



## **RESPONSE TO COMMENTS The Reserve at Lake Ridge TIA**

The following is our response to review comments concerning the Reserve at Lake Ridge TIA. Each of the comments is listed first in **bold** followed by our response.

### **□ General Format:**

- **Include section headers consistent with the Lake-Sumter MPO requirements for traffic impact analyses. Some sections are missing, including Planned and Programmed Improvements, Committed Developments, Pertinent Future Roadway Information, etc.**

Response:

To the extent possible, the Lake-Sumter MPO “Report Format” outline was used. As for the missing sections, we offer the following explanation:

- Planned and Programmed Improvements  
The only improvement we are aware of is that of US 27 for milling and resurfacing from CR 561 to north of O’Brien Road.
- Committed Developments  
We are not aware of any committed developments in the area. However, the reserved trips obtained from the Lake-Sumter MPO by roadway segment include all committed developments in the area.
- Pertinent Future Roadway Information  
We are not aware of any that would affect the proposed development.

### **□ Introduction:**

- **Include the site plan and a description of the study area / area of influence in the introduction.**

Response:

The site plan is included under the “Proposed Development and Trip Generation” section of the report. The description of the 4.3-mile area of influence is included under the “Existing Conditions Analysis” section. Furthermore, Figure 1, Site Location, shows the oval-shaped area of influence based on the “as the car drives” distance.

- **The text on the site plan is not legible. Include a site plan with a higher resolution so that all labels can be read.**

Response:

The site plan as provided by the Project Engineers is included as Figure 3 in the report. The purpose of this plan was to demonstrate the development's lot layout, internal roadways and access configuration which it clearly does.

□ **Proposed Development and Trip Generation:**

- **Clearly label the study intersections on Figure 4.**

Response:

Although the study intersections are not labelled in Figure 4, they are listed on page 3 of the report. However, US 27 and the roadways forming the study intersections are labelled in the figure.

- **The trip assignment on Figure 4 does not balance between intersections. For example, there are 22 southbound trips assigned to US 27 north of Lake Minneola Shores, but only 21 trips (3 on westbound Lake Minneola Shores and 18 on US 27 south) depart from the US 27 / Lake Minneola Shores intersection. Likewise, there are 30 northbound trips on US 27 south of Lake Minneola Shores and 8 eastbound trips on Lake Minneola Shores approaching US 27, but only 29 trips on northbound US 27 downstream of Lake Minneola Shores. Please revisit the trip assignment at all study intersections.**

Response:

A typographical error has created the confusion that resulted in this comment. The project trips shown on US 27 between Lake Minneola Shores and Sullivan Road is 39 and not 29. A further confusion was created in Figure 5 at the site access where the 39 project trips were identified as committed trips [in brackets] and not as project trips (in parentheses). We have reviewed the trip assignment at all study intersections and we can confirm that the correct trips were used in the analysis. In some instances, there may be a difference of one (1) trip from one segment to the next due to rounding. Revised Figures 4 and 5 are attached.

- **It is unclear how the trip assignment in Figure 4 translates into the assigned trips in Figure 5. For example, there are no project trips assigned to northbound US 27 at the site access. Please revisit the future traffic volume development at all study intersections.**

Response:

See response to comment above.

- **Address the potential need for auxiliary turn lanes, and the adequacy of the existing turn lanes, on US 27 at Sullivan Rd.**

Response:

There are no existing turn lanes at US 27 and Sullivan Road. The project will add a 400 feet long northbound left-turn lane and a 350 feet long southbound right-turn lane at this location. The turn lane lengths include 50 feet tapers.

□ **Conclusions:**

- **Reiterate that the level of development requires a Tier 2 study.**

Response:

It is clearly stated on Page 1 under "Introduction" that the level of development requires a Tier 2 Study.

- **Future roadway geometry, including the access configuration and new construction on US 27, should be included in the introduction.**

Response:

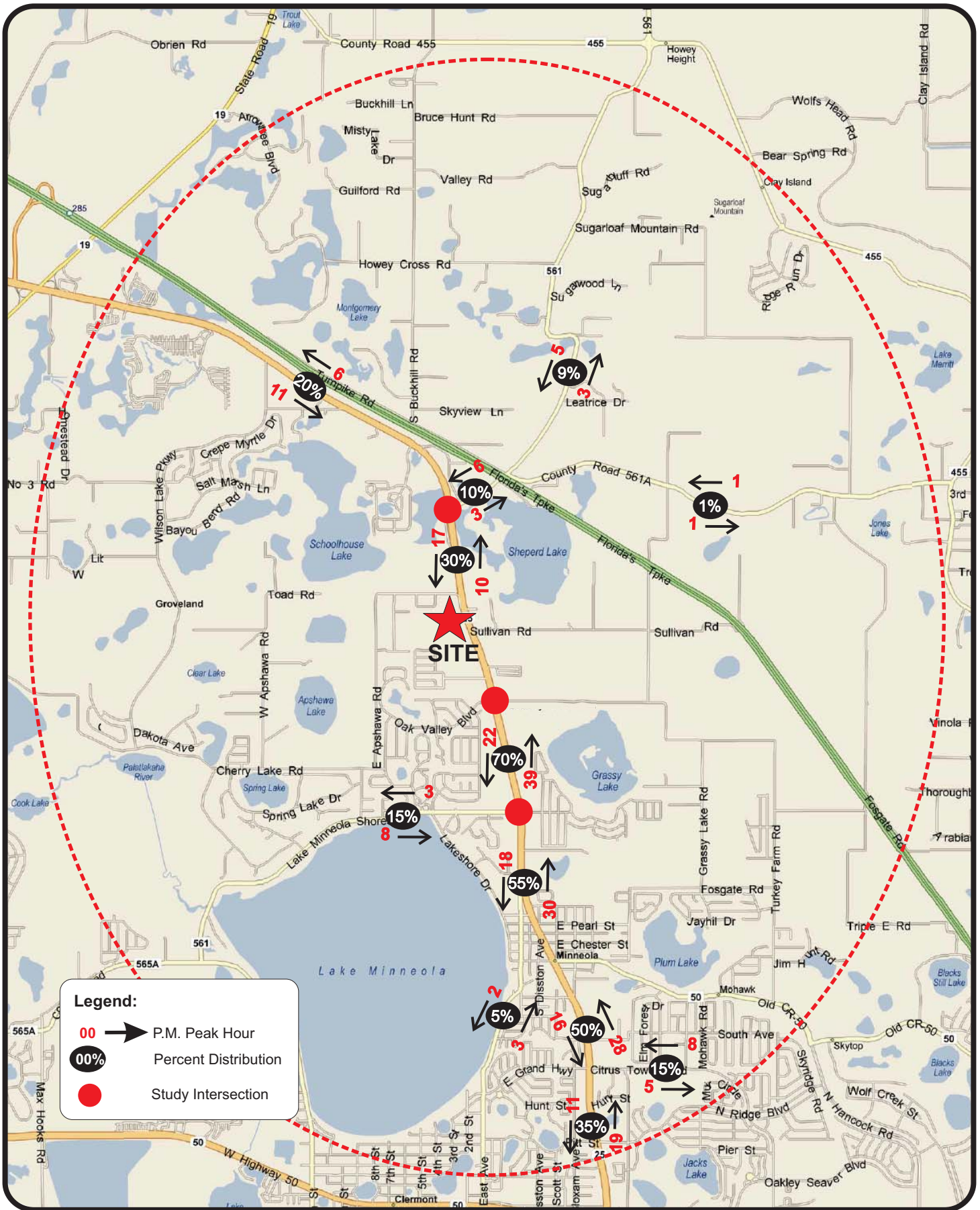
The conceptual plan shows the right and left turn lanes proposed at the project's access location. In the conclusions, the same is reiterated. The turn lanes will be constructed as per FDOT Design Index 301.

□ **Appendices:**

- **Include the TCMS spreadsheet per Lake-Sumter MPO requirements.**

Response:

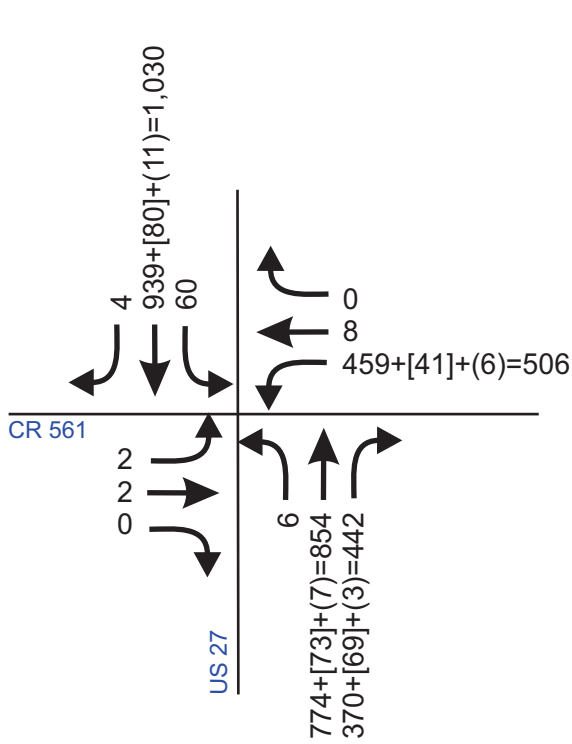
The TMCs are included in both tabular and graphical formats.



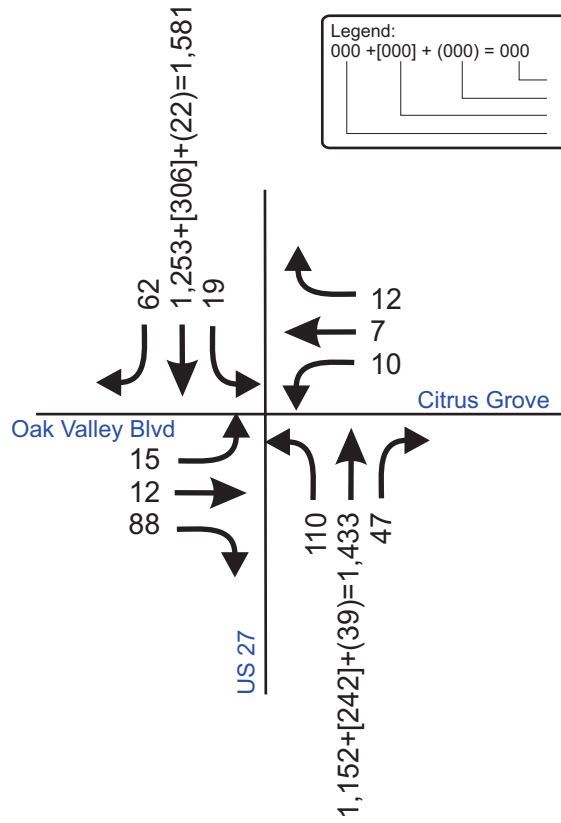
The Reserve at Lake Ridge  
 Project No 4774  
**Figure 4**

**Project Distribution/Assignment**

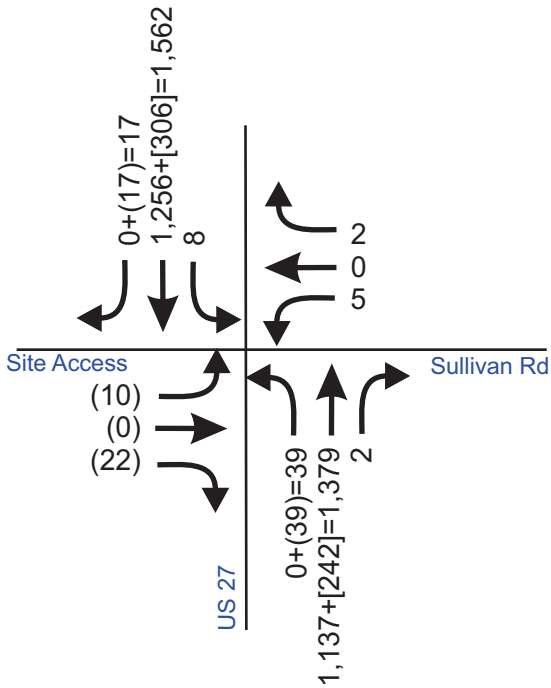




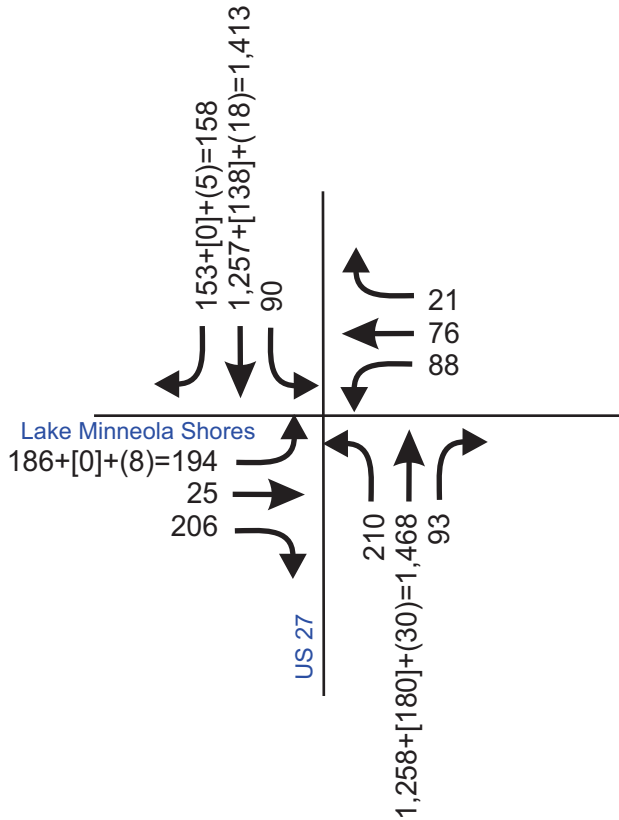
CR 561 & US 27



Oak Valley Boulevard/Citrus Grove & US 27



Sullivan Rd & US 27



Lake Minneola Shores & US 27

Legend:  
 000 + [000] + (000) = 000  
 Total Traffic  
 Project Trips  
 Reserved Trips  
 Background Traffic

