

# Hartwood Marsh: Traffic Impact Study

## Lake County, Florida

PREPARED FOR

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## Introduction

The purpose of this memorandum is to evaluate the transportation impacts associated with the proposed Hartwood Residential development. As described by the Lake-Sumter MPO TIS Guidelines, this project is considered a Tier 3 project. This report fulfills the appropriate requirements for the associated level of study and analysis.

### 1.1 Project Description

The proposed development program for the site includes approximately 279 single-family dwelling units on approximately 114 acres. The development will be constructed in a single phase. The phase is anticipated to be completed by 2023. The project will be developed as a PD.

<b>Area Type</b>	Urban
<b>Type of Development</b>	Residential
<b>ITE Trip Generation</b>	9 <sup>th</sup> Edition (LUC 210)
<b>Size of Development</b>	279 DUs
<b>Location</b>	East of US 27 and south of Hartwood Marsh Road, with one access drive on Hartwood Marsh Road and one on Hancock Road
<b>Anticipated Opening</b>	2023
<b>Analysis Years</b>	2018 (Existing) & 2023
<b>Analysis Periods</b>	PM
<b>Source of Roadway LOS</b>	FDOT Generalized Service Volumes

## 1.2 Site Location and Site Plan

The site is located east of US 27 and south of Hartwood Marsh Road at the intersection of Hancock Road. The project location is illustrated on Figure 1. The site is 113.57 acres and is currently undeveloped. The access drives (2) serving the site are proposed on Hartwood Marsh Road and on Hancock Road.

The location of these two driveways are shown in detail on the preliminary site plan, Figure 2.

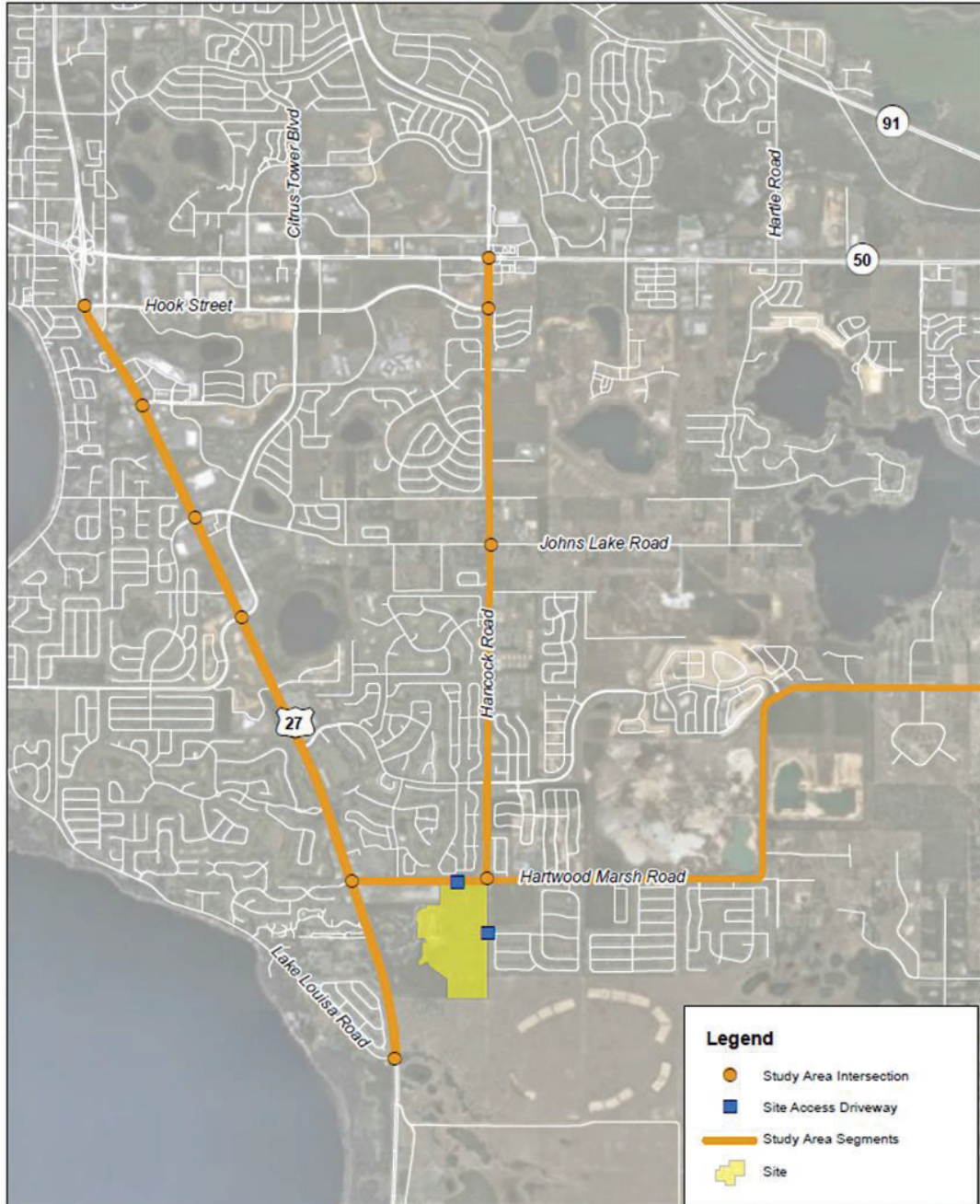


Figure 1. Project Location

**Table 4. Trip Generation**

Land Use	ITE Code	Intensity	Daily Trip Ends	AM Peak Period					PM Peak Period				
				In		Out		Total	In		Out		Total
				%	Trips	%	Trips		%	Trips	%	Trips	
<b>Proposed Development</b>													
Single Family	210	279 DU	2,656	25%	52	75%	157	209	63%	176	37%	103	279

Source: ITE Trip Generation Manual, 9<sup>th</sup> Edition

### 4.3 Trip Distribution and Assignment

The project traffic distribution percentage was developed using the Central Florida Regional Planning Model (CFRPMv501), which was modified to add the land use data associated with the proposed development. The percent distribution of the traffic assigned through the network by the model, shown in Figure 7, was used to assign site traffic through the network. The resulting assignment of site traffic is depicted in Figure 8.

### 4.4 Future Site Plus Background Traffic Volumes

Future traffic volumes associated with development of the site were derived by adding the project traffic to the background traffic volumes. These anticipated future traffic volumes are presented in Figure 9.