

APRIL 2017

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

(386) 943-5185

**LAKE COUNTY
CONSTRUCTION IN PROGRESS**

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

Ranger Construction

Project cost: \$37,503,443.23

ESTIMATE COMPLETION DATE: SEPTEMBER 2018 – 43% COMPLETE

LANE CLOSURES:

March 5, 2017 to October 18, 2018

SB inside lane closure on US 27 from south of Marguax Dr. to north of Lake Louisa Rd. – 24-hours a-day

March 5, 2017 to October 18, 2018

NB outside lane closure on US 27 South of Margaux Drive to north of Lake Louisa Road for 24-hours a day. The single lane configuration on both NB and SB will remain until the project is completed in Winter of 2018.

435434-1-52-01

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

Estimated completion date: August 18, 2017 (Establishment period ends) –83% complete

Dynamics Group, Inc.

Project cost: \$243,390

LANE CLOSURES: No Lane closures anticipated

Lake County reviewing Transition Plan for take-over maintenance after the 2-year Landscape Establishment period.

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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 2020 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 2017/2022. (FM 429356-1) 429356-2 US 441 Utility Relocation, JPA with City of Mt. Dora FY 2017. 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 2014/17. Construction not funded
6. **CR 466A (Miller St.) Lake-Sumter County Line to 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) 2014
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. (Construction on FM430253-4).

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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 - 92% complete

The Middlesex Corporation

Project cost: \$76.9 million

LANE CLOSURES: No Lane closures anticipated

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: October 2017 - 79% complete

Project cost: \$43.1 million

LANE CLOSURES: No Lane closures anticipated

240418-2:

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

Estimated completion date: August 2017 – 75%

LANE CLOSURES: No Lane closures anticipated

433959-1:

State Road 35/US 301 begins south of Cherokee Avenue and ends just north of Noble Avenue. (Bushnell)

Estimated completion date: Summer 2017

Milling and resurfacing the four-lane, undivided roadway and parking shoulders, and providing sidewalk improvements at several locations to meet ADA requirements

Project cost: \$8.8 mill

LANE CLOSURES: No Lane closures anticipated.

APRIL 2017

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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 2017/20 (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 from US 301 to I-75** – 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 DEPARTMENT

PROJECT SUMMARY - March 28, 2017

SUMTER COUNTY ROADWAY PROJECTS UPDATE

ROADS		SCOPE	PHASE	PROJECT BUDGET (FY 2017)
1	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. Curb and gutter work and concrete flat work will dominate the next 2 weeks. Substantial completion is set for 5/15/17.	C	\$3,907,620
2	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 (RAW) acquisition started in January 2016. Duke Energy pole relocation commenced 3/8/17.	C	\$2,323,656
3	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. Design by Kimley-Horn and Associates. 100% plans due 3/17. Final plans due 5/17. Construction 8/17 through 12/18.	D	\$400,000
4	C-470, C-475N, and C-576 Safety Improvements	The design by HDR of safety improvements to C-470 between CR 424 and Wilderness Drive (0.5 miles); C-475N between SR 44 and the Marion County line (6.3 miles); and C-576 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. 60% plans submitted 12/16. 100% plans due 2/17. LAP Agreement for construction to BOCC 6/17. Construction 10/17 through 12/18.	D	\$401,000
5	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 in FY 2019.	PL	\$750,000
6	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 in FY2018.	PL	\$750,000
7	CR 219 between SR 44 and CR 238	This project involves the reconstruction and widening of 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 included the extension of a 12" potable water main to the north of the Industrial park entrance. C.W. Roberts is the contractor for this project. Construction is completed.	Complete	\$1.028M
8	CR 525 Extension - Wade Industrial Park	The Nelson right-of-way closing was delayed due to the billboard easement conflict; however, the billboard release execution is anticipated by the end of March so closing can occur in April. DEP approval is in hand and the SWFWMD permit is in process. The design includes the water line, gas line and limited improvements on CR 514. Construction bidding is delayed until the Nelson right-of-way is in hand and the SWFWMD permit is in hand.	D	\$2,565,800
9	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 February 2016. The study is completed. Presentation was received by the FDOT TSMO Group in March 2017.	PL	\$200,000
10	C-462 Safety Improvements NE 15th Drive to CR 228	This roadway safety improvement LAP project is 1,200 ft. east of NE 15th Drive to 500 ft. north of CR 228, approximately 0.35 miles. This will eliminate the southernmost 90-degree horizontal curve. BOCC approved negotiations with Kimley-Horn on 3/14/17.	D	\$169,198
11	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 RFQ will be advertised for Design Consultant Selection 12/15/16. FDOT has authorized design funds for 2017 and construction is anticipated for FY 2018. BOCC awarded project to DRMP. Project under design. 60% plans due 3/17.	D	\$2.9M
FUTURE PROJECTS				
A	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. 100% design plans will be submitted to FDOT on 2/15/17. Construction is expected to begin in 2017, after the FDOT LAP agreement goes to the BOCC for approval in March 2017.	FY 2017	\$450,000
B	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.	FY 2020	TBD
Saved as: S:\Public Works\Division-Admin\Project Update Reports Projects A and B 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

Minutes
Lake~Sumter Metropolitan Planning Organization
Technical Advisory Committee (TAC) Meeting

Wednesday, February 8, 2017
Regular Meeting, 1:30 p.m.

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

OPENING

Vice Chairman Melanie Peavy called the meeting to order at 1:30 p.m.; and confirmed the meeting was properly noticed and a quorum was present. Melanie Peavy asked that everyone introduce themselves. T.J. Fish introduced and provided a brief explanation of duties of new staff member Brian Hutt. Various members introduced new members.

Members Present

Melanie Peavy, Vice-Chairman	City of Wildwood
Fred Schneider	Lake County
Kyle Mills	Sumter County/Transit
Stephen Cross	Town of Astatula
DC Maudlin	City of Leesburg
Vince Sandersfeld	City of Mount Dora
Antonio Fabre	City of Tavares
Aaron Mercer	City of Umatilla
C.T. Eagle	Town of Lady Lake
Denise Lee	City of Bushnell
Joyce Heffington	City of Minneola

Members Absent

Richard Baier, Chairman	Sumter County
Tomika Monterville	Lake County/Transit
Tom Carrino	City of Eustis
Gary La Venia	City of Fruitland Park
Dolly Miller	City of Mascotte

Staff Present

T.J. Fish	MPO Executive Director
Mike Woods	Transportation Planner
Francis Franco	GIS Manager

Others Present

Vickie Wyche	FDOT
Greg Moore	VHB

I. REPORTS

- A. Florida Department of Transportation: Vickie Wyche provided updates
- B. Florida's Turnpike Enterprise –T.J. Fish provided updates
- C. Lake County Public Works, Economic Growth, Transit – None
- D. Sumter County Public Works, Transit – None
- E. School Districts – None
- F. Municipalities – None
- G. MPO Staff – T.J. Fish provided updates

II. AGENDA UPDATE

Action Item D removed from Agenda. **Motion** was made by Kyle Mills to remove Action Item D, seconded by Vince Sandersfeld – **motion passed 11-0.**

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

IV. PRESENTATION

- A. **C-470 PD&E Study** – Greg Moore, VHB Project Manger presented update of the C-470 Project Development & Environment Study from CR 527 in Sumter Co. east to Florida's Turnpike in Lake Co.
- B. **FDOT Completing Florida's Streets.** Vickie Wyche, FDOT District 5 presented an overview of the Florida Transportation Plan and the statewide Complete Streets Initiative.

V. ACTION ITEMS

- A. **Approval of January 11, 2017 Meeting Minutes**
Motion was made by Kyle Mills to approve the January 11, 2017 Meeting Minutes, seconded by Vince Sandersfeld – **motion passed 11-0.**
- B. **Recommend Approval of Draft List of Priority Projects and Recommend to Open Public Review Period**
Mike Woods and T.J. Fish provided a brief update of the Draft List of Priority Projects and Recommended to Open Public Review Period. Discussion Continued. **Motion** was made by Joyce Heffington to approve Draft List of Priority Projects and Recommend to Open Public Review Period, seconded by Vince Sandersfeld – **motion passed 11-0.**
- C. **Dangerous By Design – Smart Growth America**
T.J. Fish provided a brief explanation of the 2016 Report. **Motion** was made by C.T. Eagle to approve Dangerous by Design report, seconded by Kyle Mills – **motion passed 11-0.**
- D. **Recommend Approval to Amend FY 2016/17 – 2020/21 Transportation Improvement Program**

No Action Taken – Pulled From Agenda
- E. **2017 Legislative Positions and Priorities**
T.J. Fish provided a brief explanation of the 2017 Legislative Positions and Priorities. Discussion Continued. **Motion** was made by Kyle Mills to approve the 2017 Legislative Positions and Priorities, seconded by Denise Lee – **motion passed 11-0.**

F. TMS and Local Funding Interlocal Agreement

T.J. Fish provided a brief update of the TMS and Local Funding Interlocal Agreement. Discussion Continued. **Motion** was made by Joyce Heffington to approve the TMS and Local Funding Interlocal Agreement, seconded by C.T. Eagle – **motion passed 11-0.**

VI. DISCUSSION ITEMS

A. Transportation Management System: MPO's Role in Regional Coordination

T.J. Fish gave a brief update of the Transportation Management System: MPO's Role in Regional Coordination. Discussion Continued.

B. Regional Analysis of Major Intersections

Francis Franco and Brian Hutt gave a brief update of the Regional Analysis of Major Intersections. Discussion Continued.

C. Status of MPO Request for Proposals for Mandatory Planning Services

T.J. Fish gave a brief update of the Status of MPO Request for Proposals for Mandatory Planning Services

VII. PROJECT UPDATES

Mike Woods noted the report is included the Agenda Package.

VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

IX. ADJOURNMENT

Motion was made by Kyle Mills, seconded by Vince Sandersfeld to adjourn meeting. Meeting adjourned at 2:56 p.m.

Richard Baier, Chairman

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WHEREAS, the extension of Buena Vista Boulevard south from SR 44 to C-468 is contemplated as a public-private partnership to achieve cost feasibility, with the City of Wildwood and Sumter County coordinating on gaining private-sector commitments as land development progresses and with the project eligible for federal or state funding by virtue of inclusion in the LRTP; and

WHEREAS, the document *TRANSPORTATION 2040 Program Policies* is a compilation of policies adopted by resolutions by the MPO from May 2016 through January 2017 and the document is to be added to the LRTP as Appendix A; and

NOW, THEREFORE, BE IT RESOLVED by the Lake~Sumter MPO that:

1. *TRANSPORTATION 2040*, the MPO’s LRTP, is hereby amended to add the concept of extending Citrus Grove Road in Lake County east to cross Florida’s Turnpike (SR 91) and to align with Fosgate Road, as shown in Exhibit A to this resolution; and
2. *TRANSPORTATION 2040*, the MPO’s LRTP, is hereby amended to add the concept of the extension of Buena Vista Boulevard in Sumter County from its existing terminus at SR 44 south to C-468, as shown in Exhibit B to this resolution; and
3. *TRANSPORTATION 2040* is hereby amended to add as Appendix A, “Program Polices” developed in support of the *TRANSPORTATION 2040* Goals, Objectives and Strategies that support regional and local issues and initiatives, and set the framework for project priorities to better address the many transportation challenges faced in the Lake~Sumter region, and
3. The Chairman of the MPO is hereby authorized and directed to transmit the *TRANSPORTATION 2040* amendment to the Florida Department of Transportation and the Federal Highway Administration.

DULY PASSED AND ADOPTED this _____ day of _____, 2017.

Lake~Sumter Metropolitan Planning Organization

Pat Kelly, Chair

This _____ day of _____, 2017.

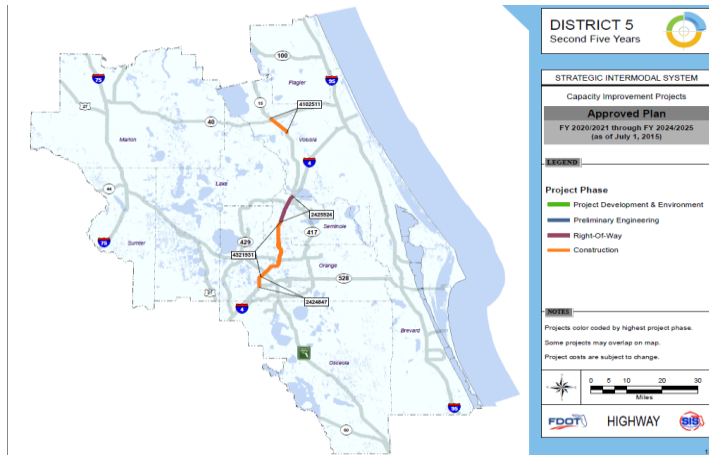
Approved as to form and legality:

Melanie Marsh, MPO Attorney

LAKE~SUMTER MPO - COST FEASIBLE PROJECTS

TABLE 1 - STATE PROJECTS (STRATEGIC INTERMODAL SYSTEM / FLORIDA'S TURNPIKE / CENTRAL FLORIDA EXPRESSWAY AUTHORITY)

Facility	From	To		Project	Current Year Cost Estimates	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
I-75 & CR 514	NEW INTERCHANGE		SIS	NEW INTERCHANGE	\$ 58.2	<p>TABLE WILL BE COMPLETED UPON ADOPTION OF FDOT SIS / TURNPIKE AND CF3X PLANS</p>				
US 27/SR 25	CR 561 SOUTH	FLORIDA'S TURNPIKE NORTHERN RAMPS	SIS	WIDEN ROAD (4 TO 6 LANES)	\$ 50.9					
US27 & SR19	INTERCHANGE		SIS	IMPROVEMENTS	\$ 29.1					
SR 91/FLORIDA'S TURNPIKE & US 301	INTERCHANGE		FLORIDA'S TURNPIKE	IMPROVEMENTS	\$ 29.1					
SR 91/FLORIDA'S TURNPIKE	MINNEOLA INTERCHANGE	ORANGE COUNTY LINE	SIS	WIDEN ROAD (4 TO 8 LANES)	\$ 100.9					
SR 91/FLORIDA'S TURNPIKE	SUMTER COUNTY LINE	MINNEOLA INTERCHANGE	SIS	WIDEN ROAD (4 TO 8 LANES)	\$ 315.2					
SR 91/FLORIDA'S TURNPIKE	LAKE COUNTY LINE	US 301	SIS	WIDEN ROAD (4 TO 8 LANES)	\$ 128.5					
SR 91/FLORIDA'S TURNPIKE	US 301	I-75	SIS	WIDEN ROAD (4 TO 6 LANES)	\$ 34.0					
FOSGATE ROADWAY & BRIDGE	CITRUS GROVE RD.	BLACKSTILL LAKE RD.	FLORIDA'S TURNPIKE	NEW ROADWAY & BRIDGE	\$ 10.0					



TOTAL COST ESTIMATE \$ 745.90 \$ -



Table 2 - Other Arterial (State / Federal Funds)

Facility	From	To	County	Project	Current Year Cost Estimates	Year of Expenditure Cost Estimates	Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
US 301 & C-472	INTERSECTION	0	SUMTER	SIGNAL/INTERSECTION IMPROVEMENTS	\$ 2.1	\$ 2.4	PD&E	PE / ROW / CST	-	-	-
SR 44	ORANGE AVENUE	US 441	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 18.5	\$ 22.2	PD&E / PE / ROW	CST	-	-	-
SR 50/SR 33	CR 565 (VILLA CITY ROAD)	BROWN STREET	LAKE	NEW 4 LANE ROAD	\$ 33.8	\$ 41.7	PD&E / PE	ROW	CST	-	-
US 301/SR 35	SR 44	C-470 W	SUMTER	WIDEN ROAD (2 TO 4 LANES)	\$ 51.1	\$ 87.3	PD&E / PE	ROW	-	CST	-
US 301 & CR 525E	INTERSECTION	0	SUMTER	SIGNAL/INTERSECTION IMPROVEMENTS	\$ 1.9	\$ 2.2	PD&E / ROW	PE / CST	-	-	-
US 441	SR 44	SR 46	LAKE	WIDEN ROAD (4 TO 6 LANES)	\$ 14.6	\$ 20.7	PD&E / PE	ROW	CST	-	-
C-470	TURNPIKE WEST RAMPS	CR 527	SUMTER	WIDEN ROAD (2 TO 4 LANES)	\$ 45.5	\$ 76.8	PD&E	PE / ROW / CST	-	CST	-
CR 470	TP WEST RAMPS	CR 33	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 18.4	\$ 26.9	PD&E / ROW	ROW	CST	-	-
SR 44 & US 27	INTERSECTION	0	LAKE	UPGRADE INTERSECTION	\$ 2.1	\$ 2.5	PD&E / PE / ROW	CST	-	-	-
US 441/SR 500	PERKINS STREET	SR 44	LAKE	WIDEN ROAD (4 TO 6 LANES)	\$ 8.7	\$ 16.1	PD&E / PE / ROW	-	-	CST	-
CR 48	EAST OF US 27 (PALATLAKAHA BRIDGE)	CR 33	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 6.3	\$ 11.5	PD&E / PE	-	ROW	-	CST
BUENA VISTA BLVD. EXTENSION	SR 44	CR 468	SUMTER	NEW 4 LANE ROAD	\$ 35.0	\$ TBD	None	PD&E/PE	ROW/CST		Developer Funded
SR 19	CR 561	CR 48	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 41.7	\$ -	PD&E / PE	-	-	-	ROW / CST
SR 50	HERNANDO CO	CR 33	SUMTER	CORRIDOR IMPROVEMENT	\$ 33.7	\$ -	None	-	-	-	PD&E / PE / ROW / CST
LAKE ORANGE PARKWAY	US 27	ORANGE COUNTY LINE	LAKE	NEW 4 LANE ROAD	\$ 85.5	\$ -	None	-	-	-	PD & E / PE / ROW / CST
SR 44	SR 44 & ORANGE AVENUE	CR 46A	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 8.1	\$ -	None	-	-	-	PD & E / PE / ROW / CST
SR 19	SR 50	CR 455	LAKE	WIDEN ROAD (2 TO 4 LANES)	\$ 62.5	\$ -	None	-	-	-	PD & E / PE / ROW / CST

Total \$ **202.75** \$ **310.35**
Other Arterial Funds \$ **303.50**
Balance (+ / -) \$ **(6.85)**

(PROJECTS THAT ARE COST FEASIBLE BY 2040)

TABLE 3 - MPO AREA ALTERNATIVE TRANSPORTATION STRATEGIES

Program						Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
REGIONAL TRAILS PROGRAM										
COMPLETE STREETS AND SIDEWALKS PROGRAM										
SAFE SCHOOLS EMPHASIS PROGRAM										
TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS PROGRAM										
INTELLIGENT TRANSPORTATION SYSTEMS PROGRAM										
SIDEWALK PROGRAM										

Boxed Funds - Prioritized Annually in the MPOs List of Priority Projects

TABLE 4 - MPO AREA TRANSIT (FEDERAL FUNDS)

Facility				Project			Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
LAKE~SUMTER TRANSIT DEVELOPMENT PLAN											

Adopted Lake~Sumter TDP

TABLE 5 - LAKE COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDED

Facility				Project	Total Needs Cost Estimate		Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
LAKE COUNTY				LOCAL PROJECTS	\$ 282.90						
LAKE COUNTY BRIDGES				LOCAL PROJECTS	\$ 6.00						

Local / Developer Funded

TOTAL (COST ESTIMATE) \$ 288.90

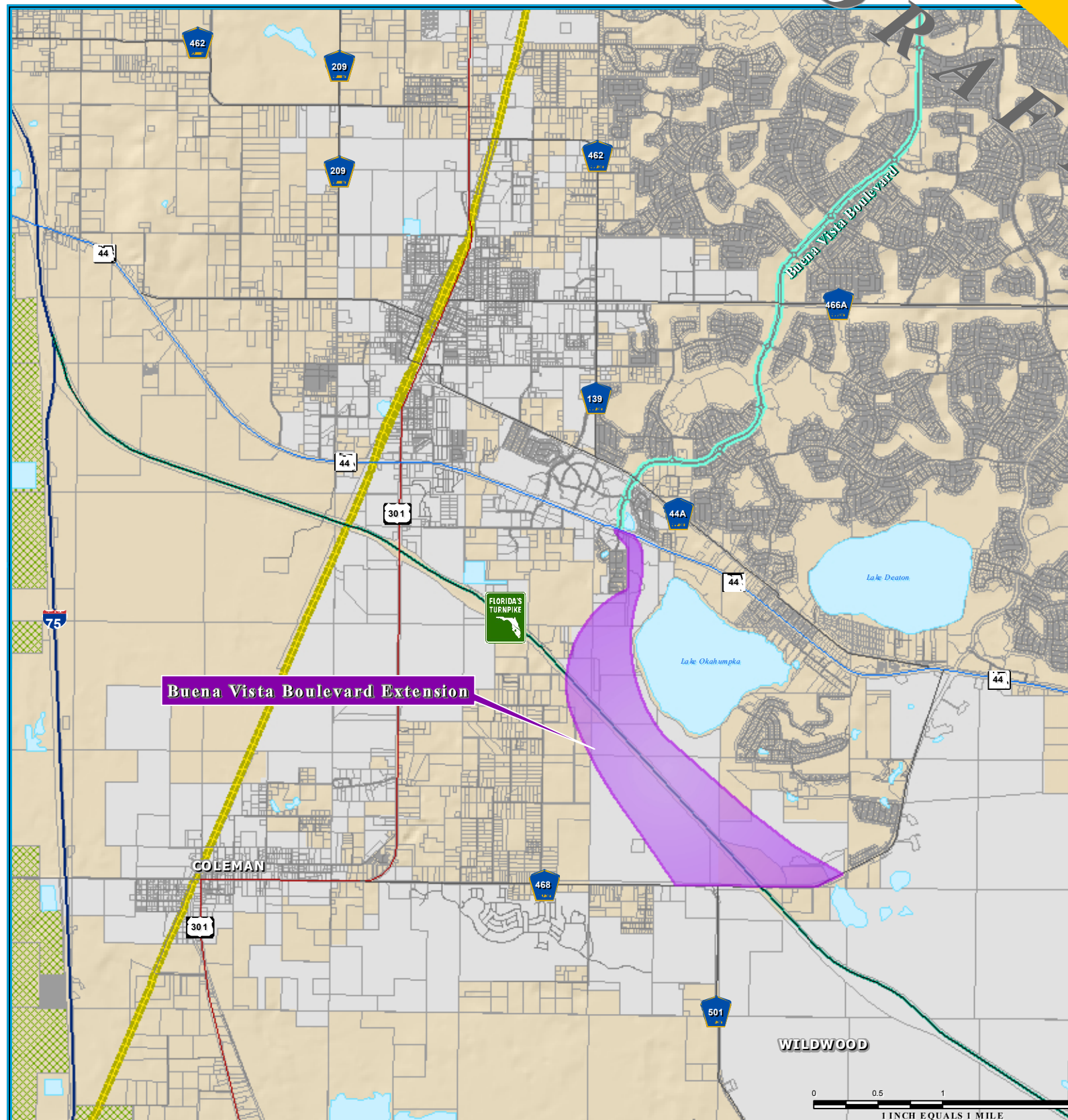
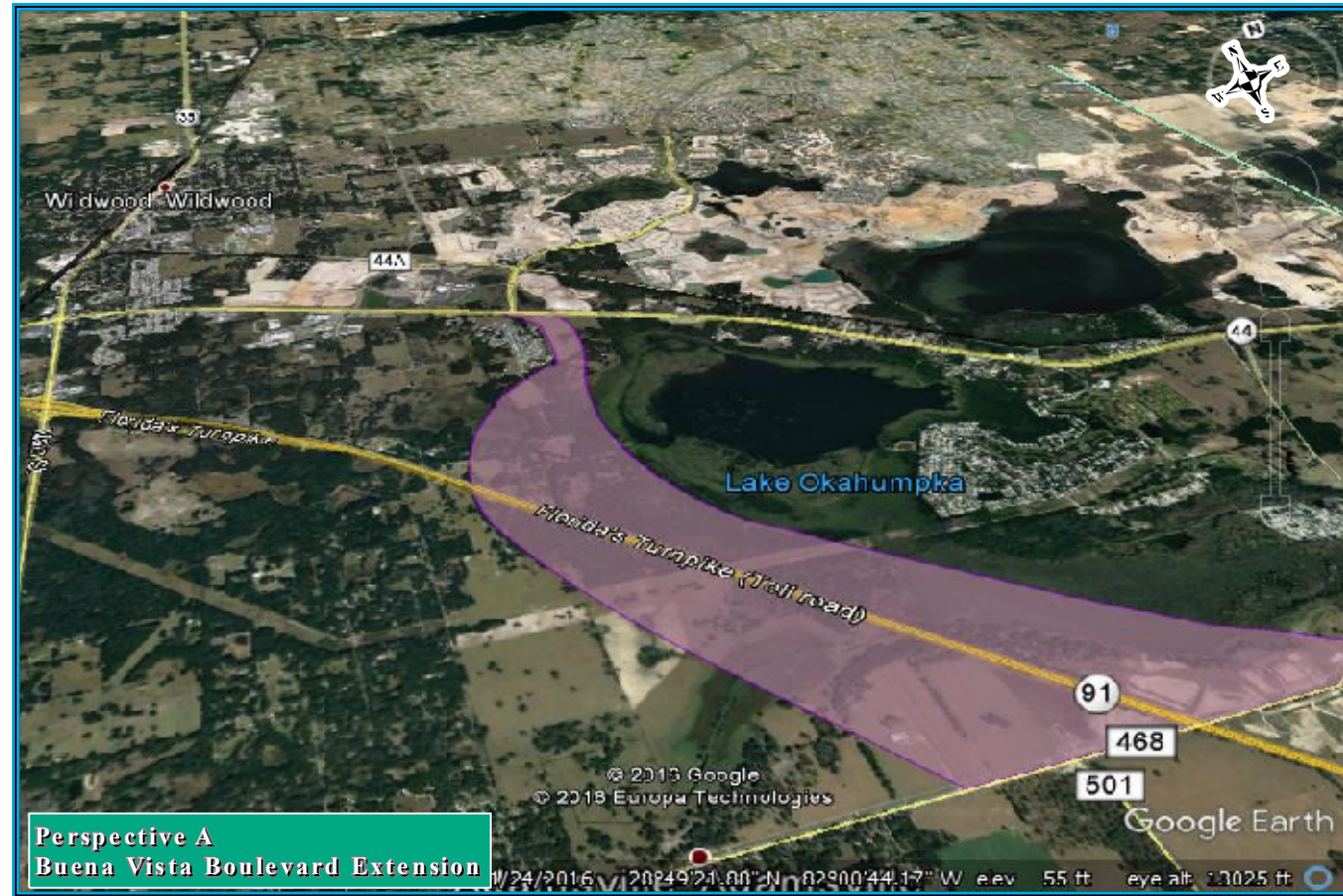
TABLE 6 - SUMTER COUNTY LOCAL / IMPACT FEE / DEVELOPER FUNDED

Facility				Project	Total Needs Cost Estimate		Funded Phases	2021 - 2025	2026 - 2030	2031 - 2040	Unfunded Phases
SUMTER COUNTY				LOCAL PROJECTS	\$ 113.70						
SUMTER COUNTY BRIDGES				LOCAL PROJECTS	\$ 5.00						

Local / Developer Funded

TOTAL (COST ESTIMATE) \$ 118.70

BUENA VISTA BOULEVARD EXTENSION



DRAFT

NOTE:

Use of this data is for PLANNING PURPOSES ONLY and is not a substitute for site specific survey data. No warranty expressed or implied is made regarding the accuracy or utility of the data and information on any other system or for general programming purposes, nor shall the act of distribution constitute any such warranty. This disclaimer applies both to individual use of the data, and information, and aggregate use with other data and information.



TRANSPORTATION PLANNING AREA SUMTER AND LAKE COUNTY, FLORIDA



- County Road
- State Road
- US Highway
- Interstate
- Turnpike
- Active Railroad
- Water Body
- Public Lands Managed by Federal Agency
- Public Lands Managed by State Agency
- Public Lands Managed by Local Agency

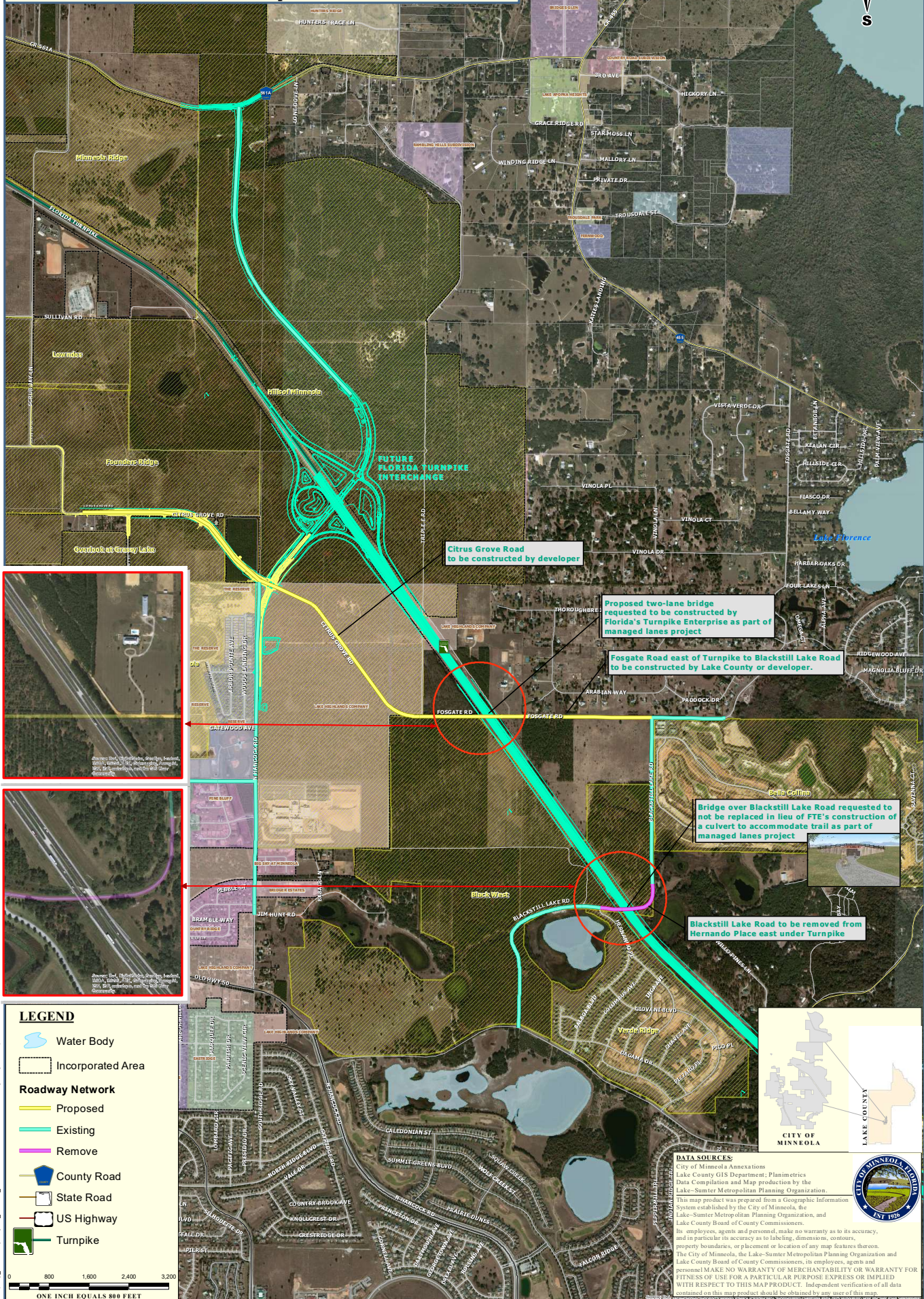
DATA SOURCES:
Lake and Sumter County GIS Department, Planning & Development Department, and Florida Department of Transportation. Data compiled and mapped by the Lake-Sumter Metropolitan Planning Organization. The Lake-Sumter Metropolitan Planning Organization is not responsible for any errors or omissions in this map. The Lake-Sumter Metropolitan Planning Organization is not responsible for any errors or omissions in this map. The Lake-Sumter Metropolitan Planning Organization is not responsible for any errors or omissions in this map.

MAP COMPOSITION:
APRIL, 2017

Document Path: G:_LW\K54_E_PRODUCION\Working_Files\SouthBuenaVistaBlvd_proposed\EXTENSION_SumterCounty_11x17.mxd

CITY OF MINNEOLA

LAKE COUNTY, FLORIDA



Citrus Grove Road to be constructed by developer

Proposed two-lane bridge requested to be constructed by Florida's Turnpike Enterprise as part of managed lanes project

Fosgate Road east of Turnpike to Blackstill Lake Road to be constructed by Lake County or developer.

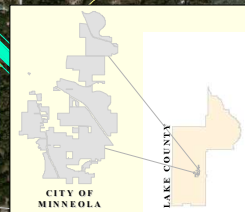
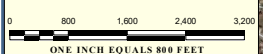
Bridge over Blackstill Lake Road requested to not be replaced in lieu of FTE's construction of a culvert to accommodate trail as part of managed lanes project

Blackstill Lake Road to be removed from Hernando Place east under Turnpike



LEGEND

- Water Body
- Incorporated Area
- Roadway Network**
 - Proposed
 - Existing
 - Remove
- County Road
- State Road
- US Highway
- Turnpike



DATA SOURCES:
 City of Minneola Annexations
 Lake County GIS Department, Planimetrics
 Data Compilation and Map production by the
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Policy 2016-3 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.

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney



POLICY 2016-4

REGIONAL TRAILS POLICY

1. POLICY OBJECTIVE

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for regional trail users of all ages and abilities, including pedestrians, bicyclists, by planning a network of regional trails. This objective is consistent with regional transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND:

Trails contribute to a community by providing people of all ages with an attractive, safe, and accessible place for recreation and transportation. The ultimate goal of a trail is to connect people to destinations.

Regional Trails are characterized by their interconnection to regional destinations and other statewide trails including the SUNTrail statewide network and trails identified in FDEP, Office of Greenways & Trails, Land Trail Opportunity Map and the Lake County Trails Masterplan. In addition to their ability to provide long distances of travel for recreational users by connecting major trail systems, these trails connect destinations, such as schools, parks and downtown areas, to communities. They are considered the backbone of larger state-wide trail systems. Regional Trails are designed to also attract users from other areas of the state or country and are the “showcase” of the area.

Regional trails are restricted to non-motorized modes of transportation and intended for a variety of user types to share. Typical uses include recreational and commuter purposes such as bicycling, in-line skating, roller skating, pet walking, pedestrians, exercising, nature walks, etc. The most common trail would be an asphalt or concrete surface of 12-14 feet in width with travel in both directions. The Regional Trails would be expected to connect regionally significant destinations or trail systems and would provide trailheads, rest stops, wayfinding and an overall user experience of the surrounding environment.

3. DEFINITION:

The MPO's definition of a regional trail is a trail that is separated from motor vehicle traffic and serves transportation, recreation, and health purposes for non-motorized transportation. Trails are regional in nature when they connect communities and serve the region as a whole. These trails are commonly called shared-use paths, multi-use paths, or bike paths and all have a paved surface. Regional trails are intended to be universally accessible for all users. Hiking and mountain biking trails are not considered regional trails in this plan because they do not serve a significant transportation purpose and are less accessible. A regional trail would provide non-motorized access to hiking and mountain biking trails, serving as a backbone to a larger trails network. Regional trails also provide non-motorized access to community centers and other developed areas as well as open space and other trails.

4. GOALS:

- a. Provides a foundation to advance the regional and statewide trail network in our planning area and identifies sources of funding;
- b. The establishment of clear priorities for coordinating, directing and focusing resources.
- c. Advances a framework for systematically "closing gaps" and connecting priority corridors within our planning area to establish a fully connected and integrated regional trail network.
- d. Supports linkages between policy and complementary state and regional trail planning efforts
- e. Develop consensus on priorities for regional trails development
- f. Act as an information clearing house for regional trails stakeholders
- g. Promote awareness of existing and developing trails

5. POLICY

The MPO will promote the Regional Trail network throughout the region and recommends that all member governments adopt Regional Trail policies, consistent with this policy. The MPO will seek incorporation of the Regional Trail network and policy into the development of all transportation projects where applicable.

6. CRITERIA:

The following categories of Trails are considered Regional Trails and are eligible for funding under the Regional Trails Policy for the Lake~Sumter MPO.

- a. **SUNTrail** eligible funding projects as identified in 339.81, F.S., and depicted on the SUNTrail Network Map in or adjacent to the Lake~Sumter MPO Planning area.
 - i. Coast to Coast Trail
 - ii. Heart of Florida Loop Trail
 - iii. St. Johns River to Sea Loop Trail

- b. Trails included on the **FDEP, Office of Greenways & Trails - Land Trails Opportunity Map**.

The Land Trails Opportunity Map represents the existing, planned and conceptual non-motorized trails that form a land-based trail network of state and regional importance. This map is a synthesis of trail planning efforts being conducted by cities, counties, transportation planning organizations and other agencies and non-profits throughout Florida. This map does not include all existing, proposed and conceptual trails in Florida, but focuses on linear trails of state and regional significance to form a comprehensive connected system. The Land Trails Opportunity Map is the state companion to community greenways and trails and bicycle and pedestrian master plans, and encompasses a combination of multiple and single-use trails to accommodate uses such as: walking, hiking, bicycling, mountain biking, horseback riding, skating and wildlife viewing.

- c. The **Lake County Trails Master Plan** was developed with the intent of providing not only a long-term vision, but bringing that vision into short-term focus with a realistic and practical approach to connectivity between schools, parks, neighborhoods, town centers, libraries, and the surrounding counties. The Master Plan identified 322 miles of shared-use trails, both regional and local trails, developed design standards, and created an implementation plan for the next 20 years. This plan serves as a guide to the location, design, prioritization, implementation, and maintenance of a comprehensive trail network within Lake County. The Plan also provides the information needed by Federal, State, County, municipality, and private stakeholders to preserve right-of-way and focus the funding necessary to implement the trail network. The identified Regional Trail network in the 2008 Lake County Trails Masterplan, are listed below:

- i. Sugar Loaf Mountain Trail
- ii. South Lake Trail
- iii. Lake-Wekiva Trail
- iv. Tav-Lee Trail

- v. Tav-Dora Trail
- vi. North Lake Trail
- vii. Lake Denham Trail
- viii. Gardenia Trail
- ix. Leesburg To Wildwood Trail
- x. Southlake - Citrus Ridge Trail
- xi. West Lake Trail
- xii. Black Bear Scenic Trail
- xiii. Van Fleet Trail

7. REQUIREMENTS

- a. Project sponsors must complete and submit a Project Information Application and Maintenance Agreement covering the long term operation and maintenance of the trail facility.
- b. Each project should 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.
- c. Designs shall include accommodation of all users and be sensitive to the context of the project category, i.e. SUNTrail network, Office of Greenways & Trails Land Trails Opportunity Network and the Lake County Trails Masterplan regional trail design standards.
- d. 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 users and access to transit facilities is provided.

8. APPEALS

When a member government is not in agreement with the MPO's decision regarding regional trails 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.

9. IMPLEMENTATION

Upon approval and adoption of this Regional Trail 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 Regional Trail 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 resolution of support of a Regional Trail Project Information Application.

10. EVALUATION

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

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney



POLICY 2016-7

SAFE SCHOOLS EMPHASIS PROGRAM POLICY

1. POLICY OBJECTIVE

The program will be used to assist the counties and municipalities identify and prioritize the most urgent needs within the two-mile radius, "parent responsibility zone," for each school in the Lake~Sumter MPO planning area. The Safe Schools Emphasis Program Policy will be incorporated into Transportation 2040 after Governing Board adoption. This objective is consistent with the multimodal transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND

Today more than ever, there is a need to provide options that allow all children, including those with disabilities, to walk and bicycle to school safely. Many communities struggle with traffic congestion around schools and motor vehicle emissions polluting the environment. At the same time, children in general engage in less physical activity, which contributes to the prevalence of childhood obesity. At first glance, these problems may seem to be separate issues, but the Safe Schools Emphasis program can address some of these challenges through coordinated school transportation planning.

Recent studies have found that walking to school is associated with higher overall physical activity throughout the day. There are many potential benefits of physical activity for youth including:

- Weight and blood pressure control
- Bone, muscle, and joint health and maintenance
- Reduction in the risk of diabetes
- Improved psychological welfare
- Better academic performance

3. Safe Schools Emphasis Program: The MPO received funding from FDOT for the Safe School Access Transportation Study (SSATS) to assess the transportation conditions of each school located within both Lake and Sumter counties. The primary goal of the SSATS was to develop transportation master plans for each school in the study area, focusing on a 10-year planning horizon. The plans were based on data

collected and analyzed for each school in the study area, as well as recommendations for improvement for all modes of travel to and from the individual school sites. The study area is a two-mile buffer around each school site encompassing any statutorily defined student walk zones and any locally defined parent responsibility zones for long range transportation planning purposes. Each school starts from a unique situation with different circumstances. Some schools have great places for walking and bicycling, but few students taking advantage of it. Other communities have children walking and bicycling to school in unsafe conditions or along poorly maintained routes. The SSATS addressed each school site and its unique conditions and issues and developed recommendations to provide more safe options for walking and biking to and from school. To implement the recommendations made in the SSATS, the MPO is establishing a Safe Schools Emphasis Program.

The benefits of walking and biking , such as improving public health, fostering connected communities, decreasing automobile dependence, and reducing air pollution are all highlighted in the MPO's Long Range Transportation Plan (TRANSPORTATION 2040). There is an increasing need and responsibility to give people the opportunity to walk and bike for transportation. TRANSPORTATION 2040 addresses the importance of walking and biking and what can be done to facilitate and promote it as a viable mode of transportation.

4. DEFINITION

Safe Schools Emphasis Area: For the purposes of this program the Safe School Emphasis area is defined as a 2 mile circular buffer around all school sites. This is a standard school transportation planning boundary established in July 2005, when Congress passed federal legislation that established a national Safe Routes to School program and defined this 2 mile buffer around schools. Specifically, this program addresses the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bicycle to school, on any public road or any bicycle or pedestrian pathway or trail within approximately two miles of a school. Educational and encouragement projects and programs are eligible for areas with walking and biking infrastructure in place.

5. GOALS

- a. The primary goal of the Safe Schools Emphasis Program is to help municipalities and counties within the Lake~Sumter Metropolitan Planning Organization planning area to provide a transportation system where students can safely and conveniently walk and bike to school.
- b. The Safe Schools Emphasis Program serves as framework for identifying and selecting school transportation projects for implementation.

- c. To establish a comprehensive vision and strategies for school transportation accommodations that enhance mobility through connectivity & accessibility, improved safety & quality of life.
- d. To maximize the multimodal capacity of existing roadways around our schools.
- e. To reduce the number of crashes involving motorists and pedestrians and bicyclists around our schools.
- f. Promote community policies, plans, subdivision regulations, and right-of-way requirements to make sure that school transportation provisions are included in new construction and rehabilitation projects both at a regional and local level.
- g. Safe Schools Emphasis Program aims to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.
- h. Reverse the decline in children walking and bicycling to schools, increase kids' safety and reverse the alarming nationwide trend toward childhood obesity and inactivity.

6. POLICY

The MPO will promote the planning and implementation of the Safe Schools Emphasis Program throughout the MPO planning area and recommends that all member governments adopt Safe Schools Emphasis policies, consistent with this program. The MPO will seek incorporation of the Safe Schools Emphasis Program into the development of transportation projects and plans where applicable. The concepts listed provide a broader perspective for both regional and local decision making concerning Safe School Emphasis Program implementation:

- a. Create Complete Streets around our schools
- b. Close gaps in the pedestrian and bicycle network
- c. Improve the pedestrian and bicycling environment around our schools
- d. Encourage appropriate school siting

7. CRITERIA

Safe Schools Emphasis projects can have different types of benefits, depending on the type of project. It can increase the number of children walking or bicycling to school, it can improve safety, and it can even reduce busing costs. The Lake~Sumter MPO defines Safe Schools Emphasis Program as one of their priorities: "projects that provide safe and convenient access to school locations within the MPO region; projects that complement education, outreach, and planning efforts at school sites The Lake~Sumter MPO will prioritize Safe Schools Emphasis projects in their Transportation Alternatives Program (TAP) application process based on any of the following criteria:

- a. The proposed project been identified as a priority in the SSATS or other Plan or is a missing link in a pedestrian or bicycle system within the defined Safe School Emphasis Area.
- b. The project resolves a documented hazardous walking condition as defined in Florida Statute and eliminates the resultant school busing requirement.
- c. The project meets the objectives and/or guidelines described in the Safe Routes to School Program and is within the defined Safe School Emphasis Area.

8. REQUIREMENTS

- a. Safe Schools Emphasis project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement covering the long term operation and maintenance of the Safe Schools Emphasis facility
- b. Each project should use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it is important to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation, i.e., Florida Greenbook, Plans Preparation Manual. All waivers of design criteria as described in the Florida Greenbook and the Plans Preparation Manual are supported in this policy document.
- c. Designs should include accommodation of all users and be sensitive to the context of the roadway and adjacent land use for the corridor.
- d. The project sponsor should provide the local transit agency the opportunity to participate throughout the process and encourage the involvement of the local transit agency in the design process to ensure that sufficient accommodation of transit users and access to transit facilities is provided.

9. APPEALS

When a member government is not in agreement with the MPO's decision regarding Safe Schools Emphasis 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. IMPLEMENTATION

Upon approval and adoption of this Safe Schools Emphasis Program, it will become part of the MPO's planning process and project selection for state and federal funding. The principles of this Program 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 Program in accordance with the requirements of the plan at adoption. 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 resolution of support of a Safe School Emphasis Project Information Application.

11. EVALUATION

The MPO, through its committee review process, will evaluate this Policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Safe Schools Emphasis Program, including the development of prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney



POLICY 2016-6

SIDEWALK PROGRAM POLICY

1. POLICY OBJECTIVE:

The Lake~Sumter MPO (MPO) will enhance safety, mobility, accessibility and convenience for users of all ages and abilities, including children, and seniors by inclusion of sidewalks on all roadway plans and projects. This objective is consistent with the multimodal transportation goals and visions set forth in TRANSPORTATION 2040, the MPOs long range transportation plan.

2. BACKGROUND:

The benefits of walking, such as improving public health, fostering connected communities, decreasing automobile dependence, and reducing air pollution are highlighted in the MPO's Long Range Transportation Plan "TRANSPORTATION 2040". There is an increasing need and responsibility to give people the opportunity to walk. TRANSPORTATION 2040 addresses the importance of walking and what can be done to facilitate and promote it as a viable mode of transportation.

According to the American Association of State Highway and Transportation Officials' A Policy on Geometric Design of Highways and Streets, also known as "the Green Book": "Providing safe places for people to walk is an essential responsibility of all government entities involved in constructing or regulating the construction of public rights-of-way."

When building new infrastructure or renovating existing places, it should always be assumed that people will walk and plans should accommodate pedestrians. Facilities should be accessible to pedestrians of all ages and abilities. Accessible design is the foundation for all pedestrian design and facilities need to be planned, designed, operated, and maintained to be usable by all people. Poor accessibility may create significant barriers to travel.

3. Definition:

Pedestrian Facilities: There are several ways in which pedestrians can be accommodated in the public right-of-way:

- a. Sidewalks - walkways parallel to the roadway and designed for use by pedestrians. Sidewalks provided on both sides of a street are the preferred pedestrian facility; however, the construction of sidewalks on both sides of the street would not be required in cases where pedestrians would not be expected such as when the roadway parallels a railroad or drainage canal. Newly constructed, reconstructed, or altered sidewalks must be accessible to and usable.
- b. Off-Road Paths - an off-road path, paved or unpaved, can be an appropriate facility in rural or low density suburban areas. Paths are usually set back from the road and separated by a green area, ditch, swales or trees.
- c. Shared Streets - shared uses of a street for people walking, bicycling and driving are referred to as shared streets. These are usually specially designed spaces such as pedestrian streets which are used on local urban streets with extremely low vehicle speed.
- d. Shoulders - most highway shoulders are not pedestrian facilities, because they are not intended for use by pedestrians, although they can accommodate occasional pedestrian usage.

❖ Florida Green Book 2013 edition

4. GOALS:

- a. The primary goal of the Sidewalk Program is to help municipalities and counties within the Lake~Sumter Metropolitan Planning Organization planning area to provide a transportation system where pedestrians can safely and conveniently walk to destinations within a reasonable distance.
- b. The Sidewalk Program serves as framework for identifying and selecting pedestrian projects for the Long Range Transportation Plan.
- c. To establish a comprehensive vision and strategies for pedestrian accommodations that enhance mobility through connectivity & accessibility, improved safety & quality of life.
- d. To provide well-designed, safe, comfortable, continuous, direct, and convenient pedestrian facilities for all users of various skill levels and physical abilities.
- e. To provide improved pedestrian connections to existing and future public transit facilities.
- f. To maximize the multimodal capacity of existing roadways.
- g. To reduce the number of injuries and deaths in crashes involving motorists and pedestrians.
- h. Ensure that all roadway and development projects accommodate pedestrians to the fullest extent. Roadways should be designed and buildings sited to make pedestrian access and safety the first priority.
- i. The establishment of clear priorities for coordinating, directing and focusing resources.

- j. Promote community policies, plans, subdivision regulations, and right-of-way requirements to make sure that sidewalks are included in new construction and rehabilitation projects both at a regional and local level.

5. POLICY:

The MPO will promote the planning and implementation of the Sidewalk Program throughout the region and recommends that all member governments adopt Sidewalk policies, consistent with this policy. The concepts listed provide a broader perspective for both regional and local decision making concerning Sidewalk Program implementation:

- a. Create Complete Streets
- b. Close Gaps in the Pedestrian Network
- c. Improve the Pedestrian Environment
- d. Prioritize Transit, Schools, Civic and Commercial Sites
- e. Implement Smart Growth Principles

The MPO will seek incorporation of the Sidewalk Program into the development of all transportation projects where applicable.

6. CRITERIA:

- a. New Sidewalk Installation: All new construction in urban and suburban areas should be evaluated include places for people to walk, on both sides of a street or roadway.
- b. Retrofitting Sidewalks: Many of the streets built in our region in recent decades do not have sidewalks, and these streets should be evaluated for the need to be retrofitted with pedestrian facilities. Local jurisdictions should prioritize pedestrian projects based on context of the roadway and the adjacent land use. The following are suggested criteria for establishing priorities.
 - i. Speed — there is a direct relationship between speed and the number and severity of crashes; high-speed facilities may rank higher if speed is a criterion.
 - ii. Street Classification — urban arterial streets should take precedence because they generally have higher pedestrian use (due to more commercial uses), have a greater need to separate pedestrians from motor vehicles (due to higher traffic volumes and speeds), and are the main links in a community.
 - iii. Crash Data — pedestrian crashes seldom occur with high frequency at one location, but there are clearly locations where crashes occur due to a lack of sidewalks. Usually, there is a pattern of pedestrian crashes up and

- down a corridor, indicating a need to provide sidewalks throughout, not just at crash locations.
- iv. School Walking Zones — school walking zones typically extend from residential areas to an elementary, middle or high school. Children and young adults are especially vulnerable, making streets in these zones prime candidates for sidewalk retrofitting.
 - v. Transit Routes — transit riders need sidewalks to access transit stops. Arterials used by transit are prime candidates for sidewalk retrofitting.
 - vi. Neighborhoods with Low Vehicle Ownership — twenty percent of the U.S. population has a disability and 30 percent of our population does not drive. Walking is the primary mode of transportation for many of the people in this country. People with disabilities live throughout the community. If they are not seen in the community, it may be due to the fact that adequate facilities are not provided. In addition, car ownership is lower and crash rates are often higher in low- and moderate-income neighborhoods with lots of children
 - vii. Urban Centers/Neighborhood Commercial Areas — areas of high commercial activity generate high pedestrian use, even if they are primarily motorists who have parked their car. Sidewalks are needed to improve safety and enhance the economic viability of these areas.
 - viii. Other Pedestrian Generators — hospitals, community centers, libraries, sports arenas, and other public places are natural pedestrian generators where sidewalks should be given priority.
 - ix. Missing Links/Gaps — installing sidewalks to connect pedestrian areas to each other creates continuous walking systems.
 - x. Local Priorities — local residents may have a sense of where the most desirable walking routes exist.

7. REQUIREMENTS:

- a. Sidewalk project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement covering the long term operation and maintenance of the sidewalk facility. Sidewalks on a county roadway within a municipal boundary will be the responsibility of the local municipality.
- b. Each project should use the most appropriate design standards and procedures. For projects using MPO attributable federal funding, it is important to meet or exceed standards and procedures acceptable to the Florida and U.S. Departments of Transportation, i.e., Florida Greenbook, Plans Preparation Manual. All waivers of design criteria as described in the Florida Greenbook and the Plans Preparation Manual are supported in this policy document.

- c. Designs should include accommodation of all users and be sensitive to the context of the roadway and adjacent land use for the corridor.
- d. The project sponsor should provide the local transit agency the opportunity to participate throughout the entire process and encourage the involvement of the local transit agency in the design process to ensure that sufficient accommodation of transit users and access to transit facilities is provided.

8. APPEALS:

When a member government is not in agreement with the MPO's decision regarding sidewalk 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.

9. IMPLEMENTATION:

Upon approval and adoption of this Sidewalk Program, it will become part of MPOs planning process and project selection for state and federal funding. The principles of this Program 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 Program in accordance with the requirements of the plan at adoption. 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 resolution of support of a Sidewalk Project Information Application.

Strategies to Reduce Total Costs:

- a. Stand-alone vs. integrated within another project: Installation of sidewalks should always be evaluated for inclusion in road construction projects. Stand-alone sidewalk projects cost more than the same work performed as part of a larger project. Sidewalks can be piggybacked to projects such as surface preservation, water or sewer lines, or placing utilities underground.
- b. Combining Projects: A cost-savings can be achieved by combining several small sidewalk projects into one big one. This can occur even if the sidewalks are under different jurisdictions, or even in different localities, if they are close to each other. The basic principle is that bid prices drop as quantities increase.

10. EVALUATION

The MPO through its committee review process will evaluate this Policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the Sidewalk Program, including the development of prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Policy Approved on: _____

Lake~Sumter Metropolitan Planning Organization

Leslie Campione, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney



POLICY 2017-1

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS POLICY

1. POLICY OBJECTIVE

Improving the efficiency of the existing transportation system, supporting the principles of improving mobility, reducing funding needs and congestion, and resource consumption. The intent of the Transportation Systems Management and Operations (TSM&O) policy is to encourage active management of the transportation system and to implement strategies in lieu of, or strategically in conjunction with, capacity expansion. Common types of TSM&O strategies include, but are not limited to:

- a. Intelligent Transportation Systems (Traveler Information, Adaptive Signal Control, Transit Signal Priority, etc.)
- b. Active Traffic Management (Active Arterial Management, Dynamic Routing, Queue Warning, Freight Management, etc.)
- c. Emergency Management
- d. Incident Management
- e. Event Management
- f. Information Management (Archived Data, Big Data, Performance Management, etc.)

These strategies can help to increase the efficiency of the system by shifting travel demand to off-peak periods and less congested facilities, optimizing travel speeds for fuel efficiency, and utilizing existing capacity to the greatest extent possible.

2. BACKGROUND

Transportation Systems Management and Operations (TSM&O) is a program within the Florida Department of Transportation (FDOT) that is based upon:

- a. Performance measurement,
- b. Active management of the multi-modal transportation network, and

- c. Positive safety and mobility outcome delivery to Florida's traveling public.

Initially envisioned in 2008, formally endorsed as a program in 2010, and actively being implemented across the country, TSM&O offers ways to optimize the use of limited transportation funding to maximize transportation system safety, efficiency, and effectiveness.

Vision: Provide an efficient, reliable, safe, and environmentally friendly multi-modal transportation experience through inter-agency cooperation that utilizes cost effective and innovative TSM&O methods to enhance the quality of life for the citizens of Lake County.

Mission: To deploy a customer-driven TSM&O program focused on mobility outcomes through real-time and effective management of the existing transportation system toward its maximum efficiency.

Formal Definition: TSM&O is an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system.

3. POLICY

The MPO will promote the planning and implementation of the TSM&O Policy throughout the MPO planning area and recommends that all member governments adopt TSM&O Policies consistent with this program. The MPO will seek incorporation of the TSM&O Policy into the development of transportation projects and plans where applicable. The concepts listed provide a broader perspective for both regional and local decision making concerning TSM&O Policy implementation:

- a. Coordinating with transportation, transit agencies, emergency service providers and our member governments to define their TSM&O projects, their concept of operations and providing assistance to meet the consistency requirements; and developing necessary integration and interfaces.
- b. Institutionalize TSM&O within the MPO Planning Area
- c. Incorporating TSM&O into entire project development cycle: Planning, PD&E, Design, Operations, Construction, and Maintenance

4. REQUIREMENTS

- a. TSM&O project sponsors must complete and submit a MPO Project Information Application and Maintenance Agreement (if applicable) covering the long term operation and maintenance of any TSM&O infrastructure.
- b. Each project should use the most appropriate TSM&O planning, design standards and procedures, i.e., Central Florida ITS Architecture, AASHTO Transportation Systems Management and Operations Guidance, and the Florida Transportation Systems Management and Operations Strategic Plan.

5. APPEALS

When a member government is not in agreement with the MPO's decision regarding TSM&O 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.

6. IMPLEMENTATION

Upon approval and adoption of this TSM&O Policy, it will become part of the MPO's planning process and project selection for state and federal funding. The principles of this Program 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 Program in accordance with the requirements of the plan at adoption. 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 resolution of support of a ITS Project Information Application.

7. EVALUATION

The MPO, through its committee review process, will evaluate this Policy and the documents associated with it on an annual basis. This evaluation may include recommendations for amendments to the TSM&O Policy, including the development of

prioritization criteria, design guidance, and subsequently be considered for adoption by the MPO Governing Board.

Policy Approved on: January 25, 2017

Lake~Sumter Metropolitan Planning Organization



Pat Kelley, Chairman

Approved as to form and legality:

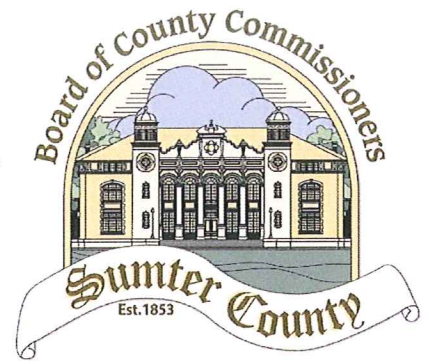


Melanie Marsh, MPO Attorney

Board of County Commissioners

Sumter County, Florida

7375 Powell Road, Suite 200 • Wildwood, FL 34785 • Phone (352) 689-4400 • FAX: (352) 689-4401
Website: <http://sumtercountyfl.gov>



March 6, 2017

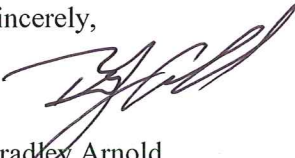
Mr. T.J. Fish
Lake-Sumter MPO
1616 South 14th Street
Leesburg, FL 34748

Dear Mr. Fish,

As was discussed during the Sumter County Public Works/Transportation Update portion of the 2/22/17 Lake-Sumter MPO (LSMPO) Governing Board Meeting, Sumter County respectfully requests the LSMPO Governing Board amend the LSMPO Long Range Transportation Plan and the List of Priority Projects at its April 2017 meeting to include a new project. This project extends Buena Vista Boulevard south from its existing terminus at SR 44 to C-468 (see Exhibit A). This request is in response to The Villages® development announcement of its acquisition of 8,000 acres and the accompanying expansion of The Villages® development by 14,000 single family dwelling units (see Exhibit B). The proposed extension of the Buena Vista Boulevard arterial roadway will convey 14,000 vehicles per day in the year 2040 and will play a key role in the formation of a north-south grid system to connect motorists to I-75, US 301, and Florida's Turnpike.

Please do not hesitate to contact Richard Baier, P.E., Assistant County Administrator and Public Works Director for further information at 352-689-4400.

Sincerely,


Bradley Arnold
County Administrator

cc: Sumter County Board of County Commissioners
Mr. Richard Baier, P.E., Assistant County Administrator and Public Works Director
Mr. Bill Ed Cannon, City Manager, City of Wildwood
Mr. Jason McHugh, Assistant City Manager, City of Wildwood

Enclosures: Exhibits A & B

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Vice Chairman
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Chairman
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County Administrator
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7375 Powell Road
Wildwood, FL 34785

Gloria R. Hayward, Clerk & Auditor
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215 East McCollum Avenue
Bushnell, FL 33513

County Attorney
The Hogan Law Firm
Post Office Box 485
Brooksville, Florida 34605

LET'S GO
Looking for something fun to do today? Go see a movie! D1

Exclusive First Look

Take a tour of The Villages' next neighborhood: The Village of Fenney.
INSIDE TODAY'S PAPER, A9-12



Here We Grow Again!

The Villages will continue its commitment to making retirees' dreams come true.

Today, The Villages Metropolitan Statistical Area is the nation's fastest-growing. The Villages alone counts 113,049 residents, up from 8,333 in 1990.

FIRST CAME SPANISH SPRINGS TOWN SQUARE ...



Spanish Springs Town Square opens in 1994. By 2000, Sumter County had 53,345 residents, compared to 8,333 residents living in The Villages in 1990. Also in 2000, The Villages Charter School opens with kindergarten through fifth-grade classes (its middle school opens in 2001 and its high school opens in 2003). In 2002, The Villages Regional Hospital opens as a 60-bed facility.

... THEN CAME LAKE SUMTER LANDING MARKET SQUARE ...



Lake Sumter Landing Market Square opens in 2004. The next year, Target and Wal-Mart announce plans to come to The Villages. In 2012, with a population of 101,620, The Villages is designated as a metropolitan statistical area.

... THEN CAME BROWNWOOD PADDOCK SQUARE ...



Brownwood Paddock Square opens in 2012. In 2013, The Villages is named the nation's fastest-growing MSA with a population of 107,056. It's held that rank ever since. Sumter County commissioners issue a resolution in 2015 that encourages The Villages to keep building south of State Road 44. In 2016, Wildwood commissioners approve the newest Villages neighborhood, the Village of Fenney. The Villages counts 113,049 residents in 2017.

... NEXT IS MORE EXPANSION ...



Villages Developers Jennifer Parr, left, Mark Morse, center, and Tracy Mathews announced Thursday that The Villages is expanding south of County Road 44 after purchasing approximately 8,000 acres south of Brownwood. The decision was made in large part at the encouragement of the Sumter County Board of Commissioners.

... ON THE HORIZON: MORE HOMES NEAR FENNEY

Staff Report

Thanks to considerable support from Sumter County and Wildwood officials — along with the Developer's strong desire to continue building America's premier retirement community — approximately 8,000 acres have been purchased south of Brownwood.

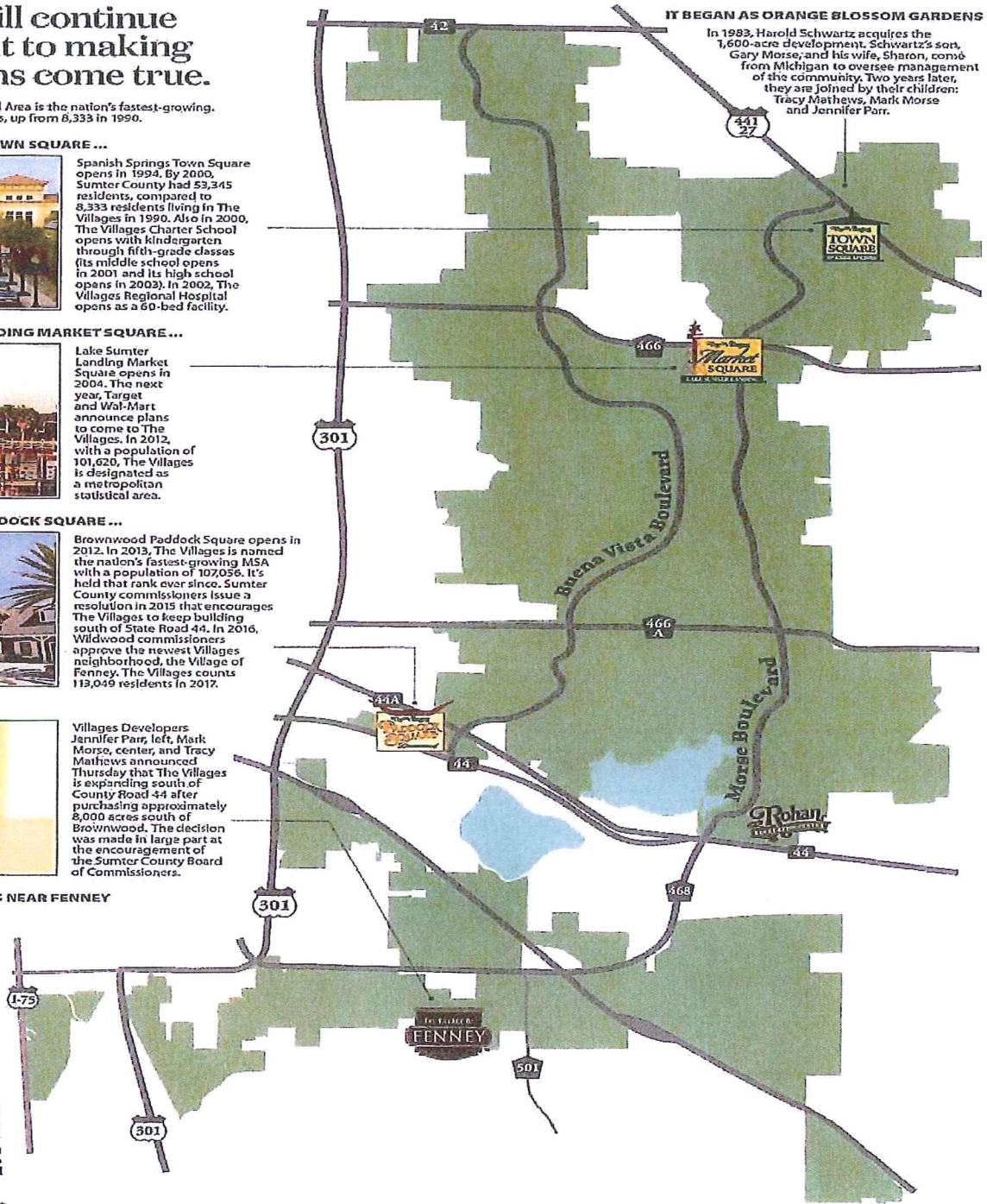
That includes the community's newest neighborhood, the Village of Fenney, announced last May, where about 4,600 of the projected 14,000 new homes are being built.

Mark Morse, president and CEO of The Villages, said, "It's always been our desire to help make it possible for those dreams of current and future generations of residents to be realized. And with the September 2015 resolution from the Sumter County Board of Commissioners that encouraged The Villages to continue building past its already established borders, it was a natural decision for our family to make. We felt compelled to continue our life's work and allow our area and business to continue to thrive and grow."

Please See GROWTH, A20

IT BEGAN AS ORANGE BLOSSOM GARDENS

In 1983, Harold Schwartz acquires the 1,600-acre development. Schwartz's son, Gary Morse, and his wife, Sharon, come from Michigan to oversee management of the community. Two years later, they are joined by their children: Tracy Mathews, Mark Morse and Jennifer Parr.



LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 2017 - 8

RESOLUTION OF THE LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION ADOPTING THE 2017 LIST OF PRIORITY PROJECTS AND AUTHORIZING TRANSMITTAL OF THE NEW FUNDING PRIORITIES TO THE FLORIDA DEPARTMENT OF TRANSPORTATION.

WHEREAS, the Lake~Sumter Metropolitan Planning Organization (MPO) is the duly designated and constituted body responsible for carrying out the urban transportation planning and programming process for Lake~Sumter Planning Area; and

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition for the receipt of federal capital or operating assistance, has a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, Florida Statutes 339.175(8)(a) requires that the MPO is responsible for developing, annually, a list of project priorities ranking the transportation needs of the MPO area; and

WHEREAS, the prevailing principles that must be considered by the MPO when developing the List of Priority Projects are preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility; and

WHEREAS, the 2017 List of Priority Projects must be based upon project selection criteria that considers, in part, the MPO long range transportation plan; the Florida Department of Transportation (FDOT) Strategic Intermodal System Plan; criteria consistent with projects eligible to receive funding from the Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4); the results of the transportation management systems; and the MPO public involvement plan; and

WHEREAS, the 2017 List of Priority Projects must be used by the FDOT in developing the district work program and must be used by the MPO in developing its Transportation Improvement Program; and

WHEREAS, the FDOT has established a deadline of September 1, 2017, for the submittal of new project priorities, pursuant to Florida Statutes 339.175(8)(b), with said priorities serving as a basis upon which FDOT District 5 makes funding decisions relative to the FDOT five-year Work Program; and

WHEREAS, the Lake~Sumter MPO, serving the role of prioritizing all federal-aid roadways including certain county roadways, also has prioritized county transportation projects in order to address regional county transportation needs within the MPO Area.

NOW, THEREFORE, BE IT RESOLVED by the Lake~Sumter MPO:

1. The 2017 List of Priority Projects was developed with consideration given to preserving the existing transportation infrastructure, enhancing Florida’s economic competitiveness, and improving travel choices to ensure mobility; and
2. The 2017 List of Priority Projects is consistent with the MPO’s adopted long range transportation plan, *TRANSPORTATION 2040*, which was adopted December 9, 2015; and
3. The 2017 List of Priority Projects is consistent with the FDOT Strategic Intermodal System Plan; and
4. The 2017 List of Priority Projects was developed in consideration of criteria consistent with projects eligible to receive funding from the Transportation Regional Incentive Program outlined in Florida Statutes 339.2819(4);
5. The 2017 List of Priority Projects was developed in consideration of the results of the transportation management systems;
6. The 2017 List of Priority Projects was developed using the procedures of the MPO Public Involvement Plan;
7. The 2017 List of Priority Projects is hereby endorsed and adopted; and
8. The Chairman of the MPO is hereby authorized and directed to submit the list of priority projects to the Florida Department of Transportation and to the chairman of both the Lake County and the Sumter County Board of County Commissioners.

DULY PASSED AND ADOPTED this _____ day of _____, 2017.

Lake~Sumter Metropolitan Planning Organization

Pat Kelley, Chairman

Approved as to form and legality:

Melanie Marsh, MPO Attorney



2017
LIST OF PRIORITY PROJECTS

**MPO GOVERNING BOARD
APRIL 26, 2017**

Prepared by the
Lake~Sumter Metropolitan Planning Organization
1616 South 14th Street
Leesburg, FL 34748

**CONSTRUCTION PROJECTS
TABLE 1**

RANK	FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1	4098701	SR 44	SR 500 (US 441)	SR 44/E ORANGE AVE	FDOT	WIDEN TO 4 LANES	ROW	2013/14	CST FY2018/19	\$16 M	FDOT PROJECT APPLICATION COMPLETE
2	434912-2	CR 470 - Segment 2	TP EAST RAMPS	BAY RD	FDOT	WIDEN TO 4 LANES	ROW	2012/13	CST/FY2023	\$9 M	FDOT CANDIDATE PROJECT TENTATIVELY FUNDED PD&E FY19, PE FY21 (NEED TO UPDATE THE PRIOR PROJECT PHASES)
3	2383943	SR 500/US 441	PERKINS ST	SR 44 (E DIXIE AVE)	FDOT	WIDEN TO 6 LANES	ROW	2011/12 2012/13	CST	\$7.9M	FDOT PROJECT APPLICATION COMPLETE
4	4293561	SR 500 (US 441)	SR 44	SR 46/WEKIVA CONN	FDOT	WIDEN TO 6 LANES	PE ROW	2013/14 2017/18	CST FY2018/19	\$24 M	FDOT PROJECT APPLICATION COMPLETE
5	430253-5	CR 466A PHASE 3B	PONISSETTIA AVE.	JUST EAST OF TIMBERTOP RD	LC	WIDEN TO 4 LANES	ROW	2017/18	CST	\$7 M	APPLICATION SUBMITTED - NON STATE ROADWAY
6		CITRUS GROVE PHASE 2	US 27	NORTH HANCOCK RD	LC	WIDENING TO 4 LANES	PE	2017/18	CST	\$15 M	APPLICATION SUBMITTED - NON STATE ROADWAY
7	-	C-470 SIDEWALK	CR 436	OUTLET BRIDGE	SC	SIDEWALK	NA		DSB	\$172 K	APPLICATION COMPLETE
8	-	US 27 ATMS	SR 44	SE HWY 42	FDOT	ATMS FOR CORRIDOR	N/A		DSB	\$1.60 M	FDOT PROJECT APPLICATION COMPLETE
9	-	LAKE COUNTY ATMS.NOW PROJECT			LC	CENTRAL MGMT PLATFORM SYSTEM	STUDY		CST/EQUIPMENT PURCHASE/INSTALLATION	\$99 K	APPLICATION COMPLETE
10	-	HARTWOOD MARSH RD PAVED SHOULDER	HANCOCK RD	NEW CR 455 (HARTLE RD)	LC	NEW PAVED SHOULDER	PE	2017/18	CST	\$2 M	APPLICATION SUBMITTED
11	4372981	C-575 BRIDGE OVER SPRING RUN	BRIDGE ID# 184052		SC	REPAIR/REHABILITATE BRIDGE	STUDY	2014/15	DSB	\$210 K	APPLICATION COMPLETE
12	439224-3	SOUTH BUENA VISTA BLVD	N ODELL CIR	SOUTH OF S ODELL CIR	SC	RESURFACING	NA	NA	DSB	\$1.29 M	APPLICATION COMPLETE
13	439223	CR 478	SR 471	CENTER HILL CITY LIMIT	SC	RESURFACING	NA	NA	DSB	\$1.7 M	APPLICATION COMPLETE
14		C-468	US 301	CR 505	SC	WIDEN to 4 LANES	NA	NA	CST	\$8.28 M	APPLICATION COMPLETE

**RIGHT OF WAY PROJECTS
TABLE 2**

RANK	FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1	4309752	WEKIVA TRAIL SEGMENT 1	TREMAIN STREET	CR 437	LC/MD	MIXED USE TRAIL	PE	2015/16	ROW FY2019/20	\$10 M	PE PHASE UNDERWAY
2	4309753	WEKIVA TRAIL SEGMENT 2	CR 437	RED TAIL BLVD	LC	MIXED USE TRAIL	PE	2015/16	ROW FY2019/20	\$7 M	PE PHASE UNDERWAY
3	4270561	SR 50 REALIGNMENT/ SOUTH LAKE TRAIL, PHASE 3	CRITTENDEN RD	VILLA CITY	FDOT	REALIGNMENT	PD&E PE	2014/15	ROW FY2018/19	\$24.4 M	FDOT PROJECT APPLICATION COMPLETE
4	4354711	SOUTH SUMTER CONNECTOR TRAIL	VAN FLEET TRAIL	WITHALOOCHOOCEE TRAIL	FDOT	MIXED USE TRAIL	PD&E PE	2018/19 2016/17	ROW FY2021/22	\$9 M	FDOT PROJECT APPLICATION COMPLETE SUNTRAIL PROJECT
5	4354761	CR 514 INTERCHANGE	@ I-75		FDOT	NEW INTERCHANGE	PD&E PE	2015/16 2016/17	ROW FY 2019/20	TBD	FDOT PROJECT APPLICATION COMPLETE
6	4301321	SR 35 (US 301)	C-470 (W)	SR 44	FDOT	WIDEN TO 4 LANES	PD&E PE	2013/14 2020/21	ROW FY2022/23	TBD	FDOT PROJECT APPLICATION COMPLETE
7	4355411	CITRUS GROVE ROAD PHASE 2	US 27	GRASSLY LAKE RD.	LC	WIDEN TO 4 LANES	PE	2014/15	ROW	\$1 M	APPLICATION SUBMITTED
8	4349121	C-470 - Segment 1	CR 527	SR 91 (FL TPK)	FDOT	WIDEN TO 4 LANES	PD&E PE	2014/15 2019/20	ROW FY2021/22	TBD BY FDOT	FDOTPROJECT APPLICATION COMPLETE
9	4374641	EUDORA ROAD/OLD 441/CR 19A			LC	ROUNDAABOUT/INTERSECTION IMPROVEMENT	PE	2017/18	ROW FY2018/19	\$250K	APP UPDATED FROM PE TO ROW - NEED ROW COST ESTIMATE
10		CR 470 - Segment 3	BAY RD	CR 33	FDOT	WIDEN TO 4 LANES	PER PE	2009/10	ROW FY2022/23	\$150 K	FDOT CANIDATE PROJECT Tentatively FUNDED PD&E IN FY19, PE IN FY21 (NEED TO UPDATE THE PRIOR PROJECT PHASES)
11		CR 48/470 - Segment 4	CR 33	EAST OF PALATLAKAHA BRIDGE	FDOT	WIDEN TO 4 LANES	PER PE	2009/10	ROW FY2022/23	\$800 K	FDOT CANIDATE PROJECT Tentatively FUNDED PD&E IN FY19, PE IN FY21 (NEED TO UPDATE THE PRIOR PROJECT PHASES)
12		LAKE COUNTYWIDE SIDEWALK PROGRAM	7 PROJECTS		LC	NEW SIDEWALKS	PE	FY2020/21	ROW FY2023/24	TBD	DESIGN FUNDED IN FY2021/22
13		HARTWOOD MARSH RD.	US 27	HANCOCK RD.	LC	WIDENING TO 4 LANES	PE	2016/17	ROW FY2018/19	\$2 M	APPLICATION SUBMITTED
14		RIDGEWOOD ROUNDABOUT	RIDGEWOOD @ CR455		LC	ROUNDABOUT	PE	2017/18	ROW FY2018/19	\$300K	APPLICATION SUBMITTED
15	435859-1	W. SR 50	US 98 (HERNANDO CO.)	CR 33 (LAKE COUNTY)	FDOT	WIDEN TO 4 LANES	STUDY PE	2015/16 2018/19	ROW FY 2020/21	TBD	FDOT PROJECT - PD&E FUNDED IN 2016/17 - DESIGN FUNDED IN FY 2018 \$4M

**PE (DESIGN) PROJECTS
TABLE 3**

RANK	FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1		SUMTER COUNTY ITS (PHASE 1)			SC	ITS	STUDY	2016/17	PE FY2018/19	\$200K	APPLICATION COMPLETE
2	-	ROLLING ACRES ROAD	US 27/US441	CR 466	LC	WIDEN TO 4 LANES	PD&E	2018/19	PE FY2020/21	\$2M	APPLICATION COMPLETE
3		C-501	C-468	C-470	SC	WIDEN TO 4 LANES	PER	2014/15	PE	\$1.4 M	APPLCATION COMPLETE
4	-	ROUND LAKE ROAD EXTENSION/CR 439	LAKE/ORANGE CL	CR 44	LC	NEW ALIGNMENT/ADD LANES	PD&E	2018/19	PE FY 2020/21	\$1M	APPLICATION SUBMITTED
5	-	CR 437 REALIGNMENT	ADAIR AVE	SR 44	LC	REALIGNMENT & MULTI-MODAL DESIGN PHSE	PD&E	2017/18	PE FY 2018/19	\$750K	APPLICATION COMPLETE
6		SORRENTO AVENUE	ORANGE AVE	HOJIN ST	LC	COMPLETE STREETS	STUDY	2017/18	PE FY 2018/19	\$1M	APPLICATION COMPLETE
7		US 27	SR 44	US 441	LEES	COMPLETE STREETS	STUDY	2015/16	PE FY2018/19	TBD	STUDY FUNDED FY2016/17 UNDERWAY
8		PICCIOLA RD	US441	SAIL FISH AVE.	LC	NEW SIDEWALK	STUDY	2017/18	PE	\$115.31	APPLICATION COMPLETE
9		HARTLE RD/ CR 455	LOST LAKE RD	HARTWOOD MARSH RD	LC	WIDEN TO 4 LANES	PD&E	2017/18	PE FY 2019/20	\$1.2M	APPLICATION SUBMITTED
10	4363601	BLACK BEAR SCENIC TRAIL	MARION/LAKE COUNTY LINE	VOLUSIA/LAKE COUNTY LINE	FDOT	SUNTRAIL PROJECT	PD&E	FY2020/21	PE 2023/24	TBD	FDOT PROJECT - FEASIBILITY STUDY UNDERWAY
11		OLD US 441	NORTH DISSTON AVENUE	MCDONALD ST	TAV/MD	COMPLETE STREETS	PER	2008	PE	\$2.1M	APPLICATION COMPLETE FOR DESIGN PHASE
12		UMATILLA SR 19	CR 450-A	OLD MILL STREAM RV PARK	UMA	COMPLETE STREETS	STUDY	2016/17	PE 2018/19	\$170K	STUDY FUNDED FY2016/17 UNDERWAY
13		SR 91 (FL TPK)	MINNEOLA INTERCHANGE	CR 470	FTE	WIDEN TO 8 LANES	PD&E		PE	TBD	FTE PROJECT
14	4349101	SR 91 (FL TPK)	CR 470	SR 25 (US 27) (N)	FTE	WIDEN TO 8 LANES	PD&E		PE	TBD	FTE PROJECT
15	CA	SR 91 (FL TPK)	SR 35 (US 301)	CR 470	FTE	WIDEN TO 8 LANES	PD&E		PE	TBD	FTE PROJECT
16		LAKE COUNTY INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN			LC	DESIGN PHASE	STUDY	2016/17	PE FY 2018/19	\$280 K	MASTERPLAN UNDERWAY

**PD&E PROJECTS
TABLE 4**

Rank	FM Number	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1	435740-1	US 27 & SR 44			FDOT	INTERSECTION IMPROVEMENT	PER/ STUDY	2013/14 2014/15	PD&E 2018/19	\$1 M	FDOT PROJECT
2		US 27	CR 561 (S)	FL TPK NORTH RAMP	FDOT	WIDEN TO 6 LANES	N/A		PD&E 2018/19	TBD BY FDOT	FDOT PROJECT APPLICATION COMPLETE
3		CR 561A	CR 561	CR 455	LC	REALIGNMENT OF CR 561A W/CR 561 & ROUNDABOUT	STUDY	2017/18	PD&E 2018/19	\$750 K	APPLICATION SUBMITTED
4		NORTH LAKE TRAIL	CR 450	SR 40	UM	NEW TRAIL	STUDY	2017/18	PD&E 2020/21		APPLICATION COMPLETE
5		SR 44	SR 44 & ORANGE AVENUE	CR 46A	FDOT	WIDEN TO 4 LANES	N/A		PD&E 2018/19	TBD BY FDOT	FDOT PROJECT APPLICATION COMPLETE
6		SR 19	SR 50	CR 455	FDOT	WIDEN TO 4 LANES	N/A		PD&E 2020/21	TBD BY FDOT	FDOT PROJECT APPLICATION COMPLETE
7	NEW	FOSGATE ROAD EXTENSION AND BRIDGE	CITRUS GROVE ROAD	BLACKSTILL LAKE ROAD	FTE	NEW 2 LANE ROAD & BRIDGE	N/A	N/A	PD&E 2018/19	\$10 M	FTE PROJECT
8	NEW	BUENA VISTA BLVD. ROAD EXTENSION & BRIDGE	SR 44	CR 468	SC	NEW 4 LANE ROAD & BRIDGE	N/A	N/A	PD&E 2018/19	\$300k	PPP PROJECT WITH SUMTER COUNTY AND THE VILLAGES

**PLANNING STUDY PROJECTS
TABLE 5**

RANK	FM NUMBER	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
1		EAST AVENUE	GRAND HIGHWAY	MINNEHAHA AVE	CLR	COMPLETE STREETS	N/A	N/A	STUDY 2018/19	\$110K	APPLICATION COMPLETE Tentatively Funded in FY2018
2		US 301	CLEVELAND AVE (C-466A)	HUEY ST (C-44A)	WW	COMPLETE STREETS	N/A	N/A	STUDY 2018/19	\$200K	APPLICATION COMPLETE Tentatively Funded in FY2018
3		WEBSTER SR 471	CR 478A	NW 10TH AVE/CR 730	WEB	COMPLETE STREETS	N/A	N/A	STUDY 2018/19	\$100K	APPLICATION COMPLETE
4		WOLF BRANCH INNOVATION BLVD	CR 437	ROUND LAKE RD	MD	NEW 4 LANE RD	N/A	N/A	STUDY 2018/19	\$200K	APPLICATION COMPLETE
5		ORANGE ST & BROAD ST (SR 50)	ALABAMA AVE	SR 33	GRV	COMPLETE STREETS	N/A	N/A	STUDY 2018/19	TBD	PIA COMPLETE
6		EUSTIS SR 19 COMPLETE STREETS			EUS	COMPLETE STREETS	N/A	N/A	STUDY 2018/9	\$220K	APPLICATION COMPLETE
7		WEST MAIN ST IMPROVEMENTS	W MAIN ST @ CR 468	W MAIN ST @ US 27	LEES	CURB & GUTTER, ADA UPGRADE, ON STREET PARKING	N/A	N/A	STUDY 2018/19	\$100 K	APPLICATION COMPLETE
8		EAST MAIN ST IMPROVEMENTS	CANAL ST @ MAIN ST	SR 44 @ MAIN ST	LEES	CURB & GUTTER, ADA UPGRADE, ON STREET PARKING	N/A	N/A	STUDY 2019/20	\$113 K	APPLICATION COMPLETE
9		I-75 EXIT 309 SUMTER SCENIC BYWAY PROJECT			SUMTER SCENIC BYWAY/SC	ENAHNCEMENT OF INTERSTATE EXIT TO NATIONAL CEMETARY	N/A	N/A	STUDY 2018/19	\$78 K	APPLICATION COMPLETE
10		LAKE DENHAM TRAIL	TRAIL HEAD AT W MAIN ST LEESBURG	SR 50	LEES	NEW TRAIL	N/A	N/A	STUDY 2019/20	\$150K	APPLICATION COMPLETE
11		SR 50 COMPLETE STREETS	CR 561 (12th STREET)	EAST AVENUE	CLR	COMPLETE STREETS	N/A	N/A	STUDY FY 2018/19	\$254K	APPLICATION COMPLETE
12	NEW	TAV-DORA TRAIL STUDY	WOOTON PARK, TAVARES	TREMAIN STREET TRESTLE, MOUNT DORA	TAV, MD, LC	NEW TRAIL	N/A	N/A	STUDY 2018/19	\$250K	APPLICATION COMPLETE
13	NEW	LAKESHORE DRIVE SIDEWALK, SOUTH LAKE	HAMMOCK RIDGE ROAD	HOOK STREET	LC	NEW 6' SIDEWALK	N/A	N/A	STUDY 2018/19	\$100k	NEW PROJECT APPLICATION PENDING

**CANDIDATE PROJECTS
TABLE 6**

Rank	FM Number	PROJECT NAME	FROM	TO	SPONSOR/ LOCATION	PROJECT DESCRIPTION	FUNDED PHASE(S)	FISCAL YEAR	REQUEST FOR NEW FUNDING	COST ESTIMATE	NOTES
		WELLNESS WAY/ FM#4357231	US 27	SR 429	LC	NEW ROAD, ALTERNATIVE CORRIDOR EVALUATION	N/A		STUDY	TBD	CST tentatively funded in FY 17.
		CAGAN'S CROSSING PEDESTRIAN OVERPASS			LC	NEW US 27 OVERPASS FOR PEDESTRIANS	N/A		STUDY	TBD	LC RESOLUTION APPROVED NO PIA
		HOOKS ST	HANCOCK RD	EMIL JAHNA RD	LC	WIDEN TO 4 LANES	N/A		PE	\$800 K	LC RESOLUTION APPROVED NO PIA
		ITS			LC	ITS FIBER INFRASTRUCTURE	STUDY	2018/19	CST		APPLICATION SUBMITTED
		FOSGATE ROAD EXTENSION	GRASSY LAKE RD	US 27	MIN	NEW ROAD					Need new application. PROJECT ADDED TO LOPP ON 2/25, WE HAVE AN APPLICATION ONLINE STARTED BY LC, NO INFO BEYOND PROJECT LIMITS AND CONTACT INFO; DEVELOPER TO CONSTRUCT ROAD PER MINNEOLA; PURGE APP FROM TABLE AND WEBSITE?
		MONTVERDE GREENWAY TRAIL EXTENSION	EXISTING GREENWAY TRAIL TERMINUS	STRETCHER PROPERTY	MON	3,042 FT EXTENSION TO EXISTING TRAIL	N/A	N/A	STUDY 2018/19	\$50 K	*MOVED TO CANDIDATE TABLE*

PD&E = PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY

CST = CONSTRUCTION

* ELIGIBILITY TO BE DETERMINED OR APPLICATION PARTIALLY COMPLETED OR NEED FOR APPLICATION TO BE DETERMINED.

PE = PRELIMINARY ENGINEERING (DESIGN)

ROW = RIGHT-OF-WAY

REQUESTING AGENCY & LOCATION CODE:

AST = ASTATULA

LSMPO = LAKE-SUMTER MPO

BUSH = BUSHNELL

MAS = MASCOTTE

CLR = CLERMONT

MD = MOUNT DORA

EUS = EUSTIS

MIN = MINNEOLA

FP = FRUITLAND PARK

MON = MONTVERDE

GRV = GROVELAND

SC = SUMTER COUNTY

HOW = HOWEY-IN-THE-HILLS

TAV = TAVARES

LC = LAKE COUNTY

UMA = UMATILLA

LL = LADY LAKE

WW = WILDWOOD

LEES = LEESBURG

2017 LIST OF PRIORITY PROJECTS VARIANCE REPORT - APRIL 2017

ACTION	RANK ON TABLE	FM#	PROJECT	FROM	TO	SPONSOR	DESCRIPTION OF PROJECT
MOVED FROM PE TABLE TO PD&E TABLE	1	435740-1	US 27 & SR 44			FDOT	INTERSECTION IMPROVEMENT
NEW ON PD&E TABLE	7		FOSGATE ROAD EXTENSION AND BRIDGE	CITRUS GROVE ROAD	BLACKSTILL LAKE ROAD	FTE	NEW ROADWAY AND BRIDGE
NEW ON PD&E TABLE	8		BUENA VISTA BLVD. EXTENSION	SR 44	CR 468	SC	NEW ROADWAY AND BRIDGE
NEW ON STUDY TABLE	12		TAV-DORA TRAIL STUDY	WOOTON PARK, TAVARES	TREMAIN STREET TRESTLE, MOUNT DORA	TAV, MD, LC	NEW TRAIL
NEW ON STUDY TABLE	13		LAKESHORE DRIVE SIDEWALK, SOUTH LAKE	HAMMOCK RIDGE ROAD	HOOK STREET	LC	NEW 6' SIDEWALK

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5A
Maintenance Bridges

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																			
								2017/18				2018/19				2019/20				2020/21				2021/22			
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private
Lake	SR 19	2383192	OVER LITTLE LAKE HARRIS BRIDGE # 110026	0.592 mi	pg.10,11	BRIDGE REPLACEMENT	DSB	0	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 44 BRIDGE# 110063	4295561	BRIDGE# 110063		pg.10,11	BRIDGE REPLACEMENT	CST	0	0	0	0	0	0	0	0	0	26,715	0	0	0	0	0	0	0	0	0	0
							PE	0	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							ROW	55	1,867	0	0	0	536	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 33 BRIDGE# 110002	4338601	OVER GREEN SWAMP	0.027 mi	pg.10,11	BRIDGE REPLACEMENT	CST	0	0	0	0	0	4,652	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							ROW	0	236	0	0	0	81	0	0	0	35	0	0	0	0	0	0	0	0	0	0
Sumter	SR 471	4392711	OVER WITHLACOOCHEE RIVER - BRIDGE # 180023	0.061		BRIDGE-REPAIR/REHABILITATION	CST	252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5C
Maintenance Landscaping

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																			
								2017/18				2018/19				2019/20				2020/21				2021/22			
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private
Lake	SR 46	4371141	FROM EAST OF VISTA VIEW LANE TO EAST OF ROUND LAKE ROAD	1.094	pg.10,11	LANDSCAPING	CST	0	0	0	0	0	0	0	0	268	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 46	4371142	FROM WEST OF US 441 TO EAST OF VISTA VIEW LANE	0.863 mi	pg.10,11	LANDSCAPING	CST	0	0	0	0	0	0	0	0	909	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 46A	4371145	FROM SR 46 TO N OF ARUNDEL WAY	4.705	pg.10,11	LANDSCAPING	CST	0	0	0	0	0	0	0	0	0	574	0	0	0	0	0	0	0	0	0	0
Lake	SR 46/SR 429	4371146	FROM SR 46 TO WEKIVA RIVER RD	4.924	pg.10,11	LANDSCAPING	CST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,863	0	0	0
Sumter	I-75	4378591	AT CR 470 INTERCHANGE	0.454	pg.10,11	LANDSCAPING	CST	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5D
Maintenance - Routine Maintenance

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																			
								2017/18				2018/19				2019/20				2020/21				2021/22			
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private
Lake	VEGETATION AND	2447543	AESTHETICS AREA WIDE		pg.10,11	ROUTINE MAINTENANCE	MNT	1,248	0	0	0	1,300	0	0	0	1,300	0	0	0	1,300	0	0	0	1,300	0	0	0
Lake	LADY LAKE	4171991	MEMORANDUM OF AGREEMENT		pg.10,11	ROUTINE MAINTENANCE	MNT	22	0	0	0	22	0	0	0	22	0	0	0	22	0	0	0	22	0	0	0
Lake	LAKE PRIMARY	4181061	IN-HOUSE		pg.10,11	ROUTINE MAINTENANCE	MNT	1,680	0	0	0	1,675	0	0	0	1,675	0	0	0	1,734	0	0	0	1,734	0	0	0
Sumter	SUMTER PRIMARY	4181111	IN-HOUSE		pg.10,11	ROUTINE MAINTENANCE	MNT	354	0	0	0	355	0	0	0	355	0	0	0	362	0	0	0	362	0	0	0
Lake	CITY OF LEESBURG MOA	4231131			pg.10,11	ROUTINE MAINTENANCE	MNT	12	0	0	0	12	0	0	0	12	0	0	0	12	0	0	0	12	0	0	0
Lake	MOA W/ MASCOTTE	4237901			pg.10,11	ROUTINE MAINTENANCE	MNT	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0
Lake	PAVEMENT MARKINGS	4238341	RPM'S - PERFORMANCE BASED		pg.10,11	ROUTINE MAINTENANCE	MNT	500	0	0	0	500	0	0	0	500	0	0	0	500	0	0	0	500	0	0	0
Lake	MOA W/ TAVARES	4254581			pg.10,11	ROUTINE MAINTENANCE	MNT	15	0	0	0	15	0	0	0	15	0	0	0	15	0	0	0	15	0	0	0
Lake	MOA W/WILDWOOD	4271941			pg.10,11	ROUTINE MAINTENANCE	MNT	9	0	0	0	14	0	0	0	14	0	0	0	14	0	0	0	14	0	0	0
Lake	DRAINAGE REPAIR	4291762			pg.10,11	ROUTINE MAINTENANCE	MNT	310	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	UNPAVED SHOULDER	4291801	REPAIR		pg.10,11	ROUTINE MAINTENANCE	MNT	1,225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LAKE-SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 5E
Maintenance - Miscellaneous

COUNTY	NAME OR DESIGNATION	FM NUMBER **DOT	PROJECT SEGMENT	PROJECT LENGTH	LRTP NUMBER	WORK DESCRIPTION	PROJECT PHASE	FUNDING SOURCES BY YEAR (\$000's)																			
								2017/18				2018/19				2019/20				2020/21				2021/22			
								State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private	State	Federal	Local	Private
Sumter	I-75 (SR 93) SUMTER CO REST AREA	4385622	FROM N OF SR 50 TO S OF CR 476B	0.439	N/A	REST AREA	PE	930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Committee Developed List Of Intersections																			
2017																			
= Also on All Crashes List																			
No Fatalities-Incapacitating Injury-Bike/Peds involved																			
Have projects related to intersection in TIP																			
	Grouped By Intersection Name	City	Intersection Location	Crash Count	Number of Vehicles	Number of Fatalities	Number of Incapacitating	Number of Injuries	Bicycles	Pedestrian	Estimated Property Damage	Non-Motorised	Mopeds	Motorcycles	AVG_ADT5yr	CrashRate	Programmed Funds	FM	
1	US-441 @ Donnelly Ave. & SR-44	Mount Dora (Lake)	STREET VIEW	119	248	0	0	31	1	0	\$468,150	1	0	6	8050	8.10	TIP Report	4293561	
2	US-441 @ Lemon	Fruitland Park	STREET VIEW	14	28	0	0	5	0	0	\$38,150	0	0	1	14950	0.51	TIP Report	2383955	
3	US-27 @ SR-33	Leesburg	STREET VIEW	30	56	0	1	15	0	0	\$169,600	0	0	2	5625	2.92			
4	SR-50 @ Mt. Pleasant	Groveland	STREET VIEW	21	41	0	1	9	0	0	\$89,500	0	0	2	2075	5.55	TIP Report	4358931	
5	SR-50 @Hancock																		
6	Old CR-50 @ Mohawk	Unincorporated	STREET VIEW	10	20	0	0	8	0	0	\$108,500	0	0	0	3975	1.38			
7	SR-44 @ Orange Ave.	Eustis	STREET VIEW	21	43	0	2	17	0	0	\$177,450	0	0	0	15021	0.77			
8	SR-44 @ Morse Blvd.	Unincorporated	STREET VIEW	10	18	0	0	7	0	0	\$28,200	0	0	0	7950	0.69			
9	SR-19 @ Orange Ave.	Mount Dora (Lake)	STREET VIEW	11	27	0	0	26	0	0	\$295,650	0	0	0	22742	0.27			
10	North Hancock @ South Lake Trail	Clermont	STREET VIEW	14	26	0	0	3	0	0	\$109,000	0	0	0	38525	0.20			
*11	Roundabout at CR-561 at CR-455	Astatula	STREET VIEW	9	16	0	0	7	0	0	\$31,600	0	0	1	18450	0.27			

Top 25 Crash Intersections - 2013 - 2015

No Fatalities-Incapacitating Injury-Bike/Peds involved																		
"Fatalities-Incapacitating Injury-Bike/Peds involved																		
Have projects related to intersection in TIP																		
Rank	Intersection_Name	Crash Count	Fatal Crashes	Fatal & Incapacitating Injury_Crashes	Injury Crashes	Bike/Ped Crashes	Vehicles	Damages	City	County	Roadway_Class	Intersection Location	Average ADT	Crash Rate	FM	TIPE PROJECT NAME	PROGRAMED FUNDS	WORK DESC
1	US-441 & SR-44	131	1	2	21	2	259	\$346,435	Leesburg	Lake	2	STREET VIEW	98300.00	0.73	4306511	SR 44	TIP Report	
2	US-441 & SR-44B	115	0	1	26	1	239	\$448,465	Mount Dora	Lake	2	STREET VIEW	10116.39	6.23	4293561	SR 500/US 441	TIP Report	
3	SR-50 & HANCOCK RD	96	0	3	33	3	197	\$380,150	Clermont	Lake	3	STREET VIEW	31961.04	1.65				
4	US-27 / S. 14TH ST & SR-44 / SOUTH ST	91	0	0	16	1	188	\$215,851	Leesburg	Lake	2	STREET VIEW	109900.00	0.45	4306511	SR 44	TIP Report	
5	US-441 & WOLF BRANCH RD / LIMIT AVE	82	0	3	25	0	166	\$370,850	Mount Dora	Lake	2	STREET VIEW	11550.02	3.89	4293561	SR 500/US 441	TIP Report	
6	US-441 & EUDORA RD / CR-44C	64	1	2	15	0	130	\$256,750	Mount Dora	Lake	2	STREET VIEW	13507.46	2.60				
7	SR-50 & CITRUS TOWER BLVD	62	1	1	10	1	126	\$228,250	Unincorp.	Lake	3	STREET VIEW	29506.62	1.15				
8	US-301 & SR-44 / GULF ATLANTIC HWY	60	0	0	11	0	118	\$96,337	Wildwood	Sumter	2	STREET VIEW	62700.00	0.52	4301321	SR 35 (US 301)	TIP Report	
															4301881	SR 35 (US 301)	TIP Report	
9	US-27 & CAGAN CROSSINGS BLVD	57	1	2	24	2	120	\$290,950	Unincorp.	Lake	2	STREET VIEW	41099.67	0.76				
10	US-441 & CR-44 / SLEEPY HOLLOW RD	56	0	0	17	0	116	\$149,150	Leesburg	Lake	2	STREET VIEW	9909.22	3.10				
11	US-27 & HOOKS ST	55	0	1	18	0	111	\$207,750	Clermont	Lake	2	STREET VIEW	11790.24	2.56				
12	US-27 & CR-48	54	0	3	19	0	110	\$259,250	Unincorp.	Lake	2	STREET VIEW	14090.85	2.10				
12	SR-50 & S GRAND HWY	54	0	0	11	1	110	\$214,250	Clermont	Lake	3	STREET VIEW	5281.42	5.60				
12	SR-19 & OLD US-441	54	0	1	9	0	110	\$128,100	Tavares	Lake	3	STREET VIEW	10346.09	2.86				
13	US-192 & TOWN CENTER BLVD	50	0	1	20	2	105	\$227,472	Unincorp.	Lake	2	STREET VIEW	52000.00	0.53				
13	SR-50 & CR-455 / HARTLE RD	50	0	3	16	1	105	\$237,650	Unincorp.	Lake	3	STREET VIEW	7005.99	3.91				
13	US-27 & ROPER BLVD / JOHN'S LAKE RD	50	0	0	11	0	102	\$185,352	Clermont	Lake	2	STREET VIEW	77300.00	0.35				
14	US-441 & SR-19 / ORANGE AVE	49	0	0	15	0	108	\$156,000	Tavares	Lake	2	STREET VIEW	98400.00	0.27				
14	CR-466 & ROLLING ACRES RD	49	0	1	14	0	107	\$210,800	Lady Lake	Lake	4	STREET VIEW	56530.93	0.47				
15	CR-466 & MORSE BLVD	48	0	5	19	0	99	\$251,751	Unincorp.	Sumter	4	STREET VIEW	68900.00	0.38				
15	US-27 & DR MARTIN LUTHER KING BLVD	48	0	1	7	0	100	\$214,550	Fruitland Park	Lake	2	STREET VIEW	5919.75	4.44				
16	US-441 & LINCOLN AVE	45	0	1	21	0	89	\$356,650	Mount Dora	Lake	2	STREET VIEW	41000.00	0.60	4293561	SR 500/US 441	TIP Report	
16	US-27 & E MAIN / W MAIN ST	45	0	1	12	1	92	\$101,500	Leesburg	Lake	2	STREET VIEW	19922.13	1.24				
16	US-441 & SPRING HARBOR BLVD	45	0	2	12	1	91	\$209,400	Mount Dora	Lake	2	STREET VIEW	44000.00	0.56				
16	CR-452 & E BURLEIGH BLVD	45	0	1	9	1	94	\$103,452	Tavares	Lake	2	STREET VIEW	5441.58	4.53				
17	GRIFFIN RD & N 14TH ST	43	0	1	13	3	85	\$85,450	Leesburg	Lake	2	STREET VIEW	11026.53	2.14				
18	US-441 & KURT ST	42	0	1	17	0	84	\$247,296	Eustis	Lake	2	STREET VIEW	8240.62	2.79				RRR US441 to SR19
18	US-301 & CR-466	42	0	3	12	0	86	\$224,421	Unincorp.	Sumter	2	STREET VIEW	61600.00	0.37				
18	US-27 & VISTA DEL LAGO BLVD / HARTWOOD MARSH RD	42	0	0	6	0	89	\$75,150	Clermont	Lake	2	STREET VIEW	12964.98	1.78				
19	US-27 & ROLLING ACRES RD	41	0	1	17	0	84	\$175,950	Lady Lake	Lake	2	STREET VIEW	17182.04	1.31	2383955	SR 500 (US 441)	TIP Report	Intersection Improvements FY2020
20	US-192 & SUMMER BAY BLVD	40	0	1	16	1	89	\$230,405	Unincorp.	Lake	2	STREET VIEW	52000.00	0.42				
21	US-441 & DAVID WALKER DR	38	1	2	12	0	75	\$177,900	Eustis	Lake	2	STREET VIEW	12096.33	1.72				
22	SR-50 & S BLOXAM AVE	37	0	0	8	0	77	\$120,050	Clermont	Lake	3	STREET VIEW	72500.00	0.28				
23	US-27 & E GRAND HWY / CITRUS TOWER BLVD	36	0	0	12	0	71	\$113,750	Clermont	Lake	2	STREET VIEW	11155.83	1.77				
23	SR-46 & PLYMOUTH SORRENTO RD	36	0	0	11	0	72	\$191,357	Unincorp.	Lake	3	STREET VIEW	7339.10	2.69	4309752	LAKE-WEKIVA TRAIL	TIP Report	
23	US-441 & CR-473 / BLUEGILL DR	36	1	1	7	0	75	\$202,955	Unincorp.	Lake	2	STREET VIEW	12836.23	1.54				
23	CR-466 & BUENA VISTA BLVD	36	0	5	10	0	70	\$166,010	Unincorp.	Sumter	4	STREET VIEW	39700.00	0.50				
24	US-441 & N 3RD ST	35	0	0	11	0	75	\$99,600	Leesburg	Lake	2	STREET VIEW	34000.00	0.56				
25	US-441 & BANNING BEACH RD / N ST CLAIR ABRAMS AVE	34	0	3	10	2	71	\$82,700	Tavares	Lake	2	STREET VIEW	3517.28	5.30				
25	US-441 & COLLEGE DR	34	0	0	9	0	76	\$163,400	Leesburg	Lake	2	STREET VIEW	35102.00	0.53				
40 Intersections																		

LAKE~SUMTER MPO PROJECT UPDATES

April 2017

- **US 301 Project Development and Environment (PD&E) Study (Sumter County) – US 301/SR 44 Intersection Improvements and US 301/Florida’s Turnpike Interchange Improvements**
US 301 is being studied from SR 44 in Wildwood south to C-470 (west) in Sumterville. The study will lead to specific operational improvements and design improvements to the interchange of US 301 and Florida’s Turnpike and to the intersection of US 301 and SR 44. The study is also examining the concept of a new alignment east and south of Coleman. The planning effort is being coordinated with other Sumter County projects including the I-75/CR 514 proposed interchange and the C-470 study. Public Alternatives Meeting #2 will be held May 2, from 5:30 to 7:30 p.m. at Trinity Baptist Church in Wildwood.
- **I-75/CR 514 PD&E Study (Sumter County near Coleman)**
Following FDOT and Federal Highway Administration approval of an Interchange Justification Report for the potential new interchange with I-75 west of Coleman at CR 514, the project is now moving into the PD&E Study phase. This effort is being coordinated with the US 301 PD&E study.
- **C-470 PD&E Study**
FDOT is nearing completion of a Project Development and Environment Study for C-470 in Sumter County east into Lake County across Florida’s Turnpike. The study is examining future needs for the roadway through 2040. The study is also part of an initiative to have 470 in both counties designated as a state road from I-75 in Sumter County east to US 27 in Lake County. Public hearing open house on April 12, at 5:30, at the Lake Panasoffkee Recreation Center.
- **Wekiva Parkway Project**
The Central Florida Expressway Authority is now constructing all remaining segments in Orange County and new SR 453 from Orange into Lake County from SR 429 to SR 46. The FDOT will move into the construction phase later in 2017 for segments of SR 46, SR 429, and CR 46A in Lake County.
- **Trails: Central Florida C2C Trail and Wekiva Trail**
Because of the Central Florida MPO Alliance prioritization of Regional Trails, almost all phases of the C2C Trail recently received advancements of funding from FDOT for each needed phase in both counties. The FDOT recently announced forthcoming programming of the subsequent phases of each segment of the C2C. Meanwhile, the Wekiva Trail has two segments out of four segments committed for construction to be complete by 2019/20. The other two segments are now in the design phase.
- **Minneola Interchange: Florida’s Turnpike/North Hancock Road/Citrus Grove Road**
Florida’s Turnpike Enterprise is to open the new interchange at Milepost 279 in June. North Hancock Road has been opened as a four-lane roadway just south of the forthcoming interchange. North of the interchange, a two-lane North Hancock Road is under construction to CR 561A by the Hills of Minneola landowner. Meanwhile, an east-west connection to US 27 will be accomplished by building Citrus Grove Road as a four-lane roadway, with the eastern segment to be constructed first.
- **Lake-Orange Parkway (US 27 to SR 429)**
The Orange-Lake Parkway Partners, LLC, is examining options to construct a road between US 27 in Clermont east to SR 429 just south of Winter Garden. Multiple options are being explored to satisfy this regional need that would catalyze the northern corridor of the Wellness Way Area Plan. Once the landowners coordinate the alignment of the future roadway through the Conserve II property, the roadway project will move forward.
- **SR 50 PD&E Study**
SR 50 is being studied from US 301 in Hernando County east to CR 33 in Mascotte. The Project Development and Environment Study is examining safety and capacity needs and will take into account the environmental issues relative to the Green Swamp and the Withlacoochee State Forest. The study commenced in January and the first public meeting is planned in July.
- **Complete Streets Projects**
The MPO’s first Complete Streets project, SR 44 (Dixie Avenue) in Leesburg is moving into the construction phase while a study of US 27 in Leesburg is nearing completion and design funds are being requested. The MPO and Umatilla are coordinating with FDOT to add Complete Streets elements to a SR 19 resurfacing project.