MAY 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 – 46% 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) –86% 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.

MAY 2017
Contact: Vickie.Wyche@dot.state.fl.us
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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).

MAY 2017
Contact: Vickie.Wyche@dot.state.fl.us
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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: Complete – FINAL ACCEPTED ON 4/21/2017
The Middlesex Corporation
Project cost: $76.9 million
LANE CLOSURES:

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 - 82% 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 – 81%
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.

434456-1:
SR 471 at CR 528 – Add Turn Lanes in Sumter County
Northbound and South Left Turn Lanes at the Intersection
Estimated completion date: May 5, 2017 – 99%
LANE CLOSURES: No Lane closures anticipated.

MAY 2017
Contact: Vickie.Wyche@dot.state.fl.us
(386) 943-5185

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 - April 25, 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. Substantial completion is set for 5/15/17.	C	$4,010,020
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 (R/W) acquisition started in January 2016. Duke Energy pole relocation commenced 3/8/17 and is underway.	C	$8,143,266
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 4/17. Final plans due 5/17. Construction 8 /17 through 12/18.	D	$503,665
4	C-470, C-475N, and C-575 Safety Improvements	The design by HDR of safety improvements to C-470 between CR 424 and Wilderness Drive (0.6 miles); C-475N between SR 44 and the Marion County line (6.3 miles); and C-575 between C-476W and C-48W (along 0.8 miles of curves). These safety improvements include adding paved shoulders, installing raised pavement markers, installing edge line rumble strips, and other related safety improvements. 60% plans submitted 12/16. 100% plans submitted 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 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
8	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. Sumter/Lake FDOT Meeting scheduled for 4/17/17.	PL	$200,000
9	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 project will improve the safety of the curve near Camp Wildwood and the intersection of CR 223 & C-462E. BOCC approved negotiations with Kimley-Horn on 3/14/17. The County expects to receive the FDOT NTP for design April 2017.	D	$169,198
10	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.	C	$450,000
11	Regional Development Traffic Analysis	Traffic Operational Feasibility Analysis for a Buena Vista Blvd. 4 lane roadway from SR 44 to C-468. TAC unanimously approved LRTP/LOPP to include Buena Vista Blvd. and MPO to consider matter 4/26/17.	PL	$49,500
12	SR 471 & CR 478A Sidewalk Construction (Webster)	This project consists of 5 foot concrete sidewalks on SR 471 from C-478A to Central Avenue and CR 478A from the west side of the Sumter County E.C. Rowell Library to SR 471 in Webster. The FDOT Notice to Proceed was issued 4/ 7/17 and is scheduled to be completed by 10/3/17.	C	$503,323
13	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 was 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. 100% plans received.	D	$299,958
FUTURE PROJECTS				
A	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, April 12, 2017
Regular Meeting, 1:30 p.m.

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

OPENING
Chairman Richard Baier called the meeting to order at 1:30 p.m.; and confirmed the meeting was properly noticed and a quorum was present.

Members Present

Richard Baier, Chairman	Sumter County
Fred Schneider	Lake County
Karl Holley	Sumter County
Stephen Cross	Town of Astatula
Denise Lee	City of Bushnell
C.T. Eagle	Town of Lady Lake
DC Maudlin	City of Leesburg
Dolly Miller	City of Mascotte
Vince Sandersfeld	City of Mount Dora
Antonio Fabre	City of Tavares
Aaron Mercer	City of Umatilla

Members Absent

Melanie Peavy, Vice-Chairman	City of Wildwood
Tomika Monterville	Lake County/Transit
Kyle Mills	Sumter County/Transit
Gary La Venia	City of Fruitland Park
Joyce Heffington	City of Minneola

Staff Present

T.J. Fish	MPO Executive Director
Doris LeMay	Executive Assistant
Mike Woods	Multimodal Project Manager
Francis Franco	GIS Manager
Nancy Valenzano	Associate Planner
Brian Hutt	TMS Project Manager

Others Present

Vickie Wyche	FDOT
Carol Scott	FDOT/Florida's Turnpike Enterprise
Mary Brooks	Public Information Officer Wekiva Parkway
Rick Gierok	City of Eustis
Jeff Arms	HDR

I. REPORTS

A. Florida Department of Transportation: Vickie Wyche provided updates
B. Florida's Turnpike Enterprise –Carol Scott provided updates
C. Sumter County – Richard Baier provided updates
D. Lake County – Fred Schneider provided updates
E. Municipalities – None
F. School Districts– None
G. MPO Staff – T.J. Fish provided updates

II. AGENDA UPDATE

None

III. COMMENTS FROM THE GENERAL PUBLIC ON ANY AGENDA ITEMS

None

IV. PRESENTATION

A. **FDOT – US 301 –** Jeff Arms, HDR Consultant Project Manager, provided an overview of the US 301 Project Development and Environment Study PD&E.

B. **FDOT/Central Florida Expressway Authority –** Mary Brooks, Public Information Officer Wekiva Parkway, presented an overview of the Wekiva Parkway project.

V. ACTION ITEMS

A. **Approval of February 8, 2017 Meeting Minutes**
Richard Baier noted a Scribner's Error on the minutes. **Motion** was made by Vince Sandersfeld to approve the February 8, 2017 Meeting Minutes, seconded by DC Maudlin – **motion passed 11-0.**

B. **Recommendation on Resolution 2017-7 Amending the 2040 Long Range Transportation Plan and Acknowledgement of Opening of Public Review Period**
T.J. Fish and Richard Baier provided a brief overview of Resolution 2017-7 Amending the 2040 Long Range Transportation Plan. Discussion Continued. **Motion** was made by Karl Holley to approve Resolution 2017-7 Amending the 2040 Long Range Transportation Plan and Acknowledgement of Opening of Public Review Period, seconded by Denise Lee – **motion passed 11-0.**

C. **Recommendation on Resolution 2017-8 Adopting the 2017 List of Priority Projects and Acknowledgement of Opening of Public Review Period**
Mike Woods provided a brief overview of the Resolution 2017-8 Adopting the 2017 List of Priority Projects. Discussion Continued. **Motion** was made by Karl Holley to approve Resolution 2017-8 Adopting the 2017 List of Priority Projects and Acknowledgement of Opening of Public Review Period, seconded by Denise Lee – **motion passed 11-0.**

D. **Recommendation on Draft FY 2017/18-2021/22 Transportation Improvement Program and Acknowledgement of Opening of Public Review Period**
T.J. Fish provided a brief overview of the Draft FY 2017/18 – 2021/22 Transportation Improvement Program. Discussion Continued. **Motion** was made by Karl Holley to approve the Draft FY 2017/18 – 2021/22 Transportation Improvement Program and Acknowledgement of Opening of Public Review Period – **motion passed 11-0.**

E. Recommendation on Resolution 2017-9 to Amend the Current Transportation Improvement Program for FY 2016/17-2020/21

T.J. Fish provided a brief explanation of Resolution 2017-9 to Amend the Current Transportation Improvement Program for FY 2016/17 – 2020/21. Discussion Continued. **Motion** was made by Karl Holley to approve Resolution 2017-9 to Amend the Current Transportation Improvement Program for FY 2016/17 – 2020/21, seconded by Denise Lee – **motion passed 11-0.**

F. Recommendation to Support Safety Initiative / Regional Analysis of Major Intersections

T.J. Fish provided a brief overview of the safety initiative. Richard Baier noted the document looked like the one that had been previously discussed therefore he had no comment. Brian Hutt provided a brief overview of the Regional Analysis of Major Intersections. Richard Baier suggested to rank by crash rate, to use notes to show formulas, and to add another color for local projects funded. Fred Schneider suggested to include Bike/Ped in the ranking. Discussion Continued.

G. Recommendations on Transportation Management System: (1) Budget and (2) Traffic Impact Analysis Methodology.

T.J. Fish provided a brief overview of the Transportation Management System: Budget and Brian Hutt provided a brief overview of the Traffic Impact Analysis Methodology. Discussion Continued. **Motion** was made by C.T. Eagle to approve Transportation Management System: (1) Budget and (2) Traffic Impact Analysis Methodology, seconded by Vince Sandersfeld – **motion passed 10-1 with Fred Schneider voting no.**

VI. DISCUSSION ITEMS

A. Modification UPWP – PIP Update

T.J. Fish provided a brief overview of the Modification to UPWP – PIP Update.

B. Update on MPO Transitions

T.J. Fish provided a brief update on MPO Transitions.

VII. PROJECT UPDATES

T.J. Fish noted the project update report is included the Agenda Package.

VIII. CONFIRMATION OF REPRESENTATIVE ATTENDING GOVERNING BOARD MEETING

Richard Baier confirmed he will be attending the Governing Board Meeting.

IX. ADJOURNMENT

Motion was made by Karl Holley to adjourn meeting, seconded by Vince Sandersfeld to adjourn meeting. Meeting adjourned at 3:23 p.m.

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Richard Baier, Chairman

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 1
Transportation Planning

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
LSMPO	LSMPO URBAN AREA UPWP	4179571	LAKE~SUMTER MPO UPWP		N/A	TRANSPORTATION PLANNING	PLN	0	518	0	0	0	518	0	0	0	518	0	0	0	518	0	0	0	0	0	0
Lake	LAKE-SECTION 5303	4314001	LAKE-SUMTER MPO PLANNING STUDIES		pg.11	PTO STUDIES	PLN	8	57	8	0	8	57	8	0	8	59	8	0	9	65	9	0	0	0	0	0
Sumter	WEST SR 50	4358591	FROM SUMTER /HERNANDO COUNTY LINE TO CR33 LAKE COUNTY	14.92 mi	pg 11	CORRIDOR/SUBAREA PLANNING	PE	0	0	0	0	0	0	0	0	2,505	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 50	4358593	FROM HERNDO/SUMTER COUNTY LINE TO WEST OF CR 757	2.046		PRELIMINARY ENGINEERING	PE	2,020	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 50	4358594	FROM WEST OF CR 757 TO THE SUMTER/LAKE COUNTY LINE	8.585		PRELIMINARY ENGINEERING	PE	7,050	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 50	4358595	FROM SUMTER/LAKE COUNTY LINE TO CR 33	4.293		PRELIMINARY ENGINEERING	PE	4,030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	LAKE URBAN AREA FY 2016/17-2017/18	4393291				TRANSPORTATION PLANNING	PLN	0	863	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE SUMTER URBAN AREA FY 2018/2019-2019/2020 UPWP	4393292		0		TRANSPORTATION PLANNING	PLN	0	0	0	0	0	561	0	0	0	570	0	0	0	0	0	0	0	0	0	0
Lake	LAKE SUMTER URBAN AREA FY 2020/2021-2021/2022 UPWP	4393293		0		TRANSPORTATION PLANNING	PLN	0	0	0	0	0	0	0	0	0	0	0	0	0	570	0	0	0	570	0	0
Lake	LAKE-LAKE-SUMTER MPO PLANNING STUDIES	4408011		0		PTO STUDIES	PLN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	71	10	0

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 2
Roadway Capacity

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 / US 441	2382752	FROM W OF US 441 TO E OF VISTA VIEW LANE	1.458 mi	pg.11	ADD LANES & RECONSTRUCT	CST	0	0	0	0	0	0	0	0	77	0	0	0	0	0	0	0	0	0	0	0
							ROW	6,204	0	0	0	150	1,267	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 46	2382753	FROM EAST OF VISTA VIEW LANE TO EAST OF ROUND LAKE ROAD	1.042 mi	pg.7,11	ADD LANES & RECONSTRUCT	CST	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	0
							ROW	2,617	0	0	0	2,439	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 429/46 (WEKIVA PKWY)	2382757	FROM W OF OLD MCDONALD RD TO E OF WEKIVA RIVER RD	4.924 mi	pg.11	NEW ROAD CONSTRUCTION	DSB	96	70	0	0	0	1,800	0	0	192	0	0	0	0	0	0	0	0	0	0	0
							ROW	2,657	8,806	0	0	390	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 46A REALIGNMENT	2382758	FROM SR 46 TO NORTH OF ARUNDEL WAY	00.00 mi	pg.11	NEW ROAD CONSTRUCTION	CST	0	0	0	0	0	0	0	0	0	186	0	0	0	0	0	0	0	0	0	0
							ROW	2,633	0	0	0	7,227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 500 (US 441)	2383955	FROM LAKE ELLA RD TO AVENIDA CENTRAL	4.157 mi	pg.11	ADD LANES & RECONSTRUCT	CST	0	0	0	0	0	0	0	0	34,680	2,949	0	0	0	0	0	0	0	0	0	0
Lake	SR 25 (US 27)	2384221	FROM BOGGY MARSH RD TO LAKE LOUISA RD	6.686 mi	pg.11	ADD LANES & RECONSTRUCT	INC	0	0	0	0	990	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 48	2404182	FROM E OF I-75 RAMPS TO C-475 (MAIN ST)	1.606 mi	pg.11	ADD LANES & REHABILITATE PVMNT	CST	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 93 (I-75)	2426263	FROM C-470 TO SR 91 (FLORIDA TURNPIKE)	7.415 mi	pg.11	ADD LANES & REHABILITATE PVMNT	DSB	0	220	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							INC	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 500 (US 441)	4293561	FROM SR 44 TO NORTH OF SR 46	2.387 mi	pg.11	ADD LANES & REHABILITATE PVMNT	ROW	40	0	0	0	33	0	0	0	1,170	0	0	0	0	530	0	0	441	0	0	0
Sumter	SR 35 (US 301)	4301321	FROM C-470 N TO SR 44	7.702 mi	pg.11	ADD LANES & REHABILITATE PVMNT	PE	10	0	0	0	0	0	0	0	5,966	0	0	0	0	0	0	0	0	0	0	0
Sumter	US 301	4301881	AT SR 44	0.113 mi	pg.11	ADD TURN LANE(S)	CST	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	C-478	4344031	FROM US 301 TO SR 471		pg.11	NEW ROAD CONSTRUCTION	CST	0	0	0	0	1,710	0	646	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	C-470	4349121	FROM CR 527 TO SR 91 (TURNPIKE)	9.98 MI	pg.11	ADD LANES & REHABILITATE PVMNT	PE	0	0	0	0	0	0	0	0	0	5,145	0	0	0	0	0	0	0	0	0	0
Lake	TURNPIKE	4357851	FROM ORANGE / LAKE C/L TO MINNEOLA INTCHG (MP 274.2 - 279)	5		ADD LANES & RECONSTRUCT	CST	0	0	0	0	0	0	0	0	0	0	0	0	68,837	0	0	0	900	0	0	0
							ENV	0	0	0	0	0	0	0	0	1,250	0	0	0	0	0	0	0	0	0	0	0
							PE	1,760	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	MINNEOLA INTCHG	4357861	WIDEN TPK- MINNEOLA INTCHG TO LEESBURG NORTH INTCHG (MP 279 - 289.3)	10.327		ADD LANES & RECONSTRUCT	PE	0	0	0	0	11,158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	TURNPIKE INTERCHANGE	4357871	FROM LEESBURG NORTH INTERCHANGE TO LAKE/SUMTER COUNTY LINE (MP 289.3 - 297.9)	8.549 MI	pg.11	ADD LANES & RECONSTRUCT	PE	0	0	0	0	0	0	0	0	8,281	0	0	0	0	0	0	0	0	0	0	0
Sumter	TURNPIKE INTERCHANGE	4357881	FROM LAKE/SUMTER COUNTY LINE TO CR 468 INTERCHANGE (MP 297.9 - 301.4)		pg.11	ADD LANES & RECONSTRUCT	PE	0	0	0	0	0	0	0	0	2,091	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 91 (FLORIDA TURNPIKE)	4357891	FROM CR468 INTCHG TO I-75 INTCHG (MP 301.4 - 308.9)	7.234		ADD LANES & RECONSTRUCT	PE	0	0	0	0	0	0	0	0	0	0	0	0	8,098	0	0	0	0	0	0	0
Lake	SR-33	4361271	AT CR 561	0.401		ADD LEFT TURN LANE(S)	CST	0	0	0	0	591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	ROADWAY SETTLEMENT IMPROVEMENTS TURNPIKE MAINLINE MP 284.4 TO 285.5	4371672	TURNPIKE MAINLINE FROM MP 284.4 TO 285.5	1		NEW ROAD CONSTRUCTION	CST	0	0	0	0	3,615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
							PE	719	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 3
Operations and Management

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	TRAFFIC ENGINEERING CONTRACTS	4130193				TRAFFIC SIGNALS	OPS	515	0	0	0	308	0	0	0	308	0	0	0	0	0	0	0	0	0	0	0
Sumter	TRAFFIC ENGINEERING CONTRACTS - SUMTER COUNTY	4130198			pg.11	TRAFFIC SIGNALS	OPS	87	0	0	0	63	0	0	0	63	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 455 @ OLD HIGHWAY 50 EAST	4361501		0.001	pg.11	TRAFFIC SIGNALS	CST	0	0	0	0	0	308	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 44	4373291	WEST OF US 301	0.445		TRAFFIC OPS IMPROVEMENT	CST	0	0	0	0	73	0	0	0	725	0	0	0	0	0	0	0	0	0	0	0
							PE	420	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	HANCOCK ROAD	4374861	AT NORTH RIDGE BOULEVARD		pg.11	TRAFFIC SIGNALS	CST	0	0	0	0	0	349	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	I-75 (SR 93)	4385623	AT SUMTER COUNTY SOUTHBOUND REST AREA	0.439		REST AREA	CST	0	0	0	0	0	0	0	0	0	0	0	0	18,952	0	0	0	0	0	0	0
							PE	930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CITRUS TOWER BOULEVARD	4394151	AT MOHAWK ROAD	0.026		TRAFFIC SIGNALS	CST	0	0	0	0	0	0	0	0	0	247	0	0	0	0	0	0	0	0	0	0
							PE	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LEESBURG OPERATIONS COMPLEX	4404591		0		FIXED CAPITAL OUTLAY	CST	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LEESBURG OPERATIONS COMPLEX	4404611		0		FIXED CAPITAL OUTLAY	MNT	60	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 4A
Safety - Resurfacing

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	CR 673	4336701	FROM US 301 TO 1-75	3.500 MI	pg.16	RESURFACING	CST	1,144	0	625	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 25 (US 27)	4344071	FROM CR 561 TO N OF O'BRIEN RD	6.035	pg.10,11	RESURFACING	CST	4,555	8,509	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	WEST STREET	4354931	FROM SR 48 TO CR 476		pg.10,11	RESURFACING	CST	99	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	BATTLEFIELD PKWY	4354951	FROM CR 476 TO SR 48		pg.10,11	RESURFACING	CST	99	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SR 471	4356621	FROM S OF UNNAMED CANAL TO S OF LITTLE WITHLACOOCHEE RIVER	9.165	pg.10,11	RESURFACING	CST	5,561	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 25/US 27 FROM OBRIEN ROAD TO ARLINGTON RIDGE (S OF CR 48)	4373271		8.182	pg.10,11	RESURFACING	CST	0	0	0	0	8,760	2,655	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 44 FROM 1900' WEST OF CR 437 TO VOLUSIA COUNTY LINE	4373481		16.118	pg.10,11	RESURFACING	CST	0	0	0	0	0	10,446	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 19/S CENTRAL AVE	4379381	FROM N OF CR 450A TO S OF CR 450/W OCALA STREET	1.09		RESURFACING	CST	0	0	0	0	0	0	0	0	2,045	0	0	0	0	0	0	0	0	0	0	0
							PE	565	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	RESURFACE TPK IN LAKE CNTY, 287.761-288.748(NB&SB), 288.748-297.87(NB)	4379881		10.109	pg.10,11	RESURFACING	CST	7,490	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 19 (BAY STREET)	4391381	FROM W NORTON AVE TO LAKE SAUNDERS DR	1.699		RESURFACING	CST	0	0	0	0	0	0	0	0	4,379	0	0	0	0	0	0	0	0	0	0	0
							PE	805	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 25	4391391	FROM ARLINGTON RIDGE BLVD TO CR 33	1.633		RESURFACING	CST	0	0	0	0	0	0	0	0	3,884	0	0	0	0	0	0	0	0	0	0	0
							PE	605	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	C-478	4392231	FROM SR 471 TO CENTER HILL CITY LIMITS	5.568		RESURFACING	CST	0	0	0	0	0	0	0	0	0	0	0	0	1,700	0	0	0	0	0	0	0
Lake	RESURFACE TURNPIKE MAINLINE LAKE COUNTY MP 279.0 TO MP 287.7	4402941	FROM MP 279.0 TO MP 287.7	8.7		RESURFACING	CST	0	0	0	0	0	0	0	0	21,680	0	0	0	0	0	0	0	0	0	0	0
							PE	0	0	0	0	2,098	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	RESURFACE TURNPIKE MAINLINE LAKE COUNTY MP 288.7-297.9 SOUTHBOUND ONLY	4402951		9.376		RESURFACING	PE	0	0	0	0	0	0	0	0	1,069	0	0	0	0	0	0	0	0	0	0	0

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 4B
Safety - Lighting

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	LIGHTING AGREEMENTS	4136151			pg.11,22,23,24	LIGHTING	MNT	327	0	0	0	337	0	0	0	345	0	0	0	356	0	0	0	368	0	0	0
Sumter	LIGHTING AGREEMENTS	4136152	DDR FUNDS	N/A	pg.11,22,23,24	LIGHTING	MNT	36	0	0	0	37	0	0	0	38	0	0	0	39	0	0	0	41	0	0	0
Lake	LAKESHORE DRIVE	4397011	FROM HULL DRIVE TO HARDER ROAD/LAKE SUSAN COURT	0.8		SAFETY PROJECT	CST	0	0	0	0	0	0	0	0	0	503	0	0	0	0	0	0	0	0	0	0
							PE	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE LOUISA ROAD	4397021	FROM HAMMOCK RIDGE ROAD TO US 27	3.29		SAFETY PROJECT	CST	0	0	0	0	0	0	0	0	0	344	0	0	0	0	0	0	0	0	0	0
							PE	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE COUNTY PEDESTRIAN LIGHTING BUNDLE A	4398861			pg.11,22,23,24	LIGHTING	CST	0	0	0	0	0	929	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	CR 478	4399121	FROM US 301 TO CR 734	9.26		SAFETY PROJECT	CST	0	0	0	0	0	0	0	0	0	993	0	0	0	0	0	0	0	0	0	0
							PE	0	182	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 4C
Safety - Guardrail

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	SAFETY IMPROVEMENTS LAKE COUNTY MP 287.761 - 297.87	4379883		10.109	pg.10	GUARDRAIL	CST	1,560	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SAFETY IMPROVEMENTS TURNPIKE MAINLINE LAKE COUNTY MP 279.0 TO MP 287.7	4402942	FROM MP 279.0 TO MP 287.7	8.7		GUARDRAIL	CST	0	0	0	0	0	0	0	0	805	0	0	0	0	0	0	0	0	0	0	0
							PDE	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SAFETY IMPROVEMENTS TURNPIKE MAINLINE LAKE CNTY MP288.7-297.7 S/B ONLY	4402952		9.376		GUARDRAIL	CST	0	0	0	0	0	0	0	0	0	0	0	0	526	0	0	0	0	0	0	0
							PDE	0	0	0	0	400	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 4D
Safety - Signing and Pavement Markings

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	THERMOPLASTIC FOR I-75/TPK INTCHG MODIF. (NORTHERN TERMINUS) (MP309)	4061103		0.27		SIGNING/PAVEMENT MARKINGS	CST	0	0	0	0	367	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	THERMOPLASTIC FOR TPK WIDENING ORANGE/LAKE C/L-MINEOLA	4357852		.5	pg.10,11	SIGNING/PAVEMENT MARKINGS	CST	0	0	0	0	0	0	0	0	0	0	0	0	145	0	0	0	0	0	0	0
Sumter	CR 475	4361491	NORTH FROM SR 44 TO MARION COUNTY LINE	6.420 mi	pg.10	PAVE SHOULDERS	CST	0	590	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	CR 470	4361511	FROM CR 424 TO WILDERNESS DRIVE	0.605	pg.10	PAVE SHOULDERS	CST	0	344	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	CR 575	4361851	FROM W CR 476 TO W CR 48	0.72	pg.10	PAVE SHOULDERS	CST	0	522	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SR 19	4363561	FROM 0.230 MILES N BULLDOG WAY TO CR 445 AND CR 445A	12.5	pg.10	SIGNING/PAVEMENT MARKINGS	CST	0	533	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	CR 473	4374851	FROM TREADWAY SCHOOL ROAD TO CR 44	2.320 MI	pg.10	PAVE SHOULDERS	CST	0	0	0	0	0	558	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	C-462	4376041	FROM 1,200 FEET EAST OF NORTH EAST 15th DRIVE TO 500 FEET NORTH OF COUNTY ROAD 228		pg.10	PAVE SHOULDERS	CST	0	0	0	0	0	570	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	THERMOPLASTIC FOR LAKE COUNTY RESURFACING MP 287.761 - MP 297.87	4379882		10.109	pg.10,11	SIGNING/PAVEMENT MARKINGS	CST	0	0	0	0	418	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 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	0	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	0	0	0	0	0	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

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 6
Bicycle/Pedestrian & Trails

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	SOUTH LAKE TRAIL PH IIIB	4225703	FROM SR 33 (CRITTENGEN ST) TO SILVER EAGLE RD	0	pg.35,36	BIKE PATH/TRAIL	CST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,120	0	0
							ROW	40	0	0	0	40	0	0	0	704	0	0	0	0	2,690	0	0	486	0	0	0
Lake	LAKE-WEKIVA TRAIL	4309755	FROM CR 435 TRAILHEADS TO SR 46	0	pg.35,36	BIKE PATH/TRAIL	CST	0	0	0	0	0	0	0	0	0	2,849	0	0	0	0	0	0	0	0	0	0
							ROW	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sumter	SOUTH SUMTER CONNECT/TRAIL SR 50	4354711	FROM SOUTH LAKE TRAIL TO WITHALOOCHOEE TRAIL		pg.35,36	BIKE PATH/TRAIL	PE	0	0	0	0	0	2,984	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	SOUTH LAKE TRAIL - PHASE 4	4358931	FROM VAN FLEET TRAIL TO VILLA CITY ROAD (CR 565)		pg.35,36	BIKE PATH/TRAIL	ROW	399	0	0	0	429	0	0	0	249	0	0	0	130	16	0	0	64	0	0	0
							CST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,708	0	0	0
Lake	HIGHLAND ST	4369351	FROM S. OF CRANE AVENUE TO N. OF SHIRLEY	0.994	pg.35,36	SIDEWALK	CST	0	0	0	0	0	1,149	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	EAST ORANGE AVENUE	4390481	FROM FRUITWOOD AVENUE TO SUNRISE LANE	0		SIDEWALK	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	176	0	0	0	0	0	0
Lake	CR 473	4394931	FROM FOUNTAIN LAKE BLVD TO HAINES CREEK ROAD/TREADWAY ELEM	1.38		SIDEWALK	CST	0	0	0	0	0	0	0	0	0	865	0	0	0	0	0	0	0	0	0	0
							PE	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	HANCOCK RD (LOST LAKE ELEM SCHL)	4396631	FROM SUNBURST LANE TO GREATER PINES BLV	0.839		SIDEWALK	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	159	0	0	0	0	0	0
Lake	LOG HOUSE RD (PINE RIDGE ELEM SCH)	4396831	FROM CR 561 TO LAKESHORE DRIVE	0.85		SIDEWALK	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	97	0	0	0	0	0	0
Lake	RADIO ROAD (TREADWAY ELEM SCH)	4396841	FROM SILVER BLUFF DR TO TREADWAY SCH RD	0.967		SIDEWALK	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	188	0	0	0	0	0	0
Lake	CR561/MONROE ST (ASTATULA ELEM SCH)	4396851	FROM TENNESSEE AVE TO CR48/FL AVE	0.376		SIDEWALK	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0
Lake	CR44 BYPASS-(EUSTIS MIDDLE SCH)	4396861	FROM E ORANGE AVE TO CYPRESS GROVE DR	1.119		SIDEWALK	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0	0	0	0	0
Lake	LAKESHORE DR (PINE EDGE ELEM)	4396871	FROM CHERITH LANE TO OLEANDER DRIVE	1.231		SIDEWALK	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	141	0	0	0	0	0	0

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 7
Transit and Transportation Disadvantaged

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	LAKE-COUNTY CAPITAL	4143312	FIXED ROUTE GRANT SECTION 5307 PURCHASE BUSES		pg.11,34	CAPITAL FOR FIXED ROUTE	CAP	0	3,303	826	0	0	3,402	851	0	0	3,504	876	0	0	3,609	903	0	0	3,718	930	0
Lake	LAKE COUNTY	4333051	BLOCK GRANT OPERATING ASSISTANCE FOR FIXED ROUTE SERVICE SEC 5307		pg.16,32,33,37,58	OPERATING FOR FIXED ROUTE	OPS	700	715	700	0	724	715	724	0	760	715	760	0	798	0	798	0	838	0	838	0
Lake	LAKE-FTA SEC 5311 RURAL TRANSPORTATION	4333081		0	pg.11,34	OPERATING/ADMIN. ASSISTANCE	OPS	0	522	522	0	0	549	549	0	0	576	576	0	0	721	721	0	0	758	758	0
Sumter	SUMTER-SEC 5311 RURAL TRANSPORTATION	4333101		0	pg.11,34	OPERATING/ADMIN. ASSISTANCE	OPS	0	335	335	0	0	351	351	0	0	369	369	0	0	434	434	0	0	465	465	0

LAKE~SUMTER METROPOLITAN PLANNING ORGANIZATION
2017/18 - 2021/22
TRANSPORTATION IMPROVEMENT PROGRAM
TABLE 8
Rail

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	GOLDEN ISLE DR. / CROSSING #621818-L	4406061		0.01		RAIL SAFETY PROJECT	RRU	0	201	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 9
Airports

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	LAKE-UMATILLA	4316201	DESIGN PARALLEL TAXIWAY S OUTH		pg.10,11	AVIATION CAPACITY PROJECT	CAP	0	0	0	0	0	0	0	0	40	0	10	0	0	0	0	0	0	0	0	0
Lake	LAKE-UMATILLA	4316221	ACQUIRE CENTRAL AREA LAND		pg.10,11	AVIATION CAPACITY PROJECT	CAP	0	0	0	0	12	135	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE-UMATILLA	4316241	CONSTRUCT PARALLEL TAXIWA Y SOUTH		pg.10,11	AVIATION CAPACITY PROJECT	CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	450	10	0
Lake	LAKE-UMATILLA	4316251	CONSTRUCT TERMINAL AREA A PRON		pg.10,11	AVIATION CAPACITY PROJECT	CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400	0	100	0
Lake	LAKE-UMATILLA	4335301	MUNI T-HANGAR	0	pg.10,11	AVIATION REVENUE/OPERATIONAL	CAP	400	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE-LEESBURG INTL	4343062	TAXIWAY ALPHA REALIGNMENT & RAMP EXTENSION	0	pg.10,11	AVIATION CAPACITY PROJECT	CAP	0	0	0	0	22	248	6	0	240	2,700	60	0	0	0	0	0	0	0	0	0
Lake	LAKE-UMATILLA	4353161	MUNI AIRPORT IMPROVEMENT PROJECT		pg.18,19	AVIATION SAFETY PROJECT	CAP	0	0	0	0	0	0	0	0	147	0	3	0	1,470	0	30	0	0	0	0	0
Lake	LEESBURG INTERNATIONAL AIRPORT	4370131	CONSTRUCT TERMINAL AND RAMP	0	pg.10,11	AVIATION REVENUE/OPERATIONAL	CAP	0	0	0	0	360	4,042	90	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE-LEESBURG INTL INSTALL AIRFIELD GUIDANCE SIGNS	4384471		0	pg.10,11	AVIATION PRESERVATION PROJECT	CAP	0	0	0	0	0	0	0	0	64	1,141	64	0	0	0	0	0	0	0	0	0
Lake	LAKE-LEESBURG INTL WILCO DRIVE IMPROVEMENTS	4384481		0	pg.10,11	AVIATION REVENUE/OPERATIONAL	CAP	0	0	0	0	0	0	0	0	200	0	50	0	0	0	0	0	0	0	0	0
Lake	LAKE-LEESBURG INTL CONSTRUCT HANGAR	4384491		0	pg.10,11	AVIATION REVENUE/OPERATIONAL	CAP	0	0	0	0	0	0	0	0	0	0	0	0	500	0	500	0	0	0	0	0
Lake	LAKE-LEESBURG INTL CONSTRUCT AIRPORT MAINTENANCE FACILITY	4384511		0	pg.10,11	AVIATION REVENUE/OPERATIONAL	CAP	0	0	0	0	800	0	200	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE-UMATILLA CONSTRUCT HANGARS	4384961		0	pg.10,11	AVIATION REVENUE/OPERATIONAL	CAP	0	0	0	0	0	0	0	0	0	0	0	0	80	0	20	0	0	0	0	0
Lake	LAKE-UMATILLA ACQUIRE CENTRAL TERMINAL AREA LAND	4384971		0	pg.10,11	AVIATION SAFETY PROJECT	CAP	0	0	0	0	0	0	0	0	0	0	0	0	13	144	4	0	0	0	0	0
Lake	LAKE-LEESBURG INTL LAND ACQUISITION	4387751		0	pg.10,11	AVIATION REVENUE/OPERATIONAL	CAP	400	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE-LEESBURG INTL PAVEMENT REHABILITATION	4407751		0		AVIATION PRESERVATION PROJECT	CAP	0	0	0	0	360	4,050	90	0	0	0	0	0	0	0	0	0	0	0	0	0
Lake	LAKE-LEESBURG INTL AIRFIELD IMPROVEMENTS	4407761		0		AVIATION PRESERVATION PROJECT	CAP	0	0	0	0	0	0	0	0	0	0	0	0	240	2,700	60	0	0	0	0	0
Lake	LAKE-LEESBURG INTL APRON EXPANSION	4407771		0		AVIATION PRESERVATION PROJECT	CAP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320	0	80	0

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

VARIANCE REPORT 2017/18 - 2021/22

ADD/ DROP	FM NUMBER	ROADWAY	FROM	TO	IMPROVEMENT
Add	4358593	SR 50	FROM HERNDO/SUMTER COUNTY LINE	TO WEST OF CR 757	PRELIMINARY ENGINEERING
Add	4358594	SR 50	FROM WEST OF CR 757	TO THE SUMTER/LAKE COUNTY LINE	PRELIMINARY ENGINEERING
Add	4358595	SR 50	FROM SUMTER/LAKE COUNTY LINE	TO CR 33	PRELIMINARY ENGINEERING
Add	4393292	LAKE SUMTER URBAN AREA FY 2018/2019-2019/2020 UPWP			TRANSPORTATION PLANNING
Add	4393293	LAKE SUMTER URBAN AREA FY 2020/2021-2021/2022 UPWP			TRANSPORTATION PLANNING
Add	4408011	LAKE-LAKE-SUMTER MPO PLANNING STUDIES			PTO STUDIES
Add	4357861	MINNEOLA INTCHG	WIDEN TPK- MINNEOLA INTCHG TO LEESBURG NORTH INTCHG (MP 279 - 289.3)		ADD LANES & RECONSTRUCT
Add	4357891	SR 91 (FLORIDA TURNPIKE)	FROM CR468 INTCHG	TO I-75 INTCHG (MP 301.4 - 308.9)	ADD LANES & RECONSTRUCT
Add	4361271	SR-33	AT CR 561		ADD LEFT TURN LANE(S)
Add	4371672	ROADWAY SETTLEMENT IMPROVEMENTS TURNPIKE MAINLINE MP 284.4 TO 285.5	TURNPIKE MAINLINE FROM MP 284.4 TO 285.5		NEW ROAD CONSTRUCTION
Add	4373291	SR 44	WEST OF US 301		TRAFFIC OPS IMPROVEMENT
Add	4385623	I-75 (SR 93)	AT SUMTER COUNTY SOUTHBOUND REST AREA		REST AREA
Add	4394151	CITRUS TOWER BOULEVARD	AT MOHAWK ROAD		TRAFFIC SIGNALS
Add	4404591	LEESBURG OPERATIONS COMPLEX			FIXED CAPITAL OUTLAY
Add	4404611	LEESBURG OPERATIONS COMPLEX			FIXED CAPITAL OUTLAY
Add	4379381	SR 19/S CENTRAL AVE	FROM N OF CR 450A	TO S OF CR 450/W OCALA STREET	RESURFACING
Add	4391381	SR 19 (BAY STREET)	FROM W NORTON AVE	TO LAKE SAUNDERS DR	RESURFACING
Add	4391391	SR 25	FROM ARLINGTON RIDGE BLVD	TO CR 33	RESURFACING
Add	4392231	C-478	FROM SR 471	TO CENTER HILL CITY LIMITS	RESURFACING
Add	4402941	RESURFACE TURNPIKE MAINLINE LAKE COUNTY MP 279.0 TO MP 287.7	FROM MP 279.0	TO MP 287.7	RESURFACING
Add	4402951	RESURFACE TURNPIKE MAINLINE LAKE COUNTY MP 288.7-297.9 SOUTHBOUND ONLY			RESURFACING
Add	4397011	LAKESHORE DRIVE	FROM HULL DRIVE	TO HARDER ROAD/LAKE SUSAN COURT	SAFETY PROJECT
Add	4397021	LAKE LOUISA ROAD	FROM HAMMOCK RIDGE ROAD	TO US 27	SAFETY PROJECT
Add	4399121	CR 478	FROM US 301	TO CR 734	SAFETY PROJECT
Add	4402942	SAFETY IMPROVEMENTS TURNPIKE MAINLINE LAKE COUNTY MP 279.0 TO MP 287.7	FROM MP 279.0	TO MP 287.7	GUARDRAIL
Add	4402952	SAFETY IMPROVEMENTS TURNPIKE MAINLINE LAKE CNTY MP288.7-297.7 S/B ONLY			GUARDRAIL
Add	4061103	THERMOPLASTIC FOR I-75/TPK INTCHG MODIF. (NORTHERN TERMINUS) (MP309)			SIGNING/PAVEMENT MARKINGS
Add	4392711	SR 471	OVER WITHLACOOCHEE RIVER - BRIDGE # 180023		BRIDGE-REPAIR/REHABILITATION
Add	4390481	EAST ORANGE AVENUE	FROM FRUITWOOD AVENUE	TO SUNRISE LANE	SIDEWALK
Add	4394931	CR 473	FROM FOUNTAIN LAKE BLVD	TO HAINES CREEK ROAD/TREADWAY ELEM	SIDEWALK
Add	4396631	HANCOCK RD (LOST LAKE ELEM SCHL)	FROM SUNBURST LANE	TO GREATER PINES BLV	SIDEWALK
Add	4396831	LOG HOUSE RD (PINE RIDGE ELEM SCH)	FROM CR 561	TO LAKESHORE DRIVE	SIDEWALK
Add	4396841	RADIO ROAD (TREADWAY ELEM SCH)	FROM SILVER BLUFF DR	TO TREADWAY SCH RD	SIDEWALK
Add	4396851	CR561/MONROE ST (ASTATULA ELEM SCH)	FROM TENNESSEE AVE	TO CR48/FL AVE	SIDEWALK
Add	4396861	CR44 BYPASS-(EUSTIS MIDDLE SCH)	FROM E ORANGE AVE	TO CYPRESS GROVE DR	SIDEWALK
Add	4396871	LAKESHORE DR (PINE EDGE ELEM)	FROM CHERITH LANE	TO OLEANDER DRIVE	SIDEWALK
Add	4406061	GOLDEN ISLE DR. / CROSSING #621818-L			RAIL SAFETY PROJECT
Add	4407751	LAKE-LEESBURG INTL PAVEMENT REHABILITATION			AVIATION PRESERVATION PROJECT
Add	4407761	LAKE-LEESBURG INTL AIRFIELD IMPROVEMENTS			AVIATION PRESERVATION PROJECT
Add	4407761	LAKE-LEESBURG INTL APRON EXPANSION			AVIATION PRESERVATION PROJECT
Drop	4106751	SR 40	FROM MARION CO LINE	TO VOLUSIA CO LINE	PD&E/EMO STUDY
Drop	4270561	SR 50/SR 33	FROM CR 565 (VILLA CITY)	TO CR 565A (MONTEVISTA)	PRELIM ENG FOR FUTURE CAPACITY
Drop	4338302	HANCOCK ROAD EXTENSI ON AT THE MINNEOLA INTERC HANGE			TRANSPORTATION PLANNING
Drop	4397561	SR 19/N CENTRAL AVE	FROM CR-450A	TO BULLDOG WAY/OLDE MILLSTREM RV PARK	CORRIDOR/SUBAREA PLANNING
Drop	2382751	SR 46	FROM SR 500 (US 441)	TO SEMINOLE CO LINE	PD&E/EMO STUDY
Drop	2382759	SR429 (WEKIVA PKWY)	FROM ORANGE CO LINE	TO W OF OLD MCDONALD RD	TOLL PLAZA
Drop	2383191	SR 19	FROM CR 48	TO CR 561	PD&E/EMO STUDY
Drop	2383943	SR 500 (US 441)	FROM PERKINS ST	TO SR 44	ADD LANES & RECONSTRUCT
Drop	2384298	SR 50	FROM TINY MORSE RD	TO LAKE BLVD	ADD LANES & RECONSTRUCT

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

VARIANCE REPORT 2017/18 - 2021/22

ADD/ DROP	FM NUMBER	ROADWAY	FROM	TO	IMPROVEMENT
Drop	2426262	SR 93 (I-75)	FROM HERNANDO CO LINE	TO C-470	ADD LANES & REHABILITATE PVMNT
Drop	4061101	I-75/TURNPIKE INTERCHANGE	FROM NORTHERN TERMINUS	TO (MP 309)	INTERCHANGE IMPROVEMENT
Drop	4098701	SR 44 (FORMELY C-44B)	FROM SR 500 US 441	TO CR 44/SR-44	ADD LANES & RECONSTRUCT
Drop	4112573	SR 35 (US 301)	N OF CR 232	TO N OF NE 110 RD	ADD LANES & REHABILITATE PVMNT
Drop	4167242	SR 50	ADVANCE ROW ACQUISITION - LAKE COUNTY		RIGHT OF WAY ACTIVITIES
Drop	4230961	SR 33	AT CR 474		ADD LEFT TURN LANE(S)
Drop	4301871	CR 466	AT US 301		ADD TURN LANE(S)
Drop	4302534	CR 466A (MILLER BLVD) PHASE 3 FROM TIMBERTOP LN TO CENTURY AVE			ADD LANES & RECONSTRUCT
Drop	4338301	MINNEOLA INTERCHANGE	MINNEOLA PARTIAL	INTERCHANGE (TPK MP 279)	INTERCHANGE RAMP (NEW)
Drop	4344561	SR 471	AT CR 528		ADD TURN LANE(S)
Drop	4345181	NEW INTERCHANGE	AT CR 468 (TPK MP 301.4)		INTERCHANGE (NEW)
Drop	4354761	I-75 at CR 514	FROM 0.5 MILES WEST OF I-75	TO US 301	WIDEN ROAD
Drop	4355411	CITRUS GROVE ROAD	FROM US 27	TO N HANCOCK RD/ FL TURNPIKE	ADD LANES & RECONSTRUCT
Drop	4357231	WELLNESS WAY STATE FUNDED SIB			NEW ROAD CONSTRUCTION
Drop	4375011	SR 429 (WEKIVA PKWY) FROM LAKE CO LINE TO SR 46			ITS FREEWAY MANAGEMENT
Drop	4375012	SR 429 (WEKIVA PKWY) FROM LAKE CO LINE TO SR 46			CONSTRUCT SPECIAL STRUCTURE
Drop	4222281	SR 471 AT CR 478			INTERSECTION IMPROVEMENT
Drop	4273051	RESERVE BOX-VILLAGES	(LAKE/SUMTER) OPERATION &	SAFETY IMPROVEMENTS	FUNDING ACTION
Drop	4293562	US 441 UTILITY RELOCATION			UTILITY CONTRACTS
Drop	4383261	NATURAL DISASTER LAKE COUNTYWIDE			EMERGENCY OPERATIONS
Drop	4195931	SR 35 (US 301)	FROM S OF SR 91(TURNPIKE)	TO MARION COUNTY LINE	RESURFACING
Drop	4231981	SR 91 (FLORIDA TURNPIKE)	FROM MP 281.8	TO MP 297.8	RESURFACING
Drop	4248831	SR 35/US 301	FROM SR48/CR475 (MAIN ST)	TO SOUTH OF SE 13TH AVE	RESURFACING
Drop	4271441	SR 91 (FLORIDA TURNPIKE)	MP274 TO MP275 NB & FROM	MP274 TO MP275.7 SB	RESURFACING
Drop	4273751	I-75 (SR93)			RESURFACING
Drop	4306511	SR 44	FROM SR25/US27/14TH ST	TO US 441 (NORTH BLVD)	RESURFACING
Drop	4306521	SR 50	FROM SR 33	TO EAST OF CR565 (MONTE VISTA)	RESURFACING
Drop	4323331	SR 25/500	FROM AVENIDA CENTRAL/GRIFFIN AVE.	TO SUMTER CO LINE	RESURFACING
Drop	4339591	SR 35 (US 301)	FROM S OF W CHEROKEE AVE	TO NOBLE AVENUE	RESURFACING
Drop	4354961	SR 48 (EAST BELT AVE)	FROM MAIN STREET	TO US 301	RESURFACING
Drop	4351261	LIGHTING FOR OKAHUMPKA PLAZA PHASE II			LIGHTING
Drop	4370561	SR25 (US 27)	FROM US 192	TO GREATER GROVES/GOLDEN EAGLE	LIGHTING
Drop	4390161	SR 44 DIXIE AVE FROM US 27 TO SR 441			LIGHTING
Drop	4193251	SR 91 (FLORIDA TURNPIKE)	WITHIN SUMTER COUNTY		GUARDRAIL
Drop	4193301	SR 91 (FLORIDA TURNPIKE)	WITHIN LAKE COUNTY,	MP 274 - 298	GUARDRAIL
Drop	4231983	SR 91 (FLORIDA TURNPIKE)	FROM S IN LAKE COUNTY MP 281	TO 297.8	GUARDRAIL
Drop	4231982	SR 91 (Florida Turnpike)	LAKE COUNTY RESURFACING - THERMOPLASTIC-	SB ONLY, FROM MP 281 TO 297.8	SIGNING/PAVEMENT MARKINGS
Drop	4344221	CR 466A (PICCIOLA RD)FROM DOGWOOD DRIVE TO S OF TWIN PALMS ROAD			PAVE SHOULDERS
Drop	4347001	CR 48	FROM CITRUS CO LINE	TO WEST OF CR 616	PAVE SHOULDERS
Drop	4347011	CR 476	FROM HERNANDO CO LINE	TO SR 35 (US 301)	SIGNING/PAVEMENT MARKINGS
Drop	4190581	CR 48 OVER WITHLACOOCHEE RIVER BR # 184006			BRIDGE-REPAIR/REHABILITATION
Drop	4245241	SR 50 BR# 180021	OVER ABANDONED RAILROAD	BRIDGE REPLACEMENT	BRIDGE REPLACEMENT
Drop	4275621	SR 44	BRIDGE # 110063	PAINT & SEAL DECK	BRIDGE-REPAIR/REHABILITATION
Drop	4345182	CR 468 BRIDGE (TPK MP 301.4)	SAFETY IMPROVEMENTS		BRIDGE REHABILITATION
Drop	4374651	CR-470 LAKE PANASOFFKEE OUTLET BRIDGE #184054 REPAIR			BRIDGE-REPAIR/REHABILITATION
Drop	4374661	CR 48 JUMPER CREEK BRIDGE ID#184008 REPAIR			BRIDGE-REPAIR/REHABILITATION
Drop	4374671	C-476 BRIDGE OVER WITHLACOOCHEE - BRIDGE #184019			BRIDGE-REPAIR/REHABILITATION
Drop	4346581	SR 50	FROM N BAY LAKE AVE	TO FISKE AVE	DRAINAGE IMPROVEMENTS
Drop	4370581	DRAINAGE MAINTENANCE/REPAIR	VARIOUS LOCATIONS		DRAINAGE IMPROVEMENTS
Drop	4351262	LANDSCAPE OKAHUMPKA PLAZA - PHASE II			LANDSCAPING
Drop	4354341	SR 25 (US 27)	AT SR 50 INTERCHANGE		LANDSCAPING

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

VARIANCE REPORT 2017/18 - 2021/22

ADD/ DROP	FM NUMBER	ROADWAY	FROM	TO	IMPROVEMENT
Drop	4371144	SR 429	FROM LAKE COUNTY LINE	TO SR 46	LANDSCAPING
Drop	4371491	SR 500 (US 441)	FROM N OF DR MARTIN LUTHER KING BLVD	TO EAGLES NEST DR	LANDSCAPING
Drop	4378611	I-75 @ CR 476B INTERCHANGE			LANDSCAPING
Drop	4378621	I-75 @ SR 48 INTERCHANGE			LANDSCAPING
Drop	4380001	SR 50 (BROAD STREET) FROM BEVERLY DR TO E OF WATERSIDE POINTE DR			LANDSCAPING
Drop	4259971	MOA WITH SUMTER COUNTY	I-75 AT CR 673 INTERCHANGE		ROUTINE MAINTENANCE
Drop	4291571	ASPHALT REPAIR			ROUTINE MAINTENANCE
Drop	2433391	LEESBURG/OCALA	MAINT CONSOLIDATION	PHASE I	FIXED CAPITAL OUTLAY
Drop	4224181	OKAHUMPKA SERVICE	PLAZA MODIFICATION (MP 299)		REST AREA
Drop	4309751	LAKE WEKIVA TRAIL	TREMAIN STREET/MOUNT DORA	WEKIVA RIVER	BIKE PATH/TRAIL
Drop	4309752	LAKE-WEKIVA TRAIL	FROM TREMAIN STREET	TO CR 46	BIKE PATH/TRAIL
Drop	4309753	LAKE-WEKIVA TRAIL	FROM CR 46	TO HOGIN STREET	BIKE PATH/TRAIL
Drop	4332141	VILLAGES ELEMENTARY SCHOOL PED FEATURES	AT US 27 2 LOCATIONS		TRAFFIC SIGNAL UPDATE
Drop	4336731	TAV-LEE TRAIL EXT	FROM WOOTEN PARK	TO NORTH OF SINCLAIR AVE/RUBY ST	BIKE PATH/TRAIL
Drop	4143311	LAKE COUNTY	5307 - CAPITAL FIXED ROUTE GRANT	TO PURCHASE BUSES	CAPITAL FOR FIXED ROUTE
Drop	4241191	SUMTER COUNTY	SUMTER 5311 - TRANSPORTATION	OPERATING ASSISTANCE	OPERATING/ADMIN. ASSISTANCE
Drop	4241201	LAKE COUNTY	LAKE 5311 - TRANSPORTATION	OPERATING ASSISTANCE	OPERATING/ADMIN. ASSISTANCE
Drop	4241251	LAKE COUNTY	BLOCK GRANT-FIXED ROUTE	OPERATING COSTS	OPERATING FOR FIXED ROUTE
Drop	4371871	LAKE CO PUBLIC TRANS			CAPITAL FOR FIXED ROUTE
Drop	4388671	LAKE-SEC 5339	CAPITAL IMPROVEMENTS PROJECT	FOR FIXED ROUTE	CAPITAL FOR FIXED ROUTE
Drop	4398171	5310 OPERATING ASSISTANCE FOR SCARC			OPERATING/ADMIN. ASSISTANCE
Drop	4292141	ALTERNATIVE ANALYSIS	ORANGE BLOSSOM EXPRESS		RAIL CAPACITY PROJECT
Drop	4405831	CR 452	AT CR 452 AND LAKESHORE DR		RAIL CROSSING IMPROVEMENTS
Drop	4405841	CR 4436 (BAY ROAD)	AT CR 4436 (Bay Road) Crossing #621821-U		RAIL CROSSING IMPROVEMENTS
Drop	4405851	LAKESHORE DRIVE	AT Lakeshore Drive/Crossing #622014-B		RAILROAD CROSSING
Drop	4405991	CR 44	AT CR-44/Crossing #622027-C		RAIL CROSSING IMPROVEMENTS
Drop	4315611	LAKE-LEESBURG INTL	DESIGN TERMINAL BUILDING	AND RAMP	AVIATION CAPACITY PROJECT

Top 25 Crash Intersections - 2013 - 2015 Revised For Crash Rate and No Project Improvements

No Fatalities-Incapacitating Injury-Bike/Peds involved
"Fatalities-Incapacitating Injury-Bike/Peds involved
Have projects related to intersection in TIP

Rank	Intersection_Name	Sig./ Unsig.	# of Legs	Crash Count	Fatal Crashes	Fatal_& Incapcitating Injury_Crashes	Injury Crashes	Bike/Ped Crashes	Vehicles	Damages	City	County	Intersection Location	Total Average ADT*	Approach Average ADT*		Crash Rate**	FM #	TIP PROJECT NAME	PROGRAMED FUNDS	WORK DESC
1	SR-50 & S GRAND HWY	Y	4	54	0	0	11	1	110	$214,250	Clermont	Lake	STREET VIEW	5,281	2,641	5.60	11.20				
2	US-441 & BANNING BEACH RD / N ST CLAIR ABRAMS AVE	Y	4	34	0	3	10	2	71	$82,700	Tavares	Lake	STREET VIEW	3,517	1,759	5.30	10.59				
3	CR-452 & E BURLEIGH BLVD	Y	4	45	0	1	9	1	94	$103,452	Tavares	Lake	STREET VIEW	5,442	2,721	4.53	9.06				
4	US-27 & DR MARTIN LUTHER KING BLVD	Y	4	48	0	1	7	0	100	$214,550	Fruitland Park	Lake	STREET VIEW	5,920	2,960	4.44	8.89				
5	SR-50 & CR-455 / HARTLE RD	y	4	50	0	3	16	1	105	$237,650	Unincorp.	Lake	STREET VIEW	7,006	3,503	3.91	7.82				
6	SR-19 & OLD US-441	y	4	54	0	1	9	0	110	$128,100	Tavares	Lake	STREET VIEW	10,346	5,173	2.86	5.72				
7	US-441 & EUDORA RD / CR-44C	y	4	64	1	2	15	0	130	$256,750	Mount Dora	Lake	STREET VIEW	13,507	6,754	2.60	5.19				
8	US-27 & HOOKS ST	y	4	55	0	1	18	0	111	$207,750	Clermont	Lake	STREET VIEW	11,790	5,895	2.56	5.11				
9	GRIFFIN RD & N 14TH ST	y	4	43	0	1	13	3	85	$85,450	Leesburg	Lake	STREET VIEW	11,027	5,513	2.14	4.27				
10	US-27 & CR-48	y	4	54	0	3	19	0	110	$259,250	Unincorp.	Lake	STREET VIEW	14,091	7,045	2.10	4.20				
11	US-441 & DAVID WALKER DR	y	4	38	1	2	12	0	75	$177,900	Eustis	Lake	STREET VIEW	12,096	6,048	1.72	3.44				
12	SR-50 & HANCOCK RD	y	4	96	0	3	33	3	197	$380,150	Clermont	Lake	STREET VIEW	31,961	15,981	1.65	3.29				
13	US-441 & CR-473 / BLUEGILL DR	y	4	36	1	1	7	0	75	$202,955	Unincorp.	Lake	STREET VIEW	12,836	6,418	1.54	3.07				
14	US-27 & E MAIN / W MAIN ST	y	4	45	0	1	12	1	92	$101,500	Leesburg	Lake	STREET VIEW	19,922	9,961	1.24	2.48				
15	SR-50 & CITRUS TOWER BLVD	y	4	62	1	1	10	1	126	$228,250	Unincorp.	Lake	STREET VIEW	29,507	14,753	1.15	2.30				
16	US-27 & CAGAN CROSSINGS BLVD	y	4	57	1	2	24	2	120	$290,950	Unincorp.	Lake	STREET VIEW	41,100	20,550	0.76	1.52				
17	US-441 & SPRING HARBOR BLVD	y	3	45	0	2	12	1	91	$209,400	Mount Dora	Lake	STREET VIEW	44,000	22,000	0.56	1.12				
18	US-192 & TOWN CENTER BLVD	y	4	50	0	1	20	2	105	$227,472	Unincorp.	Lake	STREET VIEW	52,000	26,000	0.53	1.05				
19	CR-466 & BUENA VISTA BLVD	y	4	36	0	5	10	0	70	$166,010	Unincorp.	Sumter	STREET VIEW	39,700	19,850	0.50	0.99				
20	CR-466 & ROLLING ACRES RD	y	4	49	0	1	14	0	107	$210,800	Lady Lake	Lake	STREET VIEW	56,531	28,265	0.47	0.95				
21	US-192 & SUMMER BAY BLVD	N	4 ^	40	0	1	16	1	89	$230,405	Unincorp.	Lake	STREET VIEW	52,000	26,000	0.42	0.84				
22	CR-466 & MORSE BLVD	y	4	48	0	5	19	0	99	$251,751	Unincorp.	Sumter	STREET VIEW	68,900	34,450	0.38	0.76				
23	US-301 & CR-466	y	4	42	0	3	12	0	86	$224,421	Unincorp.	Sumter	STREET VIEW	61,600	30,800	0.37	0.75				
24	US-441 & CR-44 / SLEEPY HOLLOW RD	y	4	56	0	0	17	0	116	$149,150	Leesburg	Lake	STREET VIEW	9,909	4,955	3.10	6.19				
25	SR-46 & PLYMOUTH SORRENTO RD	y	4	36	0	0	11	0	72	$191,357	Unincorp.	Lake	STREET VIEW	7,339	3,670	2.69	5.38	4309752	LAKE-WEKIVA TRA	TIP Report	
26	US-27 & VISTA DEL LAGO BLVD / HARTWOOD MARSH RD	y	4	42	0	0	6	0	89	$75,150	Clermont	Lake	STREET VIEW	12,965	6,482	1.78	3.55				
27	US-27 & E GRAND HWY / CITRUS TOWER BLVD	y	4	36	0	0	12	0	71	$113,750	Clermont	Lake	STREET VIEW	11,156	5,578	1.77	3.54				
28	US-441 & N 3RD ST	y	4	35	0	0	11	0	75	$99,600	Leesburg	Lake	STREET VIEW	34,000	17,000	0.56	1.13				
29	US-441 & COLLEGE DR	y	4	34	0	0	9	0	76	$163,400	Leesburg	Lake	STREET VIEW	35,102	17,551	0.53	1.06				
30	US-27 & ROPER BLVD / JOHN'S LAKE RD	y	4	50	0	0	11	0	102	$185,352	Clermont	Lake	STREET VIEW	77,300	38,650	0.35	0.71				
31	SR-50 & S BLOXAM AVE	y	4	37	0	0	8	0	77	$120,050	Clermont	Lake	STREET VIEW	72,500	36,250	0.28	0.56				
32	US-441 & SR-19 / ORANGE AVE	y	4	49	0	0	15	0	108	$156,000	Tavares	Lake	STREET VIEW	98,400	49,200	0.27	0.55				
33	US-441 & SR-44B	Y	4	115	0	1	26	1	239	$448,465	Mount Dora	Lake	STREET VIEW	10,116	5,058	6.23	12.46	4293561	SR 500/US 441	TIP Report	
34	US-301 & SR-44 / GULF ATLANTIC HWY	y	4	60	0	0	11	0	118	96337	Wildwood	Sumter	STREET VIEW	62,700	31,350 0	0.52	11.20	4301321 4301881	SR 35 (US 301) SR 35 (US 301)	TIP Report TIP Report	
35	US-441 & WOLF BRANCH RD / LIMIT AVE	y	4	82	0	3	25	0	166	$370,850	Mount Dora	Lake	STREET VIEW	11,550	5,775	3.89	7.78	4293561	SR 500/US 441	TIP Report	
36	US-441 & KURT ST	y	4	42	0	1	17	0	84	$247,296	Eustis	Lake	STREET VIEW	8,241	4,120	2.79	5.59				US441 to SR19
37	US-27 & ROLLING ACRES RD	y	4	41	0	1	17	0	84	$175,950	Lady Lake	Lake	STREET VIEW	17,182	8,591	1.31	2.62	2383955	SR 500 (US 441)	TIP Report	Improvements
38	US-441 & SR-44	y	4	131	1	2	21	2	259	$346,435	Leesburg	Lake	STREET VIEW	98,300	49,150	0.73	1.46	4306511	SR 44	TIP Report	
39	US-441 & LINCOLN AVE	y	4	45	0	1	21	0	89	$356,650	Mount Dora	Lake	STREET VIEW	41,000	20,500	0.60	1.20	4293561	SR 500/US 441	TIP Report	
40	US-27 / S. 14TH ST & SR-44 / SOUTH ST	y	4	91	0	0	16	1	188	$215,851	Leesburg	Lake	STREET VIEW	109,900	54,950	0.45	0.91	4306511	SR 44	TIP Report	

NOTES: ^ - This is a limited access controlled intersection (no N/S through movements allowed).
* - The Average ADT was calculated by adding the traffic counts for each leg of the intersection then dividing by the number of years of data.
** - The crash rate was calculated by FHWA Methodology: (number of crashes multiplied by 1,000,000) / (365 days) * (number of years of data) * (daily number of vehicles entering the intersection).

Lake-Sumter MPO

Metropolitan Planning Organization

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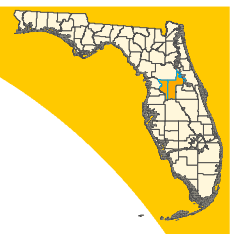
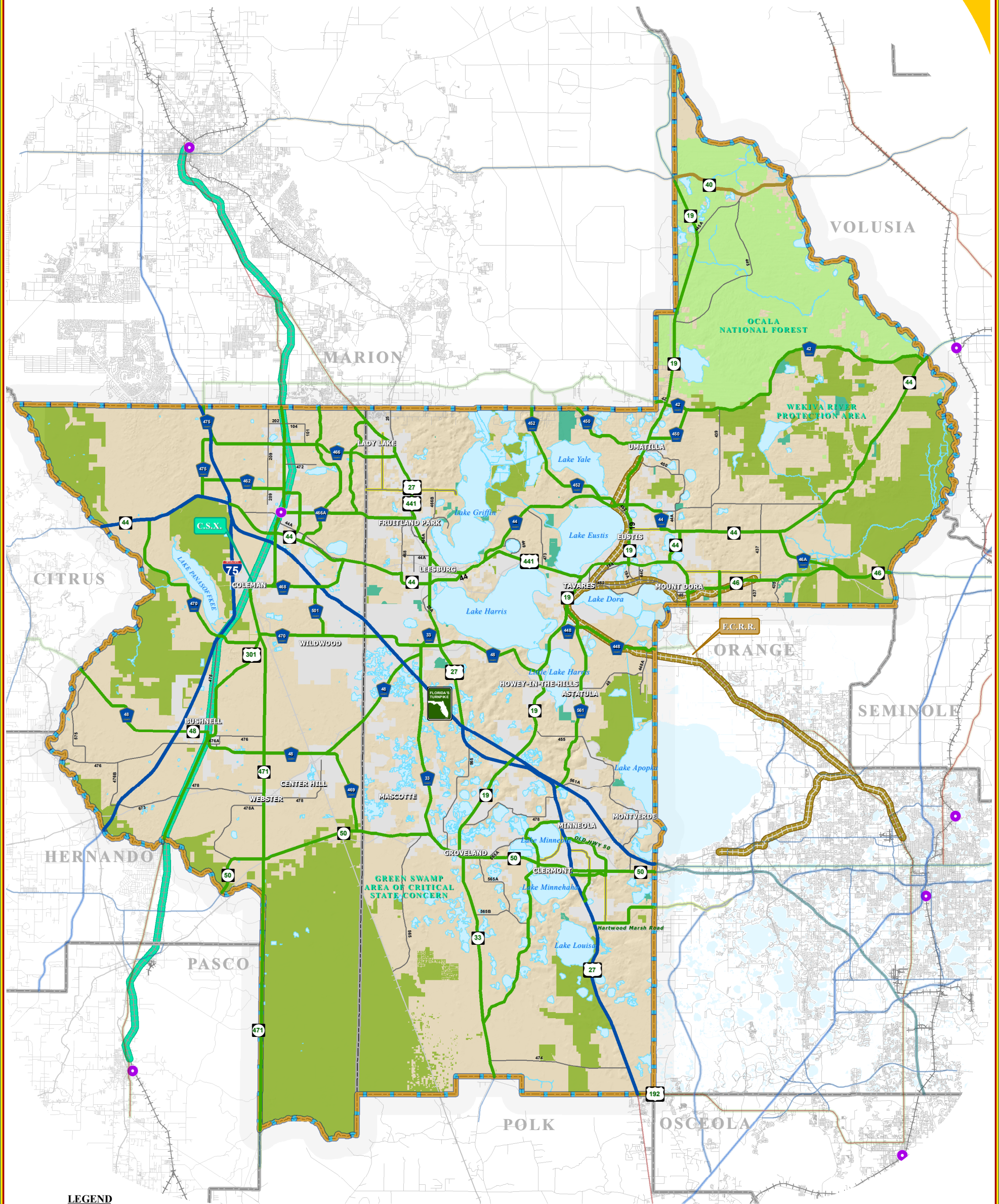
ADOPTED REGIONALLY SIGNIFICANT CORRIDORS





LEGEND

- Water Body
- Municipal Area
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- Interstate
- Turnpike
- Amtrak Station
- Active Railroad
- Abandoned Railroad

ADOPTED REGIONAL CORRIDOR CLASSIFICATION

- Regionally Significant Corridor
- Strategic Intermodal System
- Emerging Strategic Intermodal System
- Regionally Significant Rail Corridor - C.S.X
- Emerging Regionally Significant Rail Corridorr - F.C.R.R

ADOPTED: SEPTEMBER 28, 2005
REVISED: JANUARY 25, 2006
REVISED: APRIL 26, 2006
REVISED: APRIL 25, 2007
REVISED: DECEMBER 3, 2008
REVISED: MAY 26, 2010
REVISED: DECEMBER 8, 2010
REVISED: JANUARY 26, 2011

NOTE:
Corridors may be elegible for Transportation Regional Incentive Program (TRIP) funding.

N W E S

0 3 6

1 INCH EQUALS 6 MILES

TRANSPORTATION PLANNING AREA
SUMTER AND LAKE COUNTY, FLORIDA

MAP COMPOSITION: JANUARY, 2011

DATA SOURCES:
Lake and Sumter County GIS Department; Planimetrics
Public Lands/Florida Managed Areas, (FLMA);
Florida Natural Areas Inventory (FNAI) Dec 2008
Data Compilation and Map production compliments of the Lake~Sumter Metropolitan Planning Organization.

Lake-Sumter MPO
Metropolitan Planning Organization

TABLE 1
LAKE-SUMTER MPO REGIONALLY SIGNIFICANT CORRIDORS

CORRIDOR	FROM	TO
C-462	C-475	C-466A
C-466/CR 466	SR 93/I-75	SR 25/US 27 (SR 500/US 441)
C-466A/CR 466A	SR 35/US 301	SR 25/US 27 (SR 500/US 441)
C-468	SR 35/US 301	SR 44
C-469	C-48	SR 50
C-470	SR 44	SR 35/US 301
C-470	SR 35/US 301	SUMTER/LAKE COUNTY LINE
C-475	SR 44	SUMTER/MARION COUNTY LINE
C-48	CITRUS/SUMTER COUNTY LINE	SUMTER/LAKE COUNTY LINE
CR 139/POWELL RD	SR 44	C-466A
CR 33	SR 25/US 27	SR 50
CR 42	MARION/LAKE COUNTY LINE	SR 44
CR 44	SR 500/US 441	ORANGE AVE
CR 448	SR 19	LAKE/ORANGE COUNTY LINE
CR 450	MARION/LAKE COUNTY LINE	CR 42
CR 452	MARION/LAKE COUNTY LINE	SR 19
CR 46A	SR 44	SR 46
CR 470	SUMTER/LAKE COUNTY LINE	CR 33
CR 48	SUMTER/LAKE COUNTY LINE	SR 19
CR 501	C-468	C-470
CR 561	SR 19	SR 25/US 27
CR 561	US 27	SR 33
CR OLD 50	SR 25/US 27	NORTH HANCOCK RD
CITRUS TOWER BLVD	US 27	SR 50
HARTWOOD MARSH ROAD	SR 25/US 27	LAKE/ORANGE COUNTY LINE
HOOKS ST	SR 25/US 27	SOUTH HANCOCK RD
NORTH HANCOCK RD	CR OLD 50	SR 50
SOUTH HANCOCK RD	SR 50	HOOKS ST
BUENA VISTA BLVD	SR 44	SUMTER/MARION COUNTY LINE
MORSE BLVD	C-466A	US 27/441
ROUND LAKE RD	LAKE/ORANGE COUNTY LINE	WOLF BRANCH RD
SR 19	SR 50	LAKE/MARION COUNTY LINE
SR 25/US 27	MARION/SUMTER COUNTY LINE	LAKE/POLK COUNTY LINE
SR 33	POLK/LAKE COUNTY LINE	CR 33
SR 35/US 301	HERNANDO/SUMTER COUNTY LINE	SUMTER/MARION COUNTY LINE
SR 40	MARION/LAKE COUNTY LINE	LAKE/VOLUSIA COUNTY LINE
SR 44	CITRUS/SUMTER COUNTY LINE	LAKE/VOLUSIA COUNTY LINE
SR 46	SR 500/US 441	LAKE/SEMINOLE COUNTY LINE
SR 471	SR 35/US 301	SUMTER/POLK COUNTY LINE
SR 50	HERNANDO/SUMTER COUNTY LINE	LAKE/SUMTER COUNTY LINE
SR 50	LAKE/SUMTER COUNTY LINE	LAKE/ORANGE COUNTY LINE
SR 500/US 441	MARION/SUMTER COUNTY LINE	LAKE/ORANGE COUNTY LINE
SR 530/US 192	SR 25/US 27	LAKE/ORANGE COUNTY LINE
SR 91 /FL TURNPIKE	SR 93 (I-75)/SUMTER COUNTY LINE	LAKE/SUMTER COUNTY LINE
SR 91 /FL TURNPIKE	LAKE/SUMTER COUNTY LINE	LAKE/ORANGE COUNTY LINE
SR 93/I-75	HERNANDO/SUMTER COUNTY LINE	SUMTER/MARION COUNTY LINE

ADOPTED : 09/28/2005
LAST AMMENDED: 01/26/2011

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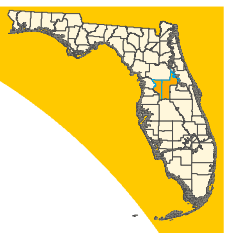
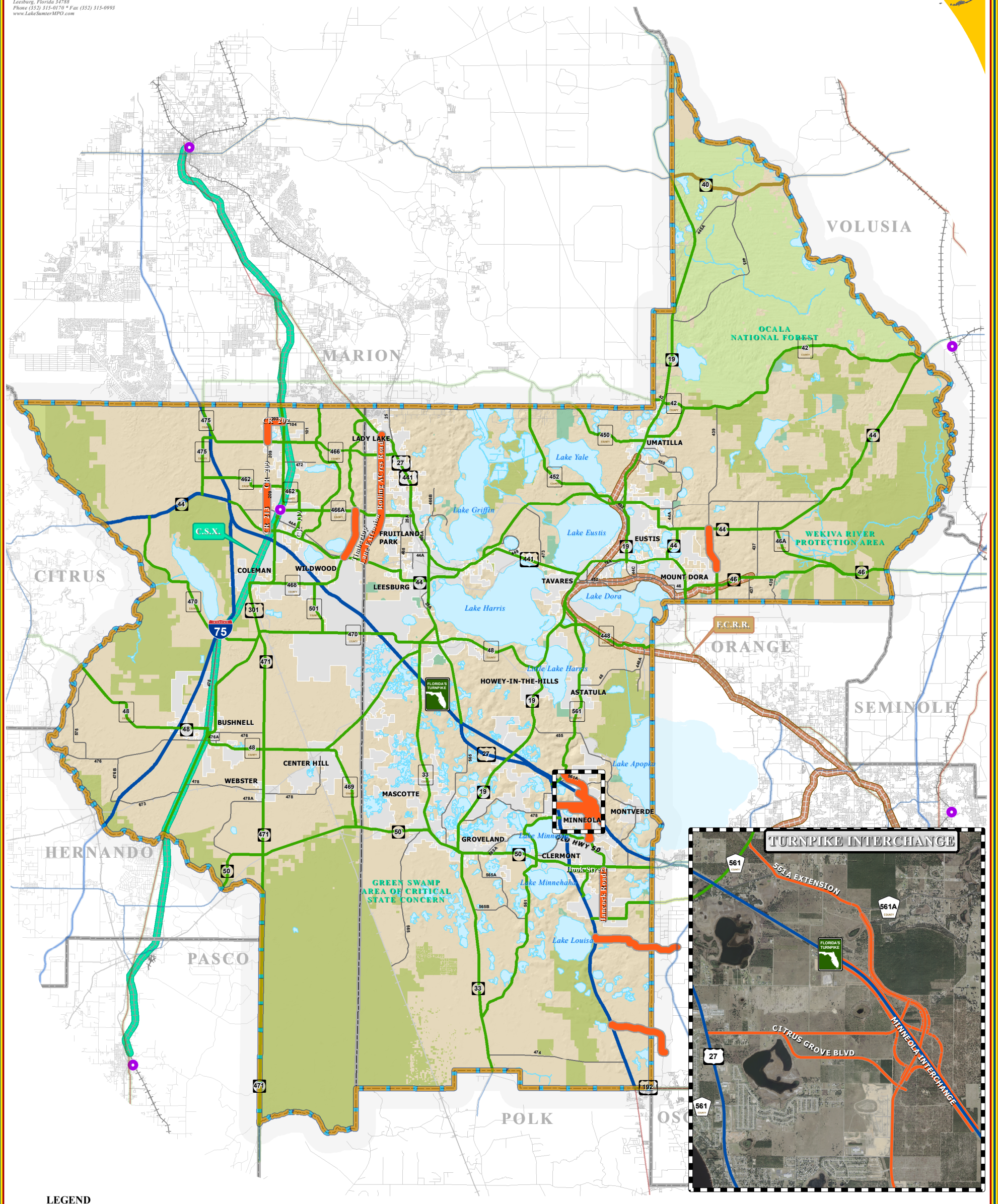
EMERGING REGIONALLY SIGNIFICANT CORRIDORS





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NOTE:
Corridors may be elegible for Transportation Regional Incentive Program (TRIP) funding.

N W E S
0 3 6
1 INCH EQUALS 6 MILES

TRANSPORTATION PLANNING AREA
SUMTER AND LAKE COUNTY, FLORIDA

MAP COMPOSITION: JANUARY, 2011

DATA SOURCES:
Lake and Sumter County GIS Department; Planimetrics
Public Lands/Florida Managed Areas, (FLMA)
Florida Natural Areas Inventory (FNAI) Dec 2008
Data Compilation and Map production compliments of the Lake~Sumter Metropolitan Planning Organization.

TABLE 1

LAKE-SUMTER MPO EMERGING REGIONALLY SIGNIFICANT CORRIDORS

CORRIDOR	FROM	TO
561A EXTENSION	CR 561	MINNEOLA INTERCHANGE (FUTURE INTERCHANGE)
CR 202	US 301	CR 209
CR 209	CR 202	CR 466
CR 209	CR 462	CR 44A
CR 213	CR 44A	SR 44
CITRUS GROVE BLVD	US 27	MINNEOLA INTERCHANGE (FUTURE INTERCHANGE)
HANCOCK ROAD	HOOKS STREET	HARTWOOD MARCH ROAD
MINNEOLA INTERCHANGE	CITY OF MINNEOLA	CITY OF MINNEOLA
NORTH GRASSY LAKE ROAD	CITRUS GROVE ROAD (FUTURE ROAD)	MINNEOLA INTERCHANGE (FUTURE INTERCHANGE)
NORTH HANCOCK EXTENSION	OLD HWY 50	MINNEOLA INTERCHANGE (FUTURE INTERCHANGE)
OLD HWY 50	SOUTH OLD HWY 50	NORTH HANOCK EXTENSION
ROLLING ACRES ROAD	US 441/27	TIMBERTOP LANE EXTENSION
ROUND LAKE EXTENSION	SR 44	WOLF BRANCH ROAD
SOUTH MORSE BLVD EXTENSION	SR 44	C-466A
SAWGRASS BAY BLVD	US 27	LAKE-ORANGE COUNTY LINE
LAKE ORANGE PARKWAY	US 27	SR 50
TIMBERTOP LANE EXTENSION	ROLLING ACRES ROAD	SR 44

ADOPTED : February/2009
LAST AMMENDED: January 26, 2011

Lake-Sumter MPO

Metropolitan Planning Organization

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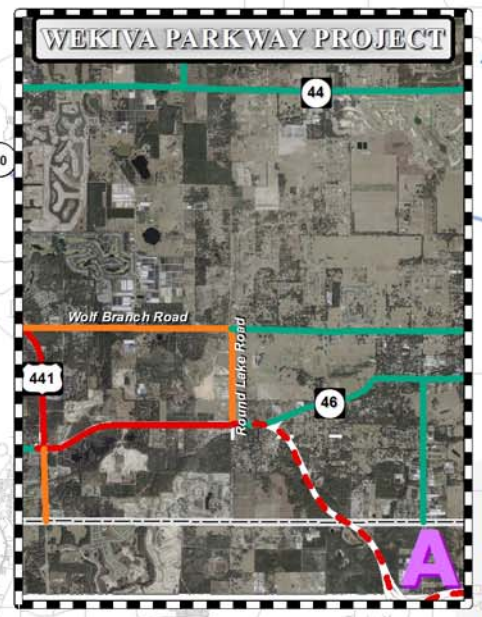
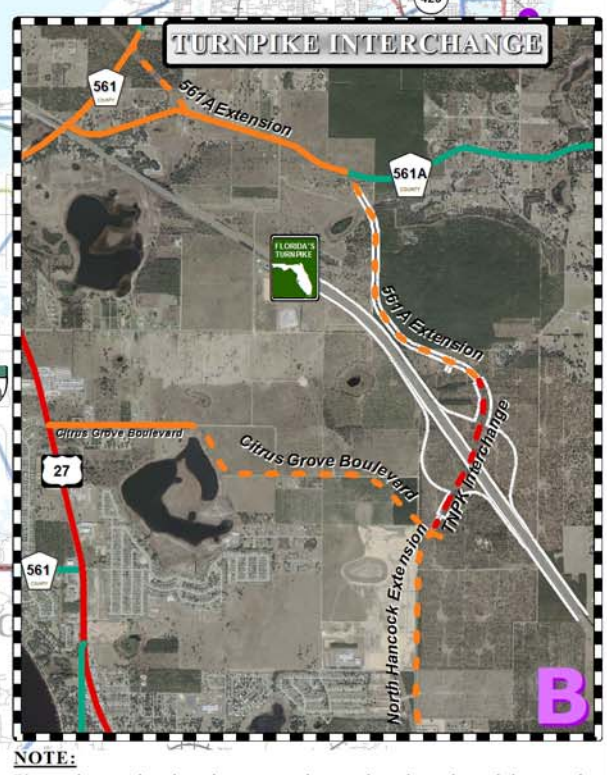
ADOPTED MAXIMUM LANE CONSTRAINED CORRIDORS





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LakeSumter MPO Adopted Lane Constrained Corridors

6 Lanes	*FUTURE* 6 Lanes
4 Lanes	*FUTURE* 4 Lanes
2 Lanes	*FUTURE* 2 Lanes

NOTE:

Please observe that these lane constraints apply only to through lanes and do not apply to turn lanes, auxiliary lanes and exclusive-transit lanes.

FOR COMPLETE AND DETAILED LIST OF THE CONSTRAINT CORRIDORS, PLEASE REFER TO POLICY #2009-1 LANE CONSTRAINED CORRIDORS.

The corridors displayed on this map, as adopted by the Lake Sumter MPO, addresses the lane constraints for state and county roads, designated collector status and above. Corridors that are constrained by this policy are so designated in an effort to accomplish one or more of the following:

a) To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity
b) To limit the extent to which corridors will be widened in rder to prevent roadways from becoming dividing factors within communities or to prevent widening projects causing the erosion of viable neighborhoods or districts
c) To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and centers
d) To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors
e) To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity

MAP COMPOSITION: SEPTEMBER, 2009

N W E S

0 3 6

1 INCH EQUALS 6 MILES

TRANSPORTATION PLANNING AREA

SUMTER AND LAKE COUNTY, FLORIDA

DATA SOURCES:

Lake and Sumter County GIS Department, Florida
Public Lands Florida Managed Areas, (FLMA)
Florida Natural Areas Inventory (FNAI) Dec. 2008
Data Compilation and Map production compliments of the Lake~Sumter Metropolitan Planning Organization.

Lake~Sumter Metropolitan Planning Organization (MPO)
Corridor Constraint Policy

February 27, 2008

Policy 2008-1 Corridor Constraints

With a goal to unite community planning principles with transportation goals and with an objective to provide guidance in prioritizing transportation needs, the following policy is established.

Within the Lake-Sumter MPO Area, various physical, environmental and local policy constraints influence the transportation planning vision for the region. Land use decisions and transportation planning must be coordinated. To assist in this coordination, some corridors should be designated as appropriate for capacity improvements through the expansion of lanes. Some corridors, based on local visions and comprehensive plans, should not be prioritized for capacity improvements.

Right-of-way acquisition and roadway capacity improvements through additional lanes have become too expensive a venture to be considered the only option when planning for future transportation demand. Less expensive alternative (reliever) corridors should be explored in an effort to enhance the regional transportation network. Further, there is an obvious need for a more regional, multimodal approach to addressing the traffic demand and congestion issues within the Lake-Sumter region.

The list of corridors that follows, addresses the lane constraints for state and county roads, designated collector status and above. Corridors that are constrained by this policy are so designated in an effort to accomplish one or more of the following:

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d) To promote the goal of migrating away from capacity improvements through the addition of lanes and to promote the migration toward additional capacity through mass transit improvements along appropriate arterial corridors
e) To prevent a misallocation of fiscal resources toward lane-addition projects in which cost-benefit ratios are low in terms of cost versus new capacity

Please note that these lane constraints apply only to through lanes and do not apply to turn lanes, auxiliary lanes and exclusive-transit lanes.

Lake~Sumter MPO Corridor Constraint Policy

Through this policy, the following corridors shall be constrained to these maximum laneages:

Maximum Laneage: Six (6) Lanes

Lake County

US 27
US 192
US 441
SR 19 US 441 to CR 561 (Tavares)
SR 44, Sumter County to CR 468 (North/Leesburg)
SR 44 (US 441), Former CR 44B (Mount Dora) to Dixie Avenue (Leesburg)
SR 46, US 441 to Wekiva Parkway
SR 50, US 27 to Orange County
CR 466
CR 470
CR 561, CR 455 to US 27
Hancock Road North, SR 50 to New Turnpike Interchange
Hartwood Marsh Road, US 27 to Hartle Road
Shell Pond Road/Schofield Road (SR 429-US 27 Connector)

Sumter County

US 301, SR 44 to CR 470
US 441, Marion County to Lake County
SR 44, Citrus County to Lake County
CR 466, CR 475 to Lake County
CR 470, I-75 to Lake County

Lake~Sumter MPO Corridor Constraint Policy

Maximum Laneage: Four (4) Lanes

Lake County

SR 19, CR 450 to US 441
SR 19, CR 455 to SR 50 (Groveland)
SR 19, CR 561 to CR 48
SR 33, SR 50 to Lake Erie Road
SR 40
SR 44, CR 468/Main Street to US 441
SR 44, Orange Avenue to CR 46A
CR 19A, US 441 to CR Old 441/Eudora Road
CR 33 SR 50 to US 27
CR 44, Orange Ave (Eustis) to US 441 (Leesburg)
CR 46A
CR 48 (US 27 to SR 19)
CR 435
CR 448 (Tavares) (CR 561 to Orange County)
CR 452
CR 455, SR 19 to CR 561
CR 455, CR Old 50 to SR 50
CR 466A, Sumter County to US 27/441(Fruitland Park)
CR 468) CR 466A to SR 44
CR 473
CR 478/Apshawa
CR 561, SR 19 to CR 455
CR 561A, CR 561 to New Turnpike Interchange
CR Old 50, US 27 (Minneola) to CR 455
Citrus Tower Boulevard
Hancock Road, South of SR 50 to Hartwood Marsh Rd.
Hartle Road
Hartwood-Marsh Road, Hartle Road to Orange County
Hooks Street
MLK Extension (LSB/FP), CR 468 to Thomas Road
Johns Lake Road
Mascotte Collector (Future Road)
Orange Avenue (Eustis) (US 19 to CR 44)
Rolling Acres Road, US 441 to CR 466
South Clermont Connector
Steves Road

Lake~Sumter MPO Corridor Constraint Policy

Maximum Laneage: Four (4) Lanes

Sumter County

US 301, Marion County to SR 44
US 301, CR 470 to Hernando County
SR 48, I-75 to CR 475
SR 50, Hernando County to Lake County
SR 471, SR 50 to US 301
CR 44A, SR 44 to US 301
CR 44A, US 301 to SR 44
CR 48, CR 625 to I-75
CR 48, SR 48 (Bushnell) to Lake County
CR 139, CR 44A to CR 466A
CR 202, CR 475 to US 301
CR 209/213, SR 44 to Marion County
CR 229, SR 44 to CR 466
CR 462, CR 466A to US 301
CR 462, US 301 to CR 475 N
CR 466A, US 301 to Lake County
CR 468, US 301 to SR 44
CR 469, CR 48 to SR 50
CR 470, SR 44 to I-75
CR 472, US 301 to Buena Vista Boulevard
CR 475, SR 44 to Marion County
CR 475, SR 48 to CR 470
CR 476, Hernando County to US 301
CR 501*, CR 470 to CR 468
CR 501 (future), CR 48 to CR 470
Buena Vista Boulevard, CR 466A to Marion County
El Camino Real, Buena Vista Boulevard to Morse Boulevard
Morse Boulevard, CR 466A to US 441
West Warm Springs Avenue/CR 514, I-75 to US 301

* CR 501 is constrained at four (4) lanes, contingent upon securing access across the Florida Turnpike for parallel corridor(s), such as Bailey Road. If access cannot be secured for a parallel facility, CR 501 would be constrained at six (6) lanes. Regardless, right-of-way for six (6) lanes (roughly 160 feet) will be required from adjacent development.

Lake~Sumter MPO Corridor Constraint Policy

Maximum Laneage: Two (2) Lanes

Lake County

SR 19, CR 48 to CR 455
SR 46 (Wekiva Parkway to Seminole County)
CR 25 (Lady Lake)
CR 25A (Fruitland Park)
CR 42
SR 44, CR 46A to Volusia County
CR 44A (Eustis) (CR 44. to CR 44A & CR44 to CR 439)
CR 44A (Leesburg) (US 27 to Thomas Ave.)
CR 44C (Leesburg) (Thomas Ave. to CR 468)
CR 439
CR 445
CR 445A
CR 450

CR 455, CR 561 to CR Old 50
CR 466A, East of US 27/441 (Picciola Rd.)
CR 474

CR 561, US 27 to SR 33
CR 565A (Groveland)
CR 561A, New Turnpike Interchange to CR 455
CR 565
CR 565A
CR Old 50, CR 455 to Orange County
CR Old 50 (US 27 to CR 455)
CR Old 441
Austin Merritt Road/Bridges Road
Estes Road

Lake Ella Road
Main Street (Leesburg), SR 44/CR 468 to US 441
Wolf Branch Road

Sumter County

SR 471, Polk County to SR 50
CR 48, Citrus County to CR 625
CR 101, CR 202 to CR 466
CR 103, CR 202 to CR 466
CR 214, CR 209 to US 301
CR 216, CR 209 to US 301
CR 476, US 301 to SR 471
CR 476B, CR 476 to I-75
CR 478, US 301 to SR 471
CR 478, SR 471 to CR 48

CR 478A, SR 50 to SR 471
CR 575, CR 476 to CR 48
CR 673, I-75 to US 301

1. Introduction

The Lake~Sumter Metropolitan Planning Organization (LSMPO), in coordination with the LSMPO's member governments and private sector transportation professionals, has developed a set of guidelines presented herein, for the preparation of a Traffic Impact Analysis (TIA). The intent of this document is to provide a general "best practices" preparation guide for applicants and/or consulting planners/engineers assessing the potential traffic impacts of new projects, updates to previously approved projects, or changes in zoning. These guidelines establish minimum standards for all TIA reports, in order to provide a clear, orderly and consistent basis on which traffic impacts are to be evaluated.

> ***NOTE:*** *This methodology is not appropriate for a comprehensive plan amendment. Comprehensive Plan Amendments should instead follow State of Florida Department of Economic Opportunity (DEO) requirements.* ***Available at:*** www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/evaluation-and-appraisal-of-comprehensive-plans

2. Purpose

A Traffic Impact Analysis (TIA) is an important tool in the overall development planning process. It provides information which will allow local governments to evaluate the impact of a development with respect to the need for roadway and intersection capacity, operational, and safety improvements. The purpose of the (TIA) is to identify the potential traffic impacts of a new project on the transportation system and to develop mitigation strategies to offset any impacts according to the methodologies and provisions as described herein. A TIA also evaluates the impact of a proposed project at full buildout on the multimodal transportation system, including roads, transit, bicycle, and pedestrian facilities.

Another purpose of these TIA Guidelines is to provide a coordinated process for performing a review of traffic impacts created by proposed projects within the Lake~Sumter Metropolitan Planning area.

The LSMPO provides planning services to its member governments that include:

- Sumter County
- Lake County
- City of Bushnell
- City of Center Hill
- City of Coleman
- City of Webster
- City of Wildwood
- Town of Astatula
- City of Clermont

- City of Eustis
- City of Fruitland Park
- City of Groveland
- Town of Howey-in-the-Hills
- Town of Lady Lake
- City of Leesburg
- City of Mascotte
- City of Minneola
- Town of Montverde
- City of Mount Dora
- City of Tavares
- City of Umatilla

Figure 1: Lake~Sumter MPO Planning Area Boundary
Available at: www.lakesumtermpo.com/pdfs/resources/MPOPlanningBoundary.pdf

A TIA study will assesses the effects that a particular project's traffic will have on the transportation network. Studies vary in their range of detail and complexity depending on the type, size and location of the project and can be used to help evaluate what type of transportation improvements may be necessary. Additionally, traffic impact studies are used to:

- Forecast additional traffic associated with a new project, based on accepted practices.
- Determine the improvements that are necessary to accommodate a new project.
- Help to ensure safe and reasonable traffic conditions on streets after a project is complete.
- Reduce the negative impacts due to projects by helping to ensure that the transportation network can accommodate the project.
- Provide direction to community decision makers and developers of expected impacts.
- Protect the substantial community investment in the street system.

3. When is a TIA required

A TIA must be provided in accordance with the approving jurisdictions' adopted policies, plans, Land Development Regulations (LDRs) and Land Development Codes (LDCs), as otherwise required. Typically, a TIA is required at the first submission of an Overall Project Plan, or the Final Site Plan stage of the project. To determine when a TIA is required, the applicant is responsible for coordinating with the appropriate local government regarding at what project stage this should occur for their specific project. The requirements listed and applicability of this TIA shall be superseded by any future changes to Florida law.

The process of a TIA begins when a land owner or designated agent proposes to make a land

use change that generates vehicular trips. At that time it shall be necessary for them to coordinate with the appropriate local government agency and submit a preliminary development plan. The amount of traffic generated by a proposed project shall be calculated using the methodology and guidelines of the latest edition of the Institute of Transportation Engineers (ITE), Trip Generation Manual (currently the 9th Edition as of the writing of this document). As stated above, a TIA is required for all aspects of site development and impact assessment within the local government's jurisdiction. This includes, but is not limited to, updates to previously approved developments, the development of the Local Government Comprehensive Plan (LGCP), LGCP amendments, and particularly to Future Land Use Map (FLUM) changes. This also includes changes in zoning, reviews of Planned Unit Developments (PUDs), subdivision ordinances and related land activities. In addition, a TIA shall be required for all updates or phases of a project/development.

As mentioned above a TIA may also be required for requests for rezoning prior to the project TIA to analyze the net trip difference between the current and proposed zoning categories rather than the impact of a specific proposed project. The need for a TIA or any other studies needed for a rezoning should be coordinated with the appropriate government agency (municipality or County).

The determination of the TIA study type, and thus the level of detail and area of impact, required in the TIA document is dependent on the number of net new peak hour vehicular trips. Net new peak hour vehicular trips are defined as those trips produced by the project that have been adjusted for percentages of internal capture and/or pass-by trips (if applicable). Percentages of internal capture and pass-by trips must be shown to be justifiable and agreed to by the local government agency.

The development's net average weekday two-way volume generation with respect to the service capacity and operating condition of the adjacent major roadway network link[s] may be also be considered. The request for this information is at the discretion of the local government agency.

LOS standards and concurrency (if applicable) are determined by the local jurisdiction on state and county roads per s. 163.3180(5)(a), Florida Statutes (FS). Roadway segments evaluated in the TIA can be found in the LSMPO's TMS database. Under certain circumstances, additional roadway segments may be requested to be analyzed if the proposed project affects local "problem" areas, e.g., high accident locations, currently congested areas or areas of critical local concern.

There are two (2) tiers of TIA studies, each Tier is based upon the number of net new vehicular weekday AM peak hour, weekday PM peak hour or weekend peak hour trips are generated by the project. See sections 3.1 for Tier 1 criteria and Section 3.2 for Tier 2 criteria. If the need

for a Tier 1 or Tier 2 TIA is determined, both the methodology letter and the TIA must be sealed and signed by a licensed professional engineer prior to submittal.

3.1 Tier1 TIA: Projects Generating Less than 100 Peak Hour Two-way Net New Trips

De minimis Determination (Tier 1 TIA) - The LSMPO defines "de minimis" development as any development for which the net average weekday peak hour two-way volume generated by the development is less than 100 trip ends or driveway volume on the adjacent roadway[s].

As an example, developments of the following size typically generate less than 100 net new peak hour trips:

- Single Family Residential (ITE Code 210) – 99 dwelling units.
- Apartment (ITE Code 220) – 160 dwelling units.
- Office Building (ITE Code 710) – 66,000 square feet.
- Retail (ITE Code 820, Shopping Center w/o supermarket) – 26,000 square feet.
- Services (ITE Code 945, Gas station with Convenience Market) – 6 Fueling Positions.

Projects generating less than 100 peak hour two-way net new trips may generally be considered to create non-substantial impacts. In most cases, a Request for Exemption Letter from a Tier 1 TIA may be submitted.

If the traffic impacts of a proposed project can be clearly determined to have de minimis impacts and all the parties involved (local government, LSMPO, Florida Department of Transportation (FDOT), applicant, etc.) are in agreement, the submittal of a Tier 1 TIA may not be necessary. The applicant may submit a Request for Exemption Letter from a TIA. The required information needed to be provided in the Exemption Letter is described in Section 5. An Exemption Letter form can be found in Appendix X and on the LSMPO website (a link will be provided later). Any exemptions to performing a Tier 1 TIA or deviation from this methodology shall be at the discretion of the approving local government. If an exemption is approved, the local government has the responsibility of notifying the LSMPO.

However, there may be circumstances when a project does not meet this threshold and/or the Request for Exemption Letter is denied. At this point a Tier 1 TIA is necessary. The applicant will need to submit a Methodology Letter for approval prior to the Tier 1 TIA submittal. The required information to be contained in the Methodology Letter is described in section 6. If any deviations from, or modifications to a Methodology are considered by the local government, the LSMPO must be notified prior to the submittal of the methodology by the applicant.

The required information to be included in the Tier 1 TIA document are described in general in Section 4 and detailed in Section 7 and Section 8.

3.2 Tier 2 TIA: Projects Generating 100 or More Peak Hour Two-way Net New Trips

A Tier 2 TIA is required whenever a project is expected to generate 100 or more peak hour two-way net new trips. For projects generating 100 or more peak-hour net new trips, a detailed TIA is required. Prior to the submittal of the study, a Methodology Letter must be submitted and approved by the LSMPO and/or the local government agency. All components of the Methodology Letter are described in detail in Section 6 of this methodology document.

All components of the TIA are described in general in Section 4 and detailed in Section 7 and Section 8 of this methodology document. Projects that impact state facilities (state roads) will need to have the TIA reviewed by the Florida Department of Transportation (FDOT) District 5.

3.3 TIA Requiring Regional Review

Projects that generate 5,000 or more Average Daily Traffic (ADT) will require regional coordination that may include other cities, counties and FDOT as reviewing agencies. Projects of this size will typically have a wide study radius that may affect not just the local municipality but have regional affects and may cross county lines. These details shall be addressed in a methodology meeting.

4. Study Components

The study components will be discussed during the methodology review process, but ultimately, it is at the discretion of the local government to reduce or expand the study area; add additional roadway segments and intersections as deemed necessary; show the effects of the project on and provision of intermodal facilities; and request supplementary information that is not specifically stated in the TIA methodology as written herein.

4.1 Study Area

For a Tier 1 TIA the study area shall be defined as having a minimum 1 mile radius from the main access point of the proposed project. A Tier 2 TIA will have a study area of a minimum 1 mile radius plus all roadways where the project's peak hour trips consume five percent (5%) or more of a roadway's two-way peak hour generalized service volume based on the adopted LOS and committed number of lanes, unless otherwise specified by the City/County.

4.2 Study Roadways

The study roadways will include all local roadway[s] where the project has access onto the roadway network. Including all arterials, collector roadways, and state roadways that are within a minimum of a one (1) mile radius of main access point of the proposed project for analysis. All roadway links to the point where the project's peak hour trips consume less than 5% of the roadway's two-way peak hour generalized service volume based on the adopted Level of Service (LOS) and committed number of lanes, unless otherwise specified by the City/County. The committed number of lanes shall be the existing lanes plus any improvements that are funded

for construction within the first three (3) years of the Transportation Improvement Program (TIP) or funded local projects not in the TIP. It is at the discretion of the local government to reduce or expand the list of study roadways required for the study.

4.3 Study Intersections

All project access points onto the local roadway network. All signalized intersections that are within a minimum of a one (1) mile radius of main access point of the proposed project shall be analyzed. Un-signalized intersections within a one (1) mile radius of main access point that are significantly impacted by project traffic shall also be analyzed. All access points to the sites shall also be analyzed. It is at the discretion of the local government to reduce or expand the list of study intersections required for the study.

4.4 Alternate Modes of Transportation

Impacts to the existing or future funded transit network and transit amenity infrastructure (as per the adopted Transit Development Plan) on road segments within the TIA analysis area and roadway segments within the Americans with Disabilities Act (ADA) complementary paratransit service area for the transit system must be assessed as part of the TIA. Existing, planned or proposed bicycle facilities, pedestrian facilities and multiuse trails within the study area of the proposed project shall be analyzed to ensure the proposed project will maintain or improve existing conditions for pedestrians and bicyclists. Special attention should be directed toward multimodal improvements within the walk zone for all schools within the TIA analysis area of the proposed project.

5. Request for Exemption from a Tier 1 TIA

As defined in Section 3.1, projects that generate less than 100 peak hour two-way net new trips are eligible to submit a Request for Exemption Letter from a Tier 1 TIA. If a project meets the criteria and the applicant decides to submit a Request for Exemption Letter from a Tier 1 TIA, the following information, at a minimum, must be provided:

- Purpose (to include the grounds for the exemption).
- Project Description
- Site Location Map
- Site Plan
- Trip Generation Calculation (include land use description, ITE Code number, number of units, rate/formula for Daily and PM Peak trip generation, daily and PM Peak trips with in/out trips.
- Area of Influence/Study Area
- Trip Distribution/Assignment.

Details regarding the requirements for bulleted items listed above are provided in Section 8.

As stated in Section 3.1, a Request for Exemption from a Tier 1 TIA form is available for download on the LSMPO's website (a link will be provided later) or by contacting the LSMPO. A sample completed Request for Exemption from a Tier 1 TIA form is included in Appendix X.

6. Methodology Letter

Prior to conducting the TIA, a written methodology letter shall be prepared by the applicant and submitted for review and approval by the local government. The purpose of the methodology letter is to establish agreed upon methodologies and assumptions prior to the start of the study, corresponding to the issues outlined in the following sections. The Methodology Letter, prior to the submittal of a TIA, must include:

- Project description and purpose.
- Level of TIA being presented (Tier 1 or Tier 2).
- Site Location map.
- Map of the area of influence/study area.
- Site plan of the proposed development that shows the proposed access locations.
- Summary of the proposed trip generation including any proposed pass-by trips and internal trip capture. Show all input items (i.e. Land Use description, ITE Codes, trip rates or formulas) and data used in the calculations.
- Proposed trip distribution (to a minimum of 1 mile from the access point[s]) in the study area, and include backup calculations.
- List of roadways from the LSMPO Transportation Management System (TMS) database that fall within the study area.
- Identify any critical issues related to the project.
- Proposed growth rate for calculation of future traffic (if project is phased or anticipated to take more than one year to complete).
- Date of any traffic counts used in the analysis.
- List of all signalized intersections and major un-signalized intersections that fall within the study area or are recommended to be included in the study.

Once approved, the methodology letter shall be valid to govern submittal of the TIA for a period of six (6) months. It shall be the Applicant's responsibility to ensure that a traffic study is not prepared or submitted without an approved Methodology Statement signed by the Local Government. As mentioned in Section 3 the Methodology Letter must be sealed and signed by a licensed professional engineer.

7. Report Format

To provide consistency and facilitate review of the TIA, the following outline shall be followed to the extent possible:

- Table of Contents

- List of Figures
- List of Tables
- Introduction - to include
  - Purpose of the project
  - Project Description
  - Site Location
  - Site Plan
  - Study Area/Area of Influence
  - Planned and Programmed Improvements
  - Committed Development in the area
- Existing Roadway and Traffic Conditions
  - Pertinent existing roadway information
  - Existing roadway segment geometry
  - Existing intersection geometry
  - Existing traffic volumes
  - Existing LOS
- Future Roadway and Intersection Conditions
  - Pertinent Future Roadway Information
  - Future Roadway Segment Geometry
  - Future Intersection Geometry
- Future Traffic Conditions (if appropriate)
  - Background Traffic
  - Trip Generation
  - Trip Distribution and Assignment
  - Future Traffic Volumes
- Transportation Assessment
  - Segment Analysis
  - Intersection Analysis
  - Turn Lane Analysis
  - Access Analysis
- Multimodal Assessment
  - Transit
  - Bicycle
  - Pedestrian
- Mitigation Strategies
  - Recommended Improvements
  - Proportionate Share Calculations
- Summary/Conclusions –
  - Brief discussion to highlight the reason for the TIS Tier classification
  - Methodology Followed
  - General Results of the Analysis
  - Action Requested (e.g., approval of mitigation strategy) of the local government
- Appendix
  - Traffic Count Data (if applicable)
    - Average Daily 24-Hour or Peak Hour Traffic Counts
    - Peak-Hour Turning Movement Counts (AM, PM, Mid-day, Weekend (as applicable)
  - Capacity Analysis Summary Sheets

    - Existing Conditions
    - Future Conditions
    - Future Mitigated Conditions (per Phase , if required)
  - Trip Distribution Plot from the Travel Demand Model
    - Be sure to include North Arrow
    - Title of Plot (describe the data that is shown; e.g. PM Peak, with project trips, etc.)
    - Site Location
    - Road Names (Major Roads and the roads where the project has access points)

8.0 Detailed Descriptions of Required TIA Components

The following section describes the minimum content/information that shall be included in each chapter or section of the TIS based on the outline provided in Section 7.

8.1 Table of Contents

- Sections by number with title and page number
- List of Tables by number with title and page number
- List of Figures by number with title and page number

8.2 Introduction

This sections shall contain pertinent information about the proposed project. The information shall be provided as discussed below.

8.2.1 Purpose

The reason for the submittal of the TIA (Tier 1, Tier 2, or Regional Reviews) shall be stated. For example, it shall be stated if the TIA is being submitted for a development plan approval, zoning change, etc. Another example would be if the TIA is being submitted as an update to a previously approved development/ phase.

8.2.2 Project Description

A brief description of the proposed project shall be provided. The following information shall be provided and can be presented as a bulleted list or table:

- Area Type (Rural, Transitional, Urban)
- Type of Development (e.g., Residential, Retail, etc.)
- Edition of the Institute of Transportation Engineers (ITE) used, Land Use Code(s)
- Size of development in standard ITE units (e.g., dwelling units for residential, 1,000 square feet for commercial/retail, etc.)
- Location/Description of the proposed development site and access points

- Anticipated opening/buildout year (by phase, if necessary)
- Analysis years (by phase, if necessary)
- Analysis periods (e.g., AM, PM, Mid-day, etc.)
- Source of adopted roadway Level of Service (refer to TCMS spreadsheet)

8.2.3 Site Location and Site Plan

An area Figure/Map shall be provided to show the location of the project in relation to the surrounding region. This figure shall show the area of influence of the project, as discussed in the following section. In addition, a site plan shall be included in this section to provide an overview of the project site and site access.

8.2.4 Study Area/Area of Influence

The study area to be addressed by the applicant shall be regional in nature and shall include all roadways and major intersections affected by the proposed development. For those projects requiring a Methodology Letter, the study area will be defined prior to submittal of the TIS. The applicant should request the local government/LSMPO provide the study area based on location and proposed land use (provided by applicant).

The extent of the study impact area shall be determined by the area of influence of the project. The area of influence shall be established as one-half (1/2) the total trip length associated with the land use of the proposed development, based upon the Lake County Transportation Impact Fee Update Study Final Report (see table in Appendix _, column "_"). The area of influence shall be based on the "as the bird flies" distance. The roadway segments and intersections within the area of influence shall be considered for further study. In cases where the proposed project involves multiple land uses, the study area shall be defined as one-half the total trip length associated with the land use having the longest total trip length.

It should be noted that once the study area has been established based on the previously described methodology, there is the potential that not all intersections and segments within the study area will require full analysis. The intersections requiring full data collection and analysis will be determined by the anticipated effect of the proposed development at each location. The principal factors in this determination include the project trip distribution on the study area network and existing LOS and operations on the study area roadways and at the subject intersections. As the effect of the project traffic on more distant segments and intersections diminishes, specific locations may be removed from further consideration. Additionally, factors that could also influence the area of influence

are the existing and future land uses in the area, and the existing and future transportation network.

The study area roadways and intersections may be discussed during the methodology review process, but ultimately, it is at the discretion of the local government to reduce or expand the study area, as deemed necessary.

8.2.5 Planned and Programmed Improvements

This section shall identify and discuss all planned and programmed roadway improvements relevant to the study area. This includes all local, state and federal projects that have been planned or funded. The section shall include a list of planned or programmed improvements, location/limits, programmed phases with years, and the name of the agency responsible for implementing the project. Only those programmed improvements contained in the first three (3) years of the relevant work program, and funded for construction, shall be considered as capacity "in-place." If no programmed or planned improvements are relevant to the study area, the applicant shall indicate that there are no planned or programmed improvements within the project study area within the next three years. In general, the Lake County TCMS will be kept up to date with planned and programmed improvements from the first three years of the work program.

8.2.6 Committed Development

This section shall include discussion and figures pertaining to Approved/Committed Development. In general, the Lake County TCMS will be kept updated with committed/reserved trips relevant to the study area. If no information is available then an appropriate growth rate, as approved by the local government, shall be used.

8.3 Existing Roadway and Traffic Conditions

The applicant is responsible for collecting or obtaining the existing conditions data required to effectively produce a TIS that meets the local government's requirements. The existing conditions data will include information on existing roadway geometry, existing traffic control, existing traffic volumes and existing LOS. This information shall be from field observations and the Lake County TCMS spreadsheet and may be presented collectively using tables and/or figures.

8.3.1 Pertinent Existing Roadway Information

Any information that does not fall strictly into the existing segment and intersection categories shall be documented. This may include discussion and figures pertaining to Access Management (e.g., restricted, unrestricted),

Functional Classification (e.g., arterial, collector, local road), Area Type (e.g., urban, urban transitioning, or rural/undeveloped), etc.

8.3.2 Existing Segment Geometry

Information shall be provided about the existing geometry or laneage of the study segments. Typically this information is depicted in a figure or listed in a table.

8.3.3 Existing Intersection Geometry

Information shall be provided about the existing geometry or laneage of the study intersections. Typically this information is depicted in a figure or listed in a table.

8.3.4 Existing Traffic Volumes

A discussion and appropriate Tables/Figures shall be provided to present existing year Average Daily Traffic (ADT) and peak-hour directional volumes on study area roadway segments, and existing year peak-hour Turning Movement Counts (TMCs) at the study area intersections.

P.M. peak-hour directional volumes are provided in the Lake County TCMS spreadsheet, provided at or before methodology. In cases where no information exists in the TCMS for a particular segment (zeroes in the TCMS or there are no traffic counts on the roadway segment being analyzed), manual/tube counts shall be required. For such a situation, count data from the most recent FDOT Traffic Information DVD and/or the Lake County Annual Traffic Counts program may also be utilized to obtain segment volumes. Historical TMC data collected by others that is less than one (1) year old may also be utilized with prior local government approval, provided that the counts are grown to present day volumes using an accepted growth rate.

8.3.5 Existing Level of Service (LOS)

Existing LOS analyses shall be conducted for segments and intersections based on currently accepted traffic engineering principles. Methods that incorporate and apply appropriate techniques from the latest edition of the Highway Capacity Manual (HCM) are acceptable. These methods may include the use of the latest available versions of the Highway Capacity Software (HCS), Synchro, LOSPLAN and the FDOT Generalized Service Volume tables.

The existing LOS shall be compared to the adopted LOS standards used for concurrency determination and shall be consistent with the Transportation Element of the local government's Comprehensive Plan. The LOS standards for an intersection analysis shall be the conservative adopted roadway LOS standard

of the intersecting roadways. For the majority of facilities, the Lake County TCMS may be used (if up to date) for the adopted LOS standards, area type, facility type, maximum service volume, etc. as they apply to the transportation network. If the TCMS is not currently up to date, use the Transportation Element of the local government's Comprehensive Plan.

When an applicant is utilizing the FDOT Generalized Service Volume tables, particular attention shall be given to the appropriate selection of criteria based on Access Management (e.g., restricted, unrestricted), Functional Classification (e.g., arterial, collector, local road), Area Type (e.g., urban, urban transitioning, or rural/undeveloped), etc.

Before conducting an analysis utilizing LOSPLAN, the applicant shall verify with the Lake County TCMS that an analysis on the affected segments has not already been developed, and is being applied in the TCMS, within the past year. If an approved LOSPLAN analysis, less than one (1) year old, exists within the Lake County TCMS, the applicant shall utilize these results for the applicable segments of the system within the study area.

8.4. Future Roadway Conditions

This section shall contain information pertaining to the future (build-out year) roadway conditions. Generally, if the future roadway conditions are not substantially different from the existing year (as would be the case when there are no pertinent planned and programmed improvements) then this section may not be necessary and a brief statement to that effect shall be provided.

8.4.1. Pertinent Future Roadway Information

Any information that does not fall strictly into the existing segment and intersection categories shall be documented. This may include discussion and figures pertaining to Access Management (e.g., restricted, unrestricted), Functional Classification (e.g., arterial, collector, local road), Area Type (e.g., urban, urban transitioning, or rural/undeveloped), etc. If the pertinent roadway information does not differ from that of the existing conditions, then this may be stated in lieu of tables or figures.

8.4.2. Future Segment Geometry

This section shall include information about the future geometry or laneage of the study segments. Typically this information can be depicted in a figure or listed in a table. If the future segment geometry does not differ from the existing segment geometry, then this may be stated in lieu of tables or figures.

8.4.3. Future Intersection Geometry

This section shall include information about the future geometry or laneage of the study intersections. Typically this information can be depicted in a figure or listed in a table. If the future intersection geometry does not differ from the existing intersection geometry, then this information may be stated in lieu of any tables or figures.

8.5. Future Traffic Conditions

The applicant shall provide a graphical summary or table of the future year background traffic, plus the proposed development traffic for the A.M. peak-hour, P.M. peak-hour, Mid-day peak-hour or weekend peak-hour (whichever is applicable). These volumes shall include both segment and turning movements within the study area.

Note that de minimis impacts are defined by Florida Statute as project impacts equating to less than 1% of the maximum service volume for the impacted roadway segment. Cumulative de minimis impacts may not exceed 110% of the maximum service volume for non-hurricane evacuation routes or 100% of the maximum service volume for designated hurricane evacuation routes.

8.5.1. Background Traffic

Background (committed/reserved) traffic from approved developments in the area shall be tracked and is maintained within the Lake County TCMS. As such, in most cases, a separate determination of background traffic will not be required. However, should the Lake County TCMS not be up to date, a previously agreed upon growth rate from the Methodology will be used.

8.5.2. Trip Generation

Trip generation involves estimating the number of trips that will be produced from or attracted to the proposed development. The latest edition of the ITE Trip Generation manual (currently the 9th Edition, as of the writing of this document) shall be used to determine proposed project trip estimates. The estimates obtained from this source must be used with good judgment as they are based on national data and may not take into account any special features that the local subject site might have.

Opportunities are available for reducing the estimated trips to derive net, new, external trips and include:

- INTERNAL CAPTURE

Internal capture refers to the percentage of trips generated by a multiple land use development (e.g., having a combination of retail, office and/or residential uses) that take place entirely within that development. Deductions may be made to the total site-generated trip estimates of a multi-use development by estimating the amount of internal capture for individual land uses. The ITE Trip Generation Handbook contains the recommended procedure for estimating internal capture deductions. Provide any internal capture worksheets in the appendix.

- PASS-BY TRIPS

  Retail land uses experience pass-by trip "capture" from the adjacent traffic stream. Pass-by trips are those already on the network making intermediate stops en-route between an origin and a primary trip destination, without route diversion. These trips shall not be included in the new trip estimates. In general, pass-by trips should not exceed 10% of the background traffic on the adjacent roadway, nor 25% of total trip generation. However, fast-food restaurants, gas stations/convenience stores, pharmacies/drug stores and drive-in banks, due to their high pass-by nature, may exceed 25% of the total, with permission from the local government. New trip percentages, by land use, are provided in the Lake County Transportation Impact Fee Update Study Final Report (see table in Appendix A, column "F"). Should this document not be current, the use of the ITE Handbook is acceptable. If the ITE Handbook is used, the pertinent data used needs to be described in the text and included in the appendix.

  The use of internal capture and pass-by rates shall be approved at the discretion of the local government.

8.5.3. Trip Distribution and Assignment

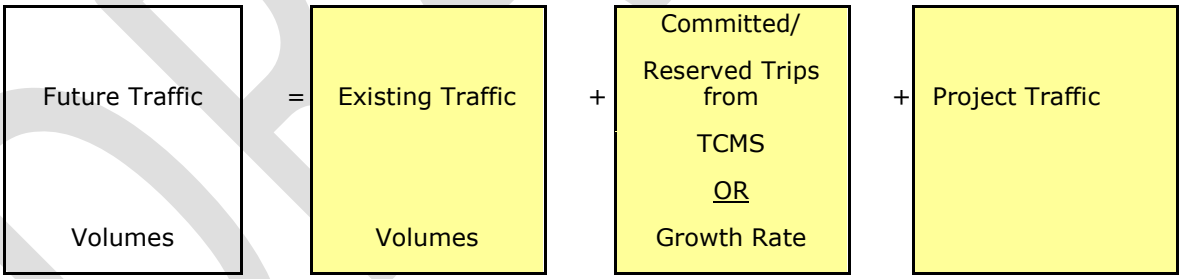
Trip distribution is a process by which the trips generated in one traffic analysis zone (TAZ), or by one land use, are allocated to other TAZs, or other land uses, in the study area. Trip assignment is the process of numerically assigning the distributed trips to specific transportation facilities. The term "trip distribution" is sometimes used to define both procedures of trip distribution and assignment.

Trip distribution and assignment may be based on the Lake~Sumter MPO's currently adopted travel demand model (presently the Central Florida Regional Planning Model [CFRPM]), market analysis, existing traffic flows, applied census data, or professional judgment (manually distributed). In general, this section shall present the forecasted trip assignment based on the development's trip

generation and distribution estimates. This typically takes the form of figures providing the percentage of total proposed project trips on the individual roadways in the transportation study network. The procedures and logic for estimating the trip distributions must be well documented. The trip distribution and assignment patterns shall be presented for each phase of the development or as requested by the local government. Unless otherwise agreed at Methodology, proposed projects which are projected to generate one-hundred and one (101) or more net new peak-hour project trips (Tier 2 TIS) should utilize the Lake~Sumter MPO's currently adopted travel demand model (presently CFRPM) to derive trip assignment percentages.

8.5.4. Future Traffic Volumes

This section shall include discussion and figures presenting future year AADT on study roadway segments and future year peak-hour TMCs at the study intersections. Typically, this information can be depicted in a figure or listed in a table. This estimate of future year traffic volumes on the study area transportation network would result from the summation of the proposed project volumes, determined after the processes of trip generation (including adjustment for internal capture and pass-by trips), trip distribution and assignment, committed/reserved trips from the Lake County TCMS or applied growth rate, and existing traffic volumes.



8.6. Transportation Assessment

LOS analyses shall be conducted and utilize the future and projected traffic volumes, as obtained following the guidance provided in Section 8.5. The analysis shall be based on currently accepted traffic engineering principles. Methods that incorporate and apply appropriate techniques from the latest edition of the Highway Capacity Manual are acceptable. These methods may include the use of HCS, Synchro 6 and higher, LOSPLAN and FDOT Generalized Service Volume tables.

The LOS standards used for concurrency determination shall be consistent with the Transportation Element of the local government's Comprehensive Plan. The LOS standards for an intersection shall be the most conservative adopted roadway LOS

standard of the intersecting roadways. For the majority of facilities, the Lake County TCMS will be kept up to date with the adopted LOS standards, area types, facility types, maximum service volumes, etc., as they apply to the transportation network. If the TCMS is not currently up to date, use the information in the Transportation Element of the local government's Comprehensive Plan.

8.6.1. Segment Analysis

A roadway segment analysis shall be performed on each of the study roadway segments. If the analysis indicates that the future segment LOS will be below the adopted LOS standard, potential mitigation measures shall be developed and analyzed to show effectiveness of the improvement(s), as well as a fair share calculation for these measures. The latest version of LOSPLAN can also be used to develop an alternative capacity/service volume based on corridor-specific data. The LOSPLAN analyses must be approved by the local government and shall be applied in the TCMS as the new capacity.

8.6.2. Intersection Analysis

A signalized or un-signalized intersection analysis shall be performed on each of the study intersections. The procedure shall utilize Highway Capacity Manual techniques, as previously mentioned in Section 8.6. The existing LOS shall be compared to the adopted LOS standards, used for concurrency determination, and shall be consistent with the Transportation Element of the local government's Comprehensive Plan. The LOS standards for an intersection shall be the most conservative adopted roadway LOS standard of the intersecting roadways.

A summary of the analysis results shall be tabulated with the software output included in the Appendix section. If the analysis determines that the future intersection LOS will be below the adopted LOS standard, potential mitigation measures shall be developed and analyzed to show effectiveness of the improvement(s), as well as the fair share calculation for these measures.

8.6.3. Turn Lane Analysis

For intersections with failing turning movements, the need for additional turn lanes and an analysis of turn lane storage length adequacy shall be conducted. Information regarding the methodologies to conduct this analysis is available in References 21, 22 and 23.

8.6.4. Access Analysis

The TIS shall include an assessment of on-site and off-site turn lane adequacy, required storage, potential for signalization, sight distance and other intersection

safety aspects, and on-site circulation as it may affect access. Use of joint access driveways is encouraged to reduce the total number of connections to the roadway network.

The following points should be considered in determining the need for turn lanes:

- The total traffic generated by the anticipated traffic distribution, the number of access points and the projected turning movement volumes.

- A traffic analysis indicates that turn lanes would be necessary to maintain capacity on fronting roads and/or at adjacent or nearby intersections.

- Entrances are proposed at locations where grade, topography, site distance, traffic, or other unusual conditions indicate that turn lanes would be needed to improve safety.

Land development regulations will govern when access to the County Road network is involved. Lake County typically requires turn lanes projects generating 50+ peak hour trips. For access to the State Highway System, normal procedures with FDOT apply.

8.7 Mitigation Strategies

If the transportation assessment reveals that the potential project will not result in a deficiency in the existing roadway network then no project-related improvements are required. However, mitigation strategies must be developed if the transportation assessment determines that the proposed project will potentially result in a deficiency in the LOS of transportation facilities. This process involves addressing the extent of the mitigation strategies/solutions as well as calculation of fair share cost.

8.7.1. Recommended Improvements

Mitigation strategies must be developed if the transportation assessment determines that the proposed project will potentially result in a deficiency in the Level of Service of transportation facilities. Mitigation measures for segments, intersections, turn lanes and site access shall be developed to allow the build condition to operate above the local government's acceptable Level of Service standards. These measures may include, but are not necessarily limited to:

- Revised striping
- Addition of turn lanes
- Addition of travel lanes
- Addition of storage lanes
- Lengthening of storage lanes

- Installation of traffic signals
- Installation of traffic control signs
- Restriction of turning movements
- Adjustment of traffic signal cycle lengths
- Introduction of additional traffic signal phases

Improvements must be concurrent with the impacts of development. Concurrency is a state requirement that development is not to proceed unless infrastructure capacity and specific urban services are in place to service the new development.

If reasonable mitigation measures cannot be implemented to assure that traffic will operate in an efficient way, a more detailed evaluation of project size, land use types, and development phasing may be required. If viable transportation improvements cannot be recommended, then steps must be taken to reduce the project's impact on the adjacent roadway network to acceptable levels.

8.7.2. Proportionate Share Calculation

The intent of the proportionate share option is to provide applicants an opportunity to proceed under certain conditions, notwithstanding the failure of transportation concurrency, by contributing their share of the cost of improving the impacted transportation facility. However, the ability of local governments to fund improvements is subject to budget constraints.

Consequently, it should be noted that the determination of a project's proportionate share cost and the applicant's ability to pay that cost is not a guarantee the project will be approved. In addition, there is no guarantee of a funding match by the local government to facilitate implementation of the proposed mitigation strategy unless it is formalized in an agreement.

The estimated cost of the needed intersection and roadway improvements shall be calculated for the stage or phase of the project under review using guidance provided in FS 163.3180 (16) and FAC 9J-2.045. The formula below is provided as guidance:

Proportionate Share Cost	=	Cost of Improvement	*	Project Trips	÷	Increase in Service Volume

where,

- Increase in Service Volume is the change in peak-hour maximum service volume of the roadway that would result from the construction of the

improvement necessary to maintain the adopted LOS.

- Cost of Improvement is the cost of construction, at the time of developer payment, of an improvement necessary to maintain the adopted level of service. Construction cost includes all improvement associated costs, including engineering design, right-of-way acquisition, planning, engineering, inspection, and other associated physical development costs directly required and associated with the construction of the improvement, as determined by the governmental agency having maintenance authority over the roadway.

- Project Trips are the trips from the stage or phase of the project under review that are assigned to a roadway segment and have triggered a deficiency based upon comparison to the adopted LOS.

8.8 Summary/Conclusions

A brief discussion (one or two paragraphs) shall be provided to highlight the TIS Tier classification (Tier 1, Tier 2, or Regional Review), methodology followed and general results including any deficiencies and mitigation. In addition any action requested (e.g., approval of mitigation strategy) of local government shall be specified.

8.9 Appendix

A. Traffic Count Data
   i. Average Daily 24-Hour Traffic Volumes (as necessary)

   ii. Peak-hour Turning Movement Volumes (A.M./P.M./Mid-day, as necessary)

B. Capacity Analysis Summary Sheets
   i. Existing Conditions
   ii. Future Conditions (per phase if required)

   iii. Future Mitigated Condition (per phase if required)

C. Lake County TCMS spreadsheet (relevant sections)

9. Literature Review

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27. Florida Dept. of Transportation. (2007). 2007 LOS Issue Papers.
28. Sumter County. *Guidelines for Traffic Impact Analysis (TIA)* (2007)
29. City of Wildwood. *Concurrency Management System* (2007).
30. River to Sea TPO (2016). *Transportation Impact Anaysis (TIA) Guideline*s.

Appendix A. List of Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AADT	Average Annual Daily Traffic
CDA	Campus Development Agreement
CFRPM	Central Florida Regional Planning Model
CMP	Congestion Management Plan
CMS	Congestion Management System
DRI	Development of Regional Impact
DVD	Digital Video Disc
FDOT	Florida Department of Transportation
FLUM	Future Land Use Map
FQD	Florida Quality Development
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
ITE	Institute of Transportation Engineers
LDC	Land Development Code
LDR	Land Development Regulations
LGCP	Local Government Comprehensive Plan
LOS	Level of Service
LSMPO	Lake~Sumter Metropolitan Planning Organization
MPO	Metropolitan Planning Organization
PDF	Portable Document Format
PUD	Planned Unit Development
TAZ	Traffic Analysis Zone
TCMS	Transportation Concurrency Management System
TIA	Traffic Impact Analysis
TIP	Transportation Improvement Plan
TMC	Turning Movement Count

LAKE~SUMTER MPO PROJECT UPDATES
May 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.