

# GRIFFEY ENGINEERING, INC.

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August 21, 2025

Sean O'Keefe, Town Manager  
Town of Howey-in-the-Hills  
101 N. Palm Avenue  
Howey-in-the-Hills, FL 34737

RE: Lake Hills Commercial - SR 19 Access Connection

Dear Sean:

This letter is a follow up to our meeting today with the Florida Department of Transportation. Town staff met with some of the FDOT traffic operations staff. Also attending were representatives of the Lake Hills Commercial development. FDOT requested the meeting to discuss the access connection for the proposed Lake Hills boulevard (Summerlane Drive) at SR 19.

As part of their review process FDOT required the applicant to perform a Traffic Signal Warrant Analysis and an Intersection Control Evaluation. The warrant study determined that full turn lanes and a traffic signal would be needed to manage the projected traffic at an acceptable level of service. The intersection evaluation showed that a single-lane roundabout would not have sufficient capacity to handle the traffic. As part of their review of the application, FDOT performed an additional, more refined analysis of the intersection which confirmed the conclusion that a single-lane roundabout would not be sufficient. In order to handle the projected volumes, a roundabout would need to be two lanes, which is not practical on a two-lane road. A two-lane roundabout would need to have two lanes entering and two lanes exiting along SR 19. This would necessitate the four-laning of SR 19 across the project's frontage to the intersection of CR 48. Also, the current SR 19 right-of-way is not wide enough to accommodate a roundabout. Additional right-of-way would need to be obtained before a roundabout could be designed and constructed.

Based on those conditions, it is my opinion that a roundabout at that location, at this time, is not a feasible alternative. It is my recommendation that the intersection of SR 19 and Summerlane Drive be constructed with full turn lanes and a traffic signal (a copy of the turn lane layout is attached). This could be considered as an initial condition with the intersection being converted to a roundabout during the future four-laning of SR 19 by FDOT.

An additional point of consideration with the signalized intersection is that it comes with an ongoing requirement of operation and maintenance. Since the need for the signal is due to the Lake Hills PUD (residential & commercial) traffic, a mechanism for the continuing funding of the O&M cost should be explored.

Sincerely,



Donald A. Griffey, P.E.

