

approximate storage length of 260 feet. This turn lane has been observed to overflow into the NB through lane under current conditions. This restricts the flow of traffic in the NB through lane until the left turn lane has cleared. When the WAWA is completed in 2018 the condition will be exacerbated. Even while West McClendon Street is open before the construction there will likely be a backup of NB traffic trying to access the project. West McClendon Street has a NB Left Turn storage of approximately 100 feet so a backup of vehicles into the NB through lane at this point may occur as well.

- c. The widening of US 27 will include a dual NB Left Turn lane which should alleviate the problem, however this will not occur until approximately the year 2022 if the construction schedule is not changed. Thus, there will be about a 4 year period where this NB backup of traffic condition will continue.

**Recommended Multimodal Accommodations:**

1. As noted on the Preliminary Concept Plan in Appendix B, please design and construct a safe, secure and convenient system for pedestrians and bicyclists which provide direct non-motorized access, linkages and through-cuts between common origins and destinations.
2. Construct continuous pedestrian facilities along all major streets and highways; these should be direct and interconnect with all other modes of transportation within the project and onto adjacent properties.
3. Provide ramps and curb cuts throughout the pedestrian system for physically challenged persons.
4. Provide bicycle parking on site.

**Conclusion:**

The intersection of US 27 at CR 466 needs to be reanalyzed using HCS with a revised NB Left Turn volume. This intersection also needs to be operationally assessed to mitigate the impacts of the NB Left Turns as much as possible.

Should you have any questions please contact me by email at [bhutt@lakesumtermpo.com](mailto:bhutt@lakesumtermpo.com) or by phone at (352)315-0170 ext. 3.

Thank You,

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