

MAY 2016

Contact: Vickie.Wyche@dot.state.fl.us

(386) 943-5185

LAKE COUNTY
CONSTRUCTION IN PROGRESS

430652-1-52-01

SR 50 from SR 33 to East of Lake Village Avenue - /milling and Resurfacing

Estimate completion date: May 2016 - 95% complete

D.A.B. Constructors, Inc.

Project cost: \$4,888,000

LANE CLOSURES:

May 2nd – May 6th - 7am to 6 pm

Intermittent EB and WB inside, outside and turn-lane, lane closures on SR 50 in Groveland from Montevista Blvd. to SR 33.

Working on Drainage

238422-1-52-01

SR 25/US 27 from N. Boggy Marsh Road to N. of Lake Louisa Road. Add lanes and reconstruct

Estimated completion date: 967 – October 2018 – 8%

Ranger Construction

Project cost: \$37,503,443.23

LANE CLOSURES:

February 9th to October 18th -2018

Southbound lane closure on US 27 from South of Margaux Drive to north of Lake Louisa Road for 24 hours a day.

April 25th, 2016 to Thursday, October 18th, 2018

Northbound outside lane on US 27 from south of Margaux Drive to north of Lake Louisa Road for 24 hours a day.

The single lane configuration on both northbound and southbound will remain until the project is complete in the fall of 2018.

435434-1-52-01

SR 25/US 27 and SR 50 Interchange – Landscaping in Lake County

Estimated completion date: June 2016 – 51% complete

Dynamics Group, Inc.

Project cost: \$243,390

LANE CLOSURES: No lane closures anticipated

433214-1-52-01

Villages Elementary School Pedestrian Features @ US 27 (2) Locations

1. US 27 @ Fennell Blvd.

2. US 27 @ Rolling Acres

Estimated completion date: June 2016

Atlantic Civil

Project cost: \$349,853

Installing pull boxes and conduit for the PED Signals.

437058-1-52-01

Lake County Drainage Maintenance/Repair (Various locations) routine maintenance and repair on various state roads

Estimated completion date: August 2016

Sheen-Line LLC

Project cost: \$773,285

LANE CLOSURES: No lane closures anticipated

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LAKE COUNTY
Other Projects Pending

1. **SR 500 (US 441) from Lake Ella Road to Avenida Central** - Reconstruction project to 6-lane US 441 from Lake Ella Road to Avenida Central (FM 238395-5). Construction funded FY 2019 estimate \$33 million.
2. **SR 500 (US 441) from Perkins Street to SR 44** (FM238394-3) Construction not funded.
3. **SR 500 (US 441) from SR 44 to S. of SR 46** - Design FY 2014/16 and Right-of-Way FY 2018/2019. (FM 429356-1) Construction not funded.
4. **SR 44 (CR 44B) from SR 500 (US 441) to SR 44** - Design for four-laning the two miles from US 441 to SR 44 is in progress (FM No. 409870-1). Right of way FY 2014/16. Construction not funded.
5. **SR 19 from CR 48 to CR 561** - An environmental study (PD&E complete 4/2015) into possible widening along the 4.7 miles from CR 48 to CR 561 (FM No. 238319-1). Design estimate \$2.9 million in FY 2014/16. Construction not funded
6. **CR 466A (Miller St.) Lake-Sumter County Line US 27** - A \$8.7 million TRIP grant to Lake County Right-of-Way funds in FY 2014 (FM 430253-1). Construction on Segment (2). JPA with Lake County (ROW Acquisition began)
7. **CR 466A (Miller St.) from US 27 to Sunny Court** – A \$5.0 million grant for construction from US 27 to Sunny Court (FM No. 430253-2) in FY 2015. JPA with Lake County.
8. **CR 466A (Miller Street) Phase 3 from Cut-off Road to Sunny Court** - \$2.5 million grant for Right-of-Way in Fiscal Year 2016 (FM 430253-3). LAP with Lake County

MAY 2016

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SUMTER COUNTY
CONSTRUCTION IN PROGRESS

242626-2-52-01: I-75 Improvements from North of Hernando County Line to South of CR 470.

Widen I-75 from four (4) lanes to six (6) lanes, complete interchange construct at State Road 48 (Exit 314) new ramps at the CR 476B/CR 673 (Exit 309 Interchange) Intelligent Transportation Systems (ITS) improvements. Drainage, guardrail, signing and pavement markings, signalization, milling and resurfacing, and miscellaneous structures.

Estimated completion date: April 2017 - 64% complete

The Middlesex Corporation

Project cost: \$76.9 million

LANE CLOSURES:

May 1st thru May 4th

Full road closure at the I-75/SR 48 interchange from 8 p.m. to 7 a.m. A detour will be in effect while the contractor installs bridge overhangs and welds stay-in-place forms over the travel lanes.

May 1st - May 5th

From 8 p.m. to 7 a.m., temporary northbound outside lane closure from Gum Slough Bridge to half a mile south of SR 48 (Exit 314). The contractor will be removing the temporary barrier wall from the project and stockpiling offsite.

May 3rd thru May 4th

Northbound off ramp to CR 476B will be closed from 8 p.m. to 7 a.m. Detour will be in effect while contractor removes temporary striping and constructs the tie-in to the newly built pavements for Ramp B. In addition, guardrail needs to be installed.

242626-3-52-01:

I-75 from South of CR 470 to SR 91 (FL Turnpike) in Sumter County

Widening of 4-lane divided Highway to 6-lane divided Highway

Estimated completion date: September 2017 - 45% complete

Project cost: \$43.1 million

LANE CLOSURES:

May 1st – May 5th - 8pm to 7am

Alternating lane closures on CR 470 from the I-75 overpass to east of the railroad. Contractor will be installing pipe.

May 5th - 8pm to 7am

Alternating lane closures on CR 470 under the I-75 Bridge for bridge deck concrete placement.

430188-1: US 301 at SR 44 – Add a Second Southbound Left Turn Lane on SR 35 and Intersection Improvements.

Project time/work began date: March 6, 2016

Estimated completion date: August 2016 – 33% complete

LANE CLOSURES:

May 2nd – June 11th - 7:30pm to 7am

Intermittent NB and SB lane closures on US 301 at the intersection of SR 35/SR 44. Contractor will be working on concrete demolition.

240418-2: SR 48 from E. of I-75 Ramps to CR 475 (Main Street) – Add Lanes and Rehabilitate Pavement

Project time/work began date: February 27, 2016

Estimated completion date: June 2017 – 12%

LANE CLOSURES:

May 3rd – May 7th - 9pm to 6am

Westbound flagger operations between SW 18th Terrace and West Street. Contractor is installing drainage trunk lines.

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Other Projects Pending

1. **SR 35 (US 301) from CR 470 to SR 44** - Widening from two to four lanes Design Phase FY 2017/18 (FM No. 430132-1).
2. **I-75 at CR 514 from 0.5 miles W. of I-75 to US 301** – Environmental study (PD&E) FY 2017. (FM435476-1)
3. **CR 466W from CR 209 to US 301** – A \$1.6 million grant to Sumter County in FY 2015 for resurfacing existing pavement (Super Pave), remark Pavement and Sod. JPA with Sumter County (FM No. 428443-1).
4. **CR 475 from C-470 to CR 542** - A \$3.26 million grant to Sumter County in FY 2015/16 for construction of paved shoulders and resurfacing along the 3.7 miles from CR 470 to CR 542, including replacement of the timber column bridge at Jumper Creek with concrete box culverts (FM No. 429944-1). JAP with Sumter County
5. **CR 673** – A \$2.032 million construction grant (FY 2017/18) to Sumter County to widen lanes, pave shoulders and resurfacing from .8 miles west of US 301 to I-75. (FM 433670-1). JPA with Sumter County.

PUBLIC WORKS DIVISION

PROJECT SUMMARY

April 26, 2016

SUMTER COUNTY ROADWAY PROJECTS UPDATE

ROADS		SCOPE	*PHASE	PROJECT BUDGET (FY 2016)
1	C-462 Widening	This roadway widening project includes reconstruction of approximately 2.3 miles of roadway from US 301 to C-466A, within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, a bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Utility relocation is underway, and is expected to be completed in January 2016. Roadway construction will begin after utility relocation. The expected start date for roadway work was April 18, 2016. Project completion is 12 months from NTP April 18, 2016.	WC	\$5,333,000
2	C-466W Widening	This roadway widening project includes reconstruction of approximately one mile of roadway from CR 209 to US 301 within the City limits of Wildwood. The final roadway configuration will include one travel lane in each direction, bi-directional center turn lane, and a bike lane and sidewalk on both sides of the roadway. Final design plans were received on 8/7/15. Rights-of-way acquisition was completed in December 2015. Construction is expected to be advertised for bids by the end April, to begin in June 2016, and to be substantially complete by June 2017. CE&I Contract was awarded by the BOCC on April 12, 2016 to Hill Intl.	WC	\$967,742
3	C-476 W Safety Improvements	The purpose of this project is to replace the existing edge and centerline striping with rumble striping for a 9.1± mile section of C-476 W from the Hernando County Line to US 301. Final design plans were submitted on 6/26/15. Agreements with FDOT for construction and inspection services funding are being executed. Construction was advertised for bids in March, to begin in June, and to be substantially completed in August 2016.	WC	\$299,342
4	C-468 Widening from US 301 to CR 505	This roadway widening project includes reconstruction of approximately 1.7 miles of roadway from US 301 to CR 505. The final roadway configuration will include a four-lane divided urban typical section with sidewalks and bicycle lanes. The project is being coordinated with the Wildwood Springs DRI site planning process, and shared pond/developer access locations have been determined. The design was completed, and Rights-of-Way (RW) acquisition started in January 2016. Plan updates occurring to accommodate City of Wildwood ater main relocation request, and to address Wildwood Springs access. A construction timetable has not yet been determined; however, it is expected to be completed in phases. Phase 1 is from US 301 to the planned entrance to Wildwood Springs inclusive of the left turn into the Wildwood Springs Entrance. Waterline design and utility coordination underway.	R/W Acquisition	\$2,323,656
5	C-468 second bridge over the Florida Turnpike and widening from CR 505 to east of the Turnpike	This project involves the construction of a second bridge over Florida's Turnpike at C-468 and the widening, to four lanes, of C-468 between CR 505 to east of the Turnpike. Construction of bridge support structures is underway. Pile driving is completed, and the roadway widening is nearly complete. Completion of all project construction is scheduled for July 2016. Nighttime temporary closures of individual lanes of the turnpike to allow crack repairs within existing lanes, during late May to early June dates to be determined.	C	\$3,500,000
6	Partial construction of the Half and Full Interchange at C-468 and the Florida Turnpike	The construction of the interchange and lighting portions of this project are on hold, pending release of construction by the Florida Turnpike (not expected before 2020). The portions of the project currently under construction are the stormwater detention ponds, the Intelligent Transportation System (ITS), and the interchange ramp turnouts; this work is scheduled to be completed in conjunction with the remaining work for the C-468 second bridge project in July 2016.	C	\$3,504,530
7	C-475 from C-470 E to CR 542	This project involves milling and resurfacing of C-475S from C-470 to CR 542. Scope also includes adding 4' paved shoulders and replacing the bridge over Jumper Creek and includes a 12 inch water main interconnection design. The design recommendation for Kinley-Horn and Associates will go before the BOCC for approval on 5/10/16 and includes a dry water main extension to interconnect the Bushnell water system. Funding of construction is expected to be through an FDOT SCOP grant.	B/P	\$400,000
8	C-470, C-475N, and C-575 Safety Improvements	The design recommendation for HDR will go before the BOCC 5/10/16 of safety improvements to C-470 between CR 424 and Wilderness Drive (0.6 miles); C-475N between SR 44 and the Marion County line (6.3 miles); and C-575 between C-476W and C-48W (along 0.8 miles of curves). These safety improvements include adding paved shoulders, installing raised pavement markers, installing edge line rumble strips, and other related safety improvements. The RFQ for design was advertised 1-15-16. Design is scheduled to begin in March 2016, and construction is scheduled to occur in FY 2018. This project is funded with FDOT Local Agency Program (LAP) funds.	B/P	\$401,000
9	C-478 from US 301 to SR 471	This 5.5 miles of roadway is scheduled to be resurfaced once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant.	PL	\$750,000
10	South Buena Vista Boulevard	This roadway will be milled and resurfaced from the North Odell Circle/Bailey Trail roundabout to the South Odell Circle roundabout (9000'). This work is scheduled to occur once funding has been identified by FDOT. Funding of construction is expected to be through an FDOT CIGP grant.	PL	\$750,000
11	CR 101 Improvements	To accommodate increased traffic volume, this project consists of matching the current curb and gutter section of roadway from the Villages of Parkwood to CR 104 (2640'); then transitioning to a typical rural section ending 3200' north of CR 104. Construction is scheduled to be done by the Capital Road Resurfacing Project contractor, to begin on May 11, 2016, and to be completed by September 30, 2016.	C	\$892,460
12	CR 219 between SR 44 and CR 238	This project involves the reconstructing and widening the existing two-lane CR 219 to include two 12' lanes, paved shoulders, and turn lanes at SR 44 and the future southernmost Pike 75 driveway. It also include the extension of a 12" potable water main to the north of the industrial park entrance. Design plans are at 90% and the project is expected to be advertised for bids by May 31, 2016.	D	\$70,000
13	CR 747 Widening	This project will widen CR 747 between C-48E and 1,200 feet south of C-48E, along the east side of CR 747. Turn lanes and access improvements are also included. Art Walker Construction is the recommended contractor for consideration at the April 26, 2016 BOCC meeting.	C	\$350,000
14	CR 525 Extension - Wade Industrial Park	The concept master plan of the industrial park and deed work is complete. Closing for the right-of-way donation will occur after execution of the contracts with Wade and Nelson that are on the April 26, 2016 agenda. The design includes the new CR 525E Extension, water line, and improvements on CR 514. Kinley Horn has the notice to proceed for design. Construction bidding is planned for August 31, 2016.	CD	\$2,654,742
15	Capital Road Resurfacing 2016	This project involves resurfacing and other repairs to the County roads identified for improvement in 2016 as part of the County's pavement management program. Project was awarded to C.W. Roberts on 2/23/16. Construction is expected to begin May 11, 2016 and completed by September 30, 2016.	B	\$3,725,001
16	ITS Study	A Joint Participation Agreement (JPA) with FDOT was approved by the Board of County Commissioners on 1-12-16. A task order with Volkert & Associates for the performance of the study will be executed in January 2016. The study is expected to be completed by January 2017. Comparable ITS Systems being field reviewed on April 28, 2016 and May 17, 2016.	PL	\$139,931
FUTURE PROJECTS				
A	CR 673 from CR 674 west to I-75	This 3.5 miles of roadway will be reconstructed, and paved shoulders will be added to the roadway. The scope of the work is being finalized, and funding of the construction through an FDOT grant is expected to occur in FY 2017.	FY 2017	\$2,032,000
B	C-48W Safety Improvements	C-48W from the Citrus County Line to CR 616 is a roadway safety upgrade project (adding 5' paved shoulders, audible edge line, and guardrail at the curves) approximately 7.5 miles in length. A public meeting was held on 4/16/2015 to discuss the 60% plans. 100% design plans were submitted to the County on 5/29/15. Construction is expected to begin in 2017, when FDOT grant funds are programmed.	FY 2017	\$450,000
C	C-472 @ US 301 Intersection	A final FDOT signalization study and roundabout alternatives analysis was submitted to the County from FDOT on 10/2/15. A roundabout is the preferred alternative, and is tentatively scheduled for construction in FY 2020-2021. As an interim safety measure, modified the median to a directional type and will modify US 301 to the North to accommodate U turns.	FY 2020	TBD
Saved as: S:\Public Works\Division-Admin\Project Update Reports Projects A, B, and C are future projects and not shown on the map.			B/P - Bid or Design Procurement C - Construction CD - Conceptual Design D - Design	PC - Post Construction PL - Planning TBD - To Be Determined WC - Waiting Construction

Coast To COAST



SOUTH SUMTER CONNECTOR TRAIL

Assessment of the
**Sumter County
Study Area**
for the Coast to Coast Trail



**Lake~Sumter
Metropolitan Planning
Organization**

BPAC Meeting

May 12, 2016

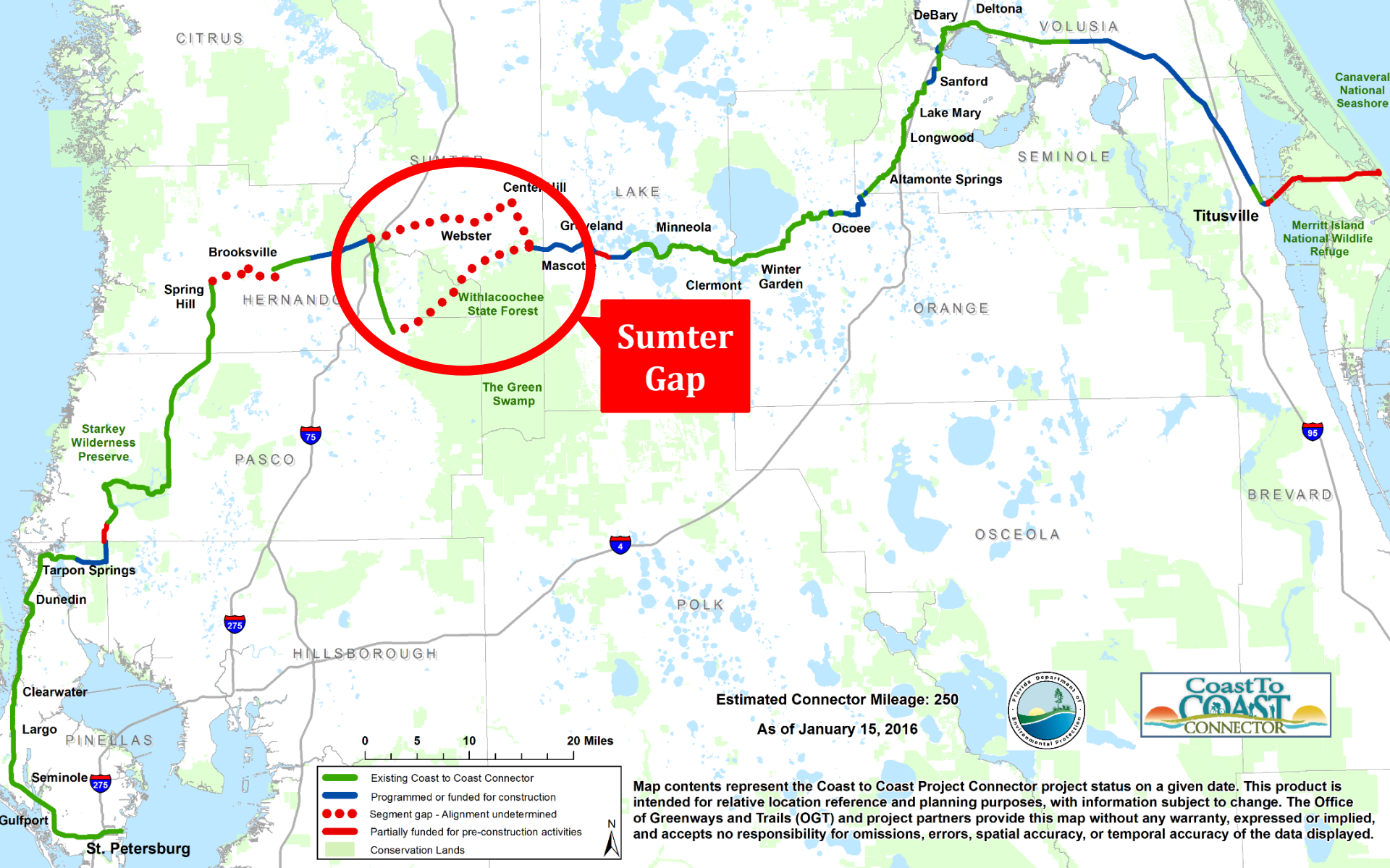


Financial Project ID No.: 435471-1

Presentation Outline

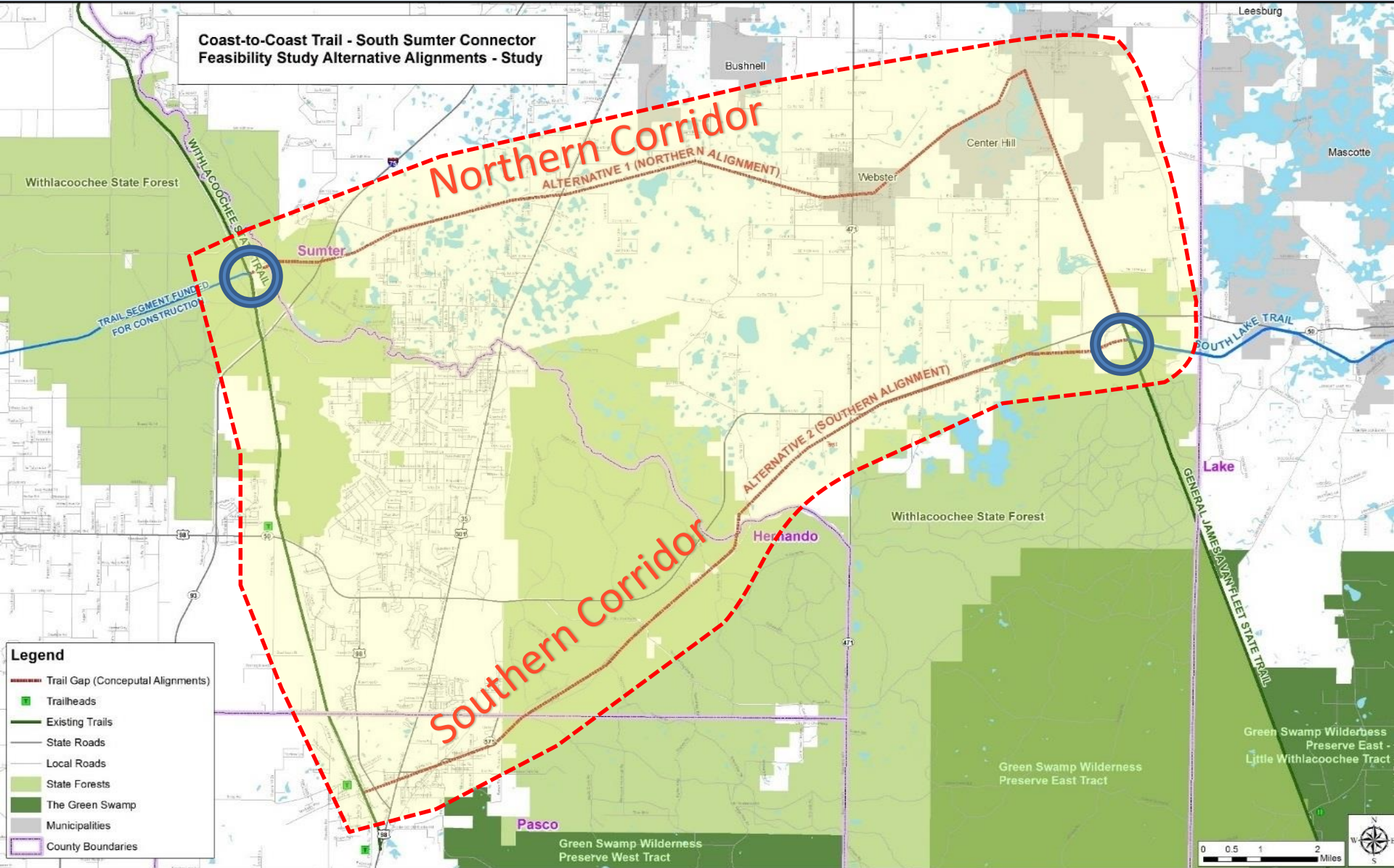
- Study Overview & Outreach Summary
- Initial Corridors Evaluation & Challenges
- Alternatives Identified
- Evaluation Results
- Next Steps





Study Area Overview

- Good Neighbor Trail to South Lake Trail
- Generally follows abandoned CSX railroad corridors
- Approximately 20 miles



Project Objective

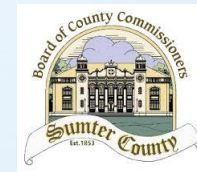
Close the “Sumter County Gap”

- Good Neighbor Trail to South Lake Trail
- Assess community consensus, engineering factors, potential environmental effects, and financial costs
- Secure the support and necessary commitments from all maintaining agency partners
- Advance viable alternatives to PD&E

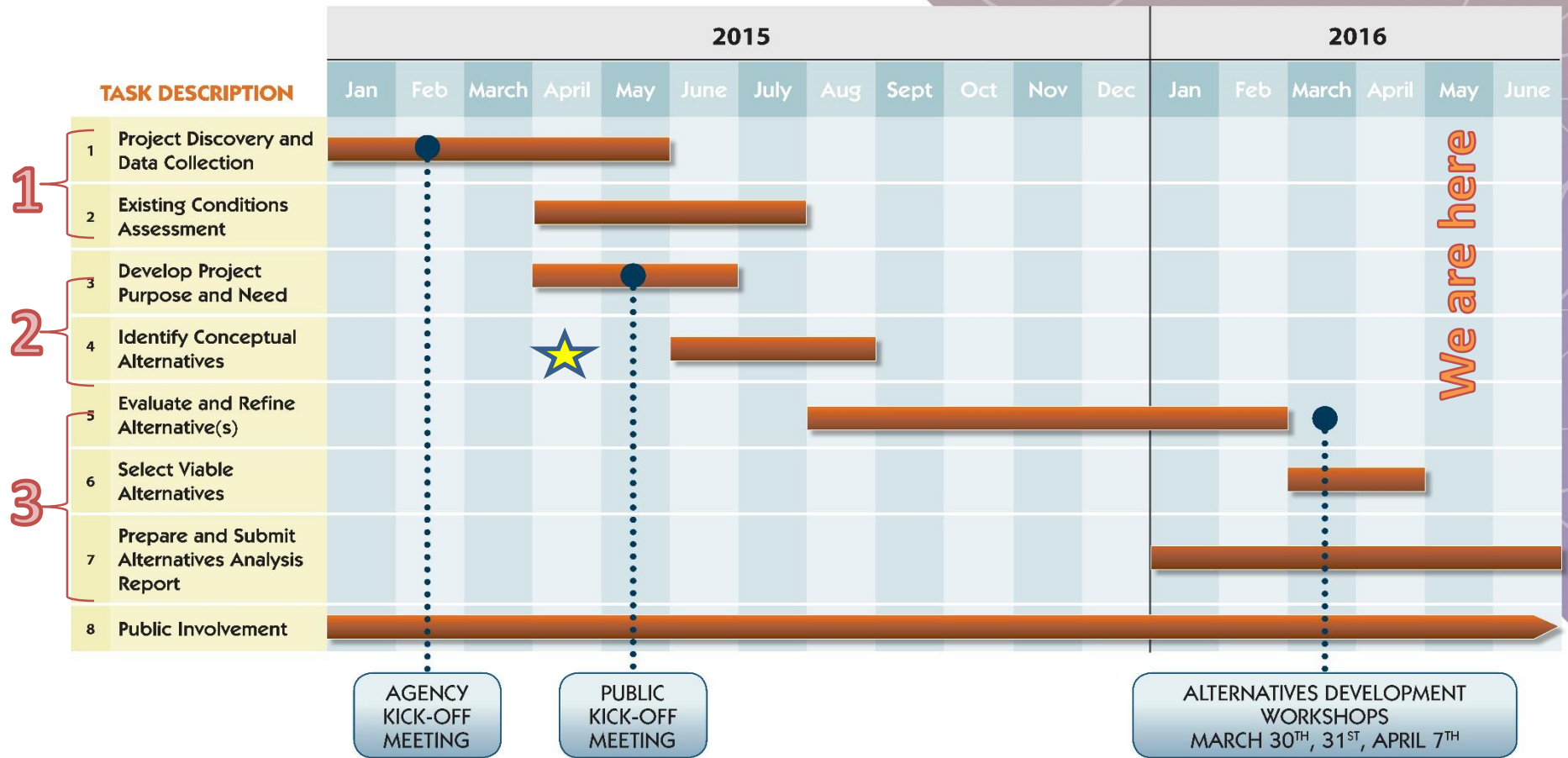


Public Involvement Program

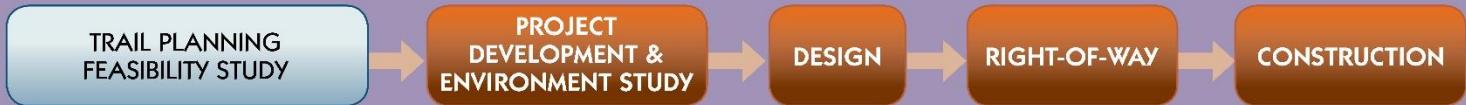
- Stakeholder interviews
- Agency coordination
- Project Visioning Team
- Public meetings
 - Public Kick-Off – May 7, 2015
 - Alternatives Workshop
- Communications campaign
 - Mailouts, newspaper ads
 - www.cflroads.com



PROJECT SCHEDULE



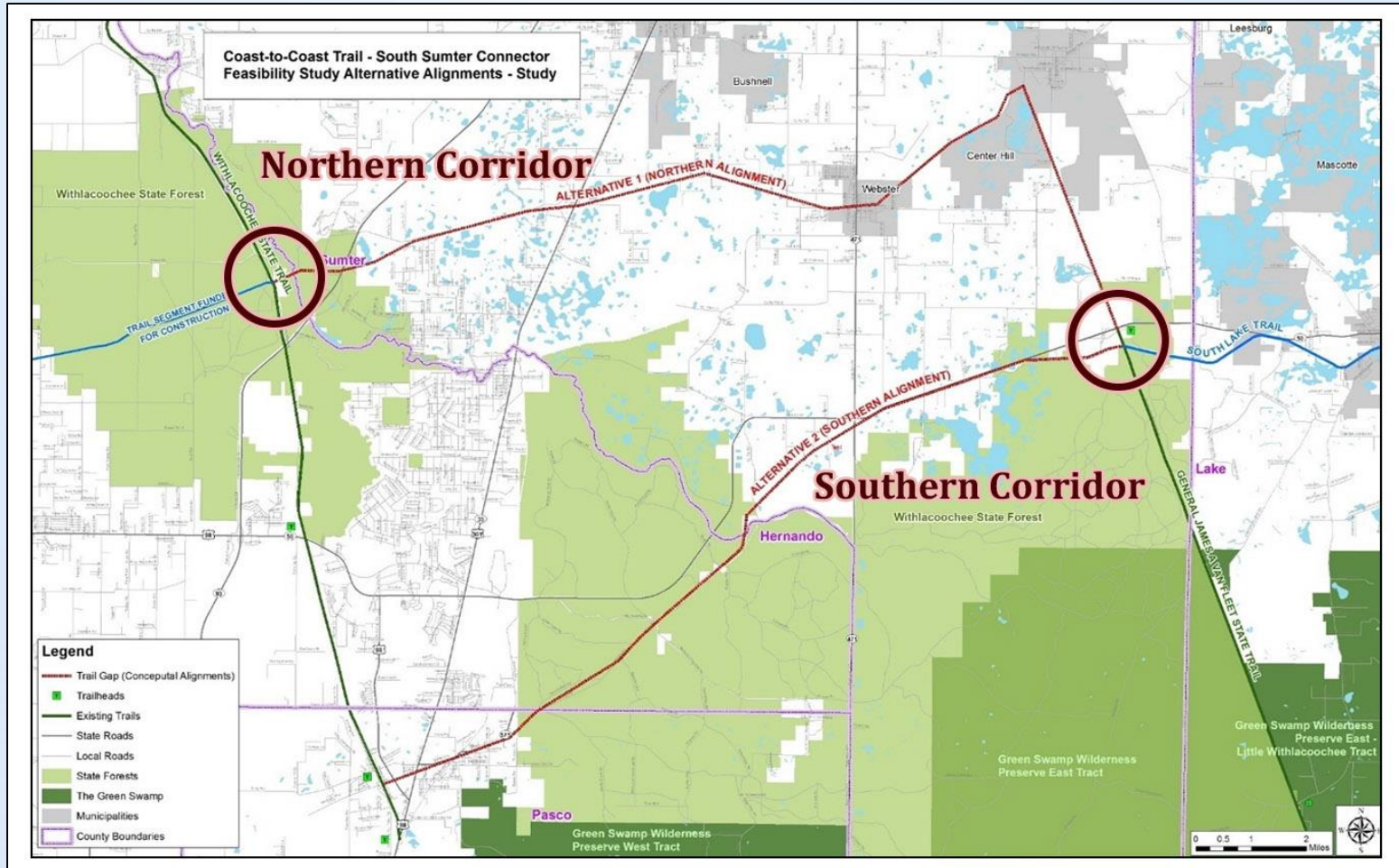
PROJECT DEVELOPMENT AND DELIVERY PROCESS



Please visit our website at: www.cflroads.com



Original Alignments



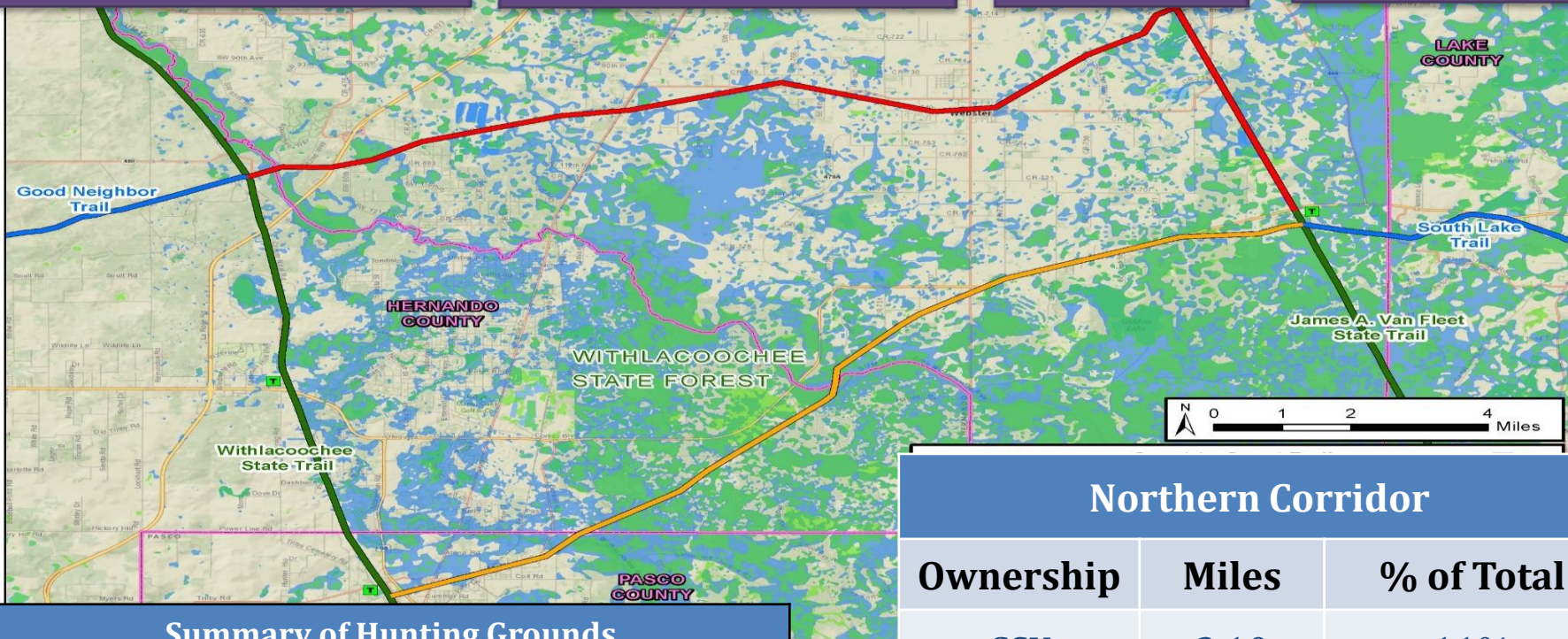
Original Alignments

Environmental Character

Hunting Considerations

Section 4(f)

CSX Ownership



Summary of Hunting Grounds

	Still Hunting	Dog Hunting	Total
South	0.82 miles 5%	5.55 miles 34% Unrestricted	6.37 miles 39%
North	2.18 miles 11%	2.18 miles* 11% Restricted	2.18 miles 11%

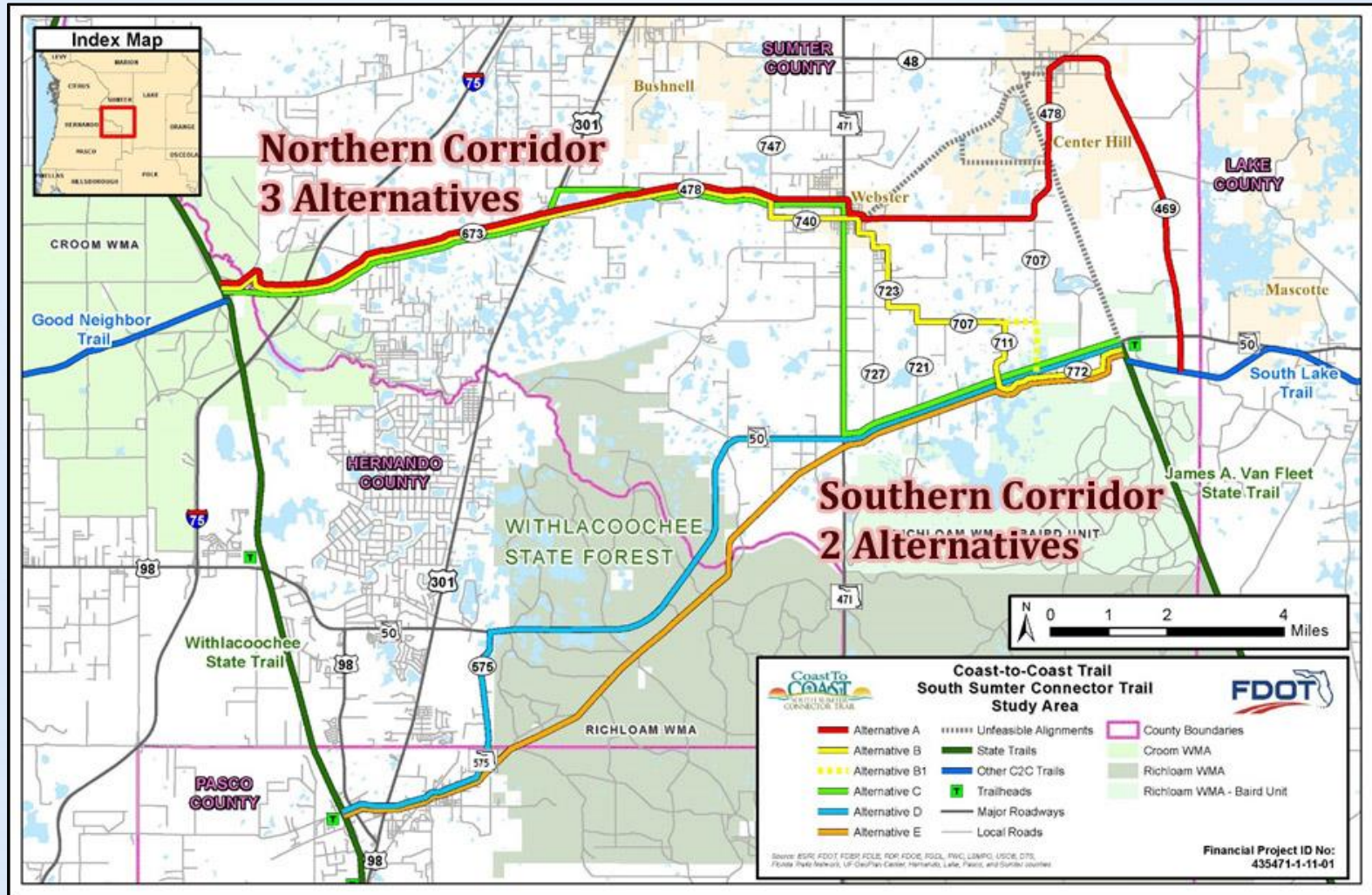
Northern Corridor

Ownership	Miles	% of Total
CSX	2.10	11%
Non-CSX	17.44	89%

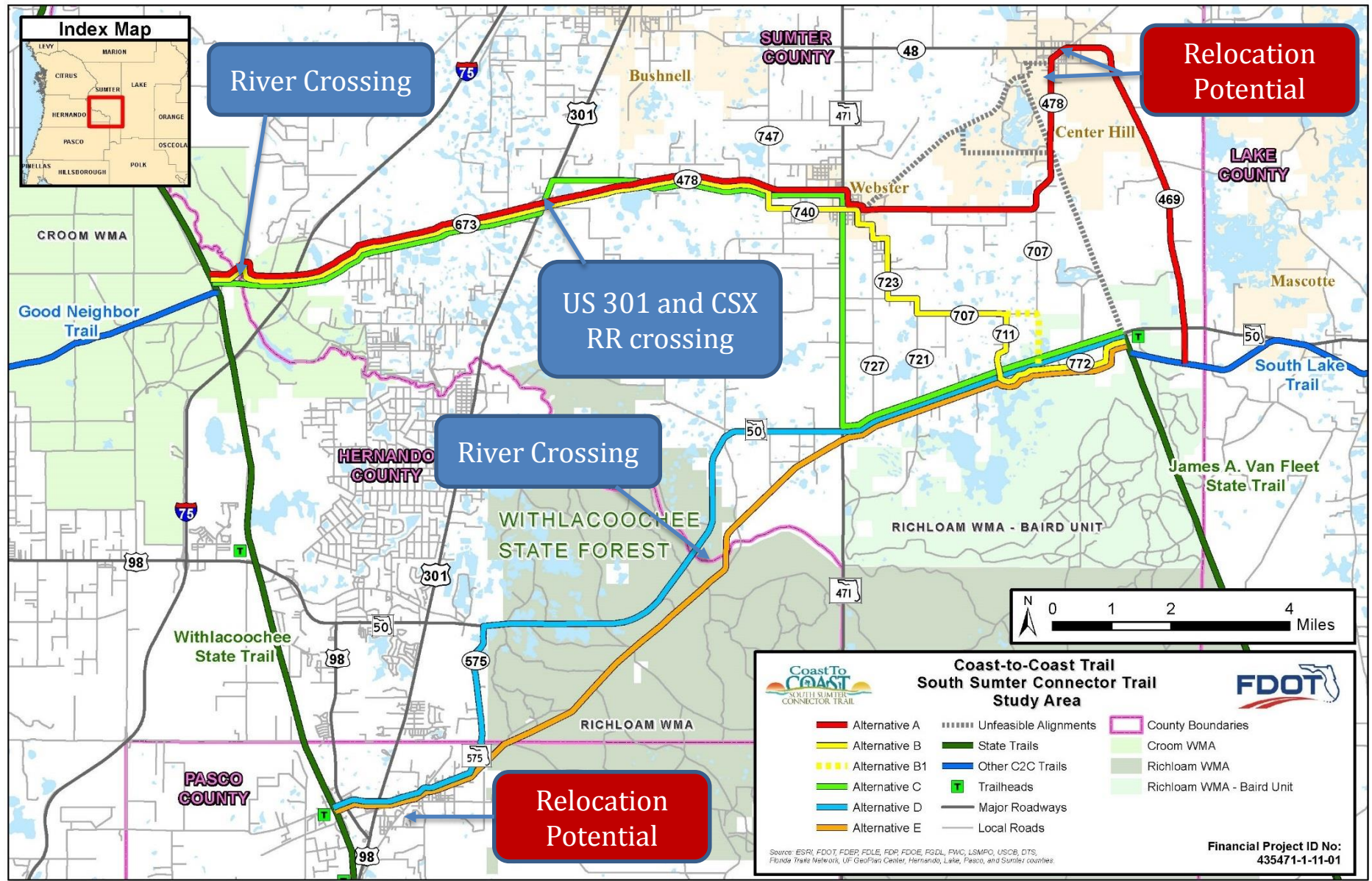
Southern Corridor

Ownership	Miles	% of Total
CSX	0.70	4%
Non-CSX	15.62	96%

Alternatives Identified



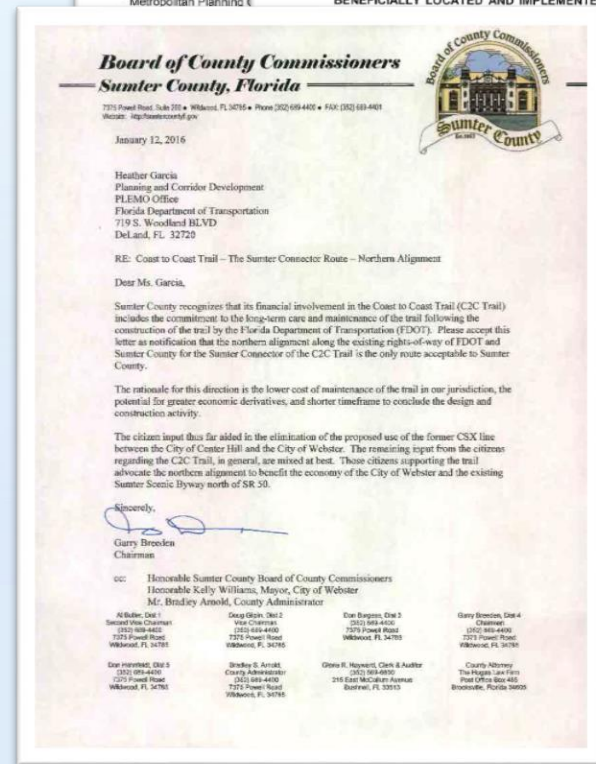
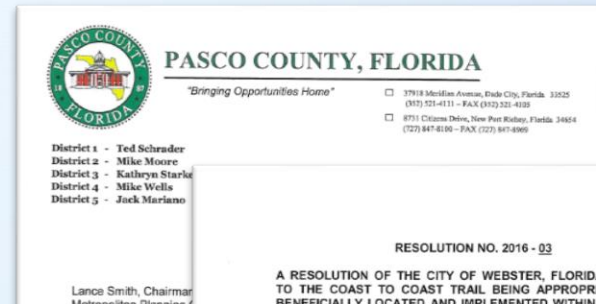
C2C Study Area & Alternatives



Policy Constraints / Considerations

Maintaining Agency Support

- **Sumter County**
 - Position Letter from Board of County Commissioners supporting the northern corridor
- **Hernando County**
 - Staff support for the northern corridor (letter anticipated)
- **Pasco County**
 - Position Letter from County Commissioner Starkey supporting southern corridor
- **City of Webster**
 - City Council Resolution in support of trail alignment within the City limits



INDINGS AND INTENT;
RATIVE ACTIONS;
: PROVIDING FOR
AND PROVIDING FOR

trail ("Coast-to-Coast trail") is
ide; and
a path connecting the Gulf of
ocean on Florida's east coast.
niles of unbroken bicycle path
gh Metro Orlando east to the

first of its kind in the Nation
help soften Florida's status as

orida counties and countless

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ector is a conceptual trail that
ames A. Van Fleet State Trail

Page

Evaluation Highlights



Alternatives Evaluation Matrix

Coast-to-Coast Trail Sumter County Gap Study
 South Sumter Connector Trail from Good Neighbor Trail to South Lake Trail



Evaluation Criteria	Northern Corridor			Southern Corridor	
	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
	Good Neighbor to South Lake via C-673, C-478, and C-169 through Webster & Center Hill	Good Neighbor to South Lake via C-673, C-478, C-723 C-767, C-711, C-772	Good Neighbor to South Lake via C-673, C-478, Webster, SR-473, SR-50, C-772	WitNacoochee (Trilby Trail) to South Lake via SR-575 and SR-50	WitNacoochee (Trilby Trail) to South Lake via SR-575, State Forest Lands, SR-50, C-772
Project Length					
C2C Trail segment length (new construction in miles)	24.2	19.8	20.4	18.6 27.7 (with WitNacoochee)	16.5 25.6 (with WitNacoochee)
Variance from Shortest Option (miles)	4.4	Shortest Option	0.6	7.9	5.8
Variance from Shortest Option (%)	22%	N/A	3%	40%	29%
Travel Service / Accessibility / Safety Characteristics					
Length of trail in close proximity to Census-designated places ₁ (miles)	12.0	4.2	4.2	6.1	4.0
Number of street crossings	39	33	30	37	27
Average crash rate along adjacent roadways (crashes per mile per year)	0.6	0.7	1.0	2.5	3.4
Percentage of trail length within 3 miles of emergency response stations ₂	80%	74%	73%	24%	24%
Percentage of trail within roadway right-of-way (for trail maintenance)	73% Mostly Roadside	62% Balanced Roadside / Remote	68% Balanced Roadside / Remote	97% Entirely Roadside	41% Mostly Remote
Length of trail with access / connectivity to equestrian facilities (miles)	2.9	2.9	2.7	0.0	0.0
Trail located within adjacent hunting grounds ₃	Low / Restricted	Low / Restricted	Low / Restricted	Low / Unrestricted	High / Unrestricted
Potential Environmental Effects / Agency and Stakeholder's Support					
Potential impacts anticipated to listed species / habitat ₄	Minimal	Minimal	Minimal	Minimal	Moderate
Potential impacts to wetlands (acres)	5.9	9.3	7.5	13.4	15.3
Potential impacts to 100-year floodplains (acres)	47.3	24.0	22.6	39.6	40.6
Significant stakeholder opposition ₅	No	No	No	Yes	Yes
Support from responsible maintaining agencies ₆	Pasco County	N/A	N/A	Yes	Yes
	Sumter County	Yes	Yes	Yes	No
	Hernando County	Yes	Yes	Yes	No
Estimated Right-of-Way Needs and Project Costs					
Number of parcels from which right-of-way is required for the trail	176	164	168	147	174
Relocation Potential (anticipated residential/business displacements)	5 Total Relocations 4 Residences 1 Business	None Anticipated	None Anticipated	2 Total Relocations 2 Businesses	4 Total Relocations 2 Residences 2 Businesses
Preliminary Planning Level Right of Way Cost	\$11.5 M	\$10.3 M	\$9.1 M	\$13.6 M	\$16.9 M
Preliminary Trail Design and Construction Cost ₇	\$14.0 M	\$11.9 M	\$12.3 M	\$11.6 M	\$10.7 M
Total Project Cost	\$25.5 M	\$22.2 M	\$21.4 M	\$25.2 M	\$27.6 M
Cost Differential (Above Lowest Cost Option)	\$4.1 M	\$0.8 M	Lowest Cost	\$3.8 M	\$6.2 M
Percentage Cost Differential (Above Lowest Cost Option)	19%	4%	N/A	18%	29%

ASSUMPTIONS / DATA SOURCES:

- Developed/populated areas are defined as a Census Designated Place.
- Emergency response stations include all fire stations and police stations in the study area.
- Restricted areas prohibit hunting with dogs, dogs with a shoulder height of 15 inches or less may hunt small game during the 11/11 game season.
- Species habitat includes aspen thickets, western indigo snake, and others. Further assessment and associated agency coordination will be conducted in future project phases.
- Letters from stakeholders received with over 200 signatures in opposition of the southern corridors.
- For Alternatives A, B, and C, Sumter and Hernando counties would be the maintaining agencies. For Alternatives D and E, Sumter, Hernando, and Pasco counties would be the maintaining agencies. Sumter County Board of Commissioners issued letter on January 22, 2008 stating the northern corridor as the only acceptable route through Sumter County. Pasco County Commissioner Stanley issued a similar letter of support for the southern corridor. In addition, the City of Webster provided a letter of support for the northern corridor as well.
- Capital costs are planning level estimates that include railroad track/roadway improvements, construction of paved trail and bridges including engineering design, CEI, and contingencies.



Comparative Evaluation

C2C Trail Length / Character			
Alternative	New Construction (miles)	Overall Segment Length	Length of Trail within Existing Road Corridor
A	24.2	Same	73%
B	19.8	Same	62%
C	20.4	Same	68%
D	18.6	27.7	97%
E	16.5	25.6	41%

Comparative Evaluation

Safety Characteristics

Alternative	Percentage of trail length within 3 miles of emergency response stations	Trail located within adjacent hunting grounds*	Average crash rate along adjacent roadways (crashes per mile per year)
A	80%	Low / Restricted	0.6
B	74%	Low / Restricted	0.7
C	73%	Low / Restricted	1.0
D	24%	Low / Unrestricted	2.5
E	24%	High / Unrestricted	3.4



* Restricted areas prohibit hunting with dogs, dogs with a shoulder height of 15 inches or less may hunt small game during the small game season.



Comparative Evaluation

Environmental Impacts

Alternative	Section 4(f): Recreational Impacts	Consistency with Florida Forest Service Management Plan	Potential impacts to wetlands / floodplains (acres)
A	Minimal	Consistent	5.9 / 47.3
B	Minimal	Mostly Consistent	9.3 / 24.0
C	Minimal	Consistent	7.5 / 22.6
D	Moderate	Somewhat Inconsistent	13.4 / 39.6
E	High	Inconsistent	15.3 / 40.6



Comparative Evaluation

Project Costs			
Alternative	Preliminary Planning-Level Right-of-Way Costs	Preliminary Trail Design and Construction Cost	Total Project Cost
A	\$11.5 M	\$14.0 M	\$25.5 M
B	\$10.3 M	\$11.9 M	\$22.2 M
C	\$9.1 M	\$12.3 M	\$21.4 M
D	\$13.6 M	\$11.6 M	\$25.2 M
E	\$16.9 M	\$10.7 M	\$27.6 M

Identifying Viable Alternatives



Alternatives Evaluation Matrix

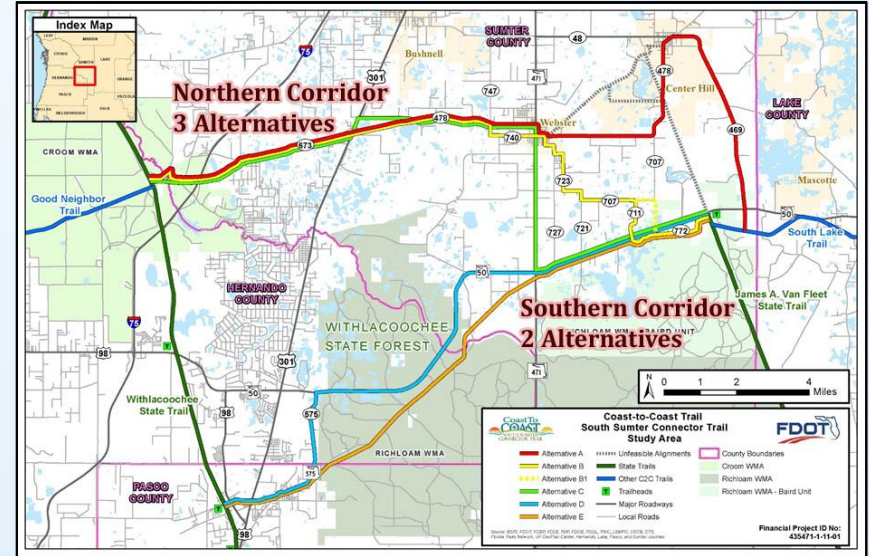
Coast-to-Coast Trail Sumter County Gap Study
South Sumter Connector Trail from Good Neighbor Trail to South Lake Trail



Evaluation Criteria	Northern Corridor			Southern Corridor	
	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Project Length					
C2C Trail segment length (new construction in miles)	2.0	1.8	20.1	27.2 (with WMA)	25.6 (with WMA)
Variance from Shortest Option (miles)	0	Shorter	0.6	25.2	23.6
Variance from Shortest Option (ft)	0	Shorter	100	10,000	9,000
Travel Services / Accessibility / Safety Characteristics					
Length of trail close proximity to County-designated places (miles)	12	12	4.2	6	6
Number of street crossings	9	9	30	9	9
Average road rate along adjacent roadways (miles per mile per year)	0	0	1.0	2	2
Percentage of trail length within 3 miles of emergency response stations	80	80	73%	80	80
Percentage of trail within roadway right-of-way (for trail maintenance)	7	8	48%	39	39
Length of trail with access / connectivity to equine facilities (miles)	2	2	2.7	0	0
Trail located within adjacent housing grounds	Low / Restricted	Low / Restricted	Low / Restricted	Low / Unrestricted	High / Unrestricted
Potential Environmental Effects / Agency and Stakeholder Support					
Potential impacts anticipated to listed species / habitat	Minimal	Minimal	Minimal	Minimal	Minimal
Potential impacts to wetlands (acres)	5	5	7.5	13	13
Potential impacts to 100-year floodplains (acres)	4	4	22.6	39	39
Significant stakeholder opposition	No	No	No	Yes	Yes
Support from responsible maintaining agencies	Pasco County: No Sumter County: Yes Hernando County: Yes	Pasco County: No Sumter County: Yes Hernando County: Yes	Pasco County: N/A Sumter County: Yes Hernando County: Yes	Pasco County: No Sumter County: Yes Hernando County: No	Pasco County: No Sumter County: Yes Hernando County: No
Estimated Right-of-Way Needs and Project Costs					
Number of parcels from which right-of-way is required for the trail	1	1	168	1	1
Relocation Potentials (anticipated residential/business displacements)	5 Total Relocations 4 Relocations 1 Displacement	None Anticipated	None Anticipated	2 Total Relocations 2 Relocations	4 Total Relocations 2 Relocations 2 Displacements
Prohibitory Planning Level Right-of-Way Cost	\$13.0 M	\$13.0 M	\$19.8 M	\$13.0 M	\$13.0 M
Prohibitory Trail Design and Construction Cost	\$11.0 M	\$11.0 M	\$22.8 M	\$11.0 M	\$11.0 M
Total Project Cost	\$24.0 M	\$24.0 M	\$42.6 M	\$24.0 M	\$24.0 M
Cost Differential (Above Lowest Cost Option)	\$0.0 M	\$0.0 M	Lowest Cost	\$0.0 M	\$0.0 M
Percentage Cost Differential Above Lowest Cost Option	0%	0%	N/A	0%	0%

ASSUMPTIONS / DATA SOURCES

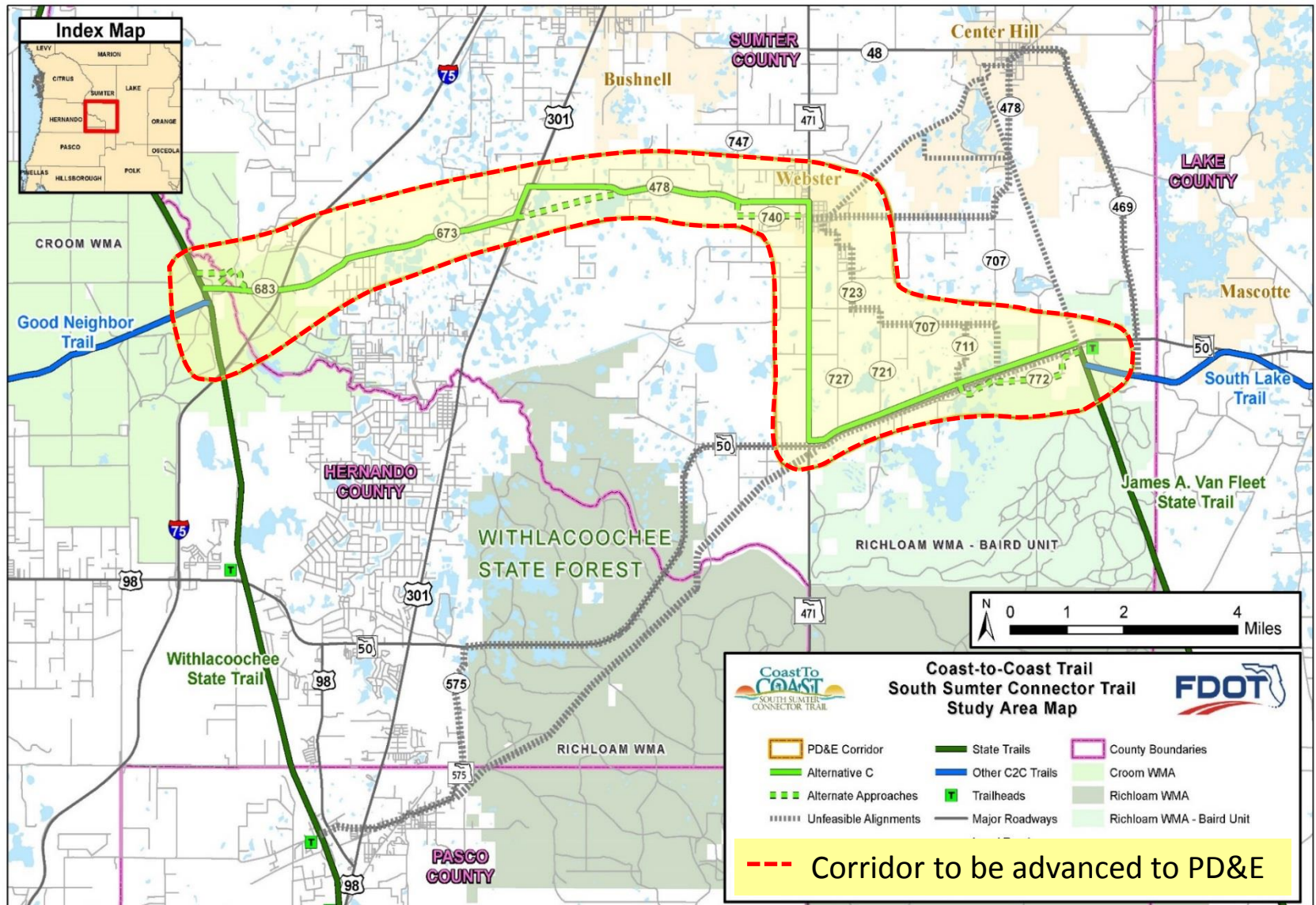
- 1) Section 100 project area as defined in a cross designated file.
- 2) Emergency response stations include all fire stations and police stations in the study area.
- 3) Floodplains are public facilities with flow depth with a 100-year flood of 15 feet or less that has been confirmed during the trail plan process.
- 4) Section 100 parcels include owner location, address, parcel size, and other. Further assessment and assessment agency involvement will be conducted in future project phases.
- 5) Section 100 parcels include owner location, address, parcel size, and other. Further assessment and assessment agency involvement will be conducted in future project phases.
- 6) The alignment A, B, C, D, E, and F alternatives are the preferred alternatives. The alignment G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ.



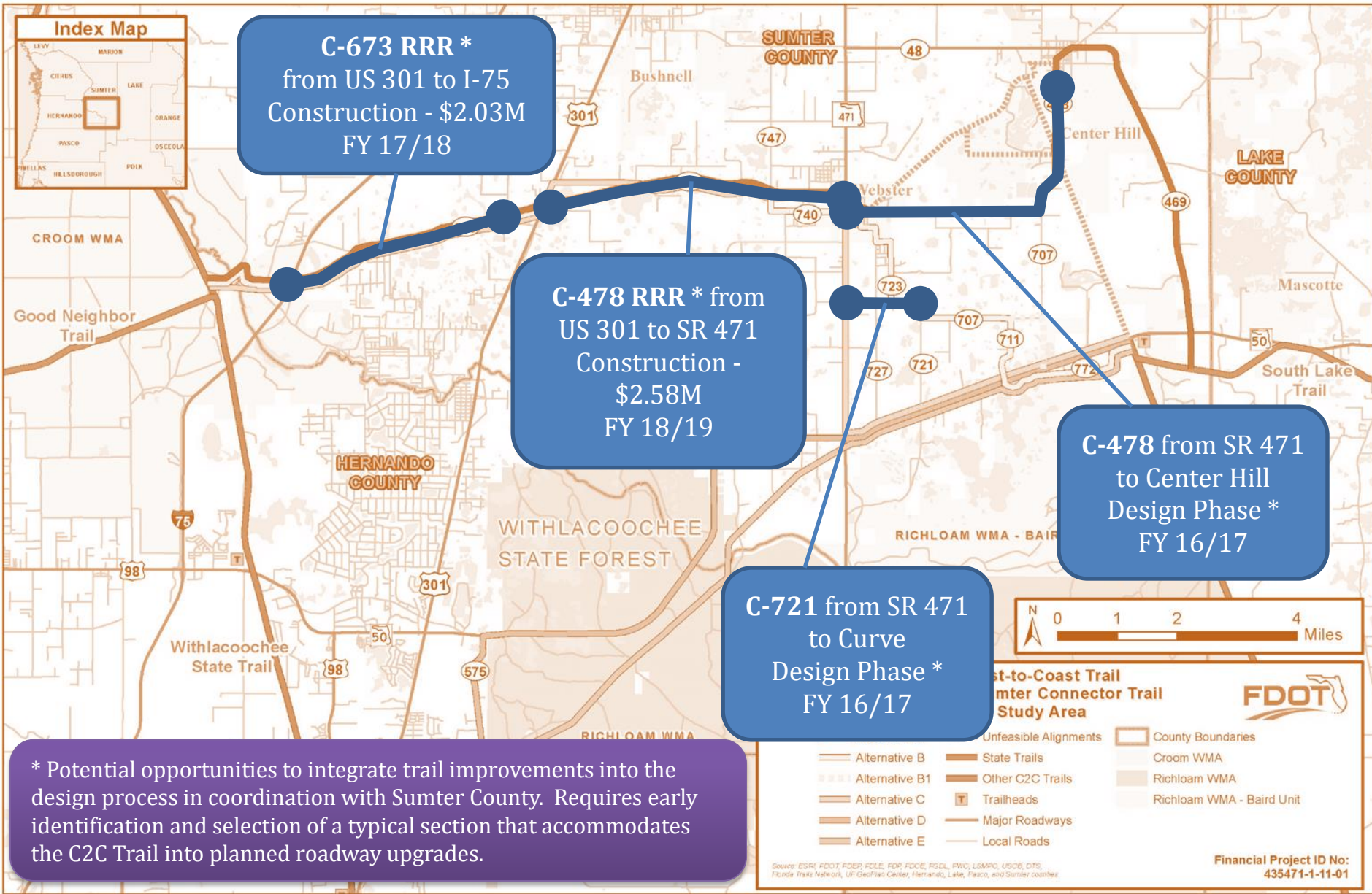
- Engineering feasibility / safety
- Minimize environmental effects
- Avoidance of hunting conflicts / recreational impact
- Minimize public opposition
- Secure maintaining agency support



Defining the C2C Corridor

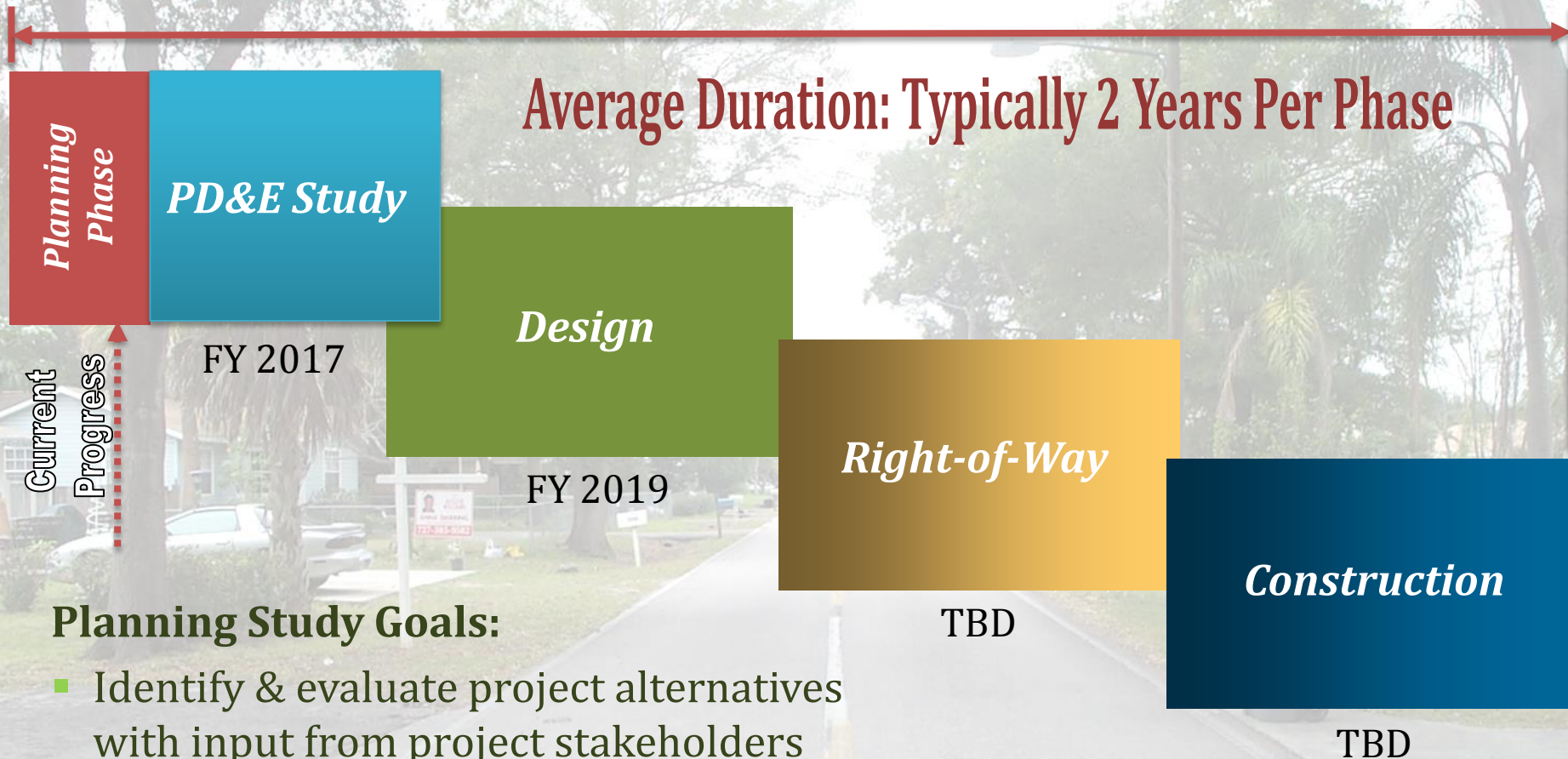


Future Project Coordination



* Potential opportunities to integrate trail improvements into the design process in coordination with Sumter County. Requires early identification and selection of a typical section that accommodates the C2C Trail into planned roadway upgrades.

Project Production Process

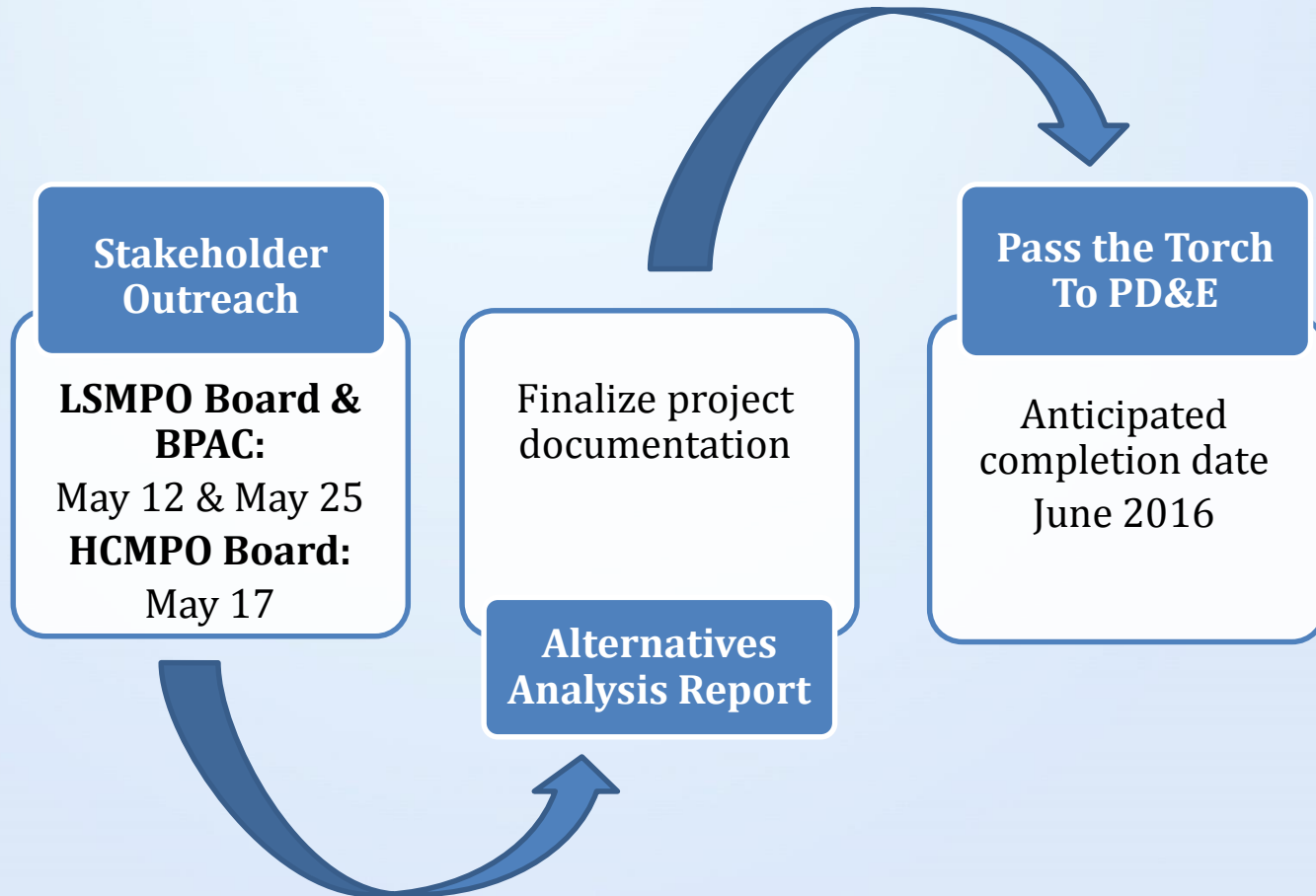


Planning Study Goals:

- Identify & evaluate project alternatives with input from project stakeholders
- Secure support from maintaining agency partners
- Identify viable alternative(s) to advance to PD&E Phase

Next Steps

Corridor Planning Study



Next Steps

Project Development & Environment Study (PD&E)

- To begin late 2016 or early 2017
- Estimated 24-month process
- Alignment specifics further evaluated
 - Detailed engineering evaluations
 - Detailed assessment of environmental effects
- Continued public involvement and stakeholders engagement with 2 Public Meetings anticipated
- Result: Preferred alignment & concept to advance into the design phase



For More Information:

Heather Garcia, FDOT District Five Project Manager

Email: heather.garcia@dot.state.fl.us

Phone: 386-943-5077

Natalie Suner, Study Coordinator

Email: nsuner@vhb.com

Phone: 407-965-0590

Project Website

www.cflroads.com | Search: South Sumter Connector Trail



MINUTES

Lake~Sumter Metropolitan Planning Organization Citizens' Advisory Committee (CAC) Meeting

**Wednesday, April 13, 2016
Regular Meeting, 4 p.m.**

**1616 South 14th Street
Leesburg, Florida 34748
Phone (352) 315-0170 – Fax (352) 315-0993**

OPENING

Steve Ferrell called the meeting to order at 4:00 p.m.; and confirmed the meeting was properly noticed and a quorum was present.

Members Present

Steve Ferrell, Chairman	Lake County, D1
Ben Homan	Lake County, D2
Gregory Jones	Lake County, D5
Doug Tharp	Sumter County
Steve Printz	Sumter County
Suzy Gibson	City of Clermont
Gerald Cobb	City of Eustis
John Schaller	City of Fruitland Park
David Kilmartin	Town of Howey-in-the-Hills
Regis LeClerc	Town of Lady Lake
Stephen Stone	City of Wildwood

Members Absent

Bradley W. Campbell	Lake County, D3
Natalie Werner	Lake County, D4
Hal Lyons	City of Bushnell
Sam Slaughter	City of Minneola
David Clutts	City of Tavares

Staff Present

T.J. Fish	Executive Director
Pam Richmond	MPO Project Manager
Mike Woods	Transportation Planner
Francis Franco	GIS Manager
Doris LeMay	Executive Assistant

Others Present

Carol Scott	FDOT
Scott Zornek	FDOT
Rax Jung	FDOT
Alison Stettner	FDOT
Henry Pinzon	FDOT
Ginger Hoke	Hoke Design

I. REPORTS

- A. Florida Department of Transportation
Vickie Wyche provided updates and lane closures.
- B. Florida's Turnpike Enterprise
Carol Scott provided updates.
- C. Lake County Report
None
- D. Sumter County Report
Reports included in Agenda Package.
- E. MPO Staff Reports
TJ Fish provided updates.
- F. CAC Members Comments and Reports
CAC committee members commented on various road and crossing concerns.

II. AGENDA UPDATE
None

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS
None

IV. PRESENTATIONS

- A. Florida's Turnpike Mainline PD&E Study Update- SR 50 to I-75. Scott Zornek, Project Manager Florida's Turnpike Enterprise, provided an overview and update.
- B. Wekiva Trail PD&E Study
Mike Woods provided a presentation on the work conducted by Inwood Consulting Engineers, Inc.
- C. City of Webster Master Plan Project
Ginger Hoke, Hoke Design, Inc., provided a presentation of the draft Master Plan for the City of Wildwood.

V. ACTION ITEMS

- A. February 10, 2016 Meeting Minutes
Motion was made by Doug Tharp to approve the February 10, 2016 meeting minutes, seconded by Susy Gibson – **motion passed 11-0.**
- B. Recommend Adoption of FY 2016/17 – 2017/18 Unified Planning Work Program
TJ Fish provided a brief update of the FY 2016/17-2017/18 Unified Planning Work Program. Mr. Fish also made note that the document is now being presented for a recommendation of final approval. Discussion continued. **Motion** was made by Susy Gibson to approve the Adoption of FY 2016/17-2017/18 Unified Planning Work Program, seconded by Steve Printz – **motion passed 11-0.**

- C. Recommendation of Approval of Amendment of the 2015/16-2019/20 Transportation Improvement Program**
TJ Fish provided a brief explanation of the Amendment of the 2015/16-2019/20 Transportation Improvement Program. Discussion Continued. **Motion** was made by Susy Gibson to approve Amendment of the 2015/16-2019/20 Transportation Improvement Program, seconded by Doug Tharp – **motion passed 11-0.**
- D. Recommend Approval of 2020/21-2039/40 List of Priority Projects and Recommend to Close Public Review Period**
TJ Fish provided a brief update of the 2020/21-2039/40 List of Priority Projects and recommended to close public review period. Discussion continued. **Motion** was made by Susy Gibson to approve the 2020/21-2039/40 List of Priority Projects and recommended to close Public Review Period, seconded by Steve Printz – **motion passed 11-0.**
- E. Recommend Approval of Draft FY 2016/17 – 2020/21 Transportation Improvement Program and Recommend to Open Public Review Period**
TJ Fish provided a brief explanation of the Draft FY 2016/17-2020/21 Transportation Improvement Program. Mr. Fish requested the committee to approve the draft document and to also recommend that the Governing Board open a public review period until the May 25 meeting. Discussion continued. **Motion** was made by Doug Tharp to approve Draft FY 2016/17-2020/21 Transportation Improvement Program and recommended to Open Public Review Period, seconded by Susy Gibson – **motion passed 11-0.**

VI. DISCUSSION ITEMS

- A. Long Range Transportation Plan Policy for Complete Streets**
Pam Richmond gave a brief update of the draft of the Complete Streets Policy. Discussion continued. Mrs. Richmond made note that the draft will be updated to incorporate the comments and requests of the committee and a revised Complete Streets Policy will be presented in May for approval.

VII. PROJECT UPDATES

Steve Ferrell noted a summary page of the Project Updates are included in the Agenda Package.

VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Steve Ferrell confirmed he would not be attending the April 27, 2016 MPO Governing Board Meeting.

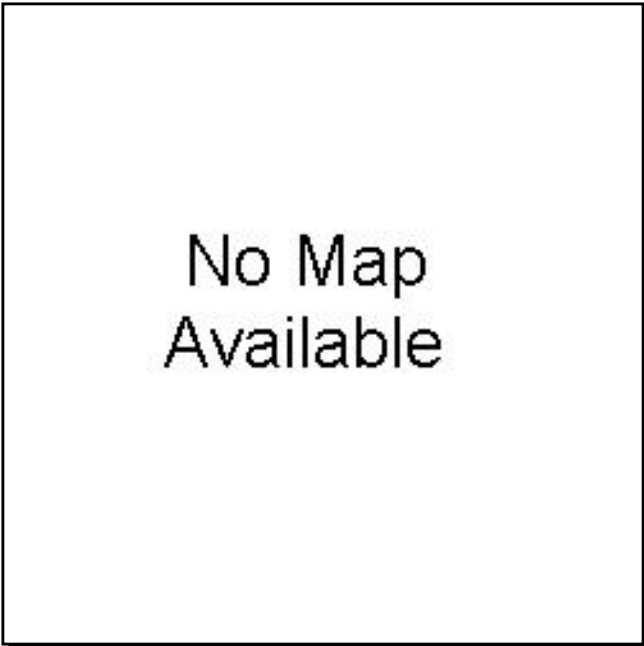
IX. ADJOURNMENT – Meeting adjourned at 5:16 p.m.

Steve Ferrell, Chairman

2382752

SR 46 / US 441

Non-SIS



Project Description:

Work Summary: ADD LANES & RECONSTRUCT

From: FROM W OF US 441

To: TO E OF VISTA VIEW LANE

Lead Agency: City of Mount Dora

Length: 1.458 mi

Prior Year Cost: 878,728
Future Year Cost: 0
Total Project Cost: 76,650,964
LRTP: pg.16,57

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
PE	DIOH	96,551	0	0	0	0	96,551
CST	DS	480,000	7,437,130	0	0	0	7,917,130
ROW	DDR	125,000	6,717,532	445,000	122,253	0	7,409,785
ROW	DIH	130,807	160,000	0	0	0	290,807
ROW	DIOH	23,546	547,920	493,687	443,686	0	1,508,839
CST	DIOH	55,633	982,180	0	0	6,311	1,044,124
ROW	PKOH	208,627	0	0	0	0	208,627
ROW	WKOC	90,000	0	6,000,000	0	0	6,090,000
CST	DDR	1,269,478	2,857,386	0	0	70,546	4,197,410
ROW	PKED	2,658,078	0	0	0	0	2,658,078
CST	PKED	0	19,042,272	0	0	0	19,042,272
CST	SL	0	755,219	0	0	0	755,219
CST	SN	0	1,053,542	0	0	0	1,053,542
ROW	DS	0	322,468	0	0	0	322,468
CST	CM	0	1,734,222	0	0	0	1,734,222
CST	WKOC	0	444,522	0	0	0	444,522
CST	DIH	0	379,980	0	0	0	379,980
CST	PKOH	0	620,683	0	0	0	620,683

2382752

SR 46 / US 441

Non-SIS



Project Description:

Work Summary: ADD LANES & RECONSTRUCT
From: FROM W OF US 441
To: TO E OF VISTA VIEW LANE
Lead Agency: City of Mount Dora
Length: 1.458 mi

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
CST	SA	0	14,327,988	0	0	0	14,327,988
ROW	SA	0	0	0	5,669,989	0	5,669,989
Total		5,137,720	57,383,044	6,938,687	6,235,928	76,857	75,772,236

Prior Year Cost: 878,728
Future Year Cost: 0
Total Project Cost: 76,650,964
LRTP: pg.16,57

4388671

LAKE-SEC 5339

Non-SIS

Project Description: SEC 5339 SMALL URBAN CAPITAL FOR LAKE COUNTY FIXED ROUTE

Work Summary: CAPITAL FOR FIXED ROUTE **From:** CAPITAL IMPROVEMENTS PROJECT

To: FOR FIXED ROUTE

Lead Agency: MANAGED BY LAKE COUNTY

No Map Available

Phase	Fund Source	2015/16	2016/17	2017/18	2018/19	2019/20	Total
CAP	DIOH	8,600	5,641	0	0	0	14,241
CAP	LF	83,654	54,870	0	0	0	138,524
CAP	DU	334,617	219,479	0	0	0	554,096
Total		426,871	279,990	0	0	0	706,861

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 706,861
LRTP: pg.11



MPO Policy 2016-X LAKE~SUMTER MPO COMPLETE STREETS POLICY

1. POLICY OBJECTIVE:

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for transportation network users of all ages and abilities, including pedestrians, transit users, bicyclists, commercial and emergency vehicles, freight drivers and motorists by planning, designing, operating and maintaining a network of multi-modal streets. This objective is consistent with regional transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND

The Lake~Sumter MPO (MPO) has long been a proponent of creating a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users. Complete Streets are necessary to advance multiple long-term community goals defined by the Goals and Objectives of TRANSPORTATION 2040. Complete Streets will enhance our region's quality of life over the long-term by advancing mobility, economically sound compact and connected development patterns, public health and safety, livability, environmental protection and enhancement, sustainability, equity, affordability, economic activity, climate resiliency, and excellence in urban design and community character.

The MPO has worked with its partners to better understand how it can help make the region as attractive, livable, and prosperous as possible. The foundation of this process was our participation in the *How Shall We Grow* process, *Our Community, Our Future* community visioning, and *Sumter 2030*. The objective of these three outreach efforts was to create a vision for our region that addressed the anticipated growth over the next 20 to 30 years in a way that would enhance the region aesthetically and economically.

This Complete Streets policy builds upon these efforts as well as the Florida Department of Transportation's (FDOT) adopted Complete Streets Policy. It promotes a multimodal transportation system that is designed and built to safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders.

The benefits of Complete Streets can be both qualitative and quantitative, and can act both in the short and long-term:

- Safety – reduction of conflict and encouragement of more predictable interaction among motorists, bicyclists and pedestrians of all ages and abilities
- Environmental – less air and noise pollution
- Maintenance – less use of roads by automobiles if significant mode shifts occur
- Congestion – integration of transit and non-motorized modes can reduce local congestion if a mode shift occurs
- Health – increased physical activity and reduction in healthcare costs
- Accessibility – consideration must be given to the segment of the population cannot or does not drive; increased compliance with the Americans with Disabilities Act (ADA) will provide better access for people of all ages and abilities
- External Costs – reductions correlated with less costly modal choices
- Economic Activity – A network of complete streets is safer and more appealing to residents and visitors, which is good for retail and commercial development.
- Quality of Life – A variety of transportation options allow everyone – particularly people with disabilities and older adults – to get out and stay connected to the community

3. DEFINITION

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. “All users” includes people of all ages and abilities.

4. GOALS

- 1) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities.
- 2) To ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users.
- 3) To ensure the use of the latest and best design standards, policies and guidelines.
- 4) To recognize the need for flexibility to accommodate different types of streets and users;
- 5) To ensure that the Complete Streets design solutions fit within the context(s) of the local and/or regional vision.

5. POLICY

The MPO will promote the Complete Streets concept throughout the region and, therefore, recommends that all member governments adopt comprehensive Complete Streets policies, consistent with this policy. The MPO will seek incorporation of Complete Streets concepts and policy into the development of all transportation projects within the region at all phases of development, including planning, design, construction, and performance monitoring.

6. APPLICABILITY

This Complete Streets Policy applies to all projects, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities that will use state or federal funds allocated through the MPO.

7. REQUIREMENTS

- Project sponsors must complete and submit a Project Information Application.
- Each project shall use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation.
- Designs shall include accommodation of all users and be sensitive to the context of the project setting. It is important to note that Complete Streets may look different for every project and road type. For example, wide lanes or paved shoulders may be sufficient in a rural area, whereas sidewalks and/or bike lanes are needed in an urban setting. Also, when re-striping projects are considered, where the right-of-way will not change, options such as bike lanes, sharrows, and pedestrian crosswalks could still be implemented.
- A systems approach shall be used in developing roadway projects, especially to ensure coordination with nearby jurisdictions, projects, and plans irrespective of the project sponsor.
- If there is another project planned or in development near this project the two should be coordinated to ensure consistency in the facilities serving the corridor.
- Logical termini should be chosen to include connections through “pinch points,” such as overpasses, railroad crossings, and bridges. Logical termini should not be chosen so that the project ends before such a “pinch point” unless there is a compelling reason to do so.
- If the project serves a destination point, such as a school, recreational facility, shopping center, hospital, or office complex, the project shall provide the

opportunity for the destination to have access to the project's pedestrian and bicycle facilities.

- The project sponsor shall provide the local transit agency the opportunity to participate throughout the entire process and require the involvement of the local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided.
- Public transit facilities shall be designed with the goals of Complete Streets in mind, by including sidewalks, bicycle connections, or secure bicycle parking, among others.
- Every project shall provide the opportunity for utility/telecommunications infrastructure to be appropriately accommodated to allow for existing and future growth. Efficient use of right-of-way during construction and maintenance should be considered to improve access to utility systems, including future broadband networks. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.
- Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode (e.g., a bus shelter should not block the clear walking zone on the sidewalk).

8. JURISDICTION

The MPO will provide the leadership to implement this policy on all transportation projects and programs that require MPO approval. This policy is consistent with the FDOT Complete Streets Policy.

Transportation projects (new construction, reconstruction, maintenance) funded through the MPO are subject to this policy. Any projects or programs that require approval or signature of the MPO will be reviewed according to this policy.

The MPO is not directly responsible for maintenance and operations of roadways and transportation systems. However, the MPO encourages jurisdictions within the Lake~Sumter MPO Planning Area to consider maintenance and operations as an opportunity to provide safer more accessible transportation options for all users. For example, when maintaining traffic signal equipment, it may be possible to adjust sensitivity of detection equipment to respond to the presence of cyclists, thus creating safer crossings for these roadway users.

The MPO also encourages all local jurisdictions within the Lake~Sumter MPO Planning Area to adopt a Complete Streets policy. The MPO will help any member government craft a policy tailored to its community and also consistent with the Complete Streets policies of FDOT and the MPO.

The MPO recognizes the need for interdisciplinary and cross-jurisdictional coordination to effectively develop, operate, and maintain bicycle and pedestrian networks and transit facilities. The MPO will work with the member governments within the MPO Planning Area, the FDOT, transit providers, and other stakeholders to achieve this goal. The MPO will engage in early coordination to identify whether a project will impact any transit facilities or bicycle and pedestrian routes identified on local and regional plans.

9. APPEALS

When a member government is not in agreement with the MPO's decision regarding accommodations for transit users, bicyclists, pedestrians, or motorists in projects subject to the Transportation Improvement Program Selection Process, the jurisdiction may introduce a formal appeal by means of a resolution adopted by their local governing body. The resolution must be submitted to the MPO and proceed through the established transportation planning process. As such, the resolution will be subject to review and comment by the Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. The MPO Governing Board, after considering comments from the other three committees, will make the final decision on the appeal.

10. EXCEPTIONS

There are conditions where it may be inappropriate to provide bicycle, pedestrian, or transit facilities. These exceptions include:

1. Facilities such as highways where bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the same transportation corridor and to provide safe crossings for bicyclists and pedestrians.
2. The cost of providing bicycle and pedestrian facilities would be excessively disproportionate to the need or probable use. "Excessively disproportionate" is exceeding twenty percent (20%) of the cost of the project.
3. Where there is a demonstrated absence of need or where it would not be prudent. For example, sidewalks, bikeways, and transit accommodations may not be provided in rural or undeveloped areas where future growth is not anticipated for the next twenty (20) years.
4. On projects that are pavement preservation/resurfacing only, the MPO will only consider bicycle, pedestrian, or transit improvements that do not require right-of-way acquisition, utility relocation, or major construction. Relocating or enclosing roadside drainage is an example of major construction that would not be considered as part of a preservation project. However, retrofits such as narrowing lanes, restriping, and other minor changes that can provide improved access is encouraged on preservation projects.

Exceptions for not accommodating bicyclists, pedestrians, and transit users in accordance with this policy will require approval of the MPO Governing Board. These exceptions will be submitted to the MPO and proceed through the established transportation planning process. As such, the exception will be subject to review and comment by the Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle/Pedestrian Advisory Committee. The MPO Governing Board will consider comments from three advisory committees and make the final decision. A jurisdiction may appeal this decision once using the process outlined in the Appeals section.

For exceptions on state and federal projects, coordination with and approval of FDOT will also be necessary.

11. RECOMMENDATIONS

- All users should be considered during the entire life cycle of a project, including planning, design, construction, operations, and maintenance.
- Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user.
- When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops.
- Traffic-calming elements including, but not limited to, landscaping, street trees, and narrowing of lanes, should be considered where safe and appropriate.
- Project sponsors should consider including street trees and landscape components, with careful analysis of tree, site, and design considerations.
- Special consideration should be given to future planned facilities or services.
- Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.
- Although this policy focuses on engineering projects, the project sponsor should provide education, encouragement, and enforcement strategies during or after the project. The education component should include government officials, developers, and the public. The MPO staff will compile and make available best practices, ideas, and other resources to help with these efforts.
- While this policy focuses on transportation, local governments should review their land use and zoning policies to provide for mixed land use developments and projects that provide direct non-vehicular connections within a given development.
- Each local community should regularly update its project design standards and procedures and train its staff to adhere to them.

- Local governments are encouraged to adopt their own Complete Streets policies, consistent with this regional policy and federal and state design standards.

12. IMPLEMENTATION

Upon approval and adoption of this Complete Streets policy, it will become part of MPOs planning process and project selection for state and federal funding. The principles of this policy will also guide MPO staff in preparation of MPO planning documents and regional transportation planning efforts to which it contributes. TRANSPORTATION 2040 will be amended to incorporate this policy in accordance with the requirements of the plan at adoption. A list of Complete Streets projects meeting the requirements of this policy will also be included in the amendment of TRANSPORTATION 2040. Also, the List of Priority Projects will be amended as necessary in order to seek funding for projects as the result of the completion and recommendation of a Complete Streets project study.

13. EVALUATION

The MPO, at a minimum, evaluate this policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Complete Streets Policy, including the development of exemption guidance, and subsequently be considered for adoption by the MPO Governing Board.