



JINRIGHT & ASSOCIATES DEVELOPMENT ENGINEERS
CONSULTING, LLC

August 22, 2016

Ms. Denise Lee
City of Bushnell
117 Joe P. Strickland, Jr. Avenue
Bushnell, FL 33513

RE: HSC Bushnell, LLC
Site Plan approval

Dear Ms. Lee:

We respectfully submit on behalf of our client our response to your comments dated May 25, 2016. Enclosed is the revised traffic memo addressing comments from the Florida Department of Transportation, the Sumter County Board of County Commissioners, and the Lake-Sumter MPO. All comments and responses can be found in Appendix A of the revised traffic memo, but for ease of reference Sumter County and MPO comments are listed below in bold italic are our responses to the review comments:

TRAFFIC COMMENTS:

SUMTER COUNTY

1. Traffic Study must analyze both Phases of development as the TIA references more than one phase.
Response: *The scope of the project has been reduced from a two-phase project to only contain the proposed development of a Tractor Supply Company (which was originally Phase I). Any subsequent development would require an additional traffic study and approval from the Florida Department of Transportation, Sumter County, and Lake-Sumter MPO.*
2. 34% for Passerby capture is high and therefore needs justification.
Response: *The 34% intercept rate is based upon documentation for retail in ITE's Trip Generation Handbook, latest edition. However, to be conservative, under this revision, all traffic from the development was assumed to be new traffic.*
3. There is a reference to an independent study for trip generation that must be included in the document.
Response: *The trip generation information from Tractor Supply Company is included in Appendix F.*
4. Saturday is the peak generator for the use so this should be analyzed and considered within the TIA.
Response: *The estimated trip generation for Saturday is included per your request; however, there are no counts available on State Road 48 for a typical Saturday to include in further analysis. In addition, while the Saturday trip generation is higher than the weekday trip generation, the traffic on State*

Road 48 should be typically lower on the weekend, so further analysis is not necessary.

5. K factor does come into alignment with the analysis?

Response: *At the request of the Lake-Sumter MPO, daily traffic counts utilized for this project originated from the Sumter County Annual Traffic Counts – 2016 Volumes Summary. The K factor was not available for the study segments.*

6. Recommendation is for radius and the driveway is a flared section.

Response: *Traffic consultant recommendation is that the proposed driveway have sufficient ease of entry to allow for trucks. Site plan shows a 35 foot radius.*

7. Peak period for AM and PM does not warrant a three lane driveway section.

Response: *A three-lane driveway section (one entrance lane southbound and two exit lanes northbound – a separate left turn lane and a separate right turn lane) is recommended for this site to accomplish several objectives: 1) to reduce overall delay on the proposed driveway; 2) to allow emergency vehicles ease of entry and departure; and 3) if development is ever proposed and approved adjacent to the proposed Tractor Supply Company, it would reduce to disruption of access.*

8. Conclusions are not supported by study.

Response: *All recommendations are supported in the study.*

MPO PROJECT MANAGER

1. The Sumter County Guidelines for Traffic Impact Analysis require a methodology statement prepared and submitted for review prior to conducting the study. The methodology utilized for the study was not discussed with the Lake-Sumter MPO.

Response: *The Lake-Sumter MPO has approved the methodology utilized for the study per the attached email.*

2. Trip generation for the PM peak hour was calculated using ITE Trip Generation, 9th Edition Land Use Code 810 (Tractor Supply Store). ITE does not provide information for daily and AM peak hour for a Tractor Supply Store. The study references rates developed from information provided by a tractor supply type development. The application should provide the data used to support the trip generation rates.

Response: *The trip generation information from Tractor Supply Company is included in Appendix F.*

3. A 34% Pass-by rate was applied based on the pass-by reported in ITE for the shopping center land use. Based on the land use and trip generation calculations, pass-by is not anticipated and should not be applied.

Response: *The 34% intercept rate is based upon documentation for retail in ITE's Trip Generation Handbook, latest edition. However, to be conservative, under this revision, all traffic from the development was assumed to be new traffic.*

4. The Sumter County TIA Guidelines require a roadway segment analysis for roadway segments within 1/2 mile of the project site and projects impacted by more than 3 percent of the generalized peak hour two-way maximum service volume or more than 70 peak hour two-way trips. A roadway segment evaluation was not provided in the study.

Response: *Road segment analysis is included for the two segments within the ½ mile of the project site. There were no segments outside of the ½ mile radius that were impacted by more than 3 percent of the generalized peak hour two-way maximum service volume or more than 70 peak hour two-way trips.*

5. The future background PM peak hour trips on SR 48 were calculated by applying a 2% growth rate for two years to the 2014 AADT on SR 48, multiplied by the K and D factors reported by FDOT. For the AM analysis, the PM peak hour volumes were reversed. The actual observed AM and PM peak hour traffic volumes from the FDOT synopsis report are less than the traffic volume.

Response: *Per the Lake-Sumter MPO request, roadway segment traffic volumes for the two segments within the ½ mile radius of the project site were obtained from the Sumter County Annual Traffic Counts – 2016 Volumes Summary. A growth rate was applied*

Respectfully,

JADE CONSULTING, LLC



Perry C. Jinright, III, P.E., LEED AP
Managing Member

Enclosure

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