

GRIFFEY ENGINEERING, INC.

October 9, 2023
Mission Rise PUD
Engineering Review Comments
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Traffic Study

1. Figures in the report are missing. They need to be included.
2. For the future condition analysis of the intersection of SR 19 & CR 48, evaluate for a roundabout as well as signal timing adjustment.

Concept Plan

1. The county has expressed concerns regarding the connection to Orange Blossom Road. Even though it is a county maintained, public road, Orange Blossom is structurally substandard with insufficient right-of-way for improvements. While they recognize and support the practice of interconnecting new roads to existing roads, in this case the additional traffic would accelerate the degradation of Orange Blossom. The tie-in of this development to Orange Blossom should be as an emergency only connection until such time that Orange Blossom meets county standards.

Development Agreement

1. Section 1. (j) Transportation, Streets and Sidewalks: Revels Road and the Spine Road must have a minimum 90-foot right-of-way, 2' curb and gutter, and a minimum **32-foot-wide pavement with 12-foot travel lanes and 4' curb lanes.**

Recommended Improvements

1. The traffic study identifies three intersections along SR 19 that will need to be signalized in the future (SR 19 & Central Ave., SR 19 & Revels Rd., and SR 19 & CR 455). The Development Agreement has a section that addresses proportionate share payment for off-site impacts. In the study's mitigation analysis it states: *"In lieu of contributing a proportionate share to the three (3) intersections needing new traffic signals, the developer is recommending to construct the new traffic signal at SR 19 and Revels Road, which serves as the main access to the project."* This is a reasonable mitigation alternative provided that there is a binding commitment for the developer to construct (or fund) the signal when it is deemed warranted by FDOT. This would be in addition to the turn lanes that the development will need to install at the intersection (right & left on SR 19, and right & through/left on EB Revels).

2. The right and left turn lane improvements along Number 2 Road will result in 12' through lanes along most of the projects frontage. The paving work would normally stop just 256' feet short of the project's eastern property line. This additional length should also be widened to 12' lanes. This would result in 12' through lanes across the projects entire frontage.