

Existing Conditions Report

FM #: 405854-1 / August 2019



Tavares-Mount Dora Trail

CORRIDOR PLANNING STUDY



Florida Department of Transportation

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- Appendix A. Pages from Planning Documents
- Appendix B. Crash Data Summary

1.0 Introduction

1.1 Report Purpose

The purpose of this report is to present the results of the existing conditions analysis for the Tav-Dora Trail corridor. The existing conditions were evaluated by performing a review of existing plans and documents, coordination with regulatory agencies, and field reconnaissance. The following report provides a description of the existing conditions, in addition to the social and environmental characteristics, for the study area.

1.2 Project Background and Purpose

This study is being conducted by the Florida Department of Transportation (FDOT) – District Five Office in coordination with the Lake-Sumter Metropolitan Planning Organization (MPO), Lake County Public Works Department, Lake County Office of Parks and Trails, Lake County Transit Division, and the cities of Tavares and Mount Dora. The study will evaluate an assessment of alternative alignments for a multi-use trail included in the Lake County Trails Master Plan (2018 update) as part of the regional Wekiva Trail and will connect the cities of Tavares and Mount Dora using Old U.S. 441 or railroad right of way. This trail will also provide a connection to the North Lake Trail as well as the Wekiva Trail to the east.

1.3 Project / Facility Description

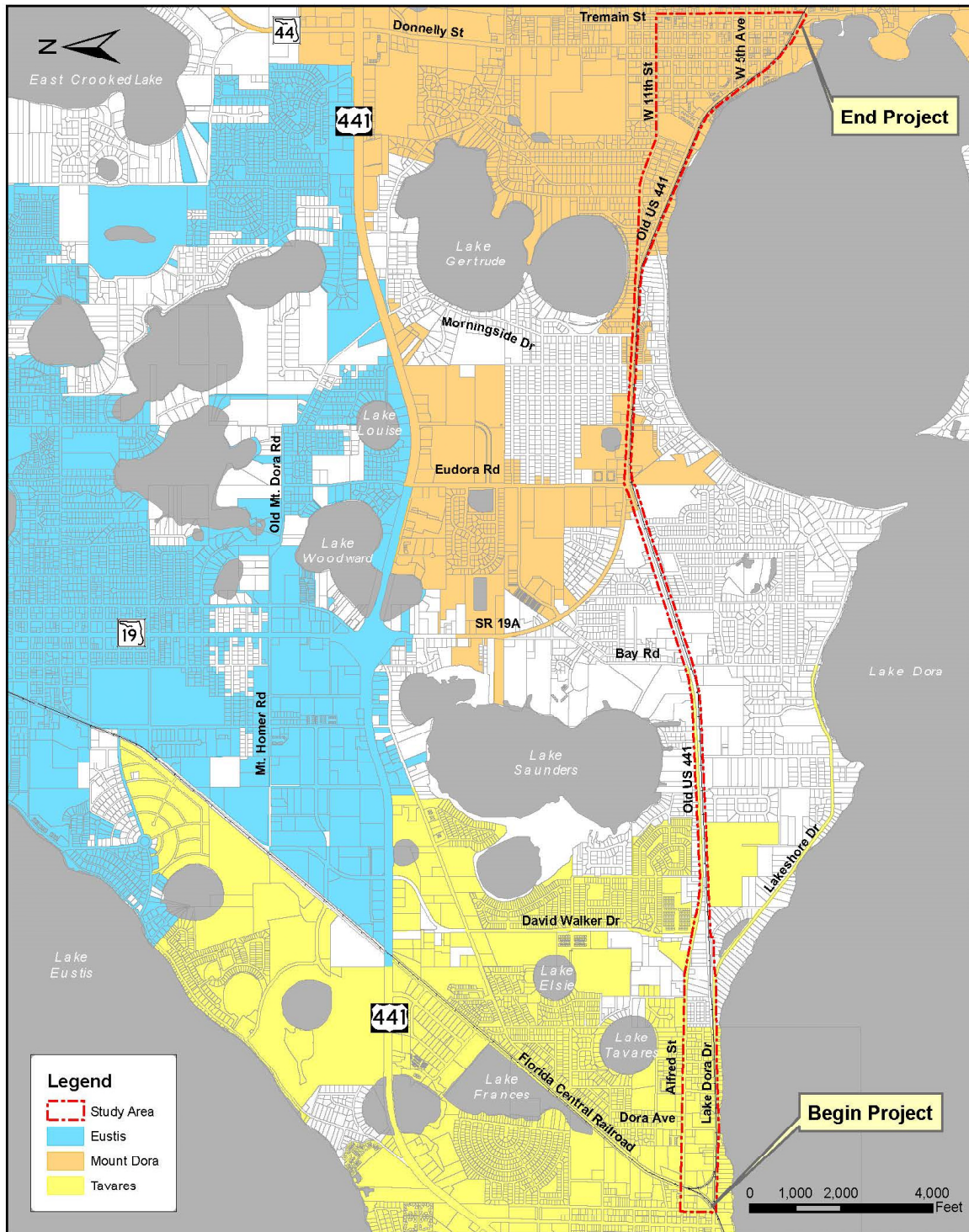
The proposed multi-use trail will travel along a 5.5 to 6-mile corridor from Disston Avenue (Wooton Park) to Tremain Street. The proposed trail corridor will begin at Wooton Park in Tavares and terminate in Mount Dora near Tremain Street, and follow Old U.S. 441 and/or the Florida Central Railroad right of way in between. The study area is illustrated in Figure 1.



Looking east towards the intersection of Old US 441 and Morningside Drive in the City of Mount Dora.

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Figure 1: Study Area Map



Updated July 25, 2019 - Source: FDOT

2.0 Summary of Transportation Plans

2.1 Location in Local Plans

A review of local transportation plans was performed to demonstrate the consistency of this project with regional and local transportation planning efforts. The Florida Department of Environmental Protection (FDEP) Office of Greenways and Trails (OGT) identifies this project as a “Land Trail Opportunity” based on the Florida Greenways and Trails System Plan (FGTS) 2018 Priority and Opportunity Land Trails map, included in Appendix A.

2.2 Funding and Sources

There are currently no projects within the study limits that are included in the Lake-Sumter MPO FY 2018/19 Transportation Improvement Plan (TIP) or the 2040 Lake-Sumter MPO Long Range Transportation Plan (Transportation 2040).

2.3 Previous / Ongoing Planning Studies

An important element of a successful plan is to understand prior and current initiatives that can provide information about the context in which this plan was formed, and about projects that can be used as a starting point. Recommendations and projects identified in prior and current studies that may affect the outcome of this plan have been identified and reviewed.

The following studies and plans were reviewed as part of this effort. A brief summary of the review of each item is included.

1. Alfred St (Old 441) Corridor Study, November 2007
2. Old Hwy 441 Preliminary Engineering Study, July 2008
3. North Lake Trail Phase 3 Corridor Planning Study Existing Conditions, April 2019
4. Lake County Comprehensive Plan, March 2010
5. Mount Dora Comprehensive Plan, February 2013
6. Mount Dora Trails Master Plan, 2006
7. Wekiva Trail PD&E Study, March 2016
8. Tavares Comprehensive Plan, December 2017
9. Lake County Trails Master Plan, September 2018
10. Lake Sumter MPO LRTP, October 2017
11. Lake Sumter MPO TIP, December 2018
12. Lake Sumter Metropolitan Planning Organization LOPP, June 2019
13. Central Florida MPO Alliance LOPP, May 2019

2.3.1 Alfred St (Old 441) Corridor Study, November 2007

The Alfred Street Corridor Study was conducted by the City of Tavares, in association with Lake County. The limits of the study corridor are Alfred Street (Old U.S. Hwy 441) from S.R. 19 to Bay Road, approximately 3 miles. The primary objectives of the corridor study were to evaluate alternatives to improve traffic operations and safety, provide improved access for pedestrians and bicyclists and to address drainage deficiencies.

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While some sidewalk exists along the roadway, the City of Tavares' vision at the time was to enhance the overall walkability along Alfred Street by upgrading the sidewalks and providing them on both sides of the road throughout the length of the project. Within the western third of the project, bicycle facilities were not considered due to right of way constraints and the availability of a dedicated bicycle trail running behind the Judicial Center toward Lake Dora, then eastward to Dora Avenue.

The study corridor was divided into three segments for evaluation – Downtown section (S.R. 19 to Dora Avenue); Central section (Dora Avenue to David Walker Drive); and Eastern section (David Walker Drive to Bay Road). The recommended alternative along the three sections are described below.

Downtown Section (S.R. 19 to Dora Avenue) – The recommended alternative was a one-way pair with Alfred Street for eastbound traffic and Caroline Street for westbound traffic. The typical section consists of one 12-foot travel lane for each direction, one 8-foot parking lane, and a combination of a 7-foot sidewalk adjacent to the travel lane or a 5-foot sidewalk behind the planter strip.

Central and Eastern Sections (Dora Avenue to Bay Road) – The recommended alternative is a three-lane typical section with 12-foot travel lanes in each direction, 12-foot two way left turn lane, 10-foot multiuse trail on the south side and 5-foot sidewalk on the north side. The recommended improvements were unanimously adopted by the City Council in October 2007.

2.3.2 *Old U.S. Highway 441 Preliminary Engineering Study from Bay Road to McDonald Street (July 2008)*

This study was commissioned by the City of Mount Dora and Lake County to evaluate long term enhancements to Old U.S. Hwy 441 on the 2.5-mile segment within the project limits, between Bay Road and McDonald Street. The study's purpose was to determine the number of lanes needed to accommodate future traffic along this corridor, as well as to determine the appropriate facilities for bicyclists and pedestrians. The study corridor was divided into three segments: Segment 1 between Bay Road and Eudora Street, Segment 2 between Eudora Street and Heim Road, and Segment 3 between Heim Road and McDonald Street. The recommended alternatives for each segment are described below.

Segment 1 between Bay Road and Eudora Street – Adding a center two-way left-turn lane with a 5-foot sidewalk on the north side of the road and a 12-foot shared-use path between the roadway and the Florida Central Railroad corridor on the south side.

Segment 2 between Eudora Street and Heim Road – The recommended improvements include two 11.5-foot travel lanes, an 11-foot center two way left turn lane, 4-foot on-street bike lanes and a continuous 6-foot sidewalk along the north side. On-street parallel parking would be eliminated along the north curb between Lucerne Drive and Morningside Drive.

Segment 3 between Heim Road and McDonald Street – The recommended improvements include two 12-foot travel lanes and a 12-foot wide shared-use path along the north side that would connect to the trail proposed on Coliseum Way up to Helen Street.

Based on the projected traffic through the design year of 2025, the study determined that there was no need to add additional lanes along the corridor.

2.3.3 *North Lake Trail Phase 3 Corridor Planning Study Existing Conditions, April 2019*

FDOT conducted a Corridor Planning Study to evaluate a multi-use trail along the approximately 19-mile section of State Road (S.R.) 19 from County Road (C.R.) 450A to S.R. 40 and the Planned Black Bear Scenic Trail. The conceptual alignment also includes a portion of the former Atlantic Coast Line (ACL) railroad, also known as SE 309th Court in Marion County within the boundaries of the Ocala National Forest. The purpose of this study was to identify and evaluate alternatives for a preferred trail alignment that can be carried forward to a Project Development and Environment (PD&E) Study.

Three build alternatives were proposed for the project. The public meeting for project was held in January 2019 and all alternatives were recommended to be carried forward into the PD&E Study. The project has been placed on hold until funding becomes available for a PD&E study, or until a local agency picks up the project.

2.3.4 *Lake County Comprehensive Plan, Planning Horizon 2030 (updated March 2018)*

Lake County's Planning Horizon 2030 supports the development of trails and greenways countywide via the following objectives and policies:

- *OBJECTIVE VII-1.5 TRAILS AND GREENWAYS: Lake County shall foster the development of a comprehensive greenway, blueway, trails, equestrian and bikeway system that provides for the protection of natural resources, scenic value, eco-tourism, and resource-oriented recreation.*
- *Policy VII-1.5.1 Greenways and Blueways: Lake County shall coordinate the establishment and maintenance of greenway and blueway trails to help connect natural resources and parks to the trail system as identified in the Lake County Trails Master Plan, September 2008, or its successor documents.*

2.3.5 *Mount Dora Comprehensive Plan 2032 (updated June 2018)*

The Mount Dora Comprehensive Plan references the adopted Trails Master Plan for the City's overall vision and strategy for a comprehensive and interconnected trail network, including regional shared use trails, nature trails and bike/pedestrian corridors. The Comprehensive Plan supports the development of trails via the following policies:

- *Transportation Element Policy 5.e.: Future pedestrian and bike paths, as adopted in the City's Trails Master Plan and any amendments thereto shall be the official map.*
- *Conservation Element Policy 2.k.: Promote public access to lakes through the use of pedestrian paths, trails or walkways; greenbelt areas; public beaches; and other viable means that are consistent with the City's land use policies and zoning regulations.*

2.3.6 *Mount Dora Trails Master Plan (April 2009)*

The primary focus of the Mount Dora Trails Master Plan is to establish an overall vision and strategy for the development of a comprehensive and interconnected trail network. The Master Plan serves as a guide to the location, design, prioritization, and maintenance of a comprehensive trail network within the City of Mount Dora.

The Florida Central Railroad right of way is identified in the Trails Master Plan for future acquisition for a trail.

2.3.7 *Wekiva Trail Project Development and Environment (PD&E) Study, March 2016*

The Wekiva Trail PD&E Study was completed in March 2016. The limits of the study are from Mount Dora (Tremain Street) to the Wekiva River and includes the Neighborhood Lakes Trail from State Road 46 to Kelly Park. The project is located in Lake and Orange Counties. Segment 1 of the PD&E Study runs from Tremain Street in Mount Dora to State Road (S.R.) 46 in Sorrento, a distance of approximately 5.5 miles. Within the limits of Segment 1, the recommended alternative is referred to as alternative trail corridor (ATC) 1-1 and proposes to construct a shared-use path utilizing the existing railroad right of way and bridges. This alternative would remove the existing railroad rails, regrade the existing embankment, and construct a 14-foot-wide paved surface. Further, the historic railroad bridges would be modified and repurposed to accommodate the construction of a shared-use path surface. The estimated design and construction costs for Segment 1 is \$7.9 million.

2.3.8 *Tavares Comprehensive Plan (updated December 2011)*

The Tavares Comprehensive Plan supports a "...safe, convenient, efficient multimodal transportation system" per Transportation Element Goal 2-1. The following objectives and policy further support a connected trail network:

- *OBJECTIVE 2-1.1: To provide a Safe, Convenient, and Efficient Multimodal Transportation system utilizing roads, trails, rail, water and air as transportation mediums.*
- *OBJECTIVE 2-1.5 Pedestrian/Bicycles - The City shall promote a System of Bicycle and Pedestrian Ways in Planning for Transportation Facilities, and budget appropriate monies to expand and maintain the City's bicycle and pedestrian network.*
- *Policy 2-1.5.2 Tav-Lee Trail - The City of Tavares shall coordinate with Lake County to analyze the feasibility of acquiring abandoned railroad right of ways within the City for use as regional bicycle and pedestrian paths*

2.3.9 *Lake County Trails Master Plan (updated September 2018)*

This updated Trails Master Plan represents an extensive and highly collaborative effort involving the public, the Office of Parks and Trails and numerous agencies and committees to review and update the vision for the Lake County Trails system. Feedback from the outreach identified new trails to add to the network. Maps at the end of this section illustrate the Master Plan, the identified Regional Trails and the Blueway Network.

The Lake County Master Plan identifies the Tav-Lee Trail and the Tav-Dora Trail as being part of its master trail system which will eventually connect Regional and State trail systems (Wekiva Trail, West Orange Trail, Lake Denham Trail, etc.). The Tav-Lee Trail is planned to be a 21-mile-long recreational walking and biking trail extending from S.R. 19 in Tavares to Marion County, west of Lake County, via Leesburg and Fruitland Park. The City of Tavares obtained funding from FDOT for the construction of the Tav-Lee Trail extension that will extend the trail eastward approximately 1-mile, from S.R. 19 to Wooton Park. This will allow the park to feature a trailhead facility as an anchor for the Tav-Lee Trail within an upgraded recreation-oriented waterfront setting. The trail will eventually connect with other recreational trails in the region, including Leesburg's Venetian Trail, which connects the east end of the City to its Downtown.

Figure 2 depicts the Lake County Parks & Trails Master Plan's alignment for the Tav-Dora Trail. Segment 1 represents a 1.18-mile stretch of the proposed trail alignment on Old U.S. 441 between the proposed

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North Lake Trail to Bay Road. Segment 2 represents 1.81-miles of the proposed trail between Bay Road and Lakeshore Drive. Segment 3 represents a 1.17-mile section of the trail that would be constructed with improvements to Old U.S. 441 from Lakeshore Drive to Tremain Street. Proposed connections that could be constructed as additional trails or wide sidewalks are identified as Segment 4 or the YMCA Connector along David Walker Road and Segment 5 or the Sylvan Shores Connector at Sylvan Shores Park.

Figure 2: Tav-Dora Trail Status



2.3.10 Lake-Sumter MPO Long Range Transportation Plan (LRTP), Transportation 2040 (adopted October 2017)

The Tav-Dora Trail is not included in the Lake-Sumter MPO LRTP. Transportation 2040 is the planning document that guides MPO decisions on the expenditure of federal and state transportation funds for highway, transit, freight, pedestrian and bikeway projects within the Lake-Sumter MPO planning area. The LRTP identifies improvements to the region’s bikeways through a combination of on-street bicycle paths and greenways. The Plan recommends creating bicycle lanes as an integral component of all resurfacing and roadway projects, where appropriate. Progress by the MPO on the Central Florida Coast to Coast Connector Trail, the Wekiva Trail, the Heart of Florida Loop and other similar projects is indicative of the MPO’s commitment to the Regional Trails Program as an alternative transportation strategy.

2.3.11 Lake-Sumter MPO 2018/19 – 2022/23 Transportation Improvement Program (TIP) (adopted May 2018)

The Tav-Dora Trail is not included in the Lake-Sumter TIP. The TIP provides a staged, multi-year, intermodal program of transportation projects, consistent with the Lake-Sumter MPO 2040 LRTP and includes improvement projects for the highway, transit, bicycle/pedestrian and rail systems.

2.3.12 Lake-Sumter MPO 2019 List of Priority Projects (LOPP) (adopted July 2019)

Each MPO is required to develop a LOPP, in coordination with the FDOT District Planning staff, and to submit the list to the District by September 1 of each year. The LOPP represents those projects that have not yet been programmed, but are considered high priorities by the MPO. The Lake-Sumter MPO LOPP

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identifies the Tav-Dora Trail Study (from Wooton Park, Tavares to Tremain Street, Mount Dora) for a new trail. This is listed as PD&E Project Number 5 in Table 5 – PD&E Projects. It is included in the Unfunded Phase for PD&E.

2.3.13 Central Florida MPO Alliance Priority Projects List (approved May 2019)

This report documents the fiscal year 2019/20 list of priority projects for the Central Florida region (including Lake-Sumter MPO, Space Coast TPO, Ocala/Marion TPO, MetroPlan, Polk TPO, and River to Sea TPO). The Tav-Dora Trail (from Wooton Park to Tremain Street) is included as a third tier of prioritized projects.

3.0 Study Area Description

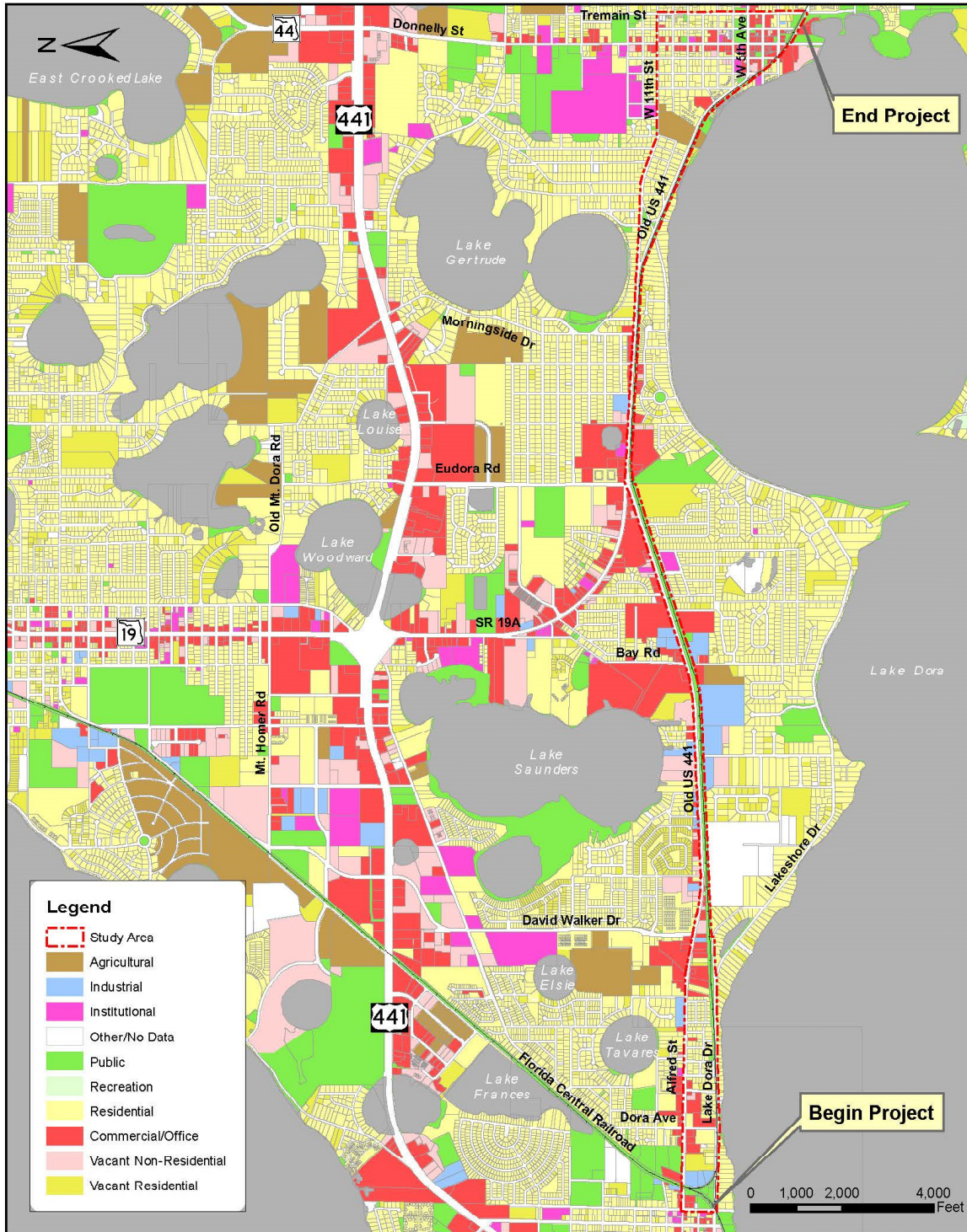
3.1 Existing Land Use

Figure 3 illustrates existing land uses along the study corridor at the individual parcel level. The corridor is characterized by a diverse array of land uses throughout the study area. Existing land uses within the City of Tavares from Disston Avenue to David Walker Drive are predominantly commercial and residential. From David Walker Drive to Eudora Road, the Old U.S. 441 corridor runs parallel to the FCEN railroad. Existing land uses in this area consist of linear commercial and industrial uses with sections of residential uses. It includes large tracts of formerly undeveloped property being developed into single family and multi-family residential west of Bay Road. Land uses in the vicinity of S.R. 19A and Eudora Road in Lake County are predominantly commercial. In the City of Mount Dora, existing land uses along Old U.S. 441 transition from linear commercial to residential just west of Heim Road (W 11th Street) and remain residential until the study area enters Downtown Mount Dora in vicinity of West 5th Street.



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Figure 3: Existing Conditions Map

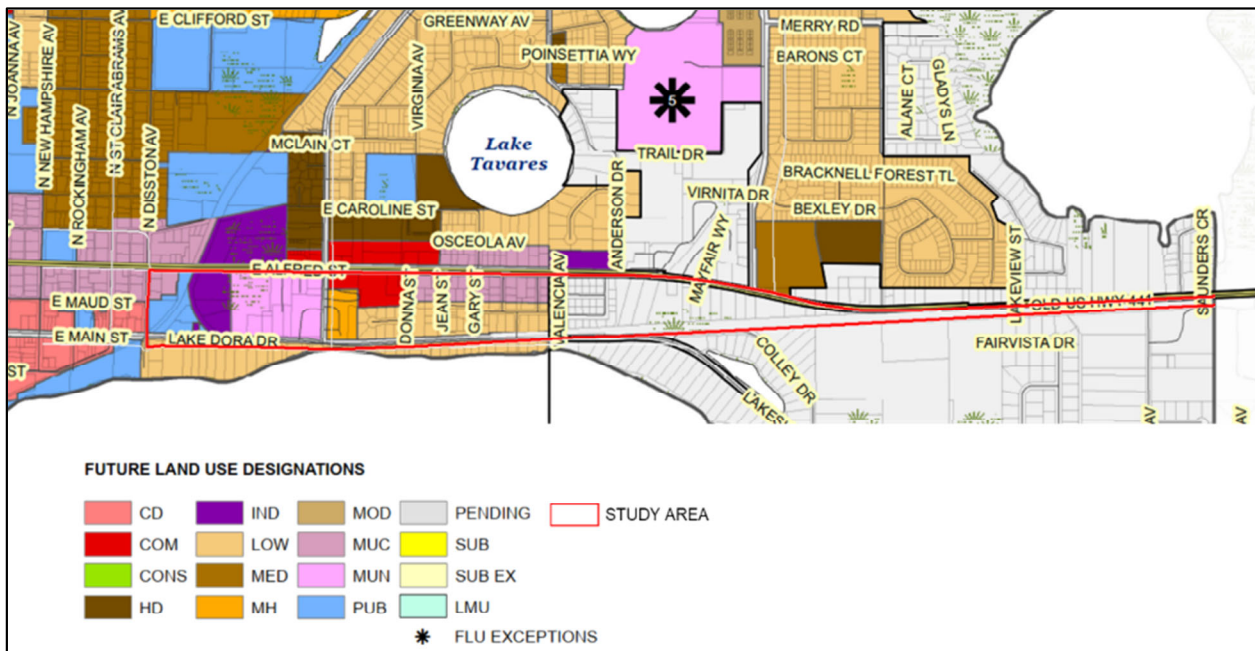


Updated July 25, 2019 - Source: University of Florida GeoPlan Center

3.2 Future Land Use

The study area's proposed future land uses based on data obtained from the City of Tavares, Lake County and City of Mount Dora are illustrated in Figure 4 through Figure 6 . Figure 4 highlights future land use designations within the City of Tavares. Between Disston Avenue and David Walker Drive, future land uses are predominantly commercial, industrial and mixed-use neighborhood. The mixed-use neighborhood category allows a combination of office, commercial and residential uses. East of David Walker Drive to Bay Road is medium density residential. Figure 5 highlights future land use designations within the City of Mount Dora. The future land uses within this section of the study area are primarily low-density residential, with some medium and high density residential along the eastern portion of the study area and commercial/mixed-use in vicinity of Eudora Road. Figure 6 highlights urban density and regional office future land use designations within the unincorporated Lake County segment of the study area. Regional office allows commercial uses, and both categories allow high density residential.

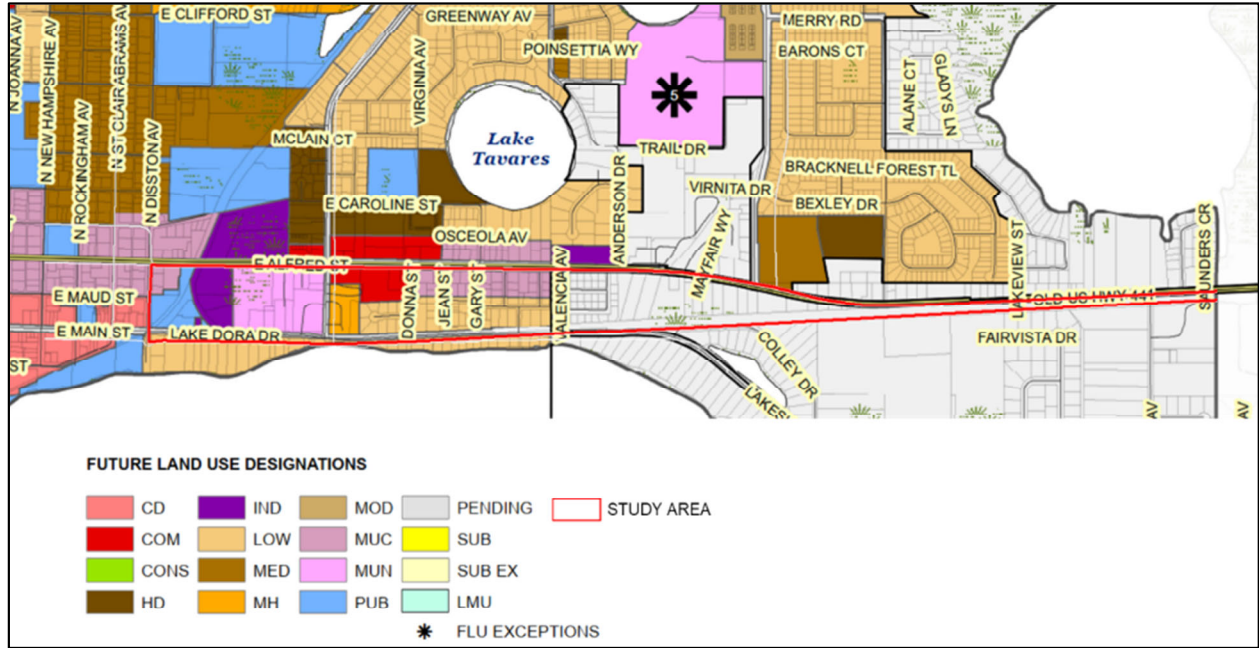
Figure 4: Tavares Future Land Use Map



Source: Tavares Comprehensive Plan

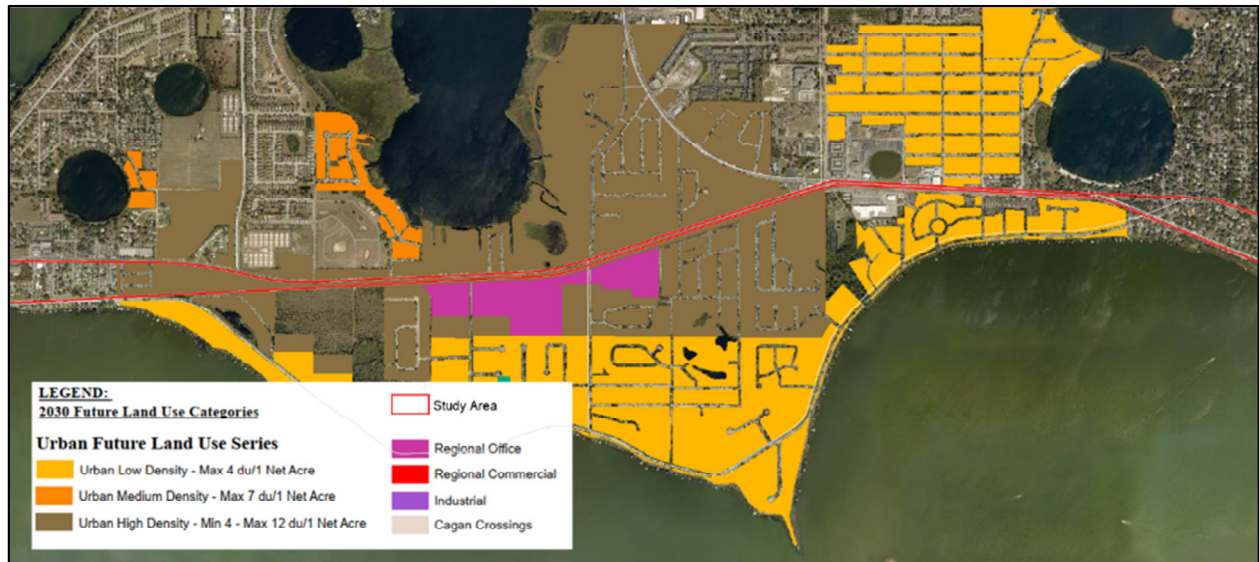
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Figure 5: Mount Dora Future Land Use Map



Source: Mount Dora Comprehensive Plan

Figure 6: Lake County Future Land Use Map



Source: Lake County Comprehensive Plan

3.3 Planned Projects

Recently completed, currently under construction, approved or proposed developments and projects within the study area include the following:

- Three Palms – 5.89-acre site at the northwest corner of Old U.S. 441 and David Walker Road approved in March 2018 for the development of a three-story, 150-unit, senior housing multi-family project.
- Stokes Groves – Proposed 121-lot, single family residential subdivision on 32.73-acre site located on David Walker Road, north of Old U.S. 441.
- Verandah Park – A 44.38-acre, 122-lot, single family residential community under development at Old U.S. 441 and Verandah Park just east of Merry Road.
- Lake Saunders Multi-Family Tract – A proposed apartment complex on 9.16-acres at Old U.S. 441 and Fairview Avenue. The proposed development, which overlooks Lake Saunders, is anticipated to include 200 units.
- Eudora Road Roundabout – Planned roundabout at the intersection of Old U.S. 441, Eudora Road and S.R. 19A intended by Lake County to improve access and pedestrian safety.
- Christian Home and Bible School Tract – A proposed single-family subdivision on a 10.58-acre undeveloped tract on the northside of Old U.S. 441 between Oakland Drive and West 5th Avenue in Mount Dora.
- Wekiva Trail – The proposed rails-to-trails conversion of the FCEN railroad corridor between Tremain Street in Mount Dora and the Wekiva River in Orange County.

3.4 Socioeconomic Data

The study area of the Tav-Dora Trail is defined as 0.5 miles from the study area boundary and has a population of approximately 20,561 people and over 8,868 households based on 2017 American Community Survey (ACS) data for census block groups intersecting the study area. It should be noted that the census block group encompasses a much larger area than the study area. The population is 87.0% Caucasian as compared to Lake County (84.7%), Tavares (83.7%), and Mount Dora (83.4%). The majority of the study population speaks English (83%).

The dominant age groups are ages 50-64 at 19% and age 65 and over at 30%. The median age is 50 years old. The median household income is \$46,445 (2017 ACS) compared to Lake County (\$49,734), Tavares (\$41,550), and Mount Dora (\$53,002). Also 13% of households are below the poverty level.

In terms of vehicle ownership and mode of travel to work, approximately 10% of all households do not own a car, and 90% travel to work by car, versus 1% that bike and ride public transit combined, and 3% that walk.

4.0 Summary of Existing Facility

4.1 Typical Section

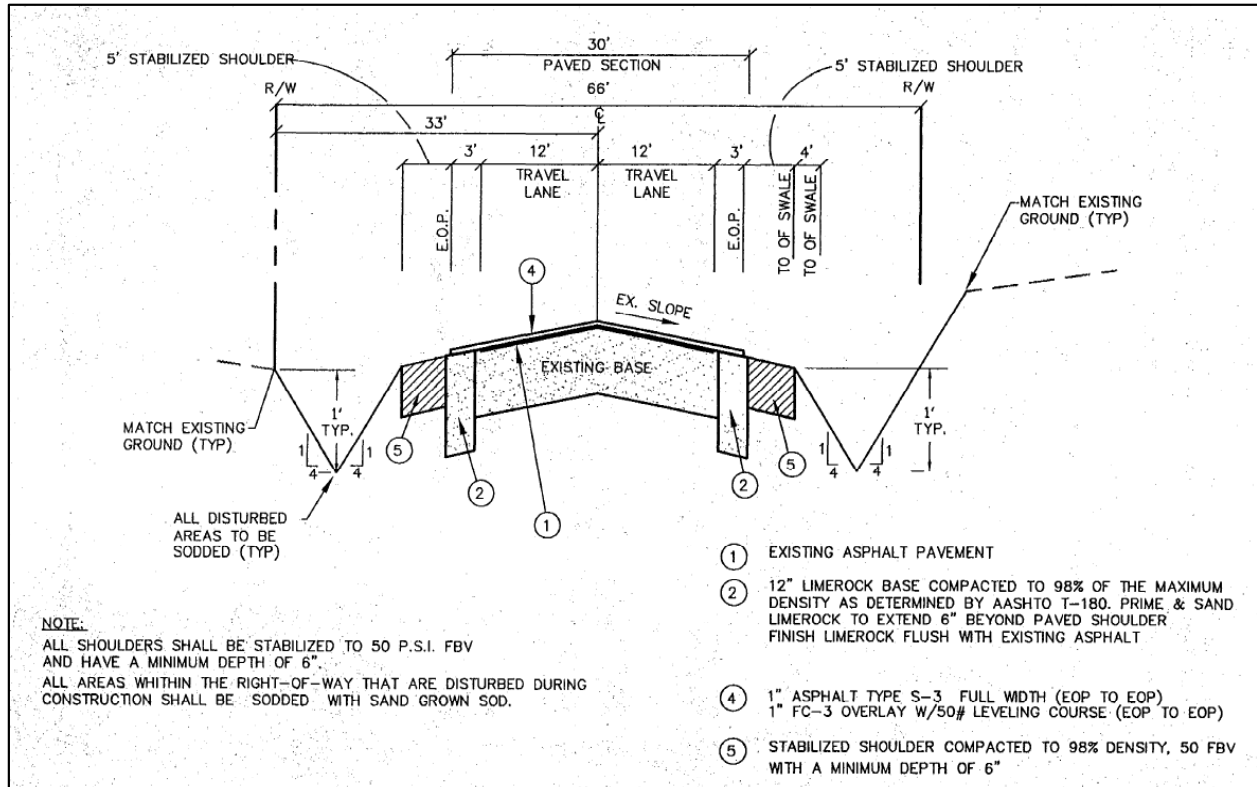
The Study Team performed a field review on May 28, 2019 to review the cross-sectional elements obtained from various as-built plans, survey files and previous preliminary engineering studies. Below is a summary of general cross-sectional elements.

As depicted in Figure 7, from west of Dora Avenue to Merry Road, Old U.S. 441 is a two-lane, two-way roadway with no curbs or gutters. Stormwater is carried in shallow swales. There are no on-street bicycle facilities and limited sidewalk facilities. Obtained from the City of Tavares survey files, the existing right of

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way (ROW) varies between 50 feet 90 feet. The existing railroad ROW in this segment of the study area varies between 22 feet and 100 feet.

Figure 7: Existing Typical Section (West of Dora Avenue to Merry Road)



Source: Lake County Department of Public Works - Old U.S. 441 Pavement Widening Project (June 1999)

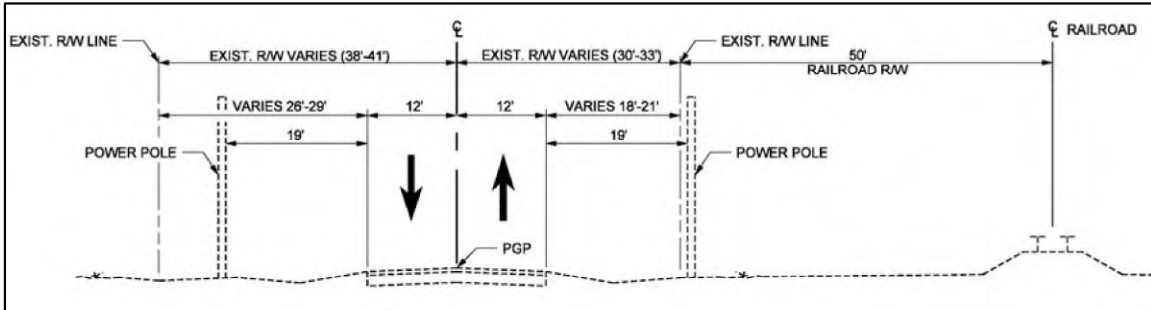
As illustrated in

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Figure 8, from Merry Road and Eudora Road in Tavares, Old U.S. 441 is a two-lane, two-way roadway with no curbs or gutters. Stormwater runoff is carried in shallow swales. There are no sidewalks or on-street bicycle facilities. Obtained from FDOT District 5, the existing ROW varies between 47 feet and 66 feet. The existing railroad ROW is approximately 100 feet from Merry Road to Eudora Road.

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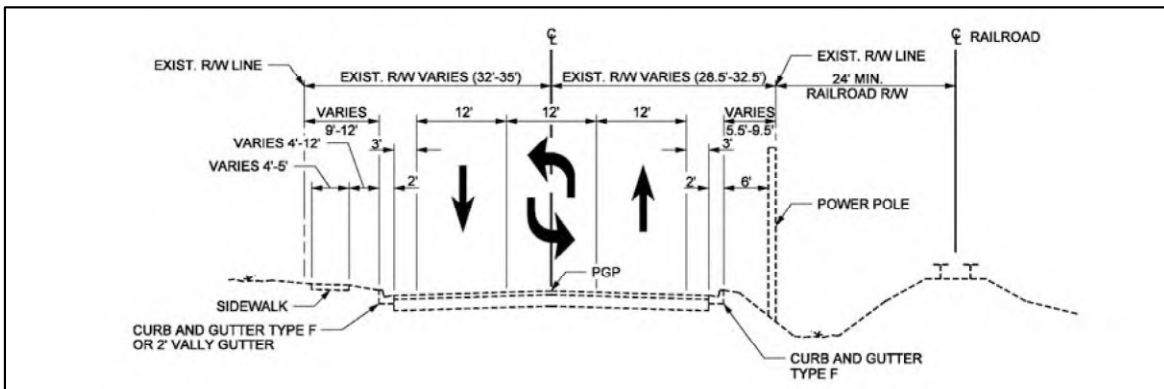
Figure 8: Existing Typical Section (Merry Road to Eudora Road)



Source: Old U.S. 441 Preliminary Engineering Study from Bay Road to McDonald Street

Shown in Figure 9, between Eudora Road and Heim Road in Mount Dora, the Old U.S. 441 corridor is a three-lane, two-way roadway with curbs and gutters. Stormwater runoff on the north side is collected and brought through a cross-drain to a drainage swale on the south side of the roadway. The south side runoff goes through a spillway into the drainage swale. There is an existing sidewalk on the north side of the roadway from Lucerne Drive to Heim Road. Existing ROW varies with a general width of 64 feet. The existing railroad ROW has a minimal width of 48 feet.

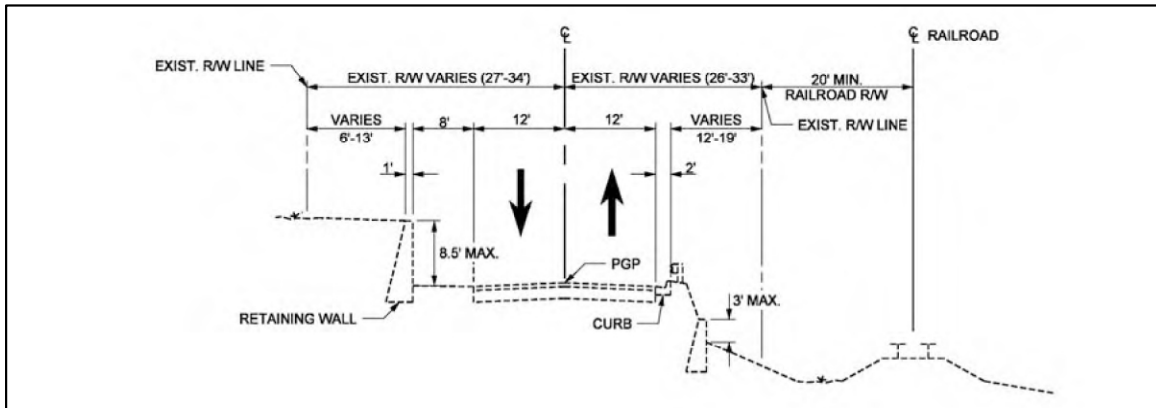
Figure 9: Existing Typical Section (Eudora Road to Heim Road)



Source: Old U.S. 441 Preliminary Engineering Study from Bay Road to McDonald Street

Shown in Figure 10, from Heim Road to West 5th Avenue in Mount Dora, the Old U.S. 441 corridor is a two-lane, two-way roadway. On the south side, stormwater runoff flows over the shoulder or is collected along a curb under the guardrail with spillways to the open swale along the FCEN railroad tracks. There is no drainage system to collect stormwater runoff on the north side. Existing sidewalks are located on the north side of Old U.S. 441 from Oakland Drive to Dora Way and just northwest of West 6th Street. Existing ROW varies between 44 feet and 66 feet. The existing railroad ROW has a minimum width of 40 feet.

Figure 10: Existing Typical Section (Heim Road to McDonald Street)



Source: Old U.S. 441 Preliminary Engineering Study from Bay Road to McDonald Street

4.2 Multi-modal / Bicycle and Pedestrian Features

There are no bicycle facilities, and sporadic sidewalks throughout the study area, with the exception of a small segment at the east edge of the study area along Tremain Street. Sidewalks are located on the following street segments:

- Lake Dora Drive: sidewalks are present on both sides of the street starting from Disston Avenue and ending at Dora Avenue.
- Disston Avenue: sidewalks are present on both sides of the street from Lake Dora Drive to Maude Street on the west side of the road and to Alfred Street on the east side of the road.
- Alfred Street: a sidewalk is present on the north side of the street from Disston Avenue to Dora Avenue. There is a small sidewalk segment on the south side of Alfred Street just east of Dora Avenue.
- Old U.S. 441: a sidewalk is present on the north side of the roadway from Poinsettia Drive and continuing along Heim Road. A small sidewalk segment (approximately 500 feet long) is present on Old U.S. 441 south of Lakeshore Drive. The sidewalk picks back up at 5th Avenue, with sidewalks on both sides of the street; extending to Tremain Street where the trail ends.

4.3 Posted Speed

The posted speed limit varies depending on the segment of the roadway. The following list denotes the posted speed by roadway segment:

- 35 MPH: Old U.S. 441 from Disston Avenue to East of CSXT Railroad
- 45 MPH: Old U.S. 441 from E of CSXT Railroad to Golden Isle Drive
- 35 MPH: Old U.S. 441 from Golden Isle Drive to West Sixth Avenue
- 30 MPH: Old U.S. 441 from West Sixth Avenue to McDonald Street
- 25 MPH: Old U.S. 441 from McDonald Street to Tremain Street

The posted speed limits associated with each segment are shown in Figure 11.

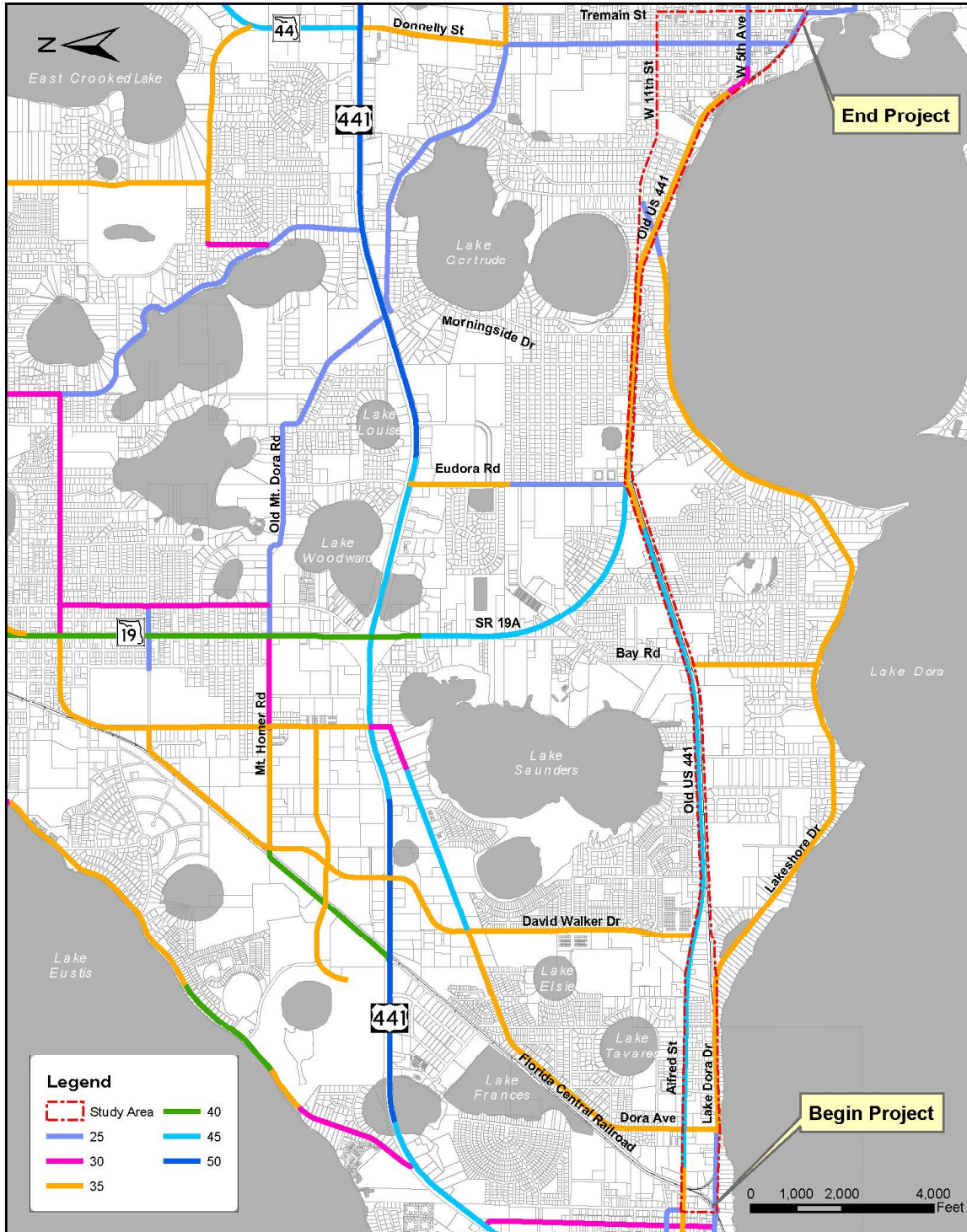
4.4 Functional Classification / Facility Type

Old U.S. 441 from Disston Avenue in Tavares to C.R. 19 is classified by FDOT as a collector street in an urban area. Old U.S. 441 from C.R. 19 to Tremain Street in Mount Dora is classified as a minor arterial in an urban area. A map of the functional classification system is shown in Figure 12.



Florida Department of Transportation

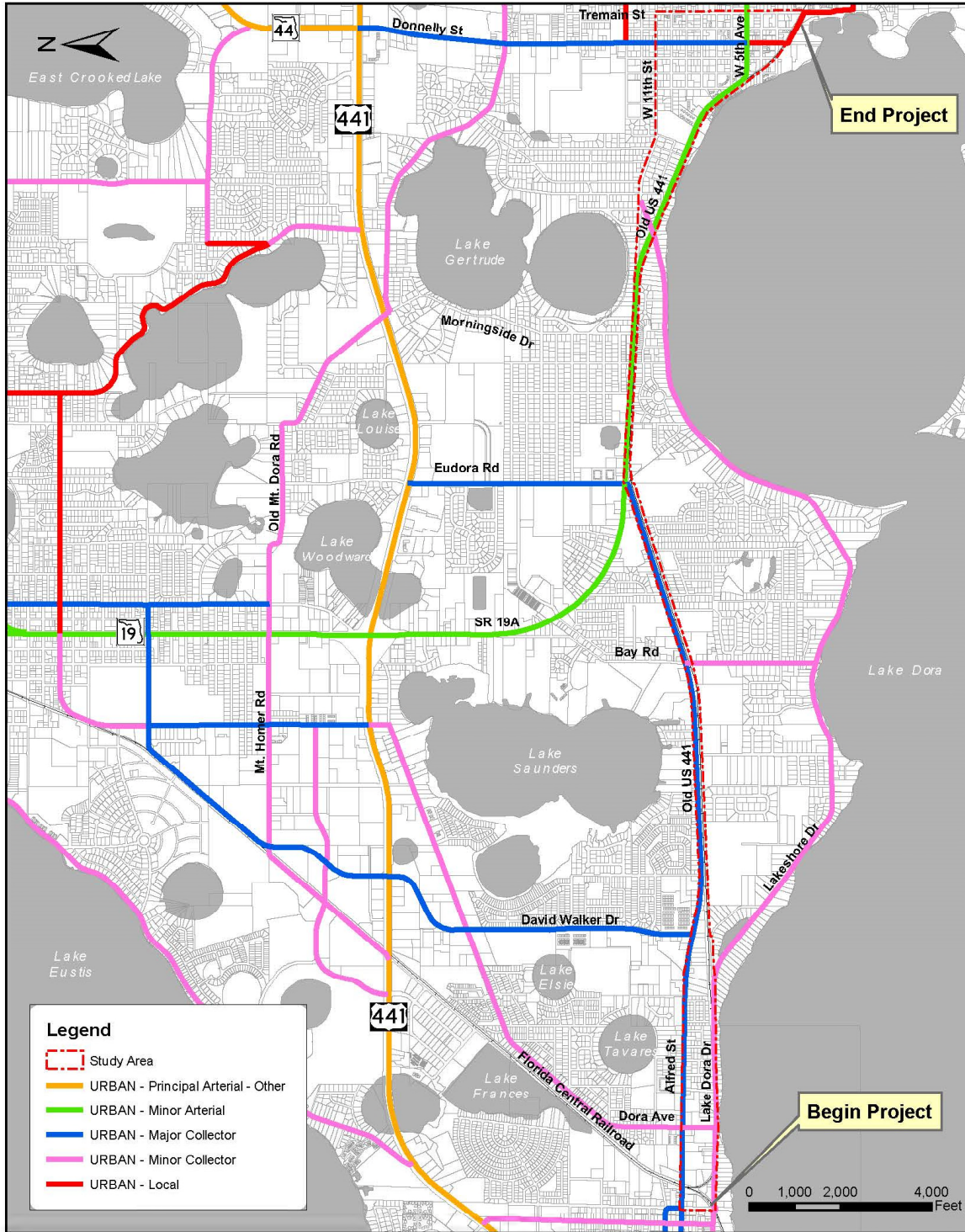
Figure 11: Posted Speed Limits



Updated July 25, 2019 - Source: FDOT

Florida Department of Transportation

Figure 12: Functional Classification



Updated July 25, 2019 - Source: FDOT