

CHAPTER 1: INTRODUCTION

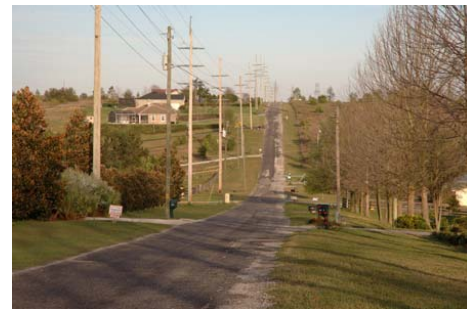
This report documents the study conducted by Tindale-Oliver and Associates, Inc. (TOA), to forecast traffic volumes and identify needed improvements for the Minneola area. The objective of study was to identify a recommended build-out transportation network that accommodates the significant growth projected for the study area. The study area is illustrated in Figure 1-1 and includes the area generally bounded by:

- o US 27 and South Buckhill Road on the west
- o The Lake/Orange County line on the east
- o CR 455 on the north over to Lake Apopka, and
- o Hook Street and SR 50 on the south.

The Minneola study area rests in the rolling hills of southeastern Lake County about 20 miles from downtown Orlando. The residents of Minneola, Clermont, and Montverde enjoy the area's rural charm and environmental amenities. The southern parts of this area have experienced rapid population growth since the 1990's and this trend is anticipated to continue over the next twenty years resulting in development to the north in currently undeveloped areas. The ultimate population growth will require significant infrastructure improvements, in particular to the transportation network. The existing transportation network in the Minneola area consists of three major arterial roadways; US 27, SR 50, and the Florida Turnpike (SR 91). Access is not currently provided to the Florida Turnpike within the study area. The majority of the road network in the study area consists of rural two lane collector roadways that can be best described as farm to market roadways built as paved roads over clay sub-surfaces.



Florida Turnpike (SR 91)



Rural two-lane collector roadway

The future road network in the Minneola area will need to have the capacity to handle the forecasted vehicle trips produced by the population growth. Roadways, such as SR 50, will experience increasing congestion as the population grows without improvements to SR 50 and other area roadways. A unified road network, consisting of additional east-west and north-south arterials, collectors, and frontage roads will assist in mitigating

congestion and increased traffic demand. This study examines the growth forecasted for the Minneola area and provides recommendations on the necessary road improvements required to meet the future travel demand.

This study has built upon the refined traffic analysis zone structure and modeling work efforts undertaken in previous studies that include the Southeast Corridor Study Update and the Lakeshore Area-wide Study. These studies were built upon the work developed in the Cost Affordable Plan developed as part of the Lake County 2020 Long Range Transportation Plan. The work effort for the this study of the Minneola Ridge area included refining the traffic analysis zone structure, reviewing and updating demographic data for approved and potential development projects, development of a transportation network that supports the projected development. This study resulted in the identification of two 2025 alternatives that are described in greater detail below. This study also included a presentation and solicitation of public comments from a public workshop.

Two network alternatives were tested in this study. Alternative 1 included a new interchange on the Florida Turnpike (SR 91) approximately six miles north of the existing interchange at SR 50. Alternative 2 assumed that no new interchange would be provided to the Florida Turnpike within the study area. Additional details relative to the methodology and findings of the study are provided in greater detail in the remaining chapters of this report.



MINNEOLA RIDGE AREA-WIDE TRAFFIC STUDY

Study Area

Figure 1-1

Figure 1-1

