM

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6000 S	E 2900	W 3100	9.50	53.90	26.50
2022	5600 F	E 2700	W 2900	9.50	54.00	20.50
2021	5600 C	E 2700	W 2900	9.50	53.00	17.70
2020	4300 C	E 2100	W 2200	9.50	54.70	20.20
2019	4900 C	E 2400	W 2500	9.50	53.30	22.00
2018	4800 F	E 2400	W 2400	9.50	53.70	20.00
2017	4800 C	E 2400	W 2400	9.50	53.50	20.10
2016	4700 C	E 2300	W 2400	9.50	53.10	20.90
2015	4100 T	E 2000	W 2100	9.50	54.70	20.70
2014	3900 S	E 1900	W 2000	9.50	55.10	19.80
2013	3900 F	E 1900	W 2000	9.50	56.40	20.00
2012	3900 C	E 1900	W 2000	9.50	56.30	19.50
2011	3800 C	E 0	W 0	9.50	51.30	19.90

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

County: 99
 Station: 0073
 Description: S FLORIDA AVE NORTH OF E ORANGE AVE
 Start Date: 10/30/2024
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	4	6	5	5	20	5	8	2	2	17		37
0100	3	0	2	3	8	2	1	10	7	20		28
0200	4	5	5	5	19	1	5	4	3	13		32
0300	5	4	3	7	19	4	5	9	5	23		42
0400	3	12	11	17	43	3	10	12	15	40		83
0500	16	21	34	43	114	32	27	31	29	119		233
0600	54	56	73	71	254	43	48	45	44	180		434
0700	117	113	116	104	450	50	71	77	83	281		731
0800	134	129	110	99	472	77	70	67	79	293		765
0900	130	112	100	114	456	73	92	68	89	322		778
1000	84	75	85	106	350	89	99	97	81	366		716
1100	85	91	87	110	373	75	76	111	96	358		731
1200	83	100	72	52	307	112	93	97	111	413		720
1300	75	72	71	70	288	105	90	121	101	417		705
1400	66	91	93	73	323	107	125	109	136	477		800
1500	82	88	98	99	367	142	128	129	116	515		882
1600	116	101	94	102	413	130	131	138	118	517		930
1700	122	133	113	111	479	136	148	142	107	533		1012
1800	96	76	100	58	330	120	92	77	85	374		704
1900	63	47	58	52	220	74	72	67	59	272		492
2000	44	53	36	24	157	51	59	66	50	226		383
2100	35	31	26	21	113	39	30	35	21	125		238
2200	16	24	15	14	69	21	21	15	15	72		141
2300	10	6	11	15	42	15	8	7	8	38		80

24-Hour Totals: 5686 6011 11697

Peak Volume Information						
Direction: N		Direction: S		Combined Directions		
Hour	Volume	Hour	Volume	Hour	Volume	
A.M.	730	483	845	312	730	790
P.M.	1700	479	1645	544	1645	1014
Daily	730	483	1645	544	1645	1014

Truck Percentage 14.21 17.07 15.68

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	85	3483	927	22	418	220	60	32	49	5	0	2	0	0	383	808	5686
S	107	3666	1094	27	790	77	25	55	49	1	0	2	0	0	118	1026	6011

County: 99
 Station: 0074
 Description: 0.2 miles North of Wynnhaven Riverside Park
 Start Date: 10/30/2024
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	1	6	4	2	13	3	3	4	0	10		23
0100	3	0	0	1	4	0	0	1	7	8		12
0200	0	2	1	1	4	0	1	2	3	6		10
0300	1	1	2	4	8	5	2	3	4	14		22
0400	2	2	4	6	14	8	8	8	15	39		53
0500	2	5	8	11	26	26	24	28	26	104		130
0600	17	16	20	30	83	34	45	45	25	149		232
0700	28	24	30	35	117	40	31	48	35	154		271
0800	39	26	31	24	120	27	27	32	28	114		234
0900	43	30	22	25	120	33	33	30	28	124		244
1000	28	33	30	34	125	27	37	38	30	132		257
1100	26	30	41	24	121	31	25	29	26	111		232
1200	27	32	26	18	103	42	26	26	35	129		232
1300	31	21	25	30	107	32	28	27	26	113		220
1400	25	30	31	40	126	32	31	36	31	130		256
1500	31	33	43	33	140	37	35	40	33	145		285
1600	54	36	49	40	179	37	45	37	37	156		335
1700	46	49	50	58	203	38	27	52	37	154		357
1800	45	36	42	28	151	26	30	25	15	96		247
1900	30	31	16	24	101	28	15	20	12	75		176
2000	14	17	14	5	50	8	16	13	9	46		96
2100	11	16	7	8	42	8	7	7	4	26		68
2200	8	10	6	2	26	11	6	2	2	21		47
2300	5	8	7	3	23	2	8	2	1	13		36

24-Hour Totals: 2006 2069 4075

Peak Volume Information											
Direction: N			Direction: S			Combined Directions					
Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	131	700	154		700	154		700		271
P.M.	1700	203	1615	157		1700	157		1700		357
Daily	1700	203	1615	157		1615	157		1700		357

Truck Percentage 13.06 13.19 13.13

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	33	1262	447	6	194	17	4	31	9	1	0	0	0	0	2	262	2006
S	45	1318	416	7	206	25	0	24	11	0	0	0	0	0	17	273	2069

County: 99
 Station: 0074
 Description: 0.2 miles North of Wynnhaven Riverside Park
 Start Date: 10/29/2024
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	4	5	6	4	19	0	1	1	5	7	26	
0100	3	2	0	0	5	2	5	0	3	10	15	
0200	0	3	2	1	6	0	3	2	0	5	11	
0300	1	4	2	0	7	3	2	3	6	14	21	
0400	1	0	4	10	15	7	5	9	17	38	53	
0500	4	3	9	16	32	23	22	34	26	105	137	
0600	17	13	29	27	86	27	39	38	31	135	221	
0700	26	24	29	44	123	35	40	40	35	150	273	
0800	30	32	23	23	108	38	35	23	34	130	238	
0900	30	18	27	28	103	14	25	32	31	102	205	
1000	23	21	28	34	106	29	24	32	31	116	222	
1100	23	23	31	27	104	32	22	32	22	108	212	
1200	21	23	30	29	103	16	33	30	32	111	214	
1300	35	35	25	20	115	20	31	34	39	124	239	
1400	40	27	29	46	142	23	38	32	34	127	269	
1500	22	35	27	44	128	26	48	47	29	150	278	
1600	38	47	55	51	191	35	44	40	35	154	345	
1700	52	71	42	39	204	37	47	43	18	145	349	
1800	38	32	25	18	113	25	21	18	28	92	205	
1900	19	16	17	16	68	19	21	18	17	75	143	
2000	15	16	22	7	60	10	11	14	4	39	99	
2100	11	11	9	6	37	11	11	8	8	38	75	
2200	11	4	7	3	25	8	6	1	3	18	43	
2300	8	2	7	1	18	1	4	7	2	14	32	

24-Hour Totals: 1918 2007 3925

Peak Volume Information											
Direction: N				Direction: S				Combined Directions			
	Hour	Volume		Hour	Volume		Hour	Volume		Hour	Volume
A.M.	730	135		715	153		730	283			
P.M.	1630	229		1645	162		1630	388			
Daily	1630	229		1645	162		1630	388			

Truck Percentage 12.88 12.51 12.69

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	30	1222	412	9	188	11	2	25	12	0	0	0	0	0	7	247	1918
S	41	1292	400	8	193	11	1	26	12	0	0	0	0	0	23	251	2007

County: 99
 Station: 0071
 Description: S FLORIDA AVE SOUTH OF E ORANGE AVE
 Start Date: 10/29/2024
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	4	3	3	4	14	1	2	4	5	12		26
0100	2	0	3	2	7	1	5	2	2	10		17
0200	2	0	0	1	3	1	4	6	2	13		16
0300	2	4	0	1	7	1	2	3	3	9		16
0400	2	10	9	6	27	2	3	4	7	16		43
0500	8	17	25	35	85	11	21	16	17	65		150
0600	31	44	60	52	187	32	25	33	37	127		314
0700	56	72	86	60	274	42	48	49	45	184		458
0800	74	106	80	78	338	51	62	48	53	214		552
0900	87	73	71	74	305	61	61	33	67	222		527
1000	84	62	76	68	290	53	56	48	58	215		505
1100	68	64	53	59	244	61	43	55	58	217		461
1200	57	78	61	65	261	62	68	78	77	285		546
1300	61	84	72	66	283	68	76	74	78	296		579
1400	66	79	85	68	298	85	79	72	80	316		614
1500	63	78	84	72	297	88	72	101	97	358		655
1600	73	76	81	86	316	93	71	85	86	335		651
1700	73	78	72	80	303	118	74	97	74	363		666
1800	76	57	58	48	239	74	50	58	45	227		466
1900	50	45	41	32	168	49	52	33	31	165		333
2000	16	26	23	22	87	35	23	21	25	104		191
2100	27	22	18	10	77	28	23	24	16	91		168
2200	10	12	11	5	38	19	9	7	8	43		81
2300	3	2	5	5	15	5	2	3	6	16		31

24-Hour Totals: 4163 3903 8066

Peak Volume Information											
Direction: N				Direction: S				Combined Directions			
Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	351	815	224		815		575			
P.M.	1630	318	1645	375		1645		684			
Daily	815	351	1645	375		1645		684			

Truck Percentage 23.64 9.89 16.98

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	92	2370	704	21	840	30	2	56	30	5	0	0	0	0	13	984	4163
S	111	2604	724	18	275	32	5	30	25	0	0	1	0	0	78	386	3903

County: 99
 Station: 0072
 Description: E ORANGE AVE EAST OF S FLORIDA AVE
 Start Date: 10/29/2024
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	5	8	3	2	18	5	5	2	1	13		31
0100	4	3	0	1	8	3	3	2	0	8		16
0200	3	0	1	2	6	1	0	1	1	3		9
0300	1	2	6	1	10	1	2	0	3	6		16
0400	0	4	4	3	11	1	0	3	3	7		18
0500	4	7	12	7	30	0	4	10	11	25		55
0600	12	15	14	31	72	8	9	25	26	68		140
0700	28	29	31	34	122	28	36	40	38	142		264
0800	33	46	31	48	158	43	39	63	49	194		352
0900	46	54	40	48	188	48	51	49	56	204		392
1000	59	39	37	51	186	44	50	54	57	205		391
1100	43	56	56	52	207	54	61	59	59	233		440
1200	58	60	39	59	216	68	60	54	62	244		460
1300	43	50	50	54	197	54	61	59	100	274		471
1400	47	45	53	63	208	83	86	95	71	335		543
1500	67	61	70	72	270	59	55	58	72	244		514
1600	73	74	75	69	291	59	59	68	66	252		543
1700	63	54	72	68	257	68	68	76	56	268		525
1800	47	39	51	32	169	65	53	47	33	198		367
1900	29	31	29	33	122	32	40	35	35	142		264
2000	23	39	22	43	127	28	36	25	18	107		234
2100	27	30	28	21	106	28	17	17	16	78		184
2200	24	17	18	13	72	11	19	9	11	50		122
2300	10	10	9	7	36	7	15	10	6	38		74

24-Hour Totals: 3087 3338 6425

Peak Volume Information											
Direction: E				Direction: W				Combined Directions			
Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	188	830	211		830			390		
P.M.	1545	294	1345	364		1345			563		
Daily	1545	294	1345	364		1345			563		

Truck Percentage 13.96 9.05 11.41

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	36	2248	323	13	344	24	15	14	19	2	0	0	0	0	49	431	3087
W	73	2549	358	35	235	6	12	10	3	0	0	0	1	0	56	302	3338

County: 99
 Station: 0071
 Description: S FLORIDA AVE SOUTH OF E ORANGE AVE
 Start Date: 10/30/2024
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	3	2	3	1	9	0	4	4	2	10		19
0100	2	1	2	2	7	1	0	4	5	10		17
0200	3	2	2	3	10	2	2	4	2	10		20
0300	3	1	1	2	7	1	1	8	3	13		20
0400	2	8	8	7	25	4	4	5	12	25		50
0500	12	16	25	29	82	11	15	16	20	62		144
0600	46	34	49	47	176	24	29	21	24	98		274
0700	72	69	83	73	297	49	36	52	52	189		486
0800	87	84	82	104	357	50	45	48	68	211		568
0900	86	71	72	85	314	72	56	51	56	235		549
1000	68	65	50	75	258	53	59	67	56	235		493
1100	74	56	70	86	286	42	60	71	62	235		521
1200	68	81	68	53	270	63	58	83	65	269		539
1300	63	82	50	82	277	82	52	78	66	278		555
1400	69	68	77	56	270	64	72	62	82	280		550
1500	77	67	71	78	293	96	83	105	79	363		656
1600	85	80	79	83	327	99	85	95	90	369		696
1700	99	102	66	81	348	99	107	93	73	372		720
1800	63	57	53	57	230	79	68	52	54	253		483
1900	48	39	43	38	168	45	49	59	47	200		368
2000	31	40	29	20	120	38	39	50	34	161		281
2100	25	29	16	11	81	28	25	24	9	86		167
2200	10	14	10	5	39	17	15	12	8	52		91
2300	8	2	2	12	24	7	4	6	5	22		46

24-Hour Totals: 4275 4038 8313

Peak Volume Information											
Direction: N				Direction: S				Combined Directions			
Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	357	845	247		815					589
P.M.	1630	363	1630	391		1630					754
Daily	1630	363	1630	391		1630					754

Truck Percentage 23.77 10.18 17.17

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	107	2413	724	26	871	41	5	38	30	3	0	2	0	0	15	1016	4275
S	121	2692	735	21	288	45	9	19	29	0	0	0	0	0	79	411	4038

County: 99
 Station: 0072
 Description: E ORANGE AVE EAST OF S FLORIDA AVE
 Start Date: 10/30/2024
 Start Time: 0000

Time	Direction: E					Direction: W					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	5	7	5	4	21	3	4	2	3	12		33
0100	1	3	0	2	6	2	2	1	2	7		13
0200	1	2	0	2	5	2	3	0	2	7		12
0300	2	3	1	2	8	2	3	0	0	5		13
0400	2	6	4	4	16	2	1	1	1	6		22
0500	4	8	6	10	28	2	7	6	15	30		58
0600	18	20	14	25	77	16	10	20	25	71		148
0700	24	28	39	41	132	24	29	41	38	132		264
0800	35	43	38	35	151	33	46	39	47	165		316
0900	39	35	35	37	146	36	45	59	43	183		329
1000	46	56	48	44	194	50	65	50	62	227		421
1100	51	47	57	69	224	57	54	46	66	223		447
1200	48	45	45	42	180	71	64	70	50	255		435
1300	71	37	43	65	216	56	66	65	50	237		453
1400	65	47	68	61	241	66	53	77	77	273		514
1500	88	70	85	70	313	62	70	69	64	265		578
1600	75	54	71	76	276	64	71	55	66	256		532
1700	86	83	54	57	280	59	74	63	54	250		530
1800	51	54	38	44	187	55	56	51	42	204		391
1900	31	50	42	28	151	53	54	40	34	181		332
2000	35	35	35	45	150	37	25	28	26	116		266
2100	41	29	28	15	113	25	23	21	24	93		206
2200	11	27	19	13	70	15	14	8	10	47		117
2300	7	10	9	8	34	10	13	8	7	38		72

24-Hour Totals: 3219 3283 6502

Peak Volume Information											
Direction: E				Direction: W				Combined Directions			
Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	158	845	187	845	331					
P.M.	1630	316	1430	286	1445	582					
Daily	1630	316	1430	286	1445	582					

Truck Percentage 13.73 9.11 11.40

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	30	2353	342	18	372	17	8	16	9	2	0	0	0	0	52	442	3219
W	43	2559	330	44	246	4	1	4	0	0	0	0	0	0	52	299	3283

County: 99
 Station: 0073
 Description: S FLORIDA AVE NORTH OF E ORANGE AVE
 Start Date: 10/29/2024
 Start Time: 0000

Time	Direction: N					Direction: S					Combined	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total	Total
0000	7	7	3	9	26	2	4	6	8	20	46	
0100	3	5	4	2	14	3	9	4	3	19	33	
0200	2	3	1	2	8	2	5	7	3	17	25	
0300	4	5	4	2	15	3	1	4	4	12	27	
0400	4	9	16	14	43	6	6	12	19	43	86	
0500	13	24	31	51	119	24	30	30	40	124	243	
0600	57	56	95	78	286	38	46	57	51	192	478	
0700	91	122	121	118	452	57	73	75	79	284	736	
0800	100	140	105	102	447	85	77	68	79	309	756	
0900	92	105	89	108	394	84	67	73	107	331	725	
1000	123	87	109	86	405	69	92	75	85	321	726	
1100	85	85	81	82	333	88	81	78	82	329	662	
1200	80	92	75	88	335	103	110	110	113	436	771	
1300	74	101	80	66	321	101	111	104	119	435	756	
1400	76	108	69	76	329	106	119	109	101	435	764	
1500	99	87	88	101	375	146	132	158	120	556	931	
1600	112	113	112	129	466	123	118	139	134	514	980	
1700	116	95	118	85	414	158	139	133	108	538	952	
1800	101	85	60	66	312	118	85	74	70	347	659	
1900	66	55	46	36	203	74	66	53	55	248	451	
2000	29	36	34	32	131	50	41	23	31	145	276	
2100	32	26	24	14	96	42	30	29	24	125	221	
2200	14	18	15	8	55	26	9	8	11	54	109	
2300	6	5	8	8	27	5	7	11	8	31	58	

24-Hour Totals: 5606 5865 11471

Peak Volume Information											
Direction: N				Direction: S				Combined Directions			
Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	479	730	316	730	730	795				
P.M.	1615	470	1630	570	1630	1630	1022				
Daily	730	479	1630	570	1630	1630	1022				

Truck Percentage 14.09 17.53 15.85

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	95	3435	872	27	382	225	30	47	63	11	1	4	0	0	414	790	5606
S	113	3559	1057	27	798	65	31	59	42	2	0	4	0	0	108	1028	5865



Appendix D: Field Observations

Field observations around CR 48, conducted on a typical weekday afternoon between 2PM and 5PM, revealed minimal heavy truck activity. No semi-trucks were recorded during this time, indicating that CR 48 may not serve as a major route for high-profile trucks. Instead, medium trucks, including single rear axle box trucks and flatbed trucks were observed, none of which exceeded the 15-ton weight limit. Most were recorded to be local delivery and service vehicles rather than through truck traffic. There was a noticeable number of light trucks pulling multiple axle trailers loaded with equipment, such as excavation machinery or large enclosed trailers. These counts were similar to medium trucks, but it could create a discrepancy in class counts due to the number of axles.



Avenue of the Oaks and US 41

The CR 48 corridor from Floral City to I-75 in Sumter County revealed no signs of fresh damage to the tree canopy, suggesting that current traffic may not be sufficient to cause environmental harm. Two trucks were observed heading west on CR 48 after leaving a truck stop at the I-75 interchange. Both trucks were noted to have exited CR 48 before crossing into Citrus County.

Traffic increased significantly during the late afternoon peak hours in Floral City, though truck traffic remained stable. Within the three hour observation period, two semi-trucks were recorded, one being a tanker truck heading west, and the other a logging truck heading east. Consistent with the weekday afternoon observations, several medium and light trucks with trailers were observed. There were at least six school buses traveling through Floral City during the peak hours.

The field observations indicate a mix of truck and non-truck traffic along the corridor. The roadway primarily serves local traffic, rather than functioning as a major thoroughfare for heavy trucks.



Dump truck traveling westbound on East Orange Avenue at Old Floral City Road