



LAKE COUNTY
FLORIDA

TRANSPORTATION ELEMENT

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

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INTRODUCTION

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

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

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

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

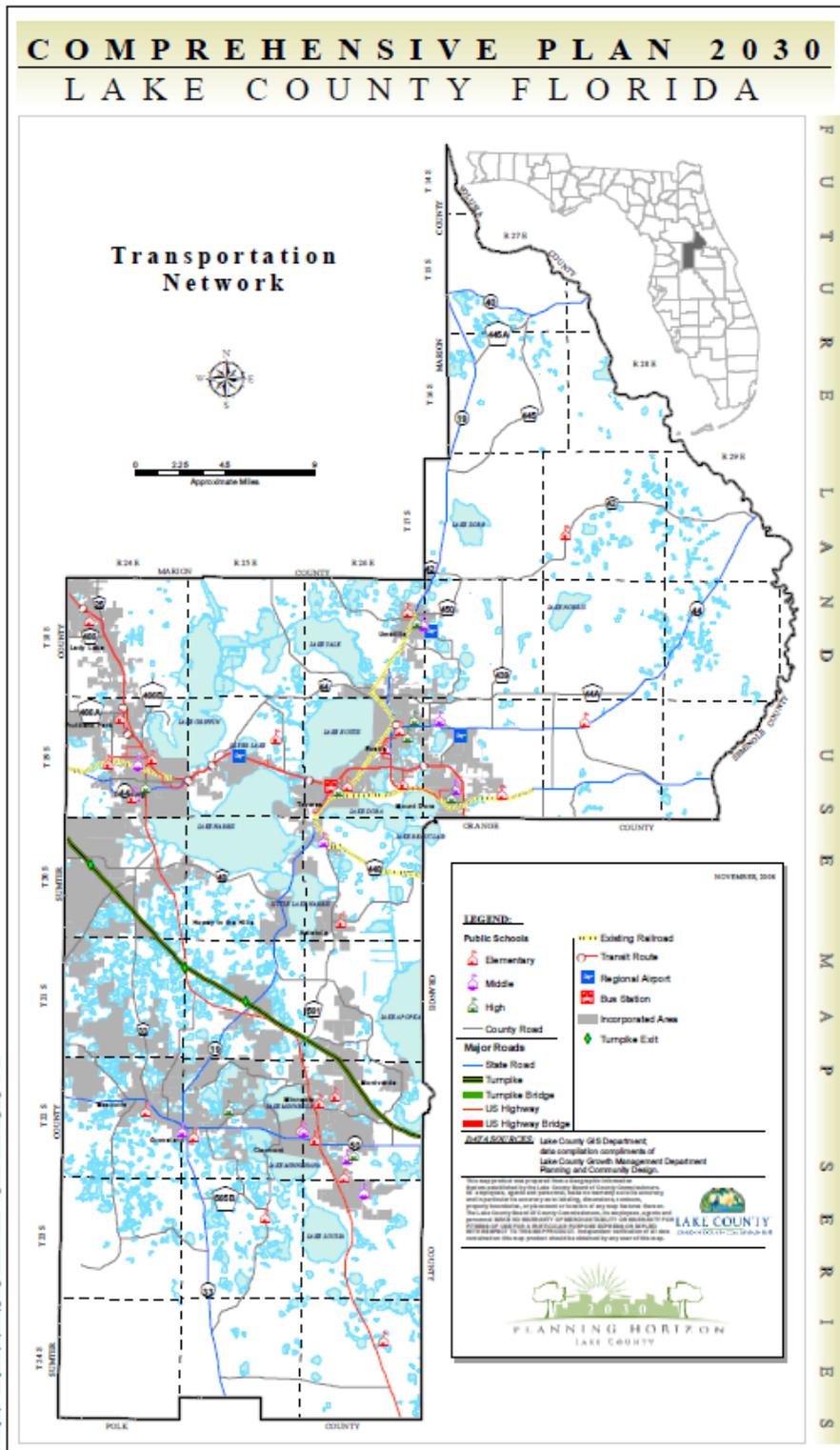
Table 1 – Road Classifications

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

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

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

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



TRANSPORTATION AND LAND USE

The Lake-Sumter Metropolitan Planning Organization (LSMPO) wrote their 2025 Long Range Transportation Plan based on population and employment projections, and the projected development pattern out to 2025. Based on the 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. Within 12 months of the effective date of the 2030 Planning Horizon Comprehensive Plan, Lake County shall amend the Long-Range Transportation Plan in the Transportation Element utilizing the LSMPO 2035 Long-Range Transportation Plan, as appropriate.

EXISTING ROADWAY CONDITIONS

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

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

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

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

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

US 27/SR19 south of Leesburg

SR 50 near the Orange County line near Clermont.

CR 470, which encourages greater intra-county travel on the Turnpike.

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

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

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

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

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

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

EXISTING FUNCTIONAL CLASSIFICATION

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

Table 2 – Roadway Classification by Function

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

	volumes of traffic at high speeds over long distances, mostly between counties.
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Lake County has established a policy delineating Scenic Roadways, which are roads determined to be of such scenic quality that any benefit provided by widening such roads would be offset by the detriment to the character of Lake County should such widening be allowed.

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

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

EXISTING ROADWAY OPERATING CONDITIONS

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

Table 3 - Lake County Existing Roadway Conditions

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

Transportation Element
Data Inventory Analysis

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

Lake County
 Planning Horizon 2030

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

Transportation Element
Data Inventory Analysis

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

Lake County
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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

Transportation Element
Data Inventory Analysis

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

Transportation Element
Data Inventory Analysis

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	*

Lake County
Planning Horizon 2030

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

Transportation Element
Data Inventory Analysis

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

Lake County
Planning Horizon 2030

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

Transportation Element
Data Inventory Analysis

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

Lake County
 Planning Horizon 2030

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

Transportation Element
Data Inventory Analysis

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

Lake County
 Planning Horizon 2030

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

Transportation Element
Data Inventory Analysis

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

Source: Lake County Public Works and FDOT Florida Traffic Information

PROGRAMMED ROADWAY IMPROVEMENTS

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

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

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

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

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

FUTURE ROADWAY CONDITIONS

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

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

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

Major projects contained in the highway improvements plan include:

Table 4 - Summary of Improvements

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

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

Future Year Roadway Operating Conditions

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

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

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

Table 5 - 2025 Roadway Conditions

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

Transportation Element
Data Inventory Analysis

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
CR 33	CR 470	SR 25	CR	C	4	30414	E
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

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STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Transportation Element
Data Inventory Analysis

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Transportation Element
Data Inventory Analysis

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Lake County
 Planning Horizon 2030

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Transportation Element
Data Inventory Analysis

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

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STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Transportation Element
Data Inventory Analysis

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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	*	*
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

Lake County
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STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Transportation Element
Data Inventory Analysis

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Lake County
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STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Transportation Element
Data Inventory Analysis

STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

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STREET NAME	FROM	TO	JURISDICTION	FUNCTIONAL CLASSIFICATION	NUMBER OF LANES	AADT	LEVEL OF SERVICE
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
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

Transportation Element
Data Inventory Analysis

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION CONCURRENCY

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

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

ACCESS MANAGEMENT

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

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

BICYCLE TRANSPORTATION

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

Table 6 - Bicycle Lanes Defined

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

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

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

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

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

PEDESTRIAN CIRCULATION

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

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

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

Mass Transit

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

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

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

MAJOR TRIP GENERATORS AND ATTRACTORS

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

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

EXISTING PUBLIC TRANSPORTATION FACILITIES/SERVICES

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

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

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

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

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

Maps showing the Lynx Transit Service and LakeXpress Routes are attached under Appendix F.

Marketing Techniques and Program

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

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

Primary Marketing Activities

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

Secondary Marketing Activities

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

Table 7 - Selected Transit Marketing Techniques

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

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

Source: Lake County 1999-2003 TDP

PUBLIC TRANSPORTATION NEEDS AND POTENTIAL MARKETS

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

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

An increase in hours and days of service.

More frequent service

Better marketing of public transportation services and educating existing and potential transit customers on using the transit system.

Expanded geographic coverage of service routes to provide greater linkage between cities and activity centers.

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

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

Connectivity - Residents would like to see the system connect with LYNX, either in Tangerine, Zellwood, or Mt. Dora.

Efficient and reliable service should be provided to all adult communities.

Individuals would use public transit more often if it were available.

Need more frequent service than that planned (i.e., about once every 3.5 hours) if service is expected to meet mobility needs and be successful.

Door-to-Door Service is necessary for elderly persons who cannot wait at a bus shelter for an extended period of time.

Marketing - Better public education is needed.

Door-to-Door Service - Should be maintained in conjunction with public transit.

Reliable routes and times are needed.

Connectivity - Service connecting Clermont and Orlando is needed.

Connectivity - Service connecting Clermont to local hospitals is needed.

Connectivity - Service connecting Clermont to West Oaks Mall is needed.

Connectivity - Ability to transfer to other bus routes to go to Clermont and Orlando is needed.

Service - There is a need for public transit on CR 42; also consider service on CR 40 and CR 44.

Service - Should be provided to Lake-Sumter Community College and the YMCA.

Service - Reliable service should be provided for elderly persons who cannot drive.

Drivers - Ensure that drivers are content with jobs and that drivers are pleasant towards riders.

Service - Need to provide transportation services for after-school mentoring programs for at-risk kids (Umatilla and Paisley).

Signage - Make sure stops are well marked.

Bus Stops - Ensure that there is appropriate support infrastructure, like shelters and benches, at major stops since many elderly patrons will not be able to stand or remain in the heat/sun for extended periods.

Need to address protocol for sight-impaired patrons flagging down a bus since they will not be able to see an approaching vehicle.

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

Table 8 - Primary Corridors

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

Table 9 - Secondary Corridors

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

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

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

Transitioning services from door to door to a fixed route system. Fixed-route bus service should be provided on a repetitive, fixed-schedule basis along specific routes, with vehicles stopping to pick up and deliver passengers to specific locations. Each fixed route would serve the same origins and destinations, unlike demand response and taxicab service.

Implementing additional fixed-route or service deviation routes along the corridors identified as being underserved by the current door-to-door service. Likewise, the existing demand response service should be enhanced to improve the effectiveness and efficiency of that service.

Implement plans to ensure that all persons who currently use door to door service are able to utilize the fixed-route service.

Develop a marketing plan to strengthen ridership, particularly for off-peak hours and days. Also, an educational outreach program should be initiated to educate existing and potential riders on using the transit system.

Development of monitoring procedures to ensure that plans are implemented, and specified performance standards are met. The monitoring program should include two major elements: performance measures, and an annual quality of service survey. Performance measures such as transit ridership, operating expense per vehicle mile, operating expense per passenger trip, and passenger trips per vehicle mile should be monitored. Annual quality of service surveys, to provide a perspective from the system user and also compare of the quality of service over time, should be conducted. Surveys should seek customer satisfaction regarding, at a minimum, days and hours of service, frequency of service, convenience of routes, bus fares, and availability and clarity of bus route information.

As an adjunct to transit service, transportation demand management programs, such as car-pooling and van-pooling, can further enhance mobility along congested corridors and areas not served by fixed-route. Additionally, these programs encourage alternatives to single-occupant vehicle travel, and reduce dependence on automobiles for mobility. Policies and regulations providing preferential parking privileges to vanpools and carpools should be implemented to encourage use of these programs. Also, a re-examination of regulations prescribing minimum numbers of parking spaces may present opportunities to reduce parking and increase transit and TDM use.

Since the 2005 TDP and TDSP were completed, Lake County began the fixed-route service, [LakeXpress](#), on May 21, 2007.

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

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

Public Transportation Strategies to Meet Identified Needs

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

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

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

RECOMMENDED NEW PUBLIC TRANSPORTATION SERVICES AND OPERATING CHARACTERISTICS

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

SERVICE ENHANCEMENTS:

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

- Expand Marketing/Distribute More Schedules
- Make Schedule Easier to Understand
- Install Bus Stop Signs
- Install Information Display on Buses
- Install External Sign on Bus to Designate Route

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

IMPLEMENTATION OF FIXED-ROUTE BUS SERVICE:

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

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

Table 10 - Potential CTC Routes

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

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

Express Services along the SR 50 corridor from South Lake to Orlando and SR 500 from Mount Dora to Orange County.

A route from Mount Dora to Umatilla.

A route from Leesburg to Clermont.

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

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

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

Coordination with other Fixed-Route Services:

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

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

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

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

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

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

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

AVIATION/ RAIL

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

Lake County. Commercial air carrier service is available at the Orlando International Airport in Orange County, and the Orlando Sanford Airport in Seminole County (charter service).

Airport facilities that are improved, maintained, or operated by a governmental agency, or privately-owned airports with paved runways of at least 4,000 feet, must be included in the Aviation/Rail Element. As of this time, only two airports in Lake County meet those requirements: Leesburg International Airport, located in Leesburg, and Umatilla Municipal Airport in Umatilla. Mid-Florida Airport, which is a private facility located in Eustis and has a grass landing strip, is included because it is designated as a general aviation facility in the East Central Florida Metropolitan Aviation System Plan. These airports are shown in Map IV-1.

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

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

Leesburg International Airport

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

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

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

privately owned airports, Bob White Field and Orlando County, are also located within 30 nautical miles of Leesburg International Airport.

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

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

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

EXISTING OPERATIONS AND FACILITIES/SERVICES

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

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



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

Table 11 - Leesburg International Airport Operational Statistics

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

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

Existing/Future Land Use

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

airport is designated a “public” use airport. The area immediately west of the airport is designated as “Conservation”, due to the high quality wetlands in the area.

Future Operations Projections

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

Table 12 - Airport Operations Forecast Summary

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

Source: Leesburg International Airport Master Plan Update

PLANNED IMPROVEMENTS

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

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

In order to accommodate the above-mentioned traffic activity, Runway 13/31 should be extended to 6,300 feet, while Runway 3/21 should be extended to 5,500 feet. Work was

completed in 2007 on the 13/31 Runway; it was extended to 5,300 feet long and 100 feet wide. Runway 3/21 was extended to 4,957 feet long and 100 feet wide.

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

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

ENVIRONMENTAL IMPACT SUMMARY

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

FUNDING SOURCES FOR LEESBURG INTERNATIONAL AIRPORT

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

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

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

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

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

Phasing for planned improvements is summarized in the table below:

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

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

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

Lake County
 Planning Horizon 2030

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
Access Road to Hangars—south side				1,200,000								1,200,000
Security Measures						400,000						400,000
Extend R-03							300,000	2,700,000				3,000,000
Terminal Building								200,000	2,000,000			2,200,000
Land Acquisition										1,500,000		1,500,000
RW 13/31 Safety Area												0
Department Total	350,000	2,915,000	5,800,000	2,300,000	0	400,000	300,000	2,900,000	2,000,000	1,500,000	0	18,465,000

Source: City of Leesburg

Umatilla Municipal Airport

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

EXISTING OPERATIONS AND FACILITIES/SERVICES

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

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

Table 14 - Umatilla Municipal Airport Services

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

Source: City of Umatilla

Future Based Aircraft and Operations Projections

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

Airport Operations Forecast Summary:

Table 15 - Umatilla Municipal Airport Operations Forecast Summary

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

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

Table 16 - Umatilla Municipal Airport Operational Statistics

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

Source: City of Umatilla

Planned Improvements

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

Table 17 - Umatilla Airport Planned Improvements Summary

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

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

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

FUNDING SOURCES FOR UMATILLA MUNICIPAL AIRPORT:

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

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

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

Local/City Funds: The City of Umatilla (and revenue from airport operations) has historically provided local funding to the airport for operations and annual maintenance. It is expected that the city will continue to support the airport.

County: Lake County may provide funding for particular projects, based on the needs.

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

UMATILLA MUNICIPAL AIRPORT IMPROVEMENT SCHEDULE

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

Table 18 - Umatilla Municipal Airport Capital Improvements

PROJECT DESCRIPTION	YEAR	PROJECT AMOUNT	REQUESTED LOCAL	REQUESTED FAA	REQUESTED FDOT
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Transportation Element
Data Inventory Analysis

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
Construct / Access Road (North)	2012	\$400,000	\$80,000	\$0	\$320,000

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

Source: Florida Aviation Database, 2005.

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

Mid-Florida Airport

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

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

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

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

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

Table 19 - Mid-Florida Airport Operational Statistics

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

Table 20 - Mid-Florida Airport Services

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

Source: Mid-Florida Airport

PROJECTED OPERATIONS:

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

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

Planned Improvements:

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

RAIL FACILITIES

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

The active rail lines include:

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

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

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

APPENDIX A

2010-2014 LAKE COUNTY CONSTRUCTION PROGRAM

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

FUND 1300

Transportation Improvements (LAP)

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
 5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
 FISCAL YEAR 2010 THRU 2014

FUNDING SOURCE: **FEDERAL/STATE GRANTS**

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

* in thousands

Project Name	Scope of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
42 from Marion County to Maggie Jones Road C-8190 <i>WB805045-CD5</i>	Construct paved shoulders, FM #416988 ~ 36,315 LF	\$ 1,350,000 <i>Project to be bid with ARRA CR-42 Resurfacing Project</i>	1,350 DSN CST				
44 Intersection with C-19A <i>INT07034-CD4</i>	Construct turn lanes, FM #422419	\$ 347,000	347 CST				
Mount Homer Road C-4956 Intersection with David Walker Drive C-4756 <i>INT07009-CD384</i>	Construct westbound left turn lane and install signal, FM #423967	\$ 260,000	260 CST				
South Lake Trail, Section 1 from Clermont Trail to Groveland Park <i>SP106024-CD2&3</i>	Construct 15 foot multi-use trail, FM #422570	\$ 1,000,000 <i>PLAAQ funded</i>	1,000 ROW				
		\$ 2,957,000					
	Projected Expenditures		2,957	0	0	0	0
	Budgeted Amount		2,957	0	0	0	0
	Balance		0	0	0	0	0

Transportation Element
Data Inventory Analysis

FUND 1300
Transportation Improvements (LAP)

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
FISCAL YEAR 2010 THRU 2014

FUNDING SOURCE: **FEDERAL/STATE GRANTS**

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

* in thousands

Project Name	Scope of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
19A from Dodson Cutoff C-4460 to Azalea Drive C-4461B <i>SP109020-CD4</i>	Mill and resurface, FM #426312	\$ 18,837	19 CST				
42 from Holmes View Drive to West Fourth Street <i>SP109021-CD5</i>	Mill and resurface, FM #426314 <i>Project to be bid with LAP CR-42 Paved Shoulder Project</i>	\$ 783,000	783 CST				
448 from Lake Industrial Boulevard C-3349 to Grand Oak Lane <i>SP109024-CD3</i>	Resurface, FM #426313 <i>Project to be bid with IMF-BD2 CR-448/Lois Dr Int and 1ST CR-448 Paved Shoulder Projects</i>	\$ 264,416	265 CST				
455 from SR-19 to CR-561 <i>SP109016-CD3</i>	Mill and resurface, FM #426261	\$ 428,214	429 CST				
466A (Miller Street) from Cutoff Road C-5704 to US-27/441 <i>SP109019-CD1</i>	Resurface and sidewalk improvements, FM #426302	\$ 177,437	178 CST				
474 from SR-33 to US-27 <i>SP109017-CD2</i>	Mill and resurface, FM #426262	\$ 2,866,217	2,867 CST				

FUND 1300
Transportation Improvements (LAP)

LAKE COUNTY DEPARTMENT OF PUBLIC WORKS
 5 - YEAR TRANSPORTATION IMPROVEMENT PLAN
 FISCAL YEAR 2010 THRU 2014

FUNDING SOURCE: **FEDERAL/STATE GRANTS**

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

Project Name	Scope of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
Eagles Nest Road C-6611 from Grays Airport Road C-7310 to Ridge Road C-6511C <i>SP109022-CD185</i>	Mill and resurface, FM #426315	\$ 241,165	242 CST				
Goose Prairie Road C-6737 from Emerald Island Road C-7528 to CR-452 <i>SP109023-CD5</i>	Resurface, FM #426316	\$ 205,000	205 CST				
Lake Griffin Road C-7611 from Lemon Street C-7405 to Grays Airport Road C-7310 <i>SP109015-CD5</i>	Mill and resurface, FM #426259	\$ 266,529	267 CST				
Lakeshore Drive C-1040 from Preston Cove Road C-0938C to King Fisher Drive <i>SP109010-CD2</i>	Mill and resurface, FM #426300	\$ 19,030	20 CST				
		\$ 5,269,845					
	Projected Expenditures		5,275	0	0	0	0
	Budgeted Amount		5,275	0	0	0	0
	Balance		0	0	0	0	0

Transportation Element
Data Inventory Analysis

FUND 1151
Road Impact Fees

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

* in thousands

Project Name	Type of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
42 Intersection with SR-19 <i>INT03012-CD5</i>	Realign intersection and signalize <i>~ 1,490 LF</i>	\$ 1,940,000	1,940 ROW CST				

Total Cost Estimate \$ 1,940,000

Balance Carried Forward (from previous year)	1,895	1	49	100	153
Projected New Revenue	46	48	51	53	56
Projected Expenditures	1,940	0	0	0	0
Projected Available Revenue	1	49	100	153	209

FUND 1152
Road Impact Fees

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

* in thousands

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

Transportation Element
Data Inventory Analysis

FUND 1152
Road Impact Fees

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

* in thousands

Project Name	Type of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
Britt Road C-4981 from Wolf Branch Road C-4583 to SR-44 <i>WB8R04002-CD4</i>	Rebuild to curb & gutter urban design, landscaping ~ 13,909 LF	\$ 1,100,000	400 ROW	350 ROW	350 ROW		
Buckhill Road, North C-2739 from Lakeshore Blvd to Bald Eagle Drive <i>C2P97026-CD3</i> <i>Developer's Agreement</i>	Pave ~ 1,320 LF	\$ 100,000 <i>Credits Only Cost Shared with IMF BD 4</i>	100 CST				
Round Lake Road C-4183 Extension from Wolf Branch Road C- 4583 to SR-44 <i>SDY08027-CD4</i>	Project Development & Environment Study to construct new road ~ 13,611 LF	\$ 350,000			350 PD&E		
SR-19 Corridor Study <i>SDY08028-CD5 Interlocal with City of Umatilla</i>	Corridor Study of SR- 19 intersections (CR- 450E, CR-450W, CR- 450A, Mills Street C- 7264)	\$ 100,000 <i>MPO seeking FDOT participation for CST</i>		100 DSN			
SR-44 (formerly C-44B) from US-441 to C-44 (Orange Avenue C- 6068) <i>SPX08053-CD4</i>	County participation with FDOT to construct 4-lane road	\$ 2,000,000					2,000 CST
Total Cost Estimate		\$ 10,136,000					

Balance Carried Forward (from previous year)	6,131	3,596	1,097	625	1,453
Projected New Revenue (adjusts for payback from IST funds)	1,091	751	788	828	869
Projected Expenditures	3,626	3,250	1,260	0	2,000
Projected Available Revenue	3,596	1,097	625	1,453	322

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FUND 1153
Road Impact Fees

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

* in thousands

Project Name	Type of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
25A (Dixie Avenue) from Fruitland Street to Miller Street/C-466A <i>WB804003-CD1</i>	Improve drainage, construct sidewalk, install signal at Berckman Street ~ 2,600 LF	\$ 250,000				250 ROW	
25A (Dixie Avenue) from C-466A to US-441 <i>WB804003-CD1</i>	Widen to 24', construct sidewalk, and intersection improvements ~ 2,100 LF	\$ 250,000				250 ROW	
44 Intersection with C-44 (Leg A) <i>INT06043-CD1 #3 in C-44 Corridor Study - Short term Improvements</i>	Realign, construct turn lanes on C-44, C-44 (Leg A) & Shady Acres Road C-5124	\$ 600,000	600 DSN CST				
466A (Miller Street) from Sumter County to US-27/441 <i>SDY03008-CD1</i>	Widen to 4-lane with paved shoulders and improve intersection ~ 16,170 LF	\$ 6,000,000	3,000 ROW	2,500 ROW	500 ROW		
470 from Sumter County to C-33/C-48 <i>SDY01003-CD3</i>	Widen to 4-lane ~ 20,815 LF	\$ 400,000 <i>Cost shared with IMF BD 4. Additional funding source needed</i>	250 ROW	150 ROW			
473 from 5-lane section to C-44 <i>SDY08029-CD1</i>	Project Development and Environment Study ~ 14,060 LF	\$ 200,000				200 PD&E	

Transportation Element
Data Inventory Analysis

FUND 1153
Road Impact Fees

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

* in thousands

Project Name	Type of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
473 Intersection with Treadway School Road C-5335 <i>INT06007-CD1</i>	Improve intersection	\$ 550,000	550 CST				
Edwards Road C-7009 from US-27/441 to Gray's Airport Road C-7310 <i>CIP97045-CD5</i>	Extend and pave ~ 8,350 LF	\$ 75,000					75 ROW
Lake Ella Road C-6604 from April Hills Boulevard to US-27/441 <i>NRD02006-CD1&5</i>	Realign & improve intersection, add turn lanes, and signalize at US-27 ~ 2,885 LF	\$ 300,000	300 ROW				
Northwest Lake County Corridor <i>SDY08047-CD1&5</i>	Corridor Study for a north-south roadway west side of Fruitland Park, Lady Lake & Leesburg <i>MPO seeking FDOT participation</i>	\$ 500,000					500 COR
Radio Road C-5433 from Treadway School Road C-5335 to Jackson Road C-5432 <i>W&R98029-CD1</i>	Widen to 2-lane divided, sidewalk, and signal at Treadway School Road, ~ 2,384 LF	\$ 1,000,000	400 ROW	600 CST			
Radio Road C-5433 from US-441 to Treadway School Road C-5335 <i>W&R98029-CD1</i>	Widen to 2-lane divided ~ 7,750 LF	\$ 1,100,000	1,100 ROW				
Total Cost Estimate		\$ 11,225,000					

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FUND 1153
Road Impact Fees

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

* in thousands

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

Transportation Element
Data Inventory Analysis

FUND 1154
Road Impact Fees

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

* in thousands

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

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FUND 1154
Road Impact Fees

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

* in thousands

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

Transportation Element
Data Inventory Analysis

FUND 1155
Road Impact Fees

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

* in thousands

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

FUND 1155
Road Impact Fees

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

* in thousands

Project Name	Type of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
Hancock Road C-1254 from Hartwood Marsh Road C-0854 to SR-50 <i>WBRO5042-CD2</i>	Project Development and Environmental Study ~ 16,990 LF	\$ 100,000					100 PD&E
Hancock Road C-1254 Ext from US-27/Lk Louisa Rd C-0847 to Hartwood Marsh Rd C-0854 <i>NRD05043-CD2</i>	Construct new 2-lane road ~ 6,905 LF	\$ 750,000				750 ROW	
Hancock Road, North C-1354 Extension from C-50 to Fosgate Road <i>WBRO8042-CD2</i>	Construct new 4-lane road, install signal at C-50 & Turkey Farm Road C-1750 ~ 5,280 LF	\$ 810,000 <i>Developer funding required above and beyond Road Impact Fees</i>	310 DSN ROW "part"	500 ROW "part"			
Hartwood Marsh Road C-0854 Ph. I from US-27 to Hancock Road C-1254 <i>WBRO1010-CD2</i>	Widen to 4-lane, improve intersection at US-27 ~ 3,775 LF	\$ 150,000 <i>County Incentive Grant Program Project, \$3M to be received in FDOT 11/12 fiscal year, estimate does not include these funds</i>	150 ROW				
Hartwood Marsh Road C-0854 Ph. II from Hancock Road C-1254 to Orange County <i>WBRO1010-CD2</i>	Widen to 4-lane ~ 21,205 LF	\$ 50,000 <i>Estimate indicates partial funding, additional funding needed</i>					50 ROW
Hooks Street C-1346 Extension Phase IV Seg B from Phase IV Seg A to Sandhill Blvd <i>NRD06004-CD2</i>	Construct new 4-lane road	\$ - <i>Funding needed</i>					

Transportation Element
Data Inventory Analysis

FUND 1155
Road Impact Fees

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

* in thousands

Project Name	Type of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
Hooks Street Ext. Ph. V from Hancock Road C-1254 to Jahna Road <i>NRD08043-CD2 Developer's Agreement</i>	Construct new 4-lane urban section, sidewalks and bike lanes <i>~ 3,825 LF</i>	\$ 50,000 <i>Estimate indicates partial funding, developer funding needed</i>					50 CST "part"
Hooks Street Ext. Ph. VI from Jahna Road to Hartle Road C-1362 <i>NRD08044 Developer's Agreement</i>	Construct new 4-lane urban section, sidewalks and bike lanes <i>~ 3,676 LF</i>	\$ 50,000 <i>Estimate indicates partial funding, developer funding needed</i>					50 CST "part"
Oswalt Road C-0840 from Lakeshore Drive C-1040 to Reagan's Run subdivision <i>WAR08035-CD2</i>	Widen to 24', resurface, traffic calming devices <i>~ 4,570 LF</i>	\$ 50,000			50 DSN		
SR-50 Reverse Frontage Road from CR-455 to Auto Plex Road <i>SDY08054-CD2</i>	Corridor Study	\$ 50,000 <i>To be constructed at developer's expense</i>					50 COR
Total Cost Estimate		\$ 3,335,000					

Balance Carried Forward (from previous year)	2	27	12	209	159
Projected New Revenue	605	635	667	700	735
Projected Expenditures	580	650	470	750	885
Projected Available Revenue	27	12	209	159	10

FUND 1156
Road Impact Fees

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

* in thousands

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

Transportation Element
Data Inventory Analysis

FUND 1156
Road Impact Fees

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

* in thousands

Project Name	Type of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
Mascotte-Empire Road C-1310 from Mt. Pleasant Road C-1412 to Pearl Street <i>WAR08008-CD3</i>	Widen to 24', resurface ~ 5,660 LF	\$ 766,000	200 DSN	566 CST			
Mt. Pleasant Road C-1412 from Mascotte-Empire Road C-1310 to SR-50 <i>WB08055-CD3</i>	Widen to 30', resurface ~ 9,115 LF	\$ 250,000	250 DSN				
SR-50 from CR-565 to SR-33 <i>SDY08052-CD3</i>	Corridor Study through the City of Groveland	\$ 900,000	900 COR				
Sunset Avenue and South Sunset Avenue from Mascotte city limit to C-33 (Mascotte) <i>SDY07015-CD3</i>	Widen and resurface ~ 5,820 LF	\$ 1,000,000	1,000 CST				
Total Cost Estimate		\$ 6,843,280					

Balance Carried Forward (from previous year)	5,566	3,189	640	1,106	546
Projected New Revenue	423	444	466	490	514
Projected Expenditures	2,800	2,993	0	1,050	0
Projected Available Revenue	3,189	640	1,106	546	1,060

FUND 3040
Transportation Improvements

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

* in thousands

Project Name	Type of Work	Cost Estimate	2010 *	2011 *	2012 *	2013 *	2014 *
439 from SR-44 to C-44A <i>WRR04029-CD5</i>	Widen to 30', resurface ~ 8,200 LF	\$ 250,000			250 PE		
445 Bridge #114047 <i>SPJ08039-CD5</i>	Rehabilitate bridge	\$ 300,000			50 FE	250 CST	
448 from C-561 to Apopka Beauclair Canal Bridge #114087 <i>WRR06015-CD3</i>	Construct 3' paved shoulder ~ 13,910 LF	\$ 400,000 <i>Project to be bid with ARRA CR-448 Resurfacing and IMF-BD2 CR-448/Lois Dr Int Projects</i>	400 CST				
455 Howey Heights Curve <i>REB98031-CD3</i>	Realign	\$ 530,000		530 ROW CST			
Lakeshore Drive C-1040 Bridge #114077 <i>SPJ06020-CD2</i> <i>Federal Aid Request 2009-2015</i>	Widen, replace bridge, reconstruct bridge approaches	\$ - <i>Funding needed</i>					
Picciola Bridge #114004 <i>SPJ03003-CD1</i>	Replacement	\$ 3,020,000	20 ROW	1,740 CST	1,260 CST		
Total Cost Estimate		\$ 4,500,000					

BCC Approved 08/18/2009

FUND 3040
Transportation Improvements

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

* in thousands

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

FUND 3040
Resurfacing

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

* in thousands

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

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

APPENDIX B

LAKE COUNTY FIVE (5) YEAR TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
2009/10 – 2013/14

Source: Lake-Sumter Metropolitan Planning Organization (MPO)

LAKE~SUMTER
 2009/10
 TRANSPORTATION
 TABLE
 Transportation Planning

METROPOLITAN

-
 IMPROVEMENT

PLANNING

ORGANIZATION
 2013/14
 PROGRAM
 1

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

LAKE~SUMTER
 2009/10
 TRANSPORTATION
 TABLE

METROPOLITAN

-
 IMPROVEMENT

PLANNING

ORGANIZATION
 2013/14
 PROGRAM
 2

Federal Stimulus Projects (American Recovery and Reinvestment Act of 2009) Allocated in FY 2008/09 and 2009/10

COUNTY	NAME DESIGNATION	OR	WORK DESCRIPTION	FUNDING SOURCES BY YEAR (\$000's)														
				2009/10			2010/11			2011/12			2012/13			2013/14		
				State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local
Lake	SR 25 (US 27)		ADD LANES & REHABILITATE PVMNT	0	41,312	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LOIS DRIVE BRIDGE		BRIDGE REPLACEMENT	0	2,600	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 19A		RESURFACING	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 42		RESURFACING	0	783	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	C-48		RESURFACING	0	1,683	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 448		RESURFACING	0	264	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 455		RESURFACING	0	428	0	0	0	0	0	0	0	0	0	0	0	0	0

Lake	CR 466A	RESURFACING	0	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 474	RESURFACING	0	2,866	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	C-476 W	RESURFACING	0	3,029	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	EAGLES NEST ROAD	RESURFACING	0	241	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	GOOSE PRAIRIE ROAD	RESURFACING	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE GRIFFIN ROAD	RESURFACING	0	267	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKESHORE DRIVE	RESURFACING	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	LAKE PANASOFFKEE PEDESTRIAN TR	SIDEWALKS	0	675	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	MAINTENANCE FACILITY LEASE	5307 FUNDING	0	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	VAN POOL VEHICLES	5307 FUNDING	0	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	MAINTENANCE	5307 FUNDING	0	249	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	TRANSIT VEHICLES (14)	5311 FUNDING	0	1,052	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	TRANSIT VEHICLES	5311 FUNDING	0	211	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	TRANSIT VEHICLES	5307 FUNDING	0	840	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Lake	TRANSIT SHELTERS	5307 FUNDING	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	TRANSIT FAREBOXES	5307 FUNDING	0	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	TRANSIT MDT, AVL, APC, SOFTWARE	5307 FUNDING	0	361	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	TRANSIT ELECTRONIC FAREBOXES	5307 FUNDING	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SHOP EQUIPMENT	5307 FUNDING	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	FIXED ROUTE TRANSIT	5307 FUNDING	0	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE~SUMTER
2009/10
TRANSPORTATION
TABLE
Roadway Capacity

METROPOLITAN

IMPROVEMENT

PLANNING

ORGANIZATION
2013/14
PROGRAM
3

COUNTY	NAME DESIGNATION	OR	WORK DESCRIPTION	FUNDING SOURCES BY YEAR (\$000's)				
				2009/10	2010/11	2011/12	2012/13	2013/14

			State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	Private
Lake	SR 25 (US 27)	ADD LANES & REHABILITATE PVMNT	0	0	0	0	0	0	370	0	0	0	0	0	0	0	0	
Sumter	SR 35 (US 301)	ADD LANES & REHABILITATE PVMNT	0	9,373	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sumter	SR 35 (US 301)	ADD LANES & RECONSTRUCT	1,372	0	0	1,372	0	0	1,372	0	0	1,372	0	0	1,372	0	0	
			0	14,374	0	0	0	0	0	70	0	0	0	0	0	0	0	
Lake	SR 44 (FORMERLY C-44B)	CONSTRUCT 4 LANE ROAD	0	0	0	0	0	0	0	0	0	0	0	2,000	0	0	0	
Lake	SR 46	PD&E/EMO STUDY	0	0	0	0	0	0	0	0	0	0	1,292	15,000	0	0	0	
			0	0	250	0	0	0	0	0	0	0	0	0	0	0	0	
Sumter	SR 48	ADD LANES & REHABILITATE PVMNT	0	0	0	0	0	0	962	328	0	996	339	0	0	0	0	
Lake	SR 50	ADD LANES & RECONSTRUCT	12,357	9,622	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lake	SR 50	ADD LANES & RECONSTRUCT	0	0	0	0	1,592	0	0	0	0	0	0	0	0	0	0	
Lake	SR 50	ADD LANES & RECONSTRUCT	0	0	0	7,319	0	0	0	0	0	0	0	0	0	0	0	
Lake	SR 50	CORRIDOR STUDY THROUGH GROVELAND	0	0	900	0	0	0	0	0	0	0	0	0	0	0	0	
Lake	SR-50 REVERSE FRONTAGE ROAD	CORRIDOR STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	

Transportation Element
Data Inventory Analysis

Sumter	SR 93 (I-75)	ADD LANES & REHABILITATE PVMNT	0	54	0	0	0	0	0	978	0	0	468	0	0	1,111	0	
Sumter	SR 93 (I-75)	ADD LANES & REHABILITATE PVMNT	0	95	0	48	0	0	0	95	0	0	638	0	0	1,940	0	
Lake	SR 500 (US 441)	ADD LANES & RECONSTRUCT	0	569	8,193	0	0	0	27	0	0	0	0	0	0	0	0	
Lake	SR 500 (US 441)	ADD LANES & RECONSTRUCT	0	3,808	0	8,913	0	0	11,505	0	0	0	4,891	0	0	0	0	
Lake	SR 500 (US 441)	WIDEN/RESURFACE EXIST LANES	2,436	1,918	0	0	23,386	0	0	4,558	0	0	0	0	0	0	0	
Lake	SR 500 (US 441)	ADD LANES & RECONSTRUCT	3,197	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lake	SR 500 (US 441)	ADD LANES & RECONSTRUCT	4,961	0	0	1,672	0	0	0	0	0	0	0	0	0	0	0	
Sumter	SR 500 (US 441)	ADD LANES & RECONSTRUCT	0	0	0	0	35	0	0	0	0	0	0	0	0	0	0	
			0	0	0	0	0	0	0	0	0	750	5	0	0	0	0	
Lake	CR 48 (PART)	WIDEN TO 4 LANES	0	0	250	0	0	150	0	0	0	0	0	0	0	0	0	
Sumter	C-462	WIDEN TO 4 LANES	0	0	350	0	0	0	0	0	0	0	0	0	0	0	0	
Sumter	C-466	ADD LANES	0	0	221	0	0	0	0	0	310	0	0	0	0	0	0	
Lake	CR 466A	WIDEN TO 4 LANES	0	0	3,000	0	0	2,500	0	0	500	0	0	0	0	0	0	
Sumter	C-466A	WIDEN TO 4 LANES	0	0	0	0	0	0	0	0	125	0	0	100	0	0	100	

			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	120
Sumter	C-468	WIDEN TO 4 LANES	0	0	1,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			0	0	300	0	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	C-468	WIDEN TO 4 LANES	0	0	221	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	C-470	WIDEN TO 4 LANES	0	0	464	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			0	0	0	0	0	300	0	0	300	0	0	0	0	0	0	0	0	0	0
			0	0	0	0	0	0	0	0	0	0	0	0	200	0	0	0	0	700	0
Lake	CR 470	WIDEN TO 4 LANES	0	0	500	0	0	300	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	CR 501	WIDEN TO 4 LANES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	225
Lake	HANCOCK ROAD	CONSTRUCT NEW 2 LANE	0	0	0	0	0	0	0	0	0	0	0	0	750	0	0	0	0	0	0
Lake	HANCOCK ROAD	PD&E STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
Lake	HANCOCK ROAD EXTENSION	CONSTRUCT NEW 4 LANE ROAD	0	0	310	0	0	500	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	HARTWOOD-MARSH RD	ADD LANES & RECONSTRUCT	0	0	0	0	0	0	2,945	2,945	0	0	0	0	0	0	0	0	0	0	0
Lake	HARTWOOD-MARSH RD PH. 1	WIDEN TO 4 LANES	0	0	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Transportation Element
Data Inventory Analysis

Lake	HARTWOOD-MARSH RD PH. 2	WIDEN TO 4 LANES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	
Lake	HOOKS STREET EXTENSION PH. 5	CONSTRUCT NEW 4 LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	
Lake	HOOKS STREET EXTENSION PH. 6	CONSTRUCT NEW 4 LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	
Lake	NORTHWEST LAKE COUNTY CORRIDOR	CORRIDOR STUDY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	

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

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION 2009/10 - 2013/14 TRANSPORTATION IMPROVEMENT PROGRAM TABLE 4 Operations and Management

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

Lake	SR 19/PITTMAN WORK CENTER	TRAFFIC OPS IMPROVEMENT	0	690	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 19	CORRIDOR STUDY	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
Lake	SR 50	IMPROVE INTERSECTION	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
Lake	SR 50	CONSTRUCT TURN LANE	0	0	0	0	0	0	0	0	170	0	0	0	0	0	0	0
Sumter	SR 471	TRAFFIC SIGNALS	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							590											
Lake	CR 42	REALIGN INTERSECTION	0	0	1,940	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 44	ADD LEFT TURN LANE(S)	0	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 44	ADD LEFT TURN LANE(S)	0	354	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 44	REALIGN, CONSTRUCT TURN LANES	0	0	600	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 448	CONSTRUCT TURN LANES	0	0	700	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 561	CONSTRUCT TURN LANES	0	0	0	0	0	0	0	0	300	0	0	0	0	0	0	0
Lake	MT HOMER ROADD	TRAFFIC SIGNALS	0	0	0	0	265	0	0	0	0	0	0	0	0	0	0	0
Lake	CITRUS TOWER BOULEVARD	TRAFFIC SIGNALS	0	0	0	0	200	0	0	0	0	0	0	0	0	0	0	0

Transportation Element
Data Inventory Analysis

Lake	LAKE	TRAFFIC SIGNALS	186	0	0	192	0	0	196	0	0	202	0	0	207	0	0	
Sumter	SUMTER	TRAFFIC SIGNALS	36	0	0	37	0	0	38	0	0	39	0	0	42	0	0	
			0	0	0	564	74	0	0	0	0	0	0	0	0	0	0	

LAKE~SUMTER
2009/10
TRANSPORTATION
TABLE
Safety - Resurfacing

METROPOLITAN

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IMPROVEMENT

PLANNING

ORGANIZATION
2013/14
PROGRAM
5A

COUNTY	NAME DESIGNATION OR WORK DESCRIPTION	FUNDING SOURCES BY YEAR (\$000's)																
		2009/10			2010/11			2011/12			2012/13			2013/14				
		State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	Private	
Lake	SR 19	RESURFACING	2,739	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Lake	SR 19	RESURFACING	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			0	0	0	0	0	0	3,010	3,436	0	0	0	0	0	0	0	0
Lake	SR 33	RESURFACING	175	2,744	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 35 (US 301)	RESURFACING	170	1,538	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 35 (US 301)	RESURFACING	0	200	0	252	4,459	0	0	0	0	0	0	0	0	0	0	0
			0	0	425	252	4,459	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 44	RESURFACING	0	0	0	337	5,866	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 50 (COLONIAL DR)	RESURFACING	2,887	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 50 (COLONIAL DR)	RESURFACING	3,597	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 50	RESURFACING	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
									300	3,149								
Lake	SR 91 (FLORIDA TURNPIKE)	RESURFACING	0	0	0	528	0	0	8,049	0	0	0	0	0	0	0	0	0
			0	0	0	0	0	0	8,949	0	0	0	0	0	0	0	0	0
Sumter	SR 93 (I-75)	RESURFACING	0	0	0	0	9,196	0	0	0	0	0	0	0	0	0	0	0

Transportation Element
Data Inventory Analysis

Sumter	SR 500 (US 27)	RESURFACING, ADD AUXILIARY LANES	0	0	0	1,928	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	COUNTY ROAD 476W	RESURFACING	0	0	0	0	0	0	0	0	0	0	1,216	0	0	0	0	0
			0	0	0	0	0	0	3,526	343	0	0	0	0	0	0	0	0

LAKE~SUMTER
2009/10
TRANSPORTATION
TABLE
Safety - Lighting

METROPOLITAN

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IMPROVEMENT

PLANNING

ORGANIZATION
2013/14
PROGRAM
5B

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

Sumter	LIGHTING AGREEMENTS	LIGHTING	21	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0
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LAKE~SUMTER
2009/10
TRANSPORTATION
TABLE
Safety - Guardrail

METROPOLITAN

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IMPROVEMENT

PLANNING

ORGANIZATION
2013/14
PROGRAM
5C

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

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

LAKE~SUMTER
 2009/10
 TRANSPORTATION
 TABLE
 Maintenance Bridges

METROPOLITAN

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 IMPROVEMENT

PLANNING

ORGANIZATION
 2013/14
 PROGRAM
 6A

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

LAKE~SUMTER
2009/10
TRANSPORTATION
TABLE

METROPOLITAN

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IMPROVEMENT

PLANNING

ORGANIZATION
2013/14
PROGRAM
6B

Maintenance Drainage

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

LAKE~SUMTER
 2009/10
 TRANSPORTATION
 TABLE
 Maintenance - Routine Maintenance

METROPOLITAN

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 IMPROVEMENT

PLANNING

ORGANIZATION
 2013/14
 PROGRAM
 6C

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

Sumter	MOA WITH SUMTER CO.	ROUTINE MAINTENANCE CONTRACTS	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
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LAKE~SUMTER
 2009/10
 TRANSPORTATION
 TABLE
 Maintenance - Miscellaneous

METROPOLITAN

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 IMPROVEMENT

PLANNING

ORGANIZATION
 2013/14
 PROGRAM
 6D

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

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION 2009/10 - 2013/14 TRANSPORTATION IMPROVEMENT PROGRAM TABLE 7 Bicycle/Pedestrian & Trails

COUNTY	NAME DESIGNATION OR WORK DESCRIPTION	FUNDING SOURCES BY YEAR (\$000's)																
		2009/10			2010/11			2011/12			2012/13			2013/14				
		State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	Private	
Lake	GARDENIA TRAIL III	TRAIL	0	0	0	0	136	0	0	0	0	0	0	0	0	0	0	
Lake	GARDENIA TRAIL II	TRAIL	0	0	0	0	171	0	0	0	0	0	0	0	0	0	0	

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

LAKE~SUMTER
 2009/10
 TRANSPORTATION
 TABLE
 Transit and Transportation Disadvantaged

METROPOLITAN

-
 IMPROVEMENT

PLANNING

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

Sumter	SUMTER COUNTY	OPERATING/ADMIN. ASSISTANCE	0	0	0	0	0	0	0	0	0	0	0	317	317	0	333	333	
Lake	LAKE COUNTY TRANSIT	OPERATING/ADMIN. ASSISTANCE	0	0	0	0	0	0	0	0	0	0	0	544	544	0	571	571	
Lake	LAKE COUNTY	OPERATING FOR FIXED ROUTE	0	0	0	0	0	0	0	0	0	612	409	409	643	409	409		
Lake	LAKE COUNTY	TRANSIT SERVICE DEMONSTRATION	84	0	84	0	0	0	0	0	0	0	0	0	0	0	0	0	

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

Transportation Element
Data Inventory Analysis

Sumter	SR 35 (US 301)	RAIL CAPACITY PROJECT	1,730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 44	RAIL SAFETY PROJECT	0	0	0	1,639	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	BUSHNELL PLAZA	RAIL SAFETY PROJECT	0	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE~SUMTER
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COUNTY	NAME DESIGNATION OR WORK DESCRIPTION	FUNDING SOURCES BY YEAR (\$000's)																
		2009/10			2010/11			2011/12			2012/13			2013/14				
		State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	State	Federal	Local	Private	
Lake	LAKE-LEESBURG REG	AVIATION SAFETY PROJECT	0	111	28	15	0	15	0	0	0	157	0	157	694	0	694	

Lake	LAKE-LEESBURG REG	AVIATION REVENUE/OPERATIONAL	0	0	0	400	0	100	0	0	0	0	0	0	0	0	0	
Lake	LAKE-UMATILLA	AVIATION SAFETY PROJECT	3	0	3	8	0	8	0	45	12	192	0	192	347	0	347	
Lake	LAKE-LEESBURG REG	AVIATION CAPACITY PROJECT	0	0	0	480	0	120	0	0	0	0	0	0	0	0	0	
Lake	LAKE-LEESBURG REG	AVIATION REVENUE/OPERATIONAL	0	0	0	0	0	0	0	0	0	500	0	500	0	0	0	
Lake	LAKE-UMATILLA	AVIATION REVENUE/OPERATIONAL	250	0	63	0	0	0	0	0	0	0	0	0	0	0	0	
Lake	LAKE-LEESBURG REG	AVIATION PRESERVATION PROJECT	500	0	125	700	0	175	0	0	0	0	0	0	0	0	0	
Lake	LAKE-UMATILLA	AVIATION REVENUE/OPERATIONAL	0	0	0	370	0	370	0	0	0	0	0	0	0	0	0	

APPENDIX C

2009 LAKE COUNTY TRAFFIC COUNTS

Source: Lake County Public Works

Lake County
Planning Horizon 2030

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. 2009	BEGIN P.M. PEAK HOUR 2009
						2005	2006	2007	2008	2009			
1	C.R. 25	AT MARION CO LINE	5	18	24	6,969	7,521	8,773	7,018	8,505	-0.24%	616	16:45
2	MARION COUNTY RD	0.15 MI E OF C.R. 25	5	18	24	2,001	2,306	2,003	2,170	1,860	-1.81%	165	16:00
3	GRIFFIN AV	0.05 MI E OF C.R. 25	8	18	24	1,983	2,156	1,967	2,020	2,011	0.35%	164	15:00
4	LAKE GRIFFIN RD	0.27 MI W OF CAROLINA AV	16	18	24	2,576	2,643	2,674	2,516	2,250	-3.33%	188	17:15
5	C.R. 466	0.10 MI W OF CLAY AV	17	18	24	11,579	12,460	11,971	11,310	8,703	-6.89%	725	15:00
6	C.R. 466	AT SUMTER CO LINE	18	18	24	13,589	18,178	16,305	17,196	*****	13.36%	U/C	0:00
7	GRIFFIN VIEW DR	0.08 MI E OF U.S. 27/U.S. 441	21	18	24	4,416	4,268	4,697	3,998	3,783	-3.80%	331	17:00
8	GRAYS AIRPORT RD	0.10 MI N OF GRIFFIN VIEW DR	22	18	24	2,430	2,449	2,370	1,963	1,949	-5.37%	196	17:15
9	GRIFFIN VIEW DR	0.12 MI E OF GRAYS AIRPORT RD	23	18	24	1,407	1,444	1,686	1,461	1,440	0.57%	119	17:00
10	C.R. 466	0.04 MI N OF BERCKMAN ST	4	19	24	2,779	3,043	2,907	2,780	2,695	-0.77%	236	16:30
11	C.R. 466A	AT SUMTER CO LINE	6	19	24	4,177	4,625	4,198	7,248	8,163	18.23%	734	15:00
12	C.R. 466	0.08 MI S OF MYRTLE LAKE/JURICK ST	9	19	24	5,167	5,447	5,407	5,531	4,960	-1.02%	471	16:45
13	SUNNYSIDE DR	0.09 MI S OF MAIN ST (S.R. 44)	25	19	24	3,135	3,764	3,610	3,384	3,177	0.33%	317	17:00
14	C.R. 466	0.09 MI N OF S.R. 44	28	19	24	6,544	6,565	6,718	6,559	5,825	-2.87%	532	16:15
15	C.R. 470	0.06 MI E OF SUMTER CO LINE	7	20	24	7,630	6,257	5,841	5,779	4,885	-10.55%	383	15:30
16	C.R. 48	0.25 MI E OF U.S. 27	14	20	24	10,305	7,808	8,315	8,389	7,998	-6.14%	665	16:45
17	C.R. 48	0.18 MI E OF C.R. 33	15	20	24	7,526	8,183	6,526	6,442	5,635	-6.98%	473	15:30
18	C.R. 48	0.12 MI W OF C.R. 33	22	20	24	2,977	2,833	2,193	2,435	2,228	-6.99%	193	16:45
19	C.R. 33	0.06 MI N OF AUSTIN MERRITT RD	10	21	24	3,686	3,688	3,438	3,405	4,238	3.95%	329	17:15
20	AUSTIN MERRITT RD	0.07 MI W OF C.R. 33	10	21	24	1,241	991	1,138	1,064	854	-8.93%	84	16:00
21	BRIDGES RD	0.08 MI E OF C.R. 33	10	21	24	1,098	**	903	894	789	-7.93%	92	16:00
22	YOUTH CAMP RD	0.48 MI W OF AUSTIN MERRITT RD	17	21	24	891	**	807	774	750	-4.22%	70	16:00
23	TUSCANOOGA RD	0.13 MI W OF HONEYCUTT RD	31	21	24	*	533	510	500	465	-4.49%	54	15:45
24	C.R. 33	0.10 MI N OF S.R. 50	14	22	24	4,005	4,543	4,328	4,672	4,522	3.08%	331	17:15
25	C.R. 565	0.08 MI N OF SLOANS RIDGE RD	21	22	24	*	820	776	814	714	-4.51%	68	16:30
26	EMPIRE CHURCH RD	0.10 MI S OF ANDERSON ST	25	22	24	1,460	1,366	1,240	1,279	1,200	-4.78%	110	16:15
27	GOOSE PRAIRIE RD	0.12 MI W OF FELKINS RD	25	18	25	2,491	2,435	2,424	2,260	2,093	-4.25%	201	16:30
28	EMERALDA AV	0.05 MI N OF C.R. 44	35	18	25	3,811	3,594	3,666	3,464	3,099	-5.04%	282	16:45
29	C.R. 44	0.10 MI S OF TREASURE ISLAND RD	9	19	25	11,260	9,782	9,956	9,360	7,960	-8.31%	759	16:45
30	C.R. 449	0.37 MI S OF MORNINGSIDE DR	15	19	25	2,824	3,236	2,579	2,239	2,256	-5.47%	236	16:45
31	C.R. 44	0.55 MI N OF U.S. 441	20	19	25	10,789	11,492	9,822	9,617	8,710	-5.21%	721	16:30
32	C.R. 473	0.21 MI N OF U.S. 441	24	19	25	11,126	12,177	12,643	12,778	11,763	1.40%	990	16:45
33	SUNNYSIDE DR	0.04 MI W OF TOMATO HILL RD	29	19	25	1,538	1,865	1,959	2,004	1,767	3.53%	198	16:30
34	C.R. 48	0.18 MI W OF S.R. 19	23	20	25	9,323	7,246	7,788	6,822	6,339	-9.19%	536	17:00
35	C.R. 565	0.07 MI S OF U.S. 27	18	21	25	804	**	892	872	788	-0.51%	80	16:45
36	C.R. 561/C.R. 561A	0.09 MI E OF U.S. 27	36	21	25	8,299	8,279	7,386	6,750	6,895	-4.53%	652	17:00
37	C.R. 561	0.16 MI S OF BRIDGE #1 14046	23	22	25	3,412	3,484	3,638	3,040	2,718	-5.53%	226	17:45
38	LAKESHORE DR (CLERMONT)	0.30 MI W OF HAMMOCK RIDGE RD	1	23	25	13,714	13,353	12,228	12,176	12,190	-2.90%	1065	17:30
39	LAKESHORE DR (CLERMONT)	0.06 MI E OF C.R. 561	14	23	25	2,082	1,956	2,074	1,958	1,903	-2.22%	180	17:15
40	LAKE ERIE RD	0.06 MI W OF S.R. 33	20	23	25	*	**	663	596	578	-6.64%	48	13:45
41	C.R. 474	0.07 MI E OF S.R. 33	21	24	25	4,048	4,335	3,232	4,168	2,598	-10.49%	177	12:00
42	C.R. 450	0.18 MI W OF ST THOMAS AV, AT MARION CO LIN	5	18	26	1,465	1,155	1,364	1,284	1,291	-3.10%	124	15:00
43	C.R. 450	0.06 MI W OF OWENS LN	11	18	26	2,434	2,549	2,401	2,290	2,366	-0.71%	224	16:00
44	C.R. 450	0.08 MI E OF SR 19	12	18	26	4,384	4,228	3,897	4,187	3,982	-2.38%	368	16:30
45	C.R. 44	0.39 MI W OF GRAND ISLAND SHORES RD	33	18	26	13,767	13,486	14,195	11,893	11,856	-3.67%	958	16:30
46	C.R. 452	0.16 MI N OF C.R. 44	34	18	26	8,560	8,718	8,128	9,374	7,105	-4.55%	634	16:30
47	C.R. 44	0.14 MI E OF SR 19	35	18	26	10,817	10,796	11,553	10,487	9,242	-3.86%	899	16:45
48	C.R. 44	0.15 MI W OF SR 19	35	18	26	12,334	12,493	12,286	12,322	11,851	-0.99%	931	17:00
49	LAKESHORE DR (EUSTIS)	0.09 MI E OF KING ST	11	19	26	5,096	5,270	5,750	5,408	4,895	-1.00%	434	16:30
50	C.R. 19A	0.05 MI E OF DRUID PL.	21	19	26	6,437	6,110	5,532	5,479	5,247	-4.98%	453	16:30

Transportation Element
Data Inventory Analysis

MAP STA #	ROAD NAME	LOCATION	S	E	T	R	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2009	BEGIN P.M. PEAK HOUR 2009		
							N	G	2005	2006	2007				2008	2009
51	C.R. 44C (EUDORA RD)	0.32 MI S OF U.S. 441	23	19	26	10,697	10,067	18,164	9,068	9,446	-3.06%	845	14:30			
52	OLD EUSTIS RD	0.05 MI W OF E CROOKED LAKE RD	24	19	26	2,284	2,256	2,504	2,034	1,725	-6.78%	178	16:30			
53	OLD 441/SR 500A (ALFRED)	0.11 MI E OF S.R. 19	29	19	26	9,383	9,999	11,268	10,260	9,016	-0.99%	783	16:30			
54	C.R. 452 (LAKESHORE DR)	0.13 MI E OF BAY RD	35	19	26	1,653	1,727	1,709	1,478	1,385	-4.33%	150	16:45			
55	C.R. 561	0.26 MI S OF S.R. 19	6	20	26	13,325	12,913	11,977	11,323	10,942	-4.81%	1009	16:45			
56	C.R. 448	0.12 MI E OF C.R. 561	8	20	26	7,407	7,291	7,284	7,170	6,133	-4.61%	578	16:30			
57	C.R. 561	0.07 MI S OF WOODLAND DR	20	20	26	8,855	8,408	7,735	7,016	6,718	-6.67%	641	16:30			
58	DUDA RD	0.16 MI E OF C.R. 448A	24	20	26	5,985	4,549	4,311	4,951	4,178	-8.59%	385	16:45			
59	C.R. 48	0.15 MI E OF C.R. 561	32	20	26	6,014	6,001	4,643	5,119	4,517	-6.99%	501	16:30			
60	C.R. 561	0.55 MI S OF C.R. 48	32	20	26	9,373	8,637	8,287	7,370	7,542	-5.29%	722	16:30			
61	C.R. 561	0.13 MI S OF C.R. 455	17	21	26	5,772	5,554	5,382	4,878	4,870	-5.16%	467	16:30			
62	C.R. 561A	0.18 MI E OF C.R. 561	30	21	26	1,225	1,382	1,333	1,176	1,026	-4.32%	113	16:15			
63	C.R. 561	0.04 MI N OF C.R. 561A	30	21	26	6,228	6,164	5,815	5,644	5,177	-4.52%	494	17:00			
64	C.R. 561A	0.35 MI E OF SCRUB JAY RD	32	21	26	1,149	1,262	1,276	1,209	1,009	-3.19%	92	17:00			
65	C.R. 455	0.05 MI W OF FOSGATE RD	3	22	26	2,899	2,944	3,002	2,603	2,456	-4.06%	234	17:00			
66	C.R. 561 (LAKE MINNEOLA SHORES)	0.11 MI W OF U.S. 27	7	22	26	6,800	7,271	6,644	6,027	6,404	-1.49%	536	16:30			
67	C.R. 455	0.10 MI N OF MAGNOLIA CREEK LN	14	22	26	6,203	6,873	5,549	5,095	4,755	-6.43%	436	16:45			
68	C.R. 50	0.05 MI W OF PARK TRAIL DR	17	22	26	10,187	10,373	10,581	9,059	8,292	-5.02%	768	17:00			
69	C.R. 50	0.06 MI W OF ORANGE CO LINE	25	22	26	5,435	5,089	5,056	4,892	4,671	-3.71%	639	16:00			
70	C.R. 455	0.25 MI N OF S.R. 50	26	22	26	6,498	7,606	6,866	6,206	5,648	-3.45%	486	17:15			
71	ANDERSON HILL RD	0.11 MI E OF LAKESHORE DR	31	22	26	2,915	2,877	3,635	1,559	1,679	-12.89%	160	17:00			
72	C.R. 445A	0.18 MI E OF S.R. 19	8	16	27	869	969	1,002	995	888	0.54%	82	16:00			
73	C.R. 445	0.47 MI E OF DEER RD EAST	4	17	27	616	**	789	872	807	-0.34%	61	16:15			
74	C.R. 42	AT MARION CO LINE	31	17	27	3,926	3,938	3,926	3,248	3,240	-4.69%	313	16:00			
75	C.R. 42	0.14 MI W OF C.R. 450	32	17	27	2,934	3,341	3,317	2,739	2,638	-2.63%	219	16:30			
76	C.R. 439	0.10 MI S OF C.R. 42	3	18	27	2,440	2,603	2,630	2,231	2,220	-2.33%	209	16:15			
77	C.R. 450A	0.06 MI W OF C.R. 44A NORTH	20	18	27	1,280	2,245	1,283	1,169	1,107	-3.55%	95	15:45			
78	C.R. 44A	0.18 MI W OF C.R. 439	34	18	27	5,094	4,988	5,282	4,683	4,134	-5.09%	405	16:45			
79	C.R. 44A	0.10 MI W OF ESTES RD	5	19	27	5,511	5,740	5,735	5,042	4,412	-5.41%	417	16:45			
80	C.R. 44	0.13 MI W OF C.R. 44/C.R. 44A	6	19	27	9,826	9,910	11,036	9,045	8,328	-4.05%	783	17:00			
81	ABRAMS RD	0.06 MI S OF S.R. 44	7	19	27	4,347	4,259	3,878	4,173	3,897	-2.70%	380	17:15			
82	C.R. 44	0.10 MI N OF S.R. 44	7	19	27	7,703	8,313	8,714	7,676	7,039	-2.23%	650	15:45			
83	C.R. 44B	0.21 MI S OF S.R. 44	8	19	27	15,128										
84	BRITT RD	0.06 MI S OF S.R. 44	9	19	27	2,002	1,982	2,052	1,769	1,774	-2.97%	188	16:30			
85	C.R. 44B	0.26 MI N OF U.S. 441	38	19	27	16,625										
86	DONNELLY ST.	0.46 MI S OF U.S. 441	19	19	27	10,338	10,839	10,403	10,185	9,625	-1.77%	870	16:00			
87	EAST CROOKED LAKE RD	0.08 MI N OF U.S. 441	19	19	27	4,752	4,287	3,996	3,962	3,705	-6.03%	335	16:45			
88	OLD EUSTIS RD	0.05 MI E OF E CROOKED LK RD	19	19	27	2,402	2,260	2,288	2,141	1,746	-7.67%	159	16:30			
89	C.R. 46 (SANFORD RD)	0.18 MI W OF U.S. 441	32	19	27	5,818	6,192	6,259	5,803	5,174	-2.89%	474	16:45			
90	OLD 441/SR. 500A (MT DORA)	0.03 MI S OF ROBIE AV	32	19	27	4,438	4,730	4,639	4,675	4,297	-0.81%	376	16:45			
91	C.R. 42	0.15 MI N OF RANCHO LN	20	17	28	3,274	3,317	3,685	3,294	3,008	-2.10%	263	16:15			
92	C.R. 437	0.09 MI S OF S.R. 44	7	19	28	5,975	6,420	6,593	5,660	5,247	-3.20%	521	16:45			
93	C.R. 46A	0.11 MI N OF S.R. 46	25	19	28	6,229	6,704	7,722	7,247	6,313	0.33%	650	17:00			
94	C.R. 437	0.08 MI N OF S.R. 46	30	19	28	9,060	9,303	9,548	9,012	7,879	-3.43%	734	16:45			
95	C.R. 437	0.17 MI S OF S.R. 46	30	19	28	6,948	7,731	7,447	6,871	6,095	-3.22%	594	16:45			
96	C.R. 435	AT ORANGE CO LINE	32	19	28	5,642	5,924	6,111	5,380	4,566	-5.15%	475	17:00			
97	C.R. 42	0.16 MI W OF CROWS BLUFF RD	38	17	29	4,598	4,620	5,472	5,451	4,021	-3.30%	351	16:30			
98	C.R. 467	0.33 MI W OF U.S. 27/U.S. 441	15	19	24	5,208	5,283	4,907	4,566	4,412	-4.06%	365	16:00			
99	MAIN ST (LEESBURG)	0.08 MI E OF U.S. 27/14th ST	26	19	24	13,735	13,465	12,025	11,375	10,831	-5.77%	949	14:45			
100	MAIN ST (LEESBURG)	0.10 MI W OF U.S. 27/14th ST	27	19	24	12,417	12,099	10,752	10,247	9,507	-6.46%	832	16:15			

Lake County
Planning Horizon 2030

MAP STA #	ROAD NAME	LOCATION	S	E	T	W	R	N	G	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2009	BEGIN P.M. PEAK HOUR 2009
										2005	2006	2007	2008	2009			
101	RADIO RD	0.12 MI N OF U.S. 441/S.R. 500	23	19	25	7,309	7,627	7,573	7,518	6,980	-1.15%	601	17:15				
102	C.R. 561	0.08 MI S OF C.R. 565B/LOG HOUSE	11	23	25	2,762	2,397	2,516	2,195	2,116	-6.45%	315	13:30				
103	S.R. 33	0.18 MI S OF C.R. 561	8	24	25	5,985	7,249	5,512	5,023	5,115	-3.85%	360	15:30				
104	C.R. 19A	95 FLE OF KURT ST	23	19	26	4,175	4,459	4,455	4,688	4,440	1.55%	405	12:30				
105	C.R. 19A	0.12 MI S OF U.S. 441	23	19	26	14,521	15,151	15,158	13,766	12,212	-4.24%	1091	12:00				
106	C.R. 42	0.58 MI E OF C.R. 450	33	17	27	4,070	4,233	4,419	3,489	3,471	-3.90%	322	16:30				
107	C.R. 452 (EUSTIS)	0.15 MI W OF S.R. 19	2	19	26	12,765	12,789	11,477	11,627	10,701	-4.31%	974	16:30				
108	U.S. 27/J.S. 441	0.10 MI S OF SUMTER CO LINE	6	18	24	31,936	33,588	32,911	31,208	28,368	-2.92%	2502	12:00				
109	GRAND HIGHWAY	0.14 MI N OF S.R. 50	29	22	26	4,346	4,437	5,753	4,628	4,582	1.33%	418	16:15				
110	S.R. 40	AT MARION CO LINE	39	15	28	4,236	5,224	6,119	5,867	3,935	-1.82%	310	16:15				
111	S.R. 19	AT MARION CO LINE	30	15	28	2,266	2,153	1,993	1,817	1,867	-4.73%	159	15:30				
112	EAGLESNEST RD	0.045 MI E OF U.S. 27/J.S. 441	28	18	24	2,578	2,511	2,653	2,577	2,580	0.01%	243	17:00				
113	C.R. 452	0.20 MI S OF SOUTH EM-EN-EL GROVE RD	14	18	25	6,650	6,091	6,090	5,829	5,382	-5.15%	514	17:00				
114	C.R. 19A	0.05 MI W OF S.R. 19	35	18	28	2,398	2,338	2,859	2,453	1,997	-4.47%	165	17:00				
115	C.R. 44A	0.08 MI W OF S.R. 44	35	18	28	1,450	1,569	1,669	1,336	1,167	-5.29%	116	16:30				
116	C.R. 25A (FRUIT PK.)	0.063 MI S OF U.S. 27/J.S. 441	4	19	24	6,376	6,716	6,345	5,936	5,803	-2.32%	540	15:15				
117	C.R. 466A (PICCIOLA RD)	0.20 MI N OF PICCIOLA CUTOFF	10	19	24	8,233	7,899	7,671	7,234	6,955	-4.13%	629	17:15				
118	C.R. 25A (LEESBURG)	0.126 MI W OF U.S. 27	34	19	24	*	*	368	412	338	-4.21%	33	12:15				
119	C.R. 44	0.07 MI E OF C.R. 473	2	19	25	17,635	16,777	16,034	15,482	14,176	-5.31%	1220	16:45				
120	C.R. 44 LEG A	0.10 MI NW OF U.S. 441	16	19	25	1,673	1,559	1,447	1,313	1,261	-6.82%	132	14:00				
121	OLD MT DORA RD	0.11 MI W OF EUDORA RD	23	19	26	4,957	5,972	6,215	5,768	4,747	-1.08%	442	16:15				
122	MORNINGSIDE DR (MT DORA)	0.14 MI N OF OLD 441	25	19	26	1,397	1,652	1,528	1,359	1,181	-4.11%	117	15:30				
123	OLD 441	0.20 MI E OF EUDORA RD	25	19	26	13,557	15,021	12,491	13,203	12,158	-2.69%	1056	15:00				
124	OLD 441	0.19 MI W OF C.R. 19A/EUDORA RD	26	19	26	10,352	11,062	11,462	10,485	9,009	-3.41%	803	16:30				
125	OLD 441/ALFRED ST	0.12 MI E OF C.R. 19A/DORA AV	26	19	26	11,581	11,352	12,721	11,267	9,580	-4.63%	858	16:30				
126	ESTES RD	0.035 MI N OF S.R. 44	8	19	27	2,429	2,820	2,808	2,539	2,597	1.69%	253	14:30				
127	C.R. 439	0.08 MI N OF S.R. 44	10	19	27	3,226	3,371	3,391	3,304	3,071	-1.22%	279	16:00				
128	C.R. 445A	0.11 MI W OF ASTOR PARK CUTOFF RD	37	15	27	1,512	1,679	1,915	2,067	1,520	0.13%	141	16:15				
129	WOLF BRANCH RD	0.12 MI E OF U.S. 441	29	19	27	8,383	7,166	8,259	8,320	7,849	-1.63%	706	16:45				
130	ROUND LAKE RD	0.17 MI S OF S.R. 46	35	19	27	2,366	2,771	2,918	3,031	2,893	4.93%	320	16:45				
131	S.R. 46	0.17 MI E OF C.R. 46A	25	19	28	18,283	18,975	19,857	18,880	16,335	-2.78%	1595	17:00				
132	C.R. 33	0.34 MI W OF U.S. 27	11	20	24	8,486	8,574	8,423	8,017	8,151	-1.00%	655	15:45				
133	C.R. 33	0.28 MI S OF C.R. 470/C.R. 48	15	20	24	7,408	8,969	7,573	8,131	7,623	0.72%	599	16:15				
134	C.R. 448	AT ORANGE CO LINE	13	20	26	5,069	5,406	5,726	5,289	4,805	-1.33%	470	16:30				
135	C.R. 478	0.08 MI E OF S.R. 19	7	22	25	833	913	1,103	1,102	712	-3.85%	83	15:45				
136	C.R. 565A	0.2 MI N OF S.R. 50	20	22	25	4,675	5,096	5,585	5,151	4,810	0.71%	475	13:00				
137	C.R. 565A	0.27 MI S OF S.R. 50	20	22	25	1,919	1,850	1,821	1,901	1,721	-2.68%	152	17:15				
138	C.R. 565B	0.10 MI E OF C.R. 565A	3	23	25	1,580	1,730	1,780	1,713	1,733	2.34%	164	16:15				
139	C.R. 561	0.11 MI E OF S.R. 33	8	24	25	1,528	1,377	1,154	1,293	1,255	-4.79%	126	16:45				
140	S.R. 33	AT POLK CO LINE	28	24	25	5,184	5,771	3,865	5,669	3,919	-6.76%	275	17:30				
141	U.S. 27/S.R. 25	0.56 MI N OF POLK CO LINE	35	24	26	41,126	45,243	U.C.	38,783	31,228	-6.65%	2096	15:15				
142	U.S. 27/S.R. 25	0.53 MI E OF C.R. 565	20	21	25	24,049	22,331	22,529	21,509	19,596	-4.99%	1560	16:45				
143	JALARMY RD	0.29 MI N OF C.R. 561	12	22	25	1,579	1,693	1,980	2,073	2,088	7.24%	187	17:00				
144	LOG HOUSE RD	0.05 MI E OF C.R. 561	11	23	25	2,706	2,577	2,465	2,439	2,612	-0.89%	257	13:45				
145	LAKE LOUISA RD	0.20 MI S OF HAMMOCK RIDGE RD	6	23	26	3,694	3,555	3,304	2,777	2,896	-5.90%	252	16:30				
146	HARTWOOD MARSH RD	0.15 MI E OF U.S. 27/S.R. 25	9	23	26	11,067	11,535	11,442	10,704	10,755	-0.76%	949	17:00				
147	ROYAL TRAILS RD	0.11 MI N OF S.R. 44	18	18	29	1,329	1,592	1,606	1,418	1,269	-1.16%	128	17:15				
148	WOLF BRANCH RD	0.075 MI W OF C.R. 437	19	19	28	4,089	3,874	3,832	3,549	3,319	-5.09%	342	17:00				
149	LANE PARK CUTOFF	0.045 MI E OF S.R. 19	6	20	26	1,643	1,465	1,640	1,484	1,443	-3.19%	218	15:30				
150	HARTWOOD MARSH RD	1.09 MI W OF ORANGE CO LINE	2	23	26	7,492	7,416	7,996	8,246	8,653	3.67%	814	17:00				

Transportation Element
Data Inventory Analysis

MAP STA #	ROAD NAME	LOCATION	S	E	T	W	R	N	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2009	BEGIN P.M. PEAK HOUR 2009
									2005	2006	2007	2008	2009			
151	LK LOUISA RD	0.17 MI W OF U.S. 27	16	23	26	5,418	5,566	5,442	4,353	3,918	-7.79%	365	17:00			
152	MAIN ST	0.05 MI E OF S.R. 44 (TO U.S. 441)	25	19	24	8,710	**	4,568	5,310	4,055	-17.40%	363	17:00			
153	C.R. 48	0.12 MI W OF U.S. 27	14	20	24	7,449	9,369	7,106	7,402	7,197	-0.86%	560	12:00			
154	CLARK ALFRED ST	0.08 MI W OF S.R. 19	23	29	26	4,315	4,315	4,315	4,315	4,315	0.00%	353	17:00			
155	C.R. 474	0.04 MI W OF U.S. 27/S.R. 25	27	24	26	4,355	4,964	2,880	3,419	3,066	-8.40%	202	13:00			
156	DAVID WALKER DR	0.05 MI N OF U.S. 441/S.R. 500	22	19	26	5,632	6,166	6,804	5,610	5,243	-1.78%	496	13:45			
157	DAVID WALKER DR	0.05 MI W OF KURT ST (EUSTIS)	15	19	26	5,568	5,756	5,893	5,121	4,804	-3.63%	413	13:45			
158	C.R. 50	0.08 MI W OF C.R. 465	23	22	26	4,968	5,193	5,215	5,107	4,707	-1.34%	595	17:15			
159	C.R. 25 (TEAGUE TL)	0.21 MI S OF GRIFFIN AV	8	18	24	6,843	7,516	6,237	7,037	6,390	-1.70%	573	15:00			
160	ROLLING ACRES RD	0.10 MI S OF U.S. 27/U.S. 441	8	18	24	7,779	13,458	11,050	11,474	10,930	8.87%	1100	14:45			
161	C.R. 44C (GRIFFIN RD)	0.061 MI E OF C.R. 468	16	19	24	5,702	6,163	5,878	5,415	4,997	-3.24%	415	16:45			
162	C.R. 455	0.12 MI E OF S.R. 19	11	21	25	2,815	3,002	2,456	2,573	2,374	-4.17%	193	16:15			
163	HOOKS ST	0.06 MI W OF U.S. 27	30	22	26	7,512	7,251	7,550	5,213	5,097	-9.24%	432	17:45			
164	WAYCROSS AV	0.126 MI W OF S.R. 44	18	19	27	4,254	4,705	4,734	4,959	4,542	1.65%	429	17:15			
165	HANCOCK RD	0.228 MI S OF S.R. 50	27	22	26	15,596	14,250	16,726	12,311	12,449	-5.48%	1048	17:00			
166	ROLLING ACRES RD	0.17 MI N OF C.R. 466	17	18	24	6,145	10,848	10,317	11,254	9,531	11.60%	935	12:00			
167	C.R. 466B	0.20 MI S OF EMMAUS RD	2	19	24	4,395	4,808	4,205	3,817	3,800	-3.57%	330	17:00			
168	DAVID WALKER DR	0.20 MI S OF U.S. 441	22	19	26	6,292	7,146	6,884	6,692	6,082	-0.85%	526	14:15			
169	CITRUS TOWER BV	0.14 MI N OF S.R. 50	28	22	26	11,313	10,120	U.C.	13,604	11,937	1.35%	931	14:30			
170	JOHNS LAKE RD	0.34 MI E OF U.S. 27	32	22	26	4,286	9,921	4,819	5,210	4,983	3.84%	467	17:15			
171	C.R. 466A	0.10 MI W OF U.S. 27/U.S. 441	4	19	24	3,574	3,824	3,544	4,404	4,816	7.75%	400	15:15			
172	C.R. 44A (GRIFFIN RD)	0.165 MI W OF U.S. 27 (14th ST)	22	19	24	10,473	10,343	9,431	9,219	8,436	-5.26%	723	14:45			
173	C.R. 473	0.083 MI S OF C.R. 44	2	19	25	6,129	6,061	6,480	5,274	5,615	-2.16%	501	16:30			
174	RADIO RD	0.084 MI S OF C.R. 44	3	19	25	4,461	4,080	3,824	3,490	3,217	-7.84%	300	16:30			
175	SLEEPY HOLLOW RD	0.064 MI S OF U.S. 441	20	19	25	1,713	**	1,302	2,048	2,380	8.57%	212	16:45			
176	C.R. 561	0.08 MI S OF S.R. 50	24	22	25	6,061	6,105	5,548	5,048	5,172	-3.89%	475	17:00			
177	LAKESHORE DR (CLERMONT)	0.122 MI N OF LOG HOUSE RD/ OSWALT RD	12	23	25	8,738	8,785	8,138	8,111	8,014	-2.14%	720	17:15			
178	CITRUS TOWER BV	0.113 MI E OF U.S. 27	19	22	26	11,017	11,549	12,716	10,679	9,670	-3.21%	804	15:30			
179	N HANCOCK RD	0.102 MI N OF S.R. 50	27	22	26	12,907	13,932	14,344	13,722	13,060	0.30%	1162	17:30			
180	HANCOCK RD	0.113 MI N OF HARTWOOD MARSH RD	10	23	26	6,857	6,880	6,746	6,267	6,441	-1.55%	550	17:15			
181	C.R. 437	0.105 MI S OF C.R. 44A	31	18	28	4,778	4,855	5,332	4,347	4,162	-3.40%	416	17:00			
182	C.R. 435	0.091 MI S OF S.R. 46	29	19	28	7,295	7,594	7,474	6,918	5,990	-4.81%	621	17:15			
183	C.R. 448	0.155 MI W OF C.R. 561	7	20	26	3,608	3,219	3,189	3,031	2,599	-7.00%	217	14:45			
184	HUFFSTETLER DR	0.065 MI E OF DAVID WALKER DR	22	19	26	714	957	1,250	1,026	734	0.69%	85	12:00			
185	HOOKS ST	0.7 MI W OF HANCOCK RD	28	22	26	2,890	4,031	2,987	5,468	5,146	15.52%	448	14:30			
186	LAKE ELLA RD	0.169 MI W OF U.S. 27/U.S. 441	28	18	24	2,162	2,057	2,023	1,775	1,963	-2.38%	185	16:00			
187	LAKE ELLA RD	0.20 MI W OF MICRO RACETRACK RD	31	18	24	1,077	1,419	1,502	987	926	-3.70%	99	15:15			
188	MICRO RACETRACK RD	0.098 MI N OF C.R. 466A	6	19	24	1,798	2,021	2,213	2,347	2,260	5.89%	223	16:15			
189	C.R. 25A	0.103 MI N OF C.R. 25A/URICK ST	9	19	24	5,354	5,667	6,285	4,874	4,400	-4.79%	412	15:45			
190	THOMAS AV	0.081 MI N OF C.R. 44A/C.R. 44C	15	19	24	8,569	8,340	7,625	7,145	6,681	-6.03%	580	16:15			
191	C.R. 455	0.14 MI E OF C.R. 561	17	21	26	1,685	1,659	1,680	1,675	1,343	-5.51%	136	16:15			
192	VISTA DEL LAGO BV	0.13 MI W OF U.S. 27	9	23	26	1,359	1,192	1,064	1,270	1,424	1.17%	121	17:00			
193	WILSON LAKE PARKWAY	0.02 MI S OF U.S. 27	26	21	25	363	839	323	344	481	7.30%	42	17:15			
194	ORANGE AV	0.161 MI E OF S.R. 19 (EUSTIS)	11	19	26	12,430	13,432	14,562	11,662	11,438	-2.06%	980	17:00			
195	CITRUS GROVE ROAD	0.14 MI E OF U.S. 27	6	22	26	464	455	607	535	570	5.27%	62	18:45			
196	BLACKSTILL LAKE RD	0.16 MI N OF C.R. 50	16	22	26	2,617	2,828	3,184	2,659	2,549	-0.65%	237	14:45			
197	CITRUS TOWER BV	0.10 MI N OF JOHNS LAKE RD	32	22	26	1,730	2,894	4,909	11,711	11,949	62.12%	946	17:15			
198	ORANGE AV	720 FT E OF C.R. 44 (BYPASS)	7	19	27	11,633	13,037	14,474	11,892	11,207	-0.93%	1001	16:45			
199	LAKE MACK DR	0.04 MI S OF C.R. 42	17	17	29	*	1,851	1,806	1,690	1,476	-7.43%	137	16:30			
200	GRIFFIN AV	0.085 MI W OF C.R. 25	8	18	24	*	8,495	7,827	8,471	7,871	-3.34%	689	14:45			

Lake County
Planning Horizon 2030

MAP STA #	ROAD NAME	LOCATION	S	E	T	W	R	N	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2009	BEGIN P.M. PEAK HOUR 2009
									2005	2006	2007	2008	2009			
201	ROLLING ACRES RD	0.053 MI N OF LAKE ELLA RD	30	18	24	*			1,513	1,564	1,928	1,826	6.46%	175	17:00	
202	LAKE DR	0.08 MI S OF S.R. 44 (PINE LAKES)	8	18	29	*			653	672	740	761	5.25%	65	16:00	
203	ROUND LAKE RD	0.05 MI S OF WOLF BRANCH RD	26	19	27	*			2,096	2,065	2,318	2,143	0.74%	279	14:30	
204	C.R. 470	0.536 MI E OF TURNPIKE OVERPASS	17	20	24	*			4,707	5,368	5,248	6,450	11.07%	665	17:00	
205	SHIRLEY SHORES RD	0.15 MI N OF C.R. 448	15	20	26	*			2,363	2,443	2,130	2,127	-3.45%	208	17:15	
206	C.R. 565 (VILLA CITY RD)	0.134 MI N OF S.R. 50	24	22	24	*			1,916	2,090	1,805	1,868	-0.85%	180	18:00	
207	C.R. 561	0.10 MI N OF C.R. 565A	14	22	25	*			5,076	5,104	4,271	3,878	-8.59%	350	17:00	
208	TURKEY FARM RD	0.040 MI N OF C.R. 50	17	22	26	*			977	1,059	1,676	1,941	25.73%	230	14:45	
209	N HANCOCK RD	0.106 MI S OF C.R. 50	16	22	26	*			9,485	10,066	8,258	7,362	-8.10%	668	17:30	
210	OSWALT RD	0.126 MI E OF LAKESHORE DR (CLERMONT)	12	23	25	*			3,803	3,691	3,402	3,394	-3.73%	322	17:30	
211	SHAY BV	0.158 MI N OF GRIFFIN AV	7	18	24	*			**	2,356	2,559	2,352	-0.08%	220	12:15	
212	W McCLENDON ST	0.024 MI W OF U.S. 27/U.S. 441	20	18	24	*			**	434	316	264	-21.93%	27	14:15	
213	W LADY LAKE BV	0.029 MI W OF U.S. 27/U.S. 441	20	18	24	*			**	910	793	970	3.21%	101	13:15	
214	LADY LAKE BV	0.045 MI E OF U.S. 27/U.S. 441	21	18	24	*			**	524	522	507	-1.60%	49	12:00	
215	GRAYS AIRPORT RD	0.10 MI N OF EAGLESNEST RD	27	18	24	*			**	1,940	1,556	1,546	-10.73%	156	17:00	
216	SOUTH GRAYS AIRPORT RD	0.048 MI E OF U.S. 27/U.S. 441	34	18	24	*			**	1192	1118	1169	-0.94%	123	16:45	
217	ARLINGTON AV	0.097 MI S OF W LADY LAKE BV	20	18	24	*			**	1371	1203	1195	-6.68%	103	16:45	
218	SOUTH FISH CAMP RD	0.097 MI N OF C.R. 44	32	18	26	*			**	1102	1139	1249	6.47%	110	16:45	
219	ROSE ST	0.3 MI E OF OAK ST	13	18	26	*			**	967	975	911	-2.95%	93	17:00	
220	C.R. 44A (NORTH)	0.2 MI N OF C.R. 450A	20	18	27	*			**	1400	1369	1300	-3.64%	137	16:45	
221	C.R. 44A (EAST)	0.6 MI E OF C.R. 439	34	18	27	*			**	5267	4630	4117	-11.59%	421	15:45	
222	THOMAS AV	0.102 MI S OF C.R. 44A/C.R. 44C	22	19	24	*			**	7735	6749	6255	-10.08%	572	16:15	
223	LONE OAK DR	0.15 MI S OF W MAIN ST	27	19	24	*			**	3094	3081	2870	-3.68%	273	14:15	
224	GRIFFIN RD	0.123 MI E OF U.S. 27/U.S. 441	14	19	24	*			**	2435	2456	2317	-2.46%	241	13:30	
225	LEE ST	0.155 MI N OF U.S. 441	23	19	24	*			**	2663	2976	2296	-7.15%	236	15:15	
226	LEE ST	0.115 MI S OF U.S. 441	23	19	24	*			**	3108	2853	2576	-8.95%	238	16:15	
227	CANAL ST	0.026 MI N OF MAIN ST	26	19	24	*			**	3776	4245	4142	4.73%	362	12:15	
228	CANAL ST	0.035 MI S OF MAIN ST	26	19	24	*			**	3371	3388	3229	-2.12%	307	12:00	
229	LAKE ST	0.064 MI N OF MAIN ST	25	19	24	*			**	2831	2878	2819	-0.22%	232	13:45	
230	LAKE ST	0.098 MI S OF MAIN ST	25	19	24	*			**	3330	3451	3304	-0.39%	271	13:15	
231	MAIN ST	0.051 MI E OF CANAL ST	25	19	24	*			**	5649	5357	5196	-4.09%	473	14:45	
232	MAIN ST	0.09 MI E OF LAKE ST	25	19	24	*			**	4763	5333	4850	0.91%	417	15:15	
233	SUNNYSIDE DR	0.106 MI S OF SUNNYSIDE DR (EAST)	30	19	25	*			**	1638	1545	1421	-8.67%	138	16:45	
234	DEAD RIVER RD	0.2 MI W OF S.R. 19	31	19	26	*			**	6095	5939	5463	-5.32%	475	17:00	
235	WOODLEA RD	0.1 MI W OF S.R. 19	31	19	26	*			**	1996	2530	2685	15.98%	252	16:15	
236	WELLS AV	0.12 MI E OF S.R. 19	32	19	26	*			**	1966	1877	1592	-10.01%	140	16:45	
237	MAIN ST	0.04 MI W OF SINCLAIR AV	29	19	26	*			**	2810	9159	6932	57.06%	640	16:45	
238	MAIN ST	0.3 MI E OF DISSTON AV	28	19	26	*			**	1801	2062	1922	3.30%	190	12:30	
239	C.R. 452 (LAKESHORE DR)	0.06 MI W OF COLLEY DR. (EAST)	34	19	26	*			**	1641	1539	1361	-8.94%	153	17:00	
240	ST CLAIR ABRAMS AV	0.06 MI N OF ALFRED ST	29	19	26	*			**	3994	3569	3360	-8.28%	355	13:30	
241	DORA AV	.01 MI S OF ALFRED ST	28	19	26	*			**	1121	956	999	-5.58%	116	0:00	
242	LAKE EUSTIS DR	0.1 MI N OF U.S. 441	21	19	26	*			**	6190	6004	5384	-6.74%	513	16:15	
243	S. MT HOMER RD	0.05 MI S OF U.S. 441	21	19	26	*			**	522	260	170	-42.95%	16	12:00	
244	MT HOMER RD	0.14 MI N OF U.S. 441	22	19	26	*			**	1114	919	1384	11.50%	134	15:30	
245	MT HOMER RD	0.1 MI W OF KURT ST	15	19	26	*			**	4253	4416	3915	-4.06%	380	14:45	
246	FAIRVIEW AV	0.1 MI S OF ALFRED ST	27	19	26	*			**	722	604	612	-7.94%	59	14:00	
247	KURT ST	0.06 MI S OF HUFFSTETTLER DR	23	19	26	*			**	5152	4485	4507	-6.46%	434	13:30	
248	KURT ST	0.1 MI S OF W GOLFLINKS AV	14	19	26	*			**	4464	4035	3979	-5.59%	356	13:30	
249	KURT ST	0.1 MI N OF W GOLFLINKS AV	14	19	26	*			**	9385	8525	7601	-10.01%	638	16:30	
250	LAKEVIEW AV	0.2 MI W OF S.R. 19	14	19	26	*			**	9126	7734	7813	-7.47%	668	14:00	

Transportation Element
Data Inventory Analysis

MAP STA #	ROAD NAME	LOCATION	S	E	T	R	N	ANNUAL ADJUSTED DAILY TRAFFIC (AADT)					5-YEAR ANNUAL AVERAGE GROWTH RATE PERCENT	ADJUSTED P.M. PEAK HOUR VOL. 2009	BEGIN P.M. PEAK HOUR 2009
								2005	2006	2007	2008	2009			
251	W GOLFLINKS AV	0.1 MI E OF KURT ST	14	19	26	*	**	1395	1309	890	-20.13%	86	18:00		
252	ARDICE AV	0.05 MI E OF KURT ST	23	19	26	*	**	6364	5909	5113	-10.37%	487	15:00		
253	BAY RD	0.1 MI S OF OLD 441	26	19	26	*	**	1839	1721	1529	-8.81%	162	16:30		
254	BAY RD	0.1 MI N OF OLD 441	26	19	26	*	**	3187	2913	2717	-7.66%	228	15:00		
255	GROVE ST	0.02 MI N OF OLD MT DORA RD	14	19	26	*	**	4734	3808	3850	-9.82%	370	16:30		
256	GROVE ST	0.1 MI N OF GOLFLINKS AV	14	19	26	*	**	3390	3410	2867	-8.04%	270	14:30		
257	GROVE ST	0.1 MI N OF LAKEVIEW AV	14	19	26	*	**	1360	1379	1144	-8.27%	112	14:30		
258	C.R. 19A	0.2 MI S OF HOLLY DR	26	19	26	*	**	9135	8373	7182	-11.33%	656	14:30		
259	LAKEVIEW AV	.12 MI E OF S.R. 19	14	19	26	*	**	7025	5557	4538	-19.62%	430	16:30		
260	EUDORA RD	0.2 MI N OF U.S. 441	24	19	26	*	**	3749	3741	3359	-5.34%	306	12:30		
261	PRESCOTT ST	0.12 MI N OF E ORANGE AV	11	19	26	*	**	685	469	456	-18.42%	54	16:15		
262	BATES AV	0.07 MI E OF C.R. 44	2	19	26	*	**	1206	1205	1322	4.72%	195	14:30		
263	BATES AV	0.1 MI E OF PRESCOTT ST	1	19	26	*	**	1617	1385	1283	-10.93%	141	16:15		
264	HASELTON ST	0.17 MI S OF E ORANGE AV	12	19	26	*	**	2126	1864	1850	-6.73%	170	16:45		
265	WASHINGTON AV	0.1 MI E OF HASELTON ST	12	19	26	*	**	2553	2527	2496	-1.13%	239	14:30		
266	LAKEVIEW AV	.01 MI W OF HASELTON ST	13	19	26	*	**	3567	3410	3136	-6.24%	309	16:30		
267	LAKESHORE DR	0.06 MI N OF OLD 441	30	19	27	*	**	896	2738	642	-15.32%	80	16:30		
268	OLD 441	0.09 MI E OF LAKESHORE DR	30	19	27	*	**	11885	9719	8989	-13.03%	765	16:30		
269	HIGHLAND ST	0.04 MI N OF 5th AV	29	19	27	*	**	2631	2359	2165	-9.28%	213	14:30		
270	LIMIT AV	.01 MI W OF U.S. 441	20	19	27	*	**	2539	2221	1912	-13.23%	182	16:30		
271	C.R. 448A	0.2 MI S OF C.R. 48	25	20	26	*	**	243	231	239	-0.78%	29	14:30		
272	C.R. 448A	0.2 MI N OF C.R. 48	24	20	26	*	**	5430	4138	3616	-18.40%	367	16:30		
273	TUSCANOOGA RD	.09 MI N OF S.R. 50	15	22	24	*	**	2375	2376	1807	-12.77%	172	17:00		
274	MASCOTTE EMPIRE RD	.32 MI S OF S.R. 50	14	22	24	*	**	513	642	586	6.89%	60	16:45		
275	C.R. 50/SUNSET AV	0.03 MI N OF S.R. 50	14	22	24	*	**	1013	1440	931	-4.16%	97	17:00		
276	PALMETTO DR	0.043 MI W OF C.R. 33	14	22	24	*	**	407	464	543	15.61%	51	16:00		
277	UNDERPASS RD	0.036 MI E OF C.R. 33	14	22	24	*	**	839	806	791	-2.91%	68	17:00		
278	EAST AV	0.1 MI N OF S.R. 50	19	22	26	*	**	5703	5517	4964	-6.71%	472	14:45		
279	MAIN ST	0.1 MI N OF WASHINGTON ST	18	22	26	*	**	1341	1587	1746	14.12%	146	16:15		
280	CITRUS TOWER BV	0.1 MI S OF S.R. 50	28	22	26	*	**	10309	9700	8700	-5.91%	821	16:00		
281	HOOKS ST	0.12 W. OF CITRUS TOWER BV	29	22	26	*	**	1257	2176	1746	73.15%	270	13:45		
282	EXCALIBUR RD	0.08 MI S OF HOOKS ST	28	22	26	*	**	1644	3891	136.73%	490	14:30			
283	CITRUS TOWER BV	0.18 E. OF US 27	5	23	26	*	**	7970	10621	133.27%	961	17:00			
284	HAMMOCK RIDGE RD	0.21 W. OF US 27	5	23	26	*	**	6848	8864	29.43%	720	17:15			
285	LAKESHORE DR (CLERMONT)	0.14 E. OF HAMMOCK RIDGE ROAD	6	23	26	*	**	6115	5559	-9.10%	513	17:30			
286	FOSGATE RD	0.19 MI W OF GRASSY LAKE RD	8	22	26	*	**	1038	1038	???	155	14:45			

- NOTES: 1 * - Data not available in 2005
2 ** - Data not available in 2006
3 *** - Data not available in 2007
4 **** - Data not available in 2008
5 ***** - Data not available in 2009
6 ??? - N/A due to lack of previous years data
7 U/C Denotes station under construction during data collection period.
8 5 -Year Annual Average Percentage Growth Rate is computed as follows:

$$5\text{-Year Annual Average Percentage Growth Rate} = (1 + \frac{2009 \text{ AADT} - 2005 \text{ AADT}}{2005 \text{ AADT}})^{(1/4)} - 1$$

9 Stations Deleted from the program:

82
65
154

APPENDIX D

2010 TO 2015 COSTS AND 2016 TO 2025 COSTS

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

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

Phase 1: (2010-2015)					
	Project Name	Base Road Type	Future Road Type	Total Cost	
SIS	SR 91 (SULLIVAN RD -to- ORANGE CO. LINE)	4F	6F	\$50,345,139	
	SR 44 (CR 44 -to- CR 44B)	2U	4D	\$4,300,051	
	SR 50 (SR 25 (US 27) -to- HANCOCK RD)	4D	6D	\$8,900,295	
	SR 500 (US 441) (CR 44A -to- SR 44)	4D	6D	\$9,070,034	
County	CITRUS TOWER BLVD (SR 25 (US 27) -to- MOHAWK RD)	2D	4D	\$1,380,047	
	CR 33 (CR 48 -to- CR 470)	2U	4D	\$1,405,806	
	CR 44 (SR 500 (US 441) -to- CR 452)	2U	4D	\$27,178,415	
	CR 44 (CR 44A (LEG) -to- CR 44A (LEG))	2U	4D	\$10,770,068	
	CR 460 (CR 468 -to- US 27/US 441)	00/2U	4D	\$3,819,912	
	CR 466A (SUMTER CO. LINE -to- US 27/US 441)	2U	4D	\$34,572,474	
	CR 468 (SR 44 -to- CR 460)	2U	4D	\$3,799,155	
	CR 470 (SR 91 -to- SR 25 (US 27))	2U	4D	\$10,442,618	
	CR 561 (SR 25 (US 27) -to- CR 561A)	2U	4D	\$1,307,727	
	CRITTEDEN RD (SR 50 -to- SR 33)	00	2U	\$525,776	
	HANCOCK RD (LAKE LOUISA RD -to- SR 50)	2U	4D	\$10,183,666	
	HARTLE RD (HARTWOOD MARSH RD -to- SR 50)	2U	4D	\$6,328,465	
	HOOKS ST (HANCOCK RD -to- HARTLE RD)	00	4D	\$3,985,454	
	LAKE LOUISA RD (HANCOCK RD -to- SR 25 (US 27))	2U	4D	\$1,820,958	
	N. GRASSY LAKE RD (SR 25 (US 27) -to- TURKEY FARMS RD)	00	4D	\$2,928,894	
	SHELL POND RD (SR 25 (US 27) -to- ORANGE CO. LINE)	00	4D	\$10,733,743	
	TURKEY FARMS RD (CR 50 -to- SULLIVAN RD)	00	4D	\$7,470,651	
	Totals	State SIS (State Intra-State Highway System)			\$50,345,139
		Other State Roads			\$22,270,380
		County Roads			\$138,653,829
Grand Total for Phase 1 Costing			\$211,269,348		

Phase 2 - (2016-2025)				
	Project Name	Base Road Type	Future Road Type	Total Costs
SIS	SR 25 (US 27) (CR 561A -to- O'BRIEN RD)	4D	6D	\$78,750,807
	SR 46 BYPASS (SR 46 -to- ORANGE COUNTY LINE)	00	4F	\$27,442,277
	WEKIVA PKWY (ORANGE COUNTY LINE -to- SEMINOLE COUNTY LIN)	00	4F	\$45,100,800
State	SR 19 (SR 25 (US 27) -to- O)	2U	4D	\$47,510,597
	SR 19 (CR 561 -to- CR 441 (OLD))	4D	6D	\$11,870,579
	SR 19 / CR 561 CONNECTOR (CR 455 -to- CR 455)	00	2U	\$10,866,557
	SR 25 (US 27) (CR 25A (S) -to- MAIN ST)	4D/4U	6D	\$18,879,314
	SR 50 (CR 561 -to- SR 25 (US 27))	4D	6D	\$8,721,827
	SR 500 (US 441) (CR 44B -to- WOLF BRANCH RD)	4D	6D	\$13,139,851
	US 27/US 441 (WEST BOONE CT -to- POLK COUNTY)	4D	6D	\$4,263,353
	CR 439 (SR 44 -to- CR 44A)	2U	4D	\$4,149,958
	CR 448 (CR 561 -to- ORANGE COUNTY LN)	2U	4D	\$14,209,080
	CR 44A (ESTES RD -to- CR 439)	2U	4D	\$6,210,667
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- FOSGATE RD)	2U	4D	\$8,342,028
	EICHELBERGER (SR 19 -to- CR 561)	2U	4D	\$3,049,288
	FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W))	00	4D	\$9,472,721
	GRASSY LAKE RD (TURKEY FARMS RD -to- SULLIVAN RD)	2U	4D	\$1,331,079
	HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD)	00	4D	\$12,118,273
	JOHNS LAKE RD (HANCOCK RD -to- HARTLE RD)	00	2U	\$1,763,681
	KURT ST (SR 500 (US 441) -to- GOLF LINKS)	2U	2D	\$890,020
	LAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD)	2U	4D	\$5,736,875
	LAKESHORE DR (CRESCENT LN -to- LAKE LOUISA RD)	2U	2D	\$2,118,070
	LEMON ST (US 27/US 441 -to- LAKE GRIFFIN RD)	2U	4D	\$422,935
	N. FRONTAGE RD (START -to- CR 50)	00	2U	\$2,611,135
	RADIO RD (TREADWAY SCHOOL RD -to- CR 44)	2U	4D	\$4,710,931
	RANCH RD (WOLF BRANCH RD -to- SR 44)	00	4D	\$7,024,364
	NORTH-SOUTH CORRIDOR (SR 91 -to- US 27/US 441)	00/2U	4D	\$39,922,508
	ROUND LAKE RD (ORANGE CO. LINE -to- WOLF BRANCH RD)	2U	4D	\$5,549,539
	SULLIVAN RD (GRASSY LAKE RD -to- TURKEY FARMS RD)	00	2U	\$1,483,907
	TURNPIKE INTERCHANGE RD (TURKEY FARM RD -to- FOSGATE 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
	Grand Total for Phase 2 Costing			\$499,672,842

APPENDIX E

**DATA AND ANALYSIS TO BRIDGE THE GAP BETWEEN THE 2025 LONG-RANGE TRANSPORTATION PLAN
AND THE 2030 PLANNING HORIZON**

Source: Lake-Sumter Metropolitan Planning Organization (LSMPO)

Transportation Element: Data Inventory & Analysis

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

EXISTING CONDITION ANALYSIS

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

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

The remaining seven segments will require the use of FDOT 2009 ARTPLAN software and will

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

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

BACKGROUND GROWTH RATE

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

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

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

FUTURE YEAR SHORT-TERM ANALYSIS

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

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

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

STRATEGIES FOR SHORT-TERM DEFICIENCIES

County Roadways

Lake County maintains a network of roadways that consist of local roadways and collector roadways, with no arterials maintained by Lake County. Of the county roadways analyzed through HIGHPLAN, CR 44 had the only segment that indicated a LOS deficiency in the short term. The segment from Apiary Road in Eustis to CR 473 in the Leesburg area is the middle segment of a corridor that is a parallel option to the US 441 corridor. It is the only northern parallel alternative, and it is separated from the US 441 corridor to the north by Lake Eustis. Lake County had initially scheduled the roadway for capacity improvements to expand from two lanes to four lanes. This past year, due to financial constraints, Lake County initiated an interim capacity project to expand capacity by adding expanded shoulders and by adding turn lanes for more efficient flow. This corridor is an example of the approach Lake County will take in lieu of massive widening projects when appropriate. The CR 44 corridor, along with others undergoing similar improvements, will be analyzed to determine the new capacity generated by the interim improvements. It is projected that interim capacity projects will suffice and address LOS needs until outer years of the planning horizon.

FUTURE YEAR LONG-TERM ANALYSIS

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

FUTURE YEAR LONG-TERM ANALYSIS (COUNTY ROADS)

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

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

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

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

LONG-TERM STRATEGIES (COUNTY ROADS)

Lake County, in conjunction with the Lake-Sumter MPO, has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes. This has been done in order to sustainably plan for the county by protecting the social, environmental and economic integrity of communities along these corridors. Most county roads are constrained to four lanes, with some

limited to two lanes of through travel. That is the case with CR 452, CR 44A, CR 500A/Old 441, and Orange Avenue. In addition, Donnelly Street, while not a constrained roadway, may not be widened due to ROW restrictions. For these roadways, a strong focus in mobility policies would be required. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand. Some capacity projects will still be required by the 2030 Horizon year, including the widening of Rolling Acres Road, Lakeshore Drive, CR 44C (Eudora Rd), and CR 50.

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

FUTURE YEAR LONG-TERM ANALYSIS (STATE ROADS)

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

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

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

Transportation Element
Data Inventory Analysis

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

LONG-TERM STRATEGIES (STATE ROADS)

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

SR 50

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

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

US 441

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

US 441/27

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

SR 46

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

Parkway is built and the county corridor would be constrained to a maximum of two through lanes. The Wekiva Parkway will provide more than adequate capacity in comparison to the two-lane SR 46.

SR 19

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

US 192

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

Transportation Element
Data Inventory Analysis

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
BRIDGE AVENUE	RUST STREET	SR 19	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUMNER COUNTY LINE	CR 33	2	R	COUNTY	COLLECTOR	C	8,320	N
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
BAY ROAD	BAY ROAD / CR 19A	OLD US 441 / CR 300A	2	U	COUNTY	COLLECTOR	D	10,725	N
BAY ROAD	OLD US 441 / CR 300A	CR 452 / LAKESHORE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
BLACKS HILL LAKE ROAD	POSGATE ROAD	CR 50	2	T	COUNTY	COLLECTOR	D	9,880	N
BRIDGES ROAD	CR 33	US 27	2	T	COUNTY	COLLECTOR	D	9,880	N
BRITT ROAD	SR 44	HORSE RANCH ROAD	2	T	CITY OF MT. DORA	COLLECTOR	D	9,880	N
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A (DORA AVENUE)	LAKE DORA DRIVE	C.R. 300A / OLD 441	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A (DORA AVENUE)	C.R. 300A / OLD 441	DAVID WALKER ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A (DORA AVENUE)	DAVID WALKER ROAD	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A	CR 44	SR 19	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A (BAY ROAD)	US 441	BAY ROAD	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 19A	BAY ROAD / CR 19A	CR 44C / CR 300A	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 25 / ALT 27	MARION COUNTY LINE	GRIFFIN AVENUE	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 25 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 25A (FRUIT PARK)	US 27 (NORTH)	CR 446A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 25A (FRUIT PARK)	CR 446A	US 27 (SOUTH)	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 25A (LEESBURG)	US 27 (NORTH)	US 27 (SOUTH)	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 33	US 27	CR 48 (NORTH)	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	2	U	COUNTY	UNINTERRUPTED	D	22,200	N
C.R. 33	CR 48 / LEESBURG HIGHWAY	BRIDGES ROAD	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 33	BRIDGES ROAD	PEBBLE ROCK ROAD	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 33	PEBBLE ROCK ROAD	SR 50	2	U	COUNTY	UNINTERRUPTED	D	22,200	N
C.R. 42	MARION COUNTY LINE	SR 19	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	SR 19	CR 450	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 42	CR 450	CR 439	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	CR 439	CENTRAL AVENUE	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	CENTRAL AVENUE	PALMETTO STREET	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	PALMETTO STREET	LAKE MACK DRIVE	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	LAKE MACK DRIVE	SR 44	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 435	SR 46	DUBSDREAD DRIVE	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 437	CR 44A	SR 44	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 437	SR 44	WOLF BRANCH ROAD	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 437	WOLF BRANCH ROAD	SR 46	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 437	SR 46	ORANGE COUNTY LINE	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 439	CR 42	CR 44A	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 439	CR 44A	SR 44	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 44	US 441	SILVER LAKE ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	SILVER LAKE ROAD	CR 475	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 44	CR 475	APLARY ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	APLARY ROAD	CR 452	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	CR 452	SR 19	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	SR 19	HICKS DITCH ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	HICKS DITCH ROAD	CR 44A	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 44 (DELAND ROAD)	CR 44A	SR 44	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44 LEG A	CR 44	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 445	SR 19	NF 352	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 445	NF 352	CR 445A	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 445A	SR 19	CR 445	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 445A	CR 445	SR 40	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 448	SR 19	CR 361	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 448	CR 361	LAKE INDUSTRIAL BOULEVARD	2	U	COUNTY	UNINTERRUPTED	D	22,200	N
C.R. 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 448A	CR 448	CR 48	2	R	COUNTY	COLLECTOR	C	8,320	N
C.R. 448A	CR 48	SOUTH TERMINI	2	R	COUNTY	COLLECTOR	C	8,320	N
C.R. 449 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 449 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
C.R. 44A (LAKESIDE AVENUE/ ROSE STREET)	SR 19	SKYLINE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 44A	SKYLINE DRIVE	CR 450A/CR44A	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 44A (ESTES ROAD)	CR 450A	DELAND ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 44A	DELAND ROAD	ESTES ROAD	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 44A	ESTES ROAD	CR 439	2	K	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 44A	CR 439	CR 437	2	K	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 44A	CR 457	SR 44	2	K	COUNTY	UNINTERRUPTED	C	14,200	N
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	4	U	COUNTY	MAJOR COLLECTOR	D	33,000	N
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	4	U	COUNTY	ARTERIAL I	D	34,865	N
C.R. 44C (EUDORA ROAD)	US 441	CR 500A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 450	MARION COUNTY LINE	BABB ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
C.R. 450	BABB ROAD	SR 19	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 450	SR 19	E UMATILLA BOULEVARD/ W 7TH STREET	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 450	E UMATILLA BOULEVARD/ W 7TH STREET	CR 43	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 450A	SR 19	CR 44A NORTH	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 451	MARION COUNTY LINE	FELKINS ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
C.R. 451	FELKINS ROAD	SANDY LANE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451	SANDY LANE	LAKE LANDING BOULEVARD	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 451	LAKE LANDING BOULEVARD	CR 44	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451 (EUSTIS)	CR 44 / CR 451	SR 19	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451 (ST CLAIR ABRAMS AVENUE)	US 441	CR 500A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451 (ST CLAIR ABRAMS AVENUE)	CR 500A	CR 452 / EAST MAIN STREET	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR 500A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 451 (LAKESHORE DRIVE)	OLD US 441 / CR 500A	11TH AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 455	SR 19	CR 561	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 455	CR 561	CR 561A	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 455	CR 561 A	RIDGEWOOD AVENUE	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 455	RIDGEWOOD AVENUE	CR 455/ CR 50	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 455	CR 455/ CR 50	SR 50	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 45 (SANFORD ROAD)	HIGHLAND STREET	US 441	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	4	T	COUNTY	ARTERIAL I	D	33,800	N
C.R. 466	ROLLING ACRES ROAD	US 27	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 466 / LAKE GRIFFIN ROAD	US 27/ US 441	GRAYS AIRPORT ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 466 / LAKE GRIFFIN ROAD	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 466A	SUMTER COUNTY LINE	CR 468 / ROSE AVENUE	2	T	COUNTY	ARTERIAL I	D	15,200	N
C.R. 466A	CR 468 / ROSE AVENUE	US 27	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 466A (PICCIOLA ROAD)	US 27	CR 468B	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 466A (PICCIOLA ROAD)	CR 468B	COUNTY ROAD TERMINI	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 466B	EAGLE NEST ROAD	CR 466A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 468	CR 466A	PINE RIDGE DAIRY ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 468	GRIFFIN ROAD	SR 44	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 46A	SR 44	SR 46	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 470	SUMTER COUNTY LINE	BAY AVENUE	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 470	BAY AVENUE	CR 33	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	4	U	COUNTY	COLLECTOR	D	13,855	N
C.R. 474	SR 33	GREEN SWAMP ROAD	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 474	GREEN SWAMP ROAD	US 27	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 478	SR 19	JAMARLY ROAD	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 48	SUMTER COUNTY LINE	CR 33	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 48	CR 33	US 27	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 48	US 27	LIME AVENUE	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 48	LIME AVENUE	SR 19	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 48	CR 561	RANCH ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 48	RANCH ROAD	CR 448A	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 50 (SUNSET AVENUE)	CR 33	SR 50	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N

Transportation Element
Data Inventory Analysis

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
C.R. 50	US 27	TURKEY FARM ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 50	TURKEY FARM ROAD	CR 455	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 50	CR 455	ORANGE COUNTY LINE	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 300A/OLD 441	SR 19	DORA AVENUE	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 300A/OLD 441	DORA AVENUE	BAY ROAD	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 300A/OLD 441	BAY ROAD	CR 44C / BUDDORA AVENUE	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 300A/OLD 441	CR 44C / BUDDORA DRIVE	LAKESHORE DRIVE	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 300A/OLD 441	LAKESHORE DRIVE	5TH AVENUE	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 300A/OLD 441	SR 46	ORANGE COUNTY LINE	2	U	COUNTY	ARTERIAL I	D	16,500	N
C.R. 581	SR 19	CR 448	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 581	CR 448	CR 48	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 581	CR 48	CR 455	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 581	CR 455	HOWEY CROSS ROAD	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 581	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 581A	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 581 / CR 581A	TURNPIKE ROAD / CR 581A	US 27	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 581	US 27	EAST AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 581	EAST AVENUE	W MINNEOLA AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 581	CR 581A	SR 50	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 581	SR 50	LOG HOUSE ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 581	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 581A	FLORIDA BOYS RANCH ROAD	SR 33	2	R	COUNTY	MAJOR COLLECTOR	C	8,820	N
C.R. 581A	TURNPIKE ROAD / CR 581	CR 455	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 581A	CR 581	CR 565A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 581A	CR 565A	JALARMY ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 581A	JALARMY ROAD	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 585	US 27	KWELLSTROM LANE	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 585 (VILLA CITY ROAD)	KWELLSTROM LANE	SR 50	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 585	SR 50	SLOANS RIDGE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 585	SLOANS RIDGE	LAKE ERIE ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
C.R. 585A	SR 50	CR 561A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 585A	SR 50	CR 565B	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 585B	SR 33	CR 561	2	R	COUNTY	COLLECTOR	C	8,820	N
CANAL STREET	US 441	MAIN STREET	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
CANAL STREET	MAIN STREET	SR 44	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	2	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	14,850	N
CITRUS TOWER BOULEVARD	OAKLEY SEAVER DRIVE	SR 50	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
CITRUS TOWER BOULEVARD	SR 50	JOHNS LAKE ROAD	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
DAVID WALKER DRIVE	OLD US 441 / CR 300A	CR 19A	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
DAVID WALKER DRIVE	CR 19A	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLFLINKS AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
DEAD RIVER ROAD	WEST TERMINI	SR 19	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
DONNELLY STREET	US 441	11TH AVENUE	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
DONNELLY STREET	11TH AVENUE	5TH AVENUE	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
DUDA ROAD	CR 448A	ORANGE COUNTY LINE	2	R	COUNTY	COLLECTOR	C	8,820	N
EAGLES NEST ROAD	US 27	CR 468B	2	U	COUNTY	COLLECTOR	D	10,725	N
EAST AVENUE	CR 581	SR 50	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	2	R	COUNTY	COLLECTOR	C	8,820	N
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	2	U	COUNTY	COLLECTOR	D	10,725	N
EMPIRE CHURCH ROAD	CR 365	ANDERSON ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	2	T	COUNTY	COLLECTOR	D	9,880	N
ESTES ROAD	LAKE LINCOLN LANE	SR 44	2	U	COUNTY	COLLECTOR	D	10,725	N
BUDDORA ROAD	OLD MT DORA ROAD	US 441	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
EXCALLIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	2	U	COUNTY	COLLECTOR	D	10,725	N
FISH CAMP ROAD	CR 452	CR 44	2	U	COUNTY	COLLECTOR	D	10,725	N
FOSGATE ROAD	GRASSY LAKE ROAD	CR 50	2	U	COUNTY	COLLECTOR	D	10,725	N
GOLFLINKS AVENUE	KURT STREET	SR 19 / BAY STREET	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	2	U	COUNTY	COLLECTOR	D	10,725	N
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
N. GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	2	T	COUNTY	COLLECTOR	D	9,880	N

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
GRAYS AIRPORT ROAD	CR 468	GRIFFIN VIEW DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 411	2	T	COUNTY	COLLECTOR	D	9,880	N
GRIFFIN AVENUE	US 27 / US 411	CR 25	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
GRIFFIN AVENUE	CR 25	UNCLE DONALDS LANE	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
GRIFFIN ROAD	US 27	LEE STREET	2	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	GRAYS AIRPORT ROAD	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SULEY ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
GROVE STREET	LAKEVIEW AVENUE	GOLF LINKS AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
GROVE STREET	GOLF LINKS AVENUE	OLD MT DORA ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
HAMMOCK RIDGE	LAKE SHORE DRIVE	US 27	4	U	CITY OF CLEMONT	MAJOR COLLECTOR	D	14,850	N
N HANCOCK ROAD	CR 50	N RIDGE BOULEVARD	4	U	CITY OF CLEMONT	MAJOR COLLECTOR	D	33,030	N
N HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	4	U	CITY OF CLEMONT	MAJOR COLLECTOR	D	33,030	N
S HANCOCK ROAD	SR 50	HOOK STREET	4	U	CITY OF CLEMONT	MAJOR COLLECTOR	D	33,030	N
S HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	2	U	CITY OF CLEMONT	MAJOR COLLECTOR	D	14,850	N
S HANCOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	2	U	CITY OF CLEMONT	MAJOR COLLECTOR	D	14,850	N
HARTWOOD MARSH ROAD	US 27	N 90 DEGREE BEND	2	U	CITY OF CLEMONT	COLLECTOR	D	10,725	N
HARTWOOD MARSH ROAD	N 90 DEGREE BEND	ORANGE COUNTY LINE	2	T	COUNTY	COLLECTOR	D	9,880	N
HASELTON STREET	SR 44	LAKEVIEW AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
HIGHLAND STREET	LIMIT AVENUE	5TH AVENUE	2	U	CITY OF MT DORA	COLLECTOR	D	10,725	N
HOOK STREET	LAKE SHORE DRIVE	US 27	2	U	CITY OF CLEMONT	COLLECTOR	D	10,725	N
HOOK STREET	US 27	HANCOCK ROAD	4	U	CITY OF CLEMONT	MAJOR COLLECTOR	D	33,030	N
HUFFSTEILER DRIVE	DAVID WALKER DRIVE	KURT STREET	4	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
JALAMY ROAD	CR 478	CR 561A	2	U	COUNTY	COLLECTOR	D	10,725	N
JOHNS LAKE ROAD	US 27	HANCOCK ROAD	2	U	CITY OF CLEMONT	COLLECTOR	D	10,725	N
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
KURT STREET	DAVID WALKER DRIVE	US 441	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
E LADY LAKE BOULEVARD	US 27/US441	BERCHFIELD ROAD	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
LAKE AVENUE / FAIRVIEW AVENUE	OLD 441 / CR 300A	LAKE SHORE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE DRIVE	SR 44	COUNTRY ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
LAKE ELLA ROAD	SUMTER COUNTY LINE	US 27	2	T	TOWN OF LADY LAKE	COLLECTOR	D	9,880	N
LAKE ERIE ROAD	CR 365	SR 33	2	R	COUNTY	COLLECTOR	C	8,820	N
LAKE EUSTIS DRIVE	US 441	Clay Blvd	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
LAKE LOUISA ROAD	LAKE SHORE DRIVE	VISTA DEL LAGO BOULEVARD	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE MACK DRIVE	CR 43	ANOTHER ANNA ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
LAKE STREET	US 441	MAIN STREET	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
LAKE STREET	MAIN STREET	SR 44	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
LAKE SHORE DRIVE (CLER)	CR 361	OSWALT ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE SHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE SHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE SHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
W LAKEVIEW AVENUE	KURT STREET	SR 19	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
LANE PARK CUTOFF	SR 19	CR 561	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
LEE STREET	GRIFFIN ROAD	US 441	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
LEE STREET	US 441	MAIN STREET	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
WILSON LAKE PARKWAY	US 27	LIBBY ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
E LIMIT AVENUE	DONNELLY STREET	US 441	2	U	CITY OF MT DORA	COLLECTOR	D	10,725	N
LONG OAK DRIVE	MAIN STREET	SR 44	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
LOG HOUSE ROAD	CR 361	LAKE SHORE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
E MAIN STREET	SR 19	CR 452 / ST CLAIR ABRAMS STREET	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
MAIN STREET (LEEBSBURG)	CR 468	THOMAS AVENUE	2	U	CITY OF LEEBSBURG	ARTERIAL 1	D	16,500	N
MAIN STREET (LEEBSBURG)	THOMAS AVENUE	US 27	2	U	CITY OF LEEBSBURG	ARTERIAL 1	D	16,500	N
DIXIE AVENUE	US 27	LEE STREET	2	U	CITY OF LEEBSBURG	ARTERIAL 1	D	16,500	N
DIXIE AVENUE	LEE STREET	CANAL STREET	2	U	CITY OF LEEBSBURG	ARTERIAL 1	D	16,500	N
DIXIE AVENUE	CANAL STREET	LAKE STREET	2	U	CITY OF LEEBSBURG	ARTERIAL 1	D	16,500	N
DIXIE AVENUE	LAKE STREET	DIXIE AVENUE / SR 44	2	U	CITY OF LEEBSBURG	ARTERIAL 1	D	16,500	N
MAIN STREET (SR 44)	DIXIE AVENUE / SR 44	US 441	2	U	STATE	ARTERIAL 1	D	16,500	N
MARION COUNTY ROAD	CR 25	GRAYS AIRPORT ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N

Transportation Element
Data Inventory Analysis

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
MASCOTTE EMPIRE ROAD	SR 50	EMPIRE CHURCH ROAD	2	R	CITY OF MASCOTTE	COLLECTOR	C	8,820	N
MCLENDON STREET	CLAY AVENUE	US 27/US441	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 466A	2	T	COUNTY	COLLECTOR	D	9,880	N
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
MT HOMER ROAD	CR 19A	US 441	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
MT HOMER ROAD	US 441	DAVID WALKER DRIVE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
OLD 441	US 441	SR 19	4	U	CITY OF TAVARES	ARTERIAL 1	D	36,700	N
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
ORANGE AVENUE	SR 19	HASSELTON STREET	4	U	CITY OF EUSTIS	ARTERIAL 1	D	36,700	N
ORANGE AVENUE	HASSELTON STREET	CR 44B	2	U	CITY OF EUSTIS	ARTERIAL 1	D	16,500	N
OSWALT ROAD	LAKE SHORE DRIVE	EDGEWATER DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
PALMETTO DRIVE	SUNSET AVENUE	CR 33	2	U	CITY OF MASCOTTE	COLLECTOR	C	10,010	N
PRESCOTT STREET	BATES AVENUE	SR 44	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
RADIO ROAD	MORNINGSIDE DRIVE	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
ROLLING ACRES ROAD	OAK STREET	CR 466	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	2	T	TOWN OF LADY LAKE	COLLECTOR	D	9,880	N
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	2	T	COUNTY	COLLECTOR	D	9,880	N
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	2	T	COUNTY	COLLECTOR	D	9,880	N
ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	2	R	COUNTY	COLLECTOR	C	8,820	N
SHAY BOULEVARD	HARRISON BOULEVARD	GRIFFIN AVENUE	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
SHIRLEY SHORES ROAD	CR 448	DEER ISLAND ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	2	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
SR 19	MARION COUNTY LINE	CR 445A	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 19	CR 445A	CR 445	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 19	CR 445	CR 42	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 19	CR 42	BAKER ROAD	2	T	STATE	UNINTERRUPTED	C	14,200	N
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	2	U	STATE	ARTERIAL 1	D	16,500	N
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	2	U	STATE	ARTERIAL 1	D	16,500	N
SR 19	CR 450 (OCALA STREET)	CR 450A	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19	CR 450A	CR 19A	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19	CR 19A	CR 44	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19	CR 44	CR 452	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19 (S)	CR 452	ORANGE AVENUE	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 19 (N)	ORANGE AVENUE	CR 452	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 19	STEVENS AVE	GOLF LINKS AVENUE	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19	GOLF LINKS AVENUE	US 441	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19 (DUNCAN DRIVE)	US 441	CR 300A LAKE SHORE BOULEVARD	4	U	STATE	ARTERIAL 2	D	33,200	N
SR 19	CR 300A LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	4	U	STATE	ARTERIAL 2	D	33,200	N
SR 19	CR 452 (MAIN STREET)	CR 361	4	U	STATE	ARTERIAL 2	D	33,200	N
SR 19	CR 361	LAKE HARRIS NORTH END	2	U	STATE	UNINTERRUPTED	D	22,200	N
SR 19	LAKE HARRIS NORTH END	CR 48	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	CR 48	CENTRAL AVENUE	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 19	CENTRAL AVENUE	CR 455	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	CR 455	US 27 / SR 25	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	US 27 / SR 25	CR 478	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	CR 478	LAKE CATHERINE ROAD	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	LAKE CATHERINE ROAD	SR 30 / SR 33	2	U	STATE	UNINTERRUPTED	C	15,100	N
SR 33	SR 30 / SR 33	ANDERSON ROAD	2	U	STATE	ARTERIAL 1	D	16,500	N
SR 33	ANDERSON ROAD	CR 365B	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 33	CR 365B	CR 361	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 33	CR 361	CR 474	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 33	CR 474	POLK COUNTY LINE	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 40	MARION COUNTY LINE	CR 445A	2	R	STATE	UNINTERRUPTED	C	14,200	Y
SR 40	CR 445A	RIVER ROAD	2	R	STATE	UNINTERRUPTED	C	14,200	Y
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	2	R	STATE	UNINTERRUPTED	C	14,200	Y
SR 44	SUMNER COUNTY LINE	CR 468	4	U	STATE	ARTERIAL 1	D	36,700	N

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
SR 44	CR 488	S LONE OAK DRIVE	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	S LONE OAK DRIVE	US 27	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	US 27	S 9TH STREET	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	S 9TH STREET	CANAL STREET	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	CANAL STREET	S LAKE STREET	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	S LAKE STREET	E MAIN STREET	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	E MAIN STREET	US 441	5	U	STATE	ARTERIAL 2	D	33,200	N
SR 44	CR 448	GRIFFIN LANE	2	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	GRIFFIN LANE	CR 439	2	T	STATE	ARTERIAL 1	C	33,200	N
SR 44	CR 439	CR 437	2	T	STATE	ARTERIAL 1	C	33,200	N
SR 44	CR 437	CR 46A	2	T	STATE	UNINTERRUPTED	C	14,200	N
SR 44	CR 46A	CR 44A	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 44	CR 44A	OVERLOOK DRIVE	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 44	OVERLOOK DRIVE	CR 42	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 44	CR 42	VOLUSIA COUNTY LINE	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 46	US 441	VISTA VIEW	2	U	STATE	ARTERIAL 1	D	16,500	N
SR 46	VISTA VIEW	ROUND LAKE ROAD	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 46	CR 437 SOUTH	CR 437 NORTH	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 46	CR 437 NORTH	CR 435	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 46	CR 435	CR 46A	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 46	CR 46A	SEMINOLE COUNTY LINE	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 50	SUMTER COUNTY LINE	CR 365 / BAY LAKE ROAD	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 50	CR 365 / BAY LAKE ROAD	CR 33	2	U	STATE	UNINTERRUPTED	D	36,700	N
SR 50	CR 33	GROVELAND FARMS ROAD	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 50 (W)	SR 33 SOUTH	SR 19	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 50 (E)	SR 19	SR 33 SOUTH	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 50	SR 33 SOUTH	CR 365A NORTH	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 50	CR 365A NORTH	CR 361	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 50	CR 361	EAST AVENUE	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 50	EAST AVENUE	US 27	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 50	US 27	HANCOCK ROAD	6	U	STATE	ARTERIAL 1	D	53,300	N
SR 50	HANCOCK ROAD	CR 455	6	U	STATE	ARTERIAL 1	D	53,300	N
SR 50	CR 455	ORANGE COUNTY LINE	6	U	STATE	ARTERIAL 1	D	53,300	N
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	4	T	STATE	FREEWAY	C	57,600	Y
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	4	T	STATE	FREEWAY	C	57,600	Y
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25 / SR 19 INTERCHANGE	4	T	STATE	FREEWAY	C	57,600	Y
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25 / SR 19 INTERCHANGE	ORANGE COUNTY LINE	4	T	STATE	FREEWAY	C	57,600	Y
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	2	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	2	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
THOMAS AVENUE	CR 460	CR 44A	2	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	2	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 50	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
TUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
TUSCANOOGA ROAD	EGG ROAD	SR 30	2	U	CITY OF MASCOTTE	MAJOR COLLECTOR	C	13,860	N
UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	2	U	CITY OF MASCOTTE	COLLECTOR	C	10,010	N
US 191	US 27	ORANGE COUNTY LINE	6	T	STATE	ARTERIAL 1	C	48,800	N
US 27/US441	SUMTER COUNTY LINE	GRIFFIN AVENUE	6	U	STATE	ARTERIAL 2	D	33,200	N
US 27/US441	GRIFFIN AVENUE	ALT US 41 / ALT US 27	4	U	STATE	ARTERIAL 2	D	33,200	N
US 27/US441	ALT US 41 / ALT US 27	CR 466	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 466	LAKE ELLA ROAD	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 466A / MILLER BOULEVARD	CR 460** (MARTIN LUTHER KING BLVD)	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 460** (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	6	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	6	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 44A / GRIFFIN ROAD	US 27/US441 SPLIT	6	U	STATE	ARTERIAL 2	D	50,300	N
US 27/SR 25	US 27/US441 SPLIT	MAIN STREET	4	U	STATE	ARTERIAL 2	D	33,200	N
US 27/SR 25	MAIN STREET	SR 44	4	U	STATE	ARTERIAL 2	D	33,200	N
US 27/SR 25	SR 44	CR 25A (SOUTH)	4	U	STATE	ARTERIAL 2	D	33,200	N
US 27/SR 25	CR 25A (SOUTH)	CR 33	4	U	STATE	ARTERIAL 2	D	33,200	N

Transportation Element
Data Inventory Analysis

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
US 27/SR 25	CR 33	CR 48	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/SR 25	CR 48	PLANTATION BOULEVARD	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	4	T	STATE	ARTERIAL 1	C	32,100	N
US 27/SR 25	FLORIDA TURNPIKE	SR 19	4	T	STATE	ARTERIAL 1	C	32,100	Y
US 27/SR 25	SR 19	CR 361	4	T	STATE	ARTERIAL 1	C	32,100	Y
US 27/SR 25	CR 361	CR 361A	4	U	STATE	ARTERIAL 1	C	35,500	Y
US 27/SR 25	CR 361A	CR 361/MAIN AVENUE	4	U	STATE	ARTERIAL 1	C	35,500	Y
US 27/SR 25	CR 361/MAIN AVENUE	CR 50	4	U	STATE	ARTERIAL 1	C	35,500	Y
US 27/SR 25	CR 50	GRAND HIGHWAY	4	U	STATE	ARTERIAL 1	C	35,500	Y
US 27/SR 25	GRAND HIGHWAY	SR 50	4	U	STATE	ARTERIAL 1	C	35,500	Y
US 27/SR 25	SR 50	JOHNS LAKE ROAD	4	U	STATE	ARTERIAL 1	C	35,500	Y
US 27/SR 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	4	U	STATE	ARTERIAL 1	C	35,500	Y
US 27/SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	4	U	STATE	ARTERIAL 1	C	35,500	Y
US 27/SR 25	LAKE LOUISA ROAD	CR 474	4	T	STATE	UNINTERRUPTED	C	45,400	Y
US 27/SR 25	CR 474	US 192	6	U	STATE	ARTERIAL 1	C	48,800	Y
US 441/SR 500	US 27/US441 SPLIT	LEE STREET	4	U	STATE	ARTERIAL 2	D	33,200	N
US 441/SR 500	LEE STREET	N CANNAL STREET	4	U	STATE	ARTERIAL 2	D	33,200	N
US 441/SR 500	N CANNAL STREET	E DIXIE AVENUE	4	U	STATE	ARTERIAL 2	D	33,200	N
US 441/SR 500	E DIXIE AVENUE	E MAIN STREET	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	E MAIN STREET	CR 44	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	CR 44	RADIO ROAD	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	RADIO ROAD	CR 473	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	CR 473	OLD US 441/CR 300A	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	OLD US 441/CR 300A	SR 19/DUNCAN DRIVE	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	SR 19/DUNCAN DRIVE	CR 452/ST CLAIR ABRAMS AVENUE	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	CR 452/ST CLAIR ABRAMS AVENUE	CR 452/ LAKE EUSTIS DRIVE	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	CR 452/ LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	DAVID WALKER DRIVE	SR 19/ BAY STREET	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	SR 19/ BAY STREET	OLD MI DORA ROAD	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	OLD MI DORA ROAD	DONNELLY STREET	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	4	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	WOLF BRANCH ROAD	SR 48	4	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	SR 48	ORANGE COUNTY LINE	4	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	LAKE LOUISA ROAD	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 448	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
WELLS AVENUE	SR 19	E MAIN STREET	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
WOLF BRANCH ROAD	US 441	BRITT ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
WOLF BRANCH ROAD	BRITT ROAD	CR 437	2	T	COUNTY	COLLECTOR	D	9,880	N
WOODLEA ROAD	LANE PARK ROAD	SR 19	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,397	B	0.36
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,679	B	0.16
ARDICE AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	5,113	B	0.48
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	1,195	B	0.11
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUMNER COUNTY LINE	CR 33	C	8,820	0	0	8,820	11,700	12,510	854	C	0.10
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,283	B	0.12
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,322	B	0.12
BAY ROAD	BAY ROAD / CR 19A	OLD US 441 / CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	2,717	B	0.25
BAY ROAD	OLD US 441 / CR 500A	CR 452 / LAKESHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,529	B	0.14
BLACKSTILL LAKE ROAD	FOSGATE ROAD	CR 50	D	9,880	0	5,785	9,165	9,880	9,880	2,549	B	0.26
BRIDGES ROAD	CR 33	US 27	D	9,880	0	5,785	9,165	9,880	9,880	789	B	0.08
BRITT ROAD	SR 44	HORSE RANCH ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,774	B	0.18
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,774	B	0.17
CR 19A (DORA AVENUE)	LAKE DOKA DRIVE	CR 500A / OLD 441	D	10,725	0	6,240	10,010	10,725	10,725	999	B	0.09
CR 19A (DOKA AVENUE)	CR 500A / OLD 441	DAVID WALKER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,247	B	0.49
CR 19A (DOKA AVENUE)	DAVID WALKER ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,440	B	0.41
CR 19A	CR 44	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	1,997	B	0.19
CR 19A (BAY ROAD)	US 441	BAY ROAD	D	16,500	0	9,800	15,400	16,500	16,500	12,312	C	0.74
CR 19A	BAY ROAD / CR 19A	CR 440 / CR 500A	D	16,500	0	9,800	15,400	16,500	16,500	7,182	B	0.44
CR 25 / ALT 27	MARION COUNTY LINE	GRIFFIN AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	6,505	B	0.39
CR 25 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	D	16,500	0	9,800	15,400	16,500	16,500	6,390	B	0.39
CR 25A (FRUIT PARK)	US 27 (NORTH)	CR 46A	D	10,725	0	6,240	10,010	10,725	10,725	5,803	B	0.54
CR 25A (FRUIT PARK)	CR 46A	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	4,400	B	0.41
CR 25A (FRUIT PARK)	US 27 (NORTH)	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	338	B	0.03
CR 25A (LEESBURG)	US 27	CR 48 (NORTH)	D	16,500	0	9,800	15,400	16,500	16,500	8,151	B	0.49
CR 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	D	22,200	0	7,800	15,600	22,200	27,900	7,623	B	0.34
CR 33	CR 48 / LEESBURG HIGHWAY	BRIDGES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,238	B	0.20
CR 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,522	B	0.21
CR 33	PEBBLE ROCK ROAD	SR 50	D	22,200	0	7,800	15,600	22,200	27,900	4,522	B	0.20
CR 42	MARION COUNTY LINE	SR 19	C	14,200	0	7,800	14,200	20,000	25,600	3,240	B	0.23
CR 42	SR 19	CR 450	D	21,100	0	8,000	15,100	21,100	26,800	2,638	B	0.13
CR 42	CR 450	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	3,471	B	0.24
CR 42	CR 439	CENTRAL AVENUE	C	14,200	0	7,800	14,200	20,000	25,600	3,008	B	0.21
CR 42	CENTRAL AVENUE	PALMETTO STREET	C	14,200	0	7,800	14,200	20,000	25,600	3,008	B	0.21
CR 42	PALMETTO STREET	LAKE MACK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	4,021	B	0.28
CR 42	LAKE MACK DRIVE	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	4,021	B	0.28
CR 435	SR 46	DUBSDREAD DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	5,990	B	0.40
CR 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,566	B	0.31
CR 437	CR 44A	SR 44	D	13,680	0	8,010	12,690	13,680	13,680	4,162	B	0.30
CR 437	SR 44	WOLF BRANCH ROAD	D	13,680	0	8,010	12,690	13,680	13,680	5,247	B	0.38
CR 437	WOLF BRANCH ROAD	SR 46	D	13,680	0	8,010	12,690	13,680	13,680	7,879	B	0.58
CR 437	SR 46	ORANGE COUNTY LINE	D	13,680	0	8,010	12,690	13,680	13,680	6,095	B	0.45
CR 439	CR 42	CR 44A	C	9,800	0	0	9,800	13,000	13,900	2,220	C	0.23
CR 439	CR 44A	SR 44	C	9,800	0	0	9,800	13,000	13,900	3,071	C	0.31
CR 44	US 441	SILVER LAKE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,710	C	0.59
CR 44	SILVER LAKE ROAD	CR 475	D	15,680	0	8,010	12,690	13,680	13,680	7,960	B	0.58
CR 44	CR 475	APARY ROAD	D	14,850	0	8,640	13,860	14,850	14,850	14,176	D	0.95
CR 44	APARY ROAD	CR 452	D	14,850	0	8,640	13,860	14,850	14,850	11,858	C	0.80
CR 44	CR 452	SR 19	D	14,850	0	8,640	13,860	14,850	14,850	11,851	C	0.80
CR 44	SR 19	HICKS DITCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	9,242	C	0.62
CR 44	HICKS DITCH ROAD	CR 44A	D	13,680	0	8,010	12,690	13,680	13,680	8,328	C	0.61
CR 44 (DELAND ROAD)	CR 44A	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	7,039	B	0.47
CR 44 LEG A	CR 44	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,261	B	0.12
CR 445	SR 19	NF 352	C	14,200	0	7,800	14,200	20,000	25,600	607	B	0.04
CR 445	NF 352	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	607	B	0.04
CR 445A	SR 19	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	888	B	0.06
CR 445A	CR 445	SR 40	C	14,200	0	7,800	14,200	20,000	25,600	1,520	B	0.11
CR 448	SR 19	CR 561	D	14,850	0	8,640	13,860	14,850	14,850	2,699	B	0.18
CR 448	CR 561	LAKE INDUSTRIAL BOULEVARD	D	22,200	0	7,800	15,600	22,200	27,900	6,133	B	0.28
CR 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	4,805	B	0.34
CR 448A	CR 448	CR 48	C	8,820	0	0	8,820	11,700	12,510	3,616	C	0.41

Transportation Element
Data Inventory Analysis

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
CR 448A	CR 48	SOUTH TERMINI	C	8,820	0	0	8,820	11,700	12,510	239	C	0.03
CR 449 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,256	B	0.21
CR 449 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	2,256	B	0.21
CR 44A (LAKESIDE AVENUE/ ROSE STREET)	SR 19	SKYLINE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	911	B	0.08
CR 44A	SKYLINE DRIVE	CR 450A/ CR44A	D	9,880	0	5,785	9,165	9,880	9,880	1,300	B	0.13
CR 44A (ESTES ROAD)	CR 450A	DELAND ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,107	B	0.11
CR 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	8,436	C	0.79
CR 44A	DELAND ROAD	ESTES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,412	B	0.21
CR 44A	ESTES ROAD	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	4,134	B	0.29
CR 44A	CR 439	CR 437	C	14,200	0	7,800	14,200	20,000	25,600	4,117	B	0.29
CR 44A	CR 437	SK 44	C	14,200	0	7,800	14,200	20,000	25,600	1,187	B	0.08
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	D	33,030	0	26,370	31,350	33,030	33,030	12,227	B	0.37
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	D	34,865	0	27,835	33,725	34,865	34,865	18,453	B	0.53
CR 44C (BUDORA ROAD)	US 441	CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	9,446	C	0.88
CR 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,397	B	0.34
CR 450	MARION COUNTY LINE	BABB ROAD	C	8,820	0	0	8,820	11,700	12,510	1,291	C	0.15
CR 450	BABB ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,366	B	0.22
CR 450	SR 19	E UMATILLA BOULEVARD/ W 7TH STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,982	B	0.37
CR 450	E UMATILLA BOULEVARD/ W 7TH STREET	CR 41	D	9,880	0	5,785	9,165	9,880	9,880	3,982	B	0.40
CR 450A	SR 19	CR 44A NORTH	D	9,880	0	5,785	9,165	9,880	9,880	1,107	B	0.11
CR 452	MARION COUNTY LINE	FELKINS ROAD	C	8,820	0	0	8,820	11,700	12,510	5,382	C	0.61
CR 452	FELKINS ROAD	SANDY LANE	D	10,725	0	6,240	10,010	10,725	10,725	5,382	B	0.50
CR 452	SANDY LANE	LAKE LANDING BOULEVARD	D	9,880	0	5,785	9,165	9,880	9,880	7,105	C	0.72
CR 452	LAKE LANDING BOULEVARD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	7,105	C	0.68
CR 452 (EUSTIS)	CR 44 / CR 452	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	10,701	D	1.00
CR 452 (ST CLAIR ABRAMS AVENUE)	US 441	CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	3,360	B	0.31
CR 452 (ST CLAIR ABRAMS AVENUE)	CR 500A	CR 452 / EAST MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,360	B	0.31
CR 452 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,922	B	0.18
CR 452 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,361	B	0.13
CR 452 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,385	B	0.13
CR 452 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	1,385	B	0.13
CR 452 (LAKESHORE DRIVE)	OLD US 441 / CR 500A	11TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	642	B	0.06
CR 455	SR 19	CR 561	D	21,100	0	8,000	15,100	21,100	26,800	2,374	B	0.11
CR 455	CR 561	CR 561A	D	21,100	0	8,000	15,100	21,100	26,800	1,343	B	0.06
CR 455	CR 561 A	RIDGEWOOD AVENUE	D	9,880	0	5,785	9,165	9,880	9,880	2,456	B	0.25
CR 455	RIDGEWOOD AVENUE	CR 455/ CR 50	D	9,880	0	5,785	9,165	9,880	9,880	4,755	B	0.48
CR 455	CR 455 / CR 50	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	5,648	B	0.53
CR 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	D	14,850	0	8,640	13,860	14,850	14,850	5,174	B	0.35
CR 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	D	14,850	0	8,640	13,860	14,850	14,850	4,412	B	0.30
CR 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	D	33,800	0	28,900	32,100	33,800	33,800	16,814	B	0.50
CR 466	ROLLING ACRES ROAD	US 27	D	16,500	0	9,800	15,400	16,500	16,500	8,703	B	0.53
CR 466 / LAKE GRIFFIN ROAD	US 27 / US 441	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,250	B	0.21
CR 466 / LAKE GRIFFIN ROAD	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,250	B	0.23
CR 466A	SUMTER COUNTY LINE	CR 468 / ROSE AVENUE	D	15,300	0	8,900	14,100	15,300	15,300	8,163	B	0.54
CR 466A	CR 468 / ROSE AVENUE	US 27	D	16,500	0	9,800	15,400	16,500	16,500	4,316	B	0.29
CR 466A (PICCIOLA ROAD)	US 27	CR 466B	D	10,725	0	6,240	10,010	10,725	10,725	6,955	C	0.85
CR 466A (PICCIOLA ROAD)	CR 466B	COUNTY ROAD TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	6,955	C	0.85
CR 466B	EAGLE NEST ROAD	CR 466A	D	10,725	0	6,240	10,010	10,725	10,725	3,800	B	0.35
CR 468	CR 466A	PINE RIDGE DAIRY ROAD	D	14,850	0	8,640	13,860	14,850	14,850	2,695	B	0.18
CR 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,960	B	0.33
CR 468	GRIFFIN ROAD	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	5,825	B	0.39
CR 46A	SR 44	SR 46	C	9,800	0	0	9,800	13,000	13,900	6,313	C	0.64
CR 470	SUMTER COUNTY LINE	BAY AVENUE	D	13,680	0	8,010	12,690	13,680	13,680	6,450	B	0.47
CR 470	BAY AVENUE	CR 33	D	14,850	0	8,640	13,860	14,850	14,850	6,450	B	0.43
CR 473	CR 44	FOUNTAIN LAKE BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	5,615	B	0.52
CR 473	FOUNTAIN LAKE BOULEVARD	US 441	D	23,855	0	19,045	23,075	23,855	23,855	11,763	B	0.49
CR 474	CR 33	GREEN SWAMP ROAD	C	9,800	0	0	9,800	13,000	13,900	2,598	C	0.27
CR 474	GREEN SWAMP ROAD	US 27	C	9,800	0	0	9,800	13,000	13,900	3,068	C	0.31
CR 478	SR 19	JAMARLY ROAD	D	13,680	0	8,010	12,690	13,680	13,680	712	B	0.05
CR 48	SUMTER COUNTY LINE	CR 33	D	13,680	0	8,010	12,690	13,680	13,680	2,228	B	0.18
CR 48	CR 33	US 27	D	14,850	0	8,640	13,860	14,850	14,850	7,197	B	0.48

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
CR 48	US 27	LIME AVENUE	D	14,850	0	8,640	13,860	14,850	14,850	7,998	B	0.54
CR 48	LIME AVENUE	SR 19	D	13,680	0	8,010	12,690	13,680	13,680	6,339	B	0.46
CR 48	CR 561	RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,517	B	0.30
CR 48	RANCH ROAD	CR 448A	C	9,800	0	0	9,800	13,000	13,900	4,517	C	0.46
CR 50 (SUNSET AVENUE)	CR 33	SR 50	D	14,850	0	8,640	13,860	14,850	14,850	931	B	0.06
CR 50	US 27	TURKEY FARM ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,292	B	0.56
CR 50	TURKEY FARM ROAD	CR 455	D	14,850	0	8,640	13,860	14,850	14,850	4,707	B	0.32
CR 50	CR 455	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,690	B	0.32
CR 500A/ OLD 441	SR 19	DORA AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,016	B	0.55
CR 500A/ OLD 441	DORA AVENUE	BAY ROAD	D	16,500	0	9,600	15,400	16,500	16,500	9,580	B	0.58
CR 500A/ OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,009	B	0.55
CR 500A/ OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	D	16,500	0	9,600	15,400	16,500	16,500	12,158	C	0.74
CR 500A/ OLD 441	LAKESHORE DRIVE	5TH AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	8,989	B	0.54
CR 500A/ OLD 441	SR 46	ORANGE COUNTY LINE	D	16,500	0	9,600	15,400	16,500	16,500	4,297	B	0.26
CR 561	SR 19	CR 448	D	14,850	0	8,640	13,860	14,850	14,850	10,942	C	0.74
CR 561	CR 448	CR 48	D	14,850	0	8,640	13,860	14,850	14,850	6,718	B	0.45
CR 561	CR 48	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	7,542	B	0.55
CR 561	CR 455	HOWEY CROSS ROAD	D	13,680	0	8,010	12,690	13,680	13,680	4,670	B	0.34
CR 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	D	13,680	0	8,010	12,690	13,680	13,680	5,177	B	0.38
CR 561 / CR 561A	TURNPIKE ROAD / CR 561A	US 27	D	13,680	0	8,010	12,690	13,680	13,680	6,395	B	0.50
CR 561	US 27	EAST AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	B	0.16
CR 561	EAST AVENUE	W MINNEOLA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	B	0.16
CR 561	CR 561A	SR 50	D	14,850	0	8,640	13,860	14,850	14,850	2,718	B	0.18
CR 561	SR 50	LOG HOUSE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	5,172	B	0.35
CR 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	2,116	B	0.14
CR 561	FLORIDA BOYS RANCH ROAD	SR 33	C	9,800	0	0	9,800	13,000	13,900	1,255	C	0.13
CR 561A	TURNPIKE ROAD / CR 561	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	1,026	B	0.08
CR 561A	CR 561	CR 565A	D	10,725	0	6,240	10,010	10,725	10,725	2,718	B	0.25
CR 561A	CR 565A	JALARMY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,878	B	0.36
CR 561A	JALARMY ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	6,404	C	0.60
CR 565	US 27	KJELLSTROM LANE	D	9,880	0	5,785	9,165	9,880	9,880	788	B	0.08
CR 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,868	B	0.17
CR 565	SR 50	SLOANS RIDGE	D	10,725	0	6,240	10,010	10,725	10,725	714	B	0.07
CR 565	SLOANS RIDGE	LAKE ERIE ROAD	C	8,820	0	0	8,820	11,700	12,510	714	C	0.08
CR 565A	SR 50	CR 561A	D	10,725	0	6,240	10,010	10,725	10,725	4,810	B	0.45
CR 565A	SR 50	CR 565B	D	10,725	0	6,240	10,010	10,725	10,725	1,721	B	0.16
CR 565B	SR 33	CR 561	C	8,820	0	0	8,820	11,700	12,510	1,733	C	0.20
CANAL STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	4,142	B	0.28
CANAL STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,239	B	0.22
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	9,670	C	0.65
CITRUS TOWER BOULEVARD	OAKLEY SEAVER DRIVE	SR 50	D	33,030	0	26,370	31,950	33,030	33,030	11,937	B	0.36
CITRUS TOWER BOULEVARD	SR 50	JOHNS LAKE ROAD	D	33,030	0	26,370	31,950	33,030	33,030	11,949	B	0.36
CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	D	33,030	0	26,370	31,950	33,030	33,030	10,621	B	0.32
DAVID WALKER DRIVE	OLD US 441 / CR 500A	CR 19A	D	10,725	0	6,240	10,010	10,725	10,725	6,082	B	0.57
DAVID WALKER DRIVE	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,082	B	0.57
DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,243	B	0.48
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLFLINKS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	4,804	B	0.45
DEAD RIVER ROAD	WEST TERMINI	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	5,463	B	0.51
DONNELLY STREET	US 441	11TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,625	C	0.90
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,625	C	0.90
EUDA ROAD	CR 448A	ORANGE COUNTY LINE	C	8,820	0	0	8,820	11,700	12,510	4,178	C	0.47
EAGLES NEST ROAD	US 27	CR 460B	D	10,725	0	6,240	10,010	10,725	10,725	2,580	B	0.24
EAST AVENUE	CR 561	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	4,964	B	0.46
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	C	8,820	0	0	8,820	11,700	12,510	3,705	C	0.43
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,705	B	0.35
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,089	B	0.29
EMPIRE CHURCH ROAD	CR 565	ANDERSON ROAD	C	8,820	0	0	8,820	11,700	12,510	1,200	C	0.14
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	D	9,880	0	5,785	9,165	9,880	9,880	2,597	B	0.26
ESTES ROAD	LAKE LINCOLN LANE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	2,597	B	0.24
EUDORA ROAD	OLD MT DORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,359	B	0.31
EXCALIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	3,891	B	0.36

Transportation Element
Data Inventory Analysis

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
FISH CAMP ROAD	CR 452	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	1,249	B	0.12
FOSGATE ROAD	GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,038	B	0.10
GOLFLINKS AVENUE	KURT STREET	SR 19 / BAY STREET	D	10,725	0	6,240	10,010	10,725	10,725	890	B	0.08
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	D	10,725	0	6,240	10,010	10,725	10,725	2,093	B	0.20
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	4,582	B	0.43
N. GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	D	10,725	0	6,240	10,010	10,725	10,725	570	B	0.05
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	D	9,880	0	5,785	9,165	9,880	9,880	1,949	B	0.20
GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,949	B	0.18
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,546	B	0.16
S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	D	9,880	0	5,785	9,165	9,880	9,880	1,169	B	0.12
GRIFFIN AVENUE	US 27 / US 411	CR 25	D	10,725	0	6,240	10,010	10,725	10,725	7,871	C	0.72
GRIFFIN AVENUE	CR 25	UNCLE DONALD'S LANE	D	10,725	0	6,240	10,010	10,725	10,725	2,011	B	0.19
GRIFFIN AVENUE	UNCLE DONALD'S LANE	GRAYS AIRPORT ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,011	B	0.20
GRIFFIN ROAD	US 27	LEE STREET	D	10,725	0	6,240	10,010	10,725	10,725	2,317	B	0.22
GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,783	B	0.35
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SOLEN ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,440	B	0.13
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,144	B	0.11
GROVE STREET	LAKEVIEW AVENUE	GOLFLINKS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,867	B	0.27
GROVE STREET	GOLFSKINS AVENUE	OLD MT DORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,850	B	0.36
HAMMOCK RIDGE	LAKE SHORE DRIVE	US 27	D	33,030	0	26,370	31,950	33,030	33,030	8,864	B	0.27
N HANCOCK ROAD	CR 50	N RIDGE BOULEVARD	D	33,030	0	26,370	31,950	33,030	33,030	7,362	B	0.22
N HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	D	33,030	0	26,370	31,950	33,030	33,030	13,060	B	0.40
S HANCOCK ROAD	SR 50	HOOK STREET	D	33,030	0	26,370	31,950	33,030	33,030	12,449	B	0.38
S HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	12,449	C	0.84
S HANCOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	6,441	B	0.43
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	D	10,725	0	6,240	10,010	10,725	10,725	10,755	F	1.00
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	8,653	C	0.88
HASELTON STREET	SR 44	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,850	B	0.17
HIGHLAND STREET	LIMIT AVENUE	5TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,165	B	0.20
HOOK STREET	LAKESHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	5,097	B	0.48
HOOK STREET	US 27	HANCOCK ROAD	D	33,030	0	26,370	31,950	33,030	33,030	5,146	B	0.18
HUFFSTETLER DRIVE	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	734	B	0.07
JALARMY ROAD	CR 478	CR 561A	D	10,725	0	6,240	10,010	10,725	10,725	2,088	B	0.19
JOHNS LAKE ROAD	US 27	HANCOCK ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,983	B	0.46
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	7,601	C	0.71
KURT STREET	DAVID WALKER DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,507	B	0.42
WLADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	970	B	0.09
ELADY LAKE BOULEVARD	US 27/US441	BERCHFIELD ROAD	D	10,725	0	6,240	10,010	10,725	10,725	507	B	0.05
LAKE AVENUE / FAIRVIEW AVENUE	OLD 441 / CR 500A	LAKESHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	612	B	0.06
LAKE DRIVE	SR 44	COUNTRY ROAD	C	8,820	0	0	8,820	11,700	12,510	761	C	0.09
LAKE ELLA ROAD	SUNTER COUNTY LINE	US 27	D	9,880	0	5,785	9,165	9,880	9,880	1,963	B	0.20
LAKE ERIE ROAD	CR 565	SR 33	C	8,820	0	0	8,820	11,700	12,510	378	C	0.07
LAKE EUSTIS DRIVE	US 441	City Blvd	D	10,725	0	6,240	10,010	10,725	10,725	5,384	B	0.50
LAKE LOUISA ROAD	LAKESHORE DRIVE	VISTA DEL LAGO BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	2,896	B	0.27
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	3,918	B	0.37
LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	C	8,820	0	0	8,820	11,700	12,510	1,476	C	0.17
LAKE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	2,819	B	0.19
LAKE STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,304	B	0.22
LAKESHORE DRIVE (CLER)	CR 561	OSWALT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,903	B	0.18
LAKESHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	8,014	C	0.75
LAKESHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	10,725	0	6,240	10,010	10,725	10,725	12,190	F	1.14
LAKESHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	D	10,725	0	6,240	10,010	10,725	10,725	4,895	B	0.46
W LAKEVIEW AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	3,136	B	0.29
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	D	10,725	0	6,240	10,010	10,725	10,725	4,538	B	0.42
LANE PARK CUTOFF	SR 19	CR 561	D	10,725	0	6,240	10,010	10,725	10,725	1,443	B	0.13
LEE STREET	GRIFFIN ROAD	US 441	D	14,850	0	8,640	13,860	14,850	14,850	2,296	B	0.15
LEE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	2,576	B	0.17
WILSON LAKE PARKWAY	US 27	LIBBY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	481	B	0.05
E LIMIT AVENUE	DONNELLY STREET	US 441	E	10,725	0	6,240	10,010	10,725	10,725	1,912	B	0.18
LONE OAK DRIVE	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	2,870	B	0.19
LOGHOUSE ROAD	CR 561	LAKESHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,612	B	0.24

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AA DT	LOS	V/C RATIO
E MAIN STREET	SR 19	CR 452/ ST CLAIR ABRAMS STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,932	C	0.65
MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,507	B	0.58
MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	9,507	B	0.58
DIXIE AVENUE	US 27	LEE STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	C	0.66
DIXIE AVENUE	LEE STREET	CANAL STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	C	0.66
DIXIE AVENUE	CANAL STREET	LAKE STREET	D	16,500	0	9,600	15,400	16,500	16,500	5,196	B	0.31
DIXIE AVENUE	LAKE STREET	DIXIE AVENUE / SR 44	D	16,500	0	9,600	15,400	16,500	16,500	4,850	B	0.29
MAIN STREET (SR 44)	DIXIE AVENUE / SR 44	US 441	D	16,500	0	9,600	15,400	16,500	16,500	4,055	B	0.25
MARION COUNTY ROAD	CR 25	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,860	B	0.17
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	C	8,820	0	0	8,820	11,700	12,510	1,860	C	0.21
MASCOTTE EMPIRE ROAD	SR 50	EMPIRE CHURCH ROAD	C	8,820	0	0	8,820	11,700	12,510	586	C	0.07
MCLENDON STREET	CLAY AVENUE	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	264	B	0.02
MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 466A	D	9,880	0	5,785	9,165	9,880	9,880	2,260	B	0.23
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	E	10,725	0	6,240	10,010	10,725	10,725	1,181	B	0.11
MT HOMER ROAD	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	170	B	0.02
MT HOMER ROAD	US 441	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,384	B	0.13
MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,915	B	0.37
OLD 441	US 441	SR 19	D	36,700	0	29,300	35,500	36,700	36,700	16,057	B	0.44
OLD BUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	E	10,725	0	6,240	10,010	10,725	10,725	1,725	B	0.16
OLD BUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	E	10,725	0	6,240	10,010	10,725	10,725	1,746	B	0.16
OLD MOUNT DORA ROAD	SR 19	EUDOKA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,747	B	0.44
OLD MOUNT DORA ROAD	EUDOKA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,747	B	0.44
ORANGE AVENUE	SR 19	HASSELTON STREET	D	36,700	0	29,300	35,500	36,700	36,700	11,438	B	0.31
ORANGE AVENUE	HASSELTON STREET	CR 44B	D	16,500	0	9,600	15,400	16,500	16,500	11,207	C	0.68
OSWALT ROAD	LAKESHORE DRIVE	EDGEWATER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,394	B	0.32
PALMETTO DRIVE	SUNSET AVENUE	CR 33	C	10,010	0	6,240	10,010	10,725	10,725	543	B	0.05
PRESCOTT STREET	BATES AVENUE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	456	B	0.04
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,217	B	0.30
RADIO ROAD	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,980	C	0.65
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	10,725	0	6,240	10,010	10,725	10,725	10,930	F	1.02
ROLLING ACRES ROAD	OAK STREET	CR 466	D	10,725	0	6,240	10,010	10,725	10,725	9,531	C	0.89
ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,826	B	0.18
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	D	9,880	0	5,785	9,165	9,880	9,880	2,143	B	0.22
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	2,393	B	0.29
ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	C	8,820	0	0	8,820	11,700	12,510	1,269	C	0.14
SHAY BOULEVARD	TARLSON BOULEVARD	GRIFFIN AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,352	B	0.22
SHIRLEY SHORES ROAD	CR 448	DEER ISLAND ROAD	C	8,820	0	0	8,820	11,700	12,510	2,127	C	0.24
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,380	B	0.22
SR 19	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	1,611	B	0.11
SR 19	CR 445A	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	3,438	B	0.24
SR 19	CR 445	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	4,257	B	0.30
SR 19	CR 42	BAKER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	11,972	C	0.84
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	C	0.73
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	C	0.73
SR 19	CR 450 (OCALA STREET)	CR 450A	D	36,700	0	29,300	35,500	36,700	36,700	17,193	B	0.47
SR 19	CR 450A	CR 19A	D	36,700	0	29,300	35,500	36,700	36,700	16,388	B	0.45
SR 19	CR 19A	CR 44	D	36,700	0	29,300	35,500	36,700	36,700	16,388	B	0.45
SR 19	CR 44	CR 453	D	36,700	0	29,300	35,500	36,700	36,700	15,838	B	0.43
SR 19 (S)	CR 453	ORANGE AVENUE	D	22,020	0	17,380	21,300	22,020	22,020	14,209	B	0.65
SR 19 (N)	ORANGE AVENUE	CR 453	D	22,020	0	17,380	21,300	22,020	22,020	15,744	B	0.71
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	D	22,020	0	17,380	21,300	22,020	22,020	15,744	B	0.71
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	D	22,020	0	17,380	21,300	22,020	22,020	14,209	B	0.65
SR 19	STEVENS AVE	GOLF LINKS AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	26,107	B	0.71
SR 19	GOLF LINKS AVENUE	US 441	D	36,700	0	29,300	35,500	36,700	36,700	18,077	B	0.49
SR 19 (DUNCAN DRIVE)	US 441	CR 500A / LAKE SHORE BOULEVARD	D	33,200	0	0	25,000	33,200	35,100	14,447	C	0.44
SR 19	CR 500A / LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	D	33,200	0	0	25,000	33,200	35,100	14,447	C	0.44
SR 19	CR 452 (MAIN STREET)	CR 361	D	33,200	0	0	25,000	33,200	35,100	24,676	C	0.74
SR 19	CR 361	LAKE HARRIS NORTH END	D	22,200	0	7,800	15,600	22,200	27,900	24,676	E	1.11
SR 19	LAKE HARRIS NORTH END	CR 48	C	15,100	0	8,000	15,100	21,100	26,800	12,391	C	0.82
SR 19	CR 48	CENTRAL AVENUE	C	14,100	0	8,900	14,100	15,200	15,200	7,041	B	0.50
SR 19	CENTRAL AVENUE	CR 455	C	15,100	0	8,000	15,100	21,100	26,800	7,041	B	0.47

Transportation Element
Data Inventory Analysis

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
SR 19	CR 455	US 27 / SR 25	C	15,100	0	8,000	15,100	21,100	26,800	6,901	B	0.46
SR 19	US 27 / SR 25	CR 478	C	15,100	0	8,000	15,100	21,100	26,800	7,336	B	0.49
SR 19	CR 478	LAKE CATHERINE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	7,336	B	0.49
SR 19	LAKE CATHERINE ROAD	SR 50 / SR 33	C	15,100	0	8,000	15,100	21,100	26,800	9,426	C	0.62
SR 33	SR 50 / SR 33	ANDERSON ROAD	D	16,500	0	9,600	15,400	16,500	16,500	6,420	B	0.39
SR 33	ANDERSON ROAD	CR 365B	C	14,200	0	7,800	14,200	20,000	25,600	6,494	B	0.46
SR 33	CR 365B	CR 361	C	14,200	0	7,800	14,200	20,000	25,600	4,983	B	0.35
SR 33	CR 361	CR 474	C	14,200	0	7,800	14,200	20,000	25,600	5,115	B	0.36
SR 33	CR 474	POLK COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	3,919	B	0.28
SR 40	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	3,935	B	0.28
SR 40	CR 445A	RIVER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	6,140	B	0.43
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	7,306	B	0.51
SR 44	SUMTER COUNTY LINE	CR 468	D	36,700	0	29,300	35,500	36,700	36,700	18,510	B	0.50
SR 44	CR 468	S LONE OAK DRIVE	D	36,700	0	29,300	35,500	36,700	36,700	13,503	B	0.37
SR 44	S LONE OAK DRIVE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	11,151	B	0.47
SR 44	US 27	S 9TH STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,785	B	0.62
SR 44	S 9TH STREET	CANAL STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	B	0.61
SR 44	CANAL STREET	S LAKE STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	B	0.61
SR 44	S LAKE STREET	E MAIN STREET	D	36,700	0	29,300	35,500	36,700	36,700	18,956	B	0.52
SR 44	E MAIN STREET	US 441	D	33,200	0	0	25,000	33,200	35,100	19,751	C	0.59
SR 44	CR 44B	GRIFFIN LANE	D	36,700	0	29,300	35,500	36,700	36,700	9,948	B	0.27
SR 44	GRIFFIN LANE	CR 439	C	35,500	0	29,300	35,500	36,700	36,700	9,948	B	0.28
SR 44	CR 439	CR 437	C	35,500	0	29,300	35,500	36,700	36,700	9,948	B	0.28
SR 44	CR 437	CR 46A	C	15,100	0	8,000	15,100	21,100	26,800	8,209	C	0.54
SR 44	CR 46A	CR 44A	C	14,200	0	7,800	14,200	20,000	25,600	6,469	B	0.46
SR 44	CR 44A	OVERLOOK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	B	0.46
SR 44	OVERLOOK DRIVE	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	6,469	B	0.46
SR 44	CR 42	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	B	0.46
SR 46	US 441	VISTA VIEW	D	16,500	0	9,600	15,400	16,500	16,500	9,798	C	0.59
SR 46	VISTA VIEW	ROUND LAKE ROAD	C	14,100	0	8,900	14,100	15,200	15,200	9,798	C	0.69
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	C	0.98
SR 46	CR 437 SOUTH	CR 437 NORTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	C	0.98
SR 46	CR 437 NORTH	CR 435	C	14,100	0	8,900	14,100	15,200	15,200	15,023	D	1.07
SR 46	CR 435	CR 46A	C	14,200	0	7,800	14,200	20,000	25,600	15,023	D	1.06
SR 46	CR 46A	SEMINOLE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	16,335	D	1.15
SR 50	SUMTER COUNTY LINE	CR 365 / BAY LAKE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	12,060	C	0.80
SR 50	CR 365 / BAY LAKE ROAD	CR 33	D	22,200	0	7,800	15,600	22,200	27,900	12,060	C	0.54
SR 50	CR 33	GROVELAND FARMS ROAD	D	36,700	0	29,300	35,500	36,700	36,700	21,946	B	0.60
SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	D	36,700	0	29,300	35,500	36,700	36,700	21,946	B	0.60
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	12,240	B	0.56
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	D	22,020	0	17,580	21,300	22,020	22,020	11,088	B	0.50
SR 50 (W)	SR 33 SOUTH	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,790	B	0.63
SR 50 (E)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	11,132	B	0.51
SR 50	SR 33 SOUTH	CR 365A NORTH	D	36,700	0	29,300	35,500	36,700	36,700	22,201	B	0.60
SR 50	CR 365A NORTH	CR 361	D	36,700	0	29,300	35,500	36,700	36,700	22,898	B	0.62
SR 50	CR 361	EAST AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	25,061	B	0.68
SR 50	EAST AVENUE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	32,793	C	0.89
SR 50	US 27	HANCOCK ROAD	D	55,300	0	45,000	53,700	55,300	55,300	39,083	B	0.71
SR 50	HANCOCK ROAD	CR 455	D	55,300	0	45,000	53,700	55,300	55,300	49,420	C	0.89
SR 50	CR 455	ORANGE COUNTY LINE	D	55,300	0	45,000	53,700	55,300	55,300	49,420	C	0.89
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	C	57,600	0	42,600	57,600	68,700	73,600	37,300	B	0.65
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	C	57,600	0	42,600	57,600	68,700	73,600	37,900	B	0.66
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	C	57,600	0	42,600	57,600	68,700	73,600	32,700	B	0.57
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	C	57,600	0	42,600	57,600	68,700	73,600	43,200	C	0.75
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,177	B	0.30
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	D	10,725	0	6,240	10,010	10,725	10,725	1,421	B	0.13
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,767	B	0.16
THOMAS AVENUE	CR 460	CR 44A	D	10,725	0	6,240	10,010	10,725	10,725	6,681	C	0.62
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,255	C	0.58
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,941	B	0.18
TUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	C	9,800	0	0	9,800	13,000	13,900	465	C	0.05

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
HUSCANOOGA ROAD	EGG ROAD	SR 50	C	13,860	0	8,640	13,860	14,850	14,850	1,807	B	0.13
CNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	C	10,010	0	6,240	10,010	10,725	10,725	791	B	0.08
US 192	US 27	ORANGE COUNTY LINE	C	48,600	0	41,500	48,600	51,000	51,000	50,009	D	1.03
US 27/US 441	SUMTER COUNTY LINE	GRIFFIN AVENUE	D	50,300	0	0	39,000	50,300	53,100	28,368	C	0.56
US 27/US 441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	D	33,200	0	0	25,000	33,200	35,100	25,602	D	0.77
US 27/US 441	ALT US 441 / ALT US 27	CR 466	D	36,700	0	29,300	35,300	36,700	36,700	25,602	B	0.70
US 27/US 441	CR 466	LAKE ELLA ROAD	D	36,700	0	29,300	35,300	36,700	36,700	32,205	C	0.88
US 27/US 441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	D	36,700	0	29,300	35,300	36,700	36,700	26,660	B	0.73
US 27/US 441	CR 466A / MILLER BOULEVARD	CR 466A*(MARTIN LUTHER KING BLVD)	D	36,700	0	29,300	35,300	36,700	36,700	32,794	C	0.89
US 27/US 441	CR 466*(MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	D	36,700	0	29,300	35,300	36,700	36,700	45,264	F	1.23
US 27/US 441	CR 466A (LEE ROAD)	CR 44A/ GRIFFIN ROAD	D	36,700	0	29,300	35,300	36,700	36,700	45,264	F	1.23
US 27/US 441	CR 44A/ GRIFFIN ROAD	US 27/US 441 SPLIT	D	50,300	0	0	39,000	50,300	53,100	45,264	D	0.90
US 27/SR 25	US 27/US 441 SPLIT	MAIN STREET	D	33,200	0	0	25,000	33,200	35,100	26,197	D	0.79
US 27/SR 25	MAIN STREET	SR 44	D	33,200	0	0	25,000	33,200	35,100	23,336	C	0.71
US 27/SR 25	SR 44	CR 15A (SOUTH)	D	33,200	0	0	25,000	33,200	35,100	33,142	D	1.00
US 27/SR 25	CR 15A (SOUTH)	CR 33	D	33,200	0	0	25,000	33,200	35,100	32,696	D	0.98
US 27/SR 25	CR 33	CR 48	D	36,700	0	29,300	35,300	36,700	36,700	32,696	C	0.89
US 27/SR 25	CR 48	PLANTATION BOULEVARD	D	36,700	0	29,300	35,300	36,700	36,700	21,851	B	0.60
US 27/SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	C	32,100	0	26,900	32,100	33,800	33,800	21,851	B	0.68
US 27/SR 25	FLORIDA TURNPIKE	SR 19	C	32,100	0	26,900	32,100	33,800	33,800	19,366	B	0.61
US 27/SR 25	SR 19	CR 361	C	32,100	0	26,900	32,100	33,800	33,800	15,253	B	0.49
US 27/SR 25	CR 361	CR 361A	C	35,300	0	29,300	35,300	36,700	36,700	24,811	B	0.69
US 27/SR 25	CR 361A	CR 561/MAIN AVENUE	C	35,300	0	29,300	35,300	36,700	36,700	38,963	B	0.82
US 27/SR 25	CR 561/MAIN AVENUE	CR 50	C	35,300	0	29,300	35,300	36,700	36,700	38,963	B	0.82
US 27/SR 25	CR 50	GRAND HIGHWAY	C	35,300	0	29,300	35,300	36,700	36,700	38,245	B	0.80
US 27/SR 25	GRAND HIGHWAY	SR 50	C	35,300	0	29,300	35,300	36,700	36,700	21,679	B	0.61
US 27/SR 25	SR 50	JOHNS LAKE ROAD	C	35,300	0	29,300	35,300	36,700	36,700	31,528	C	0.89
US 27/SR 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	C	35,300	0	29,300	35,300	36,700	36,700	26,219	B	0.74
US 27/SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	C	35,300	0	29,300	35,300	36,700	36,700	22,370	B	0.63
US 27/SR 25	LAKE LOUISA ROAD	CR 474	C	45,400	0	31,400	45,400	58,800	66,600	22,135	B	0.49
US 27/SR 25	CR 474	US 192	C	48,600	0	41,500	48,600	51,000	51,000	31,226	B	0.64
US 441/ SR 300	US 27/US 441 SPLIT	LEE STREET	D	33,200	0	0	25,000	33,200	35,100	29,057	D	0.88
US 441/ SR 300	LEE STREET	N CANNAL STREET	D	33,200	0	0	25,000	33,200	35,100	29,634	D	0.89
US 441/ SR 300	N CANNAL STREET	E DIXIE AVENUE	D	33,200	0	0	25,000	33,200	35,100	29,726	D	0.90
US 441/ SR 300	E DIXIE AVENUE	E MAIN STREET	D	55,300	0	45,000	53,700	55,300	55,300	43,634	B	0.79
US 441/ SR 300	E MAIN STREET	CR 44	D	55,300	0	45,000	53,700	55,300	55,300	43,553	B	0.79
US 441/ SR 300	CR 44	RADIO ROAD	D	55,300	0	45,000	53,700	55,300	55,300	43,553	B	0.79
US 441/ SR 300	RADIO ROAD	CR 473	D	55,300	0	45,000	53,700	55,300	55,300	37,734	B	0.68
US 441/ SR 300	CR 473	OLD US 441/ CR 300A	D	55,300	0	45,000	53,700	55,300	55,300	37,734	B	0.68
US 441/ SR 300	OLD US 441/ CR 300A	SR 19/ DUNCAN DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	23,397	B	0.42
US 441/ SR 300	SR 19/ DUNCAN DRIVE	CR 452 / ST CLAIR ABRAMS AVENUE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	B	0.66
US 441/ SR 300	CR 452 / ST CLAIR ABRAMS AVENUE	CR 452 / LAKE EUSTIS DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	B	0.66
US 441/ SR 300	CR 452 / LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	B	0.66
US 441/ SR 300	DAVID WALKER DRIVE	SR 19/ BAY STREET	D	55,300	0	45,000	53,700	55,300	55,300	37,591	B	0.68
US 441/ SR 300	SR 19/ BAY STREET	OLD MT DORA ROAD	D	55,300	0	45,000	53,700	55,300	55,300	32,596	B	0.59
US 441/ SR 300	OLD MT DORA ROAD	DONNELLY STREET	D	55,300	0	45,000	53,700	55,300	55,300	32,596	B	0.59
US 441/ SR 300	DONNELLY STREET/ SR 44	WOLF BRANCH ROAD	D	55,300	0	45,000	53,700	55,300	55,300	25,888	B	0.46
US 441/ SR 300	WOLF BRANCH ROAD	SR 46	D	55,300	0	45,000	53,700	55,300	55,300	26,330	B	0.48
US 441/ SR 300	SR 46	ORANGE COUNTY LINE	D	55,300	0	45,000	53,700	55,300	55,300	21,304	B	0.39
WISTIA DEL LAGO BOULEVARD	LAKE LOUISA ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,424	B	0.13
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,486	B	0.23
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 44B	D	10,725	0	6,240	10,010	10,725	10,725	4,542	B	0.42
WELLS AVENUE	SR 19	E MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	1,592	B	0.15
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	7,849	C	0.73
WOLF BRANCH ROAD	BRITT ROAD	CR 437	D	9,880	0	5,785	9,165	9,880	9,880	3,319	B	0.34
WOODLEA ROAD	LANE PARK ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,085	B	0.25

Transportation Element
Data Inventory Analysis

APPENDIX C

LAKE COUNTY ROADWAY INVENTORY

2015 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
ABCAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,897	4.03%	4,838	0.45	B
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,679	4.03%	2,065	0.19	B
ARDICE AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	1,113	4.03%	6,346	0.39	C
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	1,193	4.03%	1,484	0.14	B
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUMNER COUNTY LINE	CR 33	C	8,820	0	0	8,820	11,700	12,110	854	4.03%	1,060	0.12	C
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,283	4.03%	1,593	0.15	B
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,322	4.03%	1,641	0.15	B
BAY ROAD	BAY ROAD / CR 19A	OLD US 441 / CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	2,717	4.03%	3,373	0.31	B
BAY ROAD	OLD US 441 / CR 300A	CR 470 / LAKE SHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,738	4.03%	1,868	0.18	B
BLACKHILL LAKE ROAD	FOSGATE ROAD	CR 30	D	9,880	0	3,783	9,163	9,880	9,880	2,549	4.03%	3,185	0.32	B
BRIDGES ROAD	CR 33	US 27	D	9,880	0	3,783	9,163	9,880	9,880	789	4.03%	980	0.10	B
BRITT ROAD	SR 44	HORSE RANCH ROAD	D	9,880	0	3,783	9,163	9,880	9,880	1,774	4.03%	2,203	0.22	B
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,774	4.03%	2,203	0.22	B
C.K. 19A (DOKA AVENUE)	LAKE DOKA DRIVE	CR 300A / OLD 441	D	10,725	0	6,240	10,010	10,725	10,725	998	4.03%	1,240	0.12	B
C.K. 19A (DOKA AVENUE)	CR 300A / OLD 441	DAVID WALKER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,247	4.03%	6,515	0.61	C
C.K. 19A (DOKA AVENUE)	DAVID WALKER ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,440	4.03%	5,513	0.51	B
C.K. 19A	CR 44	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	1,897	4.03%	2,479	0.23	B
C.K. 19A (BAY ROAD)	US 441	BAY ROAD	D	16,500	0	9,800	15,400	16,500	16,500	12,212	2.70%	14,163	0.86	C
C.K. 19A	BAY ROAD / CR 19A	CR 440 / CR 300A	D	16,500	0	9,800	15,400	16,500	16,500	7,182	2.70%	8,347	0.31	B
C.K. 25 / ALT 27	MARKON COUNTY LINE	GRIFFIN AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	6,905	2.70%	7,950	0.48	B
C.K. 25 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	D	16,500	0	9,800	15,400	16,500	16,500	6,390	2.70%	7,426	0.47	B
C.K. 25A (FRUIT PARK)	US 27 (NORTH)	CR 446A	D	10,725	0	6,240	10,010	10,725	10,725	3,803	4.03%	7,205	0.67	C
C.K. 25A (FRUIT PARK)	CR 446A	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	4,400	4.03%	5,483	0.51	B
C.K. 25A (LEESBURG)	US 27 (NORTH)	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	338	4.03%	420	0.04	B
C.K. 33	US 27	CR 48 (NORTH)	D	16,500	0	9,800	15,400	16,500	16,500	8,131	2.70%	9,473	0.37	B
C.K. 33	CR 48 (NORTH)	CR 45 / LEESBURG HIGHWAY	D	22,200	0	9,800	15,800	22,200	23,900	7,203	4.03%	9,465	0.44	C
C.K. 33	CR 45 / LEESBURG HIGHWAY	BRIDGES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,238	4.03%	5,262	0.27	B
C.K. 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,522	4.03%	5,614	0.27	B
C.K. 33	PEBBLE ROCK ROAD	SR 30	D	22,200	0	7,800	15,600	22,200	27,900	4,522	4.03%	5,614	0.27	B
C.K. 42	MARKON COUNTY LINE	SR 19	C	14,200	0	7,800	14,200	20,000	25,800	3,240	4.03%	4,023	0.28	B
C.K. 42	SR 19	CR 430	D	21,100	0	8,000	15,100	21,100	26,800	2,838	4.03%	3,275	0.18	B
C.K. 42	CR 430	CR 439	C	14,200	0	7,800	14,200	20,000	25,800	2,911	4.03%	4,310	0.35	B
C.K. 42	CR 439	CENTRAL AVENUE	C	14,200	0	7,800	14,200	20,000	25,800	3,008	4.03%	3,755	0.29	B
C.K. 42	CENTRAL AVENUE	PALMETTO STREET	C	14,200	0	7,800	14,200	20,000	25,800	3,008	4.03%	3,735	0.28	B
C.K. 42	PALMETTO STREET	LAKE MACK DRIVE	C	14,200	0	7,800	14,200	20,000	25,800	4,021	4.03%	4,962	0.37	B
C.K. 42	LAKE MACK DRIVE	SR 44	C	14,200	0	7,800	14,200	20,000	25,800	4,021	4.03%	4,992	0.37	B
C.K. 43	SR 48	DOBSBREAD DRIVE	D	14,830	0	8,640	13,880	14,830	14,830	3,590	4.03%	7,437	0.30	B
C.K. 43	DOBSBREAD DRIVE	ORANGE COUNTY LINE	D	14,830	0	8,640	13,880	14,830	14,830	4,566	4.03%	5,689	0.38	B
C.K. 43	CR 44A	SR 44	D	13,880	0	8,010	12,690	13,880	13,880	4,162	4.03%	5,167	0.33	B
C.K. 43	SR 44	WOLF BRANCH ROAD	D	13,880	0	8,010	12,690	13,880	13,880	3,247	4.03%	6,515	0.48	B
C.K. 43	WOLF BRANCH ROAD	SR 46	D	13,880	0	8,010	12,690	13,880	13,880	7,879	4.03%	9,782	0.72	C
C.K. 43	SR 46	ORANGE COUNTY LINE	D	13,880	0	8,010	12,690	13,880	13,880	6,093	4.03%	7,567	0.57	B
C.K. 43	CR 42	CR 44A	C	9,800	0	0	9,800	13,000	13,900	2,220	4.03%	2,766	0.28	C
C.K. 43	CR 44A	SR 44	C	9,800	0	0	9,800	13,000	13,900	3,071	4.03%	3,813	0.38	C
C.K. 44	US 441	SILVER LAKE ROAD	D	14,830	0	8,640	13,880	14,830	14,830	6,710	4.03%	10,814	0.73	C
C.K. 44	SILVER LAKE ROAD	CR 473	D	13,880	0	8,010	12,690	13,880	13,880	5,960	4.03%	9,883	0.72	C
C.K. 44	CR 473	APIARY ROAD	D	14,830	0	8,640	13,880	14,830	14,830	14,176	4.03%	17,601	1.19	F
C.K. 44	APIARY ROAD	CR 432	D	14,830	0	8,640	13,880	14,830	14,830	11,836	4.03%	14,720	0.99	D
C.K. 44	CR 432	SR 19	D	14,830	0	8,640	13,880	14,830	14,830	11,831	4.03%	14,714	0.99	D
C.K. 44	SR 19	HICKS DITCH ROAD	D	14,830	0	8,640	13,880	14,830	14,830	9,242	4.03%	11,475	0.77	C
C.K. 44	HICKS DITCH ROAD	CR 44A	D	13,880	0	8,010	12,690	13,880	13,880	8,328	4.03%	10,240	0.76	C
C.K. 44 (DELAND ROAD)	CR 44A	SR 44	D	14,830	0	8,640	13,880	14,830	14,830	7,039	4.03%	8,740	0.59	C
C.K. 44 LEG-A	CR 44	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,261	4.03%	1,566	0.15	B
C.K. 44	SR 19	NF 332	C	14,200	0	7,800	14,200	20,000	25,800	807	4.03%	754	0.07	B
C.K. 44	NF 332	CR 44A	C	14,200	0	7,800	14,200	20,000	25,800	807	4.03%	754	0.07	B
C.K. 44A	SR 19	CR 443	C	14,200	0	7,800	14,200	20,000	25,800	388	4.03%	1,163	0.08	B
C.K. 44A	CR 443	SR 40	C	14,200	0	7,800	14,200	20,000	25,800	1,720	4.03%	1,867	0.13	B
C.K. 44	SR 19	CR 361	D	14,830	0	8,640	13,880	14,830	14,830	2,699	4.03%	3,351	0.23	B
C.K. 44	CR 361	LAKE INDUSTRIAL BOULEVARD	D	22,200	0	7,800	15,600	22,200	27,900	6,133	4.03%	7,615	0.34	B
C.K. 44	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,800	4,803	4.03%	5,966	0.42	B
C.K. 44A	CR 44	CR 48	C	8,820	0	0	8,820	11,700	12,110	3,616	4.03%	4,490	0.31	C
C.K. 44A	CR 48	SOUTH TERMINI	C	8,820	0	0	8,820	11,700	12,110	789	4.03%	997	0.10	C
C.K. 44	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,336	4.03%	2,801	0.29	B
C.K. 44	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	2,336	4.03%	2,801	0.28	B
C.K. 44 (LAKE SIDE AVENUE / ROSE STREET)	SR 19	SKYLINE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	911	4.03%	1,131	0.11	B
C.K. 44	SKYLINE DRIVE	CR 450A / CR 44A	D	9,880	0	3,783	9,163	9,880	9,880	1,300	4.03%	1,614	0.16	B
C.K. 44 (ESTES ROAD)	CR 450A	DELAND ROAD	D	9,880	0	3,783	9,163	9,880	9,880	1,107	4.03%	1,374	0.14	B
C.K. 44 (GRIFFIN ROAD)	THOMAS ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	6,436	4.03%	10,474	0.98	D
C.K. 44	DELAND ROAD	ESTES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,413	4.03%	5,476	0.28	B
C.K. 44	ESTES ROAD	CR 439	C	14,200	0	7,800	14,200	20,000	25,800	4,134	4.03%	5,133	0.38	B
C.K. 44	CR 439	CR 437	C	14,200	0	7,800	14,200	20,000	25,800	4,117	4.03%	5,112	0.36	B
C.K. 44	CR 437	SR 44	C	14,200	0	7,800	14,200	20,000	25,800	1,167	4.03%	1,449	0.10	B

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SR 44 (OLD C.K. 48)	WAYCROSS AVENUE	ORANGE AVENUE	D	15,370	21,870	33,030	33,030	12,227	4.03%	15,161	0.44	B		
SR 44 (OLD C.K. 48)	US 44	WAYCROSS AVENUE	D	14,367	0	27,835	33,725	34,885	34,885	10,413	4.03%	22,911	0.65	B
C.R. 44C (EUDORA ROAD)	US 44	CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	3,446	4.03%	11,728	1.09	F
C.R. 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	D	14,830	0	8,640	13,860	14,830	14,830	4,997	4.03%	6,204	0.42	B
C.R. 450	MARION COUNTY LINE	BABB ROAD	C	8,820	0	0	8,820	11,700	12,310	1,391	4.03%	1,603	0.18	C
C.R. 450	BABB ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,366	4.03%	2,938	0.27	B
C.R. 450	SR 19	E UMATILLA BOULEVARD W 7TH STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,982	4.03%	4,944	0.46	B
C.R. 450	E UMATILLA BOULEVARD W 7TH STREET	CR 42	D	9,880	0	3,785	9,165	9,880	9,880	3,982	4.03%	4,944	0.50	B
C.R. 450A	SR 19	CR 44A NORTH	D	9,880	0	3,785	9,165	9,880	9,880	1,107	4.03%	1,374	0.14	B
C.R. 451	MARION COUNTY LINE	FELKINS ROAD	C	8,820	0	0	8,820	11,700	12,310	3,382	4.03%	6,682	0.76	C
C.R. 451	FELKINS ROAD	SANDY LANE	D	10,725	0	6,240	10,010	10,725	10,725	3,382	4.03%	6,682	0.62	C
C.R. 451	SANDY LANE	LAKE LANDING BOULEVARD	D	9,880	0	3,785	9,165	9,880	9,880	7,103	4.03%	8,821	0.89	C
C.R. 451	LAKE LANDING BOULEVARD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	7,103	4.03%	8,921	0.82	C
C.R. 451 (EUSTIS)	CR 44 / CR 451	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	10,701	4.03%	13,286	1.24	F
C.R. 451 (ST CLAIR ABRAMS AVENUE)	US 44	CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	3,380	4.03%	4,172	0.39	B
C.R. 451 (ST CLAIR ABRAMS AVENUE)	CR 300A	CR 451 / EAST MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	4,172	0.39	B
C.R. 451 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,923	4.03%	2,386	0.22	B
C.R. 451 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,361	4.03%	1,690	0.16	B
C.R. 451 (LAKE SHORE DRIVE)	LAKE AVENUE	BAY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,385	4.03%	1,720	0.16	B
C.R. 451 (LAKE SHORE DRIVE)	BAY ROAD	OLD US 44 / CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	3,385	4.03%	1,720	0.16	B
C.R. 451 (LAKE SHORE DRIVE)	OLD US 44 / CR 300A	11TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	642	4.03%	797	0.07	B
C.R. 453	SR 19	CR 361	D	21,100	0	8,000	15,100	21,100	26,800	2,374	2.70%	2,759	0.13	B
C.R. 453	CR 361	CR 361A	D	21,100	0	8,000	15,100	21,100	26,800	1,343	2.70%	1,561	0.07	B
C.R. 453	CR 361 A	RIDGEWOOD AVENUE	D	9,880	0	3,785	9,165	9,880	9,880	2,436	4.03%	3,049	0.31	B
C.R. 453	RIDGEWOOD AVENUE	CR 455 / CR 30	D	9,880	0	3,785	9,165	9,880	9,880	4,755	4.03%	5,904	0.60	C
C.R. 453	CR 455 / CR 30	SR 30	D	10,725	0	6,240	10,010	10,725	10,725	3,648	4.03%	2,913	0.26	C
C.R. 46 (SANFORD ROAD)	US 44	CR 300A	D	14,830	0	8,640	13,860	14,830	14,830	5,174	4.03%	6,424	0.45	B
C.R. 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	D	14,830	0	8,640	13,860	14,830	14,830	4,412	4.03%	5,478	0.37	B
C.R. 466	SUNTER COUNTY LINE ROAD	ROLLING ACRES ROAD	D	33,800	0	38,900	32,100	33,800	33,800	16,814	2.70%	19,541	0.38	B
C.R. 466	ROLLING ACRES ROAD	US 27	D	16,500	0	9,800	15,400	16,500	16,500	8,703	2.70%	10,115	0.61	C
C.R. 466 / LAKE GRIFFIN ROAD	US 27 / US 44	GRAY'S AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,230	4.03%	2,794	0.28	B
C.R. 466 / LAKE GRIFFIN ROAD	GRAY'S AIRPORT ROAD	MARION COUNTY ROAD	D	9,880	0	3,785	9,165	9,880	9,880	2,230	4.03%	2,794	0.28	B
C.R. 466A	SUNTER COUNTY LINE	CR 468 / ROSE AVENUE	D	15,200	0	8,300	14,100	15,200	15,200	8,183	2.70%	9,487	0.62	C
C.R. 466A	CR 468 / ROSE AVENUE	US 27	D	16,500	0	9,800	15,400	16,500	16,500	4,816	2.70%	5,557	0.34	B
C.R. 466A (PICCOLA ROAD)	US 27	CR 466B	D	10,725	0	6,240	10,010	10,725	10,725	6,933	4.03%	8,635	0.81	C
C.R. 466A (PICCOLA ROAD)	CR 466B	COUNTY ROAD TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	6,933	4.03%	8,635	0.81	C
C.R. 466B	EAGLE NEST ROAD	CR 466A	D	10,725	0	6,240	10,010	10,725	10,725	3,800	4.03%	4,718	0.44	B
C.R. 468	CR 466A	PINE RIDGE FARM ROAD	D	14,830	0	8,640	13,860	14,830	14,830	2,895	4.03%	3,346	0.23	B
C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	D	14,830	0	8,640	13,860	14,830	14,830	4,980	4.03%	6,158	0.41	B
C.R. 468	GRIFFIN ROAD	SR 44	D	14,830	0	8,640	13,860	14,830	14,830	5,823	4.03%	7,232	0.49	B
C.R. 46A	SR 44	SR 46	C	9,800	0	0	9,800	13,000	13,900	6,313	4.03%	7,838	0.80	C
C.R. 470	SUNTER COUNTY LINE	BAY AVENUE	D	13,880	0	8,010	12,690	13,880	13,880	6,470	4.03%	8,008	0.59	B
C.R. 470	BAY AVENUE	CR 33	D	14,830	0	8,640	13,860	14,830	14,830	6,470	4.03%	8,008	0.54	B
C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	5,683	4.03%	6,972	0.62	C
C.R. 473	FOUNTAIN LAKE BOULEVARD	US 44	D	23,855	0	19,045	23,075	23,855	23,855	11,763	4.03%	14,605	0.81	B
C.R. 474	SR 33	GREEN SWAMP ROAD	C	9,800	0	0	9,800	13,000	13,900	2,398	4.03%	3,226	0.33	C
C.R. 474	GREEN SWAMP ROAD	US 27	C	9,800	0	0	9,800	13,000	13,900	3,066	4.03%	3,807	0.39	C
C.R. 478	SR 19	JANARLY ROAD	D	13,880	0	8,010	12,690	13,880	13,880	712	4.03%	884	0.06	B
C.R. 48	SUNTER COUNTY LINE	CR 33	D	13,880	0	8,010	12,690	13,880	13,880	2,228	4.03%	2,766	0.20	B
C.R. 48	CR 33	US 27	D	14,830	0	8,640	13,860	14,830	14,830	7,187	4.03%	8,936	0.60	C
C.R. 48	US 27	LINE AVENUE	D	14,830	0	8,640	13,860	14,830	14,830	3,998	4.03%	9,830	0.67	C
C.R. 48	LINE AVENUE	SR 19	D	13,880	0	8,010	12,690	13,880	13,880	6,339	4.03%	7,870	0.58	B
C.R. 48	CR 361	RANCH ROAD	D	14,830	0	8,640	13,860	14,830	14,830	4,317	4.03%	5,608	0.38	B
C.R. 48	RANCH ROAD	CR 46A	C	9,800	0	0	9,800	13,000	13,900	4,317	4.03%	5,608	0.37	C
C.R. 30 (SUNSET AVENUE)	CR 33	CR 30	D	14,830	0	8,640	13,860	14,830	14,830	921	4.03%	1,166	0.08	B
C.R. 30	US 27	TURKEY FARM ROAD	D	14,830	0	8,640	13,860	14,830	14,830	2,292	4.03%	10,255	0.69	C
C.R. 30	TURKEY FARM ROAD	CR 435	D	14,830	0	8,640	13,860	14,830	14,830	4,707	4.03%	5,844	0.39	B
C.R. 30	CR 435	ORANGE COUNTY LINE	D	14,830	0	8,640	13,860	14,830	14,830	4,690	4.03%	5,823	0.39	B
C.R. 300A (OLD 44)	SR 19	DORA AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	9,016	2.70%	10,478	0.64	C
C.R. 300A (OLD 44)	DORA AVENUE	BAY ROAD	D	16,500	0	9,800	15,400	16,500	16,500	9,380	2.70%	11,134	0.67	C
C.R. 300A (OLD 44)	BAY ROAD	CR 44C / EUDORA AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	9,009	2.70%	10,470	0.63	C
C.R. 300A (OLD 44)	CR 44C / EUDORA AVENUE	LAKE SHORE DRIVE	D	16,500	0	9,800	15,400	16,500	16,500	12,138	2.70%	14,130	0.84	C
C.R. 300A (OLD 44)	LAKE SHORE DRIVE	7TH AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	3,589	2.70%	10,247	0.63	C
C.R. 300A (OLD 44)	SR 46	ORANGE COUNTY LINE	D	16,500	0	9,800	15,400	16,500	16,500	4,297	2.70%	4,954	0.30	B
C.R. 361	SR 19	CR 448	D	14,830	0	8,640	13,860	14,830	14,830	10,942	4.03%	13,685	0.91	C
C.R. 361	CR 448	CR 48	D	14,830	0	8,640	13,860	14,830	14,830	6,718	4.03%	8,341	0.56	B
C.R. 361	CR 48	CR 435	D	13,880	0	8,010	12,690	13,880	13,880	7,742	4.03%	9,364	0.68	C
C.R. 361	CR 435	HOWEY CROSS ROAD	D	13,880	0	8,010	12,690	13,880	13,880	4,670	4.03%	5,758	0.42	B
C.R. 361	HOWEY CROSS ROAD / CR 361A	TURSPINE ROAD / CR 361A	D	13,880	0	8,010	12,690	13,880	13,880	5,177	4.03%	6,428	0.47	B
C.R. 361 / CR 361A	TURSPINE ROAD / CR 361A	US 27	D	13,880	0	8,010	12,690	13,880	13,880	8,893	4.03%	8,561	0.63	C
C.R. 361	US 27	EAST AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	2,168	0.20	B
C.R. 361	EAST AVENUE	W MINNEOLA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	2,168	0.20	B

Transportation Element
Data Inventory Analysis

APPENDIX C

LAKE COUNTY ROADWAY INVENTORY

2015 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	VC RATIO	LOS
C.R. 561	CR 361A	SR 30	D	14,830	0	8,640	13,860	14,830	14,830	1,718	4.03%	3,375	0.23	B
C.R. 561	SR 30	LOGHOUSE ROAD	D	14,830	0	8,640	13,860	14,830	14,830	1,172	4.03%	6,422	0.43	B
C.R. 561	LOGHOUSE ROAD	FLORIDA BOYS RANCH ROAD	D	14,830	0	8,640	13,860	14,830	14,830	2,116	4.03%	2,627	0.18	B
C.R. 561	FLORIDA BOYS RANCH ROAD	SR 33	C	9,800	0	0	9,800	13,000	13,000	1,233	4.03%	1,568	0.16	C
C.R. 561A	TURNPIKE ROAD / CR 561	CR 433	D	13,880	0	8,010	12,690	13,880	13,880	1,026	4.03%	1,274	0.09	B
C.R. 561A	CR 361	CR 361A	D	10,725	0	6,240	10,010	10,725	10,725	7,718	4.03%	3,375	0.23	B
C.R. 561A	CR 561A	JALANBY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,798	4.03%	4,815	0.41	B
C.R. 561A	JALANBY ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	6,404	4.03%	7,981	0.74	C
C.R. 563	US 27	KWELLS/ROM LANE	D	9,800	0	3,785	9,165	9,800	9,800	788	4.03%	978	0.10	B
C.R. 563 (VILLA CITY ROAD)	SR 30	KWELLS/ROM LANE	D	10,725	0	6,240	10,010	10,725	10,725	1,868	4.03%	2,319	0.22	B
C.R. 563	SR 30	SLOANS RIDGE	D	10,725	0	6,240	10,010	10,725	10,725	714	4.03%	886	0.08	B
C.R. 563	SLOANS RIDGE	LAKE ERIE ROAD	C	8,820	0	0	8,820	11,700	12,310	714	4.03%	886	0.10	C
C.R. 563A	SR 30	CR 561A	D	10,725	0	6,240	10,010	10,725	10,725	4,810	4.03%	5,972	0.56	B
C.R. 563A	SR 30	CR 561B	D	10,725	0	6,240	10,010	10,725	10,725	1,721	4.03%	2,137	0.20	B
C.R. 563B	CR 33	CR 361	C	8,820	0	0	8,820	11,700	12,310	1,733	4.03%	2,152	0.24	C
CANAL STREET	US 441	MAIN STREET	D	14,830	0	8,640	13,860	14,830	14,830	4,142	4.03%	5,143	0.37	B
CANAL STREET	MAIN STREET	SR 44	D	14,830	0	8,640	13,860	14,830	14,830	3,229	4.03%	4,009	0.27	B
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAWER DRIVE	D	14,830	0	8,640	13,860	14,830	14,830	9,670	4.03%	12,006	0.81	C
CITRUS TOWER BOULEVARD	OAKLEY SEAWER DRIVE	SR 30	D	33,030	0	28,370	31,930	33,030	33,030	11,937	4.03%	14,951	0.74	B
CITRUS TOWER BOULEVARD	SR 30	JOHNS LAKE ROAD	D	33,030	0	28,370	31,930	33,030	33,030	11,948	4.03%	14,836	0.73	B
CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	D	33,030	0	28,370	31,930	33,030	33,030	10,821	4.03%	13,187	0.40	B
DAVID WALKER DRIVE	OLD US 441 / CR 300A	CR 19A	D	10,725	0	6,240	10,010	10,725	10,725	8,082	4.03%	7,581	0.70	C
DAVID WALKER DRIVE	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,082	4.03%	7,551	0.70	C
DAVID WALKER DRIVE	US 441	MOUNT ROMER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	7,243	4.03%	6,510	0.61	C
DAVID WALKER DRIVE	MOUNT ROMER ROAD	GOLFKINS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	4,854	4.03%	5,965	0.74	B
DEAD RIVER ROAD	WEST TERRMIN	SR 15	D	10,725	0	6,240	10,010	10,725	10,725	4,483	4.03%	6,783	0.63	C
DONNELLY STREET	US 441	11TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,623	4.03%	11,950	1.11	F
DONNELLY STREET	11TH AVENUE	3TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,623	4.03%	11,950	1.11	F
DUDDA ROAD	CR 483A	ORANGE COUNTY LINE	C	8,820	0	0	8,820	11,700	12,310	4,178	4.03%	5,187	0.39	C
EAGLES NEST ROAD	US 27	CR 466B	D	10,725	0	6,240	10,010	10,725	10,725	2,380	4.03%	3,263	0.30	B
EAST AVENUE	CR 361	CR 361	D	10,725	0	6,240	10,010	10,725	10,725	4,864	4.03%	6,163	0.73	B
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	C	8,820	0	0	8,820	11,700	12,310	3,703	4.03%	4,600	0.73	C
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,703	4.03%	4,600	0.43	B
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,089	4.03%	3,848	0.38	B
EMPIRE CHURCH ROAD	CR 363	ANDERSON ROAD	C	8,820	0	0	8,820	11,700	12,310	1,200	4.03%	1,450	0.17	C
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	D	9,800	0	3,785	9,165	9,800	9,800	2,397	4.03%	3,224	0.33	B
ESTES ROAD	LAKE LINCOLN LANE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	2,397	4.03%	3,224	0.30	B
HUDORA ROAD	OLD MT DORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,339	4.03%	4,171	0.39	B
ENCALLIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	3,891	4.03%	4,831	0.43	B
FISH CAMP ROAD	CR 431	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	1,249	4.03%	1,581	0.14	B
FOSGATE ROAD	GRASSY LAKE ROAD	CR 30	D	10,725	0	6,240	10,010	10,725	10,725	1,038	4.03%	1,289	0.12	B
GOLFKINS AVENUE	KURT STREET	SR 19 / BAY STREET	D	10,725	0	6,240	10,010	10,725	10,725	890	4.03%	1,105	0.10	B
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 431	D	10,725	0	6,240	10,010	10,725	10,725	2,093	4.03%	2,599	0.29	B
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 30	D	10,725	0	6,240	10,010	10,725	10,725	4,382	4.03%	6,666	0.33	B
N. GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	D	10,725	0	6,240	10,010	10,725	10,725	570	4.03%	708	0.07	B
GRAYS AIRPORT ROAD	MARKON COUNTY ROAD	CR 466	D	9,800	0	3,785	9,165	9,800	9,800	1,949	4.03%	2,420	0.24	B
GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,949	4.03%	2,420	0.23	B
GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	D	9,800	0	3,785	9,165	9,800	9,800	1,746	4.03%	1,919	0.19	B
GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 411	D	9,800	0	3,785	9,165	9,800	9,800	1,169	4.03%	1,451	0.13	B
GRIFFIN AVENUE	US 27 / US 411	CR 23	D	10,725	0	6,240	10,010	10,725	10,725	7,671	4.03%	9,504	0.89	C
GRIFFIN AVENUE	CR 13	UNCLE DONALDS LANE	D	10,725	0	6,240	10,010	10,725	10,725	2,011	4.03%	2,487	0.23	B
GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	D	9,800	0	3,785	9,165	9,800	9,800	2,011	4.03%	2,487	0.23	B
GRIFFIN ROAD	US 27	LEE STREET	D	10,725	0	6,240	10,010	10,725	10,725	2,317	4.03%	2,877	0.27	B
GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,783	4.03%	4,687	0.44	B
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	BOLEN ROAD	D	9,800	0	3,785	9,165	9,800	9,800	1,440	4.03%	1,788	0.18	B
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,144	4.03%	1,450	0.13	B
GROVE STREET	LAKEVIEW AVENUE	GOLFKINS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,867	4.03%	3,560	0.33	B
GROVE STREET	GOLFKINS AVENUE	OLD MT DORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,810	4.03%	4,780	0.47	B
HANCOCK RIDGE	LAKE SHORE DRIVE	US 27	D	33,030	0	28,370	31,930	33,030	33,030	8,864	4.03%	11,005	0.33	B
N. HANCOCK ROAD	CR 30	N RIDGE BOULEVARD	D	33,030	0	28,370	31,930	33,030	33,030	7,362	4.03%	9,141	0.28	B
N. HANCOCK ROAD	N RIDGE BOULEVARD	SR 30	D	33,030	0	28,370	31,930	33,030	33,030	13,660	4.03%	16,215	0.49	B
N. HANCOCK ROAD	SR 30	HOOK STREET	D	33,030	0	28,370	31,930	33,030	33,030	12,448	4.03%	15,487	0.47	B
S. HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	D	14,830	0	8,640	13,860	14,830	14,830	12,448	4.03%	15,487	1.04	F
S. HANCOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	D	14,830	0	8,640	13,860	14,830	14,830	8,441	4.03%	7,997	0.74	B
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	D	18,100	1,800	4,800	12,100	18,100	23,100	10,733	4.03%	13,383	0.74	D
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	D	9,800	0	3,785	9,165	9,800	9,800	8,633	4.03%	10,743	1.09	F
HARTWOOD MARSH ROAD	SR 44	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	7,897	4.03%	7,297	0.71	B
HARTWOOD MARSH ROAD	SR 44	3TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,183	4.03%	2,688	0.23	B
HIGHLAND STREET	LAKEVIEW AVENUE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	5,097	4.03%	6,328	0.59	C
HOOK STREET	US 27	HANCOCK ROAD	D	33,030	0	28,370	31,930	33,030	33,030	5,146	4.03%	6,389	0.19	B
HOOK STREET	US 27	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	734	4.03%	911	0.08	B
HUFFSTELER DRIVE	DAVID WALKER DRIVE	CR 361A	D	10,725	0	6,240	10,010	10,725	10,725	2,088	4.03%	2,892	0.24	B
JALANBY ROAD	CR 478	CR 361A	D	10,725	0	6,240	10,010	10,725	10,725					

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					A	B	C	D	E			AADT	V/C	RATIO	LOS
WENNS LAKE ROAD	US 27	HANGCOK ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,983	4.03%	6,187	0.58	B	
BURN STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	7,601	4.03%	9,437	0.88	C	
BURT STREET	DAVID WALKER DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,307	4.03%	5,556	0.52	B	
W LADY LAKE BOULEVARD	WEST TERMIN	US 27/US44	D	10,725	0	6,240	10,010	10,725	10,725	970	4.03%	1,204	0.11	B	
S LADY LAKE BOULEVARD	US 27/US44	BERKFIELD ROAD	D	10,725	0	6,240	10,010	10,725	10,725	507	4.03%	629	0.06	B	
LAKE AVENUE / FAIRVIEW AVENUE	OLD 441 / CK 100A	LAKE SHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	811	4.03%	760	0.07	B	
LAKE DRIVE	SR 44	COUNTRY ROAD	C	8,820	0	0	8,820	11,700	12,310	761	4.03%	945	0.11	C	
LAKE ELLA ROAD	SUNTER COUNTY LINE	US 27	D	9,880	0	5,785	9,165	9,880	9,880	1,963	4.03%	2,437	0.21	B	
LAKE ERLE ROAD	CK 363	SR 33	C	8,820	0	0	8,820	11,700	12,310	378	4.03%	718	0.08	C	
LAKE EUSTIS DRIVE	US 441	Clay Blvd	D	10,725	0	6,240	10,010	10,725	10,725	5,384	4.03%	6,685	0.62	C	
LAKE LOUISA ROAD	LAKE SHORE DRIVE	VISTA DEL LAGO BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	2,896	4.03%	3,596	0.34	B	
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	3,918	4.03%	4,865	0.47	B	
LAKE MACK DRIVE	CK 42	ANOTHER ANNA ROAD	C	8,820	0	0	8,820	11,700	12,310	1,476	4.03%	1,883	0.21	C	
LAKE STREET	US 441	MAIN STREET	D	14,830	0	8,640	13,860	14,830	14,830	2,819	4.03%	3,500	0.24	B	
LAKE STREET	MAIN STREET	SR 44	D	14,830	0	8,640	13,860	14,830	14,830	3,304	4.03%	4,102	0.28	B	
LAKE SHORE DRIVE (CLER)	CK 361	OSWALT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,903	4.03%	2,363	0.22	B	
LAKE SHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,014	4.03%	3,950	0.39	C	
LAKE SHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	18,200	1,800	1,400	11,300	16,200	20,800	12,190	4.03%	15,135	0.93	D	
LAKE SHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	D	10,725	0	6,240	10,010	10,725	10,725	4,885	4.03%	6,078	0.57	B	
W LAKEVIEW AVENUE	ROSE STREET	SR 33	D	10,725	0	6,240	10,010	10,725	10,725	1,156	4.03%	1,384	0.13	B	
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	D	10,725	0	6,240	10,010	10,725	10,725	4,338	4.03%	5,354	0.33	B	
LAKE PARK CUTOFF	CK 191	CK 361	D	10,725	0	6,240	10,010	10,725	10,725	1,443	4.03%	1,792	0.17	B	
LEE STREET	US 441	GRIFFIN ROAD	D	14,830	0	8,640	13,860	14,830	14,830	2,396	4.03%	2,951	0.19	B	
LEE STREET	US 441	MAIN STREET	D	14,830	0	8,640	13,860	14,830	14,830	2,376	4.03%	3,158	0.22	B	
WILSON LAKE PARKWAY	SR 27	LIBBY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	481	4.03%	597	0.06	B	
ELMER AVENUE	DONNELLY STREET	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,913	4.03%	2,374	0.23	B	
ELMER OAK DRIVE	MAIN STREET	SR 44	D	14,830	0	8,640	13,860	14,830	14,830	2,870	4.03%	3,563	0.24	B	
LOG HOUSE ROAD	CK 361	LAKE SHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,612	4.03%	3,243	0.30	B	
E MAIN STREET	SR 19	CK 412 / ST CLAIR ABRAMS STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,932	4.03%	8,607	0.80	C	
MAIN STREET (LEESBURG)	CK 468	THOMAS AVENUE	D	18,300	0	9,800	15,400	16,300	16,300	9,107	2.70%	11,049	0.67	C	
MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	D	18,300	0	9,800	15,400	16,300	16,300	9,307	2.70%	11,049	0.67	C	
MAIN STREET (LEESBURG)	US 27	LEE STREET	D	18,300	0	9,800	15,400	16,300	16,300	10,831	2.70%	12,858	0.75	C	
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	D	18,300	0	9,800	15,400	16,300	16,300	10,831	2.70%	12,858	0.76	C	
MAIN STREET (LEESBURG)	CANAL STREET	LANE STREET	D	18,300	0	9,800	15,400	16,300	16,300	5,196	2.70%	6,039	0.37	B	
MAIN STREET (LEESBURG)	LANE STREET	DIXIE AVENUE / SR 44	D	18,300	0	9,800	15,400	16,300	16,300	4,810	2.70%	5,637	0.34	B	
MAIN STREET (SR 44)	US 441	DIXIE AVENUE / SR 44	D	18,300	0	9,800	15,400	16,300	16,300	4,033	2.70%	4,713	0.29	B	
MARION COUNTY ROAD	CK 33	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,860	4.03%	2,309	0.22	B	
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	C	8,820	0	0	8,820	11,700	12,310	1,860	4.03%	2,309	0.26	C	
MASCOTTIE EMPRE ROAD	SR 33	EMPIRE CHURCH ROAD	C	8,820	0	0	8,820	11,700	12,310	356	4.03%	728	0.08	C	
MELNDRON STREET	CLAY AVENUE	US 27/US44	D	10,725	0	6,240	10,010	10,725	10,725	254	4.03%	328	0.03	B	
MICRO RACE TRACK ROAD	LAKE ELLA ROAD	CK 468A	D	9,880	0	5,785	9,165	9,880	9,880	2,260	4.03%	2,806	0.28	B	
MORNINGSIDE DRIVE (MOUNT DOKA)	US 441	CK 100A	E	10,725	0	6,240	10,010	10,725	10,725	1,181	4.03%	1,466	0.14	B	
MT HOMER ROAD	CK 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	170	4.03%	211	0.02	B	
MT HOMER ROAD	US 441	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,384	4.03%	1,718	0.16	B	
MT HOMER ROAD	DAVID WALKER DRIVE	KUKU STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,913	4.03%	4,881	0.47	B	
OLD 441	SR 19	US 441	D	36,700	0	29,300	33,300	36,700	36,700	16,037	2.70%	18,661	0.31	B	
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LANE DRIVE	E	10,725	0	6,240	10,010	10,725	10,725	1,723	4.03%	2,142	0.20	B	
OLD EUSTIS ROAD	E CROOKED LANE DRIVE	DONNELLY STREET	E	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	2,168	0.20	B	
OLD MOUNT DOKA ROAD	SR 19	EUDORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	5,854	0.53	B	
OLD MOUNT DOKA ROAD	EUDORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	5,854	0.53	B	
ORANGE AVENUE	SR 19	HASELTON STREET	D	36,700	0	29,300	33,300	36,700	36,700	11,438	2.70%	13,293	0.36	B	
ORANGE AVENUE	HASELTON STREET	CK 44B	D	18,300	0	9,800	15,400	16,300	16,300	11,207	2.70%	13,025	0.79	C	
OSWALT ROAD	LAKE SHORE DRIVE	EDGEWATER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,394	4.03%	4,214	0.39	B	
PALMETTO DRIVE	SUNSET AVENUE	CK 33	C	10,010	0	6,240	10,010	10,725	10,725	943	4.03%	674	0.07	B	
PRESCOTT STREET	BATES AVENUE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	456	4.03%	566	0.03	B	
RADIO ROAD	CK 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,211	4.03%	3,994	0.37	B	
RADIO ROAD	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,980	4.03%	8,666	0.81	C	
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	15,300	1,100	3,900	10,000	15,300	20,400	10,930	4.03%	13,571	0.88	D	
ROLLING ACRES ROAD	OAK STREET	CK 466	D	10,725	0	6,240	10,010	10,725	10,725	9,331	4.03%	11,834	1.10	F	
ROLLING ACRES ROAD	CK 466	LAKE ELLA ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,826	4.03%	2,287	0.23	B	
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 44	D	9,880	0	5,785	9,165	9,880	9,880	2,143	4.03%	2,661	0.27	B	
ROUND LAKE ROAD	SR 44	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	2,653	4.03%	3,352	0.34	B	
ROYAL TRAILS ROAD	SR 44	ORANGE COUNTY LINE	C	8,820	0	0	8,820	11,700	12,310	1,289	4.03%	1,576	0.18	C	
SHAY BOULEVARD	TARKSON BOULEVARD	GRIFFIN AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,332	4.03%	2,920	0.27	B	
SHIRLEY SHORES ROAD	CK 448	DEER ISLAND ROAD	C	8,820	0	0	8,820	11,700	12,310	2,127	4.03%	2,641	0.30	C	
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,380	4.03%	2,955	0.28	B	
SR 19	MANION COUNTY LINE	CK 412A	C	14,200	0	7,800	14,200	20,000	25,600	1,611	2.70%	1,811	0.13	B	
SR 19	CK 412A	CK 412	C	14,200	0	7,800	14,200	20,000	25,600	1,958	2.70%	2,364	0.21	B	
SR 19	CK 412	CK 42	C	14,200	0	7,800	14,200	20,000	25,600	4,237	2.70%	4,755	0.34	B	
SR 19	CK 42	BANKS ROAD	C	14,200	0	7,800	14,200	20,000	25,600	11,972	2.70%	13,456	0.93	C	
SR 19	BAKER ROAD	CK 430 (UMATILLA BOULEVARD)	D	18,300	0	9,800	15,400	16,300	16,300	11,972	2.70%	13,456	0.82	C	
SR 19	CK 430 (UMATILLA BOULEVARD)	CK 430 (OCALA STREET)	D	18,300	0	9,800	15,400	16,300	16,300	11,972	2.70%	13,456	0.82	C	

Transportation Element
Data Inventory Analysis

APPENDIX C

LAKE COUNTY ROADWAY INVENTORY

2015 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	VC RATIO	LOS
SR 19	CR 490 (OCALA STREET)	CR 490A	D	36,700	0	29,300	35,300	36,700	36,700	11,193	2.0%	19,324	0.53	B
SR 19	CR 490A	CR 19A	D	36,700	0	29,300	35,300	36,700	36,700	18,388	2.0%	18,420	0.50	B
SR 19	CR 19A	CR 44	D	36,700	0	29,300	35,300	36,700	36,700	18,388	2.0%	18,420	0.50	B
SR 19	CR 44	CR 452	D	36,700	0	29,300	35,300	36,700	36,700	15,858	2.0%	17,824	0.49	B
SR 19 (S)	CR 452	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	2.0%	15,998	0.73	B
SR 19 (S)	ORANGE AVENUE	CR 452	D	22,020	0	17,580	21,300	22,020	22,020	15,944	2.0%	17,727	0.81	C
SR 19 (S)	STEVENS AVE	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	15,944	2.0%	17,727	0.81	C
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	2.0%	15,998	0.73	B
SR 19	STEVENS AVE	GOLF LINKS AVENUE	D	36,700	0	29,300	35,300	36,700	36,700	28,107	2.0%	29,343	0.80	C
SR 19	GOLF LINKS AVENUE	US 441	D	36,700	0	29,300	35,300	36,700	36,700	18,077	2.0%	20,318	0.53	B
SR 19 (DUNCAN DRIVE)	US 441	CR 500A LAKE SHORE BOULEVARD	D	33,200	0	0	25,000	33,200	33,100	14,447	2.0%	16,238	0.49	C
SR 19	CR 500A LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	D	33,200	0	0	25,000	33,200	33,100	14,447	2.0%	16,238	0.49	C
SR 19	CR 452 (MAIN STREET)	CR 161	D	33,200	0	0	25,000	33,200	33,100	24,516	2.0%	27,735	0.84	D
SR 19	CR 161	LAKE HARRIS NORTH END	D	22,020	0	7,800	15,800	22,020	27,900	24,876	2.0%	27,735	1.23	E
SR 19	LAKE HARRIS NORTH END	CR 48	C	15,100	0	8,000	15,100	21,100	26,800	12,391	2.0%	13,927	0.91	C
SR 19	CR 48	CENTRAL AVENUE	C	14,100	0	8,900	14,100	15,200	15,200	7,041	2.0%	7,914	0.56	B
SR 19	CENTRAL AVENUE	CR 453	C	15,100	0	8,000	15,100	21,100	26,800	7,041	2.0%	7,914	0.52	B
SR 19	CR 453	US 27/SR 25	C	15,100	0	8,000	15,100	21,100	26,800	6,901	2.0%	7,756	0.51	B
SR 19	US 27/SR 25	CR 478	C	15,100	0	8,000	15,100	21,100	26,800	7,336	2.0%	8,245	0.53	C
SR 19	CR 478	LAKE CATHERINE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	7,336	2.0%	8,245	0.53	C
SR 19	LAKE CATHERINE ROAD	SR 30/SR 33	C	15,100	0	8,000	15,100	21,100	26,800	9,426	2.0%	10,594	0.70	C
SR 33	SR 30/SR 33	ANDERSON ROAD	D	16,700	0	9,600	15,400	16,700	16,700	6,420	2.0%	7,461	0.47	B
SR 33	ANDERSON ROAD	CR 361B	C	14,200	0	7,800	14,200	20,000	25,800	6,494	2.0%	7,547	0.53	B
SR 33	CR 361B	CR 361	C	14,200	0	7,800	14,200	20,000	25,800	4,983	2.0%	5,791	0.41	B
SR 33	CR 361	CR 364	C	14,200	0	7,800	14,200	20,000	25,800	4,983	2.0%	5,791	0.41	B
SR 33	CR 364	POLK COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,800	3,919	2.0%	4,658	0.32	B
SR 40	MARKON COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,800	3,933	2.0%	4,673	0.32	B
SR 40	CR 445A	RIVER ROAD	C	14,200	0	7,800	14,200	20,000	25,800	6,140	2.0%	7,136	0.50	B
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,800	7,306	2.0%	8,491	0.60	C
SR 44	SUNTER COUNTY LINE	CR 460	D	36,700	0	29,300	35,300	36,700	36,700	18,510	2.0%	21,512	0.59	B
SR 44	CR 460	S LONE OAK DRIVE	D	36,700	0	29,300	35,300	36,700	36,700	18,503	2.0%	18,593	0.43	B
SR 44	S LONE OAK DRIVE	US 27	D	36,700	0	29,300	35,300	36,700	36,700	17,131	2.0%	19,910	0.54	B
SR 44	US 27	S 9TH STREET	D	36,700	0	29,300	35,300	36,700	36,700	22,763	2.0%	26,455	0.74	B
SR 44	S 9TH STREET	CANAL STREET	D	36,700	0	29,300	35,300	36,700	36,700	22,213	2.0%	25,818	0.70	B
SR 44	CANAL STREET	S LAKE STREET	D	36,700	0	29,300	35,300	36,700	36,700	22,213	2.0%	25,818	0.70	B
SR 44	S LAKE STREET	E MAIN STREET	D	36,700	0	29,300	35,300	36,700	36,700	18,976	2.0%	22,051	0.60	B
SR 44	E MAIN STREET	US 441	D	33,200	0	0	25,000	33,200	33,100	18,791	2.0%	22,954	0.69	C
SR 44	US 441	CR 44B	D	36,700	0	29,300	35,300	36,700	36,700	9,948	2.0%	11,561	0.32	B
SR 44	CR 44B	GRIFFIN LANE	C	35,300	0	29,300	35,300	36,700	36,700	9,948	2.0%	11,561	0.33	B
SR 44	GRIFFIN LANE	CR 439	C	35,300	0	29,300	35,300	36,700	36,700	9,948	2.0%	11,561	0.33	B
SR 44	CR 439	CR 437	C	35,300	0	29,300	35,300	36,700	36,700	9,948	2.0%	11,561	0.33	B
SR 44	CR 437	CR 46A	C	15,100	0	8,000	15,100	21,100	26,800	8,209	2.0%	9,540	0.63	C
SR 44	CR 46A	CR 46A	C	14,200	0	7,800	14,200	20,000	25,800	6,469	2.0%	7,518	0.53	B
SR 44	CR 46A	OVERLOOK DRIVE	C	14,200	0	7,800	14,200	20,000	25,800	6,469	2.0%	7,518	0.53	B
SR 44	OVERLOOK DRIVE	CR 42	C	14,200	0	7,800	14,200	20,000	25,800	6,469	2.0%	7,518	0.53	B
SR 44	CR 42	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,800	6,469	2.0%	7,518	0.53	B
SR 44	US 441	VISTA VIEW	D	16,700	0	9,600	15,400	16,700	16,700	9,798	2.0%	11,387	0.69	C
SR 46	VISTA VIEW	ROUND LAKE ROAD	C	14,100	0	8,900	14,100	15,200	15,200	9,798	2.0%	11,387	0.81	C
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.0%	16,058	1.14	F
SR 46	CR 437 SOUTH	CR 437 NORTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.0%	16,058	1.14	F
SR 46	CR 437 NORTH	CR 433	C	14,100	0	8,900	14,100	15,200	15,200	15,023	2.0%	17,460	1.24	F
SR 46	CR 433	CR 46A	C	14,200	0	7,800	14,200	20,000	25,800	15,023	2.0%	17,460	1.23	D
SR 46	CR 46A	SEMINOLE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,800	18,333	2.0%	18,964	1.34	D
SR 50	SUNTER COUNTY LINE	CR 363 BAY LAKE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	12,060	2.0%	14,016	0.93	C
SR 50	CR 363 BAY LAKE ROAD	CR 33	D	22,020	0	17,580	21,300	22,020	27,900	12,060	2.0%	14,016	0.82	C
SR 50	CR 33	GROVELAND FARMS ROAD	D	36,700	0	29,300	35,300	36,700	36,700	21,946	2.0%	25,605	0.69	B
SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY FAIRS	D	36,700	0	29,300	35,300	36,700	36,700	21,946	2.0%	25,605	0.69	B
SR 50 (E)	SR 19	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	12,240	2.0%	13,781	0.83	B
SR 50 (W)	SR 19	SR 50 ONE WAY FAIRS	D	22,020	0	17,580	21,300	22,020	22,020	11,088	2.0%	12,484	0.77	B
SR 50 (W)	SR 33 SOUTH	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.0%	15,504	0.70	B
SR 50 (E)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	11,131	2.0%	12,554	0.71	B
SR 50	SR 33 SOUTH	CR 161A NORTH	D	36,700	0	29,300	35,300	36,700	36,700	22,801	2.0%	25,983	0.88	B
SR 50	CR 161A NORTH	CR 161	D	36,700	0	29,300	35,300	36,700	36,700	22,898	2.0%	25,737	0.70	B
SR 50	CR 161	EAST AVENUE	D	36,700	0	29,300	35,300	36,700	36,700	25,081	2.0%	28,168	0.77	B
SR 50	EAST AVENUE	US 27	D	36,700	0	29,300	35,300	36,700	36,700	32,793	2.0%	36,858	1.00	F
SR 50	US 27	HANCOCK ROAD	D	35,300	0	45,000	35,300	35,300	35,300	39,083	2.0%	43,928	0.79	B
SR 50	HANCOCK ROAD	CR 455	D	35,300	0	45,000	35,300	35,300	35,300	39,083	2.0%	43,928	0.79	B
SR 50	CR 455	ORANGE COUNTY LINE	D	35,300	0	45,000	35,300	35,300	35,300	49,420	2.0%	55,646	1.00	F
SR 91 (FLORIDA TURNPIKE)	ORANGE COUNTY LINE	CR 470	C	37,800	0	42,800	37,800	37,800	37,800	37,300	3.99%	46,238	0.80	C
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	C	37,800	0	42,800	37,800	37,800	37,800	37,800	3.99%	46,982	0.82	C
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	C	37,800	0	42,800	37,800	37,800	37,800	32,700	3.99%	40,536	0.70	B
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	C	37,800	0	42,800	37,800	37,800	37,800	43,200	3.99%	53,552	0.93	C
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,177	4.03%	3,945	0.37	B

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	D	10,725	0	6,240	10,010	10,725	10,725	1,421	4.03%	1,764	0.18	B
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,767	4.03%	2,194	0.20	B
THOMAS AVENUE	CR 460	CR 44A	D	10,725	0	6,240	10,010	10,725	10,725	6,681	4.03%	8,255	0.77	C
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,235	4.03%	7,766	0.72	C
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 30	D	10,725	0	6,240	10,010	10,725	10,725	1,941	4.03%	2,410	0.22	B
TUSCANCOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	C	9,800	0	0	9,800	13,000	13,900	483	4.03%	877	0.08	C
TUSCANCOGA ROAD	EGG ROAD	CR 30	C	13,800	0	8,650	13,800	14,930	14,930	1,807	4.03%	2,244	0.18	B
TUNDERPASS ROAD	CR 33	AMERICAN LEIGH ROAD	C	10,010	0	6,240	10,010	10,725	10,725	791	4.03%	892	0.10	B
US 192	US 27	ORANGE COUNTY LINE	C	48,600	0	41,500	48,600	51,000	51,000	70,009	2.0%	56,208	1.16	F
US 27/US44	SUMTER COUNTY LINE	GRIFFIN AVENUE	D	50,300	0	0	39,000	50,300	53,100	38,368	2.0%	31,885	0.63	C
US 27/US44	GRIFFIN AVENUE	ALT US 441 / ALT US 27	D	33,200	0	0	25,000	33,200	35,100	25,602	2.0%	26,776	0.81	D
US 27/US44	ALT US 441 / ALT US 27	CR 466	D	36,700	0	29,300	35,300	36,700	36,700	25,802	2.0%	26,776	0.78	B
US 27/US44	CR 466	LAKE BELLA ROAD	D	36,700	0	29,300	35,300	36,700	36,700	32,203	2.0%	36,197	0.99	D
US 27/US44	LAKE BELLA ROAD	CR 466A / MILLER BOULEVARD	D	36,700	0	29,300	35,300	36,700	36,700	26,600	2.0%	29,965	0.81	C
US 27/US44	CR 466A / MILLER BOULEVARD	CR 460** / MARTIN LUTHER KING BLVD	D	36,700	0	29,300	35,300	36,700	36,700	32,794	2.0%	38,859	1.00	F
US 27/US44	CR 460** / MARTIN LUTHER KING BLVD	CR 466A (LEE ROAD)	D	36,700	0	29,300	35,300	36,700	36,700	45,264	2.0%	50,875	1.39	F
US 27/US44	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	D	36,700	0	29,300	35,300	36,700	36,700	45,264	2.0%	50,875	1.39	F
US 27/US44	CR 44A / GRIFFIN ROAD	US 27/US41 SPLIT	D	30,300	0	0	39,000	50,300	53,100	45,264	2.0%	50,875	1.01	E
US 27/SR 25	US 27/US41 SPLIT	MAIN STREET	D	33,200	0	0	25,000	33,200	35,100	26,197	2.0%	29,444	0.89	D
US 27/SR 25	MAIN STREET	SR 44	D	33,200	0	0	25,000	33,200	33,100	31,536	2.0%	26,454	0.80	C
US 27/SR 25	SR 44	CR 25A (SOUTH)	D	33,200	0	0	25,000	33,200	33,100	33,141	2.0%	37,260	1.12	F
US 27/SR 25	CR 25A (SOUTH)	CR 33	D	33,200	0	0	25,000	33,200	33,100	32,896	2.0%	36,749	1.11	F
US 27/SR 25	CR 33	CR 48	D	36,700	0	29,300	35,300	36,700	36,700	32,696	2.0%	36,749	1.00	F
US 27/SR 25	CR 48	PLANTATION BOULEVARD	D	36,700	0	29,300	35,300	36,700	36,700	31,811	2.0%	34,560	0.87	B
US 27/SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	C	33,100	0	26,900	32,100	33,800	33,800	31,811	2.0%	24,560	0.77	B
US 27/SR 25	FLORIDA TURNPIKE	SR 19	C	32,100	0	26,900	32,100	33,800	33,800	39,966	2.0%	22,025	0.66	B
US 27/SR 25	SR 19	CR 361	C	32,100	0	26,900	32,100	33,800	33,800	15,833	2.0%	17,571	0.53	B
US 27/SR 25	CR 361	CR 361A	C	35,300	0	29,300	35,300	36,700	36,700	24,811	2.0%	27,662	0.78	B
US 27/SR 25	CR 361A	CR 361 / MAIN AVENUE	C	35,300	0	29,300	35,300	36,700	36,700	38,963	2.0%	32,663	0.92	C
US 27/SR 25	CR 361 / MAIN AVENUE	CR 30	C	35,300	0	29,300	35,300	36,700	36,700	38,963	2.0%	32,553	0.92	C
US 27/SR 25	CR 30	GRAND HIGHWAY	C	35,300	0	29,300	35,300	36,700	36,700	28,245	2.0%	31,746	0.89	C
US 27/SR 25	GRAND HIGHWAY	SR 30	C	35,300	0	29,300	35,300	36,700	36,700	21,819	2.0%	24,365	0.69	B
US 27/SR 25	SR 30	JOHNS LANE ROAD	C	35,300	0	29,300	35,300	36,700	36,700	31,528	2.0%	35,436	1.00	C
US 27/SR 25	JOHNS LANE ROAD	HARDWOOD MARSH ROAD	C	35,300	0	29,300	35,300	36,700	36,700	36,219	2.0%	29,469	0.83	C
US 27/SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	C	35,300	0	29,300	35,300	36,700	36,700	23,370	2.0%	25,143	0.71	B
US 27/SR 25	LAKE LOUISA ROAD	CR 474	C	45,900	0	31,400	45,900	38,800	66,800	21,133	2.0%	24,879	0.57	B
US 27/SR 25	CR 474	US 192	C	48,800	0	41,700	48,800	51,000	51,000	31,228	2.0%	35,097	0.72	B
US 441 / SR 300	US 27/US41 SPLIT	LEE STREET	D	33,200	0	0	25,000	33,200	35,100	29,017	2.0%	32,659	0.98	D
US 441 / SR 300	LEE STREET	N CANNAL STREET	D	33,200	0	0	25,000	33,200	33,100	29,834	2.0%	33,308	1.00	E
US 441 / SR 300	N CANNAL STREET	E DIXIE AVENUE	D	33,200	0	0	25,000	33,200	35,100	29,726	2.0%	33,411	1.01	E
US 441 / SR 300	E DIXIE AVENUE	E MAIN STREET	D	35,300	0	45,000	33,700	55,300	55,300	43,634	2.0%	49,043	0.89	C
US 441 / SR 300	E MAIN STREET	CR 44	D	35,300	0	45,000	33,700	55,300	55,300	43,533	2.0%	48,982	0.89	C
US 441 / SR 300	CR 44	RADNO ROAD	D	35,300	0	45,000	33,700	55,300	55,300	43,533	2.0%	48,982	0.89	C
US 441 / SR 300	RADNO ROAD	CR 435	D	35,300	0	45,000	33,700	55,300	55,300	37,734	2.0%	42,412	0.77	B
US 441 / SR 300	CR 435	OLD US 441 / CR 300A	D	35,300	0	45,000	33,700	55,300	55,300	37,734	2.0%	42,412	0.77	B
US 441 / SR 300	OLD US 441 / CR 300A	SR 19 / DUNCAN DRIVE	D	35,300	0	45,000	33,700	55,300	55,300	33,397	2.0%	26,297	0.48	B
US 441 / SR 300	SR 19 / DUNCAN DRIVE	CR 402 / ST CLAIR ABRAMS AVENUE	D	35,300	0	45,000	33,700	55,300	55,300	36,760	2.0%	41,317	0.73	B
US 441 / SR 300	CR 402 / ST CLAIR ABRAMS AVENUE	CR 402 / LAKE EUSTIS DRIVE	D	35,300	0	45,000	33,700	55,300	55,300	36,760	2.0%	41,317	0.73	B
US 441 / SR 300	CR 402 / LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	D	35,300	0	45,000	33,700	55,300	55,300	35,780	2.0%	41,317	0.73	B
US 441 / SR 300	DAVID WALKER DRIVE	SR 19 / BAY STREET	D	35,300	0	45,000	33,700	55,300	55,300	37,991	2.0%	42,251	0.76	B
US 441 / SR 300	SR 19 / BAY STREET	OLD MT DOKA ROAD	D	35,300	0	45,000	33,700	55,300	55,300	32,396	2.0%	36,637	0.66	B
US 441 / SR 300	OLD MT DOKA ROAD	DONNELLY STREET	D	35,300	0	45,000	33,700	55,300	55,300	32,396	2.0%	36,637	0.66	B
US 441 / SR 300	DONNELLY STREET / SR 44	WOLF BRANCH ROAD	D	35,300	0	45,000	33,700	55,300	55,300	25,688	2.0%	26,872	0.52	B
US 441 / SR 300	WOLF BRANCH ROAD	SR 46	D	35,300	0	45,000	33,700	55,300	55,300	28,330	2.0%	29,664	0.54	B
US 441 / SR 300	SR 46	ORANGE COUNTY LINE	D	35,300	0	45,000	33,700	55,300	55,300	21,204	2.0%	23,945	0.43	B
US 441 / SR 300	LAKE LOUISA ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,734	4.03%	1,768	0.18	B
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,496	4.03%	3,059	0.29	B
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 42B	D	10,725	0	6,240	10,010	10,725	10,725	4,342	4.03%	5,639	0.53	B
WELLS AVENUE	SR 19	E MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	1,392	4.03%	1,977	0.18	B
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	7,849	4.03%	9,745	0.91	C
WOLF BRANCH ROAD	BRITT ROAD	CR 437	D	9,800	0	3,765	9,165	9,800	9,800	3,319	4.03%	4,121	0.42	B
WOODLEE ROAD	LAKE PARK ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,661	4.03%	3,354	0.31	B

Transportation Element
Data Inventory Analysis

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS
E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,897	4.03%	7,192	0.67	C
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,679	4.03%	3,098	0.28	B
ARDOE AVENUE	NORTH STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	5,113	4.03%	9,438	0.88	C
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH THERMINT	D	10,725	0	6,240	10,010	10,725	10,725	1,195	4.03%	2,206	0.21	B
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUMNER COUNTY LINE	CR 33	C	8,820	0	0	8,820	11,700	12,510	654	4.03%	1,576	0.18	C
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,283	4.03%	2,388	0.23	B
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,322	4.03%	2,440	0.23	B
BAY ROAD	BAY ROAD / CR 19A	OLD US 44 / CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	2,717	4.03%	5,014	0.47	B
BAY ROAD	OLD US 44 / CR 300A	CR 452 / LAKESHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,529	4.03%	2,822	0.26	B
BLACKSTILL LAKE ROAD	FOSGATE ROAD	CR 50	D	9,880	0	5,785	9,165	9,880	9,880	2,549	4.03%	4,704	0.48	B
BRIDGES ROAD	SR 35	US 27	D	9,880	0	5,785	9,165	9,880	9,880	789	4.03%	1,406	0.15	B
BRITT ROAD	SR 44	HORSE RANCH ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,774	4.03%	3,274	0.33	B
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,734	4.03%	3,274	0.31	B
C.R. 19A (DORA AVENUE)	LAKE DORA DRIVE	CR 300A OLD 44	D	10,725	0	6,240	10,010	10,725	10,725	899	4.03%	1,844	0.17	B
C.R. 19A (DORA AVENUE)	CR 300A OLD 44	DAVID WALKER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,247	4.03%	9,884	0.90	C
C.R. 19A (DORA AVENUE)	DAVID WALKER ROAD	US 44	D	10,725	0	6,240	10,010	10,725	10,725	4,440	4.03%	8,194	0.76	C
C.R. 19A	CR 44	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	1,997	4.03%	3,888	0.34	B
C.R. 19A (BAY ROAD)	US 44	BAY ROAD	D	16,500	0	9,600	15,400	16,500	16,500	13,312	2.70%	10,144	1.16	F
C.R. 19A	BAY ROAD / CR 19A	CR 44C / CR 300A	D	16,500	0	9,600	15,400	16,500	16,500	7,182	2.70%	11,259	0.68	C
C.R. 25 / ALT 27	MARION COUNTY LINE	GRIFFIN AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	6,505	2.70%	10,198	0.62	C
C.R. 25 (LEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 44	D	16,500	0	9,600	15,400	16,500	16,500	6,390	2.70%	10,017	0.61	C
C.R. 25A (FRUIT PARK)	US 27 (NORTH)	CR 4010	D	10,725	0	6,240	10,010	10,725	10,725	3,803	4.03%	10,710	1.00	D
C.R. 25A (FRUIT PARK)	US 27 (SOUTH)	CR 4010	D	10,725	0	6,240	10,010	10,725	10,725	4,400	4.03%	8,120	0.76	C
C.R. 25A (LEESBURG)	US 27 (NORTH)	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	338	4.03%	634	0.06	B
C.R. 33	US 27	CR 48 (NORTH)	D	16,500	0	9,600	15,400	16,500	16,500	8,151	2.70%	12,778	0.77	C
C.R. 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	D	22,200	0	7,800	15,800	22,200	27,900	7,623	4.03%	14,099	0.63	C
C.R. 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,338	4.03%	7,822	0.37	B
C.R. 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,522	4.03%	8,346	0.40	C
C.R. 33	PEBBLE ROCK ROAD	SR 50	D	22,200	0	7,800	15,600	22,200	27,900	4,522	4.03%	8,346	0.38	C
C.R. 42	SR 19	MARION COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	3,240	4.03%	5,980	0.42	B
C.R. 42	SR 19	CR 450	D	21,100	0	8,000	15,100	21,100	26,800	2,638	4.03%	4,899	0.23	B
C.R. 42	CR 44A	CR 44A	C	13,800	0	7,800	14,200	20,000	25,600	3,471	4.03%	6,208	0.45	B
C.R. 42	CR 439	CENTRAL AVENUE	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	5,551	0.39	B
C.R. 42	CENTRAL AVENUE	PALMETTO STREET	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	5,551	0.39	B
C.R. 42	PALMETTO STREET	LAKE MACK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	7,421	0.52	B
C.R. 42	LAKE MACK DRIVE	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	7,421	0.52	B
C.R. 435	SR 46	DUBSDREAD DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	5,990	4.03%	11,055	0.74	C
C.R. 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,566	4.03%	8,427	0.57	B
C.R. 437	CR 44A	SR 44	D	13,680	0	8,010	12,690	13,680	13,680	4,162	4.03%	7,681	0.56	B
C.R. 437	SR 44	WOLF BRANCH ROAD	D	13,680	0	8,010	12,690	13,680	13,680	5,247	4.03%	9,884	0.71	C
C.R. 437	WOLF BRANCH ROAD	SR 46	D	13,680	0	8,010	12,690	13,680	13,680	7,879	4.03%	14,541	1.06	F
C.R. 437	SR 46	ORANGE COUNTY LINE	D	13,680	0	8,010	12,690	13,680	13,680	6,095	4.03%	11,249	0.82	C
C.R. 439	CR 44	CR 44A	C	9,800	0	0	9,800	13,000	13,900	3,220	4.03%	4,097	0.42	C
C.R. 439	CR 44A	SR 44	C	9,800	0	0	9,800	13,000	13,900	3,071	4.03%	5,668	0.58	C
C.R. 44	US 44	SILVER LAKE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,710	4.03%	16,075	1.08	F
C.R. 44	SILVER LAKE ROAD	CR 473	D	13,680	0	8,010	12,690	13,680	13,680	7,960	4.03%	14,691	1.07	F
C.R. 44	CR 473	APLARY ROAD	D	14,850	0	8,640	13,860	14,850	14,850	14,176	4.03%	26,183	1.76	F
C.R. 44	APLARY ROAD	CR 452	D	14,850	0	8,640	13,860	14,850	14,850	11,856	4.03%	21,881	1.47	F
C.R. 44	CR 452	SR 19	D	14,850	0	8,640	13,860	14,850	14,850	11,851	4.03%	21,872	1.47	F
C.R. 44	SR 19	HICKS DITCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	9,242	4.03%	17,057	1.15	F
C.R. 44	HICKS DITCH ROAD	CR 44A	D	13,680	0	8,010	12,690	13,680	13,680	8,328	4.03%	15,370	1.12	F
C.R. 44 (DELAND ROAD)	CR 44A	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	7,039	4.03%	12,991	0.87	C
C.R. 44 LEG A	CR 44	US 44	D	10,725	0	6,240	10,010	10,725	10,725	1,261	4.03%	2,327	0.23	B
C.R. 445	SR 19	NF 352	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	1,120	0.08	B
C.R. 445	NF 352	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	1,120	0.08	B
C.R. 445A	SR 19	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	888	4.03%	1,639	0.12	B
C.R. 445A	CR 445	SR 40	C	14,200	0	7,800	14,200	20,000	25,600	1,520	4.03%	2,806	0.20	B
C.R. 448	SR 19	CR 561	D	14,850	0	8,640	13,860	14,850	14,850	2,699	4.03%	4,981	0.34	B
C.R. 448	CR 561	LAKE INDUSTRIAL BOULEVARD	D	22,200	0	7,800	15,800	22,200	27,900	6,133	4.03%	11,319	0.51	C
C.R. 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	4,805	4.03%	8,868	0.62	C
C.R. 448A	CR 448	CR 48	C	8,820	0	0	8,820	11,700	12,510	3,616	4.03%	6,674	0.76	C
C.R. 448A	CR 48	SOUTH THERMINT	C	8,820	0	0	8,820	11,700	12,510	739	4.03%	1,441	0.05	C
C.R. 449 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,356	4.03%	4,184	0.39	B
C.R. 449 (SILVER LAKE)	MORNINGSIDE DRIVE	US 44	D	10,725	0	6,240	10,010	10,725	10,725	2,356	4.03%	4,184	0.39	B
C.R. 449 (LAKESIDE AVENUE / ROSE STREET)	SR 19	SKYLINE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	911	4.03%	1,681	0.16	B
C.R. 44A	SKYLINE DRIVE	CR 450A / CR 44A	D	9,880	0	5,785	9,165	9,880	9,880	1,300	4.03%	2,390	0.24	B

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
C.R. 44A (ESTES ROAD)	CR. 450A	DELAND ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	2,043	0.21	B
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	8,436	4.03%	15,566	1.45	F
C.R. 44A	DELAND ROAD	ESTES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,412	4.03%	8,143	0.39	C
C.R. 44A	CR. 439	CR. 439	C	14,200	0	7,800	14,200	20,000	25,600	4,134	4.03%	7,630	0.34	B
C.R. 44A	CR. 437	CR. 437	C	14,200	0	7,800	14,200	20,000	25,600	4,117	4.03%	7,586	0.34	B
C.R. 44A	CR. 447	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	1,167	4.03%	2,154	0.15	B
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	D	33,050	0	26,370	31,950	33,050	33,050	13,227	4.03%	22,566	0.68	B
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	D	34,885	0	27,835	33,725	34,885	34,885	18,433	4.03%	34,056	0.98	D
C.R. 44C (BUDORA ROAD)	US 441	CR. 300A	D	10,725	0	6,240	10,010	10,725	10,725	9,446	4.03%	17,433	1.63	F
C.R. 44C (GRIFFIN ROAD)	CR. 468	THOMAS ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,997	4.03%	9,222	0.62	C
C.R. 450	MARION COUNTY LINE	BABB ROAD	C	8,820	0	0	8,820	11,700	12,510	1,391	4.03%	2,383	0.27	C
C.R. 450	BABB ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,366	4.03%	4,367	0.41	C
C.R. 450	SR 19	E UMATILLA BOULEVARD / W 7TH STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,982	4.03%	7,349	0.69	B
C.R. 450	E UMATILLA BOULEVARD / W 7TH STREET	CR. 42	D	9,880	0	5,785	9,165	9,880	9,880	3,982	4.03%	7,349	0.74	C
C.R. 450A	SR 19	CR. 42	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	2,043	0.21	B
C.R. 452	MARION COUNTY LINE	FELKINS ROAD	C	8,820	0	0	8,820	11,700	12,510	5,382	4.03%	9,933	1.13	D
C.R. 452	FELKINS ROAD	SANDY LANE	D	10,725	0	6,240	10,010	10,725	10,725	3,382	4.03%	6,333	0.93	C
C.R. 452	SANDY LANE	LAKE LANDING BOULEVARD	D	9,880	0	5,785	9,165	9,880	9,880	7,105	4.03%	13,113	1.33	F
C.R. 452	LAKE LANDING BOULEVARD	CR. 44	D	10,725	0	6,240	10,010	10,725	10,725	7,105	4.03%	13,113	1.22	F
C.R. 452 (EUSTIS)	CR. 44 / CR. 452	SR 19	D	14,850	0	8,640	13,860	14,850	14,850	10,701	4.03%	19,749	1.33	F
C.R. 452 (ST CLAIR ABRAMS AVENUE)	US 441	CR. 500A	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	6,201	0.58	B
C.R. 452 (ST CLAIR ABRAMS AVENUE)	CR. 500A	CR. 452 / EAST MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	6,201	0.58	B
C.R. 452 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,922	4.03%	3,847	0.33	B
C.R. 452 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,361	4.03%	2,572	0.25	B
C.R. 452 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,385	4.03%	2,586	0.24	B
C.R. 452 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR. 500A	D	10,725	0	6,240	10,010	10,725	10,725	1,385	4.03%	2,586	0.24	B
C.R. 452 (LAKESHORE DRIVE)	OLD US 441 / CR. 500A	11TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	642	4.03%	1,185	0.11	B
C.R. 455	SR 19	CR. 561	D	21,100	0	8,000	15,100	21,100	26,800	2,374	2.70%	3,722	0.18	B
C.R. 455	CR. 561	CR. 561A	D	21,100	0	8,000	15,100	21,100	26,800	1,343	2.70%	2,106	0.10	B
C.R. 455	CR. 561A	RIDGEWOOD AVENUE	D	9,880	0	5,785	9,165	9,880	9,880	2,456	4.03%	4,533	0.46	B
C.R. 455	RIDGEWOOD AVENUE	CR. 455 / CR. 50	D	9,880	0	5,785	9,165	9,880	9,880	4,755	4.03%	8,776	0.89	C
C.R. 455	CR. 455 / CR. 50	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	3,648	4.03%	10,424	0.97	D
C.R. 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	D	14,850	0	8,640	13,860	14,850	14,850	5,174	4.03%	9,549	0.64	C
C.R. 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 37	D	14,850	0	8,640	13,860	14,850	14,850	4,413	4.03%	8,143	0.55	B
C.R. 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	D	33,800	0	26,900	32,100	33,800	33,800	16,814	2.70%	26,359	0.78	B
C.R. 466	ROLLING ACRES ROAD	US 27	D	16,300	0	9,600	15,400	16,300	16,300	5,703	2.70%	13,843	0.83	C
C.R. 466 / LAKE GRIFFIN ROAD	US 27 / US 441	GRAY'S AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,350	4.03%	4,153	0.39	B
C.R. 466 / LAKE GRIFFIN ROAD	GRAY'S AIRPORT ROAD	MARION COUNTY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,350	4.03%	4,153	0.42	B
C.R. 466A	SUMTER COUNTY LINE	CR. 468 / ROSE AVENUE	D	15,200	0	8,900	14,100	15,200	15,200	8,163	2.70%	12,797	0.84	C
C.R. 466A	CR. 468 / ROSE AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	4,816	2.70%	7,560	0.46	B
C.R. 466A (PICCIOLA ROAD)	US 27	CR. 468B	D	10,725	0	6,240	10,010	10,725	10,725	6,955	4.03%	12,836	1.20	F
C.R. 466A (PICCIOLA ROAD)	CR. 468B	COUNTY ROAD TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	6,955	4.03%	12,836	1.20	F
C.R. 468B	EAGLE NEST ROAD	CR. 466A	D	10,725	0	6,240	10,010	10,725	10,725	3,800	4.03%	7,013	0.65	C
C.R. 468	CR. 466A	PINE RIDGE DAIRY ROAD	D	14,850	0	8,640	13,860	14,850	14,850	2,695	4.03%	4,974	0.33	B
C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,960	4.03%	9,154	0.62	C
C.R. 468	GRIFFIN ROAD	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,825	4.03%	10,750	0.72	C
C.R. 468A	SR 44	SR 46	C	9,800	0	0	9,800	13,000	13,900	6,313	4.03%	11,851	1.19	D
C.R. 470	SUMTER COUNTY LINE	BAY AVENUE	D	13,680	0	8,010	12,680	13,680	13,680	6,450	4.03%	11,604	0.87	C
C.R. 470	BAY AVENUE	CR. 33	D	14,850	0	8,640	13,860	14,850	14,850	6,450	4.03%	11,604	0.80	C
C.R. 473	CR. 44	FOUNTAIN LAKE BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	5,615	4.03%	10,363	0.97	D
C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	D	23,855	0	19,045	23,075	23,855	23,855	11,783	4.03%	21,709	0.91	C
C.R. 474	SR 33	GREEN SWAMP ROAD	C	9,800	0	0	9,800	13,000	13,900	2,398	4.03%	4,795	0.49	C
C.R. 474	GREEN SWAMP ROAD	US 27	C	9,800	0	0	9,800	13,000	13,900	3,066	4.03%	6,059	0.58	C
C.R. 478	SR 19	JAMARLY ROAD	D	13,680	0	8,010	12,680	13,680	13,680	717	4.03%	1,314	0.10	B
C.R. 48	SUMTER COUNTY LINE	CR. 33	D	13,680	0	8,010	12,680	13,680	13,680	3,238	4.03%	6,112	0.30	B
C.R. 48	CR. 33	US 27	D	14,850	0	8,640	13,860	14,850	14,850	7,197	4.03%	13,283	0.89	C
C.R. 48	US 27	LIME AVENUE	D	14,850	0	8,640	13,860	14,850	14,850	7,998	4.03%	14,761	0.99	D
C.R. 48	LIME AVENUE	SR 19	D	13,680	0	8,010	12,680	13,680	13,680	6,339	4.03%	11,699	0.85	C
C.R. 48	CR. 561	RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,517	4.03%	8,336	0.56	B
C.R. 48	RANCH ROAD	CR. 448A	C	9,800	0	0	9,800	13,000	13,900	4,517	4.03%	8,336	0.55	C
C.R. 50 (SUNSET AVENUE)	CR. 33	SR 50	D	14,850	0	8,640	13,860	14,850	14,850	911	4.03%	1,718	0.12	B
C.R. 50	US 27	TURKEY FARM ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,292	4.03%	15,303	1.03	F
C.R. 50	TURKEY FARM ROAD	CR. 455	D	14,850	0	8,640	13,860	14,850	14,850	4,707	4.03%	8,887	0.58	C
C.R. 50	CR. 455	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,690	4.03%	8,656	0.58	C
C.R. 300A OLD 441	SR 19	DORA AVENUE	D	16,300	0	9,600	15,400	16,300	16,300	9,015	2.70%	14,134	0.85	C
C.R. 300A OLD 441	DORA AVENUE	BAY ROAD	D	16,300	0	9,600	15,400	16,300	16,300	9,380	2.70%	15,018	0.91	C

Transportation Element
Data Inventory Analysis

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS
E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
CR 500A OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,009	2.70%	14,123	0.85	C
CR 500A OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	D	16,500	0	9,600	15,400	16,500	16,500	11,158	2.70%	10,060	1.16	F
CR 500A OLD 441	LAKESHORE DRIVE	5TH AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,989	2.70%	14,092	0.35	C
CR 500A OLD 441	SR 48	ORANGE COUNTY LINE	D	16,500	0	9,600	15,400	16,500	16,500	4,297	2.70%	6,738	0.41	B
CR 561	SR 19	CR 448	D	14,850	0	8,640	13,860	14,850	14,850	10,942	4.03%	20,194	1.36	F
CR 561	CR 448	CR 48	D	14,850	0	8,640	13,860	14,850	14,850	6,718	4.03%	12,399	0.83	C
CR 561	CR 48	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	7,542	4.03%	13,919	1.02	F
CR 561	CR 455	HOWEY CROSS ROAD	D	13,680	0	8,010	12,690	13,680	13,680	4,670	4.03%	8,819	0.63	C
CR 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	D	13,680	0	8,010	12,690	13,680	13,680	5,177	4.03%	9,554	0.76	C
CR 561 / CR 561A	TURNPIKE ROAD / CR 561A	US 27	D	13,680	0	8,010	12,690	13,680	13,680	6,895	4.03%	12,725	0.93	D
CR 561	US 27	EAST AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
CR 561	EAST AVENUE	W MINNEOLA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
CR 561	CR 561A	SR 50	D	13,850	0	8,640	13,860	14,850	13,850	2,718	4.03%	6,016	0.54	B
CR 561	SR 50	LOG HOUSE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	5,172	4.03%	9,545	0.64	C
CR 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	3,116	4.03%	3,906	0.26	B
CR 561	FLORIDA BOYS RANCH ROAD	SR 33	C	9,800	0	0	9,800	13,000	13,900	1,255	4.03%	2,316	0.24	C
CR 561A	TURNPIKE ROAD / CR 561	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	1,026	4.03%	1,894	0.14	B
CR 561A	CR 561	CR 565A	D	10,725	0	6,240	10,010	10,725	10,725	2,718	4.03%	5,018	0.47	B
CR 561A	CR 565A	JALARMY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,878	4.03%	7,157	0.67	C
CR 561A	JALARMY ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	6,404	4.03%	11,819	1.10	F
CR 565	US 27	KJELLSTROM LANE	D	9,880	0	5,785	9,165	9,880	9,880	788	4.03%	1,464	0.15	B
CR 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,868	4.03%	3,448	0.32	B
CR 565	SR 50	SLOAN'S RIDGE	D	10,725	0	6,240	10,010	10,725	10,725	714	4.03%	1,318	0.13	B
CR 565	SLOAN'S RIDGE	LAKE ERIE ROAD	C	8,820	0	0	8,820	11,700	12,510	714	4.03%	1,318	0.15	C
CR 565A	SR 50	CR 561A	D	10,725	0	6,240	10,010	10,725	10,725	4,810	4.03%	8,877	0.83	C
CR 565A	SR 50	CR 565B	D	10,725	0	6,240	10,010	10,725	10,725	1,721	4.03%	3,176	0.30	B
CR 565B	SR 33	CR 561	C	8,820	0	0	8,820	11,700	12,510	1,733	4.03%	3,198	0.36	C
CANAL STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	4,142	4.03%	7,844	0.51	B
CANAL STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,229	4.03%	5,959	0.40	B
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	9,670	4.03%	17,847	1.20	F
CITRUS TOWER BOULEVARD	OAKLEY SEAVER DRIVE	SR 50	D	33,050	0	26,370	31,950	33,050	33,050	11,937	4.03%	22,031	0.67	B
CITRUS TOWER BOULEVARD	SR 50	JOHNS LAKE ROAD	D	33,050	0	26,370	31,950	33,050	33,050	11,949	4.03%	22,053	0.81	B
CITRUS TOWER BOULEVARD	US 27	JOHNS LAKE ROAD	D	33,050	0	26,370	31,950	33,050	33,050	10,621	4.03%	19,892	0.59	F
DAVID WALKER DRIVE	OLD US 441 / CR 500A	CR 19A	D	10,725	0	6,240	10,010	10,725	10,725	5,082	4.03%	11,225	1.05	F
DAVID WALKER DRIVE	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	5,082	4.03%	11,225	1.05	F
DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,243	4.03%	6,876	0.90	C
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLF LINKS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	4,804	4.03%	8,888	0.83	C
DEAD RIVER ROAD	WEST TERMINI	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	3,483	4.03%	10,082	0.94	D
DONNELLY STREET	US 441	11TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	6,625	4.03%	17,784	1.66	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	6,625	4.03%	17,784	1.66	F
DUDDA ROAD	CR 448A	ORANGE COUNTY LINE	C	8,820	0	0	8,820	11,700	12,510	4,178	4.03%	7,711	0.87	C
EAGLES NEST ROAD	US 27	CR 466B	D	10,725	0	6,240	10,010	10,725	10,725	2,580	4.03%	4,762	0.44	B
EAST AVENUE	CR 561	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	4,944	4.03%	9,161	0.85	C
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	D	8,820	0	0	8,820	11,700	12,510	3,705	4.03%	6,838	0.78	C
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,705	4.03%	6,838	0.64	C
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,099	4.03%	5,719	0.53	B
EMPIRE CHURCH ROAD	CR 565	ANDERSON ROAD	C	8,820	0	0	8,820	11,700	12,510	1,200	4.03%	2,215	0.25	C
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	D	9,880	0	5,785	9,165	9,880	9,880	2,597	4.03%	4,793	0.49	B
ESTES ROAD	LAKE LINCOLN LANE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	2,597	4.03%	4,793	0.45	B
EUDORA ROAD	OLD MT DORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,359	4.03%	6,199	0.58	B
EXCALLIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	3,891	4.03%	7,181	0.67	C
FISH CAMP ROAD	CR 432	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	1,349	4.03%	2,306	0.21	B
FOGGATE ROAD	GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,038	4.03%	1,918	0.18	B
GOLF LINKS AVENUE	KURT STREET	SR 19 / BAY STREET	D	10,725	0	6,240	10,010	10,725	10,725	890	4.03%	1,643	0.15	B
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	D	10,725	0	6,240	10,010	10,725	10,725	2,093	4.03%	3,883	0.36	B
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	4,382	4.03%	8,466	0.79	C
N GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	D	10,725	0	6,240	10,010	10,725	10,725	370	4.03%	1,082	0.10	B
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	D	9,880	0	5,785	9,165	9,880	9,880	1,849	4.03%	3,597	0.36	B
GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,849	4.03%	3,597	0.34	B
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,546	4.03%	2,853	0.29	B
S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	D	9,880	0	5,785	9,165	9,880	9,880	1,169	4.03%	2,157	0.22	B
GRIFFIN AVENUE	US 27 / US 411	CR 25	D	10,725	0	6,240	10,010	10,725	10,725	2,671	4.03%	14,157	1.32	F
GRIFFIN AVENUE	CR 25	UNCLE DONALDS LANE	D	10,725	0	6,240	10,010	10,725	10,725	3,011	4.03%	3,711	0.35	B
GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,011	4.03%	3,711	0.38	B
GRIFFIN ROAD	US 27	LEE STREET	D	10,725	0	6,240	10,010	10,725	10,725	2,317	4.03%	4,276	0.40	B
GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,783	4.03%	6,982	0.65	C

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SULEN ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,440	4.03%	2,656	0.27	B
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,144	4.03%	2,111	0.20	B
GROVE STREET	LAKEVIEW AVENUE	GOLF LINKS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,887	4.03%	5,291	0.49	B
GROVE STREET	LAKEVIEW AVENUE	GOLF LINKS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,850	4.03%	7,706	0.66	C
HANMOCK RIDGE	LAKE SHORE DRIVE	OLD MT DORA ROAD	D	33,050	0	26,370	31,950	33,050	33,050	8,644	4.03%	18,359	0.50	B
N HANCOCK ROAD	CR 50	US 37	D	33,050	0	26,370	31,950	33,050	33,050	7,562	4.03%	13,587	0.41	B
N HANCOCK ROAD	N RIDGE BOULEVARD	N RIDGE BOULEVARD	D	33,050	0	26,370	31,950	33,050	33,050	13,060	4.03%	24,103	0.73	B
S HANCOCK ROAD	SR 30	SR 30	D	33,050	0	26,370	31,950	33,050	33,050	11,449	4.03%	22,975	0.70	B
S HANCOCK ROAD	HOOK STREET	HOOK STREET	D	14,850	0	8,640	13,860	14,850	14,850	12,449	4.03%	22,975	1.55	F
S HANCOCK ROAD	JOHNS LAKE ROAD	JOHNS LAKE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	6,441	4.03%	11,887	0.80	C
HARTWOOD MARSH ROAD	US 27	HARTWOOD MARSH ROAD	D	10,725	0	6,240	10,010	10,725	10,725	10,755	4.03%	19,946	1.85	F
HARTWOOD MARSH ROAD	N 90 DEGREE BEND	HARTWOOD MARSH ROAD	D	9,880	0	5,785	9,165	9,880	9,880	8,653	4.03%	15,970	1.62	F
HASELTON STREET	LAKEVIEW AVENUE	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,850	4.03%	3,414	0.32	B
HIGHLAND STREET	LMIT AVENUE	5TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,185	4.03%	3,980	0.37	B
HOOK STREET	LAKE SHORE DRIVE	US 37	D	10,725	0	6,240	10,010	10,725	10,725	5,067	4.03%	9,407	0.89	C
HOOK STREET	US 37	HANCOCK ROAD	D	33,050	0	26,370	31,950	33,050	33,050	5,146	4.03%	9,497	0.89	C
HUFFSTETLER DRIVE	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	734	4.03%	1,355	0.13	B
JALARMY ROAD	CR 478	CR 361A	D	10,725	0	6,240	10,010	10,725	10,725	2,088	4.03%	3,854	0.36	B
JOHNS LAKE ROAD	US 27	HANCOCK ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,983	4.03%	9,196	0.86	C
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	7,601	4.03%	14,028	1.31	F
KURT STREET	DAVID WALKER DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,507	4.03%	8,318	0.78	C
W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US 441	D	10,725	0	6,240	10,010	10,725	10,725	970	4.03%	1,790	0.17	B
E LADY LAKE BOULEVARD	US 27/US 441	BERCHFIELD ROAD	D	10,725	0	6,240	10,010	10,725	10,725	507	4.03%	896	0.09	B
LAKE AVENUE / FAIRVIEW AVENUE	OLD 44 / CR 500A	LAKE SHORE DRIVE	C	10,725	0	6,240	10,010	10,725	10,725	612	4.03%	1,129	0.11	B
LAKE DRIVE	CR 44	COUNTRY ROAD	C	8,820	0	0	8,820	11,700	12,510	761	4.03%	1,404	0.16	C
LAKE ELLA ROAD	SUMTER COUNTY LINE	US 37	D	9,880	0	5,785	9,165	9,880	9,880	1,893	4.03%	3,623	0.37	B
LAKE ERIE ROAD	CR 363	SR 33	C	8,820	0	0	8,820	11,700	12,510	578	4.03%	1,087	0.12	C
LAKE EUSTIS DRIVE	US 441	Clay Blvd	D	10,725	0	6,240	10,010	10,725	10,725	3,384	4.03%	6,937	0.93	C
LAKE LOUISA ROAD	LAKE SHORE DRIVE	VISTA DEL LAGO BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	2,896	4.03%	5,346	0.50	B
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 37	D	10,725	0	6,240	10,010	10,725	10,725	3,818	4.03%	7,231	0.67	C
LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	C	8,820	0	0	8,820	11,700	12,510	1,476	4.03%	2,724	0.31	C
LAKE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	2,819	4.03%	5,203	0.35	B
LAKE STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,304	4.03%	6,098	0.41	B
LAKE SHORE DRIVE (CLER)	CR 361	OSWALT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,803	4.03%	3,512	0.33	B
LAKE SHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	8,014	4.03%	14,790	1.38	F
LAKE SHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	10,725	0	6,240	10,010	10,725	10,725	12,190	4.03%	22,497	1.10	F
LAKE SHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	D	10,725	0	6,240	10,010	10,725	10,725	4,895	4.03%	9,034	0.84	C
W LAKEVIEW AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	3,136	4.03%	5,788	0.54	B
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	D	10,725	0	6,240	10,010	10,725	10,725	4,538	4.03%	8,375	0.78	C
LAKE PARK CUTOFF	SR 19	CR 361	D	10,725	0	6,240	10,010	10,725	10,725	1,443	4.03%	2,663	0.25	B
LEE STREET	GRIFFIN ROAD	US 441	D	14,850	0	8,640	13,860	14,850	14,850	2,286	4.03%	4,237	0.29	B
LEE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	2,576	4.03%	4,754	0.32	B
WILSON LAKE PARKWAY	US 37	LIBBY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	481	4.03%	888	0.09	B
E LIMT AVENUE	DONNELLY STREET	US 441	E	10,725	0	6,240	10,010	10,725	10,725	1,912	4.03%	3,529	0.33	B
LONG OAK DRIVE	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,870	4.03%	6,297	0.36	B
LOGHOUSE ROAD	CR 361	LAKE SHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,612	4.03%	4,821	0.45	B
E MAIN STREET	SR 19	CR 452 / ST CLAIR ABRAMS STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,932	4.03%	12,793	1.19	F
MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,507	2.70%	14,604	0.90	C
MAIN STREET (LEESBURG)	THOMAS AVENUE	US 37	D	16,500	0	9,600	15,400	16,500	16,500	9,507	2.70%	14,604	0.90	C
MAIN STREET (LEESBURG)	US 37	LEE STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	CANAL STREET	LAKE STREET	D	16,500	0	9,600	15,400	16,500	16,500	3,196	2.70%	8,146	0.49	B
MAIN STREET (LEESBURG)	LAKE STREET	DIXIE AVENUE / SR 44	D	16,500	0	9,600	15,400	16,500	16,500	4,850	2.70%	7,803	0.46	B
MAIN STREET (SR 44)	DIXIE AVENUE / SR 44	US 441	D	16,500	0	9,600	15,400	16,500	16,500	4,053	2.70%	6,357	0.39	B
MARION COUNTY ROAD	CR 35	US 37	D	10,725	0	6,240	10,010	10,725	10,725	1,869	4.03%	3,433	0.32	B
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	C	8,820	0	0	8,820	11,700	12,510	1,850	4.03%	3,433	0.39	C
MASCOTTE EMPIRE ROAD	SR 30	EMPIRE CHURCH ROAD	C	8,820	0	0	8,820	11,700	12,510	385	4.03%	1,082	0.12	C
McLENDON STREET	CLAY AVENUE	US 27/US 441	D	10,725	0	6,240	10,010	10,725	10,725	264	4.03%	487	0.05	B
MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 466A	D	9,880	0	5,785	9,165	9,880	9,880	2,260	4.03%	4,171	0.42	B
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 300A	E	10,725	0	6,240	10,010	10,725	10,725	1,181	4.03%	2,180	0.20	B
MT HOMER ROAD	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	170	4.03%	314	0.03	B
MT HOMER ROAD	US 441	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,394	4.03%	2,564	0.24	B
MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,915	4.03%	7,226	0.67	C
OLD 41	US 441	SR 19	D	36,700	0	29,500	35,500	36,700	36,700	16,057	2.70%	25,172	0.96	E
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	E	10,725	0	6,240	10,010	10,725	10,725	1,725	4.03%	3,184	0.39	B
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	E	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B

Transportation Element
Data Inventory Analysis

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS
E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	8,761	0.82	C
OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	8,761	0.82	C
ORANGE AVENUE	SR 19	HASSELLTON STREET	D	36,700	0	29,300	35,500	36,700	36,700	11,438	2.70%	17,931	0.49	E
ORANGE AVENUE	HASSELLTON STREET	CR 445	D	16,500	0	9,600	15,400	16,500	11,207	2.70%	17,992	1.06	F	
OSWALD ROAD	LAKESHORE DRIVE	EDGEWATER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,394	4.03%	8,284	0.58	C
PALMETTO DRIVE	SUNSET AVENUE	CR 33	C	10,010	0	6,240	10,010	10,725	543	4.03%	1,002	0.10	B	
PRESCOTT STREET	BATES AVENUE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	456	4.03%	842	0.08	B
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,217	4.03%	5,937	0.55	B
RADIO ROAD	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,980	4.03%	12,882	1.20	F
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	10,725	0	6,240	10,010	10,725	10,725	10,930	4.03%	20,172	1.88	F
ROLLING ACRES ROAD	OAK STREET	CR 466	D	10,725	0	6,240	10,010	10,725	10,725	9,531	4.03%	17,560	1.64	F
ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,826	4.03%	3,370	0.34	B
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	D	9,880	0	5,785	9,165	9,880	9,880	2,143	4.03%	3,855	0.40	B
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	2,893	4.03%	5,339	0.54	B
ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	C	8,820	0	0	8,820	11,700	13,510	1,269	4.03%	2,342	0.27	C
SHAY BOULEVARD	TARRSON BOULEVARD	GRIFFIN AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,352	4.03%	4,341	0.40	B
SHIRLEY SHORES ROAD	CR 448	DEER ISLAND ROAD	C	8,820	0	0	8,820	11,700	13,510	2,127	4.03%	3,926	0.45	C
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,380	4.03%	4,392	0.41	B
SR 19	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	1,611	2.07%	2,310	0.16	B
SR 19	CR 445A	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	3,438	2.07%	4,930	0.35	B
SR 19	CR 445	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	4,357	2.07%	6,104	0.43	B
SR 19	CR 42	BAKER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	11,973	2.07%	17,166	1.21	D
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	D	16,500	0	8,600	15,400	16,500	11,992	2.07%	17,166	1.04	F	
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	D	16,500	0	8,600	15,400	16,500	11,972	2.07%	17,166	1.04	F	
SR 19	CR 450 (OCALA STREET)	CR 450A	D	36,700	0	29,300	35,500	36,700	36,700	17,193	2.07%	24,653	0.67	B
SR 19	CR 450A	CR 19A	D	36,700	0	29,300	35,500	36,700	36,700	16,388	2.07%	23,498	0.64	B
SR 19	CR 19A	CR 44	D	36,700	0	29,300	35,500	36,700	36,700	16,388	2.07%	23,498	0.64	B
SR 19	CR 44	CR 452	D	36,700	0	29,300	35,500	36,700	36,700	15,838	2.07%	22,738	0.62	B
SR 19 (S)	CR 452	ORANGE AVENUE	D	23,020	0	17,580	21,300	22,020	23,020	14,209	2.10%	20,472	0.93	C
SR 19 (N)	ORANGE AVENUE	CR 452	D	23,020	0	17,580	21,300	22,020	23,020	15,744	2.10%	22,683	1.03	F
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	D	23,020	0	17,580	21,300	22,020	23,020	15,744	2.10%	22,683	1.03	F
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	D	23,020	0	17,580	21,300	22,020	23,020	14,209	2.10%	20,472	0.93	C
SR 19	STEVENS AVE	GOLF LINKS AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	26,107	2.07%	37,434	1.02	F
SR 19	GOLF LINKS AVENUE	US 441	D	36,700	0	29,300	35,500	36,700	36,700	18,077	2.07%	25,920	0.71	B
SR 19 (DUNCAN DRIVE)	US 441	CR 500A / LAKE SHORE BOULEVARD	D	33,200	0	0	25,000	33,200	35,100	14,447	2.07%	20,716	0.62	C
SR 19	CR 500A / LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	D	33,200	0	0	25,000	33,200	35,100	14,447	2.07%	20,716	0.62	C
SR 19	CR 452 (MAIN STREET)	CR 561	D	33,200	0	0	25,000	33,200	35,100	24,676	2.07%	35,382	1.07	F
SR 19	CR 561	LAKE HARRIS NORTH END	D	22,200	0	7,800	15,600	22,200	27,900	24,676	2.07%	35,382	1.59	F
SR 19	LAKE HARRIS NORTH END	CR 48	C	15,100	0	8,000	15,100	21,100	26,800	13,391	2.07%	17,767	1.18	D
SR 19	CR 48	CENTRAL AVENUE	C	14,100	0	8,900	14,100	15,200	15,200	7,641	2.07%	10,066	0.72	C
SR 19	CENTRAL AVENUE	CR 455	C	15,100	0	8,000	15,100	21,100	26,800	7,041	2.07%	10,066	0.67	C
SR 19	CR 455	US 27 / SR 25	C	15,100	0	8,000	15,100	21,100	26,800	6,901	2.07%	9,295	0.66	C
SR 19	US 27 / SR 25	CR 478	C	15,100	0	8,000	15,100	21,100	26,800	7,336	2.07%	10,516	0.70	C
SR 19	CR 478	LAKE CATHERINE ROAD	D	15,100	0	8,000	15,100	21,100	26,800	7,336	2.07%	10,516	0.70	C
SR 19	LAKE CATHERINE ROAD	SR 50 / SR 33	C	15,100	0	8,000	15,100	21,100	26,800	9,426	2.07%	13,516	0.90	C
SR 33	SR 50 / SR 33	ANDERSON ROAD	D	16,500	0	9,600	15,400	16,500	16,500	6,420	2.70%	10,084	0.81	C
SR 33	ANDERSON ROAD	CR 565B	C	14,200	0	7,800	14,200	20,000	25,600	6,494	2.70%	10,180	0.72	C
SR 33	CR 565B	CR 561	C	14,200	0	7,800	14,200	20,000	25,600	4,883	2.70%	7,812	0.55	C
SR 33	CR 561	CR 474	C	14,200	0	7,800	14,200	20,000	25,600	5,115	2.70%	8,019	0.56	C
SR 33	CR 474	POLK COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	3,919	2.70%	6,144	0.43	B
SR 40	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	3,935	2.70%	6,169	0.43	B
SR 40	CR 445A	RIVER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	6,140	2.70%	9,826	0.68	C
SR 44	RIVER ROAD	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	7,306	2.70%	11,453	0.81	C
SR 44	SUMTER COUNTY LINE	CR 468	D	36,700	0	29,300	35,500	36,700	36,700	18,510	2.70%	28,018	0.79	B
SR 44	CR 468	S LONE OAK DRIVE	D	36,700	0	29,300	35,500	36,700	36,700	13,503	2.70%	21,168	0.58	B
SR 44	S LONE OAK DRIVE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	17,131	2.70%	28,856	0.73	B
SR 44 / DIXIE AVENUE	US 27	S 9TH STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,765	2.70%	35,885	0.97	D
SR 44 / DIXIE AVENUE	S 9TH STREET	CANAL STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	2.70%	34,826	0.95	C
SR 44 / DIXIE AVENUE	CANAL STREET	S LAKE STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	2.70%	34,826	0.95	C
SR 44 / DIXIE AVENUE	S LAKE STREET	E MAIN STREET	D	36,700	0	29,300	35,500	36,700	36,700	18,956	2.70%	29,717	0.81	C
SR 44 / DIXIE AVENUE	E MAIN STREET	US 441	D	33,200	0	0	25,000	33,200	35,100	19,751	2.70%	30,963	0.93	D
SR 44	CR 445	GRIFFIN LANE	D	16,500	0	8,600	15,400	16,500	16,500	9,648	2.70%	15,565	0.95	D
SR 44	CR 439	CR 437	C	15,400	0	8,600	15,400	16,500	16,500	9,648	2.70%	15,565	1.01	D
SR 44	CR 437	CR 45A	C	15,100	0	8,000	15,100	21,100	26,800	8,209	2.70%	12,889	0.85	C
SR 44	CR 45A	CR 44A	C	14,200	0	7,800	14,200	20,000	25,600	6,489	2.70%	10,741	0.71	C

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SR 44	CR 44A	OVERLOOK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	6,489	2.70%	10,141	0.71	C
SR 44	OVERLOOK DRIVE	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	6,489	2.70%	10,141	0.71	C
SR 44	CR 42	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	6,489	2.70%	10,141	0.71	C
SR 46	US 44	VISTA VIEW	D	16,500	0	8,900	15,400	16,500	16,500	9,798	2.70%	15,380	0.93	C
SR 46	VISTA VIEW	ROUND LAKE ROAD	C	14,100	0	8,900	14,100	15,200	15,200	9,798	2.70%	15,380	1.09	F
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,861	1.54	F
SR 46	CR 437 SOUTH	CR 437 NORTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,861	1.54	F
SR 46	CR 437 NORTH	CR 435	C	14,100	0	8,900	14,100	15,200	15,200	15,023	2.70%	23,251	1.67	F
SR 46	CR 435	CR 46A	C	14,200	0	7,800	14,200	20,000	25,600	15,023	2.70%	23,251	1.66	E
SR 46	CR 46A	SEMNOLE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	16,335	2.70%	26,608	1.80	F
SR 50	SUMTER COUNTY LINE	CR 565 / BAY LAKE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	12,060	2.70%	18,906	1.25	D
SR 50	CR 565 / BAY LAKE ROAD	CR 33	D	22,200	0	7,800	15,600	22,200	27,900	12,060	2.70%	18,906	0.85	D
SR 50	CR 33	GROVELAND FARMS ROAD	D	36,700	0	29,300	35,500	36,700	36,700	21,946	2.70%	34,404	0.94	C
SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	D	36,700	0	29,300	35,500	36,700	36,700	21,946	2.70%	34,404	0.94	C
SR 50 (E)	SR 19	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,240	2.10%	17,835	0.80	C
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	D	22,020	0	17,580	21,300	22,020	22,020	11,088	2.10%	15,975	0.73	B
SR 50 (W)	SR 33 SOUTH	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.10%	18,838	0.90	C
SR 50 (E)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	11,132	2.10%	18,039	0.73	B
SR 50	SR 33 SOUTH	CR 565A NORTH	D	36,700	0	29,300	35,500	36,700	36,700	22,201	2.07%	31,833	0.87	C
SR 50	CR 565A NORTH	CR 561	D	36,700	0	29,300	35,500	36,700	36,700	22,898	2.07%	32,833	0.89	C
SR 50	CR 561	EAST AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	25,061	2.07%	35,934	0.98	D
SR 50	EAST AVENUE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	32,793	2.07%	47,021	1.28	F
SR 50	US 27	HANCOCK ROAD	D	53,300	0	45,000	53,700	53,300	53,300	39,083	2.07%	66,040	1.01	F
SR 50	HANCOCK ROAD	CR 455	D	53,300	0	45,000	53,700	53,300	53,300	48,420	2.07%	70,862	1.28	F
SR 50	CR 455	ORANGE COUNTY LINE	D	53,300	0	45,000	53,700	53,300	53,300	48,420	2.07%	70,862	1.28	F
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	C	57,600	0	42,600	57,600	68,700	73,600	37,300	3.99%	68,584	1.19	D
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	C	57,600	0	42,600	57,600	68,700	73,600	37,800	3.99%	69,887	1.21	E
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	C	57,600	0	42,600	57,600	68,700	73,600	32,700	3.99%	60,126	1.04	D
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	C	57,600	0	42,600	57,600	68,700	73,600	43,200	3.99%	79,432	1.38	F
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,177	4.03%	5,863	0.55	B
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	D	10,725	0	6,240	10,010	10,725	10,725	1,421	4.03%	2,623	0.24	B
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,787	4.03%	3,261	0.30	B
THOMAS AVENUE	CR 460	CR 44A	D	10,725	0	6,240	10,010	10,725	10,725	6,681	4.03%	12,330	1.15	F
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,255	4.03%	11,644	1.08	F
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,841	4.03%	3,552	0.33	B
MUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	C	9,800	0	0	9,800	13,000	13,000	465	4.03%	858	0.09	C
MUSCANOOGA ROAD	EGG ROAD	SR 30	C	13,850	0	8,640	13,850	14,850	14,850	1,807	4.03%	3,335	0.24	B
UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	C	10,010	0	6,240	10,010	10,725	10,725	791	4.03%	1,480	0.15	B
US 192	US 27	ORANGE COUNTY LINE	C	48,600	0	41,500	48,600	51,000	51,000	50,009	2.07%	71,707	1.48	F
US 27/US441	SUMTER COUNTY LINE	GRIFFIN AVENUE	D	50,300	0	0	39,000	50,300	53,100	26,348	2.07%	40,676	0.81	D
US 27/US441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	D	33,200	0	0	25,000	33,200	35,100	25,602	2.07%	36,710	1.11	F
US 27/US441	ALT US 441 / ALT US 27	CR 466	D	36,700	0	29,300	35,500	36,700	36,700	25,602	2.07%	36,710	1.00	F
US 27/US441	CR 466	LAKE HILLA ROAD	D	36,700	0	29,300	35,500	36,700	36,700	32,205	2.07%	46,178	1.26	F
US 27/US441	LAKE HILLA ROAD	CR 466A MILLER BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	26,660	2.07%	38,227	1.04	F
US 27/US441	CR 466A MILLER BOULEVARD	CR 460** (MARTIN LUTHER KING BLVD)	D	36,700	0	29,300	35,500	36,700	36,700	33,794	2.07%	47,022	1.28	F
US 27/US441	CR 460** (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	D	36,700	0	29,300	35,500	36,700	36,700	45,284	2.07%	64,903	1.77	F
US 27/US441	CR 466A (LEE ROAD)	CR 44A GRIFFIN ROAD	D	36,700	0	29,300	35,500	36,700	36,700	45,284	2.07%	64,903	1.77	F
US 27/US441	CR 44A GRIFFIN ROAD	US 27/US441 SPLIT	D	50,300	0	0	39,000	50,300	53,100	45,284	2.07%	64,903	1.29	F
US 27/SR 25	US 27/US441 SPLIT	MAIN STREET	D	33,200	0	0	25,000	33,200	35,100	26,197	2.07%	37,663	1.13	F
US 27/SR 25	MAIN STREET	SR 44	D	33,200	0	0	25,000	33,200	35,100	23,536	2.07%	33,748	1.02	E
US 27/SR 25	SR 44	CR 25A (SOUTH)	D	33,200	0	0	25,000	33,200	35,100	33,142	2.07%	47,521	1.43	F
US 27/SR 25	CR 25A (SOUTH)	CR 33	D	33,200	0	0	25,000	33,200	35,100	32,696	2.07%	46,882	1.41	F
US 27/SR 25	CR 33	CR 48	D	36,700	0	29,300	35,500	36,700	36,700	32,696	2.07%	46,882	1.28	F
US 27/SR 25	CR 48	PLANTATION BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	21,831	2.07%	31,332	0.85	C
US 27/SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	C	33,100	0	26,900	32,100	33,800	33,800	21,831	2.07%	31,332	0.94	C
US 27/SR 25	FLORIDA TURNPIKE	SR 19	C	32,100	0	26,900	32,100	33,800	33,800	19,596	2.07%	28,088	0.85	C
US 27/SR 25	SR 19	CR 361	C	32,100	0	26,900	32,100	33,800	33,800	15,633	2.07%	22,476	0.70	B
US 27/SR 25	CR 361	CR 561A	C	35,500	0	29,300	35,500	36,700	36,700	24,611	2.07%	36,286	0.99	C
US 27/SR 25	CR 561A	CR 561 MAIN AVENUE	C	35,500	0	29,300	35,500	36,700	36,700	28,963	2.07%	41,529	1.17	F
US 27/SR 25	CR 561 MAIN AVENUE	CR 50	C	35,500	0	29,300	35,500	36,700	36,700	28,963	2.07%	41,529	1.17	F
US 27/SR 25	CR 50	GRAND HIGHWAY	C	35,500	0	29,300	35,500	36,700	36,700	28,245	2.07%	40,500	1.14	F
US 27/SR 25	GRAND HIGHWAY	SR 30	C	35,500	0	29,300	35,500	36,700	36,700	21,679	2.07%	31,085	0.88	C
US 27/SR 25	SR 30	JOHNS LAKE ROAD	C	35,500	0	29,300	35,500	36,700	36,700	31,538	2.07%	45,207	1.27	F
US 27/SR 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	C	35,500	0	29,300	35,500	36,700	36,700	26,219	2.07%	37,666	1.06	F
US 27/SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	C	35,500	0	29,300	35,500	36,700	36,700	22,790	2.07%	32,076	0.90	C
US 27/SR 25	LAKE LOUISA ROAD	CR 474	C	45,400	0	31,400	45,400	58,800	66,600	22,135	2.07%	31,738	0.70	C

Transportation Element
Data Inventory Analysis

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS
E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
US 27/SR 25	CR 474	US 102	C	48,600	0	41,500	48,600	51,000	51,000	31,226	2.07%	44,774	0.92	C
US 441/SR 500	US 27/US 441 SPLIT	LEE STREET	D	33,200	0	0	25,000	33,200	35,100	29,057	2.07%	41,664	1.25	F
US 441/SR 500	LEE STREET	N CANNAL STREET	D	33,200	0	0	25,000	33,200	35,100	29,054	2.07%	42,491	1.28	F
US 441/SR 500	N CANNAL STREET	E DIXIE AVENUE	D	33,200	0	0	25,000	33,200	35,100	29,726	2.07%	42,823	1.28	F
US 441/SR 500	E DIXIE AVENUE	E MAIN STREET	D	55,300	0	45,000	53,700	55,300	55,300	43,634	2.07%	62,566	1.13	F
US 441/SR 500	E MAIN STREET	CR 44	D	55,300	0	45,000	53,700	55,300	55,300	43,553	2.07%	62,449	1.13	F
US 441/SR 500	CR 44	RADIO ROAD	D	55,300	0	45,000	53,700	55,300	55,300	43,553	2.07%	62,449	1.13	F
US 441/SR 500	RADIO ROAD	CR 473	D	55,300	0	45,000	53,700	55,300	55,300	37,734	2.07%	54,708	0.98	D
US 441/SR 500	CR 473	OLD US 441/CR 300A	D	55,300	0	45,000	53,700	55,300	55,300	37,734	2.07%	54,708	0.98	D
US 441/SR 500	OLD US 441/CR 300A	SR 19 / DUNCAN DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	23,397	2.07%	33,548	0.61	B
US 441/SR 500	SR 19 / DUNCAN DRIVE	CR 452 / ST CLAIR ABRAMS AVENUE	D	55,300	0	45,000	53,700	55,300	55,300	36,780	2.07%	62,709	0.95	C
US 441/SR 500	CR 452 / ST CLAIR ABRAMS AVENUE	CR 452 / LAKE EUSTIS DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,780	2.07%	62,709	0.95	C
US 441/SR 500	CR 452 / LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,780	2.07%	62,709	0.95	C
US 441/SR 500	DAVID WALKER DRIVE	SR 19 / BAY STREET	D	55,300	0	45,000	53,700	55,300	55,300	37,591	2.07%	53,901	0.97	D
US 441/SR 500	SR 19 / BAY STREET	OLD MT DORA ROAD	D	55,300	0	45,000	53,700	55,300	55,300	33,596	2.07%	46,736	0.85	C
US 441/SR 500	OLD MT DORA ROAD	DONNELLY STREET	D	55,300	0	45,000	53,700	55,300	55,300	33,596	2.07%	46,736	0.85	C
US 441/SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	D	36,700	0	29,300	35,500	36,700	36,700	25,688	2.07%	38,833	1.00	F
US 441/SR 500	WOLF BRANCH ROAD	SR 46	D	36,700	0	29,300	35,500	36,700	36,700	26,330	2.07%	37,754	1.03	F
US 441/SR 500	SR 46	ORANGE COUNTY LINE	D	36,700	0	29,300	35,500	36,700	36,700	21,304	2.07%	30,547	0.83	C
VISTA DEL LAGO BOULEVARD	LAKE LOUISA ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,434	4.03%	2,628	0.25	B
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,496	4.03%	4,607	0.43	B
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 448	D	10,725	0	6,240	10,010	10,725	10,725	4,342	4.03%	8,383	0.78	C
WELLS AVENUE	SR 19	E MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	1,392	4.03%	2,638	0.27	B
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	7,649	4.03%	14,466	1.35	F
WOLF BRANCH ROAD	BRITT ROAD	CR 437	D	9,880	0	5,785	9,165	9,880	9,880	3,319	4.03%	6,126	0.60	C
WOODLEA ROAD	LANE PARK ROAD	SR 16	D	10,725	0	6,240	10,010	10,725	10,725	2,685	4.03%	4,955	0.46	B

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	VC RATIO	LOS
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,897	4.03%	7,192	0.67	C
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,679	4.03%	3,069	0.29	B
ARDICE AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	5,113	4.03%	9,438	0.88	C
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	1,195	4.03%	2,205	0.21	B
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUMNER COUNTY LINE	CR 33	C	8,820	0	0	8,820	11,700	12,510	854	4.03%	1,576	0.18	C
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,283	4.03%	2,368	0.23	B
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,333	4.03%	2,440	0.23	B
BAY ROAD	BAY ROAD / CR 19A	OLD US 44 / CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	3,717	4.03%	5,014	0.47	B
BAY ROAD	OLD US 44 / CR 300A	CR 45 / LAKE SHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,539	4.03%	2,822	0.26	B
BLACKSTILL LAKE ROAD	FOSGATE ROAD	CR 50	D	9,880	0	5,785	9,165	9,880	9,880	2,549	4.03%	4,754	0.48	B
BRIDGES ROAD	CR 33	US 27	D	9,880	0	5,785	9,165	9,880	9,880	789	4.03%	1,450	0.15	B
BRITT ROAD	SR 44	HORSE RANCH ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,774	4.03%	3,274	0.33	B
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,774	4.03%	3,274	0.31	B
C.R. 19A (DORA AVENUE)	LAKE DORA DRIVE	C.R. 500A / OLD 441	D	10,725	0	6,240	10,010	10,725	10,725	999	4.03%	1,844	0.17	B
C.R. 19A (DORA AVENUE)	CR 500A / OLD 441	DAVID WALKER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,247	4.03%	9,684	0.90	C
C.R. 19A (DORA AVENUE)	DAVID WALKER ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,440	4.03%	8,194	0.76	C
C.R. 19A	CR 44	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	1,997	4.03%	3,686	0.34	B
C.R. 19A (BAY ROAD)	US 441	BAY ROAD	D	16,500	0	9,600	15,400	16,500	16,500	12,212	2.70%	19,144	1.16	F
C.R. 19A	BAY ROAD / CR 19A	CR 44C / CR 500A	D	16,500	0	9,600	15,400	16,500	16,500	7,182	2.70%	11,269	0.68	C
C.R. 25 / ALT 37	MARION COUNTY LINE	GRIFFIN AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	6,505	2.70%	10,118	0.62	C
C.R. 25 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	D	16,500	0	9,600	15,400	16,500	16,500	6,350	2.70%	10,017	0.61	C
C.R. 25A (FRUIT PARK)	US 27 (NORTH)	CR 445A	D	10,725	0	6,240	10,010	10,725	10,725	3,803	4.03%	10,710	1.00	D
C.R. 25A (FRUIT PARK)	CR 445A	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	4,400	4.03%	8,120	0.78	C
C.R. 25A (LEESBURG)	US 27 (NORTH)	CR 48 (NORTH)	D	10,725	0	6,240	10,010	10,725	10,725	338	4.03%	624	0.06	B
C.R. 33	US 27	CR 48 (NORTH)	D	16,500	0	9,600	15,400	16,500	16,500	8,131	2.70%	12,778	0.77	C
C.R. 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	D	22,200	0	7,800	15,600	22,200	27,900	7,633	4.03%	14,069	0.63	C
C.R. 33	CR 48 / LEESBURG HIGHWAY	BRIDGES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,238	4.03%	7,822	0.37	B
C.R. 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,522	4.03%	8,346	0.40	C
C.R. 33	PEBBLE ROCK ROAD	SR 50	D	22,200	0	7,800	15,600	22,200	27,900	4,522	4.03%	8,346	0.38	C
C.R. 42	MARION COUNTY LINE	SR 19	C	14,200	0	7,800	14,200	20,000	25,600	3,240	4.03%	5,960	0.42	B
C.R. 42	SR 19	CR 450	D	21,100	0	8,000	15,100	21,100	26,800	2,638	4.03%	4,869	0.23	B
C.R. 42	CR 450	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	3,471	4.03%	6,406	0.45	B
C.R. 42	CR 439	CENTRAL AVENUE	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	5,551	0.39	B
C.R. 42	CENTRAL AVENUE	PALMETTO STREET	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	5,551	0.39	B
C.R. 42	PALMETTO STREET	LAKE MACK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	7,421	0.52	B
C.R. 42	LAKE MACK DRIVE	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	7,421	0.52	B
CR 435	SR 46	DUBSDREAD DRIVE	D	14,850	0	8,640	13,880	14,850	14,850	5,990	4.03%	11,065	0.74	C
CR 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	D	14,850	0	8,640	13,880	14,850	14,850	4,566	4.03%	8,427	0.57	B
CR 437	CR 44A	SR 44	D	13,680	0	8,010	12,690	13,680	13,680	4,162	4.03%	7,681	0.56	B
CR 437	SR 44	WOLF BRANCH ROAD	D	13,680	0	8,010	12,690	13,680	13,680	5,247	4.03%	9,684	0.71	C
CR 437	WOLF BRANCH ROAD	SR 46	D	14,850	0	8,640	13,880	14,850	14,850	7,879	4.03%	14,541	0.98	D
CR 437	SR 46	ORANGE COUNTY LINE	D	13,680	0	8,010	12,690	13,680	13,680	6,095	4.03%	11,249	0.82	C
CR 439	CR 42	CR 44A	C	9,800	0	0	9,800	13,000	13,900	2,220	4.03%	4,097	0.42	C
CR 439	CR 44A	SR 44	C	9,800	0	0	9,800	13,000	13,900	3,071	4.03%	5,668	0.58	C
CR 44	US 441	SILVER LAKE ROAD	D	14,850	0	8,640	13,880	14,850	14,850	8,710	4.03%	16,075	1.08	F
CR 44	SILVER LAKE ROAD	CR 473	D	14,850	0	8,640	13,880	14,850	14,850	7,960	4.03%	14,691	0.99	D
CR 44	CR 473	APIARY ROAD	D	14,850	0	8,640	13,880	14,850	14,850	14,176	4.03%	26,163	1.76	F
CR 44	APIARY ROAD	CR 452	D	14,850	0	8,640	13,880	14,850	14,850	11,856	4.03%	21,881	1.47	F
CR 44	CR 452	SR 19	D	14,850	0	8,640	13,880	14,850	14,850	11,851	4.03%	21,872	1.47	F
CR 44	SR 19	HICKS DITCH ROAD	D	14,850	0	8,640	13,880	14,850	14,850	9,242	4.03%	17,067	1.15	F
CR 44	HICKS DITCH ROAD	CR 44A	D	13,680	0	8,010	12,690	13,680	13,680	6,328	4.03%	16,370	1.12	F
CR 44 (DELAND ROAD)	CR 44A	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	7,039	4.03%	12,961	0.87	C
CR 441 LEG A	CR 44	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,261	4.03%	2,327	0.22	B
CR 445	SR 19	NF 552	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	1,120	0.08	B
CR 445	NF 552	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	1,120	0.08	B
CR 445A	SR 19	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	888	4.03%	1,639	0.12	B
CR 445A	CR 445	SR 40	C	14,200	0	7,800	14,200	20,000	25,600	1,520	4.03%	2,806	0.20	B
CR 448	SR 19	CR 561	D	14,850	0	8,640	13,880	14,850	14,850	2,699	4.03%	4,981	0.34	B
CR 448	CR 561	LAKE INDUSTRIAL BOULEVARD	D	22,200	0	7,800	15,600	22,200	27,900	6,133	4.03%	11,319	0.51	C
CR 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	4,805	4.03%	8,868	0.62	C
CR 448A	CR 448	CR 48	C	8,820	0	0	8,820	11,700	12,510	3,616	4.03%	6,874	0.76	C
CR 448A	CR 48	SOUTH TERMINI	C	8,820	0	0	8,820	11,700	12,510	239	4.03%	441	0.05	C
CR 449 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,256	4.03%	4,164	0.39	B
CR 449 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	2,256	4.03%	4,164	0.39	B

Transportation Element
Data Inventory Analysis

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS
E+C Network
Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
C.R. 44A (LAKESIDE AVENUE/ ROSE STREET)	SR 19	SKYLINE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	911	4.03%	1,881	0.16	B
C.R. 44A	SKYLINE DRIVE	CR 450A / CR44A	D	9,880	0	5,785	9,165	9,880	9,880	1,500	4.03%	2,369	0.24	B
C.R. 44A (ESTES ROAD)	CR 450A	DELAND ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	2,043	0.21	B
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	8,436	4.03%	15,669	1.45	F
C.R. 44A	DELAND ROAD	ESTES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,412	4.03%	5,143	0.39	C
C.R. 44A	ESTES ROAD	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	4,134	4.03%	7,630	0.54	B
C.R. 44A	CR 439	CR 437	C	14,200	0	8,640	13,880	14,850	15,600	1,167	4.03%	7,568	0.54	B
C.R. 44A	CR 437	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	1,167	4.03%	2,154	0.15	B
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	D	33,030	0	26,370	31,950	33,030	33,030	12,237	4.03%	22,668	0.68	B
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	D	34,885	0	27,835	33,725	34,885	34,885	18,433	4.03%	34,056	0.98	D
C.R. 44C (EUDORA ROAD)	US 441	CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	9,446	4.03%	17,433	1.63	F
C.R. 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	D	14,850	0	8,640	13,880	14,850	14,850	4,997	4.03%	9,222	0.62	C
C.R. 450	MARION COUNTY LINE	BABB ROAD	C	8,820	0	0	8,820	11,700	12,510	1,291	4.03%	2,383	0.27	C
C.R. 450	BABB ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,366	4.03%	4,367	0.41	B
C.R. 450	SR 19	E UMATILLA BOULEVARD/ W 7TH STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,982	4.03%	7,349	0.69	C
C.R. 450	E UMATILLA BOULEVARD/ W 7TH STREET	CR 42	D	9,880	0	5,785	9,165	9,880	9,880	3,982	4.03%	7,349	0.74	C
C.R. 450A	SR 19	CR 44A NORTH	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	2,043	0.21	B
C.R. 451	MARION COUNTY LINE	FELKINS ROAD	C	12,690	0	8,010	12,690	13,680	13,680	3,382	4.03%	9,933	0.78	C
C.R. 451	FELKINS ROAD	SANDY LANE	D	10,725	0	6,240	10,010	10,725	10,725	3,382	4.03%	9,933	0.93	C
C.R. 451	SANDY LANE	LAKE LANDING BOULEVARD	D	13,080	0	8,010	13,080	13,080	13,080	7,105	4.03%	13,113	0.96	D
C.R. 451	LAKE LANDING BOULEVARD	CR 44	D	14,850	0	8,640	13,880	14,850	14,850	7,105	4.03%	13,113	0.83	C
C.R. 451 (EUSTIS)	CR 44 / CR 451	SR 19	D	17,850	0	8,640	13,880	14,850	14,850	10,701	4.03%	10,749	1.38	F
C.R. 451 (ST CLAIR ABRAMS AVENUE)	US 441	CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	6,201	0.58	B
C.R. 451 (ST CLAIR ABRAMS AVENUE)	CR 500A	CR 451 / EAST MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	6,201	0.58	B
C.R. 451 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,922	4.03%	3,547	0.33	B
C.R. 451 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,361	4.03%	2,512	0.23	B
C.R. 451 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,385	4.03%	2,556	0.24	B
C.R. 451 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	1,385	4.03%	2,556	0.24	B
C.R. 451 (LAKESHORE DRIVE)	OLD US 441 / CR 500A	11TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	642	4.03%	1,185	0.11	B
C.R. 455	SR 19	CR 561	D	21,100	0	8,000	15,100	21,100	26,800	2,374	2.70%	3,722	0.18	B
C.R. 455	CR 561	CR 561A	D	21,100	0	8,000	15,100	21,100	26,800	1,343	2.70%	2,105	0.10	B
C.R. 455	CR 561 A	RIDGEWOOD AVENUE	D	9,880	0	5,785	9,165	9,880	9,880	2,436	4.03%	4,633	0.46	B
C.R. 455	RIDGEWOOD AVENUE	CR 455 / CR 50	D	9,880	0	5,785	9,165	9,880	9,880	4,755	4.03%	8,776	0.89	C
C.R. 455	CR 455 / CR 50	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	3,648	4.03%	10,424	0.97	D
C.R. 45 (SANFORD ROAD)	HIGHLAND STREET	US 441	D	14,850	0	8,640	13,880	14,850	14,850	3,174	4.03%	9,546	0.64	C
C.R. 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	D	14,850	0	8,640	13,880	14,850	14,850	4,412	4.03%	9,143	0.55	B
C.R. 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	D	33,800	0	26,900	32,100	33,800	33,800	18,814	2.70%	26,359	0.78	B
C.R. 466	ROLLING ACRES ROAD	US 27	D	16,500	0	9,600	15,400	16,500	16,500	8,703	2.70%	13,643	0.83	C
C.R. 466 / LAKE GRIFFIN ROAD	US 27 / US 441	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,230	4.03%	4,153	0.39	B
C.R. 466 / LAKE GRIFFIN ROAD	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,250	4.03%	4,153	0.42	B
C.R. 466A	SUMTER COUNTY LINE	CR 468 / ROSE AVENUE	D	15,200	0	8,900	14,100	15,200	15,200	8,163	2.70%	12,767	0.84	C
C.R. 466A	CR 468 / ROSE AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	4,816	2.70%	7,550	0.46	B
C.R. 466A (PICCIOLA ROAD)	US 27	CR 466B	D	14,850	0	8,640	13,880	14,850	14,850	6,955	4.03%	12,836	0.86	C
C.R. 466A (PICCIOLA ROAD)	CR 466B	COUNTY ROAD TERMINI	D	14,850	0	8,640	13,880	14,850	14,850	6,955	4.03%	12,836	0.86	C
C.R. 466B	EAGLENEST ROAD	CR 466A	D	10,725	0	6,240	10,010	10,725	10,725	3,800	4.03%	7,013	0.65	C
C.R. 468	CR 466A	PINE RIDGE DAIRY ROAD	D	14,850	0	8,640	13,880	14,850	14,850	2,695	4.03%	4,674	0.33	B
C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	D	14,850	0	8,640	13,880	14,850	14,850	4,960	4.03%	9,154	0.62	C
C.R. 468	GRIFFIN ROAD	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	3,825	4.03%	10,720	0.72	C
C.R. 46A	SR 44	SR 46	C	12,690	0	8,010	12,690	13,680	13,680	6,313	4.03%	11,851	0.92	C
C.R. 470	SUMTER COUNTY LINE	BAY AVENUE	D	13,680	0	8,010	12,690	13,680	13,680	6,450	4.03%	11,904	0.87	C
C.R. 470	BAY AVENUE	CR 33	D	14,850	0	8,640	13,880	14,850	14,850	6,450	4.03%	11,804	0.80	C
C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	5,615	4.03%	10,363	0.97	D
C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	D	23,855	0	19,045	23,075	23,855	23,855	11,763	4.03%	21,709	0.91	C
C.R. 474	SR 33	GREEN SWAMP ROAD	C	9,800	0	0	9,800	13,000	13,000	2,598	4.03%	4,795	0.49	C
C.R. 474	GREEN SWAMP ROAD	US 27	C	9,800	0	0	9,800	13,000	13,000	3,066	4.03%	5,859	0.58	C
C.R. 478	SR 19	JAMARLY ROAD	D	13,680	0	8,010	12,690	13,680	13,680	712	4.03%	1,314	0.10	B
C.R. 48	SUMTER COUNTY LINE	CR 33	D	13,680	0	8,010	12,690	13,680	13,680	2,228	4.03%	4,112	0.30	B
C.R. 48	CR 33	US 27	D	14,850	0	8,640	13,880	14,850	14,850	7,197	4.03%	13,283	0.89	C
C.R. 48	US 27	LIME AVENUE	D	14,850	0	8,640	13,880	14,850	14,850	7,998	4.03%	14,761	0.99	D
C.R. 48	LIME AVENUE	SR 19	D	13,680	0	8,010	12,690	13,680	13,680	6,339	4.03%	11,669	0.86	C
C.R. 48	CR 561	RANCH ROAD	D	14,850	0	8,640	13,880	14,850	14,850	4,517	4.03%	8,336	0.56	B
C.R. 48	RANCH ROAD	CR 48A	C	9,800	0	0	9,800	13,000	13,000	4,517	4.03%	8,336	0.85	C
C.R. 50 (SUNSET AVENUE)	CR 33	SR 50	D	14,850	0	8,640	13,880	14,850	14,850	931	4.03%	1,718	0.12	B
C.R. 50	US 27	TURKEY FARM ROAD	D	14,850	0	8,640	13,880	14,850	14,850	8,292	4.03%	15,303	1.03	F

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
C.R. 50	TURKEY FARM ROAD	CR 455	D	14,850	0	8,640	13,880	14,850	14,850	4,707	4.03%	8,687	0.58	C
C.R. 50	CR 455	ORANGE COUNTY LINE	D	14,850	0	8,640	13,880	14,850	14,850	4,690	4.03%	8,656	0.58	C
C.R. 500A / OLD 441	SR 19	DORA AVENUE	D	16,500	0	9,600	13,400	16,500	16,500	9,016	2.70%	14,134	0.86	C
C.R. 500A / OLD 441	DORA AVENUE	BAY ROAD	D	16,500	0	9,600	13,400	16,500	16,500	9,580	2.70%	15,018	0.91	C
C.R. 500A / OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	D	16,500	0	9,600	13,400	16,500	16,500	9,009	2.70%	14,123	0.86	C
C.R. 500A / OLD 441	CR 44C / EUDORA AVENUE	LAKE SHORE DRIVE	D	16,500	0	9,600	13,400	16,500	16,500	11,158	2.70%	10,060	1.16	F
C.R. 500A / OLD 441	LAKE SHORE DRIVE	5TH AVENUE	D	16,500	0	9,600	13,400	16,500	16,500	9,989	2.70%	14,082	0.85	C
C.R. 500A / OLD 441	SR 46	ORANGE COUNTY LINE	D	16,500	0	9,600	13,400	16,500	16,500	4,297	2.70%	6,736	0.41	B
C.R. 561	SR 19	CR 443	D	14,850	0	8,640	13,880	14,850	14,850	10,942	4.03%	20,194	1.36	F
C.R. 561	CR 443	CR 48	D	14,850	0	8,640	13,880	14,850	14,850	6,718	4.03%	12,300	0.83	C
C.R. 561	CR 48	CR 455	D	14,850	0	8,640	13,880	14,850	14,850	7,542	4.03%	13,010	0.94	D
C.R. 561	CR 455	HOWEY CROSS ROAD	D	13,680	0	8,010	12,690	13,680	13,680	4,670	4.03%	8,619	0.63	C
C.R. 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	D	13,680	0	8,010	12,690	13,680	13,680	5,177	4.03%	9,554	0.70	C
C.R. 561 / CR 561A	TURNPIKE ROAD / CR 561A	US 27	D	13,680	0	8,010	12,690	13,680	13,680	6,895	4.03%	12,725	0.93	D
C.R. 561	US 27	EAST AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
C.R. 561	EAST AVENUE	W MINNEOLA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
C.R. 561	CR 561A	SR 50	D	14,850	0	8,640	13,880	14,850	14,850	2,718	4.03%	5,016	0.34	B
C.R. 561	SR 50	LOG HOUSE ROAD	D	14,850	0	8,640	13,880	14,850	14,850	5,172	4.03%	9,645	0.64	C
C.R. 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	D	14,850	0	8,640	13,880	14,850	14,850	2,116	4.03%	3,905	0.26	B
C.R. 561	FLORIDA BOYS RANCH ROAD	SR 33	C	9,800	0	0	9,800	13,000	13,900	1,235	4.03%	2,316	0.24	C
C.R. 561A	TURNPIKE ROAD / CR 561	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	1,036	4.03%	1,894	0.14	B
C.R. 561A	CR 561	CR 565A	D	10,725	0	6,240	10,010	10,725	10,725	2,718	4.03%	5,016	0.47	B
C.R. 561A	CR 565A	JALAMY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,878	4.03%	7,167	0.67	C
C.R. 561A	JALAMY ROAD	US 27	D	14,850	0	8,640	13,880	14,850	14,850	4,494	4.03%	11,810	0.80	C
C.R. 565	US 27	KJELLSTROM LANE	D	9,800	0	5,785	9,165	9,800	9,800	788	4.03%	1,454	0.15	B
C.R. 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,868	4.03%	3,448	0.32	B
C.R. 565	SR 50	SLOANS RIDGE	D	10,725	0	6,240	10,010	10,725	10,725	714	4.03%	1,318	0.12	B
C.R. 565	SLOANS RIDGE	LAKE ERIE ROAD	C	8,820	0	0	8,820	11,700	12,510	714	4.03%	1,318	0.12	C
C.R. 565A	SR 50	CR 561A	D	10,725	0	6,240	10,010	10,725	10,725	4,810	4.03%	8,877	0.83	C
C.R. 565A	SR 50	CR 565B	D	10,725	0	6,240	10,010	10,725	10,725	1,721	4.03%	3,176	0.30	B
C.R. 565B	SR 33	CR 561	C	8,820	0	0	8,820	11,700	12,510	1,733	4.03%	3,198	0.36	C
CANAL STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,880	14,850	14,850	4,142	4.03%	7,644	0.51	B
CANAL STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	3,229	4.03%	5,959	0.40	B
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	D	14,850	0	8,640	13,880	14,850	14,850	9,670	4.03%	17,847	1.20	F
CITRUS TOWER BOULEVARD	OAKLEY SEAVER DRIVE	SR 50	D	33,030	0	26,370	31,950	33,030	33,030	11,937	4.03%	22,031	0.67	B
CITRUS TOWER BOULEVARD	SR 50	JOHNS LAKE ROAD	D	33,030	0	26,370	31,950	33,030	33,030	11,949	4.03%	22,063	0.67	B
CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	D	33,030	0	26,370	31,950	33,030	33,030	10,621	4.03%	16,802	0.59	B
DAVID WALKER DRIVE	OLD MT DORA ROAD	CR 19A	D	14,850	0	8,640	13,880	14,850	14,850	6,082	4.03%	11,225	0.78	C
DAVID WALKER DRIVE	CR 19A	US 441	D	14,850	0	8,640	13,880	14,850	14,850	6,082	4.03%	11,225	0.78	C
DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,243	4.03%	9,676	0.90	C
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLFLINKS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	4,804	4.03%	8,886	0.83	C
DEAD RIVER ROAD	WEST TERMINI	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	5,463	4.03%	10,082	0.94	D
DONNELLY STREET	US 441	11TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,625	4.03%	17,764	1.66	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,625	4.03%	17,764	1.66	F
DUDA ROAD	CR 48A	ORANGE COUNTY LINE	C	8,820	0	0	8,820	11,700	12,510	4,178	4.03%	7,711	0.87	C
EAGLES NEST ROAD	US 27	CR 488B	D	10,725	0	6,240	10,010	10,725	10,725	2,580	4.03%	4,762	0.44	B
EAST AVENUE	CR 561	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	4,964	4.03%	9,161	0.85	C
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	C	8,820	0	0	8,820	11,700	12,510	3,705	4.03%	6,838	0.78	C
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,705	4.03%	6,838	0.64	C
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,099	4.03%	5,719	0.53	B
EMPIRE CHURCH ROAD	CR 365	ANDERSON ROAD	C	8,820	0	0	8,820	11,700	12,510	1,200	4.03%	2,215	0.25	C
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	D	9,880	0	5,785	9,165	9,880	9,880	2,597	4.03%	4,793	0.49	B
ESTES ROAD	LAKE LINCOLN LANE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,597	4.03%	4,793	0.45	B
EUDORA ROAD	OLD MT DORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,359	4.03%	6,199	0.58	B
EXCALIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	3,891	4.03%	7,181	0.67	C
FISH CAMP ROAD	CR 452	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	1,249	4.03%	2,305	0.21	B
FOSGATE ROAD	GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,038	4.03%	1,916	0.18	B
GOLFLINKS AVENUE	KURT STREET	SR 19 / BAY STREET	D	10,725	0	6,240	10,010	10,725	10,725	890	4.03%	1,643	0.15	B
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	D	10,725	0	6,240	10,010	10,725	10,725	2,099	4.03%	3,863	0.36	B
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 30	D	10,725	0	6,240	10,010	10,725	10,725	4,582	4.03%	8,456	0.79	C
N. GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	D	10,725	0	6,240	10,010	10,725	10,725	570	4.03%	1,052	0.10	B
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	D	9,880	0	5,785	9,165	9,880	9,880	1,949	4.03%	3,697	0.36	B
GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,949	4.03%	3,697	0.34	B
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,546	4.03%	2,853	0.29	B

Transportation Element
Data Inventory Analysis

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
S GRAY'S AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 411	D	9,880	0	5,785	9,165	9,880	9,880	1,189	4.03%	2,157	0.23	B
GRIFFIN AVENUE	US 27 / US 411	CR 25	D	14,850	0	8,640	13,880	14,850	14,850	7,671	4.03%	14,167	0.95	D
GRIFFIN AVENUE	CR 25	UNCLE DONALD'S LANE	D	10,725	0	6,240	10,010	10,725	10,725	2,011	4.03%	3,711	0.35	B
GRIFFIN AVENUE	UNCLE DONALD'S LANE	GRAY'S AIRPORT ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,011	4.03%	3,711	0.35	B
GRIFFIN ROAD	US 27	LEE STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,317	4.03%	4,276	0.40	B
GRIFFIN VIEW DRIVE	US 27	GRAY'S AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,783	4.03%	6,982	0.65	C
GRIFFIN VIEW DRIVE	GRAY'S AIRPORT ROAD	SULEV ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,440	4.03%	2,658	0.37	B
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,144	4.03%	2,111	0.20	B
GROVE STREET	LAKEVIEW AVENUE	GOLFSKINS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,867	4.03%	5,291	0.49	B
GROVE STREET	GOLFSKINS AVENUE	OLD MT DIORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,830	4.03%	7,106	0.66	C
HAMMOCK RIDGE	LAKE SHORE DRIVE	US 27	D	33,030	0	26,370	31,950	33,030	33,030	8,864	4.03%	16,369	0.50	B
N HANCOCK ROAD	CR 50	N RIDGE BOULEVARD	D	33,030	0	26,370	31,950	33,030	33,030	7,362	4.03%	13,687	0.41	B
N HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	D	33,030	0	26,370	31,950	33,030	33,030	13,060	4.03%	24,103	0.73	B
S HANCOCK ROAD	SR 50	HOOK STREET	D	33,030	0	26,370	31,950	33,030	33,030	12,449	4.03%	22,975	0.70	B
S HANCOCK ROAD	HOOK STREET	JOHN'S LAKE ROAD	D	14,850	0	8,640	13,880	14,850	14,850	12,449	4.03%	22,975	1.55	F
S HANCOCK ROAD	JOHN'S LAKE ROAD	HARTWOOD MARSH ROAD	D	14,850	0	8,640	13,880	14,850	14,850	6,441	4.03%	11,887	0.80	C
HARTWOOD MARSH ROAD	US 27	N 90 DEGREE BEND	D	10,725	0	6,240	10,010	10,725	10,725	10,755	4.03%	19,849	1.85	F
HARTWOOD MARSH ROAD	N 90 DEGREE BEND	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	8,653	4.03%	15,070	1.62	F
HASELTON STREET	SR 44	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,850	4.03%	3,414	0.32	B
HIGHLAND STREET	LAMT AVENUE	31A AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,185	4.03%	3,986	0.37	B
HOOK STREET	LANESHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	5,087	4.03%	9,407	0.88	C
HOOK STREET	US 27	HANCOCK ROAD	D	33,030	0	26,370	31,950	33,030	33,030	3,146	4.03%	9,407	0.29	B
HUFFSTETLER DRIVE	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	754	4.03%	1,356	0.13	B
JALARMY ROAD	CR 478	CR 361A	D	10,725	0	6,240	10,010	10,725	10,725	2,088	4.03%	3,854	0.36	B
JOHN'S LAKE ROAD	US 27	HANCOCK ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,983	4.03%	9,196	0.86	C
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	D	14,850	0	8,640	13,880	14,850	14,850	7,601	4.03%	14,028	0.94	D
KURT STREET	DAVID WALKER DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,307	4.03%	8,318	0.78	C
W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	970	4.03%	1,790	0.17	B
E LADY LAKE BOULEVARD	US 27/US441	BERKFIELD ROAD	D	10,725	0	6,240	10,010	10,725	10,725	307	4.03%	698	0.09	B
LAKE AVENUE / FAIRVIEW AVENUE	OLD 441 / CR 500A	LANESHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	612	4.03%	1,129	0.11	B
LAKE DRIVE	SR 44	COUNTRY ROAD	C	8,820	0	0	8,820	11,700	13,510	761	4.03%	1,404	0.16	C
LAKE ELLA ROAD	SUMNER COUNTY LINE	US 27	D	9,880	0	5,785	9,165	9,880	9,880	1,963	4.03%	3,623	0.37	B
LAKE ERIE ROAD	CR 365	SR 33	C	8,820	0	0	8,820	11,700	13,510	578	4.03%	1,067	0.12	C
LAKE EUSTIS DRIVE	US 441	CR 365	D	10,725	0	6,240	10,010	10,725	10,725	3,384	4.03%	6,837	0.93	C
LAKE LOUISA ROAD	LANESHORE DRIVE	VISTA DEL LAGO BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	3,896	4.03%	5,345	0.50	B
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	3,918	4.03%	7,231	0.67	C
LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	C	8,820	0	0	8,820	11,700	13,510	1,476	4.03%	2,724	0.31	C
LAKE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,880	14,850	14,850	2,819	4.03%	5,203	0.55	B
LAKE STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	3,304	4.03%	6,068	0.41	B
LANESHORE DRIVE (CLER)	CR 361	OSWALT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,903	4.03%	3,612	0.33	B
LANESHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	D	14,850	0	8,640	13,880	14,850	14,850	8,014	4.03%	14,790	1.00	D
LANESHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	10,725	0	6,240	10,010	10,725	10,725	12,190	4.03%	22,407	2.10	F
LANESHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	D	10,725	0	6,240	10,010	10,725	10,725	4,895	4.03%	9,034	0.84	C
W LAKEVIEW AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	3,136	4.03%	5,788	0.54	B
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	D	10,725	0	6,240	10,010	10,725	10,725	4,538	4.03%	8,375	0.78	C
LANE PARK CUTOFF	SR 19	CR 561	D	10,725	0	6,240	10,010	10,725	10,725	1,443	4.03%	2,663	0.25	B
LEE STREET	GRIFFIN ROAD	US 441	D	14,850	0	8,640	13,880	14,850	14,850	2,396	4.03%	4,237	0.29	B
LEE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,880	14,850	14,850	2,576	4.03%	4,754	0.32	B
WILSON LAKE PARKWAY	US 27	LIBBY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	481	4.03%	888	0.09	B
E LAMT AVENUE	DONNELLY STREET	US 441	E	10,725	0	6,240	10,010	10,725	10,725	1,912	4.03%	3,529	0.33	B
LONE OAK DRIVE	MAIN STREET	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	3,370	4.03%	5,297	0.39	B
LOG HOUSE ROAD	CR 361	LANESHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,612	4.03%	4,821	0.45	B
E MAIN STREET	SR 19	CR 452 / ST CLAIR ABBREAS STREET	D	14,850	0	8,640	13,880	14,850	14,850	6,932	4.03%	12,763	0.86	C
MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,507	2.70%	14,804	0.90	C
MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	9,507	2.70%	14,804	0.90	C
MAIN STREET (LEESBURG)	US 27	LEE STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	16,079	1.03	F
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	16,079	1.03	F
MAIN STREET (LEESBURG)	CANAL STREET	LAKE STREET	D	16,500	0	9,600	15,400	16,500	16,500	3,198	2.70%	8,146	0.49	B
MAIN STREET (LEESBURG)	LAKE STREET	DIXIE AVENUE / SR 44	D	16,500	0	9,600	15,400	16,500	16,500	4,830	2.70%	7,603	0.46	B
MAIN STREET (SR 44)	DIXIE AVENUE / SR 44	US 441	D	16,500	0	9,600	15,400	16,500	16,500	4,035	2.70%	6,357	0.39	B
MARION COUNTY ROAD	CR 25	GRAY'S AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,860	4.03%	3,433	0.32	B
MARION COUNTY ROAD	GRAY'S AIRPORT ROAD	LAKE GRIFFIN ROAD	C	8,820	0	0	8,820	11,700	13,510	1,860	4.03%	3,433	0.39	C
MASCOTTE EMPIRE ROAD	SR 50	EMPIRE CHURCH ROAD	C	8,820	0	0	8,820	11,700	13,510	586	4.03%	1,082	0.12	C
MCLENDON STREET	CLAY AVENUE	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	264	4.03%	487	0.05	B

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 466A	D	9,880	0	5,785	9,165	9,880	9,880	2,260	4.03%	4,171	0.42	B
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	E	10,725	0	6,240	10,010	10,725	10,725	1,181	4.03%	2,180	0.20	B
MT HOMER ROAD	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	170	4.03%	314	0.03	B
MT HOMER ROAD	US 441	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,384	4.03%	2,654	0.24	B
MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,915	4.03%	7,225	0.67	C
OLD 441	US 441	SR 19	D	36,700	0	29,300	35,500	36,700	36,700	16,057	2.70%	25,172	0.69	B
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	E	10,725	0	6,240	10,010	10,725	10,725	1,735	4.03%	3,184	0.30	B
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	E	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	3,222	0.30	B
OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	3,761	0.32	C
OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	3,761	0.32	C
ORANGE AVENUE	SR 19	HASSELTON STREET	D	36,700	0	29,300	35,500	36,700	36,700	11,438	2.70%	17,031	0.49	B
ORANGE AVENUE	HASSELTON STREET	CR 44B	D	16,500	0	9,600	15,400	16,500	16,500	11,207	2.70%	17,569	1.06	F
OSWALT ROAD	LAKESHORE DRIVE	EDGEWATER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,384	4.03%	6,264	0.58	C
PALMETTO DRIVE	SUNSET AVENUE	CR 33	C	10,010	0	6,240	10,010	10,725	10,725	543	4.03%	1,002	0.10	B
PRESCOTT STREET	BATES AVENUE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	456	4.03%	842	0.08	B
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,217	4.03%	5,937	0.55	B
RADIO ROAD	MORNINGSIDE DRIVE	US 441	D	14,850	0	8,640	13,880	14,850	14,850	6,980	4.03%	12,882	0.87	C
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	10,725	0	6,240	10,010	10,725	10,725	10,930	4.03%	20,172	1.88	F
ROLLING ACRES ROAD	OAK STREET	CR 466	D	10,725	0	6,240	10,010	10,725	10,725	6,531	4.03%	17,560	1.64	F
ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,826	4.03%	3,370	0.34	B
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	D	9,880	0	5,785	9,165	9,880	9,880	2,143	4.03%	3,655	0.40	B
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	C	9,880	0	5,785	9,165	9,880	9,880	3,393	4.03%	5,336	0.54	B
ROYAL TRAILS ROAD	SEAGORPE AVENUE	SR 44	C	8,820	0	0	8,820	11,700	13,510	1,269	4.03%	2,342	0.27	C
SHAY BOULEVARD	TARRISON BOULEVARD	GRUFFIN AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,353	4.03%	4,341	0.40	B
SHIRLEY SHORES ROAD	CR 44B	DEER ISLAND ROAD	C	8,820	0	0	8,820	11,700	13,510	2,127	4.03%	3,026	0.45	C
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,380	4.03%	4,392	0.41	B
SR 19	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	1,611	2.07%	2,310	0.16	B
SR 19	CR 445A	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	3,438	2.07%	4,930	0.35	B
SR 19	CR 445	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	4,237	2.07%	6,104	0.43	B
SR 19	CR 42	BAKER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	11,972	2.07%	17,166	1.21	D
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	2.07%	17,166	1.04	F
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	2.07%	17,166	1.04	F
SR 19	CR 450 (OCALA STREET)	CR 450A	D	36,700	0	29,300	35,500	36,700	36,700	17,193	2.07%	24,663	0.67	B
SR 19	CR 450A	CR 19A	D	36,700	0	29,300	35,500	36,700	36,700	16,388	2.07%	23,488	0.64	B
SR 19	CR 19A	CR 44	D	36,700	0	29,300	35,500	36,700	36,700	16,388	2.07%	23,488	0.64	B
SR 19	CR 44	CR 452	D	36,700	0	29,300	35,500	36,700	36,700	15,858	2.07%	22,738	0.62	B
SR 19 (S)	CR 452	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	2.10%	20,472	0.93	C
SR 19 (N)	ORANGE AVENUE	CR 452	D	22,020	0	17,580	21,300	22,020	22,020	15,744	2.10%	22,863	1.03	F
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	15,744	2.10%	22,863	1.03	F
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	2.10%	20,472	0.93	C
SR 19	STEVENS AVE	GOLF LINKS AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	26,107	2.07%	37,434	1.02	F
SR 19	GOLF LINKS AVENUE	US 441	D	36,700	0	29,300	35,500	36,700	36,700	18,077	2.07%	25,820	0.71	B
SR 19 (DUNCAN DRIVE)	US 441	CR 500A / LAKE SHORE BOULEVARD	D	33,200	0	0	25,000	33,200	35,100	14,447	2.07%	20,715	0.62	C
SR 19	CR 500A / LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	D	33,200	0	0	25,000	33,200	35,100	14,447	2.07%	20,715	0.62	C
SR 19	CR 452 (MAIN STREET)	CR 561	D	33,200	0	0	25,000	33,200	35,100	24,676	2.07%	36,382	1.07	F
SR 19	CR 561	LAKE HARRIS NORTH END	D	22,200	0	7,800	15,600	22,200	27,900	24,676	2.07%	36,382	1.39	F
SR 19	LAKE HARRIS NORTH END	CR 48	D	22,200	0	7,800	15,600	22,200	27,900	12,391	2.07%	17,767	0.80	D
SR 19	CR 48	CENTRAL AVENUE	C	14,100	0	8,900	14,100	15,200	15,200	7,041	2.07%	10,086	0.72	C
SR 19	CENTRAL AVENUE	CR 455	C	15,100	0	8,000	15,100	21,100	26,800	7,041	2.07%	10,086	0.67	C
SR 19	CR 455	US 27 / SR 25	C	15,100	0	8,000	15,100	21,100	26,800	6,901	2.07%	9,895	0.66	C
SR 19	US 27 / SR 25	CR 478	C	15,100	0	8,000	15,100	21,100	26,800	7,336	2.07%	10,519	0.70	C
SR 19	CR 478	LAKE CATHERINE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	7,336	2.07%	10,519	0.70	C
SR 19	LAKE CATHERINE ROAD	SR 50 / SR 33	C	15,100	0	8,000	15,100	21,100	26,800	6,426	2.07%	13,616	0.90	C
SR 33	SR 50 / SR 33	ANDERSON ROAD	D	16,500	0	9,600	15,400	16,500	16,500	6,420	2.70%	10,064	0.61	C
SR 33	ANDERSON ROAD	CR 565B	C	14,200	0	7,800	14,200	20,000	25,600	6,484	2.70%	10,180	0.72	C
SR 33	CR 565B	CR 561	C	14,200	0	7,800	14,200	20,000	25,600	4,983	2.70%	7,812	0.55	C
SR 33	CR 561	CR 474	C	14,200	0	7,800	14,200	20,000	25,600	5,115	2.70%	8,019	0.56	C
SR 33	CR 474	POLK COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	3,919	2.70%	6,144	0.43	B
SR 40	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	3,935	2.70%	6,166	0.43	B
SR 40	CR 445A	RIVER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	6,140	2.70%	9,626	0.68	C
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	7,306	2.70%	11,463	0.81	C
SR 44	SUMNER COUNTY LINE	CR 468	D	36,700	0	29,300	35,500	36,700	36,700	18,510	2.70%	29,018	0.79	B
SR 44	CR 468	S LONE OAK DRIVE	D	36,700	0	29,300	35,500	36,700	36,700	13,503	2.70%	21,168	0.58	B
SR 44	S LONE OAK DRIVE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	17,131	2.70%	26,886	0.73	B

Transportation Element
Data Inventory Analysis

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SR 44 / DIXIE AVENUE	US 27	S 9TH STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,763	2.70%	35,885	0.97	D
SR 44 / DIXIE AVENUE	S 9TH STREET	CANAL STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	2.70%	34,826	0.95	C
SR 44 / DIXIE AVENUE	CANAL STREET	S LAKE STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	2.70%	34,826	0.95	C
SR 44 / DIXIE AVENUE	S LAKE STREET	E MAIN STREET	D	36,700	0	29,300	35,500	36,700	36,700	18,956	2.70%	29,717	0.81	C
SR 44 / DIXIE AVENUE	E MAIN STREET	US 441	D	33,200	0	0	25,000	33,200	35,100	19,751	2.70%	30,963	0.93	D
SR 44	CR 44B	GRIFFIN LANE	D	16,500	0	9,600	15,400	16,500	16,500	9,948	2.70%	15,595	0.95	D
SR 44	GRIFFIN LANE	CR 439	C	15,400	0	9,600	15,400	16,500	16,500	9,948	2.70%	15,595	0.95	D
SR 44	CR 439	CR 437	C	15,400	0	9,600	15,400	16,500	16,500	9,948	2.70%	15,595	1.01	D
SR 44	CR 437	CR 46A	C	15,100	0	8,000	15,100	21,100	26,800	8,209	2.70%	12,869	0.85	C
SR 44	CR 46A	CR 44A	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.70%	10,141	0.71	C
SR 44	CR 44A	OVERLOOK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.70%	10,141	0.71	C
SR 44	OVERLOOK DRIVE	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.70%	10,141	0.71	C
SR 44	CR 42	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.70%	10,141	0.71	C
SR 46	US 441	VISTA VIEW	D	16,500	0	9,600	15,400	16,500	16,500	9,798	2.70%	15,360	0.93	C
SR 46	VISTA VIEW	ROUND LAKE ROAD	D	16,500	0	9,600	15,400	16,500	16,500	9,798	2.70%	15,360	0.93	C
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,061	1.54	F
SR 46	CR 437 SOUTH	CR 437 NORTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,061	1.54	F
SR 46	CR 437 NORTH	CR 435	C	14,100	0	8,900	14,100	15,200	15,200	15,023	2.70%	23,661	1.67	F
SR 46	CR 435	CR 46A	C	14,200	0	7,800	14,200	20,000	25,600	15,023	2.70%	23,661	1.66	E
SR 46	CR 46A	SEMINOLE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	16,335	2.70%	25,005	1.80	F
SR 50	SUMTER COUNTY LINE	CR 565 / BAY LAKE ROAD	D	22,200	0	7,800	15,600	22,200	29,000	12,660	2.70%	16,908	0.85	D
SR 50	CR 565 / BAY LAKE ROAD	CR 33	D	22,200	0	7,800	15,600	22,200	29,000	12,660	2.70%	16,908	0.85	D
SR 50	CR 33	GROVELAND FARMS ROAD	D	36,700	0	29,300	35,500	36,700	36,700	21,946	2.70%	34,404	0.94	C
SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	D	36,700	0	29,300	35,500	36,700	36,700	21,946	2.70%	34,404	0.94	C
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	12,240	2.10%	17,635	0.80	C
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	D	22,020	0	17,580	21,300	22,020	22,020	11,088	2.10%	15,075	0.73	B
SR 50 (W)	SR 33 SOUTH	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.10%	19,839	0.90	C
SR 50 (E)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	11,132	2.10%	16,039	0.73	B
SR 50	SR 33 SOUTH	CR 365A NORTH	D	36,700	0	29,300	35,500	36,700	36,700	22,201	2.07%	31,833	0.87	C
SR 50	CR 365A NORTH	CR 561	D	36,700	0	29,300	35,500	36,700	36,700	22,898	2.07%	32,833	0.89	C
SR 50	CR 561	EAST AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	25,061	2.07%	35,934	0.98	D
SR 50	EAST AVENUE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	32,793	2.07%	47,021	1.28	F
SR 50	US 27	HANCOCK ROAD	D	55,300	0	45,000	53,700	55,300	55,300	39,083	2.07%	66,040	1.01	F
SR 50	HANCOCK ROAD	CR 455	D	55,300	0	45,000	53,700	55,300	55,300	49,420	2.07%	70,862	1.28	F
SR 50	CR 455	ORANGE COUNTY LINE	D	55,300	0	45,000	53,700	55,300	55,300	49,420	2.07%	70,862	1.28	F
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	C	57,600	0	42,600	57,600	68,700	73,600	37,500	3.99%	86,584	1.19	D
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27 / SR 25	C	57,600	0	42,600	57,600	68,700	73,600	37,500	3.99%	86,887	1.21	E
SR 91 (FLORIDA TURNPIKE)	US 27 / SR 25	US 27 / SR 19 INTERCHANGE	C	57,600	0	42,600	57,600	68,700	73,600	32,700	3.99%	80,126	1.04	D
SR 91 (FLORIDA TURNPIKE)	US 27 / SR 19 INTERCHANGE	ORANGE COUNTY LINE	C	57,600	0	42,600	57,600	68,700	73,600	43,200	3.99%	79,432	1.38	F
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,177	4.03%	5,883	0.55	B
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	D	10,725	0	6,240	10,010	10,725	10,725	1,421	4.03%	2,623	0.24	B
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,767	4.03%	3,261	0.30	B
THOMAS AVENUE	CR 460	CR 44A	D	14,850	0	8,640	13,880	14,850	14,850	6,681	4.03%	12,330	0.83	C
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	D	14,850	0	8,640	13,880	14,850	14,850	6,255	4.03%	11,544	0.78	C
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,941	4.03%	3,562	0.33	B
TUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	C	9,800	0	0	9,800	13,000	13,900	465	4.03%	868	0.09	C
TUSCANOOGA ROAD	EGG ROAD	SR 50	C	13,860	0	8,640	13,880	14,850	14,850	1,807	4.03%	3,335	0.24	B
UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	C	10,010	0	6,240	10,010	10,725	10,725	791	4.03%	1,460	0.15	B
US 193	US 27	ORANGE COUNTY LINE	C	48,800	0	41,500	48,800	51,000	51,000	50,009	2.07%	71,707	1.48	F
US 27 / US441	SUMTER COUNTY LINE	GRIFFIN AVENUE	D	50,300	0	0	39,000	50,300	53,100	23,368	2.07%	40,878	0.81	D
US 27 / US441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	D	33,200	0	0	25,000	33,200	35,100	25,602	2.07%	36,710	1.11	F
US 27 / US441	ALT US 441 / ALT US 27	CR 466	D	36,700	0	29,300	35,500	36,700	36,700	25,602	2.07%	36,710	1.00	F
US 27 / US441	CR 466	LAKE ELLA ROAD	D	36,700	0	29,300	35,500	36,700	36,700	32,205	2.07%	46,178	1.26	F
US 27 / US441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	26,660	2.07%	38,227	1.04	F
US 27 / US441	CR 466A / MILLER BOULEVARD	CR 460** (MARTIN LUTHER KING BLVD)	D	36,700	0	29,300	35,500	36,700	36,700	32,784	2.07%	47,022	1.28	F
US 27 / US441	CR 460** (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	D	36,700	0	29,300	35,500	36,700	36,700	45,264	2.07%	64,903	1.77	F
US 27 / US441	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	D	36,700	0	29,300	35,500	36,700	36,700	45,264	2.07%	64,903	1.77	F
US 27 / US441	CR 44A / GRIFFIN ROAD	US 27 / US441 SPLIT	D	50,300	0	0	39,000	50,300	53,100	45,264	2.07%	64,903	1.29	F
US 27 / SR 25	US 27 / US441 SPLIT	MAIN STREET	D	33,200	0	0	25,000	33,200	35,100	26,197	2.07%	37,563	1.13	F
US 27 / SR 25	MAIN STREET	SR 44	D	33,200	0	0	25,000	33,200	35,100	23,536	2.07%	33,748	1.02	E
US 27 / SR 25	SR 44	CR 25A (SOUTH)	D	33,200	0	0	25,000	33,200	35,100	33,142	2.07%	47,521	1.43	F
US 27 / SR 25	CR 25A (SOUTH)	CR 33	D	33,200	0	0	25,000	33,200	35,100	32,696	2.07%	46,882	1.41	F
US 27 / SR 25	CR 33	CR 48	D	36,700	0	29,300	35,500	36,700	36,700	32,696	2.07%	46,882	1.28	F
US 27 / SR 25	CR 48	PLANTATION BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	21,851	2.07%	31,332	0.85	C

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
US 27/SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	C	32,100	0	26,900	32,100	33,800	33,800	21,851	2.0%	31,332	0.98	C
US 27/SR 25	FLORIDA TURNPIKE	SR 19	C	32,100	0	26,900	32,100	33,800	33,800	19,596	2.0%	28,098	0.88	C
US 27/SR 25	SR 19	CR 561	C	32,100	0	26,900	32,100	33,800	33,800	15,633	2.0%	22,416	0.70	B
US 27/SR 25	CR 561	CR 561A	C	35,500	0	29,300	35,500	36,700	36,700	24,611	2.0%	36,289	0.99	C
US 27/SR 25	CR 561A	CR 561/ MAIN AVENUE	C	35,500	0	29,300	35,500	36,700	36,700	28,963	2.0%	41,529	1.17	F
US 27/SR 25	CR 561/ MAIN AVENUE	CR 50	C	35,500	0	29,300	35,500	36,700	36,700	28,963	2.0%	41,529	1.17	F
US 27/SR 25	CR 50	GRAND HIGHWAY	C	35,500	0	29,300	35,500	36,700	36,700	28,245	2.0%	40,800	1.14	F
US 27/SR 25	GRAND HIGHWAY	SR 50	C	35,500	0	29,300	35,500	36,700	36,700	21,679	2.0%	31,085	0.83	C
US 27/SR 25	SR 50	JOHN'S LAKE ROAD	C	35,500	0	29,300	35,500	36,700	36,700	31,528	2.0%	45,207	1.27	F
US 27/SR 25	JOHN'S LAKE ROAD	HARDWOOD MARSH ROAD	C	35,500	0	29,300	35,500	36,700	36,700	28,219	2.0%	37,605	1.06	F
US 27/SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	C	35,500	0	29,300	35,500	36,700	36,700	23,370	2.0%	32,076	0.90	C
US 27/SR 25	LAKE LOUISA ROAD	CR 474	C	45,400	0	31,400	45,400	58,800	66,600	32,135	2.0%	31,739	0.70	C
US 27/SR 25	CR 474	US 192	C	48,600	0	41,500	48,600	51,000	51,000	31,236	2.0%	44,774	0.92	C
US 441/ SR 500	US 27/US 441 SPLIT	LEE STREET	D	33,200	0	0	25,000	33,200	35,100	29,057	2.0%	41,664	1.25	F
US 441/ SR 500	LEE STREET	N CANNAL STREET	D	33,200	0	0	25,000	33,200	35,100	29,624	2.0%	42,461	1.28	F
US 441/ SR 500	N CANNAL STREET	E DIDGE AVENUE	D	33,200	0	0	25,000	33,200	35,100	29,726	2.0%	42,623	1.28	F
US 441/ SR 500	E DIXIE AVENUE	E MAIN STREET	D	55,300	0	45,000	53,700	55,300	55,300	43,634	2.0%	62,566	1.13	F
US 441/ SR 500	E MAIN STREET	CR 44	D	55,300	0	45,000	53,700	55,300	55,300	43,553	2.0%	62,449	1.13	F
US 441/ SR 500	CR 44	RADIO ROAD	D	55,300	0	45,000	53,700	55,300	55,300	43,553	2.0%	62,449	1.13	F
US 441/ SR 500	RADIO ROAD	CR 473	D	55,300	0	45,000	53,700	55,300	55,300	37,734	2.0%	64,108	0.98	D
US 441/ SR 500	CR 473	OLD US 441/ CR 500A	D	55,300	0	45,000	53,700	55,300	55,300	37,734	2.0%	64,108	0.98	D
US 441/ SR 500	OLD US 441/ CR 500A	SR 19/ DUNCAN DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	23,397	2.0%	33,648	0.81	B
US 441/ SR 500	SR 19/ DUNCAN DRIVE	CR 452/ ST CLAIR ABRAMS AVENUE	D	55,300	0	45,000	53,700	55,300	55,300	38,760	2.0%	62,709	0.95	C
US 441/ SR 500	CR 452/ ST CLAIR ABRAMS AVENUE	CR 453/ LAKE EUSTIS DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	38,760	2.0%	62,709	0.95	C
US 441/ SR 500	CR 453/ LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	38,760	2.0%	62,709	0.95	C
US 441/ SR 500	DAVID WALKER DRIVE	SR 19/ BAY STREET	D	55,300	0	45,000	53,700	55,300	55,300	37,591	2.0%	63,901	0.97	D
US 441/ SR 500	SR 19/ BAY STREET	OLD MT DORA ROAD	D	55,300	0	45,000	53,700	55,300	55,300	32,596	2.0%	46,739	0.85	C
US 441/ SR 500	OLD MT DORA ROAD	DONNELLY STREET	D	55,300	0	45,000	53,700	55,300	55,300	32,596	2.0%	46,739	0.85	C
US 441/ SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	D	36,700	0	29,300	35,500	36,700	36,700	25,888	2.0%	36,833	1.00	F
US 441/ SR 500	WOLF BRANCH ROAD	SR 46	D	36,700	0	29,300	35,500	36,700	36,700	26,330	2.0%	37,764	1.03	F
US 441/ SR 500	SR 46	ORANGE COUNTY LINE	D	36,700	0	29,300	35,500	36,700	36,700	21,304	2.0%	30,647	0.83	C
VISTA DEL LAGO BOULEVARD	LAKE LOUISA ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,424	4.03%	2,628	0.25	B
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,496	4.03%	4,607	0.43	B
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 44B	D	10,725	0	6,240	10,010	10,725	10,725	4,542	4.03%	8,383	0.78	C
WELLS AVENUE	SR 19	E MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	1,592	4.03%	2,938	0.27	B
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	14,850	0	8,640	14,850	14,850	14,850	7,849	4.03%	14,486	0.98	D
WOLF BRANCH ROAD	BRITT ROAD	CR 437	D	9,880	0	5,785	9,165	9,880	9,880	3,319	4.03%	6,125	0.62	C
WOODHAR ROAD	LANE PARK ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,465	4.03%	4,355	0.44	B

APPENDIX F

MAPS

1. Lynx Existing Transit Service Map
2. Parking Garages, Park & Ride Facilities, LakeXpress & Lynx Transit Service Map
3. 2030 Long-Range Transportation Map



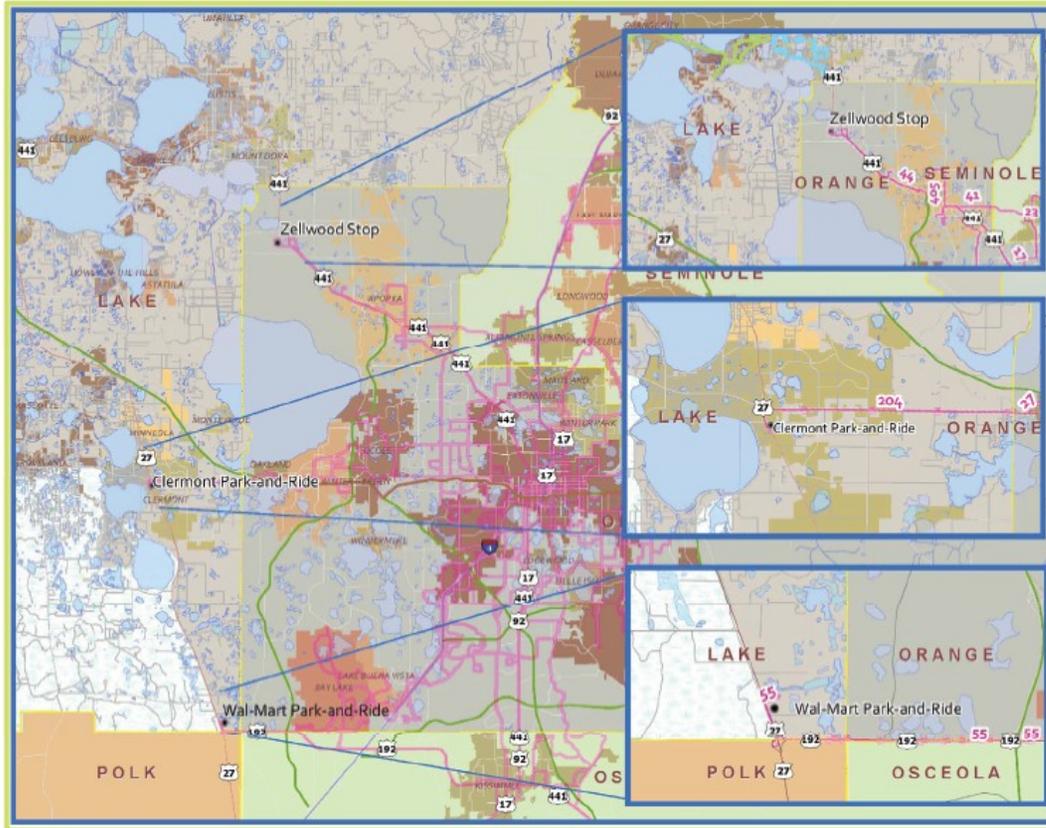
**LYNX EXISTING
TRANSIT SERVICES**



Legend:

LYNX Existing Transit Services

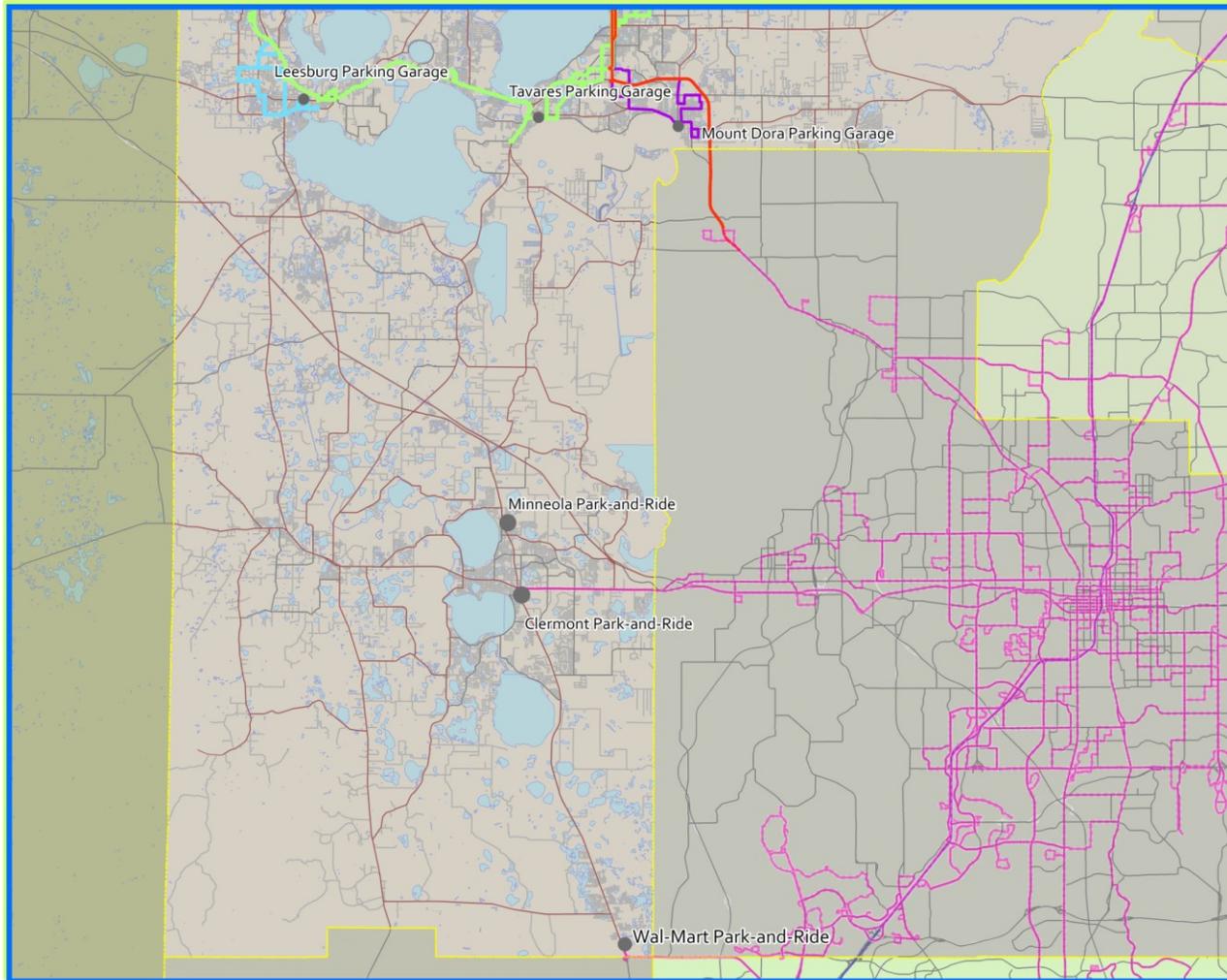
- County Boundaries
- LYNX Fixed Route Service
- Interstate
- Toll Roads
- US Highways
- Water Bodies



**Figure 8-3: LYNX Existing
Transit Services
(Links affecting Lake County)**



**PARKING GARAGES
 PARK & RIDE FACILITIES
 LAKEXPRESS & LYNX
 TRANSIT SERVICES**



**PARKING GARAGES
 PARK & RIDE FACILITIES
 LAKEXPRESS & LYNX
 TRANSIT SERVICES**

- LYNX Fixed Route Service
- LakeXpress Cross-County Connector
- LakeXpress Leesburg Circulator
- LakeXpress Mount Dora Circulator
- LakeXpress Altoona to Zellwood

