Winter Springs Marketplace

City of Winter Springs, FL

Transportation Impact Analysis – Revision #3

December 2020

Kimley»Horn

TRAFFIC IMPACT ANALYSIS – REVISION #3

Winter Springs Marketplace

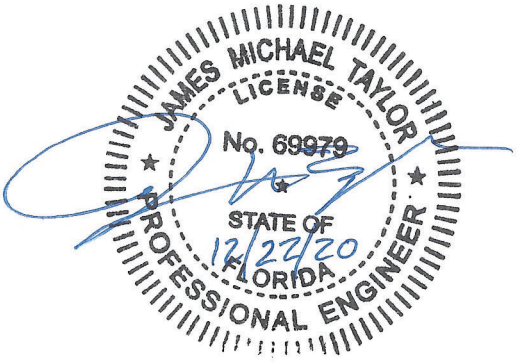
City of Winter Springs, FL

Prepared for:

Tuskawilla Property Investors, LLC

Prepared by:

Kimley-Horn and Associates, Inc.



James M. Taylor, P.E.

PE #69979

December 2020

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1.0 INTRODUCTION

Kimley-Horn has been retained by Tuskawilla Property Investors, LLC, to analyze and document the traffic impacts associated with the development of a proposed development located on the southwest quadrant of SR 434 & Tuskawilla Road in the City of Winter Springs, FL. The Methodology Statement developed with the County to guide this transportation analysis is provided in **Appendix A**.

The site is composed of four (4) parcels (Parcel IDs #36-20-30-502-0000-0070, 36-20-30-502-0000-0080, 36-20-30-502-0000-0090, 26-20-30-5AR-0A00-008F) totaling 10.23 acres. The project location is shown in **Figure 1**.

The site is currently vacant. The applicant is proposing to develop the site to have approximately 57,870 square feet of retail space. Access to the site will be provided via three (3) driveways: one (1) full-access driveway to the west of the development on Roberts Family Lane, one (1) existing right-in/right-out (RIRO) driveway to the north of the development on SR 434 and one (1) existing RIRO to the east of the development on Tuskawilla Road. **Appendix B** shows the current conceptual site plan.

1.1 STUDY AREA

Per Seminole County traffic study requirements, all signalized intersections and major unsignalized intersections within a 1/4-mile radius from the perimeter of the site were evaluated as part of the traffic study, as well as the proposed project driveways, listed below:

- SR 434 & Tuskawilla Road (signalized)
- SR 434 & Roberts Family Lane (two-way stop-controlled)
- Roberts Family Lane & Project Access (full-access)
- SR 434 & Project Access (RIRO)
- Tuskawilla Road & Project Access (RIRO)

In addition, the following roadway segments were analyzed in the roadway segment analysis:

- **S3465**: SR 434 from SR 419 to Tuskawilla Road
- **S3470**: SR 434 from Tuskawilla Road to Spring Avenue
- **TSK10**: Tuskawilla Road from SR 434 to Trotwood Boulevard
- **TSK25**: Tuskawilla Road from Trotwood Boulevard to Winter Springs Boulevard

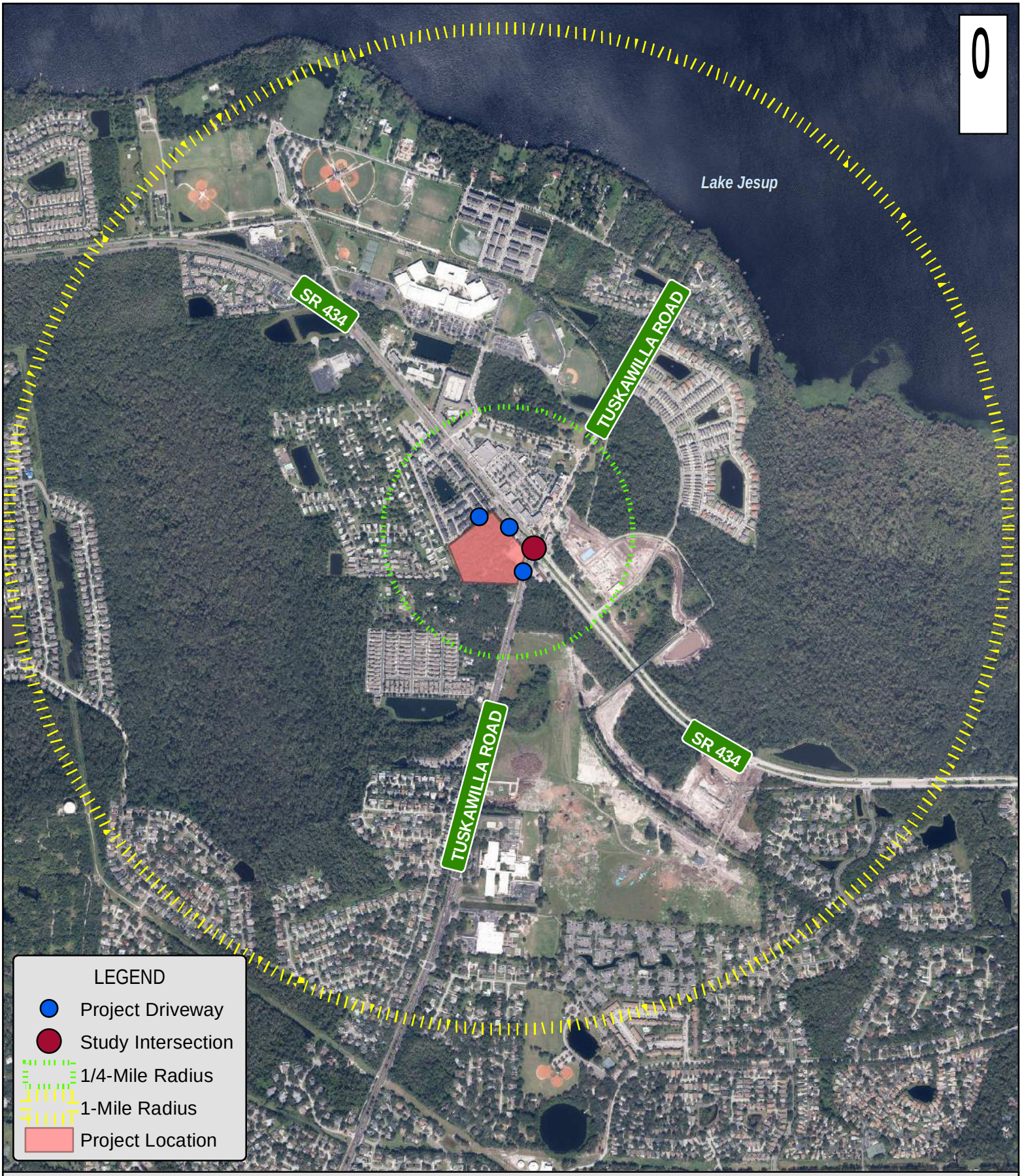

Figure 1 - Project Location and Radius of Influence

Winter Springs Marketplace | Traffic Impact Analysis Methodology

Kimley»Horn

189 S Orange Ave, Suite 1000, Orlando FL 32801
Phone: (407) 898-1511

Date: July 2020

0 320640 1,280 1,920
Feet

2.0 EXISTING CONDITIONS – YEAR 2020

2.1 EXISTING TRAFFIC COUNTS

Turning movement counts (TMCs) collected at the intersection of SR 434 and Tuskawilla Road during the year 2019 were provided by County staff and are included in **Appendix C**. Traffic counts were adjusted using the seasonal factor (S.F.) from FDOT's Florida Traffic Online (FTO) publication and forecasted to Year 2020 using a two percent (2%) annual growth rate. S.F. data is included in **Appendix D**.

Due to current turning movement counts not being available at SR 434 and Roberts Family Lanes, turning movement volumes from the adjacent residential development were projected at this location. Twenty-five percent (25%) of the trips generated by the 161 townhomes (Jesups' Reserve, located west of the site) were assumed to access through Roberts Family Lane. The Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* was used to estimate the trips generated by the townhomes. Based on Land Use Code (LUC) 220 (Multifamily Low-Rise) a total of 90 PM peak hour trips are generated by the townhomes (57 inbound and 33 outbound). Therefore, 14 inbound trips and 8 outbound trips were assumed at Roberts Family Lane during the PM Peak Hour. Adjusted turning movement volume worksheets and generated trips by the existing townhomes can be found in **Appendix E**. Turning movement volumes for PM peak hour existing conditions are illustrated in **Figures 2.**

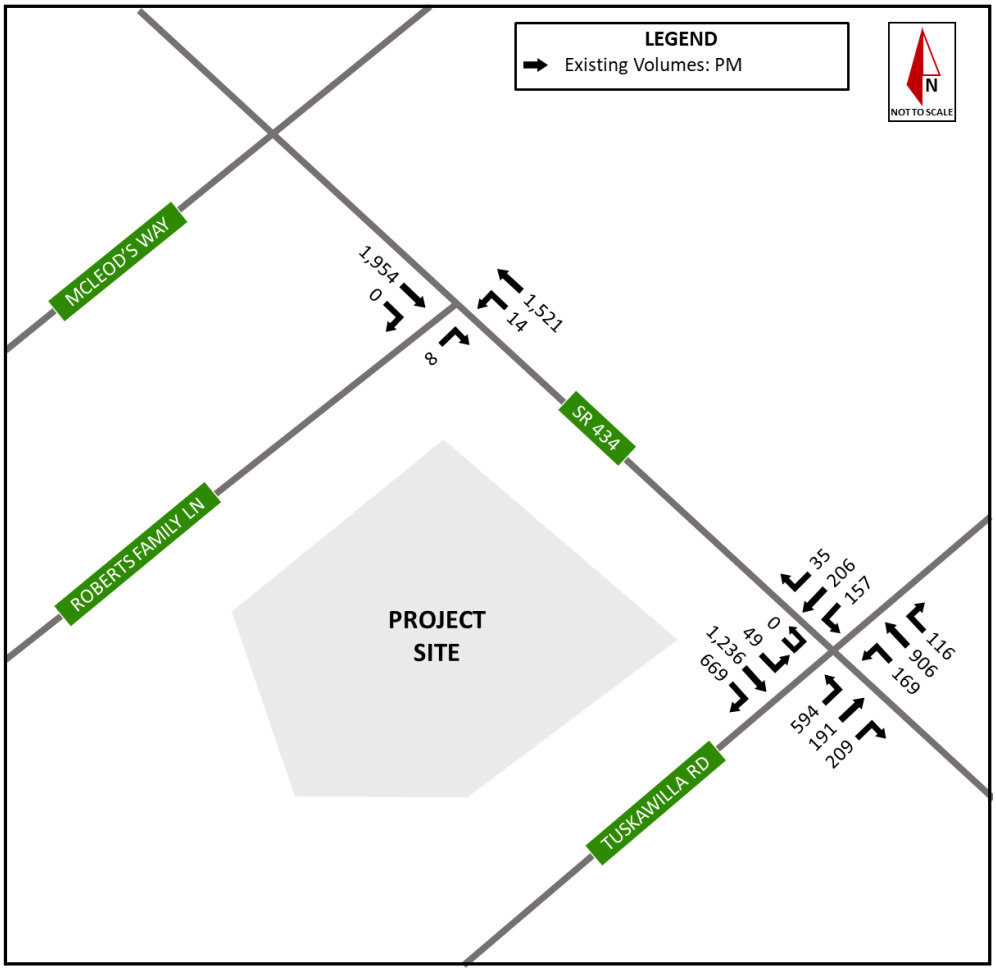

Figure 2: Existing Intersection Volumes (PM Peak Hour)

2.2 EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed for existing conditions in the PM peak hours using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for existing PM peak hour conditions are provided in **Tables 1**. Synchro outputs are provided in **Appendix F**. Signal timing sheets provided by the County are provided in **Appendix G**.

Table 1: Existing Intersection Conditions (PM Peak Hour)

Existing Conditions - 2020						
Intersection	**Control Type**	**Approach**	**PM Peak**			
			Level of Service *(overall delay)*	**Max V/C Movement**	**Max V/C Ratio**	**Max Movement Delay (sec)**
SR 434 & Tuskawilla Rd	Signalized	EB	D	EBT	0.87	52.3
		WB	D	WBL	0.90	110.4
		NB	F	NBT/R	1.44	285.8
		SB	F	SBL	0.91	106.5
		Overall	**F (83.9 *sec*)**	**NBR**	**1.44**	**285.8**
SR 434 & Roberts Family Ln	TWSC	EB (L)	A	EBL	-	-
		WB (L)	C	WBL	0.06	20.1
		NB	C	NBR	0.02	21.6
		SB	-	-	-	-
		Overall	**-**	**WBL**	**0.06**	**21.6**

SR 434 & Roberts Family Lane is shown to operate at an acceptable LOS with a v/c less than 1.0 in the existing PM peak hour conditions. The following existing deficiencies were identified in the existing PM peak hour condition at SR 434 & Tuskawilla Road:

- Westbound Left Movement – Delay > 80.0 seconds (LOS "F")
- Northbound Approach – LOS "F"
- Northbound Through/Right Movement – Delay > 80.0 seconds (LOS "F") and v/c > 1.0
- Southbound Approach – LOS "F"
- Southbound Left Movement – Delay > 80.0 seconds (LOS "F")

3.0 PROJECT DEVELOPMENT

The proposed shopping center will consist of 57,870 SF of retail space. The buildout of the project is anticipated in 2022. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout during the PM peak hour.

3.1 TRIP GENERATION

Trip generation rates for the proposed development were calculated using the 10th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The Land Use Code (LUC) 820 (Shopping Center) was used for the proposed development scenario.

Table 2 provides Daily, AM peak hour, and PM peak hour trip generation summaries showing the vehicle trips anticipated to be generated by the proposed development at buildout. ITE's *Trip Generation Handbook*, 3rd Edition, was referenced to apply a pass-by reduction to account for existing traffic on the roadway network. The project is anticipated to generate 2,736 net new daily trips, 36 AM peak hour trips (22 inbound and 14 outbound), and 239 PM peak hour trips (115 inbound and 124 outbound) at buildout.

Table 2: Trip Generation

Daily	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate[1]**	**Daily Trip Generation**				
						Total	**In[1]**		**Out[1]**	
	Shopping Center	820	**57.870**	KSF	71.62	4,145	*50%*	2,073	*50%*	2,072
	Pass by Trips[2] =	34%	of commercial use			1,409		705		704
	Net New External Trips					**2,736**		**1,368**		**1,368**
AM Peak Hour	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate[1]**	**AM Peak Hour Trip Generation**				
						Total	**In[1]**		**Out[1]**	
	Shopping Center	820	**57.870**	KSF	0.94	54	*62%*	33	*38%*	21
	Pass by Trips[2] =	34%	of commercial use			18		11		7
	Net New External Trips					**36**		**22**		**14**
PM Peak Hour	**Land Use**	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate[1]**	**PM Peak Hour Trip Generation**				
						Total	**In[1]**		**Out[1]**	
	Shopping Center	820	**57.870**	KSF	6.26	362	*48%*	174	*52%*	188
	Pass by Trips[2] =	34%	of commercial use			123		59		64
	Net New External Trips					**239**		**115**		**124**

Notes: *1. Vehicle trip rate and directional splits per ITE Trip Generation, 10th Edition.*

2. Pass-by trip rate = 34% based on the average ITE Trip Generation Handbook 3rd, Edition for Retail (LUC 820).

3.2 TRIP DISTRIBUTION

Projected traffic demand of project trips on study roadways was derived with the use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v6) model set and situated within the existing roadway network to represent project access appropriately.

The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic with input from County staff. The resulting model plot showing the percent of daily project distribution is provided in **Appendix H**.

Figure 3 displays the anticipated trip distribution for the proposed shopping center at buildout.

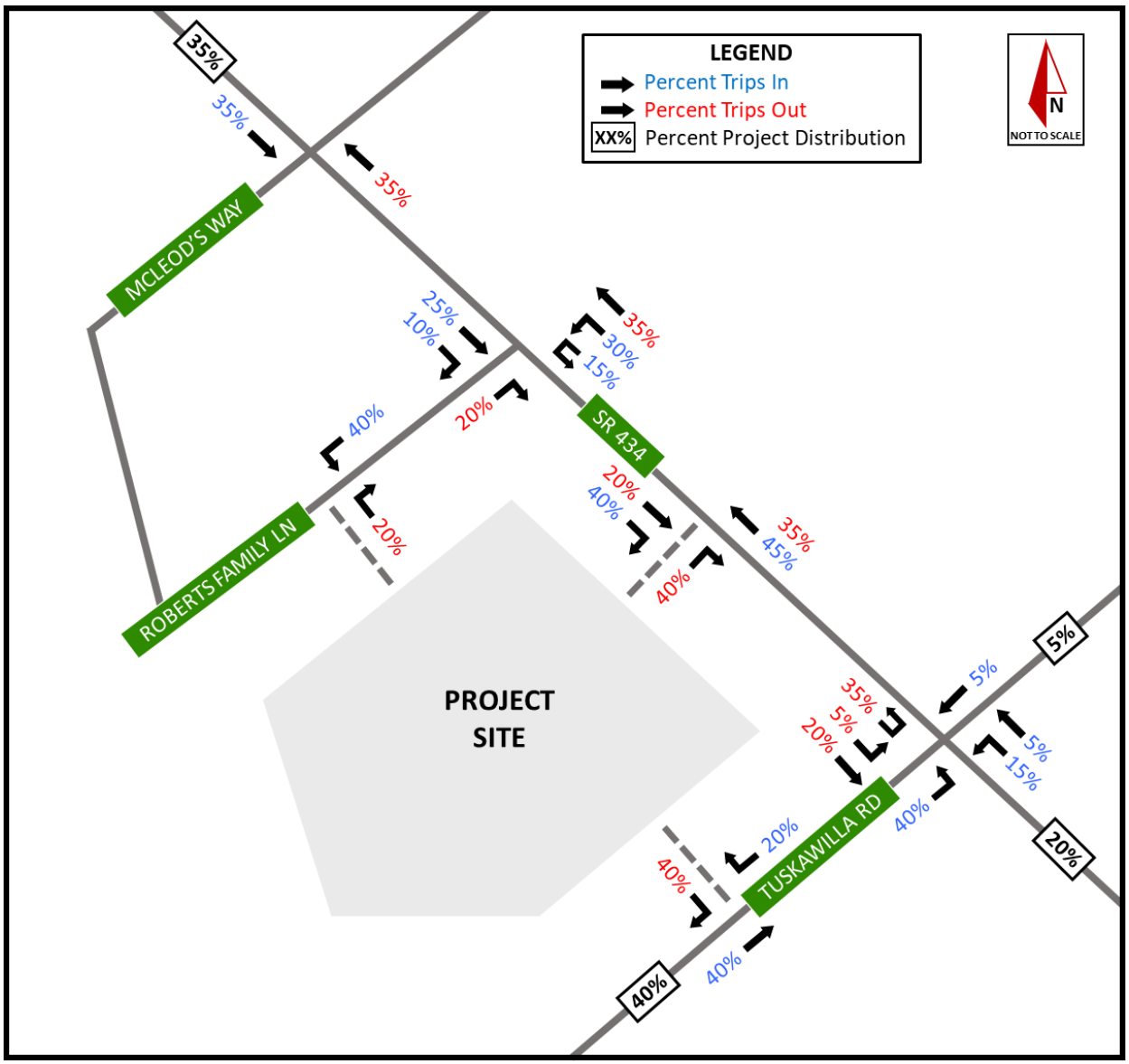

Figure 3: Trip Distribution

3.3 TRIP ASSIGNMENT

Project distribution percentages were used to assign anticipated project trips to the study area intersections. **Figure 4** displays the anticipated PM peak hour project movements at the study area intersections.

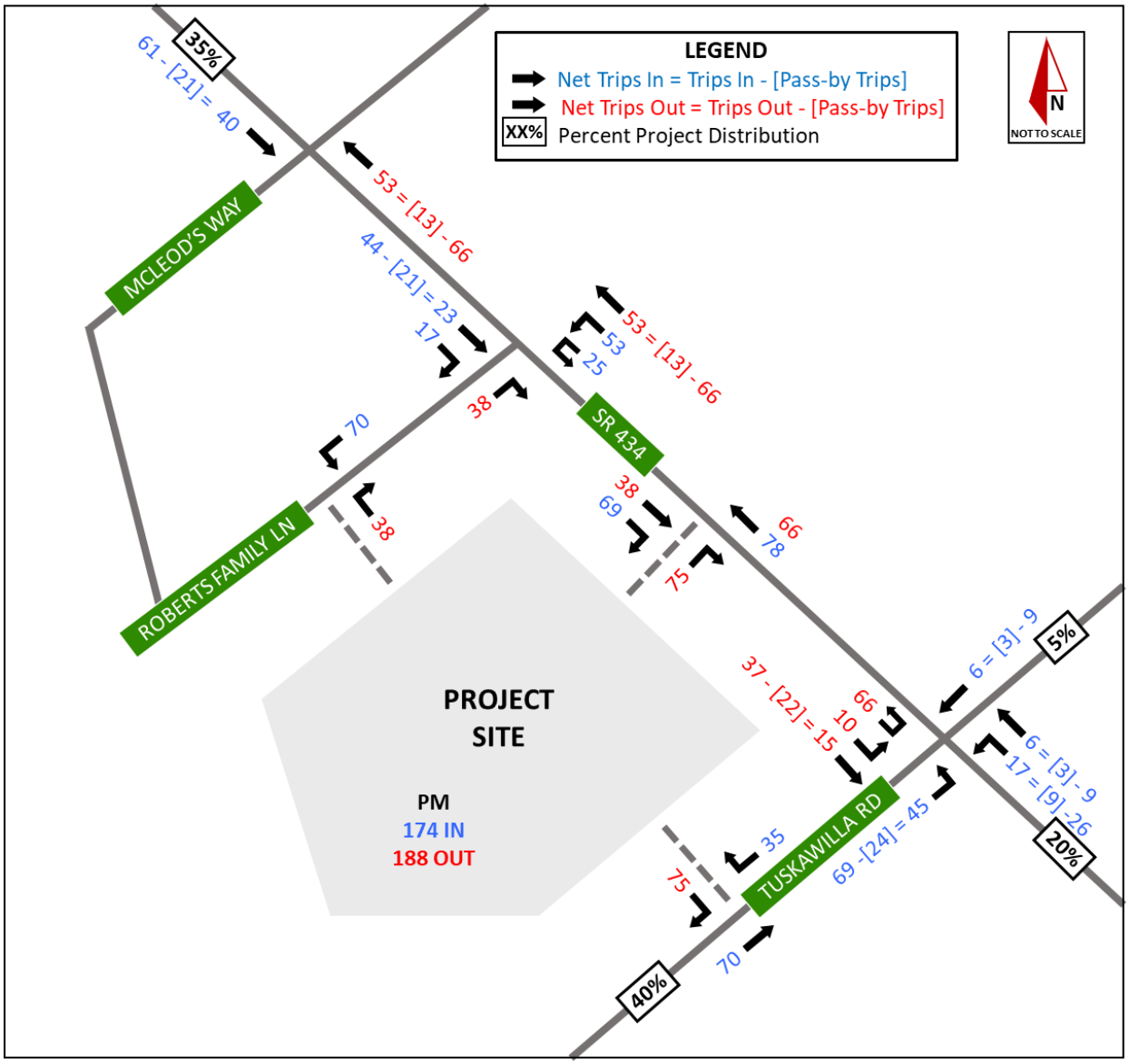

Figure 4: Project Trip Assignment (PM Peak Hour)

4.0 BACKGROUND CONDITIONS – YEAR 2022

4.1 BACKGROUND TRAFFIC

Traffic conditions were evaluated for the year 2022 background conditions. Background volumes at the study area intersection were derived by applying a 2% annual growth to existing traffic counts. Turning movement volumes for PM peak hour background conditions are illustrated in **Figures 5**. Adjusted turning movement volume worksheets for the study intersections can be found in **Appendix E**.

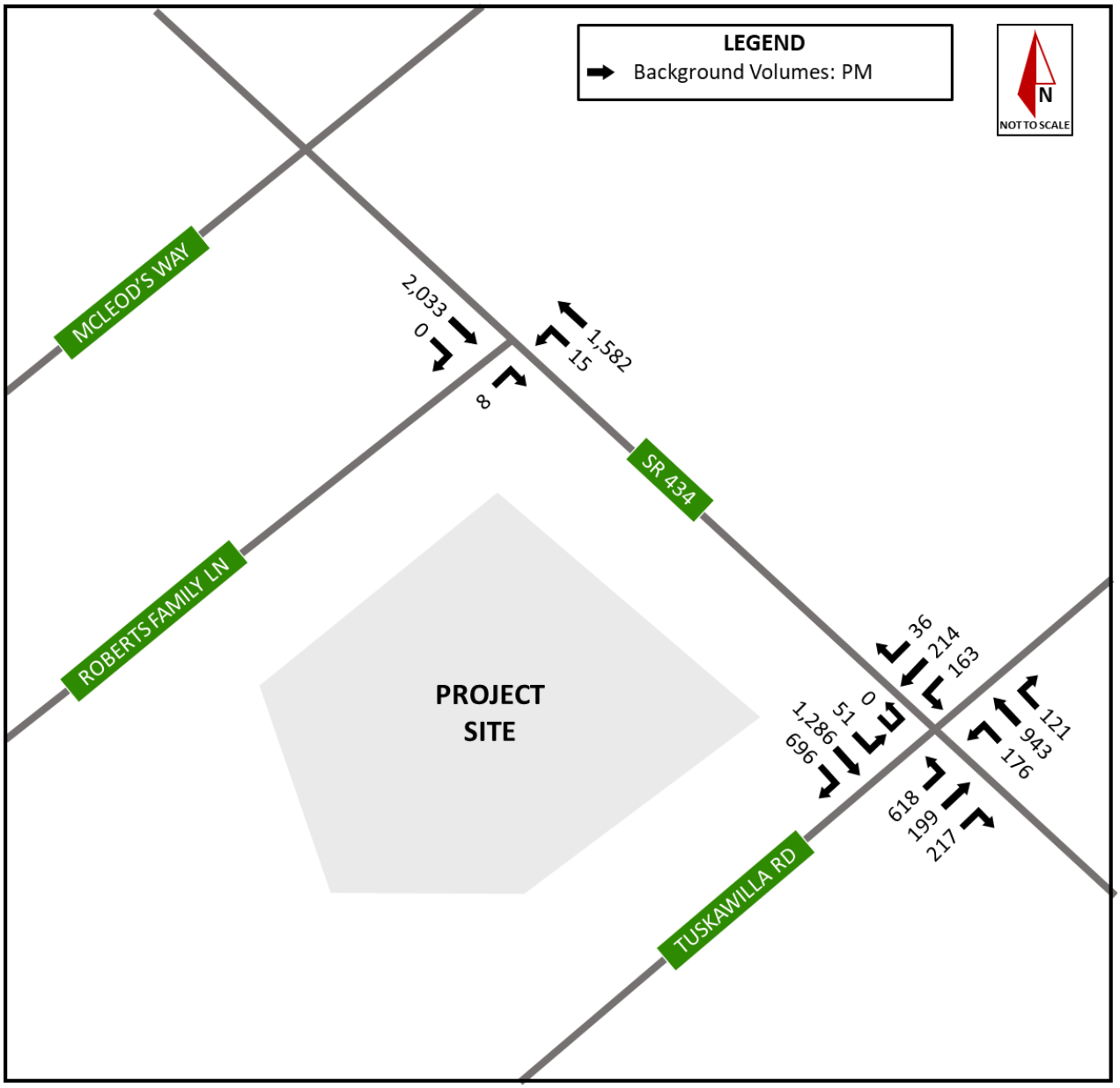

Figure 5: Background Intersection Volumes (PM Peak Hour)

4.2 BACKGROUND INTERSECTION ANALYSIS

An intersection operational analysis was performed for 2022 background conditions in the PM peak hours using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for the background PM Peak Hour conditions are provided in **Table 3**. Synchro outputs are provided in **Appendix F**. Signal timing sheets provided by the County are provided in **Appendix G**.

Table 3: Background Intersection Conditions (PM Peak Hour)

Background Conditions - 2022						
Intersection	**Control Type**	**Approach**	**PM Peak**			
			Level of Service *(overall delay)*	**Max V/C Movement**	**Max V/C Ratio**	**Max Movement Delay (sec)**
SR 434 & Tuskawilla Rd	Signalized	EB	D	EBT	0.90	55.5
		WB	D	WBL	0.93	118.5
		NB	F	NBT/R	1.49	309.9
		SB	F	SBL	0.94	114.1
		Overall	**F (90.4 *sec*)**	**NBR**	**1.49**	**309.9**
SR 434 & Roberts Family Ln	TWSC	EB (L)	A	EBL	-	-
		WB (L)	C	WBL	0.07	21.5
		NB	C	NBR	0.02	22.8
		SB	-	-	-	-
		Overall	**-**	**WBL**	**0.07**	**22.8**

SR 434 & Roberts Family Lane is shown to operate at an acceptable LOS with a v/c less than 1.0 in the background PM peak hour condition. The intersection of SR 434 & Tuskawilla Road is still anticipated to operate deficiently during the background PM peak hour, along with the existing background deficiencies stated in Section 2.2.

5.0 BUILDOUT CONDITIONS – YEAR 2022

5.1 BUILDOUT TRAFFIC

Future traffic conditions for the proposed development were evaluated for the year 2022 conditions. Buildout volumes were developed by adding anticipated project trips to background volumes. Buildout turning movement volumes for PM peak hours are illustrated in **Figure 6**. Adjusted turning movement volume worksheets for the study intersections are provided in **Appendix E**.

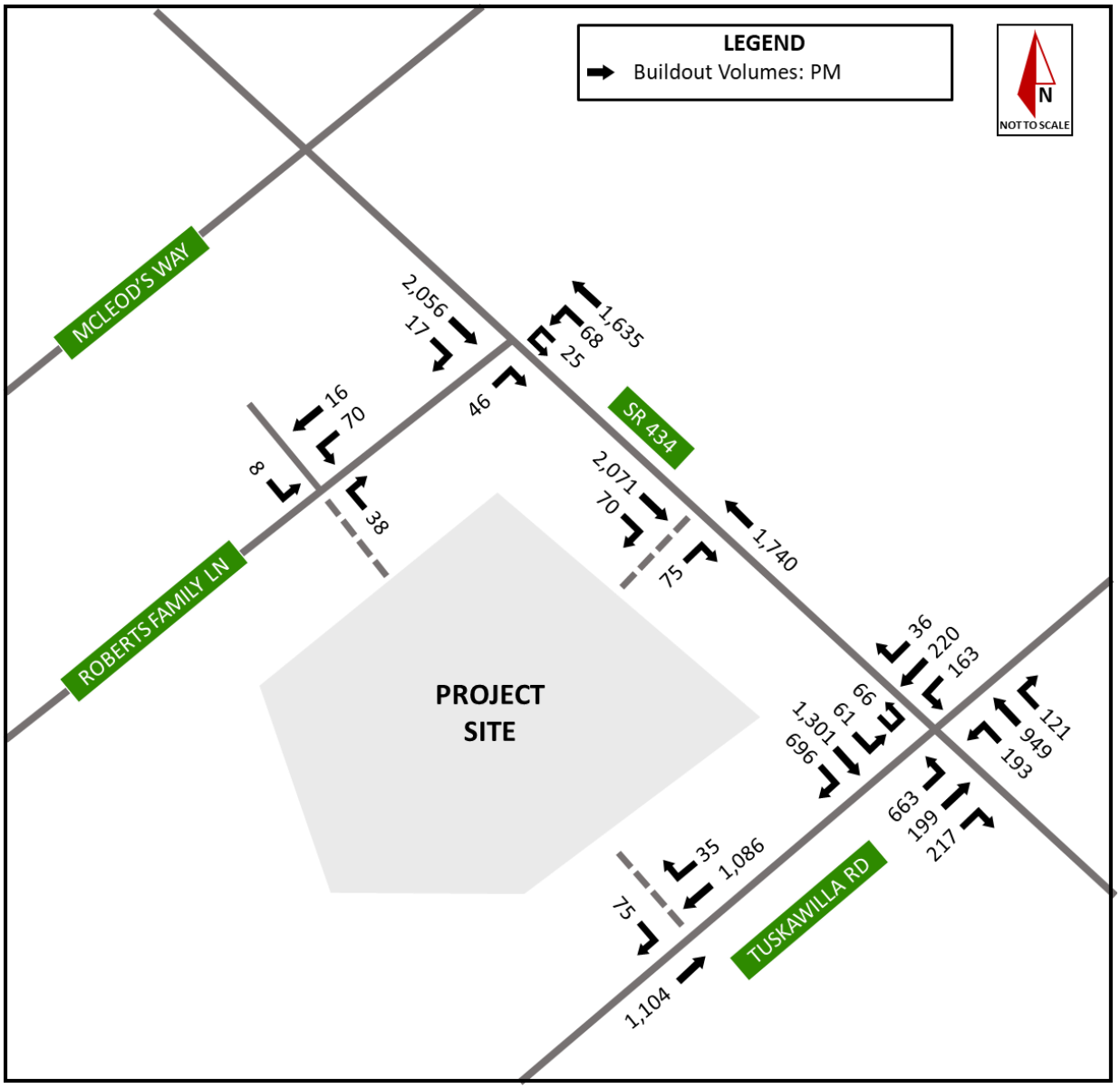

Figure 6: Buildout Intersection Volumes (PM Peak Hour)

5.2 BUILDOUT INTERSECTION ANALYSIS

An operational analysis for the study intersections was performed for 2022 buildout conditions in the PM peak hour using procedures outlined in the *Highway Capacity Manual 6th Edition* with Synchro (v10) software. Intersection level of service (LOS), maximum volume to capacity (v/c) ratios, and delay for the buildout PM peak hour condition are provided in **Table 4**, respectively. Signal timings were modified slightly to avoid westbound left movement to exceed a v/c ratio greater than one. Synchro outputs are provided in **Appendix F**. Signal timing sheets provided by the County are provided in **Appendix G**.

Table 4: Buildout Intersection Conditions (PM Peak Hour)

Buildout Conditions - 2022						
Intersection	**Control Type**	**Approach**	**PM Peak**			
			Level of Service *(overall delay)*	**Max V/C Movement**	**Max V/C Ratio**	**Max Movement Delay (sec)**
SR 434 & Tuskawilla Rd	Signalized	EB	E	EBT	0.96	65.8
		WB	D	WBL	0.87	84.0
		NB	F	NBT/R	1.49	309.9
		SB	F	SBL	0.95	117.2
		Overall	**F (97.8 *sec*)**	**NBR**	**1.49**	**309.9**
SR 434 & Roberts Family Ln	TWSC	EB (L)	A	EBL	-	-
		WB (L)	F	WBL	1.04	184.5
		NB	D	NBR	0.25	29.1
		SB	-	-	-	-
		Overall	**-**	**WBL**	**1.04**	**184.5**
Roberts Family Ln & Project Driveway #1 / Old Farm Ln	TWSC	EB	A	-	-	-
		WB	A	-	-	-
		NB (L)	-	-	-	-
		SB (L)	A	-	-	-
		Overall	**-**	**-**	**-**	**-**
SR 434 & Project Driveway #2	TWSC	EB (L)	-	-	-	-
		WB (L)	-	-	-	-
		NB	E	NBR	0.50	48.3
		SB	-	-	-	-
		Overall	**-**	**NBR**	**0.50**	**48.3**
Roberts Family Ln & Project Driveway #3	TWSC	EB	C	EBR	0.19	15.1
		WB	-	-	-	-
		NB (L)	-	-	-	-
		SB (L)	-	-	-	-
		Overall	**-**	**EBR**	**0.19**	**15.1**

The study area intersections are shown to operate at an acceptable LOS with a v/c less than 1.0 during the buildout PM peak hour except for the background deficiencies and the westbound left movement at the unsignalized intersection of SR 434 and Roberts Family Lane which experience excessive delay. However, the anticipated 95th-percentile queue at buildout is less than ten vehicles (< 250 ft) which is significantly less than the existing turn lane storage capacity (±470 ft). No new deficiencies were identified as a result of project traffic impact.

6.0 TURN LANE ANALYSIS

The need for exclusive ingress right-turn lanes at the proposed project driveways and off-site mitigations at turn lanes at the study intersections were evaluated and summarized below.

6.1 PROJECT DRIVEWAYS

As shown in the site plan, the site will be accessible via three (3) access points: one driveway on Roberts Family Lane (west of the site), one existing driveway on Tuskawilla Road (east of the site), and one existing driveway on SR 434 (north of the site). Per Chapter 1 of Seminole County's Transportation Standards in the *Public Works Engineering Manual* (relevant page included in **Appendix I**); a right-turn lane should be provided where the development exceeds a daily trip rate of 4,000 average daily trips (ADT). None of the driveways are anticipated to exceed 4,000 average daily trips. Additionally, per FDOT's *Access Management Guidebook* (November 2019), a deceleration right-turn lane is required when 80 or more right-turns are anticipated at the driveway. Therefore, a right-turn lane is not warranted at the project driveways along Roberts Family Lane, Tuskawilla Road, and SR 434.

Based on FDOT's *Access Management Guidebook* (November 2019), SR 434 is classified as a Class 3 roadway, establishing a minimum connection spacing of 440 ft (edge-to-edge) and a minimum directional median opening spacing of 1,320 ft. As shown in the site plan, the existing driveway on SR 434 will be shifted ±65 ft to the west. The existing driveway will be improved from a flared (turnout) design to a radial return design with improved driveway width, improved corner clearance, and improved sidewalk.

6.2 OFF-SITE QUEUEING ANALYSIS

A queuing analysis was performed for the off-site turn lanes at the study intersections: SR 434 and Roberts Family Lane and SR 434 and Tuskawilla Road. The required deceleration length was based on *FDOT Design Standards FY 2020-21* Index 711-001. As shown in the table below, all turn lanes provide sufficient storage length to accommodate the 95th-percentile queue at buildout with the exception of the northbound left-turn lane at SR 434 and Tuskawilla Road which is built to its maximum extent.

Table 5: Queuing Analysis Summary

Turn Lane	Existing Total Turn Lane Length (ft)	Recommended Queue Storage (ft) [1]			Required Deceleration (ft) [2]	Required Total Turn Lane Length (ft) [3]	Required Additional Total Turn Lane Length (ft)	Proposed Additional Total Turn Lane Length (ft)
		Existing	Background	Buildout				
SR 434 & Tuskawilla Rd								
Northbound Left	625	645	698	808	240	1048	423	n/a [4]
Westbound Left	690	373	395	450	240	690	0	n/a
Eastbound Left	365	110	113	125	240	365	0	n/a
SR 434 & Roberts Family Ln								
Westbound Left	470	25	25	160	240	400	0	n/a

Note: 1. Based on the 95th percentile back of queue length upon project buildout as reported in Synchro.
2. Based on the 2020-21 FDOT Design Standards, Index 711-001
3. Sum of recommended 95th percentile back of queue length and required deceleration length.
4. Turn lane built to its maximum extent.

7.0 ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed for segments located within a one-mile radius of the proposed development to determine existing, background, and buildout conditions. The following roadway segments were analyzed:

- **S.R. 434** from S.R. 419 to Tuskawilla Road
- **S.R. 434** from Tuskawilla Road to Springs Ave
- **Tuskawilla Road** from S.R. 434 to Trotwood Boulevard
- **Tuskawilla Road** from Trotwood Boulevard to Winter Springs Boulevard

Existing and vested trip data were referenced from Seminole County's Roadway Concurrency Information dated March 27th, 2020, included in **Appendix J**. This data was used to analyze the roadway segments listed above and is summarized in **Table 6**.

As shown in the table, the analysis identifies no existing, background, or buildout capacity deficiencies.

Table 6: Roadway Segment Analysis

					Existing (2020)				Background (2022)					Buildout (2022)					
Roadway Segment	Rdwy Key [1]	LOS Std. [2]	Rdwy Link Capacity [1]	Committed Trips [1]	Existing AADT [1]	Existing Deficiency	Existing Trips Over Rdwy Capacity	Existing LOS [2]	Annual Growth Rate	Back-ground AADT	Back-ground Deficiency	Back-ground Trips Over Rdwy Capacity	Back-ground LOS [2]	Project Dist. %	Daily Project Trips [3]	Buildout AADT	Buildout Deficiency	Buildout Trips Over Rdwy Capacity	Buildout LOS [2]
S.R. 434																			
S.R. 419 to Tuskawilla Rd	S3465	E	48,000	0	38,406	No	0	D	2%	39,958	No	0	D	35%	958	40,916	No	0	E
Tuskawilla Rd to Springs Ave	S3470	E	48,000	293	29,288	No	0	C	2%	30,471	No	0	C	20%	547	31,018	No	0	C
Tuskawilla Rd																			
S.R. 434 to Trotwood Blvd	TSK10	E	42,560	0	21,517	No	0	C	2%	22,386	No	0	C	40%	1,094	23,480	No	0	C
Trotwood Blvd to Winter Springs Blvd	TSK25	E	42,560	8	20,118	No	0	C	2%	20,931	No	0	C	31%	848	21,779	No	0	C

Notes:

1. From Seminole County Roadway Concurrency Information dated 3/27/2020

2. LOS Volume Thresholds from Seminole County Vision 2020 Comprehensive Plan

3. Assigned using the determined daily net external trips of 1,623 vehicles

8.0 CONCLUSION

This traffic impact analysis was performed to assess the transportation impacts of a proposed shopping center in the City of Winter Springs, FL. The site is currently vacant. The applicant is proposing to develop the site to have approximately 57,870 square feet of retail space in the City of Winter Springs. Access to the site will be provided via three (3) driveways: one (1) full-access driveway to the west of the development on Roberts Family Lane, one (1) existing right-in/right-out (RIRO) driveway to the north of the development on SR 434 and one (1) existing RIRO to the east of the development on Tuskawilla Road.

The proposed development is anticipated to generate 2,736 net new daily trips, 36 AM peak hour trips (22 inbound and 14 outbound), and 239 PM peak hour trips (115 inbound and 124 outbound) at buildout. These future project trips were assigned to driveways and study intersections.

An operational analysis was performed at the study area intersections using traffic counts provided by County staff. A total of 25% of the trips generated by the 161 townhomes (Jesups' Reserve, located west of the site) were assumed to access through Roberts Family Lane and shown in the operational analysis.

Under existing and background conditions, the intersection of SR 434 and Tuskawilla Road is shown to operate deficiently with a LOS F and a v/c ratio greater than one at the northbound approach. Under buildout conditions, the westbound left movement at SR 434 and Roberts Family Lane is shown to operate with LOS F. However, the 95th-percentile queue is less than ten (10) vehicles, and the existing turn-lane storage provides sufficient capacity to stack up to 19 vehicles. Signal timing adjustment were assumed at the intersection of SR 434 and Tuskawilla Road to mitigate project traffic impact at the westbound left movement. No new deficiencies were identified as a result of project traffic impact.

Seminole County land development code and FDOT turn lane guidance were reviewed to determine if turn lanes are required or recommended at the proposed project driveways. Results of this analysis determine that no ingress right-turn lanes are warranted for the project driveways at Roberts Family Lane and Tuskawilla Road. As shown in the site plan, the existing driveway on SR 434 will be shifted ±65 ft to the west and will be improved from a flared (turnout) design to a radial return design with improved driveway width, improved corner clearance, and improved sidewalk.

A roadway segment capacity analysis was performed for roadway segments located within one mile of the project site. The analysis identifies no capacity deficiencies under existing, background, or buildout conditions within the study area.

APPENDIX A
Methodology Statement

Rodriguez, Emanuelle

From: Rodriguez, Emanuelle
Sent: Friday, July 31, 2020 10:47 AM
To: Rodriguez, Emanuelle
Subject: FW: Traffic Study Methodology

From: Persaud, Vasu <vpersaud@seminolecountyfl.gov>
Sent: Thursday, July 16, 2020 2:07 PM
To: Haddad, Michael <Michael.Haddad@kimley-horn.com>
Cc: Taylor, James <James.Taylor@kimley-horn.com>; Spahr, Vincent <Vincent.Spahr@kimley-horn.com>
Subject: RE: Traffic Study Methodology

Michael,

I reviewed this methodology and did not have any comments. Please consider this methodology approved.
Kindly, include this approval email and copy of the memo in the Appendix.

Thank you,
Vasu

Vasu T. Persaud, PE, AICP, PTOE
Transportation Analyst
Public Works Department/Engineering Division
100 East 1st Street
Sanford, FL. 32771
407-665-5707
vpersaud@seminolecountyfl.gov

From: Haddad, Michael [mailto:Michael.Haddad@kimley-horn.com]
Sent: Thursday, July 16, 2020 1:53 PM
To: Persaud, Vasu <vpersaud@seminolecountyfl.gov>
Cc: Taylor, James <James.Taylor@kimley-horn.com>; Spahr, Vincent <Vincent.Spahr@kimley-horn.com>
Subject: RE: Traffic Study Methodology

Vasu,

We sincerely appreciate your fast response. Attached is the revised methodology for the aforementioned development on the southwest corner SR 434 & Tuskawilla Road.

Thank you,

Michael A. Haddad | Transportation Planning / Traffic Operations
Kimley-Horn | 189 South Orange Avenue Suite 1000 Orlando, FL 32801
Main: 407-898-1511 | Mobile: 727-437-9465 | Direct: (352)-438-3036
Connect with us: Twitter | LinkedIn | Facebook | Instagram | Kimley-Horn.com

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From: Persaud, Vasu <vpersaud@seminolecountyfl.gov>
Sent: Wednesday, July 15, 2020 11:22 AM
To: Haddad, Michael <Michael.Haddad@kimley-horn.com>
Cc: Taylor, James <James.Taylor@kimley-horn.com>; Spahr, Vincent <Vincent.Spahr@kimley-horn.com>
Subject: RE: Traffic Study Methodology

Michael,

Look like this methodology is very close.

To save us both some time, can you please compare your methodology to this approved methodology and make sure there is consistency with the information provided. We do need the roadway segment IDs to be listed for example. Also, I would re-order the sections to match the approved document.

Please also add that the standard Seminole K and D factor will be used to convert daily committed trip information to peak hour volumes (this is not in the approved methodology).

Thank you,
Vasu

Vasu T. Persaud, PE, AICP, PTOE
Transportation Analyst
Public Works Department/Engineering Division
100 East 1st Street
Sanford, FL. 32771
407-665-5707
vpersaud@seminolecountyfl.gov

From: Haddad, Michael [mailto:Michael.Haddad@kimley-horn.com]
Sent: Monday, July 13, 2020 8:32 AM
To: Persaud, Vasu <vpersaud@seminolecountyfl.gov>
Cc: Taylor, James <James.Taylor@kimley-horn.com>
Subject: RE: Traffic Study Methodology

Vasu,

My apologies. Attached is the correct PDF. Thanks.

Best,

Michael A. Haddad | Transportation Planning / Traffic Operations
Kimley-Horn | 189 South Orange Avenue Suite 1000 Orlando, FL 32801
Main: 407-898-1511 | Mobile: 727-437-9465 | Direct: (352)-438-3036
Connect with us: Twitter | LinkedIn | Facebook | Instagram | Kimley-Horn.com

From: Persaud, Vasu <vpersaud@seminolecountyfl.gov>
Sent: Monday, July 13, 2020 8:29 AM
To: Haddad, Michael <Michael.Haddad@kimley-horn.com>
Cc: Taylor, James <James.Taylor@kimley-horn.com>
Subject: RE: Traffic Study Methodology

Michael,

Good morning.

I believe you attached the wrong PDF.

Thanks,
Vasu

From: Haddad, Michael [mailto:Michael.Haddad@kimley-horn.com]
Sent: Monday, July 13, 2020 8:00 AM
To: Persaud, Vasu <vpersaud@seminolecountyfl.gov>
Cc: Taylor, James <James.Taylor@kimley-horn.com>
Subject: Traffic Study Methodology

Good morning Vasu,

Please find attached the proposed methodology for a development on the southwest corner SR 434 & Tuskawilla Road. The methodology provides the information outlined in the Seminole County's Traffic Study Requirements.

Has the county recently completed traffic studies that have pre-COVID turning movement counts at SR 434 & Tuskawilla Road? Also, can the county provide the latest concurrency data? Thanks in advance.

Best,

Michael A. Haddad | Transportation Planning / Traffic Operations
Kimley-Horn | 189 South Orange Avenue Suite 1000 Orlando, FL 32801
Main: 407-898-1511 | Mobile: 727-437-9465 | Direct: (352)-438-3036
Connect with us: Twitter | LinkedIn | Facebook | Instagram | Kimley-Horn.com

Kimley»Horn

MEMORANDUM

To: Vasu T. Persaud, PE, AICP, PTOE
Seminole County Public Works Department

From: James M. Taylor, P.E.
Kimley-Horn and Associates, Inc.

Date: July 15, 2020

Subject: Winter Springs Marketplace Traffic Study Methodology
City of Winter Springs, FL

Purpose

The following memorandum is a Traffic Impact Analysis (TIA) methodology for the proposed Winter Springs Marketplace in Winter Springs, FL. The forthcoming TIA will generally conform to the methodology herein and the policies and guidelines of the City of Winter Springs and Seminole County.

Project Description

The proposed Winter Springs Marketplace is located on the southwest quadrant of SR 434 & Tuskawilla Road, as shown in Figure 1. The project will be developed on four (4) parcels (Parcel IDs #36-20-30-502-0000-0070, 36-20-30-502-0000-0080, 36-20-30-502-0000-0090, 26-20-30-5AR-0A00-008F) totaling 10.23 acres.

The site is currently vacant. The applicant is proposing to develop the site to have approximately 57,870 square feet of retail space. Access to the site will be provided via three (3) proposed driveways: one (1) to the west of the development on Roberts Family Lane (full-access), one (1) to the north of the development on SR 434 (right-in/right-out), and one (1) to the east of the development on Tuskawilla Road (right-in/right-out). Attachment A shows the current conceptual site plan.

Kimley Horn will perform a Traffic Impact Analysis (TIA) for the proposed development during typical the PM peak hour.

Trip Generation

Trip generation rates for the proposed development were calculated using the 10th Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*. The proposed Winter Springs Marketplace was evaluated using Land Use Code (LUC) 820 (Shopping Center).

Table 1 provides the Daily, AM and PM peak hour trip generation summary to show the vehicle trips anticipated to be generated by the proposed development. ITE's *Trip Generation Handbook*, 3rd Edition was referenced to apply a pass-by reduction to account for future retail traffic already on the roadway network today. The proposed development is anticipated to generate 2,736 net new daily trips, 119 net new AM peak hour trips (74 inbound and 45 outbound) and 238 net new PM peak hour trips (114 inbound and 124 outbound) at buildout.

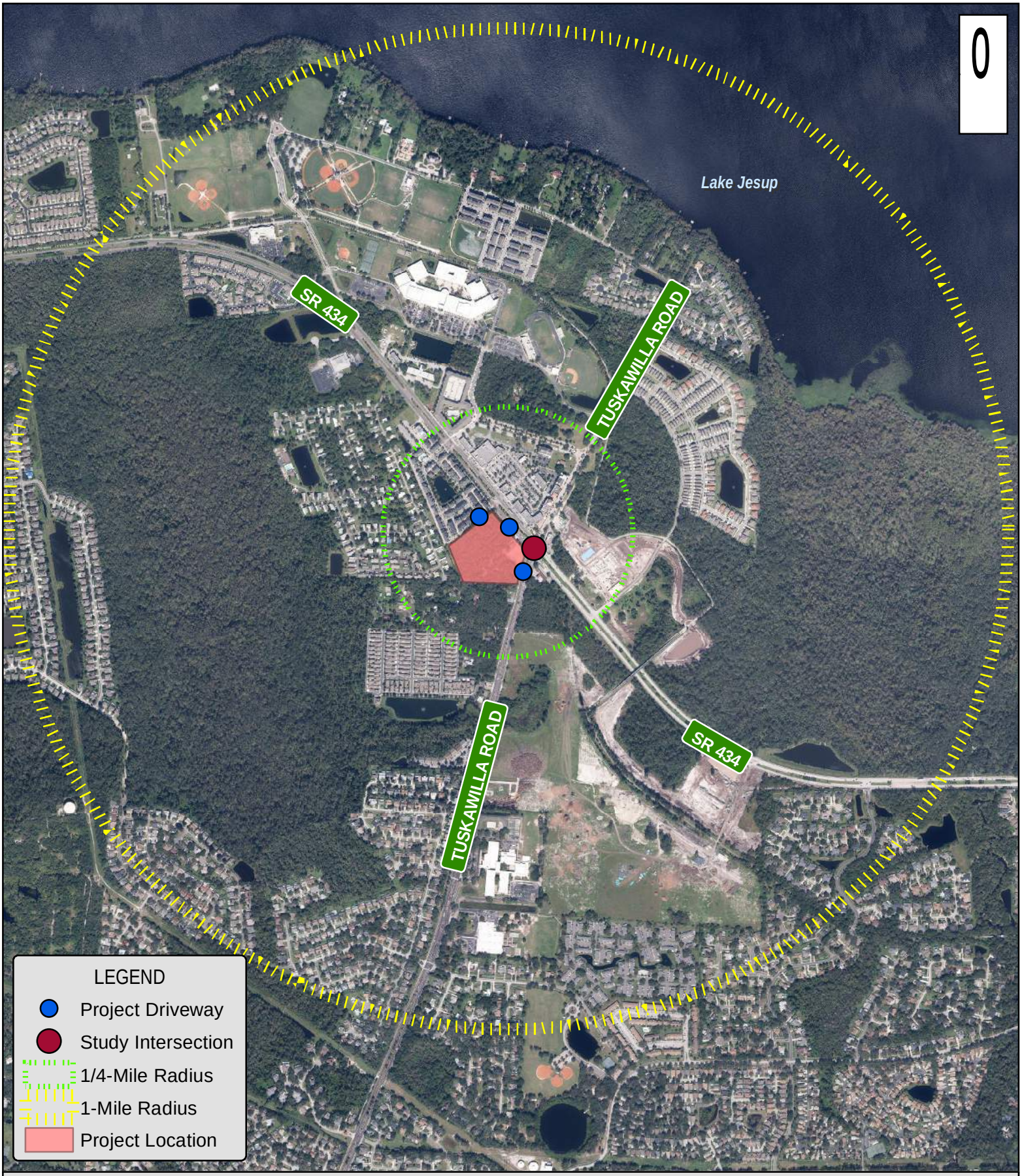

Figure 1 - Project Location and Radius of Influence

Winter Springs Marketplace | Traffic Impact Analysis Methodology

Kimley»Horn

189 S Orange Ave, Suite 1000, Orlando FL 32801
Phone: (407) 898-1511

Date: July 2020

0 320640 1,280 1,920
Feet

Kimley»Horn

Table 1: Trip Generation

	Land Use	ITE LUC	Size	Units	ITE Trip Rate[1]	Daily Trip Generation				
						Total	In[1]		Out[1]	
Daily	Shopping Center	820	57.87	KSF	71.62	4,145	*50%*	2,073	*50%*	2,072
	Pass by Trips[2] =	*34%* of commercial use				1,409	705		704	
	Net New Trips					**2,736**	**1,368**		**1,368**	
	Land Use	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate**	**AM Peak Hour Trip Generation**				
						Total	**In[1]**		**Out[1]**	
AM Peak Hour	Shopping Center	820	57.87	KSF	0.94	54	*62%*	33	*38%*	21
	Pass by Trips[2] =	*34%* of commercial use				18	11		7	
	Net New Trips					**36**	**22**		**14**	
	Land Use	**ITE LUC**	**Size**	**Units**	**ITE Trip Rate**	**PM Peak Hour Trip Generation**				
						Total	**In[1]**		**Out[1]**	
PM Peak Hour	Shopping Center	820	57.87	KSF	6.26	362	*48%*	174	*52%*	188
	Pass by Trips[2] =	*34%* of commercial use				123	59		63	
	Net New Trips					**239**	**115**		**125**	

Notes: [1] *Vehicle trip rate and directional splits per ITE Trip Generation, 10th Edition*
[2] *Pass-by trip rate for ITE LUC 820 PM peak hour per ITE Trip Generation Handbook, 3rd Edition*

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Study Area Segments and Intersections

For roadway segment analysis, forecasted project traffic within a 1-mile radius will be assigned per the project distribution shown in Figure 2. Existing and vested trip data will be referenced from Seminole County's most recent roadway concurrency information. The standard Seminole County "K" and "D" factors will be used to convert daily committed trip information to peak hour volumes. The following roadway segments will be analyzed in the forthcoming TIA:

- S3465: SR 434 from SR 419 to Tuskawilla Road
- S3470: SR 434 from Tuskawilla Road to Spring Avenue
- TSK10: Tuskawilla Road from SR 434 to Trotwood Boulevard
- TSK25: Tuskawilla Road from Trotwood Boulevard to Winter Springs Boulevard

Per Seminole County traffic study requirements, all signalized intersections and major unsignalized intersections within 1/4-mile radius from the perimeter of the site will be evaluated as part of the traffic study, as well as the proposed project driveways:

- SR 434 & Tuskawilla Road (signalized)
- Roberts Family Lane & Project Access (full-access)
- SR 434 & Project Access (right-in/right-out)
- Tuskawilla Road & Project Access (right-in/right-out)

Trip Distribution and Trip Assignment

Projected traffic demand of project trips on study roadways was derived with use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v6) model set and situated within the existing roadway network to appropriately represent project access.

The select zone model distribution for the project was reviewed for logic and used to develop localized trip distribution for project trips. The proposed trip distribution, shown in detail in Figure 3, will be used to assign external project traffic to the study area intersection and driveways. Model output plots showing percent of daily trip distribution is provided in Attachment B.

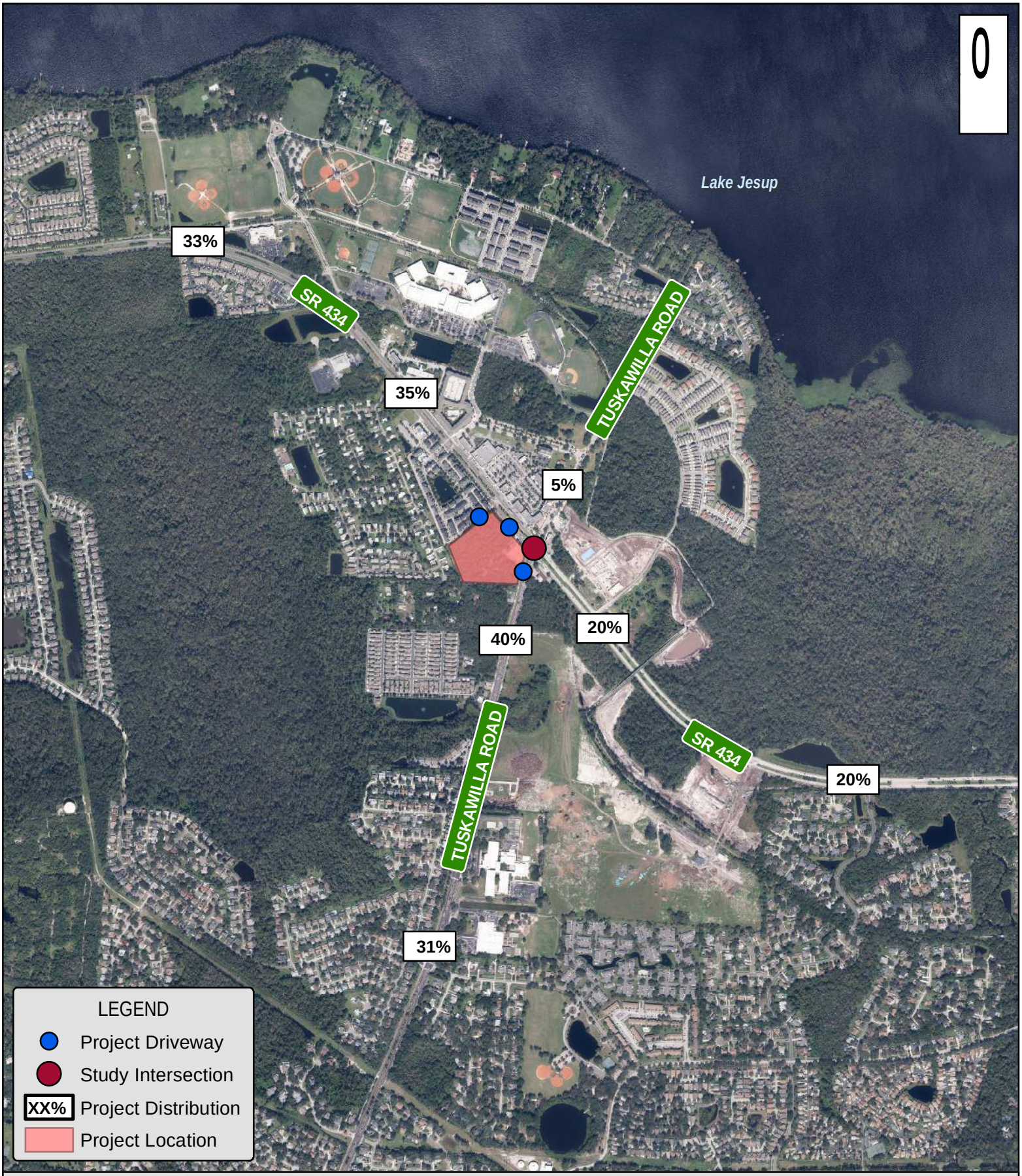

Figure 2 - Project Trip Distribution

Winter Springs Marketplace | Traffic Impact Analysis Methodology

Kimley»Horn

189 S Orange Ave, Suite 1000, Orlando FL 32801
Phone: (407) 898-1511

Date: July 2020

0 320640 1,280 1,920 Feet

Kimley»Horn

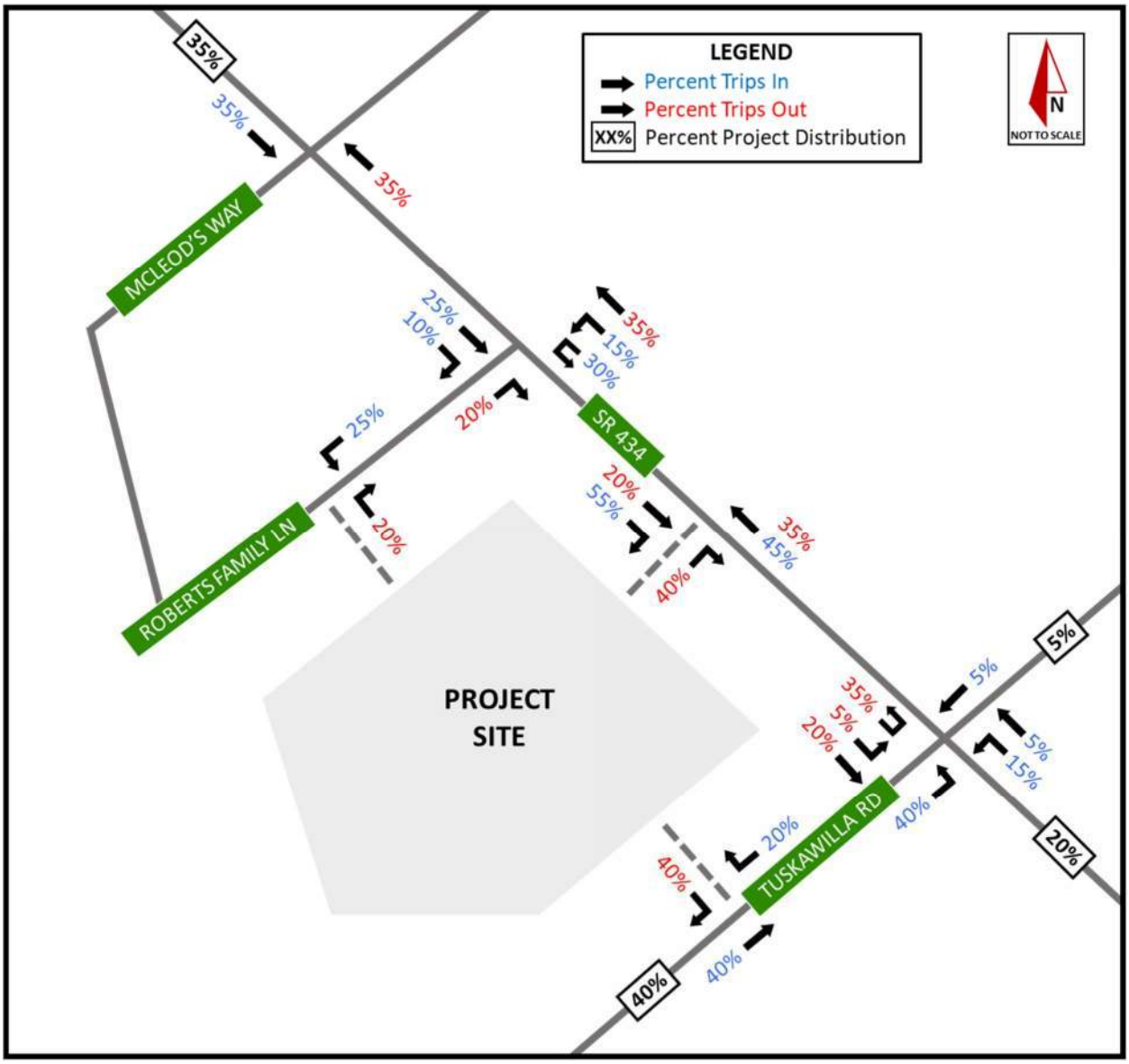

Figure 3: Proposed Trip Distribution

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Existing Conditions Operational Analyses

Existing conditions analyses will be conducted for the study area roadway segments and intersections, as well as the project driveways. The latest available traffic data, adjusted to the current year, will be utilized for the analysis. Study area roadway segments will be evaluated for daily conditions based on the latest available roadway segment data from Seminole County Public Works. Study area intersections will be evaluated during the PM peak hour existing conditions using *Synchro 10* software, which implements methodologies from the latest *Highway Capacity Manual* to calculate delay, level of service (LOS), and volume-to-capacity (V/C) ratios for each intersection, approach, and movement.

Since the net new trips generated in the PM Peak Hour are significantly higher than the AM Peak Hour, segment and intersection operational analyses will only be performed during the PM Peak Hour. Background volumes at study area intersections will be derived by applying 2% annual growth to existing turning movement volumes.

Future Conditions Operational Analyses

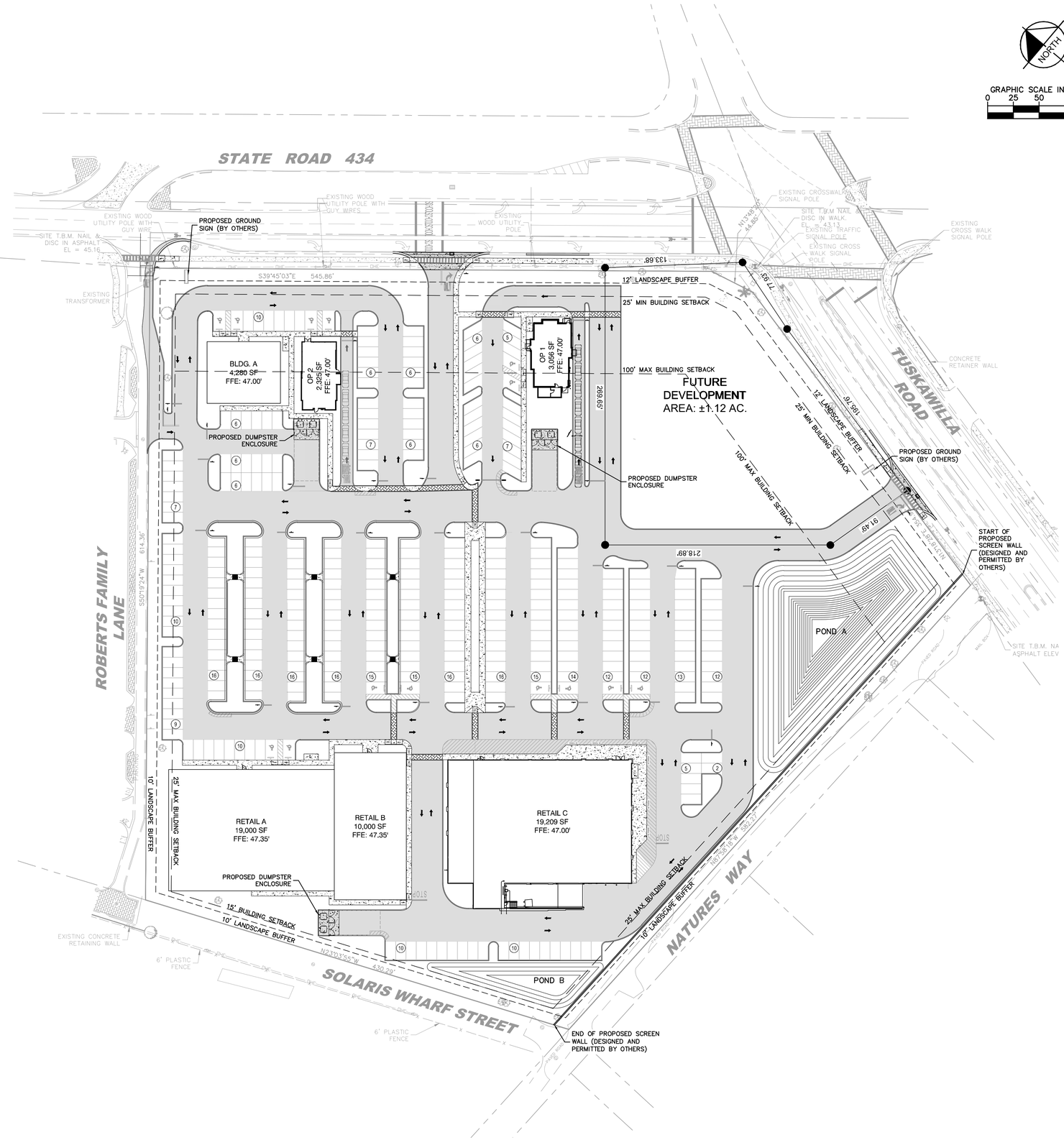
Segment and intersection operational analyses will also be conducted during the proposed buildout year, 2022. The analyses will include an evaluation under background conditions (without project trips) and buildout conditions (including project trips). Project trips will be assigned to the roadway network in accordance with the project trip distribution. For study area roadway segments, the analysis will sum existing traffic counts, committed trips from other developments, and project trips to determine the anticipated future traffic volumes and the LOS of the roadway under future year 2022 conditions.

The future year 2022 intersection analyses will include an evaluation under background conditions (without project trips) and buildout conditions (including project trips). For study area intersections, the analysis will sum existing turning movement volumes, committed trips from other developments, and project trips to determine the anticipated future turning movement volumes at the intersections. The intersections will be evaluated using *Synchro 10* software, which implements methodologies from the latest *Highway Capacity Manual* to calculate the delay, LOS, and V/C ratios for each intersection, approach, and movement. If necessary, mitigating measures for any operational deficiencies identified due to project traffic impact will be recommended in the TIA.

Turn Lane Analysis

The operational conditions at the proposed project driveways will also be evaluated under future buildout conditions to determine the appropriate lane geometry and traffic control on the driveways. Additionally, the need for turn lanes at the proposed driveways will be assessed per Seminole County's Transportation Standards in the Public Works Engineering Manual on County facilities and per FDOT and/or NCHRP guidance on non-County facilities. Findings and recommendations will be documented in the forthcoming TIA.

APPENDIX B
Site Plan



GRAPHIC SCALE IN FEET
0 25 50 100

OVERALL SITE DATA:

PROJECT AREA:	445,618 SQ. FT (10.23 AC)
ZONING:	T-5 URBAN CENTER ZONE
FUTURE LAND USE:	COMMERCIAL
PROPOSED USE:	COMMERCIAL
MAXIMUM BUILDING HEIGHT:	75 FEET

BUILDING COVERAGE:

PROPOSED FLOOR AREA:	
BUILDING A:	4,280 SF
OP 1:	3,056 SF
OP 2:	2,325 SF
RETAIL A:	19,000 SF
RETAIL B:	10,000 SF
RETAIL C:	19,209 SF
TOTAL FLOOR AREA:	57,870 SF
F.A.R. (57,870 SF/445,619 SF)	0.13
MAXIMUM ALLOWABLE F.A.R.	1.0 MAXIMUM

REQUIRED BUILDING SETBACKS

FRONT:	25 FT MIN TO 100 FT MAX
REAR:	15 FT
SIDE:	5 FT MIN TO 100 FT MAX
SIDE STREET:	0 FT MIN TO 25 FT MAX
INTERNAL LOT:	0 FT

REQUIRED PAVING SETBACKS

FRONT:	12 FT
REAR:	10 FT
SIDE:	10 FT
SIDE STREET:	10 FT
INTERNAL LOT:	0 FT

OVERALL IMPERVIOUS CALCULATIONS

MAXIMUM ALLOWABLE IMPERVIOUS AREA (100%):	10.23 AC
BUILDING AREA:	1.39 AC (13.6%)
ASPHALT AREA:	4.86 AC (47.5%)
CONCRETE AREA:	0.40 AC (3.9%)
TOTAL IMPERVIOUS AREA:	6.65 AC (65.0%)

REQUIRED PARKING:

BUILDING A	
3 SPACES FOR DOCTORS	3 SPACES
1 SPACE PER EVERY TWO (2) EMPLOYEES (10 EMPLOYEES/2)	5 SPACES
OP 1	
1 SPACE PER 100 SF PATRON USE (3,056 SF/100 SF)	31 SPACES
OP 2	
1 SPACE PER 100 SF PATRON USE (2,325 SF/ 100 SF)	24 SPACES
RETAIL A	
1 SPACE PER 300 SF EXC. STORAGE SPACE (19,000 SF/ 300 SF)	64 SPACES
RETAIL B	
1 SPACE PER 300 SF EXC. STORAGE SPACE (10,000 SF/ 300 SF)	34 SPACES
RETAIL C	
1 SPACE PER 300 SF EXC. STORAGE SPACE (19,209 SF/ 300 SF)	65 SPACES
TOTAL PARKING SPACES REQUIRED:	226 SPACES

PROVIDED PARKING:

REGULAR SPACES (10'X20'):	206 SPACES
REGULAR SPACES (10'X18'):	102 SPACES
REGULAR SPACES (9'X18'):	22 SPACES
ADA SPACES:	14 SPACES
TOTAL PARKING SPACES PROVIDED:	344 SPACES

PHASING

ALL SITE WORK AND INFRASTRUCTURE WILL BE COMPLETED IN ONE (1) PHASE

STORMWATER MANAGEMENT

STORMWATER RUNOFF FOR THE PROPOSED ONSITE IMPROVEMENTS WILL BE MANAGED THROUGH THE PROPOSED WET DETENTION, DRY DETENTION, AND EXFILTRATION STORMWATER MANAGEMENT SYSTEM WHICH HAS BEEN DESIGNED TO MEET THE CITY OF WINTER SPRINGS CODE AND THE REQUIREMENTS OF THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT (SJRWMD).

100-YEAR FLOOD PLAIN

THE PROPERTY IS LOCATED OUTSIDE THE FLOODPLAIN WITHIN "ZONE X" – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN – PER FEMA FIRM, MAP NUMBER 12117C0160F, REVISED ON SEPTEMBER 28, 2017.

SITE SIGNAGE

PERMANENT SITE SIGNAGE WILL BE IN ACCORDANCE WITH THE CITY OF WINTER SPRINGS LAND DEVELOPMENT CODE.

REGULATORY SIGNAGE AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH MUTCD (2009 ED.) AND FDOT DESIGN STANDARDS (LATEST ED.)

LANDSCAPING

ALL LANDSCAPING SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF WINTER SPRINGS LAND DEVELOPMENT CODE

Always call 811 two full business days before you dig to have underground utilities located and marked.

Sunshine811.com

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
189 S.ORANGE AVENUE, SUITE 1000, ORLANDO FLORIDA 32801
PHONE: 407-898-1511
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL
JONATHAN A. MARTIN, P.E.
FLORIDA LICENSE NUMBER 54055
DATE:

KHA PROJECT 149170016
DATE 07/14/2020
SCALE AS SHOWN
DESIGNED BY JAM
DRAWN BY KAS
CHECKED BY JAM

OVERALL SITE PLAN

WINTER SPRINGS MARKETPLACE

CITY OF WINTER SPRINGS FLORIDA

SHEET NUMBER
C4.0

APPENDIX C
Turning Movement Counts

File Name: C:\Users\Counts-PC4\Desktop\Work Orders (Working)\11036 TWO 8\SR 434_419\SR 434_419 at Tuskawilla Rd TMC (8-hr).ppd
Start Date: 8/29/2019
Start Time: 7:00:00 AM
Site Code: 00000000
Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

	TUSKAWILLA ROAD Northbound				TUSKAWILLA ROAD Southbound				STATE ROAD 434 / 419 Eastbound				STATE ROAD 434 / 419 Westbound					
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	SUM	
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7:30:00 AM	120	16	48	0	34	23	7	0	7	212	106	0	44	280	4	0	901	
7:45:00 AM	134	22	68	0	27	22	11	0	6	198	90	0	33	289	5	0	905	**3648**
8:00:00 AM	129	29	43	0	19	21	9	0	6	213	94	0	36	266	4	0	869	3561
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7:45:00 PM	102	17	35	0	34	55	7	0	9	154	90	0	22	106	4	0		

File Name: C:\Users\Counts-PC4\Desktop\Work Orders (Working)\11036 TWO 8\SR 434_419\SR 434_419 at Tuskawilla Rd TMC (8-hr).ppd
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	TUSKAWILLA ROAD Northbound				TUSKAWILLA ROAD Southbound				STATE ROAD 434 / 419 Eastbound				STATE ROAD 434 / 419 Westbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00:00 AM	0	0	0	0	0	0	0	0	0	6	2	0	0	5	0	0
7:15:00 AM	2	0	0	0	0	1	0	0	2	3	0	0	0	6	0	0
7:30:00 AM	1	0	0	0	0	0	0	0	0	6	3	0	2	5	0	0
7:45:00 AM	2	0	0	0	0	0	0	0	0	4	1	0	1	1	1	0
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10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	1	0	0	0	0	0	0	5	2	0	0	2	0	0
12:15:00 PM	0	0	1	1	0	0	0	0	0	3	1	0	1	7	0	0
12:30:00 PM	1	0	0	0	0	0	0	1	0	2	1	0	0	2	0	0
12:45:00 PM	2	0	1	0	0	0	0	0	0	5	0	0	1	4	0	0
1:00:00 PM	1	0	2	0	0	0	0	0	0	7	3	1	4	7	0	0
1:15:00 PM	0	0	1	0	0	0	0	0	0	9	2	0	0	3	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	13	8	0	1	2	0	0
1:45:00 PM	0	1	1	0	0	0	0	0	0	17	14	0	0	7	0	0
2:00:00 PM	1	0	2	0	0	0	0	0	0	7	5	0	0	2	0	0
2:15:00 PM	2	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0
2:30:00 PM	0	0	0	2	1	0	0	0	0	9	10	0	0	2	0	0
2:45:00 PM	3	0	0	0	0	0	0	0	0	7	1	0	1	7	2	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	12	0	0	0	1	1	0	0	0	6	0	0	0	19	0	0
4:45:00 PM	6	0	0	0	0	0	0	0	0	1	0	0	0	14	0	0
5:00:00 PM	4	0	0	0	0	0	0	0	0	4	0	0	0	11	0	0
5:15:00 PM	3	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0
5:30:00 PM	5	0	0	1	0	0	0	0	0	4	0	0	0	6	0	0
5:45:00 PM	3	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0
6:00:00 PM	1	0	1	0	0	0	0	0	0	4	0	0	0	4	0	0
6:15:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0	0
6:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0
7:15:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:30:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0

File Name: C:\Users\Counts-PC4\Desktop\Work Orders (Working)\11036 TWO 8\SR 434_419\SR 434_419 at Tuskawilla Rd TMC (8-hr).ppd
Start Date: 8/29/2019
Start Time: 7:00:00 AM
Site Code: 00000000
Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

	TUSKAWILLA ROAD Northbound				TUSKAWILLA ROAD Southbound				STATE ROAD 434 / 419 Eastbound				STATE ROAD 434 / 419 Westbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:15:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
8:30:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
9:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	9	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	8	0	0	0
3:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0
4:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
6:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
6:15:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
6:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	0
7:15:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	0
7:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
7:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0

APPENDIX D
FDOT's Florida Traffic Online (FTO) Data

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 7700 SEMINOLE COUNTYWIDE

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.05	1.11
2	01/06/2019 - 01/12/2019	1.04	1.09
3	01/13/2019 - 01/19/2019	1.02	1.07
4	01/20/2019 - 01/26/2019	1.00	1.05
5	01/27/2019 - 02/02/2019	0.99	1.04
* 6	02/03/2019 - 02/09/2019	0.97	1.02
* 7	02/10/2019 - 02/16/2019	0.95	1.00
* 8	02/17/2019 - 02/23/2019	0.95	1.00
* 9	02/24/2019 - 03/02/2019	0.94	0.99
*10	03/03/2019 - 03/09/2019	0.94	0.99
*11	03/10/2019 - 03/16/2019	0.94	0.99
*12	03/17/2019 - 03/23/2019	0.94	0.99
*13	03/24/2019 - 03/30/2019	0.94	0.99
*14	03/31/2019 - 04/06/2019	0.94	0.99
*15	04/07/2019 - 04/13/2019	0.94	0.99
*16	04/14/2019 - 04/20/2019	0.94	0.99
*17	04/21/2019 - 04/27/2019	0.95	1.00
*18	04/28/2019 - 05/04/2019	0.97	1.02
19	05/05/2019 - 05/11/2019	0.98	1.03
20	05/12/2019 - 05/18/2019	0.99	1.04
21	05/19/2019 - 05/25/2019	1.01	1.06
22	05/26/2019 - 06/01/2019	1.03	1.08
23	06/02/2019 - 06/08/2019	1.04	1.09
24	06/09/2019 - 06/15/2019	1.06	1.12
25	06/16/2019 - 06/22/2019	1.06	1.12
26	06/23/2019 - 06/29/2019	1.06	1.12
27	06/30/2019 - 07/06/2019	1.06	1.12
28	07/07/2019 - 07/13/2019	1.06	1.12
29	07/14/2019 - 07/20/2019	1.06	1.12
30	07/21/2019 - 07/27/2019	1.05	1.11
31	07/28/2019 - 08/03/2019	1.04	1.09
32	08/04/2019 - 08/10/2019	1.03	1.08
33	08/11/2019 - 08/17/2019	1.02	1.07
34	08/18/2019 - 08/24/2019	1.02	1.07
35	08/25/2019 - 08/31/2019	1.03	1.08
36	09/01/2019 - 09/07/2019	1.04	1.09
37	09/08/2019 - 09/14/2019	1.05	1.11
38	09/15/2019 - 09/21/2019	1.06	1.12
39	09/22/2019 - 09/28/2019	1.05	1.11
40	09/29/2019 - 10/05/2019	1.03	1.08
41	10/06/2019 - 10/12/2019	1.02	1.07
42	10/13/2019 - 10/19/2019	1.01	1.06
43	10/20/2019 - 10/26/2019	1.01	1.06
44	10/27/2019 - 11/02/2019	1.01	1.06
45	11/03/2019 - 11/09/2019	1.02	1.07
46	11/10/2019 - 11/16/2019	1.02	1.07
47	11/17/2019 - 11/23/2019	1.03	1.08
48	11/24/2019 - 11/30/2019	1.03	1.08
49	12/01/2019 - 12/07/2019	1.04	1.09
50	12/08/2019 - 12/14/2019	1.04	1.09
51	12/15/2019 - 12/21/2019	1.05	1.11
52	12/22/2019 - 12/28/2019	1.04	1.09
53	12/29/2019 - 12/31/2019	1.02	1.07

* PEAK SEASON

APPENDIX E
Turning Movement Volume Worksheets

INTERSECTION VOLUME SHEET

Tuskawilla Rd & **SR 434**

Weekday PM Peak Hour 5:00 PM - 6:00 PM	Tuskawilla Rd						SR 434						
	Northbound			Southbound			Eastbound				Westbound		
	L	T	R	L	T	R	U	L	T	R	L	T	R
TMC (2019)	565	182	199	149	196	33	0	47	1,176	637	161	862	110
Peak Season Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Heavy Vehicle	3%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	3%	1%
Peak Hour Factor		0.92			0.90				0.95			0.93	
Adjusted TMC	582	187	205	153	202	34	0	48	1,211	656	166	888	113
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Number of Years	1	1	1	1	1	1	1	1	1	1	1	1	1
Existing Volume (2020)	594	191	209	157	206	35	0	49	1,236	669	169	906	116
Growth Factor	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Numbers of Years	2	2	2	2	2	2	2	2	2	2	2	2	2
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background (2022)	618	199	217	163	214	36	0	51	1,286	696	176	943	121
Project Assignment	40%				5%		35%	5%	20%	0%	15%	5%	
Direction	IN	N/A	N/A	N/A	IN	N/A	OUT	OUT	OUT	N/A	IN	IN	N/A
Project Trips	69	0	0	0	9	0	66	10	38	0	26	9	0
Pass-by Movement?	*Yes*				*Yes*		*No*	*No*	*Yes*		*Yes*	*Yes*	
Pass-by Distribution	*40%*				*5%*				*35%*		*15%*	*5%*	
Pass-by Trips	*24*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*22*	*0*	*9*	*3*	*0*
New Project Trips	45	0	0	0	6	0	66	10	15	0	17	6	0
Project Buildout	**663**	**199**	**217**	**163**	**220**	**36**	**66**	**61**	**1,301**	**696**	**193**	**949**	**121**

PM Peak Hour Trip Gen	
IN	OUT
115	124

Pass-by Trips	
IN	OUT
59	64

INTERSECTION VOLUME SHEET

Roberts Family Ln & **SR 434**

Weekday PM Peak Hour 5:00 PM - 6:00 PM	Roberts Family Ln						SR 434						
	Northbound			Southbound			Eastbound			Westbound			
	L	T	R	L	T	R	L	T	R	U	L	T	R
Existing Volume[1]	0	0	8				0	1,954	0	0	14	1,521	0
Peak Season Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adjusted Volumes (2020)	0	0	8	0	0	0	0	1,954	0	0	14	1,521	0
Growth Factor	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Numbers of Years	2	2	2	2	2	2	2	2	2	2	2	2	2
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background (2022)	0	0	8	0	0	0	0	2,033	0	0	15	1,582	0
Project Assignment			20%					25%	10%	15%	30%	35%	
Direction	N/A	N/A	**OUT**	N/A	N/A	N/A	N/A	**IN**	**IN**	**IN**	**IN**	**OUT**	N/A
Project Trips	0	0	38	0	0	0	0	44	17	25	53	66	0
Pass-by Movement?			*No*					*Yes*	*No*	*No*	*No*	*Yes*	
Pass-by Distribution								*35%*				*20%*	
Pass-by Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*	*0*	*0*	*0*	*13*	*0*
New Project Trips	0	0	38	0	0	0	0	23	17	25	53	53	0
Project Buildout	**0**	**0**	**46**	**0**	**0**	**0**	**0**	**2,056**	**17**	**25**	**68**	**1,635**	**0**

PM Peak Hour Trip Gen	
IN	**OUT**
115	124

Pass-by Trips	
IN	**OUT**
59	64

Notes: 1. WBL and NBR volumes based on Trip Generation for the 161 Jesup's Reserve Townhomes (LUC 2210, assumed 25% of trips access through Roberts Family Ln

INTERSECTION VOLUME SHEET

Roberts Family Ln & **Project Driveway #1**

Weekday PM Peak Hour 5:00 PM - 6:00 PM	Roberts Family Ln						Project Driveway #1					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volume[1]					14		8					
Peak Season Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted Volumes (2020)	0	0	0	0	15	0	8	0	0	0	0	0
Growth Factor	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Numbers of Years	2	2	2	2	2	2	2	2	2	2	2	2
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0
Background (2022)	0	0	0	0	16	0	8	0	0	0	0	0
Project Assignment				40%								20%
Direction	N/A	N/A	N/A	**IN**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	**OUT**
Project Trips	0	0	0	70	0	0	0	0	0	0	0	38
Pass-by Movement?				*No*								*No*
Pass-by Distribution												
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0
New Project Trips	0	0	0	70	0	0	0	0	0	0	0	38
Project Buildout	**0**	**0**	**0**	**70**	**16**	**0**	**8**	**0**	**0**	**0**	**0**	**38**

PM Peak Hour Trip Gen	
IN	**OUT**
115	124

Pass-by Trips	
IN	**OUT**
59	64

Notes: 1. SBT and EBL volumes based on Trip Generation for the 161 Jesup's Reserve Townhomes (LUC 2210, assumed 25% of trips access through Roberts Family Ln

INTERSECTION VOLUME SHEET

Project Driveway #2 & **SR 434**

Weekday PM Peak Hour 5:00 PM - 6:00 PM	Project Driveway #2						SR 434					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volume								1,860			1,460	
Peak Season Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted Volumes (2020)	0	0	0	0	0	0	0	1,916	0	0	1,504	0
Growth Factor	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Numbers of Years	2	2	2	2	2	2	2	2	2	2	2	2
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0
Background (2022)	0	0	0	0	0	0	0	2,033	0	0	1,596	0
Project Assignment			40%					20%	40%		45%/35%	
Direction	N/A	N/A	**OUT**	N/A	N/A	N/A	N/A	**OUT**	**IN**	N/A	**IN/OUT**	N/A
Project Trips	0	0	75	0	0	0	0	38	69	0	144	0
Pass-by Movement?			*No*					*No*	*No*		*No*	
Pass-by Distribution												
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0
New Project Trips	0	0	75	0	0	0	0	38	69	0	144	0
Project Buildout	**0**	**0**	**75**	**0**	**0**	**0**	**0**	**2,071**	**69**	**0**	**1,740**	**0**

PM Peak Hour Trip Gen	
IN	**OUT**
115	124

Pass-by Trips	
IN	**OUT**
59	64

INTERSECTION VOLUME SHEET

Tuskawilla Rd & **Project Driveway #3**

Weekday PM Peak Hour 5:00 PM - 6:00 PM	Tuskawilla Rd						Project Driveway #3					
	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volume		946			994							
Peak Season Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Adjusted Volumes (2020)	0	974	0	0	1,024	0	0	0	0	0	0	0
Growth Factor	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%	2.00%
Numbers of Years	2	2	2	2	2	2	2	2	2	2	2	2
Vested Trips	0	0	0	0	0	0	0	0	0	0	0	0
Background (2022)	0	1,034	0	0	1,086	0	0	0	0	0	0	0
Project Assignment		40%				20%			40%			
Direction	N/A	**IN**	N/A	N/A	N/A	**IN**	N/A	N/A	**OUT**	N/A	N/A	N/A
Project Trips	0	70	0	0	0	35	0	0	75	0	0	0
Pass-by Movement?		*No*				*No*			*No*			
Pass-by Distribution												
Pass-by Trips	0	0	0	0	0	0	0	0	0	0	0	0
New Project Trips	0	70	0		0				75	0		
Project Buildout	**0**	**1,104**	**0**	**0**	**1,086**	**35**	**0**	**0**	**75**	**0**	**0**	**0**

PM Peak Hour Trip Gen	
IN	**OUT**
115	124

Pass-by Trips	
IN	**OUT**
59	64

Roberts Family Lane Volume Development Worksheet

Jesups' Reserve Trip Generation Summary														
PM Peak Hour	Land Use	ITE LUC	Size	Units	ITE Trip Rate[1]	PM Peak Hour Trip Generation					WBL		NBR	
						Total	In[1]		Out[1]		%	IN	%	OUT
	Multifamily Housing (Low-Rise)	220	**161**	DU	0.56	90	*63%*	57	*37%*	33	25%	**14**	25%	**8**
	Net External Trips					**90**		**57**		**33**				

APPENDIX F
Synchro Outputs

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	49	1236	669	169	906	594	191	157	206
Future Volume (vph)	49	1236	669	169	906	594	191	157	206
Turn Type	Prot	NA	pt+ov	Prot	NA	Split	NA	Perm	NA
Protected Phases	5	2	2 8	1	6	8	8		4
Permitted Phases								4	
Detector Phase	5	2	2 8	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	15.0		6.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.8	47.8		13.8	35.8	14.9	14.9	13.3	13.3
Total Split (s)	18.0	78.0		26.0	86.0	37.0	37.0	29.0	29.0
Total Split (%)	10.6%	45.9%		15.3%	50.6%	21.8%	21.8%	17.1%	17.1%
Yellow Time (s)	4.9	4.9		4.9	4.9	4.8	4.8	3.4	3.4
All-Red Time (s)	2.9	2.9		2.9	2.9	4.1	4.1	3.9	3.9
Lost Time Adjust (s)	-0.9	-0.9		-0.9	-0.9	-1.5	-1.5		-1.5
Total Lost Time (s)	6.9	6.9		6.9	6.9	7.4	7.4		5.8
Lead/Lag	Lead	Lag		Lead	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	C-Min		None	C-Min	None	None	None	None

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Tuskawilla Rd & SR 434

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1236	669	169	906	116	594	191	209	157	206	35
Future Volume (veh/h)	49	1236	669	169	906	116	594	191	209	157	206	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1856	1856	1856	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	52	1301	704	182	974	125	646	208	227	171	224	38
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	0	3	3	3	0	0	0	0	0
Cap, veh/h	76	1498	931	203	1535	197	597	145	158	189	266	46
Arrive On Green	0.04	0.42	0.41	0.11	0.49	0.48	0.17	0.17	0.17	0.13	0.14	0.13
Sat Flow, veh/h	1810	3582	1610	1810	3143	403	3428	830	906	1383	1949	338
Grp Volume(v), veh/h	52	1301	704	182	546	553	646	0	435	226	0	207
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1763	1783	1714	0	1737	1831	0	1839
Q Serve(g_s), s	4.8	56.4	55.7	16.9	39.0	39.1	29.6	0.0	29.6	20.7	0.0	18.6
Cycle Q Clear(g_c), s	4.8	56.4	55.7	16.9	39.0	39.1	29.6	0.0	29.6	20.7	0.0	18.6
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.52	0.76		0.18
Lane Grp Cap(c), veh/h	76	1498	931	203	861	871	597	0	302	250	0	251
V/C Ratio(X)	0.68	0.87	0.76	0.90	0.63	0.63	1.08	0.00	1.44	0.91	0.00	0.82
Avail Cap(c_a), veh/h	118	1498	931	203	861	871	597	0	302	250	0	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.3	45.2	26.9	74.5	32.2	32.3	70.2	0.0	70.6	72.9	0.0	71.5
Incr Delay (d2), s/veh	10.3	7.1	5.7	35.9	3.5	3.5	61.0	0.0	215.2	33.6	0.0	20.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	34.0	40.6	14.9	23.7	24.0	25.8	0.0	47.0	17.7	0.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.6	52.3	32.6	110.4	35.8	35.8	131.2	0.0	285.8	106.5	0.0	91.7
LnGrp LOS	F	D	C	F	D	D	F	A	F	F	A	F
Approach Vol, veh/h		2057			1281			1081			433	
Approach Delay, s/veh		46.5			46.4			193.4			99.4	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	78.0		29.0	14.1	89.9		37.0				
Change Period (Y+Rc), s	7.8	7.8		7.3	7.8	7.8		8.9				
Max Green Setting (Gmax), s	18.2	70.2		21.7	10.2	78.2		28.1				
Max Q Clear Time (g_c+I1), s	18.9	58.4		22.7	6.8	41.1		31.6				
Green Ext Time (p_c), s	0.0	9.7		0.0	0.0	11.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			83.9									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1954	0	14	1521	0	0	0	3	0	0	0
Future Vol, veh/h	0	1954	0	14	1521	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	400	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2124	0	15	1653	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1653	0	-	2124	0	0	-	-	1062	-	-	827
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	386	-	0	253	-	-	0	0	220	0	0	315
Stage 1	-	-	0	-	-	-	0	0	-	0	0	-
Stage 2	-	-	0	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	386	-	-	253	-	-	-	-	220	-	-	315
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	21.6	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	220	386	-	253	-	-	-
HCM Lane V/C Ratio	0.015	-	-	0.06	-	-	-
HCM Control Delay (s)	21.6	0	-	20.1	-	-	0
HCM Lane LOS	C	A	-	C	-	-	A
HCM 95th %tile Q(veh)	0	0	-	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	51	1286	696	176	943	618	199	163	214
Future Volume (vph)	51	1286	696	176	943	618	199	163	214
Turn Type	Prot	NA	pt+ov	Prot	NA	Split	NA	Perm	NA
Protected Phases	5	2	2 8	1	6	8	8		4
Permitted Phases								4	
Detector Phase	5	2	2 8	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	15.0		6.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.8	47.8		13.8	35.8	14.9	14.9	13.3	13.3
Total Split (s)	18.0	78.0		26.0	86.0	37.0	37.0	29.0	29.0
Total Split (%)	10.6%	45.9%		15.3%	50.6%	21.8%	21.8%	17.1%	17.1%
Yellow Time (s)	4.9	4.9		4.9	4.9	4.8	4.8	3.4	3.4
All-Red Time (s)	2.9	2.9		2.9	2.9	4.1	4.1	3.9	3.9
Lost Time Adjust (s)	-0.9	-0.9		-0.9	-0.9	-1.5	-1.5		-1.5
Total Lost Time (s)	6.9	6.9		6.9	6.9	7.4	7.4		5.8
Lead/Lag	Lead	Lag		Lead	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	C-Min		None	C-Min	None	None	None	None

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Tuskawilla Rd & SR 434

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1286	696	176	943	121	618	199	217	163	214	36
Future Volume (veh/h)	51	1286	696	176	943	121	618	199	217	163	214	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1856	1856	1856	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	1354	733	189	1014	130	672	216	236	177	233	39
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	0	3	3	3	0	0	0	0	0
Cap, veh/h	78	1498	931	203	1531	196	597	145	158	188	267	46
Arrive On Green	0.04	0.42	0.41	0.11	0.49	0.48	0.17	0.17	0.17	0.13	0.14	0.13
Sat Flow, veh/h	1810	3582	1610	1810	3143	403	3428	830	907	1381	1955	335
Grp Volume(v), veh/h	54	1354	733	189	568	576	672	0	452	235	0	214
Grp Sat Flow(s),veh/h/ln	1810	1791	1610	1810	1763	1783	1714	0	1737	1831	0	1840
Q Serve(g_s), s	5.0	60.1	59.9	17.6	41.5	41.6	29.6	0.0	29.6	21.6	0.0	19.4
Cycle Q Clear(g_c), s	5.0	60.1	59.9	17.6	41.5	41.6	29.6	0.0	29.6	21.6	0.0	19.4
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.52	0.75		0.18
Lane Grp Cap(c), veh/h	78	1498	931	203	859	869	597	0	302	250	0	251
V/C Ratio(X)	0.69	0.90	0.79	0.93	0.66	0.66	1.13	0.00	1.49	0.94	0.00	0.85
Avail Cap(c_a), veh/h	118	1498	931	203	859	869	597	0	302	250	0	251
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.2	46.3	27.8	74.8	33.0	33.1	70.2	0.0	70.6	73.3	0.0	71.9
Incr Delay (d2), s/veh	10.2	9.3	6.7	43.7	4.0	4.0	76.5	0.0	239.3	40.9	0.0	24.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	36.4	43.1	15.8	25.1	25.4	27.9	0.0	50.3	18.8	0.0	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.4	55.5	34.4	118.5	37.0	37.1	146.7	0.0	309.9	114.1	0.0	96.2
LnGrp LOS	F	E	C	F	D	D	F	A	F	F	A	F
Approach Vol, veh/h		2141			1333			1124			449	
Approach Delay, s/veh		49.2			48.6			212.4			105.6	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	78.0		29.0	14.3	89.7		37.0				
Change Period (Y+Rc), s	7.8	7.8		7.3	7.8	7.8		8.9				
Max Green Setting (Gmax), s	18.2	70.2		21.7	10.2	78.2		28.1				
Max Q Clear Time (g_c+I1), s	19.6	62.1		23.6	7.0	43.6		31.6				
Green Ext Time (p_c), s	0.0	7.1		0.0	0.0	12.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			90.4									
HCM 6th LOS			F									

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2033	0	15	1582	0	0	0	3	0	0	0
Future Vol, veh/h	0	2033	0	15	1582	0	0	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	400	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2210	0	16	1720	0	0	0	3	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1720	0	-	2210	0	0	-	-	1105	-	-	860
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	364	-	0	234	-	-	0	0	205	0	0	299
Stage 1	-	-	0	-	-	-	0	0	-	0	0	-
Stage 2	-	-	0	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	364	-	-	234	-	-	-	-	205	-	-	299
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	22.8	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	364	-	234	-	-	-
HCM Lane V/C Ratio	0.016	-	-	0.07	-	-	-
HCM Control Delay (s)	22.8	0	-	21.5	-	-	0
HCM Lane LOS	C	A	-	C	-	-	A
HCM 95th %tile Q(veh)	0	0	-	0.2	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	1301	696	193	949	663	199	163	220
Future Volume (vph)	61	1301	696	193	949	663	199	163	220
Turn Type	Prot	NA	pt+ov	Prot	NA	Split	NA	Perm	NA
Protected Phases	5	2	2 8	1	6	8	8		4
Permitted Phases								4	
Detector Phase	5	2	2 8	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	15.0		6.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.8	47.8		13.8	35.8	14.9	14.9	13.3	13.3
Total Split (s)	18.0	78.0		26.0	86.0	37.0	37.0	29.0	29.0
Total Split (%)	10.6%	45.9%		15.3%	50.6%	21.8%	21.8%	17.1%	17.1%
Yellow Time (s)	4.9	4.9		4.9	4.9	4.8	4.8	3.4	3.4
All-Red Time (s)	2.9	2.9		2.9	2.9	4.1	4.1	3.9	3.9
Lost Time Adjust (s)	-0.9	-0.9		-0.9	-0.9	-1.5	-1.5		-1.5
Total Lost Time (s)	6.9	6.9		6.9	6.9	7.4	7.4		5.8
Lead/Lag	Lead	Lag		Lead	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	C-Min		None	C-Min	None	None	None	None

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Tuskawilla Rd & SR 434

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	66	61	1301	696	193	949	121	663	199	217	163	220
Future Volume (veh/h)	66	61	1301	696	193	949	121	663	199	217	163	220
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1900	1885	1900	1900	1856	1856	1856	1900	1900	1900	1900
Adj Flow Rate, veh/h		64	1369	733	208	1020	130	721	216	236	177	239
Peak Hour Factor		0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	1	0	0	3	3	3	0	0	0	0
Cap, veh/h		90	1498	931	203	1513	193	597	145	158	186	270
Arrive On Green		0.05	0.42	0.41	0.11	0.48	0.48	0.17	0.17	0.17	0.13	0.14
Sat Flow, veh/h		1810	3582	1610	1810	3146	401	3428	830	907	1363	1979
Grp Volume(v), veh/h		64	1369	733	208	571	579	721	0	452	238	0
Grp Sat Flow(s),veh/h/ln		1810	1791	1610	1810	1763	1783	1714	0	1737	1832	0
Q Serve(g_s), s		5.9	61.2	59.9	19.1	42.3	42.4	29.6	0.0	29.6	21.9	0.0
Cycle Q Clear(g_c), s		5.9	61.2	59.9	19.1	42.3	42.4	29.6	0.0	29.6	21.9	0.0
Prop In Lane		1.00		1.00	1.00		0.22	1.00		0.52	0.74	
Lane Grp Cap(c), veh/h		90	1498	931	203	848	858	597	0	302	250	0
V/C Ratio(X)		0.71	0.91	0.79	1.02	0.67	0.67	1.21	0.00	1.49	0.95	0.00
Avail Cap(c_a), veh/h		118	1498	931	203	848	858	597	0	302	250	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		79.6	46.6	27.8	75.4	33.9	34.0	70.2	0.0	70.6	73.4	0.0
Incr Delay (d2), s/veh		12.6	10.1	6.7	69.3	4.3	4.2	108.6	0.0	239.3	43.8	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		5.5	37.1	43.1	18.7	25.6	25.9	32.3	0.0	50.3	19.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		92.2	56.7	34.4	144.7	38.2	38.2	178.8	0.0	309.9	117.2	0.0
LnGrp LOS		F	E	C	F	D	D	F	A	F	F	A
Approach Vol, veh/h			2166			1358			1173			455
Approach Delay, s/veh			50.2			54.5			229.3			108.0
Approach LOS			D			D			F			F

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.0	78.0		29.0	15.4	88.6		37.0				
Change Period (Y+Rc), s	7.8	7.8		7.3	7.8	7.8		8.9				
Max Green Setting (Gmax), s	18.2	70.2		21.7	10.2	78.2		28.1				
Max Q Clear Time (g_c+I1), s	21.1	63.2		23.9	7.9	44.4		31.6				
Green Ext Time (p_c), s	0.0	6.2		0.0	0.0	12.2		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		97.2	
HCM 6th LOS		F	

Notes

User approved ignoring U-Turning movement.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	39
Peak Hour Factor	0.92
Percent Heavy Veh, %	0
Cap, veh/h	45
Arrive On Green	0.13
Sat Flow, veh/h	331
Grp Volume(v), veh/h	217
Grp Sat Flow(s),veh/h/ln	1841
Q Serve(g_s), s	19.6
Cycle Q Clear(g_c), s	19.6
Prop In Lane	0.18
Lane Grp Cap(c), veh/h	251
V/C Ratio(X)	0.86
Avail Cap(c_a), veh/h	251
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	72.0
Incr Delay (d2), s/veh	26.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	16.4
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	98.0
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	2056	17	25	68	1635	0	0	0	46	0	0	0
Future Vol, veh/h	0	2056	17	25	68	1635	0	0	0	46	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	400	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	-	0	-	-	2	-	-	2	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2235	18	27	74	1777	0	0	0	50	0	0	0

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	1777	0	0	2253	2253	0	0	-	-	1127	-	-	889
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	6.44	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.52	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	346	-	-	50	225	-	-	0	0	199	0	0	286
Stage 1	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	346	-	-	97	97	-	-	-	-	199	-	-	286
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	9.9	29.1	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	199	346	-	-	97	-	-	-
HCM Lane V/C Ratio	0.251	-	-	-	1.042	-	-	-
HCM Control Delay (s)	29.1	0	-	-	184.5	-	-	0
HCM Lane LOS	D	A	-	-	F	-	-	A
HCM 95th %tile Q(veh)	1	0	-	-	6.4	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	0	0	0	38	0	0	0	70	16	0
Future Vol, veh/h	8	0	0	0	0	38	0	0	0	70	16	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	16979	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	0	0	0	41	0	0	0	76	17	0

Major/Minor	Minor2			Minor1					Major2			
Conflicting Flow All	190	-	-	-	-	0			0	0	0	
Stage 1	169	-	-	-	-	-			-	-	-	
Stage 2	21	-	-	-	-	-			-	-	-	
Critical Hdwy	7.12	-	-	-	-	6.22			4.12	-	-	
Critical Hdwy Stg 1	6.12	-	-	-	-	-			-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-	
Follow-up Hdwy	3.518	-	-	-	-	3.318			2.218	-	-	
Pot Cap-1 Maneuver	770	0	0	0	0	-			-	-	-	
Stage 1	833	0	0	0	0	-			-	-	-	
Stage 2	-	0	0	0	0	-			-	-	-	
Platoon blocked, %										-	-	
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	-	-	
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	-	-	
Stage 1	833	-	-	-	-	-			-	-	-	
Stage 2	-	-	-	-	-	-			-	-	-	

Approach	EB	WB	SB
HCM Control Delay, s			
HCM LOS	-	-	

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	-	-	-
HCM Lane LOS	-	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL	SWR
Lane Configurations										
Traffic Vol, veh/h	0	2071	70	0	1740	0	0	0	0	0
Future Vol, veh/h	0	2071	70	0	1740	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	150	150	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	16983	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2251	76	0	1891	0	0	0	0	0

Major/Minor	Major1			Major2		Minor1		
Conflicting Flow All	-	0	0	-	-	0	-	1164
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	161
Stage 1	0	-	-	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	-
Platoon blocked, %		-	-		-			
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	161
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	48.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	161	-	-	-
HCM Lane V/C Ratio	0.506	-	-	-
HCM Control Delay (s)	48.3	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	2.5	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	75	0	1104	1086	35
Future Vol, veh/h	0	75	0	1104	1086	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	82	0	1200	1180	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	609	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	438	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	438	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	438	-	-
HCM Lane V/C Ratio	-	0.186	-	-
HCM Control Delay (s)	-	15.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.7	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	61	1301	696	193	949	663	199	163	220
Future Volume (vph)	61	1301	696	193	949	663	199	163	220
Turn Type	Prot	NA	pt+ov	Prot	NA	Split	NA	Perm	NA
Protected Phases	5	2	2 8	1	6	8	8		4
Permitted Phases								4	
Detector Phase	5	2	2 8	1	6	8	8	4	4
Switch Phase									
Minimum Initial (s)	6.0	15.0		6.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	13.8	47.8		13.8	35.8	14.9	14.9	13.3	13.3
Total Split (s)	18.0	61.0		43.0	86.0	37.0	37.0	29.0	29.0
Total Split (%)	10.6%	35.9%		25.3%	50.6%	21.8%	21.8%	17.1%	17.1%
Yellow Time (s)	4.9	4.9		4.9	4.9	4.8	4.8	3.4	3.4
All-Red Time (s)	2.9	2.9		2.9	2.9	4.1	4.1	3.9	3.9
Lost Time Adjust (s)	-0.9	-0.9		-0.9	-0.9	-1.5	-1.5		-1.5
Total Lost Time (s)	6.9	6.9		6.9	6.9	7.4	7.4		5.8
Lead/Lag	Lead	Lag		Lead	Lag				
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				
Recall Mode	None	C-Min		None	C-Min	None	None	None	None

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 54 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 1: Tuskawilla Rd & SR 434

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	66	61	1301	696	193	949	121	663	199	217	163	220
Future Volume (veh/h)	66	61	1301	696	193	949	121	663	199	217	163	220
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach			No			No			No			No
Adj Sat Flow, veh/h/ln		1900	1885	1900	1900	1856	1856	1856	1900	1900	1900	1900
Adj Flow Rate, veh/h		64	1369	733	208	1020	130	721	216	236	177	239
Peak Hour Factor		0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		0	1	0	0	3	3	3	0	0	0	0
Cap, veh/h		90	1426	899	239	1513	193	597	145	158	186	270
Arrive On Green		0.05	0.40	0.39	0.13	0.48	0.48	0.17	0.17	0.17	0.13	0.14
Sat Flow, veh/h		1810	3582	1610	1810	3146	401	3428	830	907	1363	1979
Grp Volume(v), veh/h		64	1369	733	208	571	579	721	0	452	238	0
Grp Sat Flow(s),veh/h/ln		1810	1791	1610	1810	1763	1783	1714	0	1737	1832	0
Q Serve(g_s), s		5.9	63.3	62.8	19.2	42.3	42.4	29.6	0.0	29.6	21.9	0.0
Cycle Q Clear(g_c), s		5.9	63.3	62.8	19.2	42.3	42.4	29.6	0.0	29.6	21.9	0.0
Prop In Lane		1.00		1.00	1.00		0.22	1.00		0.52	0.74	
Lane Grp Cap(c), veh/h		90	1426	899	239	848	858	597	0	302	250	0
V/C Ratio(X)		0.71	0.96	0.82	0.87	0.67	0.67	1.21	0.00	1.49	0.95	0.00
Avail Cap(c_a), veh/h		118	1426	899	384	848	858	597	0	302	250	0
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh		79.6	49.8	30.4	72.3	33.9	34.0	70.2	0.0	70.6	73.4	0.0
Incr Delay (d2), s/veh		12.6	16.0	8.1	11.7	4.3	4.2	108.6	0.0	239.3	43.8	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln		5.5	39.5	43.4	14.6	25.6	25.9	32.3	0.0	50.3	19.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh		92.2	65.8	38.5	84.0	38.2	38.2	178.8	0.0	309.9	117.2	0.0
LnGrp LOS		F	E	D	F	D	D	F	A	F	F	A
Approach Vol, veh/h			2166			1358			1173			455
Approach Delay, s/veh			57.3			45.2			229.3			108.0
Approach LOS			E			D			F			F

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	29.4	74.6		29.0	15.4	88.6		37.0				
Change Period (Y+Rc), s	7.8	7.8		7.3	7.8	7.8		8.9				
Max Green Setting (Gmax), s	35.2	53.2		21.7	10.2	78.2		28.1				
Max Q Clear Time (g_c+I1), s	21.2	65.3		23.9	7.9	44.4		31.6				
Green Ext Time (p_c), s	0.4	0.0		0.0	0.0	12.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			97.8									
HCM 6th LOS			F									

Notes

User approved ignoring U-Turning movement.

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	36
Future Volume (veh/h)	36
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	39
Peak Hour Factor	0.92
Percent Heavy Veh, %	0
Cap, veh/h	45
Arrive On Green	0.13
Sat Flow, veh/h	331
Grp Volume(v), veh/h	217
Grp Sat Flow(s),veh/h/ln	1841
Q Serve(g_s), s	19.6
Cycle Q Clear(g_c), s	19.6
Prop In Lane	0.18
Lane Grp Cap(c), veh/h	251
V/C Ratio(X)	0.86
Avail Cap(c_a), veh/h	251
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	72.0
Incr Delay (d2), s/veh	26.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	16.4
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	98.0
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

APPENDIX G
Signal Timing Sheets

Seminole County Traffic Engineering Timing Sheet
Intersection: SR 434 & 35-Tuskawilla Rd #2392

SEMINOLE COUNTY
FLORIDA'S NATURAL CHOICE

Name	SR434		Tuskawilla		SR434		Tuskawilla										Phase Mode	STD8		Free Action		254	
Direction	WL	ET	dummy	ST	EL	WT	dummy	NT									Free Seq	9		Syn Green			
Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	InSync			P2P Pattern			
Phase/OL	1	2	3	4	5	6	7	8	9	10	11	12	2	4	6	8	Comm ID	1365		Node #		2392	
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	Date	March 5, 2020		Done By		RFitzgerald	

Phase Times

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	6	15	6	6	6	15	6	6								
Passage	3	4	3	4	3	4	3	4								
Max 1	30	80	50	65	15	95	65	80								
Max 2	15	70	50	65	15	70	65	50								
Yellow Clr	4.9	4.9	4.8	3.4	4.9	4.9	3.4	4.8								
Red Clr	2.9	2.9	4.1	3.9	2.9	2.9	3.9	4.1								
Walk		7		7		7		7								
Ped Clear		33		40		21		41								
Red Revert	3	3	3	3	3	3	3	3								
Added Init																
Max Initial																
Max 3 Limit																
Max 3 Step																
Time B-4																
Cars B-4																
Time to																
Reduce By																
Min Gap																

Alt Phase Times 1

Phase			3	4			7	8
Min Green			6	6			6	6
Passage			6	6			6	6
Max 1			65	65			65	65
Max 2			65	65			65	65
Yel Clr			4.8	3.4			3.4	4.8
Red Clr			4.1	3.9			3.9	4.1
Walk				7				7
Ped Clr				40				41

Alt Phase Times 2

Phase								
Min Green								
Passage								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Phase Options

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	✓	✓	✓	✓	✓	✓	✓	✓								
Min Recall		✓				✓										
Max Recall																
Ped Recall																
Soft Recall																
Lock Call	✓	✓		✓	✓	✓		✓								
Flash Ent			✓					✓								
Flash Exit		✓				✓										
Dual Entry		✓	✓	✓		✓	✓	✓								
Sim Gap		✓				✓										
Cond Serv																
Reservice																
Cnf Phase																

Alt Phase Opt 1

Phase	1	2	3	4	5	6	7	8
Max 2								
Max Inhibit	✓	✓	✓	✓	✓	✓	✓	✓
Cnf Phase			7	8			3	4

Alt Phase Opt 2

Phase	1	2	3	4	5	6	7	8
Max 2								
Max Inhibit		✓				✓		
Cnf Phase			7	8			3	4

Alt Phase Opt 3

Phase								
Max2								
Max Inhibit								
Cnf Phase								

Overlaps

	Type	Included Phase								Modifier Phase					FYA	Grn	Yel	Red
Overlap - A																		
Overlap - B																		
Overlap - C																		
Overlap - D																		
Overlap - E																		
Overlap - F																		
Overlap - G																		
Overlap - H																		
Overlap - I																		
Overlap - J																		
Overlap - K																		
Overlap - L																		
Overlap - M																		
Overlap - N																		
Overlap - O																		
Overlap - P																		

Coordination Splits 1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Split 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =180	29	66	57	28	18	77	28	57								
Seq =10		✓														
Mode		MAX				MAX										
Split 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =_																
Seq =_																
Mode																
Split 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =140	27	47	40	26	20	54	26	40								
Seq =9		✓														
Mode		MAX				MAX										
Split 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =170	26	78	37	29	18	86	29	37								
Seq =9		✓														
Mode		MAX				MAX										
Split 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =130	23	46	34	27	19	50	27	34								
Seq =10		✓														
Mode		MAX				MAX										
Split 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =110	23	40	28	19	18	45	19	28								
Seq =10		✓														
Mode		MAX				MAX										
Split 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =110	21	38	33	18	18	41	18	33								
Seq =6		✓														
Mode		MAX				MAX										
Split 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =110	23	40	28	19	18	45	19	28								
Seq =10		✓														
Mode		MAX				MAX										
Split 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =110	21	38	33	18	18	41	18	33								
Seq =6		✓														
Mode		MAX				MAX										
Split 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =_																
Seq =_																
Mode																
Split 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =180	23	45	78	34	20	48	34	78								
Seq =10		✓														
Mode		MAX				MAX										
Split 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =_																
Seq =_																
Mode																
Split 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =140	22	37	36	45	19	40	45	36								
Seq =9		✓														
Mode		MAX				MAX										
Split 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =_																
Seq =_																
Mode																
Split 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =_																
Seq =_																
Mode																
Split 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle =130	26	38	33	33	18	46	33	33								
Seq =10		✓														
Mode		MAX				MAX										

Day Plans 1-8

		1	2	3	4	5			
Sunday		1	2	3	4	5			
	Hour		9	11	18	19			
P	Min		30		30	30			
L	Action	99	8	18	9	99			
A									
N	Hour								
	Min								
1	Action								

		1	2	3	4	5	6	7	8
Monday		1	2	3	4	5	6	7	8
	Hour		6	6	7	7	9	14	14
P	Min			45	10	30	30	15	45
L	Action	99	1	11	21	1	3	13	3
A		9	10	11					
N	Hour	15	19	21					
	Min	15							
2	Action	4	5	99					

		1	2	3	4	5	6	7	8
Tuesday		1	2	3	4	5	6	7	8
	Hour		6	6	7	7	9	14	14
P	Min			45	10	30	30	15	45
L	Action	99	1	11	21	1	3	13	3
A		9	10	11					
N	Hour	15	19	21					
	Min	15							
3	Action	4	5	99					

		1	2	3	4	5	6	7	8
Wednesday		1	2	3	4	5	6	7	8
	Hour		6	6	7	7	9	13	13
P	Min			45	10	30	30	15	45
L	Action	99	1	11	21	1	3	13	3
A		9	10	11					
N	Hour	15	19	21					
	Min	15							
4	Action	4	5	99					

		1	2	3	4	5	6	7	8
Thursday		1	2	3	4	5	6	7	8
	Hour		6	6	7	7	9	14	14
P	Min			45	10	30	30	15	45
L	Action	99	1	11	21	1	3	13	3
A		9	10	11					
N	Hour	15	19	21					
	Min	15							
5	Action	4	5	99					

		1	2	3	4	5	6	7	8
Friday		1	2	3	4	5	6	7	8
	Hour		6	6	7	7	9	14	14
P	Min			45	10	30	30	15	45
L	Action	99	1	11	21	1	3	13	3
A		9	10	11					
N	Hour	15	19	21					
	Min	15							
6	Action	4	5	99					

		1	2	3	4	5			
Saturday		1	2	3	4	5			
	Hour		8	9	17	20			
P	Min			30	30	30			
L	Action	99	6	16	7	99			
A									
N	Hour								
	Min								
7	Action								

		1	2	3	4	5	6	7	8
		1	2	3	4	5	6	7	8
	Hour		6	6	7	7	9	12	13
P	Min			45	10	30	30		35
L	Action	99	1	11	21	1	3	13	3
A		9	10	11					
N	Hour	15	19	21					
	Min	15							
8	Action	4	5	99					

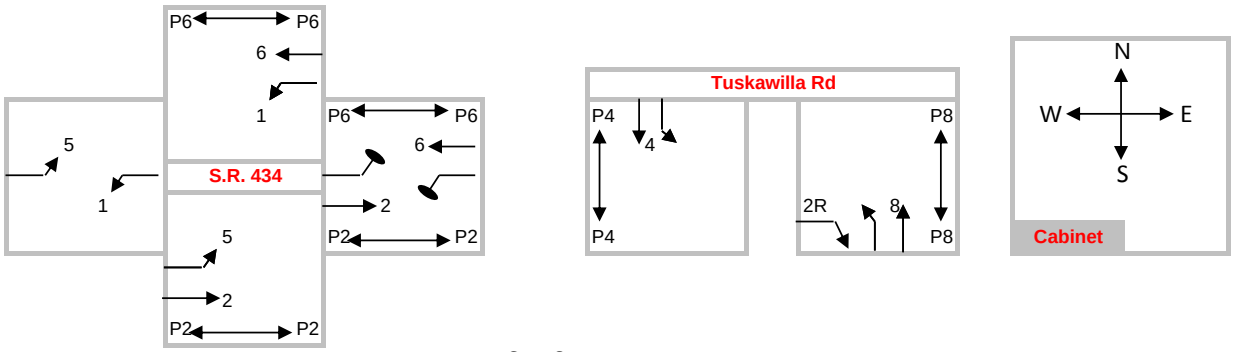
Coordination Splits 17-32																	Day Plans 9-16															
Split 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Cycle =190	25	92	40	33	20	97	33	40										Hour														
Seq =6		✓															P	Min														
Mode		MAX				MAX											L	Action														
Split 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A															
Cycle =130	26	38	33	33	18	46	33	33									N	Hour														
Seq =10		✓																Min														
Mode		MAX				MAX											9	Action														
Split 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Cycle =190	25	92	40	33	20	97	33	40										Hour														
Seq =9		✓															P	Min														
Mode		MAX				MAX											L	Action														
Split 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A															
Cycle =_																	N	Hour														
Seq =_																		Min														
Mode																	10	Action														
Split 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Cycle =180	23	46	55	56	23	46	55	56										Hour														
Seq =10		✓															P	Min														
Mode		MAX				MAX											L	Action														
Split 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A															
Cycle =_																	N	Hour														
Seq =_																		Min														
Mode																	11	Action														
Split 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Cycle =_																		Hour														
Seq =_																	P	Min														
Mode																	L	Action														
Split 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A															
Cycle =_																	N	Hour														
Seq =_																		Min														
Mode																	12	Action														
Split 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Cycle =_																		Hour														
Seq =_																	P	Min														
Mode																	L	Action														
Split 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A															
Cycle =_																	N	Hour														
Seq =_																		Min														
Mode																	13	Action														
Split 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Cycle =_																		Hour														
Seq =_																	P	Min														
Mode																	L	Action														
Split 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A															
Cycle =_																	N	Hour														
Seq =_																		Min														
Mode																	14	Action														
Split 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Cycle =_																		Hour														
Seq =_																	P	Min														
Mode																	L	Action														
Split 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A															
Cycle =_																	N	Hour														
Seq =_																		Min														
Mode																	15	Action														
Split 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16																
Cycle =_																		Hour														
Seq =_																	P	Min														
Mode																	L	Action														
Split 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	A															
Cycle =_																	N	Hour														
Seq =_																		Min														
Mode																	16	Action														

	Cycle	Offset	Split	Seq	Coord	Time	Opt	Det	CIR	Short	Long	No S	No S	Yield	Max 2	Float	R-Hld	Y-Inh	Off-1	Off-2	Off-3	Off-4	Off-5	Off-6	Off-7	Off-8
Pattern - 1	180	1	1	10	2		1			12	22						✓									
Pattern - 2																										
Pattern - 3	140	13	3	9	2		1			12	22	1					✓									
Pattern - 4	170	77	4	9	2		2			12	22					✓	✓									
Pattern - 5	130	22	5	10	2		1			12	22						✓									
Pattern - 6	110	64	6	10	2		1			12	22						✓									
Pattern - 7	110	58	7	6	2		1			12	22						✓									
Pattern - 8	110	64	8	10	2		1			12	22						✓									
Pattern - 9	110	58	9	6	2		1			12	22						✓									
Pattern - 10																										
Pattern - 11	180	1	11	10	2		1			12	22						✓									
Pattern - 12																										
Pattern - 13	140	10	13	9	2	1	2			12	22					✓	✓									
Pattern - 14																										
Pattern - 15																										
Pattern - 16	130	8	16	10	2		2			12	22					✓	✓									
Pattern - 17	190	141	17	6	2		1			12	22						✓									
Pattern - 18	130	8	18	10	2		2			12	22					✓	✓									
Pattern - 19	190	93	19	9	2		1			12	22						✓									
Pattern - 20																										
Pattern - 21	180	1	21	10	2		1			12	22						✓									
Pattern - 22																										
Pattern - 23																										
Pattern - 24																										
Pattern - 25																										
Pattern - 26																										
Pattern - 27																										
Pattern - 28																										
Pattern - 29																										
Pattern - 30																										
Pattern - 31																										
Pattern - 32																										
Pattern - 33			32				1										✓									
Pattern - 34																										
Pattern - 35																										
Pattern - 36																										
Pattern - 37																										
Pattern - 38																										
Pattern - 39																										
Pattern - 40																										
Pattern - 41																										
Pattern - 42																										
Pattern - 43																										
Pattern - 44																										
Pattern - 45																										
Pattern - 46																										
Pattern - 47																										
Pattern - 48																										

BIU-1	Call	Swt	Dly	Lck	Src	BIU-2	Call	Swt	Dly	Lck	Src	BIU-3	Call	Swt	Dly	Lck	Src	BIU-4	Call	Swt	Dly	Lck	Src
Detector 1	1					17						33						49					
Detector 2	2					18						34						50					
Detector 3	2					19						35						51					
Detector 4	4					20						36						52					
Detector 5	4					21						37						53					
Detector 6	5					22						38						54					
Detector 7	6					23						39						55					
Detector 8	6					24						40						56					
Detector 9	6					25						41						57					
Detector 10	6					26						42						58					
Detector 11	8					27						43						59					
Detector 12	8					28						44						60					
Detector 13	8					29						45						61					
Detector 14						30						46						62					
Detector 15						31						47						63					
Detector 16						32						48						64					

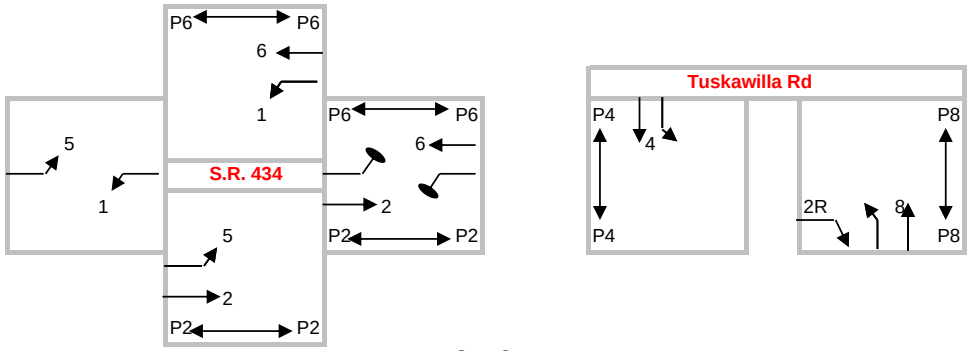
	Enbl	Track Phase				Grn	Track Overlap			Dwell Phase								Dwl	Dwell Overlap				Exit Phase			
Pre Run 1																										
Pre Run 2																										
Pre Run 3	ON									3	8												1	5		
Pre Run 4	ON									4	7												1	5		
Pre Run 5	ON									2	5												2	6		
Pre Run 6	ON									1	6												2	6		

Intersection Notes	T.O.D Notes
Intersection set as concurent sides. But operates as Q-Seq due to set up of controller (phases enabled and conflicting phases). Main street LT's changed to protected Jan 2018 per FDOT. 2R hardwired to Phase 8.	Intersection re-timed February 2020. Patterns 11,13 & 21 are used for High School rush. Alt Time Plan 1 to allow higher extend times to phase 4 for PM school rush time. Pattern 17 and 19 used for SR 417 diversion Route.



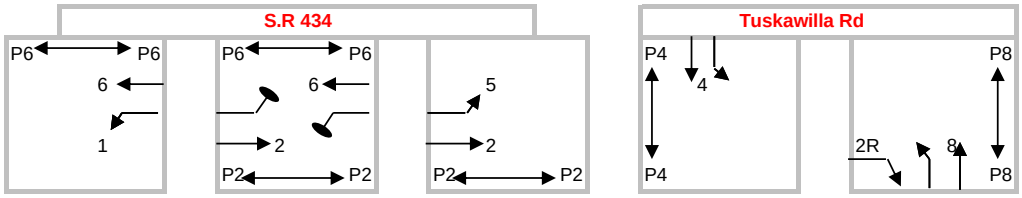
Seq 6

Ring 1	**1**	**2**	4	**3**
Ring 2	**5**	**6**	**7**	8



Seq 9

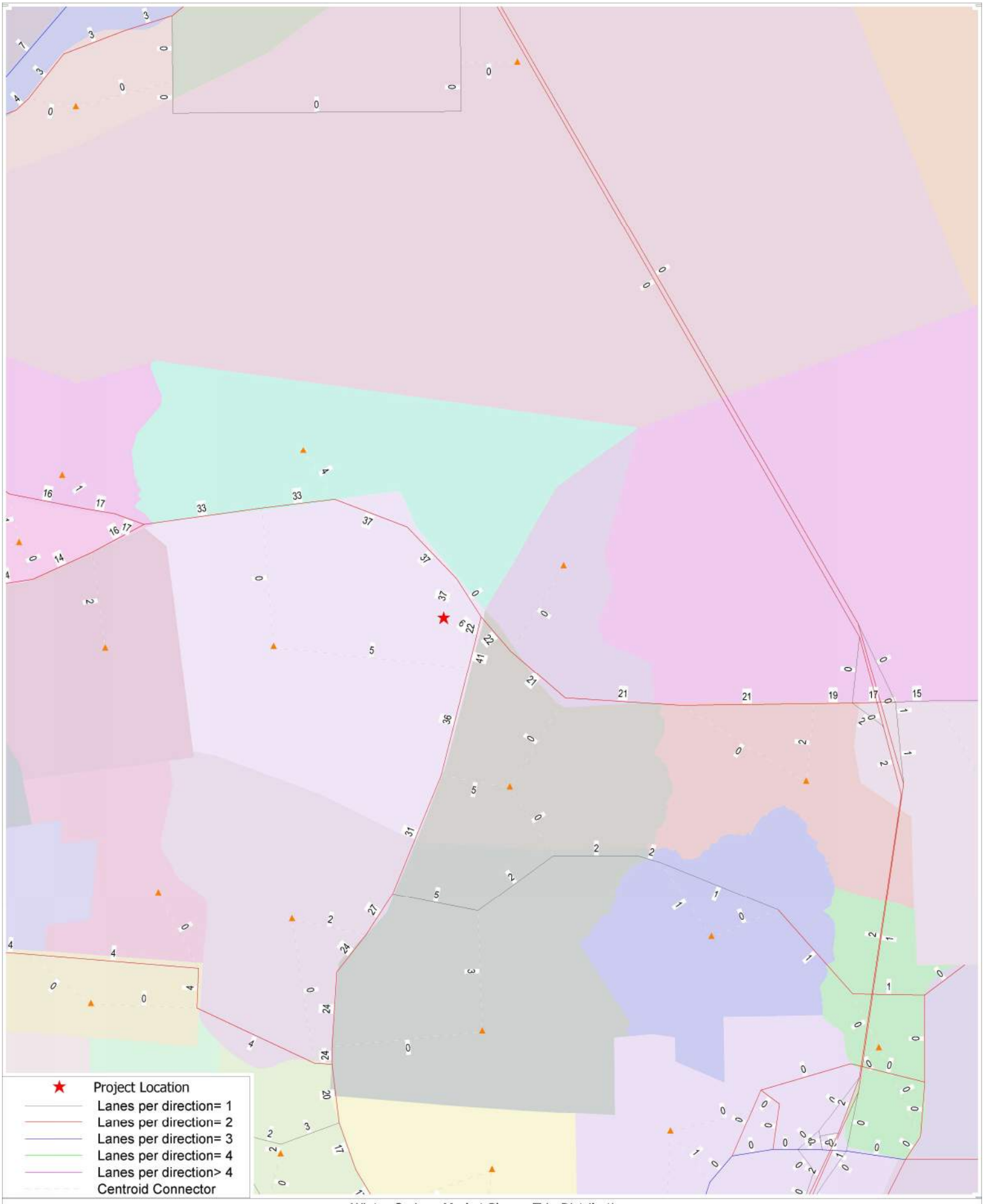
Ring 1	**1**	**2**	**4**	3
Ring 2	**5**	**6**	7	**8**



Seq 10

Ring 1	**1**	**2**	**4**	3
Ring 2	**6**	**5**	7	**8**

APPENDIX H
CFRPMv6 Model Plot



Winter Springs Market Place - Trip Distribution
CFRPMv6 - 2020
C:\FSUTMS\D5\CFRPMV61_Daily\Base\CF_2020\WintSpringsMarketplace_20\Output\HWYLOAD_C20.NET 7/8/2020

cube

APPENDIX I

Excerpt from *Seminole County Public Works Engineering Manual*

D. For developments that request more than one two-way driveway, based upon parcel size, projected trip generation of the site, amount of roadway frontage, and other appropriate design considerations, additional driveways may be permitted if all other requirements are met, as approved by the County Engineer.

1.2.8. Corner Clearance

A. Parcels located in the corner of two or more roadways where at least one of the roads is a public facility must locate access drives no closer than 330 feet from the intersection. Access may be provided at 200 feet from the intersection, where approved by the County Engineer. (Detail T-1)

B. If the corner parcel accesses one or more arterial or collector roadways, full access is limited to 660 feet from the intersection on the arterial or collector. A right-in/right-out is permitted at 330 feet from the intersection. (Detail T-1)

Sec. 1.3. Auxiliary Lanes (Right and Left Turn Lanes)

The purpose for the development of marginal access standards is to reduce conflict between driveway entrances and through traffic. One method of reducing conflict is to provide a refuge area where vehicles can leave the through traffic lanes, slow down and accomplish the turn. Auxiliary lanes, as defined below, provide that capability and consequently may be required. The following specifications should be regarded as minimal. Longer lanes may be required based upon the speed of the accessed roadway, the development's projected right and left turn volumes, or construction conflicts with existing drives, streets or roads.

1.3.1. Requirements

A. The length of turn lanes must comply with FDOT standards.

B. On 2-lane roadways a **right turn** lane section is required for developments with a daily trip rate of 3,000 ADT or greater. On 2-lane roadways with posted speeds of 40 mph, or greater, a **right turn** lane may be required as determined by the County Engineer. On 4- and 6-lane roadways, a right turn lane section is required for developments with a daily trip rate of 4,000 ADT and greater. In all cases, an inbound radius of 50 feet at development access is required. See Detail T-16 for design and markings specifications, unless otherwise directed by the County Engineer.

C. A **left turn** lane section is required for any development that accesses a road classified Collector and above or has a posted speed of 35 mph or higher. When a left turn lane falls within 300 feet from an existing left turn lane terminus, then a total 36-foot section is required to eliminate weaving or "hour glass" sections. See Detail T-16 for design and markings specifications, unless otherwise directed by the County Engineer.

Sec. 1.4. Driveway Design

The FDOT Design Standards must be used for all driveway designs, unless otherwise directed by the County. (Detail T-3)

Sec. 1.5. Cross-Access and Joint Use Driveways

1.5.1. During the review of a project or as a condition of approval, an agreement between the property owner and the Board of County Commissioners for a joint-use drive or cross-access easement may be required. The intent is to connect adjacent properties in order to limit the number of access points and to constitute a joint and common means of access to adjacent properties. The

APPENDIX J

Excerpts from Seminole County's Roadway Concurrency Information - March, 2020

Summary of Roadway Concurrency Information

RKEY	Roadway Name	From	To		
ACH00	**Anchor Rd**	**W Melody Ln**	**Plumosa Ave**		
			Current Traffic Count		**8,419**
			Roadway Link Capacity		**19,360**
			Committed Trips		**0**
			Net Available Capacity		**10,941**
ACH10	**Anchor Rd**	**S.R. 436**	**W Melody Ln**		
			Current Traffic Count		**8,466**
			Roadway Link Capacity		**19,360**
			Committed Trips		**0**
			Net Available Capacity		**10,894**
AIR05	**Airport Blvd**	**Mellonville Ave**	**C.R. 425**		
			Current Traffic Count		**7,306**
			Roadway Link Capacity		**19,360**
			Committed Trips		**2,190**
			Net Available Capacity		**9,864**
AIR10	**Airport Blvd**	**C.R. 425**	**U.S. 17-92**		
			Current Traffic Count		**11,772**
			Roadway Link Capacity		**19,360**
			Committed Trips		**0**
			Net Available Capacity		**7,588**
AIR20	**Airport Blvd**	**U.S. 17-92**	**Old Lake Mary Rd**		
			Current Traffic Count		**18,415**
			Roadway Link Capacity		**42,560**
			Committed Trips		**0**
			Net Available Capacity		**24,145**
AIR25	**Airport Blvd**	**Old Lake Mary Rd**	**C.R. 46-A**		
			Current Traffic Count		**17,531**
			Roadway Link Capacity		**42,560**
			Committed Trips		**0**
			Net Available Capacity		**25,029**
AIR30	**Airport Blvd**	**C.R. 46-A**	**McCraken Rd**		
			Current Traffic Count		**6,503**
			Roadway Link Capacity		**19,360**
			Committed Trips		**226**
			Net Available Capacity		**12,631**
AIR35	**Airport Blvd**	**McCraken Rd**	**S.R. 46**		
			Current Traffic Count		**5,386**
			Roadway Link Capacity		**19,360**
			Committed Trips		**24**
			Net Available Capacity		**13,950**

This information has been provided by Tony Nelson, P.E. at Seminole County Engineering and is current information as of the above referenced date.

RKEY	Roadway Name	From	To		
BDL10	Beardall Ave	C.R. 415	SR 46		
				Current Traffic Count	471
				Roadway Link Capacity	19,360
				Committed Trips	122
				Net Available Capacity	18,767
BDL20	Beardall Ave	S.R. 46	Kentucky St		
				Current Traffic Count	20
				Roadway Link Capacity	19,360
				Committed Trips	710
				Net Available Capacity	18,630
BGR10	Bear Gully Rd	S.R. 426	Howell Branch		
				Current Traffic Count	2,521
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,839
BLK00	Bear Lake Rd	Orange County Line	Bunnell Rd		
				Current Traffic Count	11,442
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	7,918
BLK10	Bear Lake Rd	Bunnell Rd	McNeil Rd		
				Current Traffic Count	11,325
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	8,035
BLK20	Bear Lake Rd	McNeil Rd	S.R. 436		
				Current Traffic Count	11,048
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	8,312
BMY00	Balmy Beach Dr	Orleans Way	S.R. 436		
				Current Traffic Count	5,830
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,530
BMY10	Balmy Beach Dr	Holiday Ave	Orleans Way		
				Current Traffic Count	3,829
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,531
BMY20	Balmy Beach Dr	Neil Rd	Holiday Ave		
				Current Traffic Count	2,563
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,797

This information has been provided by Tony Nelson, P.E. at Seminole County Engineering and is current information as of the above referenced date.

RKEY	Roadway Name	From	To		
BNL10	Bunnell Rd	Eden Park Rd	Bear Lake Rd		
				Current Traffic Count	6,789
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	12,571
BNL20	Bunnell Rd	Pearl Lake Cswy	Eden Park Rd		
				Current Traffic Count	10,419
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	8,941
BRD10	Bird Rd	E. Lake Dr	Dunmar Cir		
				Current Traffic Count	2,592
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,768
BRG00	Bear Gully Rd	S.R. 436	Howell Branch Rd		
				Current Traffic Count	2,039
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,321
BRS00	Brisson Ave	C.R. 415	Crawford Dr		
				Current Traffic Count	2,794
				Roadway Link Capacity	19,360
				Committed Trips	118
				Net Available Capacity	16,448
BRS10	Brisson Ave	Crawford Dr	S.R. 46		
				Current Traffic Count	3,251
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,109
BRU10	Brumley Rd	Snow Valley Way	Ave. H		
				Current Traffic Count	2,199
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,161
C1500	C.R. 15/Monroe	C.R. 431/Orange Blvd	Church St		
				Current Traffic Count	18,632
				Roadway Link Capacity	42,560
				Committed Trips	210
				Net Available Capacity	23,718
C1505	C.R. 15/Monroe	Church St	S.R. 46		
				Current Traffic Count	18,889
				Roadway Link Capacity	42,560
				Committed Trips	2,287
				Net Available Capacity	21,384

This information has been provided by Tony Nelson, P.E. at Seminole County Engineering and is current information as of the above referenced date.

RKEY	Roadway Name	From	To	
C1510	C.R. 15/Upsala	S.R. 46	Coastline Rd	
			Current Traffic Count	8,846
			Roadway Link Capacity	19,360
			Committed Trips	935
			Net Available Capacity	9,579
C1515	C.R. 15/Upsala	Coastline Rd	Central Park Dr	
			Current Traffic Count	7,167
			Roadway Link Capacity	19,360
			Committed Trips	256
			Net Available Capacity	11,937
C1520	C.R. 15/Upsala	Central Park Dr	C.R. 46-A	
			Current Traffic Count	11,582
			Roadway Link Capacity	19,360
			Committed Trips	398
			Net Available Capacity	7,380
C1525	C.R. 15/Country Club Rd	C.R. 46-A	Linda Ln	
			Current Traffic Count	9,170
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	10,190
C1528	C.R. 15/Country Club Rd	Linda Ln	Lake Mary Blvd	
			Current Traffic Count	11,542
			Roadway Link Capacity	19,360
			Committed Trips	61
			Net Available Capacity	7,757
C1530	C.R. 15/Country Club Rd	Lake Mary Blvd	Broadmoor Dr	
			Current Traffic Count	15,063
			Roadway Link Capacity	19,360
			Committed Trips	61
			Net Available Capacity	4,236
C1531	C.R. 15/Country Club Rd	Broadmoor Rd	Continental Blvd	
			Current Traffic Count	11,312
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	8,048
C1532	C.R. 15/Country Club Rd	Continental Blvd	C.R. 427	
			Current Traffic Count	11,783
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	7,577
C1910	C.R. 419	S.R. 434	Reed Rd	
			Current Traffic Count	17,473
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	1,887

This information has been provided by Tony Nelson, P.E. at Seminole County Engineering and is current information as of the above referenced date.

RKEY	Roadway Name	From	To		
C1920	C.R. 419	Reed Rd	Lockwood Blvd		
				Current Traffic Count	17,544
				Roadway Link Capacity	19,360
				Committed Trips	76
				Net Available Capacity	1,740
C1930	C.R. 419	Lockwood Blvd	Madrin Orange Way		
				Current Traffic Count	34,541
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	8,019
C1940	C.R. 419	Madrin Orange Way	Snowhill Rd		
				Current Traffic Count	22,114
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	20,446
C1950	C.R. 419	Snowhill Rd	Lake Mills Rd		
				Current Traffic Count	13,176
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	6,184
C1999	C.R. 419	Lake Mills Rd	Orange County Line		
				Current Traffic Count	10,193
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	9,167
C2520	C.R. 425/Sanford Ave	Airport Blvd	S.R. 46		
				Current Traffic Count	16,894
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	25,666
C2530	C.R. 425/Sanford Ave	Lake Mary Blvd Ext.	Airport Blvd		
				Current Traffic Count	17,499
				Roadway Link Capacity	42,560
				Committed Trips	540
				Net Available Capacity	24,521
C2610	C.R. 426	C.R. 419	Reed Rd		
				Current Traffic Count	9,858
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	9,502
C2620	C.R. 426	Reed Rd	Old Mims Rd		
				Current Traffic Count	9,902
				Roadway Link Capacity	20,000
				Committed Trips	0
				Net Available Capacity	10,098

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RKEY	Roadway Name	From	To		
C2630	C.R. 426	Old Mims Rd	S.R. 46		
				Current Traffic Count	10,347
				Roadway Link Capacity	20,000
				Committed Trips	0
				Net Available Capacity	9,653
C2700	C.R. 427	Orange County Line	Oranole Rd		
				Current Traffic Count	18,971
				Roadway Link Capacity	42,560
				Committed Trips	81
				Net Available Capacity	23,508
C2702	C.R. 427	Oranole Rd	Spring Lake - O'Brien Rd		
				Current Traffic Count	24,646
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	17,914
C2704	C.R. 427	Spring Lake - O'Brien Rd	Ballard St		
				Current Traffic Count	23,927
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	18,633
C2706	C.R. 427	Ballard St	Lake Orienta Ave		
				Current Traffic Count	18,667
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	23,893
C2708	C.R. 427	Lake Orienta Ave	S.R. 436		
				Current Traffic Count	21,224
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	21,336
C2710	C.R. 427	S.R. 436	North St		
				Current Traffic Count	15,260
				Roadway Link Capacity	42,560
				Committed Trips	371
				Net Available Capacity	26,929
C2720	C.R. 427	North St	Dog Track Rd		
				Current Traffic Count	31,744
				Roadway Link Capacity	42,560
				Committed Trips	54
				Net Available Capacity	10,762
C2730	C.R. 427	Dog Track Rd	S.R. 434		
				Current Traffic Count	29,427
				Roadway Link Capacity	42,560
				Committed Trips	61
				Net Available Capacity	13,072

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RKEY	Roadway Name	From	To		
C2740	C.R. 427	S.R. 434	Longwood Hills Rd		
				Current Traffic Count	36,644
				Roadway Link Capacity	42,560
				Committed Trips	521
				Net Available Capacity	5,395
C2750	C.R. 427	Longwood Hills Rd	Longwood-Lake Mary Rd		
				Current Traffic Count	31,795
				Roadway Link Capacity	42,560
				Committed Trips	831
				Net Available Capacity	9,934
C2760	C.R. 427	Longwood-Lake Mary Rd	C.R. 15/Country Club Rd		
				Current Traffic Count	28,628
				Roadway Link Capacity	42,560
				Committed Trips	327
				Net Available Capacity	13,605
C2770	C.R. 427	C.R. 15/Country Club Rd	U.S. 17-92		
				Current Traffic Count	21,719
				Roadway Link Capacity	42,560
				Committed Trips	297
				Net Available Capacity	20,544
C2780	C.R. 427	U.S. 17-92	County Home Rd		
				Current Traffic Count	22,803
				Roadway Link Capacity	42,560
				Committed Trips	2,049
				Net Available Capacity	17,708
C2784	C.R. 427	County Home Rd	Sunland Dr.		
				Current Traffic Count	26,259
				Roadway Link Capacity	42,560
				Committed Trips	1,109
				Net Available Capacity	15,192
C2786	C.R. 427	Sunland Dr.	SR 417		
				Current Traffic Count	24,821
				Roadway Link Capacity	42,560
				Committed Trips	126
				Net Available Capacity	17,613
C2788	C.R. 427	S.R. 417	Lake Mary Blvd		
				Current Traffic Count	29,903
				Roadway Link Capacity	42,560
				Committed Trips	306
				Net Available Capacity	12,351
C3110	C.R. 431/Orange Blvd	Markham Rd	C.R. 46-A		
				Current Traffic Count	11,206
				Roadway Link Capacity	19,360
				Committed Trips	547
				Net Available Capacity	7,607

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RKEY	Roadway Name	From	To		
C3120	C.R. 431/Orange Blvd	Wayside Dr	Markham Rd		
				Current Traffic Count	8,395
				Roadway Link Capacity	19,360
				Committed Trips	1,087
				Net Available Capacity	9,878
C3125	C.R. 431/Orange Blvd	S.R. 46	Wayside Dr		
				Current Traffic Count	7,147
				Roadway Link Capacity	19,360
				Committed Trips	934
				Net Available Capacity	11,279
C3130	C.R. 431/Orange Blvd	Oregon Ave	S.R. 46		
				Current Traffic Count	6,252
				Roadway Link Capacity	19,360
				Committed Trips	532
				Net Available Capacity	12,576
C3140	C.R. 431/Orange Blvd	C.R. 15/Monroe	Oregon Ave		
				Current Traffic Count	8,531
				Roadway Link Capacity	19,360
				Committed Trips	384
				Net Available Capacity	10,445
C4152	C.R. 415/Celery Av	U.S. 17-92	Park Av		
				Current Traffic Count	5,935
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,425
C4153	C.R. 415/Celery Av	Park Av	Sanford Av		
				Current Traffic Count	4,855
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,505
C4154	C.R. 415/Celery Av	Sanford Av	Mellonville Ave		
				Current Traffic Count	6,458
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	12,902
C4156	C.R. 415/Celery Av	Mellonville Ave	Sipes Ave		
				Current Traffic Count	6,495
				Roadway Link Capacity	19,360
				Committed Trips	2,048
				Net Available Capacity	10,817
C4158	C.R. 415/Celery Av	Sipes Ave	S.R. 415		
				Current Traffic Count	4,276
				Roadway Link Capacity	19,360
				Committed Trips	1,483
				Net Available Capacity	13,601

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RKEY	Roadway Name	From	To		
C4610	C.R. 46-A	U.S. 17-92	Old Lake Mary Rd		
				Current Traffic Count	18,484
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	24,076
C4620	C.R. 46-A	Old Lake Mary Rd	Airport Blvd		
				Current Traffic Count	21,259
				Roadway Link Capacity	42,560
				Committed Trips	80
				Net Available Capacity	21,221
C4630	C.R. 46-A	Airport Blvd	C.R. 15/Country Club Rd		
				Current Traffic Count	28,964
				Roadway Link Capacity	42,560
				Committed Trips	192
				Net Available Capacity	13,404
C4640	C.R. 46-A	C.R. 15/Country Club Rd	Rinehart Rd		
				Current Traffic Count	27,768
				Roadway Link Capacity	42,560
				Committed Trips	72
				Net Available Capacity	14,720
C4650	C.R. 46-A	Rinehart Rd	I-4 East Ramp		
				Current Traffic Count	42,763
				Roadway Link Capacity	42,560
				Committed Trips	229
				Net Available Capacity	-432
C4655	C.R. 46-A	I-4 East Ramp	I-4 WB Ramp		
				Current Traffic Count	42,763
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	-203
C4660	C.R. 46-A	I-4 WB Ramp	International Pkwy		
				Current Traffic Count	33,995
				Roadway Link Capacity	42,560
				Committed Trips	229
				Net Available Capacity	8,336
C4670	C.R. 46-A	International Pkwy	C.R. 431		
				Current Traffic Count	17,465
				Roadway Link Capacity	42,560
				Committed Trips	221
				Net Available Capacity	24,874
CAM10	Camden Rd	Woodall Dr	Sand Lake Rd		
				Current Traffic Count	1,244
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,116

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RKEY	Roadway Name	From	To		
CAR00	Carrigan Ave	Boland Dr	SR 434		
				Current Traffic Count	2,335
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,025
CHP10	Chapman Rd	S.R. 426	Oak Cir		
				Current Traffic Count	24,431
				Roadway Link Capacity	42,560
				Committed Trips	3,090
				Net Available Capacity	15,039
CHP50	Chapman Rd	Oak Cir	S.R. 434		
				Current Traffic Count	23,538
				Roadway Link Capacity	42,560
				Committed Trips	2,182
				Net Available Capacity	16,840
CHR00	County Home Rd	U.S. 17-92	C.R. 427		
				Current Traffic Count	3,539
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,821
CIT10	S Citrus Rd	Red Bug Lake Rd	Danielle Dr		
				Current Traffic Count	5,139
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,221
CLA10	Clayton Crossing Way	Hidden Cypress Lane	S.R. 426		
				Current Traffic Count	3,340
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,020
CLR00	County Line Rd	S.R. 436	Sand Lake Rd		
				Current Traffic Count	4,826
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,534
CTR10	Central Parkway	Montgomery Rd	Douglas Av		
				Current Traffic Count	20,401
				Roadway Link Capacity	42,560
				Committed Trips	46
				Net Available Capacity	22,113
CTR20	Central Parkway	Douglas Ave	I-4		
				Current Traffic Count	25,079
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	17,481

This information has been provided by Tony Nelson, P.E. at Seminole County Engineering and is current information as of the above referenced date.

RKEY	Roadway Name	From	To	
CTR30	Central Parkway	I-4	Northlake Blvd	
			Current Traffic Count	22,839
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	19,721
CTR40	Central Parkway	Northlake Blvd	Altamonte Mall	
			Current Traffic Count	20,967
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	21,593
CTR50	Central Parkway	Altamonte Mall	Palm Springs Dr	
			Current Traffic Count	22,382
			Roadway Link Capacity	42,560
			Committed Trips	156
			Net Available Capacity	20,022
DEL10	Deep Lake Rd	Atwood Loop	S.R. 426	
			Current Traffic Count	3,860
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	15,500
DEN00	Dean Rd	S.R. 426	Orange County Line	
			Current Traffic Count	17,736
			Roadway Link Capacity	19,360
			Committed Trips	314
			Net Available Capacity	1,310
DIK10	Dike Rd	Tuskawilla Rd	Dodd Rd	
			Current Traffic Count	10,326
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	9,034
DIK20	Dike Rd	Dodd Rd	Princess Gate	
			Current Traffic Count	4,930
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	14,430
DIK30	Dike Rd	Princess Gate	Howell Branch Rd	
			Current Traffic Count	4,920
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	14,440
DIX10	Dixon Rd	Sunshine Tree	Markham Woods Rd	
			Current Traffic Count	1,181
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	18,179

This information has been provided by Tony Nelson, P.E. at Seminole County Engineering and is current information as of the above referenced date.

RKEY	Roadway Name	From	To		
DLN10	Deleon St	S.R. 434	Florida Ave		
			Current Traffic Count		5,699
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		13,661
DLN20	Deleon St	Florida Ave	Howard Ave		
			Current Traffic Count		757
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		18,603
DOD00	Dodd Rd	Eagle Blvd	Red Bug Lake Rd		
			Current Traffic Count		5,902
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		13,458
DOD10	Dodd Rd	Red Bug Lake Rd	Dike Rd		
			Current Traffic Count		13,758
			Roadway Link Capacity		42,560
			Committed Trips		0
			Net Available Capacity		28,802
DOD50	Dodd Rd	Dike Rd	Howell Branch Rd		
			Current Traffic Count		12,505
			Roadway Link Capacity		42,560
			Committed Trips		0
			Net Available Capacity		30,055
DOG10	Dog Track Rd/Seminola Blvd	U.S. 17-92	C.R. 427		
			Current Traffic Count		24,155
			Roadway Link Capacity		42,560
			Committed Trips		197
			Net Available Capacity		18,208
DSR10	Derbyshire Rd	U.S. 17-92	Cherrywood Dr		
			Current Traffic Count		4,667
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		14,693
DSR20	Derbyshire Rd	Cherrywood Dr	Oxford Rd		
			Current Traffic Count		4,232
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		15,128
DSR30	Derbyshire Rd	Oxford Rd	Kewanee Trl		
			Current Traffic Count		4,065
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		15,295

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RKEY	Roadway Name	From	To		
DUG00	Douglas Ave	S.R. 434	Markham Woods Rd		
				Current Traffic Count	4,339
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,021
DUG10	Douglas Ave	Markham Woods Rd	North St		
				Current Traffic Count	13,486
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	5,874
DUG50	Douglas Ave	North St	Citrus St		
				Current Traffic Count	12,920
				Roadway Link Capacity	19,360
				Committed Trips	125
				Net Available Capacity	6,315
DUG90	Douglas Ave	Citrus St	S.R. 436		
				Current Traffic Count	12,131
				Roadway Link Capacity	19,360
				Committed Trips	374
				Net Available Capacity	6,855
DYS10	Dyson Dr	Tuskawilla Rd	Deer Run Dr		
				Current Traffic Count	3,049
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,311
EAG10	Eagle Blvd	Eagle Cir	Dodd Rd		
				Current Traffic Count	7,092
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	12,268
EAG20	Eagle Blvd	Dodd Rd	Tuskawilla Rd		
				Current Traffic Count	5,964
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,396
EBK10	Eastbrook Blvd	Orange County Line	Howell Branch Rd		
				Current Traffic Count	2,824
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,536
EDN20	Eden Park Rd	McNeil Rd	Bunnell Rd		
				Current Traffic Count	1,620
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,740

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RKEY	Roadway Name	From	To		
EDN30	Eden Park Rd	Bunnell Rd	Country Creek		
				Current Traffic Count	7,356
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	12,004
EDN40	Eden Park Rd	Country Creek	Orange County Line		
				Current Traffic Count	7,577
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	11,783
EEW10	E E Williamson/Longwood Hi	Markham Woods Road	Sunshine Tree Blvd		
				Current Traffic Count	11,792
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	7,568
EEW14	E.E. Williamson Rd	Sunshine Tree	Tollgate Tr		
				Current Traffic Count	11,926
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	7,434
EEW20	E E Williamson/Longwood Hi	Tollgate Tr	Rangeline Rd		
				Current Traffic Count	13,746
				Roadway Link Capacity	19,360
				Committed Trips	244
				Net Available Capacity	5,370
EEW30	E E Williamson/Longwood Hi	Rangeline Rd	Lake Emma Rd		
				Current Traffic Count	18,330
				Roadway Link Capacity	19,360
				Committed Trips	620
				Net Available Capacity	410
EEW40	E E Williamson/Longwood Hi	Lake Emma Rd	C.R. 427		
				Current Traffic Count	13,037
				Roadway Link Capacity	19,360
				Committed Trips	959
				Net Available Capacity	5,364
EGC10	Eagle Cir	Red Bug Lake Rd	Eagle Cir South		
				Current Traffic Count	6,693
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	12,667
EGC20	Eagle Cir	Eagle Cir South	Redwing Way		
				Current Traffic Count	3,173
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,187

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RKEY	Roadway Name	From	To	
EGC30	Eagle Cir	Redwing Way	Eagle Blvd	
			Current Traffic Count	2,555
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	16,805
EGC40	Eagle Cir	Eagle Blvd	Fallen Palm Dr	
			Current Traffic Count	3,708
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	15,652
EGC50	Eagle Cir	Fallen Palm Dr	Eagle Cir South	
			Current Traffic Count	4,041
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	15,319
ELB10	E Lake Brantley Dr	S.R. 434	Wekiva Springs Rd	
			Current Traffic Count	7,641
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	11,719
EWT10	East Wekiva Trl	Hunt Club	Holderness	
			Current Traffic Count	5,305
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	37,255
EWT20	East Wekiva Trl	Holderness	Hunt Club	
			Current Traffic Count	1,954
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	40,606
FCH10	Fort Christmas Rd	Lake Mills Rd	Orange County Line	
			Current Traffic Count	2,445
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	16,915
FLA10	Florida Ave	Deleon St	Oklahoma St	
			Current Traffic Count	3,396
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	15,964
FLA20	Florida Ave	Oklahoma St	Van Arsdale St	
			Current Traffic Count	2,061
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	17,299

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RKEY	Roadway Name	From	To		
FWB10	Fernwood Blvd	Oxford Rd	U.S. 17-92		
				Current Traffic Count	5,146
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	37,414
GAB10	Gabriella Ln	Tuskawilla Rd	Brooks Lane		
				Current Traffic Count	2,145
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,215
GHP10	General Hutchison Pkwy	U.S. 17-92	C.R. 427		
				Current Traffic Count	5,938
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,422
GRA10	Grand Rd	Howell Branch	Dike Rd		
				Current Traffic Count	1,413
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,947
GWD10	Greenwood Blvd	Lake Way	Lake Mary Blvd		
				Current Traffic Count	18,772
				Roadway Link Capacity	42,560
				Committed Trips	636
				Net Available Capacity	23,152
GWD20	Greenwood Blvd	Buttonwood Dr	Lake Way Rd		
				Current Traffic Count	10,195
				Roadway Link Capacity	42,560
				Committed Trips	191
				Net Available Capacity	32,174
GWD30	Greenwood Blvd	Lake Emma Rd	Buttonwood Dr		
				Current Traffic Count	9,739
				Roadway Link Capacity	42,560
				Committed Trips	191
				Net Available Capacity	32,630
GWY10	Greenway Blvd	Longwood-Lake Mary Rd	Lake Park Dr		
				Current Traffic Count	8,122
				Roadway Link Capacity	19,360
				Committed Trips	23
				Net Available Capacity	11,215
GWY50	Greenway Blvd	Lake Park Dr	Lake Emma Rd		
				Current Traffic Count	7,648
				Roadway Link Capacity	19,360
				Committed Trips	23
				Net Available Capacity	11,689

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RKEY	Roadway Name	From	To		
HAT10	Hattaway Dr	Altamonte City Limits	S.R. 436		
				Current Traffic Count	4,162
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,198
HBR00	Howell Branch Rd	Orange County Line	Lake Howell Rd		
				Current Traffic Count	32,697
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	9,863
HBR10	Howell Branch Rd	Lake Howell Rd	S.R. 436		
				Current Traffic Count	31,621
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	10,939
HBR20	Howell Branch Rd	S.R. 436	Eastbrook Blvd		
				Current Traffic Count	34,800
				Roadway Link Capacity	42,560
				Committed Trips	15
				Net Available Capacity	7,745
HBR40	Howell Branch Rd	Eastbrook Blvd	Dike Rd		
				Current Traffic Count	32,254
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	10,306
HBR60	Howell Branch Rd	Dike Rd	Dodd Rd		
				Current Traffic Count	28,249
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	14,311
HBR90	Howell Branch Rd	Dodd Rd	S.R. 426		
				Current Traffic Count	22,075
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	20,485
HES10	Hester Ave	Myrtle Ave	C.R. 427		
				Current Traffic Count	2,802
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,558
HIC10	Hickman Dr	Hickman Cir	S.R. 46		
				Current Traffic Count	5,035
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,325

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RKEY	Roadway Name	From	To		
HIL10	Hillview Dr	Discovery Ct	S.R. 434		
				Current Traffic Count	3,363
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,997
HNT10	Hunt Club Blvd	Wekiva Springs Rd	E/W Wekiva Trl (N)		
				Current Traffic Count	7,752
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	34,808
HNT20	Hunt Club Blvd	E/W Wekiva Trl (N)	E/W Wekiva Trl (S)		
				Current Traffic Count	5,687
				Roadway Link Capacity	43,560
				Committed Trips	0
				Net Available Capacity	37,873
HNT50	Hunt Club Blvd	E/W Wekiva Trl (S)	Sand Lake Rd		
				Current Traffic Count	13,785
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	28,775
HNT90	Hunt Club Blvd	Sand Lake Rd	S.R. 436		
				Current Traffic Count	11,851
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	30,709
HOL10	Holliday Ave	Balmy Beach Dr	Bear Lake Rd		
				Current Traffic Count	2,350
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,010
INT10	International Pkwy	S.R. 46	Wayside Dr		
				Current Traffic Count	12,024
				Roadway Link Capacity	42,560
				Committed Trips	1,516
				Net Available Capacity	29,020
INT15	International Pkwy	Wayside Dr	Wilson Rd		
				Current Traffic Count	16,700
				Roadway Link Capacity	42,560
				Committed Trips	1,527
				Net Available Capacity	24,333
INT18	International Pkwy	Wilson Rd	Metz Ave		
				Current Traffic Count	17,202
				Roadway Link Capacity	42,560
				Committed Trips	1,870
				Net Available Capacity	23,488

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RKEY	Roadway Name	From	To	
INT20	International Pkwy	Metz Ave	C.R. 46-A	
			Current Traffic Count	17,920
			Roadway Link Capacity	42,560
			Committed Trips	1,880
			Net Available Capacity	22,760
INT30	International Pkwy	C.R. 46-A	AAA Dr	
			Current Traffic Count	22,461
			Roadway Link Capacity	42,560
			Committed Trips	589
			Net Available Capacity	19,510
INT40	International Pkwy	AAA Dr	Lake Mary Blvd	
			Current Traffic Count	16,440
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	26,120
JAC00	Jackson St	S.R. 436	Merritt St	
			Current Traffic Count	1,423
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	17,937
JUN10	Jungle Rd	Lake Harney Rd	S.R. 46	
			Current Traffic Count	774
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	18,586
JUN20	Jungle Rd	S.R. 46	Old Mims Rd	
			Current Traffic Count	848
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	18,512
KEW00	Kewanee Trl	S.R. 436	Derbyshire Rd	
			Current Traffic Count	3,383
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	15,977
LAU10	Laura St	U.S. 17-92	Sundew Ln	
			Current Traffic Count	1,833
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	17,527
LKD20	East Lake Dr	Seminola Blvd	Park Dr	
			Current Traffic Count	4,076
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	15,284

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RKEY	Roadway Name	From	To		
LKD30	East Lake Dr	Park Dr	Sterling Oak Dr		
				Current Traffic Count	4,183
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,177
LKD40	East Lake Dr	Sterling Oak Dr	Azalea Rd		
				Current Traffic Count	2,452
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,908
LKD50	E. Lake Dr	Azalea Rd	Bird Rd		
				Current Traffic Count	18,039
				Roadway Link Capacity	42,560
				Committed Trips	-42
				Net Available Capacity	24,563
LKD60	East Lake Dr	Bird Rd	Tuskawilla Rd		
				Current Traffic Count	21,253
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	21,307
LKE05	Lake Emma Rd	Lake Mary Centre	Lake Mary Blvd		
				Current Traffic Count	34,387
				Roadway Link Capacity	42,560
				Committed Trips	1,743
				Net Available Capacity	6,430
LKE20	Lake Emma Rd	Greenwood Blvd	Lake Mary Centre		
				Current Traffic Count	32,892
				Roadway Link Capacity	42,560
				Committed Trips	1,852
				Net Available Capacity	7,816
LKE40	Lake Emma Rd	Sand Pond Rd	Greenwood Blvd		
				Current Traffic Count	28,182
				Roadway Link Capacity	42,560
				Committed Trips	681
				Net Available Capacity	13,697
LKE60	Lake Emma Rd	Greenway Blvd	Sand Pond Rd		
				Current Traffic Count	20,638
				Roadway Link Capacity	42,560
				Committed Trips	545
				Net Available Capacity	21,377
LKE80	Lake Emma Rd	Longwood Hills Rd	Greenway Blvd		
				Current Traffic Count	18,877
				Roadway Link Capacity	42,560
				Committed Trips	684
				Net Available Capacity	22,999

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RKEY	Roadway Name	From	To		
LKH10	Lake Howell Rd	S.R. 436	Tuscarora Trl		
				Current Traffic Count	10,962
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	8,398
LKH50	Lake Howell Rd	Tuscarora Trl	Howell Branch		
				Current Traffic Count	14,180
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	5,180
LKH90	Lake Howell Rd	Howell Branch	Orange County Line		
				Current Traffic Count	11,734
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	7,626
LKL10	Lake Howell Ln	Lake Howell Rd	S.R. 436		
				Current Traffic Count	4,105
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,255
LKM05	Lake Mary Blvd	Markham Woods Road	I-4		
				Current Traffic Count	22,104
				Roadway Link Capacity	42,560
				Committed Trips	436
				Net Available Capacity	20,020
LKM10	Lake Mary Blvd	I-4	Lake Emma Rd		
				Current Traffic Count	67,767
				Roadway Link Capacity	63,840
				Committed Trips	1,090
				Net Available Capacity	-5,017
LKM15	Lake Mary Blvd	Lake Emma Rd	Rinehart Rd		
				Current Traffic Count	47,175
				Roadway Link Capacity	63,840
				Committed Trips	2,563
				Net Available Capacity	14,102
LKM20	Lake Mary Blvd	Rinehart Rd	Longwood-Lake Mary Rd		
				Current Traffic Count	48,115
				Roadway Link Capacity	42,560
				Committed Trips	3,175
				Net Available Capacity	-8,730
LKM30	Lake Mary Blvd	Longwood-Lake Mary Rd	C.R. 15		
				Current Traffic Count	44,635
				Roadway Link Capacity	42,560
				Committed Trips	2,312
				Net Available Capacity	-4,387

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RKEY	Roadway Name	From	To		
LKM40	Lake Mary Blvd	C.R. 15	U.S. 17-92		
			Current Traffic Count		25,456
			Roadway Link Capacity		42,560
			Committed Trips		154
			Net Available Capacity		16,950
LKM70	Lake Mary Blvd	U.S. 17-92	SR 417		
			Current Traffic Count		21,587
			Roadway Link Capacity		42,560
			Committed Trips		1,546
			Net Available Capacity		19,427
LKM75	Lake Mary Blvd	SR 417	C.R. 427		
			Current Traffic Count		17,593
			Roadway Link Capacity		42,560
			Committed Trips		2,273
			Net Available Capacity		22,694
LKM80	E. Lake Mary Blvd	C.R. 427	Red Cleveland Blvd		
			Current Traffic Count		23,619
			Roadway Link Capacity		42,560
			Committed Trips		10,045
			Net Available Capacity		8,896
LKM90	E. Lake Mary Blvd	Red Cleveland Blvd	Cameron Ave		
			Current Traffic Count		19,375
			Roadway Link Capacity		42,560
			Committed Trips		5,179
			Net Available Capacity		18,006
LKM92	E. Lake Mary Blvd	Cameron Ave	S.R. 46		
			Current Traffic Count		15,605
			Roadway Link Capacity		42,560
			Committed Trips		4,923
			Net Available Capacity		22,032
LKW00	Lockwood Blvd	C.R. 426	C.R. 419		
			Current Traffic Count		7,404
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		11,956
LKW25	Lockwood Blvd	C.R. 419	Mitchell Hammock		
			Current Traffic Count		34,369
			Roadway Link Capacity		42,560
			Committed Trips		0
			Net Available Capacity		8,191
LKW30	Lockwood Blvd	Mitchell Hammock	Oviedo City Limits		
			Current Traffic Count		22,650
			Roadway Link Capacity		42,560
			Committed Trips		486
			Net Available Capacity		19,424

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RKEY	Roadway Name	From	To		
LKW40	Lockwood Blvd	Oviedo City Limits	McCulloch/Carillon Blvd		
				Current Traffic Count	15,294
				Roadway Link Capacity	42,560
				Committed Trips	389
				Net Available Capacity	26,877
LLK10	Longwood-Lake Mary Rd	Lake Mary Blvd	Lake Way Rd		
				Current Traffic Count	12,372
				Roadway Link Capacity	19,360
				Committed Trips	1,477
				Net Available Capacity	5,511
LLK50	Longwood-Lake Mary Rd	Lake Way Rd	Greenway Blvd		
				Current Traffic Count	15,432
				Roadway Link Capacity	19,360
				Committed Trips	1,477
				Net Available Capacity	2,451
LLK60	Longwood-Lake Mary Rd	Greenway Blvd	C.R. 427		
				Current Traffic Count	16,533
				Roadway Link Capacity	19,360
				Committed Trips	1,595
				Net Available Capacity	1,232
LMA20	Longwood-Markham Rd	Via Hermosa	S.R. 46		
				Current Traffic Count	4,326
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,034
LMA30	Longwood-Markham Rd	Markham Rd	Via Hermosa		
				Current Traffic Count	4,982
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,378
LMI10	Lake Mills Rd	Tropical Ave	C.R. 419		
				Current Traffic Count	4,437
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,923
LMI20	Lake Mills Rd	Fort Christmas Rd	Tropical Ave		
				Current Traffic Count	4,445
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,915
LMR10	Lake Markham Rd	S.R. 46	S. Sylvan Lake Dr		
				Current Traffic Count	1,185
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,175

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RKEY	Roadway Name	From	To		
LMR20	Lake Markham Rd	S. Sylvan Lake Dr	Markham Rd		
				Current Traffic Count	1,215
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,145
LPD10	Lake Park Dr	Lake Way Rd	Greenway Blvd		
				Current Traffic Count	6,662
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	12,698
LWB10	Lake of the Woods Blvd	Oxford Rd	U.S. 17-92		
				Current Traffic Count	7,312
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	12,048
LWR10	Lake Way Rd	Longwood-Lake Mary Rd	Greenwood Blvd		
				Current Traffic Count	9,970
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	9,390
LYC10	Lynchfield Ave	S.R. 436	Clemson Dr		
				Current Traffic Count	2,690
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,670
LYM10	Lyman Rd	Plumosa Ave	C.R. 427		
				Current Traffic Count	7,458
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	11,902
MAG00	Magnolia St	Newburyport Ave	C.R. 427		
				Current Traffic Count	3,842
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,518
MCL00	McCulloch/Carillon Blvd	Old Lockwood Rd	Lockwood Blvd		
				Current Traffic Count	19,322
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	38
MCL10	McCulloch/Carillon Blvd	Lockwood Blvd	S.R. 434		
				Current Traffic Count	27,784
				Roadway Link Capacity	42,560
				Committed Trips	367
				Net Available Capacity	14,409

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RKEY	Roadway Name	From	To	
MCL20	McCulloch/Carillon Blvd	S.R. 434	Rouse Rd	
			Current Traffic Count	11,499
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	7,861
MCN10	McNeil Rd	Bear Lake Rd	Pearl Lake Cswy	
			Current Traffic Count	3,204
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	16,156
MER10	Merritt St	C.R. 427	Station St	
			Current Traffic Count	1,498
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	17,862
MER20	Merritt St	Station St	Jackson St	
			Current Traffic Count	2,456
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	16,904
MLK10	Martin Luther King Dr	S.R. 46	St. John's Pkwy	
			Current Traffic Count	9,060
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	33,500
MLK20	Martin Luther King Dr	St. John's Pkwy	20th St	
			Current Traffic Count	12,266
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	30,294
MLK30	Martin Luther King Dr	20th St	Airport Blvd	
			Current Traffic Count	10,919
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	31,641
MLP10	Mullet Lake Park Rd	S.R. 46	Osceola Rd	
			Current Traffic Count	661
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	18,699
MLP20	Mullet Lake Park Rd	Osceola Rd	Park Entrance	
			Current Traffic Count	783
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	18,577

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RKEY	Roadway Name	From	To	
MLV10	Mellonville Ave	S.R. 46	C.R. 415	
			Current Traffic Count	5,399
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	13,961
MLV50	Mellonville Ave	C.R. 415	Seminole Blvd	
			Current Traffic Count	5,202
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	14,158
MRK10	Markham Rd	C.R. 431/Orange Blvd	Markham Woods Rd	
			Current Traffic Count	7,085
			Roadway Link Capacity	19,360
			Committed Trips	128
			Net Available Capacity	12,147
MRK20	Markham Rd	Markham Woods Rd	Lake Markham Rd	
			Current Traffic Count	7,059
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	12,301
MRK30	Markham Rd	Lake Markham Rd	Longwood/Markham Rd	
			Current Traffic Count	6,027
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	13,333
MRQ10	Marquette Ave	Ohio Ave	Sipes Ave	
			Current Traffic Count	224
			Roadway Link Capacity	19,360
			Committed Trips	1,082
			Net Available Capacity	18,054
MRQ20	Marquette Ave	Sipes Ave	Beardall Ave	
			Current Traffic Count	395
			Roadway Link Capacity	19,360
			Committed Trips	539
			Net Available Capacity	18,426
MRW20	Markham Woods Rd	Markham Rd	Michigan St	
			Current Traffic Count	8,615
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	10,745
MRW30	Markham Woods Rd	Michigan St	Bridgewater Dr	
			Current Traffic Count	8,649
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	10,711

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RKEY	Roadway Name	From	To	
MRW40	Markham Woods Rd	Bridgewater Dr	Lake Mary Blvd	
			Current Traffic Count	13,257
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	6,103
MRW50	Markham Woods Rd	Lake Mary Blvd	E.E. Williamson Rd	
			Current Traffic Count	13,903
			Roadway Link Capacity	19,360
			Committed Trips	67
			Net Available Capacity	5,390
MRW60	Markham Woods Rd	E.E. Williamson Rd	S.R. 434	
			Current Traffic Count	20,966
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	-1,606
MRW90	Markham Woods Rd	S.R. 434	Douglas Ave	
			Current Traffic Count	13,451
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	29,109
MTG10	Montgomery Rd	S.R. 434	Central Parkway	
			Current Traffic Count	22,439
			Roadway Link Capacity	42,560
			Committed Trips	1
			Net Available Capacity	20,120
MTG50	Montgomery Rd	Central Parkway	S.R. 436	
			Current Traffic Count	18,108
			Roadway Link Capacity	42,560
			Committed Trips	39
			Net Available Capacity	24,413
MYR10	Myrtle Lake Hills Rd	Northridge Dr	S.R. 434	
			Current Traffic Count	2,965
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	16,395
MYS00	Myrtle St	Hester Ave	C.R. 425 (Sanford Av)	
			Current Traffic Count	1,116
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	18,244
NOR10	North St	Raymond Ave	Palm Springs Dr	
			Current Traffic Count	6,955
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	12,405

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RKEY	Roadway Name	From	To		
NOR20	North St	Palm Springs Dr	Seminole Ave		
			Current Traffic Count		10,610
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		8,750
NOR30	North St	Seminole Ave	C.R. 427		
			Current Traffic Count		12,032
			Roadway Link Capacity		19,360
			Committed Trips		8
			Net Available Capacity		7,320
OGE10	Old Geneva Rd	Avenue C	Osceola Rd		
			Current Traffic Count		2,190
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		17,170
OHB10	Old Howell Branch Rd	S.R. 426	Howell Branch		
			Current Traffic Count		8,397
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		10,963
OHO10	Ohio Ave	Marquette Ave	Lake Mary Blvd		
			Current Traffic Count		476
			Roadway Link Capacity		19,360
			Committed Trips		637
			Net Available Capacity		18,247
OKL10	Oklahoma St	C.R. 426	Florida Ave		
			Current Traffic Count		1,516
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		17,844
OLK10	Old Lake Mary Rd	Palmetto Ave	Pedigo Pt		
			Current Traffic Count		8,680
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		10,680
OLK50	Old Lake Mary Rd	C.R. 15/Country Club Rd	Airport Blvd		
			Current Traffic Count		8,512
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		10,848
OLK60	Old Lake Mary Rd	Airport Blvd	C.R. 46-A		
			Current Traffic Count		3,981
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		15,379

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RKEY	Roadway Name	From	To		
OLK70	Old Lake Mary Rd	C.R. 46-A	C.R. 15/Country Club Rd		
				Current Traffic Count	4,463
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,897
OLK80	Old Lake Mary Rd	C.R. 15/Country Club Rd	Southwest Rd		
				Current Traffic Count	2,726
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,634
OLR00	Old Lockwood Rd	Lockwood Blvd	Orange County Line		
				Current Traffic Count	5,413
				Roadway Link Capacity	19,360
				Committed Trips	910
				Net Available Capacity	13,037
OMR10	Old Mims Rd	Snowhill Rd	Jungle Rd		
				Current Traffic Count	1,236
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,124
ORA00	Orange Ave	S.R. 436	Laurel St		
				Current Traffic Count	13,766
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	5,594
ORA10	Orange Ave	Laurel St	S.R. 434		
				Current Traffic Count	6,183
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,177
ORE10	Oregon Ave	S.R. 46	C.R. 431/Orange Blvd		
				Current Traffic Count	9,646
				Roadway Link Capacity	19,360
				Committed Trips	328
				Net Available Capacity	9,386
ORO10	Oranole Rd	Wymore Rd	Mt. Vernon Pkwy		
				Current Traffic Count	7,594
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	11,766
ORO20	Oranole Rd	Mt. Vernon Pkwy	Maitland Av		
				Current Traffic Count	8,211
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	11,149

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RKEY	Roadway Name	From	To		
OSC10	Osceola Rd	S.R. 46	Mullet Lake Park Rd		
				Current Traffic Count	2,263
				Roadway Link Capacity	20,000
				Committed Trips	0
				Net Available Capacity	17,737
OSC20	Osceola Rd	Mullet Lake Park Rd	Old Geneva Rd		
				Current Traffic Count	1,617
				Roadway Link Capacity	20,000
				Committed Trips	0
				Net Available Capacity	18,383
OSC30	Osceola Rd	Old Geneva Rd	Fish Camp Rd		
				Current Traffic Count	1,916
				Roadway Link Capacity	20,000
				Committed Trips	0
				Net Available Capacity	18,084
OXD10	Oxford Rd	Derbyshire Rd	Lake of the Woods Blvd		
				Current Traffic Count	3,465
				Roadway Link Capacity	19,360
				Committed Trips	44
				Net Available Capacity	15,851
OXD30	Oxford Rd	Lake of the Woods Blvd	Fernwood Blvd		
				Current Traffic Count	8,590
				Roadway Link Capacity	19,360
				Committed Trips	131
				Net Available Capacity	10,639
OXD50	Oxford Rd	Fernwood Blvd	S.R. 436		
				Current Traffic Count	8,061
				Roadway Link Capacity	19,360
				Committed Trips	88
				Net Available Capacity	11,211
PIN10	Pine Way Ave	Sanford Av	Sipes Ave		
				Current Traffic Count	576
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,784
PLC10	Pearl Lake Cswy	S.R. 436	Pisgah Ave		
				Current Traffic Count	8,436
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	10,924
PLC20	Pearl Lake Cswy	Pisgah Ave	Bunnell Rd		
				Current Traffic Count	8,986
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	10,374

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RKEY	Roadway Name	From	To	
PLU00	Plumosa Ave	C.R. 427	Lyman Rd	
			Current Traffic Count	3,165
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	16,195
PLU10	Plumosa Ave	Lyman Rd	Anchor Rd	
			Current Traffic Count	9,831
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	9,529
PSP10	Palm Springs Dr	S.R. 434	North St	
			Current Traffic Count	7,596
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	11,764
PSP50	Palm Springs Dr	North St	Central Parkway	
			Current Traffic Count	16,663
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	2,697
PSP90	Palm Springs Dr	Central Parkway	S.R. 436	
			Current Traffic Count	26,926
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	15,634
RAV10	Raven Ave	U.S. 17-92	Mockingbird Ln	
			Current Traffic Count	1,420
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	17,940
RAY10	Raymond Ave	S.R. 434	North St	
			Current Traffic Count	6,209
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	13,151
RBL10	Red Bug Lake Rd	SR 436	Eagle Cir	
			Current Traffic Count	40,746
			Roadway Link Capacity	63,840
			Committed Trips	0
			Net Available Capacity	23,094
RBL20	Red Bug Lake Rd	Eagle Cir	Tuskawilla Rd	
			Current Traffic Count	35,880
			Roadway Link Capacity	42,560
			Committed Trips	205
			Net Available Capacity	6,475

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RKEY	Roadway Name	From	To		
RBL30	Red Bug Lake Rd	Tuskawilla Rd	Rising Sun Blvd		
			Current Traffic Count		47,854
			Roadway Link Capacity		63,840
			Committed Trips		0
			Net Available Capacity		15,986
RBL40	Red Bug Lake Rd	Rising Sun Blvd	Slavia Rd		
			Current Traffic Count		41,393
			Roadway Link Capacity		63,840
			Committed Trips		106
			Net Available Capacity		22,341
RBL50	Red Bug Lake Rd	Slavia Rd	SR 417		
			Current Traffic Count		35,876
			Roadway Link Capacity		63,840
			Committed Trips		175
			Net Available Capacity		27,789
RBL60	Red Bug Lake Rd	S.R. 417	S.R. 426		
			Current Traffic Count		49,394
			Roadway Link Capacity		63,840
			Committed Trips		157
			Net Available Capacity		14,289
REE10	Reed Rd	C.R. 426	C.R. 419		
			Current Traffic Count		2,386
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		16,974
RGL10	Range Line Rd	E.E. Williamson Rd	S.R. 434		
			Current Traffic Count		9,840
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		9,520
RHA10	Rest Haven Rd	250 N	S.R. 46		
			Current Traffic Count		375
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		18,985
RNH10	Rinehart Rd	S.R. 46	St. John's Pkwy		
			Current Traffic Count		20,785
			Roadway Link Capacity		42,560
			Committed Trips		1,656
			Net Available Capacity		20,119
RNH20	Rinehart Rd	St. John's Pkwy	S.R. 417		
			Current Traffic Count		29,264
			Roadway Link Capacity		42,560
			Committed Trips		965
			Net Available Capacity		12,331

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RKEY	Roadway Name	From	To		
RNH30	Rinehart Rd	S.R. 417 Ramp	S Mall Entrance		
			Current Traffic Count		19,226
			Roadway Link Capacity		42,560
			Committed Trips		362
			Net Available Capacity		22,972
RNH40	Rinehart Rd	S Mall Entrance	C.R. 46-A		
			Current Traffic Count		29,113
			Roadway Link Capacity		42,560
			Committed Trips		0
			Net Available Capacity		13,447
RNH50	Rinehart Rd	C.R. 46-A	Anderson Ln		
			Current Traffic Count		35,508
			Roadway Link Capacity		42,560
			Committed Trips		0
			Net Available Capacity		7,052
RNH60	Rinehart Rd	Anderson Ln	Lake Mary Blvd		
			Current Traffic Count		24,758
			Roadway Link Capacity		42,560
			Committed Trips		827
			Net Available Capacity		16,975
RSB10	Rising Sun Blvd	Red Bug Lake Rd	Ortega St		
			Current Traffic Count		5,049
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		14,311
S1510	S.R. 415	C.R. 415	S.R. 46		
			Current Traffic Count		23,705
			Roadway Link Capacity		18,270
			Committed Trips		1,196
			Net Available Capacity		-6,631
S1550	S.R. 415	Volusia County Line	C.R. 415		
			Current Traffic Count		24,313
			Roadway Link Capacity		18,270
			Committed Trips		1,196
			Net Available Capacity		-7,239
S1910	S.R. 419	U.S. 17-92	S.R. 434		
			Current Traffic Count		17,810
			Roadway Link Capacity		18,270
			Committed Trips		0
			Net Available Capacity		460
S1920	S.R. 419	Edgemon Ave	S.R. 434		
			Current Traffic Count		17,810
			Roadway Link Capacity		19,360
			Committed Trips		0
			Net Available Capacity		1,550

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RKEY	Roadway Name	From	To		
S1930	S.R. 419	U.S. 17-92	Edgemon Ave		
				Current Traffic Count	17,937
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	1,423
S2600	S.R. 426	Orange County Line	Hall Rd		
				Current Traffic Count	32,309
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	15,691
S2620	S.R. 426	Hall Rd	Tuskawilla Rd		
				Current Traffic Count	40,087
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	7,913
S2630	S.R. 426	Tuskawilla Rd	S.R. 417		
				Current Traffic Count	53,653
				Roadway Link Capacity	60,000
				Committed Trips	169
				Net Available Capacity	6,178
S2640	S.R. 426	S.R. 417	Dean Rd		
				Current Traffic Count	38,224
				Roadway Link Capacity	48,000
				Committed Trips	699
				Net Available Capacity	9,077
S2650	S.R. 426	Dean Rd	Chapman Rd		
				Current Traffic Count	29,271
				Roadway Link Capacity	48,000
				Committed Trips	2,687
				Net Available Capacity	16,042
S2660	S.R. 426	Chapman Rd	Red Bug Lake Rd		
				Current Traffic Count	30,129
				Roadway Link Capacity	48,000
				Committed Trips	1,913
				Net Available Capacity	15,958
S2670	S.R. 426	Red Bug Lake Rd	Winter Springs Blvd		
				Current Traffic Count	25,602
				Roadway Link Capacity	48,000
				Committed Trips	235
				Net Available Capacity	22,163
S2680	S.R. 426	Winter Springs Blvd	Lake Jessup Ave		
				Current Traffic Count	20,773
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	27,227

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RKEY	Roadway Name	From	To		
S2690	S.R. 426	Lake Jessup Ave	S.R. 434		
				Current Traffic Count	17,679
				Roadway Link Capacity	18,270
				Committed Trips	0
				Net Available Capacity	591
S3403	S.R. 434	S.R. 414	Trailwood Drive		
				Current Traffic Count	55,711
				Roadway Link Capacity	60,000
				Committed Trips	875
				Net Available Capacity	3,414
S3405	S.R. 434	Trailwood Drive	West Town Pkwy		
				Current Traffic Count	55,809
				Roadway Link Capacity	60,000
				Committed Trips	812
				Net Available Capacity	3,379
S3410	S.R. 434	West Town Pkwy	S.R. 436		
				Current Traffic Count	45,260
				Roadway Link Capacity	60,000
				Committed Trips	126
				Net Available Capacity	14,614
S3415	S.R. 434	SR 436	Sand Lake Rd		
				Current Traffic Count	42,774
				Roadway Link Capacity	48,000
				Committed Trips	40
				Net Available Capacity	5,186
S3420	S.R. 434	Sand Lake Rd	Wekiva Spgs/Montgomery Rd		
				Current Traffic Count	40,910
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	7,090
S3425	S.R. 434	Wekiva Spgs/Montgomery Rd	Douglas Ave		
				Current Traffic Count	65,948
				Roadway Link Capacity	60,000
				Committed Trips	0
				Net Available Capacity	-5,948
S3430	S.R. 434	Douglas Ave	I-4		
				Current Traffic Count	67,774
				Roadway Link Capacity	60,000
				Committed Trips	0
				Net Available Capacity	-7,774
S3435	S.R. 434	I-4	Raymond Ave		
				Current Traffic Count	55,700
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	-7,700

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RKEY	Roadway Name	From	To	
S3440	S.R. 434	Raymond Ave	Palm Springs Dr	
			Current Traffic Count	39,362
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	8,638
S3441	S.R. 434	Palm Springs Dr	Rangeline Rd	
			Current Traffic Count	45,009
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	2,991
S3445	S.R. 434	Rangeline Rd	C.R. 427	
			Current Traffic Count	43,269
			Roadway Link Capacity	48,000
			Committed Trips	77
			Net Available Capacity	4,654
S3450	S.R. 434	C.R. 427	U.S. 17-92	
			Current Traffic Count	27,103
			Roadway Link Capacity	48,000
			Committed Trips	58
			Net Available Capacity	20,839
S3455	S.R. 434	U.S. 17-92	Belle Ave	
			Current Traffic Count	34,321
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	13,679
S3460	S.R. 434	Belle Ave	SR 419	
			Current Traffic Count	25,080
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	22,920
S3465	S.R. 434	SR 419	Tuskawilla Rd	
			Current Traffic Count	38,406
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	9,594
S3470	S.R. 434	Tuskawilla Rd	Springs Ave	
			Current Traffic Count	29,288
			Roadway Link Capacity	48,000
			Committed Trips	293
			Net Available Capacity	18,419
S3472	S.R. 434	Springs Ave	E-W Expressway	
			Current Traffic Count	28,061
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	19,939

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RKEY	Roadway Name	From	To		
S3475	S.R. 434	E-W Expressway	DeLeon St		
				Current Traffic Count	23,443
				Roadway Link Capacity	18,270
				Committed Trips	293
				Net Available Capacity	-5,466
S3480	S.R. 434	DeLeon St	SR 426/ C.R. 419		
				Current Traffic Count	20,193
				Roadway Link Capacity	18,270
				Committed Trips	0
				Net Available Capacity	-1,923
S3485	S.R. 434	SR 426/ C.R. 419	Mitchell Hammock		
				Current Traffic Count	14,534
				Roadway Link Capacity	18,270
				Committed Trips	52
				Net Available Capacity	3,684
S3490	S.R. 434	Mitchell Hammock	Alafaya Woods Blvd		
				Current Traffic Count	33,182
				Roadway Link Capacity	60,000
				Committed Trips	917
				Net Available Capacity	25,901
S3492	S.R. 434	Alafaya Woods Blvd	Chapman Rd		
				Current Traffic Count	38,662
				Roadway Link Capacity	60,000
				Committed Trips	91
				Net Available Capacity	21,247
S3495	S.R. 434	Chapman Rd	Orange County Line		
				Current Traffic Count	46,267
				Roadway Link Capacity	60,000
				Committed Trips	2,317
				Net Available Capacity	11,416
S3600	S.R. 436	Hunt Club Blvd	Orange County Line		
				Current Traffic Count	51,719
				Roadway Link Capacity	60,000
				Committed Trips	0
				Net Available Capacity	8,281
S3610	S.R. 436	Bear Lake Rd	Hunt Club Blvd		
				Current Traffic Count	59,154
				Roadway Link Capacity	60,000
				Committed Trips	0
				Net Available Capacity	846
S3615	S.R. 436	S.R. 434	Bear Lake Rd		
				Current Traffic Count	54,490
				Roadway Link Capacity	60,000
				Committed Trips	135
				Net Available Capacity	5,375

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RKEY	Roadway Name	From	To		
S3620	S.R. 436	Montgomery Rd	S.R. 434		
				Current Traffic Count	59,868
				Roadway Link Capacity	72,000
				Committed Trips	62
				Net Available Capacity	12,070
S3622	S.R. 436	Lynchfield Ave	Montgomery Rd		
				Current Traffic Count	6,051
				Roadway Link Capacity	72,000
				Committed Trips	0
				Net Available Capacity	65,949
S3625	S.R. 436	Wymore/Douglas Rd	Lynchfield Ave		
				Current Traffic Count	59,649
				Roadway Link Capacity	72,000
				Committed Trips	136
				Net Available Capacity	12,215
S3630	S.R. 436	I-4 East Ramp	Wymore/Douglas Rd		
				Current Traffic Count	54,535
				Roadway Link Capacity	60,000
				Committed Trips	43
				Net Available Capacity	5,422
S3635	S.R. 436	Northlake Blvd	I-4 East Ramp		
				Current Traffic Count	83,541
				Roadway Link Capacity	72,000
				Committed Trips	0
				Net Available Capacity	-11,541
S3640	S.R. 436	Palm Springs Dr	Northlake Blvd		
				Current Traffic Count	68,554
				Roadway Link Capacity	72,000
				Committed Trips	0
				Net Available Capacity	3,446
S3645	S.R. 436	Maitland Av	Palm Springs Dr		
				Current Traffic Count	67,234
				Roadway Link Capacity	60,000
				Committed Trips	0
				Net Available Capacity	-7,234
S3650	S.R. 436	C.R. 427	Maitland Av		
				Current Traffic Count	53,825
				Roadway Link Capacity	60,000
				Committed Trips	260
				Net Available Capacity	5,915
S3660	S.R. 436	U.S. 17-92	C.R. 427		
				Current Traffic Count	48,601
				Roadway Link Capacity	60,000
				Committed Trips	289
				Net Available Capacity	11,110

This information has been provided by Tony Nelson, P.E. at Seminole County Engineering and is current information as of the above referenced date.

RKEY	Roadway Name	From	To		
S3670	S.R. 436	Red Bug Lake Rd	U.S. 17-92		
				Current Traffic Count	76,042
				Roadway Link Capacity	60,000
				Committed Trips	66
				Net Available Capacity	-16,108
S3680	S.R. 436	Lake Howell Rd	Red Bug Lake Rd		
				Current Traffic Count	68,243
				Roadway Link Capacity	60,000
				Committed Trips	0
				Net Available Capacity	-8,243
S3690	S.R. 436	Howell Branch Rd	Lake Howell Rd		
				Current Traffic Count	55,219
				Roadway Link Capacity	60,000
				Committed Trips	0
				Net Available Capacity	4,781
S3695	S.R. 436	Orange County Line	Howell Branch Rd		
				Current Traffic Count	54,944
				Roadway Link Capacity	60,000
				Committed Trips	0
				Net Available Capacity	5,056
S4600	S.R. 46	C.R. 431	Lake County		
				Current Traffic Count	25,360
				Roadway Link Capacity	18,270
				Committed Trips	198
				Net Available Capacity	-7,288
S4610	S.R. 46	Lake Forest Entrance	C.R. 431		
				Current Traffic Count	35,011
				Roadway Link Capacity	48,000
				Committed Trips	570
				Net Available Capacity	12,419
S4620	S.R. 46	I-4	Lake Forest Entrance		
				Current Traffic Count	39,478
				Roadway Link Capacity	48,000
				Committed Trips	1,633
				Net Available Capacity	6,889
S4625	S.R. 46	Rinehart Rd	I-4		
				Current Traffic Count	40,326
				Roadway Link Capacity	60,000
				Committed Trips	3,011
				Net Available Capacity	16,663
S4635	S.R. 46	C.R. 15/Upsala Rd	Rinehart Rd		
				Current Traffic Count	36,287
				Roadway Link Capacity	60,000
				Committed Trips	1,661
				Net Available Capacity	22,052

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RKEY	Roadway Name	From	To		
S4645	S.R. 46	Airport Blvd	C.R. 15/Upsala		
				Current Traffic Count	40,551
				Roadway Link Capacity	48,000
				Committed Trips	2,199
				Net Available Capacity	5,250
S4650	S.R. 46	U.S. 17-92	Airport Blvd		
				Current Traffic Count	20,354
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	27,646
S4660	S.R. 46/E 25th St.	C.R. 425/Sanford Ave	U.S. 17-92		
				Current Traffic Count	22,775
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	25,225
S4665	S.R. 46/E 25th St.	Mellonville Ave	C.R. 425/Sanford Ave		
				Current Traffic Count	24,773
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	23,227
S4670	S.R. 46	Beardall Ave	Mellonville Ave		
				Current Traffic Count	16,249
				Roadway Link Capacity	18,270
				Committed Trips	2,081
				Net Available Capacity	-60
S4675	S.R. 46	S.R. 415	Beardall Ave		
				Current Traffic Count	12,193
				Roadway Link Capacity	18,270
				Committed Trips	1,939
				Net Available Capacity	4,138
S4680	S.R. 46	Osceola Rd	S.R. 415		
				Current Traffic Count	12,787
				Roadway Link Capacity	18,270
				Committed Trips	1,007
				Net Available Capacity	4,476
S4685	S.R. 46	C.R. 426	Osceola Rd		
				Current Traffic Count	12,195
				Roadway Link Capacity	18,270
				Committed Trips	0
				Net Available Capacity	6,075
S4690	S.R. 46	Volusia County	C.R. 426		
				Current Traffic Count	8,209
				Roadway Link Capacity	18,270
				Committed Trips	0
				Net Available Capacity	10,061

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RKEY	Roadway Name	From	To		
SAB10	Sabal Palm Dr (N)	Wekiva Springs Rd	School Entrance		
				Current Traffic Count	4,200
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	38,360
SAB20	Sabal Palm Dr (N)	School Entrance	Sabal Palm Dr		
				Current Traffic Count	2,967
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	39,593
SAB30	Sabal Palm Dr (S)	Wekiva Springs Rd	Sabal Palm Dr		
				Current Traffic Count	12,903
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	29,657
SAB40	Sabal Palm Dr (S)	Sabal Palm Dr	Sabal Palm Dr		
				Current Traffic Count	1,172
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,188
SAN20	Sanford Av	S.R. 46	Airport Blvd		
				Current Traffic Count	19,831
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	22,729
SAN30	Sanford Av	Airport Blvd	Lake Mary Blvd		
				Current Traffic Count	18,942
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	23,618
SAN40	Sanford Av	Lake Mary Blvd	Lake Jessup Ave		
				Current Traffic Count	4,163
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,197
SEB00	Seminole Blvd	U.S. 17-92	Mellonville Av		
				Current Traffic Count	2,110
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,250
SEC00	Second St	C.R. 419	Avenue H		
				Current Traffic Count	926
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,434

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RKEY	Roadway Name	From	To	
SEM10	Seminola Blvd	U.S. 17-92	Button Rd	
			Current Traffic Count	19,543
			Roadway Link Capacity	42,560
			Committed Trips	565
			Net Available Capacity	22,452
SEM20	Seminola Blvd	Button Rd	Winter Park Dr	
			Current Traffic Count	28,303
			Roadway Link Capacity	42,560
			Committed Trips	886
			Net Available Capacity	13,371
SEM30	Seminola Blvd	Winter Park Dr	East Lake Dr	
			Current Traffic Count	24,378
			Roadway Link Capacity	42,560
			Committed Trips	1,433
			Net Available Capacity	16,749
SEM40	Seminola Blvd	East Lake Dr	Murphy Rd	
			Current Traffic Count	17,554
			Roadway Link Capacity	42,560
			Committed Trips	1,405
			Net Available Capacity	23,601
SEM50	Seminola Blvd	Murphy Rd	Lake Dr	
			Current Traffic Count	17,073
			Roadway Link Capacity	42,560
			Committed Trips	1,499
			Net Available Capacity	23,988
SEM60	Seminole Ave	North St	E. Hillcrest St	
			Current Traffic Count	1,905
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	17,455
SIL10	Silkwood Ct	U.S. 17-92	C.R. 427	
			Current Traffic Count	9,453
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	9,907
SIP10	Sipes Ave	S.R. 46	C.R. 415	
			Current Traffic Count	713
			Roadway Link Capacity	19,360
			Committed Trips	202
			Net Available Capacity	18,445
SIP20	Sipes Ave	Pine Way Ave	S.R. 46	
			Current Traffic Count	145
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	19,215

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RKEY	Roadway Name	From	To		
SLK10	Sand Lake Rd	W. Lake Brantley/Hickory	S.R. 434		
				Current Traffic Count	18,016
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	1,344
SLK20	Sand Lake Rd	W. Lake Brantley/Hickory	Hunt Club Blvd		
				Current Traffic Count	13,818
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	5,542
SLK30	Sand Lake Rd	Hunt Club Blvd	Orange County Line		
				Current Traffic Count	6,216
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,144
SLV10	Slavia Rd	S.R. 426	Red Bug Lake Rd		
				Current Traffic Count	13,148
				Roadway Link Capacity	19,360
				Committed Trips	347
				Net Available Capacity	5,865
SNW05	Snowhill Rd	C.R. 426	Old Mims Rd		
				Current Traffic Count	2,984
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,376
SNW10	Snowhill Rd	Old Mims Rd	Brumley Rd		
				Current Traffic Count	3,262
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,098
SNW20	Snowhill Rd	Brumley Rd	C.R. 419		
				Current Traffic Count	8,337
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	11,023
SOU10	South St	U.S. 17-92	Prairie Lake Dr		
				Current Traffic Count	2,382
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,978
SPL00	Spring Lake - O'Brien Rd	C.R. 427/Maitland Ave	Railroad Track		
				Current Traffic Count	5,660
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,700

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RKEY	Roadway Name	From	To		
SPL10	Spring Lake - O'Brien Rd	Railroad Track	U.S. 17-92		
				Current Traffic Count	6,079
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,281
SPV10	Spring Valley Rd	Wymore Rd	Spring Valley Loop		
				Current Traffic Count	2,649
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,711
STA10	Station St	Leonard St	Merritt St		
				Current Traffic Count	505
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,855
STJ10	St. John's Pkwy	C.R. 15/Upsala Rd	Rinehart Rd		
				Current Traffic Count	13,690
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	28,870
SUN10	Sun Dr	Greenwood Blvd	Lake Mary Blvd		
				Current Traffic Count	5,405
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	37,155
SYL10	S Sylvan Lake Dr	Orange Blvd	Lake Markham Rd		
				Current Traffic Count	590
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,770
TAN20	Tangerine Ave	Howell Branch	Orange County Line		
				Current Traffic Count	1,892
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	17,468
TOL10	Tollgate Tr	E E Williamson/Longwood Hil	S.R. 434		
				Current Traffic Count	2,981
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,379
TRA10	Trailwood Drive	S.R. 434	Northwestern Ave		
				Current Traffic Count	3,410
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,950

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RKEY	Roadway Name	From	To		
TSK10	Tuskawilla Rd	S.R. 434	Trotwood Blvd		
				Current Traffic Count	21,517
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	21,043
TSK25	Tuskawilla Rd	Trotwood Blvd	Winter Springs Blvd		
				Current Traffic Count	20,118
				Roadway Link Capacity	42,560
				Committed Trips	-8
				Net Available Capacity	22,450
TSK50	Tuskawilla Rd	Winter Springs Blvd	Dyson Dr		
				Current Traffic Count	24,412
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	18,148
TSK60	Tuskawilla Rd	Dyson Dr	E. Lake Dr		
				Current Traffic Count	30,106
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	12,454
TSK75	Tuskawilla Rd	E. Lake Dr	Eagle Blvd		
				Current Traffic Count	36,011
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	6,549
TSK80	Tuskawilla Rd	Eagle Blvd	Red Bug Lake Rd		
				Current Traffic Count	36,387
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	6,173
TSK90	Tuskawilla Rd	Red Bug Lake Rd	Dike Rd		
				Current Traffic Count	32,838
				Roadway Link Capacity	63,840
				Committed Trips	0
				Net Available Capacity	31,002
TSK95	Tuskawilla Rd	Dike Rd	S.R. 426		
				Current Traffic Count	30,286
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	12,274
U1700	U.S. 17-92	Orange County Line	Lake of the Woods Blvd		
				Current Traffic Count	56,998
				Roadway Link Capacity	60,000
				Committed Trips	392
				Net Available Capacity	2,610

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RKEY	Roadway Name	From	To		
U1705	U.S. 17-92	Lake of the Woods Blvd	S.R. 436		
				Current Traffic Count	49,200
				Roadway Link Capacity	60,000
				Committed Trips	629
				Net Available Capacity	10,171
U1710	U.S. 17-92	S.R. 436	Triplet Lake Dr		
				Current Traffic Count	58,215
				Roadway Link Capacity	60,000
				Committed Trips	44
				Net Available Capacity	1,741
U1715	U.S. 17-92	Triplet Lake Dr	Dogtrack/Seminola		
				Current Traffic Count	53,206
				Roadway Link Capacity	60,000
				Committed Trips	15
				Net Available Capacity	6,779
U1720	U.S. 17-92	Dogtrack/Seminola	SR 434		
				Current Traffic Count	51,384
				Roadway Link Capacity	60,000
				Committed Trips	50
				Net Available Capacity	8,566
U1725	U.S. 17-92	SR 434	Shepard Rd		
				Current Traffic Count	51,384
				Roadway Link Capacity	60,000
				Committed Trips	30
				Net Available Capacity	8,586
U1728	U.S. 17-92	Shepard Rd	General Hutchison Pkwy		
				Current Traffic Count	34,391
				Roadway Link Capacity	48,000
				Committed Trips	105
				Net Available Capacity	13,504
U1729	U.S. 17-92	General Hutchison Pkwy	S.R. 419/C.R. 427		
				Current Traffic Count	43,407
				Roadway Link Capacity	48,000
				Committed Trips	217
				Net Available Capacity	4,376
U1730	U.S. 17-92	S.R. 419/C.R. 427	C.R. 427		
				Current Traffic Count	34,143
				Roadway Link Capacity	48,000
				Committed Trips	217
				Net Available Capacity	13,640
U1740	U.S. 17-92	C.R. 427	Lake Mary Blvd		
				Current Traffic Count	34,143
				Roadway Link Capacity	48,000
				Committed Trips	466
				Net Available Capacity	13,391

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RKEY	Roadway Name	From	To		
U1760	U.S. 17-92	Lake Mary Blvd	Airport Blvd		
				Current Traffic Count	41,175
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	6,825
U1770	U.S. 17-92	Airport Blvd	C.R. 46-A		
				Current Traffic Count	22,192
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	25,808
U1775	U.S. 17-92	C.R. 46-A	S.R. 46		
				Current Traffic Count	26,918
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	21,082
U1780	U.S. 17-92	SR 46	Seminole Blvd		
				Current Traffic Count	14,152
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	33,848
U1785	U.S. 17-92	Seminole Blvd	Oak Dr		
				Current Traffic Count	15,626
				Roadway Link Capacity	18,270
				Committed Trips	0
				Net Available Capacity	2,644
U1790	U.S. 17-92	Oak Dr	C.R. 15/Upsala Rd		
				Current Traffic Count	17,111
				Roadway Link Capacity	18,270
				Committed Trips	35
				Net Available Capacity	1,124
U1795	U.S. 17-92	C.R. 15/Upsala Rd	Volusia County Line		
				Current Traffic Count	36,226
				Roadway Link Capacity	48,000
				Committed Trips	35
				Net Available Capacity	11,739
U4110	U.S. 441/OBT	Orange County Line	Orange County Line		
				Current Traffic Count	31,871
				Roadway Link Capacity	48,000
				Committed Trips	0
				Net Available Capacity	16,129
VIR00	Virginia Ave	Tangerine St	North St		
				Current Traffic Count	848
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	18,512

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RKEY	Roadway Name	From	To		
WAY00	Wayside Dr	S.R. 46	International Pkwy		
				Current Traffic Count	3,395
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,965
WAY10	Wayside Dr	International Pkwy	Orange Blvd		
				Current Traffic Count	2,901
				Roadway Link Capacity	19,360
				Committed Trips	6
				Net Available Capacity	16,453
WEA10	Weathersfield Ave	S.R. 436	Clemson Dr		
				Current Traffic Count	3,445
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,915
WIL10	Wilson Rd	C.R. 431/Orange Blvd	International Pkwy		
				Current Traffic Count	16,391,759
				Roadway Link Capacity	19,360
				Committed Trips	6
				Net Available Capacity	-16,372,405
WKV00	Wekiva Springs Rd	Orange County Line	Hunt Club Blvd		
				Current Traffic Count	16,664
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	2,696
WKV30	Wekiva Springs Rd	Hunt Club Blvd	Fox Valley Rd		
				Current Traffic Count	22,690
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	-3,330
WKV60	Wekiva Springs Rd	Fox Valley Rd	East Lake Brantley Dr		
				Current Traffic Count	27,735
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	14,825
WKV90	Wekiva Springs Rd	East Lake Brantley Dr	S.R. 434		
				Current Traffic Count	31,465
				Roadway Link Capacity	42,560
				Committed Trips	0
				Net Available Capacity	11,095
WLKB10	West Lake Brantley €	Sand Lake Rd	S.R. 436		
				Current Traffic Count	5,519
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	13,841

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RKEY	Roadway Name	From	To		
WLKB20	West Lake Brantley (W)	Sand Lake Rd	Jennifer Hope Blvd		
				Current Traffic Count	4,501
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	14,859
WLKB30	West Lake Brantley (W)	Jennifer Hope Blvd	Westwood Dr		
				Current Traffic Count	2,949
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	16,411
WNT10	Winter Park Dr	SR 436	Wilshire Blvd		
				Current Traffic Count	12,281
				Roadway Link Capacity	19,360
				Committed Trips	177
				Net Available Capacity	6,902
WNT20	Winter Park Dr	Wilshire Blvd	Queen's Mirror Cir		
				Current Traffic Count	11,168
				Roadway Link Capacity	19,360
				Committed Trips	177
				Net Available Capacity	8,015
WNT30	Winter Park Dr	Queen's Mirror Cir	Crystal Bowl Cir		
				Current Traffic Count	12,848
				Roadway Link Capacity	19,360
				Committed Trips	284
				Net Available Capacity	6,228
WNT40	Winter Park Dr	Crystal Bowl Cir	Seminola Blvd		
				Current Traffic Count	12,570
				Roadway Link Capacity	19,360
				Committed Trips	308
				Net Available Capacity	6,482
WSL10	Wekiva Springs Ln	Wekiva Springs Rd	S.R. 434		
				Current Traffic Count	3,889
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	15,471
WYM10	Wymore Rd	Westmonte Dr	Orange County Line		
				Current Traffic Count	12,424
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	6,936
WYM50	Wymore Rd	S.R. 436	Westmonte Dr		
				Current Traffic Count	15,822
				Roadway Link Capacity	19,360
				Committed Trips	0
				Net Available Capacity	3,538

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RKEY	Roadway Name	From	To	
WYM60	**Wymore Rd**	**Lake Destiny Rd**	**Spring Lake Hills Dr**	
			Current Traffic Count	**12,900**
			Roadway Link Capacity	**19,360**
			Committed Trips	**0**
			Net Available Capacity	**6,460**

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