

GRIFFEY ENGINEERING, INC.

November 3, 2016

Curt Henschel, Planning Manager
 City of Clermont
 385 W. Montrose Street
 Clermont, Florida 34711

Re: Kings Crossing
 Traffic Impact Study Methodology

Dear Curt:

Griffey Engineering has been retained to perform a Traffic Impact Study for a new development in the City of Clermont. The project site is located on the east side of Citrus Tower Blvd. at the southeast intersection of Hammock Ridge Rd./Citrus Tower Blvd. & US 27. The proposed build-out will have a combination of commercial/retail space and restaurant space. The tables below show the trip rates and projected volumes. The trip rates are from the ITE Trip Generation Manual, 9th Edition.

LAND USE	LUC	UNIT RATE	PM PEAK HOUR		
			EQUATION	% In	% Out
Specialty Retail Center	826	Trips/1,000 SF GFA	$T=2.40(x)+21.48$	44%	56%
High-Turnover (Sit-Down) Restaurant	932	Trips/1,000 SF GFA	Average Rate = 9.85	60%	40%
Fast-Food Restaurant with Drive-Through Window	934	Trips/1,000 SF GFA	Average Rate = 32.65	52%	48%
Coffee/Donut Shop with Drive-Through Window	937	Trips/1,000 SF GFA	Average Rate = 42.80	50%	50%

LAND USE	AMOUNT	PM PK HR		
		Vol.	In	Out
Specialty Retail Center	45,000 SF of GFA	129	57	72
High-Turnover (Sit-Down) Restaurant	5,000 SF of GFA	49	29	20
Fast-Food Restaurant with Drive-Through Window	5,000 SF of GFA	163	85	78
Coffee/Donut Shop with Drive-Through Window	2,000 SF of GFA	86	43	43
TOTAL		427	214	213

ADJUSTED PM TRIP GENERATION								
LAND USE	TRIP GEN VOLUME	% INTRNL CAPTURE	EXTRNL VOLUME	% PASSBY	PASSBY VOLUME	ADJ PM PK VOL	VOL IN	VOL OUT
Specialty Retail Center	129	20%	103	15%	15	88	39	49
High-Turnover (Sit-Down) Restaurant	49	20%	39	43%	17	22	13	9
Fast-Food Restaurant with Drive-Through Window	163	20%	130	50%	65	65	34	31
Coffee/Donut Shop with Drive-Through Window	86	20%	69	50%	35	35	18	18
TOTAL	427	---	341	---	132	210	103	107

The traffic impact study will follow standard procedures as recommended in the FDOT Site Impact Handbook and the Lake-Sumter MPO Traffic Impact Study Methodology Guidelines. This includes the following: Existing Conditions Analysis; Trip Generation; Trip Distribution & Assignment; Future Conditions Analysis; Concurrency Evaluation; and Mitigation Analysis.

The figures below show the proposed project on a vicinity map and on an aerial.



Primary access to the project will be from Citrus Tower Blvd. The study will include PM Peak Hour intersection analysis for the existing and proposed conditions. Turning movement counts shall not be more than one year old. The following table lists the intersections proposed for evaluation of current and future conditions.

Intersection		Signalized	Turn Lanes
Major Road	Minor Road		
US 27	Hammock Ridge/Citrus Twr	Yes	Yes
Citrus Tower Blvd.	Project North Entrance	No	No
Citrus Tower Blvd.	Johns Lake Road	Yes	Yes

The proposed road segments to be studied are those found within a 2.645 mile radius from the project. The study area is based on ½ the total trip length for a specialty retail use. The following table lists those TMS segments. The analysis period will be a PM Peak Hour/Peak directional evaluation.

Seg. ID	Roadway	Segment	
		From	To
20	Anderson Hill Road	Lake Shore Drive	U.S. 27
1670	Citrus Tower Boulevard	U.S. 27	Oakley Seaver Drive
1680	Citrus Tower Boulevard	Oakley Seaver Drive	S.R. 50
1690	Citrus Tower Boulevard	S.R. 50	Hooks Street
1692	Citrus Tower Boulevard	Hooks Street	Johns Lake Road
1695	Citrus Tower Boulevard	Johns Lake Road	U.S. 27
1865	Excallibur Road	Hooks Street	Citrus Tower Boulevard
1910	Grand Highway	Citrus Tower Boulevard	S.R. 50
1915	S. Grand Highway	S.R. 50	Hooks Street
2050	Hammock Ridge Road	Lake Shore Drive	U.S. 27
2070	N. Hancock Road	N Ridge Boulevard	S.R. 50
2080	S. Hancock Road	S.R. 50	Hooks Street
2085	S. Hancock Road	Hooks Street	Johns Lake Road
2090	S. Hancock Road	Johns Lake Road	Hartwood Marsh Road
2100	Hartwood Marsh Road	U.S. 27	Hancock Road
2104	Hartwood Marsh Road	Hancock Road	N. 90 Degree Bend
2140	Hooks Street	Lakeshore Drive	U.S. 27
2150	Hooks Street	U.S. 27	Oakley Seaver Drive
2153	Hooks Street	Oakley Seaver Drive	Citrus Tower Boulevard
2155	Hooks Street	Citrus Tower Boulevard	Hancock Road
2180	Johns Lake Road	U.S. 27	Hancock Road
2185	Johns Lake Road	Hancock Road	Eastern Terminus
2280	Lake Louisa Road	Lakeshore Drive	Vista Del Lago Boulevard
2290	Lake Louisa Road	Vista Del Lago Boulevard	U.S. 27
2350	Lakeshore Drive (Cler)	Harder Road	Hammock Ridge Road
2354	Lakeshore Drive (Cler)	Hammock Ridge Road	Anderson Hill Road
3530	S.R. 50	East Avenue	U.S. 27
3540	S.R. 50	U.S. 27	Hancock Road
3550	S.R. 50	Hancock Road	Cr 455
3569	Steves Road	U.S. 27	Citrus Tower Boulevard
3880	U.S. 27/S.R. 25	Grand Highway	S.R. 50
3890	U.S. 27/S.R. 25	S.R. 50	Johns Lake Road
3900	U.S. 27/S.R. 25	Johns Lake Road	Hardwood Marsh Road
3910	U.S. 27/S.R. 25	Hardwood Marsh Road	Lake Louisa Road
4120	Vista Del Lago Boulevard	Lake Louisa Road	U.S. 27

The Peak Hour volume for the project is anticipated to exceed 101 trips, therefore trip distribution will be developed utilizing the currently adopted Central Florida Regional Planning Model (CFRPM).

If these road segments and intersections are satisfactory and this methodology accepted, please let us know so that we can proceed with the traffic data collection. Should you have any questions or comments, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald A. Griffey". The signature is fluid and cursive, with a long, sweeping tail that extends to the right.

Donald A. Griffey, P.E.

- c. Francis Franco, Lake Sumter MPO
Randy Langley
Rick McCoy, P.E.