

CLONTS PROPERTY

Project № 17125
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**TRAFFIC IMPACT STUDY
LAKE COUNTY
FLORIDA**

Prepared by:



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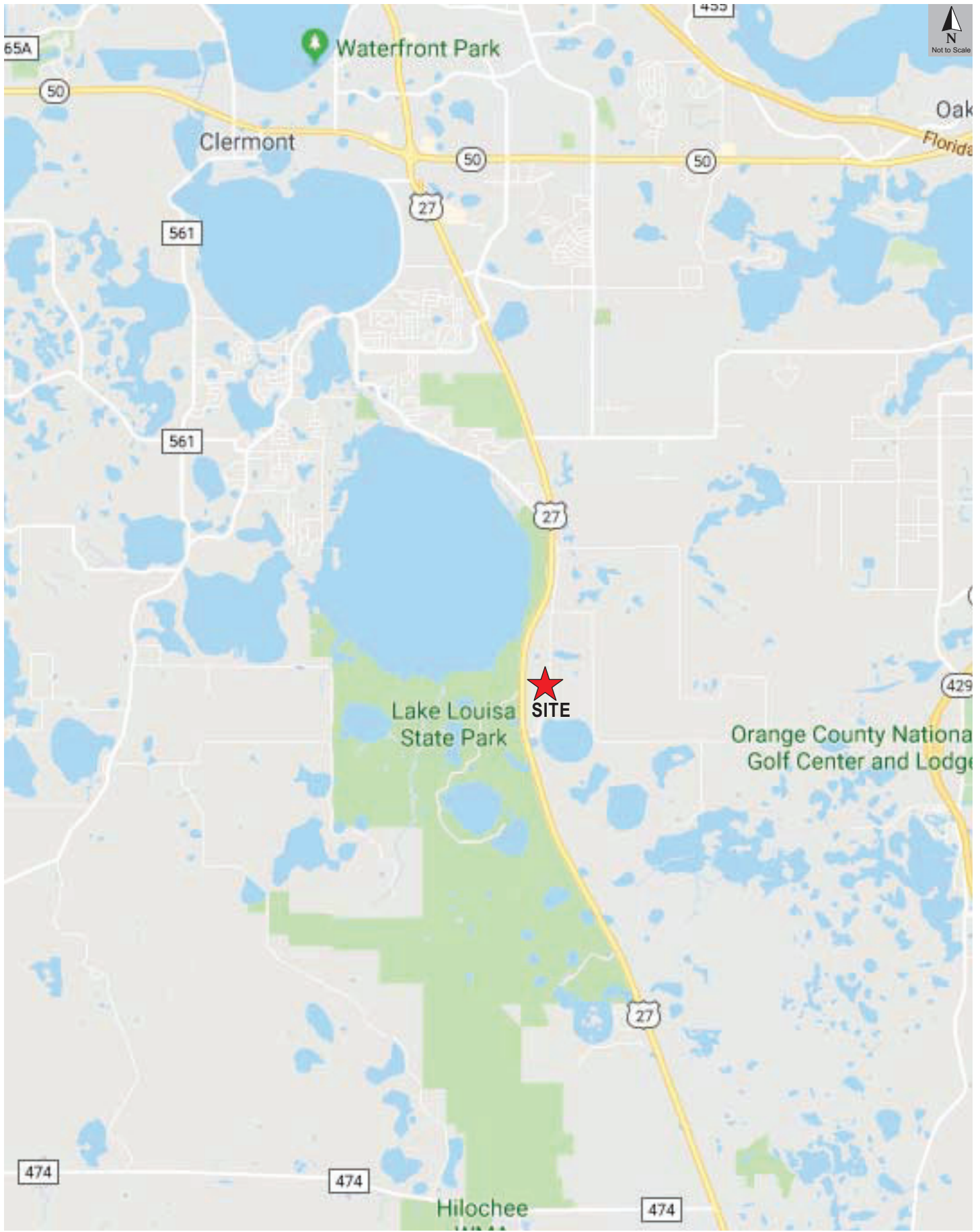
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1.0 INTRODUCTION

The following analysis was conducted to assess the potential offsite transportation impacts resulting from the proposed Clonts Property development. The project is a residential subdivision of 575 dwelling units. The site is located on US 27 across from the Lake Louisa State Park Entrance in Lake County, Florida. The project is anticipated to be built-out by the year 2022. The site location and surrounding transportation network are illustrated in **Figure 1**. A preliminary site plan is included in **Appendix A**.

The analysis was prepared in accordance with a Tier 3 traffic analysis methodology of the Lake~Sumter Metropolitan Planning Organization (LSMPO), and Lake County. Information used in the analysis was obtained from the LSMPO, Lake County, Florida Department of Transportation (FDOT), and/or the project team.



3.0 PROJECT TRAFFIC

3.1 Trip Generation

A trip generation analysis was performed for the development using the trip generation information from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 10th Edition*. The regression equations or trip rates, as appropriate, were applied based on the total units for the development. The ITE information sheets are included in **Appendix F**.

Table 4 summarizes the trip generation calculations. The project is estimated to generate 5,198 daily trips, of which 414 trips occur during the AM peak hour and 546 trips occur during the PM peak hour.

Table 4
Trip Generation Calculation

ITE Code	Land Use	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit	Rate	Total	Enter	Exit
210	Single Family	575 DU	9.04	5,198	0.72	414	104	310	0.95	546	344	202

3.2 Trip Distribution

The Central Florida Regional Planning Model (CFRPM 6.1) based on the Florida Standard Transportation Model Structure (FSUTMS) was utilized to analyze the project's trip distribution percentages onto the roadway network. The currently adopted model was modified to include the proposed development in a project specific Traffic Analysis Zone (TAZ) and to reflect the existing and committed (E+C) transportation network in the vicinity of the project site.

A select zone analysis was executed to isolate development related traffic from background traffic in the buildout year, which results in a projected trip distribution pattern on the roadway network. A plot of the model generated distribution pattern for the project is provided in **Appendix G**. Minor manual adjustments to the model generated distribution were applied to better reflect the surrounding transportation network, land uses, and known access routes. The final trip distribution pattern used in the analysis is illustrated in **Figure 4**.

