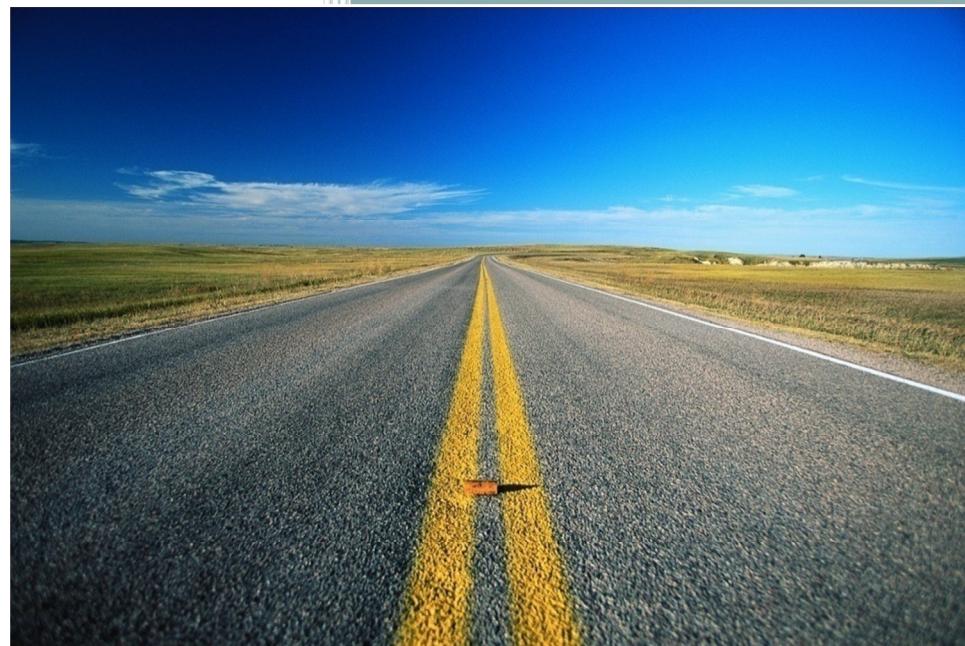


2011

Lake~Sumter MPO - Transportation Management System Annual Report



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Attachments

- I. Lake~Sumter MPO – Corridor Constraints Policy and Map
- II. Lake~Sumter MPO Transportation Management System – Roadway Inventory
- III. 2011 Level of Service (LOS) Analysis
- IV. Roadway Deficiencies Map

Purpose

This report has been prepared in accordance with the requirements of Concurrency Management Chapter V (Section 5.08.02) of the Lake County Land Development Code, Chapter 24 (Article IV) of the Sumter County Land Development Code, and Chapter 7 (Section 7.2 (d)(4)) of the City of Wildwood Land Development Code which requires the annual publication of an inventory of the maximum, utilized and available capacity of public facilities for which minimum regulatory Levels of Service (LOS) are prescribed. This inventory contains projections of demand on the facilities due to anticipated growth and indicates additions to capacity based upon construction in progress or under contract.

Background

The Lake~Sumter Metropolitan Planning Organization (MPO) entered into an interlocal agreement in 2007 with Lake County, Sumter County, all fourteen (14) municipalities in Lake County and the City of Wildwood. This interlocal agreement, effective January 1, 2008, designated the MPO as the administrator of the transportation management system (TMS) for each of these local governments. The MPO currently monitors the Lake County checkbook TMS, which covers all of Lake County, incorporated and unincorporated, the Sumter County growth-rate TMS and the Wildwood growth-rate TMS.

Level of Service Standards

The Level of Service (LOS) standards for roadways are established and monitored during the year to ensure that sufficient capacity is available for each type of facility to support approved development. Necessary enhancements to facilities are programmed in the capital planning process depending on the demand for additional capacity.

Roadway LOS refers to travelers' perceptions of the quality of service provided by a particular road. This perception is categorized much like a student's report card, represented by the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable. The Lake~Sumter MPO measures the LOS of each roadway through the difference between the road's capacity and the number of peak time/peak directional trips, peak time trips, or averaged daily trips. Existing traffic volumes and capacities are quantified along with approved development trips. Analyses are administered on a link by link basis using volume to capacity ratios to analyze level of service. As new developments take place, new trips are added to the link volumes following the update of annual traffic counts. This methodology serves the objective of maintaining the adopted level of service on transportation facilities annually.

Constrained Corridors

The Lake~Sumter MPO has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes aiming to unite community planning principles with transportation goals with an objective to provide guidance in prioritizing transportation needs. A copy of the corridor constraints policy and map is included in Attachment I of this report.

Data Inventory

The Lake~Sumter MPO transportation management system has currently 435 roadway segments listed for Lake County and 220 roadway segments listed for Sumter County. The 2010 City of Wildwood TMS was incorporated into the Sumter County TMS and will no longer be reported separately. A copy of the Lake County and Sumter County roadway inventories are included in Attachment II of this report.

Transportation Improvement Program

Capacity projects listed in the current Transportation Improvement Program (TIP) scheduled for construction in the next five years are shown below.

2012 - 2016 TRANSPORTATION IMPROVEMENT PROGRAM - TIP FY 2011/12 - 2015/16 APPROVED JUNE 22, 2011 [AMENDED DECEMBER 7, 2011]

MANAGEMENT NUMBER	ROADWAY AND PROJECT LIMITS	WORK DESCRIPTION
2. Roadway Capacity		
10	CR 466A (MILLER STREET) FROM SUMTER COUNTY TO US 27/441	WIDEN TO 4 LANES
2382758	CR 46A REALIGNMENT FROM SR 46 TO NORTH OF ARUNDEL WAY	NEW ROAD CONSTRUCTION
2383191	SR 19 FROM CR 48 TO CR 561	PD&E/EMO STUDY
2383943	SR 500 (US 441) FROM PERKINS ST TO SR 44	ADD LANES & RECONSTRUCT
2383954	SR 500 (US 441) FROM MARTIN LUTHER KING TO LAKE ELLA RD	ADD LANES & RECONSTRUCT
2383955	SR 500 (US 441) FROM LAKE ELLA RD TO AVENIDA CENTRAL	ADD LANES & RECONSTRUCT
2384221	SR 25 (US27) FROM BOGGY MARSH RD TO LAKE LOUISA RD	ADD LANES & RECONSTRUCT
2384231	SR 25 (US 27) FROM 1000'N LAKE LOUISA TO N OF CLUSTER OAK DR	ADD LANES & REHABILITATE PVMNT
2384293	SR 50 FROM W OF BLOXHAM BLVD TO W OF HANCOCK RD	ADD LANES & RECONSTRUCT
2384294	SR 50 FROM W OF HANCOCK ROAD TO EAST OF TURNPIKE RAMPS	ADD LANES & RECONSTRUCT
2404182	SR 48 FROM E OF I-75 RAMPS TO CR 475 (MAIN ST)	ADD LANES & REHABILITATE PVMNT
2426262	SR 93 (I-75) FROM HERNANDO CO LINE TO C-470	ADD LANES & REHABILITATE PVMNT
2426263	SR 93 (I-75) FROM SR 470 TO SR91 (FLORIDA TURNPIKE)	ADD LANES & REHABILITATE PVMNT
29	C-468 FROM FLORIDAS TURNPIKE TO SR 44	WIDEN TO 4 LANES
32	CR 501 FROM C-470 TO C-468	WIDEN TO 4 LANES
4098701	SR 44 (FORMELY C-44B) FROM SR 500 US 441 TO CR 44/SR-44	ADD LANES & RECONSTRUCT
4112573	SR 35 (US 301) N OF CR 232 TO N OF NE 110 RD	ADD LANES & REHABILITATE PVMNT
4112574	SR 35 (US 301) FROM N OF CR 204 TO MARION CO LINE	ADD LANES & RECONSTRUCT
4167242	SR 50 LAKE COUNTY ADVANCE ROW ACQUISITION	RIGHT OF WAY ACTIVITIES
4193701	SR 44 AT ROYAL TRAILS RD	ADD LEFT TURN LANE(S)
4230961	SR 33 AT CR 474	ADD LEFT TURN LANE(S)
4259121	SR 19 AT BIBLE CAMP RD	ADD LEFT TURN LANE(S)
4293561	SR 500 (US 441) FROM SR 44 TO EAST LINCOLN AVENUE	PD&E/EMO STUDY
4301871	CR 466 AT US 301	ADD TURN LANE(S)
4301881	US 301 AT SR 44	ADD TURN LANE(S)
4301891	US 441 AT CR 466	ADD TURN LANE(S)
4302531	CR 466A FROM SUMTER COUNTY LINE TO US 27	ADD LANES & REHABILITATE PVMNT
4318961	CR 542 WEST FROM US 301 TO C 475	ADD LANES & REHABILITATE PVMNT
4318971	C-48 FROM SR 471 TO 1 MILE WEST OF SR 471	ADD LANES & REHABILITATE PVMNT
INT10027-CD2	HARTWOOD MARSH (ROAD C-0854) INTERSECTION WITH HANCOCK ROAD C-1254	ADD LEFT TURN LANE

2011 Level of Service/Capacity Analysis

For purposes of this report, existing capacity is defined as the total available, encumbered, and reserved capacities for each facility. Permitting activity is also included when calculating available capacity. This report includes capacity used in the 2011 year.

This analysis shows the roadway segments condition reflecting the existing condition and any improvements listed in the current TIP and it represents the Existing + Committed (E+C) network. An existing condition roadway LOS analysis was completed for the 2011 base year using the FDOT 2009 Generalized Service Volume Tables and the 2011 Peak Hour/Peak Direction volumes for Lake County and Sumter County. A copy of this analysis is included in Attachment III of this report. It is important to note that the adopted capacities shown in Attachment III are generalized capacities obtained from the 2009 Florida Department of Transportation Level of Service Handbook, but the Lake~Sumter MPO also accepts capacities based on LOSPLAN Studies/Analyses submitted by proposed developments. LOSPLAN is a Level of Service Analysis tool which uses site-specific field data including roadway geometrics, cycle lengths, signal timings, and turning movements to calculate roadway capacities.

A map showing the volume to capacity ratio for the 2011-2012 year is included in Attachment IV of this report.

Lake County

The TMS evaluation shows that 13 roadway segments in Lake County are operating at or above adopted LOS standards with 10 roadway segments reporting above 110% capacity. The following table identifies these segments.

ROAD NAME	FROM	TO	FDOT LOS STANDARD	LOS CAPACITY	2011 LEVEL OF SERVICE								
					EB/NB	RESERVED	TOTAL	V/C RATIO	LOS	WB/SB	RESERVED	TOTAL	V/C RATIO
CR 44	CR 473	APIARY ROAD	D	792	854	4	858	1.08	F	467	7	474	0.60
CR 50	TURKEY FARM ROAD	CR 455	D	792	162	304	466	0.59	C	793	441	1,234	1.56
CR 50	CR 455	ORANGE COUNTY LINE	D	792	120	90	210	0.27	B	794	97	891	1.13
S. HANCOCK ROAD	HOOKS STREET	JOHNS LAKE ROAD	D	792	735	154	889	1.12	F	620	153	773	0.98
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	D	760	195	0	195	0.26	B	882	0	882	1.16
LAKESHORE DRIVE (CLER)	HARDER ROAD	LAKE LOUISA ROAD	D	572	814	13	827	1.45	F	407	24	431	0.75
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	572	746	122	868	1.52	F	740	147	887	1.55
ROLLING ACRES ROAD	OAK STREET	CR 466	D	572	600	121	721	1.26	F	801	149	950	1.66
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	D	520	187	373	560	1.08	F	169	220	389	0.75
SR 19	CR 561	LAKE HARRIS NORTH END	D	1,140	1,077	201	1,278	1.12	F	975	219	1,194	1.05
SR 46	CR 46A	SEMINOLE COUNTY LINE	C	780	654	7	661	0.85	C	1,064	19	1,083	1.39
SR 50	US 27	HANCOCK ROAD	D	1,960	1,279	506	1,785	0.91	C	1,427	553	1,980	1.01
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	572	450	221	671	1.17	F	388	123	511	0.89

Sumter County

The TMS evaluation shows that only one roadway segment in Sumter County is operating at or above adopted LOS. The following table identifies this segment.

ROAD NAME	FROM	TO	FDOT LOS STANDARD	LOS CAPACITY	2011 LEVEL OF SERVICE							
					EB/NB	V/C RATIO	LOS	WB/SB	V/C RATIO	LOS		
US 301/SR 35	SR 471	C-470 E(N)	C	520	378	0.73	C	537	1.03	D		

Lake~Sumter MPO Corridor Constraints Policy and Map



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:

- 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 order 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

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), CR 19A/Bay Street (Eustis) 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 Project

SR 50, US 27 to Orange County

CR 466

CR 470

CR 561, CR 455 to New Turnpike Interchange

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
CR 44, Orange Ave (Eustis) to US 441 (Leesburg)
CR 46A
CR 48
CR 435
CR 448 (Tavares)
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 (for proposed North-South Reliever), LL, FP, LL
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
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
Orange Avenue (Eustis)
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, 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 (Assuming SR 46 By-Pass / Wekiva Parkway in place)
CR 25 (Lady Lake)
CR 25A (Fruitland Park)
CR 42
CR 44, CR 46A to Volusia County
CR 44A (Eustis)
CR 44A (Leesburg)
CR 44C (Leesburg)
CR 437
CR 439
CR 445
CR 445A
CR 450
CR 455, CR 561 to CR Old 50
CR 466A, East of US 27/441
CR 474
CR 561, US 27 to SR 33
CR 561A (Groveland)
CR 561A, New Turnpike Interchange to CR 455
CR 565
CR 565A
CR Old 50, CR 455 to Orange County
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

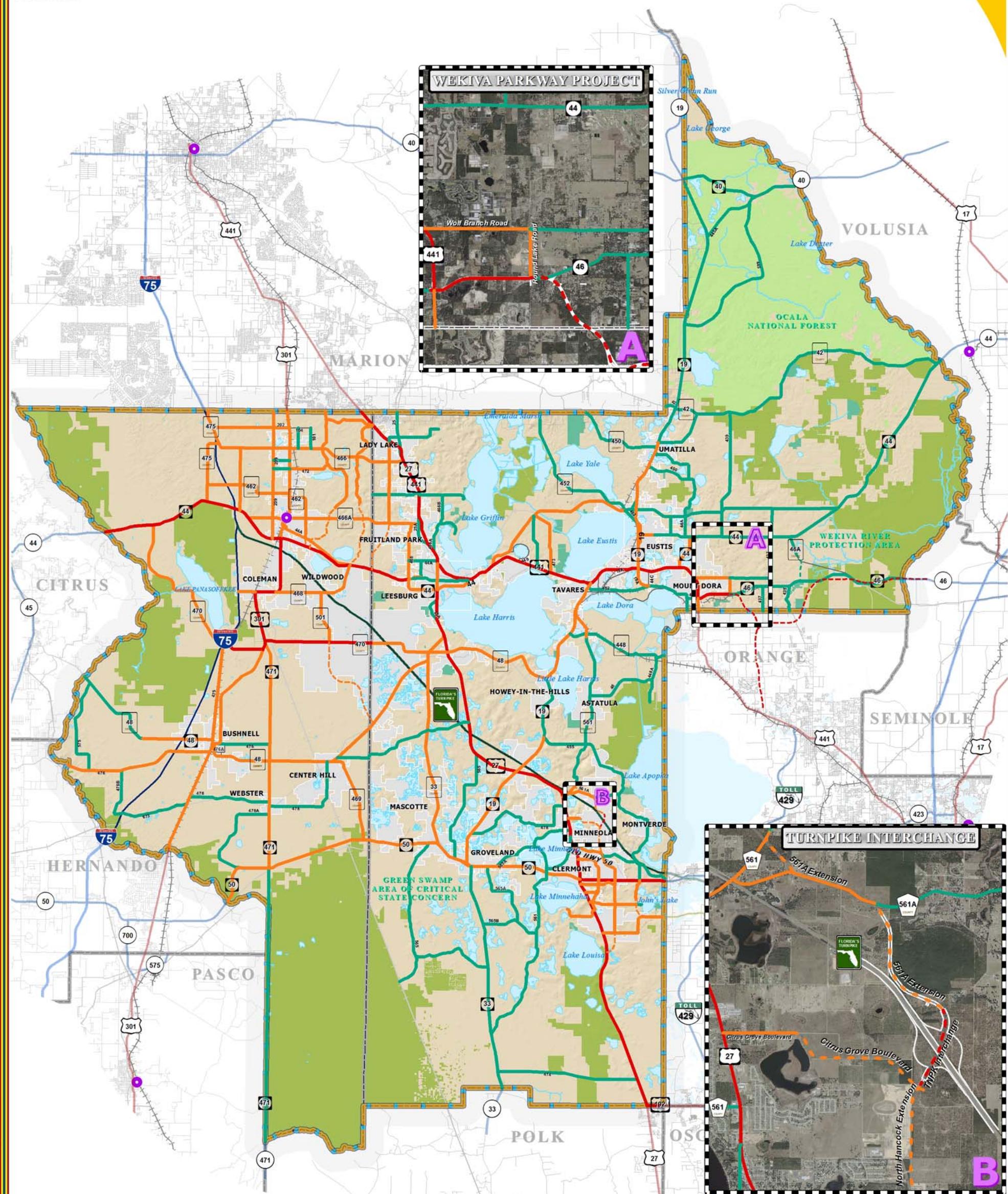
Sumter County

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



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ADOPTED MAXIMUM LANE CONSTRAINED CORRIDORS



LEGEND

- Water Body
- Municipal Area
- County Delineation
- Lake-Sumter MPO Boundary
- Public Lands Managed by Federal Agency
- Public Lands Managed by State Agency
- Public Lands Managed by Local Agency
- Amtrak Station
- Active Railroad
- Abandoned Railroad
- County Road
- State Road
- US Highway
- Interstate
- Turnpike

LakeSumter MPO Adopted Lane Constrained Corridors

- | | |
|---------|----------------|
| 6 Lanes | FUTURE 6 Lanes |
| 4 Lanes | FUTURE 4 Lanes |
| 2 Lanes | FUTURE 2 Lanes |

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:

- To preserve rural character in areas where existing conditions and land use designations do not require the need for additional capacity
- To limit the extent to which corridors will be widened in order to prevent roadways from becoming dividing factors within communities or to prevent widening projects causing the erosion of viable neighborhoods or districts
- To enhance the regional transportation network, spread demand for transportation capacity and maximize access to communities and centers
- 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
- 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

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.

MAP COMPOSITION SEPTEMBER, 2009
SOURCE:
 Lake and Sumter County GIS Department, Platbooks
 Public Lands Florida Managed Areas, FLMA
 Florida Department of Transportation
 Data Compilation and Map production compilation sets of the Lake-Sumter Metropolitan Planning Organization.
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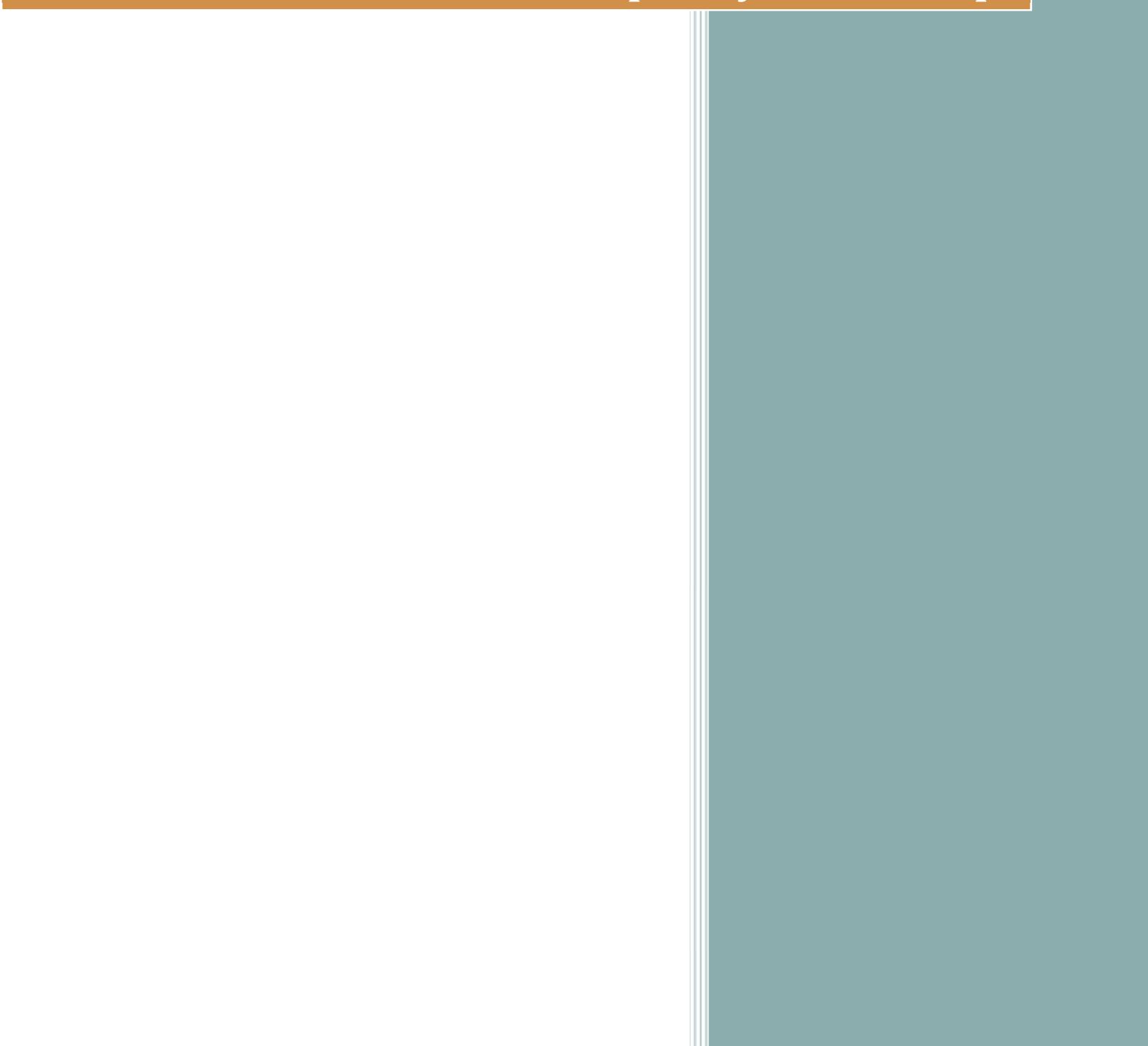
TRANSPORTATION PLANNING AREA
SUMTER AND LAKE COUNTY, FLORIDA



Lake~Sumter MPO Transportation Management System – Roadway Inventory

2011 Level of Service (LOS) Analysis

2011 Volume to Capacity Ratio Map





TRANSPORTATION MANAGEMENT SYSTEM ANNUAL REPORT~2011

FLAGLER

VOLUSIA

OCALA NATIONAL FOREST

WEKIVA RIVER PROTECTION AREA

SEMINOLE

CITRUS

HERNANDO

PASCO

MARION

WILDWOOD

BUSHNELL

CENTER HILL

WEBSTER

GREEN SWAMP
AREA OF CRITICAL STATE CONCERN

LEESBURG

FRUITLAND PARK

LADY LAKE

Lake Griffin

Lake Yale

Lake Eustis

Lake Harris

Lake Dora

Lake Apopka

Lake Minneola

Lake Minnehaha

Lake Louisa

HOWEY-IN-THE-HILLS

ASTATULA

MONTVERDE

MINNEOLA

Lake Hancock

Lake Minneola

Lake Minnehaha

Lake Louisa

Lake Apopka

ORANGE

OSCEOLA

POLK

LEGEND

- Water Body
- Conservation Areas
- County Delineation
- Municipal Area

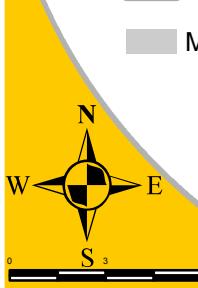
- County Road
- State Road
- US Highway
- Interstate
- Turnpike

V/C Ratio - Roadway Network Status

- 0 - 79% Capacity
- 80 - 99% Capacity
- 100 - 200% Capacity

NOTE:

Lake County TMS - Based on Existing Traffic plus Approved/Committed Projects and 3 Year Programmed Transportation Improvements (TIP)
Sumter County TMS - Based on Existing Traffic and 3 Year Programmed Transportation Improvements (TIP)



TRANSPORTATION MANAGEMENT SYSTEM SUMTER AND LAKE COUNTY, FLORIDA



MAP COMPOSITION: DECEMBER 2011

DATA SOURCES:
Lake and Sumter County GIS Department: Photometrics Data Compilation and Map production components of the Lake-Sumter Metropolitan Planning Organization.
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