

# **TRANSPORTATION ELEMENT**

**Data Inventory Analysis**

**Lake County, Florida**

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## INTRODUCTION

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

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

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

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

**Table 1 – Road Classifications**

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

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

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

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

## **TRANSPORTATION AND LAND USE**

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

## **EXISTING ROADWAY CONDITIONS**

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

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

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

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

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

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

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

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

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

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

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

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

**EXISTING FUNCTIONAL CLASSIFICATION**

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

**Table 2 – Roadway Classification by Function**

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

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

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

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

### **EXISTING ROADWAY OPERATING CONDITIONS**

For the most part, roadways in Lake County operate at or above the established Lake County Comprehensive Plan level of service standards. The exceptions to this can be found in highly developed areas in the central part of the county. This includes US 441 in Leesburg and SR 19 in Eustis and south of Tavares, CR 44 bypassing downtown areas to the north of Lake Eustis, and SR 46. US 441 is currently programmed for six laning from the Orange County line north to the Sumter County line. Portions of this highway are already 6-lanes with the remaining portions experiencing failing level of service in certain segments. In South Lake County, SR 50 is also experiencing level of service failures on certain segments. For a comprehensive list of road improvements see the 2006-2010 Transportation Construction Program (Appendix A) and the Five Year Transportation Improvement Program (Appendix B); the 2005 Traffic Counts can be found in Appendix C.

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

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

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

Transportation Element  
Data Inventory Analysis

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

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

Transportation Element  
Data Inventory Analysis

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

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

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

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

Transportation Element  
Data Inventory Analysis

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

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

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

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

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

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

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

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

Source: Lake County Public Works and FDOT Florida Traffic Information

## **PROGRAMMED ROADWAY IMPROVEMENTS**

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

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

The Lake County Construction Program for 2005-2009 is shown in Appendix A. The program outlines transportation projects scheduled for the next five years that are either funded by impact fees, the transportation trust fund or sales tax funds from the voter-approved one-cent sales tax referendum. The majority of the projects slated to begin construction in 2006 occur in the impact fee portion of the program. Of the 73 projects outlined in the impact fee assessment portion of the five-year program, 28 are scheduled to begin construction in 2006. Of the 28 impact-fee projects programmed for construction in 2006 some of the larger projects include:

- Widening Old Mount Dora Road from U.S. Highway 441 to State Road 19
- Constructing a new 24-foot road that connects Woodlea Road to Dead River Road
- Constructing a new four-lane road, referred to as the South Lake Connector, from Lakeshore Drive to Citrus Tower Boulevard
- Constructing a new two-lane road from U.S. Highway 27 to Citrus Tower Boulevard
- Improving the intersections of State Road 44 and Sleepy Hollow Road at U.S. Highway 441
- Constructing two new four-lane roads, referred as Hooks Street Extension phases III and IV, from 3,300 west of Citrus Tower Boulevard to Citrus Tower Boulevard and from U.S. Highway 27 to Hooks Street phase II.

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

## **FUTURE ROADWAY CONDITIONS**

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

Using the existing roadway network with programmed improvements, a determination of future year roadway operating conditions was completed, and roads with future year operating deficiencies were identified. Based on this analysis, a plan of road improvements was developed

to alleviate forecasted congestion to the greatest extent possible. This list of improvements has been incorporated into the Capital Improvements Element. Funding for many of these improvements has been identified through State and County sources. The remaining improvements will be programmed as additional funds are identified and committed.

Major projects contained in the highway improvements plan include:

**Table 4 - Summary of Improvements**

SR 19	Improve from two to four lanes from CR 450 to CR 42.
SR 19	Improve from 4 to 6 lanes from SR 500 (US 441) to SR19 one-way pair.
SR 50	Improve from 2 to 4 lanes from Sumter County line to CR 33.
SR 50	Improve from 4 to 6 lanes from SR 25 (US 27) to Orange County line.
SR 25 (US 27)	Improve from 4 to 6 lanes from Polk County line to Turnpike.
CR 44	Improve from 2 to 4 lanes from CR 473 to CR 452
CR 44	Improve from 2 to 4 lanes from CR 452 to SR 44.
Hartwood Marsh Road	Improve from 2 to 4 lanes.
CR 466 and 466 A	Improve from 2 to 4 lanes.
CR 470/CR 48	Improve from 2 to 4 lanes from Sumter County Line to east side of US 27.

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

#### Future Year Roadway Operating Conditions

An analysis of future year roadway operations for the network including all recommended improvements was completed as part of the development of the Needs Plan of the 2025 Long Range Transportation Plan. Levels of service for all roads are within acceptable limits, although some road segments will operate at level of service E or F in the 2025 LRTP Needs Plan. These roads include:

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

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

**Table 5 - 2025 Roadway Conditions**

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

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

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

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

Transportation Element  
Data Inventory Analysis

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

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

Transportation Element  
Data Inventory Analysis

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

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

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

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

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Data Inventory Analysis

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

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

Transportation Element  
Data Inventory Analysis

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

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

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

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
SR 500 (US 441)	CR 44C	Old Mt Dora	SR	PA	6	53809	D
SR 500 (US 441)	Old Mt Dora	Sandspur	SR	PA	6	53513	D
SR 500 (US 441)	Sandspur	CR 44B	SR	PA	6	53035	D
SR 500 (US 441)	CR 44B	Wolf Branch Rd	SR	PA	6	48409	D
SR 500 (US 441)	Wolf Branch Rd	SR 46	SR	PA	6	55205	D
SR 500 (US 441)	SR 46	Orange Co. Line	SR	PA	6	42434	D
SR 530 (US 192)	SR 25	Orange Co. Line	SR	MA	6	47905	B
<b>Key:</b>							
Jurisdiction: CR = County Road, SR = State Road							
Functional Classification: C = Collector, MA = Minor Arterial, PA = Principal Arterial							
AADT = Annual Average Daily Traffic							

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

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

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

1. Development of a Transportation Systems Management Plan to outline TSM strategies. The Plan would be adopted by the Lake County Board of County Commissioners and implemented by the Public Works Department.
2. Requiring, through the Land Development Regulations, new and expanded development to provide external and internal transportation improvements made necessary by the development
3. Construction of non-motorized transportation facilities, including bike lanes, bicycle paths, and sidewalks.

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

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

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

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

### **TRANSPORTATION CONCURRENCY**

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

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

### **ACCESS MANAGEMENT**

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

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

## **BICYCLE TRANSPORTATION**

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

**Table 6 - Bicycle Lanes Defined**

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

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

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

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

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

## **PEDESTRIAN CIRCULATION**

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

Planning for pedestrian facilities is done through the Lake County Public Works Department. The 2006-2010 Transportation Construction Program, found in Appendix A of this document, includes several programmed projects that include sidewalk construction.

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

## **Mass Transit**

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

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

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

## **MAJOR TRIP GENERATORS AND ATTRACTORS**

Congested corridors are also a consideration as opportunities for transit service are considered. Transit provides an alternative to single-occupant vehicle travel on congested roadways, and can serve to increase mobility along corridors which are constrained from further single-vehicle capacity improvements because of either physical or policy constraints.

Major activity centers in Lake County were identified in the Lake County 2025 Transportation Plan adopted in 2005. These trip generators and attractors include hospitals, medical centers/clinics, post secondary schools, and shopping centers. Activity center locations are a major consideration as future transit service alternatives are evaluated.

## **EXISTING PUBLIC TRANSPORTATION FACILITIES/SERVICES**

The Board of County Commissioners currently serves as the Community Transportation Coordinator for the Lake County service area. The Community Transportation Coordinator is responsible for the arrangement of the delivery of transportation services to the transportation disadvantaged population and general public.

The CTC operates as a full brokerage entity and contracts the transportation services to MV Transportation which does business as Lake County Connection. Currently the CTC only offers paratransit service and subscription service. A service route with deviation was previously operated; however, that service was discontinued during the 2003 fiscal year. All services currently provided is door to door service. Plans are underway for fixed route transportation services to be implemented in 2006 after the completion of the Transit Operation Plan is completed.

In FY 2004, there were a total of 67 vehicles in the coordinated system. Fifty of the vehicles are owned by the Board of County Commissioners. Sixty -eight (68%) of the vehicles are wheelchair accessible.

## **Marketing Techniques And Program**

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

The marketing techniques are organized into four major categories, including pricing, promotional, media advertising, and market research. The extent of use, evidence of success, and perceived success is provided for each technique based on observations of marketing activities of transit systems throughout the United States. The applicability of the techniques is also indicated in the table. This column also indicates a check mark for marketing activities recommended for inclusion in the Lake County Transit marketing program. Primary and secondary marketing activities recommended for the marketing program include the following:

Primary Marketing Activities

1. Systems Maps/Schedules (easy to understand)
2. Direct Contact Marketing/Community Education
3. Free Ride Offers
4. Shop and Ride

Secondary Marketing Activities

1. Discounted Passes
2. Employer Pass Programs
3. Merchant Discounts
4. On-Board Surveys
5. Discussion Groups

**Table 7 - Selected Transit Marketing Techniques**

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

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

Source: Lake County 1999-2003 TDP

## PUBLIC TRANSPORTATION NEEDS AND POTENTIAL MARKETS

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

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

1. An increase in hours and days of service.
2. More frequent service

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

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

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

1. Connectivity - Residents would like to see the system connect with LYNX, either in Tangerine, Zellwood, or Mt. Dora.
2. Efficient and reliable service should be provided to all adult communities.
3. Individuals would use public transit more often if it were available.
4. Need more frequent service than that planned (i.e., about once every 3.5 hours) if service is expected to meet mobility needs and be successful.
5. Door-to-Door Service is necessary for elderly persons who cannot wait at a bus shelter for an extended period of time.
6. Marketing - Better public education is needed.
7. Door-to-Door Service - Should be maintained in conjunction with public transit.
8. Reliable routes and times are needed.
9. Connectivity - Service connecting Clermont and Orlando is needed.
10. Connectivity - Service connecting Clermont to local hospitals is needed.
11. Connectivity - Service connecting Clermont to West Oaks Mall is needed.
12. Connectivity - Ability to transfer to other bus routes to go to Clermont and Orlando is needed.
13. Service - There is a need for public transit on CR 42; also consider service on CR 40 and CR 44.
14. Service - Should be provided to Lake-Sumter Community College and the YMCA.
15. Service - Reliable service should be provided for elderly persons who cannot drive.
16. Drivers - Ensure that drivers are content with jobs and that drivers are pleasant towards riders.

17. Service - Need to provide transportation services for after-school mentoring programs for at-risk kids (Umatilla and Paisley).
18. Signage - Make sure stops are well marked.
19. Bus Stops - Ensure that there is appropriate support infrastructure, like shelters and benches, at major stops since many elderly patrons will not be able to stand or remain in the heat/sun for extended periods.
20. Need to address protocol for sight-impaired patrons flagging down a bus since they will not be able to see an approaching vehicle.

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

**Table 8 - Primary Corridors**

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

**Table 9 - Secondary Corridors**

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

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

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

1. Transitioning services from door to door to a fixed route system. Fixed-route bus service should be provided on a repetitive, fixed-schedule basis along specific routes, with vehicles stopping to pick up and deliver passengers to specific locations. Each fixed route would serve the same origins and destinations, unlike demand response and taxicab service.
2. Implementing additional fixed-route or service deviation routes along the corridors identified as being underserved by the current door-to-door service. Likewise, the existing demand response service should be enhanced to improve the effectiveness and efficiency of that service.

3. Implement plans to ensure that all persons who currently use door to door service are able to utilize the fixed-route service.
4. Develop a marketing plan to strengthen ridership, particularly for off-peak hours and days. Also, an educational outreach program should be initiated to educate existing and potential riders on using the transit system.
5. Development of monitoring procedures to ensure that plans are implemented, and specified performance standards are met. The monitoring program should include two major elements: performance measures, and an annual quality of service survey. Performance measures such as transit ridership, operating expense per vehicle mile, operating expense per passenger trip, and passenger trips per vehicle mile should be monitored. Annual quality of service surveys, to provide a perspective from the system user and also compare of the quality of service over time, should be conducted. Surveys should seek customer satisfaction regarding, at a minimum, days and hours of service, frequency of service, convenience of routes, bus fares, and availability and clarity of bus route information.
6. As an adjunct to transit service, transportation demand management programs, such as car-pooling and van-pooling, can further enhance mobility along congested corridors and areas not served by fixed-route. Additionally, these programs encourage alternatives to single-occupant vehicle travel, and reduce dependence on automobiles for mobility. Policies and regulations providing preferential parking privileges to vanpools and carpools should be implemented to encourage use of these programs. Also, a re-examination of regulations prescribing minimum numbers of parking spaces may present opportunities to reduce parking and increase transit and TDM use.

### **Public Transportation Strategies to Meet Identified Needs**

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

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

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

## **RECOMMENDED NEW PUBLIC TRANSPORTATION SERVICES AND OPERATING CHARACTERISTICS**

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

### **SERVICE ENHANCEMENTS:**

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

1. Expand Marketing/Distribute More Schedules
2. Make Schedule Easier to Understand
3. Install Bus Stop Signs
4. Install Information Display on Buses
5. Install External Sign on Bus to Designate Route

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

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

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

According to the TDP there are six routes that the CTC is looking at being able to begin initiating in 2006.

**Table 10 - Potential CTC Routes**

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

In addition, several other routes will be explored as well:

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

3. A route from Leesburg to Clermont.

### **Coordination with other Fixed-Route Services:**

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

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

Lynx is currently providing services in the Four Corners area of the County. Other opportunities will be explored for joint commuter services with Lynx, as well as Sumter County, Marion County, and VOTRAN.

2. **Commuter Rail (along Northwest Corridor):** Lake County should coordinate with the Central Florida Regional Transportation Authority and FDOT District 5 with respect to the consideration of commuter rail in Central Florida. This is particularly true as it relates to the Northwest Corridor that includes Lake County. The northern limit of the corridor is the City of Eustis, while the southern limit is Downtown Orlando. The length of the corridor is approximately 33 miles. The 1994 "Corridor Designation Report" indicates that existing Florida Central Railroad right-of-way would be used for service in this corridor but new track would be required to meet specifications for commuter rail operations.
3. **Tri-county Transportation Initiative:** The intent is to expand transit services to the rapidly growing Lady Lake-Villages urbanized area. The Transportation Initiative is the first step in allowing Sumter County Transit the ability to serve residents in the entire Lady Lake-Villages area. Sumter County Transit currently provides bus service to a portion of the Villages.

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

### **AVIATION/ RAIL**

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

Airport facilities that are improved, maintained, or operated by a governmental agency, or privately-owned airports with paved runways of at least 4,000 feet, must be included in the

Aviation/Rail Element. As of this time, only two airports in Lake County meet those requirements: Leesburg Regional Airport, located in Leesburg, and Umatilla Municipal Airport in Umatilla. Mid-Florida Airport, which is a private facility located in Eustis and has a grass landing strip, is included because it is designated as a general aviation facility in the East Central Florida Metropolitan Aviation System Plan. These airports are shown in Map IV-1.

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

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

### ***Leesburg Regional Airport***

Leesburg Regional Airport is located within the municipal limits of the City of Leesburg approximately four miles east of downtown Leesburg on U.S. 441. The City of Leesburg is located in Central Florida's Lake County, about 40 miles northwest of Orlando. Lake County is bordered to the north by Marion County, to the west by Sumter County, to the south by Orange County, and to the east by Seminole County. Leesburg can be characterized as a moderately growing community of approximately 15,600 permanent residents, and approximately 4,200 seasonal residents. Three major natural features have strongly shaped local development of the community, including Lake Harris, Lake Griffin, and Okahumpka Swamp. Lake Harris borders the Airport to the south.

The Leesburg Regional Airport is a public use, general aviation airport owned, operated, and maintained by the City of Leesburg. The Airport Master Plan was last updated in June 1998. The base year for the previous master plan was 1992. Since that time, the City of Leesburg and the surrounding areas have experienced significant growth. Since 1990, the City of Leesburg population increased from 14,783 to nearly 15,500. Lake County grew by 38.4 percent from 1990 to 2000, from 152,104 in 1990 to 210,528 in 2000, an increase of 58,424 persons.

The Leesburg Regional Airport has also experienced steady growth which coincides with growth in the City and County. Total aircraft operations increased from 90,600 in 1990 to more than 103,462 in 1998, a net change of 14 percent. Based aircraft increased from 152 to 165 in the same period. Operational activity has surpassed the forecasts prepared in the previous Airport Master Plan. Those projections, prepared in 1987, indicated that by 2007, annual operations were projected to reach 82,800.

There are seven public use airports within an approximately 30 nautical mile radius of the Airport. All of these airports serve the needs of general aviation users, yet they vary greatly in the facilities available and in services provided. For example, Orlando-Sanford accommodates numerous daily international charter flights. Two additionally privately owned airports, Bob White Field and Orlando County, are also located within 30 nautical miles of Leesburg Regional Airport.

Leesburg Regional Airport recently established a U.S. Customs and Border Protection inspection program. This service is available because the City of Ocala and the City of Leesburg entered into an Interlocal Agreement to share a U.S. Customs & Border Protection Officer. The advantage

will benefit owners and pilots of corporate aircraft due to reduced cycle time on landing gears and engines by allowing direct flights to Leesburg Regional instead of requiring a landing at the nearest port of entry for inspection and proceeding on to Leesburg. Anyone wishing to use the service must contact the Leesburg Airport beforehand. Leesburg Regional Airport is a “User Fee” airport, thus, the total cost of the service is borne by the user.

Access to Leesburg regional Airport is by way of US 441. The Transportation Element includes plans to convert this route to regular-fixed route service.

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

**EXISTING OPERATIONS AND FACILITIES/SERVICES**

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

Leesburg Regional Airport currently has two active asphalt runways, designated 13/31 and 3/21. Runway 13/31 is 5,000 feet long for both landings and departures, while Runway 3/21 has 4,320 feet of pavement available for landing and 4,950 feet available for departure. Both runways are 100 feet wide and have a load-bearing capacity capable of accommodating small, business-class, and general aviation aircraft. Runway 13/31 is marked for non-precision instrument approaches while Runway 3/21 is marked for visual approaches.

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

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

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

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

### Existing/Future Land Use

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

### Future Operations Projections

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

**Table 12 - Airport Operations Forecast Summary**

	1998	2005	2010	2015	2025
<b>Annual Operations</b>	Projections are based on the Average Annual Growth Rate (1.7%)				
Local	51,462	54,900	57,800	59,100	59,900
Itinerant	51,200	59,500	67,800	78,300	89,900
Total	103,462	114,400	125,600	137,400	149,800
<b>Based Aircraft</b>	Projections are based on Socioeconomic-Population Methodology				
Single-engine	140	172	187	195	205
Multiengine	12	14	16	20	25
Jet	8	12	15	20	25
Helicopter	5	7	8	10	12
Total	165	204	224	245	267
<b>Peak Hour</b>	Based on the methods used by FAA				
Operations	40	44	49	53	58
Passengers/Pilots	30	34	38	44	49

Source: Leesburg Regional Airport Master Plan Update

## **PLANNED IMPROVEMENTS**

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

1. The Airport capacity is adequate to accommodate the projected number of operations. But, the airport's primary runway should be designed to accommodate demanding business jets as well as possible charter aircraft.
2. In order to accommodate the above-mentioned traffic activity, Runway 13/31 should be extended to 6,300 feet, while Runway 3/21 should be extended to 5,500 feet. Work has commenced to extend Runway 13/31 and should be complete by 2007.
3. Additional T-Hangar units and conventional hangar space are needed to accommodate future demand.
4. An air traffic control tower is recommended, apart from the additional apron to accommodate itinerant aircraft needs, and tie-down spaces to accommodate for the increase in based aircraft.

## **ENVIRONMENTAL IMPACT SUMMARY**

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

## **FUNDING SOURCES FOR LEESBURG REGIONAL AIRPORT**

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

1. Most public use airports improvements are eligible for 90% federal funding and 80% State funding. General aviation terminal buildings, T-hangars, and corporate hangars and other private use facilities are not eligible for federal funding. Revenue producing items such as automobile parking lots are not eligible for federal funding.
2. The Department of Aviation (FDOT) administers state funding for airport improvements. Similar to the Federal Trust Fund, funding from the state is derived from user fees (i.e. aircraft fuel taxes and the state sales tax on aircraft). A significant percentage of gasoline taxes are assigned for aviation infrastructure development.
3. Local funding is currently provided by the City of Leesburg and Lake County. Leesburg Airport receives operating income from tenant lease fees and local subsidies.

Another potential source for airport improvements is private investors. Private investors may construct needed facilities as part of a lease agreement with the Airport Board that will allow time to amortize their investments. This type of funding is particularly suitable for corporate

hangar development since they are not eligible for FAA funding but are eligible for State funding at a 50% level.

Phasing for planned improvements is summarized in the table below

:

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

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

Transportation Element  
Data Inventory Analysis

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

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

Source: City of Leesburg

## Umatilla Municipal Airport

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

### **EXISTING OPERATIONS AND FACILITIES/SERVICES**

Umatilla Municipal Airport currently has one asphalt runway, designated 18/36. Runway 18/36 is 2,500 feet long and 60 feet wide and has a load bearing capacity that accommodates small general aviation aircraft. Landside facilities include 7 tiedowns and 1 hangar, which will be increased to 20 tie downs and several T-hangars, estimated to be in place by 2009. In addition, there is a small terminal building. The total number of based aircraft now numbers fourteen. The number of operations (about 3,900) is considerably less than the operations reported in 1987 (5,000), from 5,000 estimated currently to 25,000 in 2025.. The airport also has a skydiving club.

The Umatilla Airport is surrounded on three sides by unincorporated Lake County, while the west side of the airport is within the city limits. The unincorporated areas are zoned for agriculture and contain some citrus groves, vacant land and lakes. This area is, however, changing character and being developed as a residential area. Environmentally sensitive areas include: East Lake, 500 ft. to the north; Lake Umatilla, 1500 ft to the southwest; and Lake Witcomb, 1000 ft. to the southeast.

**Table 14 - Umatilla Municipal Airport Services**

TYPE OF FUEL AVAILABLE	NONE. TO BE IN PLACE BY 2008.
Airframe service	None
Power plant service	None
Bottled oxygen	None
Bulk oxygen	None
Other services	None

Source: City of Umatilla

### **Future Based Aircraft and Operations Projections**

Forecasts of future aviation demand at the Umatilla Municipal Airport are presented below. These forecasts are unconstrained and may vary from year to year. It is forecasted that a total of 15 single-engine general aviation aircraft would be based at Umatilla by 2005, 21 by the year 2010, 30 by 2015, and 40 by the year 2025. Other areas of expected growth will be in the multi-engine general aviation aircraft category. The total operations in planning year 2025 will be roughly 50 percent local operations and 50 percent itinerant operations.

**Airport Operations Forecast Summary:**

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

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

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

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

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

Source: City of Umatilla

**Planned Improvements**

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

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

ITEM	2000-2005	2006-2010	2011-2025
<b>Airside:</b>			
Runway 18/36	2,500-feet x 60-feet	2,500-feet x 60-feet	2,800 feet x 60-feet
Taxiway	Partial	Partial	Partial
Lighting	MIRL	MIRL	MIRL
NAVAIDS	Precision Approach Path Indicator (PAPI), Wind Direction Indicator, Rotating Beacon	Precision Approach Path Indicator (PAPI), Wind Direction Indicator, Rotating Beacon	Precision Approach Path Indicator PAPI), Wind Direction Indicator, Rotating Beacon
<b>Landside:</b>			
General Aviation	250 square-feet. Pilot Lounge	350 square-feet	500 square-feet

ITEM	2000-2005	2006-2010	2011-2025
Terminal			
FBO Area	Improved	Improved	Improved
T-Hangar Spaces	None	10	25
Conventional Hangar Spaces	Seven	Additional	Additional
Fuel	None	12,000 gallons	24,000 gallons

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

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

### **FUNDING SOURCES FOR UMATILLA MUNICIPAL AIRPORT:**

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

1. **FDOT Funding:** The State of Florida provides funding to public airport sponsors for eligible projects through the FDOT, Aviation office. Aviation user taxes are used to support eligible aviation developments at the airports. FDOT can fund up to 80 percent of eligible projects not supported by FAA and actually provides more funding statewide than is received from FAA for Florida's airports, especially general aviation and reliever airports.
2. **FAA Funding:** Under the current law, airport sponsors are eligible for FAA funding for specifically approved airport projects through the Airport Improvement Program (AIP). AIP provides entitlement funds for commercial service airports based on the number of annual enplaned passengers. Other allocations of AIP dollars go to general aviation and reliever airports, state Departments of Transportation, and national noise compatibility planning programs. Since Umatilla Municipal Airport has few based aircraft, FAA funding is included in the CIP in the last phase since activity at the airport will be increased.
3. **Local/City Funds:** The City of Umatilla (and revenue from airport operations) has historically provided local funding to the airport for operations and annual maintenance. It is expected that the city will continue to support the airport.
4. **County:** Lake County may provide funding for particular projects, based on the needs.
5. **Other Funding Options:** The other funding options include other federal and state grant sources such as economic development funds and intermodal transportation funds. Intermodal Transportation funds can be used to connect highways with other transportation facilities and create intermodal facilities.

## **UMATILLA MUNICIPAL AIRPORT IMPROVEMENT SCHEDULE**

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

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

PROJECT DESCRIPTION	YEAR	PROJECT AMOUNT	REQUESTED LOCAL	REQUESTED FAA	REQUESTED FDOT
Construct Aircraft Parking Apron	2004	\$375,000	\$25,000	\$150,000 GA	\$200,000
Install Aircraft Storage Hangars	2006	\$400,000	\$200,000	\$0	\$200,000
Acquire (North) approach, safety area and runway protection zone.	2006	\$500,000	\$25,000	\$450,000 D	\$25,000
Construct Automobile Parking Area (Phase 1)	2006	\$200,000	\$40,000	\$0	\$160,000
Acquire South Terminal Area Land	2007	\$100,000	\$5,000	\$90,000 D	\$5,000
FBO Area Land Acquisition	2007	\$500,000	\$25,000	\$300,000 D \$150,000 GA	\$25,000
Parallel Taxiway (Phase 1 - North)	2007	\$315,000	\$7,500	\$150,000 D \$150,000 GA	\$7,500
Rehabilitate General Aviation Terminal Building (Phase 1)	2007	\$300,000	\$60,000	\$0	\$240,000
Construct T-Hangar	2007	\$800,000	\$160,000	\$0	\$640,000
Acquire South Terminal Area Buildings	2008	\$1,000,000	\$200,000	\$0	\$800,000
Construct Aircraft Parking Apron	2008	\$300,000	\$60,000	\$0	\$240,000
T-Hangar Site Development	2008	\$400,000	\$80,000	\$0	\$320,000
Relocate Airport Access Road (East)	2009	\$400,000	\$80,000	\$0	\$320,000
Aircraft Storage Hangars	2009	\$500,000	\$250,000	\$0	\$250,000
EA for Runway 18-36 Extension	2009	\$115,000	\$7,500	\$100,000 GA	\$7,500
Parallel Taxiway (Phase 2 - South)	2009	\$315,000	\$7,500	\$150,000 D \$150,000 GA	\$7,500
Acquire (South) Approach and RPZ	2009	\$300,000	\$7,500	\$285,000 D	\$7,500
Transient Aircraft Parking Apron	2010	\$610,000	\$10,000	\$150,000 D \$150,000 GA	\$300,000
Extend Runway 18-36	2010	\$500,000	\$25,000	\$450,000 D	\$25,000
T-Hangar	2011	\$300,000	\$150,000	\$0	\$150,000
Aircraft Wash Rack	2011	\$250,000	\$50,000	\$0	\$200,000
Rehabilitate taxiway pavement.	2012	\$1,000,000	\$200,000	\$0	\$800,000

PROJECT DESCRIPTION	YEAR	PROJECT AMOUNT	REQUESTED LOCAL	REQUESTED FAA	REQUESTED FDOT
Construct / Access Road (North)	2012	<b>\$400,000</b>	\$80,000	\$0	\$320,000
Acquire Central Terminal Area Land	2012	<b>\$160,000</b>	\$5,000	\$150,000 GA	\$5,000
Construct Central Terminal Area Access Taxiway	2013	<b>\$792,500</b>	\$7,500	\$285,000 D	\$500,000
Rehabilitate runway pavement.	2013	<b>\$1,000,000</b>	\$200,000	\$0	\$800,000
Central Terminal Area - Parallel Taxiway	2013	<b>\$160,000</b>	\$5,000	\$150,000 GA	\$5,000
Construct Hangars in Central Terminal Area.	2014	<b>\$1,000,000</b>	\$200,000	\$0	\$800,000
Rehabilitate Runway 18-36	2015	<b>\$750,000</b>	\$37,500	\$675,000 D	\$37,500

Source: Florida Aviation Database, 2005.

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

## Mid-Florida Airport

Mid-Florida Airport is the County's only privately owned public-use airport. The 30-acre airport facility is located south of SR 44, north of US 441, and east of CR 44-B, east of the City of Eustis and north of the City of Mount Dora in unincorporated Lake County. The airport is used by small general aviation aircraft, under VFR (Visual Flight Rules). A 3,100 ft. grass runway is oriented 18/36 with a dirt road at the north end. Limited landside facilities include a maintenance shop, gas, hangars, tie downs and Runway Lighting with Pilot Controlled Lighting (PCL).

The number of aircraft based here was 39 in 1984, 31 in 1996 and 55 in 2000. The number of planes based at this airport declined in mid 90's, but it has increased from then on. The number of operations has been increasing, numbering 17,400 in 1984, and 21,024 in 2001.

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

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

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

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

Aircraft based on the field	55
Single engine airplanes	52
Multi engine airplanes	0
Gliders	3
Ultralights	0
Average aircraft operations	58/day
Percentage of local general aviation	86 %
Percentage of general transient aviation	10%
Percentage of air taxi	5%
Percentage of County/State operations	< 1%

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

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

Source: Mid-Florida Airport

**PROJECTED OPERATIONS:**

Future projections information was not available from Mid-Florida, but operations may be altered since a change of ownership in October 2005.

The total number of based aircraft has increased steadily from 17 in 1988 to 32 in 1999 and jumped to 53 from 1999 to 2000. This one-year increase in based aircraft is not typical of annual growth. Forecast for based aircraft in planning year 2025 will be 80, calculated by extrapolating 2000 aircraft numbers using growth rate from 1988 to 1999. The total number of operations increased from 17,400 in 1984 to 21,024 in 1996, while the same number of operations was also reported in 2001. Based on the historical Airport activity, and area demographic trends, estimated 2025 total number operations will be 25,250. These forecasts are unconstrained and may vary from year to year.

**Planned Improvements:**

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

**RAIL FACILITIES**

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

The active rail lines include:

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

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

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

**APPENDIX A**  
**2006-2010 Lake County Construction Program**

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

Transportation Element  
Data Inventory Analysis

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**FUND 112**  
**Transportation Improvements**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **COUNTY TRANSPORTATION TRUST FUND**

\* in thousands

Project Name	Scope of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>Road System Improvements</b>	Construction projects to improve roads throughout the County (shoulder work & drainage improvements)	\$ 5,125,000	1,025 CST				
<b>Special Assessment Paving Program</b>	Paving roads not in the County maintenance system for acceptance to maintain, estimate does not include property owner's share	\$ 1,250,000	250 CST				
		\$ 6,375,000					
	Projected Expenditures		1,275	1,275	1,275	1,275	1,275
	Budgeted Amount		1,275	1,275	1,275	1,275	1,275
	Balance		0	0	0	0	0

**FUND 112**

**Transportation Improvements (LAP)**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
 FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **COUNTY TRANSPORTATION TRUST FUND**

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

\* in thousands

Project Name	Scope of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>42</b> from Marion County to Maggie Jones Road	Construct paved shoulders, FM #416988	\$ 1,190,000	100 DSN	1,090 CST			
<b>466</b> from Sumter County to US-27-441 <i>Cost shared with IMF BD 3</i>	Widen to 4-lane, paved shoulders, and intersection improvements	\$ 2,671,200 <i>FY 06/07 County Incentive Grant Program Application for FDOT funding assistance for 50% of \$5,342,400 estimate</i>		2,671 CST <i>Applied for Grant</i>			
<b>470 &amp; 48 (part)</b> from Sumter County to US-27 <i>Cost shared with IMF BD 3 &amp; 4 on C-470 and with IMF</i>	Widen to 4-lane	\$ 6,360,000 <i>FY 06/07 County Incentive Grant Program Application for FDOT funding assistance for 50% of \$12,720,000 estimate</i>		6,360 CST <i>Applied for Grant</i>			
<b>561</b> on Lake Minnehaha	Reconstruction of paved shoulders and seawall, FM #418576	\$ 385,000	385 PE CST				
<b>Fruitland Park Trail</b> from Griffin Road C-4909 to Lake Ella Road C-6604	Construct 15 foot multi-use trail along the abandoned rail line, FM #416111	\$ 291,000	125 PD&E	166 PE			
<b>Hartwood Marsh Road C-0854</b> from US-27 to Orange County <i>Cost shared with IMF BD 5</i>	Widen to 4-lane	\$ 6,360,000 <i>FY 06/07 County Incentive Grant Program Application for FDOT funding assistance for 50% of \$12,720,000 estimate</i>		6,360 CST <i>Applied for Grant</i>			

Transportation Element  
Data Inventory Analysis

**FUND 112**  
Transportation Improvements (LAP)

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **COUNTY TRANSPORTATION TRUST FUND**

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

Project Name	Scope of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>Trails Master Plan</b>	Research project of Trails in Lake County, FM #413994	\$ 35,000	35 SDY				
		\$ 17,292,200					
	Projected Expenditures		645	16,647	0	0	0
	Budgeted Amount		645	16,647	0	0	0
	Balance		0	0	0	0	0

**FUND 115**  
Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 1**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>42</b> Intersection with SR-19	Realign & signalize	\$ 670,000	150 DSN 130 ROW	390 CST			
<b>445</b> from SR-19 to Deer Road East C-9080A	Widen to 24'	\$ 690,000	690 CST				
		\$ 1,360,000					

Balance Carried Forward (from previous year)	491	-298	-503	-315	-123
Projected New Revenue	181	185	188	192	196
Projected Expenditures	970	390	0	0	0
Projected Available Revenue	-298	-503	-315	-123	73

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
 FISCAL YEAR 2006 THRU 2010  
 FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>19A</b> from SR-19/US-441 Ramps to Old 441	Widen to 4-lane, divided	\$ 300,000	300 PD&E				
<b>44</b> from Hick's Ditch Road to C-44 (Orange Avenue C-5562/6068)	Widen to 30'	\$ 900,000		900 CST			
<b>44</b> Intersection with Hicks Ditch Road <i>#12 in C-44 Corridor Study - Short term improvements</i>	Construct eastbound right turn lane	\$ 30,000	30 DSN ROW				
<b>44A</b> from C-44 to Estes Road C-5876	Widen to 30'	\$ 537,000		537 CST			
<b>44A</b> Intersection with <b>Estes Road C-5876</b> <i>(Developer's Agreement in discussion)</i>	Construct turn lanes and signalize	\$ 320,000	20 ROW 300 CST				
<b>441 Old</b> (Alfred Street) from SR-19 to Bay Road C-4260	Results of PD&E (started in 2004)	\$ 1,650,000	400 DSN		250 ROW	1,000 CST	

Transportation Element  
Data Inventory Analysis

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>450</b> (Collins Street) Intersection with SR-19	Signalize, <i>pending</i> <i>FDOT approval</i>	\$ 90,000	90 CST				
<b>561</b> from C-455 to Palm Drive C-3046	Preliminary engineering study	\$ 300,000				300 PD&E	
<b>Bates Avenue C- 5771</b> from C-44 to Estes Road C-5876	Widen to 24', construct sidewalk on south side, construct turn lanes at intersection	\$ 531,000	25 ROW 506 CST				
<b>Britt Road C-4981</b> from Wolfbranch Road C-4583 to SR-44	Widen to 30'	\$ 1,141,000	100 ROW	1,041 CST			
<b>Buckhill Rd., N. C- 2739 Ph. I</b> from Cross Creek Ranch Rd. to E. Revels Rd. C-2837 <i>Cost</i> <i>split 50/50 with IMF BD 4</i>	Pave  Bid with Palm Avenue project (IST)	\$ 549,000	25 ROW 524 CST				
Capt. Haynes Road (f.k.a. Tavares Western Collector) from Woodlea Road C-3840 to Dead River Road C-	Construct new 24' road, curb & gutter, sidewalk, and stormwater ponds	\$ 800,000	800 CST				

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
 FISCAL YEAR 2006 THRU 2010  
 FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>450</b> (Collins Street) Intersection with SR-19	Signalize, <i>pending FDOT approval</i>	\$ 90,000	90 CST				
<b>561</b> from C-455 to Palm Drive C-3046	Preliminary engineering study	\$ 300,000				300 PD&E	
<b>Bates Avenue C-5771</b> from C-44 to Estes Road C-5876	Widen to 24', construct sidewalk on south side, construct turn lanes at intersection	\$ 531,000	25 ROW 506 CST				
<b>Britt Road C-4981</b> from Wolfbranch Road C-4583 to SR-44	Widen to 30'	\$ 1,141,000	100 ROW	1,041 CST			
<b>Buckhill Rd., N. C-2739 Ph. I</b> from Cross Creek Ranch Rd. to E. Revels Rd. C-2837 <i>Cost split 50/50 with IMF BD 4</i>	Pave  Bid with Palm Avenue project (1ST)	\$ 549,000	25 ROW 524 CST				
Capt. Haynes Road (f.k.a. Tavares Western Collector) from Woodlea Road C-3840 to Dead River Road C-	Construct new 24' road, curb & gutter, sidewalk, and stormwater ponds	\$ 800,000	800 CST				

Transportation Element  
Data Inventory Analysis

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>David Walker Drive C-4756</b> from Mt. Homer Road C-4956 to Kurt Street	Widen to 30', curb & gutter, intersection improvements, signalize at Kurt Street	\$ 750,000		150 DSN	150 ROW		450 CST
East Lake Street Extension from Trowell Avenue to Smith Street (Umatilla) <i>Interlocal with City to design and construct</i>	Construct new roadway	\$ 150,000	150 DSN CST				
<b>Kurt Street</b> from US-441 to West Golflinks Avenue	Widen to 3-lane, curb, gutter, sidewalk, drainage imp. at intersection of Mt. Homer Road	\$ 2,510,000	250 PE & FE	250 ROW	2,010 CST		
<b>Old Mt. Dora Road C-4865</b> from US-441 to SR-19	Widen to 24' and 30' "part", construct sidewalk "part"	\$ 1,088,000	1,088 CST				
<b>Orange Avenue C-6068</b> Intersection with <b>C-44 By-Pass</b> <i>#15A in C-44 Corridor Study - Short term improvements</i>	Extend left & right turn lanes, construct 4' concrete separator	\$ 80,000					80 CST
<b>Round Lake Road C-4183</b> Extension from Wolfbranch Road C-4583 to SR-44	Construct new 2-lane road, curb & gutter, and sidewalks	\$ 400,000					400 PE

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
SR-44B (formerly C-44B) from US-441 to C-44 (Orange Avenue C-6068)	County participation with FDOT to construct 4-lane road	\$ 2,000,000				2,000 CST	
<b>Woodlea Road C-3840</b> from Lane Park Road C-3637 to SR-19	Widen to 24', curb & gutter from SR-19 to Park, construct sidewalk on north side	\$ 1,593,000	300 PE	500 ROW		793 CST	
Total Cost Estimate		\$ 15,419,000					

Balance Carried Forward (from previous year)	4,121	1,222	-413	-1,045	-3,324
Projected New Revenue	1,709	1,743	1,778	1,814	1,850
Projected Expenditures	4,608	3,378	2,410	4,093	930
Projected Available Revenue	1,222	-413	-1,045	-3,324	-2,404

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>25A Dixie Avenue</b> from Fruitland Street to Miller Street/C-466A	Improve drainage, construct sidewalk, curb & gutter, install signal at Berckman Street	\$ 1,000,000	240 PE/ DSN	250 ROW			750 CST
<b>25A Dixie Avenue</b> from C-466A to US-441	Widen to 24', curb, gutter, sidewalks, bike lanes and intersection improvements	\$ 1,240,000	240 PE/ DSN	250 ROW			750 CST
<b>44 and Sleepy Hollow Road C-4523</b> at US-441	Intersection improvements	\$ 1,150,000	400 ROW 750 CST				
<b>460</b> (East-West Connector Phase II) from Thomas Avenue C-5108 to C-468	Construct new 24' road	\$ 300,000					300 PE
<b>466</b> from Sumter County to US-27/441 <i>(Cost share with The Villages for segment A)</i>	Widen to 4-lane with paved shoulders and intersection improvements	\$ 400,000	400 DSN				
<b>466A Miller Street</b> from Sumter County to US-27/441	Widen to 4-lane, paved shoulders, intersection improvements	\$ 800,000	800 DSN				

Transportation Element  
Data Inventory Analysis

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
468 from SR-44 to C-466A	Project Development and Environment Study	\$ 200,000				200 PD&E	
473 Intersection with Treadway School Road C-5335	Intersection improvements	\$ 150,000	50 DSN 100 CST				
Clay Avenue from Oak Street to US-27/441 Intersection with Fennell Boulevard	Extend and pave	\$ 1,250,000	200 DSN	400 ROW		650 CST	
Edwards Road C-7009 from US-27/441 to Gray's Airport Road C-7310 (Developer's Agreement for "part")	Extend and pave	\$ 902,000	82 ROW 820 CST				
Lake Ella Road C-6604 from April Hills Boulevard to US-27/441	Realign & improve intersection, add turn lanes, and signalize at US-27	\$ 260,000	260 PE/FE				
Lake Griffin Road C-7611 from US-27/441 to Gray's Airport Road C-7310	Widen to 30'	\$ 300,000		300 PD&E			

**FUND 115**  
Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
Main Street, East and Lake Street (Leesburg)	Reconstruct, signalize, add sidewalk	\$ 300,000	50 DSN 250 CST				
Oak Street Phase II from Rolling Acres Road C-6903 to Clay Avenue (Lady Lake)	Construct new roadway	\$ 800,000	300 ROW 500 CST				
Radio Road C-5433 from Treadway School Road C-5335 to Jackson Road C-5432	Widen to 3-lane with curb & gutter, sidewalk, and signal at Treadway School Road	\$ 380,000	80 DSN 300 CST				
Radio Road C-5433 from US-441 to Treadway School Road C-5335	Widen to 4-lane and/or 2-lane divided	\$ 500,000	500 ROW DSN				
Sleepy Hollow Road C-4523 from Sunnyside Drive C-4122 to new realignment at US-441	Rebuild, widen to 24', construct sidewalk	\$ 1,335,000		250 ROW DSN	1,085 CST		
Urick Street C-5407/C-25A Dixie Avenue from C-468 to Thomas Avenue C-5108	Widen to 24', sidewalks, int. imp. & signal at C-468 and at Thomas Avenue (if warranted)	\$ 410,000			410 CST		

**FUND 115**  
Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
Total Cost Estimate		\$ 11,677,000					
Balance Carried Forward (from previous year)			2,131	-2,630	-2,733	-2,853	-2,301
Projected New Revenue			1,321	1,347	1,374	1,402	1,430
Projected Expenditures			6,082	1,450	1,495	850	1,800
Projected Available Revenue			-2,630	-2,733	-2,853	-2,301	-2,671

Transportation Element  
Data Inventory Analysis

**FUND 115**  
Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: ROAD IMPACT FEES BENEFIT DISTRICT 4

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>Austin Merritt Road, North C-2704</b> from Austin Merritt Road C-2607 to C-48	Pave	\$ 893,000		893 CST			
<b>Buckhill Rd., N. C-2739 Ph. I</b> from Cross Creek Ranch Rd. to E. Revels Rd. C-2837 <i>Cost split 50/50 with IMF BD 2</i>	Pave <i>Bid with Palm Avenue project (IST)</i>	\$ 549,000	25 ROW 524 CST				
<b>Dewey Robbins Rd. C-2824</b> from US-27 to Turkey Lake Road C-2924	Pave to 24', turn lanes at US-27	\$ 780,000	780 DSN CST				
<b>Dewey Robbins Rd. S. C-2625</b> from E. Dewey Robbins Rd. C-2729 to Turkey Lake Rd. C-2924	Pave to 24', "part" curb & gutter	\$ 690,000	40 ROW 50 DSN			600 CST	
<b>Turkey Lake Road C-2924</b> from Dewey Robbins Road C-2824 to Number Two Road C-3024	Pave	\$ 730,000	100 DSN 630 CST				
Total Cost Estimate		\$ 3,642,000					
Balance Carried Forward (from previous year)			1,800	233	-66	539	557
Projected New Revenue			582	594	606	618	630
Projected Expenditures			2,149	893	0	600	0
Projected Available Revenue			233	-66	539	557	1,187

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
 FISCAL YEAR 2006 THRU 2010  
 FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>455 Extension (Hartle Road)</b> from Hartwood Marsh Road C-0854 to SR-50	Construct new 2-lane road, acquire ROW for 4-lane	\$ 8,900,000	500 PD&E	800 DSN	2,750 ROW	5,350 CST	
<b>455 Intersection with Ridgewood Avenue C 1864</b>	Intersection improvements, flashing beacon in FY 2006	\$ 795,000	125 ROW CST	150 DSN	520 CST		
<b>50</b> from US-27 to North Hancock Road C-1254	Project Development and Environment Study	\$ 400,000				400 PD&E	
Grand Highway Road from Hooks Street to SR 50 (Clermont) <i>(Awaiting Developer's Agreement to proceed)</i>	Widen to 3-lane, curb & gutter, drainage, bike lanes	\$ 420,000	420 CST				
<b>Hancock Road C-1254</b> from Hartwood Marsh Road C-0854 to SR-50	Widen to 4-lane	\$ 600,000					600 PD&E
<b>Hancock Road C-1254 Extension</b> from US-27/Lake Louisa Road C-0847 to Hartwood Marsh Road	Construct new 2-lane road, acquire right-of-way	\$ 2,550,000	300 DSN	750 ROW	1,500 CST		

Transportation Element  
Data Inventory Analysis

**FUND 115**  
**Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>Hartwood Marsh Road C-0854</b> from US-27 to Orange County	Widen to 4-lane	\$ 9,068,000 <i>FY 06/07 County Incentive Grant Program Application for FDOT funding assistance for 50% of \$12,720,000 estimate</i>	800 DSN	8,268 ROW CST <i>Applied for Grant</i>			
<b>Hooks Street Extension</b> from Hancock Road C-1254 to Hartle Road C-1362	Construct new 4-lane urban section, sidewalks and bike lanes	\$ 5,440,000		200 PE	400 DSN	1,340 ROW	3,500 CST
<b>Hooks Street Extension Phase III</b> from 3,300 west of Citrus Tower Blvd. to Citrus Tower Blvd.	Construct new 4-lane road, curb & gutter, drainage, bike lanes	\$ 2,600,000	2,600 CST				
<b>Hooks Street Extension Phase IV</b> from US-27 to Hooks Street Phase III	Construct new 4-lane road, curb & gutter, drainage, bike lanes	\$ 2,250,000	2,250 DSN CST				
<b>Johns Lake Road C-1158</b> Intersection with <b>Hancock Road C-1254</b>	Signalize and construct left turn deceleration lanes	\$ 500,000	500 ROW CST				
<b>Lake Minneola Ridge area</b>	Road improvements from unfunded program (as directed by BCC)	\$ 6,000,000			2,000 DSN ROW CST	2,000 DSN ROW CST	2,000 DSN ROW CST

**FUND 115**  
 Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
 FISCAL YEAR 2006 THRU 2010  
 FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
Lakeshore Drive C-1040 Bridge #114077	Widen, replace bridge, reconstruct bridge approaches	\$ 500,000	500 DSN				
Lakeshore Drive C-1040 Intersection with Harder Road C-1039	Intersection improvements	\$ 300,000	300 ROW CST				
Lakeshore Drive C-1040 Intersection with Oswalt Road C-0840	Intersection improvements	\$ 450,000	450 ROW CST				
South Clermont Connector from Lakeshore Drive C-1040 to Citrus Tower Boulevard	Construct new 4-lane road, curb & gutter, drainage, bike lanes	\$ 6,000,000	6,000 CST				
Steve's Road from US-27 to Citrus Tower Boulevard (Phase II) <i>Waiting on Developers to proceed</i>	Construct 2-lane road	\$ 1,370,000	1,370 CST				

Total Cost Estimate \$ 48,143,000

Balance Carried Forward (from previous year)	10,235	2,858	1,093	2,494	2,146
Projected New Revenue	8,238	8,403	8,571	8,742	8,917
Projected Expenditures	15,615	10,168	7,170	9,090	6,100
Projected Available Revenue	2,858	1,093	2,494	2,146	4,963

Transportation Element  
Data Inventory Analysis

**FUND 115**  
Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 6**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>478 Cherry Lake Road</b> from SR-19 to East Apshawa Road C-2038	Widen and resurface, int. & drainage improvements, construct sidewalk "part"	\$ 3,050,000	400 PE	400 FE	750 ROW	1500 CST	
<b>565 (Villa City Road C-2215)</b> Intersection with SR-50	Signal, sidewalk on C-565	\$ 200,000	200 CST				
<b>565A</b> from SR-50 to Lake Minneola Shores C-1733 (C-561)	Widen to 30'	\$ 640,000	150 DSN	490 CST			
<b>565A Montevista Road C-1225</b> from 565B Pine Island Road C-0926 to SR-50	Widen to 24'	\$ 1,110,000			150 DSN	960 CST	
Anderson Avenue from SR-50 to Albrook Street (Mascotte) <i>Interlocal with City to design, permit, and construct</i>	Widen to 24'	\$ 200,000		50 DSN	150 CST		
<b>Apshawa Road, East C-2038</b> from Cherry Lake Road C-1829 to US-27	Widen to 30'	\$ 550,000		100 FE	450 CST		

**FUND 115**  
Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: ROAD IMPACT FEES BENEFIT DISTRICT 6

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
Crittenden Street from SR-50/SR-33 to SR-19 (Groveland)	Widen and realign	\$ 75,000	75 PD&E				
Honeycut Road C-2304 from Tuscanooga Road C-2005 to Youth Camp Road C-2403	Pave	\$ 1,515,000			150 DSN	1,365 CST	
Lake Jackson Ridge Blvd. from Tuscanooga Road C-2005 to CR-33 (Mascotte) <i>(Developer shared cost)</i>	Construct new 2-lane (future 4-lane) road	\$ 800,000			800 DSN ROW CST		
Mascotte-Empire Road C-1310 from Mt. Pleasant Road C-1412 to SR-50	Widen to 24'	\$ 267,000		267 CST			
Max Hooks Road C-1429 from SR-50 to C-565A	Widen to 24', resurface	\$ 270,000	270 CST				
Putnam Ave. from South Sunset Ave. to SR-50 (Mascotte) <i>Interlocal w/ City to design, permit, &amp; construct (Developer shared cost)</i>	Widen and extend	\$ 184,000	184 DSN CST				

**FUND 115**  
Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: ROAD IMPACT FEES BENEFIT DISTRICT 6

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
Total Cost Estimate		\$ 8,861,000					
Balance Carried Forward (from previous year)			1,646	1,190	722	-871	-3,823
Projected New Revenue			823	839	856	873	891
Projected Expenditures			1,279	1,307	2,450	3,825	0
Projected Available Revenue			1,190	722	-871	-3,823	-2,932

Transportation Element  
Data Inventory Analysis

**FUND 303**  
Transportation Improvements

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
439 from SR-44 to C-44A	Widen to 30'	\$ 327,000			327 CST		
445 Bridge	Rehabilitate bridge #114047	\$ 300,000				50 FE	250 CST
445 from Deer Road East C-9080A to Bridge	Widen to 24', rehabilitate bridge	\$ 3,385,000				3,385 CST	
448 from C-561 to Apopka Beauclair Canal Bridge #114087	Widen to 30'	\$ 952,000	952 CST				
455 Howey Heights Curve	Realign	\$ 81,000	20 ROW	61 CST			
Cemetery Road, East C-7679 from Twin Ponds Road C-7676 to Saltsdale Road C-7776	Pave	\$ 160,000			160 CST		

**FUND 303**  
 Transportation Improvements

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
 FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>Citrus Valley Road C-2729A</b> from E. Dewey Robbins Road C-2729 to Orange Blossom Road C-2831	Pave	\$ 500,000			500 CST		
<b>Keene Road C-8165 Phase II</b> from 100' north of County Line Road to the pavement near SR-19	Pave, curb and gutter in low spot of roadway	\$ 729,000	729 CST				
<b>Lake Nellie Road C-0542</b> from Dwights Road C-0539 to pavement	Pave	\$ 263,000				20 DSN 243 CST	
<b>Libby No. 3 Road C-2233</b> from South O'Brien Road C-2227 to Groveland Collector (South Libby Road)	Pave (CST)	\$ 421,000			421 CST		
<b>Libby Road Southwest Road C-2229</b> from West Libby Road C-2130 to Libby Road No. 3 C-2233	Pave (CST)	\$ 150,000			150 CST		
<b>Libby Road, West C-2130</b> from South O'Brien Road C-2227 to Groveland Collector (South Libby Road)	Pave (CST)	\$ 254,000			254 CST		

Transportation Element  
Data Inventory Analysis

**FUND 303**  
**Transportation Improvements**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN  
FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>O'Brien Road, South C-2227</b> from end to SR 19	Pave to 24'	\$ 284,000			284 CST		
<b>Palm Avenue C-2839</b> from N. Buckhill Rd. C-2739 to E. Revels Road C-2837 <i>Bid w/ N. Buckhill Road project (IMF BD 2 &amp;</i>	Pave	\$ 100,000	100 CST				
<b>Twin Ponds Road C-7676</b> from C-44A to Lake Burns Road C-7575	Pave	\$ 600,000		100 DSN	500 CST		
<b>Picciola Bridge #114004</b>	Replacement	\$ 1,270,000	20 ROW 1,250 CST				

Total Cost Estimate \$ 9,776,000

Balance Carried Forward (from previous year)	-1,469	-1,615	1,208	1,655	1,061
Projected New Revenue	2,925	2,984	3,043	3,104	3,166
Projected Expenditures	3,071	161	2,596	3,698	250
Projected Available Revenue	-1,615	1,208	1,655	1,061	3,977

**FUND 303**  
**Resurfacing**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR RESURFACING PLAN  
FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>Countywide Resurfacing Program</b>	Resurfacing	\$ 4,510,200	2,428 RSF	1,418 RSF	1,488 RSF	1,563 RSF	1,641 RSF

**FUND 303**  
**Sidewalk Construction**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 5 - YEAR SIDEWALK CONSTRUCTION PLAN  
 FISCAL YEAR 2006 THRU 2010

FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>25</b> from US-27/441 to Fennell Boulevard	Construct 5' sidewalk	\$ 108,000	22 SUR DSN	86 CST			
<b>450A</b> from Church Street C-7265 to Marshall Street C-7367	Construct 5' sidewalk	\$ 50,000	50 CST				
<b>455</b> from Porter Avenue to Lakeside Drive <i>Town of Montverde to design and construct</i>	Construct 5' sidewalk	\$ 29,000	29 CST				
<b>Abrams Road C-5371</b> from Waycross Avenue C-5072 to SR-44	Construct 5' sidewalk	\$ 220,000			220 SUR DSN CST		
<b>Dillard Road C-4858</b> from C-19A to Mt. Homer Road C-4956	Construct 5' sidewalk	\$ 95,000			19 SUR DSN	76 CST	
<b>Mohawk Road C-1548</b> from South Avenue to C-50	Construct 5' sidewalk	\$ 37,000	5 DSN	32 CST			

Transportation Element  
Data Inventory Analysis

**FUND 303**  
Sidewalk Construction

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
5 - YEAR SIDEWALK CONSTRUCTION PLAN  
FISCAL YEAR 2006 THRU 2010  
FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

\* in thousands

Road Name	Type of Work	Cost Estimate	2006 *	2007 *	2008 *	2009 *	2010 *
<b>Number Two Road C-3024</b> from SR-19 to Mare Avenue <i>Town of Howey-in-the-Hills acquiring right-of-way</i>	Construct 5' sidewalk	\$ 76,000	10 DSN	66 CST			
<b>Pine Ridge Elementary School (C-561 &amp; Log House Road C-0835)</b> <i>Coordinate with 561 Intersection with C-565B &amp; Log House Road IMF BD 5 &amp; 6</i>	Construct 5' sidewalk	\$ 106,000		106 SUR DSN			
<b>Round Lake Elementary School</b> (Round Lake Road C-4183)	Construct 5' sidewalk	\$ 27,000		27 SUR DSN			
<b>Treadway Elementary School</b> (Camp Street C-5337 & S. Haines Creek Road C-5538)	Construct 5' sidewalk	\$ 274,000		55 SUR DSN			219 CST
<b>Triangle Elementary School</b> (Eudora Road C-4564 and surrounding area of Sylan Shores)	Construct 5' sidewalk	\$ 363,000		73 SUR DSN		290 CST	
Total Cost Estimate		\$ 1,385,000					

Balance Carried Forward (from previous year)	0	220	5	0	-128
Projected New Revenue	225	230	234	239	244
Projected Expenditures	116	445	239	366	219
Projected Available Revenue	109	5	0	-128	-103

**FUND 115**  
Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 1**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>Lake Norris Road C-7187</b> from C-44A to Bridge	Widen to 24'	\$ 900,000					
		\$ 900,000					

**FUND 115**  
 Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
 FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
19A from SR-19/US-441 Ramps to Old 441	Widen to 4-lane, divided (ROW, FE, CST)	\$ 3,000,000					
437 Realignment	Realign C-437 South with C-437 North (PD&E)	\$ 150,000					
44 from C-452 to SR-19	Widen to 4-lane, improve access to fairgrounds	\$ 800,000					
44 from Grand Island Shores Road C-6249 to C-452	Widen to 4-lane, 3' paved shoulders	\$ 1,992,000					
44 Intersection with C-452 Intersection and C-44 Railroad Crossing <i>#9/10A in C-44 Corridor Study - Short term improvements</i>	Construct right turn acceleration lanes on C-452, install crossing gates and warning lights	\$ 116,900					
44 Intersection with Service Trucking Entrance <i>#8 in C-44 Corridor Study - Short term improvements</i>	Construct left & right turn lanes, remove driveway apron, add continuous left turn lane	\$ 292,300					

Transportation Element  
Data Inventory Analysis

**FUND 115**  
Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>44</b> Intersection with C-44 (Orange Avenue C-6068) <i>#15A in C-44 Corridor Study - Short term improvements</i>	Extend left & right turn lanes, add area lighting & signage, construct 4' concrete separator	\$ 54,800					
<b>561</b> from C-448 to SR-19	Widen to 4-lane, 3' paved shoulders	\$ 3,000,000					
<b>561</b> Intersection with SR-19/Slim Haywood Avenue	Realign and signalize (DSN, ROW, CST)	\$ 475,000					
<b>Buckhill Road, North C-2739 Ph. II</b> from C-455 to Cross Creek Ranch Rd. <i>Cost split 50/50 with unfunded IMF</i>	Pave (CST)	\$ 527,000					
Capt. Haynes Road from Slim Haywood Avenue to Lane Park Road C-3637	Construct new roadway with recreation trail (PD&E, DSN, ROW, CST)	\$ 894,000					
Capt. Haynes Road/ <b>N. Eichelberger Road C-3342</b> from SR-19 to Lane Park Road C-3637	Widen to urban section with recreation trail (DSN, ROW, CST)	\$ 612,500					

**FUND 115**  
 Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
 FUNDING SOURCE: ROAD IMPACT FEES BENEFIT DISTRICT 2

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>Estes Road C-5876</b> from C-44 (Orange Avenue C-6068) to C-44A	Widen to 30'	\$ 440,000					
<b>Lane Park Cutoff Road C-3444</b> from SR-19 to CR-561	Widen, construct sidewalk	\$ 409,262					
<b>Limit Avenue C-4577</b> from Donnelly Street to US-441	Widen to 24', add 1500 LF of sidewalk	\$ 200,000					
<b>Old 441</b> from Bay Road C-4260 to Eudora Road C-44C	Widen to 30', drainage improvements (CST)	\$ 750,000					
<b>Orange Avenue C-5562</b> from Haselton Street to C-44 (Eustis)	Widen to 4-lane with curb & gutter, sidewalk, signal design (PD&E)	\$ 400,000					
<b>Orange Avenue C-5562</b> Intersection with Kensington Street & Danvers Street (Eustis)	Widen and improve intersections to standard width	50,000					

Transportation Element  
Data Inventory Analysis

**FUND 115**  
**Unfunded Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 2**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>Orange Avenue C-6068</b> from C-44 to SR-44B/SR-44	Second phase to widen to 4-lanes, add turn lanes and sidewalk	\$ 1,900,000					
<b>Round Lake Road C-4183 Extension</b> from Wolfbranch Road C-4583 to SR-44	Construct new 2-lane road, curb & gutter, sidewalks (DSN, ROW, CST)	\$ 6,500,000					
<b>Round Lake Road C-4183</b> Intersection with SR-46	Construct northbound and southbound turn lanes	\$ 460,000					
<b>Wolfbranch Road C-4583</b> from US-441 to C-437	Widen to 3-lane	\$ 2,235,000					
		\$ 25,258,762					

**FUND 115**  
**Unfunded Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>44</b> Intersection with C-44 (Leg A) <i>#3 in C-44 Corridor Study - Short term improvements. Bid with C-44 &amp; Radio Road/C-473 project</i>	Realign, construct left turn lanes along C-44, construct right turn lane on C-44 (Leg A) (DSN & CST)	\$ 401,000					
<b>44</b> and Radio Road C-5433 / C-473 <i>#4/5 in C-44 Corridor Study - Short term improvements. Bid with C-44/C-44 (Leg A) project</i>	Construct concrete separators from Radio Rd. to C-473, relocation of traffic signal (ROW, DSN & CST)	\$ 403,000					
<b>441</b> from College Drive C-4830A to Lakes Boulevard	Construct Pedestrian Facility - participation with FDOT	\$ 300,000					
<b>441</b> from C-44 to Lakes Boulevard	Construct Pedestrian Facility - participation with FDOT	\$ 500,000					
<b>460</b> (East-West Connector Phase II) from Thomas Avenue C-5108 to C-468	Construct 24' road (ROW & CST)	\$ 2,000,000					
<b>466</b> from Sumter County Line to US-27/441	Widen to 4-lane, paved shoulders, and intersection improvements (CST) <i>FY 06/07 County Incentive Grant Program Application for FDOT funding assistance for 50% of \$5,342,400 estimate</i>	\$ 2,671,200					

**FUND 115**  
 Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
 FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>466A Miller Street</b> from Sumter County to US-27/441	Widen to 4-lane, paved shoulders, intersection improvements (ROW)	\$ 1,000,000					
<b>466A Miller Street</b> from Sumter County to US-27/441	Widen to 4-lane, paved shoulders, intersection improvements (CST)	\$ 6,000,000					
<b>468</b> from C-460 to C- 466A	Widen to 4-lane	\$ 3,340,500					
<b>468</b> from SR-44 to C- 460	Widen to 4-lane	\$ 1,850,000					
<b>470</b> from Sumter County to C-33/C-48 <i>Cost split 50/50 with IMF BD 4. Additional funding source needs to be identified.</i>	Widen to 4-lane (CST) <i>FY 06/07 County Incentive Grant Program Application for FDOT funding assistance for 50% of \$12,720,000 estimate (C-470 &amp; C-48 from Sumter County to US-27)</i>	\$ 2,226,000					
<b>473</b> from 5-lane section to C-44	P. D. & E.	\$ 200,000					

Transportation Element  
Data Inventory Analysis

**FUND 115**  
Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
Citizens Boulevard extension from Thomas Avenue to US-27 (Leesburg) <i>Leading Agency: City of Leesburg</i>	Construct new 4-lane roadway (PD&E, DSN, ROW, CST)	\$ 5,600,000					
Gray's Airport Road C-7310 from Griffin View Drive C-7212 to Lake Griffin Road C-7611	Widen to 24'	\$ 325,000					
Griffin Avenue C-7807 from C-25 to Gray's Airport Road C-7310	Widen to 24', improve intersection at Grays Airport Road (CST)	\$ 500,000 r/w not included					
Griffin Avenue C-7807 from US-27/441 to C-25	Widen to 4-lane, sidewalks, drainage	\$ 5,244,300					
Griffin View Drive C-7212 from US-27/441 to Gray's Airport Road C-7310	Widen to 24', intersection improvements	\$ 348,000					
Lake Ella Road C-6604 from April Hills Boulevard to US-27/441	Realign & improve intersection, add turn lanes, and signalize at US-27 (CST)	\$ 1,000,000					

**FUND 115**  
Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 3**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
Lake Ella Road C-6604 from Cherry Lake Road C-7000 to April Hills Boulevard	Widen to 30' (PE)	\$ 200,000					
Lake Griffin Road C-7611 from US-27/441 to Gray's Airport Road C-7310	Widen to 30' (CST)	\$ 546,000					
Radio Road C-5433 from US-441 to Jackson Road C-5432	Widen to 4-lane and/or 2-lane divided (CST)	\$ 1,220,000					
Rolling Acres Road C-6903 from Lake Ella Road C-6604 to C-466	Widen to 24' (CST)	\$ 805,000					
		\$ 36,680,000					

**FUND 115**  
 Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
 FUNDING SOURCE: ROAD IMPACT FEES BENEFIT DISTRICT 4

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>470</b> from Sumter County to C-33/C-48 <i>Cost split 50/50 with IMF BD 3, Additional funding source needs to be</i>	Widen to 4-lane (CST) <i>FY 06/07 County Incentive Grant Program Application for FDOT funding assistance for 50% of \$12,720,000 estimate (C-470 &amp; C-48 from Sumter County to US-27)</i>	\$ 2,226,000					
<b>48 (Part)</b> from C-470/C-33/C-48 to 1,320' east of US-27 <i>Additional funding source needs to be identified</i>	Widen to 4-lane (CST) <i>FY 06/07 County Incentive Grant Program Application for FDOT funding assistance for 50% of \$12,720,000 estimate (C-470 &amp; C-48 from Sumter County to US-27)</i>	\$ 1,908,000					
<b>561</b> Intersection with US-27 <i>Cost shared with unfunded IMF BD 5</i>	Construct right and dual left turn lanes (DSN, ROW, CST)	\$ 145,000					
<b>Buckhill Road, North C-2739 Ph. II</b> from C-455 to Cross Creek Ranch Rd. <i>Cost split 50/50 with unfunded IMF BD 2</i>	Pave (CST)	\$ 527,000					
<b>Libby No. 3 Road C-2233</b> Intersection with US-27 <i>Cost split 50/50 with unfunded IMF BD 6</i>	Improve intersection (DSN, ROW, CST)	\$ 125,000					
		\$ 2,705,000					

Transportation Element  
Data Inventory Analysis

**FUND 115**  
**Unfunded Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>455 Extension (Hartle Road)</b> from Five Mile Road C-0660 to Hartwood Marsh Road C-0854	Construct new 4-lane road, acquire right-of-way for 4 lane	\$ 4,018,700					
<b>455</b> from SR-50 to the Turnpike	Widen to 4-lane, acquire right-of-way	\$ 3,118,850					
<b>50</b> from North Hancock Road C-1254 to Orange County	Project Development and Environment Study	\$ 800,000					
<b>50</b> from US-27 to North Hancock Road C-1254	Widen to 4-lane (DSN, ROW, CST)	\$ 3,850,000					
<b>561</b> Intersection with <b>C 565B</b> and <b>Log House Road C-0835</b> <i>Cost split 50/50 with unfunded IMF BD 6 on C-565B</i>	Extend right turn lane on C-561, widen to 3-lane on Log House Rd, construct sidewalk (DSN, CST)	\$ 175,000					
<b>561</b> Intersection with <b>US-27</b> <i>Cost shared with unfunded IMF BD 6</i>	Construct right and dual left turn lanes (DSN, ROW, CST)	\$ 145,000					

**FUND 115**  
**Unfunded Road Impact Fees**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
 FUNDING SOURCE: ROAD IMPACT FEES BENEFIT DISTRICT 5

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>Blackstill Lake Road C-1757</b> from C-50 to Minneola-Montverde Collector	Realignment, construct new 30' wide road	\$ 667,000					
<b>Foggate Road C-1860</b> from new Turnpike Interchange to C-455	Construct new 30' wide road	\$ 800,000					
<b>Foggate Road C-1860/Blackstill Lake Road C-1757</b> from intersection to new Turnpike Interchange	Pave and construct new 30' wide road	\$ 754,000					
<b>Grassy Lake Road C-1846</b> from North Hancock Road Extension to Sullivan Road C-2044	Reconstruct, widen to 30' with paved shoulders	\$ 420,000					
<b>Hancock Road C-1254</b> from Hartwood Marsh Road C-0854 to Hooks Street	Widen to 4-lane (PD&E)	\$ 500,000					
<b>Hancock Rd., North Ext. C-1354</b> from C-50, N. on Turkey Farms Rd. to Grassy Lake Rd., W. to US-27	Construct new 30' wide road - Phase I of II	\$ 2,120,000					

Transportation Element  
Data Inventory Analysis

**FUND 115**  
Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>Hancock Rd., North Ext. C-1354</b> from Phase I, N. on Turkey Farms Rd. & W. on N. Grassy Lk. Rd. to US-27	Construct new 30' wide road - Phase II of II	\$ 2,261,000					
<b>Lake Minneola Shores C-561 Int. with Jalarmy Road C-1838</b> <i>Cost split 50/50 with unfunded IMF BD 6</i>	Improve intersection (DSN, ROW, CST)	\$ 100,000					
<b>Lakeshore Drive C-1040</b> Bridge #114077	Widen, replace bridge, reconstruct bridge approaches (CST)	\$ 1,000,000					
Legends Way Ph. II from Citrus Tower Blvd. to South Lake Hospital access road (Clermont) <i>(a.k.a. Reverse Frontage Road)</i>	Construct new 24' road	<i>waiting on City of Clermont development</i>					
<b>Minneola-Montverde Collector</b> from North Hancock Road Extension to Blackstill Lake Road C-1850	Construct new 30' wide road	\$ 1,500,000					
<b>Ridgewood Avenue C-1864</b> from Fosgate Road C-1860 to C-455	Widen to 24', remove inverted crown, intersection improvements	\$ 735,000					

**FUND 115**  
Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 5**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>Sullivan Road C-2044</b> from US-27 to Grassy Lake Road C-1846	Reconstruct, widen to 30' with paved shoulders	\$ 924,000					
<b>Schofield Road C-0558</b> from US-27 to Orange County <i>(f.k.a. Shell Pond Road)</i>	Pave	\$ 3,624,750					
		\$ 27,513,300					

**FUND 115**  
Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 6**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>561 Intersection with C-565B and Log House Road C-0835</b> <i>Cost split 50/50 with unfunded IMF BD 5 on C-565B</i>	Extend right turn lane on C-561, widen to 3-lane on Log House Rd, construct sidewalk (DSN, CST)	\$ 75,000					
<b>561 Intersection with US-27</b> <i>Cost shared with unfunded IMF BD 5</i>	Construct right and dual left turn lanes (DSN, CST)	\$ 145,000					
<b>American Legion Road C-1711 and Underpass Road C-1712</b> from SR-50 to C-565	Widen and resurface	\$ 445,000					
<b>Lake Minneola Shores C-561 Int. with Jalarmy Road C-1838</b> <i>Cost split 50/50 with unfunded IMF BD 5</i>	Improve intersection (DSN, ROW, CST)	\$ 100,000					
<b>Libby No. 3 Road C-2233</b> Intersection with US-27 <i>Cost split 50/50 with unfunded IMF BD 4</i>	Improve intersection (DSN, ROW, CST)	\$ 125,000					
<b>Silver Eagle Road C-1726</b> from C-565A to end of pavement	Widen to 4-lane, improve intersection at C-565A (DSN, ROW, CST)	\$ 2,000,000					

**FUND 115**  
Unfunded Road Impact Fees

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **ROAD IMPACT FEES BENEFIT DISTRICT 6**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
Sunset Avenue and South Sunset Avenue from Mascotte city limit to C-33 (Mascotte)	Widen and resurface	\$ 920,000					
<b>Tuscanooga Road C-2005</b> from SR-50 to the Mascotte city limit	Widen and resurface, realign intersection	\$ 416,000					
		\$ 4,226,000					

Transportation Element  
Data Inventory Analysis

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**FUND 303**

**Unfunded Transportation Improvements**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
33 from C-470 to US-27	Construct 4-lane	\$ 4,366,000					
44 and Dura Stress / Mid-Florida Lakes Entrances <i>#6/7 in C-44 Corridor Study - Short term improvements</i>	Align entrance driveways, construct turn lanes into Dura Stress, install traffic separator (CST)	\$ 139,000					
44C / 44A Griffin Road from C-468 to US-27/441	Turn lanes, upgrade railroad crossing, sidewalks, signalization	\$ 1,018,000					
455 Intersections with C-50	Widen for turn lanes and paved shoulders	\$ 250,000					
473 from California Street to C-44	Widen to 4-lane, divided	\$ 6,533,000					
48 from Sumter County to C-33	Widen to 30'	\$ 1,254,000					

**FUND 303**

**Unfunded Transportation Improvements**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
 UNFUNDED TRANSPORTATION IMPROVEMENT PLAN  
 FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>Buckhorn Road C-9584</b> from C-445A to C-445A <i>Bid with Cedar Crest Road and Park Road project</i>	Pave (CST)	\$ 139,000					
<b>Cedar Crest Road C-9684A</b> from Buckhorn Road C-9584 to SR-40 <i>Bid with Buckhorn Road and Park Road project</i>	Pave (CST)	\$ 52,000					
<b>Coralwood Lane C-1926</b> from C-478 Cherry Lake Road to O'Brien Road, South C-2227	Widen to 24'	\$ 162,000					
<b>Lake Road C-8773</b> from Dupree Rd. C-8871 to SR-19 & Dupree Road from Lake Rd. to	Pave (CST)	\$ 402,390					
<b>Park Road C-9685</b> from Buckhorn Road C-9584 to SR-40 <i>Bid with Buckhorn Road and Cedar Crest Road project</i>	Pave (CST)	\$ 52,000					
		\$ 14,367,390					

Transportation Element  
Data Inventory Analysis

**FUND 303**  
**Unfunded Sidewalk Construction**

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS  
UNFUNDED SIDEWALK CONSTRUCTION PLAN  
FUNDING SOURCE: **RENEWAL SALES TAX CAPITAL PROJECTS - ROADS**

Road Name	Type of Work	Cost Estimate	2006	2007	2008	2009	2010
<b>Lake Apopka Loop Trail</b> from the South Lake Trail at Blackstill Lake Road C-1757 to N. side of Lake Apopka	Construct multi-trail (DSN) <i>Additional funding source needs to be identified</i>	\$ 465,000					
<b>Lake Apopka Loop Trail</b> from the South Lake Trail at Blackstill Lake Road C-1757 to N. side of Lake Apopka	Construct multi-trail (ROW) <i>Additional funding source needs to be identified</i>	\$ 500,000					
<b>Lake Apopka Loop Trail</b> from the South Lake Trail at Blackstill Lake Road C-1757 to N. side of Lake Apopka	Construct multi-trail (CST) <i>Additional funding source needs to be identified</i>	\$ 2,929,000					
<b>Lake Apopka Loop Trail Phase II</b> from the N. side of Lake Apopka to Orange County	Construct multi-trail (DSN, CST) <i>Additional funding source needs to be identified</i>	\$ 2,500,000					
<b>Pine Ridge Elementary School</b> (C-561 & Log House Road C-0835)	Construct 5' sidewalk (CST) <i>Coordinate with 561 Int. w/ C-565B &amp; Log House Road IMF BD 5 &amp; 6</i>	\$ 422,000					
<b>Round Lake Elementary School</b> (Round Lake Road C-4183)	Construct 5' sidewalk (CST)	\$ 107,000					
		\$ 6,923,000					

## **APPENDIX B**

### **Lake County Five (5) Year Transportation Improvement Program (TIP)**

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

										STATE ROADS									
										2005-2006		2006-2007		2007-2008		2008-2009		2009-2010	
										AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND
COUNTY & PROJECT	NUMBER	SEGMENTS	DESCRIPTION	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	
LAKE-SUMTER MPO																			
Lake and Sumter Co.	4179531	LAKE & SUMTER URBAN AREA	MPO PLANNING FUNDS FY 05/06	345	PLN	PL													
Lake and Sumter Co.	4179541	LAKE & SUMTER URBAN AREA	MPO PLANNING FUNDS FY 06/07				349	PLN	PL										
Lake and Sumter Co.	4179551	LAKE & SUMTER URBAN AREA	MPO PLANNING FUNDS FY 07/08							353	PLN	PL							
Lake and Sumter Co.	4179561	LAKE & SUMTER URBAN AREA	MPO PLANNING FUNDS FY 08/09										356	PLN	PL				
Lake and Sumter Co.	4179571	LAKE & SUMTER URBAN AREA	MPO PLANNING FUNDS FY 09/10													364	PLN	PL	
Lake and Sumter Co.	4163671	SECTION 5303	PTO STUDIES	5	PLN	DS													
				33	PLN	DU													
				5	PLN	LF													
SR 40																			
Lake	4106751	FROM MARION CO LINE TO VOLUSIA CO LINE	PD&E/EMO STUDY	800	PDE	DS													
SR 44																			
Lake	4098701	FROM SR 500 US 441 TO SR 44 (former segment of CR 44B)	ADD LANES & RECONSTRUCT	2500	PE	DDR													
				25	PE	DIH													
SR 46																			
Lake	2382751	FROM SR 500 US 441 TO SEMINOLE CO LINE	PD&E/EMO STUDY	3000	PDE	DS													
Lake	4166571	SR 46 AT CAMP CHALLENGE ROAD	ADD RIGHT TURN LANE(S)				44	CST	DIH										
							283	CST	DS										
Lake	4171651	FROM 0.072 MILE WEST	RESURFACING				93	CST	DIH										

																			STATE ROADS														
																			2005-2006		2006-2007				2007-2008				2008-2009		2009-2010		
																			PROJECT	PROJECT	WORK	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND
COUNTY & PROJECT	NUMBER	SEGMENTS	DESCRIPTION	000'S	PHASE	CODE																											
		OF SR 500 TO 0.129 MILE WEST OF RR CROSSING					1679	CST	DS																								
SR 50																																	
Lake	2384293	FROM W OF BLOXHAM BLVD TO W OF HANCOCK RD	ADD LANES & RECONSTRUCT	992	ROW	S117							286	ROW	DIH																		
													1899	ROW	DS																		
Lake	2384294	FROM HANCOCK RD TO ORANGE CO LINE	ADD LANES & RECONSTRUCT	20	ROW	DIH	18	ROW	DIH	1317	CST	DDR																					
				126	ROW	SIB1	70	ROW	SIB1	221	CST	DIH																					
							990	CST	SIB1	29682	CST	SIB1																					
Lake	4167242	US 27 TO ORANGE CO LINE	ADVANCE ROW	2450	ROW	DS																											
Lake	4183381	FROM GROVELAND FARMS RD TO BLUFF LAKE RD	LANDSCAPING	100	CST	DS																											
SR 19																																	
Lake	4155161	SR 19/48 TO LK HARRIS BRG	RESURFACING	641	CST	SN																											
SR 33																																	
Lake	4171641	FROM POLK CO LINE TO SR 50	RESURFACING				6032	CST	XA																								
SR 25 (US 27)																																	
Lake	2384211	POLK CO LINE TO BOGGY MARSH RD	ADD LANES & REHABILITATE PVMNT	1159	CST	DS				900	CST	NHAC																					
				1500	CST	LF																											
				21703	CST	NHAC																											
Lake	2384221	FROM BOGGY MARSH ROAD TO LAKE LOUISA ROAD	ADD LANES & RECONSTRUCT	1470	ROW	BNIR	4972	ROW	BNIR	2000	ROW	BNIR																					
				80	ROW	DI	120	ROW	DI	68		DI																					
Lake	2384231	FROM 1000' N LK LOUISA RD TO WB RAM ON SR 50	ADD LANES & REHABILITATE PVMNT	3013	ROW	BNIR	10301	ROW	BNIR	4420	ROW	BNIR																					
				100	ROW	DI	99	ROW	DI	100		DI																					

				STATE ROADS															
				2005-2006		2006-2007		2007-2008		2008-2009		2009-2010							
		PROJECT	PROJECT	WORK	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND			
COUNTY & PROJECT	NUMBER	SEGMENTS	DESCRIPTION	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	
				STATE ROADS, CONT'D															
				2005-2006		2006-2007		2007-2008		2008-2009		2009-2010							
	Project	Project	Work	Amount		Fund	Amount		Fund	Amount		Fund	Amount		Fund	Amount		Fund	
County & Project	Number	Segments	Description	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	
SR 25 (US 27) (continued)																			
Lake	2384241	FROM WB RAMP @ SR 50 TO CR 561-A	ADD LANES & RECONSTRUCT	962	CST	DS				900	CST	NHAC							
				2000	CST	LF													
				23256	CST	NHAC													
Lake	4150001	NORTHBOUND ONTO CORLEY ISLAND RD	ADD LEFT TURN LANE	2	CST	DIH													
				118		DS													
SR 500 (US 441)																			
Lake	2383943	FROM PERKINS ST TO SR 44	ADD LANES & RECONSTRUCT				2000	PE	DDR				1630	ROW	DDR	7147	ROW	DDR	
							5	PE	DIH				267	ROW	DIH				
Lake	2383944	FROM N OF GRIFFIN RD TO MARTIN LUTHER KING BLVD	CORRIDOR IMPROVEMENT				1200	PE	DDR				202	ROW	DDR	13484	ROW	XL	
							10	PE	DIH				1926	ROW	DIH				
Lake	2383141	FROM LAKE EUSTIS DR TO SR 44 (former CR 44B)	ADD LANES & RECONSTRUCT				1500	CST	DDR										
Lake	2383151	FROM MILLS STREET TO W OF COLLEGE ROAD	ADD LANES & RECONSTRUCT	750	CST	DDR													
Lake	2383954	FROM MARTIN LUTHER KING BLVD TO LAKE ELLA RD	ADD LANES & RECONSTRUCT	3600	PE	XA	70	ENV	ACXA										
							36	ROW	DDR	431	ROW	DDR	1560	ROW	DDR	600	ROW	DDR	
							5	ROW	DIH	20	ROW	DIH	15	ROW	DIH	8	ROW	DIH	
Lake	2383955	FROM LAKE ELLA RD TO AVENIDA CENTRAL	ADD LANES & RECONSTRUCT	4800	PE	ACXA	19	ENV	DDR	1230	ROW	DDR	4302	ROW	DDR	2025	ROW	DDR	
				1377	PE	LF	60	ROW	DDR	40	ROW	DIH	55	ROW	DIH	50	ROW	DIH	



				STATE ROADS															
				2005-2006		2006-2007		2007-2008		2008-2009		2009-2010							
		PROJECT	PROJECT	WORK	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND			
COUNTY & PROJECT	NUMBER	SEGMENTS	DESCRIPTION	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	
				BRIDGES, SIGNALS & DRAINAGE															
				2005-2006		2006-2007		2007-2008		2008-2009		2009-2010							
		Project	Project	Work	Amount	Fund	Amount	Fund	Amount	Fund	Amount	Fund	Amount	Fund	Amount	Fund			
County & Project	Number	Segments	Description	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	
LAKE NORRIS ROAD																			
Lake	2414441	BR#114076 NE LAKE CO 3.2MI N OF CR 44A	REPLACE LOW LEVEL BRIDGE				968	CST	BZAC										
SR 50																			
Lake	4114901	PALATLAKAHA RIVER BR # 110027	BRIDGE-REPAIR/REHABILITATION	417	CST	BRRP													
SR 25 (US 27)																			
Lake	4086381	BR# 110061 PALATLAKAHA CREEK SOUTHBOUND LANE	REPLACE LOW LEVEL BRIDGE	1704	CST	BRAC													
SR 25/500 (US 27/441)																			
Lake	4149741	FROM CITIZENS BLVD TO EAGLES NEST ROAD	TRAFFIC SIGNALS	79	CST	DIH													
Lake	4102901	NORTH OF GRIFFIN RD	DRAINAGE IMPROVEMENTS	7	ROW	DIH				49	CST	DIH							
SR 46																			
Lake	4162181	FROM CR 437 SOUTH	TRAFFIC SIGNALS	7	ROW	DIH				36	CST	DIH							
SR 500 (US 441)																			
Lake	4161251	US 441 OVER SR 46	BRIDGE #110030 & 110066				1754	CST	BRRP										



				STATE ROADS															
				2005-2006		2006-2007		2007-2008		2008-2009		2009-2010							
		PROJECT	PROJECT	WORK	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND			
COUNTY & PROJECT	NUMBER	SEGMENTS	DESCRIPTION	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	
				MISC MAINTENANCE, CONT'D															
					2005-2006			2006-2007			2007-2008			2008-2009			2009-2010		
	Project	Project	Work	Amount		Fund	Amount		Fund	Amount		Fund	Amount		Fund	Amount		Fund	
County & Project	Number	Segments	Description	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	
AREAWIDE																			
Lake	4157831	THERMOPLASTIC & RPMs	ROUTINE MAINTENANCE CONTRACTS	150	MNT	D	150	MNT	D	150	MNT	D							
Lake	2461861	LAKE COUNTY	OPERATING/ADMINISTRATIVE ASSISTANCE	193	OPS	DU	340	OPS	DU										
				193	OPS	LF	340	OPS	LF										
Lake	4045381	LAKE COUNTY	OPERATING/ADMINISTRATIVE ASSISTANCE							356	OPS	DU	374	OPS	DU				
											356	OPS	LF	374	OPS	LF			
Lake	4171991	LADY LAKE - MEMORAUNDUM OF AGREEMENT	ROUTINE MAINTENANCE	24	MNT	D	24	MNT	D	25	MNT	D	25	MNT	D	25	MNT	D	
Lake	4181061	LAKE PRIMARY IN-HOUSE	ROUTINE MAINTENANCE							3000	MNT	D	3000	MNT	D	3000	MNT	D	
			BIKE	PATHS, TRAILS & SIDEWALKS															
					2005-2006			2006-2007			2007-2008			2008-2009			2009-2010		
	Project	Project	Work	Amount		Fund	Amount		Fund	Amount		Fund	Amount		Fund	Amount		Fund	
County & Project	Number	Segments	Description	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	
CR 48 SIDEWALK																			
Lake	4121421	FROM CR 561 TO FAIR STREET	SIDEWALK	50	ADM	SE													
FRUITLAND PARK TRAIL																			
Lake	4161111	FROM GRIFFIN RD	BIKE PATH				125	PDE	SE	166	PE	SE							





				STATE ROADS																
				2005-2006		2006-2007		2007-2008		2008-2009		2009-2010								
		PROJECT	PROJECT	WORK	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND				
COUNTY & PROJECT	NUMBER	SEGMENTS	DESCRIPTION	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE		
				AIRPORTS																
					2005-2006			2006-2007			2007-2008			2008-2009			2009-2010			
	Project	Project	Work	Amount		Fund	Amount		Fund	Amount		Fund	Amount		Fund	Amount		Fund		
County & Project	Number	Segments	Description	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code	000's	Phase	Code		
LEESBURG REGIONAL AIRPORT																				
Lake	4076201	CONSTRUCT TAXIWAY TO HANGARS	CONSTRUCT/EXTEND TAXIWAY										400	CAP	DS					
													100	CAP	LF					
Lake	4076421	SECURITY IMPROVEMENTS	PUBLIC TRANS FACILITY SECURITY													320	CAP	DS		
															80	CAP	LF			
Lake	4094371	FAA IMPROVEMENT PROJECT	AIRPORT IMPROVEMENT	9	CAP	DS														
				150	CAP	FAA														
				9	CAP	LF														
Lake	4094411	CONSTRUCT NEW HANGAR	T-HANGAR CONSTRUCTION							480	CAP	DS								
										120	CAP	LF								
Lake	4097781	INSTALL ADDITIONAL JET FUEL TANK	INSTALL/CONST FUEL FACILITY				160	CAP	DS											
							40	CAP	LF											
Lake	2475561	CONSTRUCT AIR TRAFFIC CONTROL TOWER	AIR TRAFFIC CONTROL TOWER	240	CAP	DS														
				60	CAP	LF														
Lake	4094401	RUNWAY & TAXIWAY LIGHTING & SIGNAGE	RUNWAY LIGHTING INSTALLATION													240	CAP	DS		
															60	CAP	LF			
Lake	4144381	OVERLAY GA APRON	RECONSTRUCT/REPAIR/OVERLAY APRON													320	CAP	DS		
															80	CAP	LF			
Lake	4182951	RELINE/REPLACE AIRFIELD	AIRPORT DRAINAGE/RETENTION													320	CAP	DS		



				STATE ROADS															
				2005-2006		2006-2007		2007-2008		2008-2009		2009-2010							
		PROJECT	PROJECT	WORK	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND	AMOUNT	FUND			
COUNTY & PROJECT	NUMBER	SEGMENTS	DESCRIPTION	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	000'S	PHASE	CODE	
Lake	4144561	ACQUIRE SOUTH TERMINAL AREA BLDGS	AIRPORT IMPROVEMENT				500	CAP	DS										
							500	CAP	LF										
Lake	4163351	CONSTRUCT AIRCRAFT PARKING APRON	CONSTRUCT/EXTEND APRON				240	CAP	DS										
							60	CAP	LF										
Lake	4163361	RELOCATE AIRPORT ACCESS ROAD	CONSTRUCT/EXTEND AIRPORT ROAD										320	CAP	DS				
													80	CAP	LF				
Lake	4163371	T-HANGAR SITE DEVELOPMENT	T-HANGAR CONSTRUCTION							320	CAP	DS							
										80	CAP	LF							
Lake	4163381	AIRCRAFT STORAGE HANGARS	T-HANGAR CONSTRUCTION										400	CAP	DS				
													100	CAP	LF				
Lake	4094801	EXTEND RUNWAY 18-36	CONSTRUCT-EXTEND RUNWAY													25	CAP	DS	
																450	CAP	FAA	
																25	CAP	LF	
Lake	4119451	CONSTRUCT TERMINAL BLDG, PHASE 1	CONSTRUCT-EXPAND TERMINAL FACILITY				240	CAP	DS										
							60	CAP	LF										
Lake	4184691	CONSTRUCT AUTO PARKING AREA, PHASE 1	CONSTRUCT/EXPAND/OVERLAY AUTO PARK	160	CAP	DS													
				40	CAP	LF													

**APPENDIX C**  
**2005 Lake County Traffic Counts**  
Source: Lake County Public Works

MAP STA #	ROAD NAME	LOCATION	S E C	T W P	R N G	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2005	BEGIN P.M. PEAK HOUR 2005	TAZ ID
						2001	2002	2003	2004	2005				
1	C.R. 25	AT MARION CO. LINE	5	19	24	5,424	6,372	5,376	6,362	6,569	3.91%	652	16:30	42
2	MARION COUNTY RD	.15 MI. E. OF C.R. 25	5	19	24	1,563	1,469	1,663	1,719	2,001	4.88%	194	16:30	42
3	GRIFFIN AV	.05 MI. E. OF C.R. 25	8	19	24	1,848	1,567	1,552	1,839	1,933	3.78%	182	15:30	42
4	LAKE GRIFFIN RD	.27 MI. W. OF CAROLINA AV.	16	19	24	2,018	1,860	2,188	2,168	2,578	6.02%	213	15:45	49
5	C.R. 466	.10 MI. W. OF CLAY AV.	17	19	24	7,808	8,758	8,978	9,965	11,579	8.21%	1021	14:45	48
6	C.R. 466	AT SUMTER CO. LINE	18	19	24	6,758	8,668	8,997	10,413	13,559	15.00%	1253	14:30	48
7	GRIFFIN VIEW DR	.08 MI. E. OF US 27/US 441	21	18	24	4,063	3,867	4,078	4,180	4,418	1.53%	395	16:45	51
8	GRAYS AIRPORT RD	.10 MI. N. OF GRIFFIN VIEW DR.	22	18	24	2,371	2,222	2,446	2,471	2,430	0.49%	254	17:00	52
9	GRIFFIN VIEW DR	.12 MI. E. GRAY'S AIRPORT RD.	23	18	24	1,113	1,208	1,352	1,324	1,407	4.80%	121	17:30	52
10	C.R. 468	.04 MI. N. OF BERKMAN ST.	4	19	24	2,862	2,868	2,890	2,722	2,779	0.64%	247	14:45	106
11	C.R. 468A	AT SUMTER CO. LINE	6	19	24	2,945	3,051	3,210	4,267	4,177	7.24%	409	16:30	70
12	C.R. 468	.08 MI. S. MYRTLE LAKE/URICK ST	9	19	24	5,285	5,533	5,715	5,161	5,167	-0.46%	490	16:46	112
13	SUNNYSIDE DR	.09 MI. S. OF MAIN ST (SR 44)	25	19	24	2,428	2,564	2,494	2,737	3,135	5.28%	302	17:00	120
14	C.R. 468	.09 MI. N. OF SR 44	28	19	24	5,809	5,908	6,037	6,301	6,544	2.41%	548	17:00	112
15	C.R. 470	.06 MI. E. OF SUMTER CO. LINE	7	20	24	6,248	6,862	6,498	6,139	7,590	4.08%	536	15:16	167
16	C.R. 48	.25 MI. E. OF US 27	14	20	24	7,968	8,575	9,201	9,146	10,305	5.28%	898	16:30	177
17	C.R. 48	.18 MI. E. OF C.R. 33	15	20	24	7,705	8,358	8,783	7,059	7,538	-0.47%	570	15:45	156
18	C.R. 48	.12 MI. W. OF C.R. 33	22	20	24	3,249	3,263	2,858	2,741	2,977	-1.73%	253	16:45	159
19	C.R. 33	.06 MI. N. AUSTIN MERRITT RD.	10	21	24	2,868	2,939	3,348	3,119	3,685	5.22%	312	17:00	181
20	AUSTIN MERRITT RD	.07 MI. W. OF C.R. 33	10	21	24	1,275	1,165	1,241	1,178	1,241	-0.54%	118	17:15	181
21	BRIDGES RD	.08 MI. E. OF C.R. 33	10	21	24	985	844	908	1,016	1,068	2.19%	109	16:00	183
22	YOUTH CAMP RD	.48 MI. W. AUSTIN MERRITT RD.	17	21	24	840	821	903	804	891	1.20%	91	17:15	161
23	TUSCANOOGA RD	.13 MI. W. OF HONEYCUTT RD	31	21	24	762	428	518	490	#				187
24	C.R. 33	.10 MI. N. OF SR 50	14	22	24	3,271	3,861	3,830	4,362	4,005	4.14%	340	17:00	187
25	C.R. 565	.08 MI. N. SLOAN'S RIDGE RD.	21	22	24	861	***	***	798	#				211
26	EMPIRE CHURCH RD.	.10 MI. S. OF ANDERSON ST.	25	22	24	1,324	1,467	1,370	1,406	1,460	1.98%	135	16:30	212
27	GOOSE PRAIRIE RD	.12 MI. W. OF FELKINS RD	25	19	25	2,335	2,534	2,633	2,540	2,491	1.30%	228	17:16	44
28	EMERALDA AV.	.05 MI. N. OF C.R. 44	35	19	25	3,708	3,484	3,944	3,847	3,811	0.58%	347	17:00	53
29	C.R. 44	.10 MI. S. TREASURE ISLAND RD.	9	19	25	8,369	9,954	10,020	11,243	11,260	6.04%	963	16:45	75
30	C.R. 449	.37 MI. S. OF MORNINGSIDE DR.	15	19	25	2,828	2,865	4,059	3,881	2,824	-0.01%	291	17:00	77
31	C.R. 44	.55 MI. N. OF US 441	20	19	25	8,874	9,829	10,494	11,848	10,769	3.99%	641	17:00	75
32	C.R. 473	.21 MI. N. OF US 441	24	19	25	11,407	11,801	10,853	11,348	11,128	-0.50%	915	15:45	123
33	SUNNYSIDE DR	.04 MI. W. TOMATO HILL RD	29	19	25	848	***	***	1,207	1,338	12.70%	169	17:15	120
34	C.R. 48	.18 MI. W. OF SR 19	23	20	25	7,034	6,785	7,954	8,339	9,323	5.80%	816	16:30	166
35	C.R. 565	.07 MI. S. OF US 27	18	21	25	438	567	617	754	804	13.04%	93	16:45	189
36	C.R. 561/C.R. 561A	.09 MI. E. OF US 27	36	21	25	6,450	U/C	7,175	8,042	8,299	5.17%	825	17:00	191
37	C.R. 561/C.R. 561A	.16 MI. S. OF BRIDGE # 114046	23	22	25	2,848	2,774	2,830	3,050	3,412	5.20%	301	17:00	193
38	LAKE SHORE DR (CLER)	.30 MI. W. OF LK LOUISA RD	1	23	25	10,542	11,519	14,918	12,855	13,714	5.40%	1221	17:30	244
39	LAKE SHORE DR (CLER)	.06 MI. E. OF C.R. 561	14	23	25	1,648	1,910	2,207	2,017	2,082	4.81%	179	17:30	251
40	LAKE ERIE RD	.06 MI. W. OF SR 33	20	23	25	853	***	***	588	#				212
41	C.R. 474	.07 MI. E. OF SR 33	21	24	25	3,744	4,431	4,337	4,623	4,048	1.57%	272	15:30	262
42	C.R. 460	.18 MI. W. ST. THOMAS AT MARION CO LN	5	19	28	1,348	1,370	1,460	1,467	1,465	1.68%	153	16:45	47
43	C.R. 460	.06 MI. W. OF OWENS LN.	11	19	28	2,541	2,308	2,459	2,898	2,434	-0.86%	238	16:15	65
44	C.R. 460	.08 MI. E. OF SR 19	12	19	28	3,942	4,007	4,055	4,405	4,364	2.15%	380	16:45	68
45	C.R. 44	.39 MI. W. GRAND ISLAND SHORES RD	33	19	28	12,060	12,114	14,119	15,065	13,767	2.85%	1223	16:30	55

Transportation Element  
Data Inventory Analysis

MAP STA #	ROAD NAME	LOCATION	S E C	T W P	R N G	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2005	BEGIN P.M. PEAK HOUR 2005	TAZ ID
						2001	2002	2003	2004	2005				
46	C.R. 462	16 MI. N. OF C.R. 44	34	18	26	7,961	8,961	8,156	8,732	8,500	1.72%	798	18:45	57
47	C.R. 44	14 MI. E. OF SR 19	35	18	26	9,845	9,723	10,403	11,714	10,817	2.33%	978	18:15	253
48	C.R. 44	15 MI. W. OF SR 19	35	18	26	12,275	13,244	12,553	14,415	13,334	0.10%	1057	18:45	57
49	LAKESHORE DR (EUSTIS)	09 MI. E. KING ST	11	19	26	4,340	4,720	3,687	4,847	5,055	3.22%	455	17:00	87
50	C.R. 16A	05 MI. E. OF DRUID PL.	21	19	26	5,788	6,342	7,880	6,301	6,437	2.15%	631	18:30	131
51	C.R. 44C (EUDORA RD)	32 MI. S. OF US 441	23	19	26	10,620	11,538	9,778	9,840	10,907	0.14%	982	15:00	138
52	OLD EUSTIS RD	05 M. W. OF E. CROOKED LAKE RD.	24	19	26	1,829	2,170	1,972	2,177	2,284	3.44%	247	18:30	138
53	OLD 441/SR 500A (ALFRED)	11 MI. E. OF SR 19	29	19	26	9,583	9,755	11,320	9,995	9,883	-0.43%	832	15:00	129
54	C.R. 462 (LAKESHORE DR)	13 MI. E. OF BAY RD.	35	19	26	1,818	1,869	1,798	1,123	1,053	0.43%	179	18:45	134
55	C.R. 561	26 MI. S. OF SR 19	6	20	26	11,039	11,879	11,151	12,087	13,325	2.22%	1154	17:00	169
56	C.R. 448	12 MI. E. OF C.R. 561	8	20	26	5,128	5,460	5,911	6,261	7,407	7.63%	662	18:30	170
57	C.R. 561	07 MI. S. OF WOODLAND DR.	20	20	26	6,678	7,046	7,797	7,901	8,855	6.81%	705	18:30	174
58	DUDA RD.	18 MI. E. OF C.R. 448A	24	20	26	4,367	5,125	5,308	5,745	5,985	6.36%	475	18:30	172
59	C.R. 48	15 MI. E. OF C.R. 561	32	20	26	5,009	5,360	5,463	5,248	5,014	3.72%	601	18:45	171
60	C.R. 561	55 MI. S. OF C.R. 49	32	20	26	6,977	8,000	8,254	8,171	9,373	6.05%	898	17:00	175
61	C.R. 561	13 MI. S. OF C.R. 456	17	21	26	4,353	4,184	5,011	5,194	5,775	6.93%	656	18:45	181
62	C.R. 561A	18 MI. E. OF C.R. 561	30	21	26	1,107	928	1,109	1,110	1,445	2.04%	143	18:45	182
63	C.R. 561	04 MI. N. OF C.R. 561A	30	21	26	4,763	U/C	5,372	5,804	6,228	5.33%	604	17:00	181
64	C.R. 561A	35 MI. E. OF GRASSY LAKE RD.	32	21	26	964	960	959	1,081	1,149	3.67%	137	17:00	182
65	C.R. 465	05 MI. W. OF FOSGATE RD.	3	22	26	3,305	3,447	2,568	2,675	2,869	4.69%	290	17:00	183
66	C.R. 561A	11 MI. W. OF US 27	7	22	26	4,525	4,724	6,084	6,200	6,800	8.49%	656	17:00	202
67	C.R. 465	10 M. N. OF MAGNOLIA CREEK LN.	14	22	26	5,365	5,241	5,188	5,425	5,203	2.94%	524	17:00	186
68	C.R. 50	05 MI. W. OF PARK TRAIL DR.	17	22	26	4,371	5,980	6,120	9,135	10,187	18.44%	934	17:15	192
69	C.R. 50	06 MI. W. OF ORANGE CO. LINE	25	22	26	4,243	4,575	5,045	4,897	5,435	5.05%	683	17:00	194
70	C.R. 465	26 MI. N. OF SR 50	26	22	26	3,963	3,769	4,118	5,234	6,468	10.40%	671	17:15	194
71	ANDERSON HILL RD	11 MI. E. OF LAKESHORE DR.	31	22	26	2,170	2,368	2,734	2,485	2,915	6.05%	265	17:15	247
72	C.R. 445A	18 MI. E. OF SR 19	8	18	27	967	802	1,138	1,296	869	-2.70%	75	18:30	7
73	C.R. 445	47 MI. E. OF DEER RD EAST	4	17	27	825	773	740	795	818	-5.68%	88	14:30	8
74	C.R. 42	AT MARION CO. LINE	31	17	27	4,071	4,184	4,578	5,049	3,820	-0.72%	338	18:45	11
75	C.R. 42	14 MI. W. OF C.R. 459	32	17	27	3,160	3,228	3,520	3,311	2,884	-1.80%	240	17:00	12
76	C.R. 439	10 MI. S. OF C.R. 42	3	18	27	2,514	2,860	2,907	2,700	2,440	-0.55%	229	17:00	23
77	C.R. 460A	06 MI. W. OF C.R. 44A NORTH	20	18	27	1,323	1,264	1,292	1,384	1,280	-0.86%	141	18:30	63
78	C.R. 44A	16 MI. W. OF C.R. 439	34	18	27	4,267	4,457	5,047	5,430	5,084	3.49%	487	18:00	23
79	C.R. 44A	10 MI. W. OF ESTES RD.	5	19	27	5,108	5,132	5,733	5,814	5,511	1.63%	504	18:15	69
80	C.R. 44	13 MI. W. OF C.R. 44/C.R. 44A	6	19	27	8,931	8,738	9,991	10,818	9,828	1.63%	855	15:45	255
81	ABRAMS RD	06 MI. S. OF SR 44	7	19	27	5,059	4,537	4,424	4,399	4,347	-2.99%	424	17:00	102
82	C.R. 44	10 MI. N. OF SR 44	7	19	27	7,284	7,002	7,440	7,968	7,763	1.12%	693	18:00	255
83	C.R. 44B	21 MI. S. OF SR 44	8	19	27	11,234	11,371	11,428	12,220	12,124	1.64%	1057	17:00	103
84	BRITT RD	06 MI. S. OF SR 44	9	19	27	1,740	1,964	1,809	1,958	2,002	2.84%	282	18:30	29
85	C.R. 44B	16 MI. N. OF US 441	19	19	27	15,337	16,301	15,351	16,882	16,825	1.87%	1478	17:00	103
86	DONNELLY ST.	23 MI. S. OF US 441	19	19	27	9,918	10,034	9,131	10,198	10,338	0.83%	933	13:30	140
87	EAST CROOKED LAKE RD	08 MI. N. OF US 441	19	19	27	4,820	4,988	4,380	4,934	4,752	-0.28%	434	17:15	102
88	OLD EUSTIS RD	05 M. E. OF E. CROOKED LK. RD	19	19	27	2,142	2,272	1,945	2,328	2,402	2.32%	283	18:30	138
89	C.R. 46 (SANFORD RD)	18 MI. W. OF US 441	32	19	27	6,030	6,066	6,552	6,272	5,818	-0.71%	562	18:30	145
90	OLD 441/SR 500A (MT.DORA)	03 MI. S. OF ROBIE AV.	32	19	27	4,469	4,841	4,209	4,269	4,438	-0.14%	443	18:30	145

MAP STA #	ROAD NAME	LOCATION	S E C	T W P	R N G	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2005	BEGIN P.M. PEAK HOUR 2005	TAZ ID
						2001	2002	2003	2004	2005				
						91	C.R. 42	16 MI. N. OF RANCHO LN.	20	17				
92	C.R. 437	09 MI. S. OF SR 44	7	19	28	5,412	5,867	5,817	6,229	5,975	2.00%	579	16:30	31
93	C.R. 46A	11 MI. N. OF SR 46	25	19	28	5,157	5,432	5,561	5,895	6,229	3.85%	573	15:45	33
94	C.R. 437	08 MI. N. OF SR 46	30	19	28	8,329	8,730	8,343	9,226	9,060	1.70%	881	16:30	31
95	C.R. 437	17 MI. S. OF SR 46	30	19	28	8,713	7,133	7,018	7,410	8,948	0.66%	723	16:45	37
96	C.R. 435	AT ORANGE CO. LINE	32	19	28	4,821	4,808	4,442	5,417	5,642	3.20%	566	17:00	38
97	C.R. 42	16 MI. W. OF CROWS BLUFF RD.	38	17	29	4,836	4,874	4,465	4,195	4,593	-0.16%	411	16:30	10
98	C.R. 467	33 MI. W. OF US 27/US 441	15	19	24	5,943	5,797	U/C	4,727	5,203	-1.56%	454	15:45	113
99	MAIN ST.(LEESBURG)	08 MI. E. OF US 27/14th ST.	26	19	24	13,830	14,969	16,477	14,783	13,735	0.15%	1148	14:30	117
100	MAIN ST.(LEESBURG)	10 MI. W. OF US 27/14th ST.	27	19	24	12,933	12,756	14,771	12,316	12,417	-0.81%	1041	15:15	116
101	RADIO RD	12 MI. N. OF US 441/SR 500	23	19	25	7,384	9,193	7,006	7,175	7,309	-0.20%	610	15:30	79
102	C.R. 561	08 MI. S. C.R. 665B/LOG HOUSE	11	23	25	1,283	1,325	826	2,290	2,762	16.57%	388	14:30	261
103	SR 33	18 MI. S. OF C.R. 561	8	24	25	4,180	4,324	5,018	6,059	5,985	7.44%	413	16:45	262
104	C.R. 19A	65' E. OF KURT ST	23	19	28	3,965	4,064	4,062	3,921	4,175	1.40%	410	12:00	131
105	C.R. 16A	12 MI. S. OF US 441	33	19	28	13,240	14,461	13,831	14,184	14,521	1.89%	1272	12:00	135
106	C.R. 42	58 MI. E. OF C.R. 450	33	17	27	4,355	4,438	4,453	4,701	4,070	-1.36%	352	17:00	12
107	C.R. 452 (EUSTIS)	15 MI. W. OF SR 19	2	19	28	11,483	12,514	11,816	14,969	12,765	2.14%	1118	16:45	59
108	US 27/US441	10 MI. S. SUMTER CO. LINE	8	18	24	28,068	31,060	30,853	32,501	31,936	2.60%	2710	12:30	41
109	GRAND HIGHWAY	14 MI. N. OF SR 50	29	22	26	6,470	6,091	6,709	4,969	4,346	-7.65%	396	17:00	208
110	SR 40	AT MARION CO. LINE	39	15	28	6,075	4,968	5,505	5,044	4,236	-6.96%	324	14:45	1
111	SR 19	AT MARION CO. LINE	30	15	28	2,969	1,980	2,234	2,219	2,266	-3.41%	193	16:00	4
112	EAGLESNEST RD	045 MI. E. OF US 27/US441	28	18	24	2,869	2,501	2,467	2,752	2,573	-0.66%	236	17:15	51
113	C.R. 452	20 MI. S.SO EM-EN-EL GROVE RD.	14	18	25	5,950	6,190	6,191	6,822	6,660	2.25%	607	17:00	45
114	C.R. 19A	05 MI. W. OF SR 19	35	18	26	2,702	U/C	2,559	2,954	2,393	-2.36%	212	16:30	57
115	C.R. 44A	03 MI. W. OF SR 44	35	18	28	1,424	1,331	1,694	1,690	1,459	0.37%	125	16:15	22
116	C.R. 25A (FRUIT PK.)	083 MI. S. OF US 27/US 441	4	19	24	5,229	4,771	6,077	6,253	6,376	4.04%	694	16:30	71
117	C.R. 465A (PICCIOLA RD)	20 MI. N. PICCIOLA CUTOFF	10	19	24	8,165	7,960	8,197	8,910	8,233	0.11%	754	16:45	109
118	C.R. 25A (LSBG )	128 MI. W. OF US 27	34	19	24	271	**	**	282	**				153
119	C.R. 44	07 MI. E. OF C.R. 473	2	19	25	15,445	16,123	17,564	17,562	17,635	2.69%	1656	16:45	74
120	C.R. 44 LEG A	10 MI. N.W. OF US 441	16	19	25	1,338	2,181	1,813	1,670	1,673	4.60%	157	13:30	77
121	OLD MT. DORA RD	11 MI. W. OF EUDORA RD	23	19	26	5,723	5,589	4,893	5,217	4,957	-2.83%	440	15:15	100
122	MORNINGSIDE DR (MT.DORA)	14 MI. N. OF OLD 441	25	19	26	1,723	1,833	1,563	1,882	1,397	-4.10%	136	16:30	138
123	OLD 441	20 MI. E. OF EUDORA RD	25	19	26	14,011	15,118	14,167	14,765	13,557	-0.66%	1302	16:30	137
124	OLD 441	19 MI. W. C.R. 19A/EUDORA RD	26	19	26	11,821	12,110	11,307	11,004	10,352	-2.26%	966	16:30	132
125	OLD 441/ALFRED ST	12 MI. E. OF C.R. 19A/DORA AV.	26	19	26	11,760	11,920	12,881	12,367	11,581	-0.31%	1039	16:30	131
126	ESTES RD	036 MI. N. OF SR 44	8	19	27	2,528	2,528	2,582	2,463	2,493	-0.78%	221	17:15	265
127	C.R. 439	08 MI. N. OF SR 44	10	19	27	3,295	3,748	3,293	3,540	3,298	-0.43%	261	16:30	28
128	C.R. 445A	11 MI. W.ASTOR PARK CUTOFF RD.	37	15	27	2,018	1,759	2,075	2,114	1,512	-5.60%	145	16:30	4
129	WOLF BRANCH RD	12 MI. E. OF US 441	29	19	27	7,487	8,040	7,822	8,609	8,383	2.29%	757	16:45	103
130	ROUND LAKE RD	17 MI. S. OF SR 46	35	19	27	2,491	2,583	2,431	2,633	2,388	-0.85%	255	16:00	36
131	SR 46	17 M.E. OF C.R. 46A	25	19	28	14,158	15,393	16,172	16,097	16,283	5.25%	1749	16:30	33
132	C.R. 33	34 MI. W. OF US 27	11	20	24	8,788	9,047	9,046	8,728	8,486	-0.70%	704	15:45	156
133	C.R. 33	28 MI. S. C.R. 470/C.R. 48	15	20	24	6,310	6,468	6,839	6,635	7,408	3.28%	600	16:46	162
134	C.R. 448	AT ORANGE CO. LN.	13	20	26	4,147	3,808	4,377	4,593	5,069	4.10%	628	17:00	170
135	C.R. 478	08 MI. E. OF SR 19	7	22	25	889	859	864	705	833	3.86%	108	15:30	161

Transportation Element  
Data Inventory Analysis

MAP STA #	ROAD NAME	LOCATION	S E C	T W P	R N G	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2005	BEGIN P.M. PEAK HOUR 2005	TAZ ID
						2001	2002	2003	2004	2005				
136	C.R. 565A	.04 M. N. OF SR 50	20	22	25	4,442	3,868	3,804	3,881	4,675	1.03%	425	13:00	198
137	C.R. 565A	.27 M. S. OF SR 50	20	22	25	1,467	1,814	1,894	1,998	1,919	6.52%	158	12:45	218
138	C.R. 565B	.10 M. E. OF C.R. 565A	3	23	25	1,181	1,377	1,487	1,511	1,580	6.00%	154	18:30	217
139	C.R. 561	.11 M. E. OF SR 33	8	24	25	1,277	1,268	1,253	1,401	1,523	3.65%	150	18:45	217
140	SR 33	AT POLK CO. LN.	28	24	25	3,353	3,262	4,131	5,138	5,184	9.11%	375	12:00	218
141	US 27/SR 25	.58 M. N. OF POLK CO. LN.	35	24	26	32,275	24,948	34,064	38,243	41,123	4.97%	2883	18:30	218
142	US 27/SR 25	.53 M. E. OF C.R. 565	20	21	25	22,247	18,147	25,469	21,460	24,049	1.57%	1834	18:45	180
143	JALARMY RD	.29 M. N. OF C.R. 581A	12	22	25	1,185	1,241	1,178	1,214	1,579	0.28%	128	13:45	202
144	LOG HOUSE RD	.05 M. E. OF C.R. 581	11	23	25	1,433	1,510	1,835	2,250	2,700	13.57%	280	14:45	251
146	LAKE LOUISA RD	.20 M. S. OF LAKESHORE DR	6	23	26	2,100	2,760	3,084	3,752	3,864	11.96%	400	17:15	249
146	HARTWOOD MARSH RD	.15 M. E. OF US 27/SR 25	9	23	26	4,244	4,534	6,974	10,974	11,087	21.17%	1105	17:00	242
147	ROYAL TRAILS RD	.11 M. N. OF SR 44	18	18	29	831	935	919	1,133	1,329	9.88%	115	16:30	14
148	WOLF BRANCH RD	.075 M. W. OF C.R. 437	19	19	28	3,861	4,064	3,916	4,107	4,089	2.29%	393	18:30	30
148	LANE PARK CUTOFF	.045 M. E. OF SR 19	6	20	26	2,821	3,262	1,390	1,825	1,843	-8.92%	247	15:15	189
150	HARTWOOD MARSH RD	.109 M. W. ORANGE CO. LINE	2	23	26	2,295	2,721	4,129	6,377	7,462	28.70%	839	17:00	221
151	LK LOUISA RD	.17 M. W. OF US 27	16	23	26	1,895	2,969	2,978	3,320	5,418	23.38%	521	17:15	249
152	MAIN ST.	.05 Mi E. SR 44 (TO US 441)	25	19	24	12,815	12,542	10,838	9,877	8,710	-7.43%	798	18:30	119
153	C.R. 48	.12 M. W. OF US 27	14	20	24	7,934	8,958	7,504	8,276	7,449	-1.25%	621	15:00	156
154	OLD441 (ALFRED ST)	.08 Mi W. SR 19	29	19	26	18,907	17,480	16,594	0	0	-100.00%	0	12:00	
156	C.R. 474	.04 Mi W. US 27/SR 25	27	24	26	3,885	3,480	3,935	4,244	4,355	2.31%	273	14:45	218
156	DAVID WALKER DR.	.05 Mi. N. OF US 441/SR 500	22	19	26	1,748	2,275	4,708	7,705	5,832	28.39%	493	12:30	88
157	DAVID WALKER DR.	.05 Mi. W. OF KURT ST. (EUS.)	15	19	26	3,250	3,750	5,234	5,400	5,568	11.37%	603	17:00	88
158	C.R. 50	.08 Mi. W. OF C.R. 455	23	22	26	3,001	3,434	3,654	4,181	4,968	10.81%	618	17:15	193
159	C.R. 26 (TEAGUE TL.)	.21 Mi. S. OF GRIFFIN AV	8	18	24	7,260	6,940	3,713	6,495	6,843	-1.18%	581	18:30	49
160	ROLLING ACRES RD	.10 Mi S. OF US 27/US 441	8	18	24	2,809	3,445	4,353	5,264	7,779	22.59%	832	14:45	48
161	C.R. 44C (GRIFFIN RD)	.061 Mi E. CR 468	16	19	24	6,440	5,905	5,454	5,465	5,702	-2.41%	496	18:30	112
162	C.R. 465	.12 Mi E. SR 19	11	21	25	2,227	2,423	2,440	2,487	2,815	4.80%	277	18:45	187
163	HOOK ST.	.06 Mi W. US 27	30	22	26	6,087	5,733	6,838	7,123	7,512	4.30%	610	18:30	248
164	WAYCROSS AV	.128 M W. CR 44B	18	19	27	4,127	4,066	3,848	4,158	4,254	0.61%	388	17:00	102
165	S. HANCOCK RD	.228 Mi S. SR 50	27	22	26	7,688	9,968	11,024	13,184	15,568	15.20%	1238	13:30	219
166	ROLLING ACRES RD	.17 Mi N. OF CR 468	17	18	24	2,969	4,028	4,788	5,645	6,145	15.86%	603	14:45	48
167	CR 468B	.20 Mi S. OF EMMAUS RD	2	19	24	4,806	4,419	4,622	4,497	4,395	-0.93%	401	18:45	73
168	DAVID WALKER DR.	.20 Mi S. OF US 441	22	19	26	1,745	2,795	4,600	5,531	6,262	29.23%	549	18:45	131
168	CITRUS TOWER BV	.14 Mi N. OF SR 50	28	22	26	6,023	9,166	10,856	10,524	11,313	13.44%	964	17:00	207
170	JOHNS LAKE RD	.34 Mi E. OF US 27	32	22	26	2,067	2,952	3,368	3,828	4,268	15.70%	384	13:30	239
171	CR 468A	.10 Mi W. OF US 27/US 441	4	19	24	*	3,535	3,811	3,856	3,574	0.27%	308	18:45	71
172	CR 44A (GRIFFIN RD)	.165 Mi W. OF US 27 (14th ST)	22	19	24	*	7,170	11,176	9,967	10,473	9.94%	927	15:30	114
173	CR 473	.083 Mi S. OF CR 44	2	19	25	*	5,742	6,444	6,151	6,129	1.64%	528	17:00	80
174	RADIO RD	.084 Mi S. OF CR 44	3	19	25	*	4,064	4,587	4,522	4,461	2.35%	403	18:30	78
175	SLEEPY HOLLOW RD	.064 Mi S. OF US 441	20	19	25	*	886	941	1,197	1,713	17.92%	204	18:30	121
176	CR 661	.08 Mi S. OF SR 50	24	22	25	*	3,542	3,092	5,640	6,061	14.97%	571	17:00	244
177	LAKESHORE DR (CLER)	.122 Mi N. OF LOG HOUSE RD/ OSWALT RD	12	23	25	*	6,413	7,814	7,745	8,738	8.04%	789	17:15	251
178	CITRUS TOWER BV	.113 Mi E. OF US 27	19	22	26	*	8,174	8,831	9,445	11,017	7.75%	999	17:00	207
179	N. HANCOCK RD	.102 Mi N. OF SR 50	27	22	28	*	1,466	3,075	8,431	12,807	72.25%	1095	17:30	209
180	S. HANCOCK RD	.113 Mi N. OF HARTWOOD MARSH RD	10	23	26	*	3,080	4,838	6,404	8,857	22.35%	605	17:00	222

MAP STA #	ROAD NAME	LOCATION	S E C	T W P	R N G	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2005	BEGIN P.M. PEAK HOUR 2005	TAZ ID
						2001	2002	2003	2004	2005				
181	CR 437	.105 MI S. OF CR 44A	31	18	28	*	3,316	3,988	4,164	4,778	0.66%	447	18:30	28
182	CR 436	.091 MI S. OF SR 46	29	19	28	*	6,559	6,522	7,610	7,265	2.70%	732	17:00	38
183	CR 448	.155 MI W. OF CR 561	7	20	28	*	**	2,463	3,006	3,608	13.66%	314	14:45	173
184	HUFFSTETLER DR	.065 MI E. OF DAVID WALKER DR.	22	19	28	*	**	359	2,783	714	25.71%	94	18:15	88
185	HOOK ST.	.7 MI W. OF SOUTH HANCOCK RD	28	22	28	*	**	1,977	3,125	2,860	13.48%	495	13:00	239
186	LAKE ELLA RD	.160 MI W. OF US 27/US 441	28	18	24	*	**	***	2,299	2,162	-3.02%	229	17:15	50
187	LAKE ELLA RD	.20 MI W. OF MICRO RACETRACK RD	31	18	24	*	**	***	1,589	1,077	-17.07%	112	15:45	50
188	MICRO RACETRACK RD	.099 MI N. OF CR 466A	6	19	24	*	**	***	2,154	1,768	-8.66%	102	15:30	70
189	CR 25A	.103 MI N. OF CR 25A/URICK ST	9	19	24	*	**	***	4,684	5,354	6.01%	549	18:45	107
190	THOMAS AV	.081 MI N. OF CR 44A/CR 44C	15	19	24	*	**	***	8,150	8,569	2.54%	815	18:15	115
191	CR 455	.14 MI E. OF CR 561	17	21	28	*	**	***	1,564	1,685	3.82%	194	17:00	176
192	VISTA DEL LAGO BV	.13 MI W OF US 27	9	23	28	*	**	***	3,125	1,359	-34.05%	135	18:30	249
193	N. LIBBY RD	0.02 MI S US 27	26	21	25	*	**	***	****	363	*****	59	12:00	191
194	ORANGE AV	0.181 MI E. SR 19(GROVE)	11	19	28	*	**	***	****	12,430	*****	1103	18:45	93
195	N. GRASSY LAKE RD	0.14 MI E. US 27	6	22	28	*	**	***	****	404	*****	54	19:00	192
196	BLACKSTILL LAKE RD	0.18 MI N. CR 50	16	22	28	*	**	***	****	2,617	*****	237	17:30	193
197	CITRUS TOWER BV	0.10 MI N. JOHNS LAKE RD	32	22	28	*	**	***	****	1,730	*****	239	14:15	239
198	ORANGE AV	720' E. CR 44 (BYPASS)	7	19	27	*	**	***	****	11,633	*****	1021	17:00	255

Total number of stations counted in Y2005 = 193

- NOTES: 1 \* - Data not available in 2001.  
2 \*\* - Data not available in 2002  
3 \*\*\* - Data not available in 2003  
4 \*\*\*\* - Data not available in 2004  
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-Yr. Annual Average Growth Rate =  $1 + (2005 \text{ AADT} - 2001 \text{ AADT}) / (2001 \text{ AADT}) \times (1/5) - 1$   
8 Stations NOT counted this year:  
# 25  
# 33  
# 40  
# 119  
9 Stations Deleted from the program:  
# 154  
10 Last year this station will be in system.  
# 00

## **APPENDIX D**

### **2010 to 2015 Costs and 2016 to 2025 Costs**

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

**Lake-Sumter MPO 2025 Long Range Transportation Plan**  
**2010 to 2015 Costs and 2016 to 2025 Costs**

Phase 1: (2010-2015)				
	Project Name	Base Road Type	Future Road Type	Total Cost
SIS	SR 91 (SULLIVAN RD -to- ORANGE CO. LINE)	4F	6F	\$50,345,139
	SR 44 (CR 44 -to- CR 44B)	2U	4D	\$4,300,051
	SR 50 (SR 25 (US 27) -to- HANCOCK RD)	4D	6D	\$8,900,295
	SR 500 (US 441) (CR 44A -to- SR 44)	4D	6D	\$9,070,034
County	CITRUS TOWER BLVD (SR 25 (US 27) -to- MOHAWK RD)	2D	4D	\$1,380,047
	CR 33 (CR 48 -to- CR 470)	2U	4D	\$1,405,806
	CR 44 (SR 500 (US 441) -to- CR 452)	2U	4D	\$27,178,415
	CR 44 (CR 44A (LEG) -to- CR 44A (LEG))	2U	4D	\$10,770,068
	CR 460 (CR 468 -to- US 27/US 441)	00/2U	4D	\$3,819,912
	CR 468A (SUMTER CO. LINE -to- US 27/US 441)	2U	4D	\$34,572,474
	CR 468 (SR 44 -to- CR 460)	2U	4D	\$3,799,155
	CR 470 (SR 91 -to- SR 25 (US 27))	2U	4D	\$10,442,618
	CR 561 (SR 25 (US 27) -to- CR 561A)	2U	4D	\$1,307,727
	CRITTEDEN RD (SR 50 -to- SR 33)	00	2U	\$525,776
	HANCOCK RD (LAKE LOUISA RD -to- SR 50)	2U	4D	\$10,183,666
	HARTLE RD (HARTWOOD MARSH RD -to- SR 50)	2U	4D	\$6,328,465
	HOOKS ST (HANCOCK RD -to- HARTLE RD)	00	4D	\$3,985,454
	LAKE LOUISA RD (HANCOCK RD -to- SR 25 (US 27))	2U	4D	\$1,820,958
	N. GRASSY LAKE RD (SR 25 (US 27) -to- TURKEY FARMS RD)	00	4D	\$2,928,894
	SHELL POND RD (SR 25 (US 27) -to- ORANGE CO. LINE)	00	4D	\$10,733,743
	TURKEY FARMS RD (CR 50 -to- SULLIVAN RD)	00	4D	\$7,470,651
	Totals	State SIS (State Intra-State Highway System)		
Other State Roads			\$22,270,380	
County Roads			\$138,653,829	
<b>Grand Total for Phase 1 Costing</b>			<b>\$211,269,348</b>	

Phase 2 - (2016-2025)				
	Project Name	Base Road Type	Future Road Type	Total Costs
SIS	SR 25 (US 27) (CR 561A -to- O'BRIEN RD)	4D	6D	\$78,750,807
	SR 46 BYPASS (SR 46 -to- ORANGE COUNTY LINE)	00	4F	\$27,442,277
	WEKIVA PKWY (ORANGE COUNTY LINE -to- SEMINOLE COUNTY LINE)	00	4F	\$45,100,800
State	SR 19 (SR 25 (US 27) -to- O)	2U	4D	\$47,510,597
	SR 19 (CR 561 -to- CR 441 (OLD))	4D	6D	\$11,870,579
	SR 19 / CR 561 CONNECTOR (CR 455 -to- CR 455)	00	2U	\$10,866,557
	SR 25 (US 27) (CR 25A (S) -to- MAIN ST)	4D/4U	6D	\$18,879,314
	SR 50 (CR 561 -to- SR 25 (US 27))	4D	6D	\$8,721,827
	SR 500 (US 441) (CR 44B -to- WOLF BRANCH RD)	4D	6D	\$13,139,851
	US 27/US 441 (WEST BOONE CT -to- POLK COUNTY)	4D	6D	\$4,263,353
	CR 439 (SR 44 -to- CR 44A)	2U	4D	\$4,149,958
	CR 448 (CR 561 -to- ORANGE COUNTY LN)	2U	4D	\$14,209,090
	CR 44A (ESTES RD -to- CR 439)	2U	4D	\$6,210,667
County Roads	CR 44A (LEG) (CR 44 -to- CR 44A)	2U	4D	\$2,403,727
	CR 455B (FOSGATE RD -to- CR 581)	00	4D	\$4,242,849
	CR 466 (CHULA VISTA AVE -to- US 27/US 441)	4D	6D	\$10,641,230
	CR 468 (CR 460 -to- CR 466A)	2U	4D	\$5,517,364
	SUMTER CO. LINE (SR 91 -to- CR 470)	2U	4D	\$2,539,690
	CR 473 (SR 500 (US 441) -to- CR 44)	2U	4D	\$10,394,875
	CR 48 (SR 25 (US 27) -to- SR 19)	2U	4D	\$18,319,599
	CR 48 (N. AUSTIN MERRITT -to- CR 33)	2U	4D	\$11,764,356
	CR 50 (LAKESHORE DR -to- SR 25 (US 27))	00	2U	\$391,930
	CR 561 (CR 561A -to- SR 19)	2U	4D	\$32,282,181
	CR 561A (CR 561 -to- FOFGATE RD)	2U	4D	\$8,342,028
	EICHELBERGER (SR 19 -to- CR 561)	2U	4D	\$3,049,288
	FOFGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W))	00	4D	\$9,472,721
	GRASSY LAKE RD (TURKEY FARMS RD -to- SULLIVAN RD)	2U	4D	\$1,331,079
	HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD)	00	4D	\$12,118,273
	JOHNS LAKE RD (HANCOCK RD -to- HARTLE RD)	00	2U	\$1,763,681
	KURT ST (SR 500 (US 441) -to- GOLF LINKS)	2U	2D	\$890,020
	LAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD)	2U	4D	\$5,736,875
	LAKESHORE DR (CRESCENT LN -to- LAKE LOUISA RD)	2U	2D	\$2,118,070
	LEMON ST (US 27/US 441 -to- LAKE GRIFFIN RD)	2U	4D	\$422,935
	N. FRONTAGE RD (START -to- CR 50)	00	2U	\$2,611,135
	RADIO RD (TREADWAY SCHOOL RD -to- CR 44)	2U	4D	\$4,710,931
	RANCH RD (WOLF BRANCH RD -to- SR 44)	00	4D	\$7,024,364
	NORTH-SOUTH CORRIDOR (SR 91 -to- US 27/US 441)	00/2U	4D	\$39,922,508
	ROUND LAKE RD (ORANGE CO. LINE -to- WOLF BRANCH RD)	2U	4D	\$5,549,539
	SULLIVAN RD (GRASSY LAKE RD -to- TURKEY FARMS RD)	00	2U	\$1,483,907
	TURNPIKE INTERCHANGE RD (TURKEY FARM RD -to- FOFGATE RD)	00	6D	\$3,512,020
Totals	State SIS (State Intra-State Highway System)			\$151,293,884
	Other State Roads			\$115,252,078
	County Roads			\$233,126,880
	<b>Grand Total for Phase 2 Costing</b>			<b>\$499,672,842</b>