How to Contact the MPO

The Lake-Sumter Metropolitan Planning Organization conducts transportation planning for metropolitan planning areas of Lake and Sumter Counties on an ongoing basis. It you are interested in the activities of the MPO or would like to provide input to the transportation planning process, please contact the MPO.

Phone: Susan Goldfuss at (352) 315-0170 E-Mail: sgoldfuss@lakesumtermpo.com

Lake-Sumter MPO 1616 South 14th Street (US 27) Leesburg, Florida 34748

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www.LakeSumterMPO.com









Representatives of the public learn about the Transportation Plan during the development of the 2025 Long Range Transportation Plan.

Lake-Sumter MPO 1616 South 14th Street (US 27) Leesburg, Florida 34748

Address Correction Requested



Introduction The Lake-Sumter Metropolitan Planning Organization (MPO) is responsible for developing the 2030 Long Range Transportation Plan

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Needs Plan Pages 6-9

Cost Affordable Plan Pages 10-13

Funding and Costs Page 14

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Interim Year Plan Pages 16-19

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for the metropolitan planning areas of Lake and Sumter Counties. This is the first long range transportation plan completed by the Lake-Sumter MPO and this plan will guide the transportation system improvements in metropolitan planning areas through the year 2025. The improvements identified in the plan are intended to provide mobility and enhance the safety and economic development potential of the counties.

Not only must the plan address a number of federal and state requirements, but the plan must also be cost affordable; must include all modes of transportation, including public transportation, sidewalks, and bicycle facilities; and must be developed with opportunities for input from the community.

Highlights of the Plan

324,417 Growth in Population 109,326 Growth in Employment

\$700 Million of Funding

496 Lane Miles of Roads Added 132 Miles of Sidewalks Added **118 Miles of Bicycle Facilities Added**

Over 500 Public Participants



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Metropolitan

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Public Involvement

ake-Sumter Lake-Sumter **Metropolitan Planning Organization** 2025 Long Range Transportation Plan Summary Report



Balancing important issues such as protecting the environment and addressing transportation needs were key considerations of the 2025 Long Range Transportation Plan.

Public Comment **Period/Plan Adoption**

The 2025 Cost Affordable Long Range Transportation Plan was presented at the Lake-Sumter MPO's October 26, 2005 Board meeting. The Plan is currently open for public comments for over 45 days until the plan is adopted at the MPO's December 14, 2005 Board Meeting. Changes to the plan can be made during this review period to address public comments or to reflect updated information.

Building a path to efficient transportation

Plan Development Process

Long Range Transportation Plan **Development Process**



The Plan Development Process starts with an estimate of future transportation demand and leads to the adoption of the "Cost Affordable Plan" that will guide the funding and implementation of future transportation projects in Lake and Sumter Counties. Throughout process, the public is afforded numerous opportunities to participate in the development of the plan.



Providing for a safe transportation system was an important part of the plan that also plays a role in reducing congestion on major roadways.



Regional coordination was on-going during the development of the plan and included important partners such as the Florida Department of Transportation.



Rapid growth makes planning for transportation improvements important to both counties.

2010 to 2015 Costs and 2016 to 2025 Costs Phase 1: (2010-2015) Project Name Base Road Type Future Road Type 1 85 R4 (CR 44 -to - CR 440) 20 40 67 1 85 R4 (CR 44 -to - CR 440) 20 40 60 1 85 R5 (CR 25 (US 27) - to -MARCOCK RDD 40 60 60 1 87 R5 (CR 45 (CR 44 - to - CR 440) 20 40 60 1 CTRUS TOWER BLVD, CR 25 (US 27) - to -MARCOCK RDD 20 40 60 1 CR 44 (CR 44 -to - CR 440) 20 40 60 60 1 CR 45 (CR 44 -to - CR 450) 20 40 60 60 1 CR 45 (CR 44 -to - CR 450) 20 40 60 60 1 CR 45 (CR 45 (CR 44 -to - CR 450) 20 40 60		Lake~Sumter MPO 2025 Long Rang	e Transportati	on Plan	
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Phase 2 - (2016-2025) Project Name Base Road Type Future Road Type SR 25 (US 27) (CR 561A-to- O'BRIEN RD) 4D 6D SR 25 (US 27) (CR 561A-to- O'BRIEN RD) 4D 6D SR 25 (US 27) (CR 561A-to- O'BRIEN RD) 20 4F WEKIVA PKWY (CRANGE COUNTY LINE: 00 4F SR 25 (US 27) (CR 2561 (5) - CR 455 - to- CR 455) 00 2U 4D SR 25 (US 27) (CR 2561 (5) - to- MAIN ST) 40/4U 6D SR 25 (US 27) (CR 2561 - to- CR 455) 00 2U VIG 256 (S) - to- MAIN ST) 40/4U 6D SR 25 (US 27) (CR 2561 - to- CR 455) 00 2U 4D 6D SR 25 (US 27) (CR 2561 - to- CR 450) 2U 4D CR 444 (CR 501 - to- CR 440) 2U 4D CR 444 (CR 501 - to - CR 440) 2U 4D <th col<="" td=""><td>è</td><td></td><td></td><td></td></th>	<td>è</td> <td></td> <td></td> <td></td>	è			
Project Name Base Road Type Future Road Type 9 SR 25 (US 27) (CR 561A -to- OBRIEN RD) 4D 6D 9 SR 46 BYPASS (SR 46 -to- ORANGE COUNTY LINE) 00 4F 9 SR 46 BYPASS (SR 46 -to- ORANGE COUNTY LINE -to- SEMINOLE COUNTY 00 4F 9 SR 19 (CR 561 -to- CR 441 (OLD)) 4D 6D 9 SR 19 (CR 561 -to- CR 441 (OLD)) 4D 6D 9 SR 25 (US 27) (CR 25A (S) -to- MAIN ST) 4D/4U 6D 9 SR 50 (UR 561 -to- SR 25 (US 27)) 4D 6D 9 SR 50 (UR 561 -to- SR 25 (US 27)) 4D 6D 9 SR 50 (UR 561 -to- ORANGE COUNTY LN) 2U 4D 9 CR 439 (SR 44 -to- CR 443) 2U 4D 9 CR 4438 (CR 561 -to- ORANGE COUNTY LN) 2U 4D 9 CR 4438 (CR 561 -to - CR 439) 2U 4D 9 CR 4438 (CR 561 -to - CR 439) 2U 4D 0 CR 4436 (CR 450 - to CR 440) 2U 4D 0 CR 458 (CR 560 - to - CR 51)			Frand Total for	Phase 1 Costing	
87 SR 46 BYPASS (SR 46 -to- ORANGE COUNTY LINE) 00 4F WEKIVA PKWY (ORANGE COUNTY LINE -to- SEMINOLE COUNTY 00 4F SR 19 (SR 25 (US 27) - to- O) 2U 4D SR 19 (CR 561 -to- CR 441 (OLD)) 4D 6D SR 19 (CR 561 -to- CR 441 (OLD)) 4D 6D SR 25 (US 27) (CR 25A (S) -to- MAIN ST) 4D/4U 6D SR 50 (CR 561 -to- SR 25 (US 27)) 4D 6D SR 50 (US 441 (UC 84 4b - to- WOLF BRANCH RD) 4D 6D US 27/US 441 (WEST BOONE CT -to- POLK COUNTY) 4D 6D CR 448 (CR 561 -to- ORANGE COUNTY LN) 2U 4D CR 448 (CR 561 -to- CR 4439) 2U 4D CR 448 (CR 561 -to- CR 4539) 2U 4D CR 448 (CR 561 -to- CR 4539) 2U 4D CR 448 (CR 561 -to- CR 581) 00 4D CR 448 (CR 561 -to - CR 4531) 00 4D CR 458 (FO SGATE RD -to - CR 581) 2U 4D CR 458 (CR 400 - CR 466A) 2U 4D SUMTER CO. LINE (SR 91 -to - CR 470) 2U 4D		Project Name	Base Road Type		
WEKIVA PKWY (ORANGE COUNTY LINE -b- SEMINOLE COUNTY 00 4F SR 19 (GR 25 (US 27) -b- O) 2U 4D 6D SR 19 (GR 25 (US 27) -b- OR 441 (OLD)) 4D 6D 6D SR 19 (GR 25 (US 27) (GR 25A (S) -b- GR 455) 00 2U 6D SR 25 (US 27) (GR 25A (S) -b- MAIN ST) 4D 6D 6D SR 50 (GR 561 + 0- SR 25 (US 27)) 4D 6D 6D US 27/US 441 (WEST BOONE CT -to- POLK COUNTY) 4D 6D 6D CR 443 (GR 561 + 0- GR 44A) 2U 4D 6D 6D CR 444 (ES 1561 - 0- GR 44A) 2U 4D 6D 6D CR 444 (ES 1561 - 0- GR 44A) 2U 4D 6D 6D CR 445 (CR 261 - 10- CR 439) 2U 4D 6D 6D CR 445 (CH US 14 A) 2U 4D 6D 6D 6D CR 4558 (FOSGATE RD -10- CR 551) 00 4D 6D 6D<	Sis				
SR 19 (CR 561 1-0· CR 441 (OLD)) 4D 6D If SZ 2 (US 27) (CR 25A (S) -10· MAIN ST) 4D/4U 6D If SZ 2 (US 27) (CR 25A (S) -10· MAIN ST) 4D/4U 6D SR 50 (CR 561 1-0· SR 25 (US 27)) 4D 6D 6D US 27/US 441 (WEST BOONE CT -10· POLK COUNTY) 4D 6D 6D US 27/US 441 (WEST BOONE CT -10· POLK COUNTY) 4D 6D 6D CR 439 (SR 44 -10· CR 44A) 2U 4D 4D CR 448 (CR 561 -10· CRANGE COUNTY LN) 2U 4D 4D CR 444 (ES) (CR 44 -10· CR 44A) 2U 4D 4D CR 445 (CR 561 -10· CR 44A) 2U 4D 4D CR 445 (CR 460 -10 CR 466A) 2U 4D 4D CR 456 (CHULA VISTA AVE -10· US 27/US 441) 4D 6D 4D CR 458 (CR 460 -10 CR 466A) 2U 4D 4D Str 43 (N, AUSTIN MERRIT -10· CR 33) 2U 4D 4D CR 451 (CR 561 -10· FOSGATE RD) 2U 4D 4D CR 561 (CR 561 -10· FOSGATE RD) 2U <t< td=""><td>•,</td><td></td><td>00</td><td>4F</td></t<>	•,		00	4F	
SR 19 / CR 561 CONNECTOR (CR 455 - to- CR 455) 00 2U SR 25 (US 27) (CR 25A (S) - to- MAIN ST) 4D/4U 6D SR 500 (US 441) (CR 44B - to- SR 25 (US 27)) 4D 6D SR 500 (US 441) (CR 44B - to- SR 25 (US 27)) 4D 6D CR 439 (SR 44 - to- SR 4A) 2U 4D 6D CR 443 (CR 561 - to- ORANGE COUNTY LN) 2U 4D 4D CR 444 (CS (CR 44 - to- CR 44A) 2U 4D 4D CR 444 (LEG) (CR 44 - to- CR 44A) 2U 4D 4D CR 4456 (CR 460 - to- CR 439) 2U 4D 4D CR 4456 (CR 460 - to- CR 451) 00 4D 6D CR 4568 (FOSGATE RD - to- CR 581) 00 4D 6D CR 4568 (FOSGATE RD - to- CR 581) 2U 4D 4D SUMTER CO. LINE (SR 91 - to- CR 470) 2U 4D 4D SUMTER CO. LINE (SR 91 - to- CR 33) 2U 4D 4D CR 463 (CR 460 - LOLA 466A) 2U 4D 4D 4D CR 463 (CR 460 - SR 25 (US 27) - SR 19) 2U 4D 4D </td <td></td> <td></td> <td></td> <td></td>					
B SR 25 (US 27) (CR 25A (S) -to-MAIN ST) 4D/4U 6D SR 50 (CR 561 -to-SR 25 (US 27)) 4D 6D 6D SR 50 (US 441) (CR 44B -to-WOLF BRANCH RD) 4D 6D 6D US 27/US 441 (WEST BOONE CT -to-POLK COUNTY) 4D 6D 6D CR 448 (CR 561 -to-ORANGE COUNTY LN) 2U 4D 6C CR 448 (CR 561 -to-ORANGE COUNTY LN) 2U 4D 6D CR 448 (CR 561 -to-ORANGE COUNTY LN) 2U 4D 6D CR 444 (ES 165 RD -to-CR 443) 2U 4D 6D CR 444 (ES 160 CR 44 - to-CR 44A) 2U 4D 6D CR 456 (CHULA VISTA AVE -to- US 27/US 441) 4D 6D 6D CR 458 (CR 460 -to CR 466A) 2U 4D 4D SUMTER CO. LINE (SR 91 -to-CR 470) 2U 4D 4D CR 456 (CHULA VISTA AVE -to-US 27/US 441) 2U 4D 4D CR 456 (A N.AUSTIN MERRITT -to-CR 33) 2U 4D 4D CR 456 (A (CR 661 - to-FOS 6ATE RD) 2U 4D 4D CR 561 (CR 561 - to- SR	ate				
SR 50 (LC 80 1-10- SK 25 (US 27)) 4D 6D SR 500 (US 441) (CR 448 - 0- WOLF BRANCH RD) 4D 6D US 27/US 441 (WEST BOONE CT -to- POLK COUNTY) 4D 6D CR 439 (SR 44 -to- CR 44A) 2U 4D CR 448 (CR 561 -to- ORANGE COUNTY LN) 2U 4D CR 44A (LEG) (CR 44 - to- CR 439) 2U 4D CR 44A (LEG) (CR 44 - to- CR 44A) 2U 4D CR 44A (LEG) (CR 44 - to- CR 44A) 2U 4D CR 4455B (FOSGATE RD - to- CR 581) 00 4D CR 466 (CHULA VISTA AVE - to- US 27/US 441) 4D 6D SUMTER CO. LINE (SR 91 - to- CR 470) 2U 4D CR 473 (SR 500 (US 441) - to- CR 44) 2U 4D CR 48 (N. AUSTIN MERRITT - to- CR 33) 2U 4D CR 561 (CR 561A - to- SR 25 (US 27)) 00 2U 4D CR 561 (CR 561A - to- SR 25 (US 27)) 00 2U 4D FOSGATE RD (TURNPIKE INTERCHANGE RD - to- CR 455 (W)) 00 4D EG 561 (CR 561A - to- SR 651) CU 4AE SHORE DR - to- RATWOOD MARSH RD) 2U 4D 4D					
SR 500 (US 441) (CR 44B -to- WOLF BRANCH RD) 4D 6D US 27/US 441 (WEST BOONE CT -to- POLK COUNTY) 4D 6D CR 438 (SR 44 -to- CR 44A) 2U 4D CR 448 (CR 561 -to- ORANGE COUNTY LN) 2U 4D CR 448 (CR 561 -to- ORANGE COUNTY LN) 2U 4D CR 444 (LEG) (CR 44 -to- CR 439) 2U 4D CR 4565 (FOSGATE RD -to- CR 581) 00 4D CR 466 (CHULA VISTA AVE -to- US 27/US 441) 4D 6D CR 473 (SR 500 (US 441) -to- CR 470) 2U 4D CR 473 (SR 500 (US 441) -to- CR 44) 2U 4D CR 473 (SR 500 (US 441) -to- CR 44) 2U 4D CR 50 (LAKESHORE DR -to- SR 19) 2U 4D CR 501 (LCR 5614 -to- SR 19) 2U 4D CR 5614 (CR 5614 -to- SR 19) 2U 4D CR 5614 (CR 5614 -to- SR 19) 2U 4D CR 5614 (CR 561 -to- FOSGATE RD) 2U 4D CR 5614 (CR 5614 -to- SR 19) 2U 4D GR 5614 (CR 5610 - to- SR 25 (US 27)) 00 4D GR 5614 (CR 5611 - to- C	St				
CR 439 (SR 44 -to- CR 44A) 2U 4D CR 448 (CR 561 -to- ORANGE COUNTY LN) 2U 4D CR 448 (CR 561 -to- CR 439) 2U 4D CR 44A (LESTES RD -to- CR 439) 2U 4D CR 44A (LEG) (CR 44 -to- CR 44A) 2U 4D CR 455E (FOSGATE RD -to- CR 581) 00 4D CR 466 (CHULA VISTA AVE -to- US 27/US 441) 4D 6D CR 468 (CR 460 -to CR 466A) 2U 4D SUMTER CO. LINE (SR 91 -to- CR 470) 2U 4D CR 443 (SR 25 (US 27) -to- SR 19) 2U 4D CR 448 (N. AUSTIN MERRITT -to- CR 33) 2U 4D CR 50 (LAKESHORE DR -to- SR 25 (US 27)) 00 2U CR 561 (CR 561 - to- FOSGATE RD) 2U 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D EOSGATE RD (TURRPIKE INTERCHANGE RD -to- CR 456 (W)) 00 4D FOSGATE RD (TURRPIKE INTERCHANGE RD -to- CR 455 (W)) 00 4D EASSY LAKE RD (TURRKEY FARMS RD -to- SULUVAN RD) 2U 4D FOSGATE RD (TURREY FARMS RD -to- CR 455 (W)) 00 4D					
CR 448 (CR 561 - to- CR A490 2U 4D CR 444 (LEG) (CR 44 - to- CR 440 2U 4D CR 445 (LEG) (CR 44 - to- CR 4580 7U 4D CR 4558 (FOSGATE RD - to- CR 5811 00 4D 6D CR 466 (CHULA VISTA AVE - to- US 27/US 4411 4D 6D 6D CR 466 (CHULA VISTA AVE - to- US 27/US 4411 4D 6D 6D CR 473 (SR 500 (US 4411) - to- CR 441) 2U 4D 4D CR 673 (SR 25 (US 27) - to- SR 19) 2U 4D 6D			4D	6D	
CR 44A (ESTES RD -to- CR 439) 2U 4D CR 44A (LEG) (CR 44 -to- CR 44A) 2U 4D CR 455B (FOSGATE RD -to- CR 581) 00 4D CR 456B (CR 460 -to CR 466A) 2U 4D SUMTER CO. LINE (SR 91 -to- CR 470) 2U 4D CR 488 (SR 2500 (US 441) - to- CR 470) 2U 4D CR 483 (SR 2500 (US 441) - to- CR 470) 2U 4D CR 483 (SR 25 (US 27) - to- SR 19) 2U 4D CR 48 (SR 25 (US 27) - to- SR 19) 2U 4D CR 50 (LAKESHORE DR -to- SR 25 (US 27)) 00 2U CR 561 (CR 561 - to- SR 19) 2U 4D CR 561 (CR 561 - to- FOSGATE RD) 2U 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D FOSGATE RD (TURNPIKE INTERCHANGE RD - to- CR 455 (W)) 00 4D IQHNS LAKE RD (TURKEY FARMS RD to- SULLIVAN RD) 2U 4D IQHNS LAKE RD (TURKEY FARMS RD to- SULLIVAN RD) 2U 4D IQHNS LAKE RD (TURKEY FARMS RD to- GRAYS AIRPORT RD) 2U 4D </td <td></td> <td></td> <td></td> <td></td>					
CR 44A (LEG) (CR 44 - to- CR 44A) 2U 4D CR 455B (FOSGATE RD - to- CR 581) 00 4D CR 466 (CHULA VISTA AVE - to- US 27/US 441) 4D 6D CR 468 (CR 460 - to CR 466A) 2U 4D SUMTER CO. LINE (SR 91 - to- CR 470) 2U 4D CR 473 (SR 500 (US 441) - to- CR 44) 2U 4D CR 473 (SR 500 (US 441) - to- CR 33) 2U 4D CR 48 (SR 25 (US 27) - to- SR 19) 00 2U CR 50 (LAKESHORE DR - to- SR 25 (US 27)) 00 2U CR 561 (CR 561A - to- SR 19) 2U 4D CR 561 (CR 561A - to- SR 19) 2U 4D CR 561 (CR 561A - to- FOSGATE RD) 2U 4D FOSGATE RD (TURNPIKE INTERCHANGE RD - to- CR 455 (W)) 00 4D GR 458 SY LAKE RD (TURKEY FARMS RD - to- SULLIVAN RD) 2U 4D HARTLE RD (SHELL POND RD - to- HARTLE RD) 00 4D JOHNS LAKE RD (HANCOCK RD - to- GRAYS AIRPORT RD) 2U 2D LAKE GRIFFIN RD (LEMMON ST - to- GRAYS AIRPORT RD) 2U 2D LAKE SHORE DR (CRESCENT LN - to- LAKE LOUISA RD)			-		
CR 455B (FOSGATE RD -to- CR 581) 00 4D CR 456 (CHULA VISTA AVE -to- US 27/US 441) 4D 6D CR 468 (CR 460 -to CR 466A) 2U 4D SUMTER CO. LINE (SR 91 -to- CR 470) 2U 4D CR 473 (SR 500 (US 441) -to- CR 44) 2U 4D CR 48 (N. AUSTIN MERRITT -to- CR 33) 2U 4D CR 48 (N. AUSTIN MERRITT -to- CR 33) 2U 4D CR 50 (LAKESHORE DR -to- SR 25 (US 27)) 00 2U CR 561 (CR 561A - to- SR 19) 2U 4D CR 561 (CR 561 A - to- SR 19) 2U 4D CR 561 (CR 561 A - to- SR 651) 2U 4D FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W)) 00 4D FOSGATE RD (TURNPIKE INTERCHANGE RD -to- SULLIVAN RD) 2U 4D HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD) 00 4D JOHNS LAKE RD (HANCOCK RD -to- HARTLE RD) 00 2U 4D LAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD) 2U 4D 4D LAKE GRIFFIN RD (CRESCENT LN -to- LAKE LOUISA RD) 2U 4D 4D 4D				_	
CR 466 (CHULA VISTA AVE -to- US 27/US 441) 4D 6D CR 466 (C HULA VISTA AVE -to- CR 460A) 2U 4D 4D SUMTER CO. LINE (SR 91 -to- CR 470) 2U 4D 4D CR 473 (SR 500 (US 441) - to- CR 44) 2U 4D 4D CR 48 (SR 25 (US 27) - to- SR 19) 2U 4D 4D CR 48 (N. AUSTIN MERRITT - to- CR 33) 2U 4D 4D CR 50 (LAKESHORE DR - to- SR 25 (US 27)) 00 2U 4D CR 561 (CR 561A - to- SR 25 (US 27)) 00 2U 4D EG651 (CR 561A - to- FOSGATE RD) 2U 4D 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D 4D FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W)) 00 4D 4D HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD) 00 4D 4D JOHNS LAKE RD (HANCOCK RD -to- HARTLE RD) 00 4D 4D IAKE SHORE DR (CRESCENT LN -to- CAK 40) 2U 4D 4D IAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD) 2U 4D 4D <		CR 44A (LEG) (CR 44 -to- CR 44A)	20		
SUMTER CO. LINE (SR 91 -to- CR 470) 2U 4D CR 473 (SR 500 (US 441) -to- CR 44) 2U 4D CR 48 (SR 25 (US 27) -to- SR 19) 2U 4D CR 48 (N. AUSTIN MERRITT -to- CR 33) 2U 4D CR 50 (LAKESHORE DR -to- SR 25 (US 27)) 00 2U 4D CR 561A (CR 561A -to- SR 19) 2U 4D 4D CR 561A (CR 561A -to- SR 19) 2U 4D 4D CR 561A (CR 561A -to- SR 50) 2U 4D 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D 4D FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W)) 00 4D 4D GRASSY LAKE RD (TURKEY FARMS RD -to- SULLIVAN RD) 2U 4D 4D HARTLE RD (SHELL POND RD -to HARTLE RD) 00 4D 4D JOHNS LAKE RD (HANCOCK RD -to- HARTLE RD) 00 2U 4D LAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD) 2U 4D 4D LAKE GRIFFIN RD (LEMMON ST -to- CR 44) 2U 4D 4D LAKE GRIFFIN RD (LEMMON ST -to- CR 50) 00 2U				4D	
CR 473 (SR 500 (US 441) - to- CR 44) 2U 4D CR 48 (SR 25 (US 27) - to- SR 19) 2U 4D CR 48 (N. AUSTIN MERRITT - to- CR 33) 2U 4D CR 50 (LAKESHORE DR + to- SR 25 (US 27)) 00 2U 4D CR 561A (CR 561A - to- SR 25 (US 27)) 00 2U 4D CR 561A (CR 561 + to- FOSGATE RD) 2U 4D 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D 4D FOSGATE RD (TURNPIKE INTERCHANGE RD - to- CR 455 (W)) 00 4D 4D GRASSY LAKE RD (TURKEY FARMS RD - to- SULLIVAN RD) 2U 4D 4D JOHNS LAKE RD (HANCOCK RD - to- HARTLE RD) 00 4D 4D JOHNS LAKE RD (CRESCENT LN - to- GRAYS AIRPORT RD) 2U 4D 4D LAKE GRIFFIN RD (LEMMON ST - to- CR 44) 2U 4D 4D 4D LAKESHORE DR (CRESCENT LN - to- LAKE LOUISA RD) 2U 4D		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441)	00 4D	6D	
CR 48 (SR 25 (US 27) - to- SR 19) 2U 4D CR 48 (N. AUSTIN MERRITT - to- CR 33) 2U 4D CR 50 (LAKESHORE DR to- SR 25 (US 27)) 00 2U 4D CR 501 (CR 561A - to- SR 19) 2U 4D 4D CR 561A (CR 561 - to- SR 19) 2U 4D 4D CR 561A (CR 561 - to- FOSGATE RD) 2U 4D 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D 4D FOSGATE RD (TURNPIKE INTERCHANGE RD - to- CR 455 (W)) 00 4D 4D GRASSY LAKE RD (TURKEY FARMS RD - to- SULLIVAN RD) 2U 4D 4D HARTLE RD (SHELL POND RD - to- HARTWOOD MARSH RD) 00 4D 4D JOHNS LAKE RD (HANCOCK RD - to- HARTUE RD) 00 2U 4D LAKE GRIFFIN RD (LEMMON ST - to- GRAYS AIRPORT RD) 2U 4D 4D LAKE GRIFFIN RD (CRESCENT LN - to- LAKE LOUISA RD) 2U 4D 4D LAKESHORE DR (CRESCENT LN - to- LAKE GRIFFIN RD) 2U 4D 4D N. FRONTAGE RD (START - to- CR 50) 00 2U 4D RA		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441) CR 468 (CR 460 -to CR 466A)	00 4D 2U	6D 4D	
CR 48 (N. AUSTIN MERRITT - to- CR 33) 2U 4D CR 50 (LAKESHORE DR - to- SR 25 (US 27)) 00 2U 4D CR 50 (LAKESHORE DR - to- SR 25 (US 27)) 00 2U 4D CR 561 (CR 561A - to- SR 19) 2U 4D 4D CR 561A (CR 561A - to- FOSGATE RD) 2U 4D 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D 4D FOSGATE RD (TURNPIKE INTERCHANGE RD - to- CR 455 (W)) 00 4D 4D GRASSY LAKE RD (TURNEY FARMS RD - to- SULLIVAN RD) 2U 4D 4D JOHNS LAKE RD (TURNEY FARMS RD - to- HARTWOOD MARSH RD) 00 4D 4D JOHNS LAKE RD (HANCOCK RD - to- HARTUE RD) 00 2U 4D JOHNS LAKE RD (HANCOCK RD - to- HARTUE RD) 00 2U 4D LAKE SRONC DR (CRESCENT LN - to- CR 43) 2U 4D 4D LAKESHORE DR (CRESCENT LN - to- LAKE LOUISA RD) 2U 4D 4D N. FRONTAGE RD (START - to- CR 50) 00 2U 4D N. FRONTAGE RD (START - to- CR 50) 00 2U 4D		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441) CR 468 (CR 460 -to CR 466A) SUMTER CO. LINE (SR 91 -to- CR 470)	00 4D 2U 2U	6D 4D 4D	
STOR CR 561 (CR 561A - to- SR 19) 2U 4D CR 561A (CR 561 - to- FOSGATE RD) 2U 4D EICHELBERGER (SR 19 - to- CR 561) 2U 4D FOSGATE RD (TURNPIKE INTERCHANGE RD - to- CR 455 (W)) 00 4D GRASSY LAKE RD (TURKEY FARMS RD - to- SULLIVAN RD) 2U 4D HARTLE RD (SHELL POND RD - to- HARTWOOD MARSH RD) 00 4D JOHNS LAKE RD (HANCOCK RD - to- HARTUE RD) 00 2U KURT ST (SR 500 (US 441) - to- GOLF LINKS) 2U 2D LAKE GRIFFIN RD (LEMMON ST - to- GRAYS AIRPORT RD) 2U 4D LAKESHORE DR (CRESCENT LN - to- LAKE LOUISA RD) 2U 4D N. FRONTAGE RD (START - to- CR 50) 00 2U N. FRONTAGE RD (START - to- CR 50) 00 2U RADIO RD (TREADWAY SCHOOL RD - to- CR 44) 2U 4D RANCH RD (WOLF BRANCH RD - to- SR 44) 00 4D NORTH-SOUTH CORRIDOR (SR 91 - to- US 27/US 441) 00/2U 4D NORTH-SOUTH CORRIDOR (SR 91 - to- US 27/US 441) 00/2U 4D NORTH-SOUTH CORRIDOR (SR 91 - to- US 27/US 441) 00/2U 4D		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441) CR 468 (CR 460 -to CR 466A) SUMTER CO. LINE (SR 91 -to- CR 470) CR 473 (SR 500 (US 441) -to- CR 44)	00 4D 2U 2U 2U 2U	6D 4D 4D 4D 4D	
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Instruct Rot Child Rot Rot Thirt Workshing) 00 4D JOHNS LAKE RD (HANCOCK RD - to-HARTLE RD) 00 2U KURT ST (SR 500 (US 441) - to- GOLF LINKS) 2U 2D LAKE GRIFFIN RD (LEMMON ST - to- GRAYS AIRPORT RD) 2U 4D LAKE SHORE DR (CRESCENT LN - to- LAKE LOUISA RD) 2U 2D LAKESHORE DR (START - to- CAKE COUISA RD) 2U 4D N. FRONTAGE RD (START - to- CR 50) 00 2U RADIO RD (TREADWAY SCHOOL RD - to- CR 44) 2U 4D NORTH-SOUTH CORRIDOR (SR 91 - to- US 27/US 441) 00 4D NORTH-SOUTH CORRIDOR (SR 91 - to- US 27/US 441) 00/2U 4D ROUND LAKE RD (ORANGE CO. LINE - to- WOLF BRANCH RD) 2U 4D SULLIVAN RD (GRASSY LAKE RD - to- TURKEY FARMS RD) 00 2U TURNPIKE INTERCHANGE RD (TURKEY FARM RD - to- FOSGATE F 00 6D		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441) CR 468 (CR 460 -to CR 466A) SUMTER CO. LINE (SR 91 -to- CR 470) CR 473 (SR 500 (US 441) -to- CR 44) CR 48 (SR 25 (US 27) -to- SR 19) CR 48 (N. AUSTIN MERRITT -to- CR 33) CR 50 (LAKESHORE DR -to- SR 25 (US 27)) CR 5614 (CR 5614 -to- SR 19) CR 561A (CR 561 -to- FOSGATE RD) EICHELBERGER (SR 19 -to- CR 561)	00 4D 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U	6D 4D 4D 4D 4D 4D 2U 4D 4D 4D 4D 4D	
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LAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD) 2U 4D LAKESHORE DR (CRESCENT LN -to- LAKE LOUISA RD) 2U 2D LEMON ST (US 27/US 441 -to- LAKE GRIFFIN RD) 2U 4D N. FRONTAGE RD (START -to- CR 50) 00 2U RADIO RD (TREADWAY SCHOOL RD -to- CR 44) 2U 4D RANCH RD (WOLF BRANCH RD -to- SR 44) 00 4D NORTH-SOUTH CORRIDOR (SR 91 -to- US 27/US 441) 00/2U 4D ROUND LAKE RD (ORANGE CO. LINE -to- WOLF BRANCH RD) 2U 4D SULLIVAN RD (GRASSY LAKE RD -to- TURKEY FARMS RD) 00 2U TURNPIKE INTERCHANGE RD (TURKEY FARM RD -to- FOSGATE F 00 6D		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441) CR 468 (CR 460 -to CR 466A) SUMTER CO. LINE (SR 91 -to- CR 470) CR 473 (SR 500 (US 441) -to- CR 470) CR 48 (SR 25 (US 27) -to- SR 19) CR 48 (N. AUSTIN MERRITT -to- CR 33) CR 50 (LAKESHORE DR -to- SR 25 (US 27)) CR 561 (CR 5614 -to- SR 19) CR 561A (CR 561 - to- FOSGATE RD) EICHELBERGER (SR 19 -to- CR 561) FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W)) GRASSY LAKE RD (TURKEY FARMS RD -to- SULLIVAN RD)	00 4D 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U	6D 4D 4D 4D 4D 4D 2U 4D 4D 4D 4D 4D 4D 4D 4D	
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LEMON ST (US 27/US 441 -to- LAKE GRIFFIN RD) 2U 4D N. FRONTAGE RD (START -to- CR 50) 00 2U RADIO RD (TREADWAY SCHOOL RD -to- CR 44) 2U 4D RANCH RD (WOLF BRANCH RD -to- SR 44) 00 4D NORTH-SOUTH CORRIDOR (SR 91 -to- US 27/US 441) 00/2U 4D ROUND LAKE RD (ORANGE CO. LINE -to- WOLF BRANCH RD) 2U 4D SULLIVAN RD (GRASSY LAKE RD -to- TURKEY FARMS RD) 00 2U TURNPIKE INTERCHANGE RD (TURKEY FARM RD -to- FOSGATE F 00 6D		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441) CR 468 (CR 460 -to CR 466A) SUMTER CO. LINE (SR 91 -to- CR 470) CR 473 (SR 500 (US 441) -to- CR 470) CR 48 (SR 25 (US 27) -to- SR 19) CR 48 (N. AUSTIN MERRITT -to- CR 33) CR 50 (LAKESHORE DR -to- SR 25 (US 27)) CR 561 (CR 561A -to- SR 19) CR 561A (CR 561 - to- FOSGATE RD) EICHELBERGER (SR 19 -to- CR 561) FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W)) GRASSY LAKE RD (TURNEY FARMS RD -to- SULLIVAN RD) HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD) JOHNS LAKE RD (HANCCCK RD -to- HARTLE RD) KURT ST (SR 500 (US 441) -to- GOLF LINKS)	00 4D 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 00 2U 00 00 2U 00 2U	6D 4D 4D 4D 4D 4D 2U 4D 4D 4D 4D 4D 4D 4D 4D 4D 4D 2U 2D	
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RADIO RD (TREADWAY SCHOOL RD -to- CR 44) 2U 4D RANCH RD (WOLF BRANCH RD -to- SR 44) 00 4D NORTH-SOUTH CORRIDOR (SR 91 -to- US 27/US 441) 00/2U 4D ROUND LAKE RD (ORANGE CO. LINE -to- WOLF BRANCH RD) 2U 4D SULLIVAN RD (GRASSY LAKE RD -to- TURKEY FARMS RD) 00 2U TURNPIKE INTERCHANGE RD (TURKEY FARM RD -to- FOSGATE F 00 6D		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441) CR 468 (CR 460 -to CR 466A) SUMTER CO. LINE (SR 91 -to- CR 470) CR 473 (SR 500 (US 441)-to- CR 470) CR 48 (SR 25 (US 27) -to- SR 19) CR 48 (SR 25 (US 27) -to- SR 19) CR 50 (LAKESHORE DR -to- SR 25 (US 27)) CR 561 (CR 561A -to- SR 19) CR 561 (CR 561A -to- FOSGATE RD) EICHELBERGER (SR 19 -to- CR 561) FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W)) GRASSY LAKE RD (TURKEY FARMS RD -to- SULLIVAN RD) HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD) JOHNS LAKE RD (HANCOCK RD -to- HARTLE RD) KURT ST (SR 500 (US 441) -to- GOLF LINKS) LAKE GRIFFIN RD (LEMMON ST 40- GRAYS AIRPORT RD) AKESHORE DR (CRESCENT LN -to- LAKE LOUISA RD)	00 4D 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U 00 2U 2U 00 00 2U 2U 2U 2U 2U	6D 4D 2U 2D 4D 2D 2D	
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Grand Total for Phase 2 Costing		CR 455B (FOSGATE RD -to- CR 581) CR 466 (CHULA VISTA AVE -to- US 27/US 441) CR 468 (CR 460 -to CR 466A) SUMTER CO. LINE (SR 91 -to- CR 470) CR 473 (SR 500 (US 441)-to- CR 44) CR 48 (SR 25 (US 27) -to- SR 19) CR 48 (N. AUSTIN MERRITT -to- CR 33) CR 50 (LAKESHORE DR -to- SR 25 (US 27)) CR 561 (CR 561A -to- SR 19) CR 561 (CR 561A -to- FOSGATE RD) EICHELBERGER (SR 19 -to- CR 561) FOSGATE RD (TURNPIKE INTERCHANGE RD -to- CR 455 (W)) GRASSY LAKE RD (TURKEY FARMS RD -to- SULLIVAN RD) HARTLE RD (SHELL POND RD -to- HARTWOOD MARSH RD) JOHNS LAKE RD (HANCOCK RD -to- HARTUE RD) KURT ST (SR 500 (US 441) -to- GOLF LINKS) LAKE GRIFFIN RD (LEMMON ST -to- GRAYS AIRPORT RD) LAKESHORE DR (CRESCENT LN -to- LAKE LOUISA RD) LEMON ST (US 27/US 441 -to- LAKE GRIFFIN RD) N. FRONTAGE RD (START -to- CR 50) RADIO RD (TREADWAY SCHOOL RD -to- SR 44) NORTH-SOUTH CORRIDOR (SR 91 -to- US 27/US 441) ROUND LAKE RD (ORANGE CO. LINE -to- WOLF BRANCH RD) SULLIVAN RD (GRASSY LAKE RD -to- TURKEY FARMS RD) TURNPIKE INTERCHANGE RD (TURKEY FARM RD -to- FOSGATE R)	00 4D 2U 2U 2U 2U 2U 2U 2U 2U 2U 2U	6D 4D 2U 2D 4D 2D 4D 2U 4D 2D 4D 2D 4D 2U 4D 4D 4D 4D 4D 6D State Highway System) Other State Roads County Roads	

Lake-Sumter MPO 2025 Long Range Transportation Plan

Lake-Sumter County MPO 2025 Long Range Transportation Plan Needs Plan - Enhanced Revenues Overall Summary (2011 - 2015) All Modes

	CAPITAL			
Mode of Travel	Revenue (X1000) ⁽¹⁾	Costs (X1000)	Percentage of Total Cost	Difference (X1000)
FIHS/SIS	\$50,345	\$50,345		\$0
State ⁽²⁾	\$19,846	\$22,270		(\$2,424)
County	\$131,984	\$138,654		(\$6,670)
Subtotal - Roads	\$202,175	\$211,269	97.3%	(\$9,094)
Public Transportation	\$1,877	\$1,533	0.7%	\$344
Bike / Pedestrian	\$4,292	\$4,292	2.0%	\$0
Total	\$208,344	\$217,094	100.0%	(\$8,751)

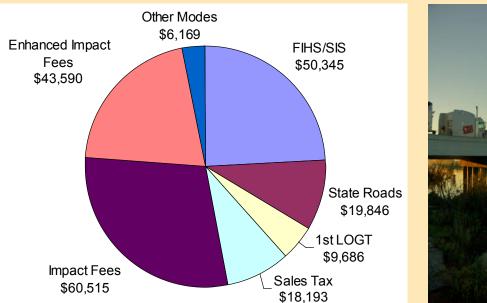
OPERATING AND MAINTENANCE

Mode of Travel	Revenue (X1000)	Costs (X1000)	Percentage of Total Cost	Difference (X1000)
Roads, Bike / Pedestrian (County Only) ⁽³⁾	\$0	\$0	0.0%	\$0
Public Transportation	\$17,336	\$20,903	100.0%	(\$3,567)
Total	\$17,336	\$20,903	100.0%	(\$3,567)

TOTAL \$ (12,317)

(1) Source: Table 4

(2) State road costs include total cost less the cost of design. Design costs are funded from other State revenue sources.
(3) Roads, bike, and pedestrian operating and maintenance costs are funded with gas tax revenues.





Plan Goals

Preliminary Goals

Goals and Objectives are required as a tool to plan, guide, and monitor the development of the future transportation system for Lake County and the eastern portion of Sumter County over the next 20 years. The Goals and Objectives are intended to represent the shared desires and values of the citizens within the MPO boundary. The desires and values of the community will then be reflected in the transportation system that is promoted in the long range plan. The Goals and Objectives are supported by policies, measures of effectiveness, and standards which support the monitoring of the transportation system. Sources consulted include:

- Transportation Equity Act for the 21st Century (TEA-21) Transportation Planning Factors,
- Florida Transportation Plan (Adopted and Proposed Update);
- Lake County 2020 Long Range Transportation Plan;
- Lake County Comprehensive Plan, Transportation Element;
- City Comprehensive Plan Transportation Elements

The goal development process was also guided by the TEA-21 Planning Factors that include:

TEA-21 Planning Factors

Factor 1: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Factor 2: Increase the safety and security of the transportation system for motorized and non-motorized users.

Factor 3: Increase the accessibility and mobility options available to people and for freight.

Factor 4: Protect and enhance the environment, promote energy conservation, and improve quality of life.

Factor 5: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Factor 6: Promote efficient system management and operation.

Factor 7: Emphasize the preservation of the existing transportation system.

The guidance above resulted in the identification of the following goals for the 2025 Long Range Transportation Plan:

Preliminary Goals of the 2025 Long Range Transportation Plan

GOAL 1. Provide a multi-modal transportation system that serves the local and regional movement of and connections among people, jobs, goods, and services.

GOAL 2. Provide a transportation system that is safe for residents, visitors and businesses.

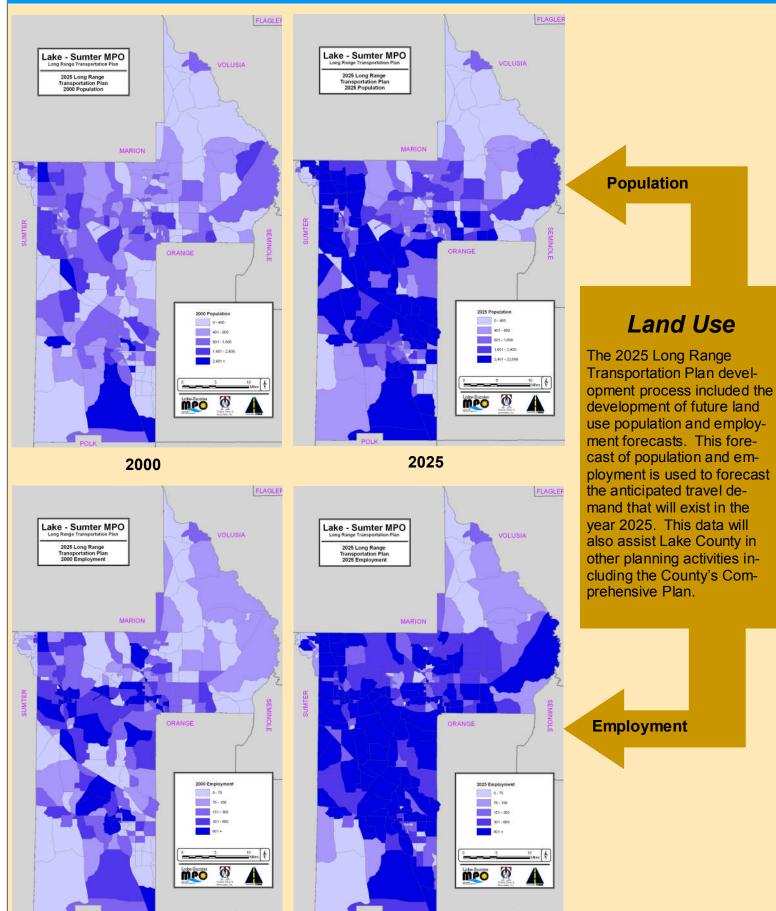
GOAL 3. Preservation of Lake and Sumter Counties' investment in transportation in a cost-feasible manner.

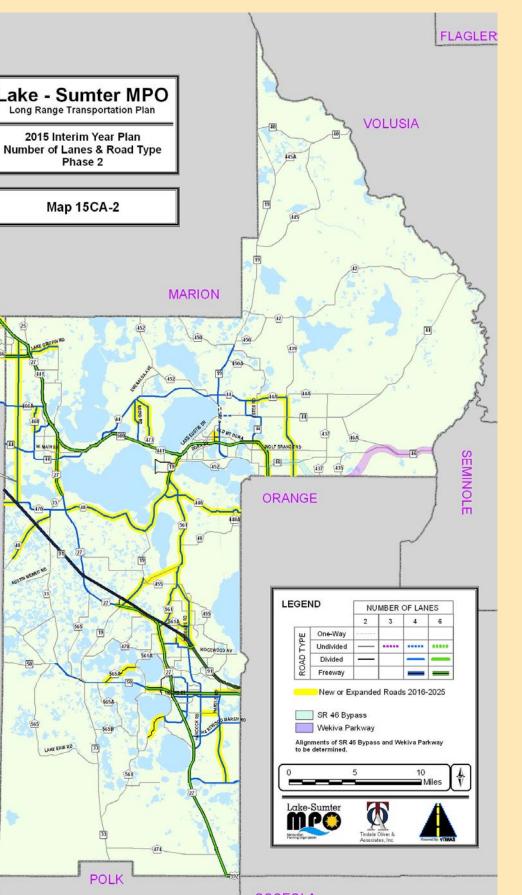
GOAL 4. A transportation system that is coordinated and consistent with current and future agency plans of Lake and Sumter Counties, its communities and neighbors.

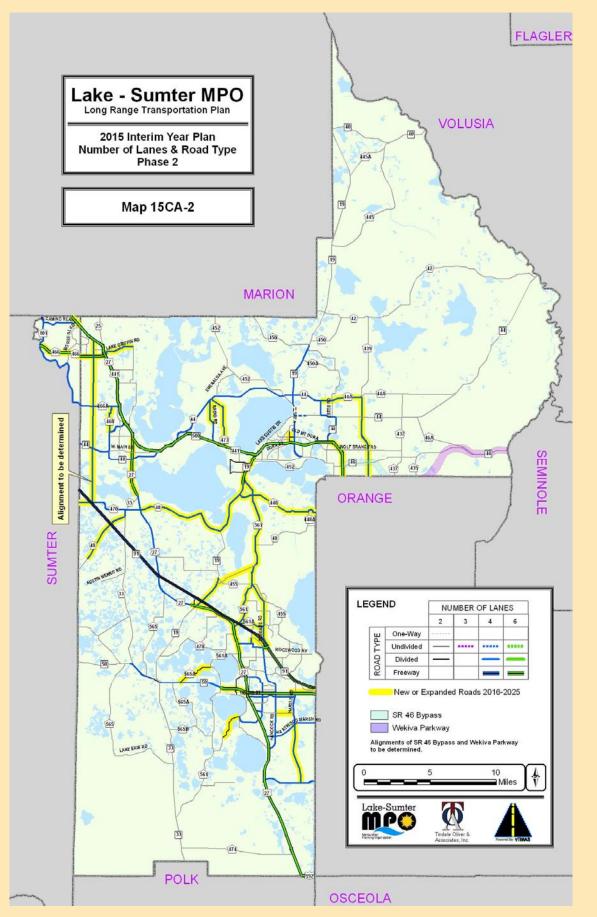
GOAL 5. An aesthetically pleasing transportation system which minimizes impact on the social resources, communities, and the natural and built environment.

Lake-Sumter MPO 2025 Long Range Transportation Plan Lake-Sumter MPO 2025 Long Range Transportation Plan TEA-21) Transportation Planning Factors, osed Update); Plan; on Element; nts

Land Use Forecast







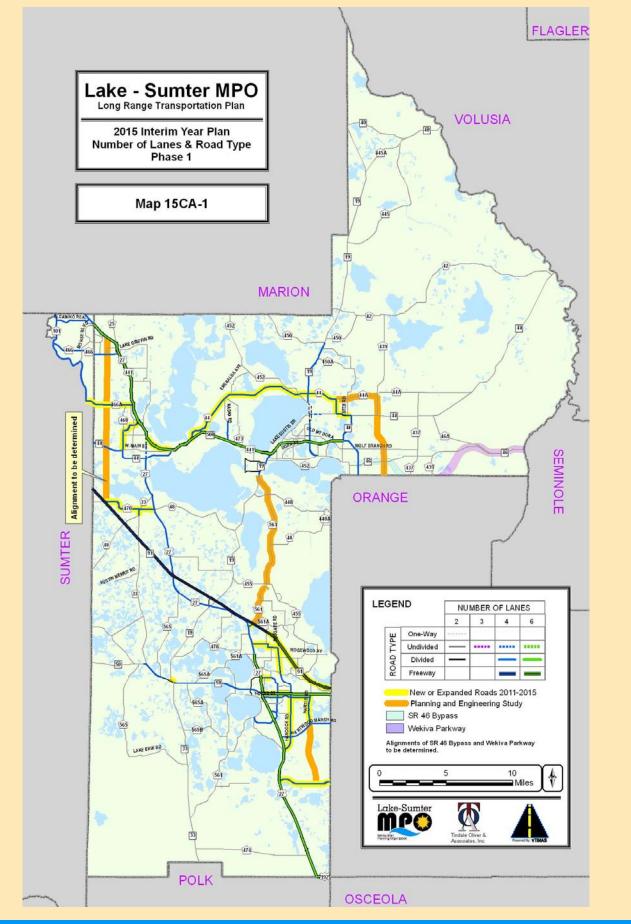
Lake-Sumter MPO 2025 Long Range Transportation Plan

Lake-Sumter MPO 2025 Long Range Transportation Plan

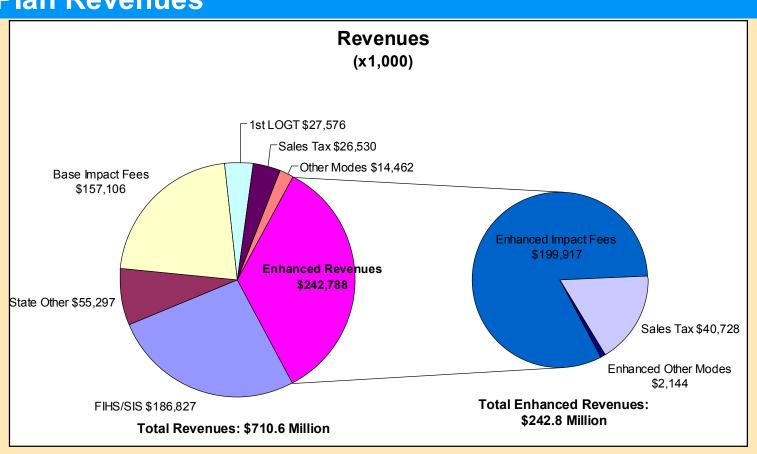
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2015 Cost Affordable: Roadway Improvements



Plan Revenues



Base Revenues 2011 to 2025

Base federal and state revenues total \$255.2 million. This includes state roads (\$242.1 million), public transportation (\$4.5 million) and bicycle and pedestrian enhancement funds (\$8.5 million). Existing County funding sources include local option gas taxes (LOGT) (\$27.6 million), impact fees (\$157.1 million) and local option sales tax (LOST) (32.5 percent of receipts to transportation capital expansion, \$26.5 million). Of county gas tax revenues, \$11.6 million are used to fund public transportation (\$0.3 million for capital and \$11.3 million for operations and maintenance) and bicycle and pedestrian (\$1.3 million for capital). Existing county revenues to fund road projects total \$211.2 million. County capital funding for bicycle and pedestrian improvements is \$1.3 million.

Enhanced Revenues 2011 to 2025

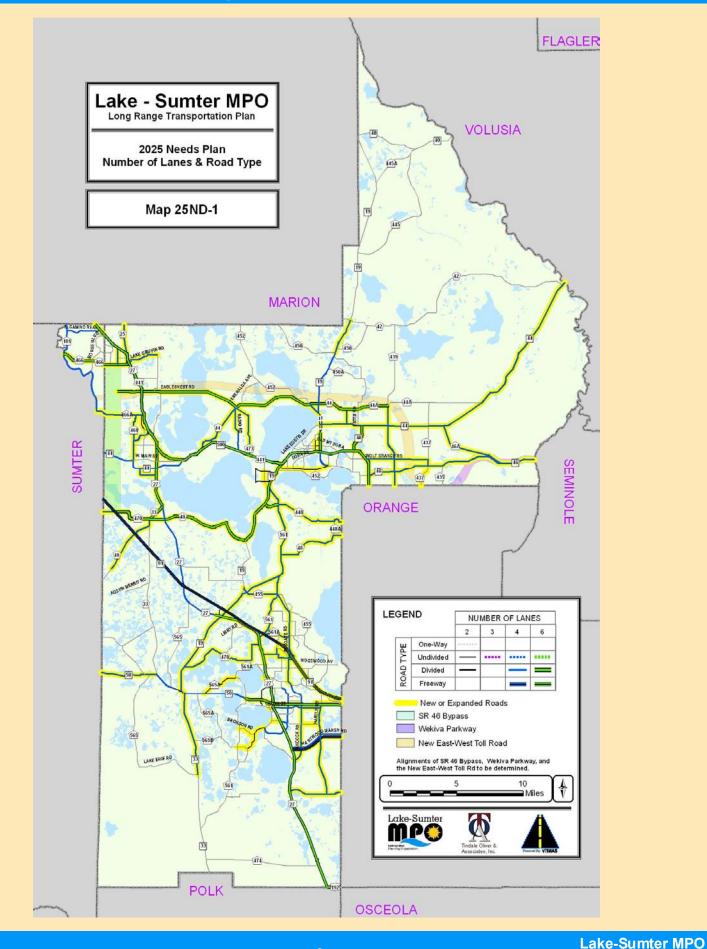
Because existing revenue sources would not fund all needed multi-modal improvements for the 2025 transportation system, several enhanced revenue sources were considered in developing the 2025 Cost Affordable plan. Transportation impact fees were assumed to be increased by 50% in 2005, 35% in 2008, 30% in 2012, 20% in 2017, and 20% in 2022. This is forecasted to generate approximately \$200 Million. The LOST was assumed to be extended from 2017 to 2025, generating \$40.7 million.

Enhanced county revenues from these sources total \$242.8 million. Given the county's track record in implementing impact fees and sales tax and with the MPO Board adoption of the 2025 Cost Affordable Plan as presented, it is reasonable to expect that these enhanced revenue sources will be implemented as presented.

Total Base and Enhanced Revenues 2011 to 2025

The total based and enhanced revenues for funding the 2025 Cost Affordable Plan are \$710.6 million. This includes the \$242.8 million in additional county funding as discussed above.

Needs Plan: Roadway Network



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Cost Affordable Plan: Public Involvement Summary

Public involvement in the planning process is a critical factor to the success of any plan. This is especially true of planning that has directly visible impacts the community as a whole and as individuals. The development of the Lake-Sumter MPO Long Range Transportation Plan included numerous opportunities for the public to actually guide the planning process and this resulted in changes that are now included in the adopted transportation plan. In addition to public involvement activities conducted directly for the Lake-Sumter MPO Long Range Transportation Plan other opportunities to address transportation issues were provided during the development of the plan through the update of Lake County's Comprehensive Plan Transportation Element and the development of the Minneola Ridge Areawide Transportation Plan.

The illustration below summarizes some of the more significant public involvement opportunities and highlights of the guidance provided by the public.



Lake-Sumter MPO 2025 2025 Long Range Transportation Plan Long Range Transportation Plan

Introduction

Consensus Building Workshop 1—June 15, 2005

• Develop the northern East – West Corridor as a toll facility Make Fixed Route Public Transportation a priority Increase funding for Bicycle and Pedestrian modes of travel

Discussion Group Workshops—June 17, 2005

• Unmet needs currently addressed by social support groups Need expanded public transportation options between Lake and Sumter

Consensus Building Workshop 2—August 19, 2005

• Consider increases in Transportation Impact Fees and extending the 1 cent sales tax past 2017 to increase funding Leave the North-South Corridor alignment west of US 27 to be deter-

Plan Adoption Hearings—October to December 2005

• Fund the Cost Affordable Plan to the highest identified level Increase use of Transportation Impact Fees for Increased Revenue • Defer use of the 2nd 5 Cent Local Option Gas Tax

Cost Affordable Plan: Funding and Costs

Lake-Sumter County MPO 2025 Long Range Transportation Plan **Cost Affordable Plan - Enhanced Revenues Overall Summary** (2011 - 2025) All Modes

CAPITAL				
Mode of Travel	Revenue (X1000) ⁽¹⁾	Costs (X1000)		Difference (X1000)
FIHS/SIS	\$30,345	\$30,345		\$0
SIS	\$78,751	\$78,751		\$C
SIS - Toll Facility	\$77,731	\$77,731		\$0
State ⁽²⁾	\$55,297	\$137,523		(\$82,226)
County	\$430,382	\$371,781		\$58,601
Subtotal - Roads	\$672,507	\$696,131	89.2%	(\$23,625)
Public Transportation ⁽³⁾	\$4,792	\$4,792	0.6%	\$0
Bike / Pedestrian	\$22,070	\$22,070	2.8%	\$0
Total	\$699,369	\$722,994		(\$23,625)
OPERATING AND MAINTENANCE	Revenue	Costs		Difference
Mode of Travel	(X1000)	(X1000)		(X1000)
Roads, Bike / Pedestrian (County Only) ⁽⁵⁾	TBD	TBD		TBD
Public Transportation ⁽³⁾	\$57,451	\$57,451	7.4%	\$0
Total	\$57,451	\$57,451		\$0
Total Capital and Operating	\$756,820	\$780,444		(\$23,625)

(1) Revenue assumptions from LRTP Financial Analysis Chapter

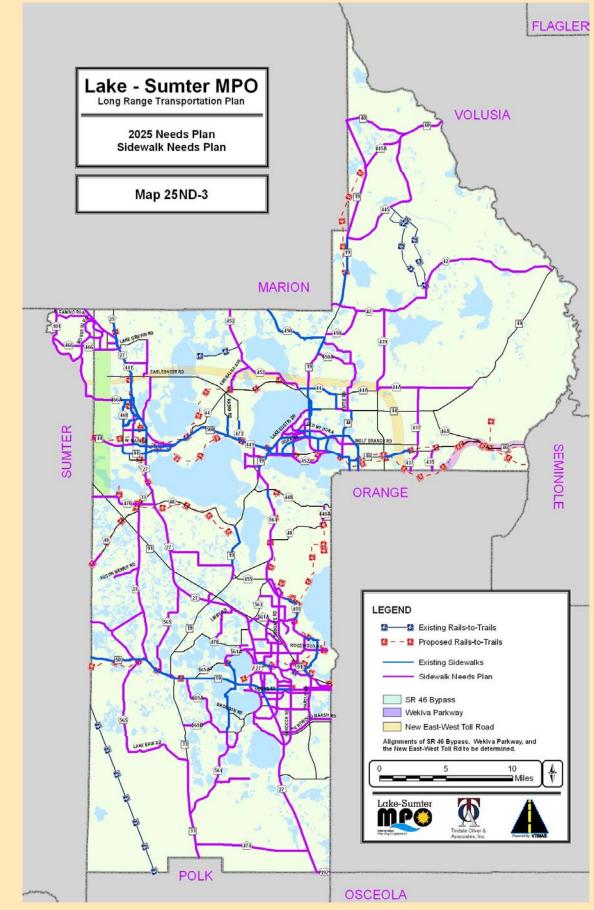
(2) State road costs include total cost minus the cost of design. Design costs are funded from other State revenue sources. (3) Public Transportation shortfall of \$0.3 Million in capital is funded from gas tax revenues; and \$11.3 Million shortfall in operating costs is funded from gas tax.

(4) Bike / Pedestrian total revenues include an additional \$10.0 Million in sales tax over the current and extended sales tax allocation levels for bicycle and pedestrian capital.

(5) Roads, bike, and pedestrian operating and maintenance costs are funded with gas tax revenues

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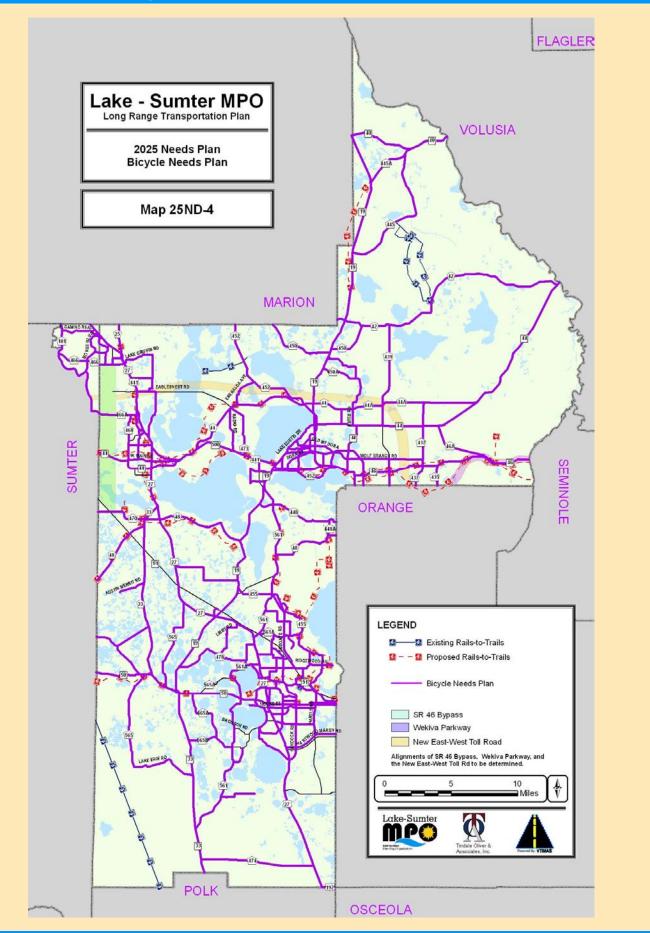
Lake-Sumter MPO 2025 Long Range Transportation Plan

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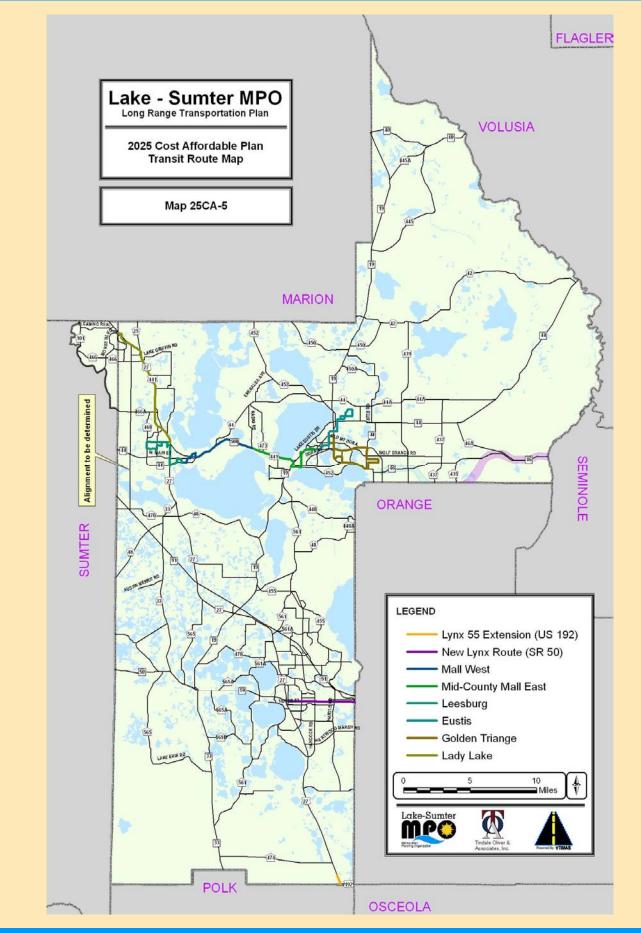
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Needs Plan: Pedestrian Facilities

Needs Plan: Bicycle Facilities



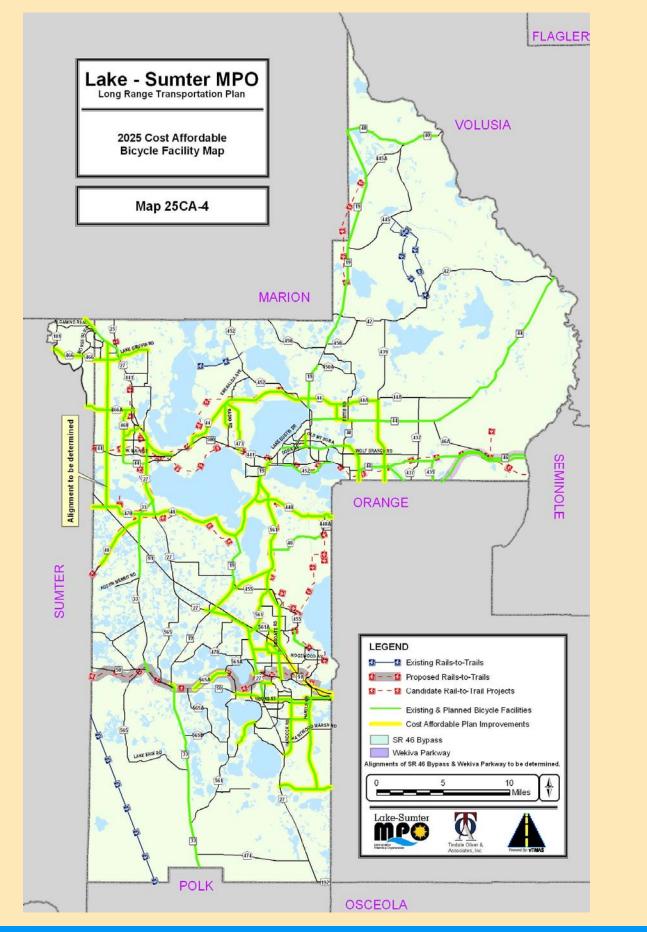
Cost Affordable Plan: Public Transportation



Lake-Sumter MPO 2025 Long Range Transportation Plan Lake-Sumter MPO 2025 Long Range Transportation Plan

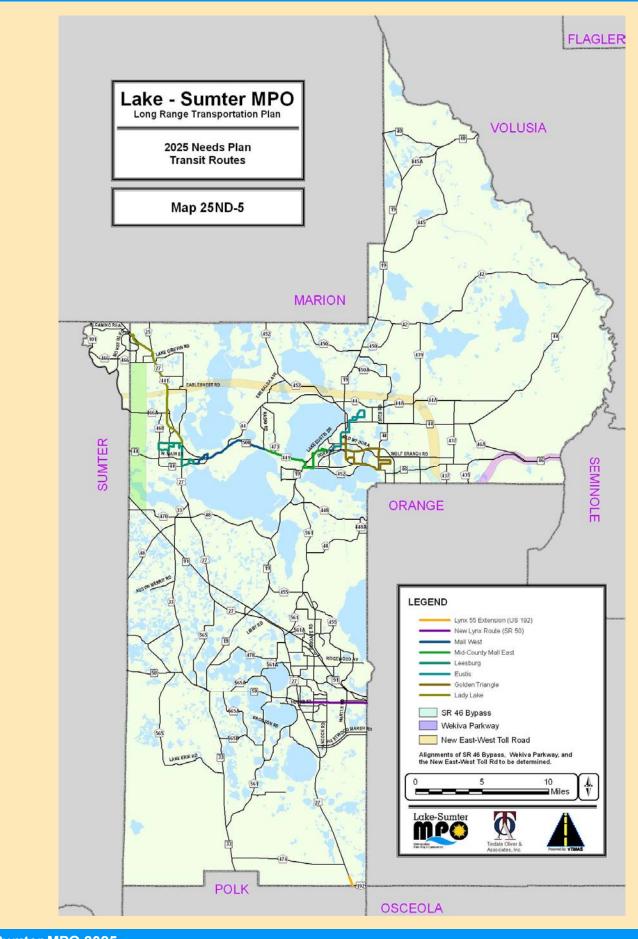
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Cost Affordable Plan: Bicycle Facilities



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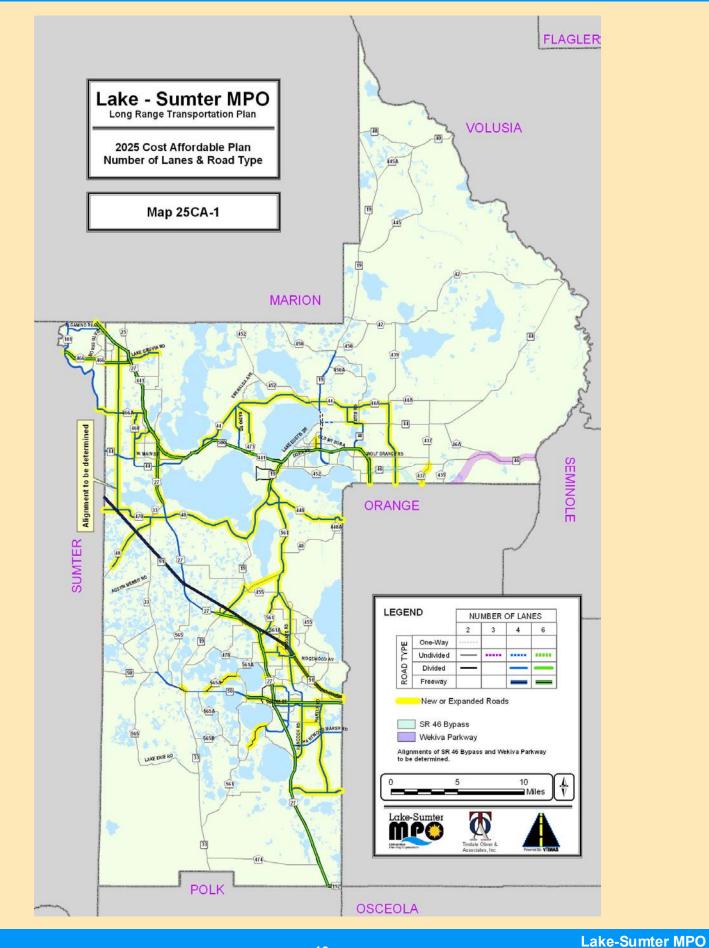
Needs Plan: Public Transportation



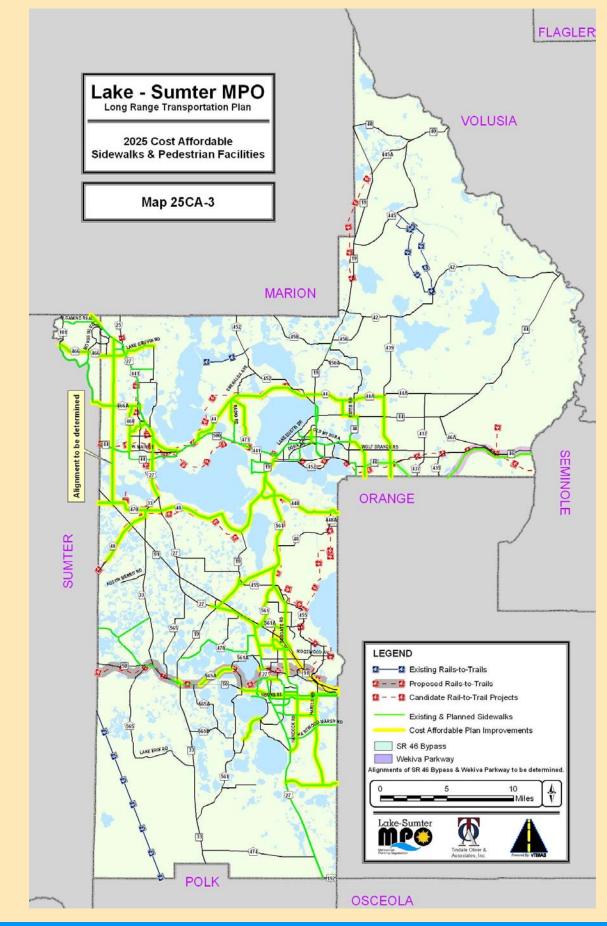
Lake-Sumter MPO 2025 Long Range Transportation Plan

Lake-Sumter MPO 2025 Long Range Transportation Plan

Cost Affordable Plan: Roadway Network



Cost Affordable Plan: Pedestrian Facilities



Lake-Sumter MPO 2025 Long Range Transportation Plan

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2025 Long Range Transportation Plan