

**AUGUST 2017**

**Contact: [Vickie.Wyche@dot.state.fl.us](mailto:Vickie.Wyche@dot.state.fl.us)**

**(386) 943-5185**

**LAKE COUNTY  
CONSTRUCTION IN PROGRESS**

**238422-1-52-01**

**SR 25/US 27 from N. Boggy Marsh Road to N. of Lake Louisa Road. Add lanes and reconstruct**

**Estimated completion date: 967**

Ranger Construction

Project cost: \$37,503,443.23

**ESTIMATE COMPLETION DATE: SEPTEMBER 2018 – 55% COMPLETE**

**LANE CLOSURES:**

March 5, 2017 to October 18, 2018

SB inside lane closure on US 27 from south of Marguax Dr. to north of Lake Louisa Rd. – 24-hours a-day

March 5, 2017 to October 18, 2018

NB outside lane closure on US 27 South of Margaux Drive to north of Lake Louisa Road for 24-hours a day. The single lane configuration on both NB and SB will remain until the project is completed in Winter of 2018.

**435434-1-52-01**

**SR 25/US 27 and SR 50 Interchange – Landscaping in Lake County**

**Estimated completion date: August 18, 2017 (Establishment period ends) –98% complete**

Dynamics Group, Inc.

Project cost: \$243,390

**LANE CLOSURES:** No Lane closures anticipated

Lake County reviewing Transition Plan for take-over maintenance after the 2-year Landscape Establishment period.

**238319-2-52-01**

**SR 19 Over Little Lake Harris Bridge #110026 – new Bridge construction/approach, drainage system, pond construction, privacy wall, signing and pavement marking, lighting, sidewalk, driveway.**

**Estimated completion date: January 2020 – 5.16% complete**

Leware Construction Company of Florida, Inc.

Project cost: \$22.2

**LANE CLOSURE:** No Lane closures anticipated

**432333-1-52-01**

**SR 25/500 (US 441) from Avenida Central/Griffin Avenue to Sumter County Line – Resurfacing**

**Estimated completion date: November 2017 – 17% complete**

D.A.B. Constructors, Inc.

Project cost: \$2.0

**LANE CLOSURES:** July 31<sup>st</sup> to August 5<sup>th</sup> – 7pm to 7am

**Single inside and outside lane closures from south of Avenida Central/Griffin Avenue to north of West Boone Court/Morse Blvd. for milling and paving.**

**434658-1-52-01**

**SR 50 from North Bay Lake Avenue to Fiske Avenue**

**Drainage improvements (flooding issues)**

**Estimated completion date: October 2017 – 32% complete**

Project cost: \$350,000

**LANE CLOSURES:** No Lane closures anticipated

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**LAKE COUNTY**  
**Other Projects Pending**

1. **SR 500 (US 441) from Lake Ella Road to Avenida Central** - Reconstruction project to 6-lane US 441 from Lake Ella Road to Avenida Central (FM 238395-5). Construction funded FY 2020 estimate \$33 million.
2. **SR 500 (US 441) from Perkins Street to SR 44** (FM238394-3) Construction not funded.
3. **SR 500 (US 441) from SR 44 to S. of SR 46** - Design FY 2014/16 and Right-of-Way FY 2017/2022. (FM 429356-1) 429356-2 US 441 Utility Relocation, JPA with City of Mt. Dora FY 2017. Construction not funded
4. **SR 44 (CR 44B) from SR 500 (US 441) to SR 44** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870-1). Right of way FY 2014/16. Construction not funded.
5. **SR 19 from CR 48 to CR 561** - An environmental study (PD&E complete 4/2015) into possible widening along the 4.7 miles from CR 48 to CR 561 (FM No. 238319-1). Design estimate \$2.9 million in FY 2014/17. Construction not funded
6. **CR 466A (Miller St.) Lake-Sumter County Line to US 27** - A \$8.7 million TRIP grant to Lake County Right-of-Way funds in FY 2014 (FM 430253-1). Construction on Segment (2). JPA with Lake County (ROW ) 2014
7. **CR 466A (Miller St.) from US 27 to Sunny Court** – A \$5.0 million grant for construction from US 27 to Sunny Court (FM No. 430253-2) in FY 2015. JPA with Lake County.
8. **CR 466A (Miller Street) Phase 3 from Cut-off Road to Sunny Court** - \$2.5 million grant for Right-of-Way in Fiscal Year 2016 (FM 430253-3). LAP with Lake County. (Construction on FM430253-4).

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**SUMTER COUNTY  
CONSTRUCTION IN PROGRESS**

**242626-3-52-01:**

**I-75 from South of CR 470 to SR 91 (FL Turnpike) in Sumter County**

Widening of 4-lane divided Highway to 6-lane divided Highway (7.59 miles)

Estimated completion date: November 2017 - 89% complete

Project cost: \$43.1 million

**LANE CLOSURES:** July 30<sup>th</sup> to August 4<sup>th</sup> – 8pm to 7am

Southbound alternating single lane closures at County Road 470 for paving.

**240418-2:**

**SR 48 from E. of I-75 Ramps to CR 475 (Main Street) – Add Lanes and Rehabilitate Pavement (1.365 miles)**

Estimated completion date: August 2017 – 96%

**LANE CLOSURES:** No Lane closures anticipated.

**433959-1-52-01**

**State Road 35/US 301 begins south of Cherokee Avenue and ends just north of Noble Avenue. (Bushnell) (0.906)**

Estimated completion date: Summer 2017

Milling and resurfacing the four-lane, undivided roadway and parking shoulders, and providing sidewalk improvements at several locations to meet ADA requirements

Project cost: \$8.8 mill

**LANE CLOSURES:** No Lane closures anticipated.

**437755-1-52-01**

**Installation of new sidewalk along the west side of State Road 471 from CR 478A and Central Avenue, as well as on the north side of CR 478A from the new Sumter County Library facility SR 417, also involve signage improvements and realignment of the crosswalk in front of Webster Elementary School.. Districtwide Design-Build Safety Improvements.**

Work begins July 5 and to be completed within 60-days.

**LANE CLOSURES:**

July 16<sup>th</sup> to August 25<sup>th</sup> – 7am to 5pm

Intermittent single lane closures with flagging operations are possible along SR 471 between CR 478A and Central Avenue, and along the north side of CR 478A from the Library to SR 471 in Webster for sidewalk construction, closures are expected to be short, less than 30 minutes at a time.

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**Other Projects Pending**

1. **SR 35 (US 301) from CR 470 to SR 44** - Widening from two to four lanes Design Phase FY 2017/20 (FM No. 430132-1).
2. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – Environmental study (PD&E) FY 2017. (FM435476-1)
3. **CR 466W from CR 209 to US 301** – A \$1.6 million grant to Sumter County in FY 2015 for resurfacing existing pavement (Super Pave), remark Pavement and Sod. JPA with Sumter County (FM No. 428443-1).
4. **CR 475 from C-470 to CR 542** - A \$3.26 million grant to Sumter County in FY 2015/16 for construction of paved shoulders and resurfacing along the 3.7 miles from CR 470 to CR 542, including replacement of the timber column bridge at Jumper Creek with concrete box culverts (FM No. 429944-1). JAP with Sumter County
5. **CR 673 from US 301 to I-75** – A \$2.032 million construction grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. (FM 433670-1). JPA with Sumter County.



**PUBLIC WORKS DEPARTMENT**

**PROJECT SUMMARY - July 25, 2017**

**SUMTER COUNTY ROADWAY PROJECTS UPDATE**

ROADS	SCOPE	PHASE	PROJECT BUDGET (FY 2017)
1 C-466W Widening	This roadway widening project includes reconstruction of approximately one mile of roadway from CR 209 to US 301 within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Roadway is open, punch-list items nearly complete and utility reimbursement sent to by Wildwood 6/30/17.	Complete	\$4,055,100
2 C-468 Widening from US 301 to CR 605	This roadway widening project includes reconstruction of approximately 1.7 miles of roadway from US 301 to CR 605. The final roadway configuration will include a four-lane divided urban typical section with sidewalks and bicycle lanes. The project is being coordinated with the Village of Fenney site planning process, and shared pond/developer access locations have been determined. Duke Pole relocation ahead of schedule and southside of roadwork underway. Pole relocation at US 301 and C-468 realignment under design.	C	\$8,143,266
3 C-475 from C-470 E to CR 542	This project involves milling and resurfacing of C-475S from C-470 to CR 542. Scope also includes adding 4' paved shoulders and replacing the bridge over Jumper Creek and includes a 12 inch water main funded by the City of Bushnell. Design by Kimley-Horn and Associates. Final plans due 6/17. Construction 8/17 through 12/18.	D	\$503,665
4 C-470, C-475N, and C-575 Safety Improvements	The design by HDR of safety improvements to C-470 between CR 424 and Wilderness Drive (0.6 miles); C-475N between SR 44 and the Marion County line (6.3 miles); and C-575 between C-476W and C-48W (along 0.8 miles of curves). These safety improvements include adding paved shoulders, installing raised pavement markers, installing edge line rumble strips, and other related safety improvements. 100% plans reviewed by FDOT and comments received 7/17. LAP Agreement for construction to BOCC 8/17. Construction 10/17 through 12/18.	D	\$346,035
5 C-478 from US 301 to SR 471	This 5.5 miles of roadway is scheduled to be resurfaced once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant in FY 2019.	PL	\$750,000
6 South Buena Vista Boulevard	This roadway will be milled and resurfaced from the North Odell Circle/Balley Trail roundabout to the South Odell Circle roundabout (9000'). This work is scheduled to occur once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant in FY2018.	PL	\$750,000
7 CR 525 Extension - Wade Industrial Park	SWFWMD permit received and project will go out for bid 7/18/17. The design includes the water line, gas line and limited improvements on CR 514.	B/P	\$2,566,800
8 ITS Study	A Joint Participation Agreement (JPA) with FDOT was approved by the Board of County Commissioners on 1/12/16. A task order with Volkert & Associates for the performance of the study was executed in February 2016. The study was completed 4/4/17. FDOT and the County will move into design phase July 2018.	PL	\$200,000
9 C-462 Safety Improvements NE 15th Drive to CR 228	This roadway safety improvement LAP project is 1,200 ft. east of NE 15th Drive to 500 ft. north of CR 228, approximately 0.35 miles. This project will improve the safety of the curve near Camp Wildwood and the intersection of CR 223 & C-462E. The Notice to Proceed was issued May 23, 2017. Design by Kimley-Horn and Associates.	D	\$151,365
10 C-48W Safety Improvements	C-48W from the Citrus County Line to CR 616 is a roadway safety upgrade project (adding 5' paved shoulders, audible edge line, and guardrail at the curves) approximately 7.5 miles in length. The BOCC approved the FDOT LAP Agreement June 2017. Construction contract ITB will open July 2017 and construction is expected to take 10 months.	C	\$2,920,690
11 SR 471 & CR 478A Sidewalk Construction (Webster)	This project consists of 5 foot concrete sidewalks on SR 471 from C-478A to Central Avenue and CR 478A from the west side of the Sumter County E.C. Rowell Library to SR 471 in Webster. The FDOT Notice to Proceed was issued 4/7/17. Project is underway along SR 471 and is scheduled to be completed by 10/3/17.	C	\$503,278
12 CR 673 from CR 674 west to I-75	This 3.5 miles of roadway will be reconstructed, and paved shoulders will be added to the roadway. The RFQ was advertised for Design Consultant Selection 12/15/16. FDOT has authorized design funds for 2017 and construction is anticipated for FY 2018. BOCC awarded project to DRMP. Project under design. 100% plans received.	D	\$289,958
<b>FUTURE PROJECTS</b>			
A C-472 @ US 301 Intersection	A final FDOT signalization study and roundabout alternatives analysis was submitted to the County from FDOT on 10/2/15. A roundabout is the preferred alternative, and is tentatively scheduled for construction in FY 2020-2021. As an interim safety measure, FDOT modified the median to a directional type.	FY 2020	TBD

Saved as: S:\Public Works\Division-Admin\Project Update Reports  
Projects A and B are future projects and not shown on the map.

B/P - Bid or Design Procurement  
C - Construction  
CD - Conceptual Design  
D - Design

PC - Post Construction  
PL - Planning  
TBD - To Be Determined  
WC - Waiting Construction

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE**

**2017 MEMBER LIST**

<b><u>NAME</u></b>	<b><u>REPRESENTING</u></b>
(Vacant)	
Fred Schneider (1 <sup>st</sup> alternate)	Lake County
Helen LaValley	Lake County Schools
Richard Baier/ <b>Chairman</b> Karl Holley (alternate)	Sumter County
David Hope (alternate)	Lake County / Transit
Jackey Jackson	Sumter County / Transit
(Vacant)	Sumter County Schools
Stephen Cross	Town of Astatula
Denise Lee	City of Bushnell
(Vacant)	City of Center Hill
Shannon Schmidt John Kruse (alternate) Lee Van Dever (alternate)	City of Clermont
(Vacant)	City of Coleman
Tom Carrino	City of Eustis
Gary La Venia	City of Fruitland Park
(Vacant)	City of Groveland
(Vacant)	Town of Howey-in-the-Hills
C.T. Eagle Thad Carroll (alternate)	Town of Lady Lake
DC Maudlin Bill Wiley (alternate)	City of Leesburg
Dolly Miller	City of Mascotte
Joyce Heffington	City of Minneola
(Vacant)	Town of Montverde
Vince Sandersfeld	City of Mount Dora
Antonio Fabre Jacques Skutt (alternate)	City of Tavares
Aaron Mercer Richard Hatfield (alternate)	City of Umatilla
(Vacant)	City of Webster
Melanie Peavy/ <b>Vice- Chairman</b> Jason McHugh (alternate)	City of Wildwood

**Minutes**  
**Lake~Sumter Metropolitan Planning Organization**  
**Technical Advisory Committee (TAC) Meeting**

**Wednesday, May 10, 2017**  
**Regular Meeting, 1:30 p.m.**

**1616 South 14<sup>th</sup> Street**  
**Leesburg, Florida 34748**  
**Phone (352) 315-0170 – Fax (352) 315-0993**

OPENING

Chairman Richard Baier called the meeting to order at 1:32 p.m.; and confirmed the meeting was properly noticed and a quorum was present.

**Members Present**

Richard Baier, Chairman	Sumter County
Fred Schneider	Lake County
Denise Lee	City of Bushnell
Shannon Schmidt	City of Clermont
C.T. Eagle	Town of Lady Lake
DC Maudlin	City of Leesburg
Dolly Miller	City of Mascotte
Joyce Heffington	City of Minneola
Vince Sandersfeld	City of Mount Dora

**Members Absent**

Melanie Peavy, Vice-Chairman	City of Wildwood
Tomika Monterville	Lake County/Transit
Kyle Mills	Sumter County/Transit
Stephen Cross	Town of Astatula
Tom Carrino	City of Eustis
Gary La Venia	City of Fruitland Park
Antonio Fabre	City of Tavares
Aaron Mercer	City of Umatilla

**Staff Present**

T.J. Fish	MPO Executive Director
Doris LeMay	Executive Assistant
Mike Woods	Multimodal Project Manager
Francis Franco	GIS Manager
Nancy Valenzano	Associate Planner
Brian Hutt	TMS Project Manager

**Others Present**

Vickie Wyche	FDOT
Carol Scott	FDOT/Florida's Turnpike Enterprise
Diana Johnson	MPO Attorney

## **I. REPORTS**

- A.** Florida Department of Transportation: Vickie Wyche provided updates
- B.** Florida's Turnpike Enterprise –Carol Scott provided updates
- C.** Sumter County – Richard Baier provided updates
- D.** Lake County – Fred Schneider provided updates
- E.** Municipalities – None
- F.** School Districts– None
- G.** MPO Staff – None

## **II. AGENDA UPDATE**

Add Discussion Item D – (LRTP) Amendment Wellness Way Roadway Network

## **III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS**

None

## **IV. PRESENTATION**

- A. Annual Update on Florida's Sunshine Law** – Diana Johnson, MPO Attorney provided the annual update on Florida's Sunshine Law
- B. Get to Know Your MPO** – T.J. Fish provided the annual Get to Know Your MPO presentation

## **V. ACTION ITEMS**

- A. Approval of April 12, 2017 Meeting Minutes**  
**Motion** was made by Denise Lee to approve the April 12, 2017 Meeting Minutes, seconded by Vince Sandersfeld – **motion passed 9-0.**
- B. Recommend Approval of Amendment to the Unified Planning Work Program (UPWP) for FY 2017/18**  
T.J. Fish provided a brief overview of the Amendment to the Unified Planning Work Program (UPWP) for FY 2017/18. **Motion** was made by Joyce Heffington to approve Amendment to the Unified Planning Work Program (UPWP) for FY 2017/18, seconded by Denise Lee – **motion passed 9-0.**
- C. Recommend to Close Public Review Period on May 24 and to Approve FY 2017/18 – 2021/22 Transportation Improvement Program (TIP)**  
T.J. Fish and Francis Franco provided a brief overview of the 2017/18 – 2021/22 Transportation Improvement Program (TIP) Discussion continued. **Motion** was made by Denise Lee to approve to Close Public Review Period on May 24 and to Approve FY 2017/18 – 2021/22 Transportation Improvement Program (TIP), seconded by Fred Schneider – **motion passed 9-0.**
- D. Recommendation to Amend the Current Transportation Improvement Program for FY 2016/17-2020/21**  
T.J. Fish noted there are no requests from the FDOT to amend the current five-year TIP.  
No Action Taken

**E. Recommendation on MPO Safety Initiative: Data Analysis Phase – Regional Analysis of Major Intersections**

Brian Hutt provided a brief overview of the MPO Safety Initiative. Discussion continued.  
No Action Taken

**F. Recommendation on Update of MPO Maps and Tables: (1) Regionally Significant Corridors (2) Emerging Regionally Significant Corridors and (3) Policy Constrained Corridors**

T.J. Fish provided a brief update of MPO Maps and Tables. Discussion continued.  
No Action Taken

**G. Recommendation on Draft Transportation Impact Analysis Methodology**

Brain Hutt provided a brief overview of the Draft Transportation Impact Analysis Methodology. No Action Taken

**VI. DISCUSSION ITEMS**

**A. FDOT Draft Complete Streets Handbook**

Mike Woods provided a brief overview of the Complete Streets Handbook

**B. Cancellation of June Meetings**

T.J. Fish provided a brief update on the Governing Boards approval of cancelling the June cycle of committee and board meetings.

**C. MPO's New Location: Lady Lake Library 2<sup>nd</sup> Floor, 225 West Guava Street**

T.J. Fish provided an update on the new location.

**D. LRTP Amendment – Wellness Way Roadway Project**

T.J. Fish provided a brief update on the LRTP Amendment

**VII. PROJECT UPDATES**

T.J. Fish noted the project update report is included the Agenda Package.

**VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING**

Richard Baier confirmed he will be attending the Governing Board Meeting.

**IX. ADJOURNMENT**

**Motion** was made by Vince Sandersfeld to adjourn meeting, seconded by Fred Schneider. Meeting adjourned at 3:15 p.m.

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Richard Baier, Chairman

Top 25 Crash Intersections - 2013 - 2015 Revised For Crash Rate and No Project Improvements

No Fatalities-Incapacitating Injury-Bike/Peds involved  
 "Fatalities-Incapacitating Injury-Bike/Peds involved  
 Have projects related to intersection in TIP

Rank	Intersection_Name	Sig./Unsig.	# of Legs	Crash Count	Fatal Crashes	Fatal_& Incapacitating Injury_Crashes	Injury Crashes	Bike/Ped Crashes	Total Vehicles Involved	Damages	City	County	Intersection Location	Approach Average ADT*	Crash Rate**	FM #	TIP PROJECT NAME	PROGRAMED FUNDS	WORK DESC
1	SR-19 & OLD US-441	y	4	54	0	1	9	0	110	\$128,100	Tavares	Lake	<a href="#">STREET VIEW</a>	26,597	2.86	1.85			
2	SR-46 & PLYMOUTH SORRENTO RD	y	4	36	0	0	11	0	72	\$191,357	Unincorp.	Lake	<a href="#">STREET VIEW</a>	19,961	2.69	1.65	4309752	LAKE-WEKIVA TRAIL	<a href="#">TIP Report</a>
3	US-27 & CR-48	y	4	54	0	3	19	0	110	\$259,250	Unincorp.	Lake	<a href="#">STREET VIEW</a>	33,949	2.10	1.45			
4	US-27 & E MAIN / W MAIN ST	y	4	45	0	1	12	1	92	\$101,500	Leesburg	Lake	<a href="#">STREET VIEW</a>	31,919	1.24	1.29			
5	US-441 & EUDORA RD / CR-44C	y	4	64	1	2	15	0	130	\$256,750	Mount Dora	Lake	<a href="#">STREET VIEW</a>	47,762	2.60	1.22			
6	CR-466 & ROLLING ACRES RD	y	4	49	0	1	14	0	107	\$210,800	Lady Lake	Lake	<a href="#">STREET VIEW</a>	37,101	0.47	1.21			
7	US-27 & ROPER BLVD / JOHN'S LAKE RD	y	4	50	0	0	11	0	102	\$185,352	Clermont	Lake	<a href="#">STREET VIEW</a>	39,095	0.35	1.17			
8	US-27 & CAGAN CROSSINGS BLVD	y	4	57	1	2	24	2	120	\$290,950	Unincorp.	Lake	<a href="#">STREET VIEW</a>	45,000	0.76	1.16			
9	GRIFFIN RD & N 14TH ST	y	4	43	0	1	13	3	85	\$85,450	Leesburg	Lake	<a href="#">STREET VIEW</a>	34,385	2.14	1.14			
10	SR-50 & HANCOCK RD	y	4	96	0	3	33	3	197	\$380,150	Clermont	Lake	<a href="#">STREET VIEW</a>	77,256	1.65	1.13			
11	US-301 & CR-466	y	4	42	0	3	12	0	86	\$224,421	Unincorp.	Sumter	<a href="#">STREET VIEW</a>	35,575	0.37	1.08			
12	US-27 & HOOKS ST	y	4	55	0	1	18	0	111	\$207,750	Clermont	Lake	<a href="#">STREET VIEW</a>	47,260	2.56	1.06			
13	US-27 & DR MARTIN LUTHER KING BLVD	Y	4	48	0	1	7	0	100	\$214,550	Fruitland Park	Lake	<a href="#">STREET VIEW</a>	42,040	4.44	1.04			
14	US-441 & SR-19 / ORANGE AVE	y	4	49	0	0	15	0	108	\$156,000	Tavares	Lake	<a href="#">STREET VIEW</a>	44,650	0.27	1.00			
15	US-441 & N 3RD ST	y	4	35	0	0	11	0	75	\$99,600	Leesburg	Lake	<a href="#">STREET VIEW</a>	32,600	0.56	0.98			
16	SR-50 & S GRAND HWY	Y	4	54	0	0	11	1	110	\$214,250	Clermont	Lake	<a href="#">STREET VIEW</a>	50,868	5.60	0.97			
17	US-441 & SPRING HARBOR BLVD	y	3	45	0	2	12	1	91	\$209,400	Mount Dora	Lake	<a href="#">STREET VIEW</a>	43,000	0.56	0.96			
18	US-441 & CR-44 / SLEEPY HOLLOW RD	y	4	56	0	0	17	0	116	\$149,150	Leesburg	Lake	<a href="#">STREET VIEW</a>	54,217	3.10	0.94			
19	SR-50 & CITRUS TOWER BLVD	y	4	62	1	1	10	1	126	\$228,250	Unincorp.	Lake	<a href="#">STREET VIEW</a>	61,233	1.15	0.92			
20	US-192 & TOWN CENTER BLVD	y	4	50	0	1	20	2	105	\$227,472	Unincorp.	Lake	<a href="#">STREET VIEW</a>	51,500	0.53	0.89			
21	CR-466 & MORSE BLVD	y	4	48	0	5	19	0	99	\$251,751	Unincorp.	Sumter	<a href="#">STREET VIEW</a>	50,425	0.38	0.87			
22	CR-452 & E BURLEIGH BLVD	Y	4	45	0	1	9	1	94	\$103,452	Tavares	Lake	<a href="#">STREET VIEW</a>	49,150	4.53	0.84			
23	US-441 & COLLEGE DR	y	4	34	0	0	9	0	76	\$163,400	Leesburg	Lake	<a href="#">STREET VIEW</a>	39,488	0.53	0.79			
24	SR-50 & S BLOXAM AVE	y	4	37	0	0	8	0	77	\$120,050	Clermont	Lake	<a href="#">STREET VIEW</a>	45,350	0.28	0.75			
25	CR-466 & BUENA VISTA BLVD	y	4	36	0	5	10	0	70	\$166,010	Unincorp.	Sumter	<a href="#">STREET VIEW</a>	47,089	0.50	0.70			
26	US-27 & VISTA DEL LAGO BLVD / HARTWOOD MARSH RD	y	4	42	0	0	6	0	89	\$75,150	Clermont	Lake	<a href="#">STREET VIEW</a>	36,237	1.78	1.06		\$600,000	LC-INT15010-CD2
27	SR-50 & CR-455 / HARTLE RD	y	4	50	0	3	16	1	105	\$237,650	Unincorp.	Lake	<a href="#">STREET VIEW</a>	63,444	3.91	0.72			LC-INT97033-CD2
28	US-192 & SUMMER BAY BLVD	N	4 ^	40	0	1	16	1	89	\$230,405	Unincorp.	Lake	<a href="#">STREET VIEW</a>	53,100	0.42	0.69			
29	US-27 & E GRAND HWY / CITRUS TOWER BLVD	y	4	36	0	0	12	0	71	\$113,750	Clermont	Lake	<a href="#">STREET VIEW</a>	49,276	1.77	0.67			
30	US-441 & DAVID WALKER DR	y	4	38	1	2	12	0	75	\$177,900	Eustis	Lake	<a href="#">STREET VIEW</a>	52,536	1.72	0.66			
31	US-441 & BANNING BEACH RD / N ST CLAIR ABRAMS AVE	Y	4	34	0	3	10	2	71	\$82,700	Tavares	Lake	<a href="#">STREET VIEW</a>	48,600	5.30	0.64			
32	US-441 & CR-473 / BLUEGILL DR	y	4	36	1	1	7	0	75	\$202,955	Unincorp.	Lake	<a href="#">STREET VIEW</a>	52,407	1.54	0.63			
33	US-441 & SR-44B	Y	4	115	0	1	26	1	239	\$448,465	Mount Dora	Lake	<a href="#">STREET VIEW</a>	5,058	6.23	12.46	4293561	SR 500/US 441	<a href="#">TIP Report</a>
34	US-301 & SR-44 / GULF ATLANTIC HWY	y	4	60	0	0	11	0	118	96337	Wildwood	Sumter	STREET VIEW	31,350 0	0.52	11.20	4301321 4301881	SR 35 (US 301) SR 35 (US 301)	<a href="#">TIP Report</a> <a href="#">TIP Report</a>
35	US-441 & WOLF BRANCH RD / LIMIT AVE	y	4	82	0	3	25	0	166	\$370,850	Mount Dora	Lake	<a href="#">STREET VIEW</a>	5,775	3.89	7.78	4293561	SR 500/US 441	<a href="#">TIP Report</a>
36	US-441 & KURT ST	y	4	42	0	1	17	0	84	\$247,296	Eustis	Lake	<a href="#">STREET VIEW</a>	4,120	2.79	5.59			US441 to SR19
37	US-27 & ROLLING ACRES RD	y	4	41	0	1	17	0	84	\$175,950	Lady Lake	Lake	<a href="#">STREET VIEW</a>	8,591	1.31	2.62	2383955	SR 500 (US 441)	<a href="#">TIP Report</a> Improvements
38	US-441 & SR-44	y	4	131	1	2	21	2	259	\$346,435	Leesburg	Lake	<a href="#">STREET VIEW</a>	49,150	0.73	1.46	4306511	SR 44	<a href="#">TIP Report</a>
39	US-441 & LINCOLN AVE	y	4	45	0	1	21	0	89	\$356,650	Mount Dora	Lake	<a href="#">STREET VIEW</a>	20,500	0.60	1.20	4293561	SR 500/US 441	<a href="#">TIP Report</a>
40	US-27 / S. 14TH ST & SR-44 / SOUTH ST	y	4	91	0	0	16	1	188	\$215,851	Leesburg	Lake	<a href="#">STREET VIEW</a>	54,950	0.45	0.91	4306511	SR 44	<a href="#">TIP Report</a>

NOTES: ^ - This is a limited access controlled intersection (no N/S through movements allowed).

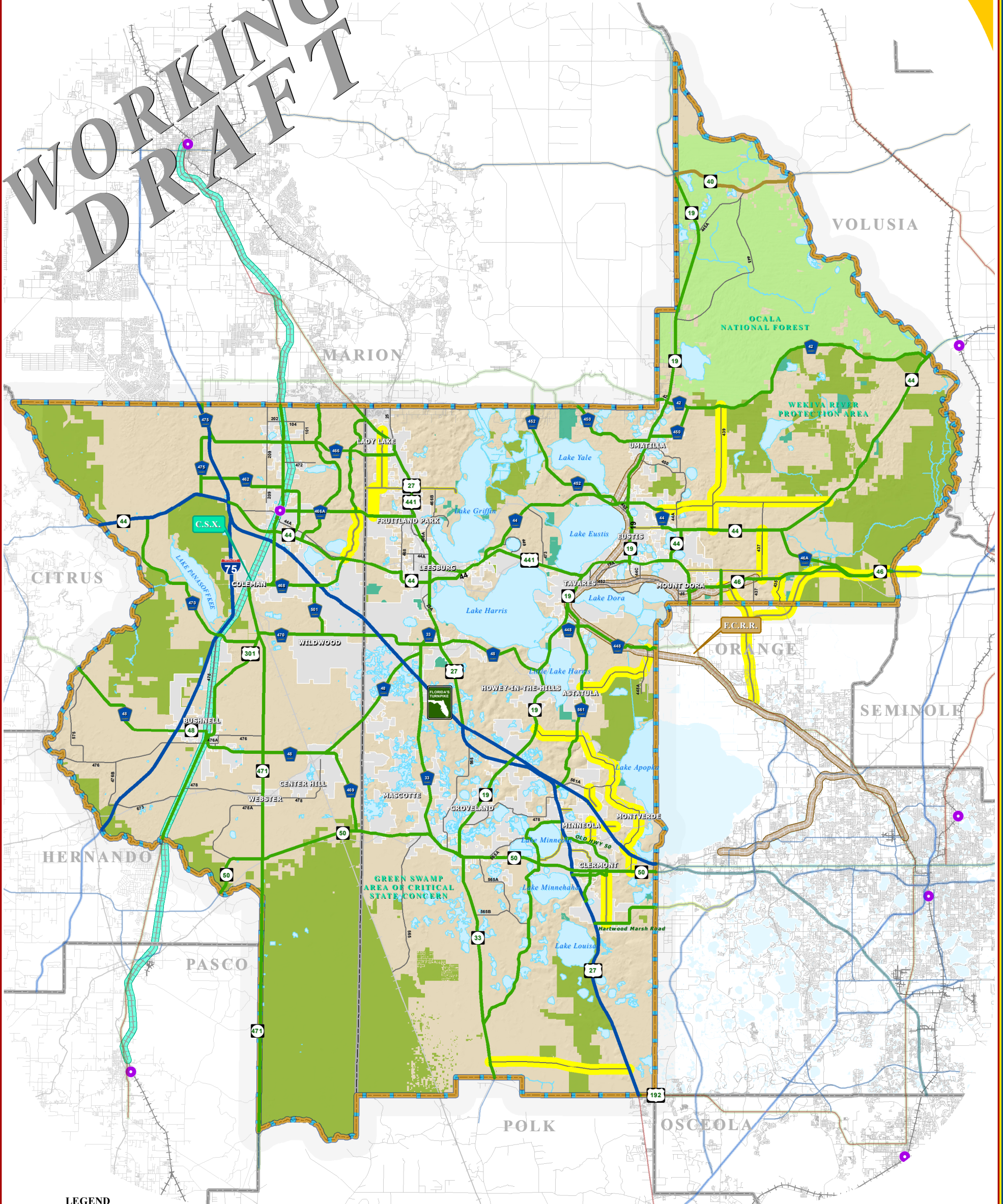
\* - The Approach Average ADT (total volume entering the intersection) was calculated by taking the two way AADT for each leg of the intersection and dividing by 2. Then the one way traffic counts for each leg (approach count) of the intersection were added together to get the intersection's total volume.

\*\* - The crash rate was calculated by FHWA Methodology: (number of crashes multiplied by 1,000,000) / (365 days) \* (number of years of data) \* (daily number of vehicles entering the intersection).



# PROPOSED REGIONALLY SIGNIFICANT CORRIDORS

**WORKING  
DRAFT**



**LEGEND**

- Water Body
- Municipal Area
- County Delineation
- Lake-Sumter MPO Boundary
- Public Lands Managed by Federal Agency
- Public Lands Managed by State Agency
- Public Lands Managed by Local Agency
- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Amtrak Station
- Active Railroad
- Abandoned Railroad

**Potential Changes and Revisions  
\*Requires Action**

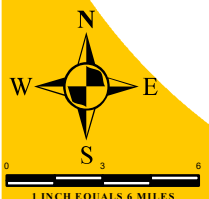
**ADOPTED REGIONAL CORRIDOR CLASSIFICATION**

- Regionally Significant Corridor
- Strategic Intermodal System
- Emerging Strategic Intermodal System
- Regionally Significant Rail Corridor - C.S.X.
- Emerging Regionally Significant Rail Corridor - F.C.R.R.

ADOPTED: SEPTEMBER 28, 2005  
REVISED: JANUARY 25, 2006  
REVISED: APRIL 26, 2006  
REVISED: APRIL 25, 2007  
REVISED: DECEMBER 3, 2008  
REVISED: MAY 26, 2010  
REVISED: DECEMBER 8, 2010  
REVISED: JANUARY 26, 2011

**NOTE:**

Corridors may be eligible for Transportation Regional Incentive Program (TRIP) funding.



## TRANSPORTATION PLANNING AREA SUMTER AND LAKE COUNTY, FLORIDA



**DATA SOURCES:**  
Lake and Sumter County GIS Department; Planning  
Public Lands Florida Managed Areas (FLMA)  
Florida Natural Areas Inventory (FNAI) Data  
Data Compilation and Map production compliments of the  
Lake-Sumter Metropolitan Planning Organization  
This map product was prepared from a Geographic Information  
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**MAP COMPOSITION:**  
AUGUST, 2017

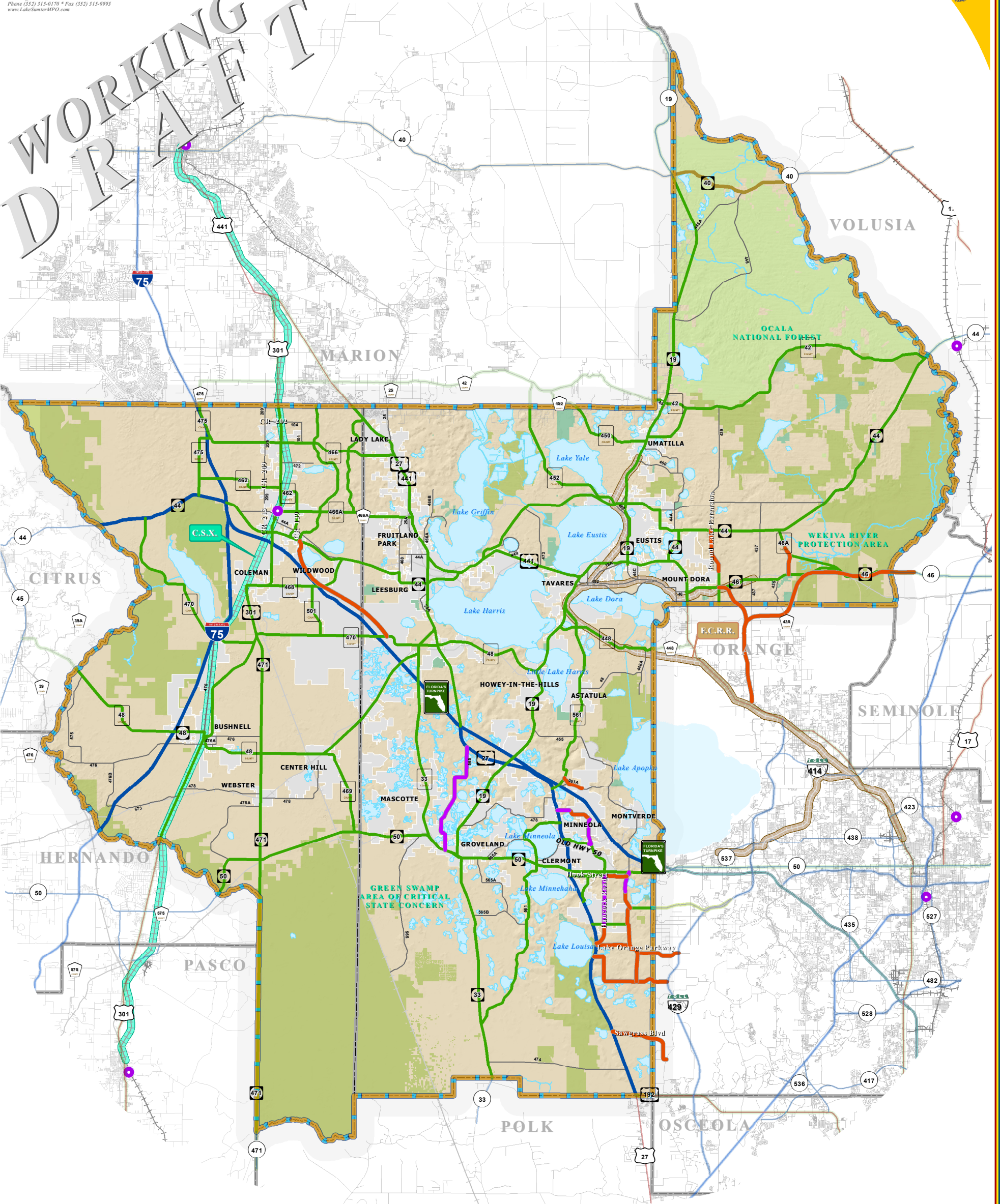
1 INCH EQUALS 6 MILES



# EMERGING REGIONALLY SIGNIFICANT CORRIDORS



WORKING  
DRAFT



**LEGEND**

- Water Body
- Municipal Area
- County Delineation
- Lake-Sumter MPO Boundary
- Public Lands Managed by Federal Agency
- Public Lands Managed by State Agency
- Public Lands Managed by Local Agency
- Amtrak Station
- Active Railroad
- Abandoned Railroad
- County Road
- State Road
- US Highway
- Interstate
- Turnpike

- Future - Emerging Regional Significant Corridor
  - Existing - Emerging Regional Significant Corridor
- Adopted Regional Corridor Classification**
- Regionally Significant Corridor
  - Strategic Intermodal System
  - Emerging Strategic Intermodal System
  - Regionally Significant Rail Corridor - C.S.X.
  - Emerging Regionally Significant Rail Corridor - F.C.R.R.

ADOPTED: SEPTEMBER 28, 2005  
REVISED: JANUARY 25, 2006  
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REVISED: APRIL 25, 2007  
REVISED: DECEMBER 3, 2008  
REVISED: MAY 26, 2010  
REVISED: DECEMBER 8, 2010  
REVISED: JANUARY 26, 2011

**NOTE:**  
Corridors may be eligible for Transportation Regional Incentive Program (TRIP) funding.



## TRANSPORTATION PLANNING AREA SUMTER AND LAKE COUNTY, FLORIDA



**DATA SOURCES:**  
Lake and Sumter County GIS Department; Planning and Public Lands Florida Managed Area (PLMA); Florida Natural Areas Inventory (FNAI) Database; Data Compilation and Map production compliments of the Lake-Sumter Metropolitan Planning Organization.  
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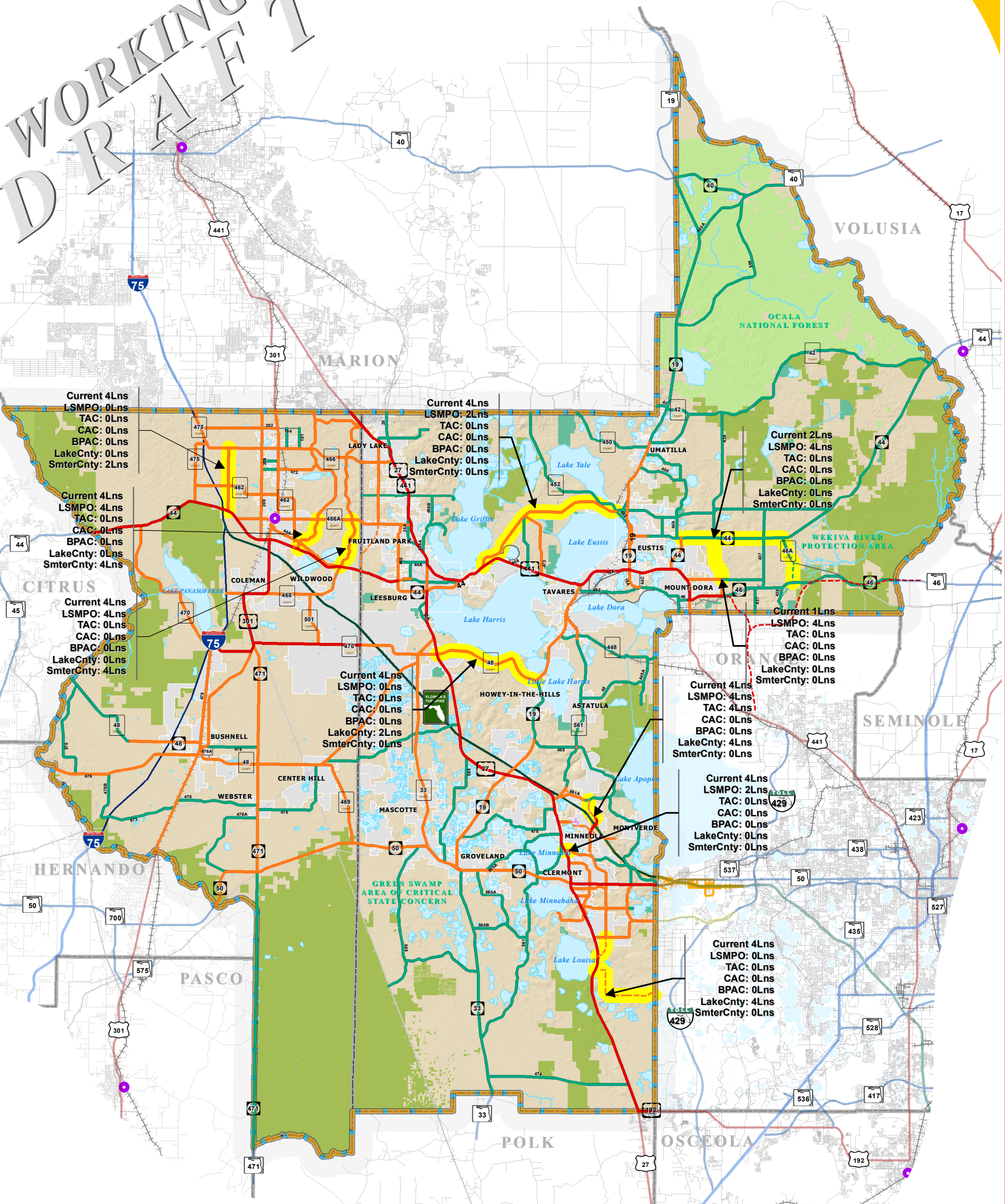
MAP COMPOSITION:  
AUGUST, 2017

1 INCH EQUALS 6 MILES



# PROPOSED MAXIMUM LANE CONSTRAINED CORRIDORS

WORKING  
DRAFT



**LEGEND**

- Water Body
- Municipal Area
- County Delineation
- Lake-Sumter MPO Boundary
- Public Lands Managed by Federal Agency
- Public Lands Managed by State Agency
- Public Lands Managed by Local Agency
- Amtrak Station
- Active Railroad
- Abandoned Railroad
- County Road
- State Road
- US Highway
- Interstate
- Turnpike

**LakeSumter MPO Lane Constrained Corridors**

- 6 Lanes
- 4 Lanes
- 2 Lanes
- FUTURE 6 Lanes
- FUTURE 4 Lanes
- FUTURE 2 Lanes
- Proposed Changes

The corridors displayed on this map, as proposed by the Lake Sumter MPO, addresses the lane constraints for state and county roads, designated collector status and above. Corridors that are constrained by this policy are so designated in an effort to accomplish one or more of the following:

- To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity
- To limit the extent to which corridors will be widened in order to prevent roadways from becoming dividing factors within communities or to prevent widening projects causing the erosion of viable neighborhoods or districts
- To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and centers
- To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors
- To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity

**NOTE:**

Please observe that these lane constraints apply only to through lanes and do not apply to turn lanes, auxiliary lanes and exclusive-transit lanes.

**FOR COMPLETE AND DETAILED LIST OF THE CONSTRAINT CORRIDORS, PLEASE REFER TO 2009 LANE CONSTRAINT WORKSHEET.**



## TRANSPORTATION PLANNING AREA SUMTER AND LAKE COUNTY, FLORIDA



**DATA SOURCES:**  
Lake and Sumter County GIS Department; Planning  
Public Lands Florida Managed Areas (FLMA);  
Florida Natural Areas Inventory (FNAI) Data;  
Data Compilation and Map production compliments of the  
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**MAP COMPOSITION:**  
AUGUST, 2017



## 1. Introduction

The Lake~Sumter Metropolitan Planning Organization (LSMPO), in coordination with the LSMPO's member governments and private sector transportation professionals, has developed a set of guidelines presented herein, for the preparation of a Traffic Impact Analysis (TIA). The intent of this document is to provide a general "best practices" preparation guide for applicants and/or consulting planners/engineers assessing the potential traffic impacts of new projects, updates to previously approved projects, or changes in zoning. These guidelines establish minimum standards for all TIA reports, in order to provide a clear, orderly and consistent basis on which traffic impacts are to be evaluated.

**NOTE:** *This methodology is not appropriate for a comprehensive plan amendment. Comprehensive Plan Amendments should instead follow State of Florida Department of Economic Opportunity (DEO) requirements. Available at:*

[www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/evaluation-and-appraisal-of-comprehensive-plans](http://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/evaluation-and-appraisal-of-comprehensive-plans)

## 2. Purpose

A Traffic Impact Analysis (TIA) is an important tool in the overall development planning process. It provides information which will allow local governments to evaluate the impact of a development with respect to the need for roadway and intersection capacity, operational, and safety improvements. The purpose of the (TIA) is to identify the potential traffic impacts of a new project on the transportation system and to develop mitigation strategies to offset any impacts according to the methodologies and provisions as described herein. A TIA also evaluates the impact of a proposed project at full buildout on the multimodal transportation system, including roads, transit, bicycle, and pedestrian facilities.

Another purpose of these TIA Guidelines is to provide a coordinated process for performing a review of traffic impacts created by proposed projects within the Lake~Sumter Metropolitan Planning area.

The LSMPO provides planning services to its member governments that include:

- Sumter County
- Lake County
- City of Bushnell
- City of Center Hill
- City of Coleman
- City of Webster
- City of Wildwood
- Town of Astatula
- City of Clermont

- City of Eustis
- City of Fruitland Park
- City of Groveland
- Town of Howey-in-the-Hills
- Town of Lady Lake
- City of Leesburg
- City of Mascotte
- City of Minneola
- Town of Montverde
- City of Mount Dora
- City of Tavares
- City of Umatilla

Figure 1: Lake~Sumter MPO Planning Area Boundary

Available at: [www.lakesumtermpo.com/pdfs/resources/MPOPlanningBoundary.pdf](http://www.lakesumtermpo.com/pdfs/resources/MPOPlanningBoundary.pdf)

A TIA study assesses the effects that a particular project's traffic will have on the transportation network. Studies vary in their range of detail and complexity depending on the type, size and location of the project and can be used to help evaluate what type of transportation improvements may be necessary. Additionally, traffic impact studies are used to:

- Forecast additional traffic associated with a new project, based on accepted practices.
- Determine the improvements that are necessary to accommodate a new project.
- Help to ensure safe and reasonable traffic conditions on streets after a project is complete.
- Reduce the negative impacts due to projects by helping to ensure that the transportation network can accommodate the project.
- Provide direction to community decision makers and developers of expected impacts.
- Protect the substantial community investment in the street system.

### **3. When is a TIA Required**

A TIA must be provided in accordance with the approving jurisdictions' adopted policies, plans, Land Development Regulations (LDRs) and Land Development Codes (LDCs), as otherwise required. Typically, a TIA is required at the first submission of an Overall Project Plan, or the Final Site Plan stage of the project. To determine when a TIA is required, the applicant is responsible for coordinating with the appropriate local government regarding at what project stage this should occur for their specific project. The requirements listed and applicability of this TIA shall be superseded by any future changes to Florida law.

The process of a TIA begins when a land owner or designated agent proposes to make a land use change that generates vehicular trips. At that time it shall be necessary for them to coordinate with the appropriate local government agency and submit a preliminary development

plan. The amount of traffic generated by a proposed project shall be calculated using the methodology and guidelines of the latest edition of the Institute of Transportation Engineers (ITE), Trip Generation Manual (currently the 9th Edition as of the writing of this document). As stated above, a TIA is required for all aspects of site development and impact assessment within the local government's jurisdiction. This includes, but is not limited to, updates to previously approved developments, the development of the Local Government Comprehensive Plan (LGCP), LGCP amendments, and particularly to Future Land Use Map (FLUM) changes. This also includes changes in zoning, reviews of Planned Unit Developments (PUDs), subdivision ordinances and related land activities. In addition, a TIA shall be required for all updates or phases of a project/development.

As mentioned above a TIA may also be required for requests for rezoning prior to the project TIA to analyze the net trip difference between the current and proposed zoning categories rather than the impact of a specific proposed project. The need for a TIA or any other studies needed for a rezoning should be coordinated with the appropriate government agency (municipality or County).

The determination of the TIA study type, and thus the level of detail and area of impact, required in the TIA document is dependent on the number of net new peak hour vehicular trips. Net new peak hour vehicular trips are defined as those trips produced by the project that have been adjusted for percentages of internal capture and/or pass-by trips (if applicable). Percentages of internal capture and pass-by trips must be shown to be justifiable and agreed to by the local government agency.

The development's net average weekday two-way volume generation with respect to the service capacity and operating condition of the adjacent major roadway network link[s] may be also be considered. The request for this information is at the discretion of the local government agency.

LOS standards and concurrency (if applicable) are determined by the local jurisdiction on state and county roads per s. 163.3180(5)(a), Florida Statutes (FS). Roadway segments evaluated in the TIA can be found in the LSMPO's TMS database. Under certain circumstances, additional roadway segments may be requested to be analyzed if the proposed project affects local "problem" areas, e.g., high accident locations, currently congested areas or areas of critical local concern.

There are two (2) tiers of TIA studies, each Tier is based upon the number of net new vehicular weekday AM peak hour, weekday PM peak hour or weekend peak hour trips are generated by the project. See sections 3.1 for Tier 1 criteria and Section 3.2 for Tier 2 criteria. If the need for a Tier 1 or Tier 2 TIA is determined, both the methodology letter and the TIA must be sealed and signed by a licensed professional engineer prior to submittal.

### **3.1 Tier1 TIA: Projects Generating Less than 100 Peak Hour Two-way Net New Trips**

De minimis Determination (Tier 1 TIA) - The LSMPO defines "de minimis" development as any development for which the net average weekday peak hour two-way volume generated by the development is less than 100 trip ends or driveway volume on the adjacent roadway[s].

As an example, developments of the following size typically generate less than 100 net new peak hour trips:

- Single Family Residential (ITE Code 210) – 99 dwelling units.
- Apartment (ITE Code 220) – 160 dwelling units.
- Office Building (ITE Code 710) – 66,000 square feet.
- Retail (ITE Code 820, Shopping Center w/o supermarket) – 26,000 square feet.
- Services (ITE Code 945, Gas station with Convenience Market) – 6 Fueling Positions.

Projects generating less than 100 peak hour two-way net new trips may generally be considered to create non-substantial impacts. In most cases, a Request for Exemption Letter from a Tier 1 TIA may be submitted.

If the traffic impacts of a proposed project can be clearly determined to have de minimis impacts and all the parties involved (local government, LSMPO, Florida Department of Transportation (FDOT), applicant, etc.) are in agreement, the submittal of a Tier 1 TIA may not be necessary. The applicant may submit a Request for Exemption Letter from doing a TIA. The required information needed to be provided in the Exemption Letter is described in Section 5. Any exemptions to performing a Tier 1 TIA or deviation from this methodology shall be at the discretion of the appropriate local government. If an exemption is approved, the local government has the responsibility of notifying the LSMPO.

However, there may be circumstances when a project generates less than 100 Peak Hour Two-way Net New Trips and the Request for Exemption Letter is denied. At this point a Tier 1 TIA is necessary. The applicant will need to submit a Methodology Letter for approval prior to the Tier 1 TIA submittal. The required information to be contained in the Methodology Letter is described in section 6. If any deviations from, or modifications to a Methodology are considered by the local government, the LSMPO must be notified prior to the submittal of the methodology by the applicant.

The required information to be included in the Tier 1 TIA document are described in general in Section 4 and detailed in Section 7 and Section 8.

### **3.2 Tier 2 TIA: Projects Generating 100 or More Peak Hour Two-way Net New Trips**

A Tier 2 TIA is required whenever a project is expected to generate 100 or more peak hour two-

way net new trips. For projects generating 100 or more peak-hour net new trips, a detailed TIA is required. Prior to the submittal of the study, a Methodology Letter must be submitted and approved by the LSMPO and/or the local government agency. All components of the Methodology Letter are described in detail in Section 6 of this methodology document.

All components of the TIA are described in general in Section 4 and detailed in Section 7 and Section 8 of this methodology document. Projects that impact state facilities (state roads) will need to have the TIA reviewed by the Florida Department of Transportation (FDOT) District 5.

### **3.3 TIA Requiring Regional Review**

Projects that generate 5,000 or more Average Daily Traffic (ADT) will require regional coordination that may include other cities, counties and FDOT as reviewing agencies. Projects of this size will typically have a wide study radius that may affect not just the local municipality but have regional affects and may cross county lines. These details shall be addressed in a methodology meeting.

## **4. Study Components**

The study components will be discussed during the methodology review process, but ultimately, it is at the discretion of the local government to reduce or expand the study area; add additional roadway segments and intersections as deemed necessary; show the effects of the project on and provision of intermodal facilities; and request supplementary information that is not specifically stated in the TIA methodology as written herein.

### **4.1 Study Area**

For a Tier 1 TIA the study area shall be defined as having a minimum 1 mile radius from the main access point of the proposed project. A Tier 2 TIA will have a study area of a minimum 1 mile radius plus all roadways where the project's peak hour trips consume five percent (5%) or more of a roadway's two-way peak hour generalized service volume based on the adopted LOS and committed number of lanes, unless otherwise specified by the City/County.

### **4.2 Study Roadways**

The study roadways will include all local roadway[s] where the project has access onto the roadway network. Including all arterials, collector roadways, and state roadways that are within a minimum of a one (1) mile radius of main access point of the proposed project for analysis. All roadway links to the point where the project's peak hour trips consume less than 5% of the roadway's two-way peak hour generalized service volume based on the adopted Level of Service (LOS) and committed number of lanes, unless otherwise specified by the City/County. The committed number of lanes shall be the existing lanes plus any improvements that are funded for construction within the first three (3) years of the Transportation Improvement Program (TIP) or funded local projects not in the TIP. It is at the discretion of the local government to

reduce or expand the list of study roadways required for the study.

### **4.3 Study Intersections**

All project access points onto the local roadway network. All signalized intersections that are within a minimum of a one (1) mile radius of main access point of the proposed project shall be analyzed. Un-signalized intersections within a one (1) mile radius of main access point that are significantly impacted by project traffic shall also be analyzed. All access points to the sites shall also be analyzed. It is at the discretion of the local government to reduce or expand the list of study intersections required for the study.

### **4.4 Alternate Modes of Transportation**

Impacts to the existing or future funded transit network and transit amenity infrastructure (as per the adopted Transit Development Plan) on road segments within the TIA analysis area and roadway segments within the Americans with Disabilities Act (ADA) complementary paratransit service area for the transit system must be assessed as part of the TIA. Existing, planned or proposed bicycle facilities, pedestrian facilities and multiuse trails within the study area of the proposed project shall be analyzed to ensure the proposed project will maintain or improve existing conditions for pedestrians and bicyclists. Special attention should be directed toward multimodal improvements within the walk zone for all schools within the TIA analysis area of the proposed project.

## **5. Request for Exemption from a Tier 1 TIA**

As defined in Section 3.1, projects that generate less than 100 peak hour two-way net new trips are eligible to submit a Request for Exemption Letter from a Tier 1 TIA. If a project meets the criteria and the applicant decides to submit a Request for Exemption Letter from a Tier 1 TIA, the following information, at a minimum, must be provided:

- Purpose (to include the grounds for the exemption).
- Project Description
- Site Location Map
- Site Plan
- Trip Generation Calculation (include land use description, ITE Code number, number of units, rate/formula for Daily and PM Peak trip generation, daily and PM Peak trips with in/out trips.
- Area of Influence/Study Area
- Trip Distribution/Assignment.

Details regarding the requirements for bulleted items listed above are provided in Section 8.

## **6. Methodology Letter**

Prior to conducting the TIA, a written methodology letter shall be prepared by the applicant and submitted for review and approval by the local government. The purpose of the methodology

letter is to establish agreed upon methodologies and assumptions prior to the start of the study, corresponding to the issues outlined in the following sections. The Methodology Letter, prior to the submittal of a TIA, must include:

- Project description and purpose.
- Level of TIA being presented (Tier 1 or Tier 2).
- Site Location map.
- Map of the area of influence/study area.
- Site plan of the proposed development that shows the proposed access locations.
- Summary of the proposed trip generation including any proposed pass-by trips and internal trip capture. Show all input items (i.e. Land Use description, ITE Codes, trip rates or formulas) and data used in the calculations.
- Proposed trip distribution (to a minimum of 1 mile from the access point[s]) in the study area, and include backup calculations.
- List of roadways from the LSMPO Transportation Management System (TMS) database that fall within the study area.
- Identify any critical issues related to the project.
- Proposed growth rate for calculation of future traffic (if project is phased or anticipated to take more than one year to complete).
- Date of any traffic counts used in the analysis.
- List of all signalized intersections and major un-signalized intersections that fall within the study area or are recommended to be included in the study.

Once approved, the methodology letter shall be valid to govern submittal of the TIA for a period of six (6) months. It shall be the Applicant's responsibility to ensure that a traffic study is not prepared or submitted without an approved Methodology Statement signed by the Local Government. As mentioned in Section 3 the Methodology Letter must be sealed and signed by a licensed professional engineer.

## **7. Report Format**

To provide consistency and facilitate review of the TIA, the following outline shall be followed to the extent possible:

- Table of Contents
- List of Figures
- List of Tables
- Introduction - to include
  - Purpose of the project
  - Project Description
  - Site Location
  - Site Plan
  - Study Area/Area of Influence



- Planned and Programmed Improvements
- Committed Development in the area
- Existing Roadway and Traffic Conditions
  - Pertinent existing roadway information
  - Existing roadway segment geometry
  - Existing intersection geometry
  - Existing traffic volumes
  - Existing LOS
- Future Roadway and Intersection Conditions
  - Pertinent Future Roadway Information
  - Future Roadway Segment Geometry
  - Future Intersection Geometry
- Future Traffic Conditions (if appropriate)
  - Background Traffic
  - Trip Generation
  - Trip Distribution and Assignment
  - Future Traffic Volumes
- Transportation Assessment
  - Segment Analysis
  - Intersection Analysis
  - Turn Lane Analysis
  - Access Analysis
- Multimodal Assessment
  - Transit
  - Bicycle
  - Pedestrian
- Mitigation Strategies
  - Recommended Improvements
  - Proportionate Share Calculations
- Summary/Conclusions –
  - Brief discussion to highlight the reason for the TIA Tier classification
  - Methodology Followed
  - General Results of the Analysis
  - Action Requested (e.g., approval of mitigation strategy) of the local government
- Appendix
  - Traffic Count Data (if applicable)
    - Average Daily 24-Hour or Peak Hour Traffic Counts
    - Peak-Hour Turning Movement Counts (AM, PM, Mid-day, Weekend (as applicable))
  - Capacity Analysis Summary Sheets
    - Existing Conditions
    - Future Conditions
    - Future Mitigated Conditions (per Phase , if required)
  - Trip Distribution Plot from the Travel Demand Model
    - Be sure to include North Arrow
    - Title of Plot (describe the data that is shown; e.g. PM Peak, with project trips, etc.)
    - Site Location
    - Road Names (Major Roads and the roads where the project has access points)

## **8.0 Detailed Descriptions of Required TIA Components**

The following section describes the minimum content/information that shall be included in each chapter or section of the TIA based on the outline provided in Section 7.

### **8.1 Table of Contents**

- Sections by number with title and page number
- List of Tables by number with title and page number
- List of Figures by number with title and page number

### **8.2 Introduction**

This sections shall contain pertinent information about the proposed project. The information shall be provided as discussed below.

#### **8.2.1 Purpose**

The reason for the submittal of the TIA (Tier 1, Tier 2, or Regional Reviews) shall be stated. For example, it shall be stated if the TIA is being submitted for a development plan approval, zoning change, etc. Another example would be if the TIA is being submitted as an update to a previously approved development/phase.

#### **8.2.2 Project Description**

A brief description of the proposed project shall be provided. The following information shall be provided and can be presented as a bulleted list or table:

- Area Type (Rural, Transitional, Urban)
- Type of Development (e.g., Residential, Retail, etc.)
- Edition of the Institute of Transportation Engineers (ITE) used, Land Use Code(s)
- Size of development in standard ITE units (e.g., dwelling units for residential, 1,000 square feet for commercial/retail, etc.)
- Location/Description of the proposed development site and access points
- Anticipated opening/buildout year (by phase, if necessary)
- Analysis years (by phase, if necessary)
- Analysis periods (e.g., AM, PM, Mid-day, etc.)
- Source of adopted roadway Level of Service (refer to TCMS spreadsheet)

#### **8.2.3 Site Location and Site Plan**

An area Figure/Map shall be provided to show the location of the project in relation to the surrounding region. This figure shall show the area of influence of the project, as discussed in the following section. In addition, a site plan shall be

included in this section to provide an overview of the project site and site access.

#### **8.2.4 Study Area/Area of Influence**

The study area to be addressed by the applicant shall be regional in nature and shall include all roadways and major intersections affected by the proposed development. For those projects requiring a Methodology Letter, the study area will be defined prior to submittal of the TIA. The applicant should request the local government/LSMPO provide the study area based on location and proposed land use (provided by applicant).

The extent of the study impact area shall be determined by the area of influence of the project. The area of influence shall be established as one-half (1/2) the total trip length associated with the land use of the proposed development, based upon the Lake County Transportation Impact Fee Update Study Final Report (see table in Appendix B, column "D"). The area of influence shall be based on the "as the bird flies" distance. The roadway segments and intersections within the area of influence shall be considered for further study. In cases where the proposed project involves multiple land uses, the study area shall be defined as one-half the total trip length associated with the land use having the longest total trip length.

It should be noted that once the study area has been established based on the previously described methodology, there is the potential that not all intersections and segments within the study area will require full analysis. The intersections requiring full data collection and analysis will be determined by the anticipated effect of the proposed development at each location. The principal factors in this determination include the project trip distribution on the study area network and existing LOS and operations on the study area roadways and at the subject intersections. As the effect of the project traffic on more distant segments and intersections diminishes, specific locations may be removed from further consideration. Additionally, factors that could also influence the area of influence are the existing and future land uses in the area, and the existing and future transportation network.

The study area roadways and intersections may be discussed during the methodology review process, but ultimately, it is at the discretion of the local government to reduce or expand the study area, as deemed necessary.

#### **8.2.5 Planned and Programmed Improvements**

This section shall identify and discuss all planned and programmed roadway

improvements relevant to the study area. This includes all local, state and federal projects that have been planned or funded. The section shall include a list of planned or programmed improvements, location/limits, programmed phases with years, and the name of the agency responsible for implementing the project. Only those programmed improvements contained in the first three (3) years of the relevant work program, and funded for construction, shall be considered as capacity "in-place." If no programmed or planned improvements are relevant to the study area, the applicant shall indicate that there are no planned or programmed improvements within the project study area within the next three years. In general, both the Lake County and Sumter County TCMS will be kept up to date with planned and programmed improvements from the first three years of the work program.

#### **8.2.6 Committed Development**

This section shall include discussion and figures pertaining to Approved/Committed Development. In general, the Lake County and Sumter County TCMS will be kept updated with committed/reserved trips relevant to the study area. If no information is available then an appropriate growth rate, as approved by the local government, shall be used.

### **8.3 Existing Roadway and Traffic Conditions**

The applicant is responsible for collecting or obtaining the existing conditions data required to effectively produce a TIA that meets the local government's requirements. The existing conditions data will include information on existing roadway geometry, existing traffic control, existing traffic volumes and existing LOS. This information shall be from field observations and the Lake County or Sumter County TCMS spreadsheet and may be presented collectively using tables and/or figures.

#### **8.3.1 Pertinent Existing Roadway Information**

Any information that does not fall strictly into the existing segment and intersection categories shall be documented. This may include discussion and figures pertaining to Access Management (e.g., restricted, unrestricted), Functional Classification (e.g., arterial, collector, local road), Area Type (e.g., urban, urban transitioning, or rural/undeveloped), etc.

#### **8.3.2 Existing Segment Geometry**

Information shall be provided about the existing geometry or laneage of the study segments. Typically this information is depicted in a figure or listed in a table.

### **8.3.3 Existing Intersection Geometry**

Information shall be provided about the existing geometry or laneage of the study intersections. Typically this information is depicted in a figure or listed in a table.

### **8.3.4 Existing Traffic Volumes**

A discussion and appropriate Tables/Figures shall be provided to present existing year Average Daily Traffic (ADT) and peak-hour directional volumes on study area roadway segments, and existing year peak-hour Turning Movement Counts (TMCs) at the study area intersections.

P.M. peak-hour directional volumes are provided in the Lake County or Sumter County TCMS spreadsheet, provided at or before methodology. In cases where no information exists in the TCMS for a particular segment (zeroes in the TCMS or there are no traffic counts on the roadway segment being analyzed), manual/tube counts shall be required. For such a situation, count data from the most recent FDOT Traffic Information DVD and/or the Lake County and Sumter County Annual Traffic Count programs may also be utilized to obtain segment volumes. Historical TMC data collected by others that is less than one (1) year old may also be utilized with prior local government approval, provided that the counts are grown to present day volumes using an accepted growth rate.

### **8.3.5 Existing Level of Service (LOS)**

Existing LOS analyses shall be conducted for segments and intersections based on currently accepted traffic engineering principles. Methods that incorporate and apply appropriate techniques from the latest edition of the Highway Capacity Manual (HCM) are acceptable. These methods may include the use of the latest available versions of the Highway Capacity Software (HCS), Synchro, LOSPLAN and the FDOT Generalized Service Volume tables.

The existing LOS shall be compared to the adopted LOS standards used for concurrency determination and shall be consistent with the Transportation Element of the local government's Comprehensive Plan. The LOS standards for an intersection analysis shall be the conservative adopted roadway LOS standard of the intersecting roadways. For the majority of facilities, the Lake County and Sumter County TCMS may be used (if up to date) for the adopted LOS standards, area type, facility type, maximum service volume, etc. as they apply to the transportation network. If the TCMS is not currently up to date, use the Transportation Element of the local government's Comprehensive Plan.

When an applicant is utilizing the FDOT Generalized Service Volume tables, particular attention shall be given to the appropriate selection of criteria based on Access Management (e.g., restricted, unrestricted), Functional Classification (e.g., arterial, collector, local road), Area Type (e.g., urban, urban transitioning, or rural/undeveloped), etc.

Before conducting an analysis utilizing LOSPLAN, the applicant shall verify with the Lake County or Sumter County TCMS that an analysis on the affected segments has not already been developed, and is being applied in the TCMS, within the past year. If an approved LOSPLAN analysis, less than one (1) year old, exists within the Lake County or Sumter County TCMS, the applicant shall utilize these results for the applicable segments of the system within the study area.

#### **8.4. Future Roadway Conditions**

This section shall contain information pertaining to the future (build-out year) roadway conditions. Generally, if the future roadway conditions are not substantially different from the existing year (as would be the case when there are no pertinent planned and programmed improvements) then this section may not be necessary and a brief statement to that effect shall be provided.

##### **8.4.1. Pertinent Future Roadway Information**

Any information that does not fall strictly into the existing segment and intersection categories shall be documented. This may include discussion and figures pertaining to Access Management (e.g., restricted, unrestricted), Functional Classification (e.g., arterial, collector, local road), Area Type (e.g., urban, urban transitioning, or rural/undeveloped), etc. If the pertinent roadway information does not differ from that of the existing conditions, then this may be stated in lieu of tables or figures.

##### **8.4.2. Future Segment Geometry**

This section shall include information about the future geometry or laneage of the study segments. Typically this information can be depicted in a figure or listed in a table. If the future segment geometry does not differ from the existing segment geometry, then this may be stated in lieu of tables or figures.

##### **8.4.3. Future Intersection Geometry**

This section shall include information about the future geometry or laneage of the study intersections. Typically this information can be depicted in a figure or listed in a table. If the future intersection geometry does not differ from the existing

intersection geometry, then this information may be stated in lieu of any tables or figures.

## **8.5. Future Traffic Conditions**

The applicant shall provide a graphical summary or table of the future year background traffic, plus the proposed development traffic for the A.M. peak-hour, P.M. peak-hour, Mid-day peak-hour or weekend peak-hour (whichever is applicable). These volumes shall include both segment and turning movements within the study area.

Note that de minimis impacts are defined by Florida Statute as project impacts equating to less than 1% of the maximum service volume for the impacted roadway segment. Cumulative de minimis impacts may not exceed 110% of the maximum service volume for non-hurricane evacuation routes or 100% of the maximum service volume for designated hurricane evacuation routes.

### **8.5.1. Background Traffic**

Background (committed/reserved) traffic from approved developments in the area shall be tracked and is maintained within the Lake County and Sumter County TCMS. As such, in most cases, a separate determination of background traffic will not be required. However, should the Lake County or Sumter County TCMS not be up to date, a previously agreed upon growth rate from the Methodology will be used.

### **8.5.2. Trip Generation**

Trip generation involves estimating the number of trips that will be produced from or attracted to the proposed development. The latest edition of the ITE Trip Generation manual (currently the 9th Edition, as of the writing of this document) shall be used to determine proposed project trip estimates. The estimates obtained from this source must be used with good judgment as they are based on national data and may not take into account any special features that the local subject site might have.

Opportunities are available for reducing the estimated trips to derive net, new, external trips and include:

- **INTERNAL CAPTURE**

Internal capture refers to the percentage of trips generated by a multiple land use development (e.g., having a combination of retail, office and/or residential uses) that take place entirely within that development. Deductions may be made to the total site-generated trip estimates of a

multi-use development by estimating the amount of internal capture for individual land uses. The ITE Trip Generation Handbook contains the recommended procedure for estimating internal capture deductions. Provide any internal capture worksheets in the appendix.

- **PASS-BY TRIPS**

Retail land uses experience pass-by trip "capture" from the adjacent traffic stream. Pass-by trips are those already on the network making intermediate stops en-route between an origin and a primary trip destination, without route diversion. These trips shall not be included in the new trip estimates. In general, pass-by trips should not exceed 10% of the background traffic on the adjacent roadway, nor 25% of total trip generation. However, fast-food restaurants, gas stations/convenience stores, pharmacies/drug stores and drive-in banks, due to their high pass-by nature, may exceed 25% of the total, with permission from the local government. New trip percentages, by land use, are provided in the Lake County Transportation Impact Fee Update Study Final Report (see table in Appendix B, column "D"). Should this document not be current, the use of the ITE Handbook is acceptable. If the ITE Handbook is used, the pertinent data used needs to be described in the text and included in the appendix.

The use of internal capture and pass-by rates shall be approved at the discretion of the local government.

### **8.5.3. Trip Distribution and Assignment**

Trip distribution is a process by which the trips generated in one traffic analysis zone (TAZ), or by one land use, are allocated to other TAZs, or other land uses, in the study area. Trip assignment is the process of numerically assigning the distributed trips to specific transportation facilities. The term "trip distribution" is sometimes used to define both procedures of trip distribution and assignment.

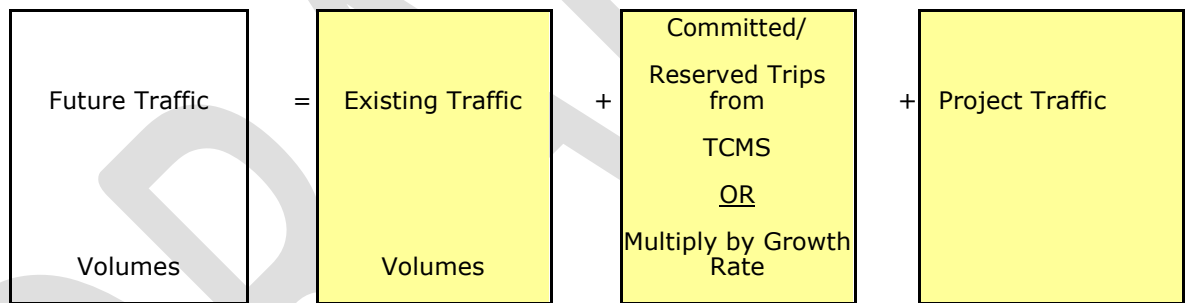
Trip distribution and assignment may be based on the Lake~Sumter MPO's currently adopted travel demand model (presently the Central Florida Regional Planning Model [CFRPM]), market analysis, existing traffic flows, applied census data, or professional judgment (manually distributed). In general, this section shall present the forecasted trip assignment based on the development's trip generation and distribution estimates. This typically takes the form of figures providing the percentage of total proposed project trips on the individual roadways in the transportation study network. The procedures and logic for estimating the trip distributions must be well documented. The trip distribution



and assignment patterns shall be presented for each phase of the development or as requested by the local government. Unless otherwise agreed at Methodology, proposed projects which are projected to generate one-hundred and one (101) or more net new peak-hour project trips (Tier 2 TIA) should utilize the Lake~Sumter MPO's currently adopted travel demand model (presently CFRPM) to derive trip assignment percentages.

#### 8.5.4. Future Traffic Volumes

This section shall include discussion and figures presenting future year AADT on study roadway segments and future year peak-hour TMCs at the study intersections. Typically, this information can be depicted in a figure or listed in a table. This estimate of future year traffic volumes on the study area transportation network would result from the summation of the proposed project volumes, determined after the processes of trip generation (including adjustment for internal capture and pass-by trips), trip distribution and assignment, committed/reserved trips from the Lake County and Sumter County TCMS or applied growth rate, and existing traffic volumes.



#### 8.6. Transportation Assessment

LOS analyses shall be conducted and utilize the future and projected traffic volumes, as obtained following the guidance provided in Section 8.5. The analysis shall be based on currently accepted traffic engineering principles. Methods that incorporate and apply appropriate techniques from the latest edition of the Highway Capacity Manual are acceptable. These methods may include the use of HCS, Synchro 6 and higher, LOSPLAN and FDOT Generalized Service Volume tables.

The LOS standards used for concurrency determination shall be consistent with the Transportation Element of the local government's Comprehensive Plan. The LOS standards for an intersection shall be the most conservative adopted roadway LOS standard of the intersecting roadways. For the majority of facilities, the Lake County and Sumter County TCMS will be kept up to date with the adopted LOS standards, area types, facility types, maximum service volumes, etc., as they apply to the transportation network. If the TCMS is not currently up to date, use the information

in the Transportation Element of the local government's Comprehensive Plan.

#### **8.6.1. Segment Analysis**

A roadway segment analysis shall be performed on each of the study roadway segments. If the analysis indicates that the future segment LOS will be below the adopted LOS standard, potential mitigation measures shall be developed and analyzed to show effectiveness of the improvement(s), as well as a fair share calculation for these measures. The latest version of LOSPLAN can also be used to develop an alternative capacity/service volume based on corridor-specific data. The LOSPLAN analyses must be approved by the local government and shall be applied in the TCMS as the new capacity.

#### **8.6.2. Intersection Analysis**

A signalized or un-signalized intersection analysis shall be performed on each of the study intersections. The procedure shall utilize Highway Capacity Manual techniques, as previously mentioned in Section 8.6. The existing LOS shall be compared to the adopted LOS standards, used for concurrency determination, and shall be consistent with the Transportation Element of the local government's Comprehensive Plan. The LOS standards for an intersection shall be the most conservative adopted roadway LOS standard of the intersecting roadways.

A summary of the analysis results shall be tabulated with the software output included in the Appendix section. If the analysis determines that the future intersection LOS will be below the adopted LOS standard, potential mitigation measures shall be developed and analyzed to show effectiveness of the improvement(s), as well as the fair share calculation for these measures.

#### **8.6.3. Turn Lane Analysis**

For intersections with failing turning movements, the need for additional turn lanes and an analysis of turn lane storage length adequacy shall be conducted. Information regarding the methodologies to conduct this analysis is available in References 21, 22 and 23.

#### **8.6.4. Access Analysis**

The TIA shall include an assessment of on-site and off-site turn lane adequacy, required storage, potential for signalization, sight distance and other intersection safety aspects, and on-site circulation as it may affect access. Use of joint access driveways is encouraged to reduce the total number of connections to the roadway network.

The following points should be considered in determining the need for turn lanes:

- The total traffic generated by the anticipated traffic distribution, the number of access points and the projected turning movement volumes.
- A traffic analysis indicates that turn lanes would be necessary to maintain capacity on fronting roads and/or at adjacent or nearby intersections.
- Entrances are proposed at locations where grade, topography, site distance, traffic, or other unusual conditions indicate that turn lanes would be needed to improve safety.

Land development regulations will govern when access to the County Road network is involved. Lake County typically requires turn lanes projects generating 50+ peak hour trips. For access to the State Highway System, normal procedures with FDOT apply.

## **8.7 Mitigation Strategies**

If the transportation assessment reveals that the potential project will not result in a deficiency in the existing roadway network then no project-related improvements are required. However, mitigation strategies must be developed if the transportation assessment determines that the proposed project will potentially result in a deficiency in the LOS of transportation facilities. This process involves addressing the extent of the mitigation strategies/solutions as well as calculation of fair share cost.

### **8.7.1. Recommended Improvements**

Mitigation strategies must be developed if the transportation assessment determines that the proposed project will potentially result in a deficiency in the Level of Service of transportation facilities. Mitigation measures for segments, intersections, turn lanes and site access shall be developed to allow the build condition to operate above the local government's acceptable Level of Service standards. These measures may include, but are not necessarily limited to:

- Revised striping
- Addition of turn lanes
- Addition of travel lanes
- Addition of storage lanes
- Lengthening of storage lanes
- Installation of traffic signals
- Installation of traffic control signs
- Restriction of turning movements
- Adjustment of traffic signal cycle lengths

- Introduction of additional traffic signal phases

Improvements must be concurrent with the impacts of development. Concurrency is a state requirement that development is not to proceed unless infrastructure capacity and specific urban services are in place to service the new development.

If reasonable mitigation measures cannot be implemented to assure that traffic will operate in an efficient way, a more detailed evaluation of project size, land use types, and development phasing may be required. If viable transportation improvements cannot be recommended, then steps must be taken to reduce the project's impact on the adjacent roadway network to acceptable levels.

### 8.7.2. Proportionate Share Calculation

The intent of the proportionate share option is to provide applicants an opportunity to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their share of the cost of improving the impacted transportation facility. However, the ability of local governments to fund improvements is subject to budget constraints.

Consequently, it should be noted that the determination of a project's proportionate share cost and the applicant's ability to pay that cost is not a guarantee the project will be approved. In addition, there is no guarantee of a funding match by the local government to facilitate implementation of the proposed mitigation strategy unless it is formalized in an agreement.

The estimated cost of the needed intersection and roadway improvements shall be calculated for the stage or phase of the project under review using guidance provided in FS 163.3180 (16) and FAC 9J-2.045. The formula below is provided as guidance:

$$\boxed{\begin{array}{c} \text{Proportionate} \\ \text{Share Cost} \end{array}} = \boxed{\begin{array}{c} \text{Cost of} \\ \text{Improvement} \end{array}} * \boxed{\begin{array}{c} \text{Project Trips} \end{array}} \div \boxed{\begin{array}{c} \text{Increase in} \\ \text{Service Volume} \end{array}}$$

where,

- Increase in Service Volume is the change in peak-hour maximum service volume of the roadway that would result from the construction of the improvement necessary to maintain the adopted LOS.
- Cost of Improvement is the cost of construction, at the time of developer payment, of an improvement necessary to maintain the adopted level of

service. Construction cost includes all improvement associated costs, including engineering design, right-of-way acquisition, planning, engineering, inspection, and other associated physical development costs directly required and associated with the construction of the improvement, as determined by the governmental agency having maintenance authority over the roadway.

- Project Trips are the trips from the stage or phase of the project under review that are assigned to a roadway segment and have triggered a deficiency based upon comparison to the adopted LOS.

### **8.8 Summary/Conclusions**

A brief discussion (one or two paragraphs) shall be provided to highlight the TIA Tier classification (Tier 1, Tier 2, or Regional Review), methodology followed and general results including any deficiencies and mitigation. In addition any action requested (e.g., approval of mitigation strategy) of local government shall be specified.

### **8.9 Appendix**

#### A. Traffic Count Data

- i. Average Daily 24-Hour Traffic Volumes (as necessary)
- ii. Peak-hour Turning Movement Volumes (A.M./P.M./Mid-day, as necessary)

#### B. Capacity Analysis Summary Sheets

- i. Existing Conditions
- ii. Future Conditions (per phase if required)
- iii. Future Mitigated Condition (per phase if required)

#### C. Lake County TCMS spreadsheet (relevant sections)

## **9. Literature Review**

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*Transportation Uniform Standard Rule*. <https://www.flrules.org/>
27. Florida Dept. of Transportation. (2007). 2007 LOS Issue Papers.
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29. City of Wildwood. *Concurrency Management System* (2007).
30. River to Sea TPO (2016). *Transportation Impact Anaysis (TIA) Guidelines*.

# Appendix A

## List of Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AADT	Average Annual Daily Traffic
CDA	Campus Development Agreement
CFRPM	Central Florida Regional Planning Model
CMP	Congestion Management Plan
CMS	Congestion Management System
DRI	Development of Regional Impact
DVD	Digital Video Disc
FDOT	Florida Department of Transportation
FLUM	Future Land Use Map
FQD	Florida Quality Development
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
ITE	Institute of Transportation Engineers
LDC	Land Development Code
LDR	Land Development Regulations
LGCP	Local Government Comprehensive Plan
LOS	Level of Service
LSMPO	Lake~Sumter Metropolitan Planning Organization
MPO	Metropolitan Planning Organization
PDF	Portable Document Format
PUD	Planned Unit Development
TAZ	Traffic Analysis Zone
TCMS	Transportation Concurrency Management System
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Plan
TMC	Turning Movement Count

**APPENDIX B**

**Lake County Transportation Impact Fee Schedule**

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## Table 9-1 Lake County Transportation Impact Fee Schedule (100.0 Percent of Cost) including Sales Tax Credit as of 12-21-01

<b>Fee Schedule Assumptions:</b>													
Gasoline Tax \$0.191 25 5.0%			Unit Construction Cost: \$1,702,843 Capacity per lane: 8,487 Fuel efficiency: 16.0 Effective days per year: 365			Local Trip Length: 0.5 Interstate Mileage %: 20.5% Across-the-Board Adjustment: 0.0%							
ITE Code	Land Use (A)	Unit (B)	Trip Rate (C)	Trip Length (D)	Trip Length (E)	Percent New Trips (F)	Total Impact Cost (G)	Annual Gas Tax (H)	Gas Tax Credit (I)	Across the Board Adjustment (J)	Net Impact Fee (K)	Current Fee (L)	Percent Difference (M)
<b>Residential:</b>													
210	Single Family / Mobile Home (On Single Family Lot) - Less than 1500 sf	du	6.38	8.60	9.10	100%	\$4,373	\$127	\$1,783	\$0	\$2,589	\$1,083	139%
210	Single Family / Mobile Home (On Single Family Lot) - 1,501 sf to 2,500 sf	du	8.50	8.60	9.10	100%	\$5,830	\$169	\$2,378	\$0	\$3,453	\$1,343	157%
210	Single Family / Mobile Home (On Single Family Lot) - Greater than 2,500 sf	du	10.03	8.60	9.10	100%	\$6,880	\$199	\$2,805	\$0	\$4,074	\$2,157	89%
N/A	Active Adult (Deed Restricted)	du	3.91	9.80	10.30	100%	\$3,056	\$88	\$1,238	\$0	\$1,818	\$1,104	65%
221	Multi-Family (1 or 2 Stories)	du	6.59	7.19	7.69	100%	\$3,779	\$111	\$1,558	\$0	\$2,221	\$1,142	95%
222	Multi-Family (3 & more Stories)	du	4.20	7.19	7.69	100%	\$2,408	\$70	\$993	\$0	\$1,416	\$1,28	94%
240	Mobile Home Park (Mobile Homes clustered in a Park)	du	4.81	6.06	6.56	100%	\$2,325	\$69	\$970	\$0	\$1,355	(1)	-15%
252	AGLF	du	3.40	4.37	4.87	72%	\$853	\$26	\$366	\$0	\$487	\$572	-15%
<b>Lodging:</b>													
310	Hotel	room	8.23	8.88	9.38	66%	\$3,847	\$111	\$1,566	\$0	\$2,281	\$1,236	85%
320	Motel / Bed and Breakfast	room	5.63	6.06	6.56	77%	\$2,095	\$62	\$874	\$0	\$1,221	\$1,236	-1%
416	Campground / RV Park	space	3.90	6.06	6.56	77%	\$1,451	\$43	\$606	\$0	\$846	\$806	5%
<b>Recreational:</b>													
412	General Recreation / County Park	acres	2.28	6.40	6.90	90%	\$1,047	\$31	\$435	\$0	\$612	\$727	-16%
420	Marina	slip	2.96	8.04	8.54	94%	\$1,784	\$52	\$730	\$0	\$1,054	\$719	47%
430	Golf Course	holes	35.74	6.91	7.41	90%	\$17,727	\$520	\$7,326	\$0	\$10,401	(2)	
473	Amusement & Recreation Services	1,000 sf	134.30	6.91	7.41	94%	\$69,573	\$2,040	\$28,753	\$0	\$40,820	(2)	
492	Racquet Club/Health Spa	1,000 sf	17.14	6.91	7.41	94%	\$8,879	\$260	\$3,670	\$0	\$5,210	\$4,166	25%
494	Bowling Center	1,000 sf	33.33	6.91	7.41	92%	\$16,899	\$496	\$6,984	\$0	\$9,915	(2)	
N/A	Dance Studio	1,000 sf	17.14	6.91	7.41	94%	\$8,879	\$260	\$3,670	\$0	\$5,210	(2)	
N/A	Horse Training	acres	5.00	6.91	7.41	94%	\$2,590	\$76	\$1,070	\$0	\$1,520	(2)	
<b>Institutional:</b>													
520	School (Elementary)	student	1.02	7.40	7.90	80%	\$482	\$14	\$198	\$0	\$283	\$138	105%
522	Middle School	student	1.45	7.40	7.90	90%	\$770	\$22	\$317	\$0	\$453	\$138	228%
530	School (High)	student	1.79	7.40	7.90	90%	\$951	\$28	\$391	\$0	\$560	\$175	220%
550	School (College)	student	2.38	8.60	9.10	90%	\$1,469	\$43	\$589	\$0	\$870	\$225	287%
540	Junior College	student	1.54	8.60	9.10	90%	\$951	\$28	\$388	\$0	\$563	\$1,221	-54%
560	Church / Religious Organization	1,000 sf	9.11	5.50	6.00	90%	\$3,597	\$107	\$1,512	\$0	\$2,084	\$808	158%
565	Day Care Center	1,000 sf	79.26	2.82	3.32	73%	\$13,013	\$419	\$5,904	\$0	\$7,109	\$9,019	-21%
566	Cemetery	acres	4.73	8.00	8.50	95%	\$2,867	\$83	\$1,174	\$0	\$1,693	\$620	106%
590	Library	1,000 sf	54.00	4.60	5.10	85%	\$16,839	\$511	\$7,195	\$0	\$9,644	\$4,315	124%
610	Hospital	1,000 sf	16.78	6.40	6.90	77%	\$6,595	\$194	\$2,740	\$0	\$3,855	(2)	
620	Nursing Home	bed	2.61	3.67	4.17	89%	\$690	\$21	\$298	\$0	\$382	\$450	-15%
730	Government Office Building	1,000 sf	68.93	7.19	7.69	92%	\$36,365	\$1,064	\$14,989	\$0	\$21,375	\$523	3987%

**Table 9-1  
Lake County Transportation Impact Fee Schedule (100.0 Percent of Cost) including Sales Tax Credit  
as of 12-21-01**

Fee Schedule Assumptions:													
Gasoline Tax		Unit Construction Cost: \$1,702,843		Local Trip Length: 0.5		Capacity per lane: 8,487		Interstate Mileage %: 20.5%		Across-the-Board Adjustment: 0.0%			
\$ per gallon to capital:		25		Fuel efficiency: 16.0		Effective days per year: 365							
Facility life (years):		5.0%											
Interest rate:													
ITE Code	Land Use (A)	Unit (B)	Trip Rate (C)	Trip Length (D)	Trip Length (E)	Percent Trips (F)	Total Impact Cost (G)	Annual Gas Tax (H)	Gas Tax Credit (I)	Across the Board Adjustment (J)	Net Impact Fee (K)	Current Fee (L)	Percent Difference (M)
<b>Office:</b>													
710	Office under 10,000 GSF	1,000 sf	22.64	7.19	7.69	92%	\$11,945	\$349	\$4,924	\$0	\$7,021	\$4,037	74%
710	Office 10,001 GSF to 30,000 GSF	1,000 sf	19.28	7.19	7.69	92%	\$10,171	\$297	\$4,192	\$0	\$5,978	\$4,037	48%
710	Office 30,001 GSF to 100,000 GSF	1,000 sf	14.67	7.19	7.69	92%	\$7,737	\$226	\$3,189	\$0	\$4,548	\$2,727	67%
710	Office 100,001 GSF to 400,000 GSF	1,000 sf	10.73	7.19	7.69	92%	\$5,661	\$166	\$2,333	\$0	\$3,327	\$1,945	71%
710	Office greater than 400,000 GSF	1,000 sf	8.76	7.19	7.69	92%	\$4,620	\$135	\$1,904	\$0	\$2,716	\$1,945	40%
715	Single Tenant Office Building	1,000 sf	11.57	7.19	7.69	92%	\$6,104	\$179	\$2,516	\$0	\$3,588	\$2,300	56%
720	Medical Office	1,000 sf	36.13	7.19	7.69	87%	\$18,025	\$527	\$7,430	\$0	\$10,595	\$7,011	51%
750	Office Park	1,000 sf	11.42	7.61	8.11	82%	\$5,684	\$166	\$2,334	\$0	\$3,349	\$2,344	43%
760	Research Center	1,000 sf	8.11	7.61	8.11	82%	\$4,036	\$118	\$1,658	\$0	\$2,378	\$1,580	51%
770	Business Park	1,000 sf	12.76	7.61	8.11	82%	\$6,350	\$195	\$2,608	\$0	\$3,742	\$2,949	27%
<b>General Commercial:</b>													
820	Under 50,000 GSF	1,000 sf	111.82	2.40	2.90	54%	\$9,824	\$382	\$5,382	\$0	\$4,442	\$941	372%
820	50,000 to 200,000 GSF	1,000 sf	62.95	2.68	3.18	65%	\$7,434	\$284	\$3,999	\$0	\$3,434	\$604	469%
820	200,001 to 600,000 GSF	1,000 sf	41.56	3.38	3.88	75%	\$7,142	\$284	\$3,717	\$0	\$3,425	\$915	274%
820	Greater than 600,000 GSF	1,000 sf	32.45	4.23	4.73	82%	\$7,630	\$274	\$3,868	\$0	\$3,761	\$2,519	49%
<b>Retail / Services:</b>													
444	Movie Theater w/ Matinee	screen	153.33	3.10	3.60	87%	\$32,981	\$1,047	\$14,761	\$0	\$18,220	\$27,952	-35%
812	Building Materials and Lumber Store	1,000 sf	30.60	8.74	9.24	74%	\$15,784	\$456	\$6,431	\$0	\$9,353	\$800	1069%
813	Discount Superstore (greater than 120,000 sf)	1,000 sf	46.96	3.10	3.60	73%	\$8,476	\$269	\$3,793	\$0	\$4,682	\$1,229	281%
814	Specialty Retail	1,000 sf	40.67	4.79	5.29	85%	\$11,225	\$399	\$5,621	\$0	\$5,605	\$1,064	427%
815	Discount Superstore (less or equal to 120,000 sf)	1,000 sf	56.63	3.10	3.60	73%	\$10,221	\$325	\$4,574	\$0	\$5,646	\$1,834	208%
816	Hardware / Paint Store	1,000 sf	51.29	8.74	9.24	74%	\$26,457	\$785	\$10,780	\$0	\$15,677	\$1,341	1069%
818	Wholesale Nursery	Acres	4.50	8.60	9.10	74%	\$2,284	\$66	\$931	\$0	\$1,353	\$10,670	-87%
831	Quality Restaurant	1,000 sf	89.95	4.37	4.87	77%	\$24,140	\$736	\$10,368	\$0	\$13,772	\$5,049	173%
832	High Turnover Restaurant	1,000 sf	130.34	4.23	4.73	72%	\$31,660	\$968	\$13,644	\$0	\$18,016	\$3,760	379%
834	Fast Food Restaurant w/ drive Thru	1,000 sf	496.12	2.26	2.76	59%	\$52,760	\$1,762	\$24,832	\$0	\$27,928	\$1,827	1429%
836	Bar / Lounge / Drinking Place	1,000 sf	130.34	4.23	4.73	72%	\$31,660	\$968	\$13,644	\$0	\$18,016	\$284	6244%
837	Quick Lube	bays	40.00	4.65	5.15	72%	\$10,688	\$324	\$4,562	\$0	\$6,126	(3)	
840	Auto Repair	1,000 sf	37.60	5.08	5.58	72%	\$10,968	\$329	\$4,643	\$0	\$6,325	(3)	
841	New and Used Auto Sales	1,000 sf	37.50	6.63	7.13	78%	\$15,467	\$455	\$6,410	\$0	\$9,056	\$6,554	38%
844	Service Station	Fuel Position	168.56	2.04	2.54	23%	\$6,308	\$215	\$3,027	\$0	\$3,281	\$870	277%
847	Car Wash	1,000 sf	106.00	2.82	3.32	71%	\$17,246	\$555	\$7,825	\$0	\$9,421	(3)	
850	Supermarket	1,000 sf	111.51	2.96	3.46	54%	\$14,215	\$454	\$6,404	\$0	\$7,811	\$2,067	278%
853	Convenience Market w/gas	1,000 sf	845.60	2.26	2.76	29%	\$44,201	\$1,476	\$20,803	\$0	\$23,397	\$4,021	482%
881	Pharmacy/Drugstore	1,000 sf	88.16	2.96	3.46	54%	\$11,239	\$359	\$5,063	\$0	\$6,176	(3)	
890	Furniture Store	1,000 sf	5.06	8.60	9.10	54%	\$1,874	\$54	\$764	\$0	\$1,110	\$114	874%
911	Bank	1,000 sf	156.48	3.38	3.88	55%	\$23,200	\$728	\$10,264	\$0	\$12,936	\$8,636	50%
912	Bank w/Drive-Thru	1,000 sf	232.90	3.38	3.88	55%	\$34,531	\$1,084	\$13,277	\$0	\$19,254	\$8,636	123%
N/A	Convenience Mkt. w/gas, fast food and car wash	1,000 sf	984.60	3.67	4.17	32%	\$92,222	\$2,865	\$40,384	\$0	\$51,838	(3)	
N/A	Veterinary Clinic	1,000 sf	32.80	2.82	3.32	70%	\$5,164	\$166	\$2,343	\$0	\$2,821	(3)	

**Table 9-1  
Lake County Transportation Impact Fee Schedule (100.0 Percent of Cost) including Sales Tax Credit  
as of 12-21-01**

Fee Schedule Assumptions:													
Gasoline Tax \$ per gallon to capital: 25 Facility life (years): Interest rate: 5.0%			Unit Construction Cost: \$1,702,843 Capacity per lane: 8,487 Fuel efficiency: 16.0 Effective days per year: 365			Local Trip Length: 0.5 Interstate Mileage %: 20.5% Across-the-Board Adjustment: 0.0%							
ITE Code	Land Use (A)	Unit (B)	Trip Rate (C)	Trip Length (D)	Trip Length (E)	Total New Trips (F)	Total Impact Cost (G)	Annual Gas Tax (H)	Gas Tax Credit (I)	Across the Board Adjustment (J)	Net Impact Fee (K)	Current Fee (L)	Percent Difference (M)
<b>Industrial:</b>													
110	General Light Industrial	1,000 sf	6.97	11.14	11.84	92%	\$5,697	\$163	\$2,294	\$0	\$3,403	\$1,907	78%
120	General Heavy Industrial	1,000 sf	1.50	11.14	11.64	92%	\$1,226	\$35	\$494	\$0	\$732	\$410	79%
130	Industrial Park	1,000 sf	6.96	11.14	11.84	89%	\$5,504	\$157	\$2,216	\$0	\$3,287	\$1,430	130%
140	Manufacturing	1,000 sf	3.82	11.14	11.64	92%	\$3,122	\$89	\$1,257	\$0	\$1,865	\$1,054	77%
150	Warehouse	1,000 sf	4.96	11.14	11.84	92%	\$4,054	\$116	\$1,633	\$0	\$2,422	\$1,335	81%
151	Mini-Warehouse	1,000 sf	2.50	4.37	4.87	92%	\$802	\$24	\$344	\$0	\$457	\$713	-36%
152	High Cube Warehouse (4)	1,000 sf	1.20	15.90	16.40	92%	\$1,400	\$39	\$557	\$0	\$843	(3)	
N/A	Airport Hanger	1,000 sf	4.96	11.14	11.64	92%	\$4,054	\$116	\$1,633	\$0	\$2,422	(3)	
170	Utilities Building	1,000 sf	5.44	11.14	11.84	92%	\$4,447	\$127	\$1,791	\$0	\$2,656	\$216	1130%

**Notes:**

- N/A - Does not have an ITE Land Use Code
- (1) Mobile Homes on a single lot of record are included in the single family home categories; the Mobile Home Park is a new category for mobile homes clustered together where the land is typically rented to the mobile home owner.
- (2) Different Unit of measurement between Current Impact Fee schedule and Revised Impact Fee Schedule
- (3) New land use category, does not exist in Current Impact Fee Schedule
- (4) Source: The Goodyear Tire & Rubber Co. Independent Impact Fee Study Supplemental Analysis, Griffey Engineering, Inc. 2001

Source: Tindale-Oliver and Associates, Inc. 2001

C:\Documents and Settings\gwelstead\Desktop\Road Impact Fee\table9-1.xls\Detail Fee Schedule

Summary of FHWA Performance Measures Implementation Requirements in Florida							
Agency	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target, Plan, etc)	Aug 31, 2017	Dec 4, 2017	Apr 30, 2018	May 27, 2018	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	N/A	N/A	May 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
L RTP and S/TIP Due Date for Performance Measures Requirements (2 Years After Effective Date)	Apr 18, 2018 <sup>1</sup>	N/A	N/A	May 27, 2018	May 20, 2019	May 20, 2019	May 20, 2019
L RTP							
L RTP	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
Any L RTP Amended By May 26, 2018	N/A						
Any L RTP Amended Between May 27, 2018 and May 19, 2019	X	X	X	X			
Any L RTP Amended Between May 20, 2019 and the MPO's next L RTP adoption date 2019/2020/2021/2022 (First L RTPs Due Oct 2019)	X	X	X	X	X	X	X
Any L RTP Adopted 2019/2020/2021/2022	X	X	X	X	X	X	X
S/TIP <sup>3</sup>							
S/TIP	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
S/TIP Effective October 1, 2017	N/A						
Any S/TIP Amended Between October 1, 2017 and May 26, 2018	N/A						
Any S/TIP Amended Between May 27, 2018 and September 30, 2018	X	X	X	X			
S/TIP Effective October 1, 2018	X	X	X	X			
Any S/TIP Amended Between Oct 1, 2018 and May 19, 2019	X	X	X	X			
Any S/TIP Amended Between May 20, 2019 and September 30, 2019	X	X	X	X	X	X	X
S/TIP Effective October 1, 2019 and Beyond	X	X	X	X	X	X	X
<b>Legend:</b>							
Related to Performance Measures (Final Rules: 3/15/16, 1/18/17, 5/19/17)							
Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice:10/14/16, Final Rule: 10/24/16)							
Related to New Planning Requirements (Final Rule: 3/27/16)							

<sup>1</sup>The 2 year implementation date for the safety PM is Apr 2018. Since the planning rule is not effective until May 2018, that is when the Safety PM is required to be implemented.

<sup>2</sup>6/30/2019: FDOT Submits Asset Management Plan Meeting All Requirements; 11/23/2020: FDOT must prepare an evaluation to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events prior to including any project relating to such facility in the STIP. {23 CFR 667.7(b)}

<sup>3</sup>If targets are set and effective, the S/TIP is expected to meet the associated performance measurement requirements even if the L RTP has not yet been updated.

Next L RTP Due Dates		
October 2019: Palm Beach (16); Miami-Dade (23)	October 2020: Gainesville (5); Charlotte-Punta Gorda (5); Space Coast (8)	March 2021: Heartland (16)
November 2019: Hillsborough (12); North Florida (13)	November 2020: Florida-Alabama (3); Capital Region (16); Ocala-Marion (24)	June 2021: Bay (22)
December 2019: Hernando-Citrus (9); Pinellas (10); Broward (11); Pasco (11)	December 2020: St. Lucie (2); METROPLAN (9); Lake Sumter (9); Indian River (9);	Feb 2022: Okaloosa-Walton (16)
September 2020: River to Sea (23)	Polk (10); Collier (11); Martin (14); Sarasota-Manatee (14); Lee (18)	

Summary of FHWA Performance Measures and Target Setting Dates				
Agency	Safety Measures	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target)	Aug 31, 2017	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
	# Fatalities	% of person-miles traveled on the Interstate that are Reliable	% of NHS Bridges Classified as Good Condition	% of pavements of the Interstate System in Good Condition
	Rate of Fatalities Per 100M VMT	% of person-miles traveled on the non-Interstate NHS that are Reliable	% of NHS Bridges Classified as Poor Condition	% of pavements of the Interstate System in Poor Condition
	# Serious Injuries	The sum of maximum Truck Travel Time Reliability (TTTR) for each reporting segment, divided by the total Interstate System miles		% of pavements of the non-Interstate NHS in Good Condition
	Rate of Serious Injuries per 100M VMT	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita <b>(N/A for FL)</b>		% of pavements of the non-Interstate NHS in Poor Condition
	# of non-motorized Fatalities and non-motorized serious injuries	Percent of Non-Single Occupancy Vehicle (SOV) Travel <b>(N/A for FL)</b>		
		Cumulative 2-Year and 4-Year emissions Reduction (kg/day) for CMAQ funded projects of reduced emissions for Nox, VOCs, CO, PM10, PM2.5 <b>(N/A for FL)</b>		

\*Technical correction on due date forthcoming.

# Metropolitan Planning Organization Safety Performance Measures Fact Sheet

## Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

## How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

### MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> <li>■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area</li> <li>■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan)</li> <li>■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP</li> <li>■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets</li> </ul>	<ul style="list-style-type: none"> <li>■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State</li> <li>■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets</li> <li>■ Include safety (HSIP) performance measures and HSIP targets in the MTP</li> <li>■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP</li> <li>■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets</li> </ul>





**Volumes for HSIP Rate Targets:** MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see [http://www.fhwa.dot.gov/planning/processes/tools/technical\\_guidance/index.cfm](http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm).

**Roads addressed by MPO HSIP Targets:** HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

## How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

## When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

## Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

## Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.

Top 5 Things to Know about MPO HSIP Safety Performance Targets	
✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually



# Transportation Performance Measures

Assisting Florida with Implementing Requirements

July 2017



U.S. Department of Transportation  
Federal Highway Administration

## Performance Measures and Planning Requirements

- Discuss the Overall Due Dates and Time Frames for Implementing the Recently Released Rule Makings
- Provide a Tool for Quick Reference
- Discuss Next Steps



U.S. Department of Transportation  
Federal Highway Administration



# Chart Handout

Rev. 7/12/17 Prepared by PHH/R/Division \*Please call attention to the data formatting

**Summary of FHWA Performance Measures Implementation Requirements in Florida**

Agency	Safety Measures	Freight Plan	Asset Management	Planning Requirements	System Performance Measures	Bridge Measures	Performance Measures
FDOT Due Date (Target) Plan and	Aug 31, 2015	Oct 6, 2017	Mar 31, 2016	May 27, 2016	May 26, 2016	May 26, 2016	May 26, 2016
MPO Due Date (Target)	Feb 27, 2016	N/A	N/A	May 27, 2016	May 26, 2016	May 26, 2016	May 26, 2016
LRTIP and STIP Due Date for Performance Measures Requirements (2 Year After Structure Date)	Apr 14, 2017	N/A	N/A	May 27, 2016	May 26, 2016	May 26, 2016	May 26, 2016
LRTIP							
LRTIP	Safety Measures	Freight Plan	Asset Management	Planning Requirements	System Performance Measures	Bridge Measures	Performance Measures
Any LRTIP Amended By May 18, 2016	X	X	X	X	X	X	X
Any LRTIP Amended Between May 17, 2016 and May 18, 2016	X	X	X	X	X	X	X
Any LRTIP Amended Between May 20, 2016 and the MPO's next LRTIP submission date 10/10/2016/10/12/2017 (Per LRTIP Due Oct 2016)	X	X	X	X	X	X	X
Any LRTIP Amended 3/18/17 or Before	X	X	X	X	X	X	X
STIP							
STIP	Safety Measures	Freight Plan	Asset Management	Planning Requirements	System Performance Measures	Bridge Measures	Performance Measures
STIP Effective October 1, 2017							
Any STIP Amended Between October 1, 2017 and May 26, 2016	X	X	X	X	X	X	X
Any STIP Amended Between May 27, 2016 and September 30, 2016	X	X	X	X	X	X	X
STIP Effective October 1, 2016	X	X	X	X	X	X	X
Any STIP Amended Between Oct 1, 2016 and May 19, 2016	X	X	X	X	X	X	X
Any STIP Amended Between May 20, 2016 and September 30, 2016	X	X	X	X	X	X	X
STIP Effective November 9, 2016 or Before	X	X	X	X	X	X	X

**Legend:**  
 X - Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice 10/14/16, Final Rule: 10/24/16)  
 Related to New Planning Requirements (Final Rule: 3/27/16)

This 3 year implementation date for the safety PM in April 2016. Since the printing date is not effective until May 2016, that when the Safety PM is required to be implemented. As of 2016, FDOT submits Asset Management Plan Meeting All Requirements. It is 2020 FDOT must prepare an evaluation to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events prior to including any project relating to such facility in the STIP. (23 CFR 687.730)

\*Targets are set and effective, the STIP is expected to meet the associated performance measurement requirements even if the LRTIP has not yet been updated.

October 2017	November 2017	December 2017	January 2018	February 2018	March 2018	April 2018	May 2018	June 2018	July 2018	August 2018	September 2018	October 2018	November 2018	December 2018
Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation	Florida Dept. of Transportation



# Chart Legend

Related to Performance Measures (Final Rules: 3/15/16, 1/18/17, 5/19/17)
Related to Plans the MPO Needs to Integrate per 23 CFR 306(d)(4), which may or may not have Performance Measures (Federal Register Notice:10/14/16, Final Rule: 10/24/16)
Related to New Planning Requirements (Final Rule: 3/27/16)



## Due Date Overview

Rev. 7/12/17 Prepared by FHWA FL Division

\*Technical correction on due date forthcoming.

Summary of FHWA Performance Measures Implementation Requirements in Florida							
Agency	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures*	Bridge Measures	Pavement Measures
FDOT Due Date (Target, Plan, etc)	Aug 31, 2017	Dec 4, 2017	Apr 30, 2018	May 27, 2018	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	N/A	N/A	May 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
L RTP and S/TIP Due Date for Performance Measures Requirements (2 Years After Effective Date)	Apr 18, 2018 <sup>1</sup>	N/A	N/A	May 27, 2018	May 20, 2019	May 20, 2019	May 20, 2019

1 Use May 27, 2018 Implementation Date for Safety Measures

2 Future Asset Management Plan Requirements



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## L RTP

L RTP							
L RTP	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
Any L RTP Amended By May 26, 2018	N/A						
Any L RTP Amended Between May 27, 2018 and May 19, 2019	X	X	X	X			
Any L RTP Amended Between May 20, 2019 and the MPO's next L RTP adoption date 2019/2020/2021/2022 (First L RTPs Due Oct 2019)	X	X	X	X	X	X	X
Any L RTP Adopted 2019/2020/2021/2022	X	X	X	X	X	X	X



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## Next LRTP Due Dates

- Designed to Be a Quick Reference
- Organized by Month, Year
- Numbers in "(##)" is the Date within the Month for that MPO's Last Adoption Date
- Every MPO's next LRTP will be Required to Address All of the Performance Measures and the New Planning Requirements



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## S/TIP

S/TIP <sup>3</sup>							
S/TIP	Safety Measures	Freight Plan	Asset Management Plan <sup>2</sup>	Planning Requirements	System Performance Measures	Bridge Measures	Pavement Measures
S/TIP Effective October 1, 2017	N/A						
Any S/TIP Amended Between October 1, 2017 and May 26, 2018	N/A						
Any S/TIP Amended Between May 27, 2018 and September 30, 2018	X	X	X	X			
S/TIP Effective October 1, 2018	X	X	X	X			
Any S/TIP Amended Between Oct 1, 2018 and May 19, 2019	X	X	X	X			
Any S/TIP Amended Between May 20, 2019 and September 30, 2019	X	X	X	X	X	X	X
S/TIP Effective October 1, 2019 and Beyond	X	X	X	X	X	X	X

<sup>3</sup> S/TIP Expected to Meet Requirements Even if LRTP has not been Updated



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# S/TIP

- Any S/TIP Amendments beginning May 27, 2018 - Start Addressing New Requirements
- Every MPO's TIP Approved into the October 2018 STIP – Start Addressing New Requirements
- Any S/TIP Amendments beginning May 20, 2019 - Address All Requirements
- Every MPO's TIP that is Approved into the October 2019 STIP – Address All Requirements



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# Performance Measures Summary Handout

Rev. 7/12/17 Summary of FHWA Performance Measures and Target Setting Dates Prepared by FHWA/FL Division

Agency	Safety Measures	System Performance Measures*	Bridge Measures	Pavement Measures
ISCTF Due Date (Target)	Aug 31, 2017	May 20, 2018	May 20, 2018	May 20, 2018
MPO Due Date (Target)	Feb 27, 2018	Nov 16, 2018	Nov 16, 2018	Nov 16, 2018
# Fatalities	% of person-miles traveled on the Interstate that are Reliable	% of NIS Bridges Classified as Good Condition	% of NIS Bridges Classified as Poor Condition	% of pavements of the Interstate System in Good Condition
Rate of Fatalities Per 100M VMT	% of person-miles traveled on the non-interstate NIS that are Reliable	% of NIS Bridges Classified as Poor Condition	% of pavements of the Interstate System in Poor Condition	
# Serious Injuries	The sum of maximum Truck Travel Time Reliability (TTTR) for each reporting segment, divided by the total Interstate System miles			% of pavements of the non-interstate NIS in Good Condition
Rate of Serious Injuries per 100M VMT	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (N/A for FL)			% of pavements of the non-interstate NIS in Poor Condition
# of non-motorized Fatalities and non-motorized serious Injuries	Percent of Non-Single Occupancy Vehicle (SOV) Travel (N/A for FL)			
	Cumulative 2-Year and 4-Year emissions Reduction (kg/day) for CMAQ funded projects of reduced emissions for NOx, VOCs, CO, PM2.5 (N/A for FL)			

\*Technical correction on due date forthcoming.



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## Next Steps

- Each Planner will Reach Out to each MPO Staff Director for a One-on-One Session and Answer Questions
- 1 – 1.5 Hours
- Remote (Unless Coordinated with other Travel)



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## Next Steps

- FDOT Safety Target is Due Aug 31, 2017
- MPO Safety Target is Due Feb 27, 2018
- Available for Technical Assistance
- Safety Fact Sheet Handout



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# Any Other Questions?



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MPOAC Federal Policy Positions  
Adopted July 19, 2017  
By the MPOAC Governing Board

1. The MPOAC supports the continued development of a multi-modal National Freight Network funded, in part, by a dedicated stream of fees and taxes on freight shipments and freight vehicles.
2. The MPOAC believes that toll projects and public/private partnerships shall be consistent with the federally established transportation planning process.
3. The MPOAC supports policies that reward states for attaining federally mandated performance measures and targets, and do not redistribute funding among the states based on poor performance.
4. The MPOAC supports indexing existing and all future federal transportation revenue streams to the Consumer Price Index (CPI) in order to keep pace with inflation.
5. The MPOAC supports addressing future transportation funding needs through new and innovative mechanisms.
6. The MPOAC supports policies that direct revenues generated from new tolls instituted on federal-aid facilities toward transportation improvements within that metropolitan area.
7. The MPOAC supports distributing federal planning (PL) funds using the most recently available annual census data.
8. The MPOAC supports maintaining the federal, state and MPO roles in transportation policy and funding, and allocating funding in an amount that supports these roles.
9. The MPOAC supports policies that streamline the federal-aid process by directly allocating and increasing Federal Surface Transportation Block Grant (STBG) Program funds to Metropolitan Planning Organizations (MPOs) in Transportation Management Areas (TMAs) for planning, programming and implementation purposes.
10. The MPOAC supports policies which recognize that federal metropolitan transportation planning funds are not to be regarded as state funds for purposes of expenditure.
11. The MPOAC supports allowing Metropolitan Planning Organizations (MPOs) to express metropolitan transportation plan (MTP) project costs in either current year dollars or year of expenditure dollars.
12. The MPOAC supports maintaining the 5 year update cycle for metropolitan transportation plans (MTPs).
13. Support the continuation of the TIGER program.

## LAKE~SUMTER MPO PROJECT UPDATES - August 2017

- **US 301 Project Development and Environment (PD&E) Study (Sumter County)**

US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida's Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment east and south of Coleman. The planning effort is being coordinated with other Sumter County projects including the I-75/CR 514 proposed interchange and the C-470 study. Public Alternatives Meeting #2 was held in May. A public hearing on the recommended alternatives will be held later this year. The study will be complete by summer 2018. The project is funded for the design phase in FY 2019/20.

- **I-75/CR 514 PD&E Study (Sumter County near Coleman)**

Following FDOT and Federal Highway Administration approval of an Interchange Justification Report for the potential new interchange with I-75 west of Coleman at CR 514, the project is now moving into the PD&E Study phase. This effort is being coordinated with the US 301 PD&E study.

- **C-470 PD&E Study**

FDOT is nearing completion of a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida's Turnpike. The study is examining future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County. A public hearing was held in April on the recommended alternatives. The study is now in final documentation phase and will conclude in October. The project is funded for the design phase in FY 2019/20.

- **Wekiva Parkway Project**

The Central Florida Expressway Authority is now constructing all remaining segments in Orange County and new SR 453 from Orange County into Lake County from SR 429 to SR 46. The FDOT will move into the construction phase later in 2017 for segments of SR 46, SR 429, and CR 46A in Lake County.

- **Trails: Central Florida C2C Trail and Wekiva Trail**

Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail recently received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Only the segment through downtown Groveland is absent from the FDOT Work Program. Meanwhile, the Wekiva Trail has two segments out of four segments committed for construction to be complete by 2019/20. The other two segments are now in the design phase.

- **Minneola Interchange: Florida's Turnpike/North Hancock Road/Citrus Grove Road**

Florida's Turnpike Enterprise opened the new interchange at Milepost 279 in June. North Hancock Road has been opened as a four-lane roadway from the forthcoming interchange south to SR 50. North of the interchange, a two-lane North Hancock Road extends north to CR 561A. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, with the eastern segment to be constructed first. Construction of the eastern portion of Citrus Grove Road is committed.

- **Lake-Orange Parkway & Schofield Road Concepts (US 27 to SR 429)**

Two options are being examined to construct roads between US 27 south of Clermont east to existing interchanges with SR 429. The northern corridor, Wellness Way, would connect to the New Independence Parkway interchange. The corridor to the south would connect to the Schofield Road interchange.

- **SR 50 PD&E Study**

SR 50 is being studied from US 301 in Hernando County east to CR 33 in Mascotte. The Project Development and Environment Study is examining safety and capacity needs and will take into account the environmental issues relative to the Green Swamp and the Withlacoochee State Forest. The study commenced in January and the first public meeting was held in July. The study will conclude at the end of 2018.

- **Complete Streets Projects**

The MPO's first Complete Streets project, SR 44 (Dixie Avenue) in Leesburg, is moving into the construction phase while a study of US 27 in Leesburg is nearing completion and design funds are being requested. The MPO and Umatilla are coordinating with FDOT to add Complete Streets elements to a SR 19 resurfacing project.