10-1-2000

Accomplishing Access Management On The FIHS: The US 27 Highway Corridor

Kristine M. Williams
Jeffrey H. Kramer

Follow this and additional works at: https://scholarcommons.usf.edu/cutr_reports

Scholar Commons Citation
https://scholarcommons.usf.edu/cutr_reports/12

This Technical Report is brought to you for free and open access by the CUTF Publications at Scholar Commons. It has been accepted for inclusion in CUTF Research Reports by an authorized administrator of Scholar Commons. For more information, please contact scholarcommons@usf.edu.
ACCOMPLISHING ACCESS MANAGEMENT ON THE FIHS: THE US 27 HIGHWAY CORRIDOR

This research was conducted under a grant from the Florida Department of Transportation.

FDOT Project Managers:

Gary Sokolow
Joe Santos

The report was prepared by:

Kristine M. Williams, AICP
Jeffrey H. Kramer, AICP
Irene Nikitopoulos

Center for Urban Transportation Research
University of South Florida, College of Engineering
4202 E. Fowler Ave., CUT 100
Tampa, FL 33620-5375

October 2000
this page is blank
**Note to Users:**

Local governments are strongly encouraged to obtain professional planning and legal guidance and to coordinate closely with the Florida Department of Transportation when enacting any of the recommended regulatory techniques described in this report.

**Acknowledgements:**
The authors would like to extend their appreciation to the following individuals who provided valuable assistance with this research.

<table>
<thead>
<tr>
<th>Name</th>
<th>Title and Affiliation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barry Brown</td>
<td>Director of Planning, City of Clermont</td>
</tr>
<tr>
<td>Don Cashdollar</td>
<td>Access Management Engineer, Florida Department of Transportation, Dist. 1</td>
</tr>
<tr>
<td>Anita Gonzalez</td>
<td>Planner, City of Minneola</td>
</tr>
<tr>
<td>Noble Olasimbo</td>
<td>Engineer, Lake County Department of Public Works</td>
</tr>
<tr>
<td>Henry Pinzon</td>
<td>Project Manager, Florida Department of Transportation, Dist. 5</td>
</tr>
<tr>
<td>Ross Pluta</td>
<td>Development Review Engineer, Lake County Department of Public Works</td>
</tr>
<tr>
<td>Jeff Richardson</td>
<td>Chief Planner, Lake County Department of Growth Management</td>
</tr>
<tr>
<td>Phillip Scearce</td>
<td>Senior Planner, Polk County Planning</td>
</tr>
<tr>
<td>Fred Schneider</td>
<td>Engineering Director, Lake County Department of Public Works</td>
</tr>
<tr>
<td>Mike Szunyog</td>
<td>MPO Liaison, Florida Department of Transportation, Dist. 5</td>
</tr>
<tr>
<td>John Zelinski</td>
<td>FIIHS Coordinator, Florida Department of Transportation, Dist. 5</td>
</tr>
</tbody>
</table>
this page is blank
## INTRODUCTION

### CORRIDOR CONDITIONS

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>2</td>
</tr>
<tr>
<td>Supporting Street Network</td>
<td>3</td>
</tr>
</tbody>
</table>

### STATE PLANS AND POLICIES AFFECTING US 27

<table>
<thead>
<tr>
<th>Plan</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Florida Intrastate Highway System</td>
<td>4</td>
</tr>
<tr>
<td>US Highway 27 Corridor Action Plan (CAP)</td>
<td>6</td>
</tr>
<tr>
<td>US 27 Arterial Investment Study</td>
<td>7</td>
</tr>
<tr>
<td>US Highway 27 PD&amp;E Study</td>
<td>7</td>
</tr>
</tbody>
</table>

### CURRENT ACCESS MANAGEMENT POLICIES AND PRACTICES

<table>
<thead>
<tr>
<th>County</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake County</td>
<td>9</td>
</tr>
<tr>
<td>Comprehensive Plan</td>
<td>10</td>
</tr>
<tr>
<td>Access Management Requirements</td>
<td>10</td>
</tr>
<tr>
<td>Subdivision Regulations</td>
<td>14</td>
</tr>
<tr>
<td>Polk County</td>
<td>15</td>
</tr>
<tr>
<td>Comprehensive Plan</td>
<td>15</td>
</tr>
<tr>
<td>North US 27 Selected-Area Plan</td>
<td>16</td>
</tr>
<tr>
<td>CR 54/Loughman Selected-Area Plan</td>
<td>18</td>
</tr>
<tr>
<td>Access Management Requirements</td>
<td>19</td>
</tr>
<tr>
<td>Subdivision Regulations</td>
<td>21</td>
</tr>
<tr>
<td>City of Clermont</td>
<td>22</td>
</tr>
<tr>
<td>Comprehensive Plan</td>
<td>23</td>
</tr>
<tr>
<td>Access Management Requirements</td>
<td>23</td>
</tr>
<tr>
<td>Subdivision Regulations</td>
<td>24</td>
</tr>
<tr>
<td>City of Minneola</td>
<td>24</td>
</tr>
<tr>
<td>Comprehensive Plan</td>
<td>24</td>
</tr>
<tr>
<td>Access Management Requirements</td>
<td>24</td>
</tr>
<tr>
<td>Subdivision Regulations</td>
<td>25</td>
</tr>
</tbody>
</table>

### CONCLUSIONS AND RECOMMENDATIONS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Issues and Recommendations</td>
<td>27</td>
</tr>
</tbody>
</table>
this
page
is
blank
Issue 1: State and Local Coordination on Access Management

Issue 2: Supporting Road Network

Issue 3: Interparcel and Side Street Connections

Issue 4: Right-of-Way Preservation

Issue 5: Internal Access for Outparcels

Issue 6: Subdivision Exemptions

Cities of Clermont and Minneola

27

29

31

32

33

34

34
this page is blank
INTRODUCTION

US 27 extends 300 miles from Alachua County in the north, through central Florida, to Miami. As a major north-south corridor and interstate reliever, US 27 has been designated as part of the Florida Intrastate Highway System (FIHS) - the network of roadways essential to the state’s economy, hurricane preparedness, and overall transportation mobility. To preserve these important functions, the Florida Department of Transportation has established a higher level of access control on US 27 and other FIHS highways that are not limited access freeways.

The Center for Urban Transportation (CUTR), under a grant from the Florida Department of Transportation (FDOT), was directed to review current access management efforts along a 36-mile segment of the US 27 corridor that is experiencing intense development pressure. The study area extends along the segment of US 27 between the I-4 interchange in Polk County to the Florida Turnpike in Lake County.

The purpose of the review is to assess current access management practices at the local level and to assist FDOT and local governments in the study area in accomplishing access management on US 27. Local government practices assessed included those of Polk County, Lake County, the City of Minneola, and the City of Clermont. Current practices were assessed through interviews with state and local planning and engineering officials and a review of FDOT plans and policies affecting US 27, local government comprehensive plans, and local land development regulations. The results of the assessment are provided below.

CORRIDOR CONDITIONS

US 27 is a 4-lane divided rural highway through most of the study corridor, excluding limited urban sections in the Cities of Clermont and Minneola. The majority of the corridor was in agricultural use until the late 1980’s, when many of the citrus groves were destroyed by ice storms. At that time, land along the corridor became available for development at a considerable discount in comparison to land in the surrounding area (Orange and Osceola Counties).

In recent years, US 27 has experienced intense residential development pressure, although many of these projects are still under construction or in the approval phase. Demand for housing in the area is generated primarily by nearby theme parks and proximity to the Orlando metropolitan area. According to Lake County staff, roughly 65% of households in the area have at least one member employed in the tourist attractions area of Orange and Osceola counties. Corridor land development and access conditions are described in more detail below.
Land Use

In unincorporated Lake County, future land use designations along the corridor are generally residential, with densities ranging from 1 unit per 5 acres near the Florida Turnpike to 7 units per acre along most of the eastern side of the corridor. On the west, land has a future land use classification of public resource lands and low density residential (4 dus/acre) and is within the Green Swamp Area of Critical State Concern.

Apart from the Cities of Clermont and Minneola, existing land use in the study area consists primarily of large residential and mixed-use Developments of Regional Impact (DRIs). Much of the land remains in large parcels, except for a few pre-existing vacant lots with narrow lot widths and elongated lot depths (Figure 1). The DRIs range in size from a few hundred dwelling units to several thousand dwelling units with varying square feet of commercial space. They are typically gated communities with single, well-defined access points onto US 27. A few mobile home developments exist along the corridor and are also self-contained with a single access point onto the highway. Some single lot residential uses exist in the Cities of Clermont and Minneola. Access to some of these units is gained through a direct driveway connection to US 27, though most connect to side streets.

Except for commercial uses, occasional small businesses are largely confined to the following areas along the US 27 corridor:

- The I-4 and US 192 interchanges,
- The area between US 192 and CR 474 in Lake County,
- The City of Clermont, and
- The City of Minneola.

The interchange areas are characterized by highway-oriented uses, such as convenience stores, fast food restaurants, and gas stations. While relatively little new development has occurred along US 27 directly in the interchange area of US 27 and US 192, several parcels are advertised as being for sale.

In particular, development interest has been expressed in the parcel of land in the southeast quadrant of the interchange in Polk County. Most recently, a developer

Figure 1: Long, narrow lots with frontage on US 27 will need alternative highway access.
requested access less than one-quarter mile from the interchange ramps and asked for the existing median opening to be kept open when the facility is improved. Although this request was not accommodated by FDOT, it does represent the pressures for additional access being experienced in the area that will likely continue as the area develops.

Commercial development in Clermont and Minneola generally consists of small lot freestanding development with direct access to US 27. Much of this development predates the FDOT access management program, which was adopted in 1988. Access management issues include open frontage, single sites with multiple driveway connections, shallow drives and parking lots, and driveway and street connections located within the physical and functional areas of intersections.

The only remaining undeveloped commercially designated lots in the corridor are located on the west side of US 27 in the Green Swamp Area of Critical State Concern. In this area, regulations prohibit similar commercial uses within 2 miles of each other, thereby restricting additional commercial development. The remaining land along the corridor is undeveloped or under development, for sale for development purposes, or not developable due primarily to environmental constraints related to the Green Swamp designation.

In Polk County, a variety of land use designations are found along the US 27 corridor. Near the I-4 interchange, future land uses include a Regional Activity Center (an area designated for higher density commercial and residential uses) to the east of US 27 and a Business Park and Town Center designation to the east of the corridor. Further north along the corridor, low (5 du/acre) and medium (10 du/acre) density residential designations are found on either side of the road. Another Town Center designation is found just 2.5 miles south of the Lake County Line. All designations west of the highway are located in the Green Swamp Area of Critical State Concern and have a "Special Protection Area" overlay to protect the natural habitat of the area. Parcels falling within the overlay area have additional development requirements to meet beyond those already specified for the underlying land use designation.

**Supporting Street Network**

US 27 lacks a supporting street network in the unincorporated areas of Polk and Lake County that would alleviate traffic on the corridor. The large residential and mixed-use DRIs provide a supporting system of subdivision roads, but these are typically limited to the areas contained within the walled boundaries of each development. Some side streets, primarily small county roads, exist along the corridor that provides access to adjacent parcels. In the incorporated areas of the Counties, an adjacent street system has been developed along US 27, particularly to the west side of the corridor toward the city centers.
Interconnectivity between developments is limited and there are few alternative access points provided to support the primary access points along US 27. Joint and cross access does exist in limited amounts in the commercial area near the interchange of US 27 and US 192. Additionally, some subdivisions have rights-of-way reserved for future connections to abutting sites. According to Lake County staff, the County has been successful in achieving some interconnection between DRI’s south of Clermont.

STATE PLANS AND POLICIES AFFECTING US 27

Because of its importance to regional mobility and the state economy, US 27 has been designated as part of the Florida Intrastate Highway System (FIHS). As such, a variety of plans and policies affect the US 27 corridor. Below is an overview of the access management requirements of the FIHS, the US Highway 27 Corridor Action Plan (prepared in 1994), which addressed long-term improvement and management needs in Lake County, and the US 27 Arterial Investment Study (prepared in 1996), which looked at specific improvement needs along the Polk County segment of the corridor. The US 27 PD&E (Project Development & Environment) study, being prepared by FDOT District 5, is also reviewed below. The PD&E study looks at the feasibility of improving the segment of US 27 that runs through Lake County between US 192 and Florida’s Turnpike.

The Florida Intrastate Highway System

Florida Intrastate Highway System (FIHS) facilities are limited access (freeways) and controlled access (at-grade arterials) facilities that allow for high-speed and high-volume traffic movement within the state. According to FDOT, FIHS highways comprise 3% of Florida’s roadways, but carry 32% of all traffic, and 70% of all truck traffic in the state. As such, they are critical to trade, tourism, hurricane preparedness, and overall mobility in Florida. Yet the combination of rapid growth, urban decentralization, and significant seasonal traffic has created a backlog of improvement needs. Analysis of the system indicates that by 2001 the FIHS will carry the majority of vehicle miles traveled on the state highway system and about 30% of the routes will be heavily congested. In addition, FDOT is facing a financial shortfall of approximately $29 billion over the next twenty years in accomplishing the improvement needs of the FIHS.

With demand outpacing supply, effective management of FIHS facilities is critical. Toward that end, the FIHS plan calls for a high level of access control to be applied to FIHS highways, such as US 27, that are not limited access facilities. The state has a 7-tier classification system that is assigned to state highways to establish the access management standards for that segment. Access Class 1 is reserved for limited access freeways, whereas Access Class 7 is assigned to state highways in areas that are already highly urbanized. Some FIHS controlled access highways, such as US 27, must be
classified at an access classification of 2 or 3 (Table 1). Any segments assigned a lower access classification must eventually be upgraded to a Class 2 or 3.

Table 1: Access Classifications Applied to the US 27 Corridor

<table>
<thead>
<tr>
<th>Access Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access Class 2</td>
<td>Highly controlled access facilities distinguished by the ability to serve high speed and high volume traffic over long distances in a safe and efficient manner. These highways are distinguished by a system of existing or planned service roads. This access class is distinguished by a highly controlled and limited number of connections, median openings, and infrequent traffic signals.</td>
</tr>
<tr>
<td>Access Class 3</td>
<td>Facilities are controlled access facilities where direct access to abutting land will be controlled to maximize the operation of the through traffic movement and where existing land use and roadway sections have not been built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high.</td>
</tr>
</tbody>
</table>

US 27 has been identified as a major trade and tourism corridor in the state. The interstate reliever designation has not yet been officially adopted by FDOT, but should it be approved it will further elevate the state policies for access management on US 27. Currently, US 27 is designated as an Access Class 3 facility in all of Lake County and most of Polk County. The only exception to this designation within the study corridor is a short segment of US 27 in Polk County immediately south of the Lake County line near the interchange with US 192. This segment is designated as an Access Class 2.

The standards for these access classifications are established and carried out through two administrative rules. Rule Chapter 14-97, State Highway System Access Management Classification System and Standards, governs access classification of highways and provides spacing standards for driveways, median openings, and signals. These standards are listed in Table 2. Rule Chapter 14-96, State Highway System Connection Permits Administrative Process, governs permitting and addresses application and permitting procedures, permit requirements, and permit modifications or conditions. All developments needing access to the State Highway System must obtain a permit in accordance with Rule 14-96. The Florida Department of Transportation may stipulate conditions or additional requirements that must be met by the applicant/property owner before an access permit is issued. Permit conditions may be recorded with the deed where cross access agreements or other applicable conditions apply.
Table 2: FDOT Access Classification System & Standards

<table>
<thead>
<tr>
<th>Access Class</th>
<th>Medians*</th>
<th>Connection Spacing (feet)</th>
<th>Median Opening Spacing</th>
<th>Signal Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>&gt;45 mph**</td>
<td>45 mph**</td>
<td></td>
</tr>
<tr>
<td>2 (FIHS)</td>
<td>Restrictive w/ Service Roads</td>
<td>1320</td>
<td>660</td>
<td>1320</td>
</tr>
<tr>
<td>3 (FIHS)</td>
<td>Restrictive</td>
<td>660</td>
<td>440</td>
<td>1320</td>
</tr>
<tr>
<td>4</td>
<td>Non-Restrictive</td>
<td>660</td>
<td>440</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Restrictive</td>
<td>440</td>
<td>245</td>
<td>660</td>
</tr>
<tr>
<td>6</td>
<td>Non-Restrictive</td>
<td>440</td>
<td>245</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Both Median Types</td>
<td>125</td>
<td>330</td>
<td>660</td>
</tr>
</tbody>
</table>

*: A "Restrictive" median physically prevents vehicle crossing. A "Non-Restrictive" median allows turns across any point.

**: Posted speed limit

Given the need for careful management of land development and access on FIHS highways, state and local coordination is essential. The FIHS Plan emphasizes the need for FDOT to coordinate access management decisions with local governments and calls for formal agreements between FDOT and local governments that support the application of state access management standards to development in FIHS corridors.

US Highway 27 Corridor Action Plan (CAP)

In 1994, FDOT District Five prepared the US Highway 27 (State Road 25) Corridor Action Plan (CAP) for the section of US 27 in Lake County between the Polk County line and the access ramps to the Florida Turnpike. The plan objective was to identify needed improvements and environmental concerns along the study corridor. The plan is comprised of three elements including a facility enhancement element, a facility operation and preservation element and an environmental element. As a result of the CAP, several capacity improvement projects were identified within the study corridor.

Developing the CAP involved a review of access management policies in the three comprehensive plans that govern land use in the corridor, that of Lake County and the
Cities of Clermont and Minneola. The review found that Lake County had developed a roadway access management ordinance, in conjunction with FDOT, which addressed the minimum FIHS standards and criteria. The CAP suggested that both Clermont and Minneola amend the transportation element of their respective comprehensive plans to specifically reference the FIHS standards for driveway connection permits, signal spacing and intersection spacing and generally be updated to comply with the minimum FIHS standards and criteria. The CAP also suggested that an interlocal agreement be executed between the FDOT and both cities to govern decisions in the US 27 corridor and to properly plan for vehicular access onto US 27 and maintain its FIHS function.

The CAP makes several specific recommendations related to intergovernmental coordination and specifically states that local land use planning efforts should be coordinated with the access management regulations of the FDOT. Among the recommendations are that the local governments’ site development approval processes and subdivision regulations should be coordinated with the FDOT access permitting process. Also, the CAP recommended that the jurisdictions should develop a secondary road system to provide access to planned development. Additionally, the CAP recommended that the FDOT consider establishing a conceptual driveway connection permit process in concert with the local government development approval process, but without delegating the FDOT’s permitting authority. In this way, FDOT permitting staff would have an opportunity to communicate early in the decision-making process with permit applicants.

Many of the recommendations made in the CAP have been implemented to some extent. However, no intergovernmental agreements have been executed that formalize coordination during the land development process relative to the provision of access on US 27. In current practice, the FDOT Permit Engineer is typically included in site development meetings with the developer and the local jurisdiction to provide a conceptual review of the proposed driveway connection, but this review is not mandatory.

**US 27 Arterial Investment Study**

In 1996, FDOT District One conducted the *US 27 Arterial Investment Study* for the section of US 27 in Polk County between SR 60 and the Lake County line. While the study found that growth would occur in the section of US 27 north of Interstate 4, the growth was not sufficient to warrant any capacity improvements in the next 20 years. The sole exception is in the Interstate 4 interchange area, which will undergo capacity improvements in concert with planned improvements on the interstate.

**US Highway 27 PD&E Study**

Consistent with the recommendations of the *US Highway 27 Corridor Action Plan*, FDOT District Five is currently conducting a Project Development and Environment (PD&E) study in Lake County between the Polk County line and the access ramps of
Florida's Turnpike. The PD&E study is assessing capacity improvements in the study corridor, including a variety of 6-laning alternatives. Lake County and the Cities of Minneola and Clermont have provided input into the project ranging from informal comments during public information meetings to formal reviews of the preliminary design documents. FDOT used that input to make preliminary median opening location decisions, as well as other access related decisions (Figure 2).

![Diagram](image)

**Figure 2: Map Identifying Selected FDOT and Lake County Proposed Median Opening Locations on US 27**

In June 2000, Lake County provided detailed comments in response to preliminary project base maps. The comments addressed planned median openings relative to site access on approved major development plans, driveway locations and planned roadways, and provided FDOT with added insight in relation to development proposals and local actions that have an influence on roadway design and access. Among the comments, Lake County recommended the following:

- A southbound directional opening for the Citrus Valley Subdivision,
- A full median opening into the Waterbury Subdivision and the Greater Lakes PUD,
- A full median opening for the proposed intersection of the South Clermont Connector which appears in the County’s Five-Year Transportation Construction Program,
- A full median opening for the proposed new road to Turkey Lake by the City of Minneola and the County,
- Improvement of ramps and alignments at the interchange of SR 50 and US 27, where delay and capacity problems already exist, and
• A northbound directional opening and frontage road to connect the existing hotel parking lots just south of the ramps to Florida’s Turnpike.

Additional phases of project development, including design, right-of-way acquisition and construction are funded for several segments of the study corridor in the FDOT Adopted Five Year Work Program for fiscal years 00/01 through 04/05. Both the segment of US 27 running between the Polk County Line and Boggy Marsh Road and the segment running between Steve’s Road and CR 561 are funded for construction in FY 04/05. Mobility 2000 (legislation approved by the 2000 Florida Legislature) provided funds to advance the right of way acquisition and construction phases for selected segments of US 27 into the five-year time frame of the FDOT Adopted Work Program (Figure 3).

No capacity projects are under consideration in the Polk County section of the study corridor, except in the Interstate 4 interchange area that will be improved as the Interstate 4 Improvement Program is implemented over the next several years. This is consistent with the US 27 Arterial Investment Study conducted by FDOT District One in 1996.

CURRENT ACCESS MANAGEMENT POLICIES AND PRACTICES

The 36-mile portion of US 27 between I-4 and the Florida Turnpike travels through two counties and two cities, Lake County, Polk County, and the Cities of Clermont and Minneola. Each of these local governments has plans, policies, and regulations that govern land development and access along the corridor. Below is an assessment of the planning and regulatory environment for access management in each community.

Lake County

Lake County Public Works staff is primarily charged with making access management decisions during the site review and permitting process. According to County staff,
access management decisions along the US 27 corridor are made based on FDOT standards and criteria that have been adopted as part of the Comprehensive Plan and Land Development Code. The County notifies all applicants for development on the US 27 corridor and other state highways that they will require an access permit from FDOT.

**Comprehensive Plan**

Within the Traffic Circulation Element of the Lake County Comprehensive Plan, US 27 is classified as a Principal Arterial from the Florida Turnpike south to the Polk County line. The Future Traffic Circulation Map shows the corridor under study as a 6-lane facility, except for a 15-mile segment south of C.R. 50 to the Polk County line, which is shown as a 4-lane divided roadway.

The Traffic Circulation Element of the Lake County Comprehensive Plan contains goals, objectives, and policies aimed at improving the safety, convenience, and efficiency of the traffic circulation system. For state highways, including US 27, the Plan adopts the Statewide Minimum Level of Service Standards for the State Highway System (see Table 2). With respect to access management, the Element states in Policy 2-1.10:

> "By July 1992, Lake County shall adopt an access management ordinance which includes the provisions of Rules of Chapter 14-96 and Chapter 14-97, F.A.C., and amend its Land Development Regulations by September 1992 to incorporate access limitations which require developments adjacent to State roads to comply with or exceed all State access standards to control the connections and access points of driveways and roads to roadways. The County’s development review process shall also require developments to obtain a development order from the County concurrent with obtaining curb cut permits from the FDOT."

Both these policies have been met by Lake County with the adoption of Section 9.05.00, Lake County Land Development Code.

**Access Management Requirements**

As directed by the Comprehensive Plan, the Lake County Land Development Regulations include access management regulations for state and county roads, including county roads within the incorporated cities of Lake County (Section 9.05.00). The original code language related to access management was adopted in 1992 and last amended in 1995. The stated intent of the ordinance is to:

- Promote the efficient use of public thoroughfares,
- Protect the long distance traffic carrying capacity of the road network,
- Diminish hazardous traffic conditions in areas of high development, and
- Avoid continued degradation of the road network traffic capacities.
Developments along US 27 must not only meet the requirements of the County’s access management ordinance, but are also required to obtain a connection permit from FDOT prior to construction. The Land Development Code states the following:

“When a site abuts the State Highway System, the applicant shall consult with FDOT prior to, and during, the local government plat subdivision, rezoning, site plan, or any other applicable pre-development review process for which a connection permit shall be required by the state. The purpose of this consultation is to determine the permit category and obtain a conceptual review of the development site plan and proposed access connections to the State Highway System with respect to FDOT’s connection location, quantity, spacing, and design standards. Such consultation shall assist the developer in minimizing problems and delays during the permit application process and eliminate the need for costly changes to plats, or site plans when unpermittable connection proposals are identified early in the planning phase.”

A “nonconforming connection” permit may be issued if it is determined that conformance with driveway location and spacing criteria is impractical and that denial of a connection would leave the property without reasonable access to the highway system. The Code provides that the connection shall be noted as nonconforming in the permit and may contain specific restrictions including:

a. Maximum vehicular usage of the connection,

b. Construction of a conforming connection when future alternate means can be obtained with removal of the nonconforming connection,

c. Limitation on properties to be served by the connection, and

d. Any other conditions deemed necessary by the County or City to carry out the provisions of the access management regulations.

Roadways designated by FDOT or the County as principal arterials, minor arterials, major collectors, and other select roadways are subject to the access management requirements described below. These standards are applied during the rezoning process, site plan review process, or platting process or when a significant change in intensity occurs during reconstruction or remodeling. Both the City and County would conduct a joint review when a development is adjacent to a city’s corporate limits or within a distance where it may impact the access management system.

The County chooses which access management techniques should be applied according to a development’s land use and intensity. The review process begins by classifying the development according to the “Site Classification System” listed in Table 3 (based on FDOT standards prior to the implementation of Rule 14-97 in 1991). Based on the site classification, as well as other factors including parcel depth and width, existing conditions of the adjacent property, and topography, the County can apply a variety of access management techniques. These include access roads, cross-access corridors, joint
parking design, joint use connections, rear lot access, continuous right turn lanes, and/or access from collector roads or service drives.

The Code promotes joint and cross access and states that when a “site abuts an existing developed property, the access management facility shall be designed so as to tie into the abutting parking, access and circulation facilities in order to create a unified system, unless the County or city finds that this would be impractical or inappropriate.” For cross-access corridors or coordinated or joint parking designs, developers of Class II and Class III sites may be asked to provide easements or sign agreements to ensure that adjoining properties are “appropriately connected.” Staff can also conclude that “abutting properties have been so developed that it is clearly impractical to create a unified access and circulation system.” County staff indicated that they have experienced administrative problems in some cases when seeking to enforce joint access.

### Table 3: Lake County Site Classification System

<table>
<thead>
<tr>
<th>Class</th>
<th>Type of Development</th>
<th>Access Management Standards</th>
<th>Type of Techniques Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I:</td>
<td>Residential dwelling units, duplexes, or small apartment complexes (5 units or less). Includes agricultural and silvicultural lands including field entrances.</td>
<td>Access Management Partially Required</td>
<td>Select access management techniques required. Exempt from access roads.</td>
</tr>
<tr>
<td>Class II:</td>
<td>Minor commercial and noncommercial traffic generators having an average ADT of 1500 vehicles per day or less and which do not fall under Class I.</td>
<td>Access Management Required</td>
<td>Types of management shall be based upon trip generation, adjacent conditions, and/or location on the Highway System.</td>
</tr>
<tr>
<td>Class III:</td>
<td>Major commercial and non-commercial traffic generators having an ADT exceeding 1,500 VPD. A DRI or Florida Quality Development shall be classified as a Class III Site.</td>
<td>Access Management Required</td>
<td>Types of management shall be based upon trip generation, adjacent conditions, and/or location on the Highway System.</td>
</tr>
<tr>
<td>Class IV:</td>
<td>Temporary connectors limited to 6 months with a maximum of two six-month extensions.</td>
<td>Exempt</td>
<td>n/a</td>
</tr>
</tbody>
</table>

The County Code also provides for development of access roads in certain cases. Access roads are defined as: “a public road, one-way or two-way, which is auxiliary to and normally located parallel to a roadway for the purpose of maintaining local road continuity and controlling access to parcels adjacent to the fronting roadway. Abutting properties connect to the access road which connects with the roadway at specified intervals.” The County considers several factors before requiring a developer to construct access roads, including roadside areas with lakes, wetlands, utility corridors, and existing
buildings. Furthermore, access roads may not be practical where adjacent land uses have short front setbacks.

When access roads are required as part of a development, property owners must convey at least 50 feet of right-of-way for a two-lane road and forty feet for a one-way road. This would allow for general cross-access to and from the other properties in the affected area. The County also has the discretion to require any type of development to tie into existing access management facilities on adjacent parcels to create a unified system. When a proposed development is exempted from constructing an access road based upon trip generation, the County reserves the right to still require “an easement or dedicated right-of-way for an access road or make other road improvements if development located on adjacent property is required to comply with the access management requirements.”

Section 9.05.05, Lake County Land Development Code, sets forth the minimum median opening and connection spacing standards for roadways with access roads (Table 4). According to County staff, these standards apply to roadways under both state and county jurisdiction and are identical to the state access connection standards for Access Class 2 facilities as set forth by FDOT (Table 2). Corner clearance requirements provide that access road connections onto a main thoroughfare must be at least 300 feet from the next intersection. For access roads that exit onto a side street, the distance between the side road connection and the main thoroughfare must be at least 250 feet.

Table 4: Connection, Median Opening, and Signal Spacing Along Roadways with Access Roads

<table>
<thead>
<tr>
<th>Posted speed (miles per hour)</th>
<th>Minimum connection spacing</th>
<th>Minimum Median Opening Full (Miles)</th>
<th>Minimum Median Opening Directional (feet)</th>
<th>Minimum Signal Spacing (Miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 45</td>
<td>660</td>
<td>.5</td>
<td>1320</td>
<td>.5</td>
</tr>
<tr>
<td>Over 45</td>
<td>1320</td>
<td>.5</td>
<td>1320</td>
<td>.5</td>
</tr>
</tbody>
</table>

Minimum connection, median opening, and signal spacing standards for roadways without access roads are listed in Table 5. Although these standards are based strictly on speed limit, the distances generally mirror those set forth by FDOT’s “Access Management Classes and Standards” (see Table 2). The distances listed below may be more restrictive in areas where greater right-turn or left-turn storage is needed.
Table 5: Connection, Median Opening, and Signal Spacing

<table>
<thead>
<tr>
<th>Posted Speed</th>
<th>Minimum Connection Spacing</th>
<th>Minimum Median Opening Full (miles)</th>
<th>Minimum Median Opening Direction (feet)</th>
<th>Minimum Signal Spacing (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 or less (special case)</td>
<td>125</td>
<td>.25</td>
<td>330</td>
<td>n/a</td>
</tr>
<tr>
<td>35 or less</td>
<td>245</td>
<td>.25</td>
<td>660</td>
<td>.25</td>
</tr>
<tr>
<td>36-45</td>
<td>440</td>
<td>.25</td>
<td>660</td>
<td>.25</td>
</tr>
<tr>
<td>Over 45</td>
<td>660</td>
<td>.50</td>
<td>1320</td>
<td>.25</td>
</tr>
</tbody>
</table>

* Special Case standards are applied only where the roadways contains 50 connections per mile on the side of the highway for which the connection is requested.

Median openings must comply with standards of the agency having jurisdiction over the roadway. No additional median cuts can be constructed through any existing medians unless the median cut is necessary to accommodate safe traffic flow or replace an inappropriate existing median cut as determined by County or City Engineer or the FDOT. The County requires alignment of driveways with existing median openings, unless prohibited by natural or design limitations.

**Subdivision Regulations**

Lake County’s subdivision regulations include standards that ensure the creation of safe and efficient access and circulation systems. Where a proposed subdivision is adjacent to, or encompasses an arterial or collector road, the code establishes that lots should be configured to avoid having parcels fronting on these facilities. To promote connections between subdivisions, roads with internally generated traffic volumes in excess of 2000 ADT must extend roadways or ROW to the boundary lines of the property when deemed necessary for normal circulation.

Lake County is currently in the process of incorporating changes into its subdivision regulations that will expand the platting process to all types of land undergoing land division, including commercial tracts. The current regulations within the Land Development Code define a subdivision as “the division or redivision of a parcel of land, whether improved or unimproved, into two or more lots or parcels ... or any division of a parcel of land if a new public street or change in an existing public street or other public improvements or facilities are involved.” Residential subdivisions of 3-6 lots may undergo an abbreviated review process as outlined in Chapter 14 of the County Code.

The County allows minor lot splits of a legally created lot as long as several criteria are met. First, flag lots are prohibited. Second, only two lots can be created and must conform to the minimum lot dimensions for the applicable land use category and zoning
district. Finally, all lots must front a public road. In cases where the lots are greater than 20 acres, access can be gained via a clay roadway or an easement that conforms to County standards.

A separate set of standards applies when tracts of land are split between family members or used for agricultural purposes. When a lot split occurs between family members, the County can approve a “family density exception.” These newly created parcels do not have to adhere to lot dimensional requirements but must conform to the following standards:

- Only as many lots may be created as are the number of descendants and ascendants plus one for the subdividing family member,
- Each proposed lot shall be a minimum of 1 acre of upland,
- Parcels created for family members are only allowed in certain residential, rural, and conservation land use districts,
- Rights-of-way must be dedicated if the existing width is not sufficient to meet design standards,
- Access must be gained through a paved private road, a publicly maintained road, or an easement,
- Parcels created for family members must be retained by the family members for 3 years, and
- Only one parcel can be created for each family member, regardless “of where the lot is located or the amount of time that has passed.”

Agricultural lot splits, where each lot is in excess of 40 acres, can be divided without adhering to the County’s minor lot split standards. In other words, no limit is placed on the number of lots created as long as they gain access through a paved private road, a publicly maintained road, or an easement. The County Manager or designee makes the approval.

**Polk County**

The Polk County Public Works staff is primarily charged with making access management decisions during the site review and permitting process. In general, access management decisions are based on FDOT standards and criteria. According to Polk County staff, development approval along the state highway system is contingent upon receiving a connection permit from FDOT.

**Comprehensive Plan**

Adopted in November 1992 and updated in June 1995, the Polk County Comprehensive Plan includes policies relating to access management as part of the Traffic Circulation
Element. The following policy statements address coordination with FDOT when regulating access along the state highway system:

Policy 3.204-D3: In its site plan review, Polk County shall coordinate with the FDOT to ensure efficient access from adjacent development onto the State road system.

Policy 3.204-D4: Through the MPO, Polk County shall participate cooperatively in carrying out studies to streamline patterns of access control on State principal arterials.

a. Polk County staff shall cooperate with the FDOT District Office to identify the need for corridor studies and establish a ranked order for conducting these studies.

b. Corridor studies shall determine the necessary means for preserving through-capacity and relieving congestion through access control planning and implementation.

c. Affected property owners shall be given an opportunity to provide input to study recommendations.

Other policies require the County to adopt language within the land development code to control access from adjacent development onto arterial and collector roads. The regulations must also address spacing and design of median openings and curb cuts, frontage roads, driveway access and spacing, and access to outparcels. As described below, the County has complied with this policy statement.

As part of the Polk County Comprehensive Plan, the County has established two Selected-Area Plans (SAP) that cover the US 27 study area. The North US 27 SAP lies along eastern Lake County from the Polk County Line to the north, to CR 54 to the south. The CR 54/Loughman SAP lies just south of the North US 27 SAP and includes a one and one-half mile section of US 27. The southern boundary of this SAP ends at I-4. In both areas, the County expects that “over the next twenty years (the areas) will experience a high degree of urbanization” mainly caused by the growth in adjacent Osceola County. Polk County’s SAP’s are a proactive response to growth and represent a “private-public initiative to shape this development into an organized and well-planned area.”

North US 27 Selected-Area Plan

As indicated in the Comprehensive Plan, the County envisions the North US 27 SAP to develop in “an efficient and highly desirable urban growth pattern (with a) balance of residential and nonresidential uses, a range of housing opportunities, and short trips between housing, employment and shopping.” This type of growth pattern can be achieved “through the establishment of a central town center surrounded by a traditional neighborhood.” In the North US 27 SAP, the Town Center is established at Sand Mine Road and US 27. The growth in this area “should develop in a manner which will focus density and intensities typically found in an urban core.”
The North US 27 SAP sets forth the following key policies for the stated purpose or optimizing the capacity of US 27:

a. New development and redevelopment shall increase internal capture rates to reduce external trips by focusing compatible land uses which provide a full range of activities (Policy 2.131-G1),

b. All new development and redevelopment shall provide and build pedestrian/bike connections and roadway connections between adjacent parcels and to proposed arterial and collector roads. If the proposed development is adjacent to an approved development with connections, the proposed development must be designed to connect to the approved development. If conditions warrant, the County shall require one or more of the following: a) service roads, b) internal roadways, c) external connections to east/Osceola County, and d) internal tram circulation (Policy 2.131-G2).

The County sets forth several guidelines that will transform portions of US 27 into the town center’s main thoroughfare. Among other things, the County envisions US 27 will be reconstructed as a divided boulevard with landscaped medians. The Plan also recognizes US 27 as the primary interregional traffic arterial. However, alternative north/south corridors are needed to support additional urban growth. As part of their goals, objectives, and policies, the County is directed to optimize the capacity of US 27 as the primary transportation roadway. The SAP sets forth several techniques that can be used to achieve this objective, including:

- Increase internal-capture rates by encouraging developments with a full range of activities,
- Require all new development and redevelopment to build connections between adjacent parcels and proposed arterial and collector roads, and
- If conditions warrant, require service roads, internal roads, and/or internal “tram circulation.”

Other methods indicated for preserving the safety and efficiency of US 27 are to enforce the driveway and median opening criteria shown in Table 6.

**Table 6: US 27 Access Standards**

<table>
<thead>
<tr>
<th>North US 27 Selected-Area Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Median Opening (full access)</strong></td>
</tr>
<tr>
<td><strong>Median Opening (directional)</strong></td>
</tr>
<tr>
<td><strong>Curb Cuts Right in/Right out</strong></td>
</tr>
</tbody>
</table>

The provisions of the North US 27 SAP emphasize the importance of applying access management techniques to optimize US 27 and other existing and proposed arterials and collectors in the area. First, all developments are required to incorporate unified access
and circulation measures into design plans through the use of joint-use driveways and cross-access easements. Second, the County is directed to designate cross-access corridors during the subdivision review, site plan review, or overall planning program. The corridors must display the following characteristics:

- Extend the entire length of the block or least 1000 feet along the thoroughfare,
- Accommodate two-way travel,
- Provide "visually obvious" connections to abutting undeveloped properties, and
- Provide linkages to other cross-access corridors in the area.

In addition, Major Arterials in the area must be 4 lane divided roadways with median opening spacing of 600 feet and connection spacing of 300 feet. Minor streets and Major Collectors must have connection spacing of 200 feet.

**CR 54/Loughman Selected-Area Plan**

The CR54/Loughman SAP is located just south of the North US 27 SAP. In this location, a one and one-half mile segment of US 27 crosses through the SAP’s boundaries. Similar to the North US 27 SAP, the CR 54/Loughman Selected-Area Plan (SAP) seeks to establish an efficient and highly desirable urban growth pattern through the development of a town center concept.

The Comprehensive Plan sets forth several land use designations along this portion of the US 27 corridor. First, a Business-Park Center designation is established on the west side of US 27. Uses within this designation have direct access to arterial streets and exposure to Interstate 4. Being located within the boundaries of the Green Swamp Area of Critical State Concern, the uses are further regulated under a Special Provisions Area. Another land use designation along US 27 is the Regional Activity Center. This district contains business uses, highway commercial, and employee housing.

Policies in the SAP promote a hierarchy of roadways that are internally connected and that provide for bicycle and pedestrian mobility. In addition, policies promote coordinated signage, landscaping, and interparcel access. Within the entire SAP, major collector roads are considered controlled access roads and must be constructed so that the minimum distance between access points on the collector is at least 300 feet.

Right-of-way for the SAP roadway network must be dedicated and road improvements are required at the time of development approval. Compensation is provided for additional improvements and right-of-way that are not attributable to the impacts of the project through a funding mechanism established in County Policy 2.131-B20.
Access Management Requirements

Access management requirements for roadways within Polk County are outlined in Chapter 7, Site Development Standards, Land Development Code. Standards are established “for the vehicular ingress and egress from County and State roads.” The stated purpose of the section is to promote pedestrian and vehicular safety, minimize congestion, promote roadway aesthetics and maintain the functional capacity of roads in Polk County.

The Code establishes a basic requirement that a driveway permit must be obtained from the County prior to construction of any access to a County-maintained road including County roads within incorporated municipalities. The requirement applies to new development as well as the following:

a. Alteration of an existing driveway or issuance of a construction permit or mobile home set-up permit,

b. Increase in dwelling units, gross floor area, seating capacity, or other units related to trip generation on any building, structure or premises,

c. Temporary construction access, and

d. Agricultural access.

Driveway permits are not required for subdivision plans, accessory structures where no additional driveway is needed, paved residential driveways on local roads, or existing driveways without culverts where no change to driveways is made. Separate driveway permits are not required for commercial, industrial and multi-family uses with approved construction plans. Although not specifically stated in the code, it appears that driveway access is examined as part of the review of the proposed site plan and traffic impact analysis.

In addition, any connection permit required by FDOT for state highways may serve in lieu of a County driveway permit. The Code further states that “driveways to roads under FDOT jurisdiction and driveways to be located on a County road within 0.25 mile of a limited access right-of-way fence shall comply with FDOT Administrative Rule 14-96 and 14-97.”

To assure compliance, the County withholds the building permit until an applicant provides the necessary driveway permits. In addition, a Certificate of Occupancy is not issued until the required driveway has been constructed in accordance with the regulations.

Access spacing standards for non-residential and multi-family developments exceeding four dwelling units are provided in Table 7. These standards apply to County roads, not state highways. Non-residential uses are allowed one, two-way driveway or a pair of one-way driveways. Additional driveways are allowed when the daily volume on one driveway would exceed 5,000 vehicles or if a traffic study warrants two or more
driveways. A third access point may be allowed for properties with at least two times the required frontage; only a right-in/right-out driveway can be used for this additional access.

Guidelines for driveway location provide that non-residential driveways shall not be located on a local road when traffic would be diverted from collector or arterial roadways to pass residually used or designated property. Furthermore, outparcels are limited to internal access unless otherwise approved on a master development plan.

Table 7: Non-Residential and Multi-Family (5 or more dwelling units)
Driveway Spacing Standards

<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>5 or More Dwelling Units</th>
<th>Commercial/Office</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial, Principal</td>
<td>350'</td>
<td>350'</td>
<td>350'</td>
</tr>
<tr>
<td>Arterial, Minor</td>
<td>280'</td>
<td>350'</td>
<td>350'</td>
</tr>
<tr>
<td>Collector, Urban</td>
<td>250'</td>
<td>280'</td>
<td>280'</td>
</tr>
<tr>
<td>Collector, Rural Major</td>
<td>210'</td>
<td>210'</td>
<td>210'</td>
</tr>
<tr>
<td>Collector, Rural Minor</td>
<td>150'</td>
<td>150'</td>
<td>150'</td>
</tr>
<tr>
<td>Local, Commercial</td>
<td>150'</td>
<td>105'</td>
<td>150'</td>
</tr>
</tbody>
</table>

No driveways are to be constructed within roadway intersections. The Polk County Code does not define “physical” or “functional area” of an intersection, but does regulate corner clearance. Corner clearance standards for multi family uses less than 4 dwelling units must be at least 60 feet, except along arterials where these uses are “generally not permitted.” Other corner clearance standards are listed in Table 8. Driveways are also prohibited within turn lanes or tapers, unless no other access is available.

Table 8: Minimum Corner Clearance

<table>
<thead>
<tr>
<th>Roadway Classification</th>
<th>5 or More Dwelling Units</th>
<th>Commercial/Office</th>
<th>Industrial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial, Principal</td>
<td>150'</td>
<td>150'</td>
<td>200'</td>
</tr>
<tr>
<td>Arterial, Minor</td>
<td>150'</td>
<td>150'</td>
<td>200'</td>
</tr>
<tr>
<td>Collector, Urban</td>
<td>150'</td>
<td>120'</td>
<td>150'</td>
</tr>
<tr>
<td>Collector, Rural Major</td>
<td>120'</td>
<td>90'</td>
<td>100'</td>
</tr>
<tr>
<td>Collector, Rural Minor</td>
<td>120'</td>
<td>90'</td>
<td>100'</td>
</tr>
<tr>
<td>Local, Commercial</td>
<td>90'</td>
<td>90'</td>
<td>100'</td>
</tr>
</tbody>
</table>

For residential uses of 4 dwelling units or less, the Land Development Code establishes standards regarding the number of allowable driveways, spacing standards, and corner clearances. These residential uses are granted one two-way driveway or a pair of one-way driveways. An additional access, in the form of a right-in/right-out only driveway, may be allowed for properties with at least two times the required frontage. Such residential uses are “generally not permitted” along arterials. However, on all other
roadways, the spacing between residential driveways must be at least 100 feet. These standards do not apply to lots-of-record.

The County sets forth basic guidelines for driveway width, radius, and throat length. Actual width and radii are based on classification of the road, number of entrances, and expected traffic demand, including truck usage. Non-residential and residential uses serving more than four dwellings are regulated to assure that they are designed in a manner that does not conflict with through traffic on the main line or with parking movements. A minimum of 20 feet of throat length is required (described as the point of tangency of the radius return of a driveway to any interior service drive or parking space), and a minimum of 100 feet is required if the anticipated daily traffic volume using the driveway exceeds 5000 vehicles.

Subdivision Regulations
Polk County defines a subdivision as “any division of a lot or parcel of land...which is for the purpose of transfer of ownership.” However, several types of divisions are exempt from these requirements. They include:

- The creation of two lots provided no dedication or construction of new roadways is needed,

- The creation of lots larger than five acres provided no dedication of roadways or reconstruction of existing roads is needed. This exemption applies only in zoning districts with five acre minimum lot sizes,

- The creation of lots for agricultural purposes not involving the dedication or construction of new roadways or reconstruction of existing roads, or

- The combining or reconfiguration of platted lots when the lot area, required access, and required width of the resulting lot does not fall below the original configuration or Code requirements, whichever is less. Furthermore, the number of lots cannot be increased and no new roadways can be constructed.

The County’s subdivision regulations delineate between minor and major subdivisions. Minor subdivision is a division of residential land creating less than 11 lots and not involving the construction or dedication of any new roadway or reconstruction of existing roads. Minor subdivisions undergo an abbreviated review process. Major subdivisions are the division of land creating 11 or more residential lots, any non-residential division of land creating more than two lots, or the division of land resulting in the establishment of a new roadway.

Chapter 8, Polk County Land Development Code, provides specific guidelines regarding roadway access and internal circulation for property undergoing platting. These guidelines apply to all state roadways within Polk County, including US 27. The Code
states that tracts of land under subdivision review and any non-residential development must have direct frontage on a paved road and cannot access a roadway by crossing an existing platted residential subdivision. Furthermore, developments consisting of more than 200 residential lots must have at least two points of access to public roads or a boulevard-type entrance.

All newly created parcels must meet minimum road frontage requirements and "landlocked" parcels cannot be created. However, single-family or duplex residential uses are prohibited from having direct access to an arterial or major collector road, unless the parcels conform to the requirements for non-residential development. As shown in Table 8, minimum lot frontages are established for lots abutting arterials, major and minor collectors, and rural collector roads. The Code allows a 15 percent reduction of the minimum road frontage in cases where access is provided via another roadway or joint access is provided to an adjacent parcel. Additionally, lot frontages along arterials can be reduced by 15 percent in the event access will ultimately be obtained from a frontage road.

Existing lots that fail to meet the minimum lot width requirements must, where possible, gain access through existing development via a cross-access easement. Polk County defines this as “a platted private internal roadway that crosses an adjacent parcel or parcels which do not specifically meet the commercial road frontage requirements.”

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Non-Residential Developments</th>
<th>Residential Developments*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>350'</td>
<td>n/a</td>
</tr>
<tr>
<td>Major Urban Collector</td>
<td>280'</td>
<td>n/a</td>
</tr>
<tr>
<td>Minor Urban Collector</td>
<td>210'</td>
<td>150'</td>
</tr>
<tr>
<td>Rural Collector Road</td>
<td>210'</td>
<td>150'</td>
</tr>
</tbody>
</table>

*Single-family and duplex developments

**City of Clermont**

The City of Clermont is located on US 27 in Lake County. US 27 runs through the city center. The commercial development on US 27 largely predates access management efforts and generally consists of older small lot development with direct access to US 27. Access management issues include open frontage, single sites with multiple driveway connections, shallow drives and parking lots, and driveway and street connections located within the physical and functional areas of intersections.
Comprehensive Plan

The Clermont Comprehensive Plan was adopted in 1991 and amended in 1996. In 1998, the City submitted its Evaluation Appraisal Report (EAR) to the Department of Community Affairs (DCA) for review. The DCA found the EAR insufficient, prohibiting the City from amending its Comprehensive Plan until such time as it was found sufficient. Unable to make amendments to address increased access issues caused by high levels of development activity, the City was forced to make access decisions on a site-plan-by-site-plan basis. In June 2000, the City's revised EAR was found sufficient. The City is now in the process of amending its regulatory language to reflect current access management policies based on the experiences of the past two years.

Current policies in the Comprehensive Plan address improving the efficiency of US 27 and applying access management techniques citywide. As stated in the Plan, the City “shall coordinate development activity with Lake County and the FDOT to mitigate the projected impacts along roadway segments of State, County, and City-owned roadways. The Department of Transportation Rule Chapter 14-97 shall serve as the standard.”

The Traffic Circulation Element states that the city, through cooperative efforts with FDOT and Lake County, should establish guidelines that address curb cut and median opening placement along US 27 in “an effort to allow for stricter control of vehicle access and to enhance public safety measures.” The Plan also directs the City to implement measures to preserve right-of-way for the development of frontage or reverse frontage road systems along arterial highways. To date, these measures and guidelines have not been incorporated into the City’s Land Development Code.

Access Management Requirements

As noted above, the City of Clermont currently has few access management requirements, which appear in Section 98.9 of the Clermont Land Development Code. The Code establishes a minimal spacing requirement of 50 feet between nonresidential driveways and a limit on driveways of one access point per parcel or a combination of two 20-foot wide access points that accommodate one-way traffic. One additional 40-foot access point or two 20-foot wide access points are allowed for every additional 400 feet of street frontage. Each access point must be located at least 100 feet, or two-thirds the distance of the street frontage from any intersecting right-of-way lines. For corner lots with less than 200 feet of street frontage along an arterial, collector, or local collector, access must be constructed on the street that intersects the higher order roadway.

One two-way driveway is allowed for residential properties that have a street frontage of less than 100 feet. An additional driveway, either in the form of one two-way or two one-way drives, is allowed when the street frontage exceeds 151 feet and a third is allowed when the street frontage exceeds 251 feet. Additional driveways may be granted at one per 100 feet of extra street frontage.
Subdivision Regulations

The City of Clermont defines a subdivision as “any division or redivision of a parcel of land, whether improved or unimproved, into two or more lots or parcels of land, each of five acres or less, or any division of a parcel of land if a new street or the establishment or dedication of lands for public use is involved.” The subdivision regulations contain provisions that guide access connections, lot sizes, and connections to other lots.

Subdivisions that abut or include an arterial or major collector road must be designed so that no lot requires access from the arterial or major collector. Subdivisions with 25 or more lots must have at least two access points and double frontage lots are to be avoided. However, in cases where double frontage lots must be used, sufficient area must be set aside by dedication or easement to provide a landscaped buffer or wall and access should be provided via the lower order roadway.

Lot sizes are governed by standards set forth in the Zoning Code. At a minimum, all lots must have a minimum street frontage of 50 feet. However, the subdivisions require all corner lots to be 15 percent wider than the minimum width required by the zoning district. For subdivisions that abut unsubdivided tracts, streets must be designed to access the adjoining undeveloped property at appropriate locations.

City of Minneola

The City of Minneola is located in Lake County, just north of the City of Clermont. Similar to Clermont, commercial development is found along this portion of US 27 and typically consists of smaller freestanding sites with direct access to the highway. Both the Comprehensive Plan and Land Development Regulations do contain some language regarding access management; however, these provisions are limited in scope.

Comprehensive Plan

Policies in the City of Minneola Comprehensive Plan require all development occurring adjacent to State roads to comply with or exceed State access management regulations. Property owners must obtain permits for connections along these roads from both the City and the Department of Transportation. For roadways under local jurisdiction, the City is directed to adopt design standards for access management as part of the Land Development Regulations.

Access Management Requirements

According to City staff, proposed developments along US 27 are required to adhere to FDOT’s Access Classification System and Standards. Section 1.04 of the City Code address Access and Access Management. This section establishes a basic limitation on the number of driveways per lot based on road frontage. Lots of 100 feet or less are only
permitted one driveway. No more than two driveways are permitted per individual site with more than 100 feet, but less than 1,000 feet of frontage. In addition, the code states that, “no new residential development shall create any lots or parcels...having direct access on an arterial or major collector road, such as, but not limited to, US 27 and Old Highway 50.” The City may also require developers to construct joint driveways and/or cross-access easements to minimize the number and maximize the spacing of access connections.

Deceleration lanes are required for properties projected to generate 50 or more total trips during peak hour or that contain 50 or more residential lots or where warranted by traffic analysis or speed limits of abutting roadways. A functional classification system defining arterial, collector and local roads and the relative balance between traffic movement and access is also included in the Code.

Commercial driveways cannot be closer than 100 feet from the edge of the nearest right-of-way line of an intersecting road classified as a collector or arterial. The minimum distance between the nearest edge of an access drive and any property line without cross-access is listed in Table 10.

Table 10: Minimum Distance Between Driveway and Property Line

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Arterial</th>
<th>Major Collector</th>
<th>Minor Collector</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>n/a</td>
<td>N/a</td>
<td>7.5'</td>
<td>1'</td>
</tr>
<tr>
<td>Commercial</td>
<td>25'</td>
<td>20'</td>
<td>15'</td>
<td>10'</td>
</tr>
<tr>
<td>Industrial</td>
<td>25'</td>
<td>22.5'</td>
<td>17.5'</td>
<td>10'</td>
</tr>
</tbody>
</table>

Subdivision Regulations

When property owners decide to subdivide land, the City classifies this procedure into one of two categories: lots splits and subdivisions. Lot splits are considered a division of land into two lots while any division of land that creates more than two lots is considered a subdivision. Flag lots cannot be created and all divisions must be made in accordance with the dimensional requirements of the zoning district. Lot splits are exempt from the review and approval of plans and platting, but must be reviewed and approved by the City Council. Subdivision must undergo full platting procedures and adhere to the requirements of the City’s Land Development Code (Chapter 5, Section 1.05 (b)). Other relevant requirements are noted above under Access Management Requirements.
CONCLUSIONS AND RECOMMENDATIONS

Both Lake County and Polk County have adopted access management policies in their comprehensive plans and land development regulations aimed at protecting the safety and efficiency of the US 27 corridor. These communities have employed many of the strategies summarized in the CUTR/FDOT report Model Land Development and Subdivision Regulations that Support Access Management. Both Counties also defer to FDOT access requirements on state highways and reference the need to obtain an access permit from FDOT in their land development code.

Lake County has an extensive access management ordinance that was adopted in 1992. The County requirements mirror FDOT access spacing requirements, apply to state and county thoroughfares, and strongly emphasize the use of access roads or joint and cross access. The code applies access management strategies based on site classification and land use and trip generation characteristics, as opposed to access classification. This reflects an early version of FDOT access management requirements and is no longer practiced by the state. A preferred approach is to classify area roadways for an appropriate level of access management and require compliance with access management standards based upon roadway access classification as opposed to site classification. Lake County’s use of this access management strategy also raises questions of consistency with current FDOT requirements for state highways and should be revisited.

Polk County defers to FDOT requirements on state highways and provides access spacing and driveway permitting requirements for County thoroughfares. Polk County is also promoting traditional neighborhood development and access management strategies as part of two Selected-Area Plans that affect the corridor. These innovative SAPs set forth a variety of techniques aimed at promoting interparcel connectivity and an internal street network, and minimizing direct access to US 27. As such, they provide a model that could be useful elsewhere on the FIHS where communities wish to develop in a more sustainable way.

Planning and engineering staff in each County indicated that their existing regulations have enabled them to adequately manage access along US 27. The City of Minneola and the City of Clermont have few access management requirements in their code and both should update and expand their requirements. Although no systematic coordination process exists, officials interviewed at the state and local level noted that the counties and cities consult with FDOT when development occurs along US 27 and when access connections are required. Current local access management practices are summarized in Table II.
Based on the assessment of current practice in the study area, some issues arose as being more critical to the effectiveness of access management actions on US 27. These include the importance of continued state and local coordination, the need for a supporting street network for the corridor, and the importance of enforcing side street and interparcel connections. These and other issues are discussed below.

**Issue 1: State and Local Coordination on Access Management**

State and local coordination is essential to effective access management along the US 27 corridor. FDOT Districts and local governments should continue to engage in formal and informal coordination to assure consistency and continuity of access management decision-making on major highway corridors. There are a number of ways this could be achieved, including methods recommended in the US 27 CAP prepared by FDOT District Five and those already in place at the local level. Some are listed below.

**Recommendations**

- **Establish a concurrent state/local review process on access permitting.** A coordinated process of granting access permits along state highways was observed in Lake and Polk Counties where a concurrent state/local review takes place for
development along the US 27 corridor. The Lake County Land Development Code expressly establishes that applicants for development on the State Highway System "shall consult with FDOT prior to, and during the local government plat subdivision, rezoning, site plan, or any other applicable pre-development review process for which a connection permit shall be required by the state." This requirement enables conceptual review of plats as well as rezoning applications and site plans by FDOT. The Polk County Code establishes that the County will withhold the building permit until the applicant provides the necessary driveway permits and will not issue a Certificate of Occupancy until the driveway is constructed according to regulations.

The City of Clermont includes a policy in its comprehensive plan calling for coordination of development activity with Lake County and FDOT to mitigate development impacts and establish FDOT Rule 14-97 as the standards for access management decisions. The City of Minneola has a similar comprehensive plan policy. This provides a policy basis for coordination and both Cities report that they defer to FDOT on access decisions along US 27.

An issue frequently observed in other areas of the state is the tendency for applicants to approach a local government with a Notice of Intent to Permit an Access Connection as a means of pressuring the local agency for development approval. Coordination can help prevent this problem if it occurs in the study area. The District should be aware of this problem and take measures to assure that local agencies are adequately informed of access permit applications in their jurisdiction. One option is to require the applicant to send a copy of the complete permit application to the designated reviewing official in the affected local jurisdiction. At a minimum, the District should communicate with the local government and discuss the permit prior to any decision or recommendation to the applicant.

- **Coordinate local review of subdivisions on US 27 with the FDOT.** Local governments and the FDOT should coordinate on review of proposed plats along the US 27 corridor to prevent access problems before they are created and assure conformance with FDOT access management requirements. A dialogue should be initiated with the District regarding a procedure for coordinating on subdivision review. For example, each local government should require applicants to copy the District with their platting proposal and require a response from the District prior to plat approval. This should occur early in the plat review process, preferably during conceptual review when the developer is more amenable to design changes. A requirement to this effect is currently in place in the Lake County Code as noted above, but was not observed in the Codes of other communities evaluated.

28
• **Use intergovernmental agreements or resolutions to establish a foundation for coordinating with FDOT on managing access on US 27.** This approach would be particularly useful in the Cities of Clermont and Minneola. Intergovernmental corridor agreements and resolutions supporting access management establish a foundation for collaboration between FDOT and local governments on access management. These tools can be used to clarify the purpose and intent of managing access to US 27, areas of mutual agreement, and what each community and FDOT will do to advance these objectives. Agreements should include timelines for implementation, as well as criteria for when either side may nullify the agreement.

**Issue 2: Supporting Road Network**

In general, the US 27 corridor lacks a well-defined supporting road network with the exception of infrequent connecting east-west roadways and local subdivision roads. The exception is in the Cities of Clermont and Minneola where there is an existing local street network.

![Figure 4: Southwest Orange & Southeast Lake Counties Transportation Alternatives Study. Study area indicated with black border.](image)

No immediate plans are in place to provide a supporting roadway network in Polk or Lake County to offset demand on US 27. However, Lake County is working with Orange County on a sub-area study, the *Southwest Orange and Southeast Lake Counties Transportation Alternatives Study*, to identify parallel and perpendicular routes to efficiently move commuters from Lake County to employment centers in Orange County (Figure 4). Eventually, this effort could result in a supporting roadway network that would provide needed relief to US 27. The study does include at least two north-south
reliever routes, but there is currently no funding mechanism in place or timetable for construction.

In Polk County, plans have been discussed regarding the development of a new supporting north-south County roadway, the Green Swamp Parkway, parallel to and west of US 27. The Polk County Comprehensive Plan (Policy 2.131 G-4) requires all new development within the designated Green Swamp Parkway corridor area to donate sufficient right-of-way to accommodate the roadway. Most of the required right-of-way has been assembled for the roadway, but no funding source has yet been identified for construction. In addition, Polk County provides for the development of an internal roadway network as development occurs within the Selected Area Plans in the US 27 corridor area. Currently, Chapter 824, Polk County Land Development Code, contains language that supports, rather than requires, the connection of rights-of-way between subdivisions.

**Recommendations**

Providing a supporting roadway system and establishing another north/south corridor would help ease traffic congestion and improve safety along US 27. It would also improve accessibility to the future residential and commercial areas that are expected to develop, while improving access management opportunities. Efforts are underway in Lake and Polk County to achieve those goals. Each community abutting US 27 should continue to develop in accordance with the following principles to enhance US 27’s supporting roadway system:

- **Identify and develop a connected local road network along the US 27 Corridor.** Jurisdictions along the US 27 Corridor must develop an adequate local network of roads with the capacity to accommodate traffic resulting from new developments. Side streets, internal subdivision roads, and parallel access roads help improve accessibility of the built environment and offset travel demand on major arterials. A supporting road network is also beneficial for bicycle and pedestrian circulation.

- **Require residential developments along the US 27 Corridor to continue and extend the supporting street system.** The street system of a proposed subdivision should be designed to coordinate with existing, proposed, and planned streets outside of the subdivision. Residential subdivisions and DRIs should be required to dedicate sufficient right-of-way to support the development of a local street network that could be used for secondary access and to connect neighboring developments.

In addition, each community should seek to extend local subdivision roads to side streets where such opportunities exist, so residents can have alternate access to planned median openings for direct left turns. Wherever a proposed development abuts unplatted land or a future development phase of the same development,
street stubs should be required to access abutting properties or to logically extend the street system. When the abutting tracts are developed, they should be required to connect with these stub streets.

Concerns about through traffic can be addressed on local streets through the use of traffic calming techniques, such as jogs in the roadway, avoiding excessively wide lanes, and stop signs that slow traffic and discourage through traffic movement. Gated communities could be required to set aside right-of-way in appropriate locations for development of minor arterial and collector roadways and to connect to the side street. They could be allowed to place a gate at the secondary entrance point to address security or through traffic concerns.

**Issue 3: Interparcel and Side Street Connections**

There are few connections in place between existing commercial or residential developments. Some interconnectivity does exist between the parcels in the section between the Polk County line and CR 474 in Lake County and along the Polk County section of the study corridor. Additionally, some developments in Lake County have reserved right-of-way for future connections to neighboring properties.

Both Counties have strong requirements for interparcel connections, which should continue to be actively enforced. Lake County Land Development Regulations set forth provisions for joint access, cross access, and access roads. The construction of access roads is determined on a case-by-case basis. Larger and more intense residential and commercial developments are required to construct access roads; meanwhile, small development may be exempt from these requirements, but may still have to dedicate right-of-way for the eventual construction of an access road.

Lake County staff note that the County Commission is generally supportive of efforts to manage access and appreciates the benefits derived from access management on major corridors. Also, the County Commission is not inclined to vacate right-of-way reservations for cross access, as once was the case. This is in recognition of the value of maintaining alternative access choices between corridor parcels.

In Polk County, provisions for joint access and cross access are applied to the North US 27 SAP. In this area, the County may designate cross-access corridors along certain roadways to provide unified access and circulation among parcels on each block of the thoroughfare sufficient to create a continuous linear travel corridor extending the entire length of the block it serves.
Recommendations

Requiring joint access and interparcel and side street connections helps to improve accessibility of the built environment, while improving the safety and efficiency of US 27 by reducing the local traffic and turning movements on the corridor.

- **Strongly promote interparcel and side street connections.** Each local government should continue to actively promote interparcel connections and joint access. Although interparcel connections will not be feasible in all situations, staff should continue to actively enforce them wherever they are feasible. In order to facilitate side street connections, Polk County should revise its driveway location guidelines to allow non-residential driveways on local or collector roadways. The Cities of Clermont and Minneola should ensure that their land development regulations include adequate requirements for joint and cross access and enforce this during the development and redevelopment process. These provisions should be applied to new development and redevelopment situations. In addition, circulation between adjacent major developments (such as abutting DRIs) should be required through interparcel connections.

Issue 4: Right-of-Way Preservation

Throughout the US 27 corridor in Lake County, the preliminary design for the widening of US 27 requires the acquisition of additional right-of-way. In several locations, the right-of-way requirements will move existing structures within uncomfortable distances from the new edge of pavement. While this is not specifically an access management issue, it does create problems within the corridor that could lead to degraded transportation and development conditions. This result is counter to the effect sought through the implementation of access management principles within the corridor.

Recommendations

- **Update right-of-way preservation practices and requirements.** It is recommended that the existing right-of-way problems, as noted above, be addressed through a combination of design and regulation, including alignment changes in the US 27 design plans and increased setback requirements for new development in the corridor. In addition, each community should update its right-of-way preservation practices. This could include provisions for mandatory and voluntary dedication on major highway corridors together with interim use allowances, on-site density transfers, impact fee credits or other measures to alleviate hardship on property owners. Information on right-of-way preservation techniques and ordinances is set forth in the CUTR report *Managing Corridor Development* and can be obtained on the internet at [www.cutr.eng.usf.edu](http://www.cutr.eng.usf.edu) or directly from CUTR.
Issue 5: Internal Access for Outparcels

Outparcels (or outlots) are lots on the perimeter of a larger parcel that break its frontage along the roadway. Such lots are often created along thoroughfare frontage of shopping center sites, and leased or sold to take advantage of the marketability of these highly valued locations. Outparcel regulations foster coordinated on-site circulation systems that serve outparcels as well as interior development, thereby reducing the need for driveways on an arterial. As set forth in the Polk County Land Development Code, outparcels can only gain access through internal roadways unless otherwise approved on a master development plan. Assuring internal access to DRI commercial outparcels will also be important in Lake County on US 27, as well as other state highways.

Recommendations

- **Require internal access to shopping center outparcels.** Local codes should require all access to outparcels to be internalized using the shared circulation system of the principle development or retail center. Local regulations should also establish that development sites under the same ownership, or those consolidated for development, be considered one property for the purposes of access regulation. The same should be required of phased development plans. The number of connections permitted should be the minimum necessary to provide reasonable access and not the maximum available for that frontage (Figure 5).

![Figure 5: Promote Internal Access to Outparcels](image)
Issue 6: Subdivision Exemptions

The Lake County Land Development Regulations exempts certain types of land divisions from the formal platting process. One in particular, the “Family Exemption,” allows as many lots to be created as there are number of descendents and ascendants plus one for the subdividing family member. When a lot split occurs between family members, the County can approve a “family density exception.”

These newly created parcels do not have to adhere to the County’s lot dimensional requirements, but must conform to other select standards. For example, the lots must gain access through a private or public road or easement, must be greater than one acre, and can only occur in select land use districts. As Lake County continues to urbanize, these exemptions could lead to access problems.

Recommendation:

Subdivision exemptions can result in irregular or poorly designed subdivisions in rural and urban fringe areas. Although the purpose of such exemptions was to allow minor subdivision activity, such as transferring a lot to a family member, without incurring the expense of platting, these exemptions are often used to circumvent platting requirements. The resulting subdivisions may rely heavily on private access easements, resulting in inefficient use of land, easement disputes, and poor connectivity. More commonly they rely on existing roads and highways, creating residential strips rather than shared access subdivisions.

- Minimize subdivision exemptions and regulate lot split activity. Each community in the study area should limit and regulate lot split activity that occurs outside of the subdivision process. Lake County should reevaluate its subdivision exemptions and at a minimum should limit the number of lots that can be created through the “family exemption” and “agricultural exemption.” Furthermore, all newly created lots should be reviewed for compliance with access management requirements prior to recording.

Cities of Clermont and Minneola

Upon reviewing existing plans and policies adopted by both the City of Clermont and Minneola and after visiting portions of US 27 that cross these communities, several issues and concerns were identified regarding the effectiveness of access management controls along the corridor. These issues and concerns are specific to the urbanized sections of US 27 found within the incorporated areas and include the following:

1) Driveways and surface street connections in the physical and functional areas of intersections,
2) Driveway and street connections located too close together,
3) Multiple driveways to individual parcels,
4) Residential driveways that enter directly onto US 27,
5) Driveways with inadequate or no throat length,
6) Open and undefined parcel access, and
7) On-site parking that connects to US 27, potentially creating interference on the roadway.

Recommendations

Along with area-wide recommendations identified in the previous section of this report, municipalities along the US 27 corridor should further update and expand their access management policies, particularly within the physical and functional areas of intersections. This can be achieved through the inclusion of appropriate access management goals, objectives, policies, and requirements in the text of the Land Use and Transportation Elements of the adopted Comprehensive Plans and more extensive requirements in local land development codes. Recommendations include:

- **Reinforce minimum connection spacing for commercial and residential developments along the US 27 Corridor.** Spacing standards limit the number of driveways on a roadway by mandating a minimum separation distance between driveways. Driveway spacing standards should be tied to the FDOT access classification and driveway permitting standards for the State Highway System and may be tied to the posted speed limit or functional classification of the roadway on locally maintained roads. Municipalities along the US 27 Corridor could adopt the FDOT standards by reference in their land development code.

- **Adopt retrofit requirements that address the need for access improvements.** Much of the US 27 corridor in the Cities of Clermont and Minneola has already been subdivided into small lot frontages, and portions have either been strip zoned for commercial use or already developed into commercial strips. These problems can be addressed in the future as properties expand or redevelop. Land development regulations should be amended to include conditions or circumstances where nonconforming access features may be brought into conformance. Such conditions may include:
  a. when new driveway permits are requested;
  b. an increase in land use intensity;
  c. substantial enlargements or improvements;
  d. significant change in trip generation; and
  e. as changes to roadway design allow.

- **Adopt and enforce corner clearance standards at intersections.** Corner clearance refers to the separation of driveways from intersections. It is the distance from an intersection of a public or private road to the nearest access
connection. Corner clearance standards preserve good traffic operations at intersections, as well as the safety and convenience of access to corner properties (Figure 6). The required corner clearance along US 27 is established by FDOT connection spacing standards, as well as any local standards along locally maintained side streets.

![Figure 6: Inadequate Corner Clearance Creates Delay](image)

New connections at intersections should be consistent with corner clearance standards, unless no other reasonable access to the property is available, and the permitting department determines that the connection does not create a safety or operational problem. Also, sites undergoing a change in land use should be required to bring their street connections into compliance with corner clearance standards during the site development process. Traffic engineering analysis of the proposed connection by a registered engineer may be required of applicants for this purpose. Where no other alternatives exist, the permitting department may allow construction of an access connection along the property line farthest from the intersection. In such cases, directional connections (i.e. right in/out, right in only, or right out only) may be required. Another option is to require nonconforming corner properties to share access with abutting properties or conditional use requirements for constrained corner properties that prohibit high volume uses.

- **Update driveway design and exclusive right-turn lane requirements.** Driveway design standards are used to control width, turning radius or flare, and throat (storage) length. Design standards may also require certain driveway improvements, such as channelizing islands or medians. Throat length standards prevent vehicles from backing from a site into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. The length of driveways or "throat length" should be adequate to handle anticipated storage of entering and exiting vehicles. Standards for throat length vary according to the projected volume of the driveway and whether it is the principle access or a secondary driveway. Generally adequate throat lengths are 40 to 60 feet for unsignalized driveways, 75 to 95 feet for smaller developments (< 200,000 GLA), and 200 or more feet for larger shopping
centers (>200,000 GLA). The FDOT is in the process of updating their standards. Any new standards to be adopted should track the new standards developed by the FDOT.

The FDOT is also investigating the requirements for exclusive right-turn lanes. We recommend that existing standards be revised to reflect FDOT requirements after the investigation is completed.
this page is blank