

Transportation Element: Data Inventory & Analysis

This report shows the methodology used for the transportation analysis of existing and future conditions for the Lake County Comprehensive Plan 2030 Horizon. The Transportation Element (TE) section is organized in several sections. The TE data, inventory, and analysis contains a description of functional classifications, an inventory of existing roadways, an existing conditions roadway Level of Service (LOS) analysis, and a list of programmed roadway improvements. The Lake-Sumter Metropolitan Planning Organization (MPO) has reviewed the Transportation Management System (TMS) and there are currently 421 roadway segments listed for Lake County.

Existing Condition Analysis

Appendix A of this analysis shows the roadway segments condition reflecting the existing condition and any improvements listed in the current Transportation Improvement Program (TIP) and it represents the Existing + Committed (E+C) network.

An existing condition roadway LOS analysis was completed for the base year 2009 using the FDOT 2009 Generalized Tables. Appendix B shows the existing LOS analysis. This evaluation showed that 10 roadway segments are operating below the adopted LOS and would require additional analysis. The volume capacities for three segments were evaluated using the FDOT 2009 HIGHPLAN software (version dated 9/30/09). The table below shows the updated capacity volumes and current operating LOS for these segments.

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	V/C RATIO	LOS
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	D	18,100	1,800	4,800	12,100	18,100	23,100	10,755	0.59	C
LAKESHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	16,200	1,800	5,400	11,300	16,200	20,800	12,190	0.75	D
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	15,500	1,100	3,900	10,000	15,500	20,400	10,930	0.71	D

The remaining seven segments will require the use of FDOT 2009 ARTPLAN software and will take longer to complete since signal timing and turning movement counts at signalized intersections is needed. In the cases of these seven county roadway segments, it is anticipated that the deeper analysis through ARTPLAN rather than through Generalized Tables will result in the removal of the deficient status based on refined data and analysis.

Background Growth Rate

The Central Florida Regional Planning Model (CFRPM) was used to develop growth rates for future year analysis. The traffic analysis zones (TAZs) have been updated in the new model to reflect land use designation changes. This model has a base year of 2005 and a horizon year of 2035. The total model output volumes were summarized per functional classification for both the base and horizon years. An annual compound growth rate was calculated per functional classification so that it could be applied to the 2009 AADT volumes to derive the 2015 and 2030 AADT volumes.

The following table shows the model output volumes and the calculated growth rate.

Preferred Land Use - Model Linear Regression			
Facility Type	2005 Volume	2035 Volume	Growth Rate
Divided Arterials	15,309,793	24,799,079	2.07%
Undivided Arterials	4,527,639	8,199,370	2.70%
Collectors	8,222,079	18,153,950	4.03%
One Way Facilities	491,907	801,644	2.10%
Ramps	128,478	207,758	2.06%
Toll Facilities	578,064	1,270,670	3.99%

Future Year Short-Term Analysis

For the future year analysis, the interim year of 2015 was evaluated using the E+C network and the FDOT Generalized tables. Appendix C shows this short term analysis. This evaluation showed an additional 20 roadway segments operating below the adopted LOS and would require further analysis. The volume capacities for eight segments were reevaluated using the FDOT 2009 HIGHPLAN software (version dated 9/30/09). The table below shows the updated capacity volumes and the interim year of 2015 operating LOS for these segments.

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
CR 44	CR 473	APIARY ROAD	D	14,600	1,400	3,900	9,900	14,600	18,700	14,176	4.03%	17,601	1.21	E
C.R. 44C (EUDORA ROAD)	US 441	CR 500A	D	15,500	1,100	3,900	10,000	15,500	20,400	9,446	4.03%	11,728	0.76	D
C.R. 452 (EUSTIS)	CR 44 / CR 452	SR 19	D	14,400	1,400	3,900	9,800	14,400	18,500	10,701	4.03%	13,286	0.92	D
DONNELLY STREET	US 441	11TH AVENUE	E	20,400	1,100	3,900	10,000	15,500	20,400	9,625	4.03%	11,950	0.59	D
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	16,200	900	3,000	8,000	12,600	16,200	9,625	4.03%	11,950	0.74	D
S. HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	D	20,400	2,200	6,600	14,000	20,400	25,900	12,449	4.03%	15,457	0.76	D
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUTNY LINE	D	14,200	1,400	3,700	9,600	14,200	18,300	8,653	4.03%	10,743	0.76	D
ROLLING ACRES ROAD	OAK STREET	CR 466	D	15,500	1,100	3,900	10,000	15,500	20,400	9,531	4.03%	11,834	0.76	D

The roadway segment of CR 44 from CR 473 to Apiary Road will be operating below the adopted LOS for the interim year. The remaining 19 segments will require the use of FDOT 2009 ARTPLAN software and will take longer to complete since signal timing and turning movement counts at signalized intersections is needed. It is anticipated that the deeper analysis provided through ARTPLAN rather than through Generalized Tables will result in the removal of the deficient status based on refined data and analysis.

Strategies for Short-Term Deficiencies

County Roadways

Lake County maintains a network of roadways that consist of local roadways and collector roadways, with no arterials maintained by Lake County. Of the county roadways analyzed through HIGHPLAN, CR 44 had the only segment that indicated a LOS deficiency in the short term. The segment from Apiary Road in Eustis to CR 473 in the Leesburg area is the middle segment of a corridor that is a parallel option to the US 441 corridor. It is the only northern parallel alternative, and it is separated from the US 441 corridor to the north by Lake Eustis. Lake County had initially scheduled the roadway for capacity improvements to expand from two lanes to four lanes. This past year, due to financial constraints, Lake County initiated an interim capacity project to expand capacity by adding expanded shoulders and by

adding turn lanes for more efficient flow. This corridor is an example of the approach Lake County will take in lieu of massive widening projects when appropriate. The CR 44 corridor, along with others undergoing similar improvements, will be analyzed to determine the new capacity generated by the interim improvements. It is projected that interim capacity projects will suffice and address LOS needs until outer years of the planning horizon.

Future Year Long-Term Analysis

For the long-term 2030 future year analysis, the adopted 2025 Long Range Transportation Plan (LRTP) was used to represent the future Cost Affordable (CA) network and bridge the gap between the 2025 LRTP and the 2035 LRTP that the Lake-Sumter MPO is currently in the process of updating. In order to identify LOS segment deficiencies, if no additional improvements are programmed, the 2030 horizon year was also evaluated using the E+C Network. This will provide a comparison bases for the 2030 analysis using the 2025 LRTP network. It is important to note that for long-term analysis, the use of the LOSPLAN software is not recommended. For this reason, only the FDOT 2009 Generalized Tables were used to determine volume capacities. The 2030 horizon year with the E+C Network showed a total of 98 roadway segments operating above the adopted levels of service. Appendix D shows the results. Changing the area type and functional classification of some of these failing roadways will allow 23 roadway segments to perform at or below the adopted level of service without the need to widen these roadways. This leaves 75 segments that would require widening by the 2030 Horizon Year. Of these segments, 25 are County roads and 50 are State roads. Appendix E lists these segments.

Future Year Long-Term Analysis (County Roads)

The 2030 future year analysis was completed using the adopted 2025 LRTP, which represents the future Cost Affordable (CA) network and will provide a basis for comparison to the 2035 LRTP currently under revision. This analysis was done for county roads only. The list respects the policy approach taken by Lake County in constraining corridors to a maximum number of travel lanes as a means of incorporating sustainable planning principles to preserve social, environmental or economic integrity of affected communities. There are 290 County road segments in the Lake County TMS. The following 25 roads show deficiency in the adopted level of services for the long-term horizon year.

ROAD NAME	FROM	TO	2009	GROWTH RATE	2030		
			AADT		AADT	V/C RATIO	LOS
C.R. 19A (BAY ROAD)	US 441	BAY ROAD	12,212	2.70%	19,144	1.16	F
C.R. 44	US 441	SILVER LAKE ROAD	8,710	4.03%	16,075	1.08	F
C.R. 44	CR 473	APIARY ROAD	14,176	4.03%	26,163	1.76	F
C.R. 44	APIARY ROAD	CR 452	11,856	4.03%	21,881	1.47	F
C.R. 44	CR 452	SR 19	11,851	4.03%	21,872	1.47	F
C.R. 44	SR 19	HICKS DITCH ROAD	9,242	4.03%	17,057	1.15	F
C.R. 44	HICKS DITCH ROAD	CR 44A	8,328	4.03%	15,370	1.12	F
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	8,436	4.03%	15,569	1.45	F
C.R. 44C (EUDORA ROAD)	US 441	CR 500A	9,446	4.03%	17,433	1.63	F
C.R. 452 (EUSTIS)	CR 44 / CR 452	SR 19	10,701	4.03%	19,749	1.33	F
C.R. 50	US 27	TURKEY FARM ROAD	8,292	4.03%	15,303	1.03	F
C.R. 500A/ OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	12,158	2.70%	19,060	1.16	F
C.R. 561	SR 19	CR 448	10,942	4.03%	20,194	1.36	F
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEA VER DRIVE	9,670	4.03%	17,847	1.20	F
DONNELLY STREET	US 441	11TH AVENUE	9,625	4.03%	17,764	1.66	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	9,625	4.03%	17,764	1.66	F
S. HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	12,449	4.03%	22,975	1.55	F
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	10,755	4.03%	19,849	1.85	F
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUTNY LINE	8,653	4.03%	15,970	1.62	F
LAKESHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	12,190	4.03%	22,497	2.10	F
MAIN STREET (LEESBURG)	US 27	LEE STREET	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	10,831	2.70%	16,979	1.03	F
ORANGE AVENUE	HASSELTON STREET	CR 44B	11,207	2.70%	17,569	1.06	F
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	10,930	4.03%	20,172	1.88	F
ROLLING ACRES ROAD	OAK STREET	CR 466	9,531	4.03%	17,590	1.64	F

The previous table includes corridor LOS deficiencies of which many are addressed in the adopted 2025 Long Range Transportation Plan. Most will again be addressed as Lake County and the Lake-Sumter MPO work toward a 2010 adoption of the updated plan, *Transportation 2035*. The following table lists the 15 county road deficiencies to the constrained corridors after roadway widening projects in the 2025 L RTP have been taken into consideration. Of these segments, only 12 are predicted to perform above 110% capacity of the adopted LOS.

ROAD NAME	FROM	TO	2009	GROWTH RATE	2030		
			AADT		AADT	V/C RATIO	LOS
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	8,436	4.03%	15,569	1.45	F
C.R. 44C (EUDORA ROAD)	US 441	CR 500A	9,446	4.03%	17,433	1.63	F
C.R. 452 (EUSTIS)	CR 44 / CR 452	SR 19	10,701	4.03%	19,749	1.33	F
C.R. 50	US 27	TURKEY FARM ROAD	8,292	4.03%	15,303	1.03	F
C.R. 500A/ OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	12,158	2.70%	19,060	1.16	F
DONNELLY STREET	US 441	11TH AVENUE	9,625	4.03%	17,764	1.66	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	9,625	4.03%	17,764	1.66	F
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	10,755	4.03%	19,849	1.85	F
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUTNY LINE	8,653	4.03%	15,970	1.62	F
LAKESHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	12,190	4.03%	22,497	2.10	F
MAIN STREET (LEESBURG)	US 27	LEE STREET	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	10,831	2.70%	16,979	1.03	F
ORANGE AVENUE	HASSELTON STREET	CR 44B	11,207	2.70%	17,569	1.06	F
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	10,930	4.03%	20,172	1.88	F
ROLLING ACRES ROAD	OAK STREET	CR 466	9,531	4.03%	17,590	1.64	F

Long-Term Strategies (County Roads)

Lake County, in conjunction with the Lake-Sumter MPO, has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes. This has been done in order to sustainably plan for the county by protecting the social, environmental and economic integrity of communities along these corridors. Most county roads are constrained to four lanes, with some limited to two lanes of through travel. That is the case with CR 452, CR 44A, CR 500A/Old 441, and Orange Avenue. In

addition, Donnelly Street, while not a constrained roadway, may not be widened due to ROW restrictions. For these roadways, a strong focus in mobility policies would be required. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand. Some capacity projects will still be required by the 2030 Horizon year, including the widening of Rolling Acres Road, Lakeshore Drive, CR 44C (Eudora Rd), and CR 50.

Hartwood Marsh Road is being widened from US 27 to Hancock Road, and that segment will be operating at or below the adopted LOS. However, there are no plans to widen Hartwood Marsh Road beyond Hancock Rd. In the past, Hartwood Marsh Road was considered a future connection and reliever for SR 50. Additional connections south of Clermont east into Orange County are being explored as part of development of the updated 2035 transportation plan.

Future Year Long-Term Analysis (State Roads)

The 2030 future year analysis was completed using the adopted 2025 LRTP, which represents the future Cost Affordable (CA) network and will provide a basis for comparison to the 2035 LRTP currently under revision. This analysis was done for state roads only. The list respects the policy approach taken by Lake County in constraining corridors to a maximum number of travel lanes as a means of incorporating sustainable planning principles to preserve social, environmental or economic integrity of affected communities. There are 131 state road segments in the Lake County TMS. The following 50 roads show deficiency in the adopted level of services for the long-term horizon year.

ROAD NAME	FROM	TO	2009	GROWTH RATE	2030		
			AADT		AADT	V/C RATIO	LOS
SR 19	CR 42	BAKER ROAD	11,972	2.07%	17,166	1.21	D
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	11,972	2.07%	17,166	1.04	F
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	11,972	2.07%	17,166	1.04	F
SR 19 (N)	ORANGE AVENUE	CR 452	15,744	2.10%	22,683	1.03	F
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	15,744	2.10%	22,683	1.03	F
SR 19	STEVENS AVE	GOLF LINKS AVENUE	26,107	2.07%	37,434	1.02	F
SR 19	CR 452 (MAIN STREET)	CR 561	24,676	2.07%	35,382	1.07	F
SR 19	CR 561	LAKE HARRIS NORTH END	24,676	2.07%	35,382	1.59	F
SR 44	GRIFFIN LANE	CR 439	9,948	2.70%	15,595	1.01	D
SR 44	CR 439	CR 437	9,948	2.70%	15,595	1.01	D
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 SOUTH	CR 437 NORTH	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 NORTH	CR 435	15,023	2.70%	23,551	1.67	F
SR 46	CR 435	CR 46A	15,023	2.70%	23,551	1.66	E
SR 46	CR 46A	SEMINOLE COUNTY LINE	16,335	2.70%	25,608	1.80	F
SR 50	EAST AVENUE	US 27	32,793	2.07%	47,021	1.28	F
SR 50	US 27	HANCOCK ROAD	39,083	2.07%	56,040	1.01	F
SR 50	HANCOCK ROAD	CR 455	49,420	2.07%	70,862	1.28	F
SR 50	CR 455	ORANGE COUNTY LINE	49,420	2.07%	70,862	1.28	F
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	37,300	3.99%	68,584	1.19	D
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	37,900	3.99%	69,687	1.21	E
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	32,700	3.99%	60,126	1.04	D
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	43,200	3.99%	79,432	1.38	F
US 192	US 27	ORANGE COUNTY LINE	50,009	2.07%	71,707	1.48	F
US 27/US441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	25,602	2.07%	36,710	1.11	F
US 27/US441	ALT US 441 / ALT US 27	CR 466	25,602	2.07%	36,710	1.00	F
US 27/US441	CR 466	LAKE ELLA ROAD	32,205	2.07%	46,178	1.26	F
US 27/US441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	26,660	2.07%	38,227	1.04	F
US 27/US441	CR 466A / MILLER BOULEVARD	CR 460**(MARTIN LUTHER KING BLVD)	32,794	2.07%	47,022	1.28	F
US 27/US441	CR 460**(MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	45,264	2.07%	64,903	1.77	F
US 27/US441	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	45,264	2.07%	64,903	1.77	F
US 27/US441	CR 44A / GRIFFIN ROAD	US 27/US441 SPLIT	45,264	2.07%	64,903	1.29	F
US 27/SR 25	US 27/US441 SPLIT	MAIN STREET	26,197	2.07%	37,563	1.13	F
US 27/SR 25	MAIN STREET	SR 44	23,536	2.07%	33,748	1.02	E
US 27/SR 25	SR 44	CR 25A (SOUTH)	33,142	2.07%	47,521	1.43	F
US 27/SR 25	CR 25A (SOUTH)	CR 33	32,696	2.07%	46,882	1.41	F
US 27/SR 25	CR 33	CR 48	32,696	2.07%	46,882	1.28	F
US 27/SR 25	CR 561A	CR 561/ MAIN AVENUE	28,963	2.07%	41,529	1.17	F
US 27/SR 25	CR 561/ MAIN AVENUE	CR 50	28,963	2.07%	41,529	1.17	F
US 27/SR 25	CR 50	GRAND HIGHWAY	28,245	2.07%	40,500	1.14	F
US 27/SR 25	SR 50	JOHNS LAKE ROAD	31,528	2.07%	45,207	1.27	F
US 27/SR 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	26,219	2.07%	37,595	1.06	F
US 441/ SR 500	US 27/US441 SPLIT	LEE STREET	29,057	2.07%	41,664	1.25	F
US 441/ SR 500	LEE STREET	N CANNAL STREET	29,634	2.07%	42,491	1.28	F
US 441/ SR 500	N CANNAL STREET	E DIXIE AVENUE	29,726	2.07%	42,623	1.28	F
US 441/ SR 500	E DIXIE AVENUE	E MAIN STREET	43,634	2.07%	62,566	1.13	F
US 441/ SR 500	E MAIN STREET	CR 44	43,553	2.07%	62,449	1.13	F
US 441/ SR 500	CR 44	RADIO ROAD	43,553	2.07%	62,449	1.13	F
US 441/ SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	25,688	2.07%	36,833	1.00	F
US 441/ SR 500	WOLF BRANCH ROAD	SR 46	26,330	2.07%	37,754	1.03	F

The previous table includes corridor LOS deficiencies of which many are addressed in the adopted 2025 Long Range Transportation Plan. Most will again be addressed as Lake County and the Lake-Sumter MPO work toward a 2010 adoption of the updated plan, *Transportation 2035*. The following table lists the 30 state road deficiencies to the constrained corridors after roadway widening projects in the 2025 LRTP have been taken into consideration. Of these segments, only 19 are predicted to perform above 110% capacity of the adopted LOS.

ROAD NAME	FROM	TO	2009	GROWTH RATE	2030		
			AADT		AADT	V/C RATIO	LOS
SR 19	CR 42	BAKER ROAD	11,972	2.07%	17,166	1.21	D
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	11,972	2.07%	17,166	1.04	F
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	11,972	2.07%	17,166	1.04	F
SR 19 (N)	ORANGE AVENUE	CR 452	15,744	2.10%	22,683	1.03	F
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	15,744	2.10%	22,683	1.03	F
SR 19	STEVENS AVE	GOLF LINKS AVENUE	26,107	2.07%	37,434	1.02	F
SR 19	CR 452 (MAIN STREET)	CR 561	24,676	2.07%	35,382	1.07	F
SR 44	GRIFFIN LANE	CR 439	9,948	2.70%	15,595	1.01	D
SR 44	CR 439	CR 437	9,948	2.70%	15,595	1.01	D
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 SOUTH	CR 437 NORTH	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 NORTH	CR 435	15,023	2.70%	23,551	1.67	F
SR 46	CR 435	CR 46A	15,023	2.70%	23,551	1.66	E
SR 46	CR 46A	SEMINOLE COUNTY LINE	16,335	2.70%	25,608	1.80	F
SR 50	EAST AVENUE	US 27	32,793	2.07%	47,021	1.28	F
SR 50	US 27	HANCOCK ROAD	39,083	2.07%	56,040	1.01	F
SR 50	HANCOCK ROAD	CR 455	49,420	2.07%	70,862	1.28	F
SR 50	CR 455	ORANGE COUNTY LINE	49,420	2.07%	70,862	1.28	F
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	37,300	3.99%	68,584	1.19	D
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	37,900	3.99%	69,687	1.21	E
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	32,700	3.99%	60,126	1.04	D
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	43,200	3.99%	79,432	1.38	F
US 192	US 27	ORANGE COUNTY LINE	50,009	2.07%	71,707	1.48	F
US 27/US441	CR 44A/ GRIFFIN ROAD	US 27/US441 SPLIT	45,264	2.07%	64,903	1.29	F
US 27/SR 25	US 27/US441 SPLIT	MAIN STREET	26,197	2.07%	37,563	1.13	F
US 27/SR 25	MAIN STREET	SR 44	23,536	2.07%	33,748	1.02	E
US 27/SR 25	CR 33	CR 48	32,696	2.07%	46,882	1.28	F
US 441/ SR 500	E DIXIE AVENUE	E MAIN STREET	43,634	2.07%	62,566	1.13	F
US 441/ SR 500	E MAIN STREET	CR 44	43,553	2.07%	62,449	1.13	F
US 441/ SR 500	CR 44	RADIO ROAD	43,553	2.07%	62,449	1.13	F

Long-Term Strategies (State Roads)

Lake County will take on one of several options in addressing LOS deficiencies on state roads. A traditional approach that will apply to several deficiencies will be the parallel alternative corridor to relieve congestion on the arterial. This will be the case for SR 50, US 441, US 27 and US 441/27. In addition, Lake County has, through the Lake-Sumter MPO, designated two corridors as mass transit corridors appropriate for significant transit investments. The two corridors are US 441 and SR 50. Through development of the update transportation plan, two additional corridors are being considered for transit investments; US 27 and SR 19. This is in light of constraints to the corridors that would preclude the ability to add capacity through projects that widen the corridors to six or eight lanes. Lake County, in conjunction with the Lake-Sumter MPO, has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes. This has been done in order to sustainably plan for the county by protecting the social, environmental and economic integrity of communities along these corridors. Most state roads are constrained to six lanes, with some limited to four lanes of through travel.

SR 50

The deficient portions of SR 50 are in the Clermont area in southern Lake County. The corridor is constrained by policy to a maximum of six through lanes. SR 50 will benefit from parallel relievers to the north and south in the Clermont area as county roadway projects are planned or are underway. Through cooperation with the City of Clermont, Legends Way is a parallel reliever to access properties

along the arterial corridor. Meanwhile, Hooks Street is partially constructed and serves as a major relief to SR 50 as it is a four-lane boulevard providing free-flowing access to numerous large commercial sites and to a major high school. In addition, another connection south of Clermont east into Orange County is being explored as part of development of the updated transportation plan. Furthermore, SR 50 is designated as a corridor for mass transit investment. Currently, the corridor is served by a highly successful transit express route operated via an interlocal agreement with LYNX. The adopted *2020 Transit Development Plan* details additional planned transit services along the corridor including a spine service to feed the LYNX express service and a local circulator serving the cities of Clermont and Minneola. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

US 441

US 441 in northern Lake County is built from Mount Dora to Leesburg as a six-lane facility. The corridor is constrained by policy to a maximum of six through lanes. Because much of US 441 in northern Lake County runs along a land bridge between various water bodies part of the Harris Chain of Lakes, not much opportunity exists for parallel relievers. CR 44 and CR 48 could serve as parallel alternatives, but the county roadways are spatially separated from US 441 by large expanses of water. Therefore, mass transit continues to be the focus for additional capacity along the corridor. The LakeXpress fixed-route bus service has been operating along the corridor for three years, and enhancements to service are planned including expansion of hours and increases in frequency. Two additional capacity projects are planned in Leesburg and in Mount Dora. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

US 441/27

US 441 and US 27 meet northbound in Leesburg and, from that point, constitute a four-lane corridor to Sumter County. From Leesburg to Lady Lake, US 441/27 is planned for capacity improvements from four lanes to six lanes. The corridor is policy constrained to a maximum of six through lanes. An opportunity exists for a parallel alternative to the west. The concept was included as a project in the adopted transportation plan. It would consist of a four-lane county-maintained boulevard from SR 44 in Leesburg to US 441/27 in Lady Lake. The LakeXpress fixed-route bus service has been operating along the corridor for three years, and enhancements to service are planned including expansion of hours and increases in frequency. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

SR 46

SR 46 is a two-lane arterial in eastern Lake County that connects across the Wekiva River to Seminole County. The adopted transportation plan includes, as an illustrative project, the Wekiva Parkway as a six-lane expressway project that would complete the beltway around Orlando. Due to the Orlando-Orange County Expressway Authority adopting in 2009 the project into their cost-feasible plan, the Wekiva Parkway will be included in the cost-feasible 2035 long-range transportation plan. The Wekiva Parkway project is accepted as the preferred alternative to a four-lane widening of SR 46. Through the

Mount Plymouth/Sorrento community in unincorporated eastern Lake County, SR 46 would become a county jurisdictional roadway once the Wekiva Parkway is built and the county corridor would be constrained to a maximum of two through lanes. The Wekiva Parkway will provide more than adequate capacity in comparison to the two-lane SR 46.

SR 19

Constrained to a maximum of four through lanes, much of urban SR 19 is already a four-lane roadway. The projected deficiencies to SR 19 in the Tavares and Eustis areas will be addressed in varying ways. In Tavares, no option exists for parallel facilities due to the location of Lake Harris. In the adopted plan, a segment across Little Lake Harris is planned for capacity from a two-lane facility to a four-lane facility. In the Eustis area and into far northern Lake County, policy constraints exist that limit the corridor to four lanes in the urban area and two lanes in the rural area. Network improvements that would provide alternative facilities to SR 19 will aid congestion. However, the urban portions of SR 19 include planned transit investments. In these areas, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

US 192

A small segment of US 192 connects US 27 in southernmost Lake County to Orange and Osceola counties in the Disney area. The corridor is already built as a six-lane facility and is not planned for additional capacity. A parallel reliever is being explored to the north as part of development of the 2035 long range transportation plan. Meanwhile, transit bus service has been operating along the corridor since 2007 via an interlocal agreement with LYNX.