



CAPITAL IMPROVEMENTS ELEMENT
Data, Inventory & Analysis
2030 Planning Horizon

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INTRODUCTION

The purpose of the Capital Improvements Element (CIE) is to adopt a five-year, financially feasible schedule of capital improvements for each Category A public facility. Category A facilities are those for which a level of service (LOS) must be established for concurrency determination, as mandated by Chapter 163, Florida Statutes. These facilities include roadways, sanitary sewer, stormwater, potable water, solid waste, parks and recreation facilities, and public schools. The County shall ensure that potable water and sanitary sewer services provided in unincorporated Lake County by providers other than the County meet the appropriate level of service. The improvements described in this element address the maintenance of adopted Level of Service Standards and the achievement of adopted element policies and program goals. An annual update is required by Chapter 9J-5, Florida Administrative Code. In preparing the document, staff evaluates program and project costs, reviews revenue sources and projections to ensure adequacy to cover the five year period, and reviews facility services to ensure maintenance of the adopted Level of Service standards.

Lake County's Comprehensive Plan is comprised of the elements required in Rule 9J-5, Florida Administrative Code, as well as one optional element (Economic). Other optional elements, *Public Safety* and *Libraries*, may be addressed in a future update to the Comprehensive Plan. The elements are designed to ensure that the County's growth management plan is supported by adequate services and infrastructure in a timely fashion. The CIE provides an assurance of effective facility element implementation by adopting a financially feasible 5-year schedule of improvements for each type of facility, and by measuring whether those improvements are adequate to meet current and projected demands covering the 5-year period.

Elements with Adopted Level of Service Standards

- Stormwater Drainage
- Potable Water
- Recreation & Open Space
- Sanitary Sewer
- Solid Waste
- Transportation
- Public School Facilities

FACILITY PROGRAM DESCRIPTION

The "Summary of Policies, Programs and Capital Improvements with Cost Impacts" is a program description summarizing the overall capital program of the facility and identifies funding sources and any special issues faced by the facility. Note: The former Trails section of the Transportation Facility Program has been moved to and incorporated into the Recreation and Open Space Facility Program.

The "Capacity/Improvements Summary" reports existing and projected capacity and service demand figures based on the most recently adopted socioeconomic data series. This provides a check on whether any facility deficiencies are projected within the five year planning period.

The "Five Year Capital Schedule of Improvements" shows each major capital project and the dollars allotted to its implementation over the five year planning period. During the annual CIE amendment process, capital project schedules and funding sources are subject to continuing adjustment to reflect management and funding strategies developed in conjunction with preparation and adoption of each Annual Budget. Once the budget is adopted (September of each year), funding of projects appropriated in the prior fiscal year are incorporated for the

final adoption hearing of the CIE Update. By this means, the first year of the CIE is always consistent with the adopted annual budget for that year.

FACILITY LEVEL OF SERVICE

Table 1 – Facility Level of Service (All Facilities)

PLAN ELEMENT	FACILITY TYPE	SERVICE AREA	ADOPTED LEVEL OF SERVICE
Transportation	County Arterial & Collector Roads 2-lane, 4-lane, 6-lane	Varies by Character: Rural, Urban, Mixed Use, Commercial & Residential Neighborhoods	Daily/Peak Hour
	State Roads	Countywide	Per Transportation Element (FIHS per FDOT LOS Criteria Tables)
Parks & Recreation		Countywide	4 acres per 1,000 Residents
Solid Waste	County Landfill	Countywide	The base LOS is -1-1: 1 day per week garbage pickup and 1 day per week recycling pickup.
Potable Water	NA	NA	County does not provide potable water service
Sanitary Sewer	NA	NA	County does not provide sewer service
Stormwater	Drainage	Countywide	Varies by type of basin and facility
Public Schools	School	Concurrency Service Area	Based on Core Dining Capacity

Design Storms and Pollution Abatement Level of Service Standards

Lake County has adopted the following minimum level of service standards for design storms and pollution abatement level of service standards:

Table 2 – Lake County Stormwater Quantity and Quality Criteria

FACILITY	FREQUENCY & DURATION
Bridges (not located on principal arterials or evacuation routes)	50 years, 24 hours
Principal arterial bridges and evacuation routes	100 years, 24 hours
Canals, ditches, swales or culverts for drainage external to the development	25 years, 24 hours
Canals, ditches, swales or culverts for drainage internal to the development	10 years, 24 hours
Detention and retention basins contributory to land-locked areas with no positive outlet	25 years, 96 hours
Detention/retention structures with a positive outlet	25 years, 24 hours Mean Annual Storm
Habitable Structures first floor elevation must be, at a minimum, 18 inches	100 years, 24 hours

FACILITY	FREQUENCY & DURATION
above the 100-year flood elevation	
Storm sewers	10- year storm

- Design storm based on 24 hour minimum.
- Pollution abatement shall be accomplished by requiring stormwater management systems to retain or detain with filtration, the first one-half inch of run-off from developed sites, or the run-off generated from the first inch of rainfall on developed sites, whichever is greater.
- Lake County shall require a retention/detention system that limits peak discharge of a developed site to the discharge from the site in an undeveloped condition during a 24 hour/25 year frequency storm event.
- Prior to development approval, Lake County shall require projects to receive appropriate permits from State agencies to comply with the rules and regulations for stormwater facility design, performance and discharge.
- Discharged stormwater run-off shall not degrade receiving surface water bodies below the minimum conditions as established by State water quality standards (17-302 and 17-40.420, FAC).

Maximum Number of Through Lanes

The adopted maximum numbers of through lanes for specific roadways of concern are depicted on the Maximum Lane Constrained Corridors Map, as adopted by the Lake Sumter MPO on September 23, 2009 (Figure 1).

Transitioning Urbanized Areas Minimum Operating Level of Service Standards

Consistent with the Florida Department of Transportation Quality/Level of Service Handbook, Lake County has adopted the *Area Types for Highways and Roads in Lake County as depicted on the Urban, Transitioning and Rural Areas Map as adopted by the Lake Sumter MPO on September 23, 2009* (Figure 2).

The Minimum Operating Level of Service Standards are depicted on the charts below:

Table 3 - Rural Areas Minimum Operating Level of Service Standards

ROAD CLASSIFICATION		PEAK HOUR MINIMUM LEVEL OF SERVICE
Strategic Intermodal System (SIS) / Florida Intrastate Highway System (FIHS)		B
Transportation Regional Incentive Program (TRIP)	Other Multilane	B
	Two-Lane	C
County Arterials		C
State Arterials		C
Collectors		C
Local		C

Table 4 - Transitioning Urbanized Areas minimum Operating Level of Service Standards

ROAD CLASSIFICATION		PEAK HOUR MINIMUM LEVEL OF SERVICE
Strategic Intermodal System (SIS) / Florida Intrastate Highway System (FIHS)		C
Transportation Regional Incentive Program (TRIP)	Other Multilane	C
	Two-Lane	C
County Arterials		D
State Arterials		D
Collectors		D
Local		D

Table 5 - Urbanized Areas Minimum Operating Level of Service Standards

ROAD CLASSIFICATION		PEAK HOUR MINIMUM LEVEL OF SERVICE
Strategic Intermodal System (SIS) / Florida Intrastate Highway System (FIHS)		C
Transportation Regional Incentive Program (TRIP)	Other Multilane	D
	Two-Lane	D
County Arterials		D
State Arterials		D
Collectors		D
Local		D

Potable Water Levels of Service

The level of service for potable water supplied by a municipality in Lake County to unincorporated Lake County shall be the same as the level of service within the municipality. The level of service for potable water supplied by a private provider in unincorporated Lake County shall be the minimum design and operating standards as established by the authorized federal, state, regional, water management district, and local regulatory agencies. Lake County shall require, at a minimum, all potable water to be produced, treated, stored and distributed in accordance with all federal, state, regional and local requirements.

Lake County has Joint Planning Agreements with the City of Clermont, City of Mount Dora, and Town of Lady Lake and shall pursue Interlocal Agreements with the remaining municipalities that supply utilities within Lake County to establish service areas. Lake County shall pursue written agreements defining the relationship with all privately-owned water suppliers who provide water to the residents of unincorporated Lake County.

Sanitary Sewer Levels of Service

The level of service for sanitary sewer supplied by a municipality in Lake County to unincorporated Lake County shall be the same as the level of service within the municipality. The level of service for sanitary sewer supplied by a private provider in unincorporated Lake County

shall be the minimum design and operating standards as established by the authorized federal, state, regional, water management district, and local regulatory agencies.

Lake County has Joint Planning Agreements with the City of Clermont, City of Mount Dora, and Town of Lady Lake and shall pursue Interlocal Agreements with the remaining municipalities that supply utilities within Lake County to establish service areas. Lake County shall pursue written agreements defining the relationship with all privately-owned central sewage providers who provide sanitary sewer to the residents of unincorporated Lake County.

Solid Waste Level of Service

The County's adopted level of service for its solid waste disposal facilities shall be as directed in the Solid Waste Sub-Element. The base level of service is 1-1: one (1) day per week garbage pickup, and one (1) day per week recycling pickup.

Recreation Levels of Service

The level of service standard for recreation shall be as established in the Parks and Recreation sub-element and is four (4) acres per 1,000 residents.

Public School Facilities Levels of Service

The level of service is defined as school enrollment as a percentage of school student capacity based upon the Florida Inventory of School Houses (FISH). The LOS standard is the maximum level of school utilization that will be permitted in the Lake County School District. The LOS shall be established for all school types within the Lake County School District as: 100% of permanent FISH capacity. If core dining capacity is available in excess of FISH capacity, the school capacity shall be increased up to 125% of FISH capacity by adding seats located in temporary student stations so long as the total capacity does not exceed core dining capacity.

SUMMARY OF POLICIES, PROGRAMS & CAPITAL IMPROVEMENTS WITH COST IMPACTS

Table 3 – 2009-2010 Summary of Capital Improvements by Category and Funding Source

Summary of Capital Improvements by Fund FY 2009-10		
Fund/Division		Total
	Countywide Funds	
General		2,000,000
County Transportation		505,165
Total Countywide Funds		2,505,165
	Special Revenue Funds	
Parks Impact Fee Trust - Central District		7,410
Parks Impact Fee Trust - North District		17,385
Parks Impact Fee Trust - South District		12,825
Road Impact Fees - District 1		1,940,000
Road Impact Fees - District 2		9,378,223
Road Impact Fees - District 3		9,162,000
Road Impact Fees - District 4		1,209,284
Road Impact Fees - District 5		1,446,002
Road Impact Fees - District 6		4,090,000
MSTU - Stormwater Section		1,005,000
MSTU - Parks Section		288,379
MSTU - Roads Section		1,656,189
Federal/State Grants		8,391,660
Restricted Local Programs		115,000
Fire Services Impact Fee Trust		200,000
Total Special Revenue Funds		38,919,357
	Grant Funds	
Community Development Block Grant		175,000
Total Grant Funds		175,000
	Enterprise Funds	
S W Closures and L T Care		262,886
Total Enterprise Funds		262,886
Total Operating Budget		41,862,408
	Capital Projects Funds	
Parks Capital Projects		849,038
Renewal Sales Tax Capital Projects		7,917,919
Public Lands Capital Projects		1,000,000
Facilities Expansion Capital		43,402,500
Total Capital Projects Funds		53,169,457
Total Non-operating Budget		53,169,457
Total Capital Improvement Program		95,031,865

Five Year Capital Improvements Schedule for Transportation Facilities

Lake County is located within the Lake-Sumter Metropolitan Planning Organization (LSMPO) boundary. Therefore, the County is required by the State to adopt a Transportation Element in lieu of three separate sub-elements: traffic circulation, mass transit, and aviation and rail. The purpose of the Transportation Element is to plan for a multi-modal transportation system that emphasizes accessibility. The Lake County transportation planning process is a collaborative effort among various federal, state, regional, county, and municipal agencies working in close concert with the LSMPO. The LSMPO ensures that highways and roads, public transit, pedestrian, bicycle, and other transportation facilities are coordinated and planned with consistency.

Lake County adopted the Lake County 2025 Long Range Transportation Plan (LRTP) on December 14, 2005; it was completed for Lake County by Tindale-Oliver and Associates. This plan contains an extensive analysis of roadway, bicycle, and pedestrian transportation issues, as well as land use and other factors that determine existing and future needs. The result of the plan is a comprehensive schedule of roadway, bicycle, transit, and pedestrian projects designed to meet the existing and future needs of Lake County, to the greatest extent feasible. Much of the information provided in that report is included in the Transportation Element.

The Lake-Sumter Metropolitan Planning Organization (LSMPO) wrote the 2025 LRTP based on population and employment projections, and the projected development pattern out to 2025. Based on these projections, the LSMPO and Lake County can enact the strategies and projects needed to ensure that Lake County will meet its transportation goals for the next twenty years. The LSMPO and Lake County have worked closely so that there is consistency between The Transportation Element and the 2025 Long Range Transportation Plan.

Currently, the 2025 LRTP is being updated to a 2035 planning period. Data and Analysis to bridge the gap between the 2025 and the 2035 plan is located in the Transportation Data, Inventory and Analysis and in Appendix A of this document.

Table 4 - Five Year Capital Improvements Schedule of Transportation Projects

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
42 From Marion County Road to Maggie Jones Road C-8190	Construct paved shoulders, FM #416988	Federal/ State Grants	\$ 1,350,000 DSN CST					\$1,350,000
44 Intersection with C-19A	Construct turn lanes, FM #422419	Federal/ State Grants	\$ 347,000 CST					\$ 347,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
Mount Homer Road C-4956 Intersection with David Walker Drive C-4756	Construct westbound left turn lane and install signal, FM #423967	Federal/ State Grants	\$ 260,000 CST					\$ 260,000
South Lake Trail, Section 1 from Clermont Trail to Groveland Park	Construct 15 foot multi-use trail, FM #422570	Federal/ State Grants	\$1,000,000 ROW					\$1,000,000
19A from Dodson Cutoff C-4460 to Azalea Drive C-4461B	Mill and resurface, FM #426312	Federal/ State Grants	\$ 19,000 CST					\$ 19,000
42 from Holmes View Drive to West Fourth Street	Mill and resurface, FM #426314	Federal/ State Grants	\$ 783,000 CST					\$ 783,000
448 from Lake Industrial Blvd C- 3349 to Grand Oak Lane	Resurface, FM #426313	Federal/ State Grants	\$ 265,000 CST					\$ 265,000
455 from SR-19 to CR-561	Mill and resurface, FM #426261	Federal/State Grants	\$ 429,000 CST					\$ 429,000
466A (Miller Street) from Cutoff Road C-5704 to US-27/441	Resurface and sidewalk improvements, FM #426302	Federal/State Grants	\$ 178,000 CST					\$ 178,000
474 from SR-33 to US-27	Mill and resurface, FM #426262	Federal/State Grants	\$2,867,000 CST					\$2,867,000
Eagles Nest Road C-6611 from Grays Airport Road C-7310 to Ridge Road C- 6511C	Mill and resurface, FM #426315	Federal/State Grants	\$ 242,000 CST					\$ 242,000
Goose Prairie Road C-6737 from Emerald Island Road C-7528 to CR-452	Resurface, FM #426316	Federal/State Grants	\$ 205,000 CST					\$ 205,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
Lake Griffin Road C-7611 from Lemon Street C- 7405 to Grays Airport Road C- 7310	Mill and resurface, FM #426259	Federal/State Grants	\$ 267,000 CST					\$267,000
Lakeshore Drive C-1040 from Preston Cove Road C-0938C to King Fisher Drive	Mill and resurface, FM #426300	Federal/State Grants	\$ 20,000 CST					\$ 20,000
42 Intersection with SR-19	Realign Intersection and signalize	Road Impact Fees Benefit District 1	\$1,940,000 ROW CST					\$1,940,000
437 Intersection with Wolf Branch Road C-4583	Improve intersection and signalize	Road Impact Fees Benefit District 2	\$ 967,000 DSN ROW CST					\$ 967,000
441 Old (Alfred Street) from SR- 19 to Dora Ave. C-4554 (C-19A)	Results of PD&E (completed in 2008)	Road Impact Fees Benefit District 2	\$1,000,000 DSN ROW	\$ 2,800,000 CST				\$3,800,000
441 Old (Helm Road) from Bay road C-4260 to North McDonald Street	Results of PD&E (completed in 2008)	Road Impact Fees Benefit District 2			\$ 500,000 DSN			\$ 500,000
441 Old Intersection with C-46	Improve Intersection	Road Impact Fees Benefit District 2	\$ 450,000 DSN ROW CST					\$ 450,000
441 Old Intersection with Lakeshore Drive C-452	Improve Intersection	Road Impact Fees Benefit District 2			\$ 60,000 ROW			\$ 60,000
448 Intersection with Lois Drive C-3259	Construct turn lanes, improve railroad crossing, add guardrail	Road Impact Fees Benefit District 2	\$ 700,000 CST					\$ 700,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
Britt Road C-4981 from Wolf Branch Road C-4583 to SR-44	Rebuild to curb & gutter urban design, landscaping	Road Impact Fees Benefit District 2	\$ 400,000 ROW	\$ 350,000 ROW	\$ 350,000 ROW			\$1,100,000
Buckhill Road, North C-2739 from Lakeshore Blvd to Bald Eagle Drive	Pave	Road Impact Fees Benefit District 2	\$ 100,000 CST					\$ 100,000
Round Lake Road C-4183 Extension from Wolf Branch Road C-4583 to SR-44	Project Development & Environment Study to construct new road	Road Impact Fees Benefit District 2			\$ 350,000 PD&E			\$ 350,000
SR-19 Corridor Study	Corridor Study of SR-19 intersections (CR-450E, CR-450W, CR-450A, Mills Street C-7264)	Road Impact Fees Benefit District 2		\$ 100,000 DSN				\$ 100,000
SR-44 (formerly C-44B) from US-441 to C-44 (Orange Ave. C-6068)	County participation with FDOT to construct 4-lane road	Road Impact Fees Benefit District 2					\$2,000,000 CST	\$2,000,000
25A (Dixie Ave) from Fruitland Street to Miller Street/C-466A	Improve drainage, construct sidewalk, install signal at Berckman Street	Road Impact Fees Benefit District 3				\$ 250,000 ROW		\$ 250,000
25A (Dixie Ave) from C-466A to US-441	Widen to 24' construct sidewalk, and intersection improvements	Road Impact Fees Benefit District 3				\$ 250,000 ROW		\$ 250,000
44 Intersection with C-44 (Leg A)	Realign, construct turn lanes on C-44, C-44 (Leg A) & Shady Acres Road C-5124	Road Impact Fees Benefit District 3	\$ 600,000 DSN CST					\$ 600,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
466A (Miller Street) from Sumter County to US-27/441	Widen to 4-lane with paved shoulders and improve intersection	Road Impact Fees Benefit District 3	\$3,000,000 ROW	\$2,500,000 ROW	\$ 500,000 ROW			\$6,000,000
470 from Sumter County to C-33/C-48	Widen to 4-lane	Road Impact Fees Benefit District 3	\$ 250,000 ROW	\$ 150,000 ROW				\$ 400,000
473 from 5-lane section to C-44	Project Development & Environment Study	Road Impact Fees Benefit District 3				\$ 200,000 PD&E		\$ 200,000
473 Intersection with Treadway School Road C-5335	Improve intersection	Road Impact Fees Benefit District 3	\$ 550,000 CST					\$ 550,000
Edwards Road C-7009 from US-27/441 to Gray's Airport Road C-7310	Extend and pave	Road Impact Fees Benefit District 3					\$ 75,000 ROW	\$ 75,000
Lake Ella Road C-6604 from April Hills Blvd. to US-27/441	Realign & improve intersection, add turn lanes, and signalize at US-27	Road Impact Fees Benefit District 3	\$ 300,000 ROW					\$ 300,000
Northwest Lake County Corridor	Corridor Study for a north-south roadway west side of Fruitland Park, Lady Lake & Leesburg	Road Impact Fees Benefit District 3					\$ 500,000 COR	\$ 500,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
Radio Road C-5433 from Treadway School Road C-5335 to Jackson Road C-5432	Widen to 2-lane divided, sidewalk, and signal at Treadway School Road	Road Impact Fees Benefit District 3	\$ 400,000 ROW	\$ 600,000 CST				\$1,000,000
Radio Road C-5433 from US- 441 to Treadway School Road C-5335	Widen to 2-lane divided	Road Impact Fees Benefit District 3	\$1,100,000 ROW					\$1,100,000
470 from Sumter County to C- 33/C-48	Widen to 4-lane	Road Impact Fees Benefit District 4	\$ 250,000 ROW	\$ 150,000 ROW				\$ 400,000
48 (Part) from C-470/C-33/C-48 to 1,320' E of US-27	Widen to 4-lane	Road Impact Fees Benefit District 4	\$ 250,000 ROW	\$ 150,000 ROW				\$ 400,000
561 Intersection with US-27	Construct right and dual left turn lanes	Road Impact Fees Benefit District 4			\$ 150,000 DSN ROW			\$ 150,000
Buckhill Road, North C-2739 from Lakeshore Blvd to Bald Eagle Drive	Pave	Road Impact Fees Benefit District 4	\$ 100,000 CST					\$ 100,000
Number Two Road C-3024 from CR-48 to SR-19	Widen and resurface	Road Impact Fees Benefit District 4	\$ 200,000 PE DSN					\$ 200,000
Revels Road, East C-2837 & Lakeshore Blvd from SR-19 to Central Ave	Widen and resurface, int. improvements at E Revels Road	Road Impact Fees Benefit District 4	\$ 100,000 DSN					\$ 100,000
455 Ext (Hartle Road C-1362) from Hartwood Marsh Rd C-0854 to SR-50	Construct new 2- lane road, acquire ROW for 4-lane	Road Impact Fees Benefit District 5					\$ 585,000 DSN	\$ 585,000
455 Intersection with Ridgewood Avenue C-1864	Construct round-a- bout per PD&E Study	Road Impact Fees Benefit District 5		\$ 150,000 DSN ROW				\$ 150,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
50 Intersection with C-455	Improve intersection	Road Impact Fees Benefit District 5			\$100,000 DSN			\$100,000
50 intersection with Winter Road C-1464	Construct turn lane	Road Impact Fees Benefit District 5			\$170,000 DSN CST			\$ 170,000
561 Intersection with US-27	Construct right and dual left turn lanes	Road Impact Fees Benefit District 5			\$150,000 DSN ROW			\$ 150,000
Citrus Tower Blvd C-1350 Intersection with Steves Road C-1248	Signalize	Road Impact Fees Benefit District 5	\$ 120,000 CST					\$ 120,000
Hancock Road C-1254 from Hartwood Marsh Road C-0854 to SR-50	Project Development and Environmental Study	Road Impact Fees Benefit District 5					\$ 100,000 PD&E	\$ 100,000
Hancock Road C-1254 Ext from US-27/Lk Louisa Rd C-0847 to Hartwood Marsh Rd C-0854	Construct new 2-lane road	Road Impact Fees Benefit District 5				\$ 750,000 ROW		\$ 750,000
Hancock Road, North C-1354 Extension from C-50 to Fosgate Road	Construct new 4-lane road, install signal at C-50 & Turkey Farm Road C-1750	Road Impact Fees Benefit District 5	\$ 310,000 DSN ROW "part"	\$ 500,000 ROW "part"				\$ 810,000
Hartwood Marsh Road C-0854 Ph. I from US-27 to Hancock Road C-1254	Widen to 4-lane, improve intersection at US-27	Road Impact Fees Benefit District 5	\$ 150,000 ROW					\$ 150,000
Hartwood Marsh Road C-0854 Ph. II from Hancock Road C-1254 to Orange County	Widen to 4-lane	Road Impact Fees Benefit District 5					\$ 50,000 ROW	\$ 50,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
Hooks Street C-1346 Extension Phase IV Seg B from Phase IV Seg A to Sandhill Blvd	Construct new 4- lane road	Funding needed						
Hooks Street Ext. Ph. V from Hancock Road C- 1254 to Jahna Road	Construct new 4- lane urban section, sidewalks and bike lanes	Road Impact Fees Benefit District 5					\$ 50,000 CST "part"	\$ 50,000
Hooks Street Ext. Ph. VI from Jahna Road to Hartle Road C-1362	Construct new 4- lane urban section, sidewalks and bike lanes	Road Impact Fees Benefit District 5					\$ 50,000 CST "part"	\$ 50,000
Oswalt Road C-0840 from Lakeshore Drive C-1040 to Reagan's Run subdivision	Widen to 24' resurface, traffic calming devices	Road Impact Fees Benefit District 5			\$ 50,000 DSN			\$ 50,000
SR-50 Reverse Frontage Road from CR-455 to Auto Plex Road	Corridor Study	Road Impact Fees Benefit District 5					\$ 50,000 COR	\$ 50,000
478 (Cherry Lake Road C-1829) from SR-19 to E. Apshawa Road C-2038 & Jalarmy Road C-1838	Widen and resurface, improve intersection & drainage, construct sidewalk "part"	Road Impact Fees Benefit District 6				\$ 400,000 DSN		\$ 400,000
565 (Villa City Road C-2215) from Bible Camp Road C-1615 to Simon Brown Road C-2013	Widen to 30' resurface	Road Impact Fees Benefit District 6	\$ 100,000 DSN					\$ 100,000
565A from SR-50 to Lake Minneola Shores C-1733 (C- 561)	Widen to 30' resurface	Road Impact Fees Benefit District 6	\$100,000 DSN ROW	\$1,350,000 CST				\$1,450,000
565A (Montevista Road C- 1225) from C-565B (Pine Island Road C- 0926) to SR-50	Widen to 30' resurface	Road Impact Fees Benefit District 6		\$ 150,000 DSN				\$ 150,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
Apshawa Road, East C-2038 from Cherry Lake Road C-1829 to US-27	Widen to 30', curb & gutter "part", resurface, realign int. at US- 27 signalize	Road Impact Fees Benefit District 6				\$ 650,000 ROW		\$ 650,000
Bible Camp Road C-1615 from CR-565 to SR-19	Widen to 24', resurface, construct turn lanes at CR-565 and SR-19	Road Impact Fees Benefit District 6	\$ 250,000 ROW	\$ 927,000 CST				\$1,177,000
Mascotte-Empire Road C-1310 from Mt. Pleasant Road C-1412 to Pearl Street	Widen to 24', resurface	Road Impact Fees Benefit District 6	\$ 200,000 DSN	\$ 566,000 CST				\$ 766,000
Mt. Pleasant Road C-1412 from Mascotte-Empire Road C-1310 to SR-50	Widen to 30', resurface	Road Impact Fees Benefit District 6	\$ 250,000 DSN					\$ 250,000
SR-50 from CR-565 to SR-33	Corridor Study through the City of Groveland	Road Impact Fees Benefit District 6	\$ 900,000 COR					\$ 900,000
Sunset Avenue and South Sunset Avenue from Mascotte city limit to C-33 (Mascotte)	Widen and resurface	Road Impact Fees Benefit District 6	\$1,000,000 CST					\$1,000,000
439 from SR-44 to C-44A	Widen to 30' resurface	Renewal Sales Tax Capital Projects – Roads			\$ 250,000 PE			\$ 250,000
445 Bridge #114047	Rehabilitate bridge	Renewal Sales Tax Capital Projects – Roads			\$ 50,000 FE	\$ 250,000 CST		\$ 300,000
448 from C-561 to Apopka Beauclair Canal Bridge #114087	Construct 3' paved shoulder	Renewal Sales Tax Capital Projects – Roads	\$ 400,000 CST					\$ 400,000

TRANSPORTATION Project Name & Scope	Project Number	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
455 Howey Heights Curve	Realign	Renewal Sales Tax Capital Projects- Roads		\$ 530,000 ROW CST				\$ 530,000
Lakeshore Drive C-1040 Bridge #114077	Widen, replace bridge, reconstruct bridge approaches	Funding needed						
Picciola Bridge #114004	Replacement	Renewal Sales Tax Capital Projects-Roads	\$ 20,000 ROW	\$1,740,000 CST	\$1,260,000 CST			\$3,020,000
Countywide Resurfacing Program	Resurface roads throughout Lake County	Renewal Sales Tax Capital Projects – Roads	\$ 2,252,000 RSF	\$2,275,000 RSF	\$ 2,297,000 RSF	\$2,320,000 RSF	\$2,343,000 RSF	\$11,487,000
Countywide Sidewalk and Trail Program	Construct sidewalk and trails throughout Lake County	Renewal Sales Tax Capital Projects – Roads	\$1,651,000 CST	\$ 465,000 CST	\$ 460,000 CST	\$ 506,000 CST	\$ 557,000 CST	\$3,639,000
Total all Projects			\$28,592,000	\$15,453,000	\$6,697,000	\$5,576,000	\$6,360,000	\$62,678,000

Five Year Capital Improvements Schedule for Stormwater

The following information is presented as an overview of the Stormwater Program which provides for continuing basin evaluations, capital improvements, initiation of water quality studies, and compliance with State and Federal regulations. The Capital Improvements Element schedule of specific basin evaluations, studies, improvement projects, and equipment needs that are listed on the following pages represent the five year capital projects program. One of the primary goals of this program is to reduce system drainage deficiencies over time as allowed by funding. Level of service standards for Stormwater have been adopted for various types of road and development facilities which insure that no further deficiencies are created with new development.

Table 5 - Five Year Capital Improvements Schedule for Stormwater

STORMWATER PROJECT NAME AND DESCRIPTION	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
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STORMWATER PROJECT NAME AND DESCRIPTION	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
<u>Astor Flood Study:</u> Flood study and water quality improvements	37000	MSTU- Stormwater 1230	100,000	100,000	250,000	0	0	450,000
<u>Countywide Aerials:</u> aerial survey	38000	1230	0	150,000	0	0	0	150,000
<u>East Road:</u> Drainage improvement	34001	1230	0	0	0	50,000	100,000	150,000
<u>Harbor Oaks:</u> Water quality retrofit.	30009	1230	100,000		0	0	0	100,000
<u>Hooks Street</u>		1230	5,000	200,000	395,000			600,000
<u>Lake Eustis/Lakeshore Drive Retrofit:</u> drainage and water quality improvements	34002	1230	300,000	0	0	0	0	300,000
<u>Lake Eustis/Trout Lake Basin:</u> basin study	30003	1230	0	200,000	200,000	200,000		600,000
<u>Lake Saunders (Lake Dora Basin):</u> flood study	30002	1230	0	200,000	200,000	200,000		600,000
<u>Lake Yale Basin Study:</u> Basin Study for drainage and water quality improvements.	30008	1230	0	100,000	100,000	300,000		500,000
<u>Lower Palatlahaha Basin Study:</u> Basin study from Minneola Outfall to Lake Harris.	30006	1230	300,000	300,000	0	300,000		900,000
<u>Royal Trails Flood Study:</u> Flood study and water quality improvements study.	37003	1230	100,000	200,000	200,000	0	0	500,000
<u>Wolfbanch Road Retrofit:</u> Drainage and water quality improvements.	34004	1230	100,000	200,000		0	0	300,000
<u>Zone A BFE Determination</u>		1230	0	200,000	0	0	0	200,000
Total All Projects			1,005,000	1,850,000	1,345,000	1,050,000	100,000	5,350,000

Five Year Capital Improvements Schedule for Solid Waste

The following section addresses the County's Solid Waste Capital Improvements Program. Proper management of solid and hazardous waste is essential to the quality of life enjoyed by Lake County residents. The Capital Improvements Program for solid waste facilities is primarily concerned with the closure of inactive landfills and monitoring requirements.

The Central Phase III Landfill Cells Phase 1 became available for use in the beginning of 2009 and was designed to hold 1.5 million cubic yards of waste. Assuming an average density of 1,200 lbs./cubic yard, this will provide Lake County with 900,000 tons of MSW disposal capacity. The Central Phase III Ash Cell was designed to hold 247,000 cubic yards of ash residue. Assuming an average density of 2,500 lbs./cubic yard, this will provide Lake County with 308,750 tons of incinerator ash disposal capacity. Together, these two initial Central Phase III Landfill Cells will provide a combined disposal capacity of 1,747,000 million cubic yards (or 1,208,750 tons) of waste. Additional land is available and permitted through an FDEP Environmental Resource Permit. The completed build out of the Central Phase III will eventually provide Lake County with a total of 11,500,000 cubic yards of waste disposal capacity. The Central Phase III Landfill Facility design target was for disposal capacity through 2030.

Table 6 - Five Year Capital Improvements Schedule for Solid Waste

SOLID WASTE Project Name and Description	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
Astatula IIB Closure: This landfill opened in 1991, and has a design life of 19 years. The major portion of the closure costs have already been recognized (\$1,941,517), and the remaining funds will be collected over the next three years		Solid Waste Closures and Long Term Care (4220)	144,414	111,342	114,991	80,263	83,247	534,437
Astatula Post Closure: Post closure costs for the long-term care of the Astatula landfill. This landfill was opened in 1972, and post closure care costs should be fully recognized in FY 2026-27.		4220	53,966	52,317	52,394	52,476	52,563	263,716
C and D Landfill Closure: Closure costs for the C and D landfill. This landfill is used for discarded construction and demolition materials generally considered to be not water-soluble and nonhazardous in nature. Closure costs should be fully recognized in FY 2010-11.		4220	10,533	10,862	14,573	22,042	44,636	102,646
Lady Lake Post Closure: Post closure costs for the long-term care of the Lady Lake landfill. This landfill closed in 2000, and the long-term care costs began in 2001. These costs should be fully recognized in FY 2020-21.		4220	22,055	20,768	20,816	20,868	20,926	105,433

SOLID WASTE								
Project Name and Description	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
Loghouse Post Closure: Post Closure costs for the long-term care of the Loghouse landfill. Long-term care costs should be fully recognized in FY 2012-13.		4220	16,247	12,591	12,696	12,855	13,176	67,565
Umatilla Post Closure: Post closure costs for the long-term care of the Umatilla landfill. The long-term care costs for this landfill began in 1995, and should be fully recognized in FY 2015-16.		4220	15,671	13,824	13,882	13,951	14,038	71,366
Total All Projects			262,886	221,704	229,352	202,455	228,766	1,145,163

Five Year Capital Improvements Schedule for Parks and Recreation Facilities

Lake County has thirty-seven (38) parks and recreation facilities totaling approximately 926 acres, more than a third of which is contained in the 318-acre P.E.A.R. (Palatlahaka Environmental and Agricultural Reserve) Park. Recently, 196 acres was purchased for the Ferndale Preserve as well as 96 acres for the North Lake Community Park and 49 acres for East Lake Community Park. The majority of the parks owned and operated by Lake County are resource-based with limited development. The County currently has about 660 acres of developed active and passive parks and about 266 acres of undeveloped parks.

Table 7 - Five Year Capital Improvements Schedule for Parks and Recreation Facilities

PARKS & RECREATION								
Project Name & Description	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
<u>Arnold Brothers Boat Ramp</u> Repair and Maintenance, Trash Receptacles, Signage, Benches, Tables, Fencing, Boat Ramp repair and amenities		Boating Improvement (1310) Fish Conservation (1190)	0	0	0	0	0	0
<u>Astor Lions Club Park</u> Installation of Ball Field Lights, Play Equipment, Volleyball Court, Batting Cages, Pavilion, Signage & other park amenities.	40008	MSTU-Parks Section (1231); Parks Capital Projects (3020) Grants	0	50,000	50,000	50,000	50,000	200,000

PARKS & RECREATION Project Name & Description	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
<u>East Lake Community Park</u> Construction of Recreational Park with Athletic Fields, Playgrounds, Pavilions, Paths, Facilities, and other Park Amenities	40018	MSTU-Parks (1231); Parks Cap. Proj. (3020) Grants	500,000	500,000	500,000	500,000	500,000	2,500,000
<u>Ferndale Preserve</u> Installation of Pavilions, Canoe Launch, Fishing Pier, Observation Towers, Road Network, Hiking, Equestrian and Paved Multipurpose Trails, Landscape, Picnic Tables, Trash Receptacles & other amenities. Also includes Prescribed Burns, Wetland Restoration, Exotic Invasive removal, Fire Line Trail maintenance, and Native Species planting.	40004	Fish Cons. (1190); MSTU-Parks (1231); Parks Impact Fee South District (1083) Grants	50,000	200,000	250,000	300,000	350,000	1,150,000
<u>Ferndale Preserve (Stewardship funds)</u> Public Lands stewardship funds.	40004	General Fund (0010)	0	0	0	0	0	0
<u>Hancock and South Lake Trails</u> Installation of Landscape, Pre-Fab Restrooms, Rest Areas, Signage, Trash receptacles, Benches, Kiosk, Bike Racks, Concrete/asphalt pavement, Exotic Invasive removal and other amenities	40017	Parks Impact Fee South District (1083)	0	10,000	10,000	20,000	30,000	70,000
<u>Haynes Creek Park</u> Installation of Parking Lot, Hiking Trail, Fencing, Landscape, Signage, Kiosk, Picnic Tables, Benches, Grills & Trash Receptacles. Invasive Exotic removal, Fire Line Trail maintenance, Native Species planting and Wetland Restoration.	40010	MSTU-Parks (1231); Parks Cap. Proj. (3020)	0	10,000	10,000	10,000	10,000	40,000
<u>Lake Idamere Park</u> Installation of Pavilions, Multipurpose paved trails, Hiking Trails, Picnic Tables, Benches Grills, Trash Receptacles, Lighting, Miracle Ball field, Softball Field, Exotic Invasive Removal, Prescribed Burns, Fire Line Trail maintenance, and Native Species planting.	40011	Fish Cons. (1190); MSTU-Parks (1231); Parks Cap. Proj. (3020) Grants	100,000	100,000	100,000	100,000	100,000	500,000

PARKS & RECREATION Project Name & Description	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
<u>Lake Jem Park and Boat Ramp</u> Hiking Trails, Installation of Pre-Fab Restrooms, Pavilions, Landscape, Picnic Tables, Benches, Grills & Trash Receptacles, Exotic Invasive Removal, Wetland Restoration, Fire Line Trail maintenance and Native Species planting.	40005	Fish Cons. (1190); MSTU-Parks (1231); Parks Cap. Proj. (3020) Boating Improvement (1310)	67,750	10,000	20,000	20,000	20,000	137,750
<u>Marsh Park and Boat Ramp</u> Improvements to Parking Lot, Installation of Pre-fab restrooms, Boardwalk/Fishing Pier, Play Equipment, Pavilion, Landscape, Signage, Picnic Tables, Benches, Grills, Trash receptacles & other park amenities. Also includes Wetland Restoration, Exotic Invasive Removal, Fire Line Trail maintenance and Native Species planting.	40013	Fish Cons. (1190); Gen. Fund (0010); Parks Cap. Proj. (3020) Boating Improvement (1310) Grants	67,750	50,000	50,000	50,000	50,000	267,750
<u>North Lake Community Park</u> Construction of Recreational Park with Athletic Fields and Associated Buildings/Facilities, Playground, signage, trash receptacles, benches and other amenities	40002	MSTU-Parks (1231); Parks Cap. Proj. (3020); Parks Impact Fee North District (1082) Grants	483,794	150,000	150,000	150,000	250,000	1,183,794
<u>P.E.A.R. Park (Palatlahaha Environmental and Agricultural Reserve)</u> Construction of Road Network, Multi-Purpose Paved Trail, Hiking Trail, Pickleball, Tennis Courts, Pavilions, Landscape, Picnic Tables, Boardwalk, Benches, Grills & other amenities. Also includes Prescribed Burns, Invasive Exotic Plant removal, Fire Line Trail maintenance, Native Species removal and Wetland Restoration.	40006	MSTU-Parks (1231); Parks Cap. Proj. (3020); Parks Impact Fee Central Dist. (1081) Grants	50,000	150,000	200,000	250,000	300,000	950,000

PARKS & RECREATION Project Name & Description	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
<u>Paisley Park</u> Installation of Dugouts, Pre-Fab Restrooms, Softball Field, Basketball Courts, Landscape, Pavilions, Signage, Picnic Tables, Benches, Trash Receptacles & other amenities	40014	MSTU-Parks (1231); Parks Cap. Proj. (3020)	0	20,000	20,000	25,000	25,000	90,000
<u>Palatlahaha River Park and Boat Ramp</u> Improvements to Parking lot, Installation of Pre-Fab Restroom, Hiking Trails, Benches, Picnic Tables, Signage, Fencing, Pavilion, Playground. Trash Receptacles & other amenities, Prescribe Burns, Invasive Exotic Removal, Fire Line Trail maintenance and Native Species planting.	40019	MSTU-Parks (1231); Parks Cap. Proj. (3020) Boating Improvement (1310)	10,000	75,000	30,000	40,000	50,000	205,000
Pine Forest Park Construction of Parking Lot, Hiking Trails, Landscape, Prescribed burn, Signage, Picnic Tables, Benches, Trash Receptacles & other park amenities, Ball field, Invasive Exotic Removal, Fire Line Trail maintenance and Native Species planting.	40015	MSTU-Parks (1231); Parks Cap. Proj. (3020)	10,000	30,000	30,000	30,000	30,000	130,000
<u>Public Lands Program</u> Program designed for the acquisition and management of environmental and recreational lands. The lands purchased must fit three main areas of concern: enhancing water resources, protecting environmentally sensitive lands and providing potential recreational lands. Site improvements and amenities are eligible expenses under this program; however recurring operating and maintenance costs are excluded.	10001	Public Lands Capital Program (3710)	187,000	0	0	0	0	187,000

PARKS & RECREATION Project Name & Description	Project #	Funding Source	2009-10	2010-11	2011-12	2012-13	2013-14	Five Year Total
<u>Sorrento Park</u> Renovation of Existing Buildings, Installation of Basketball Court, Paved Paths, Security Lighting, Playground, Picnic Tables, Benches, Trash Receptacles, Signage, Parking Lot, and other amenities.	40016	Parks Capital Projects (3020)	35,000	10,000	10,000	10,000	10,000	75,000
Total All Projects			1,561,294	1,365,000	1,430,000	1,555,000	1,775,000	7,686,294

Five Year Capital Improvements Schedule for Public School Facilities

The Lake County Public Schools 5-Year Work Plan has been developed in accordance with the requirements of Florida Department of Education Guidelines. The Work Plan integrates the facilities planning program with the annual capital budgeting and the District's educational programming strategies. Since the mid-1990s, Lake County, its municipalities, and the Lake County School Board have seen many changes in population growth, student demographics, financing structures, and regulations affecting both education and facilities planning. The dramatic population growth between 2000 and 2006, and the resulting rapid escalation in housing prices has been matched by an equally dramatic downturn in the local and national economy in 2007 and 2008 which is expected to continue well into 2010. The student population grew rapidly until 2008, and only leveled off in the 2008-2009 school year, putting stress on the Lake County School District's facilities and causing overcrowding that the District continues working to relieve. In conjunction with general population growth, the Hispanic population grew to 17% of the school population, from just over 5% in 2000, changing the educational face of the District, as did an increase in students from lower socioeconomic backgrounds.

Through 2006, the revenue from property value increases and impact fees from new housing assisted the District in keeping up with the growth in population, and the District was able to open eleven new schools since 1999. However, with the downturn of 2007-2008, and the property tax structure changes approved by Florida voters in 2008, the District's revenue projections have decreased significantly, making it difficult to maintain the level of construction needed to relieve continued overcrowding at some District schools and also to replace aging facilities as they become substandard. The FY2010-14 Facilities Work Plan includes many additions at existing schools during the next five years to address some of the existing and future space needs. Because of the lower growth projections and severe capital constraints to be discussed later in this chapter, the projected need for new schools has changed from the 2008-2012 plan, which called for two new high schools, two middle schools and eight elementary schools. In this atmosphere of change and uncertainty, the District still holds firm to its commitment to provide the facilities required to maintain the level of service required by both the class size reduction and school concurrency legislation passed by Florida voters and the Florida Legislature, respectively.

Table 8 - Five Year Capital Improvements Schedule for Public School Facilities FY 2010 through 2014

SCHOOL FACILITIES Project Name	Total	Prior to 2010	FY 2010 -FY 2014	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Renovations/Additions/Replacements								
Cecil Gray MS Replacement	39,000,000	38,206,800	793,200	793,200		0	0	0
Classroom Additions	7,000,000	0	7,000,000	0	0	0	3,500,000	3,500,000
Clermont ES Cafeteria/Addition	8,230,196	0	8,230,196	0	0	1,534,562	6,695,634	
Eustis ES	100,000	100,000		0	0	0		
Eustis Heights Ren/Addition	9,216,114	0	9,216,114	0	0	1,900,000	7,316,114	
Mount Dora MS Addition	8,020,592	0	8,020,592	0	0	1,419,282	6,601,310	
Treadway Addition	7,546,612	0	7,546,612	0	1,397,960	6,148,652		0
Umatilla HS Addition - 9th Grade Center	7,436,939	0	7,436,919	0	0	0	1,000,000	6,436,939
Umatilla MS Ren/Addition	5,786,951	0	5,786,951	0	0	0	5,786,951	
Windy Hill Addition	7,600,000	0	7,600,000	0	0	0	0	7,600,000
Subtotal Renovations/Additions/Replacements	105,363,024		67,056,224	793,200	1,397,960	11,002,496	30,900,009	22,962,559
Site Acquisition								
Land Acquisition	10,000,000	5,000,000	5,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Subtotal Site Acquisition	10,000,000		5,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
New Schools								
Community Coll Partnership HS (DDD) Labs	3,000,000	3,000,000		0	0	0		0
Community College Partnership HS (DDD)	0	0	0	0	0	0	0	0
High School (BBB)	72,475,546	68,400,616	4,074,930	4,074,930	0	0	0	0
Leesburg Relief ES (N)	2,000,000	0	2,000,000	0	0	0	0	2,000,000
Lost Lake Relief ES (L)	2,000,000	0	2,000,000	0	0	0	0	2,000,000
Mount Dora Area ES (J)	28,699,541	28,699,541		0	0	0	0	0
New Groveland Relief ES (Q)	2,000,000	0	2,000,000	0	0	0	0	2,000,000
Treadway Relief ES (P)	2,000,000	0	2,000,000	0	0	0	0	2,000,000
Villages Relief ES (O)	2,000,000	0	2,000,000	0	0	0	0	2,000,000
Subtotal New Schools	114,175,087	0	14,074,930	4,074,930	0	0	0	10,000,000
Portables								

SCHOOL FACILITIES Project Name	Total	Prior to 2010	FY 2010 -FY 2014	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Portable Lease	8,000,000	0	8,000,000	2,000,000	1,900,000	1,700,000	1,200,000	1,200,000
Subtotal Portables	8,000,000	0	8,000,000	2,000,000	1,900,000	1,700,000	1,200,000	1,200,000
Maintenance and Equipment								
Capital School Equipment	1,885,6445	1,350,000	535,645	535,645	0	0	0	0
Computer Lease Program	4,400,000	0	4,400,000	1,600,000	1,000,000	600,000	600,000	600,000
Environmental Projects	750,000	0	750,000	150,000	150,000	150,000	150,000	150,000
Maintenance Projects	16,450,858	3,500,000	12,950,858	1,250,000	1,732,569	2,276,992	3,940,262	3,751,035
School Buses	9,300,000	2,300,000		1,500,000		1,500,000	1,500,000	2,500,000
Subtotal Maintenance and Equipment	32,786,503	0	25,636,503	5,035,645	2,882,569	4,526,992	6,190,262	7,001,035
Debt Service, Operations and Ancillary Facilities								
Ancillary Use Eustis Lake Hills	250,000	250,000	0	0	0	0	0	0
Ancillary Use Eustis Mascotte	193,800	193,800	0	0	0	0	0	0
Ancillary Use Minneola	150,000	150,000	0	0	0	0	0	0
Debt Service	156,932,500	2,000,000	154,932,500	28,196,500	30,674,500	31,160,500	31,679,000	33,222,000
Facilities Condition Assessment	25,000		25,000	25,000				
Increase to Debt Payment	0	0	0	0	0	0	0	0
Maintenance Transfer to General	15,000,000	0	15,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Subtotal Debt Service, Operations & Ancillary Facilities	172,551,300	0	169,957,500	31,221,500	33,674,500	34,160,500	34,679,000	36,222,000
Subtotal	213,337,803		203,594,003	38,257,145	38,457,069	40,387,492	42,069,262	44,423,035
TOTAL PROJECTS	442,875,914		289,725,157	44,125,275	40,855,029	52,389,988	73,969,271	78,385,594

SOURCE: Lake County Schools Five-Year Facilities Master Plan, FY 2010-2014 CAPITAL IMPROVEMENT PROGRAM, September 14, 2009

2030 Capital Improvements Schedule for Facility Needs

The following section addresses facility needs to 2030 for Transportation, Parks and Recreation, Solid Waste, Potable Water, Sanitary Sewer, Storm Water, and Public Schools.

Lake County is located within the LSMPO boundary. The LSMPO ensures that highways and roads, public transit, pedestrian, bicycle, and other transportation facilities are coordinated and planned with consistency. Lake County adopted the Lake County 2025 Long Range Transportation Plan (LRTP) on December 14, 2005; this plan contains an extensive analysis of roadway, bicycle, and pedestrian transportation issues, as well as land use and other factors that determine existing and future needs. Additional data was assembled by LSMPO to bridge the gap between the 2025 Long Range Transportation Plan and the 2030 Planning Horizon date.

Parks and Recreation Facility needs are based on the population of unincorporated Lake County. The projected population for unincorporated Lake County is shown to decrease with a total projected population of 79,906 in 2030, which would require 320 acres of park land to meet the adopted level of service.

The Solid Waste Department collects an average of 300,000 cubic yards of waste annually, for a total projected 6 million cubic yards of waste by 2030. The completed build out of the Central Phase III Landfill will eventually provide Lake County with a total of 11,500,000 cubic yards of waste disposal capacity.

The Level of Service standard for potable water supplies in unincorporated areas is 100 gallons per capita per day, or the Equivalent Residential Unit (ERU) for non-residential development. If connection is required to a municipal or private utility, and the development is within the Utility Service Area of the utility, the higher level of service as adopted by that utility shall be required.

The Level of Service standard for central sanitary sewer systems shall be designed and constructed to provide a minimum average daily flow of 100 gallons per capita per day, or the Equivalent Residential Unit (ERU) for non-residential development. If connection is required to a municipal or private utility, and the development is within the Utility Service Area of the utility, the higher level of service as adopted by that utility shall be required.

Lake County does not provide a central stormwater system for the unincorporated area; the stormwater and drainage needs are based on construction of roads and storm events. Stormwater and drainage needs are completed as needed on a project by project basis.

Lake County School Facility needs are based on Core Dining Capacity; the projected enrollment and facility needs through 2029 were completed by the Lake County School Board, that information is located in the Data, Inventory and Analysis for Public Schools.

Table 9 – Protected 2030 Facility Needs

PLAN ELEMENT	FACILITY TYPE	SERVICE AREA	NEEDED BY 2030 TO MEET LEVEL OF SERVICE (LOS)	PLANNED FACILITIES TO MEET 2030 LOS	FUNDING SOURCE
Transportation	County Arterial & Collector Roads 2-lane, 4-lane, 6-lane	Varies by Character: Rural, Urban, Mixed Use, Commercial & Residential Neighborhoods	This data is available in the LSMPO 2025 Long Range Transportation Plan and the Transportation Data, Inventory and Analysis which projects needs from 2025 to 2030.	Data available in the LSMPO 2025 Long Range Transportation Plan and the Transportation Data, Inventory and Analysis which projects needs from 2025 to 2030.	Transportation Impact Fees and Proportional Fair-Share Funds
	State Roads	County-wide	This data is available in the LSMPO 2025 Long Range Transportation Plan and the Transportation Data, Inventory and Analysis which projects needs from 2025 to 2030.	Data available in the LSMPO 2025 Long Range Transportation Plan and the Transportation Data, Inventory and Analysis which projects needs from 2025 to 2030.	Transportation Impact Fees and Proportional Fair-Share Funds
Parks & Recreation	Parks	County-wide	Based on the projected populations (pp) and the LOS for Parks & Recreation (4 acres per 1,000 Residents) 2015 pp 139,120 = 557 acres of park land needed 2020 pp 126,042 = 504 acres of park land needed 2025 pp 110,386 = 442 acres of park land needed 2030 pp 79,906 = 320 acres of park land needed	The County currently has about 368 acres of developed active and passive parks and about 558 acres of undeveloped parks (this acreage does not include federal or state parks located within Lake County).	Current facilities exceed the projected need for 2030.
Solid Waste	County Landfill	County-wide	Average of waste collected per day= 822 cy Average of waste collected per year = 300,000 cy 2010-2030 projected waste collection = 6 million cy cy = cubic yards	The Lake County Landfill (at total build-out) has a total remaining capacity of 11.5 million cy, which exceeds the projected need for 2030.	Lake County Solid Waste Services Tax
Potable Water	NA	NA	The Level of Service standard for potable water supplies in unincorporated areas is 100 gallons per capita per day, or the Equivalent Residential Unit (ERU) for non-residential development. If connection is required to a municipal or private utility, and the development is within the Utility Service Area of the utility, the higher level of service as adopted by that utility shall be required.	The Level of Service standard for potable water supplies in unincorporated areas is 100 gallons per capita per day, or the Equivalent Residential Unit (ERU) for non-residential development. If connection is required to a municipal or private utility, and the development is within the Utility Service Area of the utility, the higher level of service as adopted by that utility shall be required.	NA

PLAN ELEMENT	FACILITY TYPE	SERVICE AREA	NEEDED BY 2030 TO MEET LEVEL OF SERVICE (LOS)	PLANNED FACILITIES TO MEET 2030 LOS	FUNDING SOURCE
Sanitary Sewer	NA	NA	The Level of Service standard for central sanitary sewer systems shall be designed and constructed to provide a minimum average daily flow of 100 gallons per capita per day, or the Equivalent Residential Unit (ERU) for non-residential development. If connection is required to a municipal or private utility, and the development is within the Utility Service Area of the utility, the higher level of service as adopted by that utility shall be required.	The Level of Service standard for central sanitary sewer systems shall be designed and constructed to provide a minimum average daily flow of 100 gallons per capita per day, or the Equivalent Residential Unit (ERU) for non-residential development. If connection is required to a municipal or private utility, and the development is within the Utility Service Area of the utility, the higher level of service as adopted by that utility shall be required.	NA
Stormwater	Drainage	County-wide	Lake County does not provide a central stormwater system; the stormwater need is based on road development and storm events, which varies. Stormwater and drainage facilities are provided on a project by project basis.	Lake County does not provide a central stormwater system; the stormwater need is based on road development and storm events, which varies. Stormwater and drainage facilities are provided on a project by project basis.	Roads = Transportation Impact Fees and Gas Tax Water Quality Issues = Lake County Municipal Service Taxing Unit (MSTU)
Public Schools	School	Concurrency Service Area	The Level of Service is Based on Core Dining Capacity. The projected enrollment and capacity through 2029 is shown in Tables 6-3 and 6-4 of the Public Schools Facilities Data, Inventory and Analysis.	The data to support the 2030 projected need for schools is located in the Public Schools Data, Inventory and Analysis in Chapter 6 of the Lake County Schools Five-Year Facilities Master Plan.	School Impact Fees

Geographic Service Areas of Public Education Facilities

In keeping with the requirements of 9J-5.016(1)(b), the following five maps are provided depicting the public school facilities attendance zones and the facilities contained therein, as well as concurrency service areas and the Five-Year Facilities Plan.

Figure 3: Elementary School Attendance Zones has 20 named zones/facilities;

Figure 4: Middle School Attendance Zones has nine named zones/facilities;

Figure 5: High School Attendance Zones has seven named zones/facilities;

Figure 6: Concurrency Service Areas; and

Figure 7: Lake County Public School FY 2010-2014 Work Plan

Geographic Service Areas and Location of Public Health Systems

Figure 8 is presented herewith detailing the public health facilities, specifically hospitals and EMS Stations, within Lake County. As shown in Figure 8, there are presently three major hospitals in Lake County:

Leesburg Regional Medical Center;

Florida Hospital Waterman; and

South Lake Hospital

There are also 19 EMS Stations located throughout the County.

Figure 1 – Maximum Lane Constrained Corridors

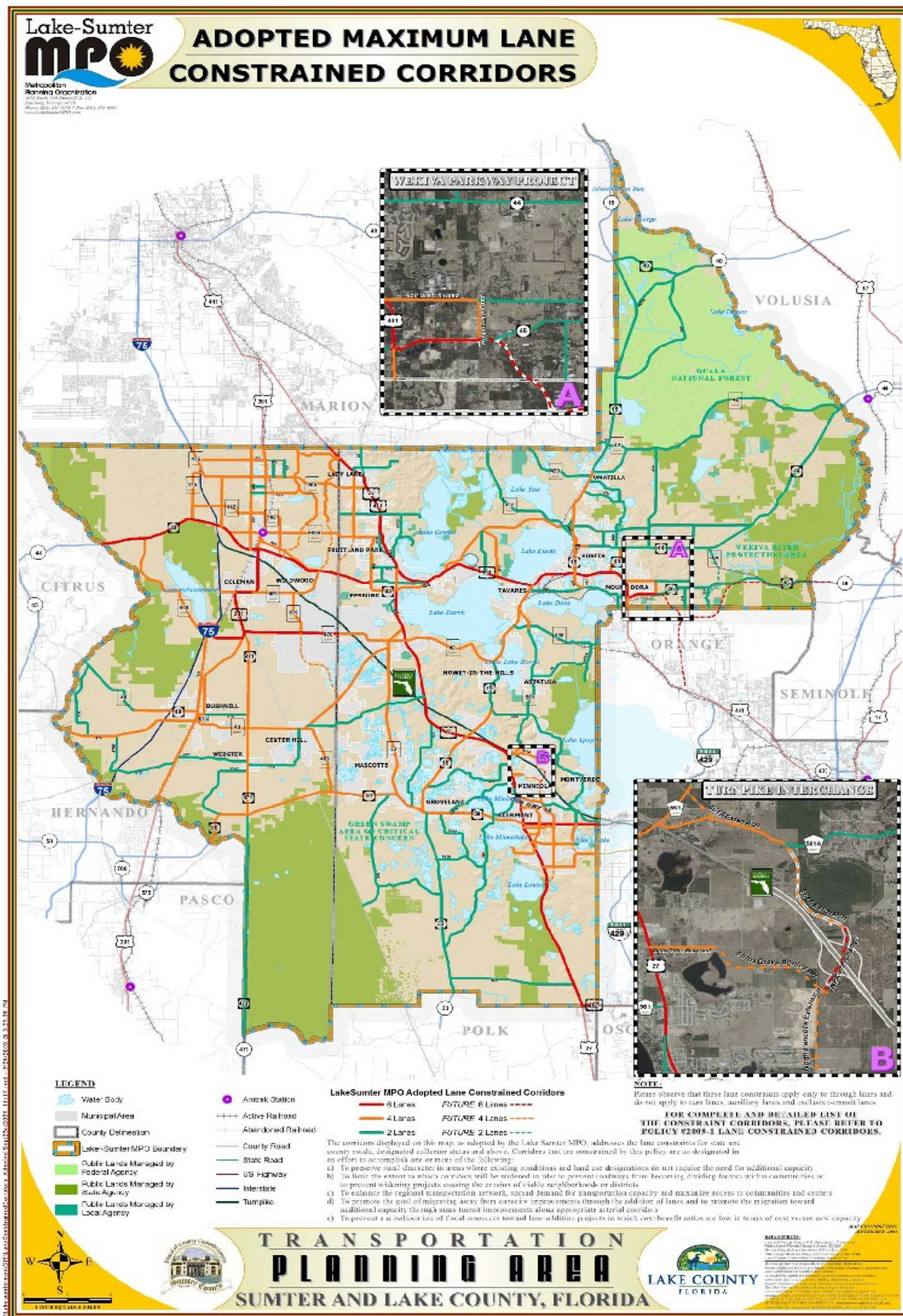


Figure 2 – Urban, Transitioning and Rural Areas

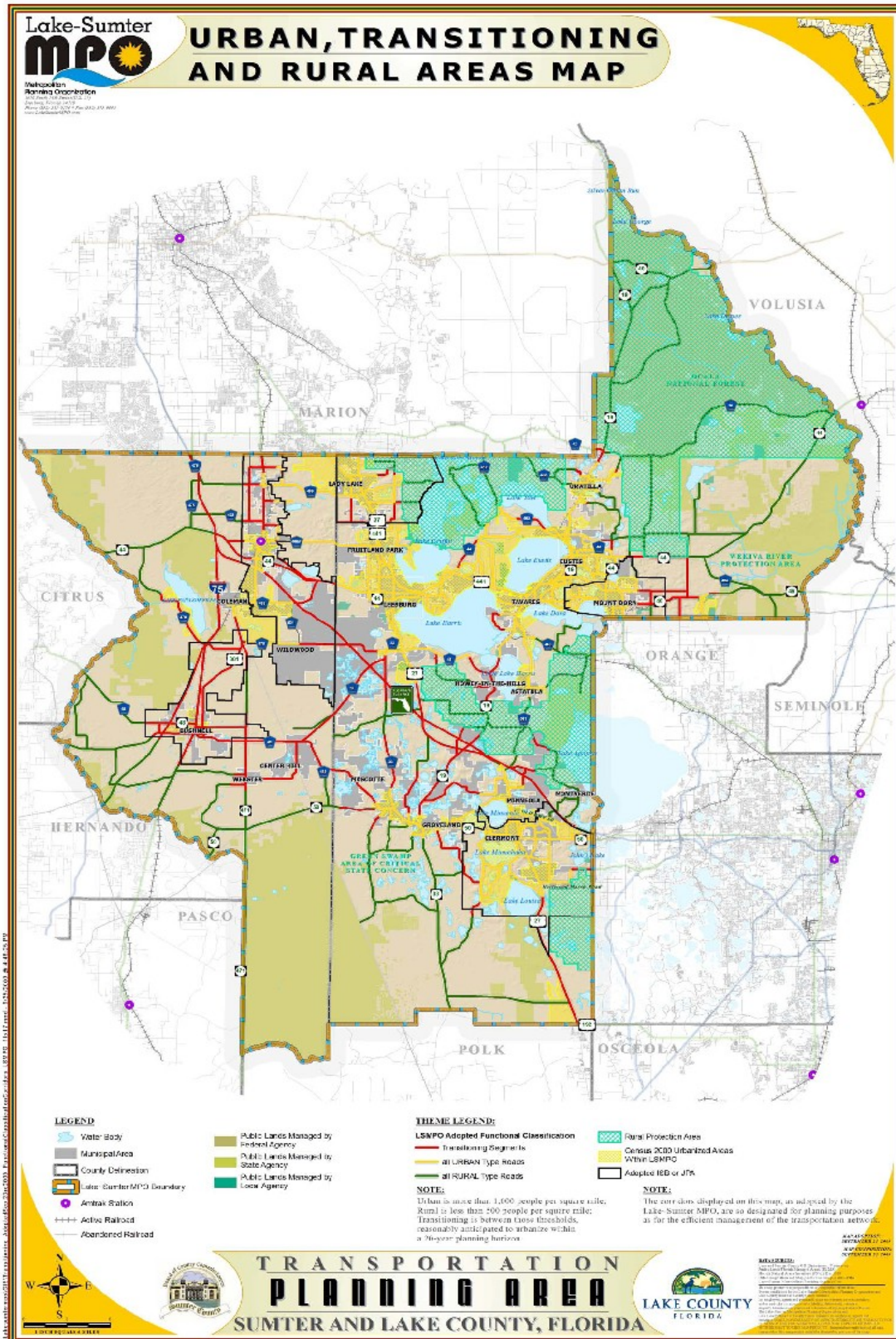


Figure 3 – Elementary School Attendance Zones

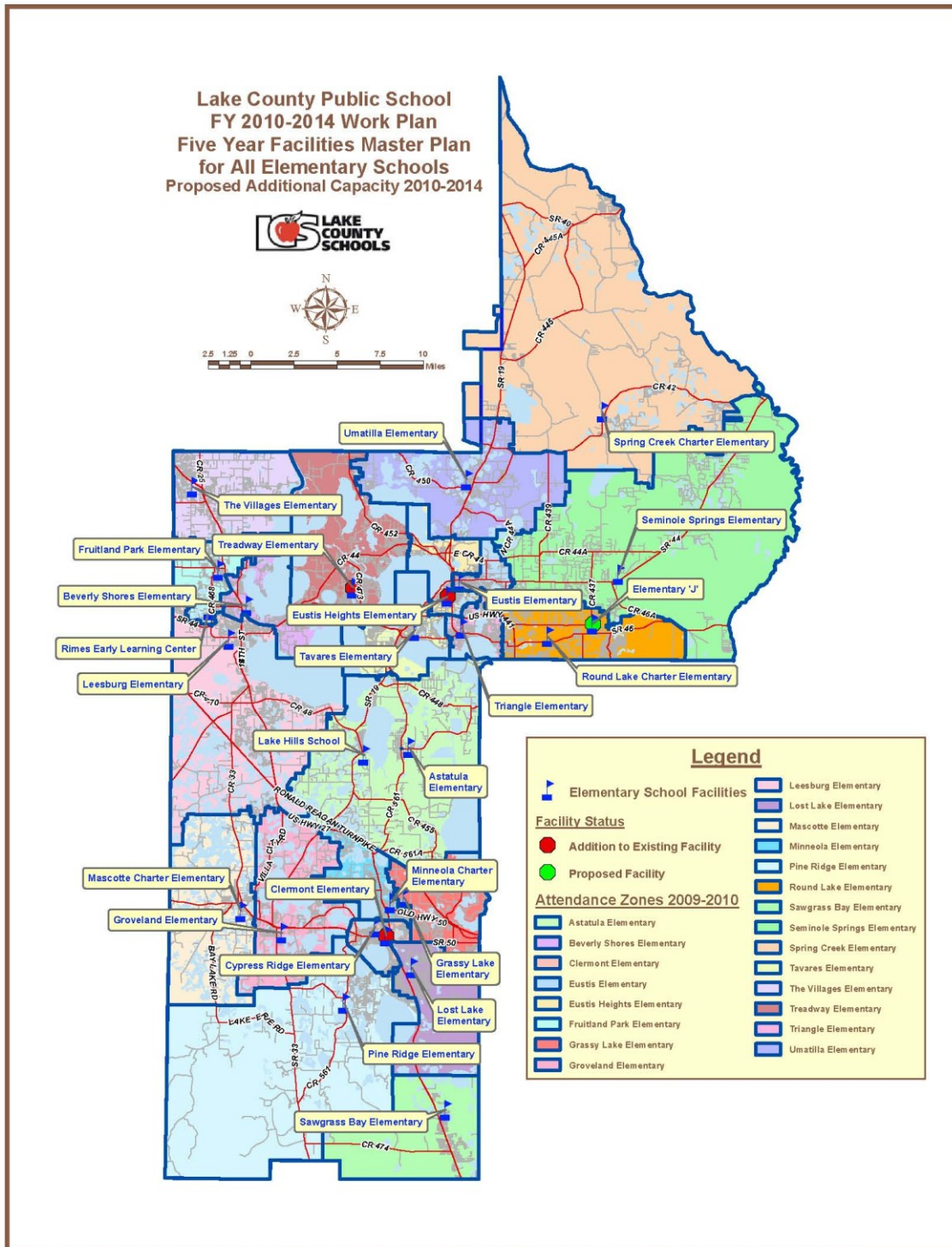


Figure 5 – Lake County High School Attendance Zones

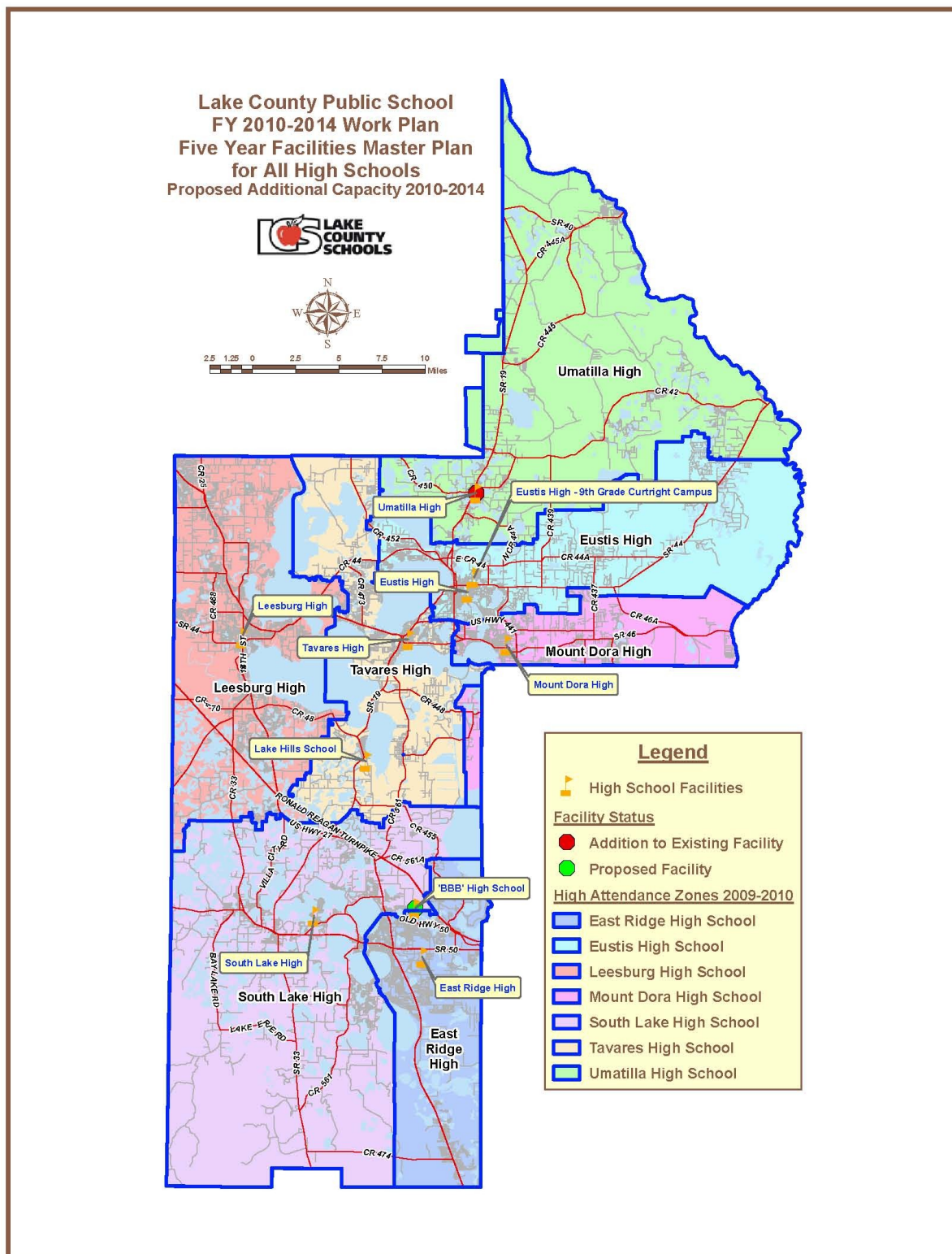


Figure 7 – Lake County Public School FY 2010-2014 Work Plan

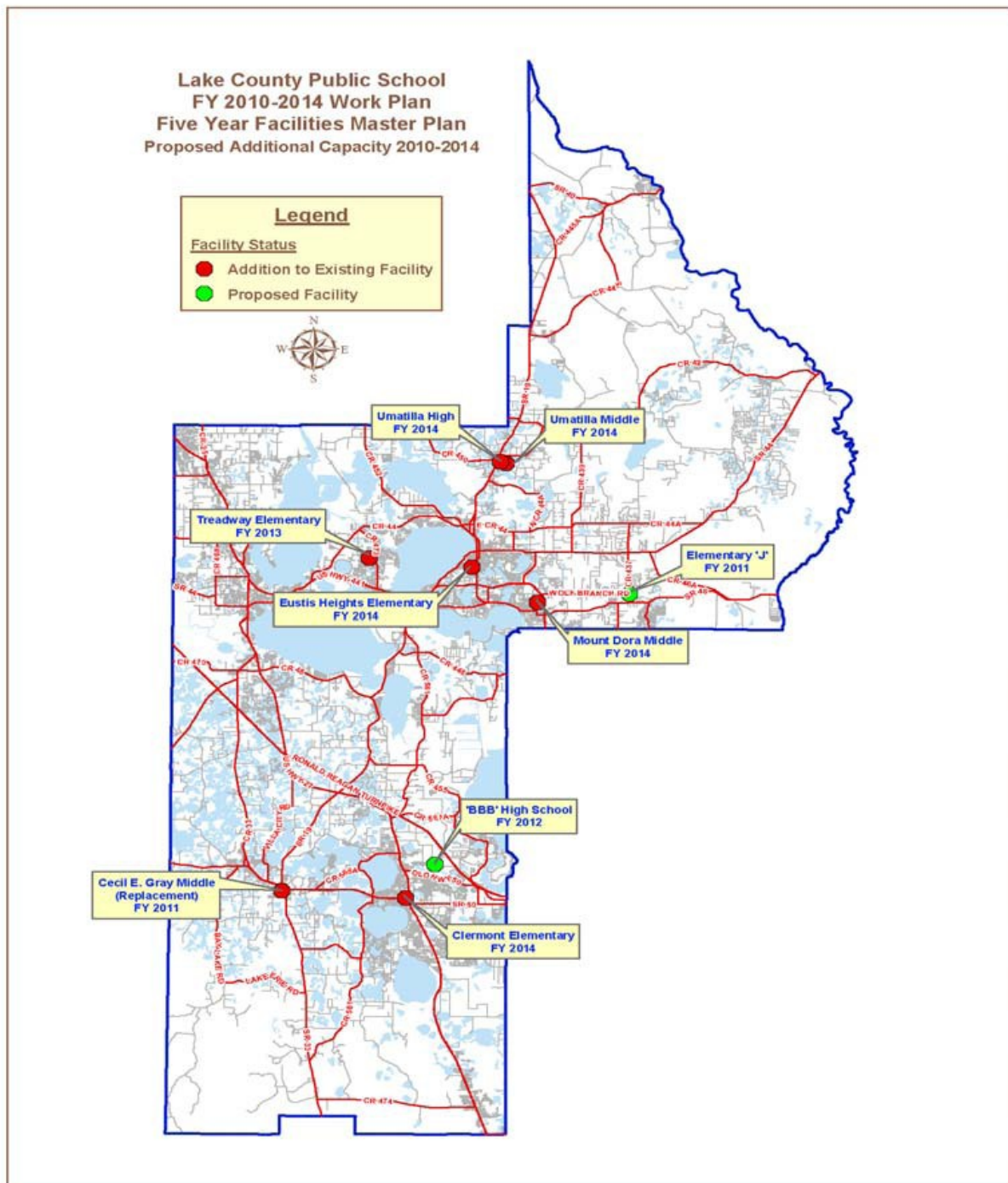
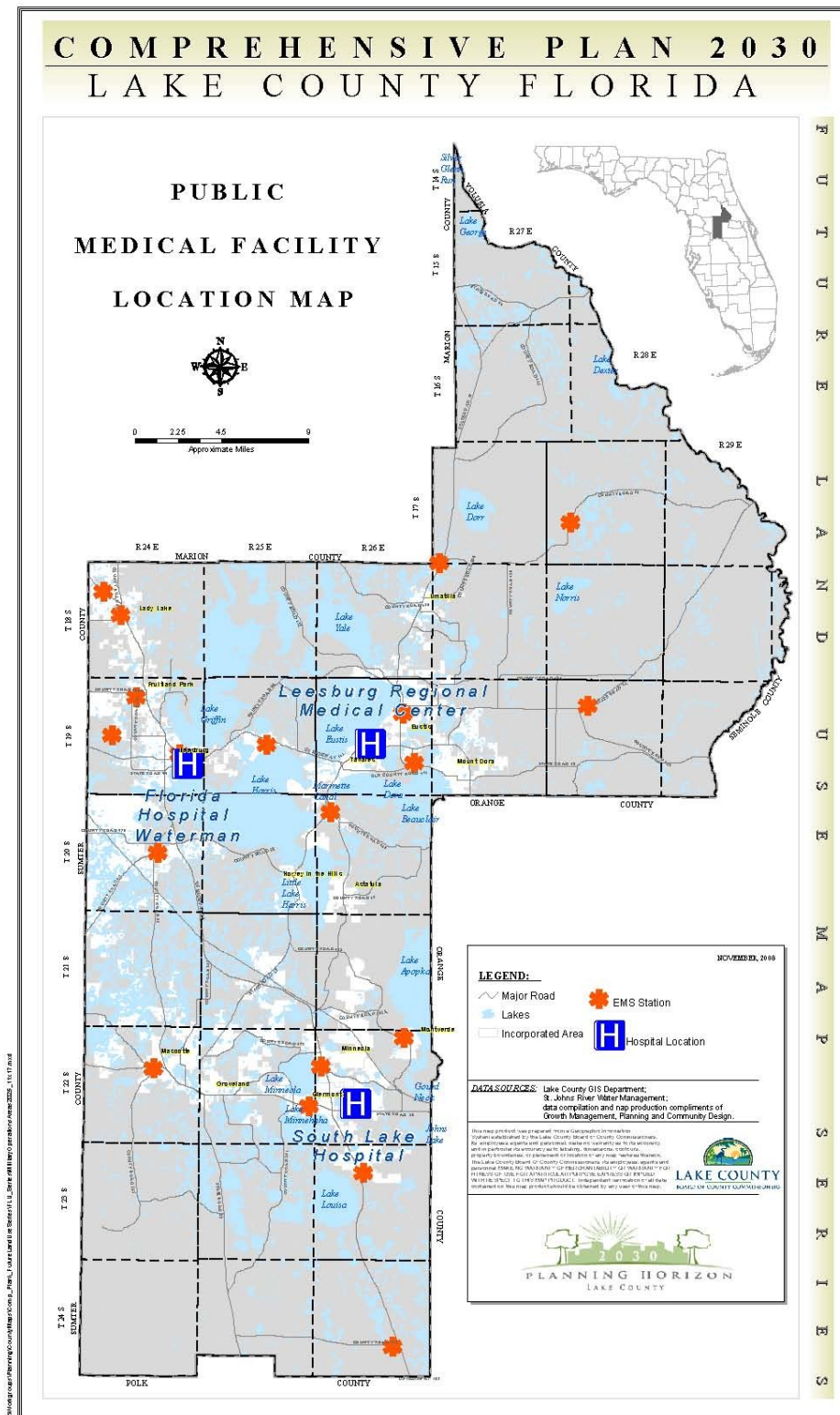


Figure 8 –Lake County Public Health Facilities (Hospitals and Emergency Management Stations)



Capital Improvements Element requirements of 9J-5.016(1)(c) state “Existing revenue sources and funding mechanisms available for capital improvement financing, such as ad valorem taxes, bonds, state funds, federal funds, gas taxes and impact fees shall be inventoried.”

This section is a summary of the various revenues the County receives and any restrictions on their use. The County uses fund accounting to segregate revenues and expenses that are designated for a particular purpose. A fund is a self balancing group of accounts that includes assets, liabilities, equity, revenues and expenses. By using fund accounting, the County can demonstrate compliance with laws and regulations that control the use of particular revenue sources. The following is a description of the various funds of the County by fund type, a description of significant revenues found in each fund and a discussion of any restrictions on the use of these funds.

General Fund

The General Fund is the County’s primary operating fund. It accounts for all financial resources of the general government, except for those funds required to be accounted for in another fund. The following are the primary revenues of the general fund:

- **Ad Valorem Taxes:** These are taxes levied on the assessed value (net of exemptions) of real and personal property at a millage rate set by the County. The amount of taxes to be collected is determined by multiplying the millage rate times the assessed value of property within the county. The millage rate for FY 2009-10 is set at 4.6511 mills for the general fund. The assessed value of real and personal property is \$19.1 billion, with estimated tax revenues for FY 2009-10 of \$88.9 million.
- **State Sales Tax:** This is a distribution of net sales taxes to eligible cities and counties and represents the largest source of state shared revenues. Its primary purpose is to provide relief from ad valorem and utility taxes in addition to providing funds for local programs.
- **State Revenue Sharing:** These revenues are distributed by the state from net cigarette taxes and certain sales taxes. There are no restrictions on the use of these revenues except for some statutory limits on the amount that can be pledged for debt.
- **Communication Services Tax:** This tax is a simplification of the taxes that were charged on telecommunications, cable, and related services prior to October 1, 2001. In Lake County this tax replaces the Cable Franchise Fees that we previously received. These funds may be used for any public purpose including repayment of debt.
- **Court Technology Fee:** These fees were effective July 1, 2004 with the implementation of Revision 7 to Article V of the state constitution. An additional \$2.00 was added to the cost of recording a document in the public records of the County to be used only for the technology needs of the State Attorney, Public Defender, Courts and Clerk of Courts.
- **Interest Income:** Pooled cash accounts are maintained for each fund. Excess operating funds are invested in accordance with the County’s investment policy. Each fund is then credited with interest earnings based on its average daily cash balance. Interest earnings can be used for any purpose.

County Transportation Trust Fund: This fund is used to account for revenues and expenditures incurred to carry on all work on roads and bridges in the County in accordance with Section 336.022, Florida Statutes. Some of the major sources of revenue include:

- **Local Option Gas Tax:** A county may levy between one to six cents per gallon on motor fuel. Lake County has imposed the maximum of 6 cents. These taxes may be used to fund transportation expenses including public transportation; roadway and right of way operation, maintenance and drainage; street lighting; support services and facilities such as traffic signs, engineering, signalization and pavement markings, bridge maintenance and operation; and debt service.
- **9th Cent Gas Tax:** This is another local option gas tax that was adopted by referendum effective January 1, 1983. It is a tax of 1 cent on every net gallon of motor and diesel fuel sold within the county. These proceeds may only be used to fund local transportation expenses.
- **Constitutional Gas Tax:** This tax is equal to 2 cents per gallon and is distributed by the state based on a formula which takes into account county area, population and collections. The proceeds must be used for the acquisition, construction and maintenance of roads including debt service on bonds issued for these purposes.
- **County Gasoline Tax:** This tax is levied at the rate of 1 cent per gallon. The intent of the tax is to reduce a county's reliance on ad valorem taxes. These proceeds are allocated using the same formula as the constitutional gas tax. The proceeds are to be used by counties for transportation related expenses including debt service.

Lake County Ambulance Fund: To account for ad valorem tax revenues collected county-wide for the Lake County Municipal Service Taxing Unit for Ambulance and Emergency Medical Services in accordance with Ordinance 2000-35. The millage rate for FY 2009-10 is set at .4651 mills, with estimated tax revenues of \$8.9 million.

County Library System Fund: To account for the State, Local and County revenues and expenditures received and disbursed on behalf of the County-Wide Library system.

Special Revenue Funds

Special revenue funds are used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specified purposes (other than for major capital projects). The County maintains a number of special revenue funds. A discussion of the more significant funds follows.

Library Impact Fee Trust Fund: *The Library Impact Fee Trust fund accrues monies from library impact fees charged against new construction in the county. These funds are allocated for growth-related library construction projects throughout the County.*

Park Impact Fee Trust Funds: *The Park Impact Fee Trust funds accrue monies from park impact fees charged against new construction in the unincorporated areas of the County. These funds are allocated for growth-related park construction projects in the unincorporated areas of the County.*

Christopher C. Ford Commerce Park Fund: To account for revenues (land sales and interest earned) and expenditures during the development of this county-owned property.

Road Impact Fees Funds: The Road Impact Fees funds are used to account for capital improvements for roads according to the provisions set forth by County ordinance. Lake County imposes a road impact fee on new development for road improvements necessary to meet

demands generated by new growth and development. Fees are assessed according to a fee schedule structured to take into account specific impacts generated by common land uses. Funds are collected by district and must be spent within that district within a certain time period.

Stormwater, Park and Roads MSTU Funds: Ad valorem tax revenues are generated from a .4984 millage rate assessed against real and personal property in the unincorporated areas of the County and support stormwater and drainage projects, park maintenance and improvement programs, and construction of new roads or maintenance of existing roads in the unincorporated areas of the County. Tax revenues for FY 2009-10 total \$5.0 million.

Emergency 9-1-1 Fund: To account for revenues and expenditures for Emergency 9-1-1 telephone services in accordance with Section 365.171, Florida Statutes.

Resort/Development Tax Fund: This tax is levied on all short-term rentals of 180 days or less. It was first enacted in 1984 at 2%, and was increased to 4% on March 31, 2003. The funds are used for promotion of tourism throughout the County.

Municipal Service Benefit Unit Funds: Six municipal service benefit unit funds have been established to account for homeowner assessments which are collected through property tax bills. These funds are used to provide street lighting and/or maintenance of common areas in the affected sub-divisions.

Law Enforcement Trust Fund: To account for the proceeds from the sale of confiscated property in accordance with Section 932.7055, Florida Statutes.

Infrastructure Sales Tax Revenue Fund: The County's share of the one-cent local option sales tax is collected in this fund and then transferred to other funds for allowable expenditures, including debt service payments on the 800 MHz radio system, road construction projects, park projects, and facility construction and improvements.

Lake County Environmental Recovery Fund: To account for revenues collected as civil penalties and through enforcement actions against violators of Chapters 6 and 9, Land Development Regulations. Monies obtained are to be used to restore the polluted area that was the subject of the violation to its former condition, enhance pollution control activities in Lake County, or purchase pollution control equipment for Lake County in accordance with Chapter 93-344, Laws of Florida.

Lake County Code Enforcement Liens Fund: To account for revenues collected for administrative fines and other noncriminal penalties imposed for the pending or repeated violation of a county ordinance. These revenues are used for the cleanup of county property acquired through code enforcement liens.

Building Services Fund: To account for revenues collected for building permit fees, protective inspection fees, contractor license fees, and other administrative fees associated with construction and development in the unincorporated areas of the County. These revenues support the administration and enforcement of building and licensing laws, rules and regulations and building inspection activities.

County Fire Rescue Fund: To account for fire assessment and ad valorem tax revenues used to support fire protection and medical response in the unincorporated areas of the County and in the incorporated areas of Astatula, Howey-in-the-Hills, and Lady Lake (excluding The Villages). For FY 2009-10, an ad valorem tax rate of .3222 mills is assessed to property owners in the district to fund medical service activities.

Fire Services Impact Fee Trust Fund: Fire impact fees are assessed against new construction in the fire district referenced above, and used for constructing and equipping new fire stations related to growth in the district to support fire protection and medical response activities.

Employee Benefit Fund: To account for the collection of commissions received from vending machine sales in County buildings. These funds are used to support activities that improve morale, engender employee spirit of community, or demonstrate collective appreciation for co-workers.

Animal Shelter Sterilization Trust Fund: To account for the receipt and disbursement of contributions to the County Animal Shelter, and from the sale of impounded animals that are not reclaimed by their owners. These funds support the operation of a spay/neuter program in the County.

Grant Funds

Community Development Fund: To account for the revenues and expenditures in accordance with the Community Development Block Grant from the U.S. Department of Housing and Urban Development, under Title I of the Housing and Community Development Act.

Public Transportation Fund: To account for federal, state and local funding for the provision of fixed-route bus service in the County. In addition, Lake County Connection is a state-funded program and provides low-cost transportation services to the transportation disadvantaged residents of Lake County in accordance with Chapter 427, Florida Statutes.

Affordable Housing Assistance Trust Fund: To account for revenues received from the State Housing Initiative Partnership Program (SHIP) pursuant to Sections 420.9072 - 420.9079, Florida Statutes. The program assists low and moderate income households in the purchase of a home.

Section 8 Housing Fund: To account for revenues and expenditures for housing assistance to qualified persons in accordance with a grant from the U.S. Department of Housing and Urban Development. The program makes rental housing affordable to very low-income families through rental subsidies paid directly to the landlord.

Federal/State Grants Fund: To account for grant revenues and programs that were previously budgeted in the General fund that must be spent for the purposes they are received and accounted for separately.

Restricted Local Programs Fund: To account for certain restricted revenues that previously were budgeted in the General fund that must be spent for the purposes they are received and accounted for separately.

Debt Service Funds

Four debt service funds totaling \$14,805,905 have been established to repay the principal and interest expenses related to long-term debt on various revenue and general obligation bond issues. In April 2007, the County issued \$34.7 million in general obligation bonds for the purpose of acquiring and improving lands within the County to protect drinking water resources, preserve natural areas, protect open space from overdevelopment, provide parks and trails and improve water quality. The principal, interest and reserve budget for the Public Lands Program Debt Service fund totals \$5,436,125 and is supported by a countywide millage rate of .1101 mills.

The County has sold three other revenue bond/bank issues backed by sales tax revenues, as listed below:

- A \$4.4 million revenue bond issue backed by state sales tax revenues (used to replace racing tax revenues previously distributed by the state) for land acquisition and various park projects and walking and biking trails. The principal, interest and reserve budget for FY 2009-10 totals \$381,684.
- A \$10 million commercial bank loan to help fund the \$34.4 million 800 MHz radio system backed by the County's share of a 1% local option infrastructure sales tax. The principal, interest and reserve budget for FY 2009-10 totals \$1,266,797.
- An \$87.4 million revenue bond issue backed by the County's half-cent sales tax revenues for acquiring, constructing, and equipping the Downtown Tavares Center for Governmental Operations and Judicial Center and other governmental facilities. The principal, interest and reserve budget for FY 2009-10 totals \$7,721,299.

Proprietary Funds

The County has two types of proprietary funds, the Landfill Enterprise Fund and the Fleet Maintenance, Insurance, and Administrative Services Internal Service Funds. These fund types use accounting rules similar to that of a business and are structured to measure the results of operations.

Landfill Enterprise Fund –The Landfill Fund is used to account for the operation of the County's active landfills, the activities of a contract with an outside vendor for the operation of an incinerator, water quality operations, and the monitoring of the County's closed landfills. Primary revenues are tipping fees and a special assessment for collection and disposal of solid waste. The special assessment is imposed on residents in the unincorporated area of the county.

Fleet Maintenance, Insurance, and Administrative Service Funds: These funds are internal service funds which provide services to other county departments. Charges for services in the internal service funds are recorded as expenses in the other funds. Internal service funds are a method of cost allocation and are not a source of revenue for the County.

Capital Projects Funds

Capital projects funds are used to account for the construction of projects that will generally take more than a year to construct. The County has five capital project funds.

Sales Tax Capital Projects are funded by the infrastructure sales surtax reported in the Infrastructure Sales Tax Revenue Fund. Sales tax funds include Parks Capital Projects, Renewal Sales Tax Capital Projects (Facilities), and Renewal Sales Tax Capital Projects (Roads).

The Public Lands Capital Program fund was established to account for the \$34.7 million in general obligation bonds approved by referendum for the acquisition and improvement land to protect drinking water, improve water quality of rivers and lakes, protect open space and provide for recreation areas.

The Facilities Expansion Capital Projects fund was established to account for the \$87.4 million in revenue bonds for acquiring, constructing, and equipping the Downtown Tavares Center for Governmental Operations and the Judicial Center and other governmental facilities. The revenue bonds are backed by the County's half-cent sales tax revenues.

Trust and Agency Funds

The County has a number of trust and agency funds which are used to account for funds held on behalf of an individual, agency or another government. These funds are custodial in nature and do not report any revenue or expense.

SUMMARY OF DEBT OBLIGATIONS

Various Florida Statutes control the issuance of bonds by the County. Generally, the County may issue bonds for projects which it deems are in its best interest. Such bonds may be authorized by resolution indicating the amount and purpose of the bonds, interest rate, and repayment terms. General obligation bonds require approval by a majority of the voters in the County. These bonds are secured by the full faith and credit of the County, which means there is a pledge of the County's general taxing power for the repayment of the debt.

Table 10 – Summary of Debt Obligations

Principal and interest payments next five years:	2010	2011	2012	2013	2014
<u>General Obligation Bonds</u>					
<u>Limited General Obligation Bonds, Series 2007</u>	<u>2,705,588</u>	<u>2,704,788</u>	<u>2,701,987</u>	<u>2,702,188</u>	<u>2,705,188</u>
Amount of Issue:	\$ 34,720,000				
Amount Outstanding at 9/30/2010:	\$ 27,820,000				
Final Maturity:	4/1/2026				
Pledged Revenue: Ad Valorem Taxes, .33 mills voter approved					
<u>Special Obligation Bonds</u>					
<u>Pari-Mutuel Revenues Replacement Bonds</u>	<u>294,979</u>	<u>295,354</u>	<u>295,366</u>	<u>295,141</u>	<u>294,391</u>
<u>Series 2000</u>					
Amount of Issue:	\$ 4,400,000				
Amount Outstanding at 9/30/2010:	\$ 3,545,000				
Final Maturity:	10/1/2030				
Pledged Revenue: Sales Tax Replacement Revenues					
<u>Capital Improvement Revenue Bonds</u>	<u>5,737,345</u>	<u>5,738,345</u>	<u>5,738,405</u>	<u>5,740,780</u>	<u>5,740,600</u>
<u>Series 2007</u>					
Amount of Issue:	\$ 87,455,000				
Amount Outstanding at 9/30/2010:	\$ 84,740,000				
Final Maturity:	6/1/2037				
Pledged Revenue: Half Cent Sales Tax					
<u>Commercial Loan:</u>					
<u>Hancock Bank of Florida, Note Payable</u>	<u>1,208,397</u>	<u>1,208,398</u>	<u>1,208,397</u>	<u>1,208,397</u>	<u>1,208,397</u>
Amount of Issue:	\$ 10,000,000				
Amount Outstanding at 9/30/2010:	\$ 7,420,780				
Final Maturity:	6/1/2017				
Pledged Revenue: Infrastructure Sales Tax					
<u>Total Principal and Interest Payments</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>Next Five Years:</u>	<u>9,946,309</u>	<u>9,946,885</u>	<u>9,944,155</u>	<u>9,946,506</u>	<u>9,948,576</u>

APPENDIX A

DATA AND ANALYSIS TO BRIDGE THE GAP BETWEEN THE 2025 LONG-RANGE TRANSPORTATION PLAN AND THE 2030 PLANNING HORIZON

Source: Lake-Sumter Metropolitan Planning Organization (LSMPO)

TRANSPORTATION ELEMENT: DATA INVENTORY & ANALYSIS

This report shows the methodology used for the transportation analysis of existing and future conditions for the Lake County Comprehensive Plan 2030 Horizon. The Transportation Element (TE) section is organized in several sections. The TE data, inventory, and analysis contains a description of functional classifications, an inventory of existing roadways, an existing conditions roadway Level of Service (LOS) analysis, and a list of programmed roadway improvements. The Lake-Sumter Metropolitan Planning Organization (MPO) has reviewed the Transportation Management System (TMS) and there are currently 421 roadway segments listed for Lake County.

EXISTING CONDITION ANALYSIS

Appendix A of this analysis shows the roadway segments condition reflecting the existing condition and any improvements listed in the current Transportation Improvement Program (TIP) and it represents the Existing + Committed (E+C) network.

An existing condition roadway LOS analysis was completed for the base year 2009 using the FDOT 2009 Generalized Tables. Appendix B shows the existing LOS analysis. This evaluation showed that 10 roadway segments are operating below the adopted LOS and would require additional analysis. The volume capacities for three segments were evaluated using the FDOT 2009 HIGHPLAN software (version dated 9/30/09). The table below shows the updated capacity volumes and current operating LOS for these segments.

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	V/C RATIO	LOS
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	D	18,100	1,800	4,800	12,100	18,100	23,100	10,755	0.59	C
LAKESHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	16,200	1,800	5,400	11,300	16,200	20,800	12,190	0.75	D
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	15,500	1,100	3,900	10,000	15,500	20,400	10,930	0.71	D

The remaining seven segments will require the use of FDOT 2009 ARTPLAN software and will take longer to complete since signal timing and turning movement counts at signalized intersections is needed. In the cases of these seven county roadway segments, it is anticipated that the deeper analysis through ARTPLAN rather than through Generalized Tables will result in the removal of the deficient status based on refined data and analysis.

BACKGROUND GROWTH RATE

The Central Florida Regional Planning Model (CFRPM) was used to develop growth rates for future year analysis. The traffic analysis zones (TAZs) have been updated in the new model to reflect land use designation changes. This model has a base year of 2005 and a horizon year of 2035. The total model output volumes were summarized per functional classification for both the base and horizon years. An annual compound growth rate was calculated per functional classification so that it could be applied to the 2009 AADT volumes to derive the 2015 and 2030 AADT volumes.

The following table shows the model output volumes and the calculated growth rate.

Preferred Land Use - Model Linear Regression			
Facility Type	2005 Volume	2035 Volume	Growth Rate
Divided Arterials	15,309,793	24,799,079	2.07%
Undivided Arterials	4,527,639	8,199,370	2.70%
Collectors	8,222,079	18,153,950	4.03%
One Way Facilities	491,907	801,644	2.10%
Ramps	128,478	207,758	2.06%
Toll Facilities	578,064	1,270,670	3.99%

FUTURE YEAR SHORT-TERM ANALYSIS

For the future year analysis, the interim year of 2015 was evaluated using the E+C network and the FDOT Generalized tables. Appendix C shows this short term analysis. This evaluation showed an additional 20 roadway segments operating below the adopted LOS and would require further analysis. The volume capacities for eight segments were reevaluated using the FDOT 2009 HIGHPLAN software (version dated 9/30/09). The table below shows the updated capacity volumes and the interim year of 2015 operating LOS for these segments.

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
CR 44	CR 473	APIARY ROAD	D	14,600	1,400	3,900	9,900	14,600	18,700	14,176	4.03%	17,601	1.21	E
CR 44C (EUDORA ROAD)	US 441	CR 500A	D	15,500	1,100	3,900	10,000	15,500	20,400	9,446	4.03%	11,728	0.76	D
CR 452 (EUSTIS)	CR 44 / CR 452	SR 19	D	14,400	1,400	3,900	9,800	14,400	18,500	10,701	4.03%	13,286	0.92	D
DONNELLY STREET	US 441	11TH AVENUE	E	20,400	1,100	3,900	10,000	15,500	20,400	9,625	4.03%	11,950	0.59	D
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	16,200	900	3,000	8,000	12,600	16,200	9,625	4.03%	11,950	0.74	D
S. HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	D	20,400	2,200	6,600	14,000	20,400	25,900	12,449	4.03%	15,457	0.76	D
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUTNY LINE	D	14,200	1,400	3,700	9,600	14,200	18,300	8,653	4.03%	10,743	0.76	D
ROLLING ACRES ROAD	OAK STREET	CR 466	D	15,500	1,100	3,900	10,000	15,500	20,400	9,531	4.03%	11,834	0.76	D

The roadway segment of CR 44 from CR 473 to Apiary Road will be operating below the adopted LOS for the interim year. The remaining 19 segments will require the use of FDOT 2009 ARTPLAN software and will take longer to complete since signal timing and turning movement counts at signalized intersections is needed. It is anticipated that the deeper analysis provided through ARTPLAN rather than through Generalized Tables will result in the removal of the deficient status based on refined data and analysis.

STRATEGIES FOR SHORT-TERM DEFICIENCIES

County Roadways

Lake County maintains a network of roadways that consist of local roadways and collector roadways, with no arterials maintained by Lake County. Of the county roadways analyzed through HIGHPLAN, CR 44 had the only segment that indicated a LOS deficiency in the short term. The segment from Apiary Road in Eustis to CR 473 in the Leesburg area is the middle segment of a corridor that is a parallel option to the US 441 corridor. It is the only northern parallel alternative, and it is separated from the US 441 corridor to the north by Lake Eustis. Lake County had initially scheduled the roadway for capacity improvements to expand from two lanes to four lanes. This past year, due to financial constraints, Lake County initiated an interim capacity project to expand capacity by adding expanded shoulders and by adding turn lanes for more efficient flow. This corridor is an example of the approach Lake County will take in lieu of massive widening projects when appropriate. The CR 44 corridor, along with others undergoing similar improvements, will be analyzed to determine the new capacity generated by the interim improvements. It is projected that interim capacity projects will suffice and address LOS needs until outer years of the planning horizon.

FUTURE YEAR LONG-TERM ANALYSIS

For the long-term 2030 future year analysis, the adopted 2025 Long Range Transportation Plan (LRTP) was used to represent the future Cost Affordable (CA) network and bridge the gap between the 2025 LRTP and the 2035 LRTP that the Lake-Sumter MPO is currently in the process of updating. In order to identify LOS segment deficiencies, if no additional improvements are programmed, the 2030 horizon year was also evaluated using the E+C Network. This will provide a comparison bases for the 2030 analysis using the 2025 LRTP network. It is important to note that for long-term analysis, the use of the LOSPLAN software is not recommended. For this reason, only the FDOT 2009 Generalized Tables were used to determine volume capacities. The 2030 horizon year with the E+C Network showed a total of 98 roadway segments operating above the adopted levels of service. Appendix D shows the results. Changing the area type and functional classification of some of these failing roadways will allow 23 roadway segments to perform at or below the adopted level of service without the need to widen these roadways. This leaves 75 segments that would require widening by the 2030 Horizon Year. Of these segments, 25 are County roads and 50 are State roads. Appendix E lists these segments.

FUTURE YEAR LONG-TERM ANALYSIS (COUNTY ROADS)

The 2030 future year analysis was completed using the adopted 2025 LRTP, which represents the future Cost Affordable (CA) network and will provide a basis for comparison to the 2035 LRTP currently under revision. This analysis was done for county roads only. The list respects the policy approach taken by Lake County in constraining corridors to a maximum number of travel lanes as a means of incorporating sustainable planning principles to preserve social, environmental or economic integrity of affected communities. There are 290 County road segments in the Lake County TMS. The following 25 roads show deficiency in the adopted level of services for the long-term horizon year.

Capital Improvements Element
Data, Inventory & Analysis

ROAD NAME	FROM	TO	2009	GROWTH RATE	2030		
			AADT		AADT	V/C RATIO	LOS
C.R. 19A (BAY ROAD)	US 441	BAY ROAD	12,212	2.70%	19,144	1.16	F
C.R. 44	US 441	SILVER LAKE ROAD	8,710	4.03%	16,075	1.08	F
C.R. 44	CR 473	APIARY ROAD	14,176	4.03%	26,163	1.76	F
C.R. 44	APIARY ROAD	CR 452	11,856	4.03%	21,881	1.47	F
C.R. 44	CR 452	SR 19	11,851	4.03%	21,872	1.47	F
C.R. 44	SR 19	HICKS DITCH ROAD	9,242	4.03%	17,057	1.15	F
C.R. 44	HICKS DITCH ROAD	CR 44A	8,328	4.03%	15,370	1.12	F
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	8,436	4.03%	15,569	1.45	F
C.R. 44C (EUDORA ROAD)	US 441	CR 500A	9,446	4.03%	17,433	1.63	F
C.R. 452 (EUSTIS)	CR 44 / CR 452	SR 19	10,701	4.03%	19,749	1.33	F
C.R. 50	US 27	TURKEY FARM ROAD	8,292	4.03%	15,303	1.03	F
C.R. 500A/ OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	12,158	2.70%	19,060	1.16	F
C.R. 561	SR 19	CR 448	10,942	4.03%	20,194	1.36	F
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	9,670	4.03%	17,847	1.20	F
DONNELLY STREET	US 441	11TH AVENUE	9,625	4.03%	17,764	1.66	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	9,625	4.03%	17,764	1.66	F
S. HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	12,449	4.03%	22,975	1.55	F
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	10,755	4.03%	19,849	1.85	F
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUTNY LINE	8,653	4.03%	15,970	1.62	F
LAKESHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	12,190	4.03%	22,497	2.10	F
MAIN STREET (LEESBURG)	US 27	LEE STREET	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	10,831	2.70%	16,979	1.03	F
ORANGE AVENUE	HASSELTON STREET	CR 44B	11,207	2.70%	17,569	1.06	F
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	10,930	4.03%	20,172	1.88	F
ROLLING ACRES ROAD	OAK STREET	CR 466	9,531	4.03%	17,590	1.64	F

The previous table includes corridor LOS deficiencies of which many are addressed in the adopted 2025 Long Range Transportation Plan. Most will again be addressed as Lake County and the Lake-Sumter MPO work toward a 2010 adoption of the updated plan, *Transportation 2035*. The following table lists the 15 county road deficiencies to the constrained corridors after roadway widening projects in the 2025 L RTP have been taken into consideration. Of these segments, only 12 are predicted to perform above 110% capacity of the adopted LOS.

ROAD NAME	FROM	TO	2009	GROWTH RATE	2030		
			AADT		AADT	V/C RATIO	LOS
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	8,436	4.03%	15,569	1.45	F
C.R. 44C (EUDORA ROAD)	US 441	CR 500A	9,446	4.03%	17,433	1.63	F
C.R. 452 (EUSTIS)	CR 44 / CR 452	SR 19	10,701	4.03%	19,749	1.33	F
C.R. 50	US 27	TURKEY FARM ROAD	8,292	4.03%	15,303	1.03	F
C.R. 500A/ OLD 441	CR 44C / EUDORA DRIVE	LAKESHORE DRIVE	12,158	2.70%	19,060	1.16	F
DONNELLY STREET	US 441	11TH AVENUE	9,625	4.03%	17,764	1.66	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	9,625	4.03%	17,764	1.66	F
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	10,755	4.03%	19,849	1.85	F
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUTNY LINE	8,653	4.03%	15,970	1.62	F
LAKESHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	12,190	4.03%	22,497	2.10	F
MAIN STREET (LEESBURG)	US 27	LEE STREET	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	10,831	2.70%	16,979	1.03	F
ORANGE AVENUE	HASSELTON STREET	CR 44B	11,207	2.70%	17,569	1.06	F
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	10,930	4.03%	20,172	1.88	F
ROLLING ACRES ROAD	OAK STREET	CR 466	9,531	4.03%	17,590	1.64	F

LONG-TERM STRATEGIES (COUNTY ROADS)

Lake County, in conjunction with the Lake-Sumter MPO, has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes. This has been done in order to sustainably plan for the county by protecting the social, environmental and economic integrity of communities along these corridors. Most county roads are constrained to four lanes, with some limited to two lanes of through travel. That is the case with CR 452, CR 44A, CR 500A/Old 441,

and Orange Avenue. In addition, Donnelly Street, while not a constrained roadway, may not be widened due to ROW restrictions. For these roadways, a strong focus in mobility policies would be required. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand. Some capacity projects will still be required by the 2030 Horizon year, including the widening of Rolling Acres Road, Lakeshore Drive, CR 44C (Eudora Rd), and CR 50.

Hartwood Marsh Road is being widened from US 27 to Hancock Road, and that segment will be operating at or below the adopted LOS. However, there are no plans to widen Hartwood Marsh Road beyond Hancock Rd. In the past, Hartwood Marsh Road was considered a future connection and reliever for SR 50. Additional connections south of Clermont east into Orange County are being explored as part of development of the updated 2035 transportation plan.

FUTURE YEAR LONG-TERM ANALYSIS (STATE ROADS)

The 2030 future year analysis was completed using the adopted 2025 LRTP, which represents the future Cost Affordable (CA) network and will provide a basis for comparison to the 2035 LRTP currently under revision. This analysis was done for state roads only. The list respects the policy approach taken by Lake County in constraining corridors to a maximum number of travel lanes as a means of incorporating sustainable planning principles to preserve social, environmental or economic integrity of affected communities. There are 131 state road segments in the Lake County TMS. The following 50 roads show deficiency in the adopted level of services for the long-term horizon year.

Capital Improvements Element
Data, Inventory & Analysis

ROAD NAME	FROM	TO	2009	GROWTH RATE	2030		
			AADT		AADT	V/C RATIO	LOS
SR 19	CR 42	BAKER ROAD	11,972	2.07%	17,166	1.21	D
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	11,972	2.07%	17,166	1.04	F
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	11,972	2.07%	17,166	1.04	F
SR 19 (N)	ORANGE AVENUE	CR 452	15,744	2.10%	22,683	1.03	F
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	15,744	2.10%	22,683	1.03	F
SR 19	STEVENS AVE	GOLF LINKS AVENUE	26,107	2.07%	37,434	1.02	F
SR 19	CR 452 (MAIN STREET)	CR 561	24,676	2.07%	35,382	1.07	F
SR 19	CR 561	LAKE HARRIS NORTH END	24,676	2.07%	35,382	1.59	F
SR 44	GRIFFIN LANE	CR 439	9,948	2.70%	15,595	1.01	D
SR 44	CR 439	CR 437	9,948	2.70%	15,595	1.01	D
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 SOUTH	CR 437 NORTH	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 NORTH	CR 435	15,023	2.70%	23,551	1.67	F
SR 46	CR 435	CR 46A	15,023	2.70%	23,551	1.66	E
SR 46	CR 46A	SEMINOLE COUNTY LINE	16,335	2.70%	25,608	1.80	F
SR 50	EAST AVENUE	US 27	32,793	2.07%	47,021	1.28	F
SR 50	US 27	HANCOCK ROAD	39,083	2.07%	56,040	1.01	F
SR 50	HANCOCK ROAD	CR 455	49,420	2.07%	70,862	1.28	F
SR 50	CR 455	ORANGE COUNTY LINE	49,420	2.07%	70,862	1.28	F
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	37,300	3.99%	68,584	1.19	D
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	37,900	3.99%	69,687	1.21	E
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	32,700	3.99%	60,126	1.04	D
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	43,200	3.99%	79,432	1.38	F
US 192	US 27	ORANGE COUNTY LINE	50,009	2.07%	71,707	1.48	F
US 27/US441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	25,602	2.07%	36,710	1.11	F
US 27/US441	ALT US 441 / ALT US 27	CR 466	25,602	2.07%	36,710	1.00	F
US 27/US441	CR 466	LAKE ELLA ROAD	32,205	2.07%	46,178	1.26	F
US 27/US441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	26,660	2.07%	38,227	1.04	F
US 27/US441	CR 466A / MILLER BOULEVARD	CR 460** (MARTIN LUTHER KING BLVD)	32,794	2.07%	47,022	1.28	F
US 27/US441	CR 460** (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	45,264	2.07%	64,903	1.77	F
US 27/US441	CR 466A (LEE ROAD)	CR 44A/ GRIFFIN ROAD	45,264	2.07%	64,903	1.77	F
US 27/US441	CR 44A/ GRIFFIN ROAD	US 27/US441 SPLIT	45,264	2.07%	64,903	1.29	F
US 27/SR 25	US 27/US441 SPLIT	MAIN STREET	26,197	2.07%	37,563	1.13	F
US 27/SR 25	MAIN STREET	SR 44	23,536	2.07%	33,748	1.02	E
US 27/SR 25	SR 44	CR 25A (SOUTH)	33,142	2.07%	47,521	1.43	F
US 27/SR 25	CR 25A (SOUTH)	CR 33	32,696	2.07%	46,882	1.41	F
US 27/SR 25	CR 33	CR 48	32,696	2.07%	46,882	1.28	F
US 27/SR 25	CR 561A	CR 561/ MAIN AVENUE	28,963	2.07%	41,529	1.17	F
US 27/SR 25	CR 561/ MAIN AVENUE	CR 50	28,963	2.07%	41,529	1.17	F
US 27/SR 25	CR 50	GRAND HIGHWAY	28,245	2.07%	40,500	1.14	F
US 27/SR 25	SR 50	JOHNS LAKE ROAD	31,528	2.07%	45,207	1.27	F
US 27/SR 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	26,219	2.07%	37,595	1.06	F
US 441/ SR 500	US 27/US441 SPLIT	LEE STREET	29,057	2.07%	41,664	1.25	F
US 441/ SR 500	LEE STREET	N CANNAL STREET	29,634	2.07%	42,491	1.28	F
US 441/ SR 500	N CANNAL STREET	E DIXIE AVENUE	29,726	2.07%	42,623	1.28	F
US 441/ SR 500	E DIXIE AVENUE	E MAIN STREET	43,634	2.07%	62,566	1.13	F
US 441/ SR 500	E MAIN STREET	CR 44	43,553	2.07%	62,449	1.13	F
US 441/ SR 500	CR 44	RADIO ROAD	43,553	2.07%	62,449	1.13	F
US 441/ SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	25,688	2.07%	36,833	1.00	F
US 441/ SR 500	WOLF BRANCH ROAD	SR 46	26,330	2.07%	37,754	1.03	F

The previous table includes corridor LOS deficiencies of which many are addressed in the adopted 2025 Long Range Transportation Plan. Most will again be addressed as Lake County and the Lake-Sumter MPO work toward a 2010 adoption of the updated plan, *Transportation 2035*. The following table lists the 30 state road deficiencies to the constrained corridors after roadway widening projects in the 2025 LRTP have been taken into consideration. Of these segments, only 19 are predicted to perform above 110% capacity of the adopted LOS.

ROAD NAME	FROM	TO	2009	GROWTH RATE	2030		
			AADT		AADT	V/C RATIO	LOS
SR 19	CR 42	BAKER ROAD	11,972	2.07%	17,166	1.21	D
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	11,972	2.07%	17,166	1.04	F
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	11,972	2.07%	17,166	1.04	F
SR 19 (N)	ORANGE AVENUE	CR 452	15,744	2.10%	22,683	1.03	F
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	15,744	2.10%	22,683	1.03	F
SR 19	STEVENS AVE	GOLF LINKS AVENUE	26,107	2.07%	37,434	1.02	F
SR 19	CR 452 (MAIN STREET)	CR 561	24,676	2.07%	35,382	1.07	F
SR 44	GRIFFIN LANE	CR 439	9,948	2.70%	15,595	1.01	D
SR 44	CR 439	CR 437	9,948	2.70%	15,595	1.01	D
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 SOUTH	CR 437 NORTH	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 NORTH	CR 435	15,023	2.70%	23,551	1.67	F
SR 46	CR 435	CR 46A	15,023	2.70%	23,551	1.66	E
SR 46	CR 46A	SEMINOLE COUNTY LINE	16,335	2.70%	25,608	1.80	F
SR 50	EAST AVENUE	US 27	32,793	2.07%	47,021	1.28	F
SR 50	US 27	HANCOCK ROAD	39,083	2.07%	56,040	1.01	F
SR 50	HANCOCK ROAD	CR 455	49,420	2.07%	70,862	1.28	F
SR 50	CR 455	ORANGE COUNTY LINE	49,420	2.07%	70,862	1.28	F
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	37,300	3.99%	68,584	1.19	D
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	37,900	3.99%	69,687	1.21	E
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	32,700	3.99%	60,126	1.04	D
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	43,200	3.99%	79,432	1.38	F
US 192	US 27	ORANGE COUNTY LINE	50,009	2.07%	71,707	1.48	F
US 27/US441	CR 44A/ GRIFFIN ROAD	US 27/US441 SPLIT	45,264	2.07%	64,903	1.29	F
US 27/SR 25	US 27/US441 SPLIT	MAIN STREET	26,197	2.07%	37,563	1.13	F
US 27/SR 25	MAIN STREET	SR 44	23,536	2.07%	33,748	1.02	E
US 27/SR 25	CR 33	CR 48	32,696	2.07%	46,882	1.28	F
US 441/ SR 500	E DIXIE AVENUE	E MAIN STREET	43,634	2.07%	62,566	1.13	F
US 441/ SR 500	E MAIN STREET	CR 44	43,553	2.07%	62,449	1.13	F
US 441/ SR 500	CR 44	RADIO ROAD	43,553	2.07%	62,449	1.13	F

LONG-TERM STRATEGIES (STATE ROADS)

Lake County will take on one of several options in addressing LOS deficiencies on state roads. A traditional approach that will apply to several deficiencies will be the parallel alternative corridor to relieve congestion on the arterial. This will be the case for SR 50, US 441, US 27 and US 441/27. In addition, Lake County has, through the Lake-Sumter MPO, designated two corridors as mass transit corridors appropriate for significant transit investments. The two corridors are US 441 and SR 50. Through development of the update transportation plan, two additional corridors are being considered for transit investments; US 27 and SR 19. This is in light of constraints to the corridors that would preclude the ability to add capacity through projects that widen the corridors to six or eight lanes. Lake County, in conjunction with the Lake-Sumter MPO, has adopted policy constraints of regionally-significant corridors to a maximum number of travel lanes. This has been done in order to sustainably plan for the county by protecting the social, environmental and economic integrity of communities along these corridors. Most state roads are constrained to six lanes, with some limited to four lanes of through travel.

SR 50

The deficient portions of SR 50 are in the Clermont area in southern Lake County. The corridor is constrained by policy to a maximum of six through lanes. SR 50 will benefit from parallel relievers to the north and south in the Clermont area as county roadway projects are planned or are underway. Through cooperation with the City of Clermont, Legends Way is a parallel reliever to access properties along the arterial corridor. Meanwhile, Hooks Street is partially

constructed and serves as a major relief to SR 50 as it is a four-lane boulevard providing free-flowing access to numerous large commercial sites and to a major high school. In addition, another connection south of Clermont east into Orange County is being explored as part of development of the updated transportation plan. Furthermore, SR 50 is designated as a corridor for mass transit investment. Currently, the corridor is served by a highly successful transit express route operated via an interlocal agreement with LYNX. The adopted *2020 Transit Development Plan* details additional planned transit services along the corridor including a spine service to feed the LYNX express service and a local circulator serving the cities of Clermont and Minneola. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

US 441

US 441 in northern Lake County is built from Mount Dora to Leesburg as a six-lane facility. The corridor is constrained by policy to a maximum of six through lanes. Because much of US 441 in northern Lake County runs along a land bridge between various water bodies part of the Harris Chain of Lakes, not much opportunity exists for parallel relievers. CR 44 and CR 48 could serve as parallel alternatives, but the county roadways are spatially separated from US 441 by large expanses of water. Therefore, mass transit continues to be the focus for additional capacity along the corridor. The LakeXpress fixed-route bus service has been operating along the corridor for three years, and enhancements to service are planned including expansion of hours and increases in frequency. Two additional capacity projects are planned in Leesburg and in Mount Dora. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

US 441/27

US 441 and US 27 meet northbound in Leesburg and, from that point, constitute a four-lane corridor to Sumter County. From Leesburg to Lady Lake, US 441/27 is planned for capacity improvements from four lanes to six lanes. The corridor is policy constrained to a maximum of six through lanes. An opportunity exists for a parallel alternative to the west. The concept was included as a project in the adopted transportation plan. It would consist of a four-lane county-maintained boulevard from SR 44 in Leesburg to US 441/27 in Lady Lake. The LakeXpress fixed-route bus service has been operating along the corridor for three years, and enhancements to service are planned including expansion of hours and increases in frequency. Meanwhile, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

SR 46

SR 46 is a two-lane arterial in eastern Lake County that connects across the Wekiva River to Seminole County. The adopted transportation plan includes, as an illustrative project, the Wekiva Parkway as a six-lane expressway project that would complete the beltway around Orlando. Due to the Orlando-Orange County Expressway Authority adopting in 2009 the project into their cost-feasible plan, the Wekiva Parkway will be included in the cost-feasible 2035 long-range transportation plan. The Wekiva Parkway project is accepted as the preferred alternative to a four-lane widening of SR 46. Through the Mount Plymouth/Sorrento community in unincorporated

eastern Lake County, SR 46 would become a county jurisdictional roadway once the Wekiva Parkway is built and the county corridor would be constrained to a maximum of two through lanes. The Wekiva Parkway will provide more than adequate capacity in comparison to the two-lane SR 46.

SR 19

Constrained to a maximum of four through lanes, much of urban SR 19 is already a four-lane roadway. The projected deficiencies to SR 19 in the Tavares and Eustis areas will be addressed in varying ways. In Tavares, no option exists for parallel facilities due to the location of Lake Harris. In the adopted plan, a segment across Little Lake Harris is planned for capacity from a two-lane facility to a four-lane facility. In the Eustis area and into far northern Lake County, policy constraints exist that limit the corridor to four lanes in the urban area and two lanes in the rural area. Network improvements that would provide alternative facilities to SR 19 will aid congestion. However, the urban portions of SR 19 include planned transit investments. In these areas, LOS adjustments may be warranted in order to allow the level of traffic and congestion appropriate to incite transit demand.

US 192

A small segment of US 192 connects US 27 in southernmost Lake County to Orange and Osceola counties in the Disney area. The corridor is already built as a six-lane facility and is not planned for additional capacity. A parallel reliever is being explored to the north as part of development of the 2035 long range transportation plan. Meanwhile, transit bus service has been operating along the corridor since 2007 via an interlocal agreement with LYNX.

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
ARDICE AVENUE	TURT STREET	SR 19	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUMTER COUNTY LINE	CR 33	2	R	COUNTY	COLLECTOR	C	8,820	N
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
BAY ROAD	BAY ROAD / CR 19A	OLD US 441 / CR 500A	2	U	COUNTY	COLLECTOR	D	10,725	N
BAY ROAD	OLD US 441 / CR 500A	CR 453 / LAKESHORE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
BLACKSTILL LAKE ROAD	FOSGATE ROAD	CR 50	2	T	COUNTY	COLLECTOR	D	9,880	N
BRIDGES ROAD	CR 33	US 27	2	T	COUNTY	COLLECTOR	D	9,880	N
BRITT ROAD	SR 44	HORSE RANCH ROAD	2	T	CITY OF MT. DORA	COLLECTOR	D	9,880	N
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A (DORA AVENUE)	LAKE DORA DRIVE	CR 500A / OLD 441	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A (DORA AVENUE)	CR 500A / OLD 441	DAVID WALKER ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A (DORA AVENUE)	DAVID WALKER ROAD	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A	CR 44	SR 19	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 19A (BAY ROAD)	US 441	BAY ROAD	2	U	COUNTY	ARTERIAL I	D	18,500	N
C.R. 19A	BAY ROAD / CR 19A	CR 44C / CR 500A	2	U	COUNTY	ARTERIAL I	D	18,500	N
C.R. 25 / ALT 27	MARION COUNTY LINE	GRIFFIN AVENUE	2	U	COUNTY	ARTERIAL I	D	18,500	N
C.R. 25 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	2	U	COUNTY	ARTERIAL I	D	18,500	N
C.R. 25A (FRUIT PARK)	US 27 (NORTH)	CR 448A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 25A (FRUIT PARK)	CR 448A	US 27 (SOUTH)	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 25A (LEESBURG)	US 27 (NORTH)	US 27 (SOUTH)	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 33	US 27	CR 48 (NORTH)	2	U	COUNTY	ARTERIAL I	D	18,500	N
C.R. 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	2	U	COUNTY	UNINTERRUPTED	D	22,200	N
C.R. 33	CR 48 / LEESBURG HIGHWAY	BRIDGES ROAD	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 33	BRIDGES ROAD	PEBBLE ROCK ROAD	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 33	PEBBLE ROCK ROAD	SR 50	2	U	COUNTY	UNINTERRUPTED	D	22,200	N
C.R. 42	MARION COUNTY LINE	SR 19	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	SR 19	CR 430	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 42	CR 430	CR 439	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	CR 439	CENTRAL AVENUE	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	CENTRAL AVENUE	PALMETTO STREET	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	PALMETTO STREET	LAKE MACK DRIVE	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 42	LAKE MACK DRIVE	SR 44	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 435	SR 46	DUBSDREAD DRIVE	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 437	CR 44A	SR 44	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 437	SR 44	WOLF BRANCH ROAD	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 437	WOLF BRANCH ROAD	SR 46	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 437	SR 46	ORANGE COUNTY LINE	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 439	CR 42	CR 44A	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 439	CR 44A	SR 44	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 44	US 441	SILVER LAKE ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	SILVER LAKE ROAD	CR 475	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 44	CR 475	AMARY ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	AMARY ROAD	CR 432	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	CR 432	SR 19	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	SR 19	HICKS DITCH ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44	HICKS DITCH ROAD	CR 44A	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 44 (DELAND ROAD)	CR 44A	SR 44	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 44 LEG A	CR 44	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 445	SR 19	NF 552	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 445	NF 552	CR 445A	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 445A	SR 19	CR 445	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 445A	CR 445	SR 40	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 448	SR 19	CR 561	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 448	CR 561	LAKE INDUSTRIAL BOULEVARD	2	U	COUNTY	UNINTERRUPTED	D	22,200	N
C.R. 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 448A	CR 448	CR 48	2	R	COUNTY	COLLECTOR	C	8,820	N
C.R. 448A	CR 48	SOUTH TERMINI	2	R	COUNTY	COLLECTOR	C	8,820	N
C.R. 448 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 448 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N

Capital Improvements Element
Data, Inventory & Analysis

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
C.R. 44A (LAKESIDE AVENUE/ ROSE STREET)	SR 19	SKYLINE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 44A	SKYLINE DRIVE	CR 450A/ CR44A	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 44A (ESTES ROAD)	CR 450A	DELAND ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	2	T	COUNTY	COLLECTOR	D	10,725	N
C.R. 44A	DELAND ROAD	ESTES ROAD	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 44A	ESTES ROAD	CR 439	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 44A	CR 439	CR 437	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
C.R. 44A	CR 437	SR 44	2	R	COUNTY	UNINTERRUPTED	C	14,200	N
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	4	U	COUNTY	MAJOR COLLECTOR	D	33,030	N
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	4	U	COUNTY	ARTERIAL 1	D	34,865	N
C.R. 44C (EUDORA ROAD)	US 441	CR 300A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 450	MARION COUNTY LINE	BABB ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
C.R. 450	BABB ROAD	SR 19	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 450	SR 19	E UMATILLA BOULEVARD/ W 7TH STREET	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 450	E UMATILLA BOULEVARD/ W 7TH STREET	CR 42	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 450A	SR 19	CR 44A NORTH	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 451	MARION COUNTY LINE	FELKINS ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
C.R. 451	FELKINS ROAD	SANDY LANE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452	SANDY LANE	LAKE LANDING BOULEVARD	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 452	LAKE LANDING BOULEVARD	CR 44	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452 (EUSTIS)	CR 44 / CR 452	SR 19	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452 (ST CLAIR ABRAMS AVENUE)	US 441	CR 300A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452 (ST CLAIR ABRAMS AVENUE)	CR 300A	CR 452 / EAST MAIN STREET	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR 300A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 452 (LAKESHORE DRIVE)	OLD US 441 / CR 300A	11TH AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 453	SR 19	CR 561	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 453	CR 561	CR 561A	2	T	COUNTY	UNINTERRUPTED	D	21,100	N
C.R. 453	CR 561A	RIDGEWOOD AVENUE	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 453	RIDGEWOOD AVENUE	CR 455 / CR 50	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 453	CR 455 / CR 50	SR 50	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 46 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	4	T	COUNTY	ARTERIAL 1	D	33,800	N
C.R. 466	ROLLING ACRES ROAD	US 27	2	U	COUNTY	ARTERIAL 1	D	16,500	N
C.R. 466 / LAKE GRIFFIN ROAD	US 27 / US 441	GRAYS AIRPORT ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 466 / LAKE GRIFFIN ROAD	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 466A	SUMTER COUNTY LINE	CR 468 / ROSE AVENUE	2	T	COUNTY	ARTERIAL 1	D	15,200	N
C.R. 466A	CR 468 / ROSE AVENUE	US 27	2	U	COUNTY	ARTERIAL 1	D	16,500	N
C.R. 466A (PICCIOLA ROAD)	US 27	CR 466B	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 466A (PICCIOLA ROAD)	CR 466B	COUNTY ROAD TERMINI	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 466B	EAGLE NEST ROAD	CR 466A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 468	CR 466A	PINE RIDGE DAIRY ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 468	GRIFFIN ROAD	SR 44	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 46A	SR 44	SR 46	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 470	SUMTER COUNTY LINE	BAY AVENUE	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 470	BAY AVENUE	CR 33	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	4	U	COUNTY	COLLECTOR	D	23,855	N
C.R. 474	SR 33	GREEN SWAMP ROAD	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 474	GREEN SWAMP ROAD	US 27	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 478	SR 19	JAMARLY ROAD	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 48	SUMTER COUNTY LINE	CR 33	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 48	CR 33	US 27	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 48	US 27	LIME AVENUE	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 48	LIME AVENUE	SR 19	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 48	CR 561	RANCH ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 48	RANCH ROAD	CR 448A	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
C.R. 50 (SUNSET AVENUE)	CR 33	SR 50	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
C.R. 50	US 27	TURKEY FARM ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 50	TURKEY FARM ROAD	CR 455	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 50	CR 455	ORANGE COUNTY LINE	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 500A/ OLD 441	SR 19	DORA AVENUE	2	U	COUNTY	ARTERIAL 1	D	18,500	N
C.R. 500A/ OLD 441	DORA AVENUE	BAY ROAD	2	U	COUNTY	ARTERIAL 1	D	18,500	N
C.R. 500A/ OLD 441	BAY ROAD	CR 44C/ EUDORA AVENUE	2	U	COUNTY	ARTERIAL 1	D	18,500	N
C.R. 500A/ OLD 441	CR 44C/ EUDORA DRIVE	LAKE SHORE DRIVE	2	U	COUNTY	ARTERIAL 1	D	18,500	N
C.R. 500A/ OLD 441	LAKE SHORE DRIVE	5TH AVENUE	2	U	COUNTY	ARTERIAL 1	D	18,500	N
C.R. 500A/ OLD 441	SR 46	ORANGE COUNTY LINE	2	U	COUNTY	ARTERIAL 1	D	18,500	N
C.R. 561	SR 19	CR 448	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 561	CR 448	CR 48	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 561	CR 48	CR 455	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 561	CR 455	HOWEY CROSS ROAD	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 561 / CR 561A	TURNPIKE ROAD / CR 561A	US 27	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 561	US 27	EAST AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 561	EAST AVENUE	W MINNEOLA AVENUE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 561	CR 561A	SR 50	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 561	SR 50	LOG HOUSE ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	2	U	COUNTY	MAJOR COLLECTOR	D	14,850	N
C.R. 561	FLORIDA BOYS RANCH ROAD	SR 33	2	R	COUNTY	MAJOR COLLECTOR	C	8,820	N
C.R. 561A	TURNPIKE ROAD / CR 561	CR 455	2	T	COUNTY	MAJOR COLLECTOR	D	13,680	N
C.R. 561A	CR 561	CR 565A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 561A	CR 565A	JALARMY ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 561A	JALARMY ROAD	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 565	US 27	KJELLSTROM LANE	2	T	COUNTY	COLLECTOR	D	9,880	N
C.R. 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 50	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 565	SR 50	SLOANS RIDGE	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 565	SLOANS RIDGE	LAKE ERIE ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
C.R. 565A	SR 50	CR 561A	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 565A	SR 50	CR 565B	2	U	COUNTY	COLLECTOR	D	10,725	N
C.R. 565B	SR 33	CR 561	2	R	COUNTY	COLLECTOR	C	8,820	N
CANAL STREET	US 441	MAIN STREET	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
CANAL STREET	MAIN STREET	SR 44	2	U	CITY OF LEEBSBURG	MAJOR COLLECTOR	D	14,850	N
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVEN DRIVE	2	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	14,850	N
CITRUS TOWER BOULEVARD	OAKLEY SEAVEN DRIVE	SR 50	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
CITRUS TOWER BOULEVARD	SR 50	JOHNS LAKE ROAD	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
DAVID WALKER DRIVE	OLD US 441 / CR 500A	CR 19A	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
DAVID WALKER DRIVE	CR 19A	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLF LINKS AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
DEAD RIVER ROAD	WEST TERMINI	SR 19	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
DONNELLY STREET	US 441	11TH AVENUE	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
DONNELLY STREET	11TH AVENUE	5TH AVENUE	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
DUDIA ROAD	CR 448A	ORANGE COUNTY LINE	2	R	COUNTY	COLLECTOR	C	8,820	N
EAGLES NEST ROAD	US 27	CR 466B	2	U	COUNTY	COLLECTOR	D	10,725	N
EAST AVENUE	CR 561	SR 50	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	2	R	COUNTY	COLLECTOR	C	8,820	N
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	2	U	COUNTY	COLLECTOR	D	10,725	N
EMPIRE CHURCH ROAD	CR 565	ANDERSON ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	2	T	COUNTY	COLLECTOR	D	9,880	N
ESTES ROAD	SR 44	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
EUDORA ROAD	OLD MT DORA ROAD	US 441	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
EXCALLIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	2	U	COUNTY	COLLECTOR	D	10,725	N
FISH CAMP ROAD	CR 452	CR 44	2	U	COUNTY	COLLECTOR	D	10,725	N
FOSGATE ROAD	GRASSY LAKE ROAD	CR 50	2	U	COUNTY	COLLECTOR	D	10,725	N
GOLF LINKS AVENUE	KURT STREET	SR 19 / BAY STREET	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	2	U	COUNTY	COLLECTOR	D	10,725	N
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
N GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	2	T	COUNTY	COLLECTOR	D	9,880	N

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
GRAYS AIRPORT ROAD	CR 468	GRIFFIN VIEW DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	2	T	COUNTY	COLLECTOR	D	9,880	N
GRIFFIN AVENUE	US 27 / US 411	CR 35	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
GRIFFIN AVENUE	CR 35	UNCLE DONALDS LANE	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
GRIFFIN ROAD	US 27	LEE STREET	2	U	CITY OF LEESBURG	COLLECTOR	D	10,725	N
GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SULEN ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
GROVE STREET	LAKEVIEW AVENUE	GOLF LINKS AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
GROVE STREET	GOLF LINKS AVENUE	OLD MT DORA ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
HANMOCK RIDGE	US 27	LAKE SHORE DRIVE	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	14,850	N
N HANCOCK ROAD	CR 50	N RIDGE BOULEVARD	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
N HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
S HANCOCK ROAD	SR 50	HOOK STREET	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
S HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	2	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	14,850	N
S HANCOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	2	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	14,850	N
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	2	T	COUNTY	COLLECTOR	D	9,880	N
HASELTON STREET	SR 44	LAKEVIEW AVENUE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
HIGHLAND STREET	LIMIT AVENUE	3TH AVENUE	2	U	CITY OF MT DORA	COLLECTOR	D	10,725	N
HOOK STREET	LAKE SHORE DRIVE	US 27	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
HOOK STREET	US 27	HANCOCK ROAD	4	U	CITY OF CLERMONT	MAJOR COLLECTOR	D	33,030	N
HUFFSTEITLER DRIVE	DAVID WALKER DRIVE	KURT STREET	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
JALARMY ROAD	CR 478	CR 361A	2	U	COUNTY	COLLECTOR	D	10,725	N
JOHNS LAKE ROAD	US 27	HANCOCK ROAD	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
KURT STREET	DAVID WALKER DRIVE	US 441	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
W LADY LAKE BOULEVARD	WEST TERNINI	US 27/US 441	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
E LADY LAKE BOULEVARD	US 27/US 441	BERCHFIELD ROAD	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
LAKE AVENUE / FAIRVIEW AVENUE	OLD 441 / CR 306A	LAKE SHORE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE DRIVE	SR 44	COUNTRY ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
LAKE ELLA ROAD	SUMTER COUNTY LINE	US 27	2	T	TOWN OF LADY LAKE	COLLECTOR	D	9,880	N
LAKE ERIE ROAD	CR 365	SR 33	2	R	COUNTY	COLLECTOR	C	8,820	N
LAKE EUSTIS DRIVE	US 441	Clay Blvd	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
LAKE LOUISA ROAD	LAKE SHORE DRIVE	VISTA DEL LAGO BOULEVARD	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
LAKE STREET	US 441	MAIN STREET	2	U	CITY OF LEESBURG	MAJOR COLLECTOR	D	14,850	N
LAKE STREET	MAIN STREET	SR 44	2	U	CITY OF LEESBURG	MAJOR COLLECTOR	D	14,850	N
LAKE SHORE DRIVE (CLER)	CR 361	OSWALT ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE SHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE SHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
LAKE SHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
W LAKEVIEW AVENUE	KURT STREET	SR 19	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
LANE PARK CUTOFF	SR 19	CR 361	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
LEE STREET	GRIFFIN ROAD	US 441	2	U	CITY OF LEESBURG	MAJOR COLLECTOR	D	14,850	N
LEE STREET	US 441	MAIN STREET	2	U	CITY OF LEESBURG	MAJOR COLLECTOR	D	14,850	N
WILSON LAKE PARKWAY	US 27	LIBBY ROAD	2	T	COUNTY	COLLECTOR	D	9,880	N
E LIMIT AVENUE	DONNELLY STREET	US 441	2	U	CITY OF MT DORA	COLLECTOR	E	10,725	N
LONE OAK DRIVE	MAIN STREET	SR 44	2	U	CITY OF LEESBURG	MAJOR COLLECTOR	D	14,850	N
LOG HOUSE ROAD	CR 361	LAKE SHORE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
E MAIN STREET	SR 19	CR 452 / ST CLAIR ABRAMS STREET	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	2	U	CITY OF LEESBURG	ARTERIAL 1	D	16,500	N
MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	2	U	CITY OF LEESBURG	ARTERIAL 1	D	16,500	N
DIXIE AVENUE	US 27	LEE STREET	2	U	CITY OF LEESBURG	ARTERIAL 1	D	16,500	N
DIXIE AVENUE	LEE STREET	CANAL STREET	2	U	CITY OF LEESBURG	ARTERIAL 1	D	16,500	N
DIXIE AVENUE	CANAL STREET	LAKE STREET	2	U	CITY OF LEESBURG	ARTERIAL 1	D	16,500	N
DIXIE AVENUE	LAKE STREET	DIXIE AVENUE / SR 44	2	U	CITY OF LEESBURG	ARTERIAL 1	D	16,500	N
MAIN STREET (SR 44)	DIXIE AVENUE / SR 44	US 441	2	U	STATE	ARTERIAL 1	D	16,500	N
MARION COUNTY ROAD	CR 35	GRAYS AIRPORT ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	2	U	COUNTY	COLLECTOR	C	8,820	N

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
MASCOTTE EMPIRE ROAD	SR 50	EMPIRE CHURCH ROAD	2	R	CITY OF MASCOTTE	COLLECTOR	C	8,820	N
MCLENDON STREET	CLAY AVENUE	US 27/US 441	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 466A	2	T	COUNTY	COLLECTOR	D	9,880	N
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 300A	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
MT HOMER ROAD	CR 19A	US 441	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
MT HOMER ROAD	US 441	SR 19	4	U	CITY OF TAVARES	ARTERIAL 1	D	36,700	N
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	2	U	CITY OF MT. DORA	COLLECTOR	E	10,725	N
OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
ORANGE AVENUE	SR 19	HASSELLTON STREET	4	U	CITY OF EUSTIS	ARTERIAL 1	D	36,700	N
ORANGE AVENUE	HASSELLTON STREET	CR 44B	2	U	CITY OF EUSTIS	ARTERIAL 1	D	16,500	N
OSWALT ROAD	LAKE SHORE DRIVE	EDGEWATER DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
PALMETTO DRIVE	SUNSET AVENUE	CR 33	2	U	CITY OF MASCOTTE	COLLECTOR	C	10,010	N
PRESCOTT STREET	BATES AVENUE	SR 44	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	2	U	COUNTY	COLLECTOR	D	10,725	N
RADIO ROAD	MORNINGSIDE DRIVE	US 441	2	U	COUNTY	COLLECTOR	D	10,725	N
ROLLING ACRES ROAD	US 27/ US 441	OAK STREET	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
ROLLING ACRES ROAD	OAK STREET	CR 466	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	2	T	TOWN OF LADY LAKE	COLLECTOR	D	9,880	N
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	2	T	COUNTY	COLLECTOR	D	9,880	N
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	2	T	COUNTY	COLLECTOR	D	9,880	N
ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	2	R	COUNTY	COLLECTOR	C	8,820	N
SHAY BOULEVARD	TARRSON BOULEVARD	GRIFFIN AVENUE	2	U	TOWN OF LADY LAKE	COLLECTOR	D	10,725	N
SHIRLEY SHORES ROAD	CR 44B	DEER ISLAND ROAD	2	R	COUNTY	COLLECTOR	C	8,820	N
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	2	U	CITY OF LEESEBURG	COLLECTOR	D	10,725	N
SR 19	MARION COUNTY LINE	CR 445A	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 19	CR 445A	CR 445	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 19	CR 445	CR 42	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 19	CR 42	BAKER ROAD	2	T	STATE	UNINTERRUPTED	C	14,200	N
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	2	U	STATE	ARTERIAL 1	D	16,500	N
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	2	U	STATE	ARTERIAL 1	D	16,500	N
SR 19	CR 450 (OCALA STREET)	CR 450A	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19	CR 450A	CR 19A	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19	CR 19A	CR 44	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19	CR 44	CR 452	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19 (S)	CR 452	ORANGE AVENUE	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 19 (N)	ORANGE AVENUE	CR 452	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 19	STEVENS AVE	GOLF LINKS AVENUE	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19	GOLF LINKS AVENUE	US 441	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 19 (DUNCAN DRIVE)	US 441	CR 300A LAKE SHORE BOULEVARD	4	U	STATE	ARTERIAL 2	D	33,200	N
SR 19	CR 300A LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	4	U	STATE	ARTERIAL 2	D	33,200	N
SR 19	CR 452 (MAIN STREET)	CR 561	4	U	STATE	ARTERIAL 2	D	33,200	N
SR 19	CR 561	LAKE HARRIS NORTH END	2	U	STATE	UNINTERRUPTED	D	22,200	N
SR 19	LAKE HARRIS NORTH END	CR 48	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	CR 48	CENTRAL AVENUE	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 19	CENTRAL AVENUE	CR 455	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	CR 455	US 27/ SR 35	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	US 27/ SR 35	CR 478	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	CR 478	LAKE CATHERINE ROAD	2	T	STATE	UNINTERRUPTED	C	15,100	N
SR 19	LAKE CATHERINE ROAD	SR 30/ SR 33	2	U	STATE	UNINTERRUPTED	C	15,100	N
SR 33	SR 30/ SR 33	ANDERSON ROAD	2	U	STATE	ARTERIAL 1	D	16,500	N
SR 33	ANDERSON ROAD	CR 365B	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 33	CR 365B	CR 561	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 33	CR 561	CR 474	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 33	CR 474	POLK COUNTY LINE	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 40	MARION COUNTY LINE	CR 445A	2	R	STATE	UNINTERRUPTED	C	14,200	Y
SR 40	CR 445A	RIVER ROAD	2	R	STATE	UNINTERRUPTED	C	14,200	Y
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	2	R	STATE	UNINTERRUPTED	C	14,200	Y
SR 44	SUMTER COUNTY LINE	CR 468	4	U	STATE	ARTERIAL 1	D	36,700	N

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
SR 44	CR 408	S LONE OAK DRIVE	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	S LONE OAK DRIVE	US 27	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	US 27	S 9TH STREET	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	S 9TH STREET	CANAL STREET	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	CANAL STREET	S LAKE STREET	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	S LAKE STREET	E MAIN STREET	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	E MAIN STREET	US 441	5	U	STATE	ARTERIAL 2	D	33,200	N
SR 44	CR 448	GRIFFIN LANE	3	U	STATE	ARTERIAL 1	D	36,700	N
SR 44	GRIFFIN LANE	CR 439	3	T	STATE	ARTERIAL 1	C	35,500	N
SR 44	CR 439	CR 437	3	T	STATE	ARTERIAL 1	C	35,500	N
SR 44	CR 437	CR 46A	3	T	STATE	UNINTERRUPTED	C	15,100	N
SR 44	CR 46A	CR 44A	3	R	STATE	UNINTERRUPTED	C	14,200	N
SR 44	CR 44A	OVERLOOK DRIVE	3	R	STATE	UNINTERRUPTED	C	14,200	N
SR 44	OVERLOOK DRIVE	CR 42	3	R	STATE	UNINTERRUPTED	C	14,200	N
SR 44	CR 42	VOLUSIA COUNTY LINE	3	R	STATE	UNINTERRUPTED	C	14,200	N
SR 46	US 441	VISTA VIEW	2	U	STATE	ARTERIAL 1	D	16,500	N
SR 46	VISTA VIEW	ROUND LAKE ROAD	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 46	CR 437 SOUTH	CR 437 NORTH	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 46	CR 437 NORTH	CR 435	2	T	STATE	ARTERIAL 1	C	14,100	N
SR 46	CR 435	CR 46A	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 46	CR 46A	SEMINOLE COUNTY LINE	2	R	STATE	UNINTERRUPTED	C	14,200	N
SR 30	SUMTER COUNTY LINE	CR 365 / BAY LAKE ROAD	3	T	STATE	UNINTERRUPTED	C	15,100	N
SR 30	CR 365 / BAY LAKE ROAD	CR 33	3	U	STATE	UNINTERRUPTED	D	22,200	N
SR 30	CR 33	GROVELAND FARMS ROAD	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 30	GROVELAND FARMS ROAD	SR 30 ONE WAY PAIRS	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 30 (E)	SR 30 ONE WAY PAIRS	SR 19	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 30 (W)	SR 19	SR 30 ONE WAY PAIRS	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 30 (W)	SR 33 SOUTH	SR 19	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 30 (E)	SR 19	SR 33 SOUTH	4	U	STATE	ARTERIAL 1 DIRECTIONAL	D	22,020	N
SR 30	SR 33 SOUTH	CR 365A NORTH	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 30	CR 365A NORTH	CR 361	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 30	CR 361	EAST AVENUE	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 30	EAST AVENUE	US 27	4	U	STATE	ARTERIAL 1	D	36,700	N
SR 30	US 27	HANCOCK ROAD	6	U	STATE	ARTERIAL 1	D	33,300	N
SR 30	HANCOCK ROAD	CR 435	6	U	STATE	ARTERIAL 1	D	33,300	N
SR 30	CR 435	ORANGE COUNTY LINE	6	U	STATE	ARTERIAL 1	D	33,300	N
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	4	T	STATE	FREEWAY	C	37,600	Y
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	4	T	STATE	FREEWAY	C	37,600	Y
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	4	T	STATE	FREEWAY	C	37,600	Y
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	4	T	STATE	FREEWAY	C	37,600	Y
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	3	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	3	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	3	U	COUNTY	COLLECTOR	D	10,725	N
THOMAS AVENUE	CR 460	CR 44A	2	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	2	U	CITY OF LEEBSBURG	COLLECTOR	D	10,725	N
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 30	2	U	CITY OF CLERMONT	COLLECTOR	D	10,725	N
TUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	2	R	COUNTY	MAJOR COLLECTOR	C	9,800	N
TUSCANOOGA ROAD	EGG ROAD	SR 30	2	U	CITY OF MASCOITTE	MAJOR COLLECTOR	C	13,860	N
UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	2	U	CITY OF MASCOITTE	COLLECTOR	C	10,010	N
US 191	US 27	ORANGE COUNTY LINE	6	T	STATE	ARTERIAL 1	C	48,600	N
US 27/US441	SUMTER COUNTY LINE	GRIFFIN AVENUE	6	U	STATE	ARTERIAL 2	D	50,300	N
US 27/US441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	4	U	STATE	ARTERIAL 2	D	33,200	N
US 27/US441	ALT US 441 / ALT US 27	CR 468	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 468	LAKE ELLA ROAD	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 466A / MILLER BOULEVARD	CR 460** (MARTIN LUTHER KING BLVD)	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 460** (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	6	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	6	U	STATE	ARTERIAL 1	D	36,700	N
US 27/US441	CR 44A / GRIFFIN ROAD	US 27/US441 SPLIT	6	U	STATE	ARTERIAL 2	D	50,300	N
US 27/SR 25	US 27/US441 SPLIT	MAIN STREET	4	U	STATE	ARTERIAL 2	D	33,300	N
US 27/SR 25	MAIN STREET	SR 44	4	U	STATE	ARTERIAL 2	D	33,300	N
US 27/SR 25	SR 44	CR 35A (SOUTH)	4	U	STATE	ARTERIAL 2	D	33,300	N
US 27/SR 25	CR 35A (SOUTH)	CR 35	4	U	STATE	ARTERIAL 2	D	33,300	N

APPENDIX A

LAKE COUNTY ROADWAY INVENTORY

EXISTING CONDITION + TIP

ROAD NAME	FROM	TO	Number of Lanes	Area Type	MAINTAINING AGENCY	FUNCTIONAL CLASSIFICATION	FDOT LOS Standard	LOS CAPACITY	SIS?
US 27/SR 25	CR 35	CR 48	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/SR 25	CR 48	PLANTATION BOULEVARD	4	U	STATE	ARTERIAL 1	D	36,700	N
US 27/SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	4	T	STATE	ARTERIAL 1	C	32,100	N
US 27/SR 25	FLORIDA TURNPIKE	SR 19	4	T	STATE	ARTERIAL 1	C	32,100	Y
US 27/SR 25	SR 19	CR 561	4	T	STATE	ARTERIAL 1	C	32,100	Y
US 27/SR 25	CR 561	CR 561A	4	U	STATE	ARTERIAL 1	C	35,300	Y
US 27/SR 25	CR 561A	CR 561/MAIN AVENUE	4	U	STATE	ARTERIAL 1	C	35,300	Y
US 27/SR 25	CR 561/MAIN AVENUE	CR 30	4	U	STATE	ARTERIAL 1	C	35,300	Y
US 27/SR 25	CR 30	GRAND HIGHWAY	4	U	STATE	ARTERIAL 1	C	35,300	Y
US 27/SR 25	GRAND HIGHWAY	SR 30	4	U	STATE	ARTERIAL 1	C	35,300	Y
US 27/SR 25	SR 30	JOHNS LAKE ROAD	4	U	STATE	ARTERIAL 1	C	35,300	Y
US 27/SR 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	4	U	STATE	ARTERIAL 1	C	35,300	Y
US 27/SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	4	U	STATE	ARTERIAL 1	C	35,300	Y
US 27/SR 25	LAKE LOUISA ROAD	CR 474	4	T	STATE	UNINTERRUPTED	C	45,400	Y
US 27/SR 25	CR 474	US 192	6	T	STATE	ARTERIAL 1	C	48,600	Y
US 441/SR 500	US 27/US 441 SPLIT	LEE STREET	4	U	STATE	ARTERIAL 2	D	33,200	N
US 441/SR 500	LEE STREET	N CANNAL STREET	4	U	STATE	ARTERIAL 2	D	33,200	N
US 441/SR 500	N CANNAL STREET	E DIXIE AVENUE	4	U	STATE	ARTERIAL 2	D	33,200	N
US 441/SR 500	E DIXIE AVENUE	E MAIN STREET	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	E MAIN STREET	CR 44	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	CR 44	RADIO ROAD	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	RADIO ROAD	CR 473	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	CR 473	OLD US 441/CR 500A	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	OLD US 441/CR 500A	SR 19/DUNCAN DRIVE	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	SR 19/DUNCAN DRIVE	CR 452/ST CLAIR ABRAMS AVENUE	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	CR 452/ST CLAIR ABRAMS AVENUE	CR 452/LAKE EUSTIS DRIVE	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	CR 452/LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	DAVID WALKER DRIVE	SR 19/BAY STREET	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	SR 19/BAY STREET	OLD MT DORA ROAD	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	OLD MT DORA ROAD	DONNELLY STREET	6	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	4	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	WOLF BRANCH ROAD	SR 46	4	U	STATE	ARTERIAL 1	D	55,300	N
US 441/SR 500	SR 46	ORANGE COUNTY LINE	4	U	STATE	ARTERIAL 1	D	55,300	N
VISTA DEL LAGO BOULEVARD	LAKE LOUISA ROAD	US 27	2	U	COUNTY	COLLECTOR	D	10,725	N
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 448	2	U	CITY OF EUSTIS	COLLECTOR	D	10,725	N
WELLS AVENUE	SR 19	E MAIN STREET	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N
WOLF BRANCH ROAD	US 441	BRITT ROAD	2	U	COUNTY	COLLECTOR	D	10,725	N
WOLF BRANCH ROAD	BRITT ROAD	CR 437	2	T	COUNTY	COLLECTOR	D	9,880	N
WOODLEA ROAD	LANE PARK ROAD	SR 19	2	U	CITY OF TAVARES	COLLECTOR	D	10,725	N

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	D	10,725	0	8,240	10,010	10,725	10,725	3,897	B	0.58
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	D	10,725	0	8,240	10,010	10,725	10,725	1,879	B	0.16
ARDICE AVENUE	KURT STREET	SR 19	D	10,725	0	8,240	10,010	10,725	10,725	5,113	B	0.48
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	D	10,725	0	8,240	10,010	10,725	10,725	1,195	B	0.11
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUMTER COUNTY LINE	CR 33	C	8,820	0	0	8,820	11,700	12,510	854	C	0.10
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	D	10,725	0	8,240	10,010	10,725	10,725	1,283	B	0.12
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	D	10,725	0	8,240	10,010	10,725	10,725	1,322	B	0.12
BAY ROAD	BAY ROAD / CR 19A	OLD US 441 / CR 500A	D	10,725	0	8,240	10,010	10,725	10,725	2,717	B	0.25
BAY ROAD	OLD US 441 / CR 500A	CR 452 / LAKESHORE DRIVE	D	10,725	0	8,240	10,010	10,725	10,725	1,529	B	0.14
BLACKSTILL LAKE ROAD	FOSGATE ROAD	CR 50	D	9,880	0	5,785	9,165	9,880	9,880	2,549	B	0.26
BRIDGES ROAD	CR 33	US 27	D	9,880	0	5,785	9,165	9,880	9,880	789	B	0.08
BRITT ROAD	SR 44	HORSE RANCH ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,774	B	0.18
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	D	10,725	0	8,240	10,010	10,725	10,725	1,774	B	0.17
CR 19A (DORA AVENUE)	LAKE DORA DRIVE	CR 500A / OLD 441	D	10,725	0	8,240	10,010	10,725	10,725	899	B	0.09
CR 19A (DORA AVENUE)	CR 500A / OLD 441	DAVID WALKER ROAD	D	10,725	0	8,240	10,010	10,725	10,725	5,247	B	0.49
CR 19A (DORA AVENUE)	DAVID WALKER ROAD	US 441	D	10,725	0	8,240	10,010	10,725	10,725	4,440	B	0.41
CR 19A	CR 44	SR 19	D	10,725	0	8,240	10,010	10,725	10,725	1,997	B	0.19
CR 19A (BAY ROAD)	US 441	BAY ROAD	D	16,500	0	9,600	13,400	16,500	16,500	12,212	C	0.74
CR 19A	BAY ROAD / CR 19A	CR 440 / CR 500A	D	16,500	0	9,600	13,400	16,500	16,500	7,182	B	0.44
CR 25 / ALT 27	MARION COUNTY LINE	GRIFFIN AVENUE	D	16,500	0	9,600	13,400	16,500	16,500	6,505	B	0.39
CR 25 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	D	16,500	0	9,600	13,400	16,500	16,500	6,390	B	0.39
CR 25A (FRUIT PARK)	US 27 (NORTH)	CR 446A	D	10,725	0	8,240	10,010	10,725	10,725	5,803	B	0.54
CR 25A (FRUIT PARK)	CR 446A	US 27 (SOUTH)	D	10,725	0	8,240	10,010	10,725	10,725	4,400	B	0.41
CR 25A (LEESBURG)	US 27 (NORTH)	US 27 (SOUTH)	D	10,725	0	8,240	10,010	10,725	10,725	338	B	0.03
CR 33	US 27	CR 48 (NORTH)	D	16,500	0	9,600	13,400	16,500	16,500	8,151	B	0.49
CR 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	D	22,200	0	7,800	15,600	22,200	27,900	7,623	B	0.34
CR 33	CR 48 / LEESBURG HIGHWAY	BRIDGES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,238	B	0.20
CR 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,522	B	0.21
CR 33	PEBBLE ROCK ROAD	SR 50	D	22,200	0	7,800	15,600	22,200	27,900	4,522	B	0.20
CR 42	MARION COUNTY LINE	SR 19	C	14,200	0	7,800	14,200	20,000	25,600	3,240	B	0.23
CR 42	SR 19	CR 450	D	21,100	0	8,000	15,100	21,100	26,800	2,638	B	0.13
CR 42	CR 450	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	3,471	B	0.24
CR 42	CR 439	CENTRAL AVENUE	C	14,200	0	7,800	14,200	20,000	25,600	3,008	B	0.21
CR 42	CENTRAL AVENUE	PALMETTO STREET	C	14,200	0	7,800	14,200	20,000	25,600	3,008	B	0.21
CR 42	PALMETTO STREET	LAKE MACK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	4,021	B	0.28
CR 42	LAKE MACK DRIVE	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	4,021	B	0.28
CR 435	SR 46	DUBSDREAD DRIVE	D	14,850	0	8,640	13,880	14,850	14,850	5,990	B	0.40
CR 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	D	14,850	0	8,640	13,880	14,850	14,850	4,566	B	0.31
CR 437	CR 44A	SR 44	D	13,680	0	8,010	12,690	13,680	13,680	4,162	B	0.30
CR 437	SR 44	WOLF BRANCH ROAD	D	13,680	0	8,010	12,690	13,680	13,680	5,247	B	0.38
CR 437	WOLF BRANCH ROAD	SR 46	D	13,680	0	8,010	12,690	13,680	13,680	7,879	B	0.58
CR 437	SR 46	ORANGE COUNTY LINE	D	13,680	0	8,010	12,690	13,680	13,680	6,095	B	0.45
CR 439	CR 44	CR 44A	C	9,800	0	0	9,800	13,000	13,900	2,220	C	0.23
CR 439	CR 44A	SR 44	C	9,800	0	0	9,800	13,000	13,900	3,071	C	0.31
CR 44	US 441	SILVER LAKE ROAD	D	14,850	0	8,640	13,880	14,850	14,850	8,710	C	0.59
CR 44	SILVER LAKE ROAD	CR 473	D	13,680	0	8,010	12,690	13,680	13,680	7,960	B	0.58
CR 44	CR 473	APIARY ROAD	D	14,850	0	8,640	13,880	14,850	14,850	14,176	D	0.95
CR 44	APIARY ROAD	CR 452	D	14,850	0	8,640	13,880	14,850	14,850	11,856	C	0.80
CR 44	CR 452	SR 19	D	14,850	0	8,640	13,880	14,850	14,850	11,851	C	0.80
CR 44	SR 19	HICKS DITCH ROAD	D	14,850	0	8,640	13,880	14,850	14,850	9,242	C	0.62
CR 44	HICKS DITCH ROAD	CR 44A	D	13,680	0	8,010	12,690	13,680	13,680	8,328	C	0.61
CR 44 (DELAND ROAD)	CR 44A	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	7,039	B	0.47
CR 44 LEG A	CR 44	US 441	D	10,725	0	8,240	10,010	10,725	10,725	1,261	B	0.12
CR 445	SR 19	NF 352	C	14,200	0	7,800	14,200	20,000	25,600	607	B	0.04
CR 445	NF 352	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	607	B	0.04
CR 445A	SR 19	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	888	B	0.06
CR 445A	CR 445	SR 40	C	14,200	0	7,800	14,200	20,000	25,600	1,520	B	0.11
CR 448	SR 19	CR 361	D	14,850	0	8,640	13,880	14,850	14,850	2,699	B	0.18
CR 448	CR 361	LAKE INDUSTRIAL BOULEVARD	D	22,200	0	7,800	15,600	22,200	27,900	6,133	B	0.28
CR 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	4,805	B	0.34
CR 448A	CR 448	CR 48	C	8,820	0	0	8,820	11,700	12,510	3,616	C	0.41

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
CR 448A	CR 48	SOUTH TERMINI	C	8,820	0	0	8,820	11,700	12,310	239	C	0.03
CR 448 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,256	B	0.21
CR 448 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	2,256	B	0.21
CR 44A (LAKE SIDE AVENUE/ ROSE STREET)	SR 19	SKYLINE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	911	B	0.08
CR 44A	SKYLINE DRIVE	CR 450A/ CR 44A	D	9,880	0	5,785	9,165	9,880	9,880	1,300	B	0.13
CR 44A (ESTES ROAD)	CR 450A	DELAND ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,107	B	0.11
CR 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	8,436	C	0.79
CR 44A	DELAND ROAD	ESTES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,412	B	0.21
CR 44A	ESTES ROAD	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	4,134	B	0.29
CR 44A	CR 439	CR 437	C	14,200	0	7,800	14,200	20,000	25,600	4,117	B	0.29
CR 44A	CR 437	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	1,167	B	0.08
SR 44 (OLD CR 448)	WAYCROSS AVENUE	ORANGE AVENUE	D	33,030	0	26,370	31,950	33,030	33,030	12,227	B	0.37
SR 44 (OLD CR 448)	US 441	WAYCROSS AVENUE	D	34,865	0	27,835	33,725	34,865	34,865	18,453	B	0.53
CR 44C (EUDORA ROAD)	US 441	CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	9,446	C	0.88
CR 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	D	14,850	0	8,640	13,880	14,850	14,850	4,997	B	0.34
CR 450	MARION COUNTY LINE	BABE ROAD	C	8,820	0	0	8,820	11,700	12,310	1,291	C	0.15
CR 450	BABE ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,366	B	0.22
CR 450	SR 19	E UMATILLA BOULEVARD/ W 7TH STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,982	B	0.37
CR 450	E UMATILLA BOULEVARD/ W 7TH STREET	CR 43	D	9,880	0	5,785	9,165	9,880	9,880	3,982	B	0.40
CR 450A	SR 19	CR 44A NORTH	D	9,880	0	5,785	9,165	9,880	9,880	1,107	B	0.11
CR 452	MARION COUNTY LINE	FELKINS ROAD	C	8,820	0	0	8,820	11,700	12,310	5,382	C	0.61
CR 452	FELKINS ROAD	SANDY LANE	D	10,725	0	6,240	10,010	10,725	10,725	5,382	B	0.50
CR 452	SANDY LANE	LAKE LANDING BOULEVARD	D	9,880	0	5,785	9,165	9,880	9,880	7,105	C	0.72
CR 452	LAKE LANDING BOULEVARD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	7,105	C	0.66
CR 452 (EUSTIS)	CR 44 / CR 452	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	10,701	D	1.00
CR 452 (ST CLAIR ABRAMS AVENUE)	US 441	CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	3,360	B	0.31
CR 452 (ST CLAIR ABRAMS AVENUE)	CR 500A	CR 452 / EAST MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,360	B	0.31
CR 452 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,922	B	0.18
CR 452 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,361	B	0.13
CR 452 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,385	B	0.13
CR 452 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	1,385	B	0.13
CR 452 (LAKESHORE DRIVE)	OLD US 441 / CR 500A	11TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	642	B	0.06
CR 455	SR 19	CR 361	D	21,100	0	8,000	15,100	21,100	26,800	2,374	B	0.11
CR 455	CR 361	CR 361A	D	21,100	0	8,000	15,100	21,100	26,800	1,343	B	0.06
CR 455	CR 361A	RIDGEWOOD AVENUE	D	9,880	0	5,785	9,165	9,880	9,880	2,456	B	0.25
CR 455	RIDGEWOOD AVENUE	CR 455 / CR 50	D	9,880	0	5,785	9,165	9,880	9,880	4,755	B	0.48
CR 455	CR 455 / CR 50	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	5,648	B	0.53
CR 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	D	14,850	0	8,640	13,880	14,850	14,850	5,174	B	0.35
CR 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	D	14,850	0	8,640	13,880	14,850	14,850	4,412	B	0.30
CR 468	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	D	33,800	0	26,900	31,100	33,800	33,800	16,814	B	0.50
CR 468	ROLLING ACRES ROAD	US 27	D	16,500	0	9,600	13,400	16,500	16,500	8,703	B	0.53
CR 468 / LAKE GRIFFIN ROAD	US 27 / US 441	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,350	B	0.21
CR 468 / LAKE GRIFFIN ROAD	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,350	B	0.23
CR 468A	SUMTER COUNTY LINE	CR 468 / ROSE AVENUE	D	15,200	0	8,900	14,100	15,200	15,200	8,163	B	0.54
CR 468A	CR 468 / ROSE AVENUE	US 27	D	16,500	0	9,600	13,400	16,500	16,500	4,816	B	0.29
CR 468A (PICCIOLA ROAD)	US 27	CR 468B	D	10,725	0	6,240	10,010	10,725	10,725	6,955	C	0.65
CR 468A (PICCIOLA ROAD)	CR 468B	COUNTY ROAD TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	6,955	C	0.65
CR 468B	EAGLE NEST ROAD	CR 468A	D	10,725	0	6,240	10,010	10,725	10,725	3,800	B	0.35
CR 468	CR 468A	PINE RIDGE DAIRY ROAD	D	14,850	0	8,640	13,880	14,850	14,850	2,695	B	0.18
CR 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	D	14,850	0	8,640	13,880	14,850	14,850	4,960	B	0.33
CR 468	GRIFFIN ROAD	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	5,825	B	0.39
CR 46A	SR 44	SR 46	C	9,800	0	0	9,800	13,000	13,900	6,313	C	0.64
CR 470	SUMTER COUNTY LINE	BAY AVENUE	D	13,680	0	8,010	11,690	13,680	13,680	6,450	B	0.47
CR 470	BAY AVENUE	CR 33	D	14,850	0	8,640	13,880	14,850	14,850	6,450	B	0.43
CR 473	CR 44	FOUNTAIN LAKE BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	5,615	B	0.52
CR 473	FOUNTAIN LAKE BOULEVARD	US 441	D	23,855	0	19,045	23,075	23,855	23,855	11,763	B	0.49
CR 474	SR 33	GREEN SWAMP ROAD	C	9,800	0	0	9,800	13,000	13,900	2,598	C	0.27
CR 474	GREEN SWAMP ROAD	US 27	C	9,800	0	0	9,800	13,000	13,900	3,066	C	0.31
CR 478	SR 19	JANABLY ROAD	D	13,680	0	8,010	11,690	13,680	13,680	712	B	0.05
CR 48	SUMTER COUNTY LINE	CR 33	D	13,680	0	8,010	11,690	13,680	13,680	2,228	B	0.16
CR 48	CR 33	US 27	D	14,850	0	8,640	13,880	14,850	14,850	7,197	B	0.48

Capital Improvements Element
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APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
CR 48	US 27	LIME AVENUE	D	14,850	0	8,640	13,860	14,850	14,850	7,998	B	0.54
CR 48	LIME AVENUE	SR 19	D	13,680	0	8,010	12,690	13,680	13,680	6,339	B	0.46
CR 48	CR 561	RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,517	B	0.30
CR 48	RANCH ROAD	CR 448A	C	9,800	0	0	9,800	13,000	13,900	4,517	C	0.46
CR 50 (SUNSET AVENUE)	CR 33	SR 50	D	14,850	0	8,640	13,860	14,850	14,850	931	B	0.06
CR 50	US 27	TURKEY FARM ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,292	B	0.56
CR 50	TURKEY FARM ROAD	CR 455	D	14,850	0	8,640	13,860	14,850	14,850	4,707	B	0.32
CR 50	CR 455	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,690	B	0.32
CR 500A/ OLD 441	SR 19	DORA AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,018	B	0.55
CR 500A/ OLD 441	DORA AVENUE	DORA AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,580	B	0.58
CR 500A/ OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,009	B	0.55
CR 500A/ OLD 441	CR 44C / EUDORA AVENUE	LAKESHORE DRIVE	D	16,500	0	9,600	15,400	16,500	16,500	12,158	C	0.74
CR 500A/ OLD 441	LAKESHORE DRIVE	5TH AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	8,989	B	0.54
CR 500A/ OLD 441	SR 46	ORANGE COUNTY LINE	D	16,500	0	9,600	15,400	16,500	16,500	4,297	B	0.26
CR 561	SR 19	CR 448	D	14,850	0	8,640	13,860	14,850	14,850	10,342	C	0.74
CR 561	CR 448	CR 448	D	14,850	0	8,640	13,860	14,850	14,850	6,718	B	0.45
CR 561	CR 48	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	7,542	B	0.55
CR 561	CR 455	HOWEY CROSS ROAD	D	13,680	0	8,010	12,690	13,680	13,680	4,670	B	0.34
CR 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	D	13,680	0	8,010	12,690	13,680	13,680	5,177	B	0.38
CR 561 / CR 561A	TURNPIKE ROAD / CR 561A	US 27	D	13,680	0	8,010	12,690	13,680	13,680	6,895	B	0.50
CR 561	US 27	EAST AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	B	0.16
CR 561	EAST AVENUE	W MINNEOLA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	B	0.16
CR 561	CR 561A	SR 30	D	14,850	0	8,640	13,860	14,850	14,850	2,718	B	0.18
CR 561	SR 30	LOG HOUSE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	5,172	B	0.35
CR 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	2,116	B	0.14
CR 561	FLORIDA BOYS RANCH ROAD	SR 33	C	9,800	0	0	9,800	13,000	13,900	1,255	C	0.13
CR 561A	TURNPIKE ROAD / CR 561	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	1,026	B	0.08
CR 561A	CR 561	CR 565A	D	10,725	0	6,240	10,010	10,725	10,725	2,718	B	0.25
CR 561A	CR 565A	JALARMY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,878	B	0.36
CR 561A	JALARMY ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	6,404	C	0.60
CR 565	US 27	KJELLSTROM LANE	D	9,880	0	5,785	9,165	9,880	9,880	788	B	0.08
CR 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,868	B	0.17
CR 565	SR 50	SLOANS RIDGE	D	10,725	0	6,240	10,010	10,725	10,725	714	B	0.07
CR 565	SLOANS RIDGE	LAKE ERIE ROAD	C	8,820	0	0	8,820	11,700	12,510	714	C	0.08
CR 565A	SR 50	CR 561A	D	10,725	0	6,240	10,010	10,725	10,725	4,810	B	0.45
CR 565A	SR 50	CR 565B	D	10,725	0	6,240	10,010	10,725	10,725	1,721	B	0.16
CR 565B	SR 33	CR 561	C	8,820	0	0	8,820	11,700	12,510	1,733	C	0.20
CANAL STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	4,143	B	0.28
CANAL STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,229	B	0.22
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVAR DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	9,670	C	0.65
CITRUS TOWER BOULEVARD	OAKLEY SEAVAR DRIVE	SR 30	D	33,030	0	26,370	31,950	33,030	33,030	11,937	B	0.36
CITRUS TOWER BOULEVARD	SR 30	JOHNS LAKE ROAD	D	33,030	0	26,370	31,950	33,030	33,030	11,949	B	0.36
CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	D	33,030	0	26,370	31,950	33,030	33,030	10,621	B	0.32
DAVID WALKER DRIVE	OLD US 441 / CR 500A	CR 19A	D	10,725	0	6,240	10,010	10,725	10,725	6,082	B	0.57
DAVID WALKER DRIVE	US 441	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,082	B	0.57
DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,245	B	0.49
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLF LINKS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	4,804	B	0.45
DEAD RIVER ROAD	WEST TERMIN	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	3,463	B	0.31
DONNELLY STREET	US 441	11TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,825	C	0.90
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,825	C	0.90
DUDA ROAD	CR 448A	ORANGE COUNTY LINE	C	8,820	0	0	8,820	11,700	12,510	4,178	C	0.47
EAGLES NEST ROAD	US 27	CR 468B	D	10,725	0	6,240	10,010	10,725	10,725	2,580	B	0.24
EAST AVENUE	CR 561	SR 30	D	10,725	0	6,240	10,010	10,725	10,725	4,964	B	0.46
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	C	8,820	0	0	8,820	11,700	12,510	3,705	C	0.43
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,705	B	0.35
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,089	B	0.29
EMPIRE CHURCH ROAD	CR 565	ANDERSON ROAD	C	8,820	0	0	8,820	11,700	12,510	1,200	C	0.14
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	D	9,880	0	5,785	9,165	9,880	9,880	2,597	B	0.26
ESTES ROAD	LAKE LINCOLN LANE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	2,597	B	0.24
EUDORA ROAD	OLD MT DORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,359	B	0.31
EXCALLIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	3,891	B	0.36

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
FISH CAMP ROAD	CR 452	CR 44	D	10,725	0	8,240	10,010	10,725	10,725	1,249	B	0.12
FOSGATE ROAD	GRASSY LAKE ROAD	CR 30	D	10,725	0	8,240	10,010	10,725	10,725	1,038	B	0.10
GOLFLINKS AVENUE	KURT STREET	SR 19 / BAY STREET	D	10,725	0	8,240	10,010	10,725	10,725	890	B	0.08
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	D	10,725	0	8,240	10,010	10,725	10,725	2,093	B	0.20
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	D	10,725	0	8,240	10,010	10,725	10,725	4,582	B	0.43
N. GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	D	10,725	0	8,240	10,010	10,725	10,725	570	B	0.05
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	D	9,880	0	5,785	9,165	9,880	9,880	1,949	B	0.20
GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	D	10,725	0	8,240	10,010	10,725	10,725	1,949	B	0.18
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,546	B	0.16
S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	D	9,880	0	5,785	9,165	9,880	9,880	1,169	B	0.12
GRIFFIN AVENUE	US 27 / US 411	CR 25	D	10,725	0	8,240	10,010	10,725	10,725	7,871	C	0.72
GRIFFIN AVENUE	CR 25	UNCLE DONALDS LANE	D	10,725	0	8,240	10,010	10,725	10,725	2,011	B	0.19
GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,011	B	0.20
GRIFFIN ROAD	US 27	LEE STREET	D	10,725	0	8,240	10,010	10,725	10,725	2,317	B	0.22
GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	D	10,725	0	8,240	10,010	10,725	10,725	3,783	B	0.35
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SULEN ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,440	B	0.15
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	D	10,725	0	8,240	10,010	10,725	10,725	1,144	B	0.11
GROVE STREET	LAKEVIEW AVENUE	GOLFLINKS AVENUE	D	10,725	0	8,240	10,010	10,725	10,725	2,387	B	0.27
GROVE STREET	GOLFSKINS AVENUE	OLD MT DORA ROAD	D	10,725	0	8,240	10,010	10,725	10,725	3,350	B	0.36
HAMMOCK RIDGE	LAKE SHORE DRIVE	US 27	D	33,030	0	26,370	31,950	33,030	33,030	8,864	B	0.27
N. HAMMOCK ROAD	CR 30	N RIDGE BOULEVARD	D	33,030	0	26,370	31,950	33,030	33,030	7,362	B	0.23
N. HAMMOCK ROAD	N RIDGE BOULEVARD	SR 30	D	33,030	0	26,370	31,950	33,030	33,030	13,060	B	0.40
S. HAMMOCK ROAD	SR 30	HOOK STREET	D	33,030	0	26,370	31,950	33,030	33,030	12,440	B	0.38
S. HAMMOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	D	14,850	0	8,640	13,880	14,850	14,850	12,440	C	0.84
S. HAMMOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	D	14,850	0	8,640	13,880	14,850	14,850	6,441	B	0.43
HARTWOOD MARSH ROAD	US 27	N. 90 DEGREE BEND	D	10,725	0	8,240	10,010	10,725	10,725	10,755	F	1.00
HARTWOOD MARSH ROAD	N. 90 DEGREE BEND	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	8,653	C	0.88
HASELTON STREET	SR 44	LAKEVIEW AVENUE	D	10,725	0	8,240	10,010	10,725	10,725	1,850	B	0.17
HIGHLAND STREET	LIMIT AVENUE	5TH AVENUE	D	10,725	0	8,240	10,010	10,725	10,725	2,165	B	0.20
HOOK STREET	LAKE SHORE DRIVE	US 27	D	10,725	0	8,240	10,010	10,725	10,725	5,097	B	0.48
HOOK STREET	US 27	HANCOCK ROAD	D	33,030	0	26,370	31,950	33,030	33,030	5,146	B	0.16
HUFFSTETLER DRIVE	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	8,240	10,010	10,725	10,725	734	B	0.07
JALARMY ROAD	CR 478	CR 561A	D	10,725	0	8,240	10,010	10,725	10,725	2,088	B	0.19
JOHNS LAKE ROAD	US 27	HANCOCK ROAD	D	10,725	0	8,240	10,010	10,725	10,725	4,983	B	0.46
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	D	10,725	0	8,240	10,010	10,725	10,725	7,601	C	0.71
KURT STREET	DAVID WALKER DRIVE	US 441	D	10,725	0	8,240	10,010	10,725	10,725	4,507	B	0.42
W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	D	10,725	0	8,240	10,010	10,725	10,725	970	B	0.09
E LADY LAKE BOULEVARD	US 27/US441	BERCHFIELD ROAD	D	10,725	0	8,240	10,010	10,725	10,725	507	B	0.05
LAKE AVENUE / FAIRVIEW AVENUE	OLD 441 / CR 300A	LAKE SHORE DRIVE	D	10,725	0	8,240	10,010	10,725	10,725	612	B	0.06
LAKE DRIVE	SR 44	COUNTRY ROAD	C	8,820	0	0	8,820	11,700	12,510	761	C	0.09
LAKE ELLA ROAD	SUMTER COUNTY LINE	US 27	D	9,880	0	5,785	9,165	9,880	9,880	1,963	B	0.20
LAKE ERIE ROAD	CR 365	SR 33	C	8,820	0	0	8,820	11,700	12,510	578	C	0.07
LAKE EUSTIS DRIVE	US 441	CRV BND	D	10,725	0	8,240	10,010	10,725	10,725	5,384	B	0.50
LAKE LOUISA ROAD	LAKE SHORE DRIVE	VISTA DEL LAGO BOULEVARD	D	10,725	0	8,240	10,010	10,725	10,725	2,396	B	0.27
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	D	10,725	0	8,240	10,010	10,725	10,725	3,918	B	0.37
LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	C	8,820	0	0	8,820	11,700	12,510	1,476	C	0.17
LAKE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,880	14,850	14,850	2,819	B	0.19
LAKE STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	3,304	B	0.23
LAKE SHORE DRIVE (CLER)	CR 561	OSWALT ROAD	D	10,725	0	8,240	10,010	10,725	10,725	1,903	B	0.18
LAKE SHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	D	10,725	0	8,240	10,010	10,725	10,725	8,014	C	0.75
LAKE SHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	10,725	0	8,240	10,010	10,725	10,725	12,190	F	1.14
LAKE SHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	D	10,725	0	8,240	10,010	10,725	10,725	4,895	B	0.46
W LAKEVIEW AVENUE	KURT STREET	SR 19	D	10,725	0	8,240	10,010	10,725	10,725	3,136	B	0.29
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	D	10,725	0	8,240	10,010	10,725	10,725	4,538	B	0.42
LANE PARK CUTOFF	SR 19	CR 561	D	10,725	0	8,240	10,010	10,725	10,725	1,443	B	0.13
LEE STREET	GRIFFIN ROAD	US 441	D	14,850	0	8,640	13,880	14,850	14,850	2,296	B	0.15
LEE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,880	14,850	14,850	2,376	B	0.17
WILSON LAKE PARKWAY	US 27	LIBBY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	481	B	0.05
E LIMIT AVENUE	DONNELLY STREET	US 441	E	10,725	0	8,240	10,010	10,725	10,725	1,912	B	0.18
LONE OAK DRIVE	MAIN STREET	SR 44	D	14,850	0	8,640	13,880	14,850	14,850	2,870	B	0.19
LOG HOUSE ROAD	CR 561	LAKE SHORE DRIVE	D	10,725	0	8,240	10,010	10,725	10,725	2,612	B	0.24

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
E MAIN STREET	SR 19	CR 452/ ST CLAIR ABRAMS STREET	D	10,725	0	8,240	10,010	10,725	10,725	6,932	C	0.65
MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,507	B	0.58
MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	9,507	B	0.58
DIXIE AVENUE	US 27	LEE STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	C	0.66
DIXIE AVENUE	LEE STREET	CANAL STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	C	0.66
DIXIE AVENUE	CANAL STREET	LAKE STREET	D	16,500	0	9,600	15,400	16,500	16,500	5,196	B	0.31
DIXIE AVENUE	LAKE STREET	DIXIE AVENUE / SR 44	D	16,500	0	9,600	15,400	16,500	16,500	4,850	B	0.29
MAIN STREET (SR 44)	DIXIE AVENUE / SR 44	US 441	D	16,500	0	9,600	15,400	16,500	16,500	4,055	B	0.25
MARION COUNTY ROAD	CR 35	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,860	B	0.17
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	C	8,820	0	0	8,820	11,700	12,310	1,860	C	0.21
MASCOTIE EMPIRE ROAD	SR 30	EMPIRE CHURCH ROAD	C	8,820	0	0	8,820	11,700	12,310	586	C	0.07
MCLENDON STREET	CLAY AVENUE	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	264	B	0.02
MICHO KACETRACK ROAD	LAKE ELLA ROAD	CR 466A	D	9,880	0	5,785	9,165	9,880	9,880	2,260	B	0.23
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	E	10,725	0	6,240	10,010	10,725	10,725	1,181	B	0.11
MT HOMER ROAD	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	170	B	0.02
MT HOMER ROAD	US 441	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,384	B	0.13
MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,915	B	0.37
OLD 441	US 441	SR 19	D	36,700	0	29,300	35,500	36,700	36,700	16,057	B	0.44
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	E	10,725	0	6,240	10,010	10,725	10,725	1,725	B	0.16
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	E	10,725	0	6,240	10,010	10,725	10,725	1,746	B	0.16
OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,747	B	0.44
OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,747	B	0.44
ORANGE AVENUE	SR 19	HASSELTON STREET	D	36,700	0	29,300	35,500	36,700	36,700	11,438	B	0.31
ORANGE AVENUE	HASSELTON STREET	CR 44B	D	16,500	0	9,600	15,400	16,500	16,500	11,207	C	0.68
OSWALT ROAD	LAKE SHORE DRIVE	EDGEWATER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,394	B	0.33
PALMETTO DRIVE	SUNSET AVENUE	CR 33	C	10,010	0	6,240	10,010	10,725	10,725	543	B	0.05
PRESCOTT STREET	BATES AVENUE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	456	B	0.04
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,217	B	0.30
RADIO ROAD	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,980	C	0.65
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	10,725	0	6,240	10,010	10,725	10,725	10,930	F	1.02
ROLLING ACRES ROAD	OAK STREET	CR 466	D	10,725	0	6,240	10,010	10,725	10,725	9,531	C	0.89
ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,826	B	0.18
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	D	9,880	0	5,785	9,165	9,880	9,880	2,143	B	0.22
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	2,893	B	0.29
ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	C	8,820	0	0	8,820	11,700	12,310	1,269	C	0.14
SHAY BOULEVARD	TARRSON BOULEVARD	GRIFFIN AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,352	B	0.22
SHIRLEY SHORES ROAD	CR 448	DEER ISLAND ROAD	C	8,820	0	0	8,820	11,700	12,310	2,127	C	0.24
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,380	B	0.22
SR 19	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	1,611	B	0.11
SR 19	CR 445A	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	3,438	B	0.24
SR 19	CR 445	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	4,257	B	0.30
SR 19	CR 42	BAKER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	11,972	C	0.84
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	C	0.73
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	C	0.73
SR 19	CR 450 (OCALA STREET)	CR 450A	D	36,700	0	29,300	35,500	36,700	36,700	17,193	B	0.47
SR 19	CR 450A	CR 19A	D	36,700	0	29,300	35,500	36,700	36,700	16,388	B	0.45
SR 19	CR 19A	CR 44	D	36,700	0	29,300	35,500	36,700	36,700	16,388	B	0.45
SR 19	CR 44	CR 452	D	36,700	0	29,300	35,500	36,700	36,700	15,858	B	0.43
SR 19 (S)	CR 452	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	B	0.65
SR 19 (S)	ORANGE AVENUE	CR 452	D	22,020	0	17,580	21,300	22,020	22,020	15,744	B	0.71
SR 19 (S)	STEVENS AVE	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	15,744	B	0.71
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	B	0.65
SR 19	STEVENS AVE	GOLF LINKS AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	26,107	B	0.71
SR 19	GOLF LINKS AVENUE	US 441	D	36,700	0	29,300	35,500	36,700	36,700	18,077	B	0.49
SR 19 (DUNCAN DRIVE)	US 441	CR 300A/ LAKE SHORE BOULEVARD	D	33,200	0	0	25,000	33,200	35,100	14,447	C	0.44
SR 19	CR 300A/ LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	D	33,200	0	0	25,000	33,200	35,100	14,447	C	0.44
SR 19	CR 452 (MAIN STREET)	CR 361	D	33,200	0	0	25,000	33,200	35,100	24,676	C	0.74
SR 19	CR 361	LAKE HARRIS NORTH END	D	22,200	0	7,800	15,600	22,200	27,900	24,676	E	1.11
SR 19	LAKE HARRIS NORTH END	CR 48	C	15,100	0	8,000	15,100	21,100	26,800	12,391	C	0.82
SR 19	CR 48	CENTRAL AVENUE	C	14,100	0	8,900	14,100	15,200	15,200	7,041	B	0.50
SR 19	CENTRAL AVENUE	CR 455	C	15,100	0	8,000	15,100	21,100	26,800	7,041	B	0.47

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
SR 19	CR 435	US 27/SR 25	C	15,100	0	8,000	15,100	21,100	26,800	6,901	B	0.46
SR 19	US 27/SR 25	CR 478	C	15,100	0	8,000	15,100	21,100	26,800	7,336	B	0.49
SR 19	CR 478	LAKE CATHERINE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	7,336	B	0.49
SR 19	LAKE CATHERINE ROAD	SR 50/SR 33	C	15,100	0	8,000	15,100	21,100	26,800	9,426	C	0.63
SR 33	SR 50/SR 33	ANDERSON ROAD	D	16,500	0	9,600	15,400	16,500	16,500	6,420	B	0.39
SR 33	ANDERSON ROAD	CR 565B	C	14,200	0	7,800	14,200	20,000	25,600	6,494	B	0.46
SR 33	CR 565B	CR 561	C	14,200	0	7,800	14,200	20,000	25,600	4,983	B	0.35
SR 33	CR 561	CR 474	C	14,200	0	7,800	14,200	20,000	25,600	5,115	B	0.36
SR 33	CR 474	POLK COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	3,919	B	0.28
SR 40	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	3,935	B	0.28
SR 40	CR 445A	RIVER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	6,140	B	0.43
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	7,306	B	0.51
SR 44	SUMTER COUNTY LINE	CR 468	D	36,700	0	29,300	35,500	36,700	36,700	18,510	B	0.50
SR 44	CR 468	S LONE OAK DRIVE	D	36,700	0	29,300	35,500	36,700	36,700	13,503	B	0.37
SR 44	S LONE OAK DRIVE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	17,131	B	0.47
SR 44	US 27	S 9TH STREET	D	36,700	0	29,300	35,500	36,700	36,700	21,763	B	0.61
SR 44	S 9TH STREET	CANAL STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	B	0.61
SR 44	CANAL STREET	S LAKE STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	B	0.61
SR 44	S LAKE STREET	E MAIN STREET	D	36,700	0	29,300	35,500	36,700	36,700	18,956	B	0.53
SR 44	E MAIN STREET	US 441	D	33,200	0	0	25,000	33,200	35,100	19,751	C	0.59
SR 44	CR 445	GRIFFIN LANE	D	36,700	0	29,300	35,500	36,700	36,700	9,948	B	0.27
SR 44	GRIFFIN LANE	CR 439	C	35,500	0	29,300	35,500	36,700	36,700	9,948	B	0.28
SR 44	CR 439	CR 437	C	35,500	0	29,300	35,500	36,700	36,700	9,948	B	0.28
SR 44	CR 437	CR 46A	C	15,100	0	8,000	15,100	21,100	26,800	8,209	C	0.54
SR 44	CR 46A	CR 44A	C	14,200	0	7,800	14,200	20,000	25,600	6,469	B	0.46
SR 44	CR 44A	OVERLOOK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	B	0.46
SR 44	OVERLOOK DRIVE	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	6,469	B	0.46
SR 44	CR 42	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	B	0.46
SR 46	US 441	VISTA VIEW	D	16,500	0	9,600	15,400	16,500	16,500	9,798	C	0.59
SR 46	VISTA VIEW	ROUND LAKE ROAD	C	14,100	0	8,900	14,100	15,200	15,200	9,798	C	0.69
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	C	0.98
SR 46	CR 437 SOUTH	CR 437 NORTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	C	0.98
SR 46	CR 437 NORTH	CR 435	C	14,100	0	8,900	14,100	15,200	15,200	15,023	D	1.07
SR 46	CR 435	CR 46A	C	14,200	0	7,800	14,200	20,000	25,600	15,023	D	1.06
SR 46	CR 46A	SEMINOLE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	16,335	D	1.15
SR 50	SUMTER COUNTY LINE	CR 565 / BAY LAKE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	12,060	C	0.80
SR 50	CR 565 / BAY LAKE ROAD	CR 33	D	22,020	0	7,800	15,600	22,020	27,900	12,060	C	0.54
SR 50	CR 33	GROVELAND FARMS ROAD	D	36,700	0	29,300	35,500	36,700	36,700	21,946	B	0.60
SR 50 (E)	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	D	36,700	0	29,300	35,500	36,700	36,700	21,946	B	0.60
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	12,240	B	0.56
SR 50 (W)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	11,088	B	0.50
SR 50 (W)	SR 33 SOUTH	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,770	B	0.63
SR 50 (E)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	11,135	B	0.51
SR 50	SR 33 SOUTH	CR 565A NORTH	D	36,700	0	29,300	35,500	36,700	36,700	22,201	B	0.60
SR 50	CR 565A NORTH	CR 561	D	36,700	0	29,300	35,500	36,700	36,700	22,898	B	0.63
SR 50	CR 561	EAST AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	25,061	B	0.68
SR 50	EAST AVENUE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	32,793	C	0.89
SR 50	US 27	HANCOCK ROAD	D	55,300	0	45,000	53,700	55,300	55,300	39,083	B	0.71
SR 50	HANCOCK ROAD	CR 455	D	55,300	0	45,000	53,700	55,300	55,300	49,420	C	0.89
SR 50	CR 455	ORANGE COUNTY LINE	D	55,300	0	45,000	53,700	55,300	55,300	49,420	C	0.89
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	C	57,600	0	42,600	57,600	68,700	73,600	37,300	B	0.65
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/SR 25	C	57,600	0	42,600	57,600	68,700	73,600	37,900	B	0.66
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25	US 27/SR 25/SR 19 INTERCHANGE	C	57,600	0	42,600	57,600	68,700	73,600	32,700	B	0.57
SR 91 (FLORIDA TURNPIKE)	US 27/SR 25/SR 19 INTERCHANGE	ORANGE COUNTY LINE	C	57,600	0	42,600	57,600	68,700	73,600	43,200	C	0.75
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,177	B	0.30
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	D	10,725	0	6,240	10,010	10,725	10,725	1,421	B	0.13
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,767	B	0.16
THOMAS AVENUE	CR 460	CR 44A	D	10,725	0	6,240	10,010	10,725	10,725	6,681	C	0.62
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,255	C	0.58
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,941	B	0.18
TUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	C	9,800	0	0	9,800	13,000	13,900	465	C	0.05

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX B

LAKE COUNTY ROADWAY INVENTORY

2009 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009		
					A	B	C	D	E	AADT	LOS	V/C RATIO
TUSCANOOGA ROAD	EGG ROAD	SR 30	C	13,880	0	8,240	13,880	14,850	14,850	1,807	B	0.13
UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	C	10,010	0	6,240	10,010	10,725	10,725	791	B	0.08
US 192	US 27	ORANGE COUNTY LINE	C	48,600	0	41,500	48,600	51,000	51,000	50,009	D	1.03
US 27/US 441	SUMTER COUNTY LINE	GRIFFIN AVENUE	D	50,300	0	0	39,000	50,300	53,100	28,368	C	0.56
US 27/US 441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	D	33,200	0	0	25,000	33,200	35,100	25,602	D	0.77
US 27/US 441	ALT US 441 / ALT US 27	CR 466	D	36,700	0	29,300	35,500	36,700	36,700	25,602	B	0.70
US 27/US 441	CR 466	LAKE ELLA ROAD	D	36,700	0	29,300	35,500	36,700	36,700	32,205	C	0.88
US 27/US 441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	26,660	B	0.73
US 27/US 441	CR 466A / MILLER BOULEVARD	CR 460** (MARTIN LUTHER KING BLVD)	D	36,700	0	29,300	35,500	36,700	36,700	32,794	C	0.89
US 27/US 441	CR 460** (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	D	36,700	0	29,300	35,500	36,700	36,700	45,264	F	1.23
US 27/US 441	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	D	36,700	0	29,300	35,500	36,700	36,700	45,264	F	1.23
US 27/US 441	CR 44A / GRIFFIN ROAD	US 27/US 441 SPLIT	D	50,300	0	0	39,000	50,300	53,100	45,264	D	0.90
US 27/SR 25	US 27/US 441 SPLIT	MAIN STREET	D	33,200	0	0	25,000	33,200	35,100	26,197	D	0.79
US 27/SR 25	SR 44	SR 44	D	33,200	0	0	25,000	33,200	35,100	23,536	C	0.71
US 27/SR 25	CR 33	CR 33	D	33,200	0	0	25,000	33,200	35,100	33,142	D	1.00
US 27/SR 25	CR 33A (SOUTH)	CR 33A (SOUTH)	D	33,200	0	0	25,000	33,200	35,100	32,696	D	0.98
US 27/SR 25	CR 33	CR 33	D	36,700	0	29,300	35,500	36,700	36,700	32,696	C	0.89
US 27/SR 25	CR 48	PLANTATION BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	21,851	B	0.80
US 27/SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	C	32,100	0	26,900	32,100	33,800	33,800	21,851	B	0.88
US 27/SR 25	FLORIDA TURNPIKE	SR 19	C	32,100	0	26,900	32,100	33,800	33,800	19,596	B	0.61
US 27/SR 25	SR 19	CR 561	C	32,100	0	26,900	32,100	33,800	33,800	15,633	B	0.48
US 27/SR 25	CR 561	CR 561A	C	35,500	0	29,300	35,500	36,700	36,700	24,611	B	0.69
US 27/SR 25	CR 561A	CR 561 / MAIN AVENUE	C	35,500	0	29,300	35,500	36,700	36,700	28,963	B	0.83
US 27/SR 25	CR 561 / MAIN AVENUE	CR 50	C	35,500	0	29,300	35,500	36,700	36,700	28,963	B	0.83
US 27/SR 25	CR 50	GRAND HIGHWAY	C	35,500	0	29,300	35,500	36,700	36,700	28,245	B	0.80
US 27/SR 25	GRAND HIGHWAY	SR 30	C	35,500	0	29,300	35,500	36,700	36,700	21,679	B	0.61
US 27/SR 25	SR 30	JOHNS LAKE ROAD	C	35,500	0	29,300	35,500	36,700	36,700	31,528	C	0.89
US 27/SR 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	C	35,500	0	29,300	35,500	36,700	36,700	26,219	B	0.74
US 27/SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	C	35,500	0	29,300	35,500	36,700	36,700	22,370	B	0.63
US 27/SR 25	LAKE LOUISA ROAD	CR 474	C	45,400	0	31,400	45,400	58,800	66,200	22,135	B	0.48
US 27/SR 25	CR 474	US 192	C	48,600	0	41,500	48,600	51,000	51,000	31,226	B	0.64
US 441 / SR 500	US 27/US 441 SPLIT	LEE STREET	D	33,200	0	0	25,000	33,200	35,100	29,057	D	0.88
US 441 / SR 500	LEE STREET	N CANNAL STREET	D	33,200	0	0	25,000	33,200	35,100	29,634	D	0.89
US 441 / SR 500	N CANNAL STREET	E DIXIE AVENUE	D	33,200	0	0	25,000	33,200	35,100	29,726	D	0.90
US 441 / SR 500	E DIXIE AVENUE	E MAIN STREET	D	55,300	0	45,000	53,700	55,300	55,300	43,634	B	0.79
US 441 / SR 500	E MAIN STREET	CR 44	D	55,300	0	45,000	53,700	55,300	55,300	43,553	B	0.79
US 441 / SR 500	CR 44	RADIO ROAD	D	55,300	0	45,000	53,700	55,300	55,300	43,553	B	0.79
US 441 / SR 500	RADIO ROAD	CR 473	D	55,300	0	45,000	53,700	55,300	55,300	37,734	B	0.68
US 441 / SR 500	CR 473	OLD US 441 / CR 500A	D	55,300	0	45,000	53,700	55,300	55,300	37,734	B	0.68
US 441 / SR 500	OLD US 441 / CR 500A	SR 19 / DUNCAN DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	23,397	B	0.42
US 441 / SR 500	SR 19 / DUNCAN DRIVE	CR 451 / ST CLAIR ABRAMS AVENUE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	B	0.66
US 441 / SR 500	CR 451 / ST CLAIR ABRAMS AVENUE	CR 451 / LAKE EUSTIS DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	B	0.66
US 441 / SR 500	CR 451 / LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	B	0.66
US 441 / SR 500	DAVID WALKER DRIVE	SR 19 / BAY STREET	D	55,300	0	45,000	53,700	55,300	55,300	37,591	B	0.68
US 441 / SR 500	SR 19 / BAY STREET	OLD MT DORA ROAD	D	55,300	0	45,000	53,700	55,300	55,300	32,596	B	0.59
US 441 / SR 500	OLD MT DORA ROAD	DONNELLY STREET	D	55,300	0	45,000	53,700	55,300	55,300	32,596	B	0.59
US 441 / SR 500	DONNELLY STREET / SR 44	WOLF BRANCH ROAD	D	55,300	0	45,000	53,700	55,300	55,300	25,888	B	0.48
US 441 / SR 500	SR 44	SR 46	D	55,300	0	45,000	53,700	55,300	55,300	26,330	B	0.48
US 441 / SR 500	SR 46	ORANGE COUNTY LINE	D	55,300	0	45,000	53,700	55,300	55,300	21,304	B	0.39
VISTA DEL LAGO BOULEVARD	LAKE LOUISA ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,424	B	0.13
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,498	B	0.23
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 44B	D	10,725	0	6,240	10,010	10,725	10,725	4,542	B	0.43
WELLS AVENUE	SR 19	E MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	1,592	B	0.15
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	7,849	C	0.73
WOLF BRANCH ROAD	BRITT ROAD	CR 437	D	9,880	0	5,785	9,165	9,880	9,880	3,319	B	0.34
WOODLEA ROAD	LANE PARK ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,685	B	0.25

APPENDIX C

LAKE COUNTY ROADWAY INVENTORY

2015 LOS ANALYSIS

ROAD NAME	FROM	TO	FDO LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,897	4.03%	4,838	0.45	B
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,879	4.03%	2,065	0.19	B
ARDICE AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	1,113	4.03%	6,348	0.39	C
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERNON	D	10,725	0	6,240	10,010	10,725	10,725	1,193	4.03%	1,484	0.14	B
AUSTIN/MERRITT ROAD / YOUTH CAMP ROAD	SUNTER COUNTY LINE	CR 33	C	8,820	0	0	8,820	11,700	12,510	854	4.03%	1,060	0.12	C
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,283	4.03%	1,593	0.15	B
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,322	4.03%	1,641	0.11	B
BAY ROAD	BAY ROAD / CR 19A	OLD US 44 / CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	2,717	4.03%	3,373	0.31	B
BAY ROAD	OLD US 44 / CR 300A	CR 419 / LAKESHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,528	4.03%	1,858	0.18	B
BLACKSTILL LAKE ROAD	FOSGATE ROAD	CR 30	D	9,880	0	5,785	9,165	9,880	9,880	2,549	4.03%	3,165	0.32	B
BRIDGES ROAD	CR 33	US 27	D	9,880	0	5,785	9,165	9,880	9,880	789	4.03%	980	0.10	B
BRITT ROAD	SR 44	HORSE RANCH ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,774	4.03%	2,203	0.22	B
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,774	4.03%	2,203	0.21	B
CR 19A (DOKA AVENUE)	LAKE DOKA DRIVE	CR 300A / OLD 44	D	10,725	0	6,240	10,010	10,725	10,725	999	4.03%	1,240	0.12	B
CR 19A (DOKA AVENUE)	CR 300A / OLD 44	DAVID WALKER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,241	4.03%	6,515	0.61	C
CR 19A (DOKA AVENUE)	DAVID WALKER ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,440	4.03%	5,513	0.51	B
CR 19A	CR 44		D	10,725	0	6,240	10,010	10,725	10,725	1,997	4.03%	2,479	0.23	B
CR 19A (BAY ROAD)	US 441	BAY ROAD	D	16,500	0	9,800	15,400	16,500	16,500	11,212	2.70%	14,193	0.86	C
CR 19A	BAY ROAD / CR 19A	CR 440 / CR 300A	D	16,500	0	9,800	15,400	16,500	16,500	7,181	2.70%	8,347	0.51	B
CR 27 / ALT 27	MARION COUNTY LINE	GREEN AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	6,505	2.70%	7,560	0.46	B
CR 27 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	D	16,500	0	9,800	15,400	16,500	16,500	6,390	2.70%	7,425	0.45	B
CR 27A (FRUIT PARK)	US 27 (NORTH)	CR 440A	D	10,725	0	6,240	10,010	10,725	10,725	7,803	4.03%	7,205	0.67	C
CR 27A (FRUIT PARK)	CR 440A	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	4,400	4.03%	5,463	0.51	B
CR 27A (LEESBURG)	US 27 (NORTH)	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	338	4.03%	420	0.04	B
CR 33	US 27	CR 48 (NORTH)	D	16,500	0	9,800	15,400	16,500	16,500	8,151	2.70%	9,473	0.57	B
CR 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	D	22,100	0	7,800	13,600	22,100	27,900	7,621	4.03%	9,468	0.43	C
CR 33	CR 48 / LEESBURG HIGHWAY	BRIDGES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,238	4.03%	5,262	0.25	B
CR 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,521	4.03%	5,614	0.27	B
CR 33	PEBBLE ROCK ROAD	SR 30	D	22,200	0	7,800	15,600	22,200	27,900	4,521	4.03%	5,614	0.25	B
CR 42	MARION COUNTY LINE	SR 19	C	14,200	0	7,800	14,200	20,000	25,600	3,240	4.03%	4,023	0.28	B
CR 42	SR 19	CR 450	D	21,100	0	8,000	15,100	21,100	26,800	2,638	4.03%	3,275	0.18	B
CR 42	CR 450	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	2,471	4.03%	4,310	0.30	B
CR 42	CR 439	CENTRAL AVENUE	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	3,735	0.26	B
CR 42	CENTRAL AVENUE	PALMETTO STREET	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	3,735	0.26	B
CR 42	PALMETTO STREET	LAKE MACK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	4,992	0.35	B
CR 42	LAKE MACK DRIVE	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	4,992	0.35	B
CR 437	SR 45	DUBSDREAD DRIVE	D	14,830	0	8,640	13,860	14,830	14,830	3,990	4.03%	7,437	0.50	B
CR 437	DUBSDREAD DRIVE	ORANGE COUNTY LINE	D	14,830	0	8,640	13,860	14,830	14,830	4,568	4.03%	5,669	0.33	B
CR 437	SR 44	WOLF BRANCH ROAD	D	13,880	0	8,010	11,690	13,880	13,880	4,167	4.03%	5,167	0.38	B
CR 437	WOLF BRANCH ROAD	SR 45	D	13,880	0	8,010	11,690	13,880	13,880	1,241	4.03%	6,515	0.48	B
CR 437	SR 45	ORANGE COUNTY LINE	D	13,880	0	8,010	11,690	13,880	13,880	7,879	4.03%	9,762	0.72	C
CR 439	CR 41	CR 44A	C	9,800	0	0	9,800	13,000	13,900	2,220	4.03%	2,796	0.28	C
CR 439	CR 44A	SR 44	C	9,800	0	0	9,800	13,000	13,900	2,071	4.03%	3,813	0.39	C
CR 44	US 441	SILVER LAKE ROAD	D	14,830	0	8,640	13,860	14,830	14,830	8,710	4.03%	10,814	0.73	C
CR 44	SILVER LAKE ROAD	CR 473	D	13,880	0	8,010	11,690	13,880	13,880	7,960	4.03%	9,883	0.72	C
CR 44	CR 473	APLARY ROAD	D	14,830	0	8,640	13,860	14,830	14,830	14,176	4.03%	17,601	1.19	F
CR 44	APLARY ROAD	CR 472	D	14,830	0	8,640	13,860	14,830	14,830	11,836	4.03%	14,720	0.99	D
CR 44	CR 472	SR 19	D	14,830	0	8,640	13,860	14,830	14,830	11,831	4.03%	14,714	0.99	D
CR 44	SR 19	HICKS DITCH ROAD	D	14,830	0	8,640	13,860	14,830	14,830	9,242	4.03%	11,475	0.77	C
CR 44	HICKS DITCH ROAD	CR 44A	D	13,880	0	8,010	11,690	13,880	13,880	8,328	4.03%	10,340	0.76	C
CR 44 (DELAND ROAD)	CR 44A	SR 44	D	14,830	0	8,640	13,860	14,830	14,830	7,039	4.03%	8,740	0.59	C
CR 44 (LEG A)	CR 44	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,281	4.03%	1,586	0.15	B
CR 447	SR 19	NF 332	C	14,200	0	7,800	14,200	20,000	25,600	807	4.03%	754	0.05	B
CR 447	NF 332	CR 447A	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	754	0.05	B
CR 447A	SR 19	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	1,103	4.03%	1,103	0.08	B
CR 447A	CR 445	SR 40	C	14,200	0	7,800	14,200	20,000	25,600	1,550	4.03%	1,867	0.13	B
CR 448	SR 19	CR 361	D	14,830	0	8,640	13,860	14,830	14,830	2,699	4.03%	3,361	0.23	B
CR 448	CR 361	LAKE INDUSTRIAL BOULEVARD	D	22,200	0	7,800	15,600	22,200	27,900	6,133	4.03%	7,616	0.34	B
CR 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	4,801	4.03%	5,966	0.42	B
CR 448A	CR 448	CR 48	C	8,820	0	0	8,820	11,700	12,510	3,618	4.03%	4,490	0.31	C
CR 448A	CR 48	SOUTH TERNON	C	8,820	0	0	8,820	11,700	12,510	339	4.03%	397	0.03	B
CR 448 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,354	4.03%	2,801	0.26	B
CR 448 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	2,354	4.03%	2,801	0.26	B
CR 44A (LAKE SHORE AVENUE / ROSE STREET)	SR 19	SKYLINE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	911	4.03%	1,131	0.11	B
CR 44A	SKYLINE DRIVE	CR 400A / CR 44A	D	9,880	0	5,785	9,165	9,880	9,880	1,300	4.03%	1,614	0.16	B
CR 44A (ESTES ROAD)	CR 400A	DELAND ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	1,374	0.14	B
CR 44A (THOMAS ROAD)	US 27	ESTES ROAD	D	10,725	0	6,240	10,010	10,725	10,725	8,456	4.03%	10,474	0.96	D
CR 44A	DELAND ROAD	ESTES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,411	4.03%	5,476	0.26	B
CR 44A	ESTES ROAD	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	4,134	4.03%	5,133	0.36	B
CR 44A	CR 439	CR 437	C	14,200	0	7,800	14,200	20,000	25,600	4,117	4.03%	5,112	0.36	B
CR 44A	CR 437	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	4,167	4.03%	1,449	0.10	B

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX C

LAKE COUNTY ROADWAY INVENTORY

2015 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	D	13,030	0	35,370	31,970	33,030	33,030	11,231	4.03%	15,181	0.46	B
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	D	34,863	0	27,835	33,735	34,885	34,885	18,433	4.03%	22,911	0.66	B
CR 44C (EUDORA ROAD)	US 441	CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	9,446	4.03%	11,728	1.08	F
CR 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	D	14,870	0	8,640	13,860	14,850	14,850	4,597	4.03%	6,204	0.43	B
CR 430	MARION COUNTY LINE	BABB ROAD	C	8,820	0	0	8,820	11,700	12,110	1,291	4.03%	1,603	0.18	C
CR 430	BABB ROAD	CR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,366	4.03%	2,938	0.27	B
CR 430	SR 19	E UMATILLA BOULEVARD W 7TH STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,961	4.03%	4,944	0.46	B
CR 430	E UMATILLA BOULEVARD W 7TH STREET	CR 42	D	9,880	0	5,785	9,165	9,880	9,880	3,981	4.03%	4,944	0.50	B
CR 400A	SR 19	CR 44A NORTH	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	1,374	0.14	B
CR 421	MARION COUNTY LINE	FELKINS ROAD	C	8,820	0	0	8,820	11,700	12,110	1,381	4.03%	1,682	0.16	C
CR 421	FELKINS ROAD	SANDY LANE	D	10,725	0	6,240	10,010	10,725	10,725	3,381	4.03%	4,362	0.62	C
CR 421	SANDY LANE	LAKE LANDING BOULEVARD	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	1,381	0.16	C
CR 421	LAKE LANDING BOULEVARD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,381	4.03%	4,362	0.62	C
CR 421 (EUS115)	CR 44 / CR 421	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	10,701	4.03%	13,286	1.24	F
CR 421 (ST CLAIR ABRAMS AVENUE)	US 441	CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	4,172	0.39	B
CR 421 (ST CLAIR ABRAMS AVENUE)	CR 300A	CR 421 / EAST MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	4,172	0.39	B
CR 421 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,921	4.03%	2,386	0.22	B
CR 421 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,361	4.03%	1,690	0.16	B
CR 421 (LAKE DORA DRIVE)	LAKE AVENUE	BAY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,381	4.03%	1,720	0.16	B
CR 421 (LAKE DORA DRIVE)	BAY ROAD	OLD US 441 / CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	1,381	4.03%	1,720	0.16	B
CR 421 (LAKE DORA DRIVE)	OLD US 441 / CR 300A	11TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	842	4.03%	797	0.07	B
CR 431	SR 19	CR 361A	D	21,100	0	8,000	15,100	21,100	26,800	2,374	2.70%	2,759	0.13	B
CR 431	CR 361A	CR 361A	D	21,100	0	8,000	15,100	21,100	26,800	1,343	2.70%	1,561	0.07	B
CR 431	CR 361A	RIDGEWOOD AVENUE	D	9,880	0	5,785	9,165	9,880	9,880	2,456	4.03%	3,049	0.31	B
CR 431	RIDGEWOOD AVENUE	CR 435 / CR 30	D	9,880	0	5,785	9,165	9,880	9,880	4,751	4.03%	5,904	0.60	C
CR 431	SR 30	CR 435 / CR 30	D	10,725	0	6,240	10,010	10,725	10,725	1,648	4.03%	7,613	0.65	C
CR 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	D	14,870	0	8,640	13,860	14,850	14,850	1,174	4.03%	6,424	0.43	B
CR 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	D	14,870	0	8,640	13,860	14,850	14,850	4,412	4.03%	5,478	0.37	B
CR 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	D	33,800	0	29,900	31,100	33,800	33,800	18,814	2.70%	19,541	0.58	B
CR 466	ROLLING ACRES ROAD	US 27	D	16,500	0	9,600	15,400	16,500	16,500	8,703	2.70%	10,115	0.61	C
CR 466 / LAKE GRIFFIN ROAD	US 27 / US 441	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,798	4.03%	2,798	0.28	B
CR 466 / LAKE GRIFFIN ROAD	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,250	4.03%	2,798	0.28	B
CR 466A	SUMTER COUNTY LINE	CR 468 / ROSE AVENUE	D	15,200	0	8,900	14,100	15,200	15,200	8,163	2.70%	9,487	0.62	C
CR 466A	CR 468 / ROSE AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	4,818	2.70%	5,597	0.34	B
CR 466A (PICCOLA ROAD)	US 27	CR 466B	D	10,725	0	6,240	10,010	10,725	10,725	6,953	4.03%	8,635	0.81	C
CR 466A (PICCOLA ROAD)	CR 466B	COUNTY ROAD TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	6,953	4.03%	8,635	0.81	C
CR 466B	EAGLE NEW ROAD	CR 466A	D	10,725	0	6,240	10,010	10,725	10,725	3,800	4.03%	4,715	0.44	B
CR 468	CR 466A	PINE RIDGE DAIRY ROAD	D	14,870	0	8,640	13,860	14,850	14,850	2,651	4.03%	3,346	0.23	B
CR 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	D	14,870	0	8,640	13,860	14,850	14,850	4,960	4.03%	6,156	0.41	B
CR 468	GRIFFIN ROAD	SR 44	D	14,870	0	8,640	13,860	14,850	14,850	8,213	4.03%	7,232	0.49	B
CR 46A	SR 44	SR 46	C	9,800	0	0	9,800	13,000	13,900	6,313	4.03%	7,838	0.80	C
CR 470	SUMTER COUNTY LINE	BAY AVENUE	D	13,680	0	8,010	12,690	13,680	13,680	6,450	4.03%	8,008	0.39	B
CR 470	BAY AVENUE	CR 33	D	14,870	0	8,640	13,860	14,850	14,850	6,450	4.03%	8,008	0.34	B
CR 473	CR 44	FOUNTAIN LAKE BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	7,613	4.03%	6,972	0.65	C
CR 473	FOUNTAIN LAKE BOULEVARD	US 441	D	23,855	0	19,045	23,075	23,855	23,855	11,763	4.03%	14,605	0.61	B
CR 474	SR 33	GREEN SWAMP ROAD	C	9,800	0	0	9,800	13,000	13,900	2,398	4.03%	3,226	0.33	C
CR 474	GREEN SWAMP ROAD	US 27	C	9,800	0	0	9,800	13,000	13,900	3,066	4.03%	3,807	0.39	C
CR 478	SR 19	JANARDY ROAD	D	13,680	0	8,010	12,690	13,680	13,680	712	4.03%	884	0.08	B
CR 48	SUMTER COUNTY LINE	CR 33	D	13,680	0	8,010	12,690	13,680	13,680	2,238	4.03%	2,766	0.20	B
CR 48	CR 33	US 27	D	14,870	0	8,640	13,860	14,850	14,850	7,197	4.03%	8,936	0.60	C
CR 48	US 27	LINE AVENUE	D	14,870	0	8,640	13,860	14,850	14,850	7,998	4.03%	9,930	0.67	C
CR 48	LINE AVENUE	SR 19	D	13,680	0	8,010	12,690	13,680	13,680	6,339	4.03%	7,870	0.38	B
CR 48	CR 361	RANCH ROAD	D	14,870	0	8,640	13,860	14,850	14,850	4,117	4.03%	5,608	0.38	B
CR 48	RANCH ROAD	CR 44A	C	9,800	0	0	9,800	13,000	13,900	4,317	4.03%	5,608	0.37	C
CR 50 (SUNSET AVENUE)	CR 33	SR 30	D	14,870	0	8,640	13,860	14,850	14,850	891	4.03%	1,156	0.08	B
CR 50	US 27	TURKEY FARM ROAD	D	14,870	0	8,640	13,860	14,850	14,850	8,291	4.03%	10,255	0.69	C
CR 50	TURKEY FARM ROAD	CR 435	D	14,870	0	8,640	13,860	14,850	14,850	4,707	4.03%	5,844	0.39	B
CR 50	CR 435	ORANGE COUNTY LINE	D	14,870	0	8,640	13,860	14,850	14,850	4,690	4.03%	5,823	0.39	B
CR 500A / OLD 441	SR 19	DORA AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,016	2.70%	10,478	0.64	C
CR 500A / OLD 441	DORA AVENUE	BAY ROAD	D	16,500	0	9,600	15,400	16,500	16,500	9,380	2.70%	11,134	0.67	C
CR 500A / OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,009	2.70%	10,478	0.63	C
CR 500A / OLD 441	CR 44C / EUDORA DRIVE	LAKE SHORE DRIVE	D	16,500	0	9,600	15,400	16,500	16,500	12,118	2.70%	14,130	0.85	C
CR 500A / OLD 441	LAKE SHORE DRIVE	5TH AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	8,989	2.70%	10,447	0.63	C
CR 500A / OLD 441	ORANGE COUNTY LINE	SR 46	D	16,500	0	9,600	15,400	16,500	16,500	4,297	2.70%	4,994	0.30	B
CR 561	SR 19	CR 448	D	14,870	0	8,640	13,860	14,850	14,850	10,942	4.03%	13,585	0.91	C
CR 561	CR 448	CR 48	D	14,870	0	8,640	13,860	14,850	14,850	6,718	4.03%	8,341	0.36	B
CR 561	CR 48	CR 435	D	13,680	0	8,010	12,690	13,680	13,680	741	4.03%	9,364	0.48	C
CR 561	CR 435	HOWEY CROSS ROAD	D	13,680	0	8,010	12,690	13,680	13,680	4,670	4.03%	5,758	0.42	B
CR 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 361A	D	13,680	0	8,010	12,690	13,680	13,680	7,171	4.03%	8,428	0.47	B
CR 561 / CR 361A	TURNPIKE ROAD / CR 361A	US 27	D	13,680	0	8,010	12,690	13,680	13,680	8,895	4.03%	8,561	0.63	C
CR 561	US 27	EAST AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	2,168	0.20	B
CR 561	EAST AVENUE	W MINNEOLA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	2,168	0.20	B

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
CR 361	CR 361A	SR 30	D	14,830	0	8,640	13,860	14,830	14,830	2,718	4.03%	3,375	0.23	B
CR 361	SR 30	LOG HOUSE ROAD	D	14,830	0	8,640	13,860	14,830	14,830	2,718	4.03%	6,422	0.43	B
CR 361	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	D	14,830	0	8,640	13,860	14,830	14,830	2,116	4.03%	2,627	0.18	B
CR 361	FLORIDA BOYS RANCH ROAD	SR 33	C	9,800	0	0	9,800	13,000	13,000	1,231	4.03%	1,558	0.16	C
CR 361A	TURNPIKE ROAD / CR 361	CR 433	D	13,880	0	8,010	12,690	13,880	13,880	1,026	4.03%	1,274	0.09	B
CR 361A	CR 361	CR 361A	D	10,725	0	6,240	10,010	10,725	10,725	2,718	4.03%	3,375	0.23	B
CR 361A	CR 361A	JALANRY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,895	4.03%	4,815	0.43	B
CR 361A	JALANRY ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	6,404	4.03%	7,951	0.74	C
CR 361	US 27	KIELSTROM LANE	D	9,880	0	5,785	9,165	9,880	9,880	788	4.03%	978	0.10	B
CR 361 (VILLA CITY ROAD)	KIELSTROM LANE	SR 30	D	10,725	0	6,240	10,010	10,725	10,725	1,860	4.03%	2,319	0.22	B
CR 361	SR 30	SLOANS RIDGE	D	10,725	0	6,240	10,010	10,725	10,725	714	4.03%	886	0.08	B
CR 361A	SLOANS RIDGE	LAKE PALE ROAD	C	8,820	0	0	8,820	11,700	12,510	714	4.03%	886	0.10	C
CR 361A	SR 30	CR 361A	D	10,725	0	6,240	10,010	10,725	10,725	4,810	4.03%	5,972	0.56	B
CR 361A	SR 30	CR 361B	D	10,725	0	6,240	10,010	10,725	10,725	1,721	4.03%	2,137	0.20	B
CR 361B	SR 33	CR 361	C	8,820	0	0	8,820	11,700	12,510	1,733	4.03%	2,152	0.24	C
CANAL STREET	US 441	MAIN STREET	D	14,830	0	8,640	13,860	14,830	14,830	4,142	4.03%	5,143	0.31	B
CANAL STREET	MAIN STREET	SR 44	D	14,830	0	8,640	13,860	14,830	14,830	3,229	4.03%	4,009	0.27	B
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAWAY DRIVE	D	14,830	0	8,640	13,860	14,830	14,830	9,670	4.03%	12,006	0.81	C
CITRUS TOWER BOULEVARD	OAKLEY SEAWAY DRIVE	SR 30	D	33,030	0	28,370	31,990	33,030	33,030	11,301	4.03%	14,821	0.47	B
CITRUS TOWER BOULEVARD	SR 30	JOHNS LAKE ROAD	D	33,030	0	28,370	31,990	33,030	33,030	11,349	4.03%	14,836	0.47	B
CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	D	33,030	0	28,370	31,990	33,030	33,030	10,621	4.03%	13,187	0.40	B
DAVID WALKER DRIVE	OLD US 441 / CR 361A	CR 19A	D	10,725	0	6,240	10,010	10,725	10,725	6,082	4.03%	7,551	0.70	C
DAVID WALKER DRIVE	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,082	4.03%	7,551	0.70	C
DAVID WALKER DRIVE	US 441	MOUNT HOMER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,243	4.03%	6,510	0.61	C
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLFING AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	4,304	4.03%	5,365	0.56	B
DEAD RIVER ROAD	WEST TERMIN	SR 18	D	10,725	0	6,240	10,010	10,725	10,725	4,463	4.03%	5,563	0.65	C
DONNELLY STREET	US 441	11TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,623	4.03%	11,950	1.11	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	9,623	4.03%	11,950	1.11	F
DUDA ROAD	CR 448A	ORANGE COUNTY LINE	C	8,820	0	0	8,820	11,700	12,510	4,170	4.03%	5,187	0.59	C
EAGLES NEST ROAD	US 27	CR 448B	D	10,725	0	6,240	10,010	10,725	10,725	2,980	4.03%	3,703	0.30	B
EAST AVENUE	CR 361	CR 448	D	10,725	0	6,240	10,010	10,725	10,725	4,964	4.03%	6,163	0.57	B
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	C	8,820	0	0	8,820	11,700	12,510	3,703	4.03%	4,600	0.52	C
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,703	4.03%	4,600	0.43	B
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,099	4.03%	3,848	0.38	B
EMPIRE CHURCH ROAD	CR 361	ANDERSON ROAD	C	8,820	0	0	8,820	11,700	12,510	1,200	4.03%	1,490	0.17	C
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	D	9,880	0	5,785	9,165	9,880	9,880	2,397	4.03%	3,224	0.33	B
ESTES ROAD	LAKE LINCOLN LANE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	2,397	4.03%	3,224	0.30	B
HUDOKA ROAD	OLD MT DORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	3,339	4.03%	4,171	0.39	B
HUCKLEBERRY ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	3,891	4.03%	4,831	0.45	B
FISH CAMP ROAD	CR 431	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	1,249	4.03%	1,551	0.14	B
FOSGATE ROAD	GRASSY LAKE ROAD	CR 30	D	10,725	0	6,240	10,010	10,725	10,725	1,033	4.03%	1,289	0.12	B
GOLFSPRINGS AVENUE	KURT STREET	SR 19 / BAY STREET	D	10,725	0	6,240	10,010	10,725	10,725	890	4.03%	1,105	0.10	B
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 401	D	10,725	0	6,240	10,010	10,725	10,725	2,091	4.03%	2,599	0.24	B
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 30	D	10,725	0	6,240	10,010	10,725	10,725	4,382	4.03%	5,469	0.53	B
N GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	D	10,725	0	6,240	10,010	10,725	10,725	570	4.03%	708	0.07	B
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	D	9,880	0	5,785	9,165	9,880	9,880	1,949	4.03%	2,420	0.24	B
GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,949	4.03%	2,420	0.23	B
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,546	4.03%	1,919	0.19	B
S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 441	D	9,880	0	5,785	9,165	9,880	9,880	1,268	4.03%	1,551	0.15	B
GRIFFIN AVENUE	US 27 / US 441	CR 33	D	10,725	0	6,240	10,010	10,725	10,725	7,611	4.03%	9,524	0.89	C
GRIFFIN AVENUE	CR 33	UNCLE DONALDS LANE	D	10,725	0	6,240	10,010	10,725	10,725	2,011	4.03%	2,497	0.23	B
GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,011	4.03%	2,497	0.23	B
GRIFFIN ROAD	US 27	LEE STREET	D	10,725	0	6,240	10,010	10,725	10,725	2,317	4.03%	2,877	0.27	B
GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,783	4.03%	4,697	0.44	B
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SOLEY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,440	4.03%	1,788	0.18	B
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,144	4.03%	1,420	0.13	B
GROVE STREET	LAKEVIEW AVENUE	GOLFSPRINGS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,867	4.03%	3,560	0.33	B
GROVE STREET	GOLFSPRINGS AVENUE	OLD MT DORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,870	4.03%	4,780	0.45	B
HANNOCK RIDGE	LAKE SHORE DRIVE	US 27	D	33,030	0	28,370	31,990	33,030	33,030	8,864	4.03%	11,005	0.33	B
N HANCOCK ROAD	CR 30	N RIDGE BOULEVARD	D	33,030	0	28,370	31,990	33,030	33,030	3,621	4.03%	4,541	0.28	B
S HANCOCK ROAD	N RIDGE BOULEVARD	SR 30	D	33,030	0	28,370	31,990	33,030	33,030	13,060	4.03%	16,215	0.49	B
S HANCOCK ROAD	SR 30	HOOK STREET	D	33,030	0	28,370	31,990	33,030	33,030	12,449	4.03%	15,457	0.47	B
S HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	D	14,830	0	8,640	13,860	14,830	14,830	11,449	4.03%	15,457	1.04	F
S HANCOCK ROAD	JOHNS LAKE ROAD	HAKI WOOD MARSH ROAD	D	14,830	0	8,640	13,860	14,830	14,830	8,941	4.03%	7,997	0.54	B
HARTWOOD MARSH ROAD	US 27	N 90 DEGREE BEND	D	18,100	1,800	4,800	12,100	18,100	23,100	10,733	4.03%	13,353	0.74	D
HARTWOOD MARSH ROAD	N 90 DEGREE BEND	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	8,653	4.03%	10,743	1.09	F
HAMELSON STREET	SR 44	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,897	4.03%	3,597	0.31	B
HAMELSON STREET	LAKEVIEW AVENUE	5TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,183	4.03%	2,688	0.25	B
HOOK STREET	LAKEVIEW AVENUE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	5,697	4.03%	7,028	0.59	C
HOOK STREET	US 27	HANCOCK ROAD	D	33,030	0	28,370	31,990	33,030	33,030	5,146	4.03%	6,389	0.19	B
HUFFSTETLER DRIVE	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	734	4.03%	911	0.08	B
JALANRY ROAD	CR 478	CR 361A	D	10,725	0	6,240	10,010	10,725	10,725	2,088	4.03%	2,592	0.24	B

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX C

LAKE COUNTY ROADWAY INVENTORY

2015 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
JOHN'S LAKE ROAD	US 27	HANCOCK ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,983	4.03%	6,187	0.58	B
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	7,601	4.03%	9,437	0.88	C
KURT STREET	DAVID WALKER DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,307	4.03%	5,556	0.52	B
W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	970	4.03%	1,204	0.11	B
E LADY LAKE BOULEVARD	US 27/US441	BERCHFIELD ROAD	D	10,725	0	6,240	10,010	10,725	10,725	307	4.03%	629	0.06	B
LAKE AVENUE / PARKVIEW AVENUE	OLD 441 / CR 306A	LAKEVIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	811	4.03%	750	0.07	B
LAKE DRIVE	SR 44	COUNTRY ROADS	C	8,820	0	0	8,820	11,700	12,510	941	4.03%	945	0.11	C
LAKE ELLA ROAD	SUNTER COUNTY LINE	US 27	D	9,880	0	5,785	9,165	9,880	9,880	1,963	4.03%	2,457	0.25	B
LAKE ERIE ROAD	CR 365	SR 13	C	8,820	0	0	8,820	11,700	12,510	578	4.03%	718	0.08	C
LAKE EUSTIS DRIVE	US 441	Clay Blvd	D	10,725	0	6,240	10,010	10,725	10,725	5,384	4.03%	6,685	0.62	C
LAKE LOUISA ROAD	LAKESHORE DRIVE	VISTA DEL LAGO BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	2,896	4.03%	3,596	0.34	B
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	3,918	4.03%	4,865	0.47	B
LAKE NAKOK DRIVE	CR 43	ANYTHER ANNA ROAD	C	8,820	0	0	8,820	11,700	12,510	1,416	4.03%	1,833	0.21	C
LAKE STREET	US 441	MAIN STREET	D	14,830	0	8,640	13,860	14,830	14,830	2,819	4.03%	3,500	0.24	B
LAKE STREET	MAIN STREET	SR 44	D	14,830	0	8,640	13,860	14,830	14,830	3,304	4.03%	4,102	0.28	B
LAKE SHORE DRIVE (CLER)	CR 361	OSWALT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,903	4.03%	2,363	0.22	B
LAKE SHORE DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	8,014	4.03%	9,950	0.93	C
LAKE SHORE DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	10,725	1,800	2,400	11,300	10,200	20,800	15,190	4.03%	19,135	0.93	D
LAKE SHORE DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 5B	D	10,725	0	6,240	10,010	10,725	10,725	4,685	4.03%	6,078	0.57	B
W LAKEVIEW AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	3,136	4.03%	3,854	0.36	B
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	D	10,725	0	6,240	10,010	10,725	10,725	4,338	4.03%	5,634	0.53	B
CANE PARK CUTOFF	SR 19	CR 361	D	10,725	0	6,240	10,010	10,725	10,725	1,443	4.03%	1,792	0.17	B
LEE STREET	GRIFFIN ROAD	US 441	D	14,830	0	8,640	13,860	14,830	14,830	2,196	4.03%	2,851	0.19	B
LEE STREET	US 441	MAIN STREET	D	14,830	0	8,640	13,860	14,830	14,830	2,776	4.03%	3,198	0.22	B
WILSON LAKE PARKWAY	US 27	LEBBY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	481	4.03%	597	0.06	B
E LIMIT AVENUE	DONNELLY STREET	US 441	E	10,725	0	6,240	10,010	10,725	10,725	1,911	4.03%	2,374	0.22	B
LONG OAK DRIVE	MAIN STREET	SR 44	D	14,830	0	8,640	13,860	14,830	14,830	2,870	4.03%	3,563	0.24	B
LOG HOUSE ROAD	CR 361	LAKE SHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,612	4.03%	3,243	0.30	B
E MAIN STREET	SR 19	CR 432 / ST CLAIR ABRAMS STREET	D	10,725	0	6,240	10,010	10,725	10,725	8,931	4.03%	8,607	0.80	C
MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,307	2.70%	11,049	0.67	C
MAIN STREET (LEESBURG)	THOMAS AVENUE	SR 19	D	16,500	0	9,600	15,400	16,500	16,500	9,307	2.70%	11,049	0.67	C
MAIN STREET (LEESBURG)	LEE STREET	LEE STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	12,588	0.76	C
MAIN STREET (LEESBURG)	CANAL STREET	CANAL STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	12,588	0.76	C
MAIN STREET (LEESBURG)	LAKE STREET	LAKE STREET	D	16,500	0	9,600	15,400	16,500	16,500	9,196	2.70%	6,039	0.37	B
MAIN STREET (LEESBURG)	LAKE STREET	DENUE AVENUE / SR 44	D	16,500	0	9,600	15,400	16,500	16,500	4,830	2.70%	5,637	0.34	B
MAIN STREET (SR 44)	DENUE AVENUE / SR 44	US 441	D	16,500	0	9,600	15,400	16,500	16,500	4,075	2.70%	4,713	0.29	B
MARION COUNTY ROAD	CR 35	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,860	4.03%	2,309	0.22	B
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	C	8,820	0	0	8,820	11,700	12,510	1,860	4.03%	2,309	0.26	C
MARCOITTE EMPHRE ROAD	SR 30	EMPIRE CHURCH ROAD	C	8,820	0	0	8,820	11,700	12,510	586	4.03%	728	0.08	C
MGLENDON STREET	CLAY AVENUE	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	264	4.03%	328	0.03	B
MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 466A	D	9,880	0	5,785	9,165	9,880	9,880	2,260	4.03%	2,806	0.28	B
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 306A	E	10,725	0	6,240	10,010	10,725	10,725	2,181	4.03%	1,466	0.14	B
NIT HOMER ROAD	CR 39A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	370	4.03%	211	0.02	B
NIT HOMER ROAD	US 441	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,354	4.03%	1,718	0.16	B
NIT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,913	4.03%	4,881	0.45	B
OLD 441	SR 19	SR 19	D	36,700	0	29,300	33,300	36,700	36,700	16,077	2.70%	16,661	0.51	B
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	E	10,725	0	6,240	10,010	10,725	10,725	1,721	4.03%	2,142	0.20	B
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	E	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	2,168	0.20	B
OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	5,894	0.55	B
OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	5,894	0.55	B
ORANGE AVENUE	SR 19	HASELTON STREET	D	36,700	0	29,300	33,300	36,700	36,700	11,438	2.70%	13,293	0.36	B
ORANGE AVENUE	HASELTON STREET	CR 44B	D	16,500	0	9,600	15,400	16,500	16,500	11,207	2.70%	13,025	0.79	C
OSWALT ROAD	LAKE SHORE DRIVE	EDGEWATER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,394	4.03%	4,214	0.39	B
PALMETTO DRIVE	SUNSET AVENUE	CR 33	C	10,010	0	6,240	10,010	10,725	10,725	543	4.03%	674	0.07	B
PRESCOTT STREET	BATES AVENUE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	436	4.03%	566	0.05	B
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,211	4.03%	3,994	0.37	B
RADIO ROAD	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,980	4.03%	8,666	0.81	C
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	15,500	1,100	3,900	10,000	15,500	20,400	10,930	4.03%	13,571	0.88	D
ROLLING ACRES ROAD	OAK STREET	CR 466	D	10,725	0	6,240	10,010	10,725	10,725	9,331	4.03%	11,834	1.10	F
ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,826	4.03%	2,267	0.23	B
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	D	9,880	0	5,785	9,165	9,880	9,880	2,143	4.03%	2,661	0.27	B
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	2,893	4.03%	3,592	0.36	B
ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	C	8,820	0	0	8,820	11,700	12,510	1,289	4.03%	1,576	0.18	C
SHAY BOULEVARD	TARSON BOULEVARD	GRIFFIN AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,312	4.03%	2,920	0.27	B
SHIRLEY SHORES ROAD	CR 44B	DEER ISLAND ROAD	C	8,820	0	0	8,820	11,700	12,510	2,127	4.03%	2,641	0.30	C
SLEEPY HOLLOW ROAD	US 441	SUNNYVALE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,380	4.03%	2,955	0.28	B
SR 19	MARION COUNTY LINE	CR 441A	C	14,200	0	7,800	14,200	20,000	25,000	2,611	2.07%	1,611	0.15	B
SR 19	CR 441A	CR 443	C	14,200	0	7,800	14,200	20,000	25,000	3,438	2.07%	3,864	0.27	B
SR 19	CR 443	CR 42	C	14,200	0	7,800	14,200	20,000	25,000	4,231	2.07%	4,785	0.34	B
SR 19	CR 42	BAKER ROAD	C	14,200	0	7,800	14,200	20,000	25,000	11,972	2.07%	13,456	0.95	C
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	2.07%	13,456	0.82	C
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	2.07%	13,456	0.82	C

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SR 19	CR 450 (OCALA STREET)	CR 450A	D	36,700	0	29,300	33,300	36,700	36,700	11,193	2.07%	19,324	0.53	B
SR 19	CR 450A	CR 19A	D	36,700	0	29,300	33,300	36,700	36,700	18,388	2.07%	16,420	0.50	B
SR 19	CR 19A	CR 44	D	36,700	0	29,300	33,300	36,700	36,700	18,388	2.07%	16,420	0.50	B
SR 19	CR 44	CR 452	D	36,700	0	29,300	33,300	36,700	36,700	15,818	2.07%	17,824	0.49	B
SR 19 (S)	CR 452	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	2.10%	15,968	0.73	B
SR 19 (S)	ORANGE AVENUE	CR 452	D	22,020	0	17,580	21,300	22,020	22,020	15,744	2.10%	17,727	0.81	C
SR 19 (S)	STEVENS AVE	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	15,744	2.10%	17,727	0.81	C
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	2.10%	15,968	0.73	B
SR 19	STEVENS AVE	GOLF LINKS AVENUE	D	36,700	0	29,300	33,300	36,700	36,700	28,107	2.07%	29,343	0.80	C
SR 19	GOLF LINKS AVENUE	US 441	D	36,700	0	29,300	33,300	36,700	36,700	18,077	2.07%	20,318	0.55	B
SR 19 (DUNCAN DRIVE)	US 441	CR 500A/ LAKE SHORE BOULEVARD	D	33,200	0	0	25,000	33,200	33,100	14,447	2.07%	16,238	0.49	C
SR 19	CR 500A/ LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	D	33,200	0	0	25,000	33,200	33,100	14,447	2.07%	16,238	0.49	C
SR 19	CR 452 (MAIN STREET)	CR 361	D	33,200	0	0	25,000	33,200	33,100	24,876	2.07%	27,735	0.84	C
SR 19	CR 361	LAKE HARRIS NORTH END	D	22,200	0	7,800	15,600	22,200	27,900	24,876	2.07%	27,735	1.25	E
SR 19	LAKE HARRIS NORTH END	CR 48	C	15,100	0	8,000	15,100	21,100	26,800	12,391	2.07%	13,927	0.93	C
SR 19	CR 48	CENTRAL AVENUE	C	14,100	0	8,900	14,100	15,200	15,200	7,641	2.07%	7,914	0.56	B
SR 19	CENTRAL AVENUE	CR 453	C	15,100	0	8,000	15,100	21,100	26,800	7,641	2.07%	7,914	0.52	B
SR 19	CR 453	US 27/ SR 25	C	15,100	0	8,000	15,100	21,100	26,800	6,901	2.07%	7,756	0.51	B
SR 19	US 27/ SR 25	CR 476	C	15,100	0	8,000	15,100	21,100	26,800	3,356	2.07%	6,245	0.55	C
SR 19	CR 476	LAKE CATHERINE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	7,356	2.07%	8,245	0.55	C
SR 19	LAKE CATHERINE ROAD	SR 50/ SR 33	C	15,100	0	8,000	15,100	21,100	26,800	9,426	2.07%	10,594	0.70	C
SR 19	SR 50/ SR 33	ANDERSON ROAD	D	16,500	0	9,600	15,400	16,500	16,500	6,420	2.10%	7,461	0.45	B
SR 13	ANDERSON ROAD	CR 561B	C	14,200	0	7,800	14,200	20,000	25,600	6,494	2.10%	7,547	0.53	B
SR 13	CR 561B	CR 561	C	14,200	0	7,800	14,200	20,000	25,600	4,963	2.10%	5,791	0.41	B
SR 13	CR 561	CR 474	C	14,200	0	7,800	14,200	20,000	25,600	4,215	2.10%	5,545	0.42	B
SR 13	CR 474	POLK COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	3,919	2.10%	4,855	0.32	B
SR 40	MARION COUNTY LINE	CR 441A	C	14,200	0	7,800	14,200	20,000	25,600	3,931	2.10%	4,873	0.32	B
SR 40	CR 441A	RIVER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	6,140	2.10%	7,136	0.50	B
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	7,306	2.10%	8,491	0.60	C
SR 44	SUMTER COUNTY LINE	CR 468	D	36,700	0	29,300	33,300	36,700	36,700	18,170	2.10%	21,512	0.59	B
SR 44	CR 468	S LONE OAK DRIVE	D	36,700	0	29,300	33,300	36,700	36,700	15,303	2.10%	15,593	0.43	B
SR 44	S LONE OAK DRIVE	US 27	D	36,700	0	29,300	33,300	36,700	36,700	17,131	2.10%	19,910	0.54	B
SR 44	US 27	S 91TH STREET	D	36,700	0	29,300	33,300	36,700	36,700	22,763	2.10%	26,455	0.72	B
SR 44	S 91TH STREET	CANAL STREET	D	36,700	0	29,300	33,300	36,700	36,700	22,213	2.10%	25,818	0.70	B
SR 44	CANAL STREET	S LAKE STREET	D	36,700	0	29,300	33,300	36,700	36,700	22,213	2.10%	25,818	0.70	B
SR 44	S LAKE STREET	E MAIN STREET	D	36,700	0	29,300	33,300	36,700	36,700	15,976	2.10%	22,031	0.60	B
SR 44	E MAIN STREET	US 441	D	33,200	0	0	25,000	33,200	33,100	15,711	2.09%	22,954	0.69	C
SR 44	CR 44B	GRIFFIN LANE	D	36,700	0	29,300	33,300	36,700	36,700	9,948	2.10%	11,561	0.32	B
SR 44	GRIFFIN LANE	CR 439	C	35,500	0	29,300	33,300	36,700	36,700	9,948	2.10%	11,561	0.33	B
SR 44	CR 439	CR 437	C	35,500	0	29,300	33,300	36,700	36,700	9,948	2.10%	11,561	0.33	B
SR 44	CR 437	CR 46A	C	15,100	0	8,000	15,100	21,100	26,800	8,209	2.10%	9,640	0.63	C
SR 44	CR 46A	CR 44A	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.10%	7,518	0.53	B
SR 44	CR 44A	OVERLOOK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.10%	7,518	0.53	B
SR 44	OVERLOOK DRIVE	CR 43	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.10%	7,518	0.53	B
SR 44	CR 43	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.10%	7,518	0.53	B
SR 46	US 441	VISTA VIEW	D	16,500	0	9,600	15,400	16,500	16,500	8,798	2.10%	11,387	0.69	C
SR 46	VISTA VIEW	ROUND LAKE ROAD	C	14,100	0	8,900	14,100	15,200	15,200	9,798	2.10%	11,387	0.81	C
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.10%	16,058	1.14	F
SR 46	CR 437 SOUTH	CR 437 NORTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.10%	16,058	1.14	F
SR 46	CR 437 NORTH	CR 435	C	14,100	0	8,900	14,100	15,200	15,200	15,003	2.10%	17,460	1.24	F
SR 46	CR 435	CR 46A	C	14,200	0	7,800	14,200	20,000	25,600	15,003	2.10%	17,460	1.23	D
SR 46	CR 46A	SEMINOLE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	16,333	2.10%	16,984	1.34	D
SR 50	SUMTER COUNTY LINE	CR 561/ BAY LAKE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	12,060	2.10%	14,016	0.93	C
SR 50	CR 561/ BAY LAKE ROAD	CR 33	D	22,200	0	7,800	15,600	22,200	27,900	12,060	2.10%	14,016	0.83	C
SR 50	CR 33	GROVELAND FARMS ROAD	D	36,700	0	29,300	33,300	36,700	36,700	21,946	2.10%	25,505	0.69	B
SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	D	36,700	0	29,300	33,300	36,700	36,700	21,946	2.10%	25,505	0.69	B
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	11,240	2.10%	13,781	0.63	B
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	D	22,020	0	17,580	21,300	22,020	22,020	11,088	2.10%	12,484	0.57	B
SR 50 (W)	SR 33 SOUTH	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.10%	15,504	0.70	B
SR 50 (E)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	11,132	2.10%	12,534	0.57	B
SR 50	SR 33 SOUTH	CR 561A NORTH	D	36,700	0	29,300	33,300	36,700	36,700	22,901	2.09%	24,963	0.68	B
SR 50	CR 561A NORTH	CR 561	D	36,700	0	29,300	33,300	36,700	36,700	22,858	2.07%	25,737	0.70	B
SR 50	CR 561	EAST AVENUE	D	36,700	0	29,300	33,300	36,700	36,700	23,061	2.07%	26,168	0.77	B
SR 50	EAST AVENUE	US 27	D	36,700	0	29,300	33,300	36,700	36,700	31,793	2.07%	36,558	1.00	F
SR 50	US 27	HANCOCK ROAD	D	35,500	0	45,000	53,700	53,300	53,300	39,083	2.07%	43,928	0.79	B
SR 50	HANCOCK ROAD	CR 455	D	35,500	0	45,000	53,700	53,300	53,300	48,430	2.07%	55,546	1.00	F
SR 50	CR 455	ORANGE COUNTY LINE	D	35,500	0	45,000	53,700	53,300	53,300	48,430	2.07%	55,546	1.00	F
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	C	57,600	0	42,600	57,600	68,700	73,600	37,300	3.99%	46,238	0.80	C
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/ SR 25	C	57,600	0	42,600	57,600	68,700	73,600	37,900	3.99%	46,982	0.83	C
SR 91 (FLORIDA TURNPIKE)	US 27/ SR 25	US 27/ SR 25/ SR 19 INTERCHANGE	C	57,600	0	42,600	57,600	68,700	73,600	37,700	3.99%	46,536	0.70	B
SR 91 (FLORIDA TURNPIKE)	US 27/ SR 25/ SR 19 INTERCHANGE	ORANGE COUNTY LINE	C	57,600	0	42,600	57,600	68,700	73,600	43,200	3.99%	53,552	0.93	C
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,177	4.03%	3,945	0.37	B

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX C

LAKE COUNTY ROADWAY INVENTORY

2015 LOS ANALYSIS

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2015		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	D	10,725	0	6,240	10,010	10,725	10,725	1,421	4.03%	1,764	0.16	B
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,767	4.03%	2,194	0.20	B
THOMAS AVENUE	CR 460	CR 44A	D	10,725	0	6,240	10,010	10,725	10,725	6,681	4.03%	8,288	0.77	C
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,255	4.03%	7,766	0.73	C
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 30	D	10,725	0	6,240	10,010	10,725	10,725	1,941	4.03%	2,410	0.22	B
TUSCANOGA ROAD	SUMMIT COUNTY LINE	EGG ROAD	C	9,800	0	0	9,800	13,000	13,000	465	4.03%	577	0.06	C
TUSCANOGA ROAD	EGG ROAD	SR 30	C	13,360	0	8,640	13,360	14,850	14,850	1,807	4.03%	2,344	0.15	B
UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	C	10,010	0	6,240	10,010	10,725	10,725	791	4.03%	982	0.10	B
US 192	US 27	ORANGE COUNTY LINE	C	48,600	0	41,300	48,600	51,000	51,000	50,008	2.07%	56,208	1.16	F
US 27/US 441	SUMMIT COUNTY LINE	GRIFFIN AVENUE	D	50,300	0	0	39,000	50,300	51,100	28,348	2.07%	31,885	0.63	C
US 27/US 441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	D	33,200	0	0	25,000	33,200	33,100	25,802	2.07%	28,776	0.87	D
US 27/US 441	ALT US 441 / ALT US 27	CR 466	D	36,700	0	29,300	33,300	36,700	36,700	25,802	2.07%	28,776	0.78	B
US 27/US 441	CR 466	LAKE ELLA ROAD	D	36,700	0	29,300	33,300	36,700	36,700	23,203	2.07%	26,197	0.99	D
US 27/US 441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	D	36,700	0	29,300	33,300	36,700	36,700	26,660	2.07%	29,965	0.82	C
US 27/US 441	CR 466A / MILLER BOULEVARD	CR 460** / MARTIN LUTHER KING BLVD	D	36,700	0	29,300	33,300	36,700	36,700	21,784	2.07%	26,859	1.00	F
US 27/US 441	CR 460** / MARTIN LUTHER KING BLVD	CR 466A (LEE ROAD)	D	36,700	0	29,300	33,300	36,700	36,700	45,264	2.07%	50,675	1.39	F
US 27/US 441	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	D	36,700	0	29,300	33,300	36,700	36,700	45,264	2.07%	50,675	1.39	F
US 27/US 441	CR 44A / GRIFFIN ROAD	US 27/US 441 SPLIT	D	50,300	0	0	39,000	50,300	51,100	45,264	2.07%	50,675	1.01	E
US 27/US 25	US 27/US 441 SPLIT	MAIN STREET	D	33,200	0	0	25,000	33,200	33,100	26,197	2.07%	29,444	0.99	D
US 27/US 25	MAIN STREET	SR 44	D	33,200	0	0	25,000	33,200	33,100	23,336	2.07%	26,454	0.80	D
US 27/US 25	SR 44	CR 25A (SOUTH)	D	33,200	0	0	25,000	33,200	33,100	33,142	2.07%	37,250	1.12	F
US 27/US 25	CR 25A (SOUTH)	CR 33	D	33,200	0	0	25,000	33,200	33,100	33,696	2.07%	36,749	1.11	F
US 27/US 25	CR 33	CR 48	D	36,700	0	29,300	33,300	36,700	36,700	32,696	2.07%	36,749	1.00	F
US 27/US 25	CR 48	PLANTATION BOULEVARD	D	36,700	0	29,300	33,300	36,700	36,700	22,811	2.07%	24,560	0.67	B
US 27/US 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	C	31,100	0	28,900	32,100	33,800	33,800	24,560	2.07%	24,560	0.77	C
US 27/US 25	FLORIDA TURNPIKE	SR 19	C	31,100	0	28,900	32,100	33,800	33,800	19,566	2.07%	22,028	0.69	B
US 27/US 25	SR 19	CR 361	C	31,100	0	28,900	32,100	33,800	33,800	15,833	2.07%	17,571	0.53	B
US 27/US 25	CR 361	CR 361A	C	31,100	0	29,300	33,300	36,700	36,700	24,611	2.07%	27,662	0.78	B
US 27/US 25	CR 361A	CR 361 / MAIN AVENUE	C	31,100	0	29,300	33,300	36,700	36,700	28,963	2.07%	32,583	0.92	C
US 27/US 25	CR 361 / MAIN AVENUE	CR 30	C	31,100	0	29,300	33,300	36,700	36,700	28,963	2.07%	32,583	0.92	C
US 27/US 25	CR 30	GRAND HIGHWAY	C	31,100	0	29,300	33,300	36,700	36,700	28,245	2.07%	31,746	0.89	C
US 27/US 25	GRAND HIGHWAY	SR 30	C	31,100	0	29,300	33,300	36,700	36,700	21,678	2.07%	24,368	0.69	B
US 27/US 25	SR 30	JOHNS LAKE ROAD	C	31,100	0	29,300	33,300	36,700	36,700	21,528	2.07%	25,436	1.00	C
US 27/US 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	C	31,100	0	29,300	33,300	36,700	36,700	26,219	2.07%	29,469	0.83	C
US 27/US 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	C	31,100	0	29,300	33,300	36,700	36,700	22,370	2.07%	25,143	0.71	B
US 27/US 25	LAKE LOUISA ROAD	CR 474	C	48,600	0	31,400	48,600	58,000	66,600	22,125	2.07%	24,879	0.57	B
US 27/US 25	CR 474	US 192	C	48,600	0	41,300	48,600	51,000	51,000	21,226	2.07%	35,097	0.72	B
US 441 / SK 500	US 27/US 441 SPLIT	LEE STREET	D	33,200	0	0	25,000	33,200	33,100	29,097	2.07%	32,659	0.98	D
US 441 / SK 500	LEE STREET	N CANNAL STREET	D	33,200	0	0	25,000	33,200	33,100	29,834	2.07%	33,308	1.00	E
US 441 / SK 500	N CANNAL STREET	E DIXIE AVENUE	D	33,200	0	0	25,000	33,200	33,100	29,726	2.07%	33,411	1.01	E
US 441 / SK 500	E DIXIE AVENUE	E MAIN STREET	D	33,200	0	45,000	33,700	33,300	33,300	43,634	2.07%	49,043	0.89	C
US 441 / SK 500	E MAIN STREET	CR 44	D	33,200	0	45,000	33,700	33,300	33,300	43,593	2.07%	48,952	0.89	C
US 441 / SK 500	CR 44	RADIO ROAD	D	33,200	0	45,000	33,700	33,300	33,300	43,593	2.07%	48,952	0.89	C
US 441 / SK 500	RADIO ROAD	CR 473	D	33,200	0	45,000	33,700	33,300	33,300	37,734	2.07%	42,412	0.77	B
US 441 / SK 500	CR 473	OLD US 441 / CR 300A	D	33,200	0	45,000	33,700	33,300	33,300	37,734	2.07%	42,412	0.77	B
US 441 / SK 500	OLD US 441 / CR 300A	SR 19 / DUNCAN DRIVE	D	33,200	0	45,000	33,700	33,300	33,300	23,397	2.07%	26,297	0.48	B
US 441 / SK 500	SR 19 / DUNCAN DRIVE	CR 473 / ST CLAIR ABRAMS AVENUE	D	33,200	0	45,000	33,700	33,300	33,300	36,760	2.07%	41,317	0.75	B
US 441 / SK 500	CR 473 / ST CLAIR ABRAMS AVENUE	CR 473 / LAKE EUGENIE DRIVE	D	33,200	0	45,000	33,700	33,300	33,300	36,760	2.07%	41,317	0.75	B
US 441 / SK 500	CR 473 / LAKE EUGENIE DRIVE	DAVID WALKER DRIVE	D	33,200	0	45,000	33,700	33,300	33,300	36,760	2.07%	41,317	0.75	B
US 441 / SK 500	DAVID WALKER DRIVE	SR 19 / BAY STREET	D	33,200	0	45,000	33,700	33,300	33,300	37,591	2.07%	42,251	0.76	B
US 441 / SK 500	SR 19 / BAY STREET	OLD MY DORA ROAD	D	33,200	0	45,000	33,700	33,300	33,300	31,596	2.07%	36,637	0.66	B
US 441 / SK 500	OLD MY DORA ROAD	DONNELLY STREET	D	33,200	0	45,000	33,700	33,300	33,300	31,596	2.07%	36,637	0.66	B
US 441 / SK 500	DONNELLY STREET / SK 44	WOLF BRANCH ROAD	D	33,200	0	45,000	33,700	33,300	33,300	25,888	2.07%	28,872	0.52	B
US 441 / SK 500	WOLF BRANCH ROAD	SR 46	D	33,200	0	45,000	33,700	33,300	33,300	26,320	2.07%	29,554	0.54	B
US 441 / SK 500	SR 46	ORANGE COUNTY LINE	D	33,200	0	45,000	33,700	33,300	33,300	21,304	2.07%	23,945	0.43	B
VISTA DEL LAGO BOULEVARD	US 27		D	10,725	0	6,240	10,010	10,725	10,725	1,424	4.03%	1,768	0.16	B
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,496	4.03%	3,099	0.29	B
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 44B	D	10,725	0	6,240	10,010	10,725	10,725	4,542	4.03%	5,639	0.53	B
WELLS AVENUE	SR 19	E MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	1,591	4.03%	1,977	0.18	B
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	7,849	4.03%	9,745	0.91	C
WOLF BRANCH ROAD	BRITT ROAD	CR 41	D	9,880	0	7,881	9,164	9,880	9,880	3,319	4.03%	4,121	0.42	B
WOODLEA ROAD	LAKE PARK ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,681	4.03%	3,334	0.31	B

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS
E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volume					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,897	4.03%	7,192	0.87	C
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,879	4.03%	3,089	0.29	B
ARDICE AVENUE	NURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	5,115	4.03%	9,436	0.88	C
ARLINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	1,195	4.03%	2,205	0.21	B
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUMTER COUNTY LINE	CR 33	C	8,820	0	0	8,820	11,700	12,510	854	4.03%	1,576	0.18	C
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,283	4.03%	2,388	0.22	B
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,322	4.03%	2,440	0.23	B
BAY ROAD	BAY ROAD / CR 19A	OLD US 441 / CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	2,717	4.03%	5,014	0.47	B
BAY ROAD	OLD US 441 / CR 300A	CR 452 / LAKE SHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,529	4.03%	2,822	0.26	B
BLACKSTILL LAKE ROAD	FOSSGATE ROAD	CR 30	D	9,880	0	5,785	9,165	9,880	9,880	2,549	4.03%	4,704	0.48	B
BRIDGES ROAD	CR 33	US 27	D	9,880	0	5,785	9,165	9,880	9,880	789	4.03%	1,456	0.15	B
BRITT ROAD	SR 44	HORSE RANCH ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,774	4.03%	3,274	0.31	B
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,774	4.03%	3,274	0.31	B
CR 19A (DORA AVENUE)	LAKE DORA DRIVE	CR 300A OLD 441	D	10,725	0	6,240	10,010	10,725	10,725	990	4.03%	1,844	0.17	B
CR 19A (DORA AVENUE)	CR 300A OLD 441	DAVID WALKER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,247	4.03%	9,884	0.90	C
CR 19A (DORA AVENUE)	DAVID WALKER ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,440	4.03%	8,194	0.76	C
CR 19A	CR 44	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	1,997	4.03%	3,888	0.34	B
CR 19A (BAY ROAD)	US 441	BAY ROAD	D	16,500	0	9,600	15,400	16,500	16,500	12,212	2.70%	19,144	1.16	F
CR 19A	BAY ROAD / CR 19A	CR 44 / CR 300A	D	16,500	0	9,600	15,400	16,500	16,500	7,182	2.70%	11,259	0.68	C
CR 25 / ALT 27	MARION COUNTY LINE	GRIFFIN AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	6,505	2.70%	10,198	0.62	C
CR 25 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	D	16,500	0	9,600	15,400	16,500	16,500	6,390	2.70%	10,017	0.61	C
CR 25A (FRUIT PARK)	US 27 (NORTH)	CR 44A	D	10,725	0	6,240	10,010	10,725	10,725	5,803	4.03%	10,710	0.95	D
CR 25A (FRUIT PARK)	CR 44A	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	4,402	4.03%	8,120	0.76	C
CR 25A (LEESBURG)	US 27 (NORTH)	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	338	4.03%	624	0.06	B
CR 33	US 27	CR 48 (NORTH)	D	16,500	0	9,600	15,400	16,500	16,500	8,151	2.70%	12,778	0.77	C
CR 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	D	22,200	0	7,800	15,600	22,200	27,900	7,623	4.03%	14,089	0.63	C
CR 33	CR 48 / LEESBURG HIGHWAY	BRIDGES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,238	4.03%	7,822	0.37	B
CR 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,522	4.03%	8,346	0.40	C
CR 33	PEBBLE ROCK ROAD	SR 30	D	22,200	0	7,800	15,600	22,200	27,900	4,522	4.03%	8,346	0.38	C
CR 42	MARION COUNTY LINE	SR 19	C	14,200	0	7,800	14,200	20,000	25,600	3,240	4.03%	5,980	0.42	B
CR 42	SR 19	CR 450	D	21,100	0	8,000	15,100	21,100	26,800	2,638	4.03%	4,869	0.23	B
CR 42	CR 450	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	3,411	4.03%	6,406	0.45	B
CR 42	CR 439	CENTRAL AVENUE	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	5,551	0.39	B
CR 42	CENTRAL AVENUE	PALMETTO STREET	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	5,551	0.39	B
CR 42	PALMETTO STREET	LAKE MACK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	7,421	0.52	B
CR 42	LAKE MACK DRIVE	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	7,421	0.52	B
CR 435	SR 46	DUBSDREAD DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	5,990	4.03%	11,055	0.74	C
CR 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,566	4.03%	8,427	0.57	B
CR 437	CR 44A	SR 44	D	13,680	0	8,010	12,690	13,680	13,680	4,162	4.03%	7,681	0.56	B
CR 437	SR 44	WOLF BRANCH ROAD	D	13,680	0	8,010	12,690	13,680	13,680	5,247	4.03%	9,884	0.71	C
CR 437	WOLF BRANCH ROAD	SR 46	D	13,680	0	8,010	12,690	13,680	13,680	7,879	4.03%	14,541	1.06	F
CR 437	SR 46	ORANGE COUNTY LINE	D	13,680	0	8,010	12,690	13,680	13,680	6,095	4.03%	11,249	0.82	C
CR 439	CR 42	CR 44A	C	9,800	0	0	9,800	13,000	13,900	2,220	4.03%	4,067	0.42	C
CR 439	CR 44A	SR 44	C	9,800	0	0	9,800	13,000	13,900	3,071	4.03%	5,668	0.58	C
CR 44	US 441	SILVER LAKE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,710	4.03%	16,075	1.08	F
CR 44	SILVER LAKE ROAD	CR 473	D	13,680	0	8,010	12,690	13,680	13,680	7,980	4.03%	14,891	1.07	F
CR 44	CR 473	APIARY ROAD	D	14,850	0	8,640	13,860	14,850	14,850	14,176	4.03%	26,163	1.76	F
CR 44	APIARY ROAD	CR 452	D	14,850	0	8,640	13,860	14,850	14,850	11,856	4.03%	21,881	1.47	F
CR 44	CR 452	SR 19	D	14,850	0	8,640	13,860	14,850	14,850	11,851	4.03%	21,872	1.47	F
CR 44	SR 19	HICKS DITCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	9,242	4.03%	17,057	1.15	F
CR 44	HICKS DITCH ROAD	CR 44A	D	13,680	0	8,010	12,690	13,680	13,680	8,328	4.03%	15,370	1.12	F
CR 44 (DELAND ROAD)	CR 44A	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	7,039	4.03%	12,961	0.87	C
CR 44 LEG A	CR 44	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,261	4.03%	2,327	0.22	B
CR 445	SR 19	NF 352	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	1,120	0.08	B
CR 445	NF 352	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	1,120	0.08	B
CR 445A	SR 19	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	888	4.03%	1,639	0.12	B
CR 445A	CR 445	SR 40	C	14,200	0	7,800	14,200	20,000	25,600	1,520	4.03%	2,805	0.20	B
CR 448	SR 19	CR 561	D	14,850	0	8,640	13,860	14,850	14,850	2,699	4.03%	4,981	0.34	B
CR 448	CR 561	LAKE INDUSTRIAL BOULEVARD	D	22,200	0	7,800	15,600	22,200	27,900	6,133	4.03%	11,319	0.51	C
CR 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	4,805	4.03%	8,868	0.62	C
CR 448A	CR 448	CR 48	C	8,820	0	0	8,820	11,700	12,510	3,615	4.03%	6,674	0.76	C
CR 448A	CR 48	SOUTH TERMINI	C	8,820	0	0	8,820	11,700	12,510	939	4.03%	1,765	0.05	C
CR 448 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,356	4.03%	4,184	0.39	B
CR 448 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	2,356	4.03%	4,184	0.39	B
CR 44A (LAKESIDE AVENUE / ROSE STREET)	SR 19	SKYLINE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	911	4.03%	1,681	0.16	B
CR 44A	SKYLINE DRIVE	CR 450A / CR 44A	D	9,880	0	5,785	9,165	9,880	9,880	1,300	4.03%	2,369	0.24	B

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	AADT
C.R. 44A (ESTES ROAD)	CR 450A	DELAND ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	2,043	0.21	B
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	8,436	4.03%	15,569	1.45	F
C.R. 44A	DELAND ROAD	ESTES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,412	4.03%	8,143	0.39	C
C.R. 44A	ESTES ROAD	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	4,134	4.03%	7,830	0.34	B
C.R. 44A	CR 439	CR 437	C	14,200	0	7,800	14,200	20,000	25,600	4,117	4.03%	7,598	0.34	B
C.R. 44A	CR 437	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	1,167	4.03%	2,154	0.15	B
SR 44 (OLD CR. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	D	33,030	0	26,370	31,950	33,030	33,030	12,227	4.03%	22,566	0.68	B
SR 44 (OLD CR. 44B)	US 441	WAYCROSS AVENUE	D	34,865	0	27,835	33,725	34,865	34,865	18,453	4.03%	34,056	0.98	D
C.R. 44C (BUDORA ROAD)	US 441	CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	9,446	4.03%	17,433	1.63	F
C.R. 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,697	4.03%	9,222	0.62	C
C.R. 450	MARION COUNTY LINE	BABS ROAD	C	8,820	0	8,820	11,700	12,510	1,391	4.03%	2,383	0.27	C	
C.R. 450	BABS ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,366	4.03%	4,367	0.41	B
C.R. 450	SR 19	E UMATILLA BOULEVARD W 7TH STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,392	4.03%	7,346	0.69	C
C.R. 450	E UMATILLA BOULEVARD W 7TH STREET	CR 42	D	9,880	0	5,785	9,165	9,880	9,880	3,392	4.03%	7,346	0.74	C
C.R. 450A	SR 19	CR 44A NORTH	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	2,043	0.21	B
C.R. 452	MARION COUNTY LINE	FELKINS ROAD	C	8,820	0	8,820	11,700	12,510	5,382	4.03%	9,893	1.13	D	
C.R. 452	FELKINS ROAD	SANDY LANE	D	10,725	0	6,240	10,010	10,725	10,725	5,382	4.03%	9,893	0.93	C
C.R. 452	SANDY LANE	LAKE LANDING BOULEVARE	D	9,880	0	5,785	9,165	9,880	9,880	7,105	4.03%	13,113	1.33	F
C.R. 452	LAKE LANDING BOULEVARE	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	7,105	4.03%	13,113	1.22	F
C.R. 452 (EUSTIS)	CR 44 / CR 452	CR 300A	D	14,850	0	8,640	13,860	14,850	14,850	10,701	4.03%	10,749	1.33	F
C.R. 452 (ST CLAIR ABRAMS AVENUE)	US 441	CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	6,201	0.38	B
C.R. 452 (ST CLAIR ABRAMS AVENUE)	CR 300A	CR 452 / EAST MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	6,201	0.38	B
C.R. 452 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,922	4.03%	3,547	0.33	B
C.R. 452 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,261	4.03%	2,512	0.23	B
C.R. 452 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,383	4.03%	2,666	0.24	B
C.R. 452 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR 300A	D	10,725	0	6,240	10,010	10,725	10,725	1,383	4.03%	2,666	0.24	B
C.R. 452 (LAKESHORE DRIVE)	OLD US 441 / CR 300A	11TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	642	4.03%	1,186	0.11	B
C.R. 455	SR 19	CR 561	D	21,100	0	8,000	15,100	21,100	26,800	2,374	2.70%	3,722	0.18	B
C.R. 455	CR 561	CR 561A	D	21,100	0	8,000	15,100	21,100	26,800	1,343	2.70%	2,106	0.10	B
C.R. 455	CR 561A	RIDGEWOOD AVENUE	D	9,880	0	5,785	9,165	9,880	9,880	2,456	4.03%	4,533	0.46	B
C.R. 455	RIDGEWOOD AVENUE	CR 455 / CR 50	D	9,880	0	5,785	9,165	9,880	9,880	4,755	4.03%	8,776	0.89	C
C.R. 455	CR 455 / CR 50	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	5,648	4.03%	10,424	0.97	D
C.R. 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	D	14,850	0	8,640	13,860	14,850	14,850	5,174	4.03%	9,540	0.64	C
C.R. 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	D	14,850	0	8,640	13,860	14,850	14,850	4,412	4.03%	8,143	0.55	B
C.R. 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	D	33,800	0	26,900	32,100	33,800	33,800	16,814	2.70%	28,359	0.78	B
C.R. 466	ROLLING ACRES ROAD	US 27	D	16,500	0	9,800	15,400	16,500	16,500	8,703	2.70%	13,843	0.83	C
C.R. 466 / LAKE GRIFFIN ROAD	US 27 / US 441	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,250	4.03%	4,183	0.39	B
C.R. 466 / LAKE GRIFFIN ROAD	GRAYS AIRPORT ROAD	MARION COUNTY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,250	4.03%	4,183	0.42	B
C.R. 466A	SUMTER COUNTY LINE	CR 468 / ROSE AVENUE	D	15,200	0	8,800	14,100	15,200	15,200	8,163	2.70%	12,797	0.84	C
C.R. 466A	CR 468 / ROSE AVENUE	US 27	D	16,500	0	9,800	15,400	16,500	16,500	4,816	2.70%	7,560	0.46	B
C.R. 466A (PICCIOLA ROAD)	US 27	CR 468B	D	10,725	0	6,240	10,010	10,725	10,725	6,955	4.03%	12,836	1.20	F
C.R. 466A (PICCIOLA ROAD)	CR 468B	COUNTY ROAD TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	6,955	4.03%	12,836	1.20	F
C.R. 468B	EAGLE NEST ROAD	CR 468A	D	10,725	0	6,240	10,010	10,725	10,725	3,800	4.03%	7,013	0.65	C
C.R. 468	CR 468A	PINE RIDGE DAIRY ROAD	D	14,850	0	8,640	13,860	14,850	14,850	7,695	4.03%	4,974	0.33	B
C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,960	4.03%	9,154	0.62	C
C.R. 468	GRIFFIN ROAD	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	5,823	4.03%	10,750	0.72	C
C.R. 46A	SR 44	SR 46	C	9,800	0	9,800	13,000	13,900	6,313	4.03%	11,851	1.19	D	
C.R. 470	SUMTER COUNTY LINE	BAY AVENUE	D	13,680	0	8,010	12,690	13,680	13,680	6,450	4.03%	11,904	0.87	C
C.R. 470	BAY AVENUE	CR 33	D	14,850	0	8,640	13,860	14,850	14,850	6,450	4.03%	11,904	0.80	C
C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	5,615	4.03%	10,383	0.97	D
C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	D	23,855	0	19,045	23,075	23,855	23,855	11,763	4.03%	21,709	0.91	C
C.R. 474	SR 33	GREEN SWAMP ROAD	C	9,800	0	9,800	13,000	13,900	2,398	4.03%	4,765	0.49	C	
C.R. 474	GREEN SWAMP ROAD	US 27	C	9,800	0	9,800	13,000	13,900	3,066	4.03%	5,869	0.58	C	
C.R. 478	SR 19	JAMARLY ROAD	D	13,680	0	8,010	12,690	13,680	13,680	712	4.03%	1,314	0.10	B
C.R. 48	SUMTER COUNTY LINE	CR 33	D	13,680	0	8,010	12,690	13,680	13,680	2,228	4.03%	4,112	0.30	B
C.R. 48	CR 33	US 27	D	14,850	0	8,640	13,860	14,850	14,850	7,197	4.03%	13,283	0.89	C
C.R. 48	US 27	LIME AVENUE	D	14,850	0	8,640	13,860	14,850	14,850	7,998	4.03%	14,761	0.99	D
C.R. 48	LIME AVENUE	SR 19	D	13,680	0	8,010	12,690	13,680	13,680	6,339	4.03%	11,699	0.86	C
C.R. 48	CR 561	RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,517	4.03%	8,336	0.56	B
C.R. 48	RANCH ROAD	CR 448A	C	9,800	0	9,800	13,000	13,900	4,517	4.03%	8,336	0.85	C	
C.R. 50 (SUNSET AVENUE)	CR 33	SR 50	D	14,850	0	8,640	13,860	14,850	14,850	991	4.03%	1,718	0.12	B
C.R. 50	US 27	TURKEY FARM ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,392	4.03%	15,303	1.03	F
C.R. 50	TURKEY FARM ROAD	CR 455	D	14,850	0	8,640	13,860	14,850	14,850	4,707	4.03%	8,687	0.58	C
C.R. 50	CR 455	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,690	4.03%	8,656	0.58	C
C.R. 500A / OLD 441	SR 19	DORA AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	9,018	2.70%	14,134	0.88	C
C.R. 500A / OLD 441	DORA AVENUE	BAY ROAD	D	16,500	0	9,800	15,400	16,500	16,500	9,580	2.70%	15,018	0.91	C

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volume					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
CR 500A / OLD 441	BAY ROAD	CR 44C / EUDORA AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	9,009	2.70%	14,123	0.85	C
CR 500A / OLD 441	CR 44C / EUDORA DRIVE	LAKE SHORE DRIVE	D	16,500	0	9,800	15,400	16,500	16,500	12,158	2.70%	19,060	1.16	F
CR 500A / OLD 441	LAKE SHORE DRIVE	5TH AVENUE	D	16,500	0	9,800	15,400	16,500	16,500	9,989	2.70%	14,092	0.85	C
CR 500A / OLD 441	SR 46	ORANGE COUNTY LINE	D	16,500	0	9,800	15,400	16,500	16,500	4,397	2.70%	8,736	0.41	B
CR 561	SR 19	CR 448	D	14,850	0	8,640	13,860	14,850	14,850	10,942	4.03%	20,194	1.36	F
CR 561	CR 448	CR 48	D	14,850	0	8,640	13,860	14,850	14,850	6,718	4.03%	12,390	0.83	C
CR 561	CR 48	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	7,540	4.03%	13,919	1.02	F
CR 561	CR 455	HOWEY CROSS ROAD	D	13,680	0	8,010	12,690	13,680	13,680	4,670	4.03%	8,619	0.63	C
CR 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	D	13,680	0	8,010	12,690	13,680	13,680	5,177	4.03%	9,554	0.76	C
CR 561 / CR 561A	TURNPIKE ROAD / CR 561A	US 27	D	13,680	0	8,010	12,690	13,680	13,680	6,895	4.03%	12,725	0.93	D
CR 561	US 27	EAST AVENUE	D	10,725	0	6,340	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
CR 561	EAST AVENUE	W MINNEOLA AVENUE	D	10,725	0	6,340	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
CR 561	CR 561A	SR 50	D	14,850	0	8,640	13,860	14,850	14,850	2,712	4.03%	5,016	0.34	B
CR 561	SR 50	LOG HOUSE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	2,172	4.03%	9,545	0.64	C
CR 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	2,116	4.03%	3,806	0.26	B
CR 561	FLORIDA BOYS RANCH ROAD	SR 33	C	9,800	0	0	9,800	13,000	13,900	1,355	4.03%	2,316	0.24	C
CR 561A	TURNPIKE ROAD / CR 561	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	1,026	4.03%	1,894	0.14	B
CR 561A	CR 561	CR 565A	D	10,725	0	6,340	10,010	10,725	10,725	2,718	4.03%	5,016	0.47	B
CR 561A	CR 565A	JALAMY ROAD	D	10,725	0	6,340	10,010	10,725	10,725	3,878	4.03%	7,167	0.67	C
CR 561A	JALAMY ROAD	US 27	D	10,725	0	6,340	10,010	10,725	10,725	6,404	4.03%	11,819	1.10	F
CR 565	US 27	KJELLSTROM LANE	D	9,800	0	5,785	9,165	9,800	9,800	783	4.03%	1,454	0.15	B
CR 565 (VILLA CITY ROAD)	KJELLSTROM LANE	SR 30	D	10,725	0	6,340	10,010	10,725	10,725	1,868	4.03%	3,448	0.32	B
CR 565	SR 30	SLOANS RIDGE	D	10,725	0	6,340	10,010	10,725	10,725	714	4.03%	1,318	0.13	B
CR 565	SLOANS RIDGE	LAKE ERIE ROAD	C	8,820	0	0	8,820	11,700	12,510	714	4.03%	1,318	0.13	C
CR 565A	SR 50	CR 561A	D	10,725	0	6,340	10,010	10,725	10,725	4,810	4.03%	8,877	0.83	C
CR 565A	SR 50	CR 565B	D	10,725	0	6,340	10,010	10,725	10,725	1,721	4.03%	3,176	0.30	B
CR 565B	SR 33	CR 561	C	8,820	0	0	8,820	11,700	12,510	1,733	4.03%	3,168	0.36	C
CANAL STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	4,142	4.03%	7,644	0.51	B
CANAL STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,229	4.03%	5,650	0.40	B
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVEN DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	9,670	4.03%	17,847	1.20	F
CITRUS TOWER BOULEVARD	OAKLEY SEAVEN DRIVE	SR 30	D	33,030	0	26,370	31,950	33,030	33,030	11,937	4.03%	22,031	0.67	B
CITRUS TOWER BOULEVARD	SR 30	JOHNS LAKE ROAD	D	33,030	0	26,370	31,950	33,030	33,030	11,949	4.03%	22,053	0.67	B
CITRUS TOWER BOULEVARD	JOHNS LAKE ROAD	US 27	D	33,030	0	26,370	31,950	33,030	33,030	10,621	4.03%	19,602	0.59	B
DAVID WALKER DRIVE	OLD US 441 / CR 500A	CR 19A	D	10,725	0	6,340	10,010	10,725	10,725	6,082	4.03%	11,225	1.05	F
DAVID WALKER DRIVE	US 441	US 441	D	10,725	0	6,340	10,010	10,725	10,725	6,082	4.03%	11,225	1.05	F
DAVID WALKER DRIVE	MOUNT HOMER ROAD	MOUNT HOMER ROAD	D	10,725	0	6,340	10,010	10,725	10,725	5,243	4.03%	9,676	0.90	C
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLF LINKS AVENUE	D	10,725	0	6,340	10,010	10,725	10,725	4,804	4.03%	8,866	0.83	C
DEAD RIVER ROAD	WEST TERMIN	SR 19	D	10,725	0	6,340	10,010	10,725	10,725	5,483	4.03%	10,082	0.94	D
DONNELLY STREET	US 441	11TH AVENUE	E	10,725	0	6,340	10,010	10,725	10,725	9,625	4.03%	17,764	1.66	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	10,725	0	6,340	10,010	10,725	10,725	9,625	4.03%	17,764	1.66	F
DUDA ROAD	CR 448A	ORANGE COUNTY LINE	C	8,820	0	0	8,820	11,700	12,510	4,178	4.03%	7,711	0.87	C
EAGLES NEST ROAD	US 27	CR 466B	D	10,725	0	6,340	10,010	10,725	10,725	2,380	4.03%	4,762	0.44	B
EAST AVENUE	CR 561	SR 30	D	10,725	0	6,340	10,010	10,725	10,725	4,664	4.03%	9,161	0.85	C
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	C	8,820	0	0	8,820	11,700	12,510	3,703	4.03%	6,838	0.73	C
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 441	D	10,725	0	6,340	10,010	10,725	10,725	3,703	4.03%	6,838	0.64	C
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	D	10,725	0	6,340	10,010	10,725	10,725	3,099	4.03%	5,719	0.53	B
EMPIRE CHURCH ROAD	CR 365	ANDERSON ROAD	C	8,820	0	0	8,820	11,700	12,510	1,200	4.03%	2,215	0.25	C
ESTES ROAD	CR 44A	LAKE LINCOLN LANE	D	9,800	0	5,785	9,165	9,800	9,800	2,597	4.03%	4,793	0.49	B
ESTES ROAD	LAKE LINCOLN LANE	SR 44	D	10,725	0	6,340	10,010	10,725	10,725	2,597	4.03%	4,793	0.45	B
EUDORA ROAD	OLD MT DORA ROAD	US 441	D	10,725	0	6,340	10,010	10,725	10,725	3,359	4.03%	6,199	0.58	B
ENCALLIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	D	10,725	0	6,340	10,010	10,725	10,725	3,891	4.03%	7,181	0.67	C
FISH CAMP ROAD	CR 452	CR 44	D	10,725	0	6,340	10,010	10,725	10,725	1,349	4.03%	2,305	0.21	B
FOSGATE ROAD	GRASSY LAKE ROAD	CR 50	D	10,725	0	6,340	10,010	10,725	10,725	1,038	4.03%	1,916	0.18	B
GOLF LINKS AVENUE	KURT STREET	SR 19 / BAY STREET	D	10,725	0	6,340	10,010	10,725	10,725	890	4.03%	1,643	0.15	B
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	D	10,725	0	6,340	10,010	10,725	10,725	2,093	4.03%	3,883	0.36	B
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 30	D	10,725	0	6,340	10,010	10,725	10,725	4,382	4.03%	8,456	0.79	C
N GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	D	10,725	0	6,340	10,010	10,725	10,725	370	4.03%	1,082	0.10	B
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 466	D	9,800	0	5,785	9,165	9,800	9,800	1,949	4.03%	3,567	0.36	B
GRAYS AIRPORT ROAD	CR 466	GRIFFIN VIEW DRIVE	D	10,725	0	6,340	10,010	10,725	10,725	1,949	4.03%	3,567	0.34	B
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	D	9,800	0	5,785	9,165	9,800	9,800	1,546	4.03%	2,853	0.29	B
S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	D	9,800	0	5,785	9,165	9,800	9,800	1,169	4.03%	2,157	0.22	B
GRIFFIN AVENUE	US 27 / US 412	CR 35	D	10,725	0	6,340	10,010	10,725	10,725	7,671	4.03%	14,157	1.32	F
GRIFFIN AVENUE	CR 35	UNCLE DONALDS LANE	D	10,725	0	6,340	10,010	10,725	10,725	2,011	4.03%	3,711	0.35	B
GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	D	9,800	0	5,785	9,165	9,800	9,800	2,011	4.03%	3,711	0.38	B
GRIFFIN ROAD	US 27	LEE STREET	D	10,725	0	6,340	10,010	10,725	10,725	2,217	4.03%	4,276	0.40	B
GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	D	10,725	0	6,340	10,010	10,725	10,725	3,783	4.03%	6,982	0.65	C

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volume					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SULEN ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,440	4.03%	2,658	0.27	B
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	D	10,725	0	6,340	10,010	10,725	10,725	1,144	4.03%	2,111	0.30	B
GROVE STREET	LAKEVIEW AVENUE	GOLF LINKS AVENUE	D	10,725	0	6,340	10,010	10,725	10,725	2,867	4.03%	5,261	0.49	B
GROVE STREET	GOLF LINKS AVENUE	OLD MT DORA ROAD	D	10,725	0	6,340	10,010	10,725	10,725	3,850	4.03%	7,105	0.66	C
HANMOCK RIDGE	US 27	US 27	D	33,030	0	26,370	31,950	33,030	33,030	8,864	4.03%	18,350	0.50	B
N HANCOCK ROAD	CR 50	N RIDGE BOULEVARD	D	33,030	0	26,370	31,950	33,030	33,030	7,360	4.03%	13,587	0.41	B
N HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	D	33,030	0	26,370	31,950	33,030	33,030	13,060	4.03%	24,103	0.73	B
S HANCOCK ROAD	SR 50	HOOK STREET	D	33,030	0	26,370	31,950	33,030	33,030	12,449	4.03%	22,975	0.70	B
S HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	12,449	4.03%	22,975	1.55	F
S HANCOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	6,441	4.03%	11,887	0.80	C
HARTWOOD MARSH ROAD	US 27	N 90 DEGREE BEND	D	10,725	0	6,340	10,010	10,725	10,725	10,755	4.03%	10,849	1.85	F
HARTWOOD MARSH ROAD	N 90 DEGREE BEND	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	8,653	4.03%	15,070	1.62	F
HASELTON STREET	SR 44	LAKEVIEW AVENUE	D	10,725	0	6,340	10,010	10,725	10,725	1,850	4.03%	3,414	0.33	B
HIGHLAND STREET	LIMIT AVENUE	5TH AVENUE	D	10,725	0	6,340	10,010	10,725	10,725	2,185	4.03%	3,268	0.37	B
HOOK STREET	LAKEVIEW DRIVE	US 27	D	10,725	0	6,340	10,010	10,725	10,725	5,087	4.03%	9,407	0.88	C
HOOK STREET	US 27	HANCOCK ROAD	D	33,030	0	26,370	31,950	33,030	33,030	5,146	4.03%	9,407	0.59	B
HOPFSTETLER DRIVE	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,340	10,010	10,725	10,725	794	4.03%	1,385	0.13	B
JALARMY ROAD	CR 478	CR 561A	D	10,725	0	6,340	10,010	10,725	10,725	2,088	4.03%	3,854	0.36	B
JOHNS LAKE ROAD	US 27	HANCOCK ROAD	D	10,725	0	6,340	10,010	10,725	10,725	4,983	4.03%	9,166	0.86	C
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	D	10,725	0	6,340	10,010	10,725	10,725	7,601	4.03%	14,028	1.31	F
KURT STREET	DAVID WALKER DRIVE	US 441	D	10,725	0	6,340	10,010	10,725	10,725	4,507	4.03%	8,318	0.78	C
W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	D	10,725	0	6,340	10,010	10,725	10,725	970	4.03%	1,780	0.17	B
E LADY LAKE BOULEVARD	US 27/US441	BERKSHIRE ROAD	D	10,725	0	6,340	10,010	10,725	10,725	507	4.03%	935	0.08	B
LAKE AVENUE / FAIRVIEW AVENUE	OLD 441 / CR 500A	LAKEVIEW DRIVE	D	10,725	0	6,340	10,010	10,725	10,725	612	4.03%	1,129	0.11	B
LAKE DRIVE	SR 44	COUNTRY ROAD	C	8,820	0	0	8,820	11,700	12,510	761	4.03%	1,404	0.16	C
LAKE ELLA ROAD	SUMTER COUNTY LINE	US 27	D	9,880	0	5,785	9,165	9,880	9,880	1,863	4.03%	3,623	0.37	B
LAKE ERIE ROAD	SR 33	Clay Blvd	C	8,820	0	0	8,820	11,700	12,510	378	4.03%	1,067	0.12	C
LAKE EUSTIS DRIVE	US 441	Clay Blvd	D	10,725	0	6,340	10,010	10,725	10,725	5,384	4.03%	9,937	0.93	C
LAKE LOUISA ROAD	LAKEVIEW DRIVE	VISTA DEL LAGO BOULEVARD	D	10,725	0	6,340	10,010	10,725	10,725	2,896	4.03%	5,345	0.50	B
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	D	10,725	0	6,340	10,010	10,725	10,725	3,618	4.03%	7,231	0.67	C
LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	C	8,820	0	0	8,820	11,700	12,510	1,476	4.03%	2,724	0.31	C
LAKE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	2,819	4.03%	5,203	0.35	B
LAKE STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,304	4.03%	6,008	0.41	B
LAKEVIEW DRIVE (CLER)	SR 44	OSWALT ROAD	D	10,725	0	6,340	10,010	10,725	10,725	1,903	4.03%	3,512	0.33	B
LAKEVIEW DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	D	10,725	0	6,340	10,010	10,725	10,725	8,014	4.03%	14,790	1.38	F
LAKEVIEW DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	10,725	0	6,340	10,010	10,725	10,725	12,190	4.03%	22,497	2.10	F
LAKEVIEW DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	D	10,725	0	6,340	10,010	10,725	10,725	4,893	4.03%	9,034	0.84	C
W LAKEVIEW AVENUE	SR 19	SR 19	D	10,725	0	6,340	10,010	10,725	10,725	3,136	4.03%	5,788	0.54	B
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	D	10,725	0	6,340	10,010	10,725	10,725	4,538	4.03%	8,375	0.78	C
LANE PARK CUTOFF	SR 19	CR 561	D	10,725	0	6,340	10,010	10,725	10,725	1,443	4.03%	2,663	0.25	B
LEE STREET	GRIFFIN ROAD	US 441	D	14,850	0	8,640	13,860	14,850	14,850	2,395	4.03%	4,237	0.39	B
LEE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	2,576	4.03%	4,754	0.32	B
WILSON LAKE PARKWAY	US 27	LEBBY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	481	4.03%	888	0.08	B
E LIMIT AVENUE	DONNELLY STREET	US 441	E	10,725	0	6,340	10,010	10,725	10,725	1,912	4.03%	3,629	0.33	B
LONE OAK DRIVE	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	2,670	4.03%	5,267	0.36	B
LOG HOUSE ROAD	CR 561	LAKEVIEW DRIVE	D	10,725	0	6,340	10,010	10,725	10,725	2,612	4.03%	4,821	0.45	B
E MAIN STREET	SR 19	CR 452 / ST CLAIR ABRAMS STREET	D	10,725	0	6,340	10,010	10,725	10,725	6,932	4.03%	12,793	1.19	F
MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,507	2.70%	14,904	0.90	C
MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	9,507	2.70%	14,904	0.90	C
MAIN STREET (LEESBURG)	US 27	LEE STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	CANAL STREET	LAKE STREET	D	16,500	0	9,600	15,400	16,500	16,500	5,195	2.70%	8,146	0.49	B
MAIN STREET (LEESBURG)	LAKE STREET	DIXIE AVENUE / SR 44	D	16,500	0	9,600	15,400	16,500	16,500	4,850	2.70%	7,603	0.46	B
MAIN STREET (SR 44)	DIXIE AVENUE / SR 44	US 441	D	16,500	0	9,600	15,400	16,500	16,500	4,053	2.70%	6,357	0.39	B
MARION COUNTY ROAD	CR 25	GRAYS AIRPORT ROAD	D	10,725	0	6,340	10,010	10,725	10,725	1,860	4.03%	3,433	0.32	B
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	C	8,820	0	0	8,820	11,700	12,510	1,860	4.03%	3,433	0.39	C
MASCOITE EMPIRE ROAD	SR 50	EMPIRE CHURCH ROAD	C	8,820	0	0	8,820	11,700	12,510	385	4.03%	1,082	0.12	C
McLENDON STREET	CLAY AVENUE	US 27/US441	D	10,725	0	6,340	10,010	10,725	10,725	264	4.03%	487	0.05	B
MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 468A	D	9,880	0	5,785	9,165	9,880	9,880	2,260	4.03%	4,171	0.42	B
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	E	10,725	0	6,340	10,010	10,725	10,725	1,181	4.03%	2,180	0.20	B
MT HOMER ROAD	CR 19A	US 441	D	10,725	0	6,340	10,010	10,725	10,725	170	4.03%	314	0.03	B
MT HOMER ROAD	US 441	DAVID WALKER DRIVE	D	10,725	0	6,340	10,010	10,725	10,725	1,394	4.03%	2,354	0.24	B
MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,340	10,010	10,725	10,725	3,913	4.03%	7,225	0.67	C
OLD 441	SR 19	SR 19	D	36,700	0	29,300	35,500	36,700	36,700	16,057	2.70%	26,172	0.89	B
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	E	10,725	0	6,340	10,010	10,725	10,725	1,725	4.03%	3,184	0.30	B
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	E	10,725	0	6,340	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS
E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volume					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	8,781	0.82	C
OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	8,781	0.82	C
ORANGE AVENUE	HASSELLTON STREET	HASSELLTON STREET	D	16,500	0	9,800	15,400	16,500	16,500	11,453	2.70%	17,351	0.99	B
ORANGE AVENUE	CR 445	CR 445	D	16,500	0	9,800	15,400	16,500	16,500	11,207	2.70%	17,569	1.06	F
OSWALT ROAD	LAKE SHORE DRIVE	EDGEWATER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,394	4.03%	6,264	0.58	C
PALMETTO DRIVE	SUNSET AVENUE	CR 33	C	10,010	0	6,240	10,010	10,725	10,725	543	4.03%	1,002	0.10	B
PRESCOTT STREET	BATES AVENUE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	456	4.03%	842	0.08	B
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,217	4.03%	5,897	0.55	B
RADIO ROAD	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	6,980	4.03%	12,882	1.20	F
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	10,725	0	6,240	10,010	10,725	10,725	10,930	4.03%	20,172	1.88	F
ROLLING ACRES ROAD	CR 466	CR 466	D	10,725	0	6,240	10,010	10,725	10,725	9,531	4.03%	17,560	1.64	F
ROUND LAKE ROAD	CR 466	LAKE ELLA ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,825	4.03%	3,370	0.34	B
ROUND LAKE ROAD	SR 46	SR 46	D	9,880	0	5,785	9,165	9,880	9,880	2,145	4.03%	3,955	0.40	B
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	2,893	4.03%	5,339	0.54	B
ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	C	8,820	0	0	8,820	11,700	12,510	1,269	4.03%	2,342	0.27	C
SHAY BOULEVARD	TARRSON BOULEVARD	GRIFFIN AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,352	4.03%	4,341	0.40	B
SHIRLEY SHORES ROAD	CR 448	DEER ISLAND ROAD	C	8,820	0	0	8,820	11,700	12,510	2,127	4.03%	3,926	0.45	C
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,380	4.03%	4,382	0.41	B
SR 19	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,800	1,611	2.07%	2,310	0.16	B
SR 19	CR 445A	CR 445	C	14,200	0	7,800	14,200	20,000	25,800	3,458	2.07%	4,930	0.35	B
SR 19	CR 445	CR 42	C	14,200	0	7,800	14,200	20,000	25,800	4,257	2.07%	6,104	0.43	B
SR 19	CR 42	BAKER ROAD	C	14,200	0	7,800	14,200	20,000	25,800	11,973	2.07%	17,166	1.21	D
SR 19	BAKER ROAD	CR 450 (MATHILIA BOULEVARD)	D	16,500	0	9,800	15,400	16,500	16,500	11,992	2.07%	17,166	1.04	F
SR 19	CR 450 (MATHILIA BOULEVARD)	CR 450 (OCALA STREET)	D	16,500	0	9,800	15,400	16,500	16,500	11,973	2.07%	17,166	1.04	F
SR 19	CR 450 (OCALA STREET)	CR 450A	D	36,700	0	29,300	35,500	36,700	36,700	17,193	2.07%	24,653	0.67	B
SR 19	CR 450A	CR 19A	D	36,700	0	29,300	35,500	36,700	36,700	16,388	2.07%	23,468	0.64	B
SR 19	CR 19A	CR 44	D	36,700	0	29,300	35,500	36,700	36,700	16,388	2.07%	23,468	0.64	B
SR 19	CR 44	CR 452	D	36,700	0	29,300	35,500	36,700	36,700	15,858	2.07%	22,738	0.62	B
SR 19 (S)	CR 452	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	2.10%	20,472	0.93	C
SR 19 (N)	ORANGE AVENUE	CR 452	D	22,020	0	17,580	21,300	22,020	22,020	15,744	2.10%	22,683	1.03	F
SR 19 (N)	STEVENS AVE	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	15,744	2.10%	22,683	1.03	F
SR 19 (S)	ORANGE AVENUE	STEVENS AVE	D	22,020	0	17,580	21,300	22,020	22,020	14,209	2.10%	20,472	0.93	C
SR 19	STEVENS AVE	GOLF LINKS AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	26,107	2.07%	37,494	1.00	F
SR 19	GOLF LINKS AVENUE	US 441	D	36,700	0	29,300	35,500	36,700	36,700	18,077	2.07%	26,920	0.71	B
SR 19 (DUNCAN DRIVE)	US 441	CR 500A / LAKE SHORE BOULEVARD	D	33,200	0	0	25,000	33,200	35,100	14,447	2.07%	20,715	0.62	C
SR 19	CR 500A / LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	D	33,200	0	0	25,000	33,200	35,100	14,447	2.07%	20,715	0.62	C
SR 19	CR 452 (MAIN STREET)	CR 561	D	33,200	0	0	25,000	33,200	35,100	24,676	2.07%	35,382	1.07	F
SR 19	CR 561	LAKE HARRIS NORTH END	D	22,200	0	7,800	15,800	22,200	27,900	24,676	2.07%	35,382	1.39	F
SR 19	LAKE HARRIS NORTH END	CR 48	C	15,100	0	8,000	15,100	21,100	26,800	12,391	2.07%	17,767	1.18	D
SR 19	CR 48	CENTRAL AVENUE	C	14,100	0	8,900	14,100	15,300	15,200	7,041	2.07%	10,066	0.72	C
SR 19	CENTRAL AVENUE	CR 455	C	15,100	0	8,000	15,100	21,100	26,800	7,041	2.07%	10,066	0.67	C
SR 19	CR 455	US 27 / SR 25	C	15,100	0	8,000	15,100	21,100	26,800	6,901	2.07%	9,895	0.66	C
SR 19	US 27 / SR 25	CR 478	C	15,100	0	8,000	15,100	21,100	26,800	7,335	2.07%	10,519	0.76	C
SR 19	CR 478	LAKE CATHERINE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	7,335	2.07%	10,519	0.76	C
SR 19	LAKE CATHERINE ROAD	SR 50 / SR 33	C	15,100	0	8,000	15,100	21,100	26,800	9,426	2.07%	13,516	0.90	C
SR 33	SR 50 / SR 33	ANDERSON ROAD	D	16,500	0	9,800	15,400	16,500	16,500	6,420	2.70%	10,064	0.61	C
SR 33	ANDERSON ROAD	CR 565B	D	14,200	0	7,800	14,200	20,000	25,800	6,494	2.70%	10,180	0.72	C
SR 33	CR 565B	CR 561	D	14,200	0	7,800	14,200	20,000	25,800	4,983	2.70%	7,812	0.55	C
SR 33	CR 561	CR 474	C	14,200	0	7,800	14,200	20,000	25,800	5,115	2.70%	8,019	0.56	C
SR 33	CR 474	POLK COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,800	3,919	2.70%	6,144	0.43	B
SR 40	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,800	3,935	2.70%	6,160	0.43	B
SR 40	CR 445A	RIVER ROAD	C	14,200	0	7,800	14,200	20,000	25,800	6,140	2.70%	8,826	0.68	C
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,800	7,306	2.70%	11,463	0.81	C
SR 44	SUMTER COUNTY LINE	CR 468	D	36,700	0	29,300	35,500	36,700	36,700	18,510	2.70%	29,018	0.79	B
SR 44	CR 468	S LONE OAK DRIVE	D	36,700	0	29,300	35,500	36,700	36,700	13,503	2.70%	21,168	0.58	B
SR 44	S LONE OAK DRIVE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	17,131	2.70%	26,856	0.73	B
SR 44 / DIXIE AVENUE	US 27	S 9TH STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,763	2.70%	35,885	0.97	D
SR 44 / DIXIE AVENUE	S 9TH STREET	CANAL STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	2.70%	34,826	0.95	C
SR 44 / DIXIE AVENUE	CANAL STREET	S LAKE STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	2.70%	34,826	0.95	C
SR 44 / DIXIE AVENUE	S LAKE STREET	E MAIN STREET	D	36,700	0	29,300	35,500	36,700	36,700	18,956	2.70%	29,717	0.81	C
SR 44 / DIXIE AVENUE	E MAIN STREET	US 441	D	33,200	0	0	25,000	33,200	35,100	19,751	2.70%	30,963	0.93	D
SR 44	CR 44B	GRIFFIN LANE	D	16,500	0	9,800	15,400	16,500	16,500	9,948	2.70%	15,585	0.95	D
SR 44	GRIFFIN LANE	CR 439	C	15,400	0	9,800	15,400	16,500	16,500	9,948	2.70%	15,585	1.01	D
SR 44	CR 439	CR 437	C	15,400	0	9,800	15,400	16,500	16,500	9,948	2.70%	15,585	1.01	D
SR 44	CR 437	CR 46A	C	15,100	0	8,000	15,100	21,100	26,800	8,209	2.70%	12,889	0.85	C
SR 44	CR 46A	CR 44A	C	14,200	0	7,800	14,200	20,000	25,800	6,489	2.70%	10,141	0.71	C

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volume:					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SR 44	CR 44A	OVERLOOK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	6,489	2.70%	10,141	0.71	C
SR 44	OVERLOOK DRIVE	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	6,489	2.70%	10,141	0.71	C
SR 44	CR 42	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	6,489	2.70%	10,141	0.71	C
SR 45	US 44	VISTA VIEW	D	16,500	0	9,800	15,400	16,500	16,500	9,798	2.70%	15,380	0.93	C
SR 45	VISTA VIEW	ROUND LAKE ROAD	C	14,100	0	8,900	14,100	15,200	15,200	9,798	2.70%	15,380	1.09	F
SR 45	ROUND LAKE ROAD	CR 437 SOUTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,661	1.54	F
SR 45	CR 437 SOUTH	CR 437 NORTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,661	1.54	F
SR 45	CR 437 NORTH	CR 435	C	14,100	0	8,900	14,100	15,200	15,200	15,023	2.70%	23,551	1.87	F
SR 45	CR 435	CR 46A	C	14,200	0	7,800	14,200	20,000	25,600	15,023	2.70%	23,551	1.86	E
SR 45	CR 46A	SEMINOLE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	16,335	2.70%	26,608	1.80	F
SR 50	SUMTER COUNTY LINE	CR 565 / BAY LAKE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	12,060	2.70%	18,906	1.25	D
SR 50	CR 565 / BAY LAKE ROAD	CR 33	D	22,000	0	7,800	15,600	22,300	27,900	12,060	2.70%	18,906	0.85	D
SR 50	CR 33	GROVELAND FARMS ROAD	D	36,700	0	29,300	35,500	36,700	36,700	21,944	2.70%	34,404	0.94	C
SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	D	36,700	0	29,300	35,500	36,700	36,700	21,944	2.70%	34,404	0.94	C
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,340	2.10%	17,836	0.90	C
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	D	22,020	0	17,580	21,300	22,020	22,020	11,088	2.10%	15,975	0.73	B
SR 50 (W)	SR 33 SOUTH	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.10%	19,839	0.90	C
SR 50 (E)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	11,132	2.10%	16,039	0.73	B
SR 50	SR 33 SOUTH	CR 565A NORTH	D	36,700	0	29,300	35,500	36,700	36,700	22,301	2.07%	31,833	0.87	C
SR 50	CR 565A NORTH	CR 561	D	36,700	0	29,300	35,500	36,700	36,700	22,898	2.07%	32,833	0.89	C
SR 50	CR 561	EAST AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	25,061	2.07%	35,934	0.98	D
SR 50	EAST AVENUE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	32,793	2.07%	47,021	1.28	F
SR 50	US 27	HANCOCK ROAD	D	35,300	0	45,000	53,700	55,300	55,300	38,083	2.07%	58,040	1.01	F
SR 50	HANCOCK ROAD	CR 455	D	55,300	0	45,000	53,700	55,300	55,300	46,420	2.07%	70,582	1.28	F
SR 50	CR 455	ORANGE COUNTY LINE	D	55,300	0	45,000	53,700	55,300	55,300	46,420	2.07%	70,582	1.28	F
SR 01 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	C	57,600	0	42,600	57,600	68,700	73,600	37,300	3.99%	68,584	1.19	D
SR 01 (FLORIDA TURNPIKE)	CR 470	US 27/ SR 25	C	57,600	0	42,600	57,600	68,700	73,600	37,900	3.99%	69,687	1.21	E
SR 01 (FLORIDA TURNPIKE)	US 27/ SR 25	US 27/ SR 25/ SR 19 INTERCHANGE	C	57,600	0	42,600	57,600	68,700	73,600	32,700	3.99%	60,126	1.04	D
SR 01 (FLORIDA TURNPIKE)	US 27/ SR 25/ SR 19 INTERCHANGE	ORANGE COUNTY LINE	C	57,600	0	42,600	57,600	68,700	73,600	43,200	3.99%	79,432	1.38	F
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,177	4.03%	5,863	0.55	B
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	D	10,725	0	6,240	10,010	10,725	10,725	1,421	4.03%	2,623	0.24	B
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,781	4.03%	3,281	0.30	B
THOMAS AVENUE	CR 460	CR 44A	D	10,725	0	6,240	10,010	10,725	10,725	6,681	4.03%	12,330	1.15	F
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	6,355	4.03%	11,544	1.08	F
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,841	4.03%	3,582	0.33	B
TUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	C	9,800	0	0	9,800	13,000	13,900	485	4.03%	858	0.09	C
TUSCANOOGA ROAD	EGG ROAD	SR 50	C	13,860	0	8,640	13,860	14,850	14,850	1,801	4.03%	3,336	0.24	B
UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	D	10,010	0	6,240	10,010	10,725	10,725	791	4.03%	1,460	0.15	B
US 193	US 27	ORANGE COUNTY LINE	C	48,600	0	41,500	48,600	51,000	51,000	50,009	2.07%	71,707	1.48	F
US 27/US441	SUMTER COUNTY LINE	GRIFFIN AVENUE	D	50,300	0	0	39,000	50,300	53,100	28,368	2.07%	40,676	0.81	D
US 27/US441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	D	33,200	0	0	25,000	33,200	35,100	25,602	2.07%	36,710	1.11	F
US 27/US441	ALT US 441 / ALT US 27	CR 466	D	36,700	0	29,300	35,500	36,700	36,700	25,602	2.07%	36,710	1.00	F
US 27/US441	CR 466	LAKE ELLA ROAD	D	36,700	0	29,300	35,500	36,700	36,700	33,205	2.07%	48,178	1.36	F
US 27/US441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	36,660	2.07%	38,227	1.04	F
US 27/US441	CR 466A / MILLER BOULEVARD	CR 460** (MARTIN LUTHER KING BLVD)	D	36,700	0	29,300	35,500	36,700	36,700	33,784	2.07%	47,022	1.28	F
US 27/US441	CR 460** (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	D	36,700	0	29,300	35,500	36,700	36,700	45,264	2.07%	64,903	1.77	F
US 27/US441	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	D	36,700	0	29,300	35,500	36,700	36,700	45,264	2.07%	64,903	1.77	F
US 27/US441	CR 44A / GRIFFIN ROAD	US 27/US441 SPLIT	D	50,300	0	0	39,000	50,300	53,100	45,264	2.07%	64,903	1.29	F
US 27/ SR 25	US 27/US441 SPLIT	MAIN STREET	D	33,200	0	0	25,000	33,200	35,100	26,197	2.07%	37,563	1.13	F
US 27/ SR 25	MAIN STREET	SR 44	D	33,200	0	0	25,000	33,200	35,100	23,536	2.07%	33,748	1.02	E
US 27/ SR 25	SR 44	CR 35A (SOUTH)	D	33,200	0	0	25,000	33,200	35,100	33,142	2.07%	47,521	1.43	F
US 27/ SR 25	CR 35A (SOUTH)	CR 33	D	33,200	0	0	25,000	33,200	35,100	32,696	2.07%	46,582	1.41	F
US 27/ SR 25	CR 33	CR 48	D	36,700	0	29,300	35,500	36,700	36,700	33,686	2.07%	48,682	1.38	F
US 27/ SR 25	CR 48	PLANTATION BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	37,851	2.07%	51,352	0.95	C
US 27/ SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	C	32,100	0	26,900	32,100	33,800	33,800	21,851	2.07%	31,332	0.98	C
US 27/ SR 25	FLORIDA TURNPIKE	SR 19	C	32,100	0	26,900	32,100	33,800	33,800	19,596	2.07%	28,008	0.88	C
US 27/ SR 25	SR 19	CR 561	C	32,100	0	26,900	32,100	33,800	33,800	15,633	2.07%	22,416	0.70	B
US 27/ SR 25	CR 561	CR 561A	C	35,500	0	26,300	35,500	36,700	36,700	24,611	2.07%	35,289	0.99	C
US 27/ SR 25	CR 561A	CR 561 / MAIN AVENUE	C	35,500	0	26,300	35,500	36,700	36,700	28,963	2.07%	41,529	1.17	F
US 27/ SR 25	CR 561 / MAIN AVENUE	CR 30	C	35,500	0	26,300	35,500	36,700	36,700	28,963	2.07%	41,529	1.17	F
US 27/ SR 25	CR 30	GRAND HIGHWAY	C	35,500	0	26,300	35,500	36,700	36,700	28,245	2.07%	40,500	1.14	F
US 27/ SR 25	GRAND HIGHWAY	SR 30	C	35,500	0	26,300	35,500	36,700	36,700	21,679	2.07%	37,085	0.88	C
US 27/ SR 25	SR 30	JOHN'S LAKE ROAD	C	35,500	0	26,300	35,500	36,700	36,700	31,528	2.07%	45,267	1.27	F
US 27/ SR 25	JOHN'S LAKE ROAD	HARDWOOD MARSH ROAD	C	35,500	0	26,300	35,500	36,700	36,700	26,219	2.07%	37,566	1.06	F
US 27/ SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	C	35,500	0	26,300	35,500	36,700	36,700	22,370	2.07%	32,076	0.90	C
US 27/ SR 25	LAKE LOUISA ROAD	CR 474	C	45,400	0	31,400	45,400	58,800	66,800	22,135	2.07%	31,739	0.70	C

APPENDIX D

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS
E+C Network

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volume:					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
US 27/SR 35	CR 474	US 192	C	48,600	0	41,500	48,600	51,000	51,000	31,226	2.07%	44,774	0.92	C
US 441/SR 500	US 27/US 441 SPLIT	LEE STREET	D	33,200	0	0	25,000	33,200	35,100	29,057	2.07%	41,664	1.25	F
US 441/SR 500	LEE STREET	N CANNAL STREET	D	33,200	0	0	25,000	33,200	35,100	29,054	2.07%	42,491	1.28	F
US 441/SR 500	N CANNAL STREET	E DUNE AVENUE	D	33,200	0	0	25,000	33,200	35,100	29,128	2.07%	42,823	1.28	F
US 441/SR 500	E DUNE AVENUE	E MAIN STREET	D	55,300	0	45,000	53,700	55,300	55,300	43,654	2.07%	62,566	1.13	F
US 441/SR 500	E MAIN STREET	CR 44	D	55,300	0	45,000	53,700	55,300	55,300	43,553	2.07%	62,449	1.13	F
US 441/SR 500	CR 44	RADIO ROAD	D	55,300	0	45,000	53,700	55,300	55,300	43,553	2.07%	62,449	1.13	F
US 441/SR 500	RADIO ROAD	CR 473	D	55,300	0	45,000	53,700	55,300	55,300	37,734	2.07%	54,106	0.98	D
US 441/SR 500	CR 473	OLD US 441/CR 500A	D	55,300	0	45,000	53,700	55,300	55,300	37,734	2.07%	54,106	0.98	D
US 441/SR 500	OLD US 441/CR 500A	SR 19/ DUNCAN DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	33,397	2.07%	33,548	0.61	B
US 441/SR 500	SR 19/ DUNCAN DRIVE	CR 452/ ST CLAIR ABRAMS AVENUE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	2.07%	62,709	0.95	C
US 441/SR 500	CR 452/ ST CLAIR ABRAMS AVENUE	CR 452/ LAKE EUSTIS DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	2.07%	62,709	0.95	C
US 441/SR 500	CR 452/ LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	2.07%	62,709	0.95	C
US 441/SR 500	DAVID WALKER DRIVE	SR 19/ BAY STREET	D	55,300	0	45,000	53,700	55,300	55,300	37,391	2.07%	63,901	0.97	D
US 441/SR 500	SR 19/ BAY STREET	OLD MT DORA ROAD	D	55,300	0	45,000	53,700	55,300	55,300	33,596	2.07%	46,739	0.85	C
US 441/SR 500	OLD MT DORA ROAD	DONNELLY STREET	D	55,300	0	45,000	53,700	55,300	55,300	33,596	2.07%	46,739	0.85	C
US 441/SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	D	36,700	0	29,300	35,500	36,700	36,700	25,688	2.07%	36,833	1.00	F
US 441/SR 500	WOLF BRANCH ROAD	SR 46	D	36,700	0	29,300	35,500	36,700	36,700	26,330	2.07%	37,754	1.03	F
US 441/SR 500	SR 46	ORANGE COUNTY LINE	D	36,700	0	29,300	35,500	36,700	36,700	21,304	2.07%	30,547	0.83	C
VISTA DEL LAGO BOULEVARD	LAKE LOUISA ROAD	US 37	D	10,725	0	6,240	10,010	10,725	10,725	1,424	4.03%	2,628	0.25	B
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,496	4.03%	4,607	0.43	B
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 44B	D	10,725	0	6,240	10,010	10,725	10,725	4,343	4.03%	8,383	0.78	C
WELLS AVENUE	SR 19	E MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	1,592	4.03%	2,938	0.27	B
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	7,649	4.03%	14,486	1.35	F
WOLF BRANCH ROAD	BRITT ROAD	CR 437	D	9,880	0	5,783	9,165	9,880	9,880	3,319	4.03%	6,126	0.62	C
WOODLEA ROAD	LANE PARK ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	7,683	4.03%	14,655	0.46	B

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
ABRAMS ROAD	ORANGE AVENUE	WAYCROSS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	3,897	4.03%	7,192	0.67	C
ANDERSON HILL ROAD	LAKE SHORE DRIVE	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,679	4.03%	3,099	0.39	B
ARDICE AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	5,113	4.03%	9,436	0.88	C
ARDINGTON AVENUE	W LADY LAKE BOULEVARD	SOUTH TERMINI	D	10,725	0	6,240	10,010	10,725	10,725	1,195	4.03%	2,205	0.21	B
AUSTIN MERRITT ROAD / YOUTH CAMP ROAD	SUNTER COUNTY LINE		D	8,820	0	0	8,820	11,700	12,510	854	4.03%	1,576	0.15	C
BATES AVENUE	N CENTER STREET	CR 44 / DELAND ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,383	4.03%	2,368	0.23	B
BATES AVENUE	CR 44 / DELAND ROAD	ESTES ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,322	4.03%	2,440	0.23	B
BAY ROAD	BAY ROAD / CR 19A	OLD US 441 / CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	2,717	4.03%	5,014	0.47	B
BAY ROAD	OLD US 441 / CR 500A	CR 452 / LAKESHORE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,529	4.03%	2,822	0.26	B
BLACKHILL LAKE ROAD	FOSGATE ROAD	CR 50	D	9,880	0	5,785	9,165	9,880	9,880	2,549	4.03%	4,704	0.48	B
BRIDGES ROAD	CR 33	US 27	D	9,880	0	5,785	9,165	9,880	9,880	789	4.03%	1,456	0.15	B
BRITT ROAD	SR 44	HORSE RANCH ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,774	4.03%	3,274	0.33	B
BRITT ROAD	HORSE RANCH ROAD	WOLF BRANCH ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,774	4.03%	3,274	0.31	B
C.R. 19A (DORA AVENUE)	LAKE DORA DRIVE	C.R. 500A / OLD 441	D	10,725	0	6,240	10,010	10,725	10,725	999	4.03%	1,844	0.17	B
C.R. 19A (DORA AVENUE)	C.R. 500A / OLD 441	DAVID WALKER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,247	4.03%	9,684	0.90	C
C.R. 19A (DORA AVENUE)	DAVID WALKER ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,440	4.03%	8,194	0.76	C
C.R. 19A	CR 44	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	1,997	4.03%	3,686	0.34	B
C.R. 19A (BAY ROAD)	US 441	BAY ROAD	D	16,500	0	9,600	15,400	16,500	16,500	13,212	2.70%	19,144	1.16	F
C.R. 19A	BAY ROAD / CR 19A	CR 44C / CR 500A	D	16,500	0	9,600	15,400	16,500	16,500	7,182	2.70%	11,259	0.68	C
C.R. 23 / ALT 27	MARION COUNTY LINE	GRIFFIN AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	6,505	2.70%	10,198	0.61	C
C.R. 23 (TEAGUE TRAIL)	GRIFFIN AVENUE	US 27 / US 441	D	16,500	0	9,600	15,400	16,500	16,500	6,390	2.70%	10,017	0.61	C
C.R. 25A (FRUIT PARK)	CR 44A	CR 44A	D	10,725	0	6,240	10,010	10,725	10,725	5,803	4.03%	10,710	1.00	D
C.R. 25A (FRUIT PARK)	CR 44A	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	4,400	4.03%	8,120	0.76	C
C.R. 25A (LEESBURG)	US 27 (NORTH)	US 27 (SOUTH)	D	10,725	0	6,240	10,010	10,725	10,725	338	4.03%	624	0.06	B
C.R. 33	US 27	CR 48 (NORTH)	D	16,500	0	9,600	15,400	16,500	16,500	8,151	2.70%	12,778	0.77	C
C.R. 33	CR 48 (NORTH)	CR 48 / LEESBURG HIGHWAY	D	22,200	0	7,800	15,600	22,200	27,900	7,623	4.03%	14,069	0.63	C
C.R. 33	CR 48 / LEESBURG HIGHWAY	BRIDGES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,238	4.03%	7,822	0.37	B
C.R. 33	BRIDGES ROAD	PEBBLE ROCK ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,522	4.03%	8,346	0.40	C
C.R. 33	PEBBLE ROCK ROAD	SR 50	D	22,200	0	7,800	15,600	22,200	27,900	4,522	4.03%	8,346	0.38	C
C.R. 42	MARION COUNTY LINE	SR 19	C	14,200	0	7,800	14,200	20,000	25,600	3,240	4.03%	5,960	0.42	B
C.R. 42	SR 19	CR 450	D	21,100	0	8,000	15,100	21,100	26,800	2,638	4.03%	4,989	0.23	B
C.R. 42	CR 450	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	3,471	4.03%	6,406	0.45	B
C.R. 42	CR 439	CENTRAL AVENUE	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	5,551	0.39	B
C.R. 42	CENTRAL AVENUE	PALMETTO STREET	C	14,200	0	7,800	14,200	20,000	25,600	3,008	4.03%	5,551	0.39	B
C.R. 42	PALMETTO STREET	LAKE MACK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	7,421	0.53	B
C.R. 42	LAKE MACK DRIVE	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	4,021	4.03%	7,421	0.53	B
C.R. 435	SR 46	DUBSDREAD DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	5,990	4.03%	11,065	0.74	C
C.R. 435	DUBSDREAD DRIVE	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,566	4.03%	8,427	0.57	B
C.R. 437	CR 44A	SR 44	D	13,680	0	8,010	12,690	13,680	13,680	4,162	4.03%	7,681	0.56	B
C.R. 437	SR 44	WOLF BRANCH ROAD	D	13,680	0	8,010	12,690	13,680	13,680	5,247	4.03%	9,684	0.71	C
C.R. 437	WOLF BRANCH ROAD	SR 46	D	14,850	0	8,640	13,860	14,850	14,850	7,879	4.03%	14,541	0.98	D
C.R. 437	SR 46	ORANGE COUNTY LINE	D	13,680	0	8,010	12,690	13,680	13,680	6,095	4.03%	11,249	0.82	C
C.R. 439	CR 42	CR 44A	C	9,800	0	0	9,800	13,000	13,900	2,220	4.03%	4,097	0.42	C
C.R. 439	CR 44A	SR 44	C	9,800	0	0	9,800	13,000	13,900	3,071	4.03%	5,668	0.58	C
C.R. 44	US 441	SILVER LAKE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,710	4.03%	16,075	1.08	F
C.R. 44	SILVER LAKE ROAD	CR 473	D	14,850	0	8,640	13,860	14,850	14,850	7,960	4.03%	14,691	0.99	D
C.R. 44	CR 473	APIARY ROAD	D	14,850	0	8,640	13,860	14,850	14,850	14,176	4.03%	26,163	1.76	F
C.R. 44	APIARY ROAD	CR 452	D	14,850	0	8,640	13,860	14,850	14,850	11,856	4.03%	21,881	1.47	F
C.R. 44	CR 452	SR 19	D	14,850	0	8,640	13,860	14,850	14,850	11,831	4.03%	21,872	1.47	F
C.R. 44	SR 19	HICKS DITCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	9,242	4.03%	17,067	1.15	F
C.R. 44	HICKS DITCH ROAD	CR 44A	D	13,680	0	8,010	12,690	13,680	13,680	8,328	4.03%	15,370	1.12	F
C.R. 44 (DELAND ROAD)	CR 44A	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	7,039	4.03%	12,991	0.87	C
C.R. 441 (EGA)	CR 44	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,261	4.03%	2,327	0.23	B
C.R. 445	SR 19	NF 552	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	1,120	0.08	B
C.R. 445	NF 552	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	607	4.03%	1,120	0.08	B
C.R. 445A	SR 19	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	888	4.03%	1,639	0.12	B
C.R. 445A	CR 445	SR 40	C	14,200	0	7,800	14,200	20,000	25,600	1,520	4.03%	2,805	0.20	B
C.R. 448	SR 19	CR 561	D	14,850	0	8,640	13,860	14,850	14,850	2,699	4.03%	4,961	0.34	B
C.R. 448	CR 561	LAKE INDUSTRIAL BOULEVARD	D	22,200	0	7,800	15,600	22,200	27,900	6,133	4.03%	11,319	0.51	C
C.R. 448	LAKE INDUSTRIAL BOULEVARD	ORANGE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	4,805	4.03%	8,868	0.62	C
C.R. 448A	CR 448	CR 48	C	8,820	0	0	8,820	11,700	12,510	3,616	4.03%	6,674	0.76	C
C.R. 448A	CR 48	SOUTH TERMINI	C	8,820	0	0	8,820	11,700	12,510	339	4.03%	441	0.05	C
C.R. 449 (SILVER LAKE)	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,256	4.03%	4,164	0.39	B
C.R. 449 (SILVER LAKE)	MORNINGSIDE DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	2,256	4.03%	4,164	0.39	B

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
C.R. 44A (LAKEVIEW AVENUE/ ROSE STREET)	SR 19	SKYLINE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	911	4.03%	1,681	0.18	B
C.R. 44A	SKYLINE DRIVE	CR 450A/ CR44A	D	9,880	0	5,785	9,165	9,880	9,880	1,300	4.03%	2,399	0.24	B
C.R. 44A (ESTES ROAD)	CR 450A	DELAND ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	2,043	0.21	B
C.R. 44A (GRIFFIN ROAD)	THOMAS ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	8,436	4.03%	15,669	1.45	F
C.R. 44A	DELAND ROAD	ESTES ROAD	D	21,100	0	8,000	15,100	21,100	26,800	4,412	4.03%	8,143	0.39	C
C.R. 44A	ESTES ROAD	CR 439	C	14,200	0	7,800	14,200	20,000	25,600	4,134	4.03%	7,630	0.54	B
C.R. 44A	CR 439	CR 437	C	14,200	0	7,800	14,200	20,000	25,600	4,117	4.03%	7,568	0.54	B
C.R. 44A	CR 437	SR 44	C	14,200	0	7,800	14,200	20,000	25,600	1,167	4.03%	2,154	0.15	B
SR 44 (OLD C.R. 44B)	WAYCROSS AVENUE	ORANGE AVENUE	D	33,030	0	26,370	31,950	33,030	33,030	12,237	4.03%	22,666	0.68	B
SR 44 (OLD C.R. 44B)	US 441	WAYCROSS AVENUE	D	34,865	0	27,835	33,725	34,865	34,865	18,453	4.03%	34,066	0.98	D
C.R. 44C (EUDORA ROAD)	US 441	CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	9,446	4.03%	17,433	1.63	F
C.R. 44C (GRIFFIN ROAD)	CR 468	THOMAS ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,987	4.03%	9,222	0.63	C
C.R. 450	MARION COUNTY LINE	BABB ROAD	C	8,820	0	8,820	11,700	12,510	1,291	4.03%	2,383	0.27	C	
C.R. 450	BABB ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,366	4.03%	4,367	0.41	B
C.R. 450	SR 19	E UMATILLA BOULEVARD/ W 7TH STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,982	4.03%	7,349	0.69	C
C.R. 450	E UMATILLA BOULEVARD/ W 7TH STREET	CR 42	D	9,880	0	5,785	9,165	9,880	9,880	3,982	4.03%	7,349	0.74	C
C.R. 450A	SR 19	CR 44A NORTH	D	9,880	0	5,785	9,165	9,880	9,880	1,107	4.03%	2,043	0.21	B
C.R. 452	MARION COUNTY LINE	FELKINS ROAD	C	12,690	0	8,010	12,690	13,680	13,680	5,382	4.03%	9,833	0.78	C
C.R. 452	FELKINS ROAD	SANDY LANE	D	10,725	0	6,240	10,010	10,725	10,725	5,382	4.03%	9,833	0.93	C
C.R. 452	SANDY LANE	LAKE LANDING BOULEVARD	D	13,680	0	8,010	12,690	13,680	13,680	7,105	4.03%	13,113	0.96	D
C.R. 452	LAKE LANDING BOULEVARD	CR 44	D	14,850	0	8,640	13,860	14,850	14,850	7,105	4.03%	13,113	0.85	C
C.R. 452 (EUSTIS)	CR 44 / CR 452	SR 19	D	14,850	0	8,640	13,860	14,850	14,850	10,701	4.03%	16,749	1.33	F
C.R. 452 (ST CLAIR ABRAMS AVENUE)	US 441	CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	6,201	0.58	B
C.R. 452 (ST CLAIR ABRAMS AVENUE)	CR 500A	CR 452 / EAST MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,360	4.03%	6,201	0.58	B
C.R. 452 (E MAIN STREET)	ST CLAIR ABRAMS AVENUE	DORA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,922	4.03%	3,547	0.33	B
C.R. 452 (LAKE DORA DRIVE)	DORA AVENUE	LAKE AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,361	4.03%	2,512	0.23	B
C.R. 452 (LAKESHORE DRIVE)	LAKE AVENUE	BAY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,385	4.03%	2,566	0.24	B
C.R. 452 (LAKESHORE DRIVE)	BAY ROAD	OLD US 441 / CR 500A	D	10,725	0	6,240	10,010	10,725	10,725	1,385	4.03%	2,566	0.24	B
C.R. 452 (LAKESHORE DRIVE)	OLD US 441 / CR 500A	11TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	642	4.03%	1,185	0.11	B
C.R. 455	SR 19	CR 561	D	21,100	0	8,000	15,100	21,100	26,800	2,374	2.70%	3,722	0.18	B
C.R. 455	CR 561	CR 561A	D	21,100	0	8,000	15,100	21,100	26,800	1,343	2.70%	2,105	0.10	B
C.R. 455	CR 561 A	RIDGEWOOD AVENUE	D	9,880	0	5,785	9,165	9,880	9,880	2,456	4.03%	4,533	0.46	B
C.R. 455	RIDGEWOOD AVENUE	CR 455 / CR 50	D	9,880	0	5,785	9,165	9,880	9,880	4,755	4.03%	8,776	0.89	C
C.R. 455	CR 455 / CR 50	SR 30	D	10,725	0	6,240	10,010	10,725	10,725	5,848	4.03%	10,424	0.97	D
C.R. 46 (SANFORD ROAD)	HIGHLAND STREET	US 441	D	14,850	0	8,640	13,860	14,850	14,850	5,174	4.03%	9,546	0.64	C
C.R. 460 (MARTIN LUTHER KING BOULEVARD)	THOMAS ROAD	US 27	D	14,850	0	8,640	13,860	14,850	14,850	4,412	4.03%	8,143	0.51	B
C.R. 466	SUMTER COUNTY LINE ROAD	ROLLING ACRES ROAD	D	33,800	0	26,900	32,100	33,800	33,800	16,814	2.70%	26,359	0.78	B
C.R. 466	ROLLING ACRES ROAD	US 27	D	16,500	0	9,600	15,400	16,500	16,500	8,703	2.70%	13,643	0.83	C
C.R. 466 / LAKE GRIFFIN ROAD	US 27 / US 441	GRAY'S AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,250	4.03%	4,153	0.39	B
C.R. 466 / LAKE GRIFFIN ROAD	GRAY'S AIRPORT ROAD	MARION COUNTY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,250	4.03%	4,153	0.42	B
C.R. 466A	SUMTER COUNTY LINE	CR 468 / ROSE AVENUE	D	15,200	0	8,900	14,100	15,200	15,200	8,163	2.70%	12,797	0.84	C
C.R. 466A	CR 468 / ROSE AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	4,816	2.70%	7,560	0.46	B
C.R. 466A (PICCIOLA ROAD)	US 27	CR 466B	D	14,850	0	8,640	13,860	14,850	14,850	6,955	4.03%	12,836	0.86	C
C.R. 466A (PICCIOLA ROAD)	CR 466B	COUNTY ROAD TERMINI	D	14,850	0	8,640	13,860	14,850	14,850	6,955	4.03%	12,836	0.86	C
C.R. 466B	EAGLE NEST ROAD	CR 466A	D	10,725	0	6,240	10,010	10,725	10,725	3,800	4.03%	7,013	0.65	C
C.R. 468	CR 466A	PINE RIDGE DAIRY ROAD	D	14,850	0	8,640	13,860	14,850	14,850	2,695	4.03%	4,974	0.33	B
C.R. 468	PINE RIDGE DAIRY ROAD	GRIFFIN ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,960	4.03%	9,154	0.62	C
C.R. 468	GRIFFIN ROAD	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	5,325	4.03%	10,760	0.72	C
C.R. 46A	SR 44	SR 46	C	12,690	0	8,010	12,690	13,680	13,680	6,313	4.03%	11,661	0.92	C
C.R. 470	SUMTER COUNTY LINE	BAY AVENUE	D	13,680	0	8,010	12,690	13,680	13,680	6,450	4.03%	11,904	0.87	C
C.R. 470	BAY AVENUE	CR 33	D	14,850	0	8,640	13,860	14,850	14,850	6,450	4.03%	11,904	0.80	C
C.R. 473	CR 44	FOUNTAIN LAKE BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	5,615	4.03%	10,363	0.97	D
C.R. 473	FOUNTAIN LAKE BOULEVARD	US 441	D	23,855	0	19,045	23,075	23,855	23,855	11,763	4.03%	21,709	0.91	C
C.R. 474	SR 33	GREEN SWAMP ROAD	C	9,800	0	9,800	13,000	13,900	2,598	4.03%	4,795	0.40	C	
C.R. 474	GREEN SWAMP ROAD	US 27	C	9,800	0	9,800	13,000	13,900	3,066	4.03%	5,859	0.58	C	
C.R. 478	SR 19	JAMARLY ROAD	D	13,680	0	8,010	12,690	13,680	13,680	712	4.03%	1,314	0.10	B
C.R. 48	SUMTER COUNTY LINE	CR 33	D	13,680	0	8,010	12,690	13,680	13,680	2,238	4.03%	4,112	0.30	B
C.R. 48	CR 33	US 27	D	14,850	0	8,640	13,860	14,850	14,850	7,197	4.03%	13,283	0.89	C
C.R. 48	US 27	LIME AVENUE	D	14,850	0	8,640	13,860	14,850	14,850	7,998	4.03%	14,761	0.99	D
C.R. 48	LIME AVENUE	SR 19	D	13,680	0	8,010	12,690	13,680	13,680	6,339	4.03%	11,669	0.86	C
C.R. 48	CR 561	RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	4,517	4.03%	8,336	0.56	B
C.R. 48	RANCH ROAD	CR 483A	C	9,800	0	9,800	13,000	13,900	4,517	4.03%	8,336	0.85	C	
C.R. 50 (SUNSET AVENUE)	CR 33	SR 50	D	14,850	0	8,640	13,860	14,850	14,850	931	4.03%	1,718	0.12	B
C.R. 50	US 27	TURKEY FARM ROAD	D	14,850	0	8,640	13,860	14,850	14,850	6,292	4.03%	15,303	1.03	F

Capital Improvements Element Data, Inventory & Analysis

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
C.R. 50	TURKEY FARM ROAD	CR 455	D	14,850	0	8,640	13,860	14,850	14,850	4,707	4.03%	8,887	0.58	C
C.R. 50	CR 455	ORANGE COUNTY LINE	D	14,850	0	8,640	13,860	14,850	14,850	4,690	4.03%	8,866	0.58	C
C.R. 500A/ OLD 441	SR 19	DORA AVENUE	D	16,300	0	9,800	15,400	16,300	16,300	9,016	2.70%	14,134	0.85	C
C.R. 500A/ OLD 441	DORA AVENUE	BAY ROAD	D	16,300	0	9,800	15,400	16,300	16,300	9,580	2.70%	15,018	0.91	C
C.R. 500A/ OLD 441	BAY ROAD	CR 44C/ EUDORA AVENUE	D	16,300	0	9,800	15,400	16,300	16,300	9,009	2.70%	14,123	0.85	C
C.R. 500A/ OLD 441	CR 44C/ EUDORA DRIVE	LAKESHORE DRIVE	D	16,300	0	9,800	15,400	16,300	16,300	12,153	2.70%	19,060	1.16	F
C.R. 500A/ OLD 441	LAKESHORE DRIVE	5TH AVENUE	D	16,300	0	9,800	15,400	16,300	16,300	9,969	2.70%	14,082	0.85	C
C.R. 500A/ OLD 441	CR 46	ORANGE COUNTY LINE	D	16,300	0	9,800	15,400	16,300	16,300	4,297	2.70%	6,738	0.41	B
C.R. 561	SR 19	CR 448	D	14,850	0	8,640	13,860	14,850	14,850	10,942	4.03%	20,194	1.36	F
C.R. 561	CR 448	CR 48	D	14,850	0	8,640	13,860	14,850	14,850	6,718	4.03%	12,369	0.83	C
C.R. 561	CR 48	CR 455	D	14,850	0	8,640	13,860	14,850	14,850	7,542	4.03%	13,919	0.94	D
C.R. 561	CR 455	HOWEY CROSS ROAD	D	13,680	0	8,010	12,690	13,680	13,680	4,670	4.03%	8,819	0.63	C
C.R. 561	HOWEY CROSS ROAD	TURNPIKE ROAD / CR 561A	D	13,680	0	8,010	12,690	13,680	13,680	5,177	4.03%	9,554	0.70	C
C.R. 561 / C.R. 561A	TURNPIKE ROAD / CR 561A	US 27	D	13,680	0	8,010	12,690	13,680	13,680	6,895	4.03%	12,726	0.93	D
C.R. 561	US 27	EAST AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
C.R. 561	EAST AVENUE	W MINNEOLA AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
C.R. 561	CR 561A	SR 50	D	14,850	0	8,640	13,860	14,850	14,850	3,718	4.03%	5,016	0.34	B
C.R. 561	SR 50	LOG HOUSE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	5,172	4.03%	6,945	0.64	C
C.R. 561	LOG HOUSE ROAD	FLORIDA BOYS RANCH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	2,116	4.03%	3,805	0.28	B
C.R. 561	FLORIDA BOYS RANCH ROAD	CR 33	C	9,800	0	5,800	9,800	13,000	13,000	1,255	4.03%	2,516	0.24	C
C.R. 561A	TURNPIKE ROAD / CR 561	CR 455	D	13,680	0	8,010	12,690	13,680	13,680	1,026	4.03%	1,894	0.14	B
C.R. 561A	CR 561	CR 565A	D	10,725	0	6,240	10,010	10,725	10,725	2,718	4.03%	5,016	0.47	B
C.R. 561A	CR 565A	JALARMY ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,878	4.03%	7,157	0.67	C
C.R. 561A	JALARMY ROAD	US 27	D	14,850	0	8,640	13,860	14,850	14,850	6,404	4.03%	11,819	0.80	C
C.R. 565	US 27	KWELLSTROM LANE	D	9,800	0	5,785	9,165	9,880	9,880	788	4.03%	1,454	0.15	B
C.R. 565 (VILLA CITY ROAD)	KWELLSTROM LANE	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,868	4.03%	3,448	0.33	B
C.R. 565	SR 50	SLOANS RIDGE	D	10,725	0	6,240	10,010	10,725	10,725	714	4.03%	1,318	0.12	B
C.R. 565	SLOANS RIDGE	LAKE ERIE ROAD	C	8,820	0	5,820	11,700	12,510	12,510	714	4.03%	1,318	0.15	C
C.R. 565A	SR 50	CR 561A	D	10,725	0	6,240	10,010	10,725	10,725	4,810	4.03%	8,877	0.83	C
C.R. 565A	SR 50	CR 565B	D	10,725	0	6,240	10,010	10,725	10,725	1,721	4.03%	3,176	0.30	B
C.R. 565B	SR 33	CR 561	C	8,820	0	5,820	11,700	12,510	12,510	1,733	4.03%	3,198	0.36	C
CANAL STREET	US 41	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	4,141	4.03%	7,644	0.51	B
CANAL STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,229	4.03%	5,959	0.40	B
CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVAR DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	9,670	4.03%	17,847	1.20	F
CITRUS TOWER BOULEVARD	OAKLEY SEAVAR DRIVE	SR 50	D	33,030	0	26,370	31,950	33,030	33,030	11,937	4.03%	22,031	0.67	B
CITRUS TOWER BOULEVARD	SR 50	JOHNS LAKE ROAD	D	33,030	0	26,370	31,950	33,030	33,030	11,949	4.03%	22,053	0.67	B
CITRUS TOWER BOULEVARD	US 27	US 27	D	33,030	0	26,370	31,950	33,030	33,030	10,621	4.03%	19,802	0.59	B
DAVID WALKER DRIVE	OLD US 41 / CR 500A	CR 19A	D	14,850	0	8,640	13,860	14,850	14,850	6,082	4.03%	11,225	0.76	C
DAVID WALKER DRIVE	CR 19A	US 41	D	14,850	0	8,640	13,860	14,850	14,850	6,082	4.03%	11,225	0.76	C
DAVID WALKER DRIVE	US 41	MOUNT HOMER ROAD	D	10,725	0	6,240	10,010	10,725	10,725	5,243	4.03%	9,676	0.90	C
DAVID WALKER DRIVE	MOUNT HOMER ROAD	GOLFINKS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	4,804	4.03%	8,866	0.83	C
DEAD RIVER ROAD	WEST TERMINI	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	5,463	4.03%	10,082	0.94	D
DONNELLY STREET	US 41	11TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	6,625	4.03%	17,764	1.66	F
DONNELLY STREET	11TH AVENUE	5TH AVENUE	E	10,725	0	6,240	10,010	10,725	10,725	6,625	4.03%	17,764	1.66	F
DUDA ROAD	CR 448A	ORANGE COUNTY LINE	C	8,820	0	5,820	11,700	12,510	12,510	4,178	4.03%	7,711	0.87	C
EAGLES NEST ROAD	US 27	CR 465B	D	10,725	0	6,240	10,010	10,725	10,725	2,580	4.03%	4,762	0.44	B
EAST AVENUE	CR 561	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	4,964	4.03%	9,161	0.85	C
EAST CROOKED LAKE ROAD	LAKEVIEW DRIVE	BROADVIEW AVENUE	C	8,820	0	5,820	11,700	12,510	12,510	3,705	4.03%	6,838	0.78	C
EAST CROOKED LAKE ROAD	BROADVIEW AVENUE	US 41	D	10,725	0	6,240	10,010	10,725	10,725	3,705	4.03%	6,838	0.78	C
EMERALDA AVENUE	EMERALDA ISLAND ROAD	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	3,089	4.03%	5,719	0.51	B
EMERALD CHURCH ROAD	CR 565	ANDERSON ROAD	C	8,820	0	5,820	11,700	12,510	12,510	1,200	4.03%	2,215	0.23	C
ESTES ROAD	CR 44	LAKE LINCOLN LANE	D	9,880	0	5,785	9,165	9,880	9,880	2,597	4.03%	4,793	0.49	B
ESTES ROAD	LAKE LINCOLN LANE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	2,597	4.03%	4,793	0.45	B
EUDORA ROAD	OLD MT DORA ROAD	US 41	D	10,725	0	6,240	10,010	10,725	10,725	3,359	4.03%	6,199	0.58	B
EXCALIBUR ROAD	HOOK STREET	CITRUS TOWER BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	3,881	4.03%	7,181	0.67	C
FISH CAMP ROAD	CR 452	CR 44	D	10,725	0	6,240	10,010	10,725	10,725	1,249	4.03%	2,305	0.21	B
FOSGATE ROAD	GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,038	4.03%	1,916	0.18	B
GOLFINKS AVENUE	KURT STREET	SR 19 / BAY STREET	D	10,725	0	6,240	10,010	10,725	10,725	890	4.03%	1,643	0.15	B
GOOSE PRAIRIE ROAD	EMERALDA AVENUE	CR 452	D	10,725	0	6,240	10,010	10,725	10,725	2,093	4.03%	3,863	0.36	B
GRAND HIGHWAY	CITRUS TOWER BOULEVARD	SR 50	D	10,725	0	6,240	10,010	10,725	10,725	4,582	4.03%	8,456	0.79	C
N. GRASSY LAKE ROAD / CITRUS GROVE ROAD	US 27	TURKEY FARM ROAD	D	10,725	0	6,240	10,010	10,725	10,725	570	4.03%	1,052	0.10	B
GRAYS AIRPORT ROAD	MARION COUNTY ROAD	CR 468	D	9,880	0	5,785	9,165	9,880	9,880	1,949	4.03%	3,567	0.36	B
GRAYS AIRPORT ROAD	CR 468	GRIFFIN VIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,949	4.03%	3,567	0.34	B
S GRAYS AIRPORT ROAD	GRIFFIN VIEW DRIVE	EAGLES NEST ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,546	4.03%	2,853	0.29	B

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
S GRAYS AIRPORT ROAD	EAGLES NEST ROAD	US 27 / US 412	D	9,880	0	5,785	9,165	9,880	9,880	1,169	4.03%	2,157	0.32	B
GRIFFIN AVENUE	US 27 / US 411	CR 25	D	14,850	0	8,640	13,860	14,850	14,850	7,671	4.03%	14,167	0.95	D
GRIFFIN AVENUE	CR 25	UNCLE DONALDS LANE	D	10,725	0	6,240	10,010	10,725	10,725	2,011	4.03%	3,711	0.35	B
GRIFFIN AVENUE	UNCLE DONALDS LANE	GRAYS AIRPORT ROAD	D	9,880	0	5,785	9,165	9,880	9,880	2,011	4.03%	3,711	0.38	B
GRIFFIN ROAD	US 27	LEE STREET	D	10,725	0	6,240	10,010	10,725	10,725	2,317	4.03%	4,276	0.40	B
GRIFFIN VIEW DRIVE	US 27	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,783	4.03%	6,962	0.65	C
GRIFFIN VIEW DRIVE	GRAYS AIRPORT ROAD	SULEN ROAD	D	9,880	0	5,785	9,165	9,880	9,880	1,440	4.03%	2,868	0.37	B
GROVE STREET	SR 19 (BADGER AVENUE)	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,144	4.03%	2,111	0.20	B
GROVE STREET	LAKEVIEW AVENUE	GOLFSKINS AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,867	4.03%	5,291	0.49	B
GROVE STREET	GOLFSKINS AVENUE	OLD MT DORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	3,850	4.03%	7,105	0.68	C
HAMMOCK RIDGE	US 27	US 27	D	33,030	0	26,370	31,950	33,030	33,030	8,864	4.03%	16,359	0.50	B
N HANCOCK ROAD	CR 50	N RIDGE BOULEVARD	D	33,030	0	26,370	31,950	33,030	33,030	7,362	4.03%	13,587	0.41	B
N HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	D	33,030	0	26,370	31,950	33,030	33,030	13,060	4.03%	24,103	0.73	B
S HANCOCK ROAD	SR 50	HOOK STREET	D	33,030	0	26,370	31,950	33,030	33,030	12,449	4.03%	22,975	0.70	B
S HANCOCK ROAD	HOOK STREET	JOHNS LAKE ROAD	D	14,850	0	8,640	13,860	14,850	14,850	12,449	4.03%	22,975	1.55	F
S HANCOCK ROAD	JOHNS LAKE ROAD	HARTWOOD MARSH ROAD	D	14,850	0	8,640	13,860	14,850	14,850	6,441	4.03%	11,887	0.80	C
HARTWOOD MARSH ROAD	US 27	N 90 DEGREE BEND	D	10,725	0	6,240	10,010	10,725	10,725	10,755	4.03%	19,849	1.85	F
HARTWOOD MARSH ROAD	N 90 DEGREE BEND	ORANGE COUNTY LINE	D	9,880	0	5,785	9,165	9,880	9,880	8,653	4.03%	15,970	1.62	F
HASELTON STREET	LAKEVIEW AVENUE	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	1,850	4.03%	3,414	0.32	B
HIGHLAND STREET	LAKEVIEW AVENUE	5TH AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,165	4.03%	3,996	0.37	B
HOOK STREET	US 27	LAKEVIEW AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	5,097	4.03%	9,407	0.83	C
HOOK STREET	US 27	HANCOCK ROAD	D	23,030	0	26,370	31,950	33,030	33,030	5,146	4.03%	9,407	0.29	B
HUFFSTEILLER DRIVE	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	734	4.03%	1,355	0.13	B
JALARMY ROAD	CR 478	CR 50A	D	10,725	0	6,240	10,010	10,725	10,725	3,088	4.03%	5,854	0.36	B
JOHNS LAKE ROAD	US 27	HANCOCK ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,983	4.03%	9,196	0.86	C
KURT STREET	W LAKEVIEW AVENUE	DAVID WALKER DRIVE	D	14,850	0	8,640	13,860	14,850	14,850	7,601	4.03%	14,028	0.94	D
KURT STREET	DAVID WALKER DRIVE	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,507	4.03%	8,318	0.78	C
W LADY LAKE BOULEVARD	WEST TERMINI	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	970	4.03%	1,790	0.17	B
E LADY LAKE BOULEVARD	US 27/US441	BERCHFIELD ROAD	D	10,725	0	6,240	10,010	10,725	10,725	507	4.03%	936	0.09	B
LAKE AVENUE / FAIRVIEW AVENUE	OLD 441 / CR 500A	LAKEVIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	612	4.03%	1,129	0.11	B
LAKE DRIVE	CR 44	COUNTRY ROAD	C	8,820	0	0	8,820	11,700	12,510	761	4.03%	1,404	0.16	C
LAKE ELLA ROAD	SUMTER COUNTY LINE	US 27	D	9,880	0	5,785	9,165	9,880	9,880	1,963	4.03%	3,623	0.37	B
LAKE ERIE ROAD	CR 565	SR 33	C	8,820	0	0	8,820	11,700	12,510	578	4.03%	1,067	0.12	C
LAKE EUSTIS DRIVE	US 441	CR 561	D	10,725	0	6,240	10,010	10,725	10,725	5,384	4.03%	9,837	0.93	C
LAKE LOUISA ROAD	LAKEVIEW DRIVE	VISTA DEL LAGO BOULEVARD	D	10,725	0	6,240	10,010	10,725	10,725	2,895	4.03%	5,345	0.50	B
LAKE LOUISA ROAD	VISTA DEL LAGO BOULEVARD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	3,913	4.03%	7,231	0.67	C
LAKE MACK DRIVE	CR 42	ANOTHER ANNA ROAD	C	8,820	0	0	8,820	11,700	12,510	1,476	4.03%	2,724	0.31	C
LAKE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	2,819	4.03%	5,203	0.35	B
LAKE STREET	MAIN STREET	SR 44	D	14,850	0	8,640	13,860	14,850	14,850	3,304	4.03%	6,008	0.41	B
LAKEVIEW DRIVE (CLER)	CR 561	OSWALT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,903	4.03%	3,512	0.33	B
LAKEVIEW DRIVE (CLER)	OSWALT ROAD	HARDER ROAD	D	14,850	0	8,640	13,860	14,850	14,850	8,014	4.03%	14,790	1.00	D
LAKEVIEW DRIVE (CLER)	HARDER ROAD	ANDERSON HILL ROAD	D	10,725	0	6,240	10,010	10,725	10,725	12,190	4.03%	22,497	2.10	F
LAKEVIEW DRIVE (EUSTIS)	CLAY BOULEVARD	SOUTH BAY STREET / SR 19 SB	D	10,725	0	6,240	10,010	10,725	10,725	4,895	4.03%	9,034	0.84	C
W LAKEVIEW AVENUE	KURT STREET	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	3,136	4.03%	5,788	0.54	B
E LAKEVIEW AVENUE	SR 19	HASELTON STREET	D	10,725	0	6,240	10,010	10,725	10,725	4,538	4.03%	8,375	0.78	C
LANE PARK CUTOFF	SR 19	CR 561	D	10,725	0	6,240	10,010	10,725	10,725	1,443	4.03%	2,663	0.25	B
LEE STREET	GRIFFIN ROAD	US 441	D	14,850	0	8,640	13,860	14,850	14,850	2,396	4.03%	4,237	0.39	B
LEE STREET	US 441	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	2,576	4.03%	4,754	0.32	B
WILSON LAKE PARKWAY	US 27	LIBBY ROAD	D	9,880	0	5,785	9,165	9,880	9,880	481	4.03%	888	0.09	B
E LIME AVENUE	DONNELLY STREET	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,912	4.03%	3,528	0.33	B
ONE OAK DRIVE	MAIN STREET	CR 44	D	14,850	0	8,640	13,860	14,850	14,850	2,370	4.03%	4,297	0.36	B
LOG HOUSE ROAD	CR 561	LAKEVIEW DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,612	4.03%	4,821	0.45	B
E MAIN STREET	SR 19	CR 452 / ST CLAIR ABRAMS STREET	D	14,850	0	8,640	13,860	14,850	14,850	6,932	4.03%	12,793	0.86	C
MAIN STREET (LEESBURG)	CR 468	THOMAS AVENUE	D	16,500	0	9,600	15,400	16,500	16,500	9,507	2.70%	14,904	0.90	C
MAIN STREET (LEESBURG)	THOMAS AVENUE	US 27	D	16,500	0	9,600	15,400	16,500	16,500	9,507	2.70%	14,904	0.90	C
MAIN STREET (LEESBURG)	US 27	LEE STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	LEE STREET	CANAL STREET	D	16,500	0	9,600	15,400	16,500	16,500	10,831	2.70%	16,979	1.03	F
MAIN STREET (LEESBURG)	CANAL STREET	LAKE STREET	D	16,500	0	9,600	15,400	16,500	16,500	5,195	2.70%	8,148	0.49	B
MAIN STREET (LEESBURG)	LAKE STREET	DIXIE AVENUE / SR 44	D	16,500	0	9,600	15,400	16,500	16,500	4,850	2.70%	7,603	0.46	B
MAIN STREET (SR 44)	DIXIE AVENUE / SR 44	US 441	D	16,500	0	9,600	15,400	16,500	16,500	4,055	2.70%	6,357	0.39	B
MARION COUNTY ROAD	CR 25	GRAYS AIRPORT ROAD	D	10,725	0	6,240	10,010	10,725	10,725	1,860	4.03%	3,433	0.32	B
MARION COUNTY ROAD	GRAYS AIRPORT ROAD	LAKE GRIFFIN ROAD	C	8,820	0	0	8,820	11,700	12,510	1,860	4.03%	3,433	0.39	C
MASCOTTE EMPIRE ROAD	SR 50	EMPIRE CHURCH ROAD	C	8,820	0	0	8,820	11,700	12,510	586	4.03%	1,082	0.12	C
MCLENDON STREET	CLAY AVENUE	US 27/US441	D	10,725	0	6,240	10,010	10,725	10,725	264	4.03%	487	0.05	B

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
MICRO RACETRACK ROAD	LAKE ELLA ROAD	CR 465A	D	9,880	0	5,785	9,185	9,880	9,880	3,260	4.03%	4,171	0.42	B
MORNINGSIDE DRIVE (MOUNT DORA)	US 441	CR 500A	E	10,725	0	6,240	10,010	10,725	10,725	1,181	4.03%	2,180	0.20	B
MT HOMER ROAD	CR 19A	US 441	D	10,725	0	6,240	10,010	10,725	10,725	1,707	4.03%	314	0.03	B
MT HOMER ROAD	US 441	DAVID WALKER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,384	4.03%	2,554	0.24	B
MT HOMER ROAD	DAVID WALKER DRIVE	KURT STREET	D	10,725	0	6,240	10,010	10,725	10,725	3,915	4.03%	7,225	0.67	C
OLD 441	SR 19	SR 19	E	36,700	0	29,300	35,500	36,700	36,700	16,057	2.70%	25,172	0.69	B
OLD EUSTIS ROAD	MORNINGSIDE DRIVE	E CROOKED LAKE DRIVE	E	10,725	0	6,240	10,010	10,725	10,725	1,725	4.03%	3,184	0.30	B
OLD EUSTIS ROAD	E CROOKED LAKE DRIVE	DONNELLY STREET	E	10,725	0	6,240	10,010	10,725	10,725	1,746	4.03%	3,222	0.30	B
OLD MOUNT DORA ROAD	SR 19	EUDORA ROAD	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	8,761	0.82	C
OLD MOUNT DORA ROAD	EUDORA ROAD	US 441	D	10,725	0	6,240	10,010	10,725	10,725	4,747	4.03%	8,761	0.82	C
ORANGE AVENUE	SR 19	HASSELTON STREET	D	36,700	0	29,300	35,500	36,700	36,700	11,438	2.70%	17,931	0.49	B
ORANGE AVENUE	HASSELTON STREET	CR 44B	D	16,500	0	9,600	15,400	16,500	16,500	11,207	2.70%	17,569	1.06	F
OSWALT ROAD	LAKE SHORE DRIVE	EDGEWATER DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,394	4.03%	6,264	0.58	C
PALMETTO DRIVE	SUNSET AVENUE	CR 33	C	10,010	0	6,240	10,010	10,725	10,725	543	4.03%	1,002	0.10	B
PRESCOTT STREET	BATES AVENUE	SR 44	D	10,725	0	6,240	10,010	10,725	10,725	456	4.03%	842	0.08	B
RADIO ROAD	CR 44	MORNINGSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,217	4.03%	5,937	0.55	B
RADIO ROAD	MORNINGSIDE DRIVE	US 441	D	14,850	0	8,640	13,860	14,850	14,850	6,980	4.03%	12,882	0.87	C
ROLLING ACRES ROAD	US 27 / US 441	OAK STREET	D	10,725	0	6,240	10,010	10,725	10,725	10,930	4.03%	20,172	1.88	F
ROLLING ACRES ROAD	OAK STREET	CR 466	D	10,725	0	6,240	10,010	10,725	10,725	9,531	4.03%	17,580	1.64	F
ROLLING ACRES ROAD	CR 466	LAKE ELLA ROAD	D	9,880	0	5,785	9,185	9,880	9,880	1,326	4.03%	3,370	0.34	B
ROUND LAKE ROAD	WOLF BRANCH ROAD	SR 46	D	9,880	0	5,785	9,185	9,880	9,880	2,143	4.03%	3,956	0.40	B
ROUND LAKE ROAD	SR 46	ORANGE COUNTY LINE	D	9,880	0	5,785	9,185	9,880	9,880	2,893	4.03%	5,336	0.54	B
ROYAL TRAILS ROAD	SEAGRAPE AVENUE	SR 44	C	8,820	0	0	8,820	11,700	12,510	1,269	4.03%	2,342	0.27	C
SHAY BOULEVARD	TARSON BOULEVARD	GRIFFIN AVENUE	D	10,725	0	6,240	10,010	10,725	10,725	2,352	4.03%	4,341	0.40	B
SHIRLEY SHORES ROAD	CR 44B	DEER ISLAND ROAD	C	8,820	0	0	8,820	11,700	12,510	2,127	4.03%	3,926	0.45	C
SLEEPY HOLLOW ROAD	US 441	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	2,380	4.03%	4,362	0.41	B
SR 19	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	1,611	2.07%	2,310	0.18	B
SR 19	CR 445A	CR 445	C	14,200	0	7,800	14,200	20,000	25,600	3,438	2.07%	4,930	0.35	B
SR 19	CR 445	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	4,257	2.07%	6,104	0.43	B
SR 19	CR 42	BAKER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	11,972	2.07%	17,166	1.21	D
SR 19	BAKER ROAD	CR 450 (UMATILLA BOULEVARD)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	2.07%	17,166	1.04	F
SR 19	CR 450 (UMATILLA BOULEVARD)	CR 450 (OCALA STREET)	D	16,500	0	9,600	15,400	16,500	16,500	11,972	2.07%	17,166	1.04	F
SR 19	CR 450 (OCALA STREET)	CR 450A	D	36,700	0	29,300	35,500	36,700	36,700	17,193	2.07%	24,863	0.67	B
SR 19	CR 450A	CR 19A	D	36,700	0	29,300	35,500	36,700	36,700	16,388	2.07%	23,498	0.64	B
SR 19	CR 19A	CR 44	D	36,700	0	29,300	35,500	36,700	36,700	16,388	2.07%	23,498	0.64	B
SR 19	CR 44	CR 453	D	36,700	0	29,300	35,500	36,700	36,700	15,838	2.07%	22,795	0.61	B
SR 19(S)	CR 453	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	14,309	2.10%	20,472	0.93	C
SR 19(N)	ORANGE AVENUE	CR 453	D	22,020	0	17,580	21,300	22,020	22,020	15,744	2.10%	22,683	1.03	F
SR 19(N)	STEVENS AVE	ORANGE AVENUE	D	22,020	0	17,580	21,300	22,020	22,020	15,744	2.10%	22,683	1.03	F
SR 19(S)	ORANGE AVENUE	STEVENS AVE	D	22,020	0	17,580	21,300	22,020	22,020	14,309	2.10%	20,472	0.93	C
SR 19	STEVENS AVE	GOLF LINKS AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	26,107	2.07%	37,434	1.02	F
SR 19	GOLF LINKS AVENUE	US 441	D	36,700	0	29,300	35,500	36,700	36,700	18,077	2.07%	25,920	0.71	B
SR 19 (DUNCAN DRIVE)	US 441	CR 500A LAKE SHORE BOULEVARD	D	33,200	0	0	25,000	33,200	35,100	14,447	2.07%	20,715	0.63	C
SR 19	CR 500A LAKE SHORE BOULEVARD	CR 452 (MAIN STREET)	D	33,200	0	0	25,000	33,200	35,100	14,447	2.07%	20,715	0.63	C
SR 19	CR 452 (MAIN STREET)	CR 561	D	33,200	0	0	25,000	33,200	35,100	24,676	2.07%	35,382	1.07	F
SR 19	CR 561	LAKE HARRIS NORTH END	D	22,200	0	7,800	15,600	22,200	27,900	24,676	2.07%	35,382	1.39	F
SR 19	LAKE HARRIS NORTH END	CR 48	D	22,200	0	7,800	15,600	22,200	27,900	13,391	2.07%	17,767	0.80	D
SR 19	CR 48	CENTRAL AVENUE	C	14,100	0	8,900	14,100	15,200	15,200	7,041	2.07%	10,096	0.72	C
SR 19	CENTRAL AVENUE	CR 455	C	15,100	0	8,000	15,100	21,100	26,800	7,041	2.07%	10,096	0.67	C
SR 19	CR 455	US 27 / SR 35	C	15,100	0	8,000	15,100	21,100	26,800	6,901	2.07%	9,586	0.66	C
SR 19	US 27 / SR 35	CR 478	C	15,100	0	8,000	15,100	21,100	26,800	7,356	2.07%	10,519	0.70	C
SR 19	CR 478	LAKE CATHERINE ROAD	C	15,100	0	8,000	15,100	21,100	26,800	7,336	2.07%	10,519	0.70	C
SR 19	LAKE CATHERINE ROAD	SR 50 / SR 33	C	15,100	0	8,000	15,100	21,100	26,800	9,426	2.07%	13,516	0.90	C
SR 33	SR 50 / SR 33	ANDERSON ROAD	D	16,500	0	9,600	15,400	16,500	16,500	6,420	2.70%	10,064	0.61	C
SR 33	ANDERSON ROAD	CR 565B	C	14,200	0	7,800	14,200	20,000	25,600	6,484	2.70%	10,180	0.72	C
SR 33	CR 565B	CR 561	C	14,200	0	7,800	14,200	20,000	25,600	4,983	2.70%	7,812	0.55	C
SR 33	CR 561	CR 474	C	14,200	0	7,800	14,200	20,000	25,600	5,115	2.70%	8,019	0.56	C
SR 33	CR 474	POLK COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	3,919	2.70%	6,144	0.43	B
SR 40	MARION COUNTY LINE	CR 445A	C	14,200	0	7,800	14,200	20,000	25,600	3,935	2.70%	6,169	0.43	B
SR 40	CR 445A	RIVER ROAD	C	14,200	0	7,800	14,200	20,000	25,600	6,140	2.70%	9,626	0.68	C
SR 40	RIVER ROAD	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	7,306	2.70%	11,463	0.81	C
SR 44	SUMTER COUNTY LINE	CR 468	D	36,700	0	29,300	35,500	36,700	36,700	18,510	2.70%	29,018	0.79	B
SR 44	CR 468	S LONE OAK DRIVE	D	36,700	0	29,300	35,500	36,700	36,700	13,503	2.70%	21,168	0.58	B
SR 44	S LONE OAK DRIVE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	17,131	2.70%	26,866	0.73	B

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
SR 44 / DIXIE AVENUE	US 27	S 9TH STREET	D	36,700	0	29,300	35,500	36,700	36,700	21,783	2.70%	35,885	0.97	D
SR 44 / DIXIE AVENUE	S 9TH STREET	CANAL STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	2.70%	34,826	0.95	C
SR 44 / DIXIE AVENUE	CANAL STREET	S LAKE STREET	D	36,700	0	29,300	35,500	36,700	36,700	22,215	2.70%	34,826	0.95	C
SR 44 / DIXIE AVENUE	S LAKE STREET	E MAIN STREET	D	36,700	0	29,300	35,500	36,700	36,700	18,956	2.70%	29,717	0.81	C
SR 44 / DIXIE AVENUE	E MAIN STREET	US 441	D	33,200	0	0	25,000	33,200	35,100	19,751	2.70%	30,903	0.93	D
SR 44	CR 44B	GRIFFIN LANE	D	16,500	0	9,600	15,400	16,500	16,500	9,948	2.70%	15,595	0.85	D
SR 44	GRIFFIN LANE	CR 439	C	15,400	0	9,600	15,400	16,500	16,500	9,948	2.70%	15,595	1.01	D
SR 44	CR 439	CR 437	C	15,400	0	9,600	15,400	16,500	16,500	9,948	2.70%	15,595	1.01	D
SR 44	CR 437	CR 46A	C	15,100	0	8,000	15,100	21,100	26,800	8,209	2.70%	12,889	0.85	C
SR 44	CR 46A	CR 44A	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.70%	10,141	0.71	C
SR 44	CR 44A	OVERLOOK DRIVE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.70%	10,141	0.71	C
SR 44	OVERLOOK DRIVE	CR 42	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.70%	10,141	0.71	C
SR 44	CR 42	VOLUSIA COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	6,469	2.70%	10,141	0.71	C
SR 46	US 441	VISTA VIEW	D	16,500	0	9,600	15,400	16,500	16,500	9,798	2.70%	15,360	0.93	C
SR 46	VISTA VIEW	ROUND LAKE ROAD	D	16,500	0	9,600	15,400	16,500	16,500	9,798	2.70%	15,360	0.93	C
SR 46	ROUND LAKE ROAD	CR 437 SOUTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 SOUTH	CR 437 NORTH	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,661	1.54	F
SR 46	CR 437 NORTH	CR 435	C	14,100	0	8,900	14,100	15,200	15,200	13,817	2.70%	21,661	1.54	F
SR 46	CR 435	CR 46A	C	14,200	0	7,800	14,200	20,000	25,600	15,035	2.70%	23,561	1.67	F
SR 46	CR 46A	SEMINOLE COUNTY LINE	C	14,200	0	7,800	14,200	20,000	25,600	15,035	2.70%	23,561	1.67	F
SR 50	SUMTER COUNTY LINE	CR 565 / BAY LAKE ROAD	D	22,200	0	7,800	15,400	23,200	27,900	13,060	2.70%	16,905	0.85	D
SR 50	CR 565 / BAY LAKE ROAD	CR 33	D	22,200	0	7,800	15,400	23,200	27,900	13,060	2.70%	16,905	0.85	D
SR 50	CR 33	GROVELAND FARMS ROAD	D	36,700	0	29,300	35,500	36,700	36,700	21,946	2.70%	34,404	0.94	C
SR 50	GROVELAND FARMS ROAD	SR 50 ONE WAY PAIRS	D	36,700	0	29,300	35,500	36,700	36,700	21,946	2.70%	34,404	0.94	C
SR 50 (E)	SR 50 ONE WAY PAIRS	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.10%	19,839	0.90	C
SR 50 (W)	SR 19	SR 50 ONE WAY PAIRS	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.10%	19,839	0.90	C
SR 50 (W)	SR 33 SOUTH	SR 19	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.10%	19,839	0.90	C
SR 50 (E)	SR 19	SR 33 SOUTH	D	22,020	0	17,580	21,300	22,020	22,020	13,770	2.10%	19,839	0.90	C
SR 50	SR 33 SOUTH	CR 565A NORTH	D	36,700	0	29,300	35,500	36,700	36,700	22,201	2.07%	31,833	0.87	C
SR 50	CR 565A NORTH	CR 561	D	36,700	0	29,300	35,500	36,700	36,700	22,898	2.07%	32,833	0.89	C
SR 50	CR 561	EAST AVENUE	D	36,700	0	29,300	35,500	36,700	36,700	25,061	2.07%	35,834	0.98	D
SR 50	EAST AVENUE	US 27	D	36,700	0	29,300	35,500	36,700	36,700	32,793	2.07%	47,021	1.38	F
SR 50	US 27	HANCOCK ROAD	D	55,300	0	45,000	53,700	55,300	55,300	39,083	2.07%	66,040	1.01	F
SR 50	HANCOCK ROAD	CR 455	D	55,300	0	45,000	53,700	55,300	55,300	49,430	2.07%	70,862	1.28	F
SR 50	CR 455	ORANGE COUNTY LINE	D	55,300	0	45,000	53,700	55,300	55,300	49,430	2.07%	70,862	1.28	F
SR 91 (FLORIDA TURNPIKE)	SUMTER COUNTY LINE	CR 470	C	57,600	0	42,600	57,600	68,700	73,600	37,900	3.99%	66,594	1.19	D
SR 91 (FLORIDA TURNPIKE)	CR 470	US 27/ SR 25	C	57,600	0	42,600	57,600	68,700	73,600	37,900	3.99%	66,594	1.19	D
SR 91 (FLORIDA TURNPIKE)	US 27/ SR 25	US 27/ SR 25/ SR 19 INTERCHANGE	C	57,600	0	42,600	57,600	68,700	73,600	37,900	3.99%	66,594	1.19	D
SR 91 (FLORIDA TURNPIKE)	US 27/ SR 25/ SR 19 INTERCHANGE	ORANGE COUNTY LINE	C	57,600	0	42,600	57,600	68,700	73,600	43,200	3.99%	79,432	1.38	F
SUNNYSIDE DRIVE	SR 44	SUNSET DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	3,177	4.03%	5,883	0.55	B
SUNNYSIDE DRIVE	SUNSET DRIVE	BRIDGEWATER COURT	D	10,725	0	6,240	10,010	10,725	10,725	1,421	4.03%	2,623	0.24	B
SUNNYSIDE DRIVE	BRIDGEWATER COURT	SUNNYSIDE DRIVE	D	10,725	0	6,240	10,010	10,725	10,725	1,767	4.03%	3,261	0.30	B
THOMAS AVENUE	CR 460	CR 44A	D	14,850	0	8,640	13,860	14,850	14,850	6,681	4.03%	12,330	0.83	C
THOMAS AVENUE	GRIFFIN ROAD	MAIN STREET	D	14,850	0	8,640	13,860	14,850	14,850	6,255	4.03%	11,544	0.78	C
TURKEY FARM ROAD	E GRASSY LAKE ROAD	CR 50	D	10,725	0	6,240	10,010	10,725	10,725	1,941	4.03%	3,582	0.33	B
TUSCANOOGA ROAD	SUMTER COUNTY LINE	EGG ROAD	C	9,800	0	0	9,800	13,000	13,900	465	4.03%	868	0.09	C
TUSCANOOGA ROAD	EGG ROAD	SR 50	C	13,860	0	8,640	13,860	14,850	14,850	1,807	4.03%	3,335	0.24	B
UNDERPASS ROAD	CR 33	AMERICAN LEGION ROAD	C	10,010	0	6,240	10,010	10,725	10,725	791	4.03%	1,460	0.15	B
US 193	US 27	ORANGE COUNTY LINE	C	48,600	0	41,500	48,600	51,000	51,000	50,009	2.07%	71,707	1.48	F
US 27/US441	SUMTER COUNTY LINE	GRIFFIN AVENUE	D	50,300	0	0	39,000	50,300	53,100	38,368	2.07%	40,878	0.81	D
US 27/US441	GRIFFIN AVENUE	ALT US 441 / ALT US 27	D	33,200	0	0	25,000	33,200	35,100	25,602	2.07%	36,710	1.11	F
US 27/US441	ALT US 441 / ALT US 27	CR 466	D	36,700	0	29,300	35,500	36,700	36,700	25,602	2.07%	36,710	1.00	F
US 27/US441	CR 466	LAKE ELLA ROAD	D	36,700	0	29,300	35,500	36,700	36,700	32,205	2.07%	46,178	1.26	F
US 27/US441	LAKE ELLA ROAD	CR 466A / MILLER BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	26,660	2.07%	38,227	1.04	F
US 27/US441	CR 466A / MILLER BOULEVARD	CR 460** (MARTIN LUTHER KING BLVD)	D	36,700	0	29,300	35,500	36,700	36,700	32,784	2.07%	47,022	1.38	F
US 27/US441	CR 460** (MARTIN LUTHER KING BLVD)	CR 466A (LEE ROAD)	D	36,700	0	29,300	35,500	36,700	36,700	45,264	2.07%	64,903	1.77	F
US 27/US441	CR 466A (LEE ROAD)	CR 44A / GRIFFIN ROAD	D	36,700	0	29,300	35,500	36,700	36,700	45,264	2.07%	64,903	1.77	F
US 27/US441	CR 44A / GRIFFIN ROAD	US 27/US441 SPLIT	D	50,300	0	0	39,000	50,300	53,100	45,264	2.07%	64,903	1.77	F
US 27/ SR 25	US 27/US441 SPLIT	MAIN STREET	D	33,200	0	0	25,000	33,200	35,100	26,197	2.07%	37,563	1.13	F
US 27/ SR 25	MAIN STREET	SR 44	D	33,200	0	0	25,000	33,200	35,100	23,536	2.07%	33,748	1.02	E
US 27/ SR 25	SR 44	CR 25A (SOUTH)	D	33,200	0	0	25,000	33,200	35,100	33,142	2.07%	47,521	1.43	F
US 27/ SR 25	CR 25A (SOUTH)	CR 33	D	33,200	0	0	25,000	33,200	35,100	33,696	2.07%	46,882	1.41	F
US 27/ SR 25	CR 33	CR 48	D	36,700	0	29,300	35,500	36,700	36,700	32,696	2.07%	46,882	1.38	F
US 27/ SR 25	CR 48	PLANTATION BOULEVARD	D	36,700	0	29,300	35,500	36,700	36,700	21,851	2.07%	31,332	0.85	C

Capital Improvements Element
Data, Inventory & Analysis

APPENDIX E

LAKE COUNTY ROADWAY INVENTORY

2030 LOS ANALYSIS

E+C Network

Area Type and Functional Classification Changes

ROAD NAME	FROM	TO	FDOT LOS Standard	LOS CAPACITY	Annual Average Daily Volumes					2009 AADT	GROWTH RATE	2030		
					A	B	C	D	E			AADT	V/C RATIO	LOS
US 27/SR 25	PLANTATION BOULEVARD	FLORIDA TURNPIKE	C	32,100	0	26,900	32,100	33,800	33,800	21,851	2.07%	31,332	0.98	C
US 27/SR 25	FLORIDA TURNPIKE	SR 19	C	32,100	0	26,900	32,100	33,800	33,800	19,596	2.07%	28,068	0.88	C
US 27/SR 25	SR 19	CR 561	C	32,100	0	26,900	32,100	33,800	33,800	15,635	2.07%	22,416	0.70	B
US 27/SR 25	CR 561	CR 561A	C	35,500	0	29,300	35,500	36,700	36,700	24,611	2.07%	36,289	0.99	C
US 27/SR 25	CR 561A	CR 561/MAIN AVENUE	C	35,500	0	29,300	35,500	36,700	36,700	28,965	2.07%	41,629	1.17	F
US 27/SR 25	CR 561/MAIN AVENUE	CR 50	C	35,500	0	29,300	35,500	36,700	36,700	28,965	2.07%	41,629	1.17	F
US 27/SR 25	CR 50	GRAND HIGHWAY	C	35,500	0	29,300	35,500	36,700	36,700	28,245	2.07%	40,600	1.14	F
US 27/SR 25	GRAND HIGHWAY	SR 50	C	35,500	0	29,300	35,500	36,700	36,700	21,679	2.07%	31,085	0.88	C
US 27/SR 25	SR 50	JOHNS LAKE ROAD	C	35,500	0	29,300	35,500	36,700	36,700	31,528	2.07%	46,207	1.27	F
US 27/SR 25	JOHNS LAKE ROAD	HARDWOOD MARSH ROAD	C	35,500	0	29,300	35,500	36,700	36,700	28,219	2.07%	37,696	1.08	F
US 27/SR 25	HARDWOOD MARSH ROAD	LAKE LOUISA ROAD	C	35,500	0	29,300	35,500	36,700	36,700	22,370	2.07%	32,076	0.90	C
US 27/SR 25	LAKE LOUISA ROAD	CR 474	C	45,400	0	31,400	45,400	58,800	66,600	22,135	2.07%	31,739	0.70	C
US 27/SR 25	CR 474	US 192	C	48,600	0	41,500	48,600	51,000	51,000	31,226	2.07%	44,774	0.92	C
US 441/SR 500	US 27/US 441 SPLIT	LEE STREET	D	33,200	0	0	25,000	33,200	35,100	29,057	2.07%	41,664	1.25	F
US 441/SR 500	LEE STREET	N CANNAL STREET	D	33,200	0	0	25,000	33,200	35,100	29,634	2.07%	42,491	1.28	F
US 441/SR 500	N CANNAL STREET	E DIXIE AVENUE	D	33,200	0	0	25,000	33,200	35,100	29,726	2.07%	42,623	1.28	F
US 441/SR 500	E DIXIE AVENUE	E MAIN STREET	D	55,300	0	45,000	53,700	55,300	55,300	43,634	2.07%	62,666	1.13	F
US 441/SR 500	E MAIN STREET	CR 44	D	55,300	0	45,000	53,700	55,300	55,300	43,553	2.07%	62,449	1.13	F
US 441/SR 500	CR 44	RADIO ROAD	D	55,300	0	45,000	53,700	55,300	55,300	43,553	2.07%	62,449	1.13	F
US 441/SR 500	RADIO ROAD	CR 475	D	55,300	0	45,000	53,700	55,300	55,300	37,734	2.07%	54,108	0.98	D
US 441/SR 500	CR 475	OLD US 441/CR 500A	D	55,300	0	45,000	53,700	55,300	55,300	37,734	2.07%	54,108	0.98	D
US 441/SR 500	OLD US 441/CR 500A	SR 19/ DUNCAN DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	25,397	2.07%	33,645	0.61	B
US 441/SR 500	SR 19/ DUNCAN DRIVE	CR 452/ ST CLAIR ABRAMS AVENUE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	2.07%	62,709	0.95	C
US 441/SR 500	CR 452/ ST CLAIR ABRAMS AVENUE	CR 452/ LAKE EUSTIS DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	2.07%	62,709	0.95	C
US 441/SR 500	CR 452/ LAKE EUSTIS DRIVE	DAVID WALKER DRIVE	D	55,300	0	45,000	53,700	55,300	55,300	36,760	2.07%	62,709	0.95	C
US 441/SR 500	DAVID WALKER DRIVE	SR 19/ BAY STREET	D	55,300	0	45,000	53,700	55,300	55,300	37,591	2.07%	53,901	0.97	D
US 441/SR 500	SR 19/ BAY STREET	OLD MT DORA ROAD	D	55,300	0	45,000	53,700	55,300	55,300	32,596	2.07%	46,739	0.85	C
US 441/SR 500	OLD MT DORA ROAD	DONNELLY STREET	D	55,300	0	45,000	53,700	55,300	55,300	32,596	2.07%	46,739	0.85	C
US 441/SR 500	DONNELLY STREET/SR 44	WOLF BRANCH ROAD	D	36,700	0	29,300	35,500	36,700	36,700	25,888	2.07%	36,833	1.00	F
US 441/SR 500	WOLF BRANCH ROAD	SR 46	D	36,700	0	29,300	35,500	36,700	36,700	26,330	2.07%	37,754	1.03	F
US 441/SR 500	SR 46	ORANGE COUNTY LINE	D	36,700	0	29,300	35,500	36,700	36,700	21,304	2.07%	30,647	0.83	C
VISTA DEL LAGO BOULEVARD	LAKE LOUISA ROAD	US 27	D	10,725	0	6,240	10,010	10,725	10,725	1,434	4.03%	2,628	0.25	B
WASHINGTON AVENUE	HASELTON STREET	ABRAMS ROAD	D	10,725	0	6,240	10,010	10,725	10,725	2,496	4.03%	4,607	0.43	B
WAYCROSS AVENUE	COUNTY CLUB ROAD	CR 44B	D	10,725	0	6,240	10,010	10,725	10,725	4,342	4.03%	8,383	0.78	C
WELLS AVENUE	SR 19	E MAIN STREET	D	10,725	0	6,240	10,010	10,725	10,725	1,592	4.03%	2,938	0.27	B
WOLF BRANCH ROAD	US 441	BRITT ROAD	D	14,850	0	8,640	14,850	14,850	14,850	7,849	4.03%	14,489	0.98	D
WOLF BRANCH ROAD	BRITT ROAD	CR 437	D	9,880	0	5,785	9,165	9,880	9,880	3,319	4.03%	6,125	0.62	C
WOODLEA ROAD	LANE PARK ROAD	SR 19	D	10,725	0	6,240	10,010	10,725	10,725	2,685	4.03%	4,955	0.46	B

