LAKE COUNTY PLANNING AND COMMUNITY DESIGN ANALYSIS COMPREHENSIVE PLAN AMENDMENT

PLANNING AND ZONING BOARD	LAKE COUNTY	BOARD OF COUNTY COMMISSIONERS
May 29, 2013		Transmittal: June 18, 2013 Adoption: TBD

LPA#13/3-3T Dougherty	Case Manager:	Agenda Item
Green Swamp Rural Support	Brian T. Sheahan, AICP	# 3
Amendment	Planning & Community	
(DEO #TBD)	Design Manager	
Policy text amendment to allow limited support commercial uses within the Green Swamp Rural Land Use Category within a designated corridor along		
Lakeshore Drive.		

Applicant: Joseph Dougherty represented by Greg Beliveau, LPG Urban & Regional Planners

Type: Comprehensive Plan Text Amendment

Creation or Revision:

Creation

Description: Text Amendment. This request amends the Future Land Use Element of the 2030

Comprehensive Plan to amend Policy I-4.2.3 Green Swamp Rural Future Land Use Category to allow limited commercial uses pursuant to new Policy I-4.2.3.1, to be entitled "Green Swamp Lake Shore Drive Commercial Support Uses, allowing 5,000 to 10,000 SF of limited commercial and office uses providing specific conditions are met, providing a maximum floor area ratio of 0.20, limiting

commercial development within the corridor to a maximum of 40,000 SF, limiting

lighting, requiring higher water quality/quantity standards than currently

required, and reiterating compliance with the Principles for Guiding Development.

- Summary of Recommendation -

Staff recommends **APPROVAL** of the request to amend the 2030 Comprehensive Plan Future Land Use Element to amend Policy I-4.2.3, "Green Swamp Rural Future Land Use Category", to allow Rural Support Uses and to create Policy I-4.2.3.1, to be entitled "Green Swamp Lake Shore Drive Commercial Support Uses".

LOCATION:

The text amendment would expand the permitted uses on parcels on Lake Shore Drive north and west of Lake Susan from Hull Road to the South to , CR 561 south and east of Lake Minnehaha, along Anderson Road between CR33 and Empire Church Rd, and on CR 565 south of SR 50. All of the parcels that could potentially develop with Green Swamp Lake Shore Drive Commercial Support uses pursuant to this ordinance, if approved, are within the Green Swamp Rural Support Future Land Use Category.



Total Land Area	465 +/- acres			
Future Land Use (FLU)	Green Swamp Rural within the Green Swamp Area of Critical State Concern			
	Existing Proposed			
Zoning District	A, CFD & PUD	A, CFD, PUD, & CP		
Density	1 dwelling/5 net acres No Change			
Open Space	60%	50%		
Floor Area Ratio (FAR) Recreational/Commercial	Not Specified	20% for Commerce Uses		
Impervious Surface Ratio (ISR) - Residential	0.20 max	No change		
Building Size	NotSpecified	5,000-10,000 SF max		
Impervious Surface Ratio (ISR) – Ag, Civic & Recreational	0.30 max	0.30 for any Commercial Support Uses		
Joint Planning Area	N/A			

Utility Notification Area:	N/A
Utilities	Well and Septic Tanks (utilities may be available in near future)
Road Classification	Collector
Commissioner District	1 - Sullivan

- Summary -

Analysis: Commerce uses have historically been limited within the Green Swamp Area of Critical State Concern (ACSC). Currently the Green Swamp Ridge Future Land Use Category (FLUC) is the only future land use category in the Green Swamp ACSC that expressly allows commercial uses but it is limited to those areas in close proximity to US Hwy 27. The proposed corridor designates roughly 7,500 feet along Lakeshore Drive from Hammock Ridge Road on the north to Hull Road on the South. This corridor is proposed as the Green Swamp Lake Shore Drive Commercial Support Use Overlay.

The Applicant is seeking this amendment to benefit his property; however, other similarly situated properties exist that would also benefit from this amendment. As shown below, the corridor currently has three parcels developed commercially; the corner of Lakeshore Drive and Kingfisher (gas station/convenience store) and the defunct Lake Susan Lodge (two parcels) across from the Osprey Pointe Subdivision. These are currently nonconforming as the comprehensive plan does not allow these uses within the Green Swamp Rural Future Land Use Category (GS Rural FLUC). Nonconforming uses cannot be expanded or redeveloped. The Lake Susan Lodge for example has been abandoned and cannot be redeveloped/reopened as a motel and restaurant due to its nonconforming status and may only be redeveloped for uses allowed in the GS Rural FLUC, most likely a Civic Use, Church, or single family homes. The existing gas station/convenience store was approved as part of the Gem of the Hills planned development approved prior to the 1991 Comprehensive Plan.

There are three other parcels that would currently meet the basic criteria under this proposed Comprehensive Plan amendment as demonstrated on the map below; a track north of the Lake Susan Outlook Subdivision used for timber (green), a vacant lakefront parcel (tan), and the Dougherty Parcel at Hull Road. These parcels meet the basic criteria to be eligible to apply for limited commercial zoning.



The areas surrounding the proposed corridor area is urbanizing as can be seen in the aerial above. There are over 1,300 residential lots within ½ mile of the proposed corridor with an approximate population exceeding 3,000 residents. The density (homes per acre) within one-half mile of the proposed corridor exceeds 2.0 dwellings/gross acre. Given the precedence of lakes and wetlands in the area, the net density is much higher. Density over 1.0 dwelling/acre is considered urban density. The residential population requires commercial, office and public services such as fire in close proximity. The area is serviced by one gas station/convenience store. A fire station is also located within the corridor. Additional retail and office uses would benefit the area by providing additional goods and services in close proximity to the population. Other than the existing convenience store the next closest retail store is roughly 2.5 miles away.

As proposed, the amendment would potentially allow limited support uses (convenience retail,

restaurant, office, personal service, and similar uses) within the Lake Susan Corridor. This area would be shown on the Future Land Use Map to limit the area these uses could be potentially allowed. The fact that these uses are potential uses is restated because any new support use would require a rezoning to planned commercial as well as site plan approval to be built. The proximity to residential neighborhoods would be closely considered to ensure compatibility with surrounding uses.

If a property meets this criteria, it could be rezoned to a Planned Commercial Development district that could allow limited support uses as follows:

- Professional office;
- Personal services;
- Convenience retail;
- Restaurants;
- Agricultural-related retail sales of goods and services; and
- Similar uses, as defined in the Land Development Regulations, to the above uses.

The proposed corridor would require a minimum of 50% open space, allow up to a Floor Area Ratio (FAR) of 0.20 and an Impervious Surface Ratio (ISR) of 0.30, similar to what is currently allowed for civic uses in the Green Swamp Rural FLUC.

Building square footage would be limited to 5,000 SF, or up to 10,000 SF or the maximum FAR and ISR, whichever is less, if the development meets or exceeds innovative building rating and certification systems (such as the LEED certification system) and retains the first three (3) inches of stormwater on the site. These later two criteria are provided in recognition of the higher environmental sensitivity of the Green Swamp. The size limitation is similar to a recently amended policy (Policy I-1.4.7.2) relating to rural support uses in areas significantly more rural than the Lake Susan corridor such as the Paisley, Pine Lakes, and Ferndale communities.

The Applicant notes that there is a deficiency in commercial or other support services close to the existing homes in this area. The residents in these areas must travel over two (2) miles (or further) to US27 and Clermont for essentially all retail needs and services, thus creating higher traffic than necessary.

The provision of some limited employment and commercial services in these areas would assist in reducing transportation capacity demand on the local road network and reducing vehicle miles travelled. The same rationale was used by the Board when approving the Rural Support Corridors for areas outside of the Green Swamp ACSC adopted in the Comprehensive Plan. It was also a factor in the recent Comprehensive Plan amendment that increased the permitted building size in Rural Support Corridors from 5,000 SF to 10,000 SF.

A detailed analysis of the request's consistency with the 2030 Comprehensive Plan is provided below.

- Standards for Review -

A. Whether the proposed amendment is consistent with all elements of the Comprehensive Plan.

The proposed amendment would be consistent with the Comprehensive Plan and more specifically with the goals, objectives and policies related to the Green Swamp Area of Critical State Concern.

The proposed text amendment would allow limited commerce uses that would serve the residents within close proximity to these uses, thus reducing the impacts on roads, adhere to sound planning principles, and provide opportunities for delivery of necessary goods & services to the community. The amendment is consistent with several policies including:

Policy I-1.1.3 Direct Orderly, Compact Growth

Land use patterns delineated on the Future Land Use Map shall direct orderly, compact growth. The County shall discourage urban sprawl, as defined in Rule 9J-5.006 F.A.C., and direct growth and development to urban areas where public facilities and services are presently in place or planned.

The proposed amendment is consistent because it provides goods and services in close proximity to existing residential areas in a compact growth pattern.

Policy I-4.1.2 Uses of Land Determined to be of Environmental Value. This policy recognizes the importance of the Green Swamp Area of Critical State Concern, which has been determined to be an area of statewide environmental value. The land use strategy within the GSACSC emphasizes passive parks, agriculture, and very low density rural residential development protective of the natural environment. As proposed, the amendment does not detract from the emphasis on very low density residential development permitted in the GSACSC, but rather supports it, by allowing only limited, small scale commercial, office and related uses to serve those rural residential communities along collector and arterial roadways and adjacent urban uses.

The proposed policy provides for small scale commercial, office and related uses consistent with this policy.

Policy I-4.1.4 Principles for Guiding Development within the Green Swamp Area of Critical State Concern. The amendment is consistent with the Principles for Guiding Development, by facilitating orderly and well planned growth that is located adjacent to higher density areas and at the periphery of the Green Swamp. Any development resulting from this policy will have to adhere to all development criteria required within the Green Swamp ACSC.

The proposed policy is consistent with the Principles for Guiding Development, by facilitating orderly and well planned growth that is located adjacent to higher density areas and at the periphery of the Green Swamp.

B. Whether the proposed amendment is in conflict with any applicable provisions of these regulations.

The proposed policy will be implemented through a planned development zoning district, most likely as the Planned Commercial District (CP). This will ensure application of the policy specific criteria as well as all other development criteria, including those requirements specific to the Green Swamp ACSC.

C. Whether, and the extent to which, the proposed amendment is inconsistent with existing and proposed land uses.

The proposed policy would currently apply to a limited area along Lakeshore Drive adjacent to existing residential development. Not all of the parcels will be suitable for commercial development as noted above. Additional limitations exist on the two northernmost parcels due environmental conditions (wetlands/water). The use of the Planned Development zoning district and the

requirement for a master plan for development of contiguous parcels will ensure consistency with the Comprehensive Plan and Land Development Regulations. Further, all development in the Green Swamp is coordinated with the Florida Department of Economic Opportunity, Division of Community Planning and Development, Area of Critical State Concern Program staff during the development review process.

D. Whether there have been changed conditions that justify an amendment.

The Applicant has indicated that they wish to develop commercial services such as a convenience store and farmers market on property located on Lake Shore Drive in the Lake Susan Area. The Applicant's current conceptual development plan would be consistent with the proposed policy. Conditions would be included in any proposed planned commercial zoning ordinance to ensure compatibility with surrounding uses.

E. Whether, and the extent to which, the proposed amendment would result in demands on public facilities, and whether, or to the extent to which, the proposed amendment would exceed the capacity of such public facilities, infrastructure and services, including, but not limited to police, roads, sewage facilities, water supply, drainage, solid waste, parks and recreation, schools, and fire and emergency medical facilities.

The amendment has the potential to reduce demands on transportation facilities by reducing the vehicle miles travelled by Green Swamp Residents in the identified and affected areas to obtain basic goods and services. As indicated in the attached Traffic Study prepared by the Applicant, impacts will be minimal. Any property wishing to be considered for development under the proposed policy will be required to undertake the additional analysis to demonstrate that the proposed development does not adversely impact the County's adopted levels of service, provides safe and efficient access and would not adversely affect the traffic pattern of the surrounding community.

F. Whether, and the extent to which, the proposed amendment would result in significant impacts on the natural environment.

Impacts on the natural environment will not be greater than those caused by the currently allowed uses. Any impacts to the natural environment will be avoided or mitigated through application of the development requirements within the Green Swamp Area of Critical State Concern and implementing regulations as specified in Policy I-4.1.5:

Policy I-4.1.5 Development Requirements within the Green Swamp Area of Critical State Concern

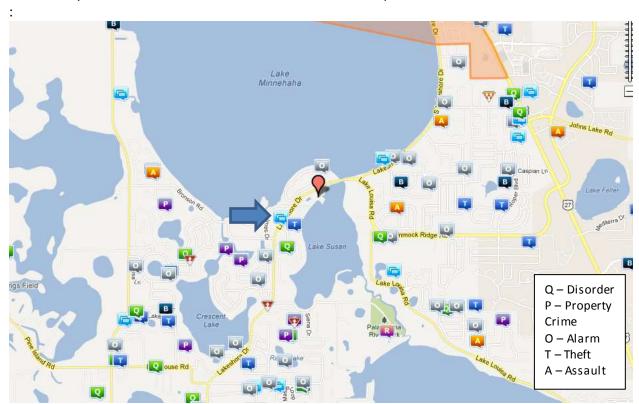
The following requirements shall apply for all development within the Green Swamp Area of Critical State Concern:

- All development shall use water conservation devices and practices.
- All development must provide assurances that all of the services needed to support
 that development are in place concurrent with the impacts of the development,
 including but not limited to roads, fire, police, and schools.
- All development shall be clustered away from environmentally sensitive lands.

- A wetland assessment is required for all development, based on site verification.
 The purpose of said wetland assessment is to maintain the integrity of wetland systems.
- All development shall retain all stormwater on site or located in the same area of recharge. Stormwater management systems shall be designed using Low Impact Development principles and practices.
- Development in Most Effective Recharge Areas (Type "A" Hydrologic Soil Group) must retain the first three inches (3") of runoff. Alternatively, the applicant may demonstrate that the post-development recharge will be equal to or greater than the pre-development recharge. Stormwater that is retained such that the storage volume is recovered within 14 days following a storm event. The method of demonstrating this requirement will be described in the Land Development Regulations.
- A study of Listed Species is required for all proposed development, based on site verification. If it is determined that Listed Species are located on the site, a habitat management plan must be prepared and implemented using guidelines and criteria of the Florida Fish and Wildlife Conservation Commission (FFWCC) and U.S. Fish and Wildlife Service (USFWS). This plan must be reviewed by the appropriate agency (FFWCC or USFWS) prior to the issuance of a development order by the County.
- Septic tanks shall be regulated in accordance with the specific policies for the GSACSC set forth within this Comprehensive Plan and state law.
- Dark skies shall be preserved through dark sky lighting ordinances.
- All development shall maintain, enhance, and protect corridors for wildlife movement in coordination with adjacent properties.
- All development shall minimize site disturbance and alteration of terrain, through
 use of design techniques that protect native vegetation and minimize earth
 movement such as reduced lane widths, stem-wall construction, and swales.
- All development shall protect common open space, wetlands, and other natural features in perpetuity by conservation easement or similar recorded and legally binding instrument, as allowed by law.
- All development along roadway corridors shall improve and protect the rural character of the corridor.
- All development shall require the use of Best Management Practices for native landscaping and "right plant-right place" landscaping techniques to provide compatibility with the natural environment and minimize the use of chemicals, pesticides, and water for irrigation. No invasive exotic plant species shall be used in landscaping.
- Implement water conservation techniques including the limitation of overhead irrigation, with the exception of low-volume irrigation such as drip or micro-irrigation systems, and areas used for vegetable gardens; and
- All development shall enhance the rural character of the project and surrounding area.
- Land Development Regulations to limit the impacts of resource extraction (mining)
 activities shall be adopted by the County within 12 months of the effective date of
 the Comprehensive Plan.

G. Whether, and the extent to which, the proposed amendment would affect the property values in the area.

No evidence has been provided that would indicate an adverse impact on property values. A reasonable assumption is that the provision of goods & services in close proximity to existing residential development would have a limited positive impact. Concerns have been raised related to an increase in crime due to the presence of commercial uses. To investigate these concerns a review of the reported crimes was performed during the period of November 15, 2012 to May 10, 2013 from data reported by the Lake County Sheriff's Office. The results are indicate on the Map below



As shown, the blue arrow indicates the existing convenience store. The store has had two thefts in the seven month period available for review. Approximately 10 occurred within the same period in the surrounding residential areas. This data does not support the concern that the incidence is higher for commercials uses.

H. Whether, and the extent to which, the proposed amendment would result in an orderly and logical development pattern, specifically identifying any negative effects on such pattern.

The proposed text amendment would allow limited commerce uses that would serve the residents within close proximity to these uses, thus reducing the impacts on roads, adhering to sound planning principles and providing opportunities for necessary goods & services to the community. The past development pattern has resulted in an abundance of residential development without any accompanying service-oriented development. The Applicant indicates that additional support uses are necessary to fully meet the needs of the area's residents as the development pattern does not provide for goods and services in close proximity to residential areas.

I. Whether the proposed amendment would be consistent with or advance the public interest, and in harmony with the purpose and interest of these regulations.

The Applicant has indicated that the provision of some limited commercial services and employment opportunities in the identified areas would assist in reducing transportation demands on the local road network with an associated reduction of vehicle miles travelled from the existing residential areas. Therefore, the proposed amendment is in harmony with these goals, objectives and policies.

- Conclusion -

The proposed policy would provide opportunities for needed residential support services in an orderly and logical manner that is also consistent with the Principles for Guiding Development in the Green Swamp Area of Critical State Concern (ACSC). The proposed amendment is consistent with the provision of Rural Support Uses elsewhere for the County in areas less dense than the subject area. Based on review of the proposed amendment and informal and preliminary discussions with the State's ACSC Staff, this amendment would be consistent with the Lake County Comprehensive Plan and is recommended for approval.

Proposed Ordinance

1	TRANSMITTAL ONLY
2 3	ORDINANCE 2013 –
4	LPA#13/3-3T
5	Dougherty - Green Swamp Rural Support Uses Text Amendment
6	
7	AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF LAKE COUNTY,
8 9	FLORIDA, AMENDING THE LAKE COUNTY 2030 COMPREHENSIVE PLAN; AMENDING FUTURE LAND USE ELEMENT POLICY I-4.2.3, ENTITLED "GREEN SWAMP RURAL
10	FUTURE LAND USE CATEGORY", TO ALLOW COMMERCIAL SUPPORT USES ON A
11	SECTION OF LAKE SHORE DRIVE; CREATING POLICY I-4.2.3.1, ENTITLED "GREEN
12	SWAMP LAKE SHORE DRIVE COMMERCIAL SUPPORT USES", TO ALLOW LIMITED
13	COMMERCIAL AND OFFICE USES IN THE PROXIMITY TO RESIDENTIAL
14 15	DEVELOPMENTS, AND TO PROVIDE DEVELOPMENT REQUIREMENTS AND CRITERIA FOR GREEN SWAMP LAKE SHORE DRIVE COMMERCIAL SUPPORT USES; PROVIDING
16	FOR PUBLICATION AS REQUIRED BY SECTION 163.3184(11), FLORIDA STATUTES;
17	PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.
18	
19 20	WHEREAS, Chapter 163, Florida Statutes, Part II, governs growth policy, county and municipal planning, and land development regulation in the State of Florida; and
21 22 23	WHEREAS, Chapter 125, Florida Statutes, Section 125.01(1)(g), authorized the Board of County Commissioners of Lake County to "Prepare and enforce comprehensive plans for the development of the county"; and
242526	WHEREAS, pursuant to Chapters 163 and 125, Florida Statutes, on the 25 th day of May, 2010, the Board of County Commissioners enacted Ordinance No. 2010-25, adopting the Lake County 2030 Comprehensive Plan; and
27 28 29 30	WHEREAS, on the 23 rd day of July, 2010, the State of Florida Department of Community Affairs, now known as the Community Planning and Development Division of the Florida Department of Economic Opportunity, published a Notice of Intent finding the Lake County 2030 Comprehensive Plan Amendment "In Compliance" with Chapter 163, Florida Statutes; and
31 32	WHEREAS, on the 22 nd day of September, 2011, the Lake County 2030 Comprehensive Plan became effective; and
33 34	WHEREAS, Section 163.3184, Florida Statutes, sets forth the process for adoption of Comprehensive Plan Amendments; and
35 36	WHEREAS, on the 29 th day of May 2013, this Ordinance was heard at a public hearing before the Lake County Planning & Zoning Board in its capacity as the Local Planning Agency; and
37 38	WHEREAS, on the 18th day of June 2013, this Ordinance was heard at a public hearing before the Lake County Board of County Commissioners for transmittal; and
39 40	WHEREAS, on the day of 2013, the State of Florida Department of Economic Opportunity, Community Planning and Development Division completed its review of this Ordinance

Civic uses;

amending the Lake County Comprehensive Plan, and identified no adverse impact to state resources 1 2 or facilities; and 3 WHEREAS, on the day of 2013, this Ordinance was heard at a public hearing 4 before the Lake County Board of County Commissioners for adoption; and 5 WHEREAS, it serves the health, safety and general welfare of the residents of Lake County to 6 adopt this Ordinance amending the Lake County Comprehensive Plan; 7 NOW THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Lake County, 8 Florida, that: 9 10 Section 1. Comprehensive Plan Text Amendment. The following Policy shall be amended as 11 shown: 12 13 Policy I-4.2.3 Green Swamp Rural Future Land Use Category 14 Within the Green Swamp Rural Future Land Use Category, a maximum density not to 15 exceed one (1) dwelling unit per five (5) net buildable acres may be allowed. In addition, density may be transferred to the upland portions of a site at a ratio of one (1) dwelling 16 17 unit per twenty (20) acres of wetlands. 18 19 Any residential development of more than six (6) lots shall be developed as a planned 20 unit development. Residential development shall be serviced by individual private wells 21 and on-site wastewater treatment and disposal systems. 22 23 The maximum Impervious Surface Ratio within this category shall be 0.20, except for 24 agricultural, civic and recreational uses which shall be 0.30. 25 26 Within the Green Swamp Rural Future Land Use Category, the County shall not approve 27 more than 120 lots per year for platting and shall not issue more than 100 building 28 permits per year. 29 30 TYPICAL USES INCLUDE: 31 Agriculture and forestry; 32 • Residential; 33 Passive parks; 34 Religious organizations; and 35 Equestrian related uses-; and 36 Commercial Support Uses as specified in Policy I-4.2.3.1 Green Swamp Lake Shore 37 **Drive Commercial Support Uses.** 38 39 TYPICAL USES REQUIRING A CONDITIONAL USE PERMIT: 40 Golf courses consistent with the Green Swamp Principles for Guiding Development; 41

1	Animal specialty services;
2	 Outdoor Small scale -recreational camps;
3	 Sand Mining, subject to Green Swamp policies herein; and
4	 Unpaved airstrips and aviation facilities as defined in policy: Aviation Facilities within
5	the Green Swamp Area of Critical State Concern.
6	* * *
7	
8	Section 2. Comprehensive Plan Text creation. Policy I-4.2.3.1 is hereby created as shown:
9	Delian I 4 2 2 4 Cusan Suranan Lake Chana Duine Commencial Suranant Hass
10	Policy I-4.2.3.1 – Green Swamp Lake Shore Drive Commercial Support Uses
11 12	A corridor for Green Swamp Rural Support Uses shall be limited to a section of Lake Shore
13	Drive between Lake Louisa Road on the north and Hull Road on the south as depicted on the
14	Future Land Use Map. Parcels with frontage on this corridor may develop rural support uses
15	through planned district zoning. In order to maintain the functional, environmental and
16	aesthetic integrity of this area, the Green Swamp Rural Support Corridor shall be limited as
17	specified below in addition to those uses allowed in the underlying future land use.
18	specified below in addition to those uses anowed in the underlying ratare land use.
19	Uses
20	 Professional office;
21	Personal services;
22	 Convenience retail;
23	Restaurants;
24	 Agricultural-related retail sales of goods and services; or
25	 Similar uses, as defined in the Land Development Regulations, to the above uses.
26	
27	Green Swamp Lake Shore Drive Commercial Support Uses shall adhere to the following
28	development criteria:
29	Open Space: 50%
30	
31	• Impervious Surface Ratio (ISR): 30%
32	
33	 Maximum aggregate floor area ratio (FAR): 0.20, calculated on the net area of the lot
34	for all uses on the site, including non-retail uses.
35	
36	 Building size: 5,000 square feet per parcel. However, the building square footage
37	may be increased to the maximum FAR and ISR or 10,000 square feet, whichever is
38	less, if all development meets or exceeds innovative building rating and certification
39	systems, and that all development retains the first three inches (3") of storm water
40	runoff on the property. Commercial development shall not exceed 10,000 sf of floor
41	area on any parcel.
42	

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2	 Commercial development within the entire corridor shall not exceed a total of 40,000
3	square feet, including any existing development.
4	
5	 A master site plan may be submitted for development of two or more parcels to
6	allow the FAR, ISR or square footage allowances to be shared over multiple parcels
7	In no circumstance shall the FAR, ISR or square footage allowances exceed the
8	maximum allowed overall; this shall be ensured through deed restrictions, or a
9	similar legally binding instrument.
10	
11	 All lighting shall adhere to Dark Sky lighting requirements.
12	
13	 Substantial redevelopment within this corridor shall be retrofitted to conserve and
14	protect environmental resources consistent with the Principles for Guiding
15	Development for the GSACSC as it relates to stormwater runoff consistent with the
16	policies herein and as implemented through the Land Development Regulations.
17	
18	 All development shall meet the requirements of Principles for Guiding Development
19	within the Green Swamp Area of Critical State Concern (Policy I-4.1.4) and
20	Development Requirements within the Green Swamp Area of Critical State Concern
21	(Policy I-4.1.5).
22	
23	<u>Section 3. Advertisement.</u> This Ordinance was advertised pursuant to Chapter 163, Florida Statutes
24	Section 163.3184(11).
25	
26	Section 4. Severability. If any section, sentence, clause, or phrase of this Ordinance is held to be
27	invalid or unconstitutional by any court of competent jurisdiction, then said holding shall in no way
28	affect the validity of the remaining portions of this Ordinance.
29	
30	<u>Section 5. Effective Date</u> . This Ordinance shall become effective as provided for by law.
31	
32	ENACTED thisday of, 2013.
33	
34	FILED with the Secretary of State, 2013.
35	
36	
37	
38	BOARD OF COUNTY COMMISSIONERS
39	LAKE COUNTY, FLORIDA
40	
41	
42	

Leslie Campione, Chairman

43

LPA#13/3-3T Dougherty - Green Swamp Rural Support Uses Text Amendment

1	This _	day of	, 2013.
2			
3	ATTEST:		
4			
5			
6			
7	Neil Kelly, Clerk of the		
8	Board of County Commissioners,		
9	Lake County, Florida		
10			
11	Approved as to form and legality:		
12			
13			
14			
15	Sanford A. Minkoff		
16	County Attorney		
17			
18			
19			

Exhibit A

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LPA#13/3-3T Dougherty

Green Swamp Rural Support Uses

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APPLICANT JUSTIFICATION AND RESPONSES

DOUGHERTY PROPERTY PROPOSED COMPREHENSIVE PLAN TEXT AMENDMENT GREEN SWAMP RURAL

Demonstration of Need - Dougherty Parcel

The site is located in a populated area to the south-west of Clermont. Lying to the west of US 27, the area has seen significant residential development over the past 15-20 years. Located in Census tract 313.10, the 2010 census population was 14,586, with nearly 5,000 households. The majority of this population lives in single use residential neighborhoods with no supporting facilities or services.

Although located within a Green Swamp future land use category, the map demonstrates that two (2) boundaries of this property abut an Urban land use designation. The use of this property for commercial purposes is therefore consistent with the proposed text amendment which would permit small scale commercial development in this location.

As the attached exhibit indicates, there are a large number of existing residential structures within a ¼ and ½ mile radius of the property. The only facility is an existing gas station/convenience store which is located approximately ½ mile to the north of this property. Also partly evident on this exhibit is the large number of homes located outside the ½ mile buffer, particularly to the south, but which have no services or facilities close to their homes. Indeed, all residents in this area must travel over 2 miles (or further) to US27 and Clermont for all retail facilities and other services. This lack of local employment opportunities is reflected in census data which indicates that approximately 93% of the civilian labor force commutes to work by car with an average travel time of 37 minutes.

The provision of some limited employment and service provision in this predominantly residential area would assist in reducing transportation demands on the local road network with an associated reduction of vehicle miles travelled. Due to the total lack of other facilities in this location, there is no vacant property which could be used to provide similar facilities and therefore no vacancy rates to compare.

DOUGHERTY PROPERTY LPG Urban & Regional Planners

PROPOSED COMPREHENSIVE PLAN TEXT AMENDMENT GREEN SWAMP RURAL GENERAL JUSTIFICATION AND IMPACT ANALYSIS

(Continued)

Demonstration of Need

The Green Swamp Rural land use category applies to a limited area which lies to the south of the urban areas of Clermont, Groveland and Mascotte. In particular, the Clermont area has seen significant residential development over the past 15-20 years. The majority of the urban development which abuts the Green Swamp Rural land use category in the area to the south of Clermont is single use residential neighborhoods with no supporting facilities or services.

An analysis of the Green Swamp Rural land use category indicates that there are very limited locations which could meet the locational criteria in the proposed new policy. These areas are:

- 1. Adjacent to SR 33 and CR 565A abutting the southern boundary of the City of Groveland.
- 2. Adjacent to CR 561 and Lake Shore Drive to the south of Clermont,

In particular, the area to the south of Clermont has a population in excess of 14,586 (2010 Census), the majority of which live in single use residential neighborhoods with no supporting facilities or services. The only facility is an existing gas station/convenience store. Indeed, all residents in this area must travel over 2 miles (or further) to US27 and Clermont for all retail facilities and other services. This lack of local employment opportunities is reflected in census data which indicates that approximately 93% of the civilian labor force commutes to work by car with an average travel time of 37 minutes.

Adoption of the proposed text amendment would provide the opportunity for limited employment and service provision to be considered in this predominantly residential area. This would assist in reducing transportation demands on the local road network with an associated reduction of vehicle miles travelled.

Impact on Levels of Service

The proposed text amendment does not in itself create an impact on adopted levels of service. Any property wishing to be considered for development under the proposed policy will be required to undertake the required analysis to demonstrate that the proposed development does not adversely impact the County's or City's adopted levels of service.

Will Not Fiscally Burden County Services

The proposed text amendment does not in itself create a burden on County services. Any property wishing to be considered for development under the proposed policy will need to demonstrate that the

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PROPOSED COMPREHENSIVE PLAN TEXT AMENDMENT GREEN SWAMP RURAL GENERAL JUSTIFICATION AND IMPACT ANALYSIS

(Continued)

appropriate services are available to serve the development. Furthermore, the use of property for employment purposes will, not only add to the property tax base, but provide employment opportunities and the potential for increased sales tax revenue.

Would Not Cause Unnecessary and Unmitigated Negative Impacts on Natural Resources

The proposed text amendment does not in itself negatively impact natural resources. Any proposals for development under this policy will also be required to meet the requirements for "Principles for Guiding Development within the Green Swamp Area of Critical State Concern".

Historic and Cultural Resources Will Not Be Affected

The proposed text amendment does not in itself impact historic or cultural resources. Any proposals for development under this policy will be assessed individually to ensure that such resources are not adversely affected.

GREEN SWAMP RURAL SUPPORT USES

Project № 13-028 April 2013

TRANSPORTATION FACILITIES ANALYSIS LAKE COUNTY, FLORIDA



Prepared for:

LPG Urban & Regional Planners, Inc. 1162 Camp Avenue Mount Dora, Florida 32757

EXECUTIVE SUMMARY

The Transportation Facilities Analysis conducted in support of Comprehensive Plan Amendment application to include an allowable support retail/commercial component in the Green Swamp Rural FLU category resulting in the following findings and conclusions:

- The requested amendment is estimated to result in 2,021 daily trips and 144 P.M. peak hour trips of additional traffic on the surrounding transportation network.
- An analysis of existing conditions indicates that all study segments currently operate at satisfactory LOS.
- No planned or programmed improvements were identified within the study area in the Lake County TIP and LRTP. Therefore, projected conditions were analyzed for the existing transportation network in the study area.
- The analysis of year 2018 capacity conditions reveals that all roadway segments are
 projected to operate within their adopted LOS standard in the interim period and that no
 additional infrastructure improvements are necessary to support the proposed FLU
 amendment in the short term.
- The analysis of year 2030 capacity conditions reveals that all roadway segments are projected to operate within their adopted LOS standard in the interim period and that no additional infrastructure improvements are necessary to support the proposed FLU amendment in the short term.
- The proposed CP amendment will help reduce VMT for Home-Base Shopping trips generated within the Green Swamp designated areas by providing opportunities to satisfy the trip demand locally. This amendment will help reduce potential impacts on the regional transportation network.



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1.0 INTRODUCTION

This analysis was undertaken to support the proposed amendment of the Lake County Comprehensive Plan (CP) to include a support retail/commercial component in the Green Swamp Rural Future Land Use (FLU) category. The designation will apply to a total of five properties within the analysis area which are depicted generally in **Figure 1** and are presented in **Table 1**.

Table 1
Summary Property Information

Parcel Alt Key		Size*	Existing Use		
1	1663059	33.57 Ac	Vacant		
2	1587611	6.27 Ac	Vacant		
3	1587622	4.08 Ac	Commercial		
4	3793715	2.5 Ac	Convenience		
5	2664517	7.32 Ac	Vacant		

^{*}From Lake County Property Appraiser

Given that parcels 3 and 4 are currently developed with commercial uses consistent with the proposed FLU amendment, it will not be necessary to further analyze the transportation impact from these parcels. Additionally, Parcel 1 is split by a public right-of-way and development may occur on both sides of the road and is thus considered as two developable parcels for the purposes of this analysis.

The maximum allowable development densities in accordance with the proposed FLU Policy would result in a maximum of 10,000 square feet of retail use on each of the four remaining developable parcels in the analysis. Therefore, the analysis was conducted to determine the impact of 40,000 square feet of retail use on the surrounding area and facilities.





Traffic & Mobility
Consultants, LLC
1507 S. Hiawassee Rd
Suite 212
Orlando, FL 32835
P: (407) 575-5439
F: (407) 641-9646
www.trafficmobility.com
info@trafficmobility.com

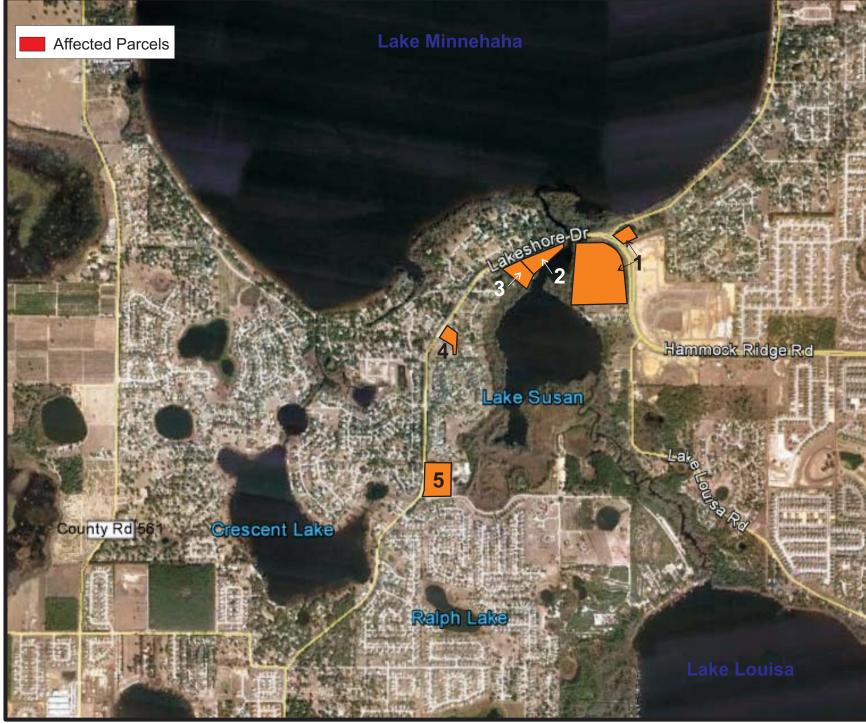
Green Swamp Rural Support Uses

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STUDY AREA LOCATION MAP

Project No.: 13-028





2.0 EXISTING TRAFFIC CONDITIONS

The existing traffic conditions were evaluated on the area's major roadways which were analyzed for P.M. peak hour conditions.

The analysis compares the latest available directional traffic volumes on each of the roadway segments to the service volumes and adopted capacity thresholds. The existing conditions analysis was based on information from the Lake County Transportation Concurrency Management System (TCMS) database and the most recent Lake County Annual Traffic Counts. This information, provided in **Appendix A**, includes roadway segments, roadway characteristics, traffic volumes, and adopted capacities. It should be noted that the segmentation on Lake Shore Drive was updated to reflect the construction of Hammock Ridge Road on a previously existing portion of Lake Louisa Road.

Table 2 summarizes the existing conditions capacity analysis, which reveals that currently all roadway segments operate at adequate Level of Service (LOS).

Table 2
Existing Conditions Analysis

Roadway Segment		LOS	PM	Existing PM Peak		
Roadway Segment	Lns	Std	Cap ¹	EB/NB	WB/SB	LOS
CR 561			_			
SR 50 to Log House Rd	2	D	792	253	297	В
Log House Rd to Boy Scout Rd	2	D	792	161	157	В
Hammock Ridge Rd						
Lakeshore Dr to US 27	4	D	1,764	352	516	В
Lake Louisa Rd	Lake Louisa Rd					
Hammock Ridge Rd to Vista Del Lago Blvd	2	D	572	162	127	В
Lakeshore Drive						
CR 561 to Oswalt Rd	2	D	572	95	86	В
Oswalt Rd to Harder Rd	2	D	572	306	438	С
Harder Rd to Hammock Ridge Rd ²	2	D	572	277	394	С
Hammock Ridge Rd to Anderson Hill Rd	2	D	572	248	349	С
Log House Road	Log House Road					
CR 561 & Lakeshore Dr	2	D	572	155	116	В

^{1.} Based on Lake County Transportation Management System dated January 2013

^{2.} No recent count is available at this location. Count was obtained from average of adjacent segments.



3.0 PLANNED AND PROGRAMMED IMPROVEMENTS

The Lake County Transportation Improvement Plan (TIP) and the Lake County Long Range Transportation Plan (LRTP) were reviewed and no planned or programmed improvements were identified within the study area. Therefore, the analysis of projected conditions reflects the existing roadway configurations and capacities. The TIP and LRTP maps are included in **Appendix B**.



4.0 TRIP GENERATION AND DISTRIBUTION

4.1 Trip Generation

The trip generation of the allowable land use densities under the proposed Green Swamp FLU category was calculated using trip generation information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 9th Edition. Additionally, pass-by commercial trips were estimated using the rates provided in the Lake County Transportation Impact Fee Schedule.

Table 3 summarizes the trip generation calculation and reveals that the proposed amendment could result in a total new traffic volume of 2,021 daily trips and 144 P.M. peak hour trips on the roadway network. ITE information sheets and supporting information are provided in **Appendix C**.

Table 3
Trip Generation Calculation

Description	LU	Quantity	Daily		PM Peak Hour Trips				
	Code	Quantity	Rate	Trips	Rate	In	Out	Total	
Local Retail/Commercial	820	40.0 KSF	93.59	93.59 3,743		156	111	267	
	1,722		72	51	123				
Net New Trips						84	60	144	

^{1.} Pass-by Rates are from the Lake County Transportation Impact Fee Schedule

4.2 Trip Distribution/Assignment

A project trip distribution pattern was developed using the Central Florida Regional Planning Model (CFRPM). Given the specialized nature of the allowable land use, the CFRPM model was only used to develop a general distribution pattern, which was further manually adjusted to reflect local conditions and land use characteristics. The adjustments essentially redistributed some of the longer range trips distributed by the model (which does not differentiate between local and regional commercial land use) to reflect the more local nature of the allowable uses. The model generated distribution pattern is included in **Appendix D**. **Figure 2** illustrates the adjusted distribution/assignment pattern used in the analysis.





Traffic & Mobility
Consultants, LLC
1507 S. Hiawassee Rd
Suite 212
Orlando, FL 32835
P: (407) 575-5439
F: (407) 641-9646
www.trafficmobility.com
info@trafficmobility.com

Project:

Figure: PROJECT

ROJECT TRIP DISTRIBUTION

Green Swamp Rural Support Uses

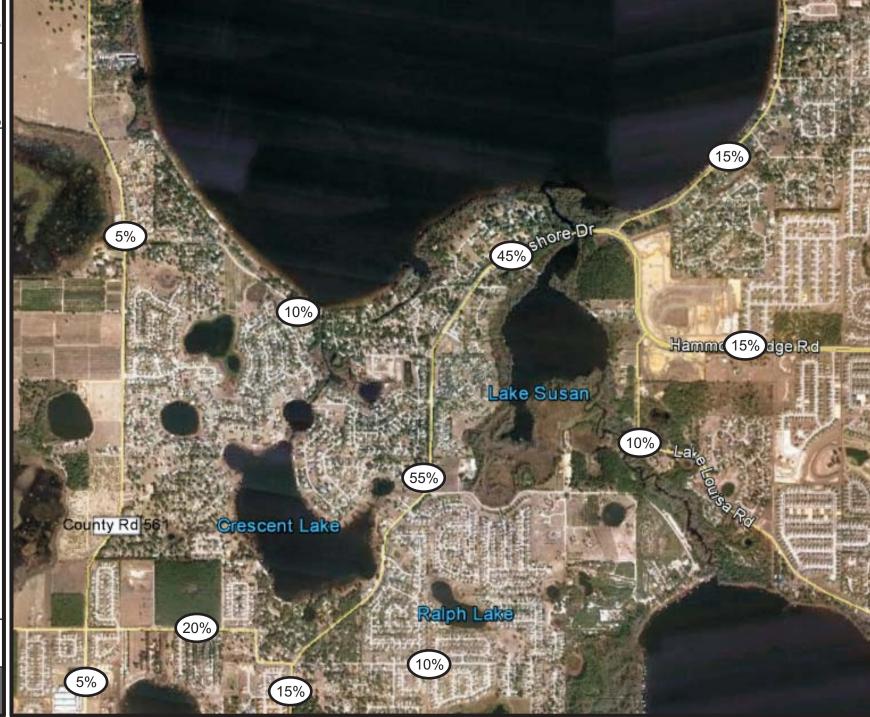
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Project No.: 13-028



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2



5.0 PROJECTED CONDITIONS ANALYSIS

The projected conditions for the year 2018 (Interim) and 2030 (planning horizon) were analyzed to assess the impact of the proposed land use amendment on the study area transportation network.

5.1 Background Traffic Volumes and Transportation Network

Projected traffic volumes for the year 2018 and 2030 were obtained by applying the annual growth rate reported for each roadway segment within the study area. The growth rates were obtained from the Lake County Annual Traffic County Program. **Table 4** lists the growth rates used in the analysis by segment.

Table 4
Annual Growth Rates

Roadway Segment	Annual Growth Rate			
CR 561				
SR 50 to Log House Rd	3.5%			
Log House Rd to Boy Scout Rd	0.5%			
Hammock Ridge Rd				
Lakeshore Dr to US 27	10.0%			
Lake Louisa Rd				
Hammock Ridge Rd to Vista Del Lago Blvd	5.0%			
Lakeshore Drive				
CR 561 to Oswalt Rd	1.0%			
Oswalt Rd to Harder Rd	1.0%			
Harder Rd to Hammock Ridge Rd ²	1.5%			
Hammock Ridge Rd to Anderson Hill Rd	1.5%			
Log House Road				
CR 561 & Lakeshore Dr	3.0%			



5.2 2018 Projected Conditions

The analysis of projected conditions in the year 2018 was conducted for the background traffic (without amendment trips) and for total traffic (with amendment trips). The analysis was conducted using the same service volumes, capacities, and roadway characteristics as in the existing conditions analysis.

The analysis is summarized in **Table 5** and indicates that the roadway segments are projected to operate within their adopted LOS standard with the proposed comprehensive plan amendment.

Table 5
2018 Projected Capacity Analysis

Roadway Segment	PM	2018 Background Traffic			Trip	Project Trips		Total Projected Traffic		
	Сар	EB/NB	WB/SB	LOS	Distr	EB/NB	WB/SB	EB/NB	WB/SB	LOS
CR 561										
SR 50 to Log House Rd	792	306	359	В	5%	3	4	309	363	В
Log House Rd to Boy Scout Rd	792	166	162	В	5%	4	3	170	165	В
Hammock Ridge Rd										
Lakeshore Dr to US 27	1,764	563	826	В	15%	9	13	572	839	В
Lake Louisa Rd	Lake Louisa Rd									
Hammock Ridge Rd to Vista Del Lago Blvd	572	211	165	В	10%	8	6	219	171	В
Lakeshore Drive										
CR 561 to Oswalt Rd	572	101	91	В	15%	13	9	114	100	В
Oswalt Rd to Harder Rd	572	324	464	С	55%	46	33	370	497	С
Harder Rd to Hammock Ridge Rd	572	302	429	С	45%	27	38	329	467	С
Hammock Ridge Rd to Anderson Hill Rd	572	270	380	С	15%	9	13	279	393	С
Log House Road										
CR 561 & Lakeshore Dr	572	183	137	В	20%	17	12	200	149	В

Therefore, this indicates that the existing transportation facilities will adequately support the proposed CP amendment in the short term horizon. No additional infrastructure improvements are necessary or recommended in association with the proposed amendment for the year 2018.



5.3 2030 Projected Conditions

The analysis of projected conditions in the Comprehensive Plan horizon year 2030 was conducted for the background traffic volume (without amendment trips) and for the total traffic volume (with amendment trips). The analysis was conducted using the same service volumes, capacities, and roadway characteristics as in the existing conditions analysis.

The analysis is summarized in **Table 6** and indicates that the roadway segments will continue to operate adequately within their adopted LOS standards in the 2030 horizon year with the proposed comprehensive plan amendment.

Table 6
2030 Projected Capacity Analysis

Roadway Segment	PM	2030 Background Traffic			Trip	Project Trips		Total Projected Traffic			
	Сар	EB/NB	WB/SB	LOS	Distr	EB/NB	WB/SB	EB/NB	WB/SB	LOS	
CR 561											
SR 50 to Log House Rd	792	412	484	С	5%	3	4	415	488	С	
Log House Rd to Boy Scout Rd	792	175	171	В	5%	4	3	179	174	В	
Hammock Ridge Rd											
Lakeshore Dr to US 27	1,764	986	1,445	С	15%	9	13	995	1,458	С	
Lake Louisa Rd	Lake Louisa Rd										
Hammock Ridge Rd to Vista Del Lago Blvd	572	308	241	В	10%	8	6	316	247	В	
Lakeshore Drive	Lakeshore Drive										
CR 561 to Oswalt Rd	572	112	101	В	15%	13	9	125	110	В	
Oswalt Rd to Harder Rd	572	361	517	С	55%	46	33	407	550	D	
Harder Rd to Hammock Ridge Rd	572	352	500	С	45%	27	38	379	538	D	
Hammock Ridge Rd to Anderson Hill Rd	572	315	443	С	15%	9	13	324	456	С	
Log House Road											
CR 561 & Lakeshore Dr	572	239	179	В	20%	17	12	256	191	В	

Therefore, this indicates that the existing transportation facilities will adequately support the proposed CP amendment in the planning horizon. No additional infrastructure improvements are necessary or recommended in association with the proposed amendment for the year 2030.

It should be noted that the nature of the allowable commercial uses as local support uses will have the effect of reducing Vehicle Miles Traveled (VMT) by residents of the local community, who currently are required to travel to the Urban areas and the Commercial Corridors to satisfy basic Home-based Shopping trip demand. The proposed CP amendment will provide opportunities for commercial demand to be satisfied within the rural community and will help relieve impacts on the regional transportation network.



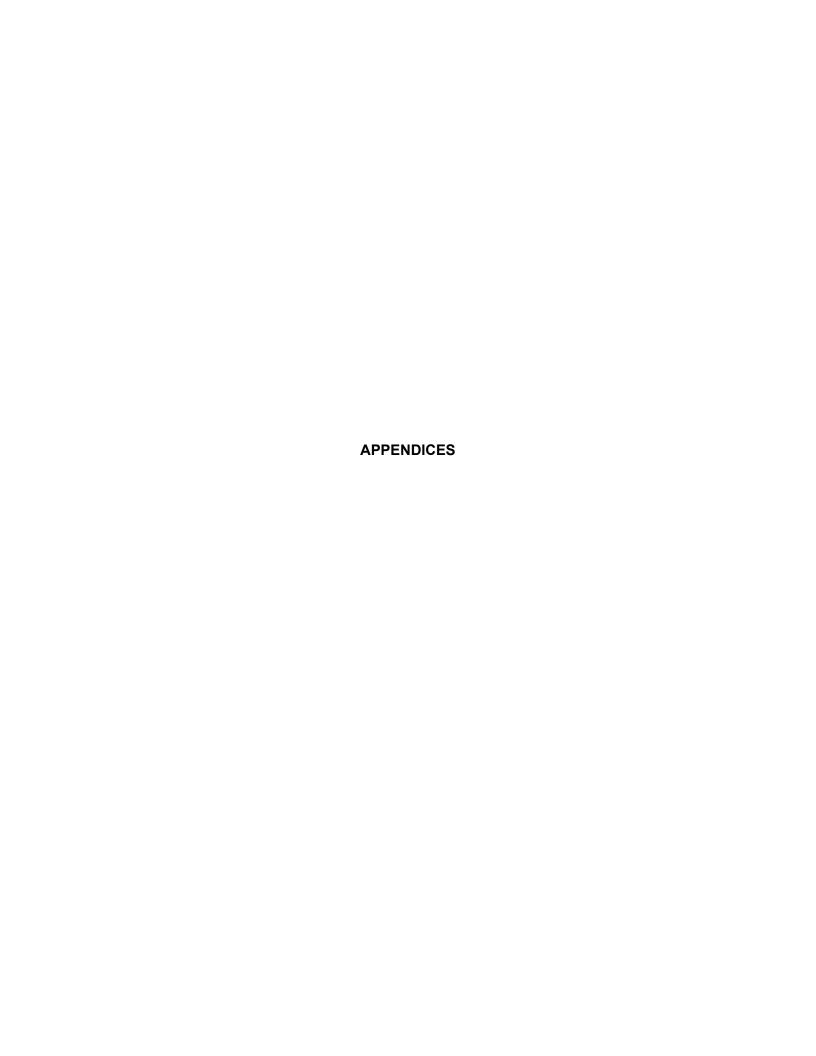


6.0 STUDY FINDINGS & CONCLUSIONS

The transportation facilities analysis conducted in support of the CP amendment application to include an allowable support retail/commercial component in the Green Swamp Rural FLU category provided the following findings and conclusions:

- The requested amendment will result in 2,021 daily trips and 144 P.M. peak hour trips of additional traffic on the surrounding transportation network.
- An analysis of existing conditions indicates that all study segments currently operate at satisfactory LOS.
- No planned or programmed improvements were identified within the study area in the Lake County TIP and LRTP. Therefore, projected conditions were analyzed for the existing transportation network in the study area.
- The analysis of year 2018 capacity conditions reveals that all roadway segments are
 projected to operate within their adopted LOS standard in the interim period and that no
 additional infrastructure improvements are necessary to support the proposed FLU
 amendment in the short term.
- The analysis of year 2030 capacity conditions reveals that all roadway segments are
 projected to operate within their adopted LOS standard in the interim period and that no
 additional infrastructure improvements are necessary to support the proposed FLU
 amendment in the short term.
- The proposed CP amendment will help reduce VMT for Home-Base Shopping trips generated within the Green Swamp designated areas by providing opportunities to satisfy the trip demand locally. This amendment will help reduce potential impacts on the regional transportation network.





Appendix ATCMS & Annual Traffic Count Sheets



COUNTY TRANSPORTATION MANAGEMENT SYSTEM

LAKE COUNTY	TMS SEGMENT	REPORT -	2012 L	evel of Service
-------------	-------------	----------	--------	-----------------

numery Commission												PEA	K HOUR DIR	ECTION C	APACITIE	ES							2012 LEVEL	OF SERVI	CE				
ROAD NAME	FROM	то	NUMBER OF LANES			JURISDICTION	FUNCTIONAL CLASSIFICATION	FDOT LOS STANDARD			LOS CODE	A			D I		ADT H	PEAK	PEAK HOUF / PEAK DIRECTION		RESERVE				Los	WB/SB	RESERVED	TOTAL V/C RATIO	o Los
C.R. 470 C.R. 473	BAY AVENUE CR 44	CR 33 FOUNTAIN LAKE BOULEVARD	2	U	COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR COLLECTOR	D D	792 572	N N	2UM 2UC	0	459 332	738 533	792 79			484 556	253 316	253 316	0	253 354	0.33		В	231 240	0 22	231 0.29 262 0.46	B R
C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	4	U	COUNTY	UNINCORPORATED LAKE COUNTY	COLLECTOR	D	1,274	N	4UC	0	1,014	1,229 1	,274 1,2	274 12	2,939	1,127	695	695 52	39	734	0.5		В	432	23	455 0.36	B
C.R. 474 C.R. 474	SR 33 GREEN SWAMP ROAD	GREEN SWAMP ROAD US 27	2	R	COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	c	520	N N	2R1	0		520	590 74 590 74			173 186	121	66	32	78 98			C	121 120	26	141 0.27 146 0.28	C
C.R. 478 C.R. 48	SR 19 SUMTER COUNTY LINE	JAMARLY ROAD CLEARWATER LAKE RD	2	T T	COUNTY	CITY OF GROVELAND CITY OF LEESBURG	MAJOR COLLECTOR MAJOR COLLECTOR	D D	720 720	N N	2TM 2TM	0		0.16	720 72 720 72			106 189	68 116	38 73	0	38 73	0.00		B B	68 116	0	68 0.09 116 0.16	B B
C.R. 48	CLEARWATER LAKE RD	CR 33	2	T	COUNTY	CITY OF LEESBURG	MAJOR COLLECTOR	D	720	N	2TM	0	423	675	720 72	20 2	,043	171	114	58	0	58	0.0		В	114	0	114 0.16	
C.R. 48 C.R. 48	CR 33 HAYWOOD WORM FARM RD	HAYWOOD WORM FARM RD US 27	2	U	COUNTY COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	D D	792 792 792	N N	2UM 2UM	0	459	738 738	792 79	92 7	,165	531 628	321	264 307	29	293 336	0.42		B B	267 321	35	302 0.38 356 0.45	B B
C.R. 48 C.R. 48	US 27 LIME AVENUE	LIME AVENUE SR 19	2 2	U T	COUNTY	UNINCORPORATED LAKE COUNTY HOWEY-IN-THE-HILLS	MAJOR COLLECTOR MAJOR COLLECTOR	D D	792 720		2UM 2TM	0		738 675				557	361 299	361 258	87 116	448 374			B	300 299	105 144	405 0.51 443 0.62	B C
C.R. 48 C.R. 48	CR 561 RANCH ROAD	RANCH ROAD CR 448A	2	U R	COUNTY	TOWN OF ASTATULA UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	D C	792 520		2UM 2R1	0		738 520	792 79			481 481	258 258	223 223	15 0	238 223			B C	258 258	25 0	283 0.36 258 0.50	B
C.R. 50 (SUNSET AVENUE) C.R. 50	CR 33 US 27	SR 50 TURKEY FARM ROAD	2	Ü	COUNTY	CITY OF MASCOTTE CITY OF MINNEOLA	MAJOR COLLECTOR MAJOR COLLECTOR	D	792	N	2UM 2UM	0		738	792 79	92 1	,403	144 798	75	69 385	0	69 580	0.09		B	75 413	0 172	75 0.09 585 0.74	B
C.R. 50 C.R. 50	TURKEY FARM ROAD CR 455	CR 455 ORANGE COUNTY LINE	2 2	U	COUNTY COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	D D	792 792 792	N N	2UM 2UM	0	459 459	738 738	792 79 792 79 792 79	92 5 92 5	,656 ,134	637 629	451 480	186 149	195 305 94	491 243	0.62		C B	451 480	441 100	892 1.13 580 0.73	F C
C.R. 500A/ OLD 441 C.R. 500A/ OLD 441 C.R. 500A/ OLD 441	SR 19 DORA AVENUE BAY ROAD	DORA AVENUE BAY ROAD CR 44C / EUDORA AVENUE	2 2	U	COUNTY COUNTY COUNTY	CITY OF TAVARES CITY OF TAVARES CITY OF MOUNT DORA	ARTERIAL 1 ARTERIAL 1 ARTERIAL 1	D D D	880 880 880		2U1 2U1 2U1	0	510	820 820 820		80 9	,731	848 874 740	446 470 387	402 470 387	7 88 0	409 558 387	0.63		B C B	446 404 353	8 51 0	454 0.52 455 0.52 353 0.40	B B B
C.R. 500A/ OLD 441 C.R. 500A/ OLD 441	CR 44C / EUDORA DRIVE LAKESHORE DRIVE	LAKESHORE DRIVE 5TH AVENUE	2	Ü	COUNTY	CITY OF MOUNT DORA CITY OF MOUNT DORA	ARTERIAL 1 ARTERIAL 1	D	880	N N	2U1	0	510	820	880 88 880 88		2,118	1,032 759	536 388	496 371	14	510 371	0.58		C	536 388	24	560 0.64 388 0.44	C
C.R. 500A/ OLD 441	SR 46	ORANGE COUTNY LINE	2	U	COUNTY	CITY OF MOUNT DORA	ARTERIAL 1	D	880	N	2U1	0	510	820	880 88	80 4	,210	349	196	196	0	196	0.22		В	153	0	153 0.17	B
C.R. 561 C.R. 561	SR 19 CR 448	CR 448 CR 48	2	U	COUNTY COUNTY	CITY OF TAVARES ASTATULA/TAVARES	MAJOR COLLECTOR MAJOR COLLECTOR	D D	792 792	N N	2UM 2UM	0		738 738		92 6	,694	1,101 591	589 356	589 235	4	610 239			В	512 356	13	519 0.66 369 0.47	В
C.R. 561 C.R. 561	CR 48 SOUTH ASTATULA CITY LIMIT	SOUTH ASTATULA CITY LIMIT CR 455	2 2	T T	COUNTY	TOWN OF ASTATULA UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	D D	720 720	N N	2TM 2TM	0		675 675	720 72 720 72		,351	720 720	409 409	311 311	0 28	311 339			B B	409 409	0 48	409 0.57 457 0.63	B C
C.R. 561 C.R. 561	CR 455 HOWEY CROSS ROAD	HOWEY CROSS ROAD TURNPIKE ROAD / CR 561A	2	T T	COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	D	720 720	N N	2TM	0	423	675	720 72 720 72	20 4	,909	524 554	290 308	234 246	42 68	276 314	0.38		B B	290 308	25 40	315 0.44 348 0.48	B
C.R. 561 / C.R. 561A	TURNPIKE ROAD / CR 561A	US 27	2	T	COUNTY	UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR	D	720	N	2TM	0	423	675	720 72	20 7	,132	736	392	392	69	461	0.64		С	344	41	385 0.53	В
C.R. 561 (MAIN AVENUE) C.R. 561	US 27 EAST AVENUE	EAST AVENUE W MINNEOLA AVENUE	2	U	COUNTY COUNTY	CLERMONT/MINNEOLA CITY OF CLERMONT	COLLECTOR COLLECTOR	D D	572 572	N N	2UC 2UC	0		533 533		72 1	,831	174 174	107 107	67 67	0	67 67	0.12		B B	107 107	0	107 0.19 107 0.19	B B
C.R. 561 C.R. 561	C.R. 561A SR 50	SR 50 LOG HOUSE ROAD	2	U	COUNTY	CITY OF CLERMONT CITY OF CLERMONT	MAJOR COLLECTOR MAJOR COLLECTOR	D D	792 792	N N	2UM 2UM	0	459 459	738	792 79	92 2	,746 .797	252 550	143 297	109 253	0	109 262			B B	143 297	0	143 0.18 315 0.40	B
C.R. 561 C.R. 561	LOG HOUSE ROAD FLORIDA BOYS RANCH ROAD	FLORIDA BOYS RANCH ROAD SR 33	2	U R	COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	D	792 520	N N	2UM 2R1	0	459	738 520	792 79 590 74	92 2	,250	318 107	161	161	27	188 80	0.24		B	157	52	209 0.26 41 0.08	B
C.R. 561A C.R. 561A	TURNPIKE ROAD / CR 561 SCRUB JAY LN	SCRUB JAY LN CR 455	2 2	T T	COUNTY COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	D D	720 720	N N	2TM 2TM	0	423 423	675 675	720 72 720 72	20 1	,099 ,052	103 98	52 49	52 49	160 160	212 209	0.29		B B	51 49	97 97	148 0.21 146 0.20	B B
C.R. 561A C.R. 561A C.R. 561A	CR 561 CR 565A JALAMRY ROAD	C.R. 565A JALARMY ROAD US 27	2 2	U	COUNTY COUNTY COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY CITY OF MINNEOLA	COLLECTOR COLLECTOR COLLECTOR	D D D	572 572 572	N N N	2UC 2UC 2UC	0	332	533 533	572 57 572 57 572 57	72 3		252 341 599	143 172 338	109 169 261	0	109 169 261	0.30		B B	143 172 338	0 0	143 0.25 172 0.30 338 0.59	B B C
C.R. 565 C.R. 565 (VILLA CITY ROAD)	US 27 KJELLSTROM LANE	KJELLSTROM LANE SR 50	2 2	T U	COUNTY	GROVELAND/MASCOTTE CITY OF GROVELAND	COLLECTOR COLLECTOR	D D	520 572	N N	2TC 2UC	0		488 533	520 52 572 57		.131	82 178	48 105	34 105	0	34 105			B B	48 73	0	48 0.09 73 0.13	B B
C.R. 565 C.R. 565	SR 50 SLOANS RIDGE	SLOANS RIDGE LAKE ERIE ROAD	2	U R	COUNTY	CITY OF MASCOTTE UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D C	572 468		2UC 2RC	0		533 468	572 57 521 66		598 598	57	31	26	0	26			В	31	0	31 0.05 31 0.07	B
C.R. 565A C.R. 565A	SR 50 SR 50	CR 561A CR 565B	2	U	COUNTY	CLERMONT/GROVELAND CITY OF GROVELAND	COLLECTOR COLLECTOR	D D	572 572	N	2UC 2UC	0	332	533	572 57 572 57	72 5	,187	490 170	305 89	185	19 177	204 258	0.30		B B	305 89	31 126	336 0.59 215 0.38	C
C.R. 565B	SR 33	CR 561	2	R	COUNTY	UNINCORPORATED LAKE COUNTY	COLLECTOR	C	468	N		0	0	468	521 66	<mark>56</mark> 2	,015	164	83	83	9	92	0.20		C	81	5	86 0.18	C
CANAL STREET CANAL STREET	US 441 MAIN STREET	MAIN STREET SR 44	2	U	CITY OF LEESBURG CITY OF LEESBURG	CITY OF LEESBURG CITY OF LEESBURG	MAJOR COLLECTOR MAJOR COLLECTOR	D D	792 792	N N	2UM 2UM	0	459 459	738 738	792 79 792 79			345 319	183 174	162 145	0	162 145			B	183 174	3	184 0.23 177 0.22	B B
CITRUS TOWER BOULEVARD CITRUS TOWER BOULEVARD	US 27 OAKLEY SEAVER DRIVE	OAKLEY SEAVER DRIVE SR 50	2 4	U U	COUNTY	CITY OF CLERMONT CITY OF CLERMONT	MAJOR COLLECTOR MAJOR COLLECTOR	D	792	N	2UM 4UM	0	459	738 1.701 1	792 79),237	825 1.038	488 558	337 480		337	0.43		B B	488 558	0	488 0.62 609 0.35	C B
CITRUS TOWER BOULEVARD	SR 50	HOOKS STREET	4	Ü	COUNTY	CITY OF CLERMONT	MAJOR COLLECTOR	D	1,764	N	4UM	0	-,	1,701 1	,764 1,7	764 13	3,353	1,077	624	453	67	520	0.29		В	624	69	693 0.39	B
CITRUS TOWER BOULEVARD CITRUS TOWER BOULEVARD	HOOKS STREET JOHNS LAKE ROAD	JOHNS LAKE ROAD US 27	4	U	COUNTY COUNTY	CITY OF CLERMONT CITY OF CLERMONT	MAJOR COLLECTOR MAJOR COLLECTOR	D D	1,764 1,764	N	4UM 4UM	0		1,701 1		764 10),040	974 798	522 477	452 321	0	519 321	0.13		В	522 477	0	591 0.34 477 0.27	В
DAVID WALKER DRIVE DAVID WALKER DRIVE	OLD US 441 / CR 500A CR 19A	CR 19A US 441	2	U	COUNTY	CITY OF TAVARES UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572 572	N N	2UC 2UC	0		533 533			,642 ,642	566 566	323 323	323 323	76 20	399 343			C	243 243	44 29	287 0.50 272 0.48	B B
DAVID WALKER DRIVE DAVID WALKER DRIVE	US 441 MOUNT HOMER ROAD	MOUNT HOMER ROAD FLINKS AVE/KURT AVE	2	U	COUNTY	CITY OF EUSTIS CITY OF EUSTIS	COLLECTOR COLLECTOR	D	572 572	N N	2UC	0		533	572 57 572 57			463 443	255 248	255	13	268 248			B	208 195	24	232 0.41 195 0.34	B
DEAD RIVER ROAD DONNELLY STREET	WEST TERMINI US 441	SR 19 11TH AVENUE	2	Ü	COUNTY CITY OF MT. DORA	CITY OF TAVARES CITY OF MOUNT DORA	COLLECTOR COLLECTOR	D	572	N N	2UC	0		533	572 57	72 6	,273	545 888	314 491	248 231 491	119	350 508	0.6		C	314	211	525 0.92 410 0.72	C
DONNELLY STREET DUDA ROAD	11TH AVENUE CR 448A	5TH AVENUE	2	U R	CITY OF MT. DORA COUNTY	CITY OF MOUNT DORA	COLLECTOR	E	572 468	N	2UC	0	332	533	572 57 572 57 521 66	72 9	,,	888 396	491	491 183	0	491			C	397 213	0	397 0.69 213 0.46	C
EAGLES NEST ROAD	US 27	ORANGE COUTNY LINE CR 466B	2	U	COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D	572	N N	2UC	0		533	572 57	72 2	,912	269	169	169	4	173	0.30		В	100	3	103 0.18	В
EAST AVENUE EAST CROOKED LAKE ROAD	CR 561 LAKEVIEW DRIVE	SR 50 BROADVIEW AVENUE	2	U R	CITY OF CLERMONT COUNTY	CITY OF CLERMONT CITY OF EUSTIS	COLLECTOR COLLECTOR	C	572 468	N N	2UC 2RC	0			572 57 521 66			457 344	240 224	217 224	0	217 224			C	240 120	0	240 0.42 120 0.26	B C
EAST CROOKED LAKE ROAD EMERALDA AVENUE	BROADVIEW AVENUE EMERALDA ISLAND ROAD	US 441 CR 44	2 2	U	COUNTY	CITY OF EUSTIS UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572 572	N N	2UC 2UC	0	332 332	533	572 57 572 57			344	224 188	224 188	0	224 188			B	120 115	0	120 0.21 115 0.20	B B
EMPIRE CHURCH ROAD ESTES ROAD	CR 565 CR 44A	ANDERSON ROAD LAKE LINCOLN LANE	2	R T	COUNTY	CITY OF GROVELAND UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	C	468 520	N N	2RC 2TC	0			521 66			81 323	47 176	34 176	0	34 176			C	47 147	0	47 0.10 147 0.28	C
ESTES ROAD	LAKE LINCOLN LANE	SR 44	2	U	COUNTY	UNINCORPORATED LAKE COUNTY	COLLECTOR	D	572	N	2UC		332	533	572 57	72 2	,927	323	176	176		178	0.3		В	147	3	150 0.26	B
EUDORA ROAD EXCALLIBUR ROAD	OLD MT DORA ROAD HOOKS STREET	US 441 CITRUS TOWER BOULEVARD	2	U	CITY OF EUSTIS COUNTY	CITY OF EUSTIS UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572 572 572	N N	2UC 2UC	0	332 332 332	533	572 57 572 57	72 <u>2</u> 72 3		248 412	125 310	123 310	0	123 310			B	125 102	0	125 0.22 102 0.18	B B
FISH CAMP ROAD GRASSY LAKE ROAD/FOSGATE ROAD	CR 452 CR 50 (WASHINGTON STREET)	CR 44 HANCOCK ROAD	2 2	U	COUNTY CITY OF CLERMONT	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572 572		2UC 2UC	0			572 57 572 57			112 178	63 99	63 79	5	68 79			B B	49 99	5	54 0.09 99 0.17	B B
GOLFLINKS AVENUE GOOSE PRAIRIE ROAD	KURT STREET EMERALDA AVENUE	SR 19 / BAY STREET CR 452	2	U	CITY OF EUSTIS COUNTY	CITY OF EUSTIS UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572		2UC	0		533	572 57	72	851	97 214	60 135	37 135	0	37 135	0.00		B B	60 79	0	60 0.10 79 0.14	В
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	2	U	COUNTY	CITY OF CLERMONT	COLLECTOR	D	572	N	2UC	0	332	533	572 57	72 5	,223	462	234	228		233	0.4		В	234	5	239 0.42	В
S. GRAND HIGHWAY N. GRASSY LAKE ROAD / CITRUS GROVE ROAD	SR 50 US 27	HOOKS STREET TURKEY FARM ROAD	4 2	U	COUNTY COUNTY	CITY OF CLERMONT CITY OF MINNEOLA	MAJOR COLLECTOR COLLECTOR	D D	1,764 572	N	4UM 2UC	0	332	533	,764 1,7 572 57	72	750	325 78	178 44	178 44	36 275	214 319	0.50		В	147 34	35 303	182 0.10 337 0.59	
GRAYS AIRPORT ROAD GRAYS AIRPORT ROAD	MARION COUNTY ROAD CR 466	CR 466 GRIFFIN VIEW DRIVE	2	T U	COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	520 572		2TC 2UC		306 332					182 182	111 111	111 111	1	112			B B	71 71	6	72 0.14 77 0.13	В
S GRAYS AIRPORT ROAD S GRAYS AIRPORT ROAD GRIFFIN AVENUE	GRIFFIN VIEW DRIVE EAGLES NEST ROAD US 27 / US 411	EAGLES NEST ROAD US 27 / US 412 CR 25	2 2	T	COUNTY COUNTY COUNTY	UNINCORPORATED LAKE COUNTY FRUITLAND PARK TOWN OF LADY LAKE	COLLECTOR COLLECTOR COLLECTOR	D D	520 520 572	N	2TC 2TC	0	306 306	488	520 52 520 52	20 1 20 1	,483 ,308	127 115 766	74 62 440	74 62 440	5 0	79 62 457	0.13		B B	53 53 326	3 0 16	56 0.11 53 0.10 342 0.60	
GRIFFIN AVENUE GRIFFIN AVENUE	CR 25 UNCLE DONALDS LANE	UNCLE DONALDS LANE GRAYS AIRPORT ROAD	2 2	U	COUNTY COUNTY	TOWN OF LADY LAKE UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572 520	N N	2UC 2TC		332 306	533 488	572 57 520 52	72 2 20 2	,066	179 179	119 119	119 119		119 119	0.2		B B	60 60	1 0	61 0.11 60 0.12	B B
GRIFFIN ROAD GRIFFIN VIEW DRIVE GRIFFIN VIEW DRIVE	US 27 US 27 GRAYS AIRPORT ROAD	LEE STREET GRAYS AIRPORT ROAD SULEN ROAD	2 2 2	U U T	CITY OF LEESBURG COUNTY COUNTY	CITY OF LEESBURG TOWN OF LADY LAKE UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR COLLECTOR	D D	572 572 520	N	2UC 2UC 2TC	0	332 332 306	533	572 57	72 4	,040	251 345 127	158 238 79	93 238 79		93 239 79	0.42		B B	158 107 48	0 0	158 0.28 107 0.19 48 0.09	B B B
GROVE STREET GROVE STREET GROVE STREET	SR 19 (BADGER AVENUE) LAKEVIEW AVENUE GOLFSKINS AVENUE	LAKEVIEW AVENUE GOLFLINKS AVENUE OLD MT DORA ROAD	2 2	U U	CITY OF EUSTIS CITY OF EUSTIS	CITY OF EUSTIS CITY OF EUSTIS CITY OF EUSTIS	COLLECTOR COLLECTOR COLLECTOR	D D	572 572	N N N	2UC	0	332 332 332	533 533	572 57 572 57	72 1 72 2	,248 ,733	120 282 338	99 181	99 181	0 0	99 181 188	0.17		B B	21 101 150	0 0	21 0.04 101 0.18	B B
HAMMOCK RIDGE	LAKE SHORE DRIVE	US 27	4	U	CITY OF EUSTIS COUNTY	CITY OF CLERMONT	MAJOR COLLECTOR	D	1,764	N	4UM	0	1,404	1,701	,764 1,7	764 9	,982	868	188 516	188 352	0	352	0.20		В	516	0	516 0.29	В
N. HANCOCK ROAD N. HANCOCK ROAD	CR 50 N RIDGE BOULEVARD	N RIDGE BOULEVARD SR 50	4	U	COUNTY COUNTY	CITY OF CLERMONT CITY OF CLERMONT	MAJOR COLLECTOR MAJOR COLLECTOR	D D	1,764	N		0	1,404 1 1,404 1	1,701 1	,764 1,7	764 14),745 1,193		507 686	475 686					B B	507 595	394 467	901 0.51 1,062 0.60	
S. HANCOCK ROAD S. HANCOCK ROAD	SR 50 HOOKS STREET	HOOKS STREET JOHNS LAKE ROAD	4 2	U	COUNTY	CITY OF CLERMONT UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR MAJOR COLLECTOR	D D	1,764	N	4UM	0	1,404	1,701 1	,764 1,7	764 15		1,324 1,324	737 737	587 587	173 160	760 747			B D	737 737	170 161	907 0.51 898 1.13	
S. HANCOCK ROAD HARTWOOD MARSH ROAD	JOHNS LAKE ROAD US 27	HARTWOOD MARSH ROAD HANCOCK ROAD	2	U	COUNTY	CITY OF CLERMONT UNINCORPORATED LAKE COUNTY	MAJOR COLLECTOR COLLECTOR	D D		N N N		0	459 332		792 79 792 79			619	367 598	587 367 377		495	0.63		C	252 598	139	391 0.49 598 1.05	
HARTWOOD MARSH ROAD	HANCOCK ROAD	N. 90 DEGREE BEND	2	U	COUNTY	UNINCORPORATED LAKE COUNTY	COLLECTOR	D	572	N	2UC	0	332	533	572 57	72 10),267	950	660	290	0	290	0.5		В	660	0	660 1.15	F
HARTWOOD MARSH ROAD HASELTON STREET	N. 90 DEGREE BEND SR 44	ORANGE COUNTY LINE LAKEVIEW AVENUE	2 2	T U	COUNTY CITY OF EUSTIS	UNINCORPORATED LAKE COUNTY CITY OF EUSTIS	COLLECTOR COLLECTOR	D D	520 572	N N		0	306 332	533	572 57		,066 ,942	924 177	721 93	203 93	0	203 93			B B	721 84	0	721 1.39 84 0.15	В
HIGHLAND STREET HOOKS STREET	LIMIT AVENUE LAKESHORE DRIVE	5TH AVENUE US 27	2 2	U	COUNTY	CITY OF MOUNT DORA CITY OF CLERMONT	COLLECTOR COLLECTOR	D D	572 572	N	2UC	0	332		572 57	72 2	,270	278 506	172 283	106 223	0	106 227	0.19		B B	172 283	0 4	172 0.30 287 0.50	B B
HOOKS STREET	US 27	OAKLEY SEAVER DRIVE	4	U	COUNTY	CITY OF CLERMONT	MAJOR COLLECTOR	D	1,764	N	4UM		1,404	1,701 1	,764 1,7	764 3	,813	361	188	188	11	199	0.1		B	173	11	184 0.10	В
HOOKS STREET HOOKS STREET	OAKLEY SEAVER DRIVE CITRUS TOWER BOULEVARD	CITRUS TOWER BOULEVARD HANCOCK ROAD	4	U	COUNTY	CITY OF CLERMONT CITY OF CLERMONT	MAJOR COLLECTOR MAJOR COLLECTOR	D D	1,764	N N	4UM	0	1,404 I	1,701 1	,764 1,7	764 6		552	170 344	170 208		219	0.12		B B	148 344	11 11	159 0.09 355 0.20	В
HUFFSTETLER DRIVE JALARMY ROAD	DAVID WALKER DRIVE CR 478	KURT STREET CR 561A	2 2	U	COUNTY COUNTY	CITY OF EUSTIS UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572 572	N N	2UC 2UC	0	332 332	533 533	572 57 572 57	72 : 72 : 2		91 195	56 115	56 115	0	58 115	0.20		B B	35 80	0	37 0.06 80 0.14	
JOHNS LAKE ROAD KURT STREET	US 27 W LAKEVIEW AVENUE	HANCOCK ROAD DAVID WALKER DRIVE	2 2	U	COUNTY	CITY OF CLERMONT CITY OF EUSTIS	COLLECTOR COLLECTOR	D D	572	N	2UC 2UC	0	332 332 332	533	572 57	72 5	,816 ,808	521 710	289 450	232	23	255	0.45		В		24	313 0.55 260 0.45	В



COUNTY TRANSPORTATION MANAGEMENT SYSTEM LAKE COUNTY TMS SEGMENT REPORT - 2012 Level of Service

Manning Organization	TWIS SEGMENT REPORT - 2012	·									Pl	EAK HOUR D	DIRECTION	CAPACI	TIES						2012 LEVEI	OF SERV	ICE			Posted on Ja		
ROAD NAME	FROM	то	NUMBER OF LANES		MAINTAINING AGENCY	JURISDICTION	FUNCTIONAL CLASSIFICATION	FDOT LOS STANDARI		SIS? LOS	s	В	С	D		AADT I	PEAK	PEAK HOUR / PEAK DIRECTION	EB/NB	RESERVI	ED TOTAL V/C R			WB/SB	RESERVED	TOTAL V/C	RATIO	LOS
KURT STREET KURT STREET W LADY LAKE BOULEVARD	DAVID WALKER DRIVE MT HOMER ROAD / W ARDICE AVENUE WEST TERMINI	MT HOMER ROAD / W ARDICE AVENUE US 441 US 27/US441	2 2 2	U U U I	CITY OF EUSTIS CITY OF EUSTIS FOWN OF LADY LAKE	CITY OF EUSTIS CITY OF EUSTIS TOWN OF LADY LAKE	COLLECTOR COLLECTOR COLLECTOR	D D D	572 572 572	N 2U0 N 2U0	0	332 332 332 332	533 533	572 572	572 572	4,005 1,281	440 349 120	238 198 62	202 198 62	0 0	202 0 198 0 62 0.	1	B B	238 151 58	0 0 0	151 58	0.42 0.26 0.10	B B B
E LADY LAKE BOULEVARD LAKE AVENUE / FAIRVIEW AVENUE LAKE DRIVE	US 27/US441 OLD 441/ CR 500A SR 44	BERCHFIELD ROAD LAKESHORE DRIVE	2 2	U	COUNTY COUNTY COUNTY	TOWN OF LADY LAKE UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR COLLECTOR	D D	572 572 468	N 2U0	0	332		572 572 621	572 572 666		57 62 80	30 32	30 32	0	30 0.0 32 0.0 38 0.0	16	B B	27 30 42	0	30	0.05 0.05 0.09	B B
LAKE ELLA ROAD LAKE ELLA ROAD	SUMTER COUNTY LINE ROLLING ACRES ROAD	COUNTRY ROAD ROLLING ACRES ROAD US 27	2 2	T T	COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR	D D	520 520	N 2TO	2 0		488	520	520		185	100 77	85 77	90 100	175 0.:	4	B B	100 56	106 125	206	0.40 0.35	B B
LAKE ERIE ROAD LAKE EUSTIS DRIVE	CR 565 US 441	SR 33 CLAY BOULEVARD	2	R U	COUNTY	UNINCORPORATED LAKE COUNTY EUSTIS/TAVARES	COLLECTOR COLLECTOR	C D	468 572	N 2R0	C 0	0			572	5,071	57 464	40 251	17 251	0	17 0.0 251 0.	14 14	C B	40 213	0	40	0.09	C B
LAKE LOUISA ROAD LAKE LOUISA ROAD LAKE MACK DRIVE	LAKESHORE DRIVE VISTA DEL LAGO BOULEVARD CR 42	US 27 ANOTHER ANNA ROAD	2 2	U R	COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR COLLECTOR	D C	572 572 468	N 2UC N 2RC	_	332		572 621	572 666	4,026	338 160	242	96 81	0	96 0. 81 0.	7	B C	242 79	0		0.42 0.17	B C
LAKE STREET LAKE STREET	US 441 MAIN STREET	MAIN STREET SR 44	2 2	U U	CITY OF LEESBURG CITY OF LEESBURG	CITY OF LEESBURG CITY OF LEESBURG	MAJOR COLLECTOR MAJOR COLLECTOR	D D	792 792	N 2UN N 2UN	4 0) 459) 459	738 738	792	792	2,987 4,305	232 359	124 187	108 187	0	108 0. 187 0.	4	B B	124 172	0	124 172	0.16 0.22	B B
LAKESHORE DRIVE (CLER) LAKESHORE DRIVE (CLER) LAKESHORE DRIVE (CLER)	CR 561 OSWALT ROAD HARDER ROAD	OSWALT ROAD HARDER ROAD LAKE LOUISA ROAD	2	U U	COUNTY COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572 572	N 200		332	533 533	572 572	572 572	1,837 8,432	764 1.221	95 458	95 306	13	95 0. 319 0.	7 6	B B	458 407	24	482	0.15 0.84 0.75	B C
LAKESHORE DRIVE (CLER) LAKESHORE DRIVE (EUSTIS)	LAKE LOUISA ROAD CLAY BOULEVARD	ANDERSON HILL ROAD SOUTH BAY STREET / SR 19 SB	2 2	U	COUNTY	UNINCORPORATED LAKE COUNTY CITY OF EUSTIS	COLLECTOR COLLECTOR	D D	572 572	N 200 N 200	0 0	332	533	572 572		6,519	597 409	349 227	248 227	13	261 0 227 0		B B	349 182	24	373	0.65	C B
W LAKEVIEW AVENUE E LAKEVIEW AVENUE	KURT STREET SR 19	SR 19 JASMINE STREET / CROOKED LAKE COURT	2	U	CITY OF EUSTIS CITY OF EUSTIS	CITY OF EUSTIS CITY OF EUSTIS	COLLECTOR COLLECTOR	D D	572 572	N 2UC	0	332	533	572	572 572	3,272	626 331	396 196	396 196	0	396 0. 196 0.	4	C B	230 135	0	135	0.40	B B
E LAKEVIEW AVENUE LANE PARK CUTOFF LEE STREET	JASMINE STREET / CROOKED LAKE COURT SR 19 GRIFFIN ROAD	HASELTON STREET CR 561 US 441	2 2	U	CITY OF EUSTIS COUNTY CITY OF LEESBURG	CITY OF EUSTIS CITY OF TAVARES CITY OF LEESBURG	COLLECTOR COLLECTOR MAJOR COLLECTOR	D D	572 572 792	N 2UC N 2UC N 2UN	C 0	332	533 533 738	572 572 792	572 792	1,484	427 232 452	279 137 264	279 95 264	15	279 0 110 0. 264 0	9	B B	148 137 188	24 0	161	0.26 0.28 0.24	B B B
LEE STREET WILSON LAKE PARKWAY	US 441 US 27	MAIN STREET LIBBY ROAD	2 2	T	CITY OF LEESBURG COUNTY	CITY OF LEESBURG CITY OF GROVELAND	MAJOR COLLECTOR COLLECTOR	D D	792 520	N 2UN N 2TO	2 0	306			520	350	266 38	158 19	158 19	0	158 0.: 19 0.:	14	B B	108 19	0	19	0.14 0.04	B B
LIMIT AVENUE LONE OAK DRIVE LOG HOUSE ROAD	DONNELLY STREET MAIN STREET CR 561	US 441 SR 44 LAKESHORE DRIVE	2 2	U	COUNTY CITY OF LEESBURG COUNTY	CITY OF MOUNT DORA CITY OF LEESBURG UNINCORPORATED LAKE COUNTY	COLLECTOR MAJOR COLLECTOR COLLECTOR	D D	572 792	N 2UO N 2UN	4 0	332 332 332	533 738	572 792	572 792	2,201 3,596 2,743	373 271	90 189	90 184	36 0	126 0.1 184 0.1 168 0.1	!3	B B	90 189	0	189	0.19	B B
E MAIN STREET MAIN STREET (LEESBURG)	SR 19 CR 468	CR 452/ ST CLAIR ABRAMS STREET THOMAS AVENUE	2 2	U	CITY OF TAVARES COUNTY	CITY OF TAVARES CITY OF LEESBURG	COLLECTOR ARTERIAL 1	D D	572 880	N 2U0 N 2U1	2 0		533 820	572 880		7,887	808 833	558 434	250 434	10	260 0.434 0.4	5	B B	558 399	17 0	575	1.01	F B
MAIN STREET (LEESBURG) MAIN STREET (LEESBURG) MAIN STREET (LEESBURG)	THOMAS AVENNUE US 27	US 27 LEE STREET	2 2	U	COUNTY COUNTY	CITY OF LEESBURG	ARTERIAL 1 ARTERIAL 1	D D	880 880	N 2U	1 0	510 510	820 820	880 880	880 880	9,932 11,185	833 946	434 477	434 477	2	434 0 479 0.:	9 i4	B B	399 469	0	399 469	0.45 0.53	B B
MAIN STREET (LEESBURG) MAIN STREET (LEESBURG) MAIN STREET (LEESBURG)	LEE STREET CANAL STREET LAKE STREET	CANAL STREET LAKE STREET DIXIE AVENUE / SR 44	2 2	U	COUNTY COUNTY COUNTY	CITY OF LEESBURG CITY OF LEESBURG CITY OF LEESBURG	ARTERIAL 1 ARTERIAL 1 ARTERIAL 1	D D	880 880 880	N 2U N 2U N 2U	1 0	510 510 510	820			5,216	946 462 440	477 255 273	477 207 273	1 1	208 0.: 274 0.:	4	B B	469 255 167	2 2	257	0.53 0.29 0.19	B B
MAIN STREET (LEESBURG) MARION COUNTY ROAD	DIXIE AVENUE / SR 44 CR 25	NICHOLS DRIVE / SUNNYSIDE DRIVE GRAYS AIRPORT ROAD	2 2	U U	COUNTY COUNTY	CITY OF LEESBURG UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D D	572 572	N 2U0	C 0	332	533			2,106	404 193	221 101	221 101	0	221 0.1 101 0.	8	B B	183 92	0	92	0.32 0.16	B B
MARION COUNTY ROAD MASCOTTE EMPIRE ROAD McLENDON STREET	GRAYS AIRPORT ROAD SR 50 CLAY AVENUE	LAKE GRIFFIN ROAD EMPIRE CHURCH ROAD US 27/US441	2 2	R	COUNTY CITY OF MASCOTTE TOWN OF LADY LAKE	UNINCORPORATED LAKE COUNTY CITY OF MASCOTTE TOWN OF LADY LAKE	COLLECTOR COLLECTOR COLLECTOR	C C	468 468 572	N 2RO	0	0 0 0 332	468		666 666 572	,	193 56	101 28 29	101 28	0	101 0.1 28 0.1 27 0.1	16	C C	92 28 29	0	28	0.20 0.06 0.05	C C R
MICRO RACETRACK ROAD MORNINGSIDE DRIVE (MOUNT DORA)	LAKE ELLA ROAD US 441	CR 466A CR 500A	2 2	T U	COUNTY COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR	D E	572 520 572		0	306	488	520 572	520 572	3,787	339 139	176 74	163 65	3 0	166 0.: 65 0.	1	B B	176 74	1 0	177	0.34	B B
MT HOMER ROAD MT HOMER ROAD MT HOMER ROAD	CR 19A US 441 DAVID WALKER DRIVE	US 441 DAVID WALKER DRIVE KURT STREET	2 2	U U U	CITY OF TAVARES COUNTY COUNTY	CITY OF TAVARES CITY OF EUSTIS CITY OF EUSTIS	COLLECTOR COLLECTOR COLLECTOR	D D	572 572 572		2 0	332 332 332	533	572 572 572	572 572 572		30 122 319	20 92 176	20 92 143	3	20 0.0 95 0.	7	B B	10 30 176	2	32	0.02 0.06 0.31	B B B
OLD 441 (CR 500A) OLD EUSTIS ROAD	US 441 MORNINGSIDE DRIVE	SR 19 E CROOKED LAKE DRIVE	4 2	U	CITY OF TAVARES COUNTY	CITY OF TAVARES UNINCORPORATED LAKE COUNTY	ARTERIAL I COLLECTOR	D E	1,960 572		1 0						1,311	682 101	629	0	629 0 101 0.	12	B B	682	0	682	0.35	B B
OLD EUSTIS ROAD OLD MOUNT DORA ROAD	E CROOKED LAKE DRIVE SR 19	DONNELLY STREET EUDORA ROAD	2 2	U U	COUNTY COUNTY	CITY OF MOUNT DORA CITY OF EUSTIS	COLLECTOR COLLECTOR	E D	572 572	N 2U0 N 2U0	2 0	332	533	572 572	572	4,327	158 408	82 223	76 223	0	76 0. 223 0.:	3	B B	82 185	0	82 185	0.14 0.32	B B
OLD MOUNT DORA ROAD ORANGE AVENUE ORANGE AVENUE	EUDORA ROAD SR 19 HASSELTON STREET	US 441 HASSELTON STREET SR 44	4 2	U U	COUNTY COUNTY COUNTY	CITY OF EUSTIS CITY OF EUSTIS CITY OF EUSTIS	COLLECTOR ARTERIAL 1 ARTERIAL 1	D D	572 1,960 880	N 4U	1 0	332 1,560 510	1,890	572 1,960 880		11,043	943 1,042	223 488 566	223 488 476	0 14 52	223 0.1 502 0.1 528 0.4	26	B B	185 455 566	0 14 54	469	0.32 0.24 0.70	B B C
OSWALT ROAD PALMETTO DRIVE	LAKESHORE DRIVE SUNSET AVENUE	EDGEWATER DRIVE CR 33	2 2	U	COUNTY CITY OF MASCOTTE	UNINCORPORATED LAKE COUNTY CITY OF MASCOTTE	COLLECTOR COLLECTOR	D C	572 533	N 2U0 N 2U0	2 0	332	533 533	572 572		3,676 514	318 57	216 34	216 23	37	253 0. 23 0.	14 14	B B	102 34	21	123 34	0.22 0.06	B B
PRESCOTT STREET RADIO ROAD RADIO ROAD	BATES AVENUE CR 44 MORNINGSIDE DRIVE	SR 44 MORNINGSIDE DRIVE US 441	2 2	U U U	CITY OF EUSTIS COUNTY COUNTY	CITY OF EUSTIS UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	COLLECTOR COLLECTOR COLLECTOR	D D	572 572 572	N 2U0	0	332 332 332	533	572 572 572	572 572	3,298	41 317 692	23 194 374	18 194 374	0	19 0.0 194 0.0 374 0.0	14	B B	23 123 318	0	123	0.04 0.22 0.56	B B B
ROLLING ACRES ROAD ROLLING ACRES ROAD	US 27 / US 441 OAK STREET	OAK STREET CR 466	2 2	U	COUNTY COUNTY	TOWN OF LADY LAKE TOWN OF LADY LAKE	COLLECTOR COLLECTOR	D D	572 572	N 200 N 200	0	332	533 533	572 572	572 572	15,752	1,553 1,493	778 765	775 728	122 121	897 1.: 849 1.:		F F	778 765	147 149	925	1.62 1.60	F F
ROLLING ACRES ROAD ROUND LAKE ROAD	CR 466 WOLF BRANCH ROAD	LAKE ELLA ROAD SR 46	2 2	T	COUNTY	UNINCORPORATED LAKE COUNTY CITY OF MOUNT DORA	COLLECTOR COLLECTOR	D D	520 520	N 2TC	2 0	306	488	520	520	2,306	354 277	216 156	138 156	89 56	227 0 212 0	1	B B	216 121	113 88	209	0.63	C B
ROUND LAKE ROAD ROYAL TRAILS ROAD SHAY BOULEVARD	SR 46 SEAGRAPE AVENUE TARRSON BOULEVARD	ORANGE COUNTY LINE SR 44 GRIFFIN AVENUE	2 2 2	T R U	COUNTY COUNTY COUNTY	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY TOWN OF LADY LAKE	COLLECTOR COLLECTOR COLLECTOR	C D	520 468 572	N 2R0	0	306 0 0 332	468			1,344	368 129 247	187 98 141	187 98 141	373 0 0		1	C B	181 31 106	220 0 0	31	0.77 0.07 0.19	C B
SHIRLEY SHORES ROAD SLEEPY HOLLOW ROAD	CR 448 US 441	DEER ISLAND ROAD SUNNYSIDE DRIVE	2 2	R U	COUNTY COUNTY	UNINCORPORATED LAKE COUNTY CITY OF LEESBURG	COLLECTOR COLLECTOR	C D	468 572	N 2R0 N 2U0	2 0	0 332	468 533	621 572	666 572	2,141 2,769	208 239	144 129	144 110	0	144 0. 110 0.	9	C B	64 129	0	64 129	0.14	C B
SR 19 SR 19 SR 19	MARION COUNTY LINE CR 445A CR 445	CR 445A CR 445 CR 42	2 2	R R R	STATE STATE STATE	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	ARTERIAL 1 ARTERIAL 1 ARTERIAL 1	C C	780 780 780	N 2RI	J 0) 420) 420) 420	780	1,100	1,400		124 198	62 104 174	62 94 174	0	62 0.0 94 0. 174 0.1	2	B B	62 104 140	0 0	104	0.08 0.13 0.18	B B B
SR 19 SR 19	CR 42 BAKER ROAD	BAKER ROAD CR 450 (UMATILLA BOULEVARD)	2 2	T U	STATE STATE	UNINCORPORATED LAKE COUNTY CITY OF UMATILLA	ARTERIAL 1 ARTERIAL 1	C D	800 880	N 2TU	J 0	420 420 510	800 820	1,120 880	1,420	12,039	929 929	571 571	571 571	0	571 0.1 571 0.1	1	C C	358 358	0	358	0.45	B B
SR 19 SR 19 SR 19	CR 450 (UMATILLA BOULEVARD) CR 450 (OCALA STREET) CR 450A	CR 450 (OCALA STREET) CR 450A CR 19A	2 4 4	U U U	STATE STATE STATE	CITY OF UMATILLA CITY OF UMATILLA EUSTIS/UMATILLA	ARTERIAL 1 ARTERIAL 1 ARTERIAL 1	D D	1,960 1,960		1 0	510 1,560 1,560	1,890	1,960		18,264	929 1,218 1,277	571 774 754	571 774 754	0 11 29	571 0.0 785 0.7 783 0.7		C B	358 444 523	0 10 32		0.41 0.23 0.28	B B B
SR 19 SR 19	CR 19A CR 44	CR 44 CR 452	4 4	U	STATE STATE STATE	CITY OF EUSTIS CITY OF EUSTIS	ARTERIAL I ARTERIAL I	D D	1,960 1,960	N 4U	1 0	1,560	1,890	1,960	1,960	16,270	1,277 1,277 1,205	754 776	754 776	38 47	792 0	0	B B	523 429	39 49	562	0.29	B B
SR 19 (N) SR 19 (S)	ORANGE AVENUE CR 452	CR 452 ORANGE AVENUE	4	U U	STATE STATE	CITY OF EUSTIS CITY OF EUSTIS	ARTERIAL 1 DIRECTIONAL ARTERIAL 1 DIRECTIONAL	D D	2,352 2,352	N 4U1	D 0	1,872	2,268	2,352	2,352	12,007		1,217 772	1,217	0	1,238 0.:	i3	В	772	0 21	793	0.34	В
SR 19 (N) SR 19 (S) SR 19	STEVENS AVE ORANGE AVENUE STEVENS AVE	ORANGE AVENUE STEVENS AVE GOLF LINKS AVENUE	4 4 4	U U U	STATE STATE STATE	CITY OF EUSTIS CITY OF EUSTIS CITY OF EUSTIS	ARTERIAL 1 DIRECTIONAL ARTERIAL 1 DIRECTIONAL ARTERIAL 1	D D		N 4U1 N 4U1 N 4U1	D 0	1,872 1,872 1,560	2,268	2,352	2,352	12,007		1,217 772 856	856	4 0 1	1,221 0.: 857 0.:		В	772 744	4 1		0.33	B B
SR 19 SR 19 (DUNCAN DRIVE)	GOLF LINKS AVENUE US 441	US 441 CR 500A/ LAKE SHORE BOULEVARD	4 4	U U	STATE STATE	CITY OF EUSTIS CITY OF TAVARES	ARTERIAL 1 ARTERIAL 2	D D		N 4U1 N 4U2	2 0	1,560	1,890 1,330	1,960 1,770	1,960 1,870	19,184 12,379	1,552 978	964 545	964 545	15 84	979 0.: 629 0.:	6	B C	588 433	25 69	613 502	0.31 0.28	B C
SR 19 SR 19 SR 19	CR 500A/ LAKE SHORE BOULEVARD CR 452 (MAIN STREET) CR 561	CR 452 (MAIN STREET) CR 561 LAKE HARRIS NORTH END	4 4	U U U	STATE STATE STATE	CITY OF TAVARES CITY OF TAVARES CITY OF TAVARES	ARTERIAL 2 ARTERIAL 2 ARTERIAL 1	D D D		N 4U2 N 4U2 N 2UU	2 0	0 0 0 0 0 0 0 0 0	1,330 1,330	1,770	1,870	23,737	978 2,028 2,028	545 1,038 1,038	545 990 990	84 292 201		12		433 1,038 1,038	69 363 219	1,401	0.28 0.79 1.10	D E
SR 19 SR 19	LAKE HARRIS NORTH END CR 48	CR 48 CENTRAL AVENUE	2 2	T T	STATE STATE	HOWEY-IN-THE-HILLS/TAVARES HOWEY-IN-THE-HILLS	ARTERIAL 1 ARTERIAL 1	C C	800	N 2TU N 2TI	J 0) 420) 470	800 750	1,120 800	1,420 800	9,027 6,852	759	447 282	312 282	186	498 0.4 491 0.4	i2 i5	C C	447 230	181 222	628	0.79	C B
SR 19 SR 19 SR 19	CENTRAL AVENUE CR 455 US 27 / SR 25	CR 455 US 27 / SR 25 CR 478	2 2	T T	STATE STATE STATE	HOWEY-IN-THE-HILLS CITY OF GROVELAND CITY OF GROVELAND	ARTERIAL 1 ARTERIAL 1 ARTERIAL 1	C C	800 800 800	N 2TU N 2TU	l 0) 420) 420) 420	800 800	1,120 1,120	1,420 1,420	6,852 6,151	512 533 438	282 274 282	282 259 156	240 255 31	514 0.0	i4	C C B	230 274 282	260 286 41	560	0.61 0.70 0.40	C C B
SR 19 SR 19 SR 19	US 277 SR 25 CR 478 LAKE CATHERINE ROAD	LAKE CATHERINE ROAD SR 50/ SR 33	2 2	T U	STATE STATE	CITY OF GROVELAND CITY OF GROVELAND	ARTERIAL I ARTERIAL I ARTERIAL I	C	800	N 2TU N 2UU	J 0	420	800	1,120	1,420		438	282 282 348	156 156 212	6		:0	B B	282 282 348	4 4	286	0.40 0.36 0.44	B B
SR 33 SR 33	SR 50/ SR 33 ANDERSON ROAD	ANDERSON ROAD CR 565B	2 2	U R	STATE STATE	CITY OF GROVELAND CITY OF GROVELAND	ARTERIAL 1 ARTERIAL 1	D C	880 780	N 2UI N 2RU	I 0	510	820 780	880 1,100	880 1,400	7,291 6,323	573 404	315 218	258 218	0	258 0.: 218 0.:	19 18	B B	315 186	1 1	316 187	0.36 0.24	B B
SR 33 SR 33 SR 33	CR 565B CR 561 CR 474	CR 561 CR 474 POLK COUNTY LINE	2 2	R R	STATE STATE STATE	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	ARTERIAL 1	C C	780 780 780	N 2RI	J 0) 420) 420) 420	780	1,100	1,400	5,644	273 392 310	173 241 191	173 241 191	0	173 0. 241 0. 191 0.	1	B B	100 151 119	0	151	0.13 0.19 0.15	B B
SR 40 SR 40	MARION COUNTY LINE CR 445A	CR 445A RIVER ROAD	2 2	R R	STATE STATE STATE	UNINCORPORATED LAKE COUNTY UNINCORPORATED LAKE COUNTY	ARTERIAL 1 ARTERIAL 1	C C	780 780	Y 2RU Y 2RU	J 0) 420) 420	780 780	1,100 1,100	1,400 1,400	5,266 5,015	424 387	258 222	166 165	0	166 0 165 0	1	B B	258 222	0	258	0.13 0.28	B B
SR 40 SR 44	RIVER ROAD SUMTER COUNTY LINE	VOLUSIA COUNTY LINE CR 468 S LONE OAK DRIVE	4	R U	STATE STATE	UNINCORPORATED LAKE COUNTY CITY OF LEESBURG	ARTERIAL 1 ARTERIAL 1	C D	780 1,960	Y 2RU N 4U	J 0) 420) 1,560	780 1,890	1,100 1,960	1,400 1,960	15,914	1,330	247 760	237 570	7 0	244 0 570 0	19	B B	247 760	6	760	0.32 0.39	B B
SR 44 SR 44 SR 44 (DIXIE AVENUE)	CR 468 S LONE OAK DRIVE US 27	S LONE OAK DRIVE US 27 S 9TH STREET	4 4 4		STATE STATE STATE	UNINCORPORATED LAKE COUNTY CITY OF LEESBURG CITY OF LEESBURG	ARTERIAL 1 ARTERIAL 1 ARTERIAL 1	D D D	1,960 1,960 1,960	N 4U	1 0	1,560 1,560 1,560	1,890	1,960	1,960	16,826		543 754 1,015	543 754 831		543 0.: 754 0.: 831 0.4	8	B B	487 630 1,015	0 0	630	0.25 0.32 0.52	B B
SR 44 (DIXIE AVENUE) SR 44 (DIXIE AVENUE)	S 9TH STREET CANAL STREET	CANAL STREET S LAKE STREET	4 4	U U	STATE STATE	CITY OF LEESBURG CITY OF LEESBURG	ARTERIAL 1 ARTERIAL 1	D D	1,960 1,960	N 4U	1 0	1,560 1,560	1,890 1,890	1,960 1,960	1,960 1,960	21,229 21,229	1,622 1,622	870 870	752 752	0	752 0.: 752 0.:	i8 i8	B B	870 870	0	870 870	0.44 0.44	B B
SR 44 (DIXIE AVENUE) SR 44 (DIXIE AVENUE) SR 44 (OLD C.R. 44B)	S LAKE STREET E MAIN STREET US 441	E MAIN STREET US 441 WAYCROSS AVENUE	4 4 2	U U U	STATE STATE STATE	CITY OF LEESBURG CITY OF LEESBURG CITY OF MOUNT DORA	ARTERIAL 1 ARTERIAL 2 ARTERIAL 1	D D D	1,960 1,770 880	N 4U2	2 0	1,560 0 0 510	1,330	1,770	1,870	17,278	1,328 1,353 1,779	769 850 1,148	769 850 1,148	0 1 93	769 0. 851 0. 1,241 1.	8	C F	559 503 631	0 2 78	505	0.29 0.29 0.81	C C
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	2	U	STATE	EUSTIS/MOUNT DORA	ARTERIAL 1	D	880	N 2U	1 0	510	820	880	880	14,501	1,282	790	790		877 1.		D	492	78		0.65	Č

2012 Lake County Annual Traffic Counts



LAKE COUNTY FLORIDA

Lake County Public Works
Engineering Division
437 Ardice Avenue
Eustis, Florida 32726

MAP STA # ROAD NAME	LOCATION	S T E W C P	/ N	1007			2222							FIC (AA		Lagar			5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED PEAK HR VOLUME 2012	BEGIN PEAK HOUR 2012			2012	OUR VOL. (3	• •
1 C.R. 25	AT MARION CO LINE	5 1	8 24	1997 4,299	1998 4,832	1999 5,625	2000 5,093	2001 5,603	2002 6.372	2003 5,376	2004 6.382	2005 6.569	2006 7,521	2007 6.773	2008 7,018	2009 6.505		011 2012 533 8,123	3.72%	798	16:45	Total 798	NB/EB 521	SB/WB 278	Pk Dir NB	Time 16:45
2 MARION COUNTY RD	0.15 Mi E OF C.R. 25	5 1		1,317	1,445	1,403	1,459	1,645	1,469	1,683	1,719	2,001	2,306	2,003	2,170	1,860	, ,	053 0,123	-0.74%	193	15:15	193	101	92	EB	15:15
3 GRIFFIN AV	0.05 Mi E OF C.R. 25	8 1		753	1,108	932	1,304	1,703	1,567	1,552	1,839	1,983	2,156	1,967	2,020	2,011	· · · · ·	295 2,066	0.57%	179	16:45	179	119	60	EB	16:45
4 LAKE GRIFFIN RD	0.27 Mi W OF CAROLINA AV	16 1	8 24	1,755	1,739	1,939	1,900	2,083	1,890	2,186	2,168	2,576	2,643	2,674	2,516	2,250		368 3,085	5.23%	270	16:45	270	177	93	EB	16:45
5 C.R. 466	0.10 Mi W OF CLAY AV	17 1	8 24	- , -	6,145	7,688	7,583	8,063	8,756		9,965	11,579	12,460	, -	,	8,703	10,542 12	, , , , , ,	2.93%	1121	14:45	1121	584	538	EB	14:45
6 C.R. 466	AT SUMTER CO LINE	18 1		3,145	3,991	4,689	5,112	6,979	8,698	8,997		13,589	18,178			****		560 21,835	6.15%	2078	14:30	2078	1072	1006	EB	14:30
7 GRIFFIN VIEW DR	I I	21 1		3,394	3,617	4,001	3,877	4,228	3,897	4,078	4,180	4,416	4,268	4,697	3,998	3,783	· · · · ·	799 4,040	0.26%	345	16:45	345	238	107	EB	16:45
8 GRAYS AIRPORT RD 9 GRIFFIN VIEW DR	I I	22 1 23 1		2,003 966	2,090 1,058	2,376 1,128	2,248 1,255	2,449 1,150	2,222 1,206	2,446 1,352	2,471 1,324	2,430 1,407	2,449 1,444	2,370 1,686	1,963 1,461	1,949 1,440	, - ,	070 1,919 669 1,506	-0.56% 0.76%	182 128	17:00 16:15	182 128	111 79	71 48	NB EB	17:00 16:15
10 C.R. 468	0.04 Mi N OF BERCKMAN ST	4 1	_	2,418	2.324	2,563	2,684	2,781	2,868	2,890	2.722	2,779	3.043	2.907	2,780	2.695		360 3.490	5.85%	335	7:45	303	175	128	NB	16:30
11 C.R. 466A	AT SUMTER CO LINE	6 1	9 24	2,835	2,486	2,777	2,612	3,044	3,051	3,210	4,267	4,177	4,625	4,198	7,248	8,163	, , ,	874 11,669	12.64%	1048	15:15	1048	528	520	EB	15:15
12 C.R. 468	0.08 Mi S OF MYRTLE LAKE/URICK ST	9 1		4,572	4,572	5,190	5,138	5,460	5,533	5,715	5,161	5,167	5,447	5,407	5,531	4,960	5,629 5,	351 6,259	3.14%	570	16:30	570	321	249	NB	16:30
13 SUNNYSIDE DR		25 1		2,081	2,226	2,342	2,256	2,506	2,554	2,494	2,737	3,135	3,764	3,610	3,384	3,177		305 3,204	-1.36%	315	16:30	315	114	201	SB	16:30
14 C.R. 468		28 1	_	4,457	4,767	5,533	5,998	6,000	5,906	6,037	6,301	6,544	6,565	6,718	6,559	5,825		541 7,446	3.22%	660	7:45	614	318	296	NB	16:45
15 C.R. 470 16 C.R. 48	0.06 Mi E OF SUMTER CO LINE	7 2 14 2	_	4,679	4,613	4,758 7,055	5,821 7,797	6,385	6,862	6,498	6,139	7,630	6,257	5,841	5,779	4,885	· · · · ·	233 5,094	-3.10%	459	15:30	459	268	191	EB	15:30 16:30
17 C.R. 48	0.25 Mi E OF U.S. 27 0.18 Mi E OF C.R. 33	15 2		6,251 5,138	6,745 5,088	5,284	6,897	8,143 7,874	8,575 8,356	9,201 6,783	9,145 7,059	10,305 7,526	7,808 8,183	8,315 6,526	8,389 6,442	7,998 5,635		7,947 738 6,086	-1.35% -1.41%	661 531	16:30 15:30	661 531	361 264	300 267	EB WB	15:30
18 C.R. 48	0.12 Mi W OF C.R. 33	22 2	_	2,475	2,594	2,650	2.626	3.320	3,293	2.856	2.741	2.977	2.833	2,193	2,435	2,228	· · · ·	385 2,204	-2.46%	189	16:15	189	73	116	WB	16:15
19 C.R. 33	0.06 Mi N OF AUSTIN MERRITT RD	10 2	-	2,369	2,257	2,473	2,856	2,921	2,939	3,348	3,119	3,686	3,688	3,438	3,405	4,238		352 3,355	-0.37%	273	15:30	273	118	155	SB	15:30
20 AUSTIN MERRITT RD	0.07 Mi W OF C.R. 33	10 2	1 24	863	899	1,082	1,055	1,303	1,165	1,241	1,176	1,241	991	1,138	1,064	854	1,062 1,	076 1,038	-0.62%	105	16:00	105	38	67	WB	16:00
21 BRIDGES RD	0.08 Mi E OF C.R. 33	10 2	_	524	645	621	798	1,007	844	908	1,016	1,098	*	903	894	789		58 786	-3.17%	74	17:00	74	26	49	WB	17:00
22 YOUTH CAMP RD	0.48 Mi W OF AUSTIN MERRITT RD	17 2		546	561	661	676	858	821	903	804	891	*	807	774	750		42 775	0.05%	87	17:15	87	29	57	WB	17:15
23 TUSCANOOGA RD		31 2	_	404	476	406	457	779	428	518	490	*	533	510	500	465		28 397	-5.63%	42	17:00	42	19	23	WB	17:00
24 C.R. 33 25 C.R. 565	0.10 Mi N OF S.R. 50 0.08 Mi N OF SLOANS RIDGE RD	14 2 21 2	_	2,595 881	2,716 784	3,020 895	3,546 851	3,343 880	3,861	3,830	4,362 798	4,005	4,543 820	4,328 776	4,672 814	4,522 714		513 4,470 09 598	-1.10% -7.42%	341 57	16:45 16:45	341 57	185 26	156 31	NB SB	16:45 16:45
26 EMPIRE CHURCH RD	I I	25 2		1,045	928	1,157	1,140	1,353	1,467	1,370	1,406	1,460	1,366	1,240	1,279	1,200		289 833	-10.15%	81	16:00	81	34	47	SB	16:00
27 GOOSE PRAIRIE RD		25 1		2,085	2,049	2,266	2,359	2,412	2,534	2,533	2,540	2,491	2,435	2,424	2,260	2,093		224 2,277	0.19%	214	15:45	214	135	79	EB	15:45
28 EMERALDA AV	0.05 Mi N OF C.R. 44	35 1		3,130	3,295	3,421	3,303	3,787	3,484	3,844	3,847	3,811	3,594	3,666	3,464	3,099	3,050 3,	227 3,191	-2.03%	303	17:15	303	188	115	NB	17:15
29 C.R. 44	0.10 Mi S OF TREASURE ISLAND RD	9 1		6,866	7,978	7,891	7,365	8,583	9,954	10,020	11,243	11,260	9,782	9,956	9,360	7,960		532 9,299	-0.16%	786	7:15	780	555	225	NB	16:30
30 C.R. 449		15 1		2,459	2,605	2,668	2,693	2,888	2,865		3,981	2,824	3,236	2,579	2,239	2,256	, ,	497 2,532	3.12%	242	17:15	242	156	86	NB	17:15
31 C.R. 44		20 1	_	8,126	8,430	8,479	8,923	9,069	9,629						9,617	8,710	8,764 10		-1.98%	811	7:30	755	475 695	279	NB NB	15:45 16:45
32 C.R. 473 33 SUNNYSIDE DR		24 1 29 1	_	11,022 696	10,427 722	11,874 795	836	11,787 874	11,601	10,853	1,207	11,126 1,538	12,177 1,865	1,959	12,778 2,004	1,767		895 12,939 348 1,330	0.31%	1127 141	16:45 16:45	1127 141	104	432 37	NB EB	16:45
34 C.R. 48	I I	23 2		5,505	5,530	5,799	6,133	7,189	6,785	7,954	8,339	9,323	7,246	7,788	6,822	6,339		321 6,520	-1.13%	557	15:00	557	258	299	WB	15:00
35 C.R. 565	0.07 Mi S OF U.S. 27	18 2	_	293	385	364	1,411	450	597	617	754	804	*	892	872	788		73 843	-0.85%	82	16:00	82	34	48	SB	16:00
36 C.R. 561/C.R. 561A	0.09 Mi E OF U.S. 27	36 2	1 25	5,344	5,157	5,748	6,778	6,662	U/C	7,175	8,042	8,299	8,279	7,386	6,750	6,895	7,240 7,	7,132	1.39%	737	16:45	737	392	344	EB	16:45
37 C.R. 561		23 2	2 25	2,062		U/C-99	2,369	2,706	2,774		3,050	3,412	3,484	3,638	3,040	2,718		339 2,746	-2.51%	252	16:45	252	109	143	SB	16:45
38 LAKESHORE DR (CLERMONT	, , , , , , , , , , , , , , , , , , , ,	1 2	3 25	- /		11,407	-,	10,889	,	14,918	,	- /	-,	12,228		,	13,734 13		UC 4.500/	UC	UC	UC	UC	UC	UC)	UC
39 LAKESHORE DR (CLERMONT 40 LAKE ERIE RD	,		_	1,413 477		1,867 599	1,576 466	1,682 668	1,910	2,207	588	2,082	1,956	2,074 663	1,958	1,903 578		535 1,837 47 655	-1.58% 2.31%	180 61	16:45 7:15	180 57	95 17	86 40	EB WB	16:45 16:15
41 C.R. 474				2,119			3,151	3,827	4.431	4,337		4,048	4.335		4,168	2,598		332 2,404		183	7:15	172	52	121	WB	17:00
42 C.R. 450				1,213						1,460		1,465			1,284			512 2,310		222	17:00	222	90	132	WB	17:00
43 C.R. 450						2,194	2,198	2,625	2,306	2,459	2,698	2,434	2,549	2,401	2,260	2,366	2,730 2,	375 1,390	-11.45%	122	16:45	122	59	63	WB	16:45
44 C.R. 450						3,999		4,028				4,384			4,187					416	17:00	416	231	184	EB	17:00
45 C.R. 44						10,490											11,368 11			955	16:45	955	519	437	EB	16:45
46 C.R. 452				8,350		7,009	,							8,128				995 9,128		811	10:15	693	288	406	SB	12:00
47 C.R. 44 48 C.R. 44						8,472 9,635		9,85 <i>7</i> 12,680									9,764 10 12,944 13			867 982	16:30 16:45	867 982	422 486	445 496	WB WB	16:30 16:45
49 LAKESHORE DR (EUSTIS)				4,605				4,492					_	5,750		,		214 5,037	-1.76%	476	7:30	409	227	182	EB	16:30
50 C.R. 19A				4,760		,		5,915		7,680				5,532				969 4,963	-2.44%	433	12:00	433	216	217	WB	12:00
51 C.R. 44C (EUDORA RD)		23 1		7,969		8,528	,							18,164				281 9,411	0.93%	775	16:30	775	395	380	NB	16:30
52 OLD EUSTIS RD				1,961		1,969				1,872					2,034			33 1,552		161	16:00	161	101	60	EB	16:00
53 OLD 441/SR 500A (ALFRED)				8,334		8,484				11,320				11,268				288 9,386		848	16:15	848	402	446	WB	16:15
54 C.R. 452 (LAKESHORE DR)				1,536 9,374	1,666		1,768	1,671			1,123		1,727					1,629		165	16:30	165	92	73	EB	16:30 17:00
55 C.R. 561 56 C.R. 448	0.26 Mi S OF S.R. 19 0.12 Mi E OF C.R. 561			9,374 4,448	4,891		4,953	5,241			6,261		7,291	7,284		6,133	11,324 11, 6,512 6,3			1101 578	7:30	1101 561	589 299	512 261	NB EB	16:30
57 C.R. 561						6,308				7,797								932 6,694		640	7:30	591	235	356	SB	16:45
58 DUDA RD				3,596				4,493		5,306				4,311			4,745 4,			488	7:00	396	183	213	WB	16:30
59 C.R. 48					3,577	3,921	4,505	5,174	5,390	5,463	5,246	6,014	6,001	4,643	5,119			263 4,582		565	7:30	481	223	258	WB	16:45
60 C.R. 561						6,246		7,207									7,044 7,		-0.06%	720	16:45	720	311	409	SB	16:45
61 C.R. 561				3,176	3,425	3,989	4,329	4,493	4,194		5,194		5,554				5,413 5,		0.16%	524	16:45	524	234	290	SB	16:45
62 C.R. 561A 63 C.R. 561				775 3,589	896 3,826	945 4,410	881	1,143 4,951	928 U/C	1,109 5,372		1,225 6,228				1,026	1,113 1, 5,375 5,	134 1,099 575 5,698		125 554	7:00 16:30	103 554	52 246	51 308	EB SB	16:45 16:30
63 C.R. 561 64 C.R. 561A	I I			710	832	832	860	996	960	959		1,149			1,209			138 1,052		108	7:15	97	49	49	EB	15:45
65 C.R. 455	0.05 Mi W OF FOSGATE RD					2,008		2,381									2,372 2,			244	7:10	215	87	128	WB	16:45
66 C.R. 561 (LAKE MINNEOLA SHORE				2,797		3,857		4,674	4,724	6,084	6,200	6,800	7,271	6,644	6,027	6,404	6,848 7,	065 7,021	3.89%	600	16:45	600	261	338	WB	16:45
67 C.R. 455				4,235		4,703											4,897 5,		+	552	7:00	508	323	185	NB	17:15
68 C.R. 50						3,034											8,875 9,			798	16:30	798	385	413	WB	16:30
69 C.R. 50	0.06 Mi W OF ORANGE CO LINE	25 2	Z 26	2,501	2,699	3,146	3,435	4,336	4,575	5,045	4,897	5,435	5,089	5,056	4,892	4,671	6,990 6,	309 5,134	1.21%	629	17:00	629	149	480	WB	17:00

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MAP STA#	ROAD NAME	LOCATION	E	T R W N P G	i	 T	4000 I	4000						DAILY						I 2044		5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED PEAK HR VOLUME 2012	BEGIN PEAK HOUR 2012	?
70	C.R. 455	0.25 Mi N OF S.R. 50	26	22 20	199 6 3.03	_	1998 3,221	1999 3,704	2000 3,902	2001 4,050	2002 3,769	2003 4,118	2004 5,234	2005 6,498	2006 7,606	2007 6,866	2008 6,206	2009 5,648	2010 6,138	7,033	2012 6,271	0.26%	597	17:00	4
	ANDERSON HILL RD	0.25 MI N OF S.R. 50 0.11 Mi E OF LAKESHORE DR	31				2,038	2,701	2,484	2,242	2,398	2,734	2,465	2,915	2,877	3,635	1,559	1,679	1,778	1,584	1,705	2.27%	174	17:15	_
	C.R. 445A	0.18 Mi E OF S.R. 19		16 2		_	931	950	1,068	1,030	902	1,138	1,296	869	969	1,002	995	888	945	1,237		1.12%	108	17:10	
		0.47 Mi E OF DEER RD EAST		17 2			777	723	562	852	773	740	796	616	*	789	872	607	564	560	639	-7.48%	69	14:30	_
	C.R. 42	AT MARION CO LINE		17 2			3,785	3,859	3,899	4,205	4,184	4,579	5,049	3,926	3,938	3,926	3,248	3,240	3,446	3,324	3,180	-0.53%	272	15:15	
75	C.R. 42	0.14 Mi W OF C.R. 450	32	17 2	7 2,38		2,833	2,943	2,469	3,285	3,226	3,520	3,311	2,934	3,341	3,317	2,739	2,638	2,978	U/C	2,305	-4.22%	341	17:00	,
76	C.R. 439	0.10 Mi S OF C.R. 42	3	18 2	7 2,09	92	2,253	2,351	2,504	2,597	2,660	2,907	2,700	2,440	2,603	2,630	2,231	2,220	2,362	2,214	2,375	1.58%	219	16:45	,
77	C.R. 450A	0.06 Mi W OF C.R. 44A NORTH	20	18 2	7 1,07	7	1,190	1,116	1,152	1,366	1,264	1,292	1,384	1,280	2,245	1,283	1,169	1,107	1,278	1,148	1,162	-0.14%	127	7:00	
	C.R. 44A	0.18 Mi W OF C.R. 439		18 2		_	3,812	4,099	3,810	4,439	4,457	5,047	5,430	5,094	4,988	5,282	4,683	4,134	4,518	3,968	3,832	-4.89%	384	15:30	
		0.10 Mi W OF ESTES RD		19 2			4,453	4,582	4,706	5,276	5,132	5,733	5,814	5,511	5,740	5,735	5,042	4,412	4,758	4,641	4,537	-2.60%	388	16:15	
	C.R. 44	0.13 Mi W OF C.R. 44/C.R. 44A		19 2		_	8,076	8,246	8,370	9,225	8,738	9,991	10,818		9,910	11,036	9,045	8,328	8,959	9,251	9,515	1.27%	789	17:15	
	ABRAMS RD	0.06 Mi S OF S.R. 44		19 2		_	4,214	4,260	4,388	5,226	4,537	4,424	4,399	4,347	4,259	3,878	4,173	3,897	4,269	4,258	3,846	-2.02%	356	17:00	
82	C.R. 44	0.10 Mi N OF S.R. 44	1//9//	19 2	7 5,76	1000	6,717	6,788	6,379	7,524	7,002	7,440	7,968	7,703	8,313	8,714	7,678	7,039	7,970	7,602	7,917	0.77%	735	16:45	7
Ω.1	BRITT RD	0.06 Mi S OF S.R. 44	0	19 2	7 1,27	<u>(2) </u>	1,448	1,502	1,761	1,798	1,964	1,909	1,956	2,002	1,982	2,052	1,769	1,774	1,830	1,650	1,681	-1.27%	220	7:15	2
	CR 448	0.06 MH 3 OF 3.K. 44 0.76 MH WOF W.S. 44X	1888	19 2	1 1,21	150	1,440	1,502	1,701	1,790	1,904	1,909	1,950	2,002	1,962	2,052	1,769	1,774	1,030	1,050	1,001	-1.21 %		1118	17
1111111	DONNELLY ST.	0.46 Mi S OF U.S. 441	19	19 2	7 9,38	33	9,345	9,588	9.847	10,245	10,034	9,131	10,196	10,338	10,839	10,403	10,185	9,625	10,429	10,390	9,937	-0.62%	888	14:30	۲
	EAST CROOKED LAKE RD	0.08 Mi N OF U.S. 441		19 2		_	3,654	4,397	4,848	4,979	4,986	4,380	4,934	4,752	4,287	3,996	3,962	3,705	4,153	4,173		0.14%	344	16:45	
	OLD EUSTIS RD	0.05 Mi E OF E CROOKED LK RD		19 2			2,067	2,109	2,158		2,272	1,945	2,328	2,402	2,260	2,288	2,141	,	1,588	1,634		-7.23%	159	14:30	
	C.R. 46 (SANFORD RD)	0.18 Mi W OF U.S. 441		19 2		_	4,829	5,191	5,379	6,228	6,066	5,652	6,272	5,818	6,192	6,259	5,803	5,174	5,537	5,809	5,507	-1.30%	512	16:45	
	,	0.03 Mi S OF ROBIE AV		19 2			3,986	4,101	4,471	4,617	4,841	4,209	4,269	4,438	4,730	4,639	4,675	4,297	4,241	3,979	4,210	-2.59%	349	17:00	
	C.R. 42	0.15 Mi N OF RANCHO LN	20				2,890	3,057	2,936	3,552	3,410	2,975	3,678	3,274	3,317	3,685	3,294	3,008	2,551	2,755	2,510	-6.57%	219	16:45	
		0.09 Mi S OF S.R. 44		19 2		_	4,908	5,058	4,980	5,590	5,657	5,817	6,229	5,975	6,420	6,593	5,660	5,247	5,907	5,954		1.43%	571	16:30	
		0.11 Mi N OF S.R. 46		19 2		_	4,060	4,480	5,267	5,327	5,432	5,561	5,895	6,229	6,704	7,722	7,247	6,313	7,224	6,812	6,826	-1.49%	647	17:15	
	C.R. 437	0.08 Mi N OF S.R. 46	30	_			7,024	7,734	8,247	8,603	8,730	8,343	9,226	9,060	9,303	9,548	9,012	7,879	9,124	8,929		0.19%	936	17:00	
	C.R. 437	0.17 Mi S OF S.R. 46		19 2		_	5,300	5,810	6,614	6,860	7,133	7,018	7,410	6,948	7,731	7,447	6,871	6,095	6,600	6,724		-0.59%	675	17:00	
	C.R. 435	AT ORANGE CO LINE	32	_			4,318	4,779	5,039	4,919	,	4,442	5,417	5,642	5,924	6,111	5,380	4,566	5,058	4,877	5,049	-1.58%	541	16:45	
		0.16 Mi W OF CROWS BLUFF RD	38			_	4,416	4,519	4,394	4,789		4,465	4,195	4,598	4,620 5,283	5,472		4,021	3,937	3,992		-9.18%	352	16:15	
	C.R. 467 MAIN ST (LEESBURG)	0.33 Mi W OF U.S. 27/U.S. 441 0.08 Mi E OF U.S. 27/14th ST		19 24 19 24	_	_	4,740 15,742	4,635 14,286	4,948 13,041	5,831 14,079	5,797 14,569	U/C 18,477	4,727 14,783	5,208 13,735	13,465	4,907 12,025	4,566 11,375	4,412 10,831	4,408 11,472	4,979	6,010 11,185	7.11%	509 947	12:15 13:00	
	MAIN ST (LEESBURG)	0.10 Mi W OF U.S. 27/14th ST		19 2	4 10.6	_	10,679	11,773	,	13,359	12,756	14,771	12,316		12,099	10,752	10,247	9,507	10,248	10,622		-0.42%	870	11:30	
	RADIO RD	0.12 Mi N OF U.S. 441/S.R. 500	23				6,748	7,213	7,139	7,546	9,193	7,006	7,175	7,309	7,627	7,573	7,518	6,980	8,085	7,818		0.63%	692	17:15	
	C.R. 561	0.08 Mi S OF C.R. 565B/LOG HOUSE		23 2	5 1,16	88	1,037	1,156	1,250	1,312	1,325	926	2,290	2,762	2,397	2,516	2,195	2,116	2,595	2,586	2,250	0.62%	318	13:30	_
103	S.R. 33	0.18 Mi S OF C.R. 561	8	24 2	5 3,76	65	3,642	3,593	4,096	5,456	4,324	5,018	6,059	5,985	7,249	5,512	5,023	5,115	5,648	5,138	5,644	2.96%	413	8:00	_
104	C.R. 19A	95 Ft E OF KURT ST	23		_	59	3,951	3,975	3,714	3,981	4,064	4,062	3,921	4,175	4,459	4,455	4,688	4,440	3,981	3,980	3,569	-6.59%	331	12:45	,_
105	C.R. 19A	0.12 Mi S OF U.S. 441	23	19 20	6 13,8	26 1	13,545	13,849	13,443	13,681	14,461	13,631	14,184	14,521	15,151	15,158	13,766	12,212	13,091	14,383	13,193	-1.06%	1118	14:45	,
106	C.R. 42	0.58 Mi E OF C.R. 450	33	17 2	7 3,30)1	3,789	3,887	3,790	4,454	4,438	4,453	4,701	4,070	4,233	4,419	3,489	3,471	3,920	3,489	3,714	1.57%	303	16:00	,
	C.R. 452 (EUSTIS)	0.15 Mi W OF S.R. 19		19 20		_	1,786	10,145		11,736					12,789		11,627		11,247			-3.76%	817	16:45	
		0.10 Mi S OF SUMTER CO LINE		18 2					,	30,284		30,653	32,501	31,936	33,588	32,911			32,766		30,560		2800	11:30	
		0.14 Mi N OF S.R. 50			6 4,57					5,612		6,709	4,969		4,437		4,628				5,223	3.07%	462	17:00	
	S.R. 40	AT MARION CO LINE		15 28			4,665	4,352	5,169	6,277	4,898	5,505	5,044	4,236	5,224	6,119	5,867	3,935	4,120		5,266	-2.66%	498	10:45	
		AT MARION CO LINE 0.045 Mi E OF U.S. 27/U.S. 441		15 28 18 24			1,987 2,316	1,955 2,503		3,300		2,234 2,467	2,219	2,266 2,578	2,153 2,511	1,993 2,653			1,988 3,080	1,853	1,499 2,912	-4.69%	125	13:45	
		0.045 MI E OF 0.5. 27/0.5. 441 0.20 Mi S OF SOUTH EM-EN-EL GROVE RD		18 2			5,395	5,692	5,205	2,757 4,243		6,191	6,822	6,650	6,091	6,090	5,829		6,517		5,767	3.10% -0.27%	269 546	16:30 16:45	
	C.R. 19A	0.05 Mi W OF S.R. 19		18 20			3,110	2,743		2,761	U/C	2,559	2,854	2,398	2,338	2,659	2,453		2,692	2,714		3.23%	251	8:15	
	C.R. 44A	0.08 Mi W OF S.R. 44		18 2			1,319	1,200	1,251	1,471	1,331	1,584	1,690	1,450	1,569	1,669	1,336	1,167	1,164	1,216		-1.53%	117	15:30	
		0.063 Mi S OF U.S. 27/U.S. 441		19 2		_	4,097	5,511		5,402	4,771	5,077	6,253	6,376	6,716	6,345	5,936	5,803	6,523	6,615		6.32%	679	16:30	
		0.20 Mi N OF PICCIOLA CUTOFF		19 2			7,888	8,419		8,455		8,197	8,010		7,899	7,671	7,234	6,955	6,603	6,220		-2.28%	587	17:15	
		0.126 Mi W OF U.S. 27		19 2		_	567	291	278	280	*	*	262	*	*	368	412	338	388	343	332	-5.28%	38	13:45	
119	C.R. 44	0.07 Mi E OF C.R. 473	2	19 2	5 13,9	02 1	13,677	15,872	15,563	15,785	16,123	17,894	17,852	17,635	16,777	16,034	15,482	14,176	14,167	14,937	14,635	-1.40%	1346	16:30	,
	C.R. 44 LEG A	0.10 Mi NW OF U.S. 441	16	19 2	5 1,30)5	1,441	2,036	1,664	1,365		1,613	1,679		1,559	1,447	1,313	1,261	1,354	1,303	1,544	4.14%	189	12:00	,
	OLD MT DORA RD	0.11 Mi W OF EUDORA RD		19 20			4,816	4,994		5,849			5,217		5,972	6,215			5,057	4,763		-6.93%	408	14:45	
	MORNINGSIDE DR (MT DORA)			19 20		_	1,504	1,513		1,761					1,652	1,528			1,214		1,293	-1.23%	139	14:15	
		0.20 Mi E OF EUDORA RD		19 20			13,504				15,118				15,021		13,203						1033	15:15	
	OLD 441	0.19 Mi W OF C.R. 19A/EUDORA RD		19 20			8,997							10,352			10,485		9,073	8,986		-4.97%	740	16:30	
	OLD 441/ALFRED ST	0.12 Mi E OF C.R. 19A/DORA AV		19 20			9,599	10,740		12,019		12,881	12,367		11,352	12,721	11,267		9,913	9,653		-3.60%	874	16:30	_
	ESTES RD C.R. 439	0.035 Mi N OF S.R. 44 0.08 Mi N OF S.R. 44		19 2 ²			2,223 2,846	2,307 3,147		2,609 3,404		2,582 3,293	2,463 3,540	2,429 3,226	2,820 3,371	2,808 3,391	2,539 3,304		3,345 3,470	2,707 3,223		3.62% -0.71%	323 285	15:45 7:15	_
		0.08 MI N OF S.R. 44 0.11 Mi W OF ASTOR PARK CUTOFF RD		15 2		_	1,470	1,552	1,508		1,759		2,114		1,679	1,915			1,593	1,520		-0.71%	153	16:45	
		0.12 Mi E OF U.S. 441		19 2			5,988	6,867	7,345		8,040	7,622	8,609	8,383	7,166	8,259	8,320		9,228	9,349		2.29%	885	7:15	_
		0.17 Mi S OF S.R. 46		19 2			1,905	2,166	2,334	2,573		2,431	2,633	2,386	2,771	2,918	3,031		3,125	3,461		3.76%	368	16:30	
		0.17 Mi E OF C.R. 46A			8 11,1		1,303			16,135				18,283	18,975				17,636				1601	16:45	_
		0.34 Mi W OF U.S. 27			4 8,16			8,708		9,077		9,046	8,728		8,574		8,017		8,277		7,651	-1.16%	638	16:45	_
		0.28 Mi S OF C.R. 470/C.R. 48		20 2		_	5,455	5,811	6,647			6,839	6,635		8,969		8,131		8,178		7,801	-1.03%	630	16:45	_
		AT ORANGE CO LINE		20 20			3,783	4,080	4,066		3,808	4,377	4,593		5,406	5,726			5,023	4,822		-1.88%	473	7:00	_
	C.R. 478	0.08 Mi E OF S.R. 19		22 2			709	628	443	704	659	664	705	833	913	1,103	1,102	712	732	828	996	-2.49%	117	6:30	
		0.2 Mi N OF S.R. 50	20	22 2	5 2,45		2,840	2,814	3,399	4,540	3,868	3,804	3,961	4,675	5,096		5,151	4,810	5,422	5,867	5,187	0.18%	648	6:45	_
		0.27 Mi S OF S.R. 50			5 1,07		1,110	1,615	1,442			1,894	1,998		1,850	1,821			-	1,882		-0.13%	170	16:30	_
120	C.R. 565B	0.10 Mi E OF C.R. 565A	3	23 2	5 968	3	957	1,216	984	1,207	1,377	1,487	1,511	1,580	1,730	1,780	1,713	1,733	1,928	1,921	2,015	4.14%	190	7:15	_

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ADJUSTED P.M. PEAK HOUR VOL. (3-7 pm)

253

121

42

164

95

59

186

187

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171

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512 257

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219 116

947 477

833 434

1118 561

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MAP STA#	ROAD NAME		S T E W C P	/ N	1997	1998	1999	2000	AN	INUAL 2002	ADJU \$	STED	DAILY 2005	TRAF	FIC (AA	DT)	2009	2010	2011 2012	5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED PEAK HR VOLUME 2012	BEGIN PEAK HOUR 2012	ADJI Total		M. PEAK HC 2012	OUR VOL. (: Pk Dir	1
139 C.R. 561	1	0.11 Mi E OF S.R. 33	8 2	4 25	1,134	1,144	1,019	1,133	1,305	1,266	1,253	1,401	1,528	1,377	1,154	1,293	1,255	1,036	1,372 1,171	-2.46%	107	17:15	10tai	71	36	EB	Time 17:15
140 S.R. 33			28 2		2,639	2,412		2,827	4,377	3,282	4,131	5,136	5,184	5,771		5,669	3,919	4,255	3,738 4,283		325	10:15	310	191	119	NB	15:30
141 U.S. 27/3			35 2		18,902	19,840		35,186	38,151				41,126	45,243		38,783		34,415			2756	16:45	2756	1606	1150	NB	16:45
142 U.S. 27/5			20 2		13,841	14,754		16,075	22,736			21,460		22,331	22,529				19,606 17,428		1451	16:30	1451	739	712	EB	16:30
143 JALARM			12 2 11 2	_	918 1.006	941	957 1,152	1,255 1,313	1,204 1,464	1,241 1,510	1,176 1,635	1,214 2,250	1,579 2.706	1,693 2,577	1,980 2,465	2,073	2,088 2,612	2,261 2,814	2,831 2,241 2,814 2,743		195 344	17:30 7:30	195 270	115 155	80 116	NB EB	17:30 13:30
145 LAKE LO		0.20 Mi S OF LAKESHORE DR	6 2		1.323	1,587		2.245	2.169	2.760	3.084	3.752	3.694	3.555	3.304	2.777		2.999	3.352 3.377		305	7:30	289	162	127	NB	17:15
146 HARTW		0.15 Mi E OF U.S. 27/S.R. 25	9 2	3 26	938	1,274	1,797	2,799	UC	4,534	6,974	10,974	11,087	11,535	11,442	10,704	10,755	11,884	12,779 11,467		1041	7:30	975	377	598	WB	17:00
147 ROYAL			18 1		572	575	638	632	849	935	919	1,133	1,329	1,592	1,606	1,418	1,269	1,492	1,533 1,344		134	7:00	128	98	31	NB	17:00
148 WOLF B	_		19 1	-	2,817	2,921	3,288	3,668	3,771	4,054	3,916	4,107	4,089	3,874	3,832	3,549	3,319	3,922	4,129 4,072		426	17:00	426	211	215	WB	17:00
		0.045 Mi E OF S.R. 19 1.09 Mi W OF ORANGE CO LINE	6 2	3 26	2,225 1,081	2,379 1,245	2,386 1,576	2,790 1,852	2,678 2,345	3,262 2,721	1,390 4,129	1,825 6,377	1,643 7,492	1,465 7,416		1,484 8,246	1,443 8,653	1,498 9,373	1,806 1,484 10,158 9,066		302 924	8:15 17:15	231 924	95 203	137 721	WB WB	15:45 17:15
151 LK LOUI			16 2		768	880	1,149	1,612	1,936	2,669	2,978	3,320	5,418	5,566		4,353	3,918	4,235	4,113 4,026		349	7:30	338	96	242	WB	17:45
152 MAIN ST			25 1		10,464	10,143	11,152	11,128	13,096		10,838	9,677	8,710	*	4,568	5,310	4,055	4,293	4,248 3,998		405	16:30	405	221	183	EB	16:30
153 C.R. 48		0.12 Mi W OF U.S. 27	14 2	0 24	7,070	6,746	7,748	7,480	8,108	8,956	7,504	8,276	7,449	9,369	7,106	7,402	7,197	6,840	7,293 7,165	-0.81%	629	15:00	629	307	321	WB	15:00
		0.08 M W OF U.S. 27/S D. 25	58/4	4 20	14.284	//KXC/	14,684	75,644	THE PARTY OF	THE PARTY OF	16,594		4 255	1111111	16,848	2 442			4 4 9 9 9 9 9 9	XIII WXX	111111	10:15		MIII (A)	MINA	WP	10:45
155 C.R. 474			27 2		3,170	3,667 1,258	4,302 1,282	3,196 1,435	3,970 1,804	3,480 2,275	3,935 4.708	4,244 7.705	4,355 5,632	4,964 6,166	2,880 6,804	3,419 5,610	3,066 5,243	3,080 5,681	4,183 2,359 5,596 5,284		185 464	16:45 15:15	185 464	66 255	120 208	WB NB	16:45 15:15
157 DAVID V			15 1		*	2,287	2,741	2,683	3,357	3,750	5,234	5,400	5,568	5,756	5,893	5,121	4,804	5,258	5,181 5,023		442	15:30	442	248	195	EB	15:30
158 C.R. 50			23 2		*	1,658	2,129	2,293	3,067	3,434	3,654	4,181	4,968	5,193		5,107	4,707	6,106	7,059 5,656		638	17:00	638	186	451	WB	17:00
	` '	0.21 Mi S OF GRIFFIN AV	8 1		*	5,814	6,914	6,717	7,500	6,940	3,713	6,495	6,843	7,516		7,037	6,390	6,983	7,468 7,094		609	13:45	609	290	319	SB	13:45
		0.10 Mi S OF U.S. 27/U.S. 441	8 1		*	*	*	1,921	2,902	3,445	4,353	5,264	7,779	13,458			10,930	14,747	15,541 15,752		1553	13:45	1553	775	778	SB	13:45
161 C.R. 440 162 C.R. 455	, ,		16 1 11 2		*	*	*	5,517 1,582	6,582 2,300	5,906 2,423	5,454 2,440	5,465 2,487	5,702 2,815	6,163 3,002	5,878 2,456	5,415 2,573	4,997 2,374	5,101 2,443	4,911 5,047 2,244 2,187	-1.75% -3.98%	486 192	7:30 7:15	456 170	217 89	240 81	WB EB	15:00 16:30
163 HOOKS			30 2		*	*	*	4.744	6,221	5,733	6,838	7,123	7,512	7,251	7,550	5,213	5.097	5,862	5,959 6,096		506	17:00	506	223	283	WB	17:00
164 WAYCR			18 1		*	*	*	4,198	4,263	4,096	,	4,156	4,254	4,705		4,959	4,542	4,772	5,069 4,712		469	17:15	469	178	291	WB	17:15
165 HANCO	OCK RD	0.228 Mi S OF S.R. 50	27 2	2 26	*	*	*	6,646	7,944	9,968	11,024	13,184		14,250	16,726	12,311	12,449	,	15,786 15,407	5.77%	1325	17:30	1325	587	737	SB	17:30
			17 1		*	*	*	*	3,067	4,026	4,788	5,645	6,145				9,531	12,295	14,558 15,00°		1493	12:00	1493	728	765	SB	12:00
167 C.R. 466		0.20 Mi S OF EMMAUS RD	2 1		*	*	*	*	4,757	4,419	4,622	4,497	4,395	4,808	4,205	3,817	3,800	3,530	4,074 3,282		279	17:00	279	191	88	NB NB	17:00
168 DAVID V			22 1 28 2		*	*	*	*	1,784 6.156	2,795 9,166	4,600 10,858	5,531	6,292 11,313	7,146		6,692 13,604	6,082 11,937	7,026 13,810	6,992 6,642 14,794 13,398		567 1038	14:15 16:30	567 1038	323 480	243 558	NB SB	14:15 16:30
170 JOHNS			32 2		*	*	*	*	2,135	2,952	3,368	3,828	4,286	9,921	4,819	5,210	4,983	5,743	6,194 5,816		604	7:45	521	232	289	WB	13:45
171 C.R. 466		0.10 Mi W OF U.S. 27/U.S. 441		9 24	*	*	*	*	*	3,535	3,811	3,656	3,574	3,824	3,544	4,404	4,816	5,614	5,528 4,889		412	16:45	412	208	204	EB	16:45
			22 1		*	*	*	*	*	7,170	11,176	9,967	10,473	10,343		9,219	8,436	8,561	8,090 7,559		702	15:30	702	378	324	EB	15:30
173 C.R. 473		0.083 Mi S OF C.R. 44	2 1		*	*	*	*	*	5,742	,	6,151	6,129		6,480	5,274	5,615	6,161	5,913 6,380		559	15:45	559	316	240	NB	15:45
174 RADIO F		0.084 Mi S OF C.R. 44 0.064 Mi S OF U.S. 441	3 1		*	*	*	*	*	4,064 886	4,587 941	4,522 1,197	4,461 1.713	4,080	3,824 1,302	3,490 2,048	3,217 2,380	3,327 3,234	3,485 3,298 3,030 2,769		316 240	17:00 17:30	316 240	194 110	123 129	NB SB	17:00 17:30
176 C.R. 561	_	0.08 Mi S OF S.R. 50	24 2	2 25	*	*	(*)	*	*	3.542	3.092	5.640	6.061	6.105	5.548	5.048	5.172	5.585	6.434 5.797	3.52%	550	17:30	550	253	297	SB	17:15
177 LAKESH	HORE DR (CLERMONT)	0.122 Mi N OF LOG HOUSE RD/ OSWALT RD			*	*	*	*	*	6,413		7,745	8,738	8,785	8,138	8,111	8,014		9,159 8,432		764	17:00	764	306	<mark>458</mark>	SB	17:00
178 CITRUS			19 2			*	*	*	*										10,644 10,23		825	17:00	825	337	488	WB	17:00
179 N HANC			27 2		*	*	*	*	*						14,344						1281	17:30	1281	686	595	NB	17:30
180 HANCO			10 2 31 1		*	*	*	*	*						6,746 5,332						696 451	7:45 17:00	619 451	367 314	252 137	NB NB	17:00 17:00
182 C.R. 435			29 1		*	*	*	*	*						7,474				6,687 6,724		724	17:00	724	322	402	SB	17:00
183 C.R. 448		0.155 Mi W OF C.R. 561		0 26	*	*	*	*	*	*					3,189						273	16:00	273	132	141	WB	16:00
184 HUFFST			22 1		*	*	*	*	*	*			714		1,250		734	781	679 815		91	15:00	91	56	35	EB	15:00
185 HOOKS			28 2		*	*	*	*	*	*	1,977				2,987				6,867 6,624 2,018 2,038		552	13:15 17:30	552 184	208	344	WB	13:15
186 LAKE EL 187 LAKE EL			28 1 31 1		*	*	*	*	*	*	*				2,023 1,502		926	1,122	1,036 1,140		184 133	15:00	133	85 77	100 56	WB EB	17:30 15:00
				9 24	*	*	*	*	*	*	*				2,213						338	15:30	338	163	176	SB	15:30
189 C.R. 25A	A	0.103 Mi N OF C.R. 25A/URICK ST	9 1	9 24	*	*	*	*	*	*	*	4,684	5,354	5,667	6,285	4,874	4,400	4,320	4,560 5,850	4.67%	591	13:30	591	329	263	NB	13:30
190 THOMAS			15 1		*	*	*	*	*	*	*	8,150			7,625			,	, ,		800	12:30	800	309	491	SB	12:30
191 C.R. 455			17 2		*	*	*	*	*	*	*	1,564			1,680				1,374 1,220		139	7:15	122	61	61	WB	15:00
		0.13 Mi W OF U.S. 27 0.02 Mi S OF U.S. 27	9 2 26 2		*	*	*	*	*	*	*	3,125	1,359 363	1,192 839	1,064 323	1,270 344	1,424 481	1,251 306	1,305 1,428 682 350	2.98% 0.42%	134 38	17:30 13:45	134 38	46 19	88 19	WB SB	17:30 13:45
194 ORANGI			11 1		*	*	*	*	*	*	*	*			14,562			12,176			944	15:45	944	488	455	EB	15:45
195 CITRUS	GROVE ROAD	0.14 Mi E OF U.S. 27	6 2	2 26	*	*	*	*	*	*	*	*	464	455	607	535	570	687	548 750	8.81%	88	6:45	79	44	34	EB	16:00
			16 2		*	*	*	*	*	*	*	*	2,617		3,184			3,018			292	7:15	281	156	125	NB	17:00
197 CITRUS			32 2		*	*	*	*	*	*	*	*	1,730						14,182 13,353		1076	17:00	1076	453	624	SB	17:00
198 ORANGI 199 LAKE M		720 Ft E OF C.R. 44 (BYPASS) 0.04 Mi S OF C.R. 42	7 1 17 1	9 27 7 29	*	*	*	*	*	*	*	*	11,633				10,364		11,805 11,527 1,591 1,646		1041 161	16:45 17:00	1041 161	476 81	566 79	WB NB	16:45 17:00
200 GRIFFIN			8 1		*	*	*	*	*	*	*	*	*		7,627				8,686 8,691		766	15:00	766	440	326	EB	15:00
			30 1		*	*	*	*	*	*	*	*	*		1,564				2,704 3,342		354	15:15	354	138	216	SB	15:15
202 LAKE DE		0.08 Mi S OF S.R. 44 (PINE LAKES)	8 1	8 29	*	*	*	*	*	*	*	*	*	653	872	740	761	803	710 735	-0.18%	79	16:30	79	38	42	SB	16:30
203 ROUND			26 1		*	*	*	*	*	*	*	*	*	2,096		2,318					426	7:30	277	156	121	NB	14:30
204 C.R. 470			17 2		*	*	*	*	*	*	*	*	*	4,707		5,248			5,404 5,760		484	15:15	484	253	231	EB	15:15
			15 2 24 2		*	*	*	*	*	*	*	*	*	1,916	2,443	1,805			2,214 2,141 1,956 2,131		208 177	17:00 17:00	208 177	144 105	64 73	NB NB	17:00 17:00
■ ZUNIU R 56°						1				1		i e	1	.,	_,000	.,500	.,000	.,001	.,555 2,101	-1.89%				.00		.,,,,	16:30

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MAP STA# ROAD NAME	LOCATION	S T E W C P	/ N							ADJUS				<u> </u>					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED PEAK HR VOLUME 2012	BEGIN PEAK HOUR 2012			2012	OUR VOL. (:	
208 TURKEY FARM RD	0.040 Mi N OF C.R. 50	17 2	2 26	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006 977	2007 1,059	2008 1,676	2009 1.941	2010 2,803	2011 201 3,139 4,50		582	7:00	Total 506	NB/EB 199	SB/WB 307	Pk Dir SB	Time 13:30
209 N HANCOCK RD	0.106 Mi S OF C.R. 50	16 2	_	*	*	*	*	*	*	*	*	*	9,485	10,066	8,258	7,362	11,007	10,587 10,74		982	17:00	982	475	507	SB	17:00
210 OSWALT RD	0.126 Mi E OF LAKESHORE DR (CLERMON)		3 25	(*)	*	*	*	(*)	*	*	*	*	3,803	3,691	3,402	3,394	3,726	3,921 3,67		318	17:45	318	216	102	EB	17:45
211 SHAY BV	0.158 Mi N OF GRIFFIN AV	7 1	8 24	*	*	*	*	*	*	*	*	*	*	2,356	2,559	2,352	2,567	2,591 2,37	5 -1.85%	254	14:15	247	141	106	NB	14:15
212 W McCLENDON ST	0.024 Mi W OF U.S. 27/U.S. 441	20 1		*	*	*	*	*	*	*	*	*	*	434	316	264	492	892 594		96	8:30	56	27	29	WB	13:45
213 W LADY LAKE BV	0.029 Mi W OF U.S. 27/U.S. 441	20 1		*	*	*	*	*	*	*	*	*	*	910	793	970	1,175	1,536 1,28		127	11:30	120	62	58	EB	12:00
214 LADY LAKE BV	0.045 Mi E OF U.S. 27/U.S. 441	21 1		*	*	*	*	*	*	*	*	*	*	524	522	507	673	693 685		6	9:15	57	30	27	EB	14:00
215 GRAYS AIRPORT RD 216 SOUTH GRAYS AIRPORT RD	0.10 Mi N OF EAGLESNEST RD 0.048 Mi E OF U.S. 27/U.S. 441	27 1 34 1		*	*	*	*	*	*	*	*	*	*	1,940 1,192	1,556 1,118	1,546 1,169	1,819 1,168	1,460 1,48 856 1,30		128 115	17:00 12:00	128 115	74 62	53 53	NB EB	17:00 12:00
217 ARLINGTON AV	0.097 Mi S OF W LADY LAKE BV	20 1		*	*	*	*	*	*	*	*	*	*	1,371	1,203	1,195	1,254	1,348 1,14		109	17:30	109	50	59	SB	17:30
218 SOUTH FISH CAMP RD	0.097 Mi N OF C.R. 44		8 26	*	*	*	*	*	*	*	*	*	*	1,102	1,139	1,249	1,228	1,142 1,39		113	17:00	113	63	49	NB	17:00
219 ROSE ST	0.3 Mi E OF OAK ST	13 1	8 26	*	*	*	*	*	*	*	*	*	*	967	975	911	1,130	1,016 1,16	9 4.63%	122	16:30	122	57	65	WB	16:30
220 C.R. 44A (NORTH)	0.2 Mi N OF C.R. 450A	20 1		*	*	*	*	*	*	*	*	*	*	1,400	1,369	1,300	1,560	1,543 1,43		152	16:00	152	77	75	NB	16:00
221 C.R. 44A (EAST)	0.6 Mi E OF C.R. 439	34 1		*	*	*	*	*	*	*	*	*	*	5,267	4,630	4,117	4,429	3,814 4,51		419	17:00	419	191	227	WB	17:00
222 THOMAS AV	0.102 Mi S OF C.R. 44A/C.R. 44C	22 1		*	*	*	*	*	*	*	*	*	*	7,735	6,749	6,255	6,029	6,519 8,10		741	16:15	741	419	322	NB	16:15
223 LONE OAK DR	0.15 Mi S OF W MAIN ST	27 1	_	*	*	*	*	*	*	*	*	*	*	3,094	3,081 2,456	2,870 2,317	2,978 2,496	3,386 3,59 2,500 2,71		374	16:45	374	184	189	SB WB	16:45
224 GRIFFIN RD 225 LEE ST	0.123 Mi E OF U.S. 27/U.S. 441 0.155 Mi N OF U.S. 441	23 1		*	*	*	*	*	*	*	*	*	*	2,435 2,663	2,456	2,317	2,496	2,842 4,43		263 453	8:00 16:30	251 453	93 264	158 188	NB	15:00 16:30
226 LEE ST	0.115 Mi S OF U.S. 441		9 24	*	*	*	*	*	*	*	*	*	*	3,108	2,853	2,290	2,233	2,970 3,18		358	7:45	266	158	108	NB	15:15
227 CANAL ST	0.026 Mi N OF MAIN ST	26 1		*	*	*	*	*	*	*	*	*	*	3,776	4,245	4,142	4,461	4,044 3,94		360	11:30	345	162	183	SB	12:00
228 CANAL ST	0.035 MI S OF MAIN ST		9 24	*	*	*	*	*	*	*	*	*	*	3,371	3,388	3,229	3,500	3,348 3,35	7 -0.23%	319	9:15	319	145	174	SB	12:45
229 LAKE ST	0.064 Mi N OF MAIN ST	25 1	9 24	*	*	*	*	*	*	*	*	*	*	2,831	2,878	2,819	2,991	2,561 2,98	7 0.93%	247	12:30	232	108	124	SB	12:30
230 LAKE ST	0.098 Mi S OF MAIN ST	25 1	_	*	*	*	*	*	*	*	*	*	*	3,330	3,451	3,304	4,251	4,184 4,30	5 5.69%	359	12:00	359	187	172	NB	12:00
231 MAIN ST	0.051 Mi E OF CANAL ST		9 24	*	*	*	*	*	*	*	*	*	*	5,649	5,357	5,196	5,466	5,460 5,21		463	14:45	463	207	255	WB	14:45
232 MAIN ST	0.09 Mi E OF LAKE ST		9 24	*	*	*	*	*	*	*	*	*	*	4,763	5,333	4,850	4,775	5,062 4,87		440	16:45	440	273	167	EB	16:45
233 SUNNYSIDE DR	0.106 Mi S OF SUNNYSIDE DR (EAST)		9 25	*	*	*	*	*	*	*	*	*	*	1,638	1,545	1,421	1,379 6,241	1,517 1,45		161	17:15	161	59	102	SB	17:15
234 DEAD RIVER RD 235 WOODLEA RD	0.2 Mi W OF S.R. 19 0.1 Mi W OF S.R. 19	31 1	_	*	*	*	*	*	*	*	*	*	*	6,095 1,996	5,939 2,530	5,463 2,685	2,744	6,377 6,27 2,971 2,52		546 235	16:45 7:45	546 221	231 114	314 107	WB EB	16:45 14:15
236 WELLS AV	0.12 Mi E OF S.R. 19	32 1	_	*	*	*	*	*	*	*	*	*	*	1,966	1,877	1,592	1,659	1,557 1,47		142	16:15	142	95	47	EB	16:15
237 MAIN ST	0.04 Mi W OF SINCLAIR AV	29 1		*	*	*	*	*	*	*	*	*	*	2,810	9,159	6,932	7.590	8,035 7,88		807	16:45	807	250	558	WB	16:45
238 MAIN ST	0.3 Mi E OF DISSTON AV	28 1		*	*	*	*	*	*	*	*	*	*	1,801	2,062	1,922	1,791	2,156 2,06		232	13:45	232	106	126	WB	13:45
239 C.R. 452 (LAKESHORE DR)	0.06 Mi W OF COLLEY DR. (EAST)	34 1	9 26	*	*	*	*	*	*	*	*	*	*	1,641	1,539	1,361	1,355	1,545 1,40	7 -2.21%	154	16:30	154	97	57	EB	16:30
240 ST CLAIR ABRAMS AV	0.06 Mi N OF ALFRED ST	29 1	9 26	*	*	*	*	*	*	*	*	*	*	3,994	3,589	3,360	3,416	3,527 3,60	3 0.10%	360	12:00	360	166	195	SB	12:00
241 DORA AV	.01 Mi S OF ALFRED ST	28 1		*	*	*	*	*	*	*	*	*	*	1,121	956	999	954	1,039 1,09		112	13:45	112	57	55	NB	13:45
242 LAKE EUSTIS DR	0.1 Mi N OF U.S. 441	21 1	_	*	*	*	*	*	*	*	*	*	*	6,190	6,004	5,384	5,804	5,739 5,07		497	7:30	465	251	213	NB	16:15
243 S. MT HOMER RD	0.05 Mi S OF U.S. 441		9 26	*	*	*	*	*	*	*	*	*	*	522	260	170	210	212 233		30	14:45	30	20	10	NB	14:45
244 MT HOMER RD 245 MT HOMER RD	0.14 Mi N OF U.S. 441 0.1 Mi W OF KURT ST	22 1 15 1	_	*	*	*	*	*	*	*	*	*	*	1,114 4,253	919 4,416	1,384 3,915	1,222 4,112	1,423 1,46 3,677 3,43		139 331	7:45 11:15	122 319	92 143	30 176	NB WB	16:30 14:15
246 FAIRVIEW AV	0.1 Mi S OF ALFRED ST	27 1		*	*	*	*	*	*	*	*	*	*	722	604	612	719	699 717		69	11:30	63	32	30	NB	12:45
247 KURT ST	0.06 Mi S OF HUFFSTETLER DR	23 1			*	*	*	*	*	*	*	*	*	5,152		-		4,938 4,56		444	11:30	440	202	238	SB	14:00
248 KURT ST	0.1 Mi S OF W GOLFLINKS AV	14 1		*	*	*	*	*	*	*	*	*	*	4,464	4,035	,	3,873	4,063 4,00		368	11:15	349	198	151	NB	14:00
249 KURT ST	0.1 Mi N OF W GOLFLINKS AV	14 1	9 26	*	*	*	*	*	*	*	*	*	*	9,385	8,525	7,601	8,323	8,182 7,80	3 -2.17%	710	16:30	710	450	260	NB	16:30
250 LAKEVIEW AV	0.2 Mi W OF S.R. 19	14 1		*	*	*	*	*	*	*	*	*	*	9,126	7,734		7,266		1 -1.13%	626	16:30	626	396	230	EB	16:30
251 W GOLFLINKS AV	0.1 Mi E OF KURT ST	14 1			*	*	*	*	*	*	*	*	*	1,395	1,309	890	972	996 851		97	15:30	97	37	60	WB	15:30
252 ARDICE AV	0.05 Mi E OF KURT ST	23 1		*	*	*	*	*	*	*	*	*	*	6,364	5,909		5,466	5,090 4,79		471	14:00	471	243	228	EB	14:00
253 BAY RD	0.1 Mi S OF OLD 441	26 1 26 1		*	*	*	*	*	*	*	*	*	*	1,839		1,529	1,875	1,718 1,68		156	16:45	156	62	94	SB	16:45
254 BAY RD 255 GROVE ST	0.1 Mi N OF OLD 441 0.02 Mi N OF OLD MT DORA RD	14 1		*	*	*	*	*	*	*	*	*	*	3,187 4,734	2,913			2,926 2,90 3,494 3,24		256 338	12:30 16:30	256 338	114 188	142 150	SB NB	12:30 16:30
256 GROVE ST	0.1 Mi N OF GOLFLINKS AV	14 1		*	*	*	*	*	*	*	*	*	*	3,390	3,410	,	,	, ,		282	14:30	282	181	101	NB	14:30
257 GROVE ST	0.1 Mi N OF LAKEVIEW AV	14 1		*	*	*	*	*	*	*	*	*	*	1,360	1,379		1,186	1,182 1,24		120	12:00	120	99	21	NB	12:00
258 C.R. 19A	0.2 Mi S OF HOLLY DR	26 1		*	*	*	*	*	*	*	*	*	*	9,135		7,182	7,796	8,048 7,47		617	11:30	603	288	315	SB	12:00
259 LAKEVIEW AV	.12 Mi E OF S.R. 19	14 1		*	*	*	*	*	*	*	*	*	*	7,025	5,557		5,684	5,011 4,62		428	16:45	428	279	148	EB	16:45
260 EUDORA RD	0.2 Mi N OF U.S. 441	24 1		*	*	*	*	*	*	*	*	*	*	3,749	3,741	3,359				248	14:45	248	123	125	SB	14:45
261 PRESCOTT ST	0.12 Mi N OF E ORANGE AV	11 1			*	*	*	*	*	*	*	*	*	685	469	456	525	464 445		41	16:45	41	18	23	SB	16:45
262 BATES AV	0.07 Mi E OF C.R. 44	2 1		*	*	*	*	*	*	*	*	*	*	1,206	1,205		1,640	1,433 1,22		235	8:00	184	70	114	WB	15:30
263 BATES AV	0.1 Mi E OF PRESCOTT ST		9 26	*	*	*	*	*	*	*	*	*	*	1,617		1,283	1,618	1,393 1,31		115	18:30	115	64	51	EB	18:30
264 HASELTON ST 265 WASHINGTON AV	0.17 Mi S OF E ORANGE AV 0.1 Mi E OF HASELTON ST	12 1 12 1		*	*	*	*	*	*	*	*	*	*	2,126 2,553	1,864 2,527	1,850	1,858 2,500	1,778 1,94 2,429 2,59		177 317	12:00 6:45	177 219	93 124	84 95	NB EB	12:00 17:15
266 LAKEVIEW AV	.01 Mi W OF HASELTON ST	13 1			*	*	*	*	*	*	*	*	*	3,567	3,410		3,103	3,231 3,27		331	17:00	331	196	135	EB	17:15
267 LAKESHORE DR	0.06 Mi N OF OLD 441	30 1		*	*	*	*	*	*	*	*	*	*	896	2,738	642	685	701 593		62	17:00	62	35	27	NB	17:00
268 OLD 441	0.09 Mi E OF LAKESHORE DR	30 1		*	*	*	*	*	*	*	*	*	*	11,885		8,989	9,178	9,038 9,36		759	16:30	759	371	388	WB	16:30
269 HIGHLAND ST	0.04 Mi N OF 5th AV	29 1		*	*	*	*	*	*	*	*	*	*	2,631	2,359			1,849 2,27		304	6:45	278	106	172	SB	12:45
270 LIMIT AV	.01 Mi W OF U.S. 441	20 1		*	*	*	*	*	*	*	*	*	*	2,539	2,221	1,912	2,068	2,195 2,20		222	7:45	181	90	90	EB	15:30
271 C.R. 448A	0.2 Mi S OF C.R. 48	25 2		*	*	*	*	*	*	*	*	*	*	243	231	239	191	171 204		24	16:45	24	14	10	NB	16:45
272 C.R. 448A	0.2 Mi N OF C.R. 48	24 2		*	*	*	*	*	*	*	*	*	*	5,430	4,138		3,859	4,149 3,79		396	16:30	396	163	232	SB	16:30
273 TUSCANOOGA RD	.09 Mi N OF S.R. 50	15 2		*	*	*	*	*	*	*	*	*	*	2,375		1,807	2,273	2,191 2,20		219	17:00	219	135	84	NB	17:00
274 MASCOTTE EMPIRE RD 275 C.R. 50/SUNSET AV	.32 Mi S OF S.R. 50 0.03 Mi N OF S.R. 50	14 2		*	*	*	*	*	*	*	*	*	*	513 1,013	642 1,440	586 931	571 1,229	675 562 989 1,40		61 144	7:30 17:15	57 144	28 69	28 75	NB SB	15:45 17:15
276 PALMETTO DR	0.043 Mi W OF C.R. 33	14 2			*	*	*	*	*	*	*	*	*	407	464	543	519	490 514		57	17:15	57	23	34	WB	17:15
2/0 FALIVIETTO DK	U.U43 IVII VV OF U.K. 33	14 2	Z Z4		1	ı		l	1				<u> </u>	407	404	543	วเล	490 514	2.59%	5/	17.00	5/		34	VV D	17.00

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MAP STA#	ROAD NAME	LOCATION	S E C	w	R N G					AN	INUAL	ADJU	STED	DAILY '	TRAFF	IC (AA	DT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT
						1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	LITOLITI
277	UNDERPASS RD	0.036 Mi E OF C.R. 33	14	- 22	24	*	*	*	*	*	*	*	*	*	*	839	806	791	645	717	729	-2.49%
278	EAST AV	0.1 Mi N OF S.R. 50	19	22	26	*	*	*	*	*	*	*	*	*	*	5,703	5,517	4,964	5,294	5,540	5,043	-2.22%
279	MAIN ST	0.1 Mi N OF WASHINGTON ST	18	22	26	*	*	*	*	*	*	*	*	*	*	1,341	1,587	1,746	1,773	1,907	1,831	3.64%
280	CITRUS TOWER BV	0.1 Mi S OF S.R. 50	28	22	26	*	*	*	*	*	*	*	*	*	*	*	10,309	9,700	12,828	13,786	11,986	3.84%
281	HOOKS ST	0.12 W. OF CITURS TOWER BV	29	22	26	*	*	*	*	*	*	*	*	*	*	*	1,257	2,176	3,000	4,047	3,813	31.97%
282	EXCALIBUR RD	0.08 Mi S OF HOOKS ST	28	22	26	*	*	*	*	*	*	*	*	*	*	*	1,644	3,891	4,175	4,084	3,673	22.26%
283	CITRUS TOWER BV	0.18 E. OF US 27	5	23	26	*	*	*	*	*	*	*	*	*	*	*	7,970	10,621	9,760	10,825	10,040	5.94%
284	HAMMOCK RIDGE RD	0.21 W. OF US 27	5	23	26	*	*	*	*	*	*	*	*	*	*	*	6,848	8,864	9,614	9,880	9,982	9.88%
285	LAKESHORE DR (CLERMONT)	0.14 E. OF HAMMOCK RIDGE ROAD	6	23	26	*	*	*	*	*	*	*	*	*	*	*	6,115	5,559	6,068	6,594	6,519	1.61%
286	FOSGATE RD	0.19 Mi W OF GRASSY LAKE RD	8	22	26	*	*	*	*	*	*	*	*	*	*	*	**	1,038	1,161	1,052	1,424	N/A
287	STEVES RD	0.44 Mi W. OF CITRUS TOWER BV	29	22	26	*	*	*	*	*	*	*	*	*	*	*	**	***	4,088	4,545	4,863	N/A
288	CR 44A	0.17 MI N. OF CR 44A	5	19	27	*	*	*	*	*	*	*	*	*	*	*	**	***	1,672	1,604	1,632	N/A
289	HOOKS ST	E. OF US 27		22			*	*	*	*	*	*	*	*	*	*	**	***	****	3,385	4,022	N/A
290	GRAND HIGHWAY	N. OF HOOKS ST	29	22	26	*	*	*	*	*	*	*	*	*	*	*	**	***	****	3,345	3,982	N/A
291	CR 48	AT SUMTER COUNTY LINE	7	21	24	*	*	*	*	*	*	*	*	*	*	*	**	***	****	****	2,043	N/A

ADJUSTED PEAK HR VOLUME 2012	BEGIN PEAK HOUR 2012	ADJU	STED P.M	. PEAK H 2012	OUR VOL. (3	-7 pm)
		Total	NB/EB	SB/WB	Pk Dir	Time
74	16:45	74	47	27	EB	16:45
518	7:45	457	217	240	SB	13:15
174	16:15	174	67	107	SB	16:15
974	16:45	974	452	522	SB	16:45
361	13:00	361	188	173	EB	13:00
624	6:45	412	310	102	NB	13:15
835	7:30	798	321	477	WB	17:30
868	17:30	868	352	<mark>516</mark>	WB	17:30
<mark>597</mark>	16:45	<mark>597</mark>	248	349	WB	16:45
196	6:45	178	79	99	WB	14:30
480	12:45	480	216	264	WB	12:45
171	17:00	171	113	58	NB	17:00
318	14:45	318	170	148	EB	14:45
324	17:00	324	178	147	NB	17:00
171	16:45	171	74	114	WB	16:45

NOTES: 1 * - Data not available in 2007

2 ** - Data not available in 2008

3 *** - Data not available in 2009 4 **** - Data not available in 2010

5 ??? - N/A due to lack of previous years data

6 U/C Denotes station under construction during data collection period.

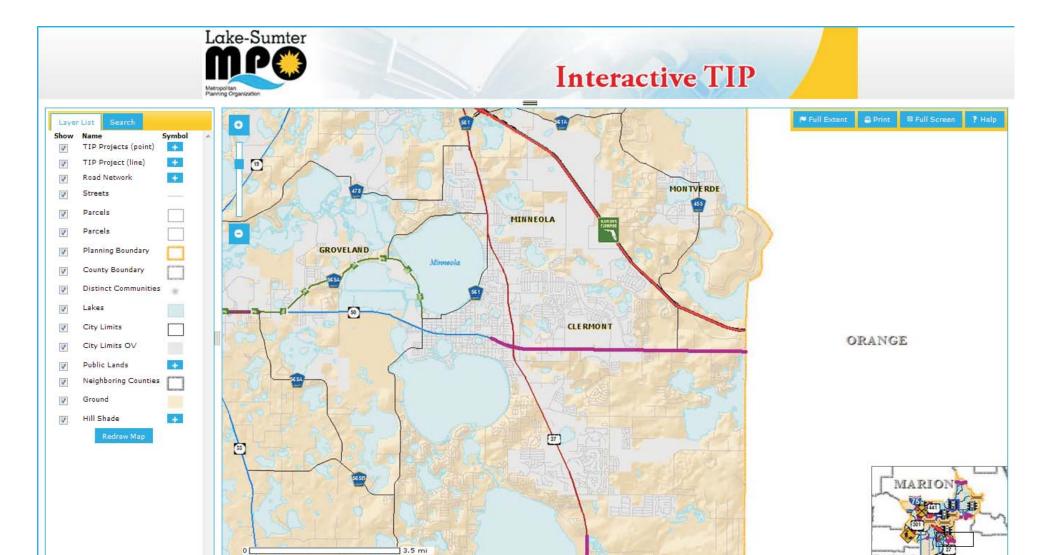
7 5 -Year Annual Average Percentage Growth Rate is computed as follows:

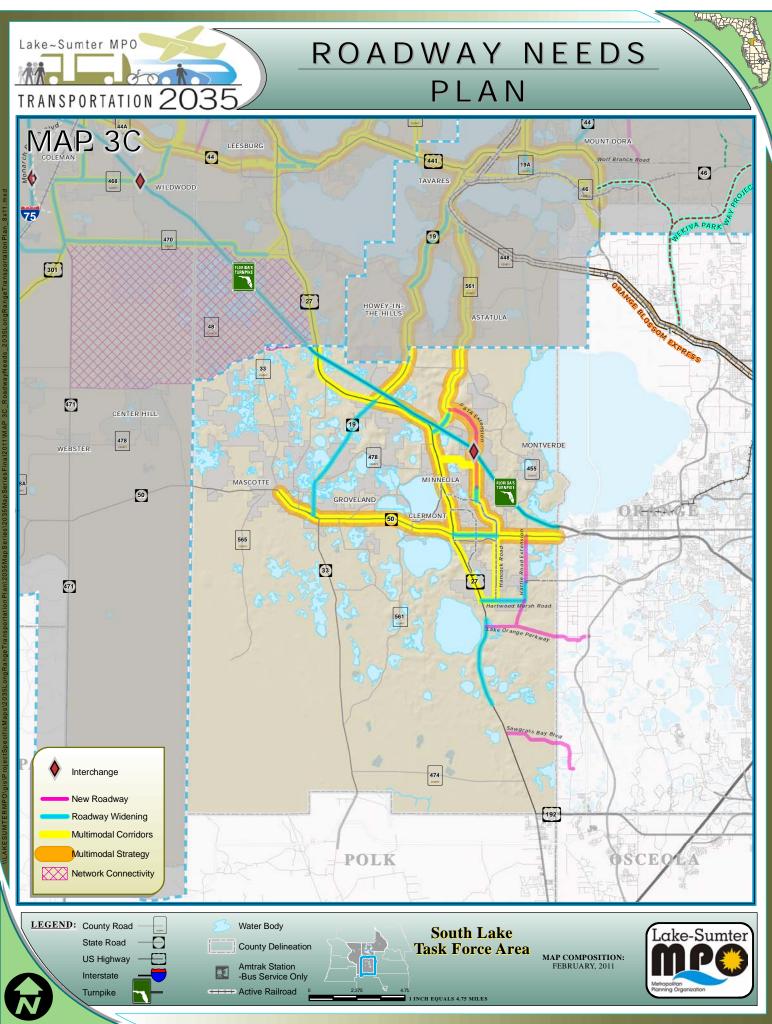
"5-Year Annual Average Percentage Growth Rate = (1+(2011 AADT - 2007 AADT)/(2007 AADT))^(1/4)-1"

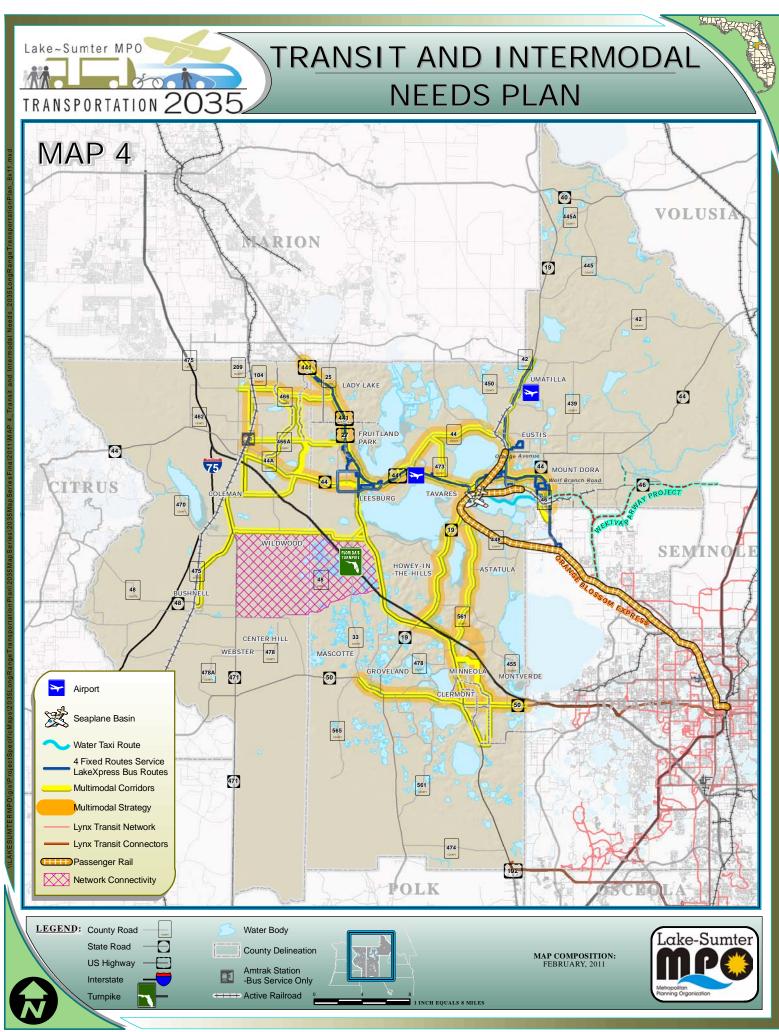
8 Stations Deleted from the program:

85

PAGE 5 OF 6 5/24/2012 **Appendix B** TIP & LRTP Maps







Appendix CTrip Generation Sheets

Shopping Center (820)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area

On a: Weekday

Number of Studies: 302

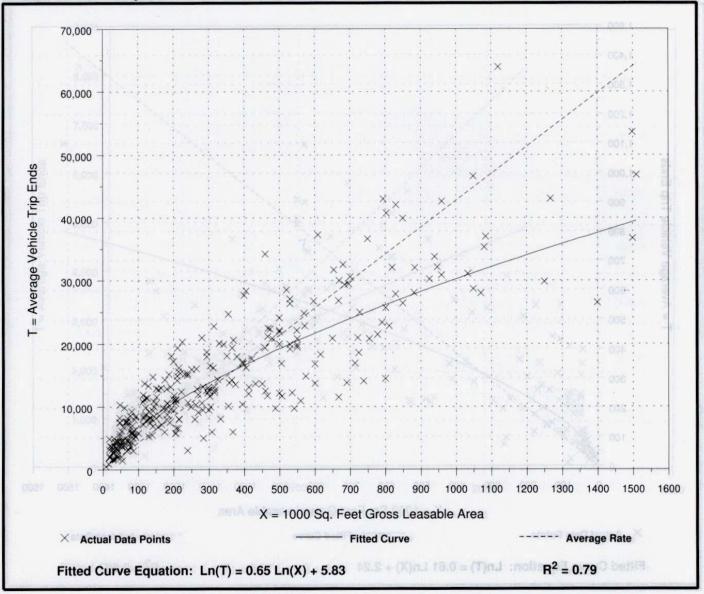
Average 1000 Sq. Feet GLA: 331 30 30 30 000 1 Sparsual

Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
42.70	12.50 - 270.89	21.25

Data Plot and Equation



Shopping Center

(820)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Number of Studies: 426

Average 1000 Sq. Feet GLA: 376

Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.71	0.68 - 29.27	2.74

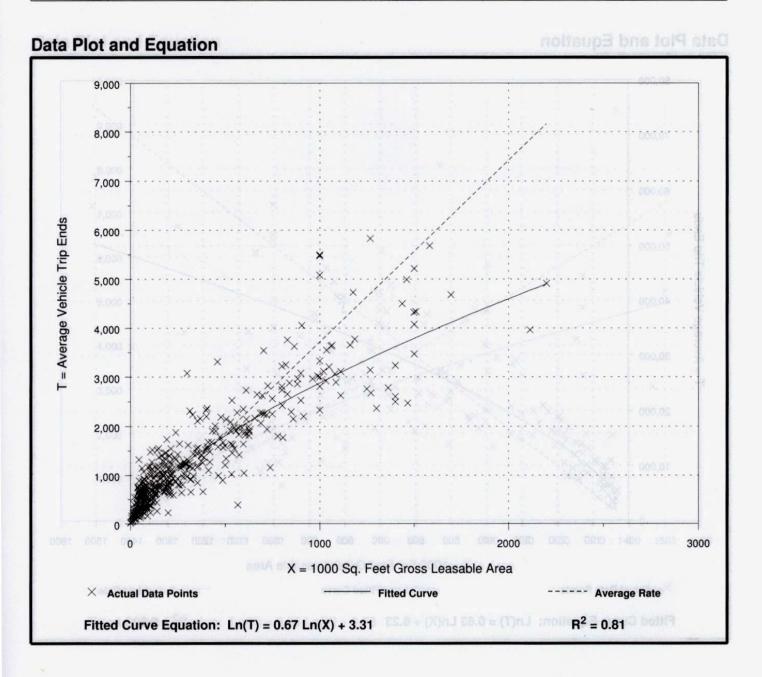
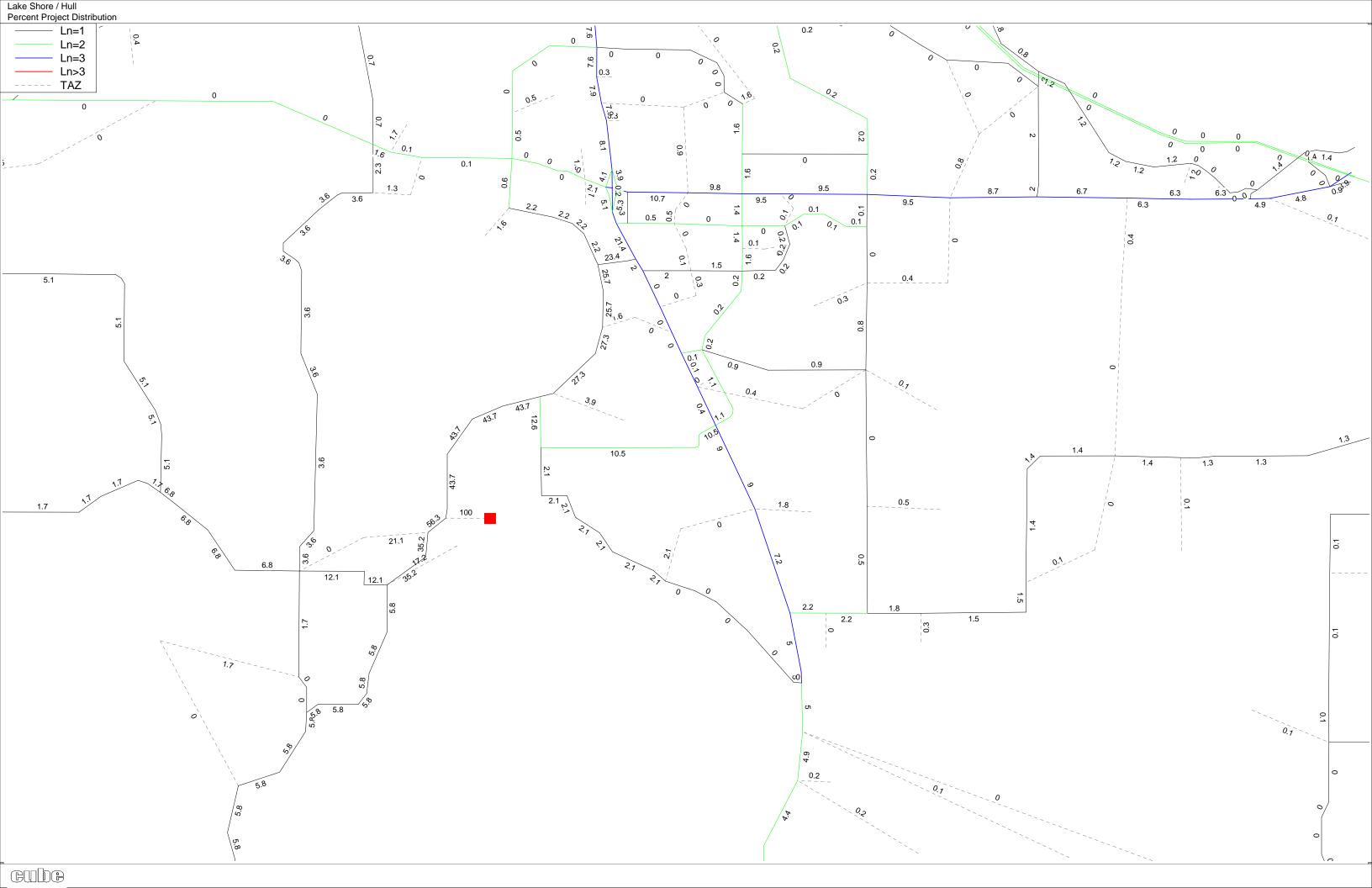


Table 9-1 Lake County Transportation Impact Fee Schedule (100.0 Percent of Cost) including Sales Tax Credit as of 12-21-01

	Fee Schedule Assumptions:												
	Gasoline Tax \$ per gallon to capital: Facility life (years):	\$0.191 25		Uı		ction Cost: y per lane: efficiency:	8,487				Local Ti Interstate I e-Board A		20.5%
	Interest rate:	5.0%		F	ffective day	•				A01033-11	C-Doard A	ajastinont.	0.070
ITE Code	Land Use (A)	Unit (B)	Trip Rate (C)	Trip Length (D)	Total Trip Length (E)	Percent New Trips (F)	Total Impact Cost	Annual Gas Tax (H)	Gas Tax Credit (I)	Across the Board Adjustment	Net Impact Fee (K)	Current Fee (L)	Percent Difference (M)
	Office:	(5)	(0)	(5)	(=)	(')	(0)	(11)	(1)	(0)	(11)	(=)	(101)
710	Office under 10,000GSF	1,000 sf	22.64	7.19	7.69	92%	\$11,945	\$349	\$4,924	\$0	\$7,021	\$4,037	74%
710	Office 10,001 GSF to 30,000 GSF	1,000 sf	19.28	7.19	7.69	92%	\$10,171	\$297	\$4,192	\$0	\$5,978	\$4,037	48%
710	Office 30,001 GSF to 100,000 GSF	1,000 sf	14.67	7.19	7.69	92%	\$7,737	\$297	\$3,189	\$0	\$4,548	\$2,727	67%
710	Office 100.001 GSF to 400.000 GSF	1,000 sf	10.73	7.19	7.69	92%	\$5,661	\$166	\$2,333	\$0	\$3,327	\$1,945	71%
710	Office greater than 400,000 GSF	1,000 sf	8.76	7.19	7.69	92%	\$4,620	\$135	\$1,904	\$0	\$2,716	\$1,945	40%
		1,000 sf		7.19	7.69	92%	\$6,104	\$179	\$2,516	\$0	\$3,588	\$2,300	56%
715	Single Tenant Office Building	· ·	11.57		7.69	92% 87%	. ,			\$0 \$0	. ,		51%
720 750	Medical Office Office Park	1,000 sf	36.13 11.42	7.19 7.61	8.11	82%	\$18,025 \$5,684	\$527	\$7,430 \$2,334	\$0	\$10,595	\$7,011	43%
		1,000 sf						\$166			\$3,349	\$2,344	
760 770	Research Center Business Park	1,000 sf 1,000 sf	8.11 12.76	7.61 7.61	8.11 8.11	82% 82%	\$4,036 \$6,350	\$118 \$185	\$1,658 \$2,608	\$0 \$0	\$2,378 \$3,742	\$1,580 \$2,949	51% 27%
110	General Commercial:	1,000 31	12.70	7.01	0.11	02 /6	ψ0,330	ψ105	Ψ2,000	ΨΟ	ψ5,742	ΨZ,343	21 /0
820	Under 50,000 GSF	1,000 sf	111.82	2.40	2.90	54%	\$9,824	\$382	\$5,382	\$0	\$4,442	\$941	372%
820	50.000 to 200.000 GSF	1,000 sf	62.95	2.68	3.18	65%	\$7,434	\$284	\$3,999	\$0	\$3,434	\$604	469%
820	200.001 to 600.000 GSF	1,000 sf	41.56	3.38	3.88	75%	\$7,142	\$264	\$3,717	\$0	\$3,425	\$915	274%
820	Greater than 600,000 GSF	1,000 sf	32.45	4.23	4.73	82%	\$7,630	\$274	\$3,868	\$0	\$3,761	\$2,519	49%
	Retail / Services:											_	
444	Movie Theater w/ Matinee	screen	153.33	3.10	3.60	87%	\$32,981	\$1,047	\$14,761	\$0	\$18,220	\$27,952	-35%
812	Bulding Materials and Lumber Store	1,000 sf	30.60	8.74	9.24	74%	\$15.784	\$456	\$6,431	\$0	\$9,353	\$800	1069%
813	Discount Superstore (greater than 120,000 sf)	1,000 sf	46.96	3.10	3.60	73%	\$8,476	\$269	\$3,793	\$0	\$4,682	\$1,229	281%
814	Speciality Retail	1,000 sf	40.67	4.79	5.29	85%	\$11,225	\$399	\$5,621	\$0	\$5,605	\$1,064	427%
815	Discount Superstore (less or equal to 120,000 sf)	1,000 sf	56.63	3.10	3.60	73%	\$10,221	\$325	\$4,574	\$0	\$5,646	\$1,834	208%
816	Hardware / Paint Store	1.000 sf	51.29	8.74	9.24	74%	\$26,457	\$765	\$10,780	\$0	\$15,677	\$1,341	1069%
818	Wholesale Nursery	Acres	4.50	8.60	9.10	74%	\$2,284	\$66	\$931	\$0	\$1,353	\$10,670	-87%
831	Quality Restaurant	1.000 sf	89.95	4.37	4.87	77%	\$24,140	\$736	\$10,368	\$0	\$13,772	\$5,049	173%
832	High Turnover Restaurant	1,000 sf	130.34	4.23	4.73	72%	\$31,660	\$968	\$13,644	\$0	\$18,016	\$3,760	379%
834	Fast Food Restaurant/W drive Thru	1,000 sf	496.12	2.26	2.76	59%	\$52,760	\$1,762	\$24,832	\$0	\$27,928	\$1,827	1429%
836	Bar / Lounge / Drinking Place	1,000 sf	130.34	4.23	4.73	72%	\$31,660	\$968	\$13,644	\$0	\$18,016	\$284	6244%
837	Quick Lube	bays	40.00	4.65	5.15	72%	\$10,688	\$324	\$4,562	\$0	\$6,126	(3)	02.170
840	Auto Repair	1,000 sf	37.60	5.08	5.58	72%	\$10,968	\$329	\$4,643	\$0	\$6,325	(3)	
841	New and Used Auto Sales	1,000 sf	37.50	6.63	7.13	78%	\$15,467	\$455	\$6,410	\$0	\$9,056	\$6,554	38%
844	Service Station	Fuel Position	168.56	2.04	2.54	23%	\$6,308	\$215	\$3,027	\$0	\$3,281	\$870	277%
847	Car Wash	1,000 sf	108.00	2.82	3.32	71%	\$17,246	\$555	\$7,825	\$0	\$9,421	(3)	
850	Supermarket	1,000 sf	111.51	2.96	3.46	54%	\$14,215	\$454	\$6,404	\$0	\$7,811	\$2,067	278%
853 881	Convenience Market w/gas Pharmacy/Drugstore	1,000 sf 1,000 sf	845.60 88.16	2.26 2.96	2.76 3.46	29% 54%	\$44,201 \$11,239	\$1,476 \$359	\$20,803 \$5,063	\$0 \$0	\$23,397 \$6,176	\$4,021 (3)	482%
890	Furniture Store	1,000 sf	5.06	8.60	9.10	54%	\$11,239	\$359 \$54	\$5,063	\$0 \$0	\$1,110	\$114	874%
911	Bank	1,000 sf	156.48	3.38	3.88	55%	\$23,200	\$728	\$10,264	\$0	\$12,936	\$8,636	50%
912	Bank w/Drive-Thru	1,000 sf	232.90	3.38	3.88	55%	\$34,531	\$1,084	\$15,277	\$0	\$19,254	\$8,636	123%
N/A	Convenience Mkt. w/gas, fast food and car wash	1,000 sf	984.60	3.67	4.17	32%	\$92,222	\$2,865	\$40,384	\$0	\$51,838	(3)	

Appendix D
CFRPM Distribution Plot



SUPPORT & OPPOSITION LETTERS

From: mimi <mhapp3@gmail.com>
Sent: Tuesday, May 07, 2013 6:10 PM

To: Cadwell, Welton; Campione, Leslie; Conner, Jimmy; Parks, Sean; Sullivan, Timothy;

Sheahan, Brian; Planning

Subject: DO NOT APPROVE DOUGHERTY AMENDMENT

As a 35 year resident of South Lake County I have seen huge changes to our area. Some are beneficial, well planned and executed,most have been a disaster. The proposal to build a gas station, convenience store and church on the property located at Hull Road & Lakeshore Drive falls into the second category. First, it is located in the Green Swamp, supposedly protected land. Where once the 5 acre tract restrictions were in place there are now developments with 20 homes on the same 5 acres.

Now we brush aside the restriction for commercial development inside the swamp. There is a sign on County Road 561

that welcomes you to "The Green Swamp, Heart of the Florida Aquifer". When I drive by it next I'll stop and take a picture

to remind me that there was once a natural, wild part of Florida left in South Lake County. Allowing even 1 commercial development in the Green Swamp is short sighted and will open the flood gates to more development.

Secondly, there is a gas station/convenience store less than a mile away, we certainly don't need another. Lake Shore Drive

is not Highway 50 or State Road 27, it is a 2 lane road in a residential area and doesn't need to have a gas station on every corner.

Third, it is, because of the location attractive to criminals. The gas station down the road has been robbed more than once

because late at night it is quiet with little traffic as residential neighborhoods go to bed at night.

Please consider the rights and safety of the people who live in the communities adjacent to Lake Shore Drive when you are asked to approve this site for commercial development.

Thank You, Marianne G Happ 11021 Oleander Drive Clermont, FL 34711

From: Walter Hamilton <pegasus3231@embarqmail.com>

Sent: Thursday, May 16, 2013 8:20 AM

To: Campione, Leslie; Conner, Jimmy; Parks, Sean; Sullivan, Timothy; Sheahan, Brian;

Planning; Cadwell, Welton

Cc: info@protectgreenswamp.com

Subject: DO NOT APPROVE DOUGHERTY AMENDMENT

Hi, I live in the lake crescent pines sub division, and I feel we really do not need all that is planned for lakeshore and hull rd. development. Please do not allow it to go through. We currently have a gas station ½ mile up the road and lakeshore was not designed to handle the current traffic flow it already has, let alone adding to it. If you would like to contact me, my phone number is 352-242-1052

Thank you very much, walter Hamilton.

From: Frankathmi@aol.com

Sent: Monday, May 06, 2013 11:04 AM

To: Cadwell, Welton; Campione, Leslie; Conner, Jimmy; Parks, Sean; Sullivan, Timothy;

Sheahan, Brian; Planning

Subject: DO NOT APPROVE DOUGHERTY AMENDMENT FOR GREEN SWAMP DEVELOPMENT

Dear County Commissioners;

Please vote **against** the Dougherty Amendment to change Lake County's Comprehensive Plan to allow commercial development up to 10,000 sq. ft. on 43 parcels in the Green Swamp Area of Critical State Concern, and specifically on Lakeshore Drive.

There is already a Circle K gas station 1/2 mile away and is sufficient for the this area.

This proposal will devalue all bordering properties with noise, light, traffic and negative visual impact. Protect this beautiful residential area from this **HUGE out-of-scale** proposal for Lakeshore Drive.

We want and deserve better jobs that can be developed in the HUGE developments being planned on the east side of Hwy 27 only a few miles away.

PLEASE DON'T DESTROY BEAUTIFUL, RESIDENTIAL LAKESHORE DRIVE WITH MASSIVE COMMERCIAL PROJECTS.

OUR PROPERTY VALUES WILL PLUMMET IF THIS COMMERCIAL DEVELOPMENT IS APPROVED. LAKESHORE DR IS A SCENIC, RURAL, TWO LANE RESIDENTIAL RD BORDERING THE BEAUTIFUL CLERMONT CHAIN OF LAKES.

PLEASE DO ALL YOU CAN TO RETAIN THIS BEAUTIFUL AREA OF LAKE COUNTY.

DO NOT APPROVE THE DOUGHERTY AMENDMENT FOR GREEN SWAMP DEVELOPMENT

Thank you, Frank Miller 11341 Susans Point Dr Clermont, Fl. 34711

The see had V he all

May 12, 2013

MAY 1 5 2013

Joel and Georgianne Lowney 11119 Crooked River Court Clermont, FL. 34711

Planning & Community Design

RE: Deny request to change Lake County Comprehensive Plan and rezoning GREEN SWAMP DEVELOPMENT PLAN

Mr. Brian Sheahan, Planning Manager

Dear Mr. Sheahan

On May 6, 2013, at a Susan's Landing H.O.A. meeting, we were informed that Joseph Dougherty is requesting an amendment to the Lake County's Comprehensive Plan by adding a text amendment, a "Green Swamp Rural Support" policy.

If this amendment is approved it would negatively impact the adjacent residential neighborhood at Susan's Landing subdivision which borders Joseph Dougherty's parcel at Lakeshore Drive and Hull Road. This parcel of land is now zoned as agricultural and is being proposed by owner Mr. Dougherty to have a commercial development in the Green Swamp consisting of a large gas station, car wash, convenience store, a church with a day care center, a farmers market and a waste management treatment plant if the septic system is not possible.

Susan's Landing is a residential area and there is no request by the adjacent residents to bring any of these services into the area. The area is not underserved as there is a Circle K gas station and convenience store located less than a half mile from us, as well as multiple stores, churches, gas stations/convenience store, located within 3-6 miles at Highway 50 and along Highway 27 in a already developed commercial area.

The greater good will not be served with this amendment. Should the Green Swamp Rural Support Amendment be approved, it would allow commercial development in the Green Swamp, diminish residential property values, increase noise, traffic and excessive lighting to the adjacent 84 homes in Susan's Landing and in the three other residential subdivisions, Crescent Bay, Crescent Lake Club and Preston Cove.

We strongly oppose the Green Swamp amendment which changes the Lake County Comprehensive Plan .The overarching issue is why allow commercial development in the Green Swamp residential area when the commercial proposed services are not needed or requested by the residents. This amendment opens the door to many negative possibilities and unanswered questions.

Sincerely,

Menglame Loung
Joel and Georgianne Lowney

941 875 3680

jelgeo@aol.com

From: Perez, Robin <Robin.Perez@disney.com>
Sent: Wednesday, May 15, 2013 4:37 PM

To: Cadwell, Welton; Campione, Leslie; Conner, Jimmy; Parks, Sean; Sullivan, Timothy;

Sheahan, Brian; Planning

Subject: DO NOT APPROVE DOUGHERTY AMENDMENT

Dear Lake County Commissioners,

Please do not change Lake County's comprehensive plan to allow commercial development in the Green Swamp area of critical concern. There is a reason this plan was put in place.

- 1. Green Swamp is a key component to our Aquifer. If our Aquifer is compromised in any way, Floridians will not have good drinking water. Not just Lake county, but All of Florida.
- 2. The Green Swamp is the headwaters of 4 major rivers: Withlacoochee, the Ocklawaha, the Peace River, and the Hillsborough River. These rivers are home to many animals, birds, plants, and other wildlife, not found in other areas. The quality of life is vital to these various species. Many would cease to exist if the Green Swamp is compromised.
- 3. Many people visit these waterways to canoe/kayaking, go tubing, fish, swim, and other water activities. Once these rivers are compromised, people will not want to visit them. Look at Lake Apopka, I don't know many people who canoe or swim in that lake. But the other rivers, you see people enjoying these rivers.
- 4. Protecting the Green Swamp is a must and allowing commercial development is wrong and should not be allowed.
- 5. Traffic will also increase, and please don't tell me it won't. I used to live in that area and I have seen the traffic increase.
- 6. I bet none of you live in that area or you wouldn't be even considering allowing this amendment. It is bad enough you keep increasing the housing developments. Lake Shore cannot handle any more traffic.

You have been voted to protect and do what is best for Lake County. If you allow this amendment to pass and allow commercial development to come into the Green Swamp area of Critical concern, then you are only listening to special interest groups who all they care about is money and not to the people of Lake county who care about the Green Swamp and what it really means to Florida.

If you allow this amendment to go through for this one commercial development, what is to stop you from allowing other commercial developments to come into the area of critical concern. Then we can say good-by to our drinking water and our quality of life. And you will be saying goodbye to your jobs, because I for one will not vote for anyone who approves this amendment and I will push to make sure who ever votes for it, will not be elected.

Thank you,

Urelq#Shuh}#
73:0;5;07<76#ru##
6850556064:8#

From: IOZinc@aol.com

Sent: Thursday, May 02, 2013 9:22 AM

To: Cadwell, Welton; Campione, Leslie; Conner, Jimmy; Parks, Sean; Sullivan, Timothy;

Sheahan, Brian; Planning

Subject: DO NOT APPROVE DOUGHERTY AMENDMENT

To whom it may concern:

As a Clermont business owner (Exceletech) and Susan's Landing resident, I strongly oppose commercial development in the Green Swamp location at Lakeshore Dr. and Hull Rd.

In addition there is a gas/circle K location just 1/2 mile up the road.

I strongly believe that you, as decision makers need to Honor the integrity of the Green Swamp and continue to protect this area. As an employer of 40 personnel, I do not believe the job creation of having another station will actually benefit anyone other than the principle, while the approval will damage the surrounding area.

I will watch closely this decision making process and "again" urge all of you to Deny the approve this "for Profit only" amendment.

Sincerely; Laurence Muzia President Exceletech Co., LLC

From: mmeadows@sga.net

Sent: Wednesday, April 17, 2013 5:14 PM

To: Sheahan, Brian

Subject: Green Swamp Rural Supprt Packet

Attachments: LPA 13 3-3-3T Green Swamp Rural Support Final Packet PZB (1).pdf

Dear Mr. Sheahan,

I am a resident of Montevista Rd and am adamantly against ANY commercial development in this rural area. How audacious and misleading for "Joseph Dougherty represented by Greg Beliveau, LPG Urban & Regional Planners" to REPEATEDLY say throughout his Packet, that the residents of this RURAL area would be well served by a convenience store, office building or other polluting, traffic creating, crime attracting business that NO ONE wants. How dare he speak for me. He never spoke me or any of my neighbors. Where did he ever come up with the notion that people who live in rural areas want commercial development in their back yards. ABSURD! We moved here to get away from all the traffic, lights, and business in order to live in a nice, calming environment. Had we wanted to be close to businesses, we would have moved into a city or onto Highway 50. Instead, we spent more money on our residences to live away from all the traffic and noise. One of the only resident you would probably find that would approve this is Don Bailey because he stands to gain monetarily. Completely opposite of what this packet states, we would see decreased property values at the least, and at the worst, a severely affected quality of life that we all treasure dearly here in this rural area.

Excerpt:

"The proposed text amendment would allow limited commerce uses that would serve the residents within close proximity to these uses, thus reducing the impacts on roads, adhere to sound planning principles, and provide opportunities for delivery of necessary goods & services to the community. The amendment is consistent with several policies including:....."

Thank you for your time.

Mindy & Guy Meadows 12717 Montevista Rd. 352-429-1117

From: Hanson, Jodine

Sent: Thursday, May 02, 2013 1:00 PM

To: Sheahan, Brian; Greene, Steve; Greiner, Anita

Cc: Cadwell, Welton

Subject: FW: DO NOT APPROVE DOUGHERTY AMENDMENT- E. Miller- 11601 Graces Way-

Clermont, FL 34711

Please place in the file. Thanks much! Jodi

From: Woody Miller [mailto:MillerW100@aol.com]

Sent: Thursday, May 02, 2013 12:56 PM

To: Cadwell, Welton; Campione, Leslie; Conner, Jimmy; Parks, Sean; Sullivan, Timothy; Sheahan, Brian; Planning **Subject:** DO NOT APPROVE DOUGHERTY AMENDMENT- E. Miller- 11601 Graces Way- Clermont, FL 34711

Lake County Representatives,

I have lived in Clermont, FL in the Susan's Landing subdivision for over 10 years. My hope is remain in the area for many years to come. I have been made aware that there is a proposed amendment to allow construction to the Green Swamp Conservation area on Lakeshore Drive. I would like to voice my full opposition to this amendment. I would ask that you, our elected representatives,:

- 1. **DENY** the Dougherty Amendment to change Lake County's Comprehensive Plan to allow commercial development up to 10,000 sq. ft. on 43 parcels in the the Green Swamp Area of Critical State Concern, and on Lakeshore Drive. It is my belief that the Circle K gas station 1/2 mile away is sufficient for the area.
- 2. **DEFEND** our beautiful residential area from this HUGE out-of-scale proposal for Lakeshore only 0.51 miles from another gas station and bordered on three sides by residential neighborhoods. This proposal will devalue all bording properties from noise, light, traffic and negative visual impact.
- 3. **RESIST** the arguments that "this will provide jobs" and "reduce traffic" as sufficient. We want and deserve better jobs that can be developed in the HUGE developments being planned on the east side of Hwy 27 only a few miles away.

Elwood Miller 11601 Graces Way Clermont, FL 34711