LAKE COUNTY
FLORIDA

# TRANSPORTATION ELEMENT

## Data, Inventory & Analysis
## 2030 Planning Horizon

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## INTRODUCTION

Lake County is located within the Lake-Sumter Metropolitan Planning Organization (LSMPO) boundary. Therefore, the County is required by the State to adopt a Transportation Element in lieu of three separate sub-elements: traffic circulation, mass transit, and aviation and rail. The purpose of the Transportation Element is to plan for a multi-modal transportation system that emphasizes accessibility.

The Lake County transportation planning process is a collaborative effort among various federal, state, regional, county, and municipal agencies working in close concert with the LSMPO. The LSMPO ensures that highways and roads, public transit, pedestrian, bicycle, and other transportation facilities are coordinated and planned with consistency.

An inventory of the existing traffic circulation system has been prepared as the basis for examining the existing roadway deficiencies and determining future roadway needs. The Florida Department of Transportation (FDOT) and Lake County provide the data necessary for the inventory of the existing system. The traffic circulation system consists of roads within the County which are part of both the State Highway and County Roadway Systems.

Lake County has a current traffic circulation system comprised of three types of traffic facilities (arterial, collector and local facilities) that are organized into three separate classifications based on the existing FDOT roadway functional classifications. Inter county, intra-county, and local traffic all use the traffic circulation system within Lake County. The three road classifications, as defined in section 9J-5.003, FAC., are based on the relationship between the movement of traffic and the degree of access to surrounding land uses, and are as follows:

**Table 1 – Road Classifications**

| | |
|---|---|
| **Local Road** | Provides access to local properties and connects them to higher classified roadways |
| **Collector** | Provides a connection between local roads at higher speeds and capacities and connects rural and urban areas. |
| **Arterial** | Arterials are designed to move high volumes of traffic at high speeds over long distances, mostly between counties. |

Lake County is located in East Central Florida and is bordered by seven counties. The adjoining counties are Volusia, Seminole, Orange, Osceola, Polk, Sumter, and Marion counties. Lake County is composed of 1,157 square miles, with 953 square miles of land area and 204 square miles of water area. Along with a relatively high growth rate, Lake County is characterized by a large number of lakes, low population densities, and a large service area. The hydrography of Lake County – that is, the large number and geographic distribution of lakes – inhibits the establishment of any type of large-scale grid-like road network.

Lake County adopted the Lake County 2025 Long Range Transportation Plan on December 14, 2005; it was completed for Lake County by Tindale-Oliver and Associates. This plan contains an extensive analysis of roadway, bicycle, and pedestrian transportation issues, as well as land use and other factors that determine existing and future needs. The result of the plan is a comprehensive schedule of roadway bicycle transit, and pedestrian projects designed to meet as

much as possible the existing and future needs of Lake County. Much of the information provided in that report is included in this document.

## TRANSPORTATION AND LAND USE

The Lake-Sumter Metropolitan Planning Organization (LSMPO) wrote their 2025 Long Range Transportation Plan based on population and employment projections, and the projected development pattern out to 2025. Based on theses projections, the LSMPO and Lake County can enact the strategies and projects needed to ensure that Lake County will meet its transportation goals for the next twenty years. The LSMPO and Lake County have worked closely so that there is consistency between The Transportation Element and the 2025 Long Range Transportation Plan.

## EXISTING ROADWAY CONDITIONS

Rather than being dominated by one large city or town, Lake County has a collection of medium and small cities, including Leesburg, Tavares, and Eustis. A significant portion of daily travel, including commuter traffic occurs between these cities. In south Lake County, much of the traffic runs along SR 50. It is evident that the automobile plays a significant role in the mobility of Lake County residents.

Because of the numerous lakes in Lake County, most travel occurs on arterial roadways that are fed by collector and local roads. All arterial roadways in Lake County are State-maintained, with most collector roadways being County roads. The principal travel corridors in Lake County include the following State roadways:

US Highway 27 (SR 25) extends from the southern Polk/Lake county line north through the city of Clermont, merging with US 441 (SR 500) in Leesburg, and continues north to Sumter and Marion counties. US 27 intersects Florida's Turnpike in central Lake County, and provides a connection to I-4 in Polk County. US 27 is a four-lane roadway with some six-lane segments.

US Highway 441 (SR 500) enters Lake County from the north at the Sumter County border, sharing a designation with US 27 (SR 25). It continues into Leesburg, where it diverges from US 27, and turns east, extending through Tavares, south of Eustis, and around Mount Dora. It then turns south, exiting Lake County at the Orange County line. US 441 serves a great majority of the development and activity centers in Lake County, this is reflected in the heavy traffic volumes along this corridor. US 441 is undergoing construction for conversion to a six-lane road throughout its length in Lake County.

Florida's Turnpike (SR 91) is a four-lane toll limited-access facility maintained by the Turnpike Enterprise District. Florida's Turnpike enters west-central Lake County at the Sumter County line, traveling southeast to the Orange County line near Lake Apopka. Most of the traffic on the Turnpike is through traffic. There are three interchanges in Lake County:

- US 27/SR19 south of Leesburg
- SR 50 near the Orange County line near Clermont.
- CR 470, which encourages greater intra-county travel on the Turnpike.

SR 19 begins in Groveland at SR 50 in southern Lake County, crosses Florida's Turnpike, and continues north to Tavares, where it merges with US 441. East of Tavares, it splits from US 441, traveling through Eustis and Umatilla, and continuing north into the Ocala National Forest, exiting Lake County at the Marion County line at SR 40. Most of SR 19 is two lanes, except for a four-lane segment through Eustis and Umatilla, with four and six lane segments in Tavares.

SR 40 crosses east and west through the northern most portion of Lake County, it extends from Marion County to Volusia County. It is a two-lane road, and is part of the Florida Intrastate Highway System (FIHS).

SR 44 enters Lake County from the west at the Sumter County line, and links Leesburg to I-75. It joins with US 441 in Leesburg, diverges in Mount Dora and continues east and northeast, crossing the Wekiva River Protection Area, and exiting Lake County at the Volusia County Line. SR 44 is a four-lane road from the Sumter County line to Mount Dora, where it becomes 2-lanes.

SR 46 runs west to east from Mount Dora to Seminole County as a two-lane roadway.

SR 50 crosses Lake County from west to east, beginning at the Sumter County line west of Mascotte, continuing through Groveland and Clermont, and exiting Lake County at the Orange County Line. It connects Clermont with the Orlando metropolitan area. SR 50 is a two-lane road west of Groveland, and four lanes from Groveland to Orange County. The segment from US 27 in Clermont to the Orange County line is scheduled for reconstruction as a six-lane facility.

The County road system that complements the State Highway System is a collection of mostly two-lane roads providing collector and land access functions. Because of the surface water topography of Lake County and environmentally sensitive areas, there are few opportunities to provide parallel relievers to over-crowded roads. In the few cases where this is possible, it occurs mostly in the undeveloped areas of the county not susceptible to traffic congestion.

## EXISTING FUNCTIONAL CLASSIFICATION

Roads in Lake County are functionally classified according to State and Federal classification criteria. These criteria establish the classification of a roadway according to the function the roadway serves. Functional Classifications include:

**Table 2 – Roadway Classification by Function**

| | |
|---|---|
| Local Road | Provides access to local properties, and connects them to higher-classified roadways. |
| Rural Minor Collector | Provides a connection from local streets, connecting those streets to higher-classified roadways in rural areas and providing higher speeds and capacities than local roads. |
| Rural Major Collector | Provides higher speeds and capacities than minor collectors, and connects to collectors in urban areas. |
| Urban Collector | Provides connections between local streets at higher speeds. And capacities in urbanized areas. |
| Minor Arterial | Serves longer, commuter-type trips, and moves traffic among various areas of the County. Provides a connection between major collector roads in the County. Speeds and capacities are commensurately higher than collector roadways. |
| Principal Arterial | The highest classification of roadway. Principal arterials are designed to move large volumes of traffic at high speeds over long distances, mostly between counties. |

Lake County has established a policy delineating Scenic Roadways, which are roads determined to be of such scenic quality that any benefit provided by widening such roads would be offset by the detriment to the character of Lake County should such widening be allowed.

Related to functional classification Lake County has established specifications addressing the maximum number of lanes allowed for roads according to their functional classification. Roads designated as Scenic Roadways are limited to two lanes. Otherwise, arterial roadways are limited to six lanes; collectors are limited to four lanes, and local streets to two lanes.

Lake County, through the Land Development Regulations, has also established minimum right-of-way standards for roadways according to a road's functional classification. These right-of-way specifications are designed to ensure the protection of right-of-way needed for future road projects, and are part of the development review process. Given the escalating cost of right-of-way in Florida, the protection of future needed right-of-way is a crucial part of the transportation planning process.

## EXISTING ROADWAY OPERATING CONDITIONS

For the most part, roadways in Lake County operate at or above the established Lake County Comprehensive Plan level of service standards. The exceptions to this can be found in highly developed areas in the central part of the county. This includes US 441 in Leesburg and SR 19 in Eustis and south of Tavares, CR 44 bypassing downtown areas to the north of Lake Eustis, and SR 46. US 441 is currently programmed for six laning from the Orange County line north to the Sumter County line. Portions of this highway are already 6-lanes with the remaining portions experiencing failing level of service in certain segments. In South Lake County, SR 50 is also experiencing level of service failures on certain segments. For a comprehensive list of road improvements see the 2010-2014 Transportation Construction Program (Appendix A) and the Five Year Transportation Improvement Program (Appendix B); the 2009 Traffic Counts can be found in Appendix C.

**Table 3 - Lake County Existing Roadway Conditions**

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| Ardice Ave | Golf Links | Kurt St | CR | C | 2 | * |
| Ardice Ave | Kurt St | SR 19 | CR | C | 2 | * |
| CR 19A (W) | CR 441 (Old) | Merry Rd | CR | C | 2 | C |
| CR 19A (W) | Merry Rd | Lake Saunders | CR | C | 2 | C |
| CR 19A (W) | Lake Saunders | SR 500 (US 441) | CR | C | 2 | C |
| CR 19A (E) | CR 441 | Lake Saunders | CR | C | 2 | E |
| CR 19A (E) | Lake Saunders | SR 500 (US 441) | CR | C | 2 | E |
| CR 19A | CR 452 | CR 44 | CR | C | 2 | C |
| CR 19A | CR 44 | SR 19 | CR | C | 2 | C |
| CR 25 | US 27/US 441 (S) | US 27/US 441 (N) | CR | C | 2 | C |
| CR 25 | US 27 | Marion Co Rd | CR | C | 2 | C |
| CR 25 | Marion Co Rd | Marion Co. Line | CR | C | 2 | C |
| CR 25 A | US 27/US 441 (S) | Thomas St | CR | C | 2 | C |
| CR 25 A | Thomas St | CR466A | CR | C | 2 | C |
| CR 25 A | CR466A | US 27/US 441 (N) | CR | C | 2 | C |
| CR 25 A | US 27 (South) | Q | CR | C | 2 | C |
| CR 25 A | Q | US 27 (North) | CR | C | 2 | C |
| CR 33 | SR 50 | Sunset Av | CR | C | 2 | B |
| CR 33 | Sunset Ave | Simon Brown Rd | CR | C | 2 | B |
| CR 33 | Simon Brown Rd | I | CR | C | 2 | B |
| CR 33 | I | Austin Merritt | CR | C | 2 | B |
| CR 33 | Austin Merritt | CR 48 | CR | C | 2 | B |
| CR 33 | CR 48 | CR 470 | CR | C | 2 | C |
| CR 33 | CR 470 | SR 25 | CR | C | 2 | D |
| CR 40 | SR 40 (West) | SR 40 (East) | CR | C | 2 | * |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| CR 42 | Marion Co. Line | SR 19 | CR | C | 2 | C |
| CR 42 | SR 19 | CR 450 | CR | C | 2 | A |
| CR 42 | CR 450 | CR 439 | CR | C | 2 | B |
| CR 42 | CR 439 | XA | CR | C | 2 | B |
| CR 42 | XA | XB | CR | C | 2 | B |
| CR 42 | XB | SR 44 | CR | C | 2 | B |
| CR 435 | Orange Co. Line | SR 46 | CR | C | 2 | B |
| CR 437 | Orange Co. Line | SR 46 | CR | MA | 2 | B |
| CR 437 | SR 46 | Wolf Branch Rd | CR | C | 2 | C |
| CR 437 | Wolf Branch Rd | SR 44 | CR | C | 2 | C |
| CR 437 | SR 44 | AA | CR | C | 2 | C |
| CR 437 | AA | CR 44A | CR | C | 2 | C |
| CR 439 | SR 44 | CR 44A | CR | C | 2 | C |
| CR 439 | CR 44A | Wiygul Rd | CR | C | 2 | A |
| CR 439 | Wiygul Rd | CR 42 | CR | C | 2 | A |
| CR 44 | SR 500 (US 441) | CR 44A (Leg) | CR | C | 2 | D |
| CR 44 | CR 44A (Leg) | Radio Rd | CR | C | 2 | B |
| CR 44 | Radio Rd | CR 473 | CR | C | 2 | D |
| CR 44 | CR 473 | Emeralda Ave | CR | C | 2 | D |
| CR 44 | Emeralda Ave | CR 452 | CR | C | 2 | D |
| CR 44 | CR 452 | CR 19A | CR | C | 2 | D |
| CR 44 | CR 19A | SR 19 | CR | C | 2 | D |
| CR 44 | SR 19 | CR 44A | CR | C | 2 | D |
| CR 44 | CR 44A | SR 44 | CR | C | 2 | C |
| CR 441 (OLD) | SR 500 (US 441) | SR 19 | CR | C | 2 | F |
| CR 441 (OLD) | SR 19 | CR 452 | CR | C | 2 | D |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| CR 441 (OLD) | CR 452 | CR 19A | CR | C | 2 | D |
| CR 441 (OLD) | CR 19A | Old Hammock | CR | C | 2 | D |
| CR 441 (OLD) | Old Hammock | CR 44C | CR | C | 2 | D |
| CR 441 (OLD) | CR 44C | Morningside | CR | C | 2 | E |
| CR 441 (OLD) | Morningside | CR 452 | CR | C | 2 | E |
| CR 441 (OLD) | CR 452 | Donnelly St | CR | C | 2 | E |
| CR 441 (OLD) | Donnelly St | SR 46 | CR | C | 2 | E |
| CR 441 (OLD) | SR 46 | Orange Co. Line | CR | C | 2 | C |
| CR 445 | SR 19 | XB | CR | C | 2 | A |
| CR 445 | XB | CR 445A | CR | C | 2 | A |
| CR 445A | SR 19 | CR 445 | CR | C | 2 | A |
| CR 445A | CR 445 | SR 40 | CR | C | 2 | A |
| CR 448 | CR 561 | Frankies Rd | CR | C | 2 | C |
| CR 448 | Frankies Rd | Lake Rd | CR | C | 2 | B |
| CR 448 | Lake Rd | CR 448A | CR | C | 2 | B |
| CR 448 | CR 448A | Orange Co. Line | CR | C | 2 | C |
| CR 448A | CR 48 | CR 448 | CR | C | 2 | * |
| CR 44A | SR 19 | Wiygul Rd | CR | C | 2 | A |
| CR 44A | Wiygul Rd | CR 450A | CR | C | 2 | B |
| CR 44A | CR 450A | Bill Collins Rd | CR | C | 2 | B |
| CR 44A | Bill Collins Rd | Estes Rd | CR | C | 2 | B |
| CR 44A | Estes Rd | N Thrill Hill R | CR | C | 2 | B |
| CR 44A | N Thrill Hill R | CR 439 | CR | C | 2 | B |
| CR 44A | CR 439 | AA | CR | C | 2 | B |
| CR 44A | AA | CR 437 | CR | C | 2 | B |
| CR 44A | CR 437 | Lake Norris | CR | C | 2 | A |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| CR 44A | Lake Norris | SR 44 | CR | C | 2 | A |
| CR 44A | Thomas Av | US 27/US 441 | CR | C | 2 | * |
| CR 44A (Leg) | CR 44 | SR 500 (US 441) | CR | C | 4 | C |
| CR 44A (Leg) | CR 44 | CR 44A | CR | C | 2 | * |
| CR 44B | US 441 | SR 44 | CR | C | 2 | D |
| CR 44C | CR 441 (Old) | SR 500 (US 441) | CR | C | 2 | D |
| CR 44C | CR 468 | Thomas Av | CR | C | 2 | C |
| CR 450 | Marion Co. Line | SR 19 | CR | C | 2 | B |
| CR 450 | SR 19 | CR 42 | CR | C | 2 | B |
| CR 450A | SR 19 | CR 44A | CR | C | 2 | A |
| CR 452 | SR 19 (North) | CR 19A | CR | C | 2 | D |
| CR 452 | CR 19A | CR 44 | CR | C | 2 | D |
| CR 452 | CR 44 | Goose Prairie Rd | CR | C | 2 | D |
| CR 452 | Goose Prairie Rd | Felkins Rd | CR | C | 2 | D |
| CR 452 | Felkins Rd | Marion Co. Line | CR | C | 2 | B |
| CR 452 | SR 500 (US 441) | CR 441 | CR | C | 2 | C |
| CR 452 | CR 441 | Main St | CR | C | 2 | C |
| CR 452 | Main St | Dora Ave | CR | C | 2 | C |
| CR 452 | Dora Av | CR 441 (Old) | CR | C | 2 | C |
| CR 455 | SR 50 | CR 50 | CR | C | 2 | C |
| CR 455 | CR 50 (S) | CR 50 (N) | CR | C | 2 | C |
| CR 455 | CR 50 (N) | Ridgewood Ave | CR | C | 2 | B |
| CR 455 | Ridgewood Ave | Fosgate | CR | C | 2 | C |
| CR 455 | Fosgate | CR 561A | CR | C | 2 | B |
| CR 455 | CR 561A | M | CR | C | 2 | B |
| CR 455 | M | Fosgate | CR | C | 2 | B |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| CR 455 | Fosgate | CR 561 | CR | C | 2 | B |
| CR 455 | CR 561 | SR 19 | CR | C | 2 | B |
| CR 46 | CR 441 (Old) | SR 500 (US 441) | CR | MA | 2 | C |
| CR 460 | CR 468 | Thomas Av | CR | C | 2 | * |
| CR 460 | Thomas Av | US 27/US 441 | CR | C | 2 | * |
| CR 466 | Sumter Co. Line | Rex Rd | CR | C | 2 | C |
| CR 466 | Rex Rd | US 27/US 441 | CR | C | 2 | C |
| CR 466 A | Sumter Co. Line | Micro Racetrack | CR | C | 2 | A |
| CR 466 A | Micro Racetrack | Spring Lake Rd | CR | C | 2 | A |
| CR 466 A | Spring Lake Rd | CR 468 | CR | C | 2 | C |
| CR 466 A | CR 468 | CR 25A | CR | C | 2 | C |
| CR 466 A | CR 25A | US 27/US 441 | CR | C | 2 | C |
| CR 466 A | US 27/US 441 | CR 466B | CR | C | 2 | D |
| CR 466B | CR 466A | Eaglesnest Rd | CR | C | 2 | D |
| CR 468 | SR 44 | CR 44C | CR | C | 4 | C |
| CR 468 | CR 44C | CR 460 | CR | C | 2 | C |
| CR 468 | CR 460 | CR 466A | CR | C | 2 | C |
| CR 46A | SR 44 | Orlando Beltway | CR | C | 2 | B |
| CR 46A | Orlando Beltway | SR 46 | CR | C | 2 | B |
| CR 470 | Sumter Co. Line | SR 91 | CR | C | 2 | C |
| CR 470 | SR 91 | CR 33 | CR | C | 2 | C |
| CR 473 | SR 500 | Bell Rd | CR | C | 4 | C |
| CR 473 | Bell Rd | Treadway School | CR | C | 2 | D |
| CR 473 | Treadway School | CR 44 | CR | C | 2 | D |
| CR 474 | SR 33 | SR 25 | CR | C | 2 | A |
| CR 48 | Sumter Co. Line | North Austin Me | CR | C | 2 | A |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| CR 48 | North Austin Me | CR 33 | CR | C | 2 | A |
| CR 48 | CR 33 | SR 25 | CR | C | 2 | C |
| CR 48 | SR 25 | Number Two Rd | CR | C | 2 | B |
| CR 48 | Number Two Rd | SR 19 | CR | C | 2 | B |
| CR 48 | CR 561 | Daque Lake | CR | C | 2 | B |
| CR 48 | Daque Lake | CR 448A | CR | C | 2 | B |
| CR 50 | CR 455 | Orange Co. Line | CR | C | 2 | C |
| CR 50 | SR 25 | Jacks Lake Rd | CR | C | 2 | C |
| CR 50 | Jacks Lake Rd | Turkey Farms Rd | CR | C | 2 | C |
| CR 50 | Turkey Farms Rd | Blackstill Lake | CR | C | 2 | C |
| CR 50 | Blackstill Lake | CR 455 | CR | C | 2 | C |
| CR 561 | SR 33 | Lakeshore Dr | CR | C | 2 | A |
| CR 561 | Lakeshore Dr | CR 565B | CR | C | 2 | C |
| CR 561 | CR 565B | SR 50 | CR | C | 2 | C |
| CR 561 | US 27 | CR 561A | CR | C | 2 | C |
| CR 561 | CR 561A | Sugarloaf Mt Rd | CR | C | 2 | B |
| CR 561 | Sugarloaf Mt Rd | K | CR | C | 2 | B |
| CR 561 | K | Sullivan Rd | CR | C | 2 | B |
| CR 561 | Sullivan Rd | CR 455 | CR | C | 2 | B |
| CR 561 | CR 455 | CR 48 | CR | C | 2 | B |
| CR 561 | CR 48 | Frankies Rd | CR | C | 2 | C |
| CR 561 | Frankies Rd | CR 448 | CR | C | 2 | C |
| CR 561 | CR 448 | O | CR | C | 2 | D |
| CR 561 | O | SR 19 | CR | C | 2 | D |
| CR 561A | SR 50 | CR 565A | CR | C | 2 | C |
| CR 561A | CR 565A | Jalarmy | CR | C | 2 | C |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| CR 561A | Jalarmy | SR 25 | CR | C | 2 | C |
| CR 561A | CR 561 | Sullivan Rd | CR | C | 2 | A |
| CR 561A | Sullivan Rd | Fosgate | CR | C | 2 | C |
| CR 561A | Fosgate | CR 455 | CR | C | 2 | A |
| CR 565 | Lake Erie Rd | Empire Church R | CR | C | 2 | A |
| CR 565 | Empire Church R | SR 50 | CR | C | 2 | A |
| CR 565 | SR 50 | Simon Brown Rd | CR | C | 2 | A |
| CR 565 | Simon Brown Rd | Lake Emma Rd | CR | C | 2 | A |
| CR 565 | Lake Emma Rd | Lake Arthur Rd | CR | C | 2 | A |
| CR 565 | Lake Arthur Rd | I | CR | C | 2 | A |
| CR 565 | I | US 27 | CR | C | 2 | A |
| CR 565A | CR 565B | SR 50 | CR | C | 2 | A |
| CR 565A | SR 50 | CR 561A | CR | C | 2 | B |
| CR 565B | SR 33 | CR 565A | CR | C | 2 | A |
| CR 565B | CR 565A | CR 561 | CR | C | 2 | C |
| Dewey Robbins Rd | US 27 | J | CR | C | 2 | * |
| Donnelly St | CR 441 (Old) | Limit Av | CR | C | 2 | D |
| Donnelly St | Limit Av | SR 500 (US 441) | CR | C | 2 | D |
| Eaglesnest Rd | US 27 | Grays Airport R | CR | C | 2 | C |
| Eaglesnest Rd | Grays Airport R | CR 466B | CR | C | 2 | C |
| Emeralda Ave | CR 44 | Goose Prairie Rd | CR | C | 2 | C |
| Estes Rd | SR 44 | CR 44A | CR | C | 2 | C |
| Five Mile Rd | US 27 | Hancock Rd | CR | C | 2 | * |
| Five Mile Rd | Hancock Rd | F | CR | C | 2 | * |
| Golf Links | SR 500 | Ardice Ave | CR | C | 2 | * |
| Goose Prairie Rd | Emeralda Av | Felkins Rd | CR | C | 2 | B |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| Goose Prairie Rd | Felkins Rd | CR 452 | CR | C | 2 | B |
| Grays Airport Rd | Eaglesnest Rd | Edwards Rd | CR | C | 2 | B |
| Grays Airport Rd | Edwards Rd | Lake Griffin Rd | CR | C | 2 | B |
| Hancock Rd | Hartwood Marsh | G | CR | C | 2 | * |
| Hancock Rd | G | Johns Lake Rd | CR | C | 2 | C |
| Hancock Rd | Johns Lake Rd | Hook St | CR | C | 2 | C |
| Hancock Rd | Hook St | SR 50 | CR | C | 2 | C |
| Hancock Rd | SR 50 | North Ridge | CR | C | 2 | * |
| Hancock Rd | North Ridge | CR 50 | CR | C | 2 | * |
| Hartwood Marsh Rd | US 27 | Hancock Rd | CR | C | 2 | C |
| Hook St | Lakeshore Dr | US 27 | CR | C | 2 | C |
| Hook St | US 27 | Grand Highway | CR | C | 2 | C |
| Kurt St | SR 500 (US 441) | Ardice Ave | CR | C | 2 | * |
| Kurt St | Ardice Ave | Lakeview Ave | CR | C | 2 | * |
| Lake Erie Rd | Bay Lake Loop | SR 33 | CR | C | 2 | B |
| Lake Eustis Dr | SR 500 | Lakeshore Dr | CR | C | 2 | B |
| Lake Griffin Rd | US 27 | Grays Airport R | CR | C | 2 | C |
| Lake Saunders | CR 19A (W) | CR 19A (E) | CR | C | 2 | * |
| Lakeshore Dr | Lake Eustis Dr | SR 19 | CR | C | 2 | C |
| Lakeshore Dr | CR 561 | Oswalt Rd | CR | C | 2 | C |
| Lakeshore Dr | Oswalt Rd | Crescent Ln | CR | C | 2 | B |
| Lakeshore Dr | Crescent Ln | Lake Louisa | CR | C | 2 | D |
| Lakeshore Dr | Lake Loisa | Anderson Hill R | CR | C | 2 | D |
| Lakeshore Dr | Anderson Hill R | Hook St | CR | C | 2 | D |
| Lakeview Av | Kurt St | SR 19 | CR | C | 2 | * |
| Lemon St | US 27/US 441 | Lake Griffin Rd | CR | C | 2 | * |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| Limit Av | Donnelly St | SR 500 (US 441) | CR | C | 2 | * |
| Main St | SR 44 | Thomas Av | CR | C | 2 | D |
| Main St | Thomas Av | SR 25 | CR | C | 2 | D |
| Main St | SR 25 | SR 44 | CR | C | 2 | D |
| Main St | SR 44 | Sunnyside Dr | CR | C | 2 | D |
| Main St | Sunnyside Dr | SR 500 (US 441) | CR | C | 2 | D |
| Main St | SR 19 | CR 452 | CR | C | 2 | D |
| Merry Rd | Old Hammock | CR 19A | CR | C | 2 | * |
| Morningside | SR 500 | Old Eustis Rd | CR | C | 2 | C |
| Morningside | Old Eustis Rd | CR 441 | CR | C | 2 | C |
| Old Eustis Rd | Morningside | Sandspur | CR | C | 2 | C |
| Old Eustis Rd | Sandspur | CR 44B | CR | C | 2 | C |
| Old Hammock | Alfred St | Merry Rd | CR | C | 2 | * |
| Old Hammock | Dora Ave | US 441 | CR | C | 2 | * |
| Old Mt Dora | SR 19 | SR 500 | CR | C | 2 | C |
| Radio Rd | SR 500 | Treadway School | CR | C | 2 | C |
| Radio Rd | Treadway School | CR 44 | CR | C | 2 | C |
| Round Lake Rd | Orange Co. Line | SR 46 | CR | C | 2 | B |
| Round Lake Rd | SR 46 | Wolf Branch Rd | CR | C | 2 | B |
| South Clermont Conn | Lake Shore Dr | US 27 | CR | C | 2 | * |
| Sullivan Rd | K | CR 561 | CR | C | 2 | * |
| Wolf Branch Rd | SR 500 (US 441) | Ranch Rd | CR | C | 2 | C |
| Wolf Branch Rd | Ranch Rd | CR 437 | CR | C | 2 | B |
| SR 19 | SR 50 EB | SR 50 WB | SR | MA | 2 | C |
| SR 19 | SR 50 (WB) | CR 478 | SR | MA | 2 | A |
| SR 19 | CR 478 | Lake Emma Rd | SR | MA | 2 | B |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| SR 19 | Lake Emma Rd | Libby Rd | SR | MA | 2 | B |
| SR 19 | Libby Rd | South O'Brien R | SR | MA | 2 | B |
| SR 19 | South O'Brien R | SR 25 | SR | MA | 2 | B |
| SR 19 | SR 25 | SR 91 | SR | MA | 2 | C |
| SR 19 | SR 91 | O'Brien Rd | SR | MA | 2 | C |
| SR 19 | O'Brien Rd | CR 455 | SR | MA | 2 | C |
| SR 19 | CR 455 | Dewey Robbins R | SR | MA | 2 | C |
| SR 19 | Dewey Robbins R | Number Two Rd | SR | MA | 2 | C |
| SR 19 | Number Two Rd | CR 48 | SR | MA | 2 | B |
| SR 19 | CR 48 | Frankies Rd | SR | MA | 2 | C |
| SR 19 | Frankies Rd | Eichleberger | SR | MA | 2 | B |
| SR 19 | Eichleberger | O | SR | MA | 2 | B |
| SR 19 | O | CR 561 | SR | MA | 2 | D |
| SR 19 | CR 561 | Main St | SR | MA | 4 | F |
| SR 19 | Main St | CR 441 | SR | MA | 4 | F |
| SR 19 | CR 441 (Old) | SR 500 (US 441) | SR | MA | 2 | D |
| SR 19 | SR 500 (US 441) | Old Mt Dora | SR | MA | 4 | F |
| SR 19 | Old Mt Dora | Lakeview Ave | SR | MA | 4 | F |
| SR 19 | Lakeview St | SR 19 NB/SB (S) | SR | MA | 4 | D |
| SR 19 (SB) | SR 19 NB/SB (S) | Lakeshore Dr | SR | MA | 2 | F |
| SR 19 (SB) | Lakeshore Dr | SR 44 | SR | MA | 2 | F |
| SR 19 (SB) | SR 44 | SR 19 NB/SB (N) | SR | MA | 2 | F |
| SR 19 (NB) | SR 19 NB/SB (S) | SR 44 | SR | MA | 2 | F |
| SR 19 (NB) | SR 44 | SR 19 NB/SB (N) | SR | MA | 2 | F |
| SR 19 | SR 19 NB/SB (N) | CR 44 | SR | MA | 4 | C |
| SR 19 | CR 44 | CR 19A | SR | MA | 4 | C |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| SR 19 | CR 19A | CR 450A | SR | MA | 4 | B |
| SR 19 | CR 450A | CR 44A | SR | MA | 4 | A |
| SR 19 | CR 44A | CR 450 (South) | SR | MA | 4 | C |
| SR 19 | CR 450 (South) | CR 450 (North) | SR | MA | 4 | A |
| SR 19 | CR 450 (North) | CR 42 | SR | MA | 2 | C |
| SR 19 | CR 42 | CR 445 | SR | MA | 2 | B |
| SR 19 | CR 445 | CR 445A | SR | MA | 2 | B |
| SR 19 | CR 445A | Marion Co. Line | SR | MA | 2 | B |
| SR 25 (US 27) | Polk Co. Line | CR 474 | SR | PA | 4 | B |
| SR 25 (US 27) | CR 474 | A | SR | PA | 4 | B |
| SR 25 (US 27) | A | B | SR | PA | 4 | B |
| SR 25 (US 27) | B | Shell Pond Rd | SR | PA | 4 | B |
| SR 25 (US 27) | Shell Pond Rd | Lake Louisa Rd | SR | PA | 4 | B |
| SR 25 (US 27) | Lake Louisa Rd | Hartwood Marsh | SR | PA | 4 | B |
| SR 25 (US 27) | Hartwood Marsh | Hammock Rd | SR | PA | 4 | B |
| SR 25 (US 27) | Hammock Rd | Johns Lake Rd | SR | PA | 4 | B |
| SR 25 (US 27) | Johns Lake Rd | Anderson Hill R | SR | PA | 4 | B |
| SR 25 (US 27) | Anderson Hill R | Hook St | SR | PA | 4 | B |
| SR 25 (US 27) | Hook St | SR 50 | SR | PA | 4 | D |
| SR 25 (US 27) | SR 50 | Mohawk Rd | SR | PA | 4 | B |
| SR 25 (US 27) | Mohawk Rd | CR 50 | SR | PA | 4 | B |
| SR 25 (US 27) | CR 50 | CR 561A | SR | PA | 4 | C |
| SR 25 (US 27) | CR 561A | Sullivan Rd | SR | PA | 4 | B |
| SR 25 (US 27) | Sullivan Rd | CR 561 | SR | PA | 4 | B |
| SR 25 (US 27) | CR 561 | Libby Rd | SR | PA | 4 | B |
| SR 25 (US 27) | Libby Rd | SR 19 | SR | PA | 4 | A |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| SR 25 (US 27) | SR 19 | O'Brien Rd | SR | PA | 4 | A |
| SR 25 (US 27) | O'Brien Rd | Independence | SR | PA | 4 | A |
| SR 25 (US 27) | Independence | CR 565 | SR | PA | 4 | A |
| SR 25 (US 27) | CR 565 | East Dewey Robb | SR | PA | 4 | A |
| SR 25 (US 27) | East Dewey Robb | Bridges Rd | SR | PA | 4 | A |
| SR 25 (US 27) | Bridges Rd | J | SR | PA | 4 | A |
| SR 25 (US 27) | J | Dewey Robbins R | SR | PA | 4 | A |
| SR 25 (US 27) | Dewey Robbins R | CR 48 | SR | PA | 4 | A |
| SR 25 (US 27) | CR 48 | CR 33 | SR | PA | 4 | B |
| SR 25 (US 27) | CR 33 | CR 25A (South) | SR | PA | 4 | C |
| SR 25 (US 27) | CR 25A (South) | CR 25A (North) | SR | PA | 4 | E |
| SR 25 (US 27) | CR 25A (North) | SR 44 | SR | PA | 4 | F |
| SR 25 (US 27) | SR 44 | Main St | SR | PA | 4 | D |
| SR 25 (US 27) | Main St | US 27/US 441 | SR | PA | 4 | D |
| SR 33 | Polk Co. Line | CR 474 | SR | MA | 2 | B |
| SR 33 | CR 474 | CR 561 | SR | MA | 2 | B |
| SR 33 | CR 561 | Lake Erie Rd | SR | MA | 2 | B |
| SR 33 | Lake Erie Rd | CR 565B | SR | MA | 2 | B |
| SR 33 | CR 565B | SR 50 | SR | MA | 2 | A |
| SR 40 | Marion Co. Line | CR 445A | SR | PA | 2 | B |
| SR 40 | CR 445A | CR 40 (West) | SR | PA | 2 | B |
| SR 40 | CR 40 (West) | CR 40 (East) | SR | PA | 2 | B |
| SR 40 | CR 40 (East) | Volusia Co. Lin | SR | PA | 2 | B |
| SR 44 | Sumter Co. Line | CR 468 | SR | MA | 4 | D |
| SR 44 | CR 468 | Q | SR | MA | 4 | B |
| SR 44 | Q | US 27/SR 25 | SR | MA | 4 | B |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| SR 44 | US 27/SR 25 | Main St | SR | MA | 4 | B |
| SR 44 | Main St | SR 500 (US 441) | SR | MA | 4 | B |
| SR 44 | SR 19 (SB) | SR 19 (NB) | SR | MA | 2 | B |
| SR 44 | SR 19 (NB) | CR 44 | SR | MA | 2 | C |
| SR 44 | CR 44 | CR 44A | SR | MA | 2 | B |
| SR 44 | CR 44A | CR 44B | SR | MA | 2 | B |
| SR 44 | CR 44B | N. Thrill Hill | SR | MA | 2 | B |
| SR 44 | N. Thrill Hill | CR 439 | SR | MA | 2 | D |
| SR 44 | CR 439 | CR 437 | SR | MA | 2 | C |
| SR 44 | CR 437 | CR 46A | SR | MA | 2 | C |
| SR 44 | CR 46A | CR 44A | SR | MA | 2 | C |
| SR 44 | CR 44A | XA | SR | MA | 2 | C |
| SR 44 | XA | CR 42 | SR | MA | 2 | C |
| SR 44 | CR 42 | Volusia Co. Lin | SR | MA | 2 | C |
| SR 46 | SR 500 (US 441) | Round Lake Rd | SR | MA | 2 | B |
| SR 46 | Round Lake Rd | CR 437 (west) | SR | MA | 2 | B |
| SR 46 | CR 437 (west) | CR 437 (east) | SR | MA | 2 | C |
| SR 46 | CR 437 (east) | CR 435 | SR | MA | 2 | D |
| SR 46 | CR 435 | Orlando Beltway | SR | MA | 2 | C |
| SR 46 | Orlando Beltway | CR 46A | SR | MA | 2 | C |
| SR 46 | CR 46A | Seminole Co Lin | SR | MA | 2 | D |
| SR 50 | Sumter Co. Line | Tuscanooga Rd | SR | PA | 2 | B |
| SR 50 | Tuscanooga Rd | CR 565 | SR | PA | 2 | D |
| SR 50 | CR 565 | Sunset Av | SR | PA | 2 | D |
| SR 50 | Sunset Av | CR 33 | SR | PA | 2 | D |
| SR 50 | CR 33 | CR 565 | SR | PA | 4 | B |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| SR 50 | CR 565 | Ivey St | SR | PA | 4 | B |
| SR 50 EB | Ivey St | SR 19 | SR | PA | 2 | C |
| SR 50 EB | SR 19 | SR 33 | SR | PA | 2 | C |
| SR 50 WB | SR 33 | SR 19 | SR | PA | 2 | C |
| SR 50 WB | SR 19 | Ivey St | SR | PA | 2 | C |
| SR 50 | SR 33 | CR 565A | SR | PA | 4 | B |
| SR 50 | CR 565A (west) | CR 565A (east) | SR | PA | 4 | A |
| SR 50 | CR 565A (east) | CR 561 | SR | PA | 4 | B |
| SR 50 | CR 561 | SR 25 | SR | PA | 4 | C |
| SR 50 | SR 25 | Grand Highway | SR | PA | 4 | F |
| SR 50 | Grand Highway | Jacks Lake Rd | SR | PA | 4 | F |
| SR 50 | Jacks Lake Rd | Hancock Rd | SR | PA | 4 | F |
| SR 50 | Hancock Rd | CR 455 | SR | PA | 4 | F |
| SR 50 | CR 455 | Orange Co. Line | SR | PA | 4 | F |
| SR 91 | Orange Co. Line | Sullivan Rd | SR | PA | 4 | B |
| SR 91 | Sullivan Rd | SR 19 | SR | PA | 4 | B |
| SR 91 | SR 19 | CR 470 | SR | PA | 4 | B |
| SR 91 | CR 470 | Sumter Co. Line | SR | PA | 4 | B |
| US 27/US 441 | SR 27/SR 25(@HI | CR 466A | SR | PA | 6 | F |
| US 27/US 441 | CR 466A | CR 460 | SR | PA | 6 | F |
| US 27/US 441 | CR 460 | CR 25A (South) | SR | PA | 6 | F |
| US 27/US 441 | CR 25A (South) | CR 466A | SR | PA | 4 | F |
| US 27/US 441 | CR 466A | CR 25A (North) | SR | PA | 4 | B |
| US 27/US 441 | CR 25A (North) | Spring Lake Rd | SR | PA | 4 | B |
| US 27/US 441 | Spring Lake Rd | Grays Airport R | SR | PA | 4 | B |
| US 27/US 441 | Grays Airport R | Eaglesnest Rd | SR | PA | 4 | B |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| US 27/US 441 | Eaglesnest Rd | Edwards Rd | SR | PA | 4 | C |
| US 27/US 441 | Edwards Rd | CR 466 | SR | PA | 4 | F |
| US 27/US 441 | CR 466 | CR 25 (South) | SR | PA | 4 | C |
| US 27/US 441 | CR 25 (South) | CR 25 (North) | SR | PA | 4 | B |
| US 27/US 441 | CR 25 (North) | Rex Rd | SR | PA | 4 | B |
| US 27/US 441 | Rex Rd | Sumter Co. Line | SR | PA | 4 | B |
| SR 500 (US 441) | US 27/US 441 | SR 44 | SR | PA | 4 | D |
| SR 500 (US 441) | SR 44 | Main St | SR | PA | 4 | E |
| SR 500 (US 441) | Main St | CR 44 | SR | PA | 4 | C |
| SR 500 (US 441) | CR 44 | CR 44A (Leg) | SR | PA | 4 | F |
| SR 500 (US 441) | CR 44A (Leg) | Radio Rd | SR | PA | 4 | F |
| SR 500 (US 441) | Radio Rd | CR 473 | SR | PA | 4 | F |
| SR 500 (US 441) | CR 473 | CR 441 (Old) | SR | PA | 6 | B |
| SR 500 (US 441) | CR 441 (Old) | SR 19 | SR | PA | 6 | C |
| SR 500 (US 441) | SR 19 | CR 452 | SR | PA | 4 | F |
| SR 500 (US 441) | CR 452 | Lake Eustis Dr | SR | PA | 4 | F |
| SR 500 (US 441) | Lake Eustis Dr | Golf Links | SR | PA | 4 | F |
| SR 500 (US 441) | Golf Links | Merry Rd | SR | PA | 4 | F |
| SR 500 (US 441) | Merry Rd | CR 19A | SR | PA | 4 | F |
| SR 500 (US 441) | CR 19A | SR 19 | SR | PA | 4 | F |
| SR 500 (US 441) | SR 19 | CR 44C | SR | PA | 4 | F |
| SR 500 (US 441) | CR 44C | Old Mt Dora | SR | PA | 4 | F |
| SR 500 (US 441) | Old Mt Dora | Sandspur | SR | PA | 4 | F |
| SR 500 (US 441) | Sandspur | CR 44B | SR | PA | 4 | F |
| SR 500 (US 441) | CR 44B | Wolf Branch Rd | SR | PA | 4 | C |
| SR 500 (US 441) | Wolf Branch Rd | SR 46 | SR | PA | 4 | B |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|
| SR 500 (US 441) | SR 46 | Orange Co. Line | SR | PA | 4 | B |
| SR 530 (US 192) | SR 25 | Orange Co. Line | SR | MA | 4 | B |
| **Key:** | | | | | | |
| Jurisdiction: CR = County Road, SR = State Road | | | | | | |
| Functional Classification: C = Collector, MA = Minor Arterial, PA = Principal Arterial | | | | | | |
| AADT = Annual Average Daily Traffic | | | | | | |

Source: Lake County Public Works and FDOT Florida Traffic Information

## PROGRAMMED ROADWAY IMPROVEMENTS

Both the State and Lake County have roadway improvements programmed to alleviate existing deficiencies in the central part of the County.

On the State side, US 441 is programmed for six-laning through 2010. Additionally, improvements are also scheduled for SR 50 in the Clermont area and US 27 from the Polk County line to the Turnpike. The Turnpike District of FDOT has a new interchange on Florida's Turnpike at CR 470. This new interchange provides nearby access to Florida's Turnpike for residents of Leesburg and Tavares, and therefore makes the Turnpike a viable alternative for travel between Leesburg and the Orlando metropolitan area.

The Lake County Construction Program for 2010-2014 is shown in Appendix A. The program outlines transportation projects scheduled for the next five years that are either funded by impact fees, the transportation trust fund or sales tax funds from the voter-approved one-cent sales tax referendum. The majority of the projects slated to begin construction in 2010 occur in the impact fee portion of the program. Of the 55 projects outlined in the impact fee assessment portion of the five-year program, 29 are scheduled to begin construction in 2010. Of the 29 impact-fee projects programmed for construction in 2010 some of the larger projects include:

- Realign the intersection of CR 42 and SR 19 and signalize
- Widen to 4-lane with paved shoulders and improve intersection at 466A (Miller Street) from Sumter County to US-27/441
- Widen Radio Road C-5433 from US-441 to Treadway School Road C-5335 to two-lane divided
- Widen and resurface Sunset Avenune and South Sunset Avenue from the City Limits of Mascotte to CR 33
- Conduct corridor study through the City of Groveland along SR-50 from CR-565 to SR-33
- Improve intersection at CR 437 and Wolf Branch Road (C-4583) and signalize

The Five-Year Transportation Improvement Program (TIP) for state and U.S. highways is shown in Appendix B. The TIP was developed with the Florida Department of Transportation and based on Lake-Sumter MPO needs. It must be financially feasible, and identify all federal and state transportation needs.

## FUTURE ROADWAY CONDITIONS

As part of the development of the Lake County 2025 Transportation Plan, an updated Lake County Transportation Study (LCTS) was developed, which included the latest future land use information, as well as programmed roadway improvements. The LCTS is based upon a computer-based traffic model (FSUTMS) designed to forecast future traffic levels and traffic assignments in Lake County. The LCTS developed for the Lake County 2025 Transportation Plan has a horizon year of 2025. The Lake-Sumter MPO is currently updating this plan to the year 2035.

Using the existing roadway network with programmed improvements, a determination of future year roadway operating conditions was completed, and roads with future year operating deficiencies were identified. Based on this analysis, a plan of road improvements was developed to alleviate forecasted congestion to the greatest extent possible. This list of improvements has

been incorporated into the Capital Improvements Element. Funding for many of these improvements has been identified through State and County sources. The remaining improvements will be programmed as additional funds are identified and committed.

Major projects contained in the highway improvements plan include:

**Table 4 - Summary of Improvements**

| | |
|---|---|
| SR 44 | Improve from two to four lanes from US 441 to Orange Avenue (SR 44). |
| CR 470 | Improve to 4 lanes from Sumter County to C-33/C-48. |
| CR 48 | Improve to 4 lanes from48 (Part) from C-470/C-33/C-48 to 1,320' E of US-27. |
| CR 455 | Construct new 2-lane road, acquire ROW for 4-lane at 455 Ext (Hartle Road C-1362) from Hartwood Marsh Rd C-0854 to SR-50. |
| Hancock Road | Construct new 4-lane road (Hancock Road) from C-50 to Fosgate Road and install signal at C-50 & Turkey Farm Road C-1750 |

Most of these projects are designed to relieve existing or forecast congestion on the roadway proposed for improvement.

Future Year Roadway Operating Conditions

An analysis of future year roadway operations for the network including all recommended improvements was completed as part of the development of the Needs Plan of the 2025 Long Range Transportation Plan. Levels of service for all roads are within acceptable limits, although some road segments will operate at level of service E or F in the 2025 LRTP Needs Plan. These roads include, but are not limited to:

- SR 19 in downtown Eustis and south of US 441
- Sections of Old 441 between SR 19 and SR 46
- US 27/US 441 between Grays Airport Road and Eaglesnest Road
- Main Street in Leesburg from SR 44 to US 27

The Table below lists the 2025 Future Year Roadway Operating Conditions:

**Table 5 - 2025 Roadway Conditions**

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| Merry Rd | Old Hammock | CR 19A | CR | C | 2 | * | * |
| Ardice Ave | Golf Links | Kurt St | CR | C | 2 | 4275 | C |
| Ardice Ave | Kurt St | SR 19 | CR | C | 2 | 487 | C |
| CR 19A (W) | CR 441 (Old) | Merry Rd | CR | C | 2 | 6722 | C |
| CR 19A (W) | Merry Rd | Lake Saunders | CR | C | 2 | 1888 | C |
| CR 19A (W) | Lake Saunders | SR 500 (US 441) | CR | C | 2 | 1888 | C |
| CR 19A (E) | CR 441 | Lake Saunders | CR | C | 2 | 16224 | F |
| CR 19A (E) | Lake Saunders | SR 500 (US 441) | CR | C | 4 | 17224 | C |
| CR 19A | CR 452 | CR 44 | CR | C | 2 | * | * |
| CR 19A | CR 44 | SR 19 | CR | C | 2 | * | * |
| CR 25 | US 27/US 441 (S | US 27/US 441 (N | CR | C | 2 | 10568 | D |
| CR 25 | US 27 | Marion Co Rd | CR | C | 2 | 9918 | D |
| CR 25 | Marion Co Rd | Marion Co. Line | CR | C | 2 | 8930 | D |
| CR 25 A | US 27/US 441 (S | Thomas St | CR | C | 2 | 3969 | C |
| CR 25 A | Thomas St | CR466A | CR | C | 2 | 7502 | C |
| CR 25 A | CR466A | US 27/US 441 (N | CR | C | 2 | 8466 | D |
| CR 25 A | US 27 (South) | Q | CR | C | 4 | 5832 | C |
| CR 25 A | Q | US 27 (North) | CR | C | 2 | * | * |
| CR 33 | SR 50 | Sunset Av | CR | C | 2 | 2933 | C |
| CR 33 | Sunset Ave | Simon Brown Rd | CR | C | 2 | 2787 | C |
| CR 33 | Simon Brown Rd | I | CR | C | 2 | 2787 | C |
| CR 33 | I | Austin Merritt | CR | C | 2 | 5653 | C |
| CR 33 | Austin Merritt | CR 48 | CR | C | 2 | 5914 | C |
| CR 33 | CR 48 | CR 470 | CR | C | 4 | 13013 | C |
| CR 33 | CR 470 | SR 25 | CR | C | 4 | 30414 | E |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| CR 42 | Marion Co. Line | SR 19 | CR | C | 2 | 5352 | C |
| CR 42 | SR 19 | CR 450 | CR | C | 2 | 5375 | C |
| CR 42 | CR 450 | CR 439 | CR | C | 2 | 4436 | B |
| CR 42 | CR 439 | XA | CR | C | 2 | 3497 | B |
| CR 42 | XA | XB | CR | C | 2 | 3492 | B |
| CR 42 | XB | SR 44 | CR | C | 2 | 3487 | B |
| CR 435 | Orange Co. Line | SR 46 | CR | C | 2 | 5868 | C |
| CR 437 | Orange Co. Line | SR 46 | CR | MA | 2 | 10414 | D |
| CR 437 | SR 46 | Wolf Branch Rd | CR | C | 2 | 12047 | D |
| CR 437 | Wolf Branch Rd | SR 44 | CR | C | 2 | 8786 | C |
| CR 437 | SR 44 | AA | CR | C | 2 | 8786 | C |
| CR 437 | AA | CR 44A | CR | C | 2 | 8786 | C |
| CR 439 | SR 44 | CR 44A | CR | C | 2 | 4730 | C |
| CR 439 | CR 44A | Wiygul Rd | CR | C | 2 | 4184 | A |
| CR 439 | Wiygul Rd | CR 42 | CR | C | 2 | 4184 | A |
| CR 44 | SR 500 (US 441) | CR 44A (Leg) | CR | C | 4 | 15337 | C |
| CR 44 | CR 44A (Leg) | Radio Rd | CR | C | 4 | 14557 | A |
| CR 44 | Radio Rd | CR 473 | CR | C | 4 | 41842 | C |
| CR 44 | CR 473 | Emeralda Ave | CR | C | 6 | 31611 | B |
| CR 44 | Emeralda Ave | CR 452 | CR | C | 6 | 24832 | C |
| CR 44 | CR 452 | CR 19A | CR | C | 4 | 19942 | C |
| CR 44 | CR 19A | SR 19 | CR | C | 4 | 18366 | C |
| CR 44 | SR 19 | CR 44A | CR | C | 4 | 14365 | C |
| CR 44 | CR 44A | SR 44 | CR | C | 4 | 13705 | A |
| CR 441 (OLD) | SR 500 (US 441) | SR 19 | CR | C | 4 | 26407 | D |
| CR 441 (OLD) | SR 19 | CR 452 | CR | C | 2 | 14625 | F |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| CR 441 (OLD) | CR 452 | CR 19A | CR | C | 2 | 12564 | F |
| CR 441 (OLD) | CR 19A | Old Hammock | CR | C | 2 | 13343 | B |
| CR 441 (OLD) | Old Hammock | CR 44C | CR | C | 2 | 10691 | D |
| CR 441 (OLD) | CR 44C | Morningside | CR | C | 2 | 14594 | D |
| CR 441 (OLD) | Morningside | CR 452 | CR | C | 2 | 14169 | D |
| CR 441 (OLD) | CR 452 | Donnelly St | CR | C | 2 | 15202 | E |
| CR 441 (OLD) | Donnelly St | SR 46 | CR | C | 2 | 15202 | E |
| CR 441 (OLD) | SR 46 | Orange Co. Line | CR | C | 2 | 5899 | C |
| CR 445 | SR 19 | XB | CR | C | 2 | 622 | A |
| CR 445 | XB | CR 445A | CR | C | 2 | 223 | A |
| CR 445A | SR 19 | CR 445 | CR | C | 2 | 1179 | A |
| CR 445A | CR 445 | SR 40 | CR | C | 2 | 1897 | A |
| CR 448 | CR 561 | Frankies Rd | CR | C | 2 | 8545 | C |
| CR 448 | Frankies Rd | Lake Rd | CR | C | 2 | 8545 | C |
| CR 448 | Lake Rd | CR 448A | CR | C | 2 | 8545 | C |
| CR 448 | CR 448A | Orange Co. Line | CR | C | 2 | 7738 | D |
| CR 448A | CR 48 | CR 448 | CR | C | 2 | 8102 | D |
| CR 44A | SR 19 | Wiygul Rd | CR | C | 2 | 8806 | D |
| CR 44A | Wiygul Rd | CR 450A | CR | C | 2 | 8806 | D |
| CR 44A | CR 450A | Bill Collins Rd | CR | C | 2 | 8806 | D |
| CR 44A | Bill Collins Rd | Estes Rd | CR | C | 2 | 8806 | D |
| CR 44A | Estes Rd | N Thrill Hill R | CR | C | 2 | 7915 | C |
| CR 44A | N Thrill Hill R | CR 439 | CR | C | 2 | 7915 | C |
| CR 44A | CR 439 | AA | CR | C | 2 | 7915 | C |
| CR 44A | AA | CR 437 | CR | C | 2 | 7915 | C |
| CR 44A | CR 437 | Lake Norris | CR | C | 2 | 2001 | A |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| CR 44A | Lake Norris | SR 44 | CR | C | 2 | 2001 | A |
| CR 44A | Thomas Av | US 27/US 441 | CR | C | 2 | 11089 | D |
| CR 44A (Leg) | CR 44 | SR 500 (US 441) | CR | C | 4 | * | * |
| CR 44A (Leg) | CR 44 | CR 44A | CR | C | 2 | 3963 | C |
| CR 44B | US 441 | SR 44 | CR | C | 4 | 16578 | C |
| CR 44C | CR 441 (Old) | SR 500 (US 441) | CR | C | 2 | 13753 | D |
| CR 44C | CR 468 | Thomas Av | CR | C | 2 | 6620 | C |
| CR 450 | Marion Co. Line | SR 19 | CR | C | 2 | 2932 | B |
| CR 450 | SR 19 | CR 42 | CR | C | 2 | 3963 | B |
| CR 450A | SR 19 | CR 44A | CR | C | 2 | 1512 | A |
| CR 452 | SR 19 (North) | CR 19A | CR | C | 4 | 17630 | C |
| CR 452 | CR 19A | CR 44 | CR | C | 4 | 12419 | C |
| CR 452 | CR 44 | Goose Prairie Rd | CR | C | 2 | 6645 | B |
| CR 452 | Goose Prairie Rd | Felkins Rd | CR | C | 2 | 8469 | B |
| CR 452 | Felkins Rd | Marion Co. Line | CR | C | 2 | 7204 | C |
| CR 452 | SR 500 (US 441) | CR 441 | CR | C | 2 | 12510 | F |
| CR 452 | CR 441 | Main St | CR | C | 2 | 6150 | C |
| CR 452 | Main St | Dora Ave | CR | C | 2 | 2227 | C |
| CR 452 | Dora Av | CR 441 (Old) | CR | C | 2 | 1775 | A |
| CR 455 | SR 50 | CR 50 | CR | C | 2 | 3389 | C |
| CR 455 | CR 50 (S) | CR 50 (N) | CR | C | 2 | 4667 | C |
| CR 455 | CR 50 (N) | Ridgewood Ave | CR | C | 2 | 6485 | C |
| CR 455 | Ridgewood Ave | Fosgate | CR | C | 2 | 5739 | C |
| CR 455 | Fosgate | CR 561A | CR | C | 2 | 4801 | C |
| CR 455 | CR 561A | M | CR | C | 2 | 3234 | C |
| CR 455 | M | Fosgate | CR | C | 2 | 3234 | C |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| CR 455 | Fosgate | CR 561 | CR | C | 2 | 2382 | B |
| CR 455 | CR 561 | SR 19 | CR | C | 2 | 2132 | B |
| CR 46 | CR 441 (Old) | SR 500 (US 441) | CR | MA | 2 | 9714 | B |
| CR 460 | CR 468 | Thomas Av | CR | C | 4 | 4146 | C |
| CR 460 | Thomas Av | US 27/US 441 | CR | C | 4 | 4146 | C |
| CR 466 | Sumter Co. Line | Rex Rd | CR | C | 4 | 12333 | C |
| CR 466 | Rex Rd | US 27/US 441 | CR | C | 4 | 21801 | C |
| CR 466 A | Sumter Co. Line | Micro Racetrack | CR | C | 2 | 4842 | B |
| CR 466 A | Micro Racetrack | Spring Lake Rd | CR | C | 2 | 4842 | B |
| CR 466 A | Spring Lake Rd | CR 468 | CR | C | 2 | 5944 | C |
| CR 466 A | CR 468 | CR 25A | CR | C | 2 | 7768 | C |
| CR 466 A | CR 25A | US 27/US 441 | CR | C | 2 | 5221 | A |
| CR 466 A | US 27/US 441 | CR 466B | CR | C | 2 | 14036 | F |
| CR 466B | CR 466A | Eaglesnest Rd | CR | C | 2 | 11890 | F |
| CR 468 | SR 44 | CR 44C | CR | C | 4 | 9437 | A |
| CR 468 | CR 44C | CR 460 | CR | C | 2 | 7546 | A |
| CR 468 | CR 460 | CR 466A | CR | C | 2 | 3473 | C |
| CR 46A | SR 44 | Orlando Beltway | CR | C | 4 | 6487 | A |
| CR 46A | Orlando Beltway | SR 46 | CR | C | 4 | 6487 | A |
| CR 470 | Sumter Co. Line | SR 91 | CR | C | 2 | 11973 | D |
| CR 470 | SR 91 | CR 33 | CR | C | 4 | 22513 | C |
| CR 473 | SR 500 | Bell Rd | CR | C | 4 | 12287 | C |
| CR 473 | Bell Rd | Treadway School | CR | C | 4 | 5342 | C |
| CR 473 | Treadway School | CR 44 | CR | C | 2 | 7162 | B |
| CR 474 | SR 33 | SR 25 | CR | C | 2 | 3258 | B |
| CR 48 | Sumter Co. Line | North Austin Me | CR | C | 2 | 7262 | C |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| CR 48 | North Austin Me | CR 33 | CR | C | 2 | 7359 | C |
| CR 48 | CR 33 | SR 25 | CR | C | 4 | 13767 | C |
| CR 48 | SR 25 | Number Two Rd | CR | C | 4 | 10951 | A |
| CR 48 | Number Two Rd | SR 19 | CR | C | 2 | 8646 | D |
| CR 48 | CR 561 | Daque Lake | CR | C | 2 | 4633 | C |
| CR 48 | Daque Lake | CR 448A | CR | C | 2 | 6081 | C |
| CR 50 | CR 455 | Orange Co. Line | CR | C | 2 | 4435 | C |
| CR 50 | SR 25 | Jacks Lake Rd | CR | C | 2 | 5448 | C |
| CR 50 | Jacks Lake Rd | Turkey Farms Rd | CR | C | 2 | 5200 | C |
| CR 50 | Turkey Farms Rd | Blackstill Lake | CR | C | 2 | 5200 | C |
| CR 50 | Blackstill Lake | CR 455 | CR | C | 2 | 2960 | C |
| CR 561 | SR 33 | Lakeshore Dr | CR | C | 2 | 1282 | A |
| CR 561 | Lakeshore Dr | CR 565B | CR | C | 2 | 2890 | C |
| CR 561 | CR 565B | SR 50 | CR | C | 2 | 2890 | C |
| CR 561 | US 27 | CR 561A | CR | C | 2 | 11594 | D |
| CR 561 | CR 561A | Sugarloaf Mt Rd | CR | C | 2 | 9733 | D |
| CR 561 | Sugarloaf Mt Rd | K | CR | C | 2 | 9733 | D |
| CR 561 | K | Sullivan Rd | CR | C | 2 | 9733 | D |
| CR 561 | Sullivan Rd | CR 455 | CR | C | 2 | 9145 | D |
| CR 561 | CR 455 | CR 48 | CR | C | 2 | 11428 | D |
| CR 561 | CR 48 | Frankies Rd | CR | C | 2 | 11435 | D |
| CR 561 | Frankies Rd | CR 448 | CR | C | 2 | 11435 | D |
| CR 561 | CR 448 | O | CR | C | 2 | 13856 | D |
| CR 561 | O | SR 19 | CR | C | 2 | 13856 | D |
| CR 561A | SR 50 | CR 565A | CR | C | 2 | 2792 | C |
| CR 561A | CR 565A | Jalarmy | CR | C | 2 | 5472 | C |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| CR 561A | Jalarmy | SR 25 | CR | C | 2 | 5472 | C |
| CR 561A | CR 561 | Sullivan Rd | CR | C | 2 | 1355 | A |
| CR 561A | Sullivan Rd | Fosgate | CR | C | 2 | 1339 | C |
| CR 561A | Fosgate | CR 455 | CR | C | 2 | 1265 | A |
| CR 565 | Lake Erie Rd | Empire Church R | CR | C | 2 | 868 | A |
| CR 565 | Empire Church R | SR 50 | CR | C | 2 | 868 | A |
| CR 565 | SR 50 | Simon Brown Rd | CR | C | 2 | 1439 | A |
| CR 565 | Simon Brown Rd | Lake Emma Rd | CR | C | 2 | 1439 | A |
| CR 565 | Lake Emma Rd | Lake Arthur Rd | CR | C | 2 | 1439 | A |
| CR 565 | Lake Arthur Rd | I | CR | C | 2 | 1439 | A |
| CR 565 | I | US 27 | CR | C | 2 | 1439 | A |
| CR 565A | CR 565B | SR 50 | CR | C | 2 | 3042 | A |
| CR 565A | SR 50 | CR 561A | CR | C | 2 | 4879 | C |
| CR 565B | SR 33 | CR 565A | CR | C | 2 | 1836 | C |
| CR 565B | CR 565A | CR 561 | CR | C | 2 | 1836 | C |
| Donnelly St | CR 441 (Old) | Limit Av | CR | C | 2 | 9675 | D |
| Donnelly St | Limit Av | SR 500 (US 441) | CR | C | 2 | 11406 | D |
| Eaglesnest Rd | US 27 | Grays Airport R | CR | C | 4 | 35207 | F |
| Eaglesnest Rd | Grays Airport R | CR 466B | CR | C | 4 | 35283 | F |
| Eaglesnest Rd | CR 466B | CR 44 | CR | C | 4 | 28920 | B |
| Eichelberger | SR 19 | N | CR | C | 2 | 2368 | C |
| Eichelberger | N | CR 561 | CR | C | 2 | 2368 | C |
| Emeralda Ave | CR 44 | Goose Prairie Rd | CR | C | 2 | 5853 | C |
| Estes Rd | SR 44 | CR 44A | CR | C | 2 | 4824 | D |
| Five Mile Rd | US 27 | Hancock Rd | CR | C | 4 | 1200 | A |
| Five Mile Rd | Hancock Rd | F | CR | C | 4 | 1200 | A |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| Golf Links | SR 500 | Ardice Ave | CR | C | 2 | * | * |
| Goose Prairie Rd | Emeralda Av | Felkins Rd | CR | C | 2 | 4048 | C |
| Goose Prairie Rd | Felkins Rd | CR 452 | CR | C | 2 | 3343 | C |
| Grays Airport Rd | Eaglesnest Rd | Edwards Rd | CR | C | 2 | 3467 | C |
| Grays Airport Rd | Edwards Rd | Lake Griffin Rd | CR | C | 2 | 3467 | C |
| Hancock Rd | Hartwood Marsh | G | CR | C | 2 | 9390 | C |
| Hancock Rd | G | Johns Lake Rd | CR | C | 2 | 9390 | C |
| Hancock Rd | Johns Lake Rd | Hook St | CR | C | 2 | 9390 | C |
| Hancock Rd | Hook St | SR 50 | CR | C | 2 | 9390 | C |
| Hancock Rd | SR 50 | North Ridge | CR | C | 4 | 1141 | C |
| Hancock Rd | North Ridge | CR 50 | CR | C | 2 | 1141 | C |
| Hartwood Marsh Rd | US 27 | Hancock Rd | CR | C | 2 | 1633 | C |
| Hook St | Lakeshore Dr | US 27 | CR | C | 2 | 10265 | B |
| Hook St | US 27 | Grand Highway | CR | C | 2 | * | * |
| Kurt St | SR 500 (US 441) | Ardice Ave | CR | C | 2 | 9005 | D |
| Kurt St | Ardice Ave | Lakeview Ave | CR | C | 2 | 3977 | C |
| Lake Erie Rd | Bay Lake Loop | SR 33 | CR | C | 2 | 293 | B |
| Lake Eustis Dr | SR 500 | Lakeshore Dr | CR | C | 2 | 6592 | C |
| Lake Griffin Rd | US 27 | Grays Airport R | CR | C | 2 | 2437 | A |
| Lake Saunders | CR 19A (W) | CR 19A (E) | CR | C | 2 | 3474 | C |
| Lakeshore Dr | Lake Eustis Dr | SR 19 | CR | C | 2 | 5793 | C |
| Lakeshore Dr | CR 561 | Oswalt Rd | CR | C | 2 | 1805 | C |
| Lakeshore Dr | Oswalt Rd | Crescent Ln | CR | C | 2 | 2035 | B |
| Lakeshore Dr | Crescent Ln | Lake Louisa | CR | C | 2 | 11160 | D |
| Lakeshore Dr | Lake Loisa | Anderson Hill R | CR | C | 2 | 11160 | D |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| Lakeshore Dr | Anderson Hill R | Hook St | CR | C | 2 | 11160 | D |
| Lakeview Av | Kurt St | SR 19 | CR | C | 2 | 21602 | F |
| Lemon St | US 27/US 441 | Lake Griffin Rd | CR | C | 2 | 2032 | C |
| Limit Av | Donnelly St | SR 500 (US 441) | CR | C | 2 | 2404 | C |
| Main St | SR 44 | Thomas Av | CR | C | 2 | 15676 | F |
| Main St | Thomas Av | SR 25 | CR | C | 2 | 15809 | F |
| Main St | SR 25 | SR 44 | CR | C | 2 | 19280 | F |
| Main St | SR 44 | Sunnyside Dr | CR | C | 2 | 19105 | F |
| Main St | Sunnyside Dr | SR 500 (US 441) | CR | C | 2 | 19105 | F |
| Main St | SR 19 | CR 452 | CR | C | 2 | 8474 | D |
| Morningside | SR 500 | Old Eustis Rd | CR | C | 2 | 668 | C |
| Morningside | Old Eustis Rd | CR 441 | CR | C | 2 | 784 | C |
| Old Eustis Rd | Morningside | Sandspur | CR | C | 2 | 1693 | C |
| Old Eustis Rd | Sandspur | CR 44B | CR | C | 2 | 1235 | C |
| Old Hammock | Alfred St | Merry Rd | CR | C | 2 | 5221 | A |
| Old Hammock | Dora Ave | US 441 | CR | C | 2 | 5221 | A |
| Old Mt Dora | SR 19 | SR 500 | CR | C | 2 | * | * |
| Radio Rd | SR 500 | Treadway School | CR | C | 4 | 28150 | E |
| Radio Rd | Treadway School | CR 44 | CR | C | 4 | 28435 | E |
| Wolf Branch Rd | SR 500 (US 441) | Ranch Rd | CR | C | 2 | 11278 | D |
| Wolf Branch Rd | Ranch Rd | CR 437 | CR | C | 2 | 7004 | C |
| C | F | Horizon St | CR | C | 4 | 951 | C |
| C | Horizon St | Orange Co. Line | CR | C | 4 | 951 | C |
| South Clermont Conn | Lake Shore Dr | US 27 | CR | C | 2 | * | * |
| P | SR 19 | Number 2 Rd | CR | C | 2 | * | * |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| P | N | CR 561 | CR | C | 2 | * | * |
| Q | CR 25A | SR 44 | CR | C | 4 | 5832 | C |
| SR 19 | SR 50 EB | SR 50 WB | SR | MA | 2 | 6016 | C |
| SR 19 | SR 50 (WB) | CR 478 | SR | MA | 4 | 8943 | A |
| SR 19 | CR 478 | Lake Emma Rd | SR | MA | 4 | 8022 | A |
| SR 19 | Lake Emma Rd | Libby Rd | SR | MA | 4 | 7390 | A |
| SR 19 | Libby Rd | South O'Brien R | SR | MA | 4 | 7559 | A |
| SR 19 | South O'Brien R | SR 25 | SR | MA | 4 | 7559 | A |
| SR 19 | SR 25 | SR 91 | SR | MA | 4 | 21016 | B |
| SR 19 | SR 91 | O'Brien Rd | SR | MA | 4 | 21016 | B |
| SR 19 | O'Brien Rd | CR 455 | SR | MA | 4 | 20914 | B |
| SR 19 | CR 455 | Dewey Robbins R | SR | MA | 4 | 20241 | B |
| SR 19 | Dewey Robbins R | Number Two Rd | SR | MA | 4 | 20373 | B |
| SR 19 | Number Two Rd | CR 48 | SR | MA | 2 | 20828 | E |
| SR 19 | CR 48 | Frankies Rd | SR | MA | 4 | 24603 | B |
| SR 19 | Frankies Rd | Eichleberger | SR | MA | 4 | 28502 | B |
| SR 19 | Eichleberger | O | SR | MA | 4 | 25786 | B |
| SR 19 | O | CR 561 | SR | MA | 4 | 25786 | B |
| SR 19 | CR 561 | Main St | SR | MA | 4 | 38392 | F |
| SR 19 | Main St | CR 441 | SR | MA | 4 | 40602 | F |
| SR 19 | CR 441 (Old) | SR 500 (US 441) | SR | MA | 4 | 17040 | F |
| SR 19 | SR 500 (US 441) | Old Mt Dora | SR | MA | 6 | 22077 | D |
| SR 19 | Old Mt Dora | Lakeview Ave | SR | MA | 6 | 23385 | D |
| SR 19 | Lakeview St | SR 19 NB/SB (S) | SR | MA | 6 | 40775 | D |
| SR 19 (SB) | SR 19 NB/SB (S) | Lakeshore Dr | SR | MA | 2 | 27404 | F |
| SR 19 (SB) | Lakeshore Dr | SR 44 | SR | MA | 2 | 23243 | F |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| SR 19 (SB) | SR 44 | SR 19 NB/SB (N) | SR | MA | 2 | 23045 | F |
| SR 19 (NB) | SR 19 NB/SB (S) | SR 44 | SR | MA | 2 | 19264 | E |
| SR 19 (NB) | SR 44 | SR 19 NB/SB (N) | SR | MA | 2 | 20538 | E |
| SR 19 | SR 19 NB/SB (N) | CR 44 | SR | MA | 4 | 20617 | B |
| SR 19 | CR 44 | CR 19A | SR | MA | 4 | 26195 | B |
| SR 19 | CR 19A | CR 450A | SR | MA | 4 | 26900 | B |
| SR 19 | CR 450A | CR 44A | SR | MA | 4 | 24334 | B |
| SR 19 | CR 44A | CR 450 (South) | SR | MA | 4 | 24134 | B |
| SR 19 | CR 450 (South) | CR 450 (North) | SR | MA | 4 | 19643 | A |
| SR 19 | CR 450 (North) | CR 42 | SR | MA | 4 | 15560 | A |
| SR 19 | CR 42 | CR 445 | SR | MA | 2 | 7087 | C |
| SR 19 | CR 445 | CR 445A | SR | MA | 2 | 5000 | B |
| SR 19 | CR 445A | Marion Co. Line | SR | MA | 2 | 5054 | B |
| SR 25 (US 27) | Polk Co. Line | CR 474 | SR | PA | 6 | 36631 | B |
| SR 25 (US 27) | CR 474 | A | SR | PA | 6 | 38191 | B |
| SR 25 (US 27) | A | B | SR | PA | 6 | 38899 | B |
| SR 25 (US 27) | B | Shell Pond Rd | SR | PA | 6 | 38587 | B |
| SR 25 (US 27) | Shell Pond Rd | Lake Louisa Rd | SR | PA | 6 | 38587 | B |
| SR 25 (US 27) | Lake Louisa Rd | Hartwood Marsh | SR | PA | 6 | 38281 | B |
| SR 25 (US 27) | Hartwood Marsh | Hammock Rd | SR | PA | 6 | 40961 | B |
| SR 25 (US 27) | Hammock Rd | Johns Lake Rd | SR | PA | 6 | 39175 | B |
| SR 25 (US 27) | Johns Lake Rd | Anderson Hill R | SR | PA | 4 | 38485 | C |
| SR 25 (US 27) | Anderson Hill R | Hook St | SR | PA | 6 | 38485 | B |
| SR 25 (US 27) | Hook St | SR 50 | SR | PA | 6 | 40253 | B |
| SR 25 (US 27) | SR 50 | Mohawk Rd | SR | PA | 6 | 33321 | B |
| SR 25 (US 27) | Mohawk Rd | CR 50 | SR | PA | 6 | 33321 | B |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| SR 25 (US 27) | CR 50 | CR 561A | SR | PA | 6 | 31103 | B |
| SR 25 (US 27) | CR 561A | Sullivan Rd | SR | PA | 6 | 29654 | A |
| SR 25 (US 27) | Sullivan Rd | CR 561 | SR | PA | 6 | 29654 | A |
| SR 25 (US 27) | CR 561 | Libby Rd | SR | PA | 4 | 24865 | B |
| SR 25 (US 27) | Libby Rd | SR 19 | SR | PA | 4 | 25501 | B |
| SR 25 (US 27) | SR 19 | O'Brien Rd | SR | PA | 4 | 21595 | B |
| SR 25 (US 27) | O'Brien Rd | Independence | SR | PA | 4 | 21595 | B |
| SR 25 (US 27) | Independence | CR 565 | SR | PA | 4 | 21595 | B |
| SR 25 (US 27) | CR 565 | East Dewey Robb | SR | PA | 4 | 20581 | B |
| SR 25 (US 27) | East Dewey Robb | Bridges Rd | SR | PA | 4 | 17633 | A |
| SR 25 (US 27) | Bridges Rd | J | SR | PA | 4 | 17633 | A |
| SR 25 (US 27) | J | Dewey Robbins R | SR | PA | 4 | 17633 | A |
| SR 25 (US 27) | Dewey Robbins R | CR 48 | SR | PA | 4 | 17633 | A |
| SR 25 (US 27) | CR 48 | CR 33 | SR | PA | 4 | 22454 | B |
| SR 25 (US 27) | CR 33 | CR 25A (South) | SR | PA | 6 | 56985 | F |
| SR 25 (US 27) | CR 25A (South) | CR 25A (North) | SR | PA | 6 | 51875 | F |
| SR 25 (US 27) | CR 25A (North) | SR 44 | SR | PA | 4 | 53967 | F |
| SR 25 (US 27) | SR 44 | Main St | SR | PA | 4 | 41996 | F |
| SR 25 (US 27) | Main St | US 27/US 441 | SR | PA | 4 | 46424 | F |
| SR 33 | Polk Co. Line | CR 474 | SR | MA | 2 | 6808 | C |
| SR 33 | CR 474 | CR 561 | SR | MA | 2 | 6461 | C |
| SR 33 | CR 561 | Lake Erie Rd | SR | MA | 2 | 6152 | C |
| SR 33 | Lake Erie Rd | CR 565B | SR | MA | 2 | 6108 | C |
| SR 33 | CR 565B | SR 50 | SR | MA | 4 | 6845 | A |
| SR 40 | Marion Co. Line | CR 445A | SR | PA | 2 | 7534 | C |
| SR 40 | CR 445A | CR 40 (West) | SR | PA | 2 | 9869 | D |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| SR 40 | CR 40 (West) | CR 40 (East) | SR | PA | 2 | 10117 | D |
| SR 40 | CR 40 (East) | Volusia Co. Lin | SR | PA | 2 | 10117 | D |
| SR 44 | Sumter Co. Line | CR 468 | SR | MA | 4 | 24743 | B |
| SR 44 | CR 468 | Q | SR | MA | 4 | 17463 | B |
| SR 44 | Q | US 27/SR 25 | SR | MA | 4 | 17346 | B |
| SR 44 | US 27/SR 25 | Main St | SR | MA | 4 | 31526 | D |
| SR 44 | Main St | SR 500 (US 441) | SR | MA | 4 | 19335 | D |
| SR 44 | SR 19 (SB) | SR 19 (NB) | SR | MA | 2 | 14201 | C |
| SR 44 | SR 19 (NB) | CR 44 | SR | MA | 4 | 26819 | C |
| SR 44 | CR 44 | CR 44A | SR | MA | 4 | 36652 | C |
| SR 44 | CR 44A | CR 44B | SR | MA | 4 | 32290 | B |
| SR 44 | CR 44B | N. Thrill Hill | SR | MA | 4 | 22243 | B |
| SR 44 | N. Thrill Hill | CR 439 | SR | MA | 4 | 22133 | B |
| SR 44 | CR 439 | CR 437 | SR | MA | 4 | 14460 | A |
| SR 44 | CR 437 | CR 46A | SR | MA | 4 | 15353 | A |
| SR 44 | CR 46A | CR 44A | SR | MA | 4 | 12931 | A |
| SR 44 | CR 44A | XA | SR | MA | 4 | 11263 | A |
| SR 44 | XA | CR 42 | SR | MA | 4 | 11405 | A |
| SR 44 | CR 42 | Volusia Co. Lin | SR | MA | 4 | 9643 | A |
| SR 46 | SR 500 (US 441) | Round Lake Rd | SR | MA | 4 | 28128 | B |
| SR 46 | Round Lake Rd | CR 437 (west) | SR | MA | 4 | 26162 | B |
| SR 46 | CR 437 (west) | CR 437 (east) | SR | MA | 4 | 27655 | B |
| SR 46 | CR 437 (east) | CR 435 | SR | MA | 4 | 14046 | A |
| SR 46 | CR 435 | Orlando Beltway | SR | MA | 4 | 10220 | A |
| SR 46 | Orlando Beltway | CR 46A | SR | MA | 4 | 10050 | A |
| SR 46 | CR 46A | Seminole Co Lin | SR | MA | 2 | 11603 | A |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| SR 50 | Sumter Co. Line | Tuscanooga Rd | SR | PA | 4 | 27478 | B |
| SR 50 | Tuscanooga Rd | CR 565 | SR | PA | 4 | 26879 | B |
| SR 50 | CR 565 | Sunset Av | SR | PA | 4 | 26949 | B |
| SR 50 | Sunset Av | CR 33 | SR | PA | 4 | 26949 | B |
| SR 50 | CR 33 | CR 565 | SR | PA | 4 | 34880 | C |
| SR 50 | CR 565 | Ivey St | SR | PA | 4 | 38024 | C |
| SR 50 EB | Ivey St | SR 19 | SR | PA | 2 | 22212 | C |
| SR 50 EB | SR 19 | SR 33 | SR | PA | 2 | 19431 | B |
| SR 50 WB | SR 33 | SR 19 | SR | PA | 2 | 19102 | B |
| SR 50 WB | SR 19 | Ivey St | SR | PA | 2 | 18448 | B |
| SR 50 | SR 33 | CR 565A | SR | PA | 4 | 38864 | C |
| SR 50 | CR 565A (west) | CR 565A (east) | SR | PA | 4 | 37980 | C |
| SR 50 | CR 565A (east) | CR 561 | SR | PA | 4 | 37471 | C |
| SR 50 | CR 561 | SR 25 | SR | PA | 4 | 54263 | F |
| SR 50 | SR 25 | Grand Highway | SR | PA | 6 | 59782 | F |
| SR 50 | Grand Highway | Jacks Lake Rd | SR | PA | 6 | 59782 | F |
| SR 50 | Jacks Lake Rd | Hancock Rd | SR | PA | 6 | 50467 | B |
| SR 50 | Hancock Rd | CR 455 | SR | PA | 6 | 60096 | C |
| SR 50 | CR 455 | Orange Co. Line | SR | PA | 6 | 54579 | C |
| SR 91 | Orange Co. Line | Sullivan Rd | SR | PA | 4 | 36993 | C |
| SR 91 | Sullivan Rd | SR 19 | SR | PA | 4 | 36744 | C |
| SR 91 | SR 19 | CR 470 | SR | PA | 4 | 29390 | C |
| SR 91 | CR 470 | Sumter Co. Line | SR | PA | 4 | 38005 | C |
| US 27/US 441 | SR 27/SR 25(@HI | CR 466A | SR | PA | 6 | 60947 | F |
| US 27/US 441 | CR 466A | CR 460 | SR | PA | 6 | 46988 | F |
| US 27/US 441 | CR 460 | CR 25A (South) | SR | PA | 6 | 43814 | F |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| US 27/US 441 | CR 25A (South) | CR 466A | SR | PA | 6 | 35121 | B |
| US 27/US 441 | CR 466A | CR 25A (North) | SR | PA | 6 | 32407 | B |
| US 27/US 441 | CR 25A (North) | Spring Lake Rd | SR | PA | 6 | 37564 | B |
| US 27/US 441 | Spring Lake Rd | Grays Airport R | SR | PA | 6 | 39293 | B |
| US 27/US 441 | Grays Airport R | Eaglesnest Rd | SR | PA | 6 | 39293 | B |
| US 27/US 441 | Eaglesnest Rd | Edwards Rd | SR | PA | 6 | 63826 | F |
| US 27/US 441 | Edwards Rd | CR 466 | SR | PA | 6 | 64359 | F |
| US 27/US 441 | CR 466 | CR 25 (South) | SR | PA | 6 | 46512 | F |
| US 27/US 441 | CR 25 (South) | CR 25 (North) | SR | PA | 6 | 35613 | F |
| US 27/US 441 | CR 25 (North) | Rex Rd | SR | PA | 6 | 34964 | B |
| US 27/US 441 | Rex Rd | Sumter Co. Line | SR | PA | 6 | 35521 | B |
| SR 500 (US 441) | US 27/US 441 | SR 44 | SR | PA | 6 | 31470 | D |
| SR 500 (US 441) | SR 44 | Main St | SR | PA | 6 | 40616 | C |
| SR 500 (US 441) | Main St | CR 44 | SR | PA | 6 | 56009 | C |
| SR 500 (US 441) | CR 44 | CR 44A (Leg) | SR | PA | 6 | 35330 | C |
| SR 500 (US 441) | CR 44A (Leg) | Radio Rd | SR | PA | 6 | 35423 | C |
| SR 500 (US 441) | Radio Rd | CR 473 | SR | PA | 6 | 52524 | C |
| SR 500 (US 441) | CR 473 | CR 441 (Old) | SR | PA | 6 | 59149 | C |
| SR 500 (US 441) | CR 441 (Old) | SR 19 | SR | PA | 6 | 36499 | C |
| SR 500 (US 441) | SR 19 | CR 452 | SR | PA | 6 | 62724 | F |
| SR 500 (US 441) | CR 452 | Lake Eustis Dr | SR | PA | 6 | 68300 | F |
| SR 500 (US 441) | Lake Eustis Dr | Golf Links | SR | PA | 6 | 66066 | F |
| SR 500 (US 441) | Golf Links | Merry Rd | SR | PA | 6 | 68588 | F |
| SR 500 (US 441) | Merry Rd | CR 19A | SR | PA | 6 | 53350 | F |
| SR 500 (US 441) | CR 19A | SR 19 | SR | PA | 6 | 62817 | F |
| SR 500 (US 441) | SR 19 | CR 44C | SR | PA | 6 | 55706 | D |

| STREET NAME | FROM | TO | JURISDICTION | FUNCTIONAL CLASSIFICATION | NUMBER OF LANES | AADT | LEVEL OF SERVICE |
|---|---|---|---|---|---|---|---|
| SR 500 (US 441) | CR 44C | Old Mt Dora | SR | PA | 6 | 53809 | D |
| SR 500 (US 441) | Old Mt Dora | Sandspur | SR | PA | 6 | 53513 | D |
| SR 500 (US 441) | Sandspur | CR 44B | SR | PA | 6 | 53035 | D |
| SR 500 (US 441) | CR 44B | Wolf Branch Rd | SR | PA | 6 | 48409 | D |
| SR 500 (US 441) | Wolf Branch Rd | SR 46 | SR | PA | 6 | 55205 | D |
| SR 500 (US 441) | SR 46 | Orange Co. Line | SR | PA | 6 | 42434 | D |
| SR 530 (US 192) | SR 25 | Orange Co. Line | SR | MA | 6 | 47905 | B |

**Key:**

Jurisdiction: CR = County Road, SR = State Road

Functional Classification: C = Collector, MA = Minor Arterial, PA = Principal Arterial

AADT = Annual Average Daily Traffic

During the development of the 2025 Transportation Element, policies in the Comprehensive Plan regarding scenic roadways and maximum number of lanes were taken into consideration as far as recommended improvements. On other roads, improvements are scheduled to the maximum number of lanes permitted by the Comprehensive Plan, but will still experience traffic volumes that are above the roadway's ultimate capacity. These roadways will need to be monitored to determine if and when they actually exceed adopted level of service thresholds. At that point, Lake County may have to consider designating these roadways as "constrained". Constrained roads are those that, for physical or policy reasons, cannot be widened any further to add vehicle capacity. The State has designated US 27 in Leesburg as a constrained facility between its juncture with US 441 south to RR ROW.

While constrained roads are not candidates for future widening beyond their year 2025 lane configuration, operation of these roads can still be improved through operational improvements, such as intersection improvements, and transportation demand management strategies. Transportation demand management strategies, such as car-pooling, van-pooling, and improved transit service will be especially crucial to the future operation of US 441. While most of this roadway is programmed for expansion to six lanes in the current FDOT Work Program, future traffic volume will still be such that levels of service are projected to drop below adopted standards by the year 2025. Since widening beyond 6 lanes is neither feasible nor desirable, transportation demand management and improved transit service provide some of the few opportunities to maintain and improve capacity on this road in the years to come. The adopted Transit Development Plan and the Mass Transit Element of the Lake County Comprehensive Plan contain upgraded fixed-route transit service on the US 441 corridor. Additional measures, including the establishment of a commuter-assistance program to implement and support alternatives to single-occupant vehicle travel, such as car-pooling and van-pooling, will be a necessary adjunct to improved transit service on US 441.

Lake County supports the use of TDM and TSM (transportation system management) strategies, and will consider the following actions:

Development of a Transportation Systems Management Plan to outline TSM strategies. The Plan would be adopted by the Lake County Board of County Commissioners and implemented by the Public Works Department.

Requiring, through the Land Development Regulations, new and expanded development to provide external and internal transportation improvements made necessary by the development
Construction of non-motorized transportation facilities, including bike lanes, bicycle paths, and sidewalks.

In addition, Lake County also supports van-pooling, car-pooling, and other TDM measures. Future land uses may also need to be evaluated as a method of mitigating further strain on congested roadways.

Transportation needs in Lake County were assessed as part of the 2025 Transportation Plan analysis. Lake County will construct some additional roadways by the year 2025 in order to address deficiencies and enhance mobility. These improvements are listed in the adopted Cost-Feasible 2025 Long Range Transportation Plan. Further, as some additional funds become available, Lake County will evaluate additional roadway segments to further address roadway

deficiencies and mobility enhancements. These projects are listed in the Needs Plan of the 2025 Long Range Transportation Plan.

To address the impact of the traffic from major Developments of Regional Impact (DRI), Lake County will coordinate with FDOT and private developers in assessing the need for programming road improvements, and ensure the DRI developer will contribute to these improvements as required in an approved Development Order.

## TRANSPORTATION CONCURRENCY

Concurrency is the concept of ensuring that required infrastructure is in place before development is functional. As in most areas of Florida, the concept of concurrency is most applicable to roadways, as that is the infrastructure most likely to be deficient. Lake County has a process in place for review of proposed development for concurrency purposes, and this process is incorporated into Lake County's Land Development Regulations. These regulations require that necessary transportation capacity for new development to be in place or funded for construction within three years from the time development is authorized.

Lake County monitors roadway-operating conditions annually, and updates its concurrency management system to reflect any changes in roadway level of service. Annual traffic counts are posted on the Lake County website: www.lakegovernment.com

## ACCESS MANAGEMENT

As part of preserving capacity along roadways, Lake County has, through Comprehensive Plan policies and its Land Development Regulations, access management requirements for new development and redevelopment along State and County roadways. For State roads, development must comply with the access management provisions of Chapters 14-96 and 14-97 of the Florida Administrative Code; and the Florida Department of Transportation's Driveway Handbook, Median Opening and Access Management Decision Process, and the Median Handbook will be applied. For County roads, Lake County has established access management requirements outlined in the Land Development Regulations.

Particularly along congested roadways, access management is a critical component of maintaining capacity. Access management regulates such things as distances between driveways, distances between median openings, and the number of median openings, depending on the type of road. The premise behind managing access is that allowing only as many median openings and driveways as needed increases capacity by reducing vehicle "friction" on the roadway.

## BICYCLE TRANSPORTATION

There are three main types of bicycle facilities provided in Lake County: bicycle lanes, paved shoulders and off-road bicycle paths. The three are defined as follows:

**Table 6 - Bicycle Lanes Defined**

| | |
|---|---|
| Bicycle Lanes | Specifically designated and marked bicycle travel-ways immediately adjacent to the roadway curb. They are usually four feet wide and are both marked and signed. Most designated bike lanes are in urban, built up areas with heavier traffic and which cannot accommodate wide, paved shoulders. |
| Paved Shoulders | Four- to six-foot wide paved areas adjacent to the right-most vehicle travel lane, and are found on suburban or rural roads with no curbing. There are no pavement markings or signage denoting the facility as a bicycle lane. |
| Off-road bicycle paths | Pathways up to fifteen feet wide, separated from the roadway or not near a roadway at all, and usually shared with other non-motorized users such as pedestrians and skaters. |

Lake County currently has approximately 124 miles of bicycle facilities. The majority of these miles, 119.5, are undesignated paved shoulders (65 miles) and off-road bicycle facilities (54.5 miles). The remaining 4.5 miles are designated as striped bicycle lanes. Most paved shoulder facilities are located along rural State roadway sections, with some along major county roads. The off-road bicycle paths are located mostly in the southern part of Lake County, roughly along the SR 50 corridor, and across the southwest corner of the County. Two smaller paths are located north of CR 44 and between CR 445 and CR 42 in northern Lake County.

Bicycle facility plans, safety, and other issues are now handled by a full-time staff person acting as a bicycle coordinator, who is a member of the Lake County Public Works Department staff. As part of the Lake County 2025 Transportation Plan, a plan for year 2025 bicycle facilities was adopted which provides for additional on and off-road bicycle facilities. Most new facilities will have designated bicycle lanes or paved shoulders along sections of roadway slated for improvement, including US 441, US 27, and SR 50. Other facilities along Old CR 441 and in Tavares will provide an alternative to motorized travel for short trips in those areas.

In addition to on-road facilities, off-road bicycle trails will be constructed as opportunities permit. Lake County will coordinate with and support local organizations of Rails-to-Trails Incorporated, with the objective of analyzing the feasibility of acquiring abandoned rail rights-of-way for conversion to bicycle and pedestrian paths.

In the current Lake County Transportation Construction Program there are several projects that include the construction of bike lanes along with road widening and new construction projects. These include projects on Hook Street, Grand Highway, Citrus Tower Boulevard, and the South Clermont Connector. In addition, the Transportation Construction Program includes paved shoulders for projects along CR 466 and CR 466A between US 27 and the Sumter County line. The Transportation Construction Program is available on the Lake County website: www.lakegovernment.com

**PEDESTRIAN CIRCULATION**

As of 1997, there were sidewalks on approximately 21 percent of the urban road network in Lake County, concentrated in the Leesburg, Tavares, Mount Dora and Eustis urbanized areas. Additional sidewalks were installed along sections of SR 50 in the cities of Clermont, Mascotte, and Groveland in southern Lake County.

Planning for pedestrian facilities is done through the Lake County Public Works Department. The 2010-2014 Transportation Construction Program, found in Appendix A of this document, includes several programmed projects that include sidewalk construction.

Pedestrian access to schools, shopping centers, and neighborhoods also need to be addressed. These needs can partially be met through provisions in the Lake County Land Development Regulations. However, an inventory of existing local sidewalk connectivity and needs should be completed in order to prioritize the construction of sidewalks in these areas.

## Mass Transit

Major transportation routes within the Lake County area include U.S. Highways 27 and 441 and State Roads 44, 19, and 50. Both U.S. Highways 27 and 441 are pre-interstate, major north-south thoroughfares, which traverse the interior of Florida from the Georgia state line. U.S. 27 borders Leesburg. U.S. 441 borders the Leesburg airport on the north. State Road 44 traverses Lake County from east to west. This road goes across the state from New Smyrna Beach on the Atlantic Coast, to the town of Homosassa Springs, near the Gulf of Mexico. State Road 44 is located north of 441 and runs from east to west. SR 50 runs east to west from the Orange County line across Lake County to the Sumter County line. SR 19 runs north-south from the Ocala National Forest to Groveland.

The year 2000 census population was 210,528 individuals and Lake County ranked 168th among the nation's counties. It is seen that the population density is lower than the state average (221 vs. 296 persons per square mile). Lake County has a higher percentage of retirees (65+) than the state average (26.4 percent vs. 17.6 percent). The percentage of residents who were below the poverty level is under the state average (12.8 percent vs. 14.4 percent).

> Because the population density is very low, there are distinct challenges to the design and operation of transportation services to the residents of neighborhoods and communities. The challenge is to provide timely service to the passengers who live and work at such distances from each other that they must be served virtually one at a time. Any grouping of trips becomes progressively more difficult as the density declines. The cost per trip increases drastically with the decline in the number of passengers riding together. Demand response transit is usually the most successful mode along the corridors where the dwelling unit density is below 6 DU/Acre. Fixed route transit becomes viable once the density increases to above 6 DU/Acre. As the population density increases in Lake County, fixed route transit has a potential to play a major role in meeting mobility needs.

## MAJOR TRIP GENERATORS AND ATTRACTORS

Congested corridors are also a consideration as opportunities for transit service are considered. Transit provides an alternative to single-occupant vehicle travel on congested roadways, and can serve to increase mobility along corridors which are constrained from further single-vehicle capacity improvements because of either physical or policy constraints.
Major activity centers in Lake County were identified in the Lake County 2025 Transportation Plan adopted in 2005. These trip generators and attractors include hospitals, medical centers/clinics, post secondary schools, and shopping centers. Activity center locations are a major consideration as future transit service alternatives are evaluated.

## EXISTING PUBLIC TRANSPORTATION FACILITIES/SERVICES

Lake County began the fixed-route service, **LakeXpress**, on May 21, 2007. The bus service runs every hour from The Villages to Eustis with **circulator routes** in the cities of Leesburg and Mount Dora (which began in 2008).

Primarily, LakeXpress provides public transportation along the U.S. Highway 441 corridor, including the municipalities of Eustis, Fruitland Park, Lady Lake, Leesburg, Mount Dora and Tavares. In years to come, the service will be expanded to other urban areas of the County. LakeXpress operates Monday through Friday, 6 a.m. to 7:45 p.m. Buses do not run on Saturdays, Sundays and the holidays of New Year's Day, Martin Luther King Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

A state-funded program, the paratransit service, **Lake County Connection**, provides low-cost transportation throughout Lake County to individuals who qualify as "transportation disadvantaged" as defined by state statutes.

Lake County Connection is primarily intended for mobility-impaired, mentally-impaired and senior citizens. The service is provided for individuals who do not have access to any other means of transportation, including public bus service. Lake County Connection provides more than 750 scheduled passenger trips per day, using a variety of vehicles specially equipped to transport individuals with various disabilities.

Lake County contracts with LYNX to provide a Clermont Express (Link 204) to downtown Orlando and a bus route (Link 55) in the Four Corners community that extends along U.S. Highway 192.

### Marketing Techniques and Program

Table 7 of the TDP provides a summary of transit marketing techniques, along with recommendations regarding the applicability of the marketing techniques for use in Lake County. This table, which was originally presented in the previous Lake County TDP, was reviewed and modified for this TDP update.

The marketing techniques are organized into four major categories, including pricing, promotional, media advertising, and market research. The extent of use, evidence of success, and perceived

success is provided for each technique based on observations of marketing activities of transit systems throughout the United States. The applicability of the techniques is also indicated in the table. This column also indicates a check mark for marketing activities recommended for inclusion in the Lake County Transit marketing program. Primary and secondary marketing activities recommended for the marketing program include the following:

Primary Marketing Activities

Systems Maps/Schedules (easy to understand)
Direct Contact Marketing/Community Education
Free Ride Offers
Shop and Ride

Secondary Marketing Activities

Discounted Passes
Employer Pass Programs
Merchant Discounts
On-Board Surveys
Discussion Groups

Table 7 - Selected Transit Marketing Techniques

| MARKETING TECHNIQUE | EXTENT OF EVIDENCE | PERCEIVED | APPLICABILITY TO LAKE COUNTY | |
|---|---|---|---|---|
| | USE | SUCCESS | SUCCESS | |
| **Pricing Techniques** | | | | |
| Discounted Passes | Wide | Negative | Quite Successful | R Some - but potential fares would be reasonable |
| | Positive | Very Successful | R Some - but limited number of large employers | |
| Free Ride Days | Wide | Negative | Very Successful | R Limited - does not attract many new riders |
| Free Ride Offers | Wide | Positive | Very Successful | R Some - provides incentive for trying bus service |
| Shop and Ride | Some | None | Worthwhile | R High - expand grocery bus service concept |
| Free Fare Zones | Some | Positive | Quite Successful | Q None - service area too small |
| Peak/Off-Peak Fares | Some | Positive | Worthwhile | Q None - not applicable for current markets |
| **Promotional Techniques** | | | | |
| Subscription Services | Some | None | Quite Successful | R Some - capture niche markets |
| Merchant Discounts | New | None | Quite Successful | R High - services designed to transport customers to commercial businesses |
| Telephone Info. Service | New | Positive | Quite Successful | Q None - given rural nature of community |
| Promotional Items | Wide | None | Worthwhile | R Some - may be expensive/seek donations |

| MARKETING TECHNIQUE | EXTENT OF EVIDENCE | PERCEIVED | APPLICABILITY TO LAKE COUNTY | |
|---|---|---|---|---|
| | USE | SUCCESS | SUCCESS | |
| | | | | from community |
| Anniversary Promotions Wide | None | Quite Successful | R Some - may be expensive/seek donations from community | |
| Direct Contact Marketing New | Positive | Quite Successful | R High - presentations to community groups/information | booths/transit fairs |
| **Media Advertising** | | | | |
| Newspaper | Wide | Positive | Quite Successful | R Limited - cost may be too high |
| Radio | Wide | Positive | Quite Successful | R Limited - cost may be too high |
| Outdoor | Some | None | Worthwhile | R Limited - cost may be too high |
| Television | Some | Positive | Quite Successful | R Limited - cost may be too high |
| Cable Television | New | New | New | R Limited - cost may be too high |
| Community Education | Wide | None | Quite Successful | R High - inexpensive/use with direct marketing |
| System Maps | Wide | Conflicting | Very Successful | R High - understanding of routes and schedules |
| Newsletters | Some | None | Worthwhile | R Some - requires labor commitment but can be inexpensive |
| Internet | New | None | Worthwhile | R High - inexpensive if County has web site |
| On-Board Surveys | Wide | Positive | Worthwhile | R Some - inexpensive with driver cooperation |
| General Public Surveys | Some | None | Worthwhile | R Limited - community perception of transit |
| Discussion Groups | Some | Positive | Quite Successful | R High - special form of direct contact marketing |

Source: Lake County 1999-2003 TDP

## PUBLIC TRANSPORTATION NEEDS AND POTENTIAL MARKETS

Determinations of needed transit improvements have been developed through the Transit Development Plan (TDP) and Transportation Disadvantaged Service Plan (TDSP) processes. These needs include the necessity for providing additional service to the general public to major trip generators and attractors and along congested roadways, as well as enhancing service provided to the transportation disadvantaged. The TDSP and TDP adopted in 2005 recommended that the CTC implement a fixed route transportation system.

Based on the existing and forecast demand, the following general needs were identified:

- An increase in hours and days of service.
- More frequent service

- Better marketing of public transportation services and educating existing and potential transit customers on using the transit system.
- Expanded geographic coverage of service routes to provide greater linkage between cities and activity centers.

Public hearings were held in May and September 2004 to obtain citizens input on transit needs in the county.

According to the participants, people living in the more rural areas of the county need to be connected to the more urbanized areas, such as connecting individuals living on CR-42 to the commercial districts along US-441. Other suggestions included:

- Connectivity - Residents would like to see the system connect with LYNX, either in Tangerine, Zellwood, or Mt. Dora.
- Efficient and reliable service should be provided to all adult communities.
- Individuals would use public transit more often if it were available.
- Need more frequent service than that planned (i.e., about once every 3.5 hours) if service is expected to meet mobility needs and be successful.
- Door-to-Door Service is necessary for elderly persons who cannot wait at a bus shelter for an extended period of time.
- Marketing - Better public education is needed.
- Door-to-Door Service - Should be maintained in conjunction with public transit.
- Reliable routes and times are needed.
- Connectivity - Service connecting Clermont and Orlando is needed.
- Connectivity - Service connecting Clermont to local hospitals is needed.
- Connectivity - Service connecting Clermont to West Oaks Mall is needed.
- Connectivity - Ability to transfer to other bus routes to go to Clermont and Orlando is needed.
- Service - There is a need for public transit on CR 42; also consider service on CR 40 and CR 44.
- Service - Should be provided to Lake-Sumter Community College and the YMCA.
- Service - Reliable service should be provided for elderly persons who cannot drive.
- Drivers - Ensure that drivers are content with jobs and that drivers are pleasant towards riders.
- Service - Need to provide transportation services for after-school mentoring programs for at-risk kids (Umatilla and Paisley).
- Signage - Make sure stops are well marked.
- Bus Stops - Ensure that there is appropriate support infrastructure, like shelters and benches, at major stops since many elderly patrons will not be able to stand or remain in the heat/sun for extended periods.
- Need to address protocol for sight-impaired patrons flagging down a bus since they will not be able to see an approaching vehicle.

Significant public transit corridors have been divided into two (2) groups—primary and secondary—as identified below:

**Table 8 - Primary Corridors**

| PRIMARY CORRIDORS |
|---|

| | |
|---|---|
| Corridor 2 | U.S. 441 from U.S. 27 (Lady Lake) to C.R. 44 (Leesburg) |
| Corridor 3 | U.S. 441 from Main Street (Leesburg) to C.R. 44 (Mount Dora) |
| Corridor 4 | S.R. 19 from U.S. 441 (Mount Dora) to C.R. 450 (Umatilla) |
| Corridor 6: | U.S. 27 from S.R. 50 (Clermont) to Main St. (Leesburg) |

**Table 9 - Secondary Corridors**

| SECONDARY CORRIDORS | |
|---|---|
| Corridor 1: | C.R. 44 from C.R. 468 (Leesburg) to S.R. 19 (Eustis) |
| Corridor 5: | S.R. 50 from C.R. 565 (Mascotte) to C.R. 455 (Clermont) |

The Americans with Disabilities Act (ADA) of 1990 requires that complimentary paratransit services be provided by agencies that operate fixed-route bus service. The paratransit service must "shadow" the fixed-route service area and a comparable level of service must be provided for persons who cannot use the fixed-route service.

Several broad strategies have been developed through the TDP and TDSP process to meet needs identified in those documents. These strategies form a framework for specific actions, and include:

- Transitioning services from door to door to a fixed route system. Fixed-route bus service should be provided on a repetitive, fixed-schedule basis along specific routes, with vehicles stopping to pick up and deliver passengers to specific locations. Each fixed route would serve the same origins and destinations, unlike demand response and taxicab service.
- Implementing additional fixed-route or service deviation routes along the corridors identified as being underserved by the current door-to-door service. Likewise, the existing demand response service should be enhanced to improve the effectiveness and efficiency of that service.
- Implement plans to ensure that all persons who currently use door to door service are able to utilize the fixed-route service.
- Develop a marketing plan to strengthen ridership, particularly for off-peak hours and days. Also, an educational outreach program should be initiated to educate existing and potential riders on using the transit system.
- Development of monitoring procedures to ensure that plans are implemented, and specified performance standards are met. The monitoring program should include two major elements: performance measures, and an annual quality of service survey. Performance measures such as transit ridership, operating expense per vehicle mile, operating expense per passenger trip, and passenger trips per vehicle mile should be monitored. Annual quality of service surveys, to provide a perspective from the system user and also compare of the quality of service over time, should be conducted. Surveys should seek customer satisfaction regarding, at a minimum, days and hours of service, frequency of service, convenience of routes, bus fares, and availability and clarity of bus route information.

As an adjunct to transit service, transportation demand management programs, such as car-pooling and van-pooling, can further enhance mobility along congested corridors and areas not

served by fixed-route. Additionally, these programs encourage alternatives to single-occupant vehicle travel, and reduce dependence on automobiles for mobility. Policies and regulations providing preferential parking privileges to vanpools and carpools should be implemented to encourage use of these programs. Also, a re-examination of regulations prescribing minimum numbers of parking spaces may present opportunities to reduce parking and increase transit and TDM use.

Since the 2005 TDP and TDSP were completed, Lake County began the fixed-route service, **LakeXpress**, on May 21, 2007.

The bus service runs every hour from The Villages to Eustis with **circulator routes** in the cities of Leesburg and Mount Dora (which began in 2008).

LakeXpress provides public transportation along the U.S. Highway 441 corridor, including the municipalities of Eustis, Fruitland Park, Lady Lake, Leesburg, Mount Dora and Tavares. In years to come, the service will be expanded to other urban areas of the County.

### Public Transportation Strategies to Meet Identified Needs

The purpose is to provide a safe, economically efficient, and accessible public transportation system that will meet the mobility and accessibility needs of all residents and visitors traveling in Lake County, and to examine the feasibility of establishing alternative public transportation services to meet the transportation needs of the general public by implementing the most cost effective public transportation services possible.

For all public transportation services that are provided, Lake County will ensure that a high level of service quality is provided, maintained, and improved as necessary, and that there will be increased visibility and utilization of public transportation services through marketing, education, improvement of existing services, and the development of new services.

Lake County will also pursue coordination activities with other jurisdictions and transportation providers; maximize the use of all funding sources and services, public and private, in meeting the need for general public transit services; ensure that the mobility needs of the transportation disadvantaged population in Lake County are identified and met; and encourage land use patterns that support and promote transit patronage through the clustering of mixed uses and other transit-oriented designs in medium and large scale planned developments.

## RECOMMENDED NEW PUBLIC TRANSPORTATION SERVICES AND OPERATING CHARACTERISTICS

Specific operational improvements designed to implement the above strategies have been developed in detail in the Transit Develop Plan and Transportation Disadvantaged Service Plan. These improvements include service enhancements as well expansion of existing transit service.

### SERVICE ENHANCEMENTS:

The following service enhancements are recommended for existing service routes with deviation:

- Expand Marketing/Distribute More Schedules

- Make Schedule Easier to Understand
- Install Bus Stop Signs
- Install Information Display on Buses
- Install External Sign on Bus to Designate Route

These actions will provide immediate benefit to existing transit users, and will provide useful lead-ins to expanded transit service.

**IMPLEMENTATION OF FIXED-ROUTE BUS SERVICE:**

Six routes were identified in the TDP and TDSP planning process as appropriate for fixed-route service. The transition to fixed-route bus service is designed to better serve transit markets beyond the transportation disadvantaged, such as commuters, but will also assist in meeting some of the unmet transportation disadvantaged need that has been identified in Lake County.

The six routes that the CTC determined were appropriate for fixed-route service are shown in Table 10 below.

**Table 10 - Potential CTC Routes**

| | |
|---|---|
| Route 1 | From Lake Square to Leesburg; 17 major activity centers |
| Route 2. | Lake Square to Tavares; 9 major activity centers. |
| Route 3 | Leesburg Circulator; 8 major activity centers. |
| Route 4 | Tavares to Eustis. |
| Route 5 | Mount Dora Circulator; 1 major activity center. |
| Route 6 | Leesburg/Fruitland Park/Lady Lake; 9 major activity centers |

In addition to those routes listed in Table 10, the following routes were explored as well:

- Express Services along the SR 50 corridor from South Lake to Orlando and SR 500 from Mount Dora to Orange County.
- A route from Mount Dora to Umatilla.
- A route from Leesburg to Clermont.

Since the 2005 TDP and TDSP planning processes were completed, Lake County began the fixed-route service, **LakeXpress**, on May 21, 2007.

The bus service runs every hour from The Villages to Eustis with **circulator routes** in the cities of Leesburg and Mount Dora (which began in 2008).

LakeXpress provides public transportation along the U.S. Highway 441 corridor, including the municipalities of Eustis, Fruitland Park, Lady Lake, Leesburg, Mount Dora and Tavares. In years to come, the service will be expanded to other urban areas of the County.

## Coordination with other Fixed-Route Services:

Opportunities exist to coordinate with other transportation services in the region, and provide additional mobility choices to those regularly traveling to and from Lake County.

Lynx Services: Lake County borders Orange County, which is served by the Lynx transit service. Lynx has added an express service from the West Oaks Mall to Downtown Orlando and the University of Central Florida, via the East West Expressway. Other opportunities to coordinate with and connect to the Lynx system include connecting to U.S. 192 Corridor Service, and developing a joint Commuter Services via the Lynx Van Plan or another jointly developed service. Van Plan is a program that provides a van and maintenance to a group that provides a driver and fuel, for commuting in Orange County.

Lake County contracts with LYNX to provide a Clermont Express (Link 204) to downtown Orlando and a bus route (Link 55) in the Four Corners community that extends along U.S. Highway 192.

Other opportunities will be explored for joint commuter services with Lynx, as well as Sumter County, Marion County, and VOTRAN.

Commuter Rail (along Northwest Corridor): Lake County should coordinate with the Central Florida Regional Transportation Authority and FDOT District 5 with respect to the consideration of commuter rail in Central Florida. This is particularly true as it relates to the Northwest Corridor that includes Lake County. The northern limit of the corridor is the City of Eustis, while the southern limit is Downtown Orlando. The length of the corridor is approximately 33 miles. The 1994 "Corridor Designation Report" indicates that existing Florida Central Railroad right-of-way would be used for service in this corridor but new track would be required to meet specifications for commuter rail operations.

Tri-county Transportation Initiative: The intent is to expand transit services to the rapidly growing Lady Lake-Villages urbanized area. The Transportation Initiative is the first step in allowing Sumter County Transit the ability to serve residents in the entire Lady Lake-Villages area. Sumter County Transit currently provides bus service to a portion of the Villages.

The increased bus service in the Lady Lake-Villages urbanized area is expected as the Lake-Sumter MPO and the Ocala/Marion County Transportation Planning Organization will begin working on funding details and proposed routes for the planned service.

## AVIATION/ RAIL

Within Lake County, there are 21 FAA landing facilities, located at three public airports, ten private airports, and two heliports (one each at Leesburg Regional Medical Center and Florida Hospital/Waterman in Tavares). At the present time, there is no commercial air carrier service in Lake County. Commercial air carrier service is available at the Orlando International Airport in Orange County, and the Orlando Sanford Airport in Seminole County (charter service).

Airport facilities that are improved, maintained, or operated by a governmental agency, or privately-owned airports with paved runways of at least 4,000 feet, must be included in the Aviation/Rail Element. As of this time, only two airports in Lake County meet those requirements:

Leesburg International Airport, located in Leesburg, and Umatilla Municipal Airport in Umatilla. Mid-Florida Airport, which is a private facility located in Eustis and has a grass landing strip, is included because it is designated as a general aviation facility in the East Central Florida Metropolitan Aviation System Plan. These airports are shown in Map IV-1.

Lake County does not own, control, or operate any of the air facilities located in Lake County. Therefore, its role is one of controlling land use adjacent to airports and coordination of the airports with other modes of transportation. This coordination role is reflected in the Goals, Objectives, and Policies of the Aviation/Rail Element.

Information on the existing conditions, existing and future operations, and planned improvements for Leesburg Regional, Umatilla Municipal, and Mid-Florida airports is provided below.

***Leesburg International Airport***

Leesburg International Airport is located within the municipal limits of the City of Leesburg approximately four miles east of downtown Leesburg on U.S. 441. The City of Leesburg is located in Central Florida's Lake County, about 40 miles northwest of Orlando. Lake County is bordered to the north by Marion County, to the west by Sumter County, to the south by Orange County, and to the east by Seminole County. Leesburg can be characterized as a moderately growing community of approximately 18,000 permanent residents, and approximately 4,200 seasonal residents. Three major natural features have strongly shaped local development of the community, including Lake Harris, Lake Griffin, and Okahumpka Swamp. Lake Harris borders the Airport to the south.

The Leesburg International Airport is a public use, general aviation airport owned, operated, and maintained by the City of Leesburg. The Airport Master Plan was last updated in 2000. The base year for the previous master plan was 1998. Since that time, the City of Leesburg and the surrounding areas have experienced significant growth. Since 1990, the City of Leesburg population increased from 14,783 to approximately 18,000. Lake County grew by 38.4 percent from 1990 to 2000; in 1990 the population was 152,104, in 2000, the population was 210,528, which is an increase of 58,424 persons.

The Leesburg International Airport has also experienced steady growth which coincides with growth in the City and County. For the 12-month period ending May 18, 1999, the airport had 114,061 aircraft operations, an average of 312 per day: 99.8% general aviation and 0.2% military. There are 186 aircraft based at this airport: 67% single-engine, 23% multi-engine, 5% ultralight, 3% jet and 3% helicopter.There are seven public use airports within an approximately 30 nautical mile radius of the Airport. All of these airports serve the needs of general aviation users, yet they vary greatly in the facilities available and in services provided. For example, Orlando-Sanford accommodates numerous daily international charter flights. Two additionally privately owned airports, Bob White Field and Orlando County, are also located within 30 nautical miles of Leesburg International Airport.

Leesburg International Airport is now a user-fee airport, offering U.S. Customs and Border Protection inspections. A U.S. Customs and Border Protection Officer is on duty daily from 8:30 am until 5:00 pm. Over flight permits may be obtained at the U.S. Customs and Border Protection Office. Special arrangements can be made for service outside of normal business hours. Leesburg International Airport is a "User Fee" airport, thus, the total cost of the service is borne by the user.

Access to Leesburg International Airport is by way of US 441. The Transportation Element includes plans to convert this route to regular-fixed route service.
The Lake County Sheriff's Office has an Aviation Unit located at Leesburg Airport. The aviation section consists of three Army OH-58 helicopters. The helicopters are on a "ready" basis, 24 hours a day, seven days a week. Typical calls for service include overdue boaters, missing Alzheimer's patients, late or lost hikers, warrants, missing children and wanted suspects. The hanger at the Leesburg International Airport was completed in December 1997. The entire facility was paid for by drug seized monies. This allows storage for the aircraft and a facility for maintenance.

## EXISTING OPERATIONS AND FACILITIES/SERVICES

Airport facilities at Leesburg International Airport are divided into two categories, airside facilities and landside facilities. Airside facilities include runways, taxiways, aircraft parking aprons, airfield lighting and navigational aids. Landside facilities include a variety of aircraft storage facilities, fixed base operator (FBO) and other tenant buildings, and airport support facilities.

Leesburg International Airport is served by two intersecting runways. These runways are Runway 03/21, which is 4,957 feet long by 100 feet wide and Runway 13/31, which is 5,300 feet long by 100 feet wide. These runways are both asphalt and are in good condition. Both runways are served by full-length parallel taxiways. The airport also has a 4,600 square foot terminal to serve general aviation pilots and passengers. There are 15 paved automobile parking spaces to serve the general aviation terminal. There are 81 tie-downs for general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 130 covered parking spaces for aircraft.

Leesburg International Airport has a very good airfield lighting system and electronic navigational aids. It has four taxiways, and all of those taxiways are 40 feet wide. Landside facilities at Leesburg International Airport include a variety of aircraft storage facilities, fixed base operator (FBO) and other tenant buildings, and airport facilities. The tables below summarize operations and services at Leesburg International Airport.

**Table 11 - Leesburg International Airport Operational Statistics**

| TYPE OF FUEL AVAILABLE | 100 LL JET-A |
|---|---|
| Parking | Hangers and Tiedowns |
| Airframe service | Major |
| Power plant service | Major |
| Bottled oxygen | None |
| Bulk oxygen | None |
| Other services | Agricultural operations (aerial spraying), air ambulance, charter flights, flight instruction, aircraft rental, and Sheriff's Department air operations. |

Leesburg International Airport has been designated a Gold Seal Airport by the Florida Department of Transportation, recognizing its high standards for infrastructure, service and safety to the flying public.

## Existing/Future Land Use

Land use in the area surrounding Leesburg International Airport is controlled by Lake County and the City of Leesburg. The County controls development in the area north of the airport. There are no residential land uses immediately adjacent to the airport. A large area of single-family homes is located approximately less than one mile northeast of the airport. The land between U.S. 441 and the shoreline of Silver Lake is being used for commercial development. Other sensitive land uses in the area include Lake Sumter Community College, located approximately one half mile to northeast. The airport and the area to the west are located within the City of Leesburg. The airport is designated a "public" use airport. The area immediately west of the airport is designated as "Conservation", due to the high quality wetlands in the area.

## Future Operations Projections

Projecting aviation demand is a critical component in the overall planning process. This process defines an airport's ability to accommodate aircraft and operations and, thus, determines the type, size and timing of future airside and landside facility development. Based on the historical airport activity, area demographic trends, and FAA projections, the most recent master plan forecasts the following trends in future operations. These forecasts are unconstrained and may vary from year to year. The table below summarizes future operation projections for Leesburg International Airport.

**Table 12 - Airport Operations Forecast Summary**

| | 1998 | 2005 | 2010 | 2015 | 2025 |
|---|---|---|---|---|---|
| **Annual Operations** | Projections are based on the Average Annual Growth Rate (1.7%) | | | | |
| Local | 51,462 | 54,900 | 57,800 | 59,100 | 59,900 |
| Itinerant | 51,200 | 59,500 | 67,800 | 78,300 | 89,900 |
| Total | 103,462 | 114,400 | 125,600 | 137,400 | 149,800 |
| **Based Aircraft** | Projections are based on Socioeconomic-Population Methodology | | | | |

| | | | | | |
|---|---|---|---|---|---|
| Single-engine | 140 | 172 | 187 | 195 | 205 |
| Multiengine | 12 | 14 | 16 | 20 | 25 |
| Jet | 8 | 12 | 15 | 20 | 25 |
| Helicopter | 5 | 7 | 8 | 10 | 12 |
| Total | 165 | 204 | 224 | 245 | 267 |
| **Peak Hour** | Based on the methods used by FAA | | | | |
| Operations | 40 | 44 | 49 | 53 | 58 |
| Passengers/Pilots | 30 | 34 | 38 | 44 | 49 |

Source: Leesburg International Airport Master Plan Update

## PLANNED IMPROVEMENTS

In order for Leesburg International Airport to meet the projected demand, it will require significant landside and airside improvements. The following summarizes the identified facility requirements contained in the Leesburg International Airport Master Plan:

The Airport capacity is adequate to accommodate the projected number of operations. But, the airport's primary runway should be designed to accommodate demanding business jets as well as possible charter aircraft.

In order to accommodate the above-mentioned traffic activity, Runway 13/31 should be extended to 6,300 feet, while Runway 3/21 should be extended to 5,500 feet. Work was completed in 2007 on the 13/31 Runway; it was extended to 5,300 feet long and 100 feet wide. Runway 3/21 was extended to 4,957 feet long and 100 feet wide.

Additional T-Hangar units and conventional hangar space are needed to accommodate future demand.

An air traffic control tower is recommended, apart from the additional apron to accommodate itinerant aircraft needs, and tie-down spaces to accommodate for the increase in based aircraft.

## ENVIRONMENTAL IMPACT SUMMARY

Based on the preliminary analysis of Leesburg International Airport Master Plan, detailed investigations will be required to address noise, wetlands, floodplains, biotic communities, endangered species and water quality impacts of planned improvements. Coordination with various federal, state and local reviewing agencies will be required to determine the extent of these impacts. For impacts that exceed state and federal limits, approved mitigation strategies/plans will be required.

## FUNDING SOURCES FOR LEESBURG INTERNATIONAL AIRPORT

Funding for planned improvements may come from several sources. These sources include:

Most public use airports improvements are eligible for 90% federal funding and 80% State funding. General aviation terminal buildings, T-hangars, and corporate hangars and other private use facilities are not eligible for federal funding. Revenue producing items such as automobile parking lots are not eligible for federal funding.

The Department of Aviation (FDOT) administers state funding for airport improvements. Similar to the Federal Trust Fund, funding from the state is derived from user fees (i.e. aircraft fuel taxes and the state sales tax on aircraft). A significant percentage of gasoline taxes are assigned for aviation infrastructure development.

Local funding is currently provided by the City of Leesburg and Lake County. Leesburg Airport receives operating income from tenant lease fees and local subsidies.

Another potential source for airport improvements is private investors. Private investors may construct needed facilities as part of a lease agreement with the Airport Board that will allow time to amortize their investments. This type of funding is particularly suitable for corporate hangar development since they are not eligible for FAA funding but are eligible for State funding at a 50% level.

Phasing for planned improvements is summarized in the table below:

**Table 13 - Leesburg International Airport Capital Improvement Plan Fiscal years 2005-2015**

| PROJECT DESCRIPTION | FISCAL YEAR 2004-05 | FISCAL YEAR 2005-06 | FISCAL YEAR 2006-07 | FISCAL YEAR 2007-08 | FISCAL YEAR 2008-09 | FISCAL YEAR 2009-10 | FISCAL YEAR 2010-11 | FISCAL YEAR 2011-12 | FISCAL YEAR 2012-13 | FISCAL YEAR 2013-14 | FISCAL YEAR 2014-15 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apron east of Taxiway B | 350,000 | | | | | | | | | | | 350,000 |
| Extend Runway 13/31 | | 200,000 | 4,000,000 | | | | | | | | | 4,200,000 |
| Instrument Landing System Equipment | | 350,000 | | | | | | | | | | 350,000 |
| Overcoat GA Ramp Area | | 150,000 | | | | | | | | | | 150,000 |
| FBO Ramp Space Phase II | | 360,000 | | | | | | | | | | 360,000 |
| Permit/Mitigate RW 13/31 Extension | | 150,000 | | | | | | | | | | 150,000 |
| Small Corporate Hangars | | 650,000 | | | | | | | | | | 650,000 |
| Taxilane to Cracker Barrel | | 600,000 | | | | | | | | | | 600,000 |
| T-hangars | | 350,000 | | | | | | | | | | 350,000 |
| Drainage Improvements—Phillips Hangar | | 60,000 | | | | | | | | | | 60,000 |

| PROJECT DESCRIPTION | FISCAL YEAR 2004-05 | FISCAL YEAR 2005-06 | FISCAL YEAR 2006-07 | FISCAL YEAR 2007-08 | FISCAL YEAR 2008-09 | FISCAL YEAR 2009-10 | FISCAL YEAR 2010-11 | FISCAL YEAR 2011-12 | FISCAL YEAR 2012-13 | FISCAL YEAR 2013-14 | FISCAL YEAR 2014-15 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Drainage Improvements Philips Hangar | | 60,000 | | | | | | | | | | 60,000 |
| Rix Hangar Road | | 15,000 | | | | | | | | | | 15,000 |
| Pistol, Range Building Demolition | | 20,000 | | | | | | | | | | 20,000 |
| Wind Speed Indicator Purchase/Installation | | 10,000 | | | | | | | | | | 10,000 |
| New Taxiway E & Runway Lights | | | 400,000 | | | | | | | | | 400,000 |
| Overlay RW 3/21 & Taxiways B,E,J | | | 100,000 | 1,100,000 | | | | | | | | 1,200,000 |
| Ramp Area—Cracker Barrel | | | 650,000 | | | | | | | | | 650,000 |
| Fuel Farm | | | 200,000 | | | | | | | | | 200,000 |
| Refurbish Phil Connor Aircraft hangar | | | 100,000 | | | | | | | | | 100,000 |
| Taxiways to hangars | | | 350,000 | | | | | | | | | 350,000 |
| Access Road to Hangars—south side | | | | 1,200,000 | | | | | | | | 1,200,000 |

| PROJECT DESCRIPTION | FISCAL YEAR 2004-05 | FISCAL YEAR 2005-06 | FISCAL YEAR 2006-07 | FISCAL YEAR 2007-08 | FISCAL YEAR 2008-09 | FISCAL YEAR 2009-10 | FISCAL YEAR 2010-11 | FISCAL YEAR 2011-12 | FISCAL YEAR 2012-13 | FISCAL YEAR 2013-14 | FISCAL YEAR 2014-15 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Security Measures | | | | | | 400,000 | | | | | | 400,000 |
| Extend R-03 | | | | | | | 300,000 | 2,700,000 | | | | 3,000,000 |
| Terminal Building | | | | | | | | 200,000 | 2,000,000 | | | 2,200,000 |
| Land Acquisition | | | | | | | | | | 1,500,000 | | 1,500,000 |
| RW 13/31 Safety Area | | | | | | | | | | | | 0 |
| Department Total | 350,000 | 2,915,000 | 5,800,000 | 2,300,000 | 0 | 400,000 | 300,000 | 2,900,000 | 2,000,000 | 1,500,000 | 0 | 18,465,000 |

Source: City of Leesburg

## Umatilla Municipal Airport

Umatilla Municipal Airport is located inside Umatilla's city limits, one mile east of SR 19, and north of East Rose Street. This city-owned and operated general aviation facility is primarily used for single-engine aircraft. The approximately 60-acre airfield is equipped for VFR operations and has a 2500 x 60 ft. asphalt runway that is oriented 18/36.

### EXISTING OPERATIONS AND FACILITIES/SERVICES

Umatilla Municipal Airport currently has one paved runway, which is 2,500 feet long and 60 feet wide and has a load bearing capacity that accommodates small general aviation aircraft. Landside facilities includes 13 new bulk and T-Hangars for aircraft storage. In addition, there is a small terminal building. The total number of based aircraft now numbers fifteen. The number of operations (about 3,900) is considerably less than the operations reported in 1987 (5,000), the estimated operations for 2025 are 25,000 The airport also has a skydiving club.

The Umatilla Airport is surrounded on three sides by unincorporated Lake County, while the west side of the airport is within the city limits. The unincorporated areas are zoned for agriculture and contain some citrus groves, vacant land and lakes. This area is, however, changing character and being developed as a residential area. Environmentally sensitive areas include: East Lake, 500 ft. to the north; Lake Umatilla, 1,500 ft to the southwest; and Lake Witcomb, 1,000 ft. to the southeast.

**Table 14 - Umatilla Municipal Airport Services**

| TYPE OF FUEL AVAILABLE | 10,000-GALLON FUEL STORAGE SYSTEM |
|---|---|
| Airframe service | None |
| Power plant service | None |
| Bottled oxygen | None |
| Bulk oxygen | None |
| Other services | None |

Source: City of Umatilla

## Future Based Aircraft and Operations Projections

Forecasts of future aviation demand at the Umatilla Municipal Airport are presented below. These forecasts are unconstrained and may vary from year to year. It is forecasted that a total of 21 single-engine general aviation aircraft would be based at Umatilla by the year 2010, 30 by 2015, and 40 by the year 2025. Other areas of expected growth will be in the multi-engine general aviation aircraft category. The total operations in planning year 2025 will be roughly 50 percent local operations and 50 percent itinerant operations.

## Airport Operations Forecast Summary:

**Table 15 - Umatilla Municipal Airport Operations Forecast Summary**

| | 1998 | 2005 | 2010 | 2015 | 2025 |
|---|---|---|---|---|---|
| **Annual Operations** | Projections are based on the Average Annual Growth Rate (1.7%) | | | | |
| Local | 2,000 | 2,520 | 4,000 | 6,000 | 10,000 |
| Itinerant | 1,900 | 2,480 | 4,000 | 6,000 | 10,000 |
| Total | 3,900 | 5,000 | 8,000 | 12,000 | 20,000 |
| **Based Aircraft** | Projections are based on Socioeconomic-Population Methodology | | | | |
| Single-engine | 13 | 15 | 21 | 30 | 40 |
| Multiengine | 2 | 2 | 3 | 4 | 4 |
| Jet | 0 | 0 | 0 | 0 | 0 |
| Helicopter | 0 | 0 | 1 | 1 | 1 |
| Total | 16 | 18 | 26 | 34 | 70 |

**Source: Reynolds, Smith and Hills, Inc and the City of Umatilla. Numbers are rough estimates, and will change.**

**Table 16 - Umatilla Municipal Airport Operational Statistics**

| | |
|---|---|
| Average aircraft operations | 96/week |
| Percentage of local general aviation | 60% |
| Percentage of general transient aviation | 40% |

Source: City of Umatilla

## Planned Improvements

In order for Umatilla Municipal Airport to meet the projected demand, it will require significant landside and airside development. The table below summarizes the identified facility requirements contained in the Umatilla Municipal Airport Master Plan:

**Table 17 - Umatilla Airport Planned Improvements Summary**

| ITEM | 2000-2005 | 2006-2010 | 2011-2025 |
|---|---|---|---|
| **Airside:** | | | |
| Runway 18/36 | 2,500-feet x 60-feet | 2,500-feet x 60-feet | 2,800 feet x 60-feet |
| Taxiway | Partial | Partial | Partial |
| Lighting | MIRL | MIRL | MIRL |
| NAVAIDS | Precision Approach Path Indicator (PAPI), Wind Direction Indicator, Rotating Beacon | Precision Approach Path Indicator (PAPI), Wind Direction Indicator, Rotating Beacon | Precision Approach Path Indicator PAPI), Wind Direction Indicator, Rotating Beacon |
| **Landside:** | | | |
| General Aviation Terminal | 250 square-feet. Pilot Lounge | 350 square-feet | 500 square-feet |
| FBO Area | Improved | Improved | Improved |
| T-Hangar Spaces | None | 13 | 25 |
| Conventional Hangar Spaces | Seven | Additional | Additional |
| Fuel | None | 12,000 gallons | 24,000 gallons |

Source: Reynolds, Smith and Hills, Inc and the City of Umatilla

Also, the above table identifies the general facility requirements to meet 20-year aviation demand. These facility requirements are approximate based upon the forecast of aviation activity.

## FUNDING SOURCES FOR UMATILLA MUNICIPAL AIRPORT:

The potential funding sources for the Capital Improvement Program include Florida Department of Transportation (FDOT) grant funds, FAA grant funds, local/city funds, private funds and other funds. These sources are discussed in the following section

FDOT Funding: The State of Florida provides funding to public airport sponsors for eligible projects through the FDOT, Aviation office. Aviation user taxes are used to support eligible aviation developments at the airports. FDOT can fund up to 80 percent of eligible projects not supported by FAA and actually provides more funding statewide then is received from FAA for Florida's airports, especially general aviation and reliever airports.

FAA Funding: Under the current law, airport sponsors are eligible for FAA funding for specifically approved airport projects through the Airport Improvement Program (AIP). AIP provides entitlement funds for commercial service airports based on the number of annual enplaned passengers. Other allocations of AIP dollars go to general aviation and reliever airports, state Departments of Transportation, and national noise compatibility planning programs. Since Umatilla Municipal Airport has few based aircraft, FAA funding is included in the CIP in the last phase since activity at the airport will be increased.

Local/City Funds: The City of Umatilla (and revenue from airport operations) has historically provided local funding to the airport for operations and annual maintenance. It is expected that the city will continue to support the airport.
County: Lake County may provide funding for particular projects, based on the needs.

Other Funding Options: The other funding options include other federal and state grant sources such as economic development funds and intermodal transportation funds. Intermodal Transportation funds can be used to connect highways with other transportation facilities and create intermodal facilities.

## UMATILLA MUNICIPAL AIRPORT IMPROVEMENT SCHEDULE

Capital improvements to Umatilla Municipal Airport will be phased in as outlined in the table below.

**Table 18 - Umatilla Municipal Airport Capital Improvements**

| PROJECT DESCRIPTION | YEAR | PROJECT AMOUNT | REQUESTED LOCAL | REQUESTED FAA | REQUESTED FDOT |
|---|---|---|---|---|---|
| Construct Aircraft Parking Apron | 2004 | **$375,000** | $25,000 | $150,000 GA | *$200,000* |
| **Install Aircraft Storage Hangars** | 2006 | **$400,000** | $200,000 | $0 | *$200,000* |
| **Acquire (North) approach, safety area and runway protection zone.** | 2006 | **$500,000** | $25,000 | $450,000 D | $25,000 |
| **Construct Automobile Parking Area (Phase 1)** | 2006 | **$200,000** | $40,000 | $0 | $160,000 |
| **Acquire South Terminal Area Land** | 2007 | **$100,000** | $5,000 | $90,000 D | $5,000 |

| PROJECT DESCRIPTION | YEAR | PROJECT AMOUNT | REQUESTED LOCAL | REQUESTED FAA | REQUESTED FDOT |
|---|---|---|---|---|---|
| **FBO Area Land Acquisition** | 2007 | **$500,000** | $25,000 | $300,000 D<br>$150,000 GA | $25,000 |
| **Parallel Taxiway (Phase 1 - North)** | 2007 | **$315,000** | $7,500 | $150,000 D<br>$150,000 GA | $7,500 |
| **Rehabilitate General Aviation Terminal Building (Phase 1)** | 2007 | **$300,000** | $60,000 | $0 | $240,000 |
| **Construct T-Hangar** | 2007 | **$800,000** | $160,000 | $0 | $640,000 |
| **Acquire South Terminal Area Buildings** | 2008 | **$1,000,000** | $200,000 | $0 | *$800,000* |
| **Construct Aircraft Parking Apron** | 2008 | **$300,000** | $60,000 | $0 | *$240,000* |
| **T-Hangar Site Development** | 2008 | **$400,000** | $80,000 | $0 | $320,000 |
| **Relocate Airport Access Road (East)** | 2009 | **$400,000** | $80,000 | $0 | $320,000 |
| **Aircraft Storage Hangars** | 2009 | **$500,000** | $250,000 | $0 | *$250,000* |
| **EA for Runway 18-36 Extension** | 2009 | **$115,000** | $7,500 | $100,000 GA | $7,500 |
| **Parallel Taxiway (Phase 2 - South)** | 2009 | **$315,000** | $7,500 | $150,000 D<br>$150,000 GA | $7,500 |
| **Acquire (South) Approach and RPZ** | 2009 | **$300,000** | $7,500 | $285,000 D | $7,500 |
| **Transient Aircraft Parking Apron** | 2010 | **$610,000** | $10,000 | $150,000 D<br>$150,000 GA | $300,000 |
| **Extend Runway 18-36** | 2010 | **$500,000** | $25,000 | $450,000 D | $25,000 |
| **T-Hangar** | 2011 | **$300,000** | $150,000 | $0 | $150,000 |
| **Aircraft Wash Rack** | 2011 | **$250,000** | $50,000 | $0 | $200,000 |
| **Rehabilitate taxiway pavement.** | 2012 | **$1,000,000** | $200,000 | $0 | $800,000 |
| **Construct / Access Road (North)** | 2012 | **$400,000** | $80,000 | $0 | $320,000 |
| **Acquire Central Terminal Area Land** | 2012 | **$160,000** | $5,000 | $150,000 GA | $5,000 |
| **Construct Central Terminal Area Access Taxiway** | 2013 | **$792,500** | $7,500 | $285,000 D | $500,000 |
| **Rehabilitate runway pavement.** | 2013 | **$1,000,000** | $200,000 | $0 | $800,000 |
| **Central Terminal Area - Parallel Taxiway** | 2013 | **$160,000** | $5,000 | $150,000 GA | $5,000 |
| **Construct Hangars in Central Terminal Area.** | 2014 | **$1,000,000** | $200,000 | $0 | $800,000 |
| **Rehabilitate Runway 18-36** | 2015 | **$750,000** | $37,500 | $675,000 D | $37,500 |

Source: Florida Aviation Database, 2005.

Note that in the Requested FAA and Requested FDOT columns that **Green-Bold** text indicates that the FAA and/or the FDOT have planned funds in the same year, same type and the same amount as requested by the sponsor. Italic-Red text indicates the FAA and/or the FDOT have reviewed and planned funds differing in year, amount or type from that requested. In either case, the FAA and/or FDOT have planned funding for the project. If the column is standard black text, no funding has been planned.

## Mid-Florida Airport

Mid-Florida Airport is the County's only privately owned public-use airport. The 30-acre airport facility is located south of SR 44, north of US 441, and east of CR 44-B, east of the City of Eustis and north of the City of Mount Dora in unincorporated Lake County. The airport is used by small general aviation aircraft, under VFR (Visual Flight Rules). A 3,200 ft. grass runway is oriented 18/36 with a dirt road at the north end, it is 80 feet wide. Limited landside facilities include a maintenance shop, gas, hangars, tie downs and Runway Lighting with Pilot Controlled Lighting (PCL).

The number of aircraft based here was 39 in 1984, 31 in 1996, 55 in 2000, and 59 in 2008. The number of planes based at this airport declined in mid 90's, but it has increased from then on. The number of operations has remained about the same, numbering 21,024 in 2001, and 20,880 in 2008.

Based on historical trends and expected needs, the East Central Plan proposed that Mid-Florida remain a general aviation/utility airport. Mid-Florida Airport is located very close to two rapidly growing urban areas: Eustis to the west and Mount Dora to the south. Development around the airport must be consistent with Lake County's Land Development Regulations, which include approach zone protection, and Mt. Dora's Aviation Ordinance, requiring acceptance of airport noise as a condition of development.

Mid-Florida Airport is accessed by SR 44 (fka CR 44B), a 2-lane collector. Due to level of service deficiencies on this roadway, an improvement to 4 lanes has been included in the Transportation Element of the Comprehensive Plan. There is no existing or planned public transportation service to Mid-Florida Airport. However, since Mid-Florida is a general aviation airport, opportunities for this to be a major intermodal connection would be very limited.

Operational and service information for Mid-Florida Airport are summarized in the tables below.

**Table 19 - Mid-Florida Airport Operational Statistics**

| | |
|---|---|
| Aircraft based on the field | 59 |
| Single engine airplanes | 52 |
| Multi engine airplanes | 3 |
| Gliders | 3 |
| Ultralights | 1 |
| Average aircraft operations | 58/day |
| Percentage of local general aviation | 48 % |
| Percentage of general transient aviation | 48% |
| Percentage of air taxi | 5% |
| Percentage of County/State operations | < 1% |

**Table 20 - Mid-Florida Airport Services**

| TYPE OF FUEL AVAILABLE | 100 LL |
|---|---|
| Parking | Hangers and Tiedowns |
| Airframe service | Major |
| Power plant service | Major |
| Bottled oxygen | None |
| Bulk oxygen | None |
| Other services | Flight instruction |

Source: Mid-Florida Airport

## PROJECTED OPERATIONS:

Future projections information was not available from Mid-Florida Airport.

Forecast for based aircraft in planning year 2025 will be 80, calculated by extrapolating 2000 aircraft numbers using growth rate from 1988 to 1999. Based on the historical Airport activity, and area demographic trends, estimated 2025 total number operations will be 25,250. These forecasts are unconstrained and may vary from year to year.

## Planned Improvements:

Information on Mid-Florida Airport's planned improvements was not available. However, marked improvements may commence in the future due to change in airport ownership.

## RAIL FACILITIES

There are currently two active rail lines in Lake County. The rail lines are used mainly for freight-hauling - mostly citrus products - but also building products, and there is a tourist line from Mount Dora to Tavares and Eustis.

The active rail lines include:

A rail spur running from Orlando, through Tavares and Mt. Dora, to Sorrento. A line running from Tavares, through Eustis, to Umatilla.

These lines are generally short-haul lines or spurs. There are no known plans to discontinue use of these lines.

The use of rail by business and industry to move freight is a benefit to other transportation system users, as it reduces the number of medium and heavy trucks using already congested roadways. Therefore, business and industry in Lake County should be encouraged to use rail, to the extent feasible, for freight movement.

# APPENDIX A

## 2010-2014 Lake County Construction Program

**Source: Lake County Public Works,
Special Services Division**

**FUND 1300**
**Transportation Improvements (LAP)**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **FEDERAL/STATE GRANTS**

***Local Agency Program and County Incentive Grant Projects to be reimbursed by the Florida Department of Transportation***

* in thousands

| Project Name | Scope of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **42** from Marion County to Maggie Jones Road C-8190 *W&R05045-CD5* | Construct paved shoulders, FM #416988 *~ 36,315 LF* | $ 1,350,000 *Project to be bid with ARRA CR-42 Resurfacing Project* | 1,350 DSN CST | | | | |
| **44** Intersection with C-19A *INT07034-CD4* | Construct turn lanes, FM #422419 | $ 347,000 | 347 CST | | | | |
| **Mount Homer Road C-4956** Intersection with **David Walker Drive C-4756** *INT07008-CD3&4* | Construct westbound left turn lane and install signal, FM #423967 | $ 260,000 | 260 CST | | | | |
| **South Lake Trail, Section 1** from Clermont Trail to Groveland Park *SPJ08024-CD2&3* | Construct 15 foot multi-use trail, FM #422570 | $ 1,000,000 *PLAAQ funded* | 1,000 ROW | | | | |
| | | $ 2,957,000 | | | | | |
| | Projected Expenditures | | 2,957 | 0 | 0 | 0 | 0 |
| | Budgeted Amount | | 2,957 | 0 | 0 | 0 | 0 |
| | Balance | | 0 | 0 | 0 | 0 | 0 |

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**FUND 1300**
**Transportation Improvements (LAP)**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **FEDERAL/STATE GRANTS**

***American Recovery & Reinvestment Act of 2009 Projects to be reimbursed by the Florida Department of Transportation***

* in thousands

| Project Name | Scope of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **19A** from Dodson Cutoff C-4460 to Azalea Drive C-4461B *SPJ09020-CD4* | Mill and resurface, FM #426312 | $ 18,837 | 19 CST | | | | |
| **42** from Holmes View Drive to West Fourth Street *SPJ09021-CD5* | Mill and resurface, FM #426314 | $ 783,000 *Project to be bid with LAP CR-42 Paved Shoulder Project* | 783 CST | | | | |
| **448** from Lake Industrial Boulevard C-3349 to Grand Oak Lane *SPJ09024-CD3* | Resurface, FM #426313 | $ 264,416 *Project to be bid with IMF-BD2 CR-448/Lois Dr Int and IST CR-448 Paved Shoulder Projects* | 265 CST | | | | |
| **455** from SR-19 to CR-561 *SPJ09016-CD3* | Mill and resurface, FM #426261 | $ 428,214 | 429 CST | | | | |
| **466A** (Miller Street) from Cutoff Road C-5704 to US-27/441 *SPJ09019-CD1* | Resurface and sidewalk improvements, FM #426302 | $ 177,437 | 178 CST | | | | |
| **474** from SR-33 to US-27 *SPJ09017-CD2* | Mill and resurface, FM #426262 | $ 2,866,217 | 2,867 CST | | | | |

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**FUND 1300**
**Transportation Improvements (LAP)**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **FEDERAL/STATE GRANTS**

***American Recovery & Reinvestment Act of 2009 Projects to be reimbursed by the Florida Department of Transportation***

* in thousands

| Project Name | Scope of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **Eagles Nest Road C-6611** from Grays Airport Road C-7310 to Ridge Road C-6511C *SPJ09022-CD1&5* | Mill and resurface, FM #426315 | $ 241,165 | 242 CST | | | | |
| **Goose Prairie Road C-6737** from Emeralda Island Road C-7528 to CR-452 *SPJ09023-CD5* | Resurface, FM #426316 | $ 205,000 | 205 CST | | | | |
| **Lake Griffin Road C-7611** from Lemon Street C-7405 to Grays Airport Road C-7310 *SPJ09015-CD5* | Mill and resurface, FM #426259 | $ 266,529 | 267 CST | | | | |
| **Lakeshore Drive C-1040** from Preston Cove Road C-0938C to King Fisher Drive *SPJ09018-CD2* | Mill and resurface, FM #426300 | $ 19,030 | 20 CST | | | | |
| | | $ 5,269,845 | | | | | |
| | Projected Expenditures | | 5,275 | 0 | 0 | 0 | 0 |
| | Budgeted Amount | | 5,275 | 0 | 0 | 0 | 0 |
| | Balance | | 0 | 0 | 0 | 0 | 0 |

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**FUND 1151**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 1**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **42** Intersection with SR-19 *INT03012-CD5* | Realign intersection and signalize *~ 1,490 LF* | $ 1,940,000 | 1,940 ROW CST | | | | |
| Total Cost Estimate | | $ 1,940,000 | | | | | |
| Balance Carried Forward (from previous year) | | | 1,895 | 1 | 49 | 100 | 153 |
| Projected New Revenue | | | 46 | 48 | 51 | 53 | 56 |
| Projected Expenditures | | | 1,940 | 0 | 0 | 0 | 0 |
| Projected Available Revenue | | | 1 | 49 | 100 | 153 | 209 |

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**FUND 1152**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **437** Intersection with **Wolf Branch Road C-4583** *INT08021-CD4* | Improve intersection and signalize | $ 976,000 *Project to be bid in FY 2009, CST funds encumbered in FY 2010* | 976 DSN ROW CST | | | | |
| **441 Old** (Alfred Street) from SR-19 to Dora Avenue C-4554 (C-19A) *SDY04039-CD3 Interlocal with City of Tavares* | Results of PD&E (completed in 2008) *~ 5,850 LF* | $ 3,800,000 | 1,000 DSN ROW | 2,800 CST | | | |
| **441 Old** (Heim Road) from Bay Road C-4260 to North McDonald Street *SDY06044-CD3&4* | Results of PD&E (completed in 2008) *~ 14,705 LF* | $ 500,000 | | | 500 DSN | | |
| **441 Old** Intersection with **C-46** *INT08017-CD4* | Improve intersection | $ 450,000 | 450 DSN ROW CST | | | | |
| **441 Old** Intersection with **Lakeshore Drive C-452** *W&R03007-CD4* | Improve intersection | $ 60,000 | | | 60 ROW | | |
| **448** Intersection with **Lois Drive C-3259** *W&R06015-CD3* | Construct turn lanes, improve railroad crossing, add guardrail | $ 700,000 *Project to be bid with ARRA CR-448 Resurfacing and IST CR-448 Shoulder Projects* | 700 CST | | | | |

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**FUND 1152**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **Britt Road C-4981** from Wolf Branch Road C-4583 to SR-44 *W&R04002-CD4* | Rebuild to curb & gutter urban design, landscaping *~ 13,909 LF* | $ 1,100,000 | 400 ROW | 350 ROW | 350 ROW | | |
| **Buckhill Road, North C-2739** from Lakeshore Blvd to Bald Eagle Drive *C2P97026-CD3 Developer's Agreement* | Pave *~ 1,320 LF* | $ 100,000 *Credits Only Cost shared with IMF BD 4* | 100 CST | | | | |
| **Round Lake Road C-4183 Extension** from Wolf Branch Road C-4583 to SR-44 *SDY08027-CD4* | Project Development & Environment Study to construct new road *~ 13,611 LF* | $ 350,000 | | | 350 PD&E | | |
| SR-19 Corridor Study *SDY08028-CD5 Interlocal with City of Umatilla* | Corridor Study of SR-19 intersections (CR-450E, CR-450W, CR-450A, Mills Street C-7264) | $ 100,000 *MPO seeking FDOT participation for CST* | | 100 DSN | | | |
| SR-44 (formerly C-44B) from US-441 to C-44 (Orange Avenue C-6068) *SPJ08053-CD4* | County participation with FDOT to construct 4-lane road | $ 2,000,000 | | | | | 2,000 CST |
| Total Cost Estimate | | $ 10,136,000 | | | | | |
| Balance Carried Forward (from previous year) | | | 6,131 | 3,596 | 1,097 | 625 | 1,453 |
| Projected New Revenue (adjusts for payback from 1ST funds) | | | 1,091 | 751 | 788 | 828 | 869 |
| Projected Expenditures | | | 3,626 | 3,250 | 1,260 | 0 | 2,000 |
| Projected Available Revenue | | | 3,596 | 1,097 | 625 | 1,453 | 322 |

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**FUND 1153**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **25A** (Dixie Avenue) from Fruitland Street to Miller Street/C-466A *W&R04003-CD1* | Improve drainage, construct sidewalk, install signal at Berckman Street *~ 2,600 LF* | $ 250,000 | | | | 250 ROW | |
| **25A** (Dixie Avenue) from C-466A to US-441 *W&R04003-CD1* | Widen to 24', construct sidewalk, and intersection improvements *~ 2,100 LF* | $ 250,000 | | | | 250 ROW | |
| **44** Intersection with **C-44 (Leg A)** *INT06043-CD1 #3 In C-44 Corridor Study - Short term improvements* | Realign, construct turn lanes on C-44, C-44 (Leg A) & Shady Acres Road C-5124 | $ 600,000 | 600 DSN CST | | | | |
| **466A** (Miller Street) from Sumter County to US-27/441 *SDY03008-CD1* | Widen to 4-lane with paved shoulders and improve intersection *~ 16,170 LF* | $ 6,000,000 | 3,000 ROW | 2,500 ROW | 500 ROW | | |
| **470** from Sumter County to C-33/C-48 *SDY01003-CD3* | Widen to 4-lane *~ 20,815 LF* | $ 400,000 *Cost shared with IMF BD 4, Additional funding source needed* | 250 ROW | 150 ROW | | | |
| **473** from 5-lane section to C-44 *SDY08029-CD1* | Project Development and Environment Study *~ 14,060 LF* | $ 200,000 | | | | 200 PD&E | |

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**FUND 1153**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **473** Intersection with **Treadway School Road C-5335** *INT06007-CD1* | Improve intersection | $ 550,000 | 550 CST | | | | |
| **Edwards Road C-7009** from US-27/441 to Gray's Airport Road C-7310 *C2P97045-CD5* | Extend and pave *~ 8,350 LF* | $ 75,000 | | | | | 75 ROW |
| **Lake Ella Road C-6604** from April Hills Boulevard to US-27/441 *NRD02006-CD1&5* | Realign & improve intersection, add turn lanes, and signalize at US-27 *~ 2,885 LF* | $ 300,000 | 300 ROW | | | | |
| **Northwest Lake County Corridor** *SDY08047-CD1&5* | Corridor Study for a north-south roadway west side of Fruitland Park, Lady Lake & Leesburg | $ 500,000 *MPO seeking FDOT participation* | | | | | 500 COR |
| **Radio Road C-5433** from Treadway School Road C-5335 to Jackson Road C-5432 *W&R98029-CD1* | Widen to 2-lane divided, sidewalk, and signal at Treadway School Road, *~ 2,384 LF* | $ 1,000,000 | 400 ROW | 600 CST | | | |
| **Radio Road C-5433** from US-441 to Treadway School Road C-5335 *W&R98029-CD1* | Widen to 2-lane divided *~ 7,750 LF* | $ 1,100,000 | 1,100 ROW | | | | |
| Total Cost Estimate | | $ 11,225,000 | | | | | |

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**FUND 1153**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| Balance Carried Forward (from previous year) | | | 8,600 | 2,962 | 302 | 422 | 372 |
| Projected New Revenue | | | 562 | 590 | 620 | 651 | 683 |
| Projected Expenditures | | | 6,200 | 3,250 | 500 | 700 | 575 |
| Projected Available Revenue | | | 2,962 | 302 | 422 | 372 | 480 |

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**FUND 1154**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 4**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **470** from Sumter County to C-33/C-48 *SDY01003-CD3* | Widen to 4-lane *~ 20,815 LF* | $ 400,000 *Cost shared with IMF BD 3, Additional funding source needed* | 250 ROW | 150 ROW | | | |
| **48 (Part)** from C-470/C-33/C-48 to 1,320' E of US-27 *SDY01003-CD3 Federal Aid Request 2009-2015* | Widen to 4-lane *~ 6,910 LF* | $ 400,000 *Additional funding source needed* | 250 ROW | 150 ROW | | | |
| **561** Intersection with US-27 *INT08032-CD2* | Construct right and dual left turn lanes | $ 150,000 *Cost shared with IMF BD 5* | | | 150 DSN ROW | | |
| **Buckhill Road, North C-2739** from Lakeshore Blvd to Bald Eagle Drive *C2P97026-CD3 Developer's Agreement* | Pave *~ 1,320 LF* | $ 100,000 *Credits Only Cost shared with IMF BD 2* | 100 CST | | | | |
| **Number Two Road C-3024** from CR-48 to SR-19 *W8R08034-CD3* | Widen and resurface *~ 31,391 LF* | $ 200,000 | 200 PE DSN | | | | |
| **Revels Road, East C-2837** & Lakeshore Blvd from SR-19 to Central Ave *W8R08033-CD3 Interlocal with Town of Howey* | Widen and resurface, int. improvements at E Revels Road *~ 10,435 LF* | $ 100,000 | 100 DSN | | | | |
| Total Cost Estimate | | $ 1,350,000 | | | | | |

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**FUND 1154**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 4**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| Balance Carried Forward (from previous year) | | | 1,087 | 325 | 170 | 172 | 332 |
| Projected New Revenue | | | 138 | 145 | 152 | 160 | 168 |
| Projected Expenditures | | | 900 | 300 | 150 | 0 | 0 |
| Projected Available Revenue | | | 325 | 170 | 172 | 332 | 500 |

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**FUND 1155**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **455 Ext (Hartle Road C-1362)** from Hartwood Marsh Rd C-0854 to SR-50 *NRD04040-CD2* | Construct new 2-lane road, acquire ROW for 4-lane *~ 13,600 LF* | $ 585,000 | | | | | 585 DSN |
| **455** Intersection with **Ridgewood Avenue C-1864** *INT04036-CD3* | Construct round-a-bout per PD&E Study | $ 150,000 | | 150 DSN ROW | | | |
| **50** Intersection with **C-455** *INT97033-CD2&3* | Improve intersection | $ 100,000 | | | 100 DSN | | |
| **50** Intersection with **Winter Road C-1464** *INT06027-CD3* | Construct turn lane | $ 170,000 | | | 170 DSN CST | | |
| **561** Intersection with US-27 *INT08032-CD2* | Construct right and dual left turn lanes | $ 150,000 *Cost shared with IMF BD 4* | | | 150 DSN ROW | | |
| **Citrus Tower Boulevard C-1350** Intersection with **Steves Road C-1248** *INT09014-CD2* | Signalize | $ 120,000 *Applied for State grant in FY 2009* | 120 CST | | | | |

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**FUND 1155**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **Hancock Road C-1254** from Hartwood Marsh Road C-0854 to SR-50 *W&R05042-CD2* | Project Development and Environmental Study *~ 16,990 LF* | $ 100,000 | | | | | 100 PD&E |
| **Hancock Road C-1254 Ext** from US-27/Lk Louisa Rd C-0847 to Hartwood Marsh Rd C-0854 *NRD05043-CD2* | Construct new 2-lane road *~ 6,905 LF* | $ 750,000 | | | | 750 ROW | |
| **Hancock Road, North C-1354 Extension** from C-50 to Fosgate Road *W&R08042-CD2* | Construct new 4-lane road, install signal at C-50 & Turkey Farm Road C-1750 *~ 5,280 LF* | $ 810,000 *Developer funding required above and beyond Road Impact Fees* | 310 DSN ROW "part" | 500 ROW "part" | | | |
| **Hartwood Marsh Road C-0854 Ph. I** from US-27 to Hancock Road C-1254 *W&R01010-CD2* | Widen to 4-lane, improve intersection at US-27 *~ 3,775 LF* | $ 150,000 *County Incentive Grant Program Project, $3M to be received in FDOT 11/12 fiscal year, estimate does not include these funds* | 150 ROW | | | | |
| **Hartwood Marsh Road C-0854 Ph. II** from Hancock Road C-1254 to Orange County *W&R01010-CD2* | Widen to 4-lane *~ 21,205 LF* | $ 50,000 *Estimate indicates partial funding, additional funding needed* | | | | | 50 ROW |
| **Hooks Street C-1346 Extension Phase IV Seg B** from Phase IV Seg A to Sandhill Blvd *NRD06004-CD2* | Construct new 4-lane road | $ - *Funding needed* | | | | | |

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**FUND 1155**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **Hooks Street Ext. Ph. V** from Hancock Road C-1254 to Jahna Road *NRD08043-CD2 Developer's Agreement* | Construct new 4-lane urban section, sidewalks and bike lanes *~ 3,825 LF* | $ 50,000 *Estimate indicates partial funding, developer funding needed* | | | | | 50 CST "part" |
| **Hooks Street Ext. Ph. VI** from Jahna Road to Hartle Road C-1362 *NRD08044 Developer's Agreement* | Construct new 4-lane urban section, sidewalks and bike lanes *~ 3,676 LF* | $ 50,000 *Estimate indicates partial funding, developer funding needed* | | | | | 50 CST "part" |
| **Oswalt Road C-0840** from Lakeshore Drive C-1040 to Reagan's Run subdivision *W&R08035-CD2* | Widen to 24', resurface, traffic calming devices *~ 4,570 LF* | $ 50,000 | | | 50 DSN | | |
| SR-50 Reverse Frontage Road from CR-455 to Auto Plex Road *SDY08054-CD2* | Corridor Study | $ 50,000 *To be constructed at developer's expense* | | | | | 50 COR |
| Total Cost Estimate | | $ 3,335,000 | | | | | |
| Balance Carried Forward (from previous year) | | | 2 | 27 | 12 | 209 | 159 |
| Projected New Revenue | | | 605 | 635 | 667 | 700 | 735 |
| Projected Expenditures | | | 580 | 650 | 470 | 750 | 885 |
| Projected Available Revenue | | | 27 | 12 | 209 | 159 | 10 |

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**FUND 1156**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 6**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **478 (Cherry Lake Road C-1829)** from SR-19 to E. Apshawa Road C-2038 & **Jalarmy Road C-1838** *W&R06018-CD2* | Widen and resurface, improve intersection & drainage, construct sidewalk "part" *~ 33,980 LF* | $ 400,000 | | | | 400 DSN | |
| **565 (Villa City Road C-2215)** from Bible Camp Road C-1615 to Simon Brown Road C-2013 *W&R08037-CD3* | Widen to 30', resurface *~ 13,910 LF* | $ 100,000 | 100 DSN | | | | |
| **565A** from SR-50 to Lake Minneola Shores C-1733 (C-561) *W&R05030-CD2&3* | Widen to 30', resurface *~ 14,500 LF* | $ 1,450,000 | 100 DSN ROW | 1,350 CST | | | |
| **565A (Montevista Road C-1225)** from C-565B (Pine Island Road C-0926) to SR-50 *W&R08038-CD2&3* | Widen to 30', resurface *~ 24,540 LF* | $ 150,000 | | 150 DSN | | | |
| **Apshawa Road, East C-2038** from Cherry Lake Road C-1829 to US-27 *W&R06021-CD3* | Widen to 30', curb & gutter "part", resurface, realign int. at US-27, signalize *~ 9,540 LF* | $ 650,000 | | | | 650 ROW | |
| **Bible Camp Road C-1615** from CR-565 to SR-19 *W&R08051-CD3* | Widen to 24', resurface, construct turn lanes at CR-565 and SR-19 *~ 4,716* | $ 1,177,280 | 250 ROW | 927 CST | | | |

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**FUND 1156**
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 6**

* in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **Mascotte-Empire Road C-1310** from Mt. Pleasant Road C-1412 to Pearl Street *W&R08008-CD3* | Widen to 24', resurface *~ 5,660 LF* | $ 766,000 | 200 DSN | 566 CST | | | |
| **Mt. Pleasant Road C-1412** from Mascotte-Empire Road C-1310 to SR-50 *W&R08055-CD3* | Widen to 30', resurface *~ 9,115 LF* | $ 250,000 | 250 DSN | | | | |
| SR-50 from CR-565 to SR-33 *SDY08052-CD3* | Corridor Study through the City of Groveland | $ 900,000 | 900 COR | | | | |
| Sunset Avenue and South Sunset Avenue from Mascotte city limit to C-33 (Mascotte) *SDY07015-CD3* | Widen and resurface *~ 5,820 LF* | $ 1,000,000 | 1,000 CST | | | | |
| Total Cost Estimate | | $ 6,843,280 | | | | | |
| Balance Carried Forward (from previous year) | | | 5,566 | 3,189 | 640 | 1,106 | 546 |
| Projected New Revenue | | | 423 | 444 | 466 | 490 | 514 |
| Projected Expenditures | | | 2,800 | 2,993 | 0 | 1,050 | 0 |
| Projected Available Revenue | | | 3,189 | 640 | 1,106 | 546 | 1,060 |

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**FUND 3040**
**Transportation Improvements**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS** * in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **439** from SR-44 to C-44A<br>*W&R04029-CD5* | Widen to 30', resurface<br>*~ 8,200 LF* | $ 250,000 | | | 250 PE | | |
| **445** Bridge #114047<br>*SPJ08039-CD5* | Rehabilitate bridge | $ 300,000 | | | 50 FE | 250 CST | |
| **448** from C-561 to Apopka Beauclair Canal Bridge #114087<br>*W&R06015-CD3* | Construct 3' paved shoulder<br>*~ 13,910 LF* | $ 400,000<br>*Project to be bid with ARRA CR-448 Resurfacing and IMF-BD2 CR-448/Lois Dr Int Projects* | 400 CST | | | | |
| **455** Howey Heights Curve<br>*REB98031-CD3* | Realign | $ 530,000 | | 530 ROW<br>CST | | | |
| **Lakeshore Drive C-1040** Bridge #114077<br>*SPJ06020-CD2*<br>*Federal Aid Request 2009-2015* | Widen, replace bridge, reconstruct bridge approaches | $ -<br>*Funding needed* | | | | | |
| **Picciola Bridge** #114004<br>*SPJ03003-CD1* | Replacement | $ 3,020,000 | 20 ROW | 1,740 CST | 1,260 CST | | |
| Total Cost Estimate | | $ 4,500,000 | | | | | |

***BCC Approved 08/18/2009***

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CIP 2010-2014 FINAL BCC 08182009.xls:LLC:8/18/2009

**FUND 3040**
**Transportation Improvements**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS** * in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| Balance Carried Forward (from previous year) | | | 30 | 454 | 3 | 280 | 1,886 |
| Projected New Revenue (adjusts for final payback to IMF - BD2 Fund in 2010) | | | 844 | 1,819 | 1,837 | 1,856 | 1,874 |
| Projected Expenditures | | | 420 | 2,270 | 1,560 | 250 | 0 |
| Projected Available Revenue | | | 454 | 3 | 280 | 1,886 | 3,760 |

*BCC Approved 08/18/2009*

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CIP 2010-2014 FINAL BCC 08182009.xls:LLC:8/18/2009

**FUND 3040**
**Resurfacing**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR RESURFACING PLAN
FISCAL YEAR 2010 THRU 2014
FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS** * in thousands

| Project Name | Type of Work | Cost Estimate | 2010 * | 2011 * | 2012 * | 2013 * | 2014 * |
|---|---|---|---|---|---|---|---|
| **Countywide Resurfacing Program** | Resurface roads throughout Lake County | $ 11,487,463 | 2,252 RSF | 2,275 RSF | 2,297 RSF | 2,320 RSF | 2,343 RSF |
| **Countywide Sidewalk and Trail Program** | Construct sidewalk and trails throughout Lake County | $ 3,629,325 | 1,651 CST *Includes $1.2M carry forward from FY 2009* | 456 CST | 460 CST | 506 CST | 557 CST |
| Total Cost Estimate | | $ 15,116,789 | | | | | |

***50% of the total estimated funds collected will be used for resurfacing and 10% will be used for sidewalks and trails. The remaining 40% collected will be used for road construction.***

*BCC Approved 08/18/2009* **Page 19 of 19** CIP 2010-2014 FINAL BCC 08182009.xls:LLC:8/18/2009

# APPENDIX B

## Lake County Five (5) Year Transportation Improvement Program (TIP) 2009/10 – 2013/14

**Source: Lake-Sumter Metropolitan Planning Organization (MPO)**

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 1**
**Transportation Planning**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | LAKE URBAN AREA | TRANSPORTATION PLANNING | 473 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE URBAN AREA UPWP | TRANSPORTATION PLANNING | 0 | 0 | 0 | 477 | 0 | 0 | 482 | 0 | 0 | 486 | 0 | 0 | 491 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 2**
**Federal Stimulus Projects (American Recovery and Reinvestment Act of 2009) Allocated in FY 2008/09 and 2009/10**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | SR 25 (US 27) | ADD LANES & REHABILITATE PVMNT | 0 | 41,312 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LOIS DRIVE BRIDGE | BRIDGE REPLACEMENT | 0 | 2,600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 19A | RESURFACING | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 42 | RESURFACING | 0 | 783 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | C-48 | RESURFACING | 0 | 1,683 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 448 | RESURFACING | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 455 | RESURFACING | 0 | 428 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 466A | RESURFACING | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 474 | RESURFACING | 0 | 2,866 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | C-476 W | RESURFACING | 0 | 3,029 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | EAGLES NEST ROAD | RESURFACING | 0 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | GOOSE PRAIRIE ROAD | RESURFACING | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE GRIFFIN ROAD | RESURFACING | 0 | 267 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKESHORE DRIVE | RESURFACING | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | LAKE PANASOFFKEE PEDESTRIAN TR | SIDEWALKS | 0 | 675 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | MAINTENANCE FACILITY LEASE | 5307 FUNDING | 0 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | VAN POOL VEHICLES | 5307 FUNDING | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | MAINTENANCE | 5307 FUNDING | 0 | 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lake | TRANSIT VEHICLES (14) | 5311 FUNDING | 0 | 1,052 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | TRANSIT VEHICLES | 5311 FUNDING | 0 | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | TRANSIT VEHICLES | 5307 FUNDING | 0 | 840 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | TRANSIT SHELTERS | 5307 FUNDING | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | TRANSIT FAREBOXES | 5307 FUNDING | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | TRANSIT MDT, AVL, APC, SOFTWARE | 5307 FUNDING | 0 | 361 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | TRANSIT ELECTRONIC FAREBOXES | 5307 FUNDING | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SHOP EQUIPMENT | 5307 FUNDING | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | FIXED ROUTE TRANSIT | 5307 FUNDING | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 3**
**Roadway Capacity**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | SR 25 (US 27) | ADD LANES & REHABILITATE PVMNT | 0 | 0 | 0 | 0 | 0 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 35 (US 301) | ADD LANES & REHABILITATE PVMNT | 0 | 9,373 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 35 (US 301) | ADD LANES & RECONSTRUCT | 1,372 | 0 | 0 | 1,372 | 0 | 0 | 1,372 | 0 | 0 | 1,372 | 0 | 0 | 1,372 | 0 | 0 | |
| | | | 0 | 14,374 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 44 (FORMERLY C-44B) | CONSTRUCT 4 LANE ROAD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 | 0 | 0 | |
| Lake | SR 46 | PD&E/EMO STUDY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,292 | 15,000 | 0 | 0 | 0 | |
| | | | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 48 | ADD LANES & REHABILITATE PVMNT | 0 | 0 | 0 | 0 | 0 | 0 | 962 | 328 | 0 | 996 | 339 | 0 | 0 | 0 | 0 | |
| Lake | SR 50 | ADD LANES & RECONSTRUCT | 12,357 | 9,622 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 50 | ADD LANES & RECONSTRUCT | 0 | 0 | 0 | 0 | 1,592 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 50 | ADD LANES & RECONSTRUCT | 0 | 0 | 0 | 7,319 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 50 | CORRIDOR STUDY THROUGH GROVELAND | 0 | 0 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR-50 REVERSE FRONTAGE ROAD | CORRIDOR STUDY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | |
| Sumter | SR 93 (I-75) | ADD LANES & REHABILITATE PVMNT | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 978 | 0 | 0 | 468 | 0 | 0 | 1,111 | 0 | |
| Sumter | SR 93 (I-75) | ADD LANES & REHABILITATE PVMNT | 0 | 95 | 0 | 48 | 0 | 0 | 0 | 95 | 0 | 0 | 638 | 0 | 0 | 1,940 | 0 | |
| Lake | SR 500 (US 441) | ADD LANES & RECONSTRUCT | 0 | 569 | 8,193 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 500 (US 441) | ADD LANES & RECONSTRUCT | 0 | 3,808 | 0 | 8,913 | 0 | 0 | 11,505 | 0 | 0 | 0 | 4,891 | 0 | 0 | 0 | 0 | |
| Lake | SR 500 (US 441) | WIDEN/RESURFACE EXIST LANES | 2,436 | 1,918 | 0 | 0 | 23,386 | 0 | 0 | 4,558 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 500 (US 441) | ADD LANES & RECONSTRUCT | 3,197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 500 (US 441) | ADD LANES & RECONSTRUCT | 4,961 | 0 | 0 | 1,672 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 500 (US 441) | ADD LANES & RECONSTRUCT | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 750 | 5 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lake | CR 48 (PART) | WIDEN TO 4 LANES | 0 | 0 | 250 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | C-462 | WIDEN TO 4 LANES | 0 | 0 | 350 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | C-466 | ADD LANES | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 310 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 466A | WIDEN TO 4 LANES | 0 | 0 | 3,000 | 0 | 0 | 2,500 | 0 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | C-466A | WIDEN TO 4 LANES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 0 | 100 | 0 | 0 | 100 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 120 | |
| Sumter | C-468 | WIDEN TO 4 LANES | 0 | 0 | 1,200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 300 | 0 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | C-468 | WIDEN TO 4 LANES | 0 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | C-470 | WIDEN TO 4 LANES | 0 | 0 | 464 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 0 | 0 | 700 | |
| Lake | CR 470 | WIDEN TO 4 LANES | 0 | 0 | 500 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | CR 501 | WIDEN TO 4 LANES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225 | |
| Lake | HANCOCK ROAD | CONSTRUCT NEW 2 LANE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 750 | 0 | 0 | 0 | |
| Lake | HANCOCK ROAD | PD&E STUDY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | |
| Lake | HANCOCK ROAD EXTENSION | CONSTRUCT NEW 4 LANE ROAD | 0 | 0 | 310 | 0 | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | HARTWOOD-MARSH RD | ADD LANES & RECONSTRUCT | 0 | 0 | 0 | 0 | 0 | 0 | 2,945 | 2,945 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | HARTWOOD-MARSH RD PH. 1 | WIDEN TO 4 LANES | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | HARTWOOD-MARSH RD PH. 2 | WIDEN TO 4 LANES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | |
| Lake | HOOKS STREET EXTENSION PH. 5 | CONSTRUCT NEW 4 LANE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | |
| Lake | HOOKS STREET EXTENSION PH. 6 | CONSTRUCT NEW 4 LANE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | |
| Lake | NORTHWEST LAKE COUNTY CORRIDOR | CORRIDOR STUDY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | |

**** * * FM No. 238429-3 (SR 50, from W of Bloxham Boulevard to E of Grand Highway) also includes Right-of-Way funding for FM No. 238429-7 (SR 50, from E of Grand Highway to W of Hancock Road)***

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION2009/10 - 2013/14TRANSPORTATION IMPROVEMENT PROGRAMTABLE 4Operations and Management**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | SR 19/PITTMAN WORK CENTER | TRAFFIC OPS IMPROVEMENT | 0 | 690 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 19 | CORRIDOR STUDY | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 50 | IMPROVE INTERSECTION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 50 | CONSTRUCT TURN LANE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sumter | SR 471 | TRAFFIC SIGNALS | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | | | | 590 | | | | | | | | | | | |
| Lake | CR 42 | REALIGN INTERSECTION | 0 | 0 | 1,940 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 44 | ADD LEFT TURN LANE(S) | 0 | 351 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 44 | ADD LEFT TURN LANE(S) | 0 | 354 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 44 | REALIGN, CONSTRUCT TURN LANES | 0 | 0 | 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 448 | CONSTRUCT TURN LANES | 0 | 0 | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 561 | CONSTRUCT TURN LANES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | MT HOMER ROADD | TRAFFIC SIGNALS | 0 | 0 | 0 | 0 | 265 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CITRUS TOWER BOULEVARD | TRAFFIC SIGNALS | 0 | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE | TRAFFIC SIGNALS | 186 | 0 | 0 | 192 | 0 | 0 | 196 | 0 | 0 | 202 | 0 | 0 | 207 | 0 | 0 | |
| Sumter | SUMTER | TRAFFIC SIGNALS | 36 | 0 | 0 | 37 | 0 | 0 | 38 | 0 | 0 | 39 | 0 | 0 | 42 | 0 | 0 | |
| | | | 0 | 0 | 0 | 564 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 5A**
**Safety - Resurfacing**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | SR 19 | RESURFACING | 2,739 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 19 | RESURFACING | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 3,010 | 3,436 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 33 | RESURFACING | 175 | 2,744 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 35 (US 301) | RESURFACING | 170 | 1,538 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 35 (US 301) | RESURFACING | 0 | 200 | 0 | 252 | 4,459 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 425 | 252 | 4,459 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 44 | RESURFACING | 0 | 0 | 0 | 337 | 5,866 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 50 (COLONIAL DR) | RESURFACING | 2,887 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SR 50 (COLONIAL DR) | RESURFACING | 3,597 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 50 | RESURFACING | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | | | | | | 300 | 3,149 | | | | | | | | |
| Lake | SR 91 (FLORIDA TURNPIKE) | RESURFACING | 0 | 0 | 0 | 528 | 0 | 0 | 8,049 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 8,949 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 93 (I-75) | RESURFACING | 0 | 0 | 0 | 0 | 9,196 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 500 (US 27) | RESURFACING, ADD AUXILIARY LANES | 0 | 0 | 0 | 1,928 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | COUNTY ROAD 476W | RESURFACING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,216 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 3,526 | 343 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 5B**
**Safety - Lighting**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | **LIGHTING AGREEMENTS** | **LIGHTING** | 194 | 0 | 0 | 246 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | **LIGHTING AGREEMENTS** | **LIGHTING** | 21 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 5C**
**Safety - Guardrail**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Sumter | **SR 91 (FLORIDA TURNPIKE)** | **GUARDRAIL** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,690 | 0 | 0 | |
| Lake | **SR 91 (FLORIDA TURNPIKE)** | **GUARDRAIL** | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,692 | 0 | 0 | 0 | 0 | 0 | |
| Lake | **SR 91 (FLORIDA TURNPIKE)** | **GUARDRAIL** | 0 | 0 | 0 | 0 | 0 | 0 | 5,625 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION2009/10 - 2013/14TRANSPORTATION IMPROVEMENT PROGRAMTABLE 5DSafety - Signing and Pavement Markings**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | **SR 19** | **SIGNING/PAVEMENT MARKINGS** | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 75 | 583 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lake | SR 44 | SIGNING/PAVEMENT MARKINGS | 70 | 1,100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 471 | SIGNING/PAVEMENT MARKINGS | 0 | 0 | 0 | 10 | 1,030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | CR 450 | AUDIBLE PAVEMENT MARKERS, SHOULDERS | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,234 | 0 | 0 | 0 | 0 | |
| Lake | THERMOPLASTIC FOR | SIGNING/PAVEMENT MARKINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 554 | 0 | 0 | 0 | 0 | |
| Sumter | PAVEMENT MARKINGS/ | ROUTINE MAINTENANCE CONTRACTS | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | PIPE DESILT/VIDEO/ | ROUTINE MAINTENANCE CONTRACTS | 0 | 1,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 6A**
**Maintenance Bridges**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | SR 19 | BRIDGE-REPAIR/REHABILITATION | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 254 | 2,441 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 50 BR# 180021 | BRIDGE-REPLACEMENT | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | | | | | | | 654 | | | | | | | | |
| | | | | | | | | | | | | | | | | 2,090 | | |
| Sumter | CR 311 FRONTAGE RD | BRIDGE-REPLACEMENT | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 119 | 0 | 0 | 6,838 | 0 | 0 | 335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,288 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | PICCIOLA BRIDGE #114004 | REPLACEMENT | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | 0 | 0 | 1,740 | 0 | 0 | 1,260 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 6B**
**Maintenance Drainage**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Sumter | SR 35 US 301 | DRAINAGE IMPROVEMENTS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,035 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**

**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 6C**
**Maintenance - Routine Maintenance**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | VEGETATION AND | ROUTINE MAINTENANCE CONTRACTS | 1,012 | 0 | 0 | 1,081 | 0 | 0 | 1,081 | 0 | 0 | 1,081 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LADY LAKE | ROUTINE MAINTENANCE CONTRACTS | 0 | 26 | 0 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE PRIMARY | ROUTINE MAINTENANCE | 0 | 3,026 | 0 | 0 | 3,123 | 0 | 0 | 3,230 | 0 | 0 | 3,326 | 0 | 0 | 0 | 0 | |
| Sumter | SUMTER PRIMARY | ROUTINE MAINTENANCE | 0 | 481 | 0 | 0 | 530 | 0 | 0 | 579 | 0 | 0 | 678 | 0 | 0 | 0 | 0 | |
| Lake | CITY OF LEESBURG MOA | ROUTINE MAINTENANCE CONTRACTS | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | MOA W/ MASCOTTE | ROUTINE MAINTENANCE CONTRACTS | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | PAVEMENT MARKINGS & | ROUTINE MAINTENANCE CONTRACTS | 0 | 0 | 0 | 0 | 0 | 0 | 750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | REWORK SHOULDERS | ROUTINE MAINTENANCE CONTRACTS | 0 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | MOA W/ TAVARES | ROUTINE MAINTENANCE CONTRACTS | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | |
| Sumter | MOA WITH SUMTER CO. | ROUTINE MAINTENANCE CONTRACTS | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 6D**
**Maintenance - Miscellaneous**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Sumter | OKAHUMPKA SERVICE | REST AREA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | I-75 REST AREA SB | CONSTRUCT SPECIAL STRUCTURE | 72 | 472 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION2009/10 - 2013/14TRANSPORTATION IMPROVEMENT PROGRAMTABLE 7Bicycle/Pedestrian & Trails**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lake | GARDENIA TRAIL III | TRAIL | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | GARDENIA TRAIL II | TRAIL | 0 | 0 | 0 | 0 | 171 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | DOWNTOWN BUSHNELL TRAILHEAD | TRAILHEAD & TRAIL CONNECTIONS | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | TITCOMB STREET | SIDEWALK | 0 | 305 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SOUTH LAKE TRAIL SECTION 1 | TRAIL | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | WASHINGTON STREET | SIDEWALK | 0 | 0 | 0 | 0 | 377 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE CENTER DR | SIDEWALK | 0 | 0 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | SAFE ROUTES TO SCHOOL | TRAINING | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SAFE ROUTES TO SCHOOL | TRAINING | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 8**
**Transit and Transportation Disadvantaged**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | LAKE CO. | TD COMMISSION - CAPITAL | 0 | 501 | 57 | 0 | 507 | 58 | 0 | 513 | 0 | 0 | 513 | 0 | 0 | 513 | 0 | |
| Lake | LAKE CO. | TD COMMISSION - CAPITAL | 0 | 23 | 0 | 0 | 24 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | |
| Sumter | SUMTER CO. | TD COMMISSION - CAPITAL | 0 | 199 | 23 | 0 | 202 | 23 | 0 | 205 | 23 | 0 | 205 | 0 | 0 | 205 | 0 | |
| Sumter | SUMTER CO. | TD COMMISSION - CAPITAL | 0 | 19 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | |
| Sumter | SUMTER-SUMTER CO | OPERATING/ADMIN. ASSISTANCE | 0 | 274 | 274 | 0 | 288 | 288 | 0 | 302 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE-LAKE CO | OPERATING/ADMIN. ASSISTANCE | 0 | 470 | 470 | 0 | 494 | 494 | 0 | 518 | 518 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE COUNTY | CONST/EXPAND TERMINAL FACILITY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000 | 1,400 | 0 | 0 | 0 | |
| Lake | LAKE-COUNTY | CAPITAL FOR FIXED ROUTE | 0 | 2,235 | 559 | 0 | 1,737 | 435 | 0 | 1,824 | 456 | 0 | 1,915 | 479 | 0 | 2,010 | 503 | |
| Lake | LAKE SUMTER MPO | PTO STUDIES | 10 | 75 | 10 | 7 | 56 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE-LAKE SUMTER MPO | PTO STUDIES | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 7 | 7 | 56 | 7 | 7 | 56 | 7 | 7 | |
| Lake | LAKE COUNTY | OPERATING FOR FIXED ROUTE | 375 | 529 | 375 | 378 | 555 | 378 | 390 | 583 | 390 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SUMTER COUNTY | OPERATING/ADMIN. ASSISTANCE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 317 | 317 | 0 | 333 | 333 | |
| Lake | LAKE COUNTY TRANSIT | OPERATING/ADMIN. ASSISTANCE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 544 | 544 | 0 | 571 | 571 | |
| Lake | LAKE COUNTY | OPERATING FOR FIXED ROUTE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 612 | 409 | 409 | 643 | 409 | 409 | |
| Lake | LAKE COUNTY | TRANSIT SERVICE DEMONSTRATION | 84 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 9**
**Rail**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Sumter | SR 35 (US 301) | RAIL CAPACITY PROJECT | 1,730 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | SR 44 | RAIL SAFETY PROJECT | 0 | 0 | 0 | 1,639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Sumter | BUSHNELL PLAZA | RAIL SAFETY PROJECT | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

**LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION**
**2009/10 - 2013/14**
**TRANSPORTATION IMPROVEMENT PROGRAM**
**TABLE 10**
**Airports**

| COUNTY | NAME OR DESIGNATION | WORK DESCRIPTION | FUNDING SOURCES BY YEAR ($000's) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 2009/10 | | | 2010/11 | | | 2011/12 | | | 2012/13 | | | 2013/14 | | | |
| | | | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | State | Federal | Local | Private |
| Lake | LAKE-LEESBURG REG | AVIATION SAFETY PROJECT | 0 | 111 | 28 | 15 | 0 | 15 | 0 | 0 | 0 | 157 | 0 | 157 | 694 | 0 | 694 | |
| Lake | LAKE-LEESBURG REG | AVIATION REVENUE/OPERATIONAL | 0 | 0 | 0 | 400 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE-UMATILLA | AVIATION SAFETY PROJECT | 3 | 0 | 3 | 8 | 0 | 8 | 0 | 45 | 12 | 192 | 0 | 192 | 347 | 0 | 347 | |
| Lake | LAKE-LEESBURG REG | AVIATION CAPACITY PROJECT | 0 | 0 | 0 | 480 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE-LEESBURG REG | AVIATION REVENUE/OPERATIONAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 | 500 | 0 | 0 | 0 | |
| Lake | LAKE-UMATILLA | AVIATION REVENUE/OPERATIONAL | 250 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE-LEESBURG REG | AVIATION PRESERVATION PROJECT | 500 | 0 | 125 | 700 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Lake | LAKE-UMATILLA | AVIATION REVENUE/OPERATIONAL | 0 | 0 | 0 | 370 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

# APPENDIX C

## 2009 Lake County Traffic Counts

**Source: Lake County Public Works**

| MAP STA # | ROAD NAME | LOCATION | SEC | TWP | RNG | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED P.M. PEAK HOUR VOL. 2009 | BEGIN P.M. PEAK HOUR 2009 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | | | |
| 1 | C.R. 25 | AT MARION CO LINE | 5 | 18 | 24 | 6,569 | 7,521 | 6,773 | 7,018 | 6,505 | -0.24% | 616 | 16:45 |
| 2 | MARION COUNTY RD | 0.15 MI E OF C.R. 25 | 5 | 18 | 24 | 2,001 | 2,306 | 2,003 | 2,170 | 1,860 | -1.81% | 165 | 16:00 |
| 3 | GRIFFIN AV | 0.05 MI E OF C.R. 25 | 8 | 18 | 24 | 1,983 | 2,156 | 1,967 | 2,020 | 2,011 | 0.35% | 164 | 15:00 |
| 4 | LAKE GRIFFIN RD | 0.27 MI W OF CAROLINA AV | 16 | 18 | 24 | 2,576 | 2,643 | 2,674 | 2,516 | 2,250 | -3.33% | 188 | 17:15 |
| 5 | C.R. 466 | 0.10 MI W OF CLAY AV | 17 | 18 | 24 | 11,579 | 12,460 | 11,971 | 11,310 | 8,703 | -6.89% | 725 | 15:00 |
| 6 | C.R. 466 | AT SUMTER CO LINE | 18 | 18 | 24 | 13,589 | 18,178 | 18,305 | 17,196 | ***** | 13.36% | U/C | 0:00 |
| 7 | GRIFFIN VIEW DR | 0.08 MI E OF U.S. 27/U.S. 441 | 21 | 18 | 24 | 4,416 | 4,268 | 4,697 | 3,998 | 3,783 | -3.80% | 331 | 17:00 |
| 8 | GRAYS AIRPORT RD | 0.10 MI N OF GRIFFIN VIEW DR | 22 | 18 | 24 | 2,430 | 2,449 | 2,370 | 1,963 | 1,949 | -5.37% | 196 | 17:15 |
| 9 | GRIFFIN VIEW DR | 0.12 MI E OF GRAYS AIRPORT RD | 23 | 18 | 24 | 1,407 | 1,444 | 1,686 | 1,461 | 1,440 | 0.57% | 119 | 17:00 |
| 10 | C.R. 468 | 0.04 MI N OF BERCKMAN ST | 4 | 19 | 24 | 2,779 | 3,043 | 2,907 | 2,780 | 2,695 | -0.77% | 236 | 16:30 |
| 11 | C.R. 466A | AT SUMTER CO LINE | 6 | 19 | 24 | 4,177 | 4,625 | 4,198 | 7,248 | 8,163 | 18.23% | 734 | 15:00 |
| 12 | C.R. 468 | 0.08 MI S OF MYRTLE LAKE/URICK ST | 9 | 19 | 24 | 5,167 | 5,447 | 5,407 | 5,531 | 4,960 | -1.02% | 471 | 16:45 |
| 13 | SUNNYSIDE DR | 0.09 MI S OF MAIN ST (S.R. 44) | 25 | 19 | 24 | 3,135 | 3,764 | 3,610 | 3,384 | 3,177 | 0.33% | 317 | 17:00 |
| 14 | C.R. 468 | 0.09 MI N OF S.R. 44 | 28 | 19 | 24 | 6,544 | 6,565 | 6,718 | 6,559 | 5,825 | -2.87% | 532 | 16:15 |
| 15 | C.R. 470 | 0.06 MI E OF SUMTER CO LINE | 7 | 20 | 24 | 7,630 | 6,257 | 5,841 | 5,779 | 4,885 | -10.55% | 383 | 15:30 |
| 16 | C.R. 48 | 0.25 MI E OF U.S. 27 | 14 | 20 | 24 | 10,305 | 7,808 | 8,315 | 8,389 | 7,998 | -6.14% | 665 | 16:45 |
| 17 | C.R. 48 | 0.18 MI E OF C.R. 33 | 15 | 20 | 24 | 7,526 | 8,183 | 6,526 | 6,442 | 5,635 | -6.98% | 473 | 15:30 |
| 18 | C.R. 48 | 0.12 MI W OF C.R. 33 | 22 | 20 | 24 | 2,977 | 2,833 | 2,193 | 2,435 | 2,228 | -6.99% | 193 | 16:45 |
| 19 | C.R. 33 | 0.06 MI N OF AUSTIN MERRITT RD | 10 | 21 | 24 | 3,686 | 3,688 | 3,438 | 3,405 | 4,238 | 3.55% | 329 | 17:15 |
| 20 | AUSTIN MERRITT RD | 0.07 MI W OF C.R. 33 | 10 | 21 | 24 | 1,241 | 991 | 1,138 | 1,064 | 854 | -8.93% | 84 | 16:00 |
| 21 | BRIDGES RD | 0.08 MI E OF C.R. 33 | 10 | 21 | 24 | 1,098 | ** | 903 | 894 | 789 | -7.93% | 92 | 16:00 |
| 22 | YOUTH CAMP RD | 0.48 MI W OF AUSTIN MERRITT RD | 17 | 21 | 24 | 891 | ** | 807 | 774 | 750 | -4.22% | 70 | 16:00 |
| 23 | TUSCANOOGA RD | 0.13 MI W OF HONEYCUTT RD | 31 | 21 | 24 | * | 533 | 510 | 500 | 465 | -4.49% | 54 | 15:45 |
| 24 | C.R. 33 | 0.10 MI N OF S.R. 50 | 14 | 22 | 24 | 4,005 | 4,543 | 4,328 | 4,672 | 4,522 | 3.08% | 331 | 17:15 |
| 25 | C.R. 565 | 0.08 MI N OF SLOANS RIDGE RD | 21 | 22 | 24 | * | 820 | 776 | 814 | 714 | -4.51% | 68 | 16:30 |
| 26 | EMPIRE CHURCH RD | 0.10 MI S OF ANDERSON ST | 25 | 22 | 24 | 1,460 | 1,366 | 1,240 | 1,279 | 1,200 | -4.78% | 110 | 16:15 |
| 27 | GOOSE PRAIRIE RD | 0.12 MI W OF FELKINS RD | 25 | 18 | 25 | 2,491 | 2,435 | 2,424 | 2,260 | 2,093 | -4.25% | 201 | 16:30 |
| 28 | EMERALDA AV | 0.05 MI N OF C.R. 44 | 35 | 18 | 25 | 3,811 | 3,594 | 3,666 | 3,464 | 3,099 | -5.04% | 282 | 16:45 |
| 29 | C.R. 44 | 0.10 MI S OF TREASURE ISLAND RD | 9 | 19 | 25 | 11,260 | 9,782 | 9,956 | 9,360 | 7,960 | -8.31% | 759 | 16:45 |
| 30 | C.R. 449 | 0.37 MI S OF MORNINGSIDE DR | 15 | 19 | 25 | 2,824 | 3,236 | 2,579 | 2,239 | 2,256 | -5.47% | 236 | 16:45 |
| 31 | C.R. 44 | 0.55 MI N OF U.S. 441 | 20 | 19 | 25 | 10,789 | 11,492 | 9,822 | 9,617 | 8,710 | -5.21% | 721 | 16:30 |
| 32 | C.R. 473 | 0.21 MI N OF U.S. 441 | 24 | 19 | 25 | 11,126 | 12,177 | 12,643 | 12,778 | 11,763 | 1.40% | 980 | 16:45 |
| 33 | SUNNYSIDE DR | 0.04 MI W OF TOMATO HILL RD | 29 | 19 | 25 | 1,538 | 1,865 | 1,959 | 2,004 | 1,767 | 3.53% | 198 | 16:30 |
| 34 | C.R. 48 | 0.18 MI W OF S.R. 19 | 23 | 20 | 25 | 9,323 | 7,246 | 7,788 | 6,822 | 6,339 | -9.19% | 536 | 17:00 |
| 35 | C.R. 565 | 0.07 MI S OF U.S. 27 | 18 | 21 | 25 | 804 | ** | 892 | 872 | 788 | -0.51% | 80 | 16:45 |
| 36 | C.R. 561/C.R. 561A | 0.09 MI E OF U.S. 27 | 36 | 21 | 25 | 8,299 | 8,279 | 7,386 | 6,750 | 6,895 | -4.53% | 652 | 17:00 |
| 37 | C.R. 561 | 0.16 MI S OF BRIDGE #114046 | 23 | 22 | 25 | 3,412 | 3,484 | 3,638 | 3,040 | 2,718 | -5.53% | 226 | 17:45 |
| 38 | LAKESHORE DR (CLERMONT) | 0.30 MI W OF HAMMOCK RIDGE RD | 1 | 23 | 25 | 13,714 | 13,353 | 12,228 | 12,176 | 12,190 | -2.90% | 1065 | 17:30 |
| 39 | LAKESHORE DR (CLERMONT) | 0.06 MI E OF C.R. 561 | 14 | 23 | 25 | 2,082 | 1,956 | 2,074 | 1,958 | 1,903 | -2.22% | 180 | 17:15 |
| 40 | LAKE ERIE RD | 0.06 MI W OF S.R. 33 | 20 | 23 | 25 | * | ** | 663 | 598 | 578 | -6.64% | 48 | 13:45 |
| 41 | C.R. 474 | 0.07 MI E OF S.R. 33 | 21 | 24 | 25 | 4,048 | 4,335 | 3,232 | 4,168 | 2,598 | -10.49% | 177 | 12:00 |
| 42 | C.R. 450 | 0.18 MI W OF ST THOMAS AV, AT MARION CO LIN | 5 | 18 | 26 | 1,465 | 1,155 | 1,364 | 1,284 | 1,291 | -3.10% | 124 | 15:00 |
| 43 | C.R. 450 | 0.06 MI W OF OWENS LN | 11 | 18 | 26 | 2,434 | 2,549 | 2,401 | 2,260 | 2,366 | -0.71% | 224 | 16:00 |
| 44 | C.R. 450 | 0.08 MI E OF SR 19 | 12 | 18 | 26 | 4,384 | 4,228 | 3,897 | 4,187 | 3,982 | -2.38% | 368 | 16:30 |
| 45 | C.R. 44 | 0.39 MI W OF GRAND ISLAND SHORES RD | 33 | 18 | 26 | 13,767 | 13,486 | 14,195 | 11,893 | 11,856 | -3.67% | 958 | 16:30 |
| 46 | C.R. 452 | 0.16 MI N OF C.R. 44 | 34 | 18 | 26 | 8,560 | 8,718 | 8,128 | 9,374 | 7,105 | -4.55% | 634 | 16:30 |
| 47 | C.R. 44 | 0.14 MI E OF SR 19 | 35 | 18 | 26 | 10,817 | 10,796 | 11,553 | 10,487 | 9,242 | -3.86% | 899 | 16:45 |
| 48 | C.R. 44 | 0.15 MI W OF SR 19 | 35 | 18 | 26 | 12,334 | 12,493 | 12,286 | 12,322 | 11,851 | -0.99% | 931 | 17:00 |
| 49 | LAKESHORE DR (EUSTIS) | 0.09 MI E OF KING ST | 11 | 19 | 26 | 5,096 | 5,270 | 5,750 | 5,408 | 4,895 | -1.00% | 434 | 16:30 |
| 50 | C.R. 19A | 0.05 MI E OF DRUID PL. | 21 | 19 | 26 | 6,437 | 6,110 | 5,532 | 5,479 | 5,247 | -4.98% | 453 | 16:30 |

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| MAP STA # | ROAD NAME | LOCATION | SEC | TWP | RNG | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED P.M. PEAK HOUR VOL. 2009 | BEGIN P.M. PEAK HOUR 2009 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | | | |
| 51 | C.R. 44C (EUDORA RD) | 0.32 Mi S OF U.S. 441 | 23 | 19 | 26 | 10,697 | 10,087 | 18,164 | 9,068 | 9,446 | -3.06% | 845 | 14:30 |
| 52 | OLD EUSTIS RD | 0.05 Mi W OF E CROOKED LAKE RD | 24 | 19 | 26 | 2,284 | 2,256 | 2,504 | 2,034 | 1,725 | -6.78% | 178 | 16:30 |
| 53 | OLD 441/SR 500A (ALFRED) | 0.11 Mi E OF S.R. 19 | 29 | 19 | 26 | 9,383 | 9,999 | 11,268 | 10,260 | 9,016 | -0.99% | 783 | 16:30 |
| 54 | C.R. 452 (LAKESHORE DR) | 0.13 Mi E OF BAY RD | 35 | 19 | 26 | 1,653 | 1,727 | 1,709 | 1,478 | 1,385 | -4.33% | 150 | 16:45 |
| 55 | C.R. 561 | 0.26 Mi S OF S.R. 19 | 6 | 20 | 26 | 13,325 | 12,913 | 11,977 | 11,323 | 10,942 | -4.81% | 1009 | 16:45 |
| 56 | C.R. 448 | 0.12 Mi E OF C.R. 561 | 8 | 20 | 26 | 7,407 | 7,291 | 7,284 | 7,170 | 6,133 | -4.61% | 578 | 16:30 |
| 57 | C.R. 561 | 0.07 Mi S OF WOODLAND DR | 20 | 20 | 26 | 8,855 | 8,408 | 7,735 | 7,016 | 6,718 | -6.67% | 641 | 16:30 |
| 58 | DUDA RD | 0.16 Mi E OF C.R. 448A | 24 | 20 | 26 | 5,985 | 4,549 | 4,311 | 4,951 | 4,178 | -8.59% | 385 | 16:45 |
| 59 | C.R. 48 | 0.15 Mi E OF C.R. 561 | 32 | 20 | 26 | 6,014 | 6,001 | 4,643 | 5,119 | 4,517 | -6.90% | 501 | 16:30 |
| 60 | C.R. 561 | 0.55 Mi S OF C.R. 48 | 32 | 20 | 26 | 9,373 | 8,637 | 8,287 | 7,370 | 7,542 | -5.29% | 722 | 16:30 |
| 61 | C.R. 561 | 0.13 Mi S OF C.R. 455 | 17 | 21 | 26 | 5,772 | 5,554 | 5,382 | 4,878 | 4,670 | -5.16% | 467 | 16:30 |
| 62 | C.R. 561A | 0.18 Mi E OF C.R. 561 | 30 | 21 | 26 | 1,225 | 1,382 | 1,333 | 1,176 | 1,026 | -4.32% | 113 | 16:15 |
| 63 | C.R. 561 | 0.04 Mi N OF C.R. 561A | 30 | 21 | 26 | 6,228 | 6,164 | 5,815 | 5,644 | 5,177 | -4.52% | 494 | 17:00 |
| 64 | C.R. 561A | 0.35 Mi E OF SCRUB JAY RD | 32 | 21 | 26 | 1,149 | 1,262 | 1,276 | 1,209 | 1,009 | -3.19% | 92 | 17:00 |
| 65 | C.R. 455 | 0.05 Mi W OF FOSGATE RD | 3 | 22 | 26 | 2,899 | 2,944 | 3,002 | 2,603 | 2,456 | -4.06% | 234 | 17:00 |
| 66 | C.R. 561 (LAKE MINNEOLA SHORES) | 0.11 Mi W OF U.S. 27 | 7 | 22 | 26 | 6,800 | 7,271 | 6,644 | 6,027 | 6,404 | -1.49% | 536 | 16:30 |
| 67 | C.R. 455 | 0.10 Mi N OF MAGNOLIA CREEK LN | 14 | 22 | 26 | 6,203 | 6,873 | 5,549 | 5,095 | 4,755 | -6.43% | 436 | 16:45 |
| 68 | C.R. 50 | 0.05 Mi W OF PARK TRAIL DR | 17 | 22 | 26 | 10,187 | 10,373 | 10,581 | 9,059 | 8,292 | -5.02% | 768 | 17:00 |
| 69 | C.R. 50 | 0.06 Mi W OF ORANGE CO LINE | 25 | 22 | 26 | 5,435 | 5,089 | 5,056 | 4,892 | 4,671 | -3.71% | 639 | 16:00 |
| 70 | C.R. 455 | 0.25 Mi N OF S.R. 50 | 26 | 22 | 26 | 6,498 | 7,606 | 6,866 | 6,206 | 5,648 | -3.45% | 486 | 17:15 |
| 71 | ANDERSON HILL RD | 0.11 Mi E OF LAKESHORE DR | 31 | 22 | 26 | 2,915 | 2,877 | 3,635 | 1,559 | 1,679 | -12.89% | 160 | 17:00 |
| 72 | C.R. 445A | 0.18 Mi E OF S.R. 19 | 8 | 16 | 27 | 869 | 969 | 1,002 | 995 | 888 | 0.54% | 82 | 16:00 |
| 73 | C.R. 445 | 0.47 Mi E OF DEER RD EAST | 4 | 17 | 27 | 616 | ** | 789 | 872 | 607 | -0.34% | 61 | 16:15 |
| 74 | C.R. 42 | AT MARION CO LINE | 31 | 17 | 27 | 3,926 | 3,938 | 3,926 | 3,248 | 3,240 | -4.69% | 313 | 16:00 |
| 75 | C.R. 42 | 0.14 Mi W OF C.R. 450 | 32 | 17 | 27 | 2,934 | 3,341 | 3,317 | 2,739 | 2,638 | -2.63% | 219 | 16:30 |
| 76 | C.R. 439 | 0.10 Mi S OF C.R. 42 | 3 | 18 | 27 | 2,440 | 2,603 | 2,630 | 2,231 | 2,220 | -2.33% | 209 | 16:15 |
| 77 | C.R. 450A | 0.06 Mi W OF C.R. 44A NORTH | 20 | 18 | 27 | 1,280 | 2,245 | 1,283 | 1,169 | 1,107 | -3.55% | 95 | 15:45 |
| 78 | C.R. 44A | 0.18 Mi W OF C.R. 439 | 34 | 18 | 27 | 5,094 | 4,988 | 5,282 | 4,683 | 4,134 | -5.09% | 405 | 16:45 |
| 79 | C.R. 44A | 0.10 Mi W OF ESTES RD | 5 | 19 | 27 | 5,511 | 5,740 | 5,735 | 5,042 | 4,412 | -5.41% | 417 | 16:45 |
| 80 | C.R. 44 | 0.13 Mi W OF C.R. 44/C.R. 44A | 6 | 19 | 27 | 9,826 | 9,910 | 11,036 | 9,045 | 8,328 | -4.05% | 783 | 17:00 |
| 81 | ABRAMS RD | 0.06 Mi S OF S.R. 44 | 7 | 19 | 27 | 4,347 | 4,259 | 3,878 | 4,173 | 3,897 | -2.70% | 380 | 17:15 |
| 82 | C.R. 44 | 0.10 Mi N OF S.R. 44 | 7 | 19 | 27 | 7,703 | 8,313 | 8,714 | 7,678 | 7,039 | -2.23% | 650 | 15:45 |
| 83 | C.R. 44B | 0.21 Mi S OF S.R. 44 | 8 | 19 | 27 | 12,124 | | | | | | | |
| 84 | BRITT RD | 0.06 Mi S OF S.R. 44 | 9 | 19 | 27 | 2,002 | 1,982 | 2,052 | 1,769 | 1,774 | -2.97% | 188 | 16:30 |
| 85 | C.R. 44B | 0.16 Mi N OF U.S. 441 | 16 | 19 | 27 | 16,835 | | | | | | | |
| 86 | DONNELLY ST. | 0.46 Mi S OF U.S. 441 | 19 | 19 | 27 | 10,338 | 10,839 | 10,403 | 10,185 | 9,625 | -1.77% | 870 | 16:00 |
| 87 | EAST CROOKED LAKE RD | 0.08 Mi N OF U.S. 441 | 19 | 19 | 27 | 4,752 | 4,287 | 3,996 | 3,962 | 3,705 | -6.03% | 335 | 16:45 |
| 88 | OLD EUSTIS RD | 0.05 Mi E OF E CROOKED LK RD | 19 | 19 | 27 | 2,402 | 2,260 | 2,288 | 2,141 | 1,746 | -7.67% | 159 | 16:30 |
| 89 | C.R. 46 (SANFORD RD) | 0.18 Mi W OF U.S. 441 | 32 | 19 | 27 | 5,818 | 6,192 | 6,259 | 5,803 | 5,174 | -2.89% | 474 | 16:45 |
| 90 | OLD 441/SR. 500A (MT DORA) | 0.03 Mi S OF ROBIE AV | 32 | 19 | 27 | 4,438 | 4,730 | 4,639 | 4,675 | 4,297 | -0.81% | 376 | 16:45 |
| 91 | C.R. 42 | 0.15 Mi N OF RANCHO LN | 20 | 17 | 28 | 3,274 | 3,317 | 3,685 | 3,294 | 3,008 | -2.10% | 263 | 16:15 |
| 92 | C.R. 437 | 0.09 Mi S OF S.R. 44 | 7 | 19 | 28 | 5,975 | 6,420 | 6,593 | 5,660 | 5,247 | -3.20% | 521 | 16:45 |
| 93 | C.R. 46A | 0.11 Mi N OF S.R. 46 | 25 | 19 | 28 | 6,229 | 6,704 | 7,722 | 7,247 | 6,313 | 0.33% | 650 | 17:00 |
| 94 | C.R. 437 | 0.08 Mi N OF S.R. 46 | 30 | 19 | 28 | 9,060 | 9,303 | 9,548 | 9,012 | 7,879 | -3.43% | 734 | 16:45 |
| 95 | C.R. 437 | 0.17 Mi S OF S.R. 46 | 30 | 19 | 28 | 6,948 | 7,731 | 7,447 | 6,871 | 6,095 | -3.22% | 594 | 16:45 |
| 96 | C.R. 435 | AT ORANGE CO LINE | 32 | 19 | 28 | 5,642 | 5,924 | 6,111 | 5,380 | 4,566 | -5.15% | 475 | 17:00 |
| 97 | C.R. 42 | 0.16 Mi W OF CROWS BLUFF RD | 38 | 17 | 29 | 4,598 | 4,620 | 5,472 | 5,451 | 4,021 | -3.30% | 351 | 16:30 |
| 98 | C.R. 467 | 0.33 Mi W OF U.S. 27/U.S. 441 | 15 | 19 | 24 | 5,208 | 5,283 | 4,907 | 4,566 | 4,412 | -4.06% | 365 | 16:00 |
| 99 | MAIN ST (LEESBURG) | 0.08 Mi E OF U.S. 27/14th ST | 26 | 19 | 24 | 13,735 | 13,465 | 12,025 | 11,375 | 10,831 | -5.77% | 949 | 14:45 |
| 100 | MAIN ST (LEESBURG) | 0.10 Mi W OF U.S. 27/14th ST | 27 | 19 | 24 | 12,417 | 12,099 | 10,752 | 10,247 | 9,507 | -6.46% | 832 | 16:15 |

| MAP STA # | ROAD NAME | LOCATION | SEC | TWP | RNG | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED P.M. PEAK HOUR VOL. 2009 | BEGIN P.M. PEAK HOUR 2009 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | | | |
| 101 | RADIO RD | 0.12 Mi N OF U.S. 441/S.R. 500 | 23 | 19 | 25 | 7,309 | 7,627 | 7,573 | 7,518 | 6,980 | -1.15% | 601 | 17:15 |
| 102 | C.R. 561 | 0.08 Mi S OF C.R. 565B/LOG HOUSE | 11 | 23 | 25 | 2,762 | 2,397 | 2,516 | 2,195 | 2,116 | -6.45% | 315 | 13:30 |
| 103 | S.R. 33 | 0.18 Mi S OF C.R. 561 | 8 | 24 | 25 | 5,985 | 7,249 | 5,512 | 5,023 | 5,115 | -3.85% | 360 | 15:30 |
| 104 | C.R. 19A | 95 Ft E OF KURT ST | 23 | 19 | 26 | 4,175 | 4,459 | 4,455 | 4,688 | 4,440 | 1.55% | 405 | 12:30 |
| 105 | C.R. 19A | 0.12 Mi S OF U.S. 441 | 23 | 19 | 26 | 14,521 | 15,151 | 15,158 | 13,766 | 12,212 | -4.24% | 1091 | 12:00 |
| 106 | C.R. 42 | 0.58 Mi E OF C.R. 450 | 33 | 17 | 27 | 4,070 | 4,233 | 4,419 | 3,489 | 3,471 | -3.90% | 322 | 16:30 |
| 107 | C.R. 452 (EUSTIS) | 0.15 Mi W OF S.R. 19 | 2 | 19 | 26 | 12,765 | 12,789 | 11,477 | 11,627 | 10,701 | -4.31% | 974 | 16:30 |
| 108 | U.S. 27/U.S. 441 | 0.10 Mi S OF SUMTER CO LINE | 6 | 18 | 24 | 31,936 | 33,588 | 32,911 | 31,208 | 28,368 | -2.92% | 2502 | 12:00 |
| 109 | GRAND HIGHWAY | 0.14 Mi N OF S.R. 50 | 29 | 22 | 26 | 4,346 | 4,437 | 5,753 | 4,628 | 4,582 | 1.33% | 418 | 16:15 |
| 110 | S.R. 40 | AT MARION CO LINE | 39 | 15 | 28 | 4,236 | 5,224 | 6,119 | 5,867 | 3,935 | -1.82% | 310 | 16:15 |
| 111 | S.R. 19 | AT MARION CO LINE | 30 | 15 | 28 | 2,266 | 2,153 | 1,993 | 1,817 | 1,867 | -4.73% | 159 | 15:30 |
| 112 | EAGLESNEST RD | 0.045 Mi E OF U.S. 27/U.S. 441 | 28 | 18 | 24 | 2,578 | 2,511 | 2,653 | 2,577 | 2,580 | 0.01% | 243 | 17:00 |
| 113 | C.R. 452 | 0.20 Mi S OF SOUTH EM-EN-EL GROVE RD | 14 | 18 | 25 | 6,650 | 6,091 | 6,090 | 5,829 | 5,382 | -5.15% | 514 | 17:00 |
| 114 | C.R. 19A | 0.05 Mi W OF S.R. 19 | 35 | 18 | 26 | 2,398 | 2,338 | 2,659 | 2,453 | 1,997 | -4.47% | 165 | 17:00 |
| 115 | C.R. 44A | 0.08 Mi W OF S.R. 44 | 35 | 18 | 28 | 1,450 | 1,569 | 1,669 | 1,336 | 1,167 | -5.29% | 116 | 16:30 |
| 116 | C.R. 25A (FRUIT PK.) | 0.063 Mi S OF U.S. 27/U.S. 441 | 4 | 19 | 24 | 6,376 | 6,716 | 6,345 | 5,936 | 5,803 | -2.32% | 540 | 15:15 |
| 117 | C.R. 466A (PICCIOLA RD) | 0.20 Mi N OF PICCIOLA CUTOFF | 10 | 19 | 24 | 8,233 | 7,899 | 7,671 | 7,234 | 6,955 | -4.13% | 629 | 17:15 |
| 118 | C.R. 25A (LEESBURG) | 0.126 Mi W OF U.S. 27 | 34 | 19 | 24 | * | ** | 368 | 412 | 338 | -4.21% | 33 | 12:15 |
| 119 | C.R. 44 | 0.07 Mi E OF C.R. 473 | 2 | 19 | 25 | 17,635 | 16,777 | 16,034 | 15,482 | 14,176 | -5.31% | 1220 | 16:45 |
| 120 | C.R. 44 LEG A | 0.10 Mi NW OF U.S. 441 | 16 | 19 | 25 | 1,673 | 1,559 | 1,447 | 1,313 | 1,261 | -6.82% | 132 | 14:00 |
| 121 | OLD MT DORA RD | 0.11 Mi W OF EUDORA RD | 23 | 19 | 26 | 4,957 | 5,972 | 6,215 | 5,768 | 4,747 | -1.08% | 442 | 16:15 |
| 122 | MORNINGSIDE DR (MT DORA) | 0.14 Mi N OF OLD 441 | 25 | 19 | 26 | 1,397 | 1,652 | 1,528 | 1,359 | 1,181 | -4.11% | 117 | 15:30 |
| 123 | OLD 441 | 0.20 Mi E OF EUDORA RD | 25 | 19 | 26 | 13,557 | 15,021 | 12,491 | 13,203 | 12,158 | -2.69% | 1056 | 15:00 |
| 124 | OLD 441 | 0.19 Mi W OF C.R. 19A/EUDORA RD | 26 | 19 | 26 | 10,352 | 11,062 | 11,462 | 10,485 | 9,009 | -3.41% | 803 | 16:30 |
| 125 | OLD 441/ALFRED ST | 0.12 Mi E OF C.R. 19A/DORA AV | 28 | 19 | 26 | 11,581 | 11,352 | 12,721 | 11,267 | 9,580 | -4.63% | 858 | 16:30 |
| 126 | ESTES RD | 0.035 Mi N OF S.R. 44 | 8 | 19 | 27 | 2,429 | 2,820 | 2,808 | 2,539 | 2,597 | 1.69% | 253 | 14:30 |
| 127 | C.R. 439 | 0.06 Mi N OF S.R. 44 | 10 | 19 | 27 | 3,226 | 3,371 | 3,391 | 3,304 | 3,071 | -1.22% | 279 | 16:00 |
| 128 | C.R. 445A | 0.11 Mi W OF ASTOR PARK CUTOFF RD | 37 | 15 | 27 | 1,512 | 1,679 | 1,915 | 2,067 | 1,520 | 0.13% | 141 | 16:15 |
| 129 | WOLF BRANCH RD | 0.12 Mi E OF U.S. 441 | 29 | 19 | 27 | 8,383 | 7,166 | 8,259 | 8,320 | 7,849 | -1.63% | 706 | 16:45 |
| 130 | ROUND LAKE RD | 0.17 Mi S OF S.R. 46 | 35 | 19 | 27 | 2,386 | 2,771 | 2,918 | 3,031 | 2,893 | 4.93% | 320 | 16:45 |
| 131 | S.R. 46 | 0.17 Mi E OF C.R. 46A | 25 | 19 | 28 | 18,283 | 18,975 | 19,857 | 18,880 | 16,335 | -2.78% | 1595 | 17:00 |
| 132 | C.R. 33 | 0.34 Mi W OF U.S. 27 | 11 | 20 | 24 | 8,486 | 8,574 | 8,423 | 8,017 | 8,151 | -1.00% | 655 | 15:45 |
| 133 | C.R. 33 | 0.28 Mi S OF C.R. 470/C.R. 48 | 15 | 20 | 24 | 7,408 | 8,969 | 7,573 | 8,131 | 7,623 | 0.72% | 599 | 16:15 |
| 134 | C.R. 448 | AT ORANGE CO LINE | 13 | 20 | 26 | 5,069 | 5,406 | 5,726 | 5,289 | 4,805 | -1.33% | 470 | 16:30 |
| 135 | C.R. 478 | 0.08 Mi E OF S.R. 19 | 7 | 22 | 25 | 833 | 913 | 1,103 | 1,102 | 712 | -3.85% | 83 | 15:45 |
| 136 | C.R. 565A | 0.2 Mi N OF S.R. 50 | 20 | 22 | 25 | 4,675 | 5,096 | 5,585 | 5,151 | 4,810 | 0.71% | 475 | 13:00 |
| 137 | C.R. 565A | 0.27 Mi S OF S.R. 50 | 20 | 22 | 25 | 1,919 | 1,850 | 1,821 | 1,901 | 1,721 | -2.68% | 152 | 17:15 |
| 138 | C.R. 565B | 0.10 Mi E OF C.R. 565A | 3 | 23 | 25 | 1,580 | 1,730 | 1,780 | 1,713 | 1,733 | 2.34% | 164 | 16:15 |
| 139 | C.R. 561 | 0.11 Mi E OF S.R. 33 | 8 | 24 | 25 | 1,528 | 1,377 | 1,154 | 1,293 | 1,255 | -4.79% | 126 | 16:45 |
| 140 | S.R. 33 | AT POLK CO LINE | 28 | 24 | 25 | 5,184 | 5,771 | 3,865 | 5,669 | 3,919 | -6.76% | 275 | 17:30 |
| 141 | U.S. 27/S.R. 25 | 0.56 Mi N OF POLK CO LINE | 35 | 24 | 26 | 41,126 | 45,243 | U.C. | 38,783 | 31,226 | -6.65% | 2096 | 15:15 |
| 142 | U.S. 27/S.R. 25 | 0.53 Mi E OF C.R. 565 | 20 | 21 | 25 | 24,049 | 22,331 | 22,529 | 21,509 | 19,596 | -4.99% | 1560 | 16:45 |
| 143 | JALARMY RD | 0.29 Mi N OF C.R. 561 | 12 | 22 | 25 | 1,579 | 1,693 | 1,980 | 2,073 | 2,088 | 7.24% | 187 | 17:00 |
| 144 | LOG HOUSE RD | 0.05 Mi E OF C.R. 561 | 11 | 23 | 25 | 2,706 | 2,577 | 2,465 | 2,439 | 2,612 | -0.89% | 257 | 13:45 |
| 145 | LAKE LOUISA RD | 0.20 Mi S OF HAMMOCK RIDGE RD | 6 | 23 | 26 | 3,694 | 3,555 | 3,304 | 2,777 | 2,896 | -5.90% | 252 | 16:30 |
| 146 | HARTWOOD MARSH RD | 0.15 Mi E OF U.S. 27/S.R. 25 | 9 | 23 | 26 | 11,087 | 11,535 | 11,442 | 10,704 | 10,755 | -0.76% | 949 | 17:00 |
| 147 | ROYAL TRAILS RD | 0.11 Mi N OF S.R. 44 | 18 | 18 | 29 | 1,329 | 1,592 | 1,606 | 1,418 | 1,269 | -1.16% | 128 | 17:15 |
| 148 | WOLF BRANCH RD | 0.075 Mi W OF C.R. 437 | 19 | 19 | 28 | 4,089 | 3,874 | 3,832 | 3,549 | 3,319 | -5.09% | 342 | 17:00 |
| 149 | LANE PARK CUTOFF | 0.045 Mi E OF S.R. 19 | 6 | 20 | 26 | 1,643 | 1,465 | 1,640 | 1,484 | 1,443 | -3.19% | 218 | 15:30 |
| 150 | HARTWOOD MARSH RD | 1.09 Mi W OF ORANGE CO LINE | 2 | 23 | 26 | 7,492 | 7,416 | 7,996 | 8,246 | 8,653 | 3.67% | 814 | 17:00 |

| MAP STA # | ROAD NAME | LOCATION | SEC | TWP | RNG | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED P.M. PEAK HOUR VOL. 2009 | BEGIN P.M. PEAK HOUR 2009 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | | | |
| 151 | LK LOUISA RD | 0.17 MI W OF U.S. 27 | 16 | 23 | 26 | 5,418 | 5,566 | 5,442 | 4,353 | 3,918 | -7.79% | 365 | 17:00 |
| 152 | MAIN ST | 0.05 MI E OF S.R. 44 (TO U.S. 441) | 25 | 19 | 24 | 8,710 | ** | 4,568 | 5,310 | 4,055 | -17.40% | 363 | 17:00 |
| 153 | C.R. 48 | 0.12 MI W OF U.S. 27 | 14 | 20 | 24 | 7,449 | 9,369 | 7,106 | 7,402 | 7,197 | -0.86% | 560 | 12:00 |
| 154 | OLD DIXIE (ALFRED ST) | 0.06 MI W OF S.R. 19 | 23 | 19 | 26 | * | ** | 16,946 | | | | | |
| 155 | C.R. 474 | 0.04 MI W OF U.S. 27/S.R. 25 | 27 | 24 | 26 | 4,355 | 4,964 | 2,880 | 3,419 | 3,066 | -8.40% | 202 | 13:00 |
| 156 | DAVID WALKER DR | 0.05 MI N OF U.S. 441/S.R. 500 | 22 | 19 | 26 | 5,632 | 6,166 | 6,804 | 5,610 | 5,243 | -1.78% | 496 | 13:45 |
| 157 | DAVID WALKER DR | 0.05 MI W OF KURT ST (EUSTIS) | 15 | 19 | 26 | 5,568 | 5,756 | 5,893 | 5,121 | 4,804 | -3.63% | 413 | 13:45 |
| 158 | C.R. 50 | 0.08 MI W OF C.R. 455 | 23 | 22 | 26 | 4,968 | 5,193 | 5,215 | 5,107 | 4,707 | -1.34% | 595 | 17:15 |
| 159 | C.R. 25 (TEAGUE TL) | 0.21 MI S OF GRIFFIN AV | 8 | 18 | 24 | 6,843 | 7,516 | 6,237 | 7,037 | 6,390 | -1.70% | 573 | 15:00 |
| 160 | ROLLING ACRES RD | 0.10 MI S OF U.S. 27/U.S. 441 | 8 | 18 | 24 | 7,779 | 13,458 | 11,050 | 11,474 | 10,930 | 8.87% | 1100 | 14:45 |
| 161 | C.R. 44C (GRIFFIN RD) | 0.061 MI E OF C.R. 468 | 16 | 19 | 24 | 5,702 | 6,163 | 5,878 | 5,415 | 4,997 | -3.24% | 415 | 16:45 |
| 162 | C.R. 455 | 0.12 MI E OF S.R. 19 | 11 | 21 | 25 | 2,815 | 3,002 | 2,456 | 2,573 | 2,374 | -4.17% | 193 | 16:15 |
| 163 | HOOKS ST | 0.06 MI W OF U.S. 27 | 30 | 22 | 26 | 7,512 | 7,251 | 7,550 | 5,213 | 5,097 | -9.24% | 432 | 17:45 |
| 164 | WAYCROSS AV | 0.126 MI W OF S.R. 44 | 18 | 19 | 27 | 4,254 | 4,705 | 4,734 | 4,959 | 4,542 | 1.65% | 429 | 17:15 |
| 165 | HANCOCK RD | 0.228 MI S OF S.R. 50 | 27 | 22 | 26 | 15,596 | 14,250 | 16,726 | 12,311 | 12,449 | -5.48% | 1048 | 17:00 |
| 166 | ROLLING ACRES RD | 0.17 MI N OF C.R. 466 | 17 | 18 | 24 | 6,145 | 10,848 | 10,317 | 11,254 | 9,531 | 11.60% | 935 | 12:00 |
| 167 | C.R. 466B | 0.20 MI S OF EMMAUS RD | 2 | 19 | 24 | 4,395 | 4,808 | 4,205 | 3,817 | 3,800 | -3.57% | 330 | 17:00 |
| 168 | DAVID WALKER DR | 0.20 MI S OF U.S. 441 | 22 | 19 | 26 | 6,292 | 7,146 | 6,884 | 6,692 | 6,082 | -0.85% | 526 | 14:15 |
| 169 | CITRUS TOWER BV | 0.14 MI N OF S.R. 50 | 28 | 22 | 26 | 11,313 | 10,120 | U.C. | 13,604 | 11,937 | 1.35% | 931 | 14:30 |
| 170 | JOHNS LAKE RD | 0.34 MI E OF U.S. 27 | 32 | 22 | 26 | 4,286 | 9,921 | 4,819 | 5,210 | 4,983 | 3.84% | 467 | 17:15 |
| 171 | C.R. 466A | 0.10 MI W OF U.S. 27/U.S. 441 | 4 | 19 | 24 | 3,574 | 3,824 | 3,544 | 4,404 | 4,816 | 7.75% | 400 | 15:15 |
| 172 | C.R. 44A (GRIFFIN RD) | 0.165 MI W OF U.S. 27 (14th ST) | 22 | 19 | 24 | 10,473 | 10,343 | 9,431 | 9,219 | 8,436 | -5.26% | 723 | 14:45 |
| 173 | C.R. 473 | 0.083 MI S OF C.R. 44 | 2 | 19 | 25 | 6,129 | 6,061 | 6,480 | 5,274 | 5,615 | -2.16% | 501 | 16:30 |
| 174 | RADIO RD | 0.084 MI S OF C.R. 44 | 3 | 19 | 25 | 4,461 | 4,080 | 3,824 | 3,490 | 3,217 | -7.84% | 300 | 16:30 |
| 175 | SLEEPY HOLLOW RD | 0.064 MI S OF U.S. 441 | 20 | 19 | 25 | 1,713 | ** | 1,302 | 2,048 | 2,380 | 8.57% | 212 | 16:45 |
| 176 | C.R. 561 | 0.08 MI S OF S.R. 50 | 24 | 22 | 25 | 6,061 | 6,105 | 5,548 | 5,048 | 5,172 | -3.89% | 475 | 17:00 |
| 177 | LAKESHORE DR (CLERMONT) | 0.122 MI N OF LOG HOUSE RD/ OSWALT RD | 12 | 23 | 25 | 8,738 | 8,785 | 8,138 | 8,111 | 8,014 | -2.14% | 720 | 17:15 |
| 178 | CITRUS TOWER BV | 0.113 MI E OF U.S. 27 | 19 | 22 | 26 | 11,017 | 11,549 | 12,716 | 10,679 | 9,670 | -3.21% | 804 | 15:30 |
| 179 | N HANCOCK RD | 0.102 MI N OF S.R. 50 | 27 | 22 | 26 | 12,907 | 13,932 | 14,344 | 13,722 | 13,060 | 0.30% | 1162 | 17:30 |
| 180 | HANCOCK RD | 0.113 MI N OF HARTWOOD MARSH RD | 10 | 23 | 26 | 6,857 | 6,680 | 6,746 | 6,267 | 6,441 | -1.55% | 550 | 17:15 |
| 181 | C.R. 437 | 0.105 MI S OF C.R. 44A | 31 | 18 | 28 | 4,778 | 4,655 | 5,332 | 4,347 | 4,162 | -3.40% | 416 | 17:00 |
| 182 | C.R. 435 | 0.091 MI S OF S.R. 46 | 29 | 19 | 28 | 7,295 | 7,594 | 7,474 | 6,918 | 5,990 | -4.81% | 621 | 17:15 |
| 183 | C.R. 448 | 0.155 MI W OF C.R. 561 | 7 | 20 | 26 | 3,608 | 3,219 | 3,189 | 3,031 | 2,699 | -7.00% | 217 | 14:45 |
| 184 | HUFFSTETLER DR | 0.065 MI E OF DAVID WALKER DR | 22 | 19 | 26 | 714 | 957 | 1,250 | 1,026 | 734 | 0.69% | 85 | 12:00 |
| 185 | HOOKS ST | 0.7 MI W OF HANCOCK RD | 28 | 22 | 26 | 2,890 | 4,031 | 2,987 | 5,468 | 5,146 | 15.52% | 448 | 14:30 |
| 186 | LAKE ELLA RD | 0.169 MI W OF U.S. 27/U.S. 441 | 28 | 18 | 24 | 2,162 | 2,057 | 2,023 | 1,775 | 1,963 | -2.38% | 185 | 16:00 |
| 187 | LAKE ELLA RD | 0.20 MI W OF MICRO RACETRACK RD | 31 | 18 | 24 | 1,077 | 1,419 | 1,502 | 987 | 926 | -3.70% | 99 | 15:15 |
| 188 | MICRO RACETRACK RD | 0.098 MI N OF C.R. 466A | 6 | 19 | 24 | 1,798 | 2,021 | 2,213 | 2,347 | 2,260 | 5.89% | 223 | 16:15 |
| 189 | C.R. 25A | 0.103 MI N OF C.R. 25A/URICK ST | 9 | 19 | 24 | 5,354 | 5,667 | 6,285 | 4,874 | 4,400 | -4.79% | 412 | 15:45 |
| 190 | THOMAS AV | 0.081 MI N OF C.R. 44A/C.R. 44C | 15 | 19 | 24 | 8,569 | 8,340 | 7,625 | 7,145 | 6,681 | -6.03% | 580 | 16:15 |
| 191 | C.R. 455 | 0.14 MI E OF C.R. 561 | 17 | 21 | 26 | 1,685 | 1,659 | 1,680 | 1,675 | 1,343 | -5.51% | 136 | 16:15 |
| 192 | VISTA DEL LAGO BV | 0.13 MI W OF U.S. 27 | 9 | 23 | 26 | 1,359 | 1,192 | 1,064 | 1,270 | 1,424 | 1.17% | 121 | 17:00 |
| 193 | WILSON LAKE PARKWAY | 0.02 MI S OF U.S. 27 | 26 | 21 | 25 | 363 | 839 | 323 | 344 | 481 | 7.30% | 42 | 17:15 |
| 194 | ORANGE AV | 0.161 MI E OF S.R. 19 (EUSTIS) | 11 | 19 | 26 | 12,430 | 13,432 | 14,562 | 11,662 | 11,438 | -2.06% | 980 | 17:00 |
| 195 | CITRUS GROVE ROAD | 0.14 MI E OF U.S. 27 | 6 | 22 | 26 | 464 | 455 | 607 | 535 | 570 | 5.27% | 62 | 18:45 |
| 196 | BLACKSTILL LAKE RD | 0.16 MI N OF C.R. 50 | 16 | 22 | 26 | 2,617 | 2,828 | 3,184 | 2,659 | 2,549 | -0.65% | 237 | 14:45 |
| 197 | CITRUS TOWER BV | 0.10 MI N OF JOHNS LAKE RD | 32 | 22 | 26 | 1,730 | 2,894 | 4,909 | 11,711 | 11,949 | 62.12% | 946 | 17:15 |
| 198 | ORANGE AV | 720 Ft E OF C.R. 44 (BYPASS) | 7 | 19 | 27 | 11,633 | 13,037 | 14,474 | 11,892 | 11,207 | -0.93% | 1001 | 16:45 |
| 199 | LAKE MACK DR | 0.04 MI S OF C.R. 42 | 17 | 17 | 29 | * | 1,861 | 1,806 | 1,690 | 1,476 | -7.43% | 137 | 16:30 |
| 200 | GRIFFIN AV | 0.085 MI W OF C.R. 25 | 8 | 18 | 24 | * | 8,495 | 7,627 | 8,471 | 7,671 | -3.34% | 689 | 14:45 |

| MAP STA # | ROAD NAME | LOCATION | SEC | TWP | RNG | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED P.M. PEAK HOUR VOL. 2009 | BEGIN P.M. PEAK HOUR 2009 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | | | |
| 201 | ROLLING ACRES RD | 0.053 Mi N OF LAKE ELLA RD | 30 | 18 | 24 | * | 1,513 | 1,564 | 1,928 | 1,826 | 6.46% | 175 | 17:00 |
| 202 | LAKE DR | 0.08 Mi S OF S.R. 44 (PINE LAKES) | 8 | 18 | 29 | * | 653 | 872 | 740 | 761 | 5.25% | 65 | 16:00 |
| 203 | ROUND LAKE RD | 0.05 Mi S OF WOLF BRANCH RD | 26 | 19 | 27 | * | 2,096 | 2,065 | 2,318 | 2,143 | 0.74% | 279 | 14:30 |
| 204 | C.R. 470 | 0.536 Mi E OF TURNPIKE OVERPASS | 17 | 20 | 24 | * | 4,707 | 5,368 | 5,248 | 6,450 | 11.07% | 665 | 17:00 |
| 205 | SHIRLEY SHORES RD | 0.15 Mi N OF C.R. 448 | 15 | 20 | 26 | * | 2,363 | 2,443 | 2,130 | 2,127 | -3.45% | 208 | 17:15 |
| 206 | C.R. 565 (VILLA CITY RD) | 0.134 Mi N OF S.R. 50 | 24 | 22 | 24 | * | 1,916 | 2,090 | 1,805 | 1,868 | -0.85% | 180 | 18:00 |
| 207 | C.R. 561 | 0.10 Mi N OF C.R. 565A | 14 | 22 | 25 | * | 5,076 | 5,104 | 4,271 | 3,878 | -8.59% | 350 | 17:00 |
| 208 | TURKEY FARM RD | 0.040 Mi N OF C.R. 50 | 17 | 22 | 26 | * | 977 | 1,059 | 1,676 | 1,941 | 25.73% | 230 | 14:45 |
| 209 | N HANCOCK RD | 0.106 Mi S OF C.R. 50 | 16 | 22 | 26 | * | 9,485 | 10,066 | 8,258 | 7,362 | -8.10% | 668 | 17:30 |
| 210 | OSWALT RD | 0.126 Mi E OF LAKESHORE DR (CLERMONT) | 12 | 23 | 25 | * | 3,803 | 3,691 | 3,402 | 3,394 | -3.73% | 322 | 17:30 |
| 211 | SHAY BV | 0.158 Mi N OF GRIFFIN AV | 7 | 18 | 24 | * | ** | 2,356 | 2,559 | 2,352 | -0.08% | 220 | 12:15 |
| 212 | W McCLENDON ST | 0.024 Mi W OF U.S. 27/U.S. 441 | 20 | 18 | 24 | * | ** | 434 | 316 | 264 | -21.93% | 27 | 14:15 |
| 213 | W LADY LAKE BV | 0.029 Mi W OF U.S. 27/U.S. 441 | 20 | 18 | 24 | * | ** | 910 | 793 | 970 | 3.21% | 101 | 13:15 |
| 214 | LADY LAKE BV | 0.045 Mi E OF U.S. 27/U.S. 441 | 21 | 18 | 24 | * | ** | 524 | 522 | 507 | -1.60% | 49 | 12:00 |
| 215 | GRAYS AIRPORT RD | 0.10 Mi N OF EAGLESNEST RD | 27 | 18 | 24 | * | ** | 1,940 | 1,556 | 1,546 | -10.73% | 156 | 17:00 |
| 216 | SOUTH GRAYS AIRPORT RD | 0.048 Mi E OF U.S. 27/U.S. 441 | 34 | 18 | 24 | * | ** | 1192 | 1118 | 1169 | -0.94% | 123 | 16:45 |
| 217 | ARLINGTON AV | 0.097 Mi S OF W LADY LAKE BV | 20 | 18 | 24 | * | ** | 1371 | 1203 | 1195 | -6.66% | 103 | 16:45 |
| 218 | SOUTH FISH CAMP RD | 0.097 Mi N OF C.R. 44 | 32 | 18 | 26 | * | ** | 1102 | 1139 | 1249 | 6.47% | 110 | 16:45 |
| 219 | ROSE ST | 0.3 Mi E OF OAK ST | 13 | 18 | 26 | * | ** | 967 | 975 | 911 | -2.95% | 93 | 17:00 |
| 220 | C.R. 44A (NORTH) | 0.2 Mi N OF C.R. 450A | 20 | 18 | 27 | * | ** | 1400 | 1369 | 1300 | -3.64% | 137 | 16:45 |
| 221 | C.R. 44A (EAST) | 0.6 Mi E OF C.R. 439 | 34 | 18 | 27 | * | ** | 5267 | 4630 | 4117 | -11.59% | 421 | 15:45 |
| 222 | THOMAS AV | 0.102 Mi S OF C.R. 44A/C.R. 44C | 22 | 19 | 24 | * | ** | 7735 | 6749 | 6255 | -10.08% | 572 | 16:15 |
| 223 | LONE OAK DR | 0.15 Mi S OF W MAIN ST | 27 | 19 | 24 | * | ** | 3094 | 3081 | 2870 | -3.68% | 273 | 14:15 |
| 224 | GRIFFIN RD | 0.123 Mi E OF U.S. 27/U.S. 441 | 14 | 19 | 24 | * | ** | 2435 | 2456 | 2317 | -2.46% | 241 | 13:30 |
| 225 | LEE ST | 0.155 Mi N OF U.S. 441 | 23 | 19 | 24 | * | ** | 2663 | 2976 | 2296 | -7.15% | 236 | 15:15 |
| 226 | LEE ST | 0.115 Mi S OF U.S. 441 | 23 | 19 | 24 | * | ** | 3108 | 2853 | 2576 | -8.95% | 238 | 16:15 |
| 227 | CANAL ST | 0.026 Mi N OF MAIN ST | 26 | 19 | 24 | * | ** | 3776 | 4245 | 4142 | 4.73% | 362 | 12:15 |
| 228 | CANAL ST | 0.035 Mi S OF MAIN ST | 26 | 19 | 24 | * | ** | 3371 | 3388 | 3229 | -2.12% | 307 | 12:00 |
| 229 | LAKE ST | 0.064 Mi N OF MAIN ST | 25 | 19 | 24 | * | ** | 2831 | 2878 | 2819 | -0.22% | 232 | 13:45 |
| 230 | LAKE ST | 0.098 Mi S OF MAIN ST | 25 | 19 | 24 | * | ** | 3330 | 3451 | 3304 | -0.39% | 271 | 13:15 |
| 231 | MAIN ST | 0.051 Mi E OF CANAL ST | 25 | 19 | 24 | * | ** | 5649 | 5357 | 5196 | -4.09% | 473 | 14:45 |
| 232 | MAIN ST | 0.09 Mi E OF LAKE ST | 25 | 19 | 24 | * | ** | 4763 | 5333 | 4850 | 0.91% | 417 | 15:15 |
| 233 | SUNNYSIDE DR | 0.106 Mi S OF SUNNYSIDE DR (EAST) | 30 | 19 | 25 | * | ** | 1638 | 1545 | 1421 | -6.87% | 138 | 16:45 |
| 234 | DEAD RIVER RD | 0.2 Mi W OF S.R. 19 | 31 | 19 | 26 | * | ** | 6095 | 5939 | 5463 | -5.32% | 475 | 17:00 |
| 235 | WOODLEA RD | 0.1 Mi W OF S.R. 19 | 31 | 19 | 26 | * | ** | 1996 | 2530 | 2685 | 15.98% | 252 | 16:15 |
| 236 | WELLS AV | 0.12 Mi E OF S.R. 19 | 32 | 19 | 26 | * | ** | 1966 | 1877 | 1592 | -10.01% | 140 | 16:45 |
| 237 | MAIN ST | 0.04 Mi W OF SINCLAIR AV | 29 | 19 | 26 | * | ** | 2810 | 9159 | 6932 | 57.06% | 640 | 16:45 |
| 238 | MAIN ST | 0.3 Mi E OF DISSTON AV | 28 | 19 | 26 | * | ** | 1801 | 2062 | 1922 | 3.30% | 190 | 12:30 |
| 239 | C.R. 452 (LAKESHORE DR) | 0.06 Mi W OF COLLEY DR. (EAST) | 34 | 19 | 26 | * | ** | 1641 | 1539 | 1361 | -8.94% | 153 | 17:00 |
| 240 | ST CLAIR ABRAMS AV | 0.06 Mi N OF ALFRED ST | 29 | 19 | 26 | * | ** | 3994 | 3589 | 3360 | -8.28% | 355 | 13:30 |
| 241 | DORA AV | .01 Mi S OF ALFRED ST | 28 | 19 | 26 | * | ** | 1121 | 956 | 999 | -5.58% | 116 | 0:00 |
| 242 | LAKE EUSTIS DR | 0.1 Mi N OF U.S. 441 | 21 | 19 | 26 | * | ** | 6190 | 6004 | 5384 | -6.74% | 513 | 16:15 |
| 243 | S. MT HOMER RD | 0.05 Mi S OF U.S. 441 | 21 | 19 | 26 | * | ** | 522 | 260 | 170 | -42.95% | 16 | 12:00 |
| 244 | MT HOMER RD | 0.14 Mi N OF U.S. 441 | 22 | 19 | 26 | * | ** | 1114 | 919 | 1384 | 11.50% | 134 | 15:30 |
| 245 | MT HOMER RD | 0.1 Mi W OF KURT ST | 15 | 19 | 26 | * | ** | 4253 | 4416 | 3915 | -4.06% | 380 | 14:45 |
| 246 | FAIRVIEW AV | 0.1 Mi S OF ALFRED ST | 27 | 19 | 26 | * | ** | 722 | 604 | 612 | -7.94% | 59 | 14:00 |
| 247 | KURT ST | 0.06 Mi S OF HUFFSTETLER DR | 23 | 19 | 26 | * | ** | 5152 | 4485 | 4507 | -6.46% | 434 | 13:30 |
| 248 | KURT ST | 0.1 Mi S OF W GOLFLINKS AV | 14 | 19 | 26 | * | ** | 4464 | 4035 | 3979 | -5.59% | 358 | 13:30 |
| 249 | KURT ST | 0.1 Mi N OF W GOLFLINKS AV | 14 | 19 | 26 | * | ** | 9385 | 8525 | 7601 | -10.01% | 638 | 16:30 |
| 250 | LAKEVIEW AV | 0.2 Mi W OF S.R. 19 | 14 | 19 | 26 | * | ** | 9126 | 7734 | 7813 | -7.47% | 668 | 14:00 |

| MAP STA # | ROAD NAME | LOCATION | SEC | TWP | RNG | ANNUAL ADJUSTED DAILY TRAFFIC (AADT) | | | | | 5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT | ADJUSTED P.M. PEAK HOUR VOL. 2009 | BEGIN P.M. PEAK HOUR 2009 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2005 | 2006 | 2007 | 2008 | 2009 | | | |
| 251 | W GOLFLINKS AV | 0.1 Mi E OF KURT ST | 14 | 19 | 26 | * | ** | 1395 | 1309 | 890 | -20.13% | 86 | 18:00 |
| 252 | ARDICE AV | 0.05 Mi E OF KURT ST | 23 | 19 | 26 | * | ** | 6364 | 5909 | 5113 | -10.37% | 487 | 15:00 |
| 253 | BAY RD | 0.1 Mi S OF OLD 441 | 26 | 19 | 26 | * | ** | 1839 | 1721 | 1529 | -8.81% | 162 | 16:30 |
| 254 | BAY RD | 0.1 Mi N OF OLD 441 | 26 | 19 | 26 | * | ** | 3187 | 2913 | 2717 | -7.66% | 228 | 15:00 |
| 255 | GROVE ST | 0.02 Mi N OF OLD MT DORA RD | 14 | 19 | 26 | * | ** | 4734 | 3808 | 3850 | -9.82% | 370 | 16:30 |
| 256 | GROVE ST | 0.1 Mi N OF GOLFLINKS AV | 14 | 19 | 26 | * | ** | 3390 | 3410 | 2867 | -8.04% | 270 | 14:30 |
| 257 | GROVE ST | 0.1 Mi N OF LAKEVIEW AV | 14 | 19 | 26 | * | ** | 1360 | 1379 | 1144 | -8.27% | 112 | 14:30 |
| 258 | C.R. 19A | 0.2 Mi S OF HOLLY DR | 26 | 19 | 26 | * | ** | 9135 | 8373 | 7182 | -11.33% | 656 | 14:30 |
| 259 | LAKEVIEW AV | .12 Mi E OF S.R. 19 | 14 | 19 | 26 | * | ** | 7025 | 5557 | 4538 | -19.62% | 430 | 16:30 |
| 260 | EUDORA RD | 0.2 Mi N OF U.S. 441 | 24 | 19 | 26 | * | ** | 3749 | 3741 | 3359 | -5.34% | 306 | 12:30 |
| 261 | PRESCOTT ST | 0.12 Mi N OF E ORANGE AV | 11 | 19 | 26 | * | ** | 685 | 469 | 456 | -18.42% | 54 | 16:15 |
| 262 | BATES AV | 0.07 Mi E OF C.R. 44 | 2 | 19 | 26 | * | ** | 1206 | 1205 | 1322 | 4.72% | 195 | 14:30 |
| 263 | BATES AV | 0.1 Mi E OF PRESCOTT ST | 1 | 19 | 26 | * | ** | 1617 | 1385 | 1283 | -10.93% | 141 | 16:15 |
| 264 | HASELTON ST | 0.17 Mi S OF E ORANGE AV | 12 | 19 | 26 | * | ** | 2126 | 1864 | 1850 | -6.73% | 170 | 16:45 |
| 265 | WASHINGTON AV | 0.1 Mi E OF HASELTON ST | 12 | 19 | 26 | * | ** | 2553 | 2527 | 2496 | -1.13% | 239 | 14:30 |
| 266 | LAKEVIEW AV | .01 Mi W OF HASELTON ST | 13 | 19 | 26 | * | ** | 3567 | 3410 | 3136 | -6.24% | 309 | 16:30 |
| 267 | LAKESHORE DR | 0.06 Mi N OF OLD 441 | 30 | 19 | 27 | * | ** | 896 | 2738 | 642 | -15.32% | 80 | 16:30 |
| 268 | OLD 441 | 0.09 Mi E OF LAKESHORE DR | 30 | 19 | 27 | * | ** | 11885 | 9719 | 8989 | -13.03% | 765 | 16:30 |
| 269 | HIGHLAND ST | 0.04 Mi N OF 5th AV | 29 | 19 | 27 | * | ** | 2631 | 2359 | 2165 | -9.28% | 213 | 14:30 |
| 270 | LIMIT AV | .01 Mi W OF U.S. 441 | 20 | 19 | 27 | * | ** | 2539 | 2221 | 1912 | -13.23% | 182 | 16:30 |
| 271 | C.R. 448A | 0.2 Mi S OF C.R. 48 | 25 | 20 | 26 | * | ** | 243 | 231 | 239 | -0.78% | 29 | 14:30 |
| 272 | C.R. 448A | 0.2 Mi N OF C.R. 48 | 24 | 20 | 26 | * | ** | 5430 | 4138 | 3616 | -18.40% | 367 | 16:30 |
| 273 | TUSCANOOGA RD | .09 Mi N OF S.R. 50 | 15 | 22 | 24 | * | ** | 2375 | 2376 | 1807 | -12.77% | 172 | 17:00 |
| 274 | MASCOTTE EMPIRE RD | .32 Mi S OF S.R. 50 | 14 | 22 | 24 | * | ** | 513 | 642 | 586 | 6.89% | 60 | 16:45 |
| 275 | C.R. 50/SUNSET AV | 0.03 Mi N OF S.R. 50 | 14 | 22 | 24 | * | ** | 1013 | 1440 | 931 | -4.16% | 97 | 17:00 |
| 276 | PALMETTO DR | 0.043 Mi W OF C.R. 33 | 14 | 22 | 24 | * | ** | 407 | 464 | 543 | 15.61% | 51 | 16:00 |
| 277 | UNDERPASS RD | 0.036 Mi E OF C.R. 33 | 14 | 22 | 24 | * | ** | 839 | 806 | 791 | -2.91% | 68 | 17:00 |
| 278 | EAST AV | 0.1 Mi N OF S.R. 50 | 19 | 22 | 26 | * | ** | 5703 | 5517 | 4964 | -6.71% | 472 | 14:45 |
| 279 | MAIN ST | 0.1 Mi N OF WASHINGTON ST | 18 | 22 | 26 | * | ** | 1341 | 1587 | 1746 | 14.12% | 146 | 16:15 |
| 280 | CITRUS TOWER BV | 0.1 Mi S OF S.R. 50 | 28 | 22 | 26 | * | ** | *** | 10309 | 9700 | -5.91% | 821 | 16:00 |
| 281 | HOOKS ST | 0.12 W. OF CITURS TOWER BV | 29 | 22 | 26 | * | ** | *** | 1257 | 2176 | 73.15% | 270 | 13:45 |
| 282 | EXCALIBUR RD | 0.08 Mi S OF HOOKS ST | 28 | 22 | 26 | * | ** | *** | 1644 | 3891 | 136.73% | 490 | 14:30 |
| 283 | CITRUS TOWER BV | 0.18 E. OF US 27 | 5 | 23 | 26 | * | ** | *** | 7970 | 10621 | 33.27% | 961 | 17:00 |
| 284 | HAMMOCK RIDGE RD | 0.21 W. OF US 27 | 5 | 23 | 26 | * | ** | *** | 6848 | 8864 | 29.43% | 720 | 17:15 |
| 285 | LAKESHORE DR (CLERMONT) | 0.14 E. OF HAMMOCK RIDGE ROAD | 6 | 23 | 26 | * | ** | *** | 6115 | 5559 | -9.10% | 513 | 17:30 |
| 286 | FOSGATE RD | 0.19 Mi W OF GRASSY LAKE RD | 8 | 22 | 26 | * | ** | *** | **** | 1038 | ??? | 155 | 14:45 |

NOTES:
1 * - Data not available in 2005
2 ** - Data not available in 2006
3 *** - Data not available in 2007
4 **** - Data not available in 2008
5 ***** - Data not available in 2009
6 ??? - N/A due to lack of previous years data
7 U/C Denotes station under construction during data collection period.
8 5 -Year Annual Average Percentage Growth Rate is computed as follows:
"5-Year Annual Average Percentage Growth Rate = (1+( 2009 AADT - 2005 AADT)/(2005 AADT))^(1/4)-1"
9 Stations Deleted from the program:
# 83
# 85
# 154

# APPENDIX D

## 2010 to 2015 Costs and 2016 to 2025 Costs

**Source: Lake-Sumter Metropolitan Planning Organization (MPO) Long Range Transportation Plan**

# Lake~Sumter MPO 2025 Long Range Transportation Plan

## 2010 to 2015 Costs and 2016 to 2025 Costs

### Phase 1: (2010-2015)

| | Project Name | Base Road Type | Future Road Type | Total Cost |
|---|---|---|---|---|
| SIS | SR 91 (SULLIVAN RD -to- ORANGE CO. LINE) | 4F | 6F | $50,345,139 |
| State | SR 44 (CR 44 -to- CR 44B) | 2U | 4D | $4,300,051 |
| | SR 50 (SR 25 (US 27) -to- HANCOCK RD) | 4D | 6D | $8,900,295 |
| | SR 500 (US 441) (CR 44A -to- SR 44) | 4D | 6D | $9,070,034 |
| County | CITRUS TOWER BLVD (SR 25 (US 27) -to- MOHAWK RD) | 2D | 4D | $1,380,047 |
| | CR 33 (CR 48 -to- CR 470) | 2U | 4D | $1,405,806 |
| | CR 44 (SR 500 (US 441) -to- CR 452) | 2U | 4D | $27,178,415 |
| | CR 44 (CR 44A (LEG) -to- CR 44A (LEG)) | 2U | 4D | $10,770,068 |
| | CR 460 (CR 468 -to- US 27/US 441) | 00/2U | 4D | $3,819,912 |
| | CR 466A (SUMTER CO. LINE -to- US 27/US 441) | 2U | 4D | $34,572,474 |
| | CR 468 (SR 44 -to- CR 460) | 2U | 4D | $3,799,155 |
| | CR 470 (SR 91 -to- SR 25 (US 27)) | 2U | 4D | $10,442,618 |
| | CR 561 (SR 25 (US 27) -to- CR 561A) | 2U | 4D | $1,307,727 |
| | CRITTEDEN RD (SR 50 -to- SR 33) | 00 | 2U | $525,776 |
| | HANCOCK RD (LAKE LOUISA RD -to- SR 50) | 2U | 4D | $10,183,666 |
| | HARTLE RD (HARTWOOD MARSH RD -to- SR 50) | 2U | 4D | $6,328,465 |
| | HOOKS ST (HANCOCK RD -to- HARTLE RD) | 00 | 4D | $3,985,454 |
| | LAKE LOUISA RD (HANCOCK RD -to- SR 25 (US 27)) | 2U | 4D | $1,820,958 |
| | N. GRASSY LAKE RD (SR 25 (US 27) -to- TURKEY FARMS RD) | 00 | 4D | $2,928,894 |
| | SHELL POND RD (SR 25 (US 27) -to- ORANGE CO. LINE) | 00 | 4D | $10,733,743 |
| | TURKEY FARMS RD (CR 50 -to- SULLIVAN RD) | 00 | 4D | $7,470,651 |
| Totals | | | State SIS (State Intra-State Highway System) | $50,345,139 |
| | | | Other State Roads | $22,270,380 |
| | | | County Roads | $138,653,829 |
| | | | **Grand Total for Phase 1 Costing** | **$211,269,348** |

### Phase 2 - (2016-2025)

| | Project Name | Base Road Type | Future Road Type | Total Costs |
|---|---|---|---|---|
| SIS | SR 25 (US 27) (CR 561A -to- O'BRIEN RD) | 4D | 6D | $78,750,807 |
| | SR 46 BYPASS (SR 46 -to- ORANGE COUNTY LINE) | 00 | 4F | $27,442,277 |
| | WEKIVA PKWY (ORANGE COUNTY LINE -to- SEMINOLE COUNTY LIN | 00 | 4F | $45,100,800 |
| State | SR 19 (SR 25 (US 27) -to- O) | 2U | 4D | $47,510,597 |
| | SR 19 (CR 561 -to- CR 441 (OLD)) | 4D | 6D | $11,870,579 |
| | SR 19 / CR 561 CONNECTOR (CR 455 -to- CR 455) | 00 | 2U | $10,866,557 |
| | SR 25 (US 27) (CR 25A (S) -to- MAIN ST) | 4D/4U | 6D | $18,879,314 |
| | SR 50 (CR 561 -to- SR 25 (US 27)) | 4D | 6D | $8,721,827 |
| | SR 500 (US 441) (CR 44B -to- WOLF BRANCH RD) | 4D | 6D | $13,139,851 |
| | US 27/US 441 (WEST BOONE CT -to- POLK COUNTY) | 4D | 6D | $4,263,353 |
| County Roads | CR 439 (SR 44 -to- CR 44A) | 2U | 4D | $4,149,958 |
| | CR 448 (CR 561 -to- ORANGE COUNTY LN) | 2U | 4D | $14,209,080 |
| | CR 44A (ESTES RD -to- CR 439) | 2U | 4D | $6,210,667 |
| | CR 44A (LEG) (CR 44 -to- CR 44A) | 2U | 4D | $2,403,727 |
| | CR 455B (FOSGATE RD -to- CR 581) | 00 | 4D | $4,242,849 |
| | CR 466 (CHULA VISTA AVE -to- US 27/US 441) | 4D | 6D | $10,641,230 |
| | CR 468 (CR 460 -to CR 466A) | 2U | 4D | $5,517,364 |
| | SUMTER CO. LINE (SR 91 -to- CR 470) | 2U | 4D | $2,539,690 |
| | CR 473 (SR 500 (US 441) -to- CR 44) | 2U | 4D | $10,394,875 |
| | CR 48 (SR 25 (US 27) -to- SR 19) | 2U | 4D | $18,319,599 |
| | CR 48 (N. AUSTIN MERRITT -to- CR 33) | 2U | 4D | $11,764,356 |
| | CR 50 (LAKESHORE DR -to- SR 25 (US 27)) | 00 | 2U | $391,930 |
| | CR 561 (CR 561A -to- SR 19) | 2U | 4D | $32,282,181 |
| | CR 561A (CR 561 -to- FOSGATE RD) | 2U | 4D | $8,342,028 |
| | EICHELBERGER (SR 19 -to- CR 561) | 2U | 4D | $3,049,288 |
| | FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W)) | 00 | 4D | $9,472,721 |
| | GRASSY LAKE RD (TURKEY FARMS RD -to- SULLIVAN RD) | 2U | 4D | $1,331,079 |
| | HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD) | 00 | 4D | $12,118,273 |
| | JOHNS LAKE RD (HANCOCK RD -to- HARTLE RD) | 00 | 2U | $1,763,681 |
| | KURT ST (SR 500 (US 441) -to- GOLF LINKS) | 2U | 2D | $890,020 |
| | LAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD) | 2U | 4D | $5,736,875 |
| | LAKESHORE DR (CRESCENT LN -to- LAKE LOUISA RD) | 2U | 2D | $2,118,070 |
| | LEMON ST (US 27/US 441 -to- LAKE GRIFFIN RD) | 2U | 4D | $422,935 |
| | N. FRONTAGE RD (START -to- CR 50) | 00 | 2U | $2,611,135 |
| | RADIO RD (TREADWAY SCHOOL RD -to- CR 44) | 2U | 4D | $4,710,931 |
| | RANCH RD (WOLF BRANCH RD -to- SR 44) | 00 | 4D | $7,024,364 |
| | NORTH-SOUTH CORRIDOR (SR 91 -to- US 27/US 441) | 00/2U | 4D | $39,922,508 |
| | ROUND LAKE RD (ORANGE CO. LINE -to- WOLF BRANCH RD) | 2U | 4D | $5,549,539 |
| | SULLIVAN RD (GRASSY LAKE RD -to- TURKEY FARMS RD) | 00 | 2U | $1,483,907 |