

Response to US 19 and Spring Hill Drive - NEC Transportation Analysis
Comments Dated 09/09/2025

1. The analysis did not study the Signal North of this project (Commercial Way at Trenton Avenue) as required by the Methodology Statement letter dated January 16, 2025.

Response: This intersection has been added to the transportation analysis.

2. Under the section "Project Description" it is showing a Left-Out. However, a Left-Out at Driveway "B" was never discussed in prior submissions. Figures 2, 3, 7 & 8 are showing the Left-Out. On page 20, for Table 6, the Left-Out for Driveway "B" is not shown.

Response: The previous transportation analyses included discussion of the left-out movement at Driveway B, albeit by reviewing different scenarios. In the previous transportation analysis dated September 2024, Scenarios 2 and 3 analyzed the access to US 19 coupled with the frontage road access to the north as shown in Table 7 and 8, respectively. Similarly, Table 6 in the August 2025 transportation analysis shows the data for a left-out westbound from Driveway B. The newly provided September 2025 transportation analysis now provides a single analysis scenario with no access to Pinehurst, two access points on US 19, and the connection to the frontage road to the north, which methodology is now shown in Table 6 on page 20 of the September 2025 transportation analysis.

3. On Page 13, Background Traffic, per the Methodology Statement referred to above, the intersection analysis for the intersection of Commercial Way at Trenton was required. This analysis did the intersection of Commercial Way at Applegate Drive but not the requested intersection.

Response: It is unclear where the reference to Applegate Drive is on Page 13 of the August 2025 transportation analysis. The August 2025 transportation analysis reviewed the intersections of US 19 and Spring Hill Drive/Osowaw Boulevard, US 19 and Tarpon Boulevard, and Trenton Avenue and the new frontage road connection at the north of the project. The September 2025 transportation analysis now includes analysis of US 19 and Trenton Avenue as requested.

4. Under the section "Access Analysis" for the US-19 and Driveway "A"; per the Hernando County Facility Design Guidelines, sheet IV-19; the minimum queue length for a Right Turn Lane is 25-feet, so the Right-Turn Lane should be 430-feet, not 405-feet. At US-19 and Driveway "B"; the minimum queue length for a Left Turn Lane is 100-feet; so the Northbound Right-Turn Lane should be 430-feet and the Southbound Left Turn Lane should be 505-feet.

Response: Because US 19 is part of the State Highway System, Florida Department of Transportation Guidelines ("FDOT") for turn lane length requirements must be followed. The access points on US 19 have been designed based on guidance from FDOT and will be subject to FDOT review and permitting. The project will meet the requirements specified by FDOT at time of permitting.