

TRAFFIC IMPACT ANALYSIS

**McCOY ROAD PROJECT
PARK N' FLY
CITY OF BELLE ISLE, FLORIDA**



Prepared for:

Thirumala Hotels
2635 McCoy Road
Orlando, FL 32809

Prepared by:

Traffic Planning and Design, Inc.
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407-628-9955

March 2018

TPD № 5037.1

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Traffic Planning & Design, Inc., a corporation authorized to operate as an engineering business, EB-3702, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

PROJECT: McCoy Road Project - Park n' Fly

LOCATION: City of Belle Isle, Florida

CLIENT: Thirumala Hotels

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.

NAME: Turgut Dervish, P.E.
P.E. No.: Florida P.E. No. 20400
DATE: March 8th, 2012

SIGNATURE:



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INTRODUCTION

This traffic analysis was performed to assess the impact of the proposed McCoy Road development project located north of McCoy Road in the City of Belle Isle, Florida. **Figure 1** depicts the location of the project site. The proposed development comprises two possible development scenarios: (1) a 120-room hotel; or, (2) a 300-parking space Park n' Fly building. The most intense traffic generator, the hotel use, was analyzed under separate with the Park n' Fly being analyzed as part of this traffic study. A Park n' Fly facility is a surface parking lot where Orlando International Airport travelers can park their care for extended periods while they travel out of town. The anticipated project buildout year of the project is 2020. Site access will be provided via a shared right-in/right-out access with the development to the west of the site. **Figure 2** provides the preliminary site plan.

Study Methodology

The analysis was conducted in accordance with the *Traffic Impact Analysis (TIA) Methodology* discussed with the City of Belle Isle and summarized in the methodology coordination emails in **Appendix A**.

Study Segments

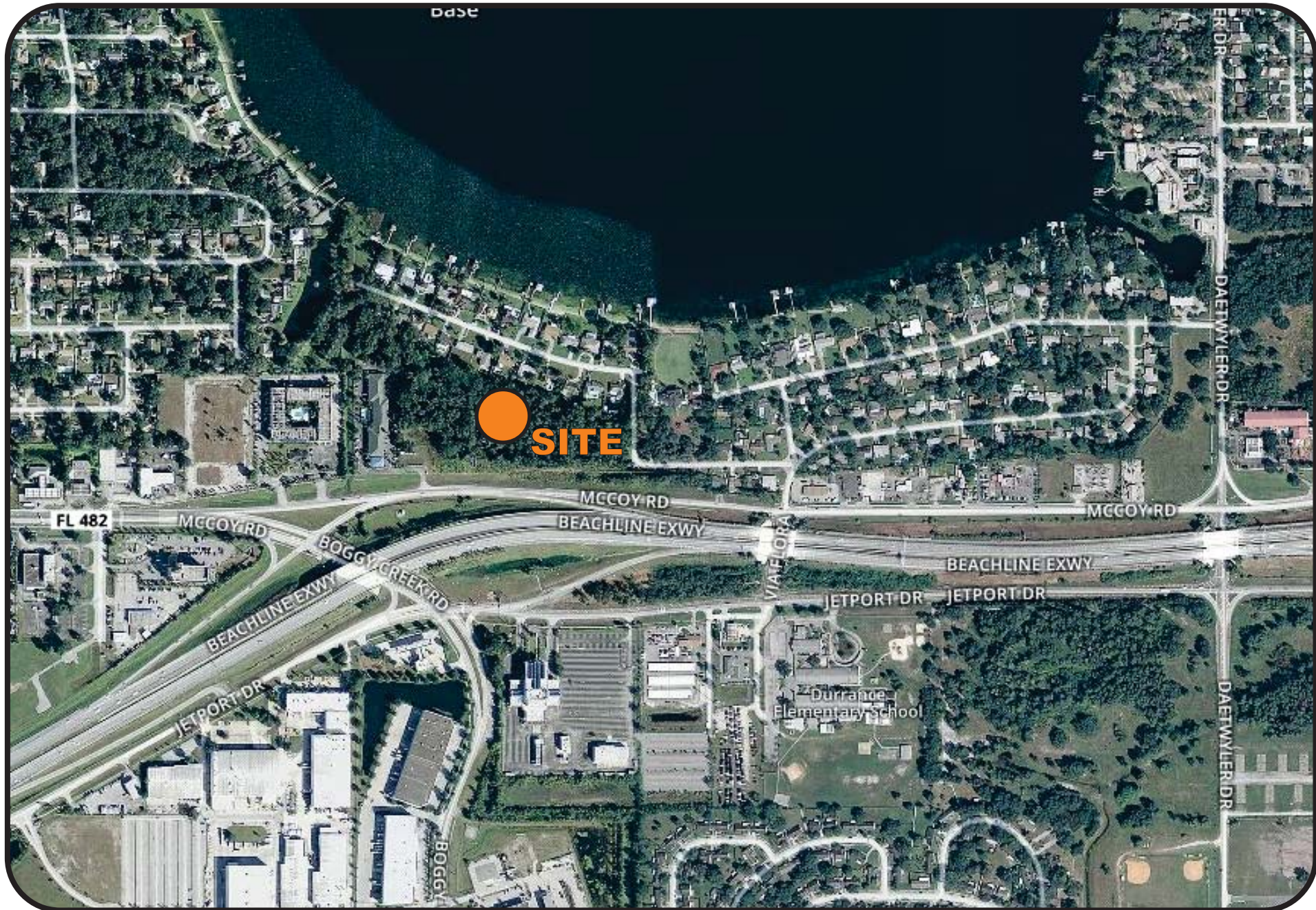
The adjacent roadway segments on McCoy Road will be evaluated using roadway capacity information obtained from the FDOT Generalized LOS Tables.

Study Intersections

The following study intersections were analyzed as part of the project:

- Jetport Drive & Boggy Creek Road
- Jetport Drive & Via Flora
- Jetport Road & Tradeport Drive
- McCoy Road & Conway Road
- McCoy Road & Via Flora
- McCoy Road & Project Access (Right-in/Right-out)





McCoy Road Project Park n' Fly
Project № 5037.1

Figure 1

Project Location Map



EXISTING CONDITIONS ANALYSIS

A capacity analysis was performed for the study roadway segments and intersections in order to establish their current operating conditions.

Roadway Segment Analysis

Roadway segments were analyzed by comparing the existing peak hour directional volumes for each study roadway segment with the corresponding peak hour directional capacity at the adopted Level of Service (LOS) standard. The existing peak hour directional volumes were obtained from the turning movement counts (TMCs) conducted in support of this study. The segment LOS/capacities were obtained from the FDOT *Generalize Service Volume Tables*. A summary of the existing roadway capacity analysis is presented in **Table 1**. The analysis reveals that the roadway segments currently operate within the adopted LOS standard.

**Table 1
Existing Roadway Capacity Analysis**

Roadway	Segment ¹	Lns	Adopted LOS		Period	PK Dir	Existing PHPD Vols ³	Within Adopted LOS Stnd?
			LOS	Capacity ²				
McCoy Road	Conway Rd to Daetwyler Dr	2U	D	704	PM	WB	641	YES
	Daetwyler Dr to Via Flora	2U	D	1,190	PM	WB	743	YES
	Via Flora to SR 528 Off Ramp	1OW	D	1,190	PM	WB	730	YES
	SR 528 Off Ramp to Boggy Creek Rd	2U	D	1,190	PM	WB	729	YES

Notes:

1. Analysis conducted on only the study roadway segments as document in the approved Methodology
2. Capacities obtained from the FDOT Generalized Service Volume Tables (specifically, Table 7)
3. Existing Peak Hour Peak Direction (PHPD) volumes obtained for the TMCs conducted in support of this TIS



Intersection Analysis

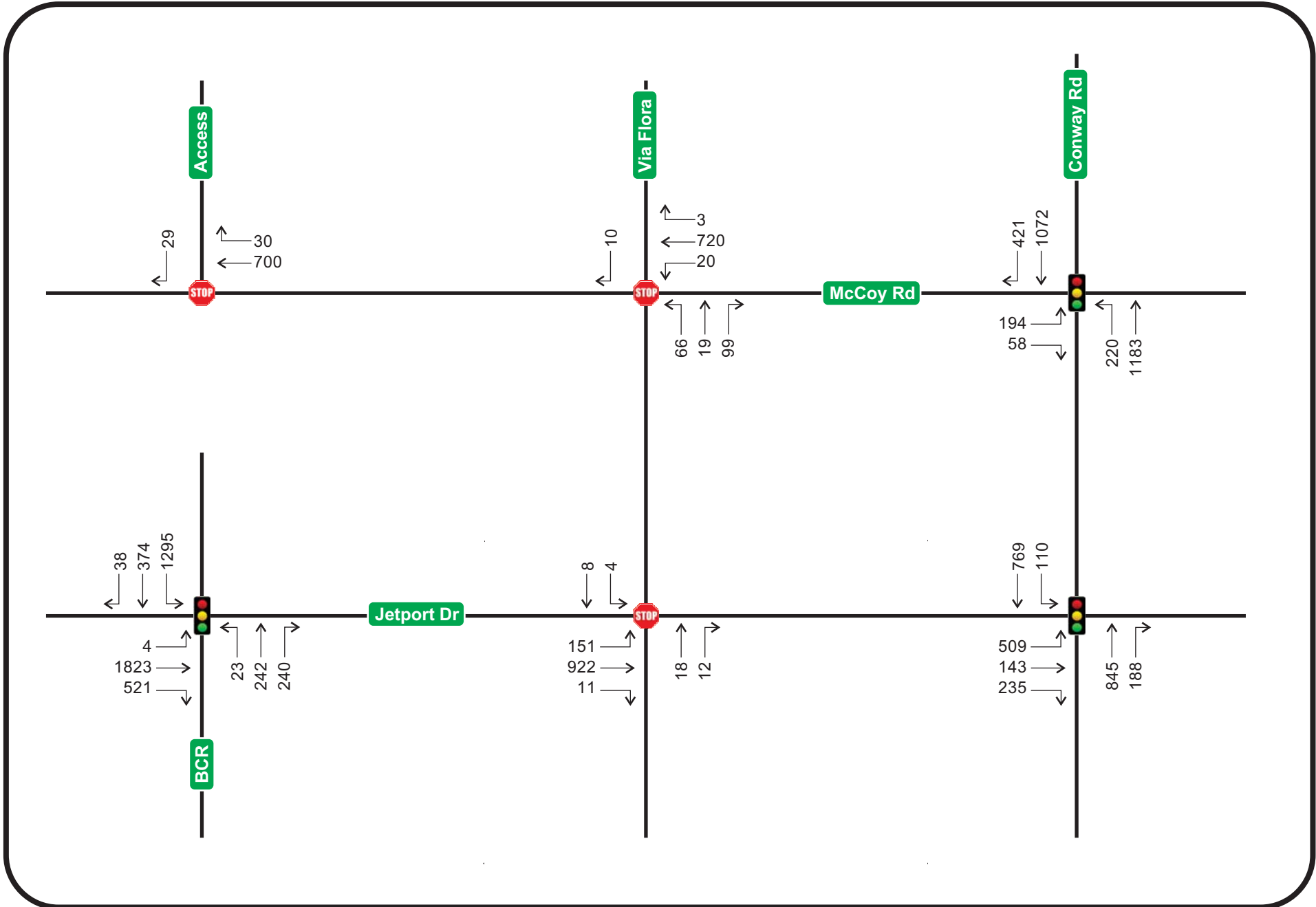
A capacity analysis was conducted for each study intersection for the existing conditions using the *Synchro 10* software which applies the procedures of the *Highway Capacity Manual (HCM) 6th Edition*. In the analysis, existing intersection geometry and P.M. peak hour volumes were utilized. The existing intersection turning movement counts were not adjusted with a seasonal factor as the traffic counts were conducted during the peak season. The existing intersection traffic volumes for the P.M. peak hour used in the analysis are illustrated in **Figure 3**. The intersection capacity analysis results are summarized in **Table 2**. The raw turning movement counts are included in **Appendix B** and detailed printouts of the existing intersection capacity analyses are included in **Appendix C**.

Table 2
Existing Intersection Capacity Analysis

Intersection	Control	EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jetport Dr & Boggy Creek Rd	Signal	176.8	F	--	--	130.7	F	168.4	F	169.8	F
Jetport Dr & Via Flora	Stop	0.0	A	--	--	25.2	D	27.3	D	--	--
Jetport Rd & Tradeport Dr	Signal	60.3	E	--	--	12.8	B	25.0	C	30.4	C
McCoy Rd & Conway Rd	Signal	78.3	E	--	--	5.7	A	18.9	B	17.7	B
McCoy Rd & Via Flora	Stop	--	--	0.0	A	22.2	C	14.4	B	--	--
McCoy Rd & Project Access (Right-in/Right-out)	Stop	--	--	0.0	A	--	--	14.9	B	--	--

The analysis indicates that all the study intersections currently operate at acceptable Levels of Service except the Jetport Drive and Boggy Creek Road intersection.





McCoy Road Project Park n' Fly
Project № 5037.1

Figure 3

Existing P.M. Peak Hour Volumes



PROPOSED DEVELOPMENT AND TRIP GENERATION

To determine the impact of the proposed development, an analysis of its trip generation characteristics was conducted. This included the determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways.

Trip Generation

Trip generation rates were obtained from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 10th Edition*. The trip generation calculation of daily and P.M. peak hour volumes is summarized in **Table 3**, and the trip generation sheets are included in **Appendix D**. As shown, the project will generate 922 new daily trips, of which 141 will occur in the P.M. peak hour.

Table 3
Project Trip Generation Summary

ITE Code	Land Use	Size	Daily		PM Peak Hour			
			Rate	Trips	Rate	Total	Enter	Exit
90	Park-and-Ride Lot	328 spaces	2.81	922	0.43	141	35	106

It should be noted that the ITE Land Use Code (LUC) 90, Park-and-Ride Lot with Bus or Light Rail Service was utilized. This LUC was utilized because it best fit the proposed Park n' Fly project, although it is very conservative as the proposed Park n' Fly facility does not include a bus or light rail service and users will be parked for longer duration parking. Therefore, the trip generation of a Park n' Fly would be expected to be much lower.

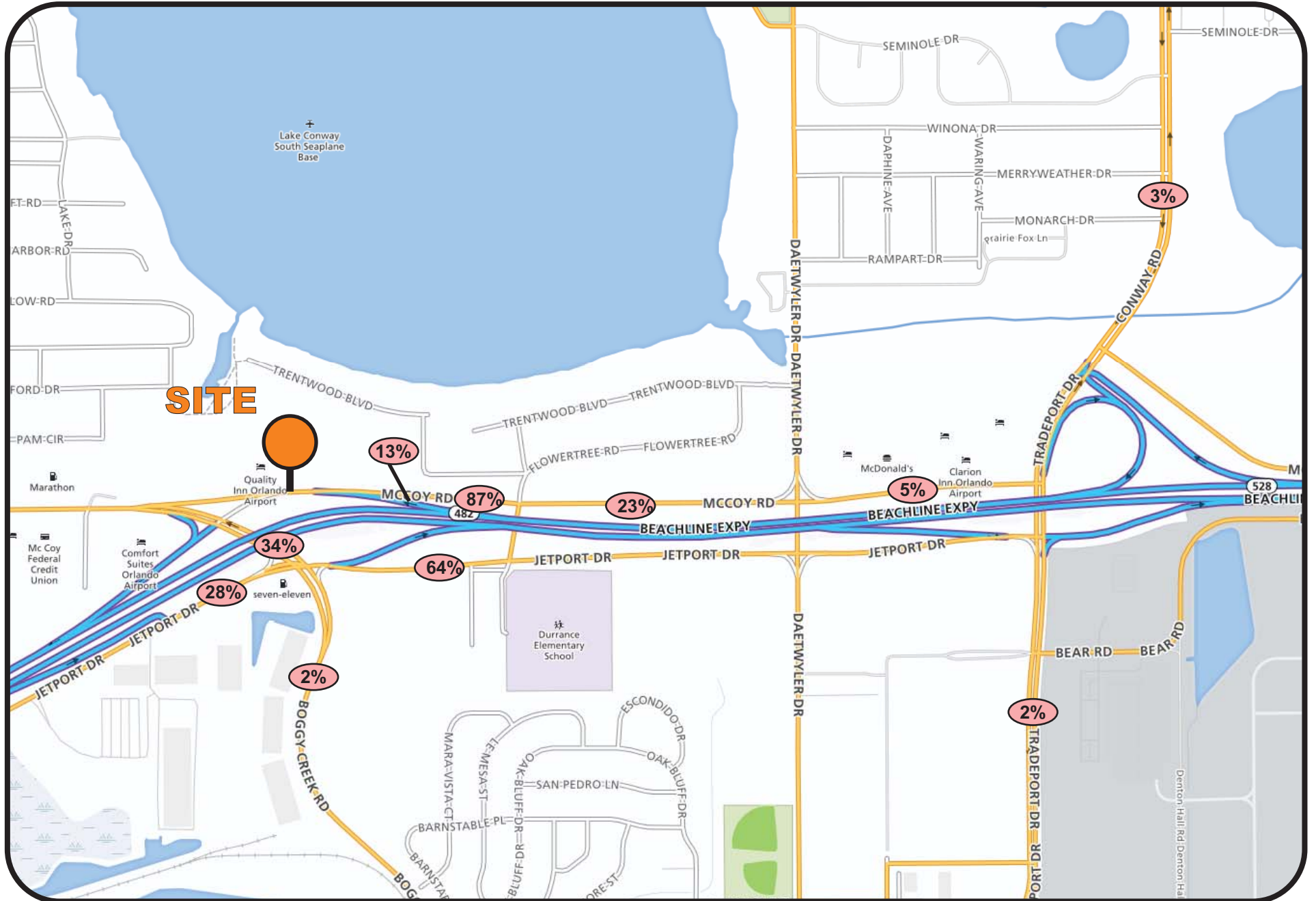
Trip Distribution/Trip Assignment

A preliminary trip distribution pattern was estimated using the currently adopted *Orlando Urban Area Transportation Study (OUATS)* model. A Select Zone Analysis (SZA) was conducted by modifying the 2020 interim year model network to include a Traffic Analysis Zone (TAZ) representing the proposed project. The model's socio-economic data was also updated to reflect the proposed project buildout. The resulting preliminary trip distribution pattern is provided in the **Appendix E**. The model run indicated that 0% of the development traffic would be go west on McCoy Road which is unrealistic given this type of development and the access connection onto this roadway. Therefore, the preliminary model trip distribution was slightly



adjusted to add traffic to the west of the access driveway onto McCoy Road. This revised distribution pattern is shown in **Figure 4**. Utilizing this distribution, the development project trips will be assigned to the area roadways.





McCoy Road Project Park n' Fly
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Figure 4

Trip Distribution Map



PROJECTED CONDITIONS ANALYSIS

Projected conditions were analyzed for the study roadways and intersections to assess the operations at the project buildout in 2020. The projected conditions were estimated by combining the peak hour project trips of each road segment with background traffic volumes.

Background Traffic Projections

Projected traffic volumes consist of background traffic combined with site generated traffic. Typically, background traffic volumes are determined by expanding existing peak hour traffic volumes to the buildout year using an annual growth rate. A historical trend analysis was conducted based on the Annual Average Daily Traffic (AADT) data obtained from the FDOT *Traffic Online (2016)* website in the vicinity of the project (see **Appendix F**). Based on this historical trend analysis, an average annual growth rate of 2.09% was calculated. This growth rate was applied to the existing traffic volumes as appropriate in order to determine the projected background volumes in the project buildout year.

Roadway Segment Analysis

The projected roadway segment analysis was performed by comparing the total projected P.M. peak hour traffic volume of each segment with the respective capacity at the adopted LOS standard. The P.M. peak hour analysis, as summarized in **Table 4**, revealed that all the study roadway segments will continue to operate within the adopted LOS standard.

Intersection Analysis

To assess the projected operational conditions at the study intersections, an intersection capacity analysis was conducted using the total projected traffic volumes along with the current roadway geometry. **Figure 5** provides the projected P.M. peak hour intersection traffic volumes for the study intersections. The analysis was conducted similar to the existing utilizing the *Synchro 10* software. The projected Levels of Service are summarized in **Table 5**. Detailed printouts of the intersection capacity analysis worksheets are included in **Appendix G**. The analysis indicated that all the study intersections are projected to continue to operate at acceptable Levels of Service except the Jetport Drive and Boggy Creek Road intersection which will continue to operate beyond the adopted LOS standard. As this deficiency currently exists



and will continue to exist with or without the proposed project, no mitigation is proposed per Florida Statutes 163.3180.

**Table 4
Projected Roadway Capacity Analysis**

Roadway	Segment ¹	Lns	Adopted LOS		PK Dir	B'grnd PHPD Vols ³	Project Trips		Total Projected Vols	Within Adopted LOS?
			LOS	Capacity ²			Trip Dist ⁴	Vol		
McCoy Road	Conway Rd to Daetwyler Dr	2U	D	704	WB	681	23%	8	689	YES
	Daetwyler Dr to Via Flora	2U	D	1,190	WB	790	23%	8	798	YES
	Via Flora to SR 528 Off Ramp	1OW	D	1,190	WB	776	87%	30	806	YES
	SR 528 Off Ramp to Boggy Creek Rd	2U	D	1,190	WB	775	100%	35	810	YES

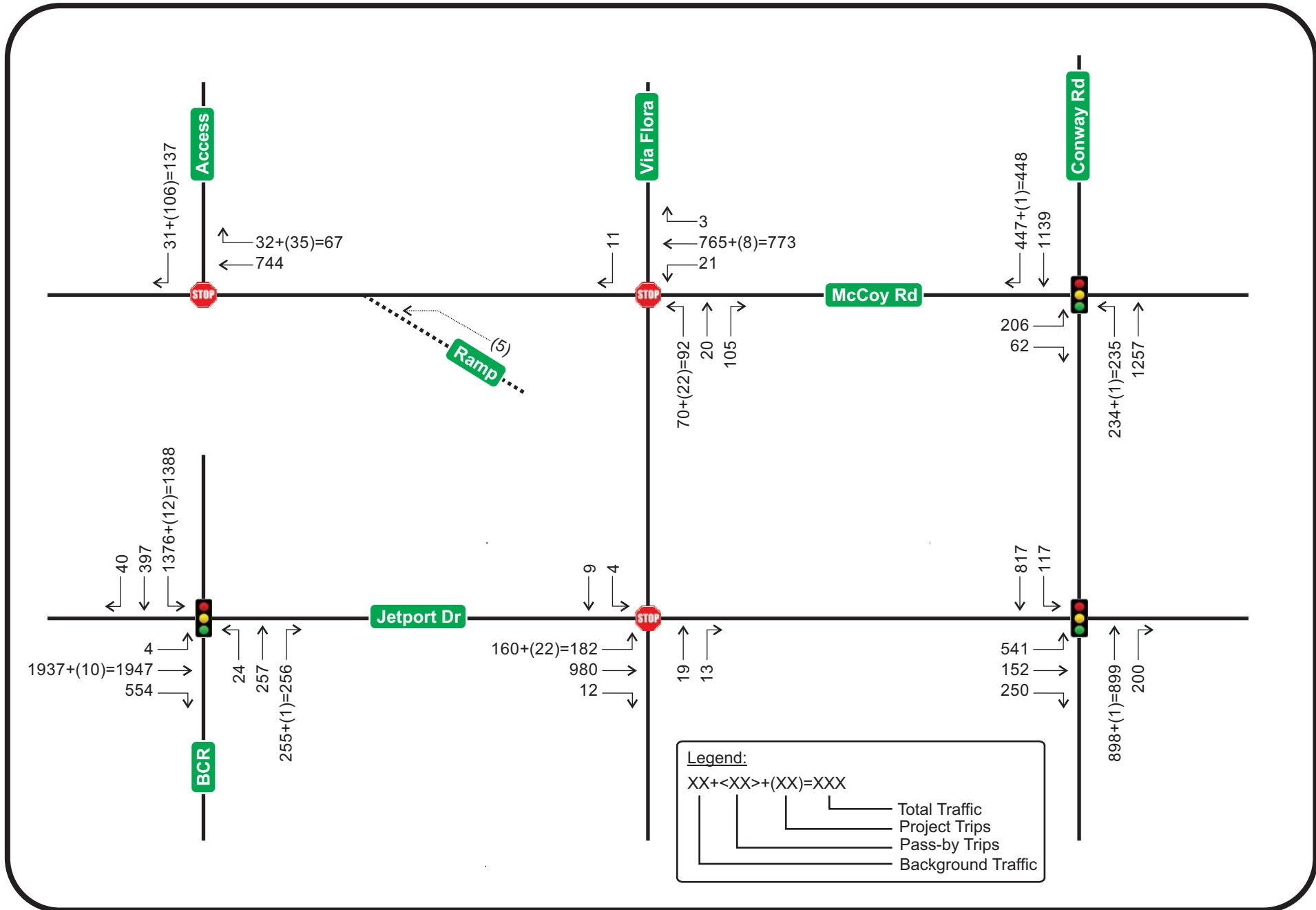
Notes:

1. Analysis conducted on only the study roadway segments as document in the approved Methodology
2. Capacities obtained from the FDOT Generalized Service Volume Tables (Table 7)
3. Existing Peak Hour Peak Direction (PHPD) volumes obtained for the TMCs conducted in support of this TIS
4. Highest distribution on segment

**Table 5
Projected Intersection Capacity Analysis**

Intersection	Control	EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Jetport Dr & Boggy Creek Rd	Signal	213.0	F	--	--	146.5	F	200.8	F	202.9	F
Jetport Dr & Via Flora	Stop	0.0	A	--	--	29.4	D	32.7	D	--	--
Jetport Rd & Tradeport Dr	Signal	59.3	E	--	--	13.9	B	26.5	C	31.0	C
McCoy Rd & Conway Rd	Signal	79.3	E	--	--	8.5	A	25.4	C	22.2	C
McCoy Rd & Via Flora	Stop	--	--	0.0	A	28.2	D	15.2	C	--	--
McCoy Rd & Project Access (Right-in/Right-out)	Stop	--	--	0.0	A	--	--	17.4	C	--	--





McCoy Road Project Park n' Fly
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Figure 5

Projected P.M. Peak Hour Volumes



Turn Lane Analysis

A review was conducted to assess the adequacy of the existing exclusive westbound right turn storage lane length at the McCoy Road and Project Access intersection. The review was conducted to ensure that sufficient storage is available to serve the projected traffic volume.

Per the *FDOT Design Standards, Index 301*, the minimum declaration distance that should be provided for a right turn lane on McCoy Road (which has a 40 mph posted speed limit and therefore a minimum design speed of 45 mph) is 185 feet (includes a 50 taper). A turn lane of approximately 300 feet is currently provided; therefore, the existing westbound right turn lane is adequate in length to accommodate the proposed development.



STUDY CONCLUSIONS

This traffic analysis was performed to assess the impact of the proposed McCoy Road development project located north of McCoy Road in the City of Belle Isle, Florida. The proposed development comprises two possible development scenarios: (1) a 120-room hotel; or, (2) a 300-parking space Park n' Fly building. The most intense traffic generator, the hotel use, was analyzed under separate with the Park n' Fly being analyzed as part of this traffic study. A Park n' Fly facility is a surface parking lot where Orlando International Airport travelers can park their care for extended periods while they travel out of town. The anticipated project buildout year of the project is 2020. Site access will be provided via a shared right-in/right-out access with the development to the west of the site.

The results of the study as documented herein are summarized below:

- The proposed development will generate 922 new daily trips, of which 141 will occur in the P.M. peak hour.
- The analysis that all the roadway segments currently operate at acceptable Levels of Service and are projected to continue to do so upon project buildout.
- The analysis indicated that all the study intersections are currently operating within the adopted Level of Service Standard and are projected to continue to continue to do so upon project buildout. The exception to this is the Jetport Drive and Boggy Creek Road intersection, which currently and is projected to continue to operate beyond the adopted Level of Service standard. As this deficiency currently exists and will continue to exist with or without the proposed project, no mitigation is proposed per Florida Statutes 163.3180.
- The analysis indicated that the existing westbound right turn lane at the McCoy Road and Project Access intersection is adequate in length to accommodate the proposed development.



APPENDICES

APPENDIX A

Methodology Coordination

Vasu Persaud

From: Vasu Persaud
Sent: Wednesday, February 28, 2018 9:41 AM
To: 'Bob Francis'
Cc: April Fisher; Turgut Dervish
Subject: RE: McCoy Road Hotel - Traffic Impact Study Methodology

Bob,

Thank you for your feedback and comments.

We will include the Via Flora at McCoy and Via Flora at Jetport intersections in our analysis.

Thank you,
Vasu

Vasu T. Persaud, PE, AICP, PTOE
TRAFFIC PLANNING AND DESIGN, INC.
535 Versailles Drive, Suite 100, Maitland, Florida 32751
407-628-9955 W, 321-948-9594 C, 407-628-8850 F
Vasu@tpdtraffic.com

From: Bob Francis [mailto:bfrancis@belleislefl.gov]
Sent: Wednesday, February 21, 2018 12:54 PM
To: Vasu Persaud <Vasu@tpdtraffic.com>
Cc: April Fisher <aprilfisher73@gmail.com>; Turgut Dervish <turgut@tpdtraffic.com>
Subject: Re: McCoy Road Hotel - Traffic Impact Study Methodology

I am concerned that if they are not included, then they will back up as a result of more traffic. They are already difficult to negotiate without the added traffic. They should be included.

Sincerely,

Bob

Bob Francis, ICMA-CM
City Manager
City of Belle Isle, FL

1600 Nela Ave.
Belle Isle, FL 32809
(407) 851-7730 (O)
(407) 450-6272 (C)
bfrancis@belleislefl.gov

On Wed, Feb 21, 2018 at 10:38 AM, Vasu Persaud <Vasu@tpdtraffic.com> wrote:

Good morning Bob,

We did not include these two intersections (Via Flora at McCoy and Via Flora at Jetport) because we anticipated that traffic related to the development would come primarily from SR 528 and consequently, the project related traffic at these two intersections would be thru traffic (i.e. they would not be required to stop). As a result, the project impact at these two intersection would be considered to be minimal.

If this explanation is acceptable, we can plan to proceed with collecting intersection traffic counts at the four study intersections.

Thank you,

Vasu

Vasu T. Persaud, PE, AICP, PTOE

TRAFFIC PLANNING AND DESIGN, INC.
[535 Versailles Drive, Suite 100, Maitland, Florida 32751](http://www.vtpd.com)
[407-628-9955](tel:407-628-9955) W, [321-948-9594](tel:321-948-9594) C, [407-628-8850](tel:407-628-8850) F
Vasu@tpdtraffic.com

From: Bob Francis [mailto:bfrancis@belleislefl.gov]
Sent: Wednesday, February 21, 2018 7:35 AM
To: Vasu Persaud <Vasu@tpdtraffic.com>
Cc: April Fisher <aprilfisher73@gmail.com>; Turgut Dervish <turgut@tpdtraffic.com>
Subject: Re: McCoy Road Hotel - Traffic Impact Study Methodology

Thank you. Why would you not include Via Flora at McCoy and Via Flora at Jetport?

Sincerely,

~~Bob~~

Bob Francis, ICMA-CM

City Manager

[City of Belle Isle, FL](#)

[1600 Nela Ave.](#)

[Belle Isle, FL 32809](#)

[\(407\) 851-7730](#) (O)

[\(407\) 450-6272](#) (C)

bfrancis@belleislefl.gov

On Tue, Feb 20, 2018 at 5:48 PM, Vasu Persaud <Vasu@tpdtraffic.com> wrote:

Good afternoon Bob/April,

As mentioned, we are developing a Traffic Impact Study for the subject project and we wanted to coordinate with you regarding our planned methodology/approach.

For your ease of review, please find below a brief email summary of the primary elements of the Traffic Study:

Project Location:

The proposed McCoy Road development is located north of McCoy Road in the City of Belle Isle, Florida. Attached is project location map (Fig 1).

Project Description:

The proposed development comprises two possible development scenarios: (1) a 120-room hotel; or, (2) a 300-parking space Park n' Fly building. In an effort to be conservative the most intense traffic generator, the hotel use, will be analyzed as part of the study. The anticipated project buildout year of the project is 2020.

Trip Generation:

Trip generation rates were obtained from the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*. Based on this analysis, the proposed hotel project will generate 980 new daily trips, of which 72 will occur in the P.M. peak hour.

Trip Distribution

A trip distribution will be developed using the currently adopted *Orlando Urban Area Transportation Study (OUATS)* travel forecasting model developed by MetroPlan Orlando. The output from the model will be compared to existing traffic counts conducted in support of the study and knowledge of the travel patterns in the area. Adjustments to the model derived trip distribution will be made for reasonableness, if necessary.

Level of Service Analysis

A P.M. peak hour Level of Service (LOS) analysis will be conducted for the Existing (no project) and Projected (with project) scenarios.

The adjacent roadway segments on McCoy Road will be evaluated using roadway capacity information obtained from the *FDOT Generalized LOS Tables*.

The following study intersections will be evaluated using the *Synchor 10* software which applies the methodologies contained in the *Highway Capacity Manual 6th Edition*. These intersections are graphically depicted in Fig 1:

1. Tradeport Drive & Jetport Road
2. Conway Road & McCoy Road
3. Boggy Creek Road & Jetport Drive
4. McCoy Road & Project Access

These intersection were selcted for evaluation due to the traffic flow (one-way in some case) of project related traffic to and from the site.

Thank you in advance for your feedback.

Regards,

Vasu

Vasu T. Persaud, PE, AICP, PTOE

TRAFFIC PLANNING AND DESIGN, INC.
[535 Versailles Drive, Suite 100, Maitland, Florida 32751](#)
[407-628-9955](#) W, [321-948-9594](#) C, [407-628-8850](#) F
Vasu@tpdtraffic.com

From: Bob Francis [mailto:bfrancis@belleislefl.gov]
Sent: Tuesday, February 20, 2018 7:12 AM
To: Vasu Persaud <Vasu@tpdtraffic.com>
Cc: Turgut Dervish <turgut@tpdtraffic.com>; April Fisher <aprilfisher73@gmail.com>
Subject: Re: McCoy Road Hotel - Traffic Study

Both

Sincerely,

Bob

Bob Francis, ICMA-CM

City Manager

[City of Belle Isle, FL](#)

[1600 Nela Ave.](#)

[Belle Isle, FL 32809](#)

[\(407\) 851-7730](#) (O)

[\(407\) 450-6272](#) (C)

bfrancis@belleislefl.gov

On Mon, Feb 19, 2018 at 2:07 PM, Vasu Persaud <Vasu@tpdtraffic.com> wrote:

Good morning Bob,

Happy President's Day.

We are assisting the applicant in preparing the Traffic Impact Study for the subject project and would like to coordinate our planned methodology with the City.

Do we coordinate through you or through April, or both?

Thank you in advance.

Best regards,

Vasu

Vasu T. Persaud, PE, AICP, PTOE

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Vasu@tpdtraffic.com

APPENDIX B

Traffic Data

15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

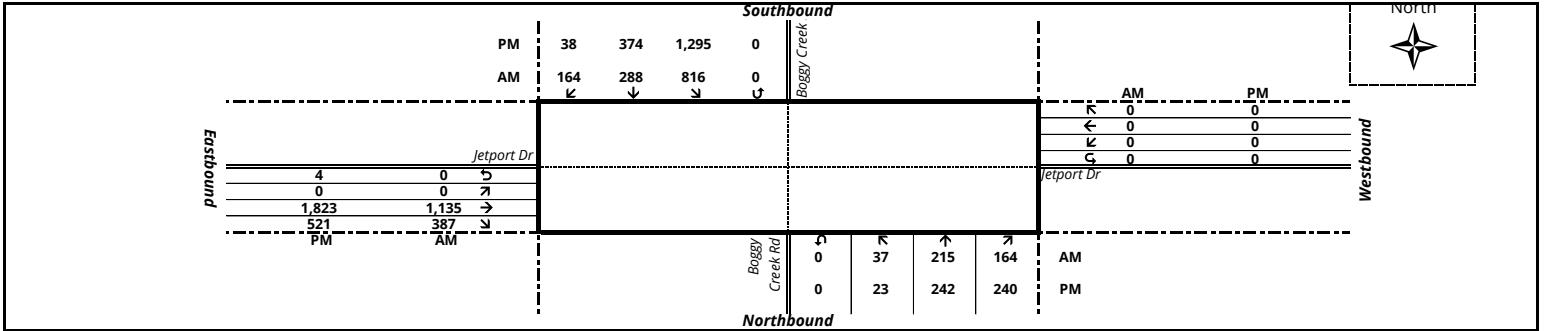
LOCATION: Boggy Creek Rd & Jetport Dr

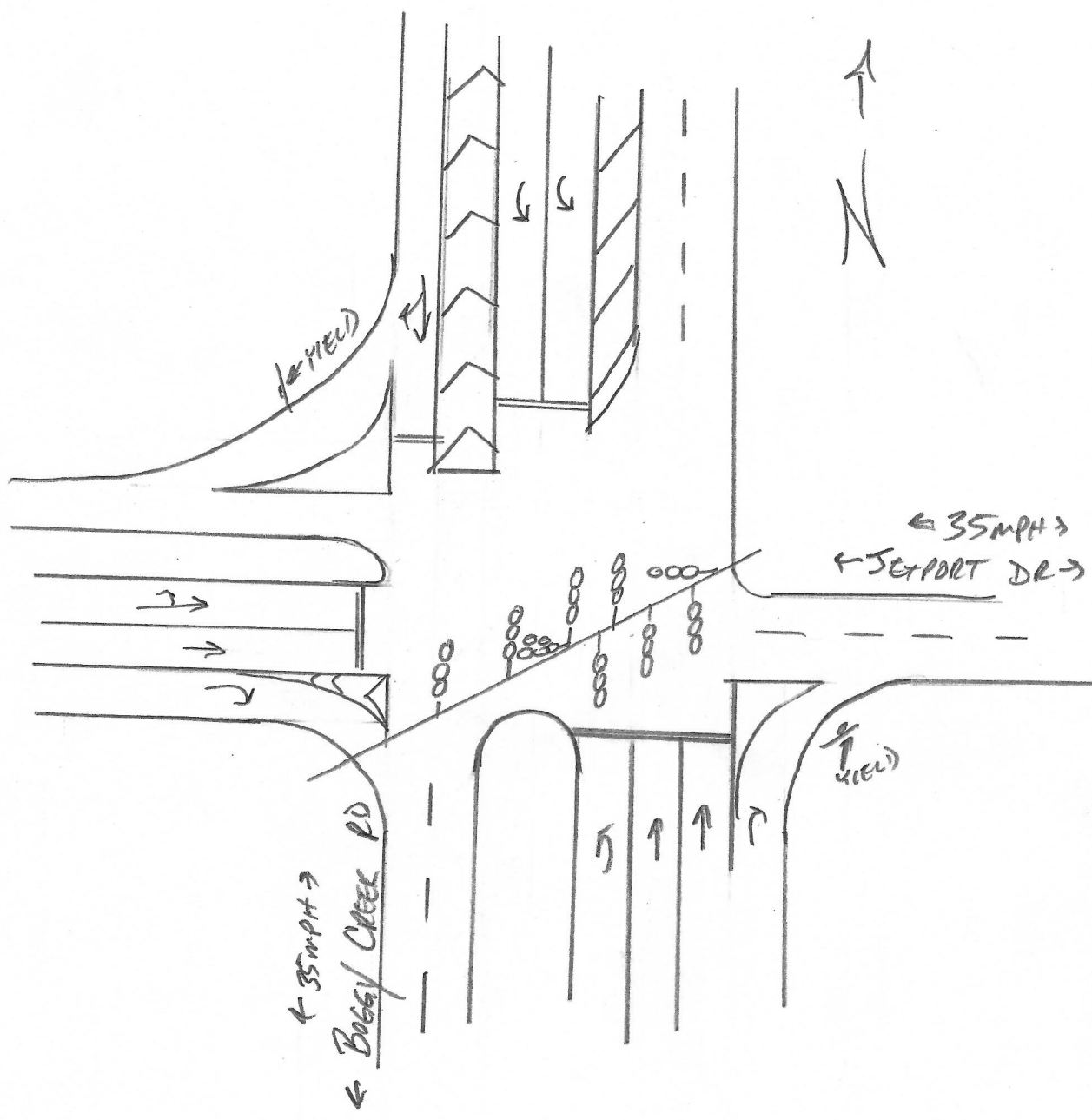
COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Boggy Creek Rd					Boggy Creek Rd					N/S	Jetport Dr					Jetport Dr					E/W	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	TOTAL
07:00 AM	4	59	23	0	86	167	54	31	0	252	338	0	202	80	0	282	0	0	0	0	0	282	620
07:15 AM	11	71	50	0	132	183	80	33	0	296	428	0	292	110	0	402	0	0	0	0	0	402	830
07:30 AM	6	44	33	0	83	213	52	43	0	308	391	0	280	72	0	352	0	0	0	0	0	352	743
07:45 AM	12	41	20	0	73	188	77	57	0	322	395	0	259	102	0	361	0	0	0	0	0	361	756
TOTAL	33	215	126	0	374	751	263	164	0	1,178	1,552	0	1,033	364	0	1,397	0	0	0	0	0	1,397	2,949
08:00 AM	8	59	61	0	128	232	79	31	0	342	470	0	304	103	0	407	0	0	0	0	0	407	877
08:15 AM	12	57	37	0	106	208	81	35	0	324	430	0	281	96	0	377	0	0	0	0	0	377	807
08:30 AM	3	53	39	0	95	196	57	35	0	288	383	0	279	79	0	358	0	0	0	0	0	358	741
08:45 AM	13	71	32	0	116	203	50	38	0	291	407	0	250	71	0	321	0	0	0	0	0	321	728
TOTAL	36	240	169	0	445	839	267	139	0	1,245	1,690	0	1,114	349	0	1,463	0	0	0	0	0	1,463	3,153
04:00 PM	6	51	68	0	125	271	64	11	0	346	471	0	407	107	0	514	0	0	0	0	0	514	985
04:15 PM	13	58	54	0	125	283	79	28	1	391	516	0	419	140	0	559	0	0	0	0	0	559	1,075
04:30 PM	10	46	57	0	113	328	64	16	0	408	521	0	426	109	2	537	0	0	0	0	0	537	1,058
04:45 PM	6	48	61	0	115	319	88	15	0	422	537	0	475	141	0	616	0	0	0	0	0	616	1,153
TOTAL	35	203	240	0	478	1,201	295	70	1	1,567	2,045	0	1,727	497	2	2,226	0	0	0	0	0	2,226	4,271
05:00 PM	8	73	70	0	151	326	92	9	0	427	578	0	476	115	4	595	0	0	0	0	0	595	1,173
05:15 PM	8	62	51	0	121	312	97	6	0	415	536	0	454	147	0	601	0	0	0	0	0	601	1,137
05:30 PM	1	59	58	0	118	338	97	8	0	443	561	0	418	118	0	536	0	0	0	0	0	536	1,097
05:45 PM	5	45	42	0	92	369	41	12	0	422	514	0	408	114	1	523	0	0	0	0	0	523	1,037
TOTAL	22	239	221	0	482	1,345	327	35	0	1,707	2,189	0	1,756	494	5	2,255	0	0	0	0	0	2,255	4,444

AM Peak												Peak Hour Factor: 0.914											
07:15 AM to 08:15 AM																							
37	215	164	0	416	816	288	164	0	1,268	1,684	0	1,135	387	0	1,522	0	0	0	0	0	1,522	3,206	
PM Peak												Peak Hour Factor: 0.972											
04:45 PM to 05:45 PM																							
23	242	240	0	505	1,295	374	38	0	1,707	2,212	0	1,823	521	4	2,348	0	0	0	0	0	2,348	4,560	





15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

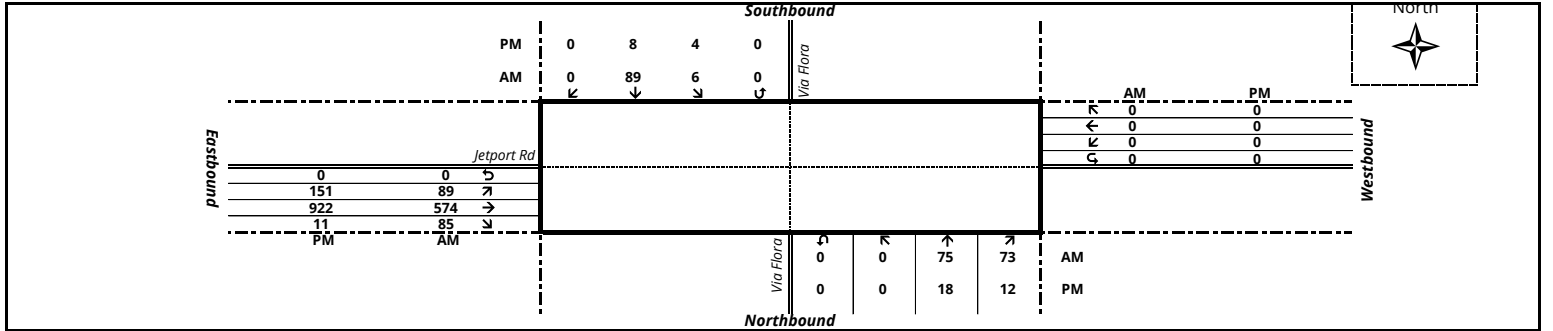
LOCATION: Via Flora & Jetport Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Via Flora					Via Flora					N/S	Jetport Rd					Westbound					E/W TOTAL	GRAND TOTAL
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND						
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	TOTAL	TOTAL
07:00 AM	0	1	2	0	3	1	8	0	0	9	12	14	109	4	0	127	0	0	0	0	0	127	139
07:15 AM	0	6	1	0	7	1	9	0	0	10	17	20	135	5	0	160	0	0	0	0	0	160	177
07:30 AM	0	3	6	0	9	0	16	0	0	16	25	22	147	17	0	186	0	0	0	0	0	186	211
07:45 AM	0	6	8	0	14	2	21	0	0	23	37	16	140	16	0	172	0	0	0	0	0	172	209
TOTAL	0	16	17	0	33	4	54	0	0	58	91	72	531	42	0	645	0	0	0	0	0	645	736
08:00 AM	0	21	12	0	33	0	32	0	0	32	65	18	137	37	0	192	0	0	0	0	0	192	257
08:15 AM	0	32	28	0	60	1	32	0	0	33	93	21	138	22	0	181	0	0	0	0	0	181	274
08:30 AM	0	15	28	0	43	1	22	0	0	23	66	19	123	18	0	160	0	0	0	0	0	160	226
08:45 AM	0	7	5	0	12	4	3	0	0	7	19	31	176	8	0	215	0	0	0	0	0	215	234
TOTAL	0	75	73	0	148	6	89	0	0	95	243	89	574	85	0	748	0	0	0	0	0	748	991
04:00 PM	0	3	3	0	6	2	1	0	0	3	9	36	215	0	0	251	0	0	0	0	0	251	260
04:15 PM	0	2	4	0	6	1	0	0	0	1	7	38	220	4	0	262	0	0	0	0	0	262	269
04:30 PM	0	10	3	0	13	1	3	0	0	4	17	54	298	6	0	358	0	0	0	0	0	358	375
04:45 PM	0	3	2	0	5	0	4	0	0	4	9	23	189	1	0	213	0	0	0	0	0	213	222
TOTAL	0	18	12	0	30	4	8	0	0	12	42	151	922	11	0	1,084	0	0	0	0	0	1,084	1,126
05:00 PM	0	7	4	0	11	1	4	0	0	5	16	35	202	3	0	240	0	0	0	0	0	240	256
05:15 PM	0	1	2	0	3	0	3	0	0	3	6	40	196	1	0	237	0	0	0	0	0	237	243
05:30 PM	0	7	3	0	10	2	5	0	0	7	17	36	226	5	0	267	0	0	0	0	0	267	284
05:45 PM	0	2	10	0	12	1	1	0	0	2	14	40	234	4	0	278	0	0	0	0	0	278	292
TOTAL	0	17	19	0	36	4	13	0	0	17	53	151	858	13	0	1,022	0	0	0	0	0	1,022	1,075

AM Peak																					Peak Hour Factor: 0.904		
08:00 AM to 09:00 AM	0	75	73	0	148	6	89	0	0	95	243	89	574	85	0	748	0	0	0	0	0	748	991
PM Peak																					Peak Hour Factor: 0.751		
04:00 PM to 05:00 PM	0	18	12	0	30	4	8	0	0	12	42	151	922	11	0	1,084	0	0	0	0	0	1,084	1,126



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

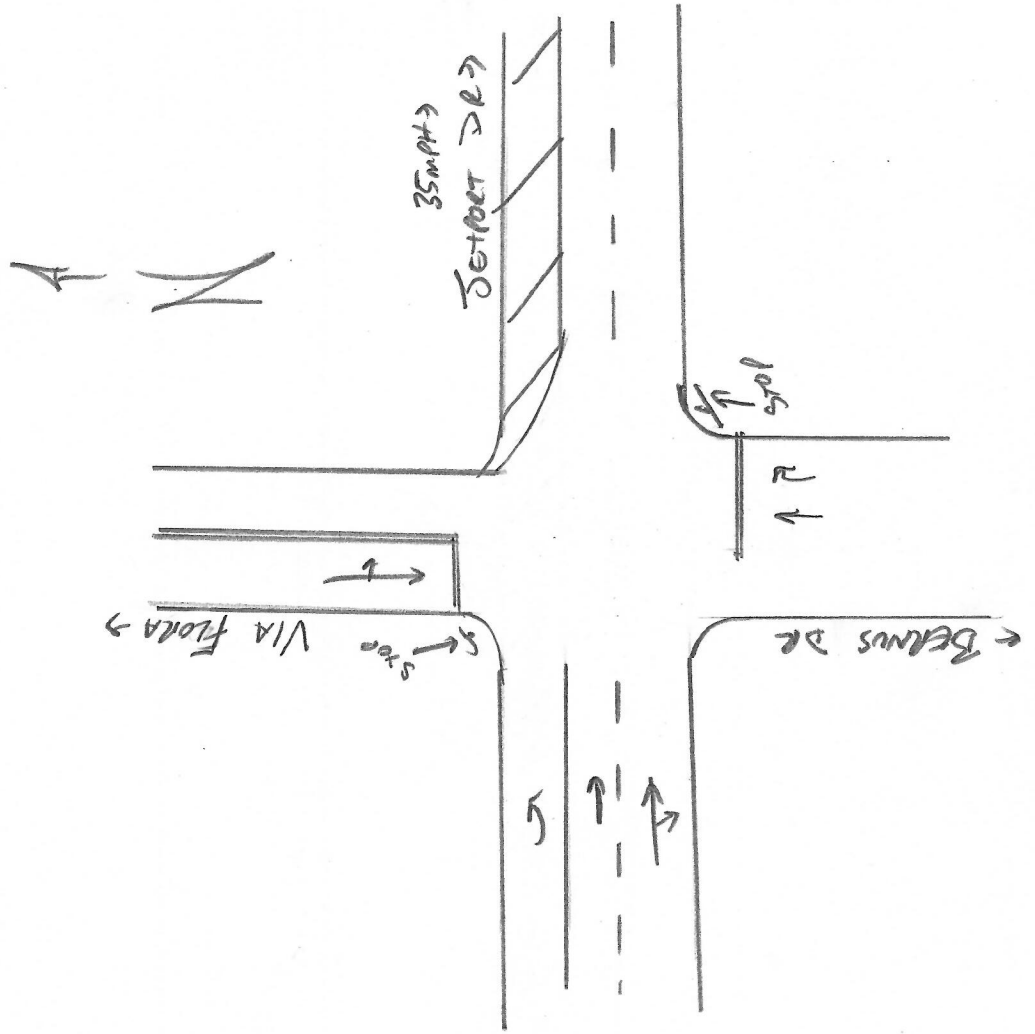
LATITUDE: 0

LOCATION: Via Flora & Jetport Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Via Flora					Via Flora					N/S TOTAL	Jetport Rd										E/W TOTAL	GRAND TOTAL	
	NORTHBOUND					SOUTHBOUND						EASTBOUND					WESTBOUND							
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	6	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	8	8
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	9	9
TOTAL	0	0	0	0	0	0	0	0	0	0	0	3	24	0	0	27	0	0	0	0	0	0	27	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	12	12
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	5	0	0	5	0	0	0	0	0	0	5	6
08:30 AM	0	1	0	0	1	0	1	0	0	1	2	1	3	0	0	4	0	0	0	0	0	0	4	6
08:45 AM	0	0	0	0	0	1	0	0	0	1	1	2	12	0	0	14	0	0	0	0	0	0	14	15
TOTAL	0	1	0	0	1	2	1	0	0	3	4	3	32	0	0	35	0	0	0	0	0	0	35	39
04:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	9	0	0	9	0	0	0	0	0	0	9	10
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	2
TOTAL	0	0	1	0	1	0	0	0	0	0	1	1	15	0	0	16	0	0	0	0	0	0	16	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	4
TOTAL	0	0	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	12	12
AM Peak																								
08:00 AM to 09:00 AM	0	1	0	0	1	2	1	0	0	3	4	3	32	0	0	35	0	0	0	0	0	0	35	39
PM Peak																								
04:00 PM to 05:00 PM	0	0	1	0	1	0	0	0	0	0	1	1	15	0	0	16	0	0	0	0	0	0	16	17



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

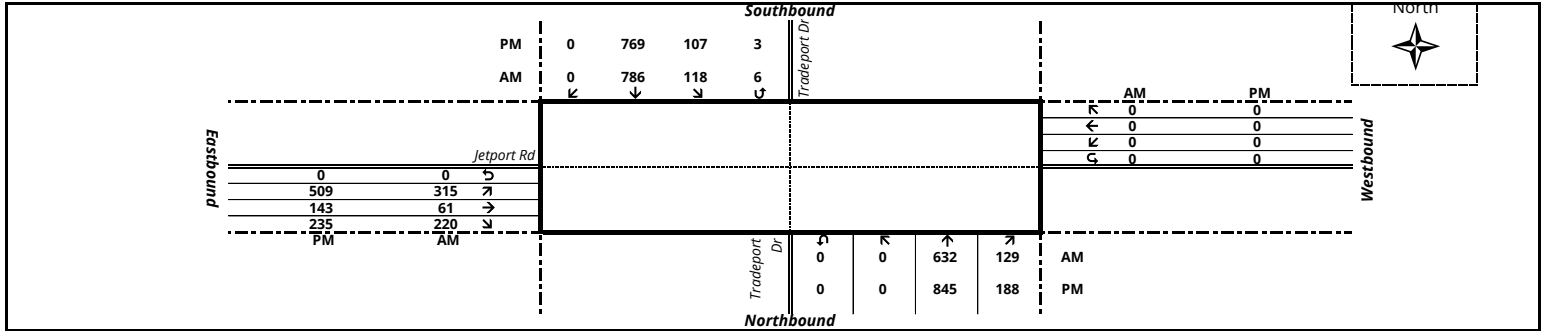
LOCATION: Tradeport Dr & Jetport Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Tradeport Dr NORTHBOUND					Tradeport Dr SOUTHBOUND					N/S TOTAL	Jetport Rd EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	155	33	0	188	21	186	0	0	207	395	57	11	61	0	129	0	0	0	0	0	129	524
07:15 AM	0	163	25	0	188	24	182	0	3	209	397	73	17	60	0	150	0	0	0	0	0	150	547
07:30 AM	0	168	37	0	205	27	225	0	0	252	457	78	16	45	0	139	0	0	0	0	0	139	596
07:45 AM	0	158	38	0	196	36	200	0	2	238	434	79	12	59	0	150	0	0	0	0	0	150	584
TOTAL	0	644	133	0	777	108	793	0	5	906	1,683	287	56	225	0	568	0	0	0	0	0	568	2,251
08:00 AM	0	143	29	0	172	31	179	0	1	211	383	85	16	56	0	157	0	0	0	0	0	157	540
08:15 AM	0	141	10	0	151	26	153	0	0	179	330	70	12	58	0	140	0	0	0	0	0	140	470
08:30 AM	0	146	28	0	174	27	138	0	1	166	340	85	16	52	0	153	0	0	0	0	0	153	493
08:45 AM	0	118	17	0	135	16	151	0	1	168	303	47	14	53	0	114	0	0	0	0	0	114	417
TOTAL	0	548	84	0	632	100	621	0	3	724	1,356	287	58	219	0	564	0	0	0	0	0	564	1,920
04:00 PM	0	191	47	0	238	21	177	0	2	200	438	137	11	44	0	192	0	0	0	0	0	192	630
04:15 PM	0	205	49	0	254	20	185	0	0	205	459	136	24	59	1	220	0	0	0	0	0	220	679
04:30 PM	0	195	43	0	238	34	167	0	2	203	441	129	30	40	0	199	0	0	0	0	0	199	640
04:45 PM	0	202	48	0	250	31	174	0	0	205	455	126	25	56	0	207	0	0	0	0	0	207	662
TOTAL	0	793	187	0	980	106	703	0	4	813	1,793	528	90	199	1	818	0	0	0	0	0	818	2,611
05:00 PM	0	253	60	0	313	26	214	0	0	240	553	128	28	67	0	223	0	0	0	0	0	223	776
05:15 PM	0	199	37	0	236	17	174	0	0	191	427	107	40	50	0	197	0	0	0	0	0	197	624
05:30 PM	0	191	43	0	234	33	207	0	3	243	477	148	50	62	0	260	0	0	0	0	0	260	737
05:45 PM	0	153	31	0	184	17	147	0	1	165	349	138	39	64	0	241	0	0	0	0	0	241	590
TOTAL	0	796	171	0	967	93	742	0	4	839	1,806	521	157	243	0	921	0	0	0	0	0	921	2,727

AM Peak																					Peak Hour Factor: 0.951		
07:15 AM to 08:15 AM	0	632	129	0	761	118	786	0	6	910	1,671	315	61	220	0	596	0	0	0	0	0	596	2,267
PM Peak																					Peak Hour Factor: 0.902		
04:45 PM to 05:45 PM	0	845	188	0	1,033	107	769	0	3	879	1,912	509	143	235	0	887	0	0	0	0	0	887	2,799



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

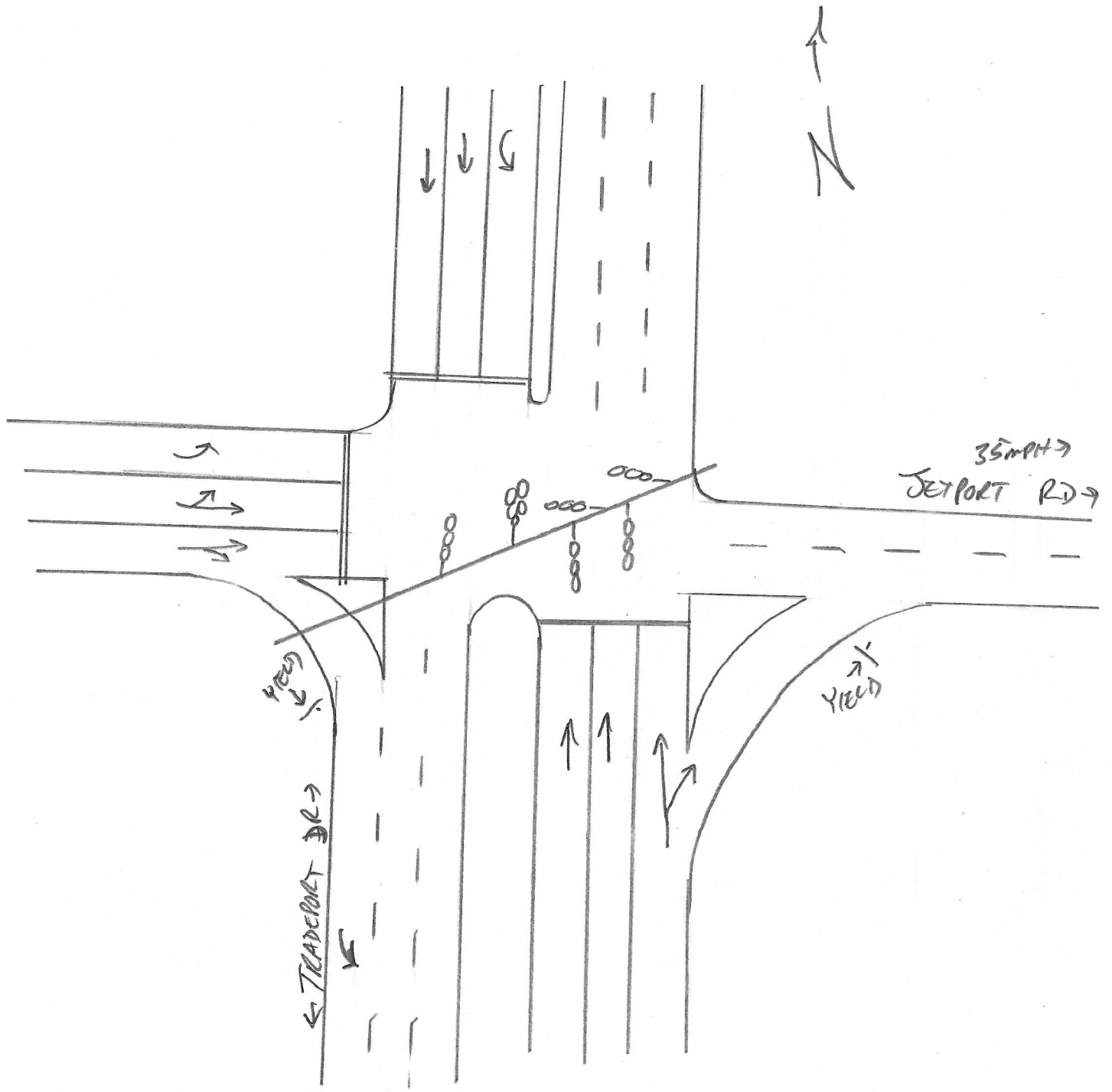
LATITUDE: 0

LOCATION: Tradeport Dr & Jetport Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Tradeport Dr NORTHBOUND					Tradeport Dr SOUTHBOUND					N/S TOTAL	Jetport Rd EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	15	13	0	28	3	7	0	0	10	38	2	0	4	0	6	0	0	0	0	0	6	44
07:15 AM	0	8	9	0	17	0	5	0	0	5	22	5	0	5	0	10	0	0	0	0	0	0	32
07:30 AM	0	7	13	0	20	0	5	0	0	5	25	5	0	1	0	6	0	0	0	0	0	6	31
07:45 AM	0	12	11	0	23	4	7	0	0	11	34	3	0	4	0	7	0	0	0	0	0	7	41
TOTAL	0	42	46	0	88	7	24	0	0	31	119	15	0	14	0	29	0	0	0	0	0	29	148
08:00 AM	0	5	5	0	10	2	2	0	0	4	14	4	1	4	0	9	0	0	0	0	0	9	23
08:15 AM	0	8	4	0	12	1	6	0	0	7	19	2	1	4	0	7	0	0	0	0	0	7	26
08:30 AM	0	7	9	0	16	3	8	0	0	11	27	2	0	4	0	6	0	0	0	0	0	6	33
08:45 AM	0	6	7	0	13	1	10	0	0	11	24	3	1	4	0	8	0	0	0	0	0	8	32
TOTAL	0	26	25	0	51	7	26	0	0	33	84	11	3	16	0	30	0	0	0	0	0	30	114
04:00 PM	0	6	3	0	9	0	12	0	0	12	21	2	0	2	0	4	0	0	0	0	0	4	25
04:15 PM	0	5	7	0	12	0	12	0	0	12	24	2	0	7	0	9	0	0	0	0	0	9	33
04:30 PM	0	6	4	0	10	0	15	0	0	15	25	3	0	5	0	8	0	0	0	0	0	8	33
04:45 PM	0	4	2	0	6	0	14	0	0	14	20	1	0	3	0	4	0	0	0	0	0	4	24
TOTAL	0	21	16	0	37	0	53	0	0	53	90	8	0	17	0	25	0	0	0	0	0	25	115
05:00 PM	0	8	4	0	12	1	15	0	0	16	28	2	1	3	0	6	0	0	0	0	0	6	34
05:15 PM	0	5	4	0	9	0	15	0	0	15	24	1	3	1	0	5	0	0	0	0	0	5	29
05:30 PM	0	2	5	0	7	1	19	0	0	20	27	0	1	0	0	1	0	0	0	0	0	1	28
05:45 PM	0	3	6	0	9	0	11	0	0	11	20	1	1	3	0	5	0	0	0	0	0	5	25
TOTAL	0	18	19	0	37	2	60	0	0	62	99	4	6	7	0	17	0	0	0	0	0	17	116
AM Peak																							
07:15 AM to 08:15 AM	0	32	38	0	70	6	19	0	0	25	95	17	1	14	0	32	0	0	0	0	0	32	127
PM Peak																							
04:45 PM to 05:45 PM	0	19	15	0	34	2	63	0	0	65	99	4	5	7	0	16	0	0	0	0	0	16	115



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

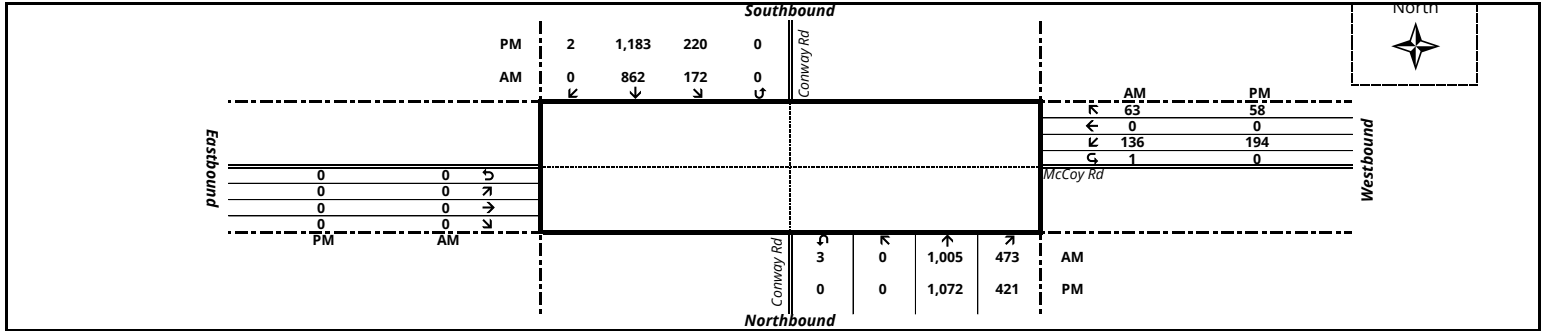
LOCATION: Conway Rd & McCoy Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Conway Rd NORTHBOUND					Conway Rd SOUTHBOUND					N/S TOTAL	EASTBOUND					WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	236	88	0	324	42	183	0	0	225	549	0	0	0	0	0	27	0	14	0	41	41	590
07:15 AM	0	223	141	1	365	40	175	0	0	215	580	0	0	0	0	0	33	0	15	1	49	49	629
07:30 AM	0	267	127	1	395	49	230	0	0	279	674	0	0	0	0	0	24	0	15	0	39	39	713
07:45 AM	0	283	115	0	398	39	208	0	0	247	645	0	0	0	0	0	33	0	21	0	54	54	699
TOTAL	0	1,009	471	2	1,482	170	796	0	0	966	2,448	0	0	0	0	0	117	0	65	1	183	183	2,631
08:00 AM	0	226	123	2	351	50	224	0	0	274	625	0	0	0	0	0	36	0	11	1	48	48	673
08:15 AM	0	229	108	0	337	34	200	0	0	234	571	0	0	0	0	0	43	0	16	0	59	59	630
08:30 AM	0	188	114	2	304	51	206	0	0	257	561	0	0	0	0	0	32	0	21	0	53	53	614
08:45 AM	0	163	106	0	269	41	162	0	1	204	473	0	0	0	0	0	35	0	18	0	53	53	526
TOTAL	0	806	451	4	1,261	176	792	0	1	969	2,230	0	0	0	0	0	146	0	66	1	213	213	2,443
04:00 PM	0	202	85	0	287	57	258	0	0	315	602	0	0	0	0	0	41	0	18	0	59	59	661
04:15 PM	0	220	84	0	304	67	278	3	0	348	652	0	0	0	0	0	53	0	14	0	67	67	719
04:30 PM	0	244	100	1	345	54	298	0	1	353	698	0	0	0	0	0	48	0	15	0	63	63	761
04:45 PM	0	217	88	0	305	83	257	0	0	340	645	0	0	0	0	0	52	0	22	0	74	74	719
TOTAL	0	883	357	1	1,241	261	1,091	3	1	1,356	2,597	0	0	0	0	0	194	0	69	0	263	263	2,860
05:00 PM	0	237	118	0	355	52	323	0	0	375	730	0	0	0	0	0	50	0	10	0	60	60	790
05:15 PM	0	283	90	0	373	60	290	0	0	350	723	0	0	0	0	0	39	0	17	0	56	56	779
05:30 PM	0	284	111	0	395	56	293	0	0	349	744	0	0	0	0	0	53	0	10	0	63	63	807
05:45 PM	0	268	102	0	370	52	277	2	0	331	701	0	0	0	0	0	52	0	21	0	73	73	774
TOTAL	0	1,072	421	0	1,493	220	1,183	2	0	1,405	2,898	0	0	0	0	0	194	0	58	0	252	252	3,150

AM Peak																					Peak Hour Factor: 0.952		
07:30 AM to 08:30 AM	0	1,005	473	3	1,481	172	862	0	0	1,034	2,515	0	0	0	0	0	136	0	63	1	200	200	2,715
PM Peak																					Peak Hour Factor: 0.976		
05:00 PM to 06:00 PM	0	1,072	421	0	1,493	220	1,183	2	0	1,405	2,898	0	0	0	0	0	194	0	58	0	252	252	3,150



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

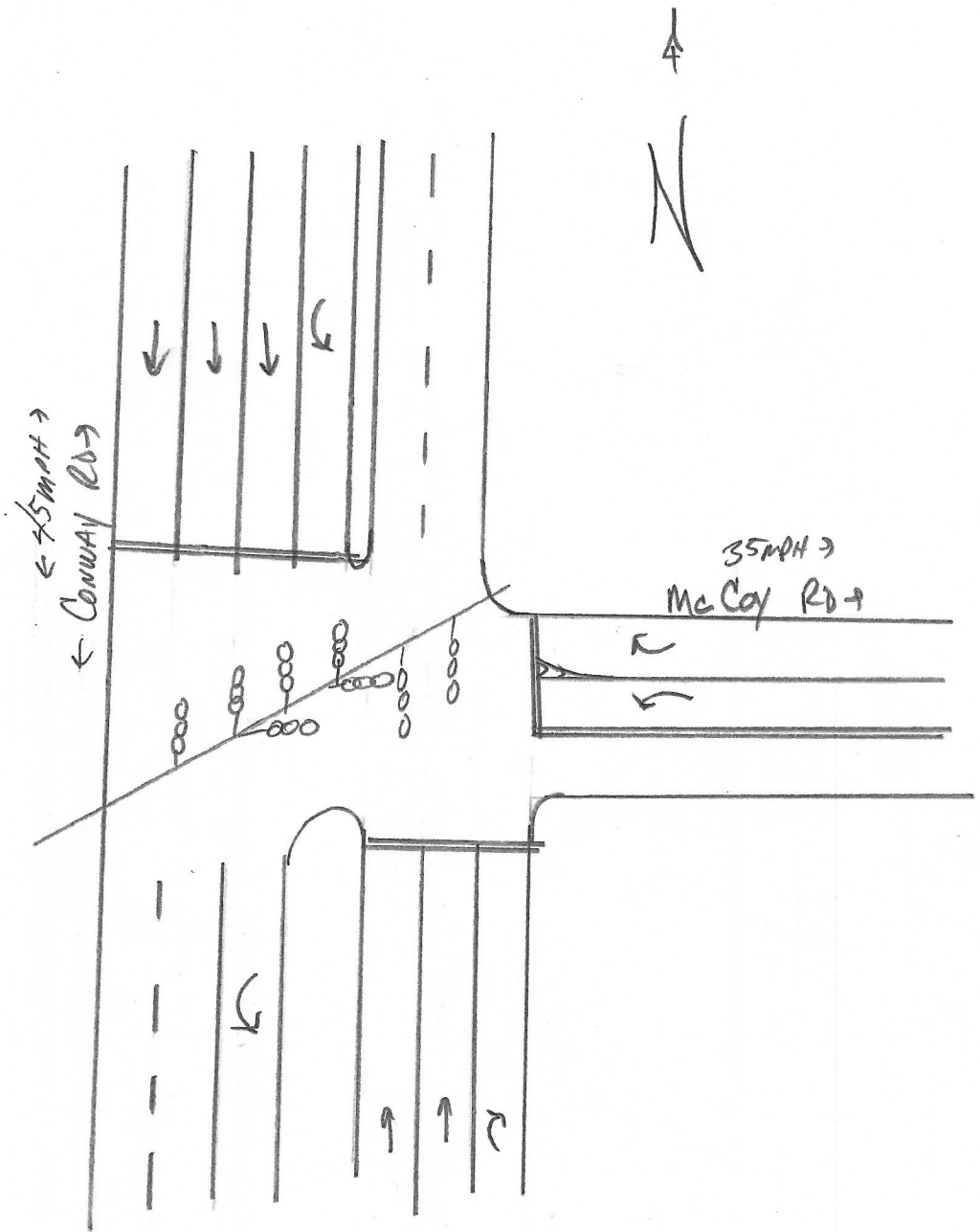
LATITUDE: 0

LOCATION: Conway Rd & McCoy Rd

COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Conway Rd					Conway Rd					N/S TOTAL	McCoy Rd					E/W TOTAL	GRAND TOTAL						
	NORTHBOUND					SOUTHBOUND						WESTBOUND												
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL			
07:00 AM	0	13	0	0	13	1	12	0	0	13	26	0	0	0	0	0	0	0	0	0	0	0	0	26
07:15 AM	0	1	5	0	6	3	6	0	0	9	15	0	0	0	0	0	0	1	0	0	0	0	1	16
07:30 AM	0	5	3	0	8	4	3	0	0	7	15	0	0	0	0	0	0	0	0	0	0	0	0	15
07:45 AM	0	9	1	0	10	0	13	0	0	13	23	0	0	0	0	0	0	0	0	0	0	0	0	23
TOTAL	0	28	9	0	37	8	34	0	0	42	79	0	0	0	0	0	0	1	0	0	0	1	1	80
08:00 AM	0	7	5	0	12	2	7	0	0	9	21	0	0	0	0	0	0	1	0	0	0	1	1	22
08:15 AM	0	6	1	0	7	0	6	0	0	6	13	0	0	0	0	0	0	0	0	0	0	0	0	13
08:30 AM	0	7	4	0	11	0	3	0	0	3	14	0	0	0	0	0	0	0	0	0	0	0	0	14
08:45 AM	0	6	7	0	13	2	6	0	0	8	21	0	0	0	0	0	0	0	0	0	0	0	0	21
TOTAL	0	26	17	0	43	4	22	0	0	26	69	0	0	0	0	0	0	1	0	0	0	1	1	70
04:00 PM	0	5	1	0	6	3	3	0	0	6	12	0	0	0	0	0	0	0	0	1	0	1	1	13
04:15 PM	0	10	1	0	11	0	7	0	0	7	18	0	0	0	0	0	0	0	0	0	0	0	0	18
04:30 PM	0	15	3	0	18	1	5	0	0	6	24	0	0	0	0	0	0	0	0	0	0	0	0	24
04:45 PM	0	13	0	0	13	2	4	0	0	6	19	0	0	0	0	0	0	1	0	0	0	1	1	20
TOTAL	0	43	5	0	48	6	19	0	0	25	73	0	0	0	0	0	0	1	0	1	0	2	2	75
05:00 PM	0	17	2	0	19	0	4	0	0	4	23	0	0	0	0	0	0	1	0	0	0	1	1	24
05:15 PM	0	13	0	0	13	2	4	0	0	6	19	0	0	0	0	0	0	0	0	0	0	0	0	19
05:30 PM	0	19	4	0	23	0	2	0	0	2	25	0	0	0	0	0	0	0	0	2	0	2	2	27
05:45 PM	0	12	2	0	14	1	4	0	0	5	19	0	0	0	0	0	0	0	0	0	0	0	0	19
TOTAL	0	61	8	0	69	3	14	0	0	17	86	0	0	0	0	0	0	1	0	2	0	3	3	89
AM Peak																								
07:30 AM to 08:30 AM	0	27	10	0	37	6	29	0	0	35	72	0	0	0	0	0	0	1	0	0	0	1	1	73
PM Peak																								
05:00 PM to 06:00 PM	0	61	8	0	69	3	14	0	0	17	86	0	0	0	0	0	0	1	0	2	0	3	3	89



15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: February 22, 2018 (Thursday)

CITY: Orlando

LATITUDE: 0

LOCATION: Via Flora & McCoy Rd

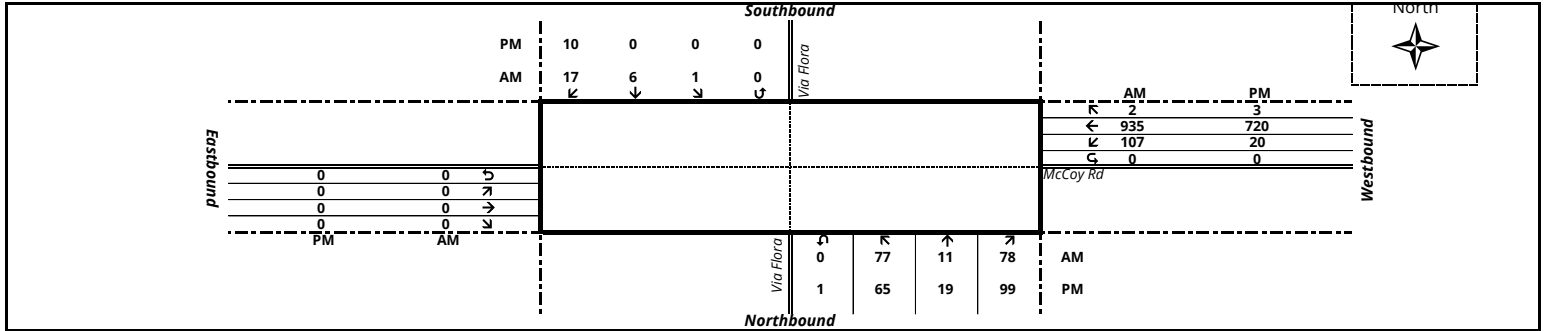
COUNTY: Orange County

LONGITUDE: 0

TIME BEGIN	Via Flora NORTHBOUND					Via Flora SOUTHBOUND					N/S TOTAL	McCoy Rd EASTBOUND					McCoy Rd WESTBOUND					E/W TOTAL	GRAND TOTAL
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	5	1	8	0	14	1	1	6	0	8	22	0	0	0	0	0	8	225	0	0	233	233	255
07:15 AM	13	3	13	0	29	0	0	5	0	5	34	0	0	0	0	0	7	268	0	0	275	275	309
07:30 AM	14	1	9	0	24	1	0	3	0	4	28	0	0	0	0	0	16	256	0	0	272	272	300
07:45 AM	7	3	11	0	21	0	1	4	0	5	26	0	0	0	0	0	24	258	0	0	282	282	308
TOTAL	39	8	41	0	88	2	2	18	0	22	110	0	0	0	0	0	55	1,007	0	0	1,062	1,062	1,172
08:00 AM	20	3	22	0	45	0	2	2	0	4	49	0	0	0	0	0	29	209	0	0	238	238	287
08:15 AM	32	2	23	0	57	1	1	9	0	11	68	0	0	0	0	0	34	232	1	0	267	267	335
08:30 AM	18	3	22	0	43	0	2	2	0	4	47	0	0	0	0	0	20	236	1	0	257	257	304
08:45 AM	13	0	6	0	19	0	2	1	0	3	22	0	0	0	0	0	4	242	1	0	247	247	269
TOTAL	83	8	73	0	164	1	7	14	0	22	186	0	0	0	0	0	87	919	3	0	1,009	1,009	1,195
04:00 PM	10	2	25	0	37	0	1	1	0	2	39	0	0	0	0	0	0	125	0	0	125	125	164
04:15 PM	11	4	27	0	42	0	0	5	0	5	47	0	0	0	0	0	1	201	1	0	203	203	250
04:30 PM	21	7	34	0	62	0	0	4	0	4	66	0	0	0	0	0	4	179	0	0	183	183	249
04:45 PM	16	1	11	0	28	0	0	2	0	2	30	0	0	0	0	0	5	175	1	0	181	181	211
TOTAL	58	14	97	0	169	0	1	12	0	13	182	0	0	0	0	0	10	680	2	0	692	692	874
05:00 PM	16	4	18	1	39	0	0	0	0	0	39	0	0	0	0	0	4	181	2	0	187	187	226
05:15 PM	12	7	36	0	55	0	0	4	0	4	59	0	0	0	0	0	7	185	0	0	192	192	251
05:30 PM	15	7	20	0	42	0	0	0	0	0	42	0	0	0	0	0	2	183	0	0	185	185	227
05:45 PM	12	4	17	0	33	0	0	3	0	3	36	0	0	0	0	0	4	175	2	0	181	181	217
TOTAL	55	22	91	1	169	0	0	7	0	7	176	0	0	0	0	0	17	724	4	0	745	745	921

AM Peak																			Peak Hour Factor: 0.921				
07:45 AM to 08:45 AM	77	11	78	0	166	1	6	17	0	24	190	0	0	0	0	0	107	935	2	0	1,044	1,044	1,234

PM Peak																			Peak Hour Factor: 0.933				
04:30 PM to 05:30 PM	65	19	99	1	184	0	0	10	0	10	194	0	0	0	0	0	20	720	3	0	743	743	937



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

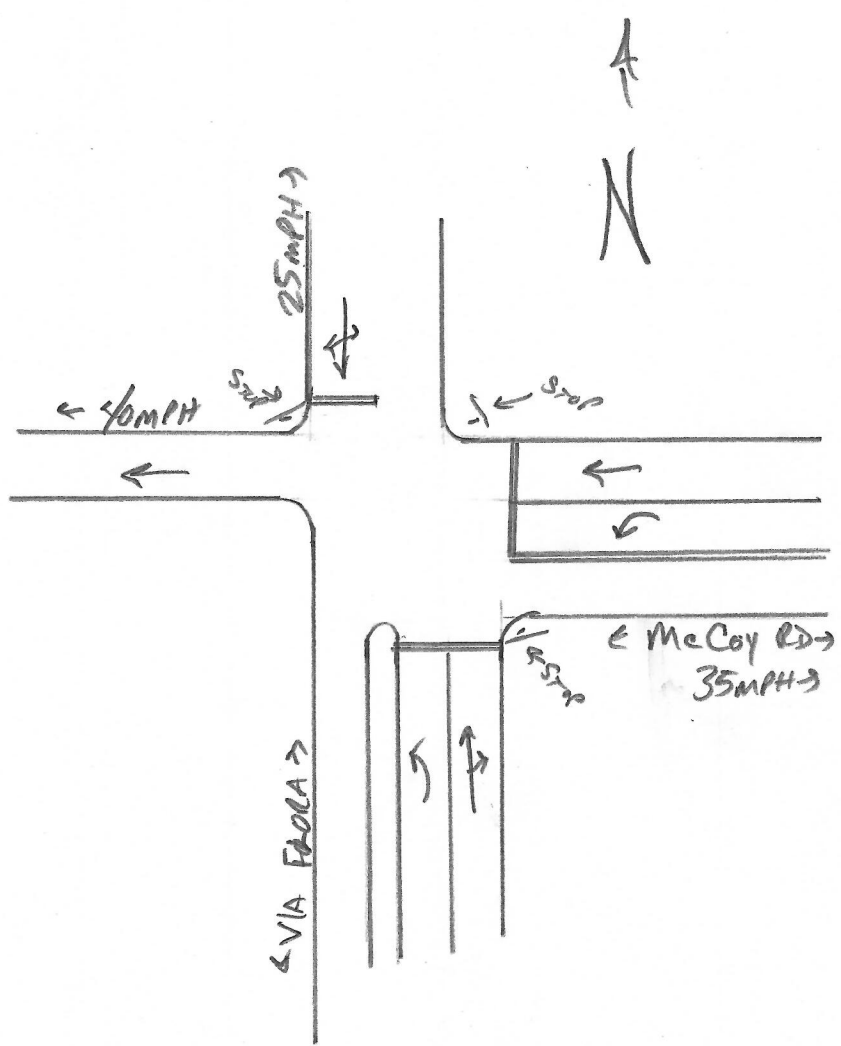
DATE: February 22, 2018 (Thursday)

CITY: Orlando LATITUDE: 0

LOCATION: Via Flora & McCoy Rd

COUNTY: Orange County LONGITUDE: 0

TIME BEGIN	Via Flora					Via Flora					N/S TOTAL	McCoy Rd					E/W TOTAL	GRAND TOTAL				
	NORTHBOUND					SOUTHBOUND						WESTBOUND										
	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL	L	T	R	U-turn	TOTAL		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	6	0	0	6	6	7
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	5
07:45 AM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	0	3	0	0	3	3	5
TOTAL	1	0	2	0	3	0	0	0	0	0	3	0	0	0	0	0	15	0	0	15	15	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	5
08:15 AM	0	0	0	0	0	0	1	1	0	2	2	0	0	0	0	0	7	1	0	8	8	10
08:30 AM	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	1	8	1	0	10	10	12
08:45 AM	1	0	1	0	2	0	1	0	0	1	3	0	0	0	0	0	9	0	0	9	9	12
TOTAL	1	0	3	0	4	0	2	1	0	3	7	0	0	0	0	1	29	2	0	32	32	39
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	4
04:45 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0	3	3	4
TOTAL	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	15	0	0	15	15	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	3
05:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	4	0	0	4	4	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	5
TOTAL	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	12	0	0	12	12	13
AM Peak																						
07:45 AM to 08:45 AM	0	0	4	0	4	0	1	1	0	2	6	0	0	0	0	1	23	2	0	26	26	32
PM Peak																						
04:30 PM to 05:30 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	10	0	0	10	10	11



2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.98 PSCF
1	01/01/2016 - 01/02/2016	1.01	1.03
2	01/03/2016 - 01/09/2016	1.03	1.05
3	01/10/2016 - 01/16/2016	1.06	1.08
4	01/17/2016 - 01/23/2016	1.04	1.06
5	01/24/2016 - 01/30/2016	1.03	1.05
6	01/31/2016 - 02/06/2016	1.02	1.04
7	02/07/2016 - 02/13/2016	1.01	1.03
8	02/14/2016 - 02/20/2016	1.00	1.02
9	02/21/2016 - 02/27/2016	0.99	1.01
*10	02/28/2016 - 03/05/2016	0.99	1.01
*11	03/06/2016 - 03/12/2016	0.98	1.00
*12	03/13/2016 - 03/19/2016	0.98	1.00
*13	03/20/2016 - 03/26/2016	0.98	1.00
*14	03/27/2016 - 04/02/2016	0.98	1.00
*15	04/03/2016 - 04/09/2016	0.98	1.00
*16	04/10/2016 - 04/16/2016	0.98	1.00
*17	04/17/2016 - 04/23/2016	0.98	1.00
*18	04/24/2016 - 04/30/2016	0.98	1.00
*19	05/01/2016 - 05/07/2016	0.98	1.00
*20	05/08/2016 - 05/14/2016	0.98	1.00
*21	05/15/2016 - 05/21/2016	0.99	1.01
*22	05/22/2016 - 05/28/2016	0.99	1.01
23	05/29/2016 - 06/04/2016	1.00	1.02
24	06/05/2016 - 06/11/2016	1.00	1.02
25	06/12/2016 - 06/18/2016	1.01	1.03
26	06/19/2016 - 06/25/2016	1.01	1.03
27	06/26/2016 - 07/02/2016	1.01	1.03
28	07/03/2016 - 07/09/2016	1.01	1.03
29	07/10/2016 - 07/16/2016	1.02	1.04
30	07/17/2016 - 07/23/2016	1.01	1.03
31	07/24/2016 - 07/30/2016	1.01	1.03
32	07/31/2016 - 08/06/2016	1.00	1.02
33	08/07/2016 - 08/13/2016	1.00	1.02
34	08/14/2016 - 08/20/2016	1.00	1.02
35	08/21/2016 - 08/27/2016	1.00	1.02
36	08/28/2016 - 09/03/2016	1.01	1.03
37	09/04/2016 - 09/10/2016	1.01	1.03
38	09/11/2016 - 09/17/2016	1.02	1.04
39	09/18/2016 - 09/24/2016	1.01	1.03
40	09/25/2016 - 10/01/2016	1.01	1.03
41	10/02/2016 - 10/08/2016	1.01	1.03
42	10/09/2016 - 10/15/2016	1.00	1.02
43	10/16/2016 - 10/22/2016	1.00	1.02
44	10/23/2016 - 10/29/2016	1.00	1.02
45	10/30/2016 - 11/05/2016	1.00	1.02
46	11/06/2016 - 11/12/2016	1.00	1.02
47	11/13/2016 - 11/19/2016	1.00	1.02
48	11/20/2016 - 11/26/2016	1.00	1.02
49	11/27/2016 - 12/03/2016	1.00	1.02
50	12/04/2016 - 12/10/2016	1.01	1.03
51	12/11/2016 - 12/17/2016	1.01	1.03
52	12/18/2016 - 12/24/2016	1.03	1.05
53	12/25/2016 - 12/31/2016	1.06	1.08

* PEAK SEASON

APPENDIX C

Existing Intersection Capacity Analysis

HCM 6th Signalized Intersection Summary

1: Boggy Creek Rd & Jetport Dr

02/27/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗				↖	↑	↗	↖↖	↗	
Traffic Volume (veh/h)	4	1823	521	0	0	0	23	242	240	1295	374	38
Future Volume (veh/h)	4	1823	521	0	0	0	23	242	240	1295	374	38
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1870	1870	1870				1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1982	0				25	263	0	1408	407	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	3	1581					49	262		1079	794	
Arrive On Green	0.43	0.43	0.00				0.03	0.14	0.00	0.31	0.42	0.00
Sat Flow, veh/h	7	3640	1585				1781	1870	1585	3456	1870	0
Grp Volume(v), veh/h	1065	921	0				25	263	0	1408	407	0
Grp Sat Flow(s),veh/h/ln	1870	1777	1585				1781	1870	1585	1728	1870	0
Q Serve(g_s), s	78.2	78.2	0.0				2.5	25.2	0.0	56.2	28.8	0.0
Cycle Q Clear(g_c), s	78.2	78.2	0.0				2.5	25.2	0.0	56.2	28.8	0.0
Prop In Lane	0.00		1.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	812	772					49	262		1079	794	
V/C Ratio(X)	1.31	1.19					0.51	1.00		1.30	0.51	
Avail Cap(c_a), veh/h	812	772					101	262		1079	794	
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.9	50.9	0.0				86.3	77.4	0.0	61.9	38.1	0.0
Incr Delay (d2), s/veh	148.8	99.4	0.0				7.8	56.7	0.0	144.0	0.6	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
%ile BackOfQ(50%),veh/ln	70.0	56.0	0.0				1.3	16.3	0.0	46.3	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	199.7	150.3	0.0				94.1	134.1	0.0	205.9	38.7	0.0
LnGrp LOS	F	F					F	F		F	D	
Approach Vol, veh/h		1986	A					288	A		1815	A
Approach Delay, s/veh		176.8						130.7			168.4	
Approach LOS		F						F			F	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	63.0	32.0		85.0	11.8	83.2						
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8						
Max Green Setting (Gmax), s	56.2	25.2		78.2	10.2	71.2						
Max Q Clear Time (g_c+I), s	56.2	27.2		80.2	4.5	30.8						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	2.8						

Intersection Summary

HCM 6th Ctrl Delay	169.8
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕						↗		↖	↕	
Traffic Vol, veh/h	151	922	11	0	0	0	0	18	12	4	8	0
Future Vol, veh/h	151	922	11	0	0	0	0	18	12	4	8	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	285	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	0	-	-	-16979	-	-	-	0	-	-	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	164	1002	12	0	0	0	0	20	13	4	9	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1336	507	839	1342	-
Stage 1	-	-	-	-	1336	-	0	0	-
Stage 2	-	-	-	-	0	-	839	1342	-
Critical Hdwy	4.14	-	-	-	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	-	-	-	0	152	511	259	151	0
Stage 1	-	-	-	0	221	-	-	-	0
Stage 2	-	-	-	0	-	-	326	219	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	152	511	227	151	-
Mov Cap-2 Maneuver	-	-	-	-	152	-	227	151	-
Stage 1	-	-	-	-	221	-	-	-	-
Stage 2	-	-	-	-	-	-	290	219	-

Approach	EB	NB	SB
HCM Control Delay, s		25.2	27.3
HCM LOS		D	D

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	SBLn1	SBLn2
Capacity (veh/h)	211	-	-	-	227	151
HCM Lane V/C Ratio	0.155	-	-	-	0.019	0.058
HCM Control Delay (s)	25.2	-	-	-	21.2	30.3
HCM Lane LOS	D	-	-	-	C	D
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	0.2

HCM 6th Signalized Intersection Summary

3: Jetport Dr & Tradeport Dr

02/27/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔						↑↑↑		↔	↑↑	
Traffic Volume (veh/h)	509	143	235	0	0	0	0	845	188	110	769	0
Future Volume (veh/h)	509	143	235	0	0	0	0	845	188	110	769	0
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	553	155	0				0	918	0	120	836	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	652	353					0	3211		464	2561	0
Arrive On Green	0.19	0.19	0.00				0.00	0.63	0.00	0.02	0.24	0.00
Sat Flow, veh/h	3456	1870	0				0	5443	0	1781	3647	0
Grp Volume(v), veh/h	553	155	0				0	918	0	120	836	0
Grp Sat Flow(s),veh/h/ln	1728	1870	0				0	1702	0	1781	1777	0
Q Serve(g_s), s	23.2	11.0	0.0				0.0	12.2	0.0	3.3	29.2	0.0
Cycle Q Clear(g_c), s	23.2	11.0	0.0				0.0	12.2	0.0	3.3	29.2	0.0
Prop In Lane	1.00		0.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	652	353					0	3211		464	2561	0
V/C Ratio(X)	0.85	0.44					0.00	0.29		0.26	0.33	0.00
Avail Cap(c_a), veh/h	1341	726					0	3211		597	2561	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	0.00	0.52	0.52	0.00
Uniform Delay (d), s/veh	58.8	53.8	0.0				0.0	12.6	0.0	8.9	27.1	0.0
Incr Delay (d2), s/veh	3.2	0.9	0.0				0.0	0.2	0.0	0.2	0.2	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
%ile BackOfQ(50%),veh/ln	10.5	5.3	0.0				0.0	4.8	0.0	1.4	14.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.9	54.7	0.0				0.0	12.8	0.0	9.1	27.3	0.0
LnGrp LOS	E	D					A	B		A	C	A
Approach Vol, veh/h		708	A					918	A		956	
Approach Delay, s/veh		60.3						12.8			25.0	
Approach LOS		E						B			C	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	13.8	101.1		35.1				114.9				
Change Period (Y+Rc), s	6.8	6.8		6.8				6.8				
Max Green Setting (Gmax),s	18.2	53.2		58.2				78.2				
Max Q Clear Time (g_c+I1),s	5.8	14.2		25.2				31.2				
Green Ext Time (p_c), s	0.2	7.9		3.1				7.2				

Intersection Summary

HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

4: Tradeport Dr & McCoy Rd

02/27/2018



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	194	58	220	1183	1072	421
Future Volume (veh/h)	194	58	220	1183	1072	421
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	63	239	1286	1165	458
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	237	211	271	3963	1684	643
Arrive On Green	0.13	0.13	0.12	1.00	0.67	0.67
Sat Flow, veh/h	1781	1585	1781	5274	2608	960
Grp Volume(v), veh/h	211	63	239	1286	813	810
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1702	1777	1698
Q Serve(g_s), s	17.5	5.4	6.6	0.0	41.8	45.2
Cycle Q Clear(g_c), s	17.5	5.4	6.6	0.0	41.8	45.2
Prop In Lane	1.00	1.00	1.00			0.57
Lane Grp Cap(c), veh/h	237	211	271	3963	1190	1137
V/C Ratio(X)	0.89	0.30	0.88	0.32	0.68	0.71
Avail Cap(c_a), veh/h	323	287	438	3963	1190	1137
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	63.9	58.7	24.9	0.0	15.1	15.6
Incr Delay (d2), s/veh	19.9	0.8	10.3	0.2	3.2	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	4.9	6.5	0.1	17.4	18.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	83.9	59.5	35.2	0.2	18.3	19.5
LnGrp LOS	F	E	D	A	B	B
Approach Vol, veh/h	274			1525	1623	
Approach Delay, s/veh	78.3			5.7	18.9	
Approach LOS	E			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		123.2		26.8	16.0	107.3
Change Period (Y+Rc), s		6.8		6.8	6.8	6.8
Max Green Setting (Gmax), s		109.2		27.2	23.2	79.2
Max Q Clear Time (g_c+l1), s		2.0		19.5	8.6	47.2
Green Ext Time (p_c), s		14.1		0.5	0.6	16.6
Intersection Summary						
HCM 6th Ctrl Delay			17.7			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷		↶	↷			↷	
Traffic Vol, veh/h	0	0	0	20	720	3	66	19	99	0	0	10
Future Vol, veh/h	0	0	0	20	720	3	66	19	99	0	0	10
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	-	-	-	175	-	-	150	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	-	-	0	-	-	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	0	0	0	22	783	3	72	21	108	0	0	11

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	0	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s			14.4
HCM LOS		-	B

Minor Lane/Major Mvm	NBLn1	NBLn2	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	280	-	-	-	-	393
HCM Lane V/C Ratio	0.256	-	-	-	-	-0.028
HCM Control Delay (s)	22.2	-	-	-	-	14.4
HCM Lane LOS	C	-	-	-	-	B
HCM 95th %tile Q(veh)	1	-	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↶			↷
Traffic Vol, veh/h	0	0	700	30	0	29
Future Vol, veh/h	0	0	700	30	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	0	761	33	0	32

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 778
Stage 1	-	- - -
Stage 2	-	- - -
Critical Hdwy	-	- - 6.22
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- -3.318
Pot Cap-1 Maneuver	-	0 396
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- - 396
Mov Cap-2 Maneuver	-	- - -
Stage 1	-	- - -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	14.9
HCM LOS		B

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	396
HCM Lane V/C Ratio	-	-	0.08
HCM Control Delay (s)	-	-	14.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

APPENDIX D

Trip Generation Information

Hotel (310)

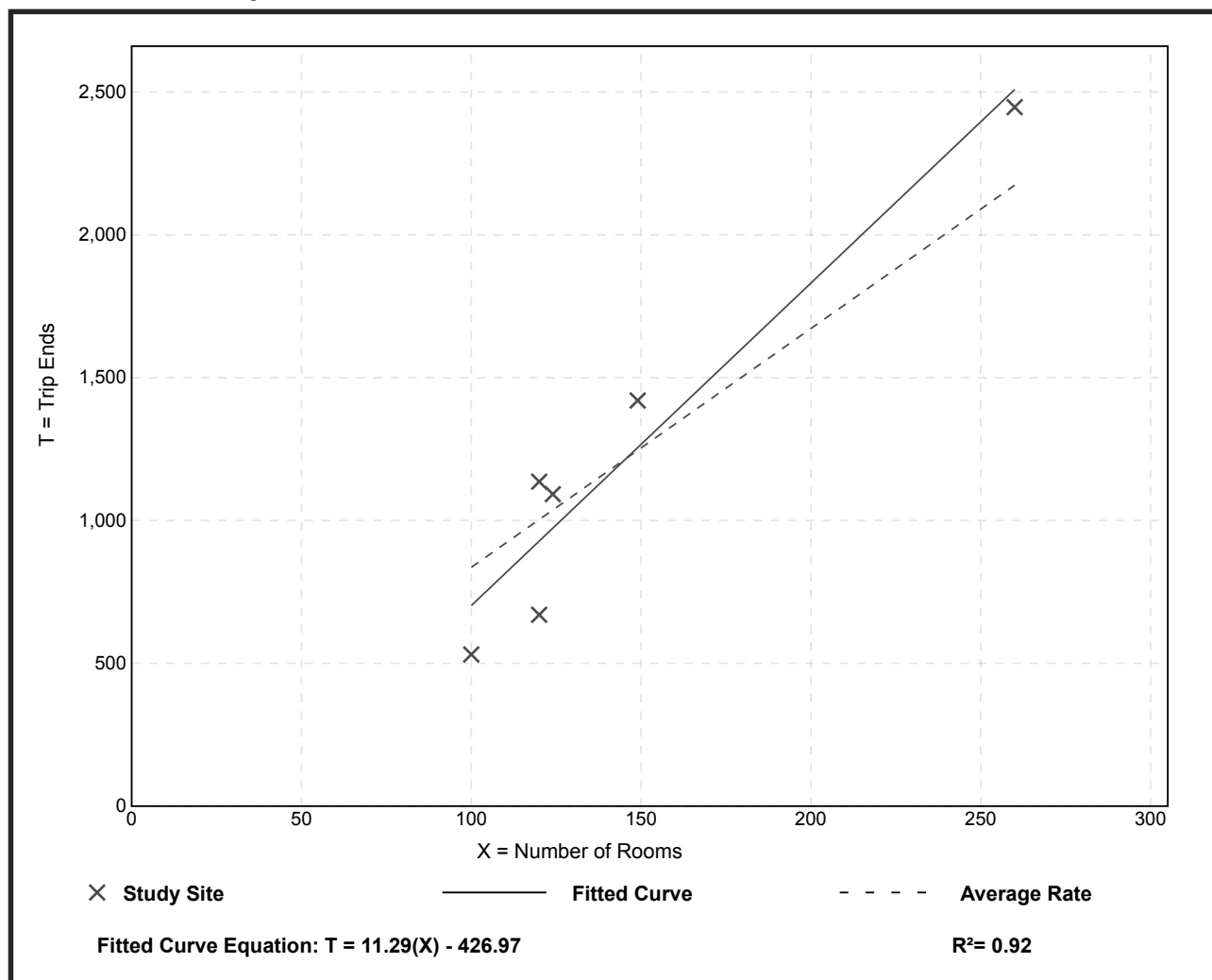
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Rooms: 146
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.36	5.31 - 9.53	1.86

Data Plot and Equation



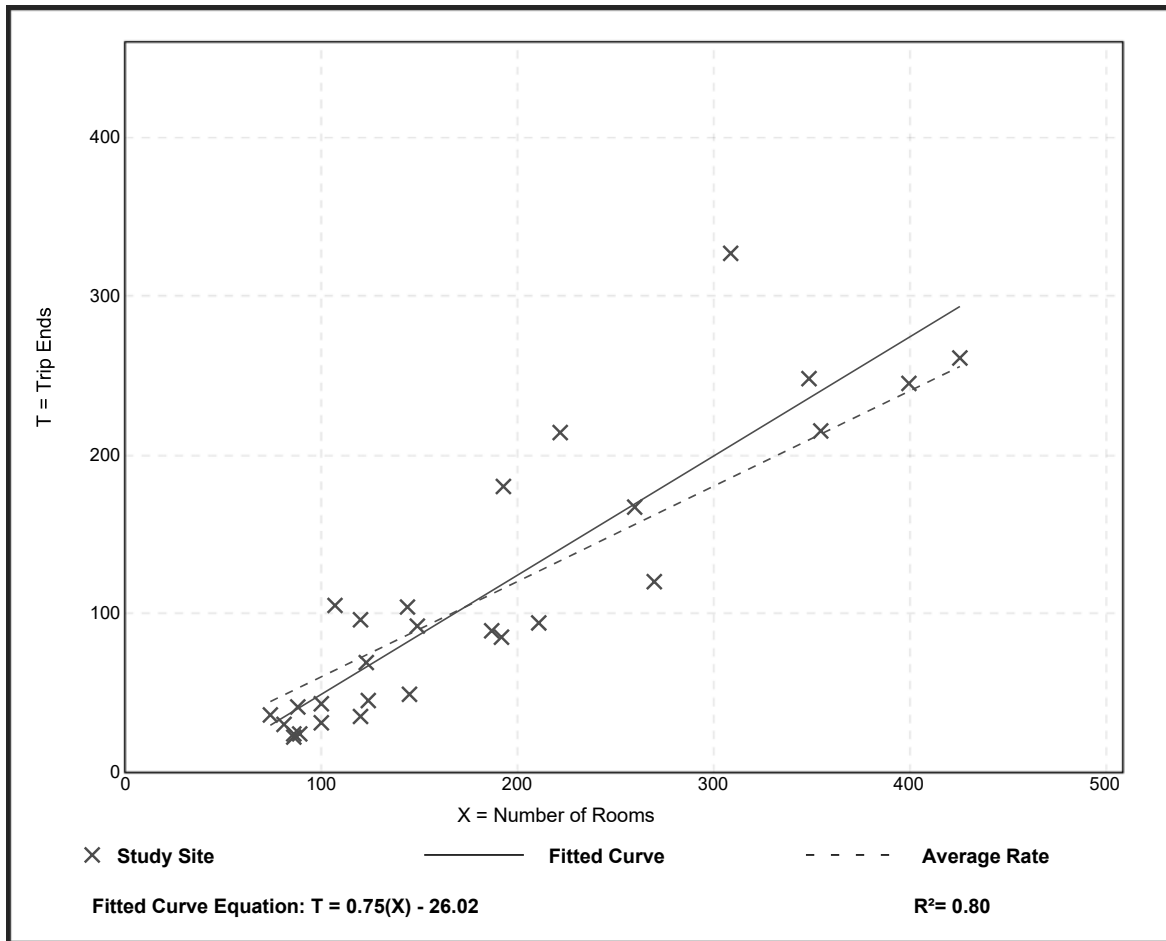
Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 28
 Avg. Num. of Rooms: 183
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.26 - 1.06	0.22

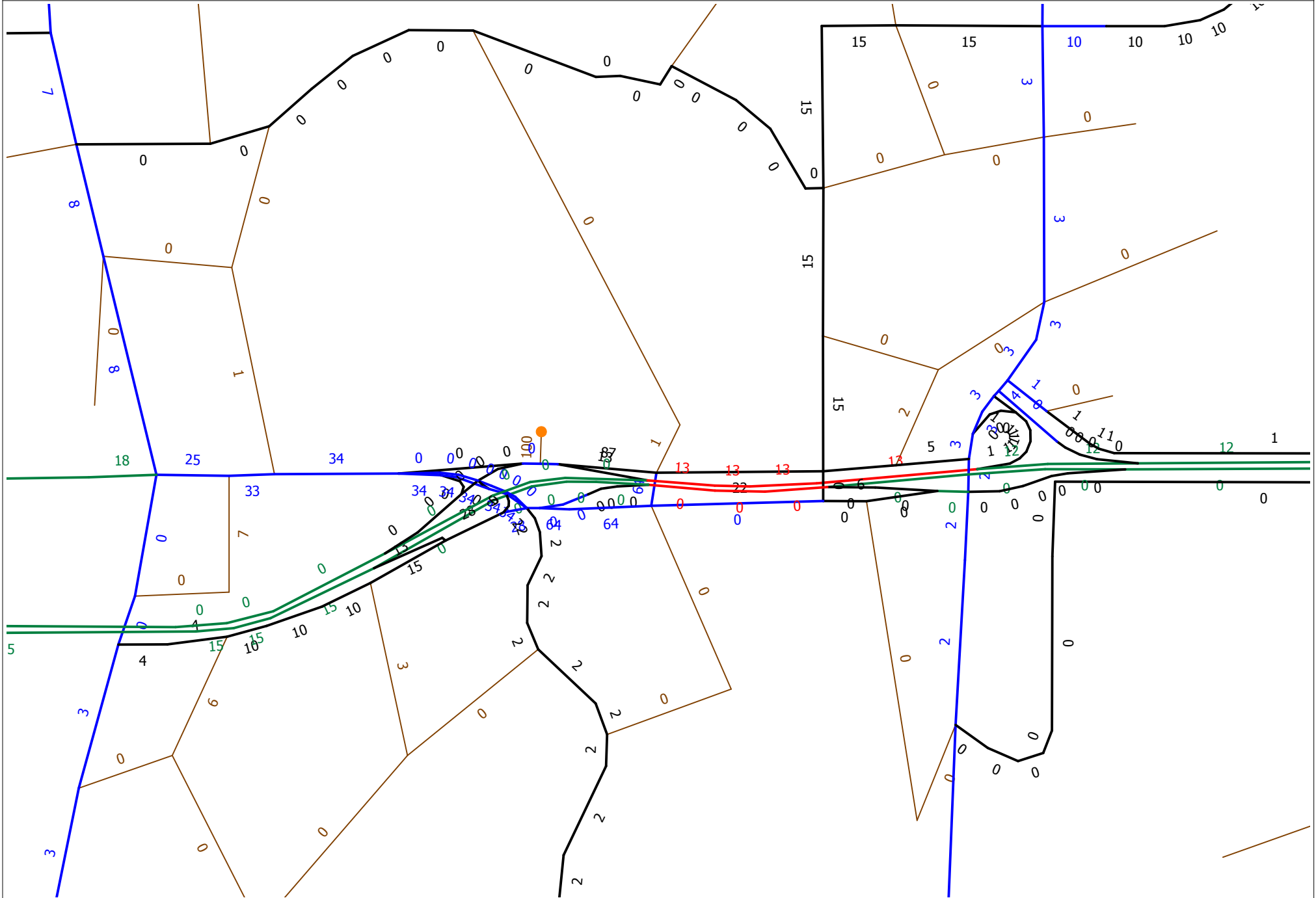
Data Plot and Equation



APPENDIX E

OUATS Model Plot

Trip Distribution



APPENDIX F

Trends Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 8153 - MC COY ROAD, WEST OF TRADEPORT DRIVE - OFF SYSTEM

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	11000 V	0	0	9.00	52.50	5.70
2015	11000 R	0	0	9.00	53.20	4.40
2014	11000 T			9.00	53.20	3.80
2013	11000 S	0	0	9.00	53.30	4.10
2012	11000 F	0	0	9.00	52.90	3.60
2011	11000 C	W 0	E 0	9.00	52.70	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

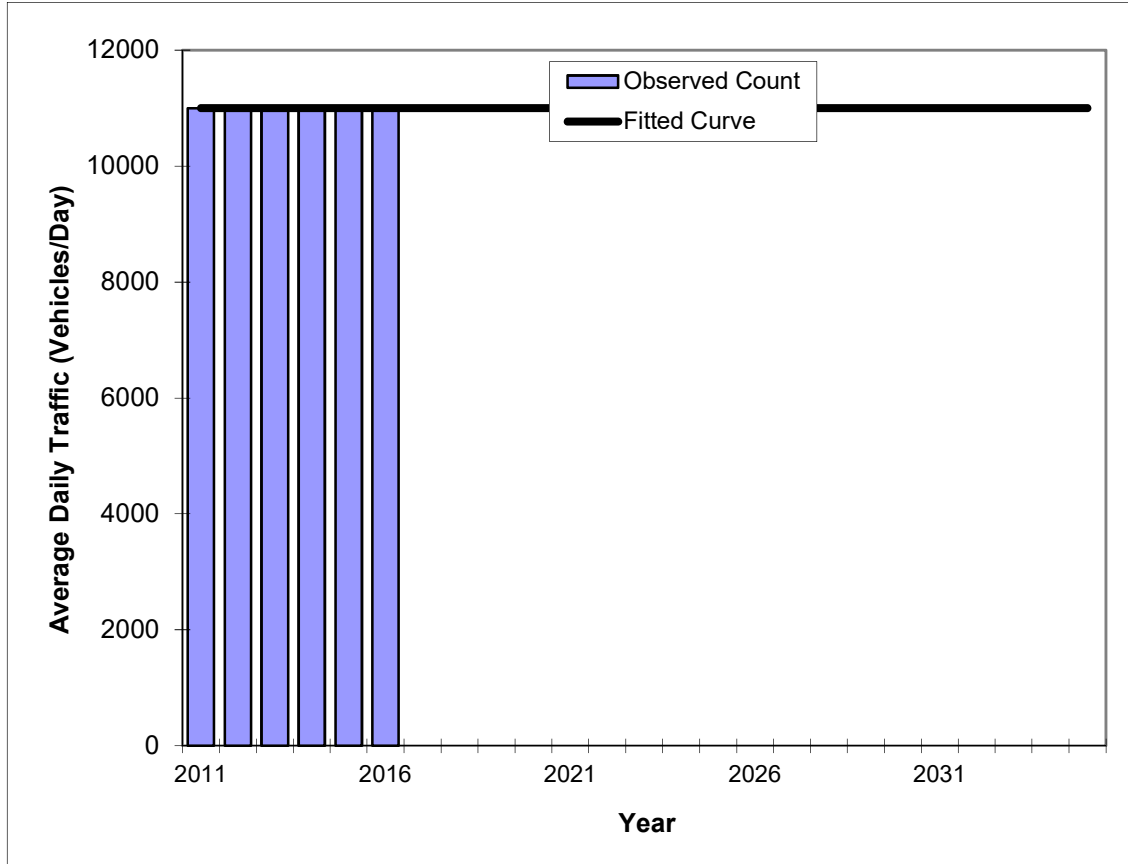
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

MC COY ROAD -- west of Tradeport Drive

FIN#	0
Location	1

County:	Orange (75)
Station #:	750592
Highway:	MC COY ROAD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	11000	11000
2012	11000	11000
2013	11000	11000
2014	11000	11000
2015	11000	11000
2016	11000	11000
2018 Opening Year Trend		
2018	N/A	11000
2019 Mid-Year Trend		
2019	N/A	11000
2020 Design Year Trend		
2020	N/A	11000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	0
Trend R-squared:	#DIV/0!
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2016 to Design Year):	0.00%
Printed:	27-Feb-18
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0403 - ON SR-482, 0.244 MI. E OF SR-527 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2016	44000	C	E	21000	W	23000	9.00	52.50	3.50
2015	45500	C	E	21500	W	24000	9.00	53.20	4.20
2014	44500	C	E	21000	W	23500	9.00	53.20	4.20
2013	43500	C	E	20500	W	23000	9.00	53.30	7.00
2012	41500	C	E	19500	W	22000	9.00	52.90	6.10
2011	40500	C	E	19000	W	21500	9.00	52.70	6.10
2010	42000	C	E	19500	W	22500	8.87	52.83	6.00
2009	43500	C	E	22000	W	21500	8.79	53.70	6.50
2008	44500	C	E	21500	W	23000	8.80	53.99	6.00
2007	46000	C	E	24000	W	22000	8.63	54.08	4.40
2006	44500	C	E	21000	W	23500	8.59	53.01	7.20
2005	46500	C	E	22500	W	24000	8.60	54.10	9.70
2004	42500	C	E	20000	W	22500	8.70	52.80	6.20
2003	43000	C	E	20000	W	23000	8.60	54.20	5.10
2002	38500	C	E	18000	W	20500	8.40	54.80	6.80
2001	40500	C	E		W		8.60	54.70	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

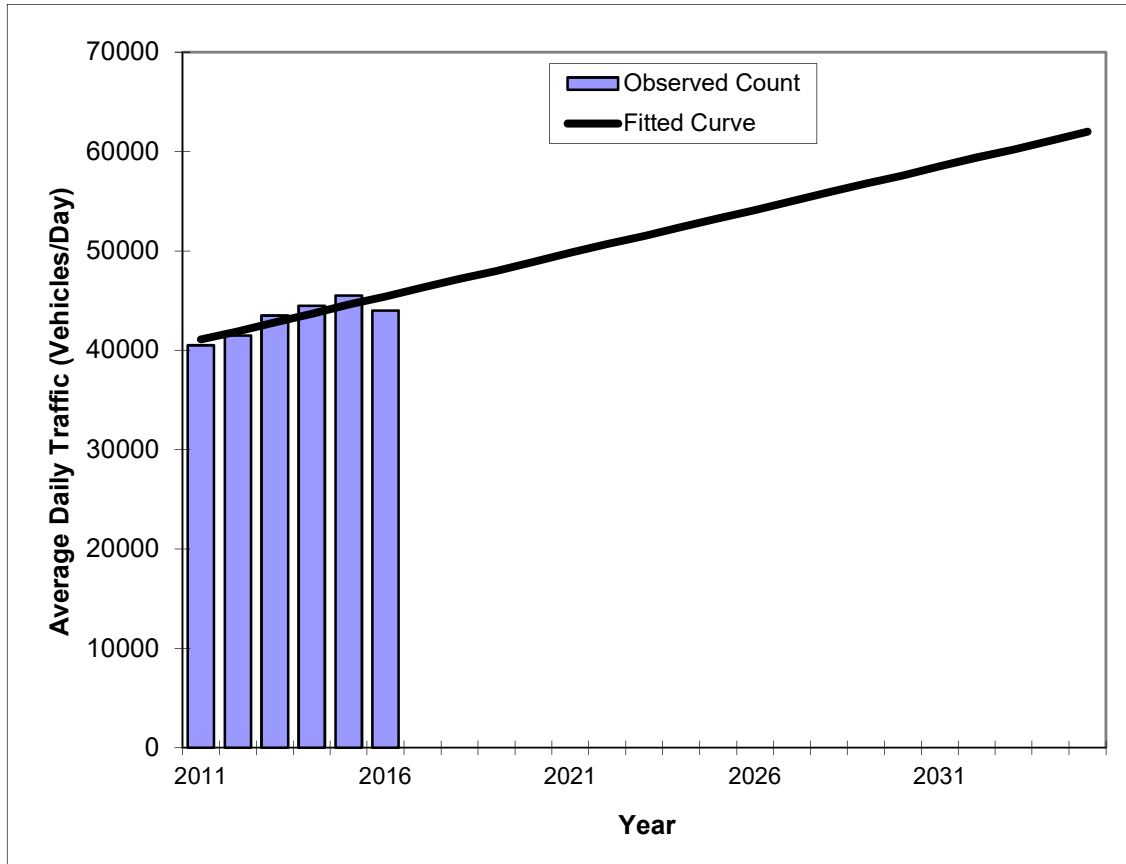
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V3.0

MC COY ROAD -- east of SR 527

FIN#	0
Location	1

County:	Orange (75)
Station #:	750592
Highway:	MC COY ROAD



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2011	40500	41100
2012	41500	41900
2013	43500	42800
2014	44500	43700
2015	45500	44600
2016	44000	45400
2018 Opening Year Trend		
2018	N/A	47200
2019 Mid-Year Trend		
2019	N/A	48000
2020 Design Year Trend		
2020	N/A	48900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	871
Trend R-squared:	74.35%
Trend Annual Historic Growth Rate:	2.09%
Trend Growth Rate (2016 to Design Year):	1.93%
Printed:	27-Feb-18
Straight Line Growth Option	

*Axle-Adjusted

APPENDIX G

Projected Intersection Capacity Worksheets

HCM 2010 Signalized Intersection Summary
 1: Boggy Creek Rd & Jetport Dr

02/27/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1947	554	0	0	0	24	257	256	1389	397	40
Future Volume (veh/h)	4	1947	554	0	0	0	24	257	256	1389	397	40
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	4	2116	0				26	279	0	1510	432	0
Adj No. of Lanes	0	2	1				1	1	1	2	1	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	2
Cap, veh/h	3	1575	688				50	261	222	1075	790	0
Arrive On Green	0.43	0.43	0.00				0.03	0.14	0.00	0.31	0.42	0.00
Sat Flow, veh/h	7	3625	1583				1774	1863	1583	3442	1863	0
Grp Volume(v), veh/h	1137	983	0				26	279	0	1510	432	0
Grp Sat Flow(s),veh/h/ln	1862	1770	1583				1774	1863	1583	1721	1863	0
Q Serve(g_s), s	78.2	78.2	0.0				2.6	25.2	0.0	56.2	31.3	0.0
Cycle Q Clear(g_c), s	78.2	78.2	0.0				2.6	25.2	0.0	56.2	31.3	0.0
Prop In Lane	0.00		1.00				1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	809	769	688				50	261	222	1075	790	0
V/C Ratio(X)	1.41	1.28	0.00				0.52	1.07	0.00	1.41	0.55	0.00
Avail Cap(c_a), veh/h	809	769	688				101	261	222	1075	790	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00				1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.9	50.9	0.0				86.2	77.4	0.0	61.9	38.9	0.0
Incr Delay (d2), s/veh	189.8	135.3	0.0				8.0	75.5	0.0	188.0	0.8	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
%ile BackOfQ(50%),veh/ln	82.9	67.1	0.0				1.4	18.4	0.0	54.8	16.3	0.0
LnGrp Delay(d),s/veh	240.7	186.2	0.0				94.3	152.9	0.0	249.9	39.7	0.0
LnGrp LOS	F	F					F	F		F	D	
Approach Vol, veh/h		2120						305			1942	
Approach Delay, s/veh		215.4						147.9			203.1	
Approach LOS		F						F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	63.0	32.0		85.0	11.9	83.1						
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8						
Max Green Setting (Gmax), s	56.2	25.2		78.2	10.2	71.2						
Max Q Clear Time (g_c+I), s	56.2	27.2		80.2	4.6	33.3						
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.0						
Intersection Summary												
HCM 2010 Ctrl Delay			205.2									
HCM 2010 LOS			F									

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕						↗		↖	↕	
Traffic Vol, veh/h	184	980	12	0	0	0	0	19	13	4	9	0
Future Vol, veh/h	184	980	12	0	0	0	0	19	13	4	9	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	285	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	0	-	-	-16979	-	-	0	-	-	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	200	1065	13	0	0	0	0	21	14	4	10	0

Major/Minor	Major1			Minor1			Minor2		
Conflicting Flow All	0	0	0	-	1472	539	943	1478	-
Stage 1	-	-	-	-	1472	-	0	0	-
Stage 2	-	-	-	-	0	-	943	1478	-
Critical Hdwy	4.14	-	-	-	6.54	6.94	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32	3.52	4.02	-
Pot Cap-1 Maneuver	-	-	-	0	126	487	217	125	0
Stage 1	-	-	-	0	189	-	-	-	0
Stage 2	-	-	-	0	-	-	282	188	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	126	487	184	125	-
Mov Cap-2 Maneuver	-	-	-	-	126	-	184	125	-
Stage 1	-	-	-	-	189	-	-	-	-
Stage 2	-	-	-	-	-	-	244	188	-

Approach	EB	NB	SB
HCM Control Delay, s		29.7	32.8
HCM LOS		D	D

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	SBLn1	SBLn2
Capacity (veh/h)	180	-	-	-	184	125
HCM Lane V/C Ratio	0.193	-	-	-	-0.024	0.078
HCM Control Delay (s)	29.7	-	-	-	25	36.2
HCM Lane LOS	D	-	-	-	D	E
HCM 95th %tile Q(veh)	0.7	-	-	-	0.1	0.2













HCM 2010 Signalized Intersection Summary
 3: Jetport Dr & Tradeport Dr

02/27/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	541	152	250	0	0	0	0	899	200	117	817	0
Future Volume (veh/h)	541	152	250	0	0	0	0	899	200	117	817	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	588	165	0				0	977	0	127	888	0
Adj No. of Lanes	2	1	0				0	3	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	690	373	0				0	3138	0	432	2509	0
Arrive On Green	0.20	0.20	0.00				0.00	0.62	0.00	0.02	0.23	0.00
Sat Flow, veh/h	3442	1863	0				0	5421	0	1774	3632	0
Grp Volume(v), veh/h	588	165	0				0	977	0	127	888	0
Grp Sat Flow(s),veh/h/ln	1721	1863	0				0	1695	0	1774	1770	0
Q Serve(g_s), s	24.7	11.7	0.0				0.0	13.7	0.0	3.7	31.4	0.0
Cycle Q Clear(g_c), s	24.7	11.7	0.0				0.0	13.7	0.0	3.7	31.4	0.0
Prop In Lane	1.00		0.00				0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	690	373	0				0	3138	0	432	2509	0
V/C Ratio(X)	0.85	0.44	0.00				0.00	0.31	0.00	0.29	0.35	0.00
Avail Cap(c_a), veh/h	1335	723	0				0	3138	0	565	2509	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(l)	1.00	1.00	0.00				0.00	1.00	0.00	0.41	0.41	0.00
Uniform Delay (d), s/veh	57.8	52.6	0.0				0.0	13.6	0.0	9.8	28.8	0.0
Incr Delay (d2), s/veh	3.1	0.8	0.0				0.0	0.3	0.0	0.2	0.2	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
%ile BackOfQ(50%),veh/ln	12.1	6.1	0.0				0.0	6.4	0.0	1.8	15.5	0.0
LnGrp Delay(d),s/veh	60.9	53.4	0.0				0.0	13.9	0.0	9.9	28.9	0.0
LnGrp LOS	E	D						B		A	C	
Approach Vol, veh/h		753						977			1015	
Approach Delay, s/veh		59.3						13.9			26.6	
Approach LOS		E						B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.8	99.4		36.9		113.1						
Change Period (Y+Rc), s	6.8	6.8		6.8		6.8						
Max Green Setting (Gmax),s	85.2	53.2		58.2		78.2						
Max Q Clear Time (g_c+I1),s	55.7	15.7		26.7		33.4						
Green Ext Time (p_c), s	0.2	8.5		3.4		7.8						
Intersection Summary												
HCM 2010 Ctrl Delay			31.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 4: Tradeport Dr & McCoy Rd

02/27/2018

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	206	62	235	1257	1139	448		
Future Volume (veh/h)	206	62	235	1257	1139	448		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	224	67	255	1366	1238	487		
Adj No. of Lanes	1	1	1	3	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	250	223	276	3908	1594	603		
Arrive On Green	0.14	0.14	0.18	1.00	0.63	0.63		
Sat Flow, veh/h	1774	1583	1774	5253	2606	951		
Grp Volume(v), veh/h	224	67	255	1366	857	868		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1695	1770	1695		
Q Serve(g_s), s	18.6	5.7	10.8	0.0	51.6	57.6		
Cycle Q Clear(g_c), s	18.6	5.7	10.8	0.0	51.6	57.6		
Prop In Lane	1.00	1.00	1.00			0.56		
Lane Grp Cap(c), veh/h	250	223	276	3908	1122	1075		
V/C Ratio(X)	0.90	0.30	0.92	0.35	0.76	0.81		
Avail Cap(c_a), veh/h	322	287	393	3908	1122	1075		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(l)	1.00	1.00	0.85	0.85	1.00	1.00		
Uniform Delay (d), s/veh	63.4	57.8	34.6	0.0	19.5	20.6		
Incr Delay (d2), s/veh	22.2	0.7	19.2	0.2	5.0	6.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	10.7	5.2	11.7	0.1	26.5	28.7		
LnGrp Delay(d),s/veh	85.6	58.6	53.8	0.2	24.4	27.1		
LnGrp LOS	F	E	D	A	C	C		
Approach Vol, veh/h	291		1621		1725			
Approach Delay, s/veh	79.4		8.6		25.8			
Approach LOS	E		A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	2		4		5		6	
Phs Duration (G+Y+Rc), s	122.1		27.9		20.2		101.9	
Change Period (Y+Rc), s	6.8		6.8		6.8		6.8	
Max Green Setting (Gmax), s	109.2		27.2		23.2		79.2	
Max Q Clear Time (g_c+l1), s	2.0		20.6		12.8		59.6	
Green Ext Time (p_c), s	15.7		0.5		0.5		13.2	
Intersection Summary								
HCM 2010 Ctrl Delay			22.4					
HCM 2010 LOS			C					

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↶	↷		↶	↷			↷	
Traffic Vol, veh/h	0	0	0	21	774	3	94	20	105	0	0	11
Future Vol, veh/h	0	0	0	21	774	3	94	20	105	0	0	11
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	-	-	-	175	-	-	150	-	-	-	-	-
Veh in Median Storage, #	2	-	-	0	-	-	0	-	-	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	0	0	0	23	841	3	102	22	114	0	0	12

Major/Minor	Major2	Minor1	Minor2
Conflicting Flow All	0	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s			15.2
HCM LOS		-	C

Minor Lane/Major Mvm	NBLn1	NBLn2	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	252	-	-	-	-	364
HCM Lane V/C Ratio	0.405	-	-	-	-	-0.033
HCM Control Delay (s)	28.7	-	-	-	-	15.2
HCM Lane LOS	D	-	-	-	-	C
HCM 95th %tile Q(veh)	1.9	-	-	-	-	0.1

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↔			↔
Traffic Vol, veh/h	0	0	744	69	0	66
Future Vol, veh/h	0	0	744	69	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	0	809	75	0	72

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 - 847
Stage 1	-	- -
Stage 2	-	- -
Critical Hdwy	-	- 6.22
Critical Hdwy Stg 1	-	- -
Critical Hdwy Stg 2	-	- -
Follow-up Hdwy	-	- 3.318
Pot Cap-1 Maneuver	-	0 362
Stage 1	-	0 -
Stage 2	-	0 -
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 362
Mov Cap-2 Maneuver	-	- -
Stage 1	-	- -
Stage 2	-	- -

Approach	WB	SB
HCM Control Delay, s	0	17.4
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	362
HCM Lane V/C Ratio	-	-	0.198
HCM Control Delay (s)	-	-	17.4
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.7