TRANSPORTATION FACILITIES ANALYSIS

REAGAN CENTER/PARKSIDE PLACE

SEMINOLE COUNTY, FLORIDA

Prepared for:

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Revised July 2018

TPD № 5084

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: Reagan Center/Parkside Place

LOCATION: Seminole County, Florida

CLIENT: Palmeira Holdings, LLC

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.: 20400

DATE: July 31, 2018

SIGNATURE: _____

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INTRODUCTION

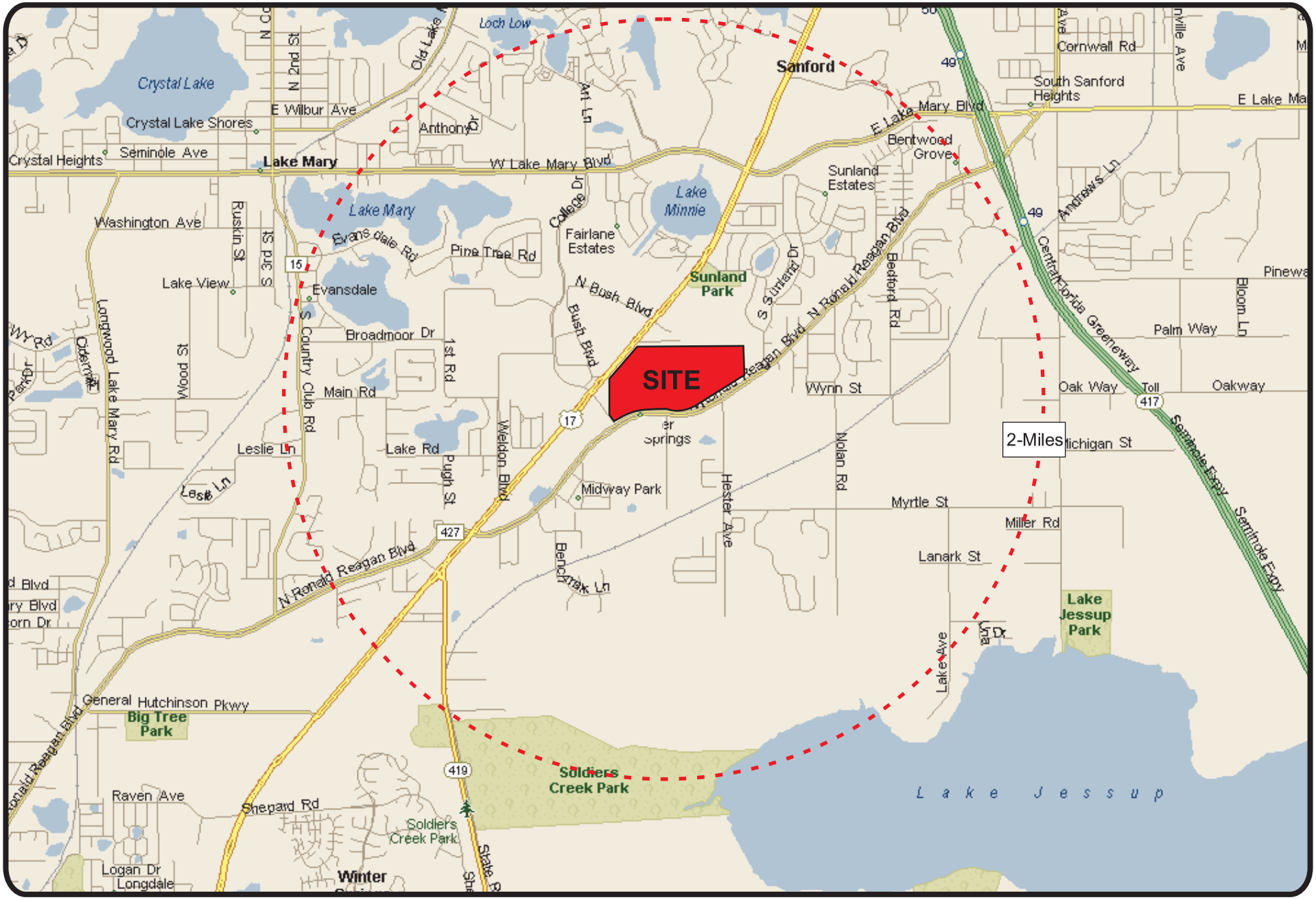
The purpose of this analysis is to support an application to amend the Seminole County Comprehensive Plan in order to change the future land use of the Reagan Center site located between US 17-92 and Ronald Reagan Boulevard (CR 427) to the northeast of County Home Road. The site consists of 110.13 acres with a future land use designation of PD with the following allowable densities and intensities:

- Retail/Commercial – Maximum 0.25 FAR with 236,858 square feet
- General Office – Maximum 0.30 FAR with 216,537 square feet
- Multi-Family – Maximum 25 DUs per use with 827 units

The amendment will change the future land use designation to PD with the following allowable densities and intensities:

- General Office – 1,392,876 square feet
- Retail/Commercial – 340,000 square feet
- Multi-Family – 4,828 dwelling units
- Independent/Assisted Housing – 334 dwelling units
- Hotel – 250 Rooms

The analysis was conducted as per the study methodology submitted to and reviewed by Seminole County. The study methodology and related correspondence are included in **Appendix A.** Data utilized in the analysis consists of a future land use information provided by the Developer, traffic volume data from Florida DOT and Seminole County, and roadway characteristics data including Level of Service standards obtained from the County's Roadway Concurrency Information database. Information on planned/programmed improvements were obtained from Metroplan Orlando, Florida DOT, and Seminole County. **Figure 1** depicts the location of the site and its two-mile impact area. The classified roadway segments within this study area were included in the analysis.



Reagan Center/Parkside Place
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Figure 1

Site Location

EXISTING ROADWAY ANALYSIS

The existing traffic conditions on roadways within a 2-3-mile impact area were evaluated for both daily and P.M. peak hour traffic conditions.

Roadway Segment Analysis

The study roadway segments were analyzed by comparing the existing traffic volumes with the adopted LOS/capacity values for the daily and P.M. peak hour conditions. The existing traffic volumes were obtained from Florida DOT, Seminole County and the roadway characteristics data including Levels of Service and capacities for each segment from the County's Roadway Capacity Information database. The existing daily and P.M. peak hour roadway capacity analyses are summarized in **Table 1** and **Table 2**, respectively. Relevant information on existing traffic volumes and roadway capacities is included in **Appendix B.**

As shown in the tables, the existing conditions analysis of daily and P.M. peak hour traffic conditions reveals that the study roadway segments currently operate satisfactorily at or above the adopted Level of Service capacities.

Planned/Programmed Improvements

The following improvements were identified within the project's 3-mile impact area:

- US 17-92, Shepard Road to Lake Mary Boulevard – Widen to 6 Lanes (Under Construction).
- US 17-92, North of Lake Mary Boulevard to North of Airport Boulevard – Add continuous right turn lanes/resurfacing, Funded by 2020/2021.
- SR 419, SR 434 to Edgemon Avenue – Widen to 4 lanes, Funded by 2020.
- SR 419, Edgemon Avenue to US 17-92 – Widen to 4 lanes, Funded by 2025.
- US 17-92, Lake Mary Boulevard to SR 417 (Greenway) – Widen to 6 lanes, Funded by 2030.

Excerpts from 2030 by MetroPlan Orlando TIP State Highway Projects and the 2040 Long Range Transportation Plan: Technical Report 3 showing these improvements are included in **Appendix C.**

Table 1
Existing Daily Roadway Capacity Analysis

Roadway Segment	# of Lns	Adopted LOS		Existing Traffic Volumes	Existing LOS	Deficient ?
		Standard	Capacity			
US 17-92						
SR 434 to Shepard Rd	6	E	60,000	39,268	C	No
Shepard Rd to SR 419/CR 427	6	E	60,000	36,498	C	No
SR 419/CR 427 to CR 427	6	E	60,000	44,231	D	No
CR 427 to County Home Rd	6	E	60,000	36,500	C	No
County Home Rd to Lake Mary Blvd	6	E	60,000	36,500	C	No
Lake Mary Blvd to Airport Blvd	4	E	48,000	40,941	E	No
Airport Blvd to CR 46A/25th St	4	E	48,000	24,044	B	No
CR 427						
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	E	42,560	26,442	D	No
CR 15 (Country Club Rd) to US 17-92	4	E	42,560	14,256	B	No
US 17-92 to County Home Rd	4	E	42,560	21,603	C	No
County Home Rd to Lake Mary Blvd	4	E	42,560	24,309	C	No
Lake Mary Blvd to Airport Rd	4	E	42,560	17,499	B	No
SR 419						
US 17-92 to SR 434	2	E	18,270	16,792	D	No
Lake Mary Boulevard						
CR 15 to Sir Lawrence	4	E	42,560	31,294	D	No
Sir Lawrence to Hidden Lake	4	E	42,560	27,212	D	No
Hidden Lake to US 17-92	4	E	42,560	25,449	C	No
US 17-92 to SR 417	4	E	42,560	21,403	C	No
SR 417 to CR 425	4	E	42,560	16,314	B	No
East Lake Mary Boulevard						
CR 425 to Red Cleveland Blvd	4	E	42,560	16,305	B	No
CR 15 (Country Club Road)						
Rantoul to Lake Mary Blvd	2	E	19,360	11,174	A	No
Lake Mary Blvd to Broadmoor Dr	2	E	19,360	13,494	B	No
Broadmoor Dr to CR 427	2	E	19,360	10,051	A	No

Table 2
Existing P.M. Peak Hour Roadway Capacity Analysis

Roadway Segment	# of Lns	Adopted LOS		Existing PHPD		Exist LOS	Deficient ?
		Standard	Capacity	Dir.	Volume		
US 17-92							
SR 434 to Shepard Rd	6	E	2,800	NB	1,823	C	No
Shepard Rd to SR 419/CR 427	6	E	2,800	NB	1,718	C	No
SR 419/CR 427 to CR 427	6	E	2,800	NB	1,918	C	No
CR 427 to County Home Rd	6	E	2,800	NB	1,728	C	No
County Home Rd to Lake Mary Blvd	6	E	2,800	NB	1,728	C	No
Lake Mary Blvd to Airport Blvd	4	E	2,000	NB	1,848	E	No
Airport Blvd to CR 46A/25th St	4	E	2,000	NB	1,037	B	No
CR 427							
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	E	2,100	EB	1,492	D	No
CR 15 (Country Club Rd) to US 17-92	4	E	2,100	EB	909	C	No
US 17-92 to County Home Rd	4	E	2,100	EB	1,258	D	No
County Home Rd to Lake Mary Blvd	4	E	2,100	EB	1,414	D	No
Lake Mary Blvd to Airport Rd	4	E	2,100	NB	798	B	No
SR 419							
US 17-92 to SR 434	2	E	850	SB	831	E	No
Lake Mary Boulevard							
CR 15 to Sir Lawrence	4	E	2,100	EB	1,338	D	No
Sir Lawrence to Hidden Lake	4	E	2,100	EB	1,277	D	No
Hidden Lake to US 17-92	4	E	2,100	EB	1,208	D	No
US 17-92 to SR 417	4	E	2,100	EB	1,081	C	No
SR 417 to CR 425	4	E	2,100	EB	843	A	No
East Lake Mary Boulevard							
CR 425 to Red Cleveland Blvd	4	E	2,100	EB	1,146	C	No
CR 15 (Country Club Road)							
Rantoul to Lake Mary Blvd	2	E	900	NB	629	A	No
Lake Mary Blvd to Broadmoor Dr	2	E	900	NB	639	A	No
Broadmoor Dr to Cr 427	2	E	900	NB	509	A	No

PROPOSED DEVELOPMENT AND TRIP GENERATION

The project site has a current future land use designation of Planned Development (PD). The Applicant proposes to amend the Comprehensive Plan to change the site's land use designation and rezone to PD with more intense densities and intensities. The most intense development scenarios for the existing and proposed future land use designations have been determined as summarized in **Table 3**.

Table 3
Most Intense Development Scenarios
Reagan Center/Parkside Palace Mixed – Use Project

FLU Designation	Land Use	Size
Existing FLU (Reagan Center)	Retail Commercial	236,855 sq. ft
	General Office	216,537 sq. ft
	Low-Rise Apartments	827 dwelling units
Proposed FLU (Parkside Place)	Retail/Commercial	340,000 sq. ft
	General Office	1,396,876 sq. ft
	Mid-Rise Apartment	1,916 dwelling units
	High-Rise Apartment	2,160 dwelling units
	Student Apartment	752 dwelling units/bedrooms
	Independent Living	184 dwelling units
	Assisted Living	150 units/300 beds
	Hotel	250 Rooms

To determine the traffic impact of the requested amendment and rezone on the area roadways, a trip generation analysis was conducted for the existing and proposed uses of the site.

Trip Generation

The trip generation of the existing and proposed uses of the site was calculated with the use of trip generation rates contained in the Institute of *Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.* The trip generation calculation of daily and P.M. peak hour trips is summarized in **Table 4**. The 34% pass-by trip capture included in the table for the retail commercial land use was taken from the *ITE Trip Generation Handbook, 3rd Edition.* As a mixed-use project, the existing and proposed future land use scenarios will generate internal trips which were estimated with the use of NCHRP Report 684 Internal Trip Estimation Tool. In the more intense proposed scenario, a Lynx has stop will be established on site and, therefore, a nominal 5% transit trip capture was assumed. The trip generation/internal capture sheets are included in the Study Methodology.

As shown in the table, the existing future land use designation will generate 11,690 new net daily trips and 976 new net P.M. peak hour trips. The proposed future land use designation will generate 37,320 new net daily trips and 3,256 new net P.M. peak hour trips. Also shown in the table are the increase in the daily and P.M. peak hour trips due to the proposed amendment to change the site's future land use designation. Under the most intense development scenario, the proposed amendment will increase the site's trip generation by 25,630 daily trips and 2,310 P.M. peak hour trips.

Trip Distribution/Assignment

To determine a distribution pattern for the site-generated trips with the proposed amendment, the currently adopted OUATS/FSUTMS model was used. Prior to the use of this model, minor modifications were made to add a traffic analysis zone representing the development. Through the use of this updated model and a select zone analysis, a distribution pattern was obtained for the proposed development. This distribution was reviewed for reasonableness and minor modifications were made as described in the study methodology. The modified trip distribution pattern is depicted in **Figure 2** and the model-generated distribution plots are included in **Appendix D.** Using the modified trip distribution, the increase in the daily and P.M. peak hour trip generation resulting from the proposed amendment was assigned to the roadways within the study area as shown in **Figure 3.**

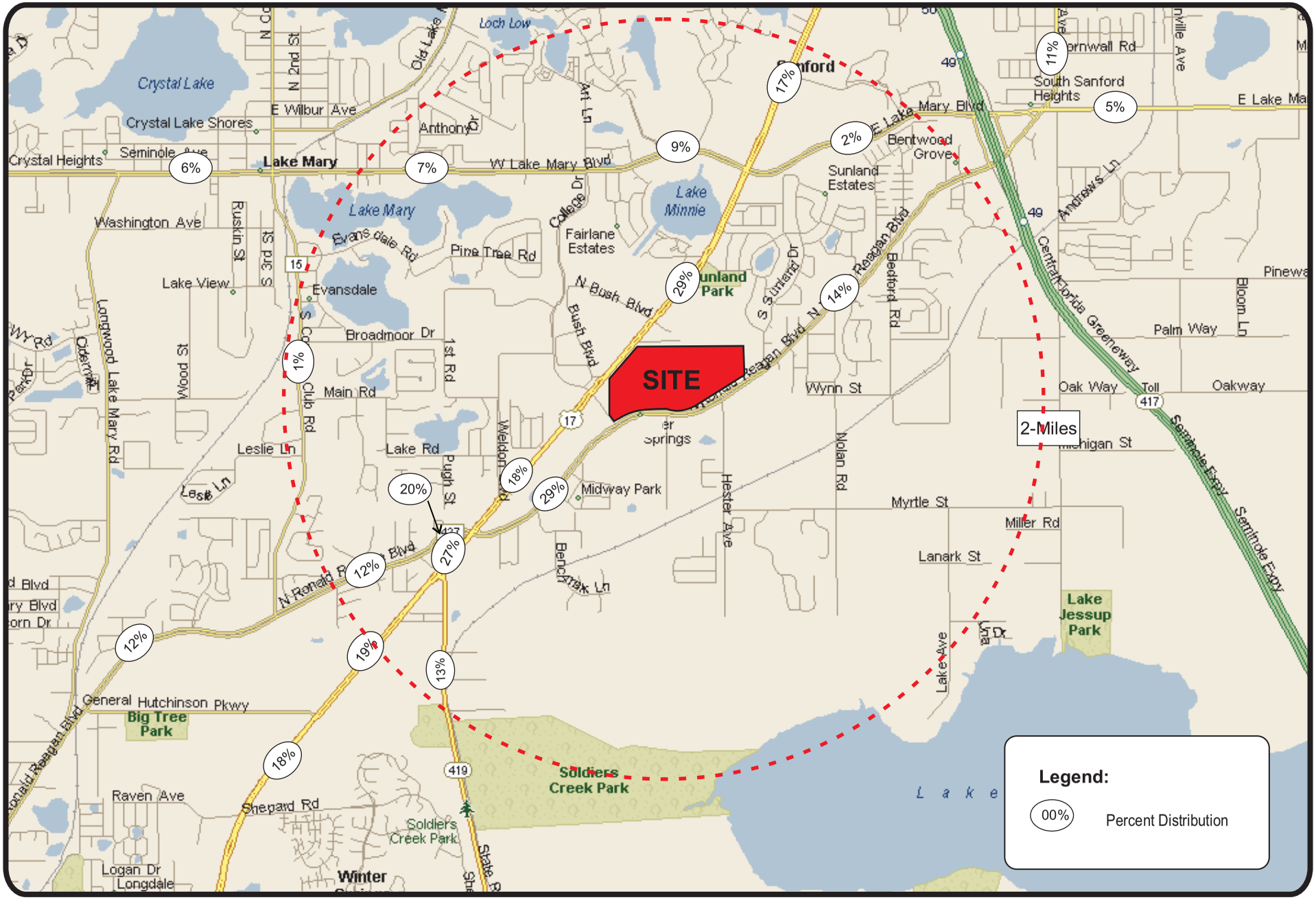
Table 4

Trip Generation Summary

Reagan Center/Parkside Place

ITE Code	Land Use	Quantity	Daily		P.M. Peak Hour			
			Rate**	Trips	Rate**	Enter	Exit	Total
Approved Development/Reagan Center								
710	General Office	216.537 KSF	10.368/E	2,245	1.095/E	38	197	237
820	Retail/Commercial	236,858 KSF	45.622/E	10,806	4,344/E	494	535	1,029
220	Low-Rise Apartment	827 DU	7.511/E	6,211	0.468/E	244	143	387
		Total Trips		**19,262**		**776**	**875**	**1,651**
		Internal Trips (25%)		**4,816**		**194**	**219**	**413**
		Retail Pass-by Trips (34%)		**2,756**		**126**	**136**	**262**
		New Net Trips		**11,690**		**456**	**520**	**976**
Proposed Development /Parkside Place								
710	General Office	1,392.876 KSF	9.804/E	13,656	0.998/E	222	1,168	1,390
820	Retail/Commercial	340.000 KSF	40.639/E	13,817	3.953/E	645	699	1,344
221	Mid-Rise Apartment	1,916 DU	5.449/E	10,440	0.394/E	460	294	754
222	High-Rise Apartment	2,160 DU	4.038/E	8,722	0.344/E	453	290	743
225	Student Apartment	752 DU (Bedrooms)	3.102/E	2,333	0.243/E	92	91	183
252	Senior Adult Housing (Independent Living Facility)	184 DU	3.880/E	714	0.250/E	25	21	46
254	Assisted Living Facility	300 Beds	2.600/R	780	0.260/R	30	48	78
310	Hotel	250 Rooms	9.582/E	2,396	0.644/E	82	79	161
		Total Trips		**52,858**		**2,009**	**2,690**	**4,699**
		Internal Trips (17%)		**8,996**		**342**	**457**	**799**
		Transit Trips (5%)		**2,643**		**100**	**135**	**235**
		Retail Pass by-Trips (34%)		**3,899**		**182**	**197**	**379**
		New Net Trips		**37,320**		**1,385**	**1,901**	**3,256**
		Trip Increase Due to Amendment		**25,630**		**929**	**1,381**	**2,310**

*KSF=1,000 sq. ft/DU=Dwelling Unit
**E=Equation/R=Average Rate



Reagan Center/Parkside Place
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Figure 2

Trip Distribution

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Figure 3

Trip Assignment

PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were analyzed in order to assess the impact of the proposed land use change as a result of the proposed amendment. The projected conditions assessment was performed for 2025, the County's Comprehensive Plan horizon year and 2030, the development's anticipated buildout year. The analysis for each of these target years was performed for base conditions (without the amendment) and for proposed conditions (with the amendment

Projected Traffic Volumes

Projected traffic volumes for 2025 and 2030 base conditions were estimated with the use of growth factors determined from a trend analysis of historical daily traffic volumes on the roadways within the study area. From the trend analysis, annual growth rates were determined which were converted to growth factors for each roadway segment. The trends analysis charts are included in **Appendix E.** The growth factor determination is summarized in **Table 5.** As a minimum, an annual growth rate of 1.00% was used. The growth factors thus determined were applied to the existing traffic volumes and combined with committed trips provided by the County to obtain traffic projections for base conditions for 2025 and 2030. The committed daily trips were converted to PM peak hour with the use of D=0.568 and K=0.091. Traffic projections for proposed conditions were determined by adding the site's incremental trip generation due to the amendment to the traffic projections for base conditions.

Horizon Year 2025 Analysis

The horizon year analysis consists of an analysis of (a) base conditions which assumes no comprehensive plan amendment and (b) proposed conditions which assumes that comprehensive plan is amended. In both scenarios, the analysis is based upon the existing and committed/planned network geometry and projected traffic volumes. The results of the horizon year analysis for base conditions are summarized in **Tables 6** and **7** for daily and P.M. peak hour traffic conditions, respectively. The tables list the roadway segments along with their existing/projected traffic volumes, capacities and resultant Levels of Service. The Level of Service results indicate that no roadway segments will be deficient in 2025 for daily and PM peak hour conditions.

Table 5

Growth factor Determination

Segment	Annual Growth		Growth Factor	
	Trend	Used	2025	2030
US 17-92				
SR 434 to Shepard Rd	1.85%			
Shepard Rd to 419	0.75%			
SR 419 to CR 427	-2.94 (not used)			
CR 427 to Lake Mary Blvd	-0.69 (not used)			
Lake Mary Blvd to Airport Rd	0.11			
Airport Rd to CR 46A	1.13			
Average Growth	0.96	1.00	1.08	1.13
CR427/Ronald Reagan Boulevard				
Country Club Rd to Us 17-92	-1.22% (not used)			
US 17-92 to County Home Rd	1.50			
County Home Rd to Sunland Dr.	1.43			
Sunland Dr. to Sanford Dr.	1.76			
Lake Mary Blvd to Airport Blvd	1.78			
Average Growth	**1.62**	**2.00**	**1.16**	**1.26**
Lake Mary Boulevard				
Longwood Lake Mary Blvd to CR 15	0.24%			
High St to Sir Lawrence Dr.	-0.84 (not used)			
Country Club Rd to Us 17-92	1.97			
US 17-92 to SR 417 Ramps	1.33			
SR 417 Ramps to CR 427	2.24			
Average Growth	**1.45**	**1.50**	**1.12**	**1.20**
East Lake Mary Boulevard				
CR 425 to Red Cleveland Blvd	2.39			
Average Growth	**2.39**	**2.50**	**1.20**	**1.33**
SR 419				
US 17-92 to Edgemon Ave	0.89			
Edgemon Ave to SR 434	0.79			
Average Growth	**0.84**	**1.00**	**1.08**	**1.13**
Country Club Road				
Rantoul Ln to lake Mary Blvd	2.27			
Lake Mary Blvd to Broadmoor Dr	1.25			
Broadmoor Dr to Continental Blvd	3.51			
Continental Blvd to CR 427	1.46			
Average Growth	**2.12**	**2.00**	**1.16**	**1.26**

*

Table 6
2025 Base Conditions Daily Traffic Capacity Analysis

Roadway Segment	# of Lns	Existing Daily Traffic	Growth Factor	2025 Daily Traffic			Adopted LOS		2025 LOS	Deficient ?
				Background	Committed	Total	Std	Capacity		
US 17-92										
SR 434 to Shepard Rd	6	39,268	1.08	42,409	120	42,529	E	60,000	C	No
Shepard Rd to SR 419/CR 427	6	36,498	1.08	39,418	105	39,523	E	60,000	C	No
SR 419/CR 427 to CR 427	6	44,231	1.08	47,769	105	47,874	E	60,000	D	No
CR 427 to County Home Rd	6	36,500	1.08	47,769	131	47,874	E	60,000	D	No
County Home Rd to Lake Mary Blvd	6	36,500	1.08	39,420	131	39,551	E	60,000	C	No
Lake Mary Blvd to Airport Blvd	4*	40,941	1.08	44,216	0	44,216	E	55,200	D	No
Airport Blvd to CR 46A/25th St	4	24,044	1.08	25,968	0	25,968	E	48,000	C	No
CR 427										
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	26,442	1.16	30,673	77	30,750	E	42,560	D	No
CR 15 (Country Club Rd) to US 17-92	4	14,256	1.16	16,537	191	16,728	E	42,560	B	No
US 17-92 to County Home Rd	4	21,603	1.16	25,059	497	25,556	E	42,560	D	No
County Home Rd to Lake Mary Blvd	4	24,309	1.16	28,198	486	28,684	E	42,560	D	No
Lake Mary Blvd to Airport Rd	4	17,499	1.16	20,299	540	20,839	E	42,560	C	No
SR 419										
US 17-92 to SR 434	4	16,792	1.08	18,135	0	18,135	E	48,000	B	No
Lake Mary Boulevard										
CR 15 to Sir Lawrence	4	31,294	1.12	35,049	154	35,203	E	42,560	E	No
Sir Lawrence to Hidden Lake	4	27,212	1.12	30,477	0	30,477	E	42,560	D	No
Hidden Lake to US 17-92	4	25,449	1.12	28,503	0	28,503	E	42,560	D	No
US 17-92 to SR 417	4	21,403	1.12	23,971	1,440	25,411	E	42,560	C	No
SR 417 to CR 425	4	16,314	1.12	18,272	1,620	19,892	E	42,560	C	No
East Lake Mary Boulevard										
CR 425 to Red Cleveland Blvd	4	16,305	1.20	19,566	0	19,566	E	42,560	C	No
CR 15 (Country Club Road)										
Rantoul ln to Lake Mary Blvd	2	11,174	1.16	12,962	61	13,023	E	19,360	B	No
Lake Mary Blvd to Broadmoor Dr	2	13,494	1.16	15,653	61	15,714	E	19,360	D	No
Broadmoor Dr to CR 427	2	10,051	1.16	11,659	0	11,659	E	19,360	A	No

* With Continuous right turn lanes

Table 7
2025 Base Conditions P.M. Peak Hour Traffic Capacity Analysis

Roadway Segment	# of Lns	Existing PHPD		Growth Factor	2025 PHPD Traffic			Adopted LOS		2025 LOS	Deficient ?
		Direction	Volume		Background	Committed	Total	Std	Capacity		
US 17-92											
SR 434 to Shepard Rd	6	NB	1,823	1.08	1,969	6	1,975	E	2,800	C	No
Shepard Rd to SR 419/CR 427	6	NB	1,718	1.08	1,855	5	1,860	E	2,800	C	No
SR 419/CR 427 to CR 427	6	SB	1,918	1.08	2,071	5	2,076	E	2,800	C	No
CR 427 to County Home Rd	6	NB	1,728	1.08	1,866	7	1,873	E	2,800	C	No
County Home Rd to Lake Mary Blvd	6	NB	1,728	1.08	1,866	7	1,873	E	2,800	C	No
Lake Mary Blvd to Airport Blvd	4*	NB	1,848	1.08	1,996	0	1,996	E	2,300	D	No
Airport Blvd to CR 46A/25th St	4	NB	1,037	1.08	1,120	0	1,120	E	2,000	B	No
CR 427											
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	EB	1,492	1.16	1,731	4	1,735	E	2,100	E	No
CR 15 (Country Club Rd) to US 17-92	4	EB	909	1.16	1,054	10	1,064	E	2,100	C	No
US 17-92 to County Home Rd	4	EB	1,258	1.16	1,459	26	1,485	E	2,100	D	No
County Home Rd to Lake Mary Blvd	4	EB	1,414	1.16	1,640	25	1,665	E	2,100	E	No
Lake Mary Blvd to Airport Rd	4	NB	798	1.16	926	28	954	E	2,100	C	No
SR 419											
US 17-92 to SR 434	4	SB	831	1.08	897	0	897	E	2,000	B	No
Lake Mary Boulevard											
CR 15 to Sir Lawrence	4	EB	1,338	1.12	1,499	8	1,507	E	2,100	D	No
Sir Lawrence to Hidden Lake	4	EB	1,277	1.12	1,430	0	1,430	E	2,100	D	No
Hidden Lake to US 17-92	4	EB	1,208	1.12	1,353	0	1,353	E	2,100	D	No
US 17-92 to SR 417	4	EB	1,081	1.12	1,210	74	1,284	E	2,100	D	No
SR 417 to CR 425	4	EB	843	1.12	944	84	1,028	E	2,100	C	No
East Lake Mary Boulevard											
CR 425 to Red Cleveland Blvd	4	EB	1,146	1.20	1,375	0	1,375	E	2,100	D	No
CR 15 (Country Club Road)											
Rantoul ln to Lake Mary Blvd	2	NB	629	1.16	730	3	733	E	900	D	No
Lake Mary Blvd to Broadmoor Dr	2	NB	639	1.16	741	3	744	E	900	D	No
Broadmoor Dr to CR 427	2	NB	509	1.16	590	0	590	E	900	A	No

* With Continuous right turn lanes

The results of the horizon year analysis for proposed conditions for 2025 are summarized in **Tables 8** and **9** for daily and P.M. peak hour conditions, respectively. The tables list the roadway segments along with their projected volumes (including project trip increase due to the amendment), capacities and resultant Levels of Service. The results of this analysis revealed that there will be no deficient roadway segments due the amendment.

Buildout Year 2030 Analysis

As was the case with the horizon year, the buildout year analysis consists of base conditions (no amendment) and proposed conditions (with amendment). In this analysis, the projected traffic volumes for base conditions and proposed conditions were utilized in conjunction with the planned OUATS cost feasible roadway network improvements.

The results of the buildout year analysis for base conditions are summarized in **Tables 10** and **11** for daily and P.M. peak hour conditions, respectively. Shown in the table are the roadway segments along with their existing/projected volumes, capacities and Levels of Service. The analysis indicates that no roadway segments are projected to be deficient in 2030 based upon daily and PM peak hour conditions:

The results of the buildout year analysis for proposed conditions are summarized in **Tables 12** and **13** for daily and P.M. peak hour conditions, respectively. The tables list the roadway segments along with their projected volumes (including project trip increase due to the amendment), capacities and resultant Levels of Services. The analysis indicates that the study roadways will operate at the same Levels of Service as with base conditions with no failing roadway segments in the study area

Table 8
2025 Proposed Conditions Daily Traffic Capacity Analysis

Roadway Segment	# of Lns	2025 Base Daily Traffic Volume	Project Daily Traffic %	Project Daily Traffic Volume	2025 Total Daily Traffic	Adopted LOS Standard	Adopted LOS Capacity	2025 LOS	Deficient ?
US 17-92									
SR 434 to Shepard Rd	6	42,529	18%	4,613	47,142	E	60,000	D	No
Shepard Rd to SR 419/CR 427	6	39,523	19%	4,870	44,393	E	60,000	C	No
SR 419/CR 427 to CR 427	6	47,874	27%	6,920	54,794	E	60,000	E	No
CR 427 to County Home Rd	6	47,874	18%	4,613	52,487	E	60,000	E	No
County Home Rd to Lake Mary Blvd	6	39,551	29%	7,433	46,984	E	60,000	D	No
Lake Mary Blvd to Airport Blvd	4*	44,216	17%	4,357	48,573	E	55,200	E	No
Airport Blvd to CR 46A/25th St	4	25,968	7%	1,794	27,762	E	48,000	C	No
CR 427									
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	30,750	12%	3,076	33,826	E	42,560	E	No
CR 15 (Country Club Rd) to US 17-92	4	16,728	20%	5,126	21,854	E	42,560	B	No
US 17-92 to County Home Rd	4	25,556	29%	7,433	32,989	E	42,560	E	No
County Home Rd to Lake Mary Blvd	4	28,684	14%	3,588	32,272	E	42,560	D	No
Lake Mary Blvd to Airport Rd	4	20,839	19%	2,870	23,628	E	42,560	C	No
SR 419									
US 17-92 to SR 434	4	18,135	13%	3,332	21,467	E	48,000	B	No
Lake Mary Boulevard									
CR 15 to Sir Lawrence	4	35,203	7%	1,794	36,997	E	42,560	E	No
Sir Lawrence to Hidden Lake	4	30,477	9%	2,307	32,784	E	42,560	E	No
Hidden Lake to US 17-92	4	28,503	9%	2,307	30,810	E	42,560	D	No
US 17-92 to SR 417	4	25,411	2%	513	25,924	E	42,560	D	No
SR 417 to CR 425	4	19,892	5%	1,282	21,174	E	42,560	C	No
East Lake Mary Boulevard									
CR 425 to Red Cleveland Blvd	4	19,566	5%	1,282	20,848	E	42,560	C	No
CR 15 (Country Club Road)									
Rantoul ln to Lake Mary Blvd	2	13,023	0%	0	13,723	E	19,360	B	No
Lake Mary Blvd to Broadmoor Dr	2	15,714	1%	513	16,227	E	19,360	D	No
Broadmoor Dr to CR 427	2	11,659	1%	513	12,172	E	19,360	A	No

* With Continuous right turn lanes

Table 9
2025 Proposed Conditions P.M. Peak Hour Traffic Capacity Analysis

Roadway Segment	# of Lns	2025 PHPD Base Traffic		Project PHPD Trips		2025 PHPD Total Traffic	Adopted LOS		2025 LOS	Deficient ?
		Direction	Volume	%	Volume		Std	Capacity		
US 17-92										
SR 434 to Shepard Rd	6	NB	1,975	18%	167	2,142	E	2,800	D	No
Shepard Rd to SR 419/CR 427	6	NB	1,860	19%	177	2,037	E	2,800	C	No
SR 419/CR 427 to CR 427	6	SB	2,076	27%	373	2,449	E	2,800	D	No
CR 427 to County Home Rd	6	NB	1,873	18%	167	2,040	E	2,800	B	No
County Home Rd to Lake Mary Blvd	6	NB	1,873	29%	400	2,273	E	2,800	D	No
Lake Mary Blvd to Airport Blvd	4*	NB	1,996	17%	235	2,231	E	2,300	E	No
Airport Blvd to CR 46A/25th St	4	NB	1,120	7%	97	1,217	E	2,000	C	No
CR 427										
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	EB	1,735	12%	112	1,847	E	2,100	E	No
CR 15 (Country Club Rd) to US 17-92	4	EB	1,064	20%	186	1,250	E	2,100	D	No
US 17-92 to County Home Rd	4	EB	1,485	29%	269	1,754	E	2,100	E	No
County Home Rd to Lake Mary Blvd	4	EB	1,665	14%	183	1,848	E	2,100	E	No
Lake Mary Blvd to Airport Rd	4	NB	954	19%	152	1,116	E	2,100	C	No
SR 419										
US 17-92 to SR 434	4	SB	897	13%	178	1,075	E	850	B	No
Lake Mary Boulevard										
CR 15 to Sir Lawrence	4	EB	1,507	7%	65	1,572	E	2,100	D	No
Sir Lawrence to Hidden Lake	4	EB	1,430	9%	84	1,514	E	2,100	D	No
Hidden Lake to US 17-92	4	EB	1,353	9%	84	1,437	E	2,100	D	No
US 17-92 to SR 417	4	EB	1,284	2%	28	1,312	E	2,100	D	No
SR 417 to CR 425	4	EB	1,028	5%	69	1,097	E	2,100	C	No
East Lake Mary Boulevard										
CR 425 to Red Cleveland Blvd	4	EB	1,375	5%	69	1,444	E	2,100	D	No
CR 15 (Country Club Road)										
Rantoul ln to Lake Mary Blvd	2	NB	775	0%	0	775	E	900	D	No
Lake Mary Blvd to Broadmoor Dr	2	NB	744	1%	9	753	E	900	D	No
Broadmoor Dr to CR 427	2	NB	590	1%	9	599	E	900	A	No

* With Continuous right turn lanes

Table 10
2030 Base Conditions Daily Traffic Capacity Analysis

Roadway Segment	# of Lns	Existing Daily Traffic	Growth Factor	2030 Daily Traffic			Adopted LOS		2030 LOS	Deficient ?
				Background	Committed	Total	Standard	Capacity		
US 17-92										
SR 434 to Shepard Rd	6	39,268	1.13	44,373	120	44,493	E	60,000	C	No
Shepard Rd to SR 419/CR 427	6	36,498	1.13	41,243	105	41,348	E	60,000	C	No
SR 419/CR 427 to CR 427	6	44,231	1.13	49,981	105	50,086	E	60,000	D	No
CR 427 to County Home Rd	6	36,500	1.13	41,245	131	41,376	E	60,000	C	No
County Home Rd to Lake Mary Blvd	6	36,500	1.13	41,245	131	41,376	E	60,000	C	No
Lake Mary Blvd to Airport Blvd	6	40,941	1.13	46,263	0	46,263	E	60,000	D	No
Airport Blvd to CR 46A/25th St	4	24,044	1.13	27,170	0	27,170	E	48,000	C	No
CR 427										
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	26,442	1.26	33,317	77	33,394	E	42,560	E	No
CR 15 (Country Club Rd) to US 17-92	4	14,256	1.26	17,963	191	18,154	E	42,560	B	No
US 17-92 to County Home Rd	4	21,603	1.26	27,220	497	27,717	E	42,560	D	No
County Home Rd to Lake Mary Blvd	4	24,309	1.26	30,629	486	31,115	E	42,560	D	No
Lake Mary Blvd to Airport Rd	4	17,499	1.26	22,049	540	22,589	E	42,560	C	No
SR 419										
US 17-92 to SR 434	4	16,792	1.13	18,975	0	18,975	E	48,000	B	No
Lake Mary Boulevard										
CR 15 to Sir Lawrence	4	31,294	1.20	37,553	154	37,707	E	42,560	E	No
Sir Lawrence to Hidden Lake	4	27,212	1.20	32,654	0	32,654	E	42,560	E	No
Hidden Lake to US 17-92	4	25,449	1.20	30,539	0	30,539	E	42,560	D	No
US 17-92 to SR 417	4	21,403	1.20	25,684	1,440	27,124	E	42,560	D	No
SR 417 to CR 425	4	16,314	1.20	19,577	1,620	21,197	E	42,560	C	No
East Lake Mary Boulevard										
CR 425 to Red Cleveland Blvd	4	16,305	1.33	21,686	0	21,686	E	42,580	C	No
CR 15 (Country Club Road)										
Rantoul ln to Lake Mary Blvd	2	11,174	1.26	14,079	61	14,140	E	19,360	C	No
Lake Mary Blvd to Broadmoor Dr	2	13,494	1.26	17,002	61	17,063	E	19,360	D	No
Broadmoor Dr to CR 427	2	10,051	1.26	12,664	0	12,664	E	19,360	A	No

Table 11
2030 Base Conditions P.M. Peak Hour Traffic Capacity Analysis

Roadway Segment	# of Lns	Existing PHPD		Growth Factor	2030 PHPD Traffic			Adopted LOS		2030 LOS	Deficient ?
		Direction	Volume		Background	Committed	Total	Standard	Capacity		
US 17-92											
SR 434 to Shepard Rd	6	NB	1,823	1.13	2,060	6	2,066	E	2,800	C	No
Shepard Rd to SR 419/CR 427	6	NB	1,718	1.13	1,941	5	1,946	E	2,800	C	No
SR 419/CR 427 to CR 427	6	SB	1,918	1.13	2,167	5	2,172	E	2,800	D	No
CR 427 to County Home Rd	6	NB	1,728	1.13	1,953	7	1,960	E	2,800	C	No
County Home Rd to Lake Mary Blvd	6	NB	1,728	1.13	1,953	7	1,960	E	2,800	C	No
Lake Mary Blvd to Airport Blvd	6	NB	1,848	1.13	2,088	0	2,088	E	2,800	C	No
Airport Blvd to CR 46A/25th St	4	NB	1,037	1.13	1,172	0	1,172	E	2,000	C	No
CR 427											
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	EB	1,492	1.26	1,880	4	1,884	E	2,100	E	No
CR 15 (Country Club Rd) to US 17-92	4	EB	909	1.26	1,145	10	1,155	E	2,100	C	No
US 17-92 to County Home Rd	4	EB	1,258	1.26	1,585	26	1,611	E	2,100	E	No
County Home Rd to Lake Mary Blvd	4	EB	1,414	1.26	1,782	25	1,807	E	2,100	E	No
Lake Mary Blvd to Airport Rd	4	NB	798	1.26	1,005	28	1,033	E	2,100	C	No
SR 419											
US 17-92 to SR 434	4	SB	831	1.13	939	0	939	E	2,000	B	No
Lake Mary Boulevard											
CR 15 to Sir Lawrence	4	EB	1,338	1.20	1,606	8	1,614	E	2,100	E	No
Sir Lawrence to Hidden Lake	4	Eb	1,277	1.20	1,532	0	1,532	E	2,100	D	No
Hidden Lake to US 17-92	4	EB	1,208	1.20	1,450	0	1,450	E	2,100	D	No
US 17-92 to SR 417	4	EB	1,081	1.20	1,297	74	1,371	E	2,100	D	No
SR 417 to CR 425	4	EB	843	1.20	1,012	84	1,096	E	2,100	C	No
East Lake Mary Boulevard											
CR 425 to Red Cleveland Blvd	4	EB	1,145	1.33	1,523	0	1,523	E	2,100	D	No
CR 15 (Country Club Road)											
Rantoul ln to Lake Mary Blvd	2	NB	629	1.26	793	3	796	E	900	E	No
Lake Mary Blvd to Broadmoor Dr	2	NB	639	1.26	805	3	808	E	900	D	No
Broadmoor Dr to CR 427	2	NB	590	1.26	641	0	641	E	900	B	No

Table 12
2030 Proposed Conditions Daily Traffic Capacity Analysis

Roadway Segment	# of Lns	2030 Daily Base Traffic	Project Daily Traffic		2030 Total Daily Traffic	Adopted LOS		2030 LOS	Deficient ?
			%	Volume		Standard	Capacity		
US 17-92									
SR 434 to Shepard Rd	6	44,493	18%	4,613	49,106	E	60,000	D	No
Shepard Rd to SR 419/CR 427	6	41,348	19%	4,870	46,218	E	60,000	D	No
SR 419/CR 427 to CR 427	6	50,086	27%	6,920	57,006	E	60,000	E	No
CR 427 to County Home Rd	6	41,376	18%	4,613	45,989	E	60,000	D	No
County Home Rd to Lake Mary Blvd	6	41,376	29%	7,433	48,809	E	60,000	D	No
Lake Mary Blvd to Airport Blvd	6	46,263	17%	4,357	50,620	E	60,000	D	No
Airport Blvd to CR 46A/25th St	4	27,170	7%	1,794	28,964	E	48,000	C	No
CR 427									
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	33,394	12%	3,076	36,470	E	42,560	E	No
CR 15 (Country Club Rd) to US 17-92	4	18,154	20%	5,126	23,280	E	42,560	C	No
US 17-92 to County Home Rd	4	27,717	29%	7,433	35,150	E	42,560	E	No
County Home Rd to Lake Mary Blvd	4	31,115	14%	3,588	34,703	E	42,560	E	No
Lake Mary Blvd to Airport Rd	4	22,589	19%	2,870	25,459	E	42,560	C	No
SR 419									
US 17-92 to SR 434	4	18,975	13%	3,332	22,307	E	48,000	B	No
Lake Mary Boulevard									
CR 15 to Sir Lawrence	4	37,707	7%	1,794	39,501	E	42,560	E	No
Sir Lawrence to Hidden Lake	4	32,654	9%	2,307	34,961	E	42,560	E	No
Hidden Lake to US 17-92	4	30,539	9%	2,307	32,846	E	42,560	E	No
US 17-92 to SR 417	4	27,124	2%	513	27,637	E	42,560	D	No
SR 417 to CR 425	4	21,197	5%	1,282	22,479	E	42,560	C	No
East Lake Mary Boulevard									
CR 425 to Red Cleveland Blvd	4	21,686	5%	1,282	22,968	E	42,560	C	No
CR 15 (Country Club Road)									
Rantoul ln to Lake Mary Blvd	2	141940	0%	0	14,140	E	19,360	C	No
Lake Mary Blvd to Broadmoor Dr	2	17,063	1%	513	17,576	E	19,360	D	No
Broadmoor Dr to CR 427	2	12,664	1%	513	13,177	E	19,360	A	No

Table 13
2030 Proposed Conditions P.M. Peak Hour Traffic Capacity Analysis

Roadway Segment	# of Lns	2030 PHPD Base Traffic		Project PHPD Trips		2030 PHPD Total Traffic	Adopted LOS		2030 LOS	Deficient ?
		Direction	Volume	%	Volume		Standard	Capacity		
US 17-92										
SR 434 to Shepard Rd	6	NB	2,066	18%	167	2,233	E	2,800	D	No
Shepard Rd to SR 419/CR 427	6	NB	1,946	19%	177	2,123	E	2,800	D	No
SR 419/CR 427 to CR 427	6	SB	2,172	27%	373	2,545	E	2,800	D	No
CR 427 to County Home Rd	6	NB	1,960	18%	167	2,127	E	2,800	D	No
County Home Rd to Lake Mary Blvd	6	NB	1,960	29%	400	2,360	E	2,800	D	No
Lake Mary Blvd to Airport Blvd	6	NB	2,088	17%	235	2,323	E	2,800	D	No
Airport Blvd to CR 46A/25th St	4	NB	1,172	7%	97	1,269	E	2,000	C	No
CR 427										
Longwood Lake Mary Rd to CR 15 (County Club Rd)	4	EB	1,884	12%	112	1,996	E	2,100	E	No
CR 15 (Country Club Rd) to US 17-92	4	EB	1,155	20%	186	1,341	E	2,100	D	No
US 17-92 to County Home Rd	4	EB	1,611	29%	269	1,880	E	2,100	E	No
County Home Rd to Lake Mary Blvd	4	EB	1,807	14%	183	1,990	E	2,100	E	No
Lake Mary Blvd to Airport Rd	4	NB	1,033	19%	152	1,185	E	2,100	C	No
SR 419										
US 17-92 to SR 434	4	SB	939	13%	178	1,117	E	2,000	B	No
Lake Mary Boulevard										
CR 15 to Sir Lawrence	4	EB	1,614	7%	65	1,679	E	2,100	E	No
Sir Lawrence to Hidden Lake	4	Eb	1,532	9%	84	1,616	E	2,100	E	No
Hidden Lake to US 17-92	4	EB	1,450	9%	84	1,534	E	2,100	D	No
US 17-92 to SR 417	4	EB	1,371	2%	28	1,399	E	2,100	D	No
SR 417 to CR 425	4	EB	1,096	5%	69	1,165	E	2,100	B	No
East Lake Mary Boulevard										
CR 425 to Red Cleveland Blvd	4	EB	1,523	5%	69	1,592	E	2,100	D	No
CR 15 (Country Club Road)										
Rantoul In to Lake Mary Blvd	2	NB	796	0%	0	796	E	900	E	No
Lake Mary Blvd to Broadmoor Dr	2	NB	808	1%	9	817	E	900	D	No
Broadmoor Dr to CR 427	2	NB	641	1%	9	650	E	900	B	No

STUDY CONCLUSIONS

This transportation facilities analysis was conducted in support of an application for a large-scale future land use amendment for the 110.13 Reagan Center site located between 17-92 and Ronald Reagan Boulevard (CR 427) to the northeast of County Home Road in Seminole County, Florida. The purpose of the amendment is to change the future land use of this property from the existing PD to a more intense PD with a mix of office, retail commercial, and residential uses.

The analysis assessed the impacts on the roadway network of the additional traffic that would result from the proposed amendment. The findings of this analysis are as follows:

- The requested amendment will result in a net increase of 25,630 daily trips and 2,310 P.M. peak hour trips to be added to the area roadways under the most intense development scenarios.

- The analysis of existing conditions indicated that no roadways within the identified impact area currently operate at failing Levels of Service.

- The analysis of horizon year 2025 base conditions revealed that there will be no deficient roadway segments with planned/programmed improvements in the area. In the proposed 2025 conditions. In the proposed conditions with the amendment, the same Levels of Service will continue to prevail with no failing roadway segments.

- The analysis of buildout year 2030 conditions revealed that roadway segments within the identified impact area will operate at satisfactory Levels of Service with no failing roadway segments with or without the amendment.

- The development will be subject to further review through the County's CMS procedures and will be required to mitigate any direct impacts to the transportation network at the time of development.

APPENDICES

APPENDIX A

Study Methodology

Traffic Study Methodology for Comprehensive Plan Amendment
Reagan Center/Parkside Place

Introduction

The analysis will be conducted in support of a large scale comprehensive plan amendment for Reagan Center, now known as Parkside Place. Reagan Center is an approved PD with the following maximum land uses:

- Retail Commercial…….236,858 square feet
- General Office…….216,537 square feet
- Multi-Family Residential……827 Dwelling Units

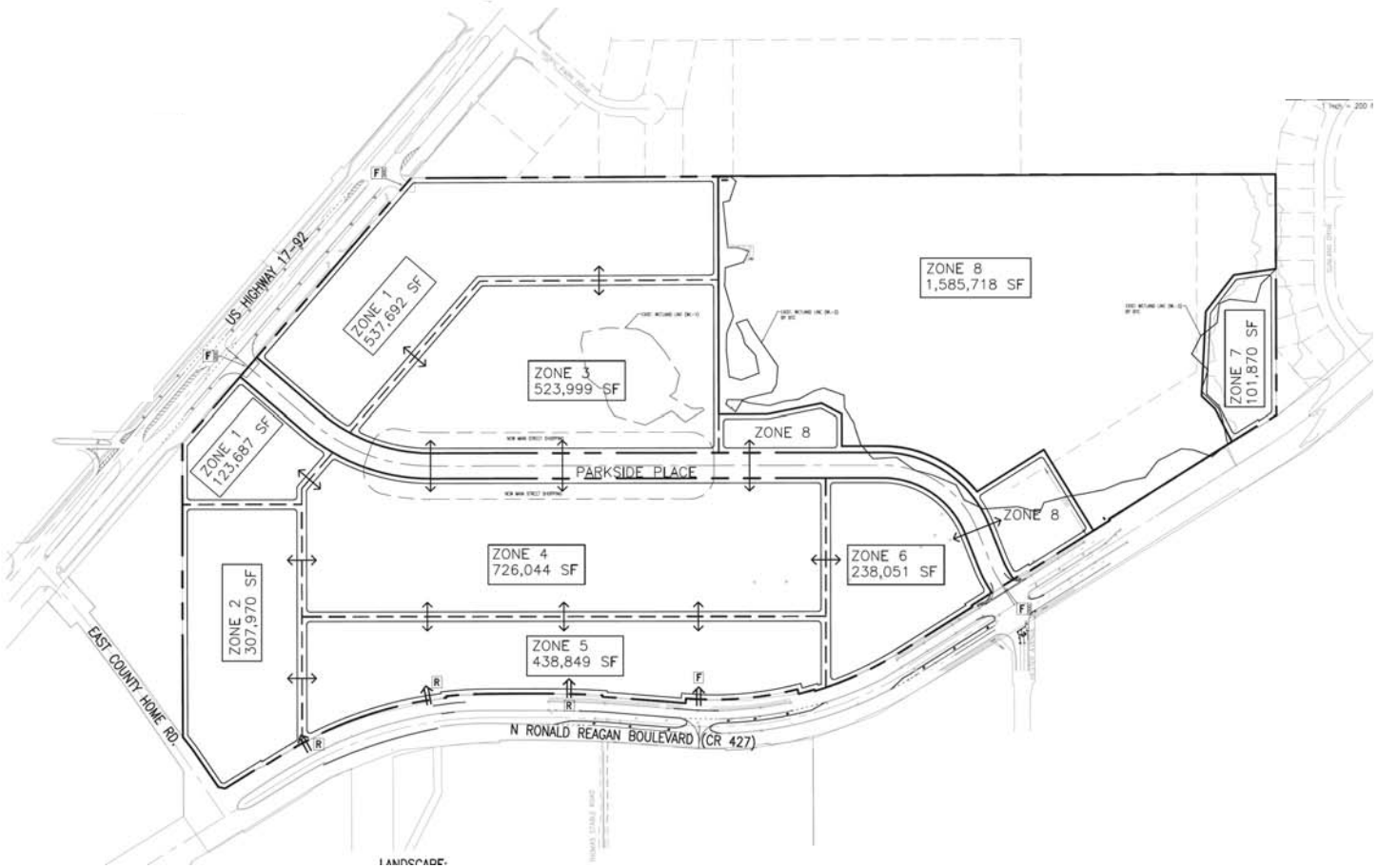
With the large-scale amendment, the Reagan Center site is proposed to be developed with the following land uses:

- Commercial Uses
  General Office ……1,392,876 square feet
  Retail Commercial…… 340,000 square feet
  Independent Living Facility……184,000 square feet (184 Units)
  Assisted Living Facility……200,000 square feet (150 Units/300 Beds)
  Hotel…….. 150,000 square feet (250 Rooms)
  2,266,876 square feet

- Multi-Family Residential
  Mid-Rise Apartment……1,916 Dwelling Units
  High-Rise Apartment……..2,160 Dwelling Units
  Student Apartment ……752 Dwelling Units (Bedrooms)
  4,828 Units

Figure 1 depicts the Master Development Plan of the proposed development.

535 Versailles Drive, Maitland, Florida 32751 ■ Phone (407) 628-9955 ■ Fax (407) 628-8850 ■ www.tpdtraffic.com



Regan Center/Parkside Place
Project № 5084

Figure 1

Master Development Plan

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Trip Generation/Distribution

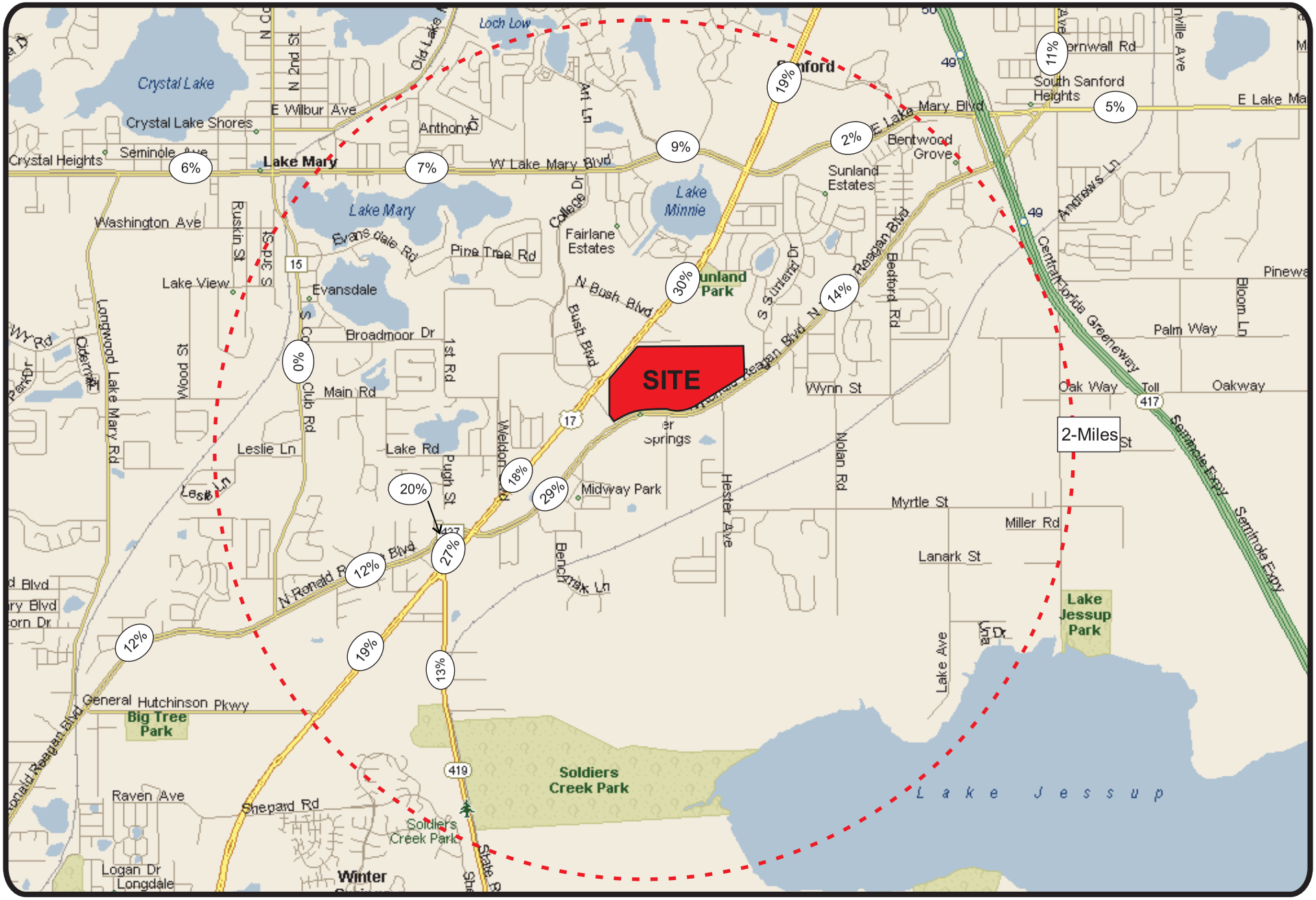
The trip generation of the approved and proposed developments will be calculated with the use of the data from the 10th Edition of the ITE Trip Generation Manual. The calculation is summarized in **Table 1** which shows the project's daily and PM peak hour generation for the two development scenarios. As a mixed-use development, this project will generate trips internal to the site which were estimated with the use of NCHRP 684 Internal Trip Estimation Tool. The project will establish an on-site Lynx Transit Stop and, therefore, a nominal 5% transit trip capture was used. The retail commercial component of the development will generate a portion of its external trips from the existing traffic stream on the adjacent roadways. As per the 3rd Edition of the ITE Trip Generation Handbook, the pass-by will constitute 34% of the total trips generated by the retail commercial uses. Subtracting the internal, transit and pass-by trips results in new net trips to be added to the area roadways.

As shown in the table, the proposed amendment will increase the site's trip generation by 24,357 new net daily trips and 2,310 new net PM peak hour trips. To determine a distribution pattern for these trips on the area roadways, the OUATS model was executed with the Select Zone Analysis. The model generated distribution was reviewed for reasonableness and a minor adjustment was made to increase the project trips on Ronald Reagan Boulevard northwest of the site from 10% to 14%. **Figure 2** depicts the modified trip distribution. The ITE trip generation and internal/pass-by trip capture sheets along with the model distribution plot are included in **Attachment A.**

Table 1
Trip Generation Summary
Reagan Center/Parkside Place

ITE Code	Land Use	Quantity	Daily		P.M. Peak Hour			
			Rate**	Trips	Rate**	Enter	Exit	Total
Approved Development/Reagan Center								
710	General Office	216.537 KSF	10.368/E	2,245	1.095/E	38	197	237
820	Retail/Commercial	236,858 KSF	45.622/E	10,806	4,344/E	494	535	1,029
220	Low-Rise Apartment	827 DU	7.511/E	6,211	0.468/E	244	143	387
		Total Trips		**19,262**		**776**	**875**	**1,651**
		Internal Trips (25%)		**4,816**		**194**	**219**	**413**
		Retail Pass-by Trips (34%)		**2,756**		**126**	**136**	**262**
		New Net Trips		**11,690**		**456**	**520**	**976**
Proposed Development /Parkside Place								
710	General Office	1,392.876 KSF	9.804/E	13,656	0.998/E	222	1,168	1,390
820	Retail/Commercial	340.000 KSF	40.639/E	13,817	3.953/E	645	699	1,344
221	Mid-Rise Apartment	1,916 DU	5.449/E	10,440	0.394/E	460	294	754
222	High-Rise Apartment	2,160 DU	4.038/E	8,722	0.344/E	453	290	743
225	Student Apartment	752 DU (Bedrooms)	3.102/E	2,333	0.243/E	92	91	183
252	Senior Adult Housing (Independent Living Facility)	184 DU	3.880/E	714	0.250/E	25	21	46
254	Assisted Living Facility	300 Beds	2.600/R	780	0.260/R	30	48	78
310	Hotel	250 Rooms	9.582/E	2,396	0.644/E	82	79	161
		Total Trips		**52,858**		**2,009**	**2,690**	**4,699**
		Internal Trips (17%)		**8,996**		**342**	**457**	**799**
		Transit Trips (5%)		**2,643**		**100**	**135**	**235**
		Retail Pass by-Trips (34%)		**3,899**		**182**	**197**	**379**
		New Net Trips		**37,047**		**1,385**	**1,901**	**3,256**
		Trip Increase Due to Amendment		**25,357**		**929**	**1,381**	**2,310**

*KSF=1,000 sq. ft/DU=Dwelling Unit
**E=Equation/R=Average Rate



Reagan Center/Parkside Place
Project № 5084

Figure 2

Modified Trip Distribution

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Traffic Impact Study Area

The County's Traffic Impact Analysis (TIA) guidelines require a minimum of 2-mile area from the project site for projects involving land use change/PD rezoning. For this study, we propose to use a 2-3-mile impact area within which all classified roadways will be analyzed. **Figure 3** depicts a 2-mile impact area. The analysis will be for both daily and peak hour/peak direction conditions. In the analysis, planned and programmed roadway improvements within the study area obtained from Seminole County, MetroPlan and FDOT will be used as appropriate.

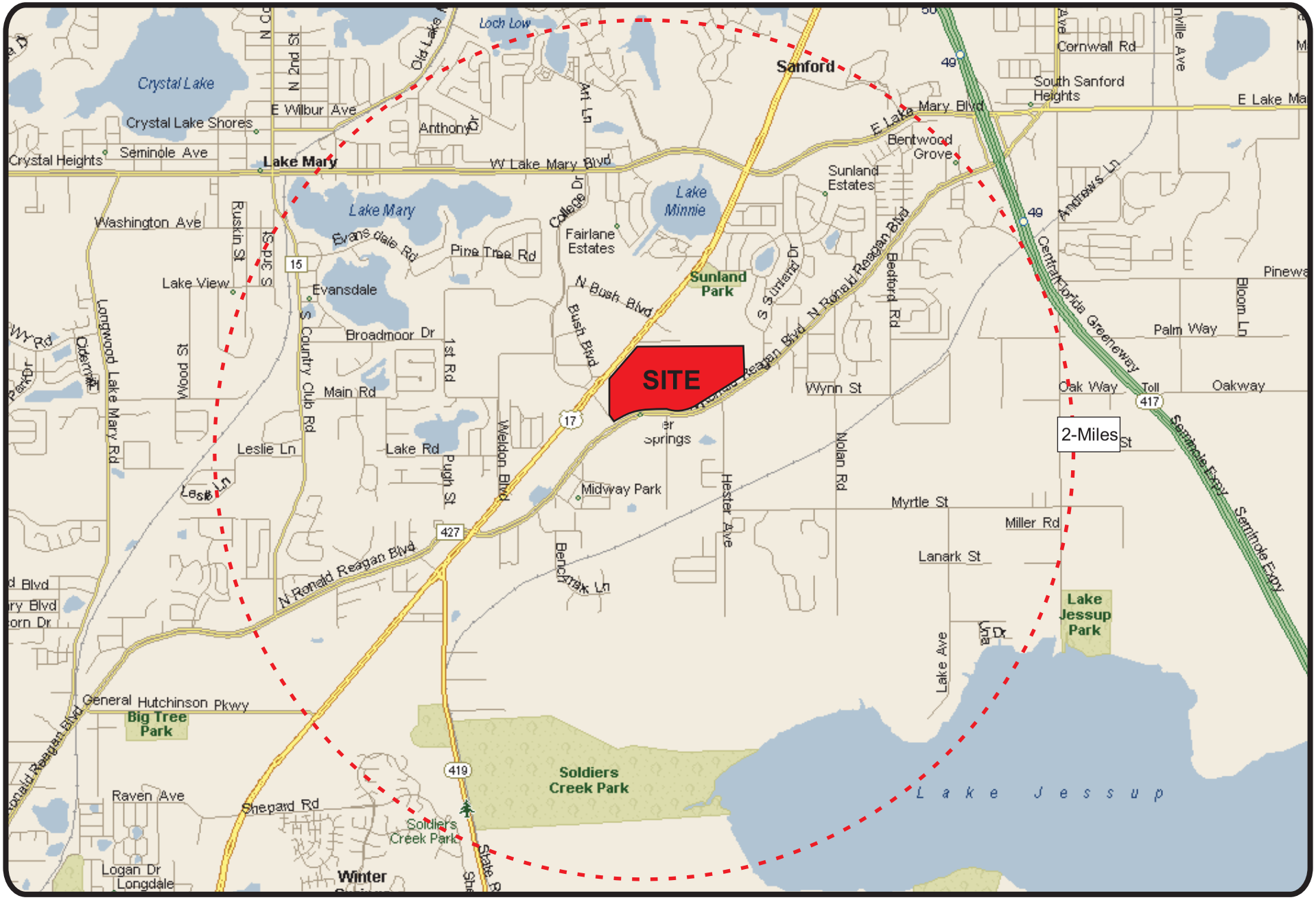
Traffic Analysis

The traffic analysis for the amendment will involve the following steps:

- An existing conditions analysis will be conducted identifying the current operating Levels of Service (LOS) for roadways within the study area. This will be accomplished with the use of the County's CMS database for daily and peak hour conditions. In the analysis, the LOS standards/capacities of the County's Comprehensive Plan will be utilized. The LOS standards/capacities for State and County roads are included in **Attachment B.**

- For future conditions, the study roadways will be analyzed with and without the amendment. The analysis will be conducted for the County's Horizon Year (2025) and the project's completion year (2030). The future background traffic volumes will be determined with the use of growth factors based upon historical traffic counts on the area's roadways. At a minimum, a 1% annual growth will be used. Background traffic volumes will be combined with committed plus project trips to obtain total traffic volumes for use in the analysis

- Based upon information obtained above, a summary of the existing and projected Level of Service conditions will be provided. Any roadway segments operating below the adopted LOS standards with and without the development will be identified along with a list of recommended mitigation strategies.



Reagan Center/Parkside Place
Project № 5084

Figure 3

Impact Study Area

ATTACHMENT A

General Office Building
(710)

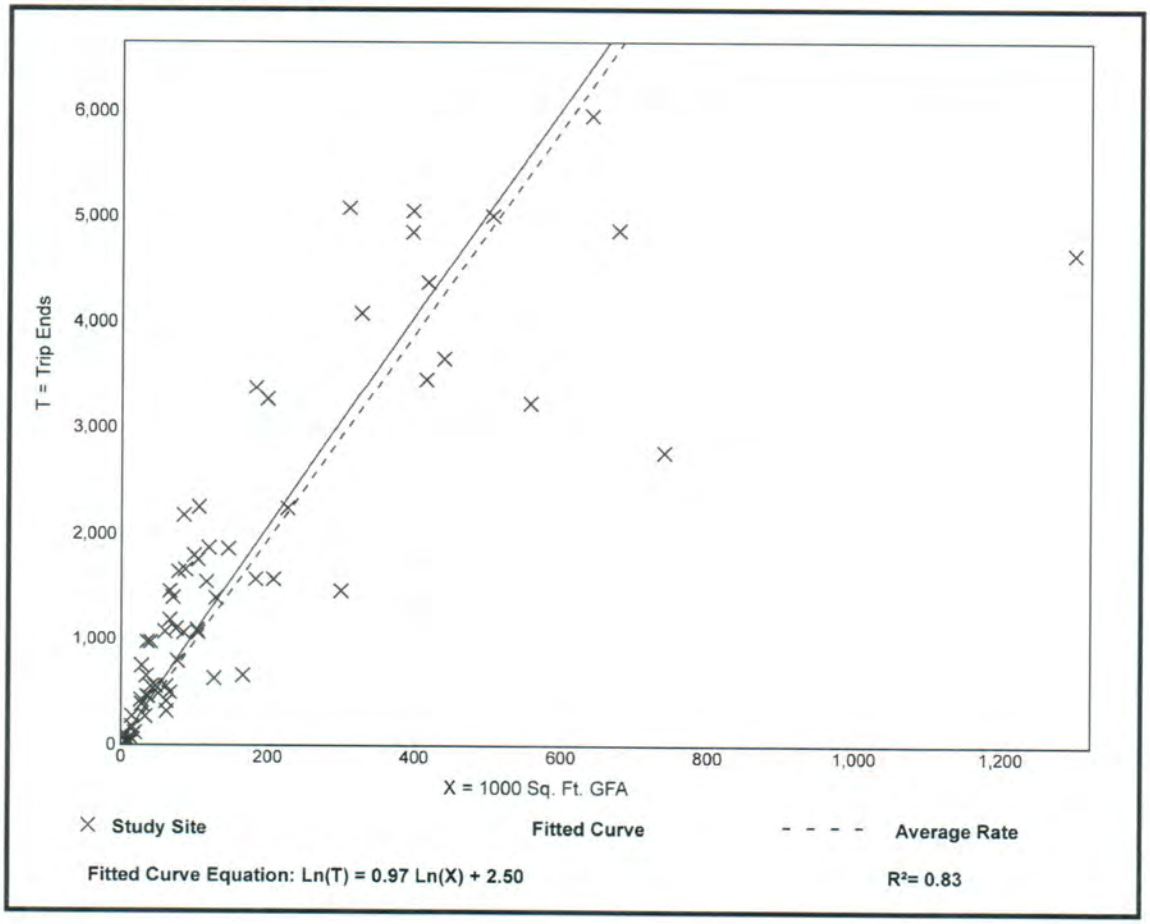
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 66
1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 2.50

R^2= 0.83

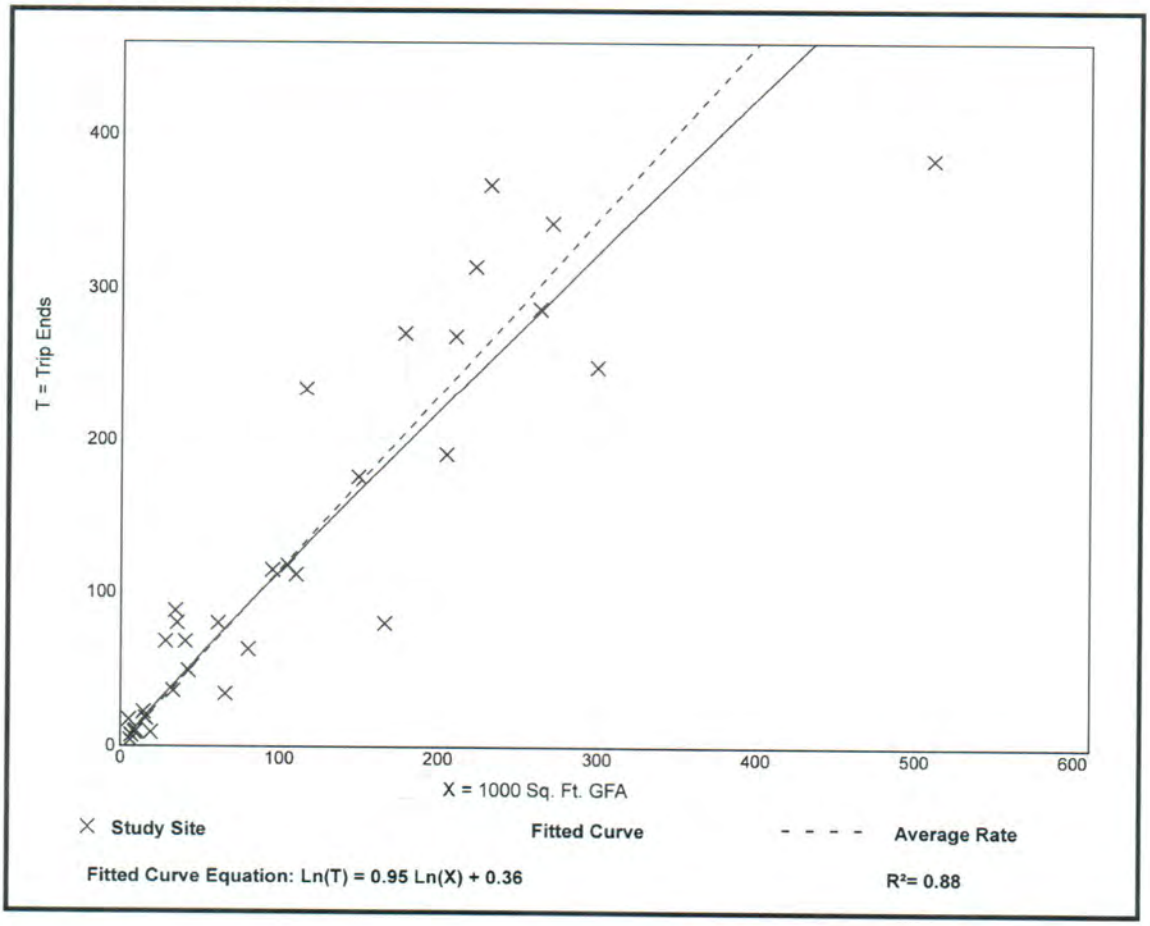
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
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: 32
1000 Sq. Ft. GFA: 114
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Shopping Center
(820)

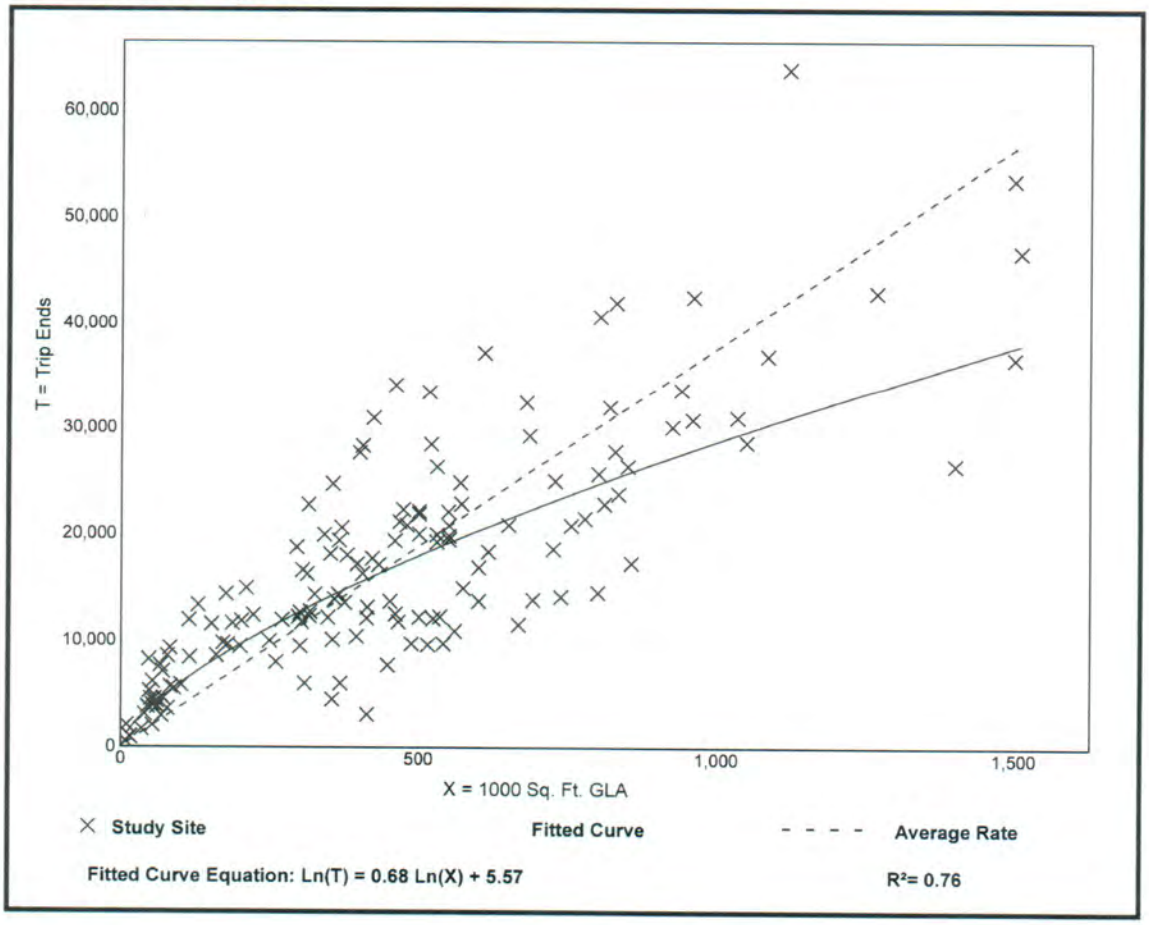
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 147
1000 Sq. Ft. GLA: 453
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.75	7.42 - 207.98	16.41

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 5.57

R^2= 0.76

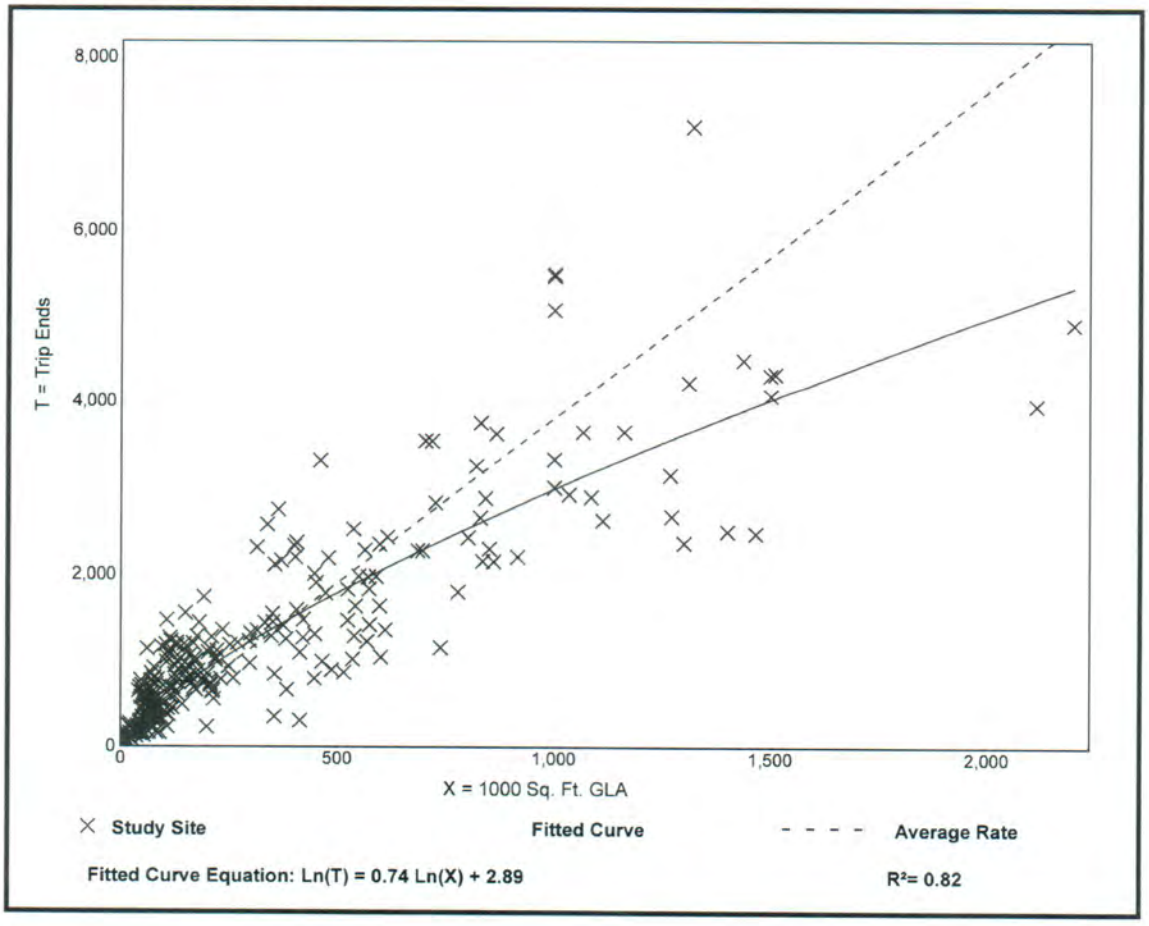
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
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: 261
1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Multifamily Housing (Low-Rise)
(220)

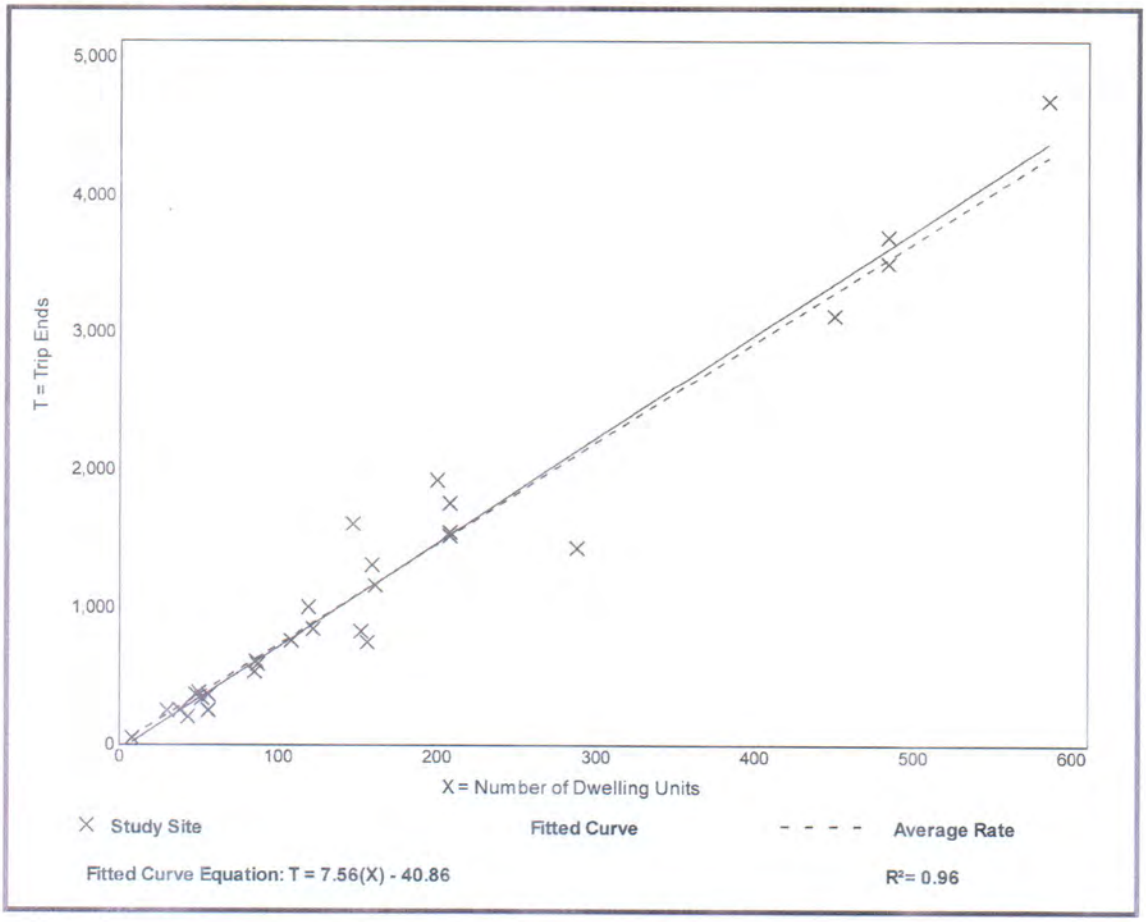
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 29
Avg. Num. of Dwelling Units: 168
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.32	4.45 - 10.97	1.31

Data Plot and Equation



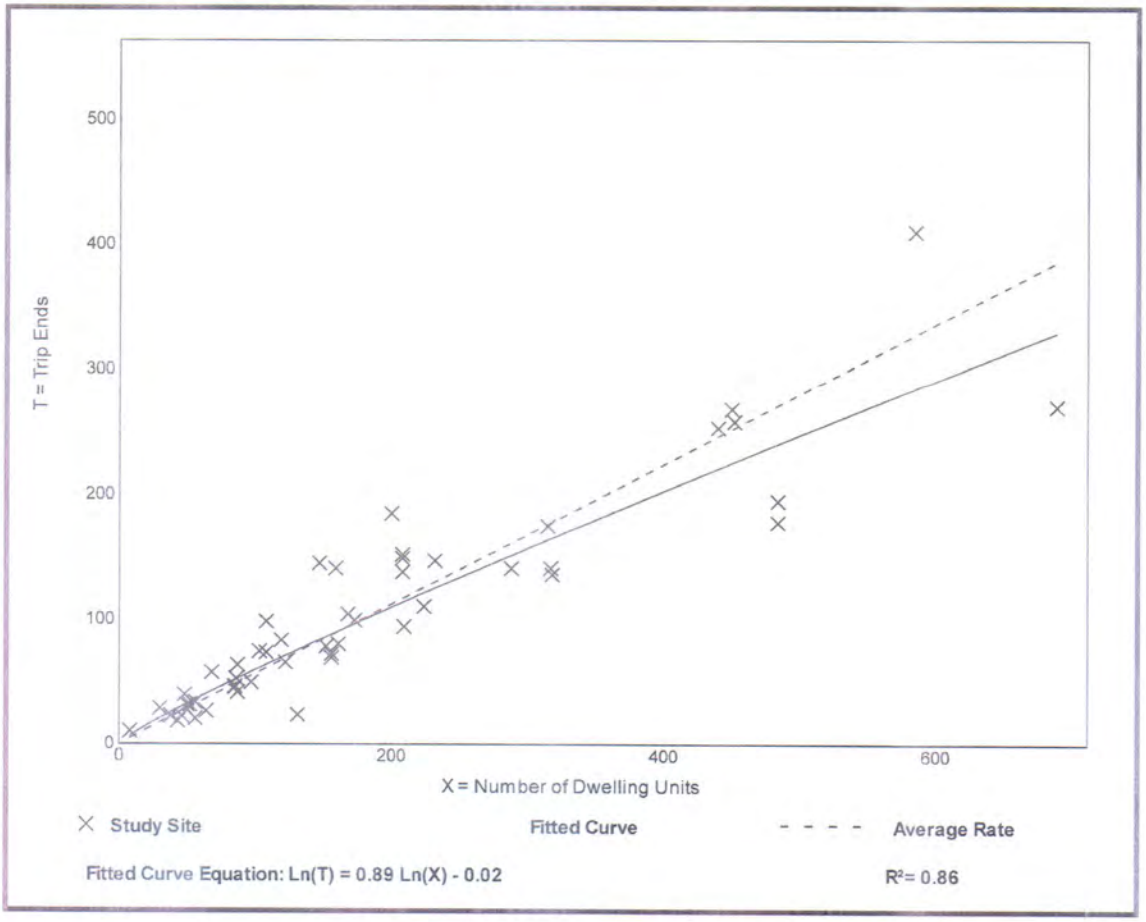
Multifamily Housing (Low-Rise)
(220)

Vehicle Trip Ends vs: **Dwelling Units**
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: 50
Avg. Num. of Dwelling Units: 187
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Multifamily Housing (Mid-Rise)
(221)

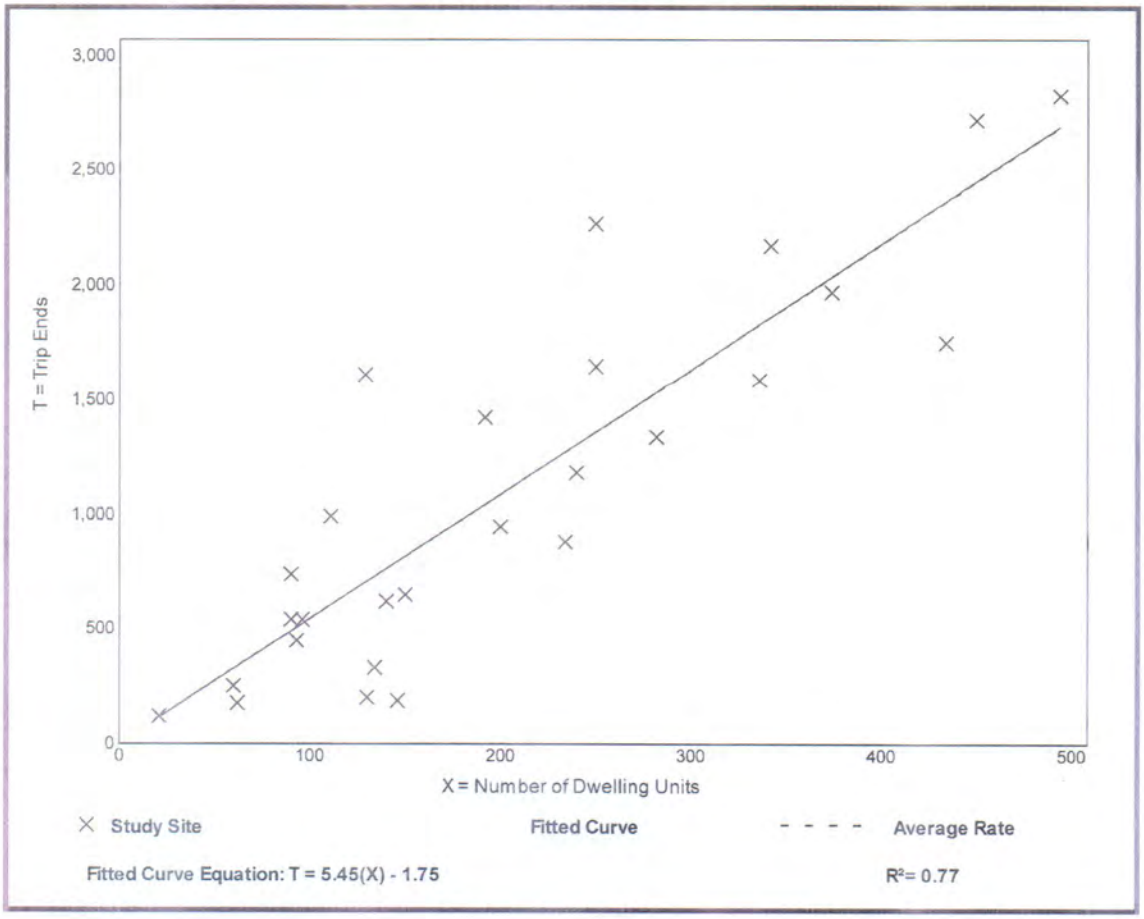
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



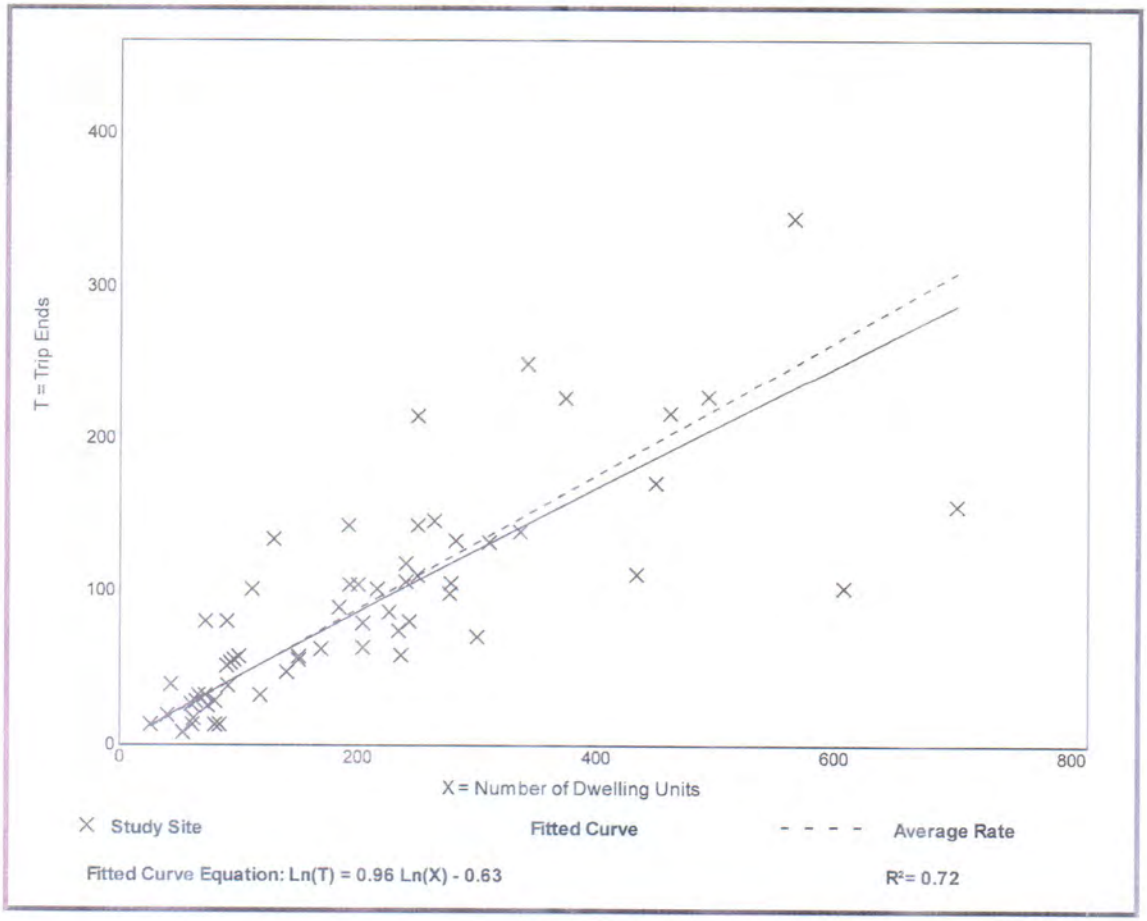
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
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: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Multifamily Housing (High-Rise)
(222)

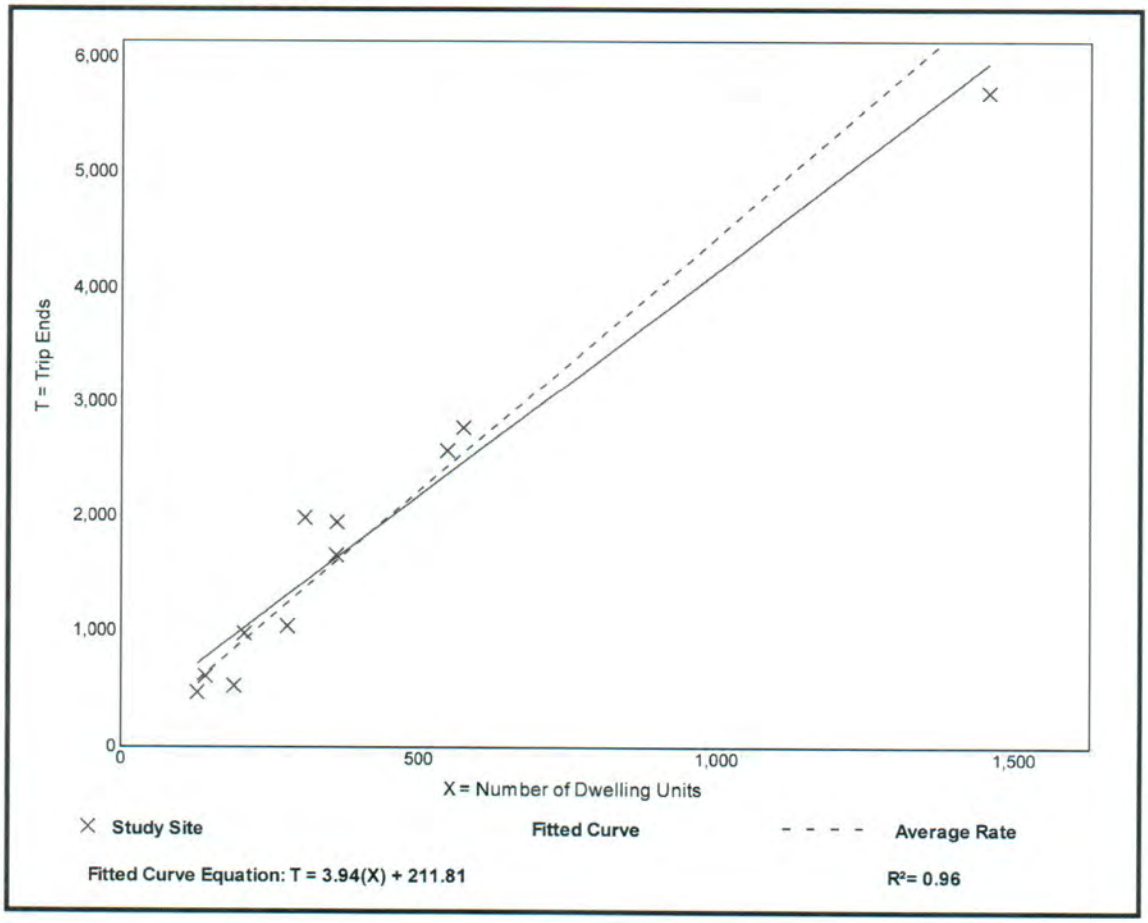
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 414
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.45	2.77 - 6.45	0.83

Data Plot and Equation



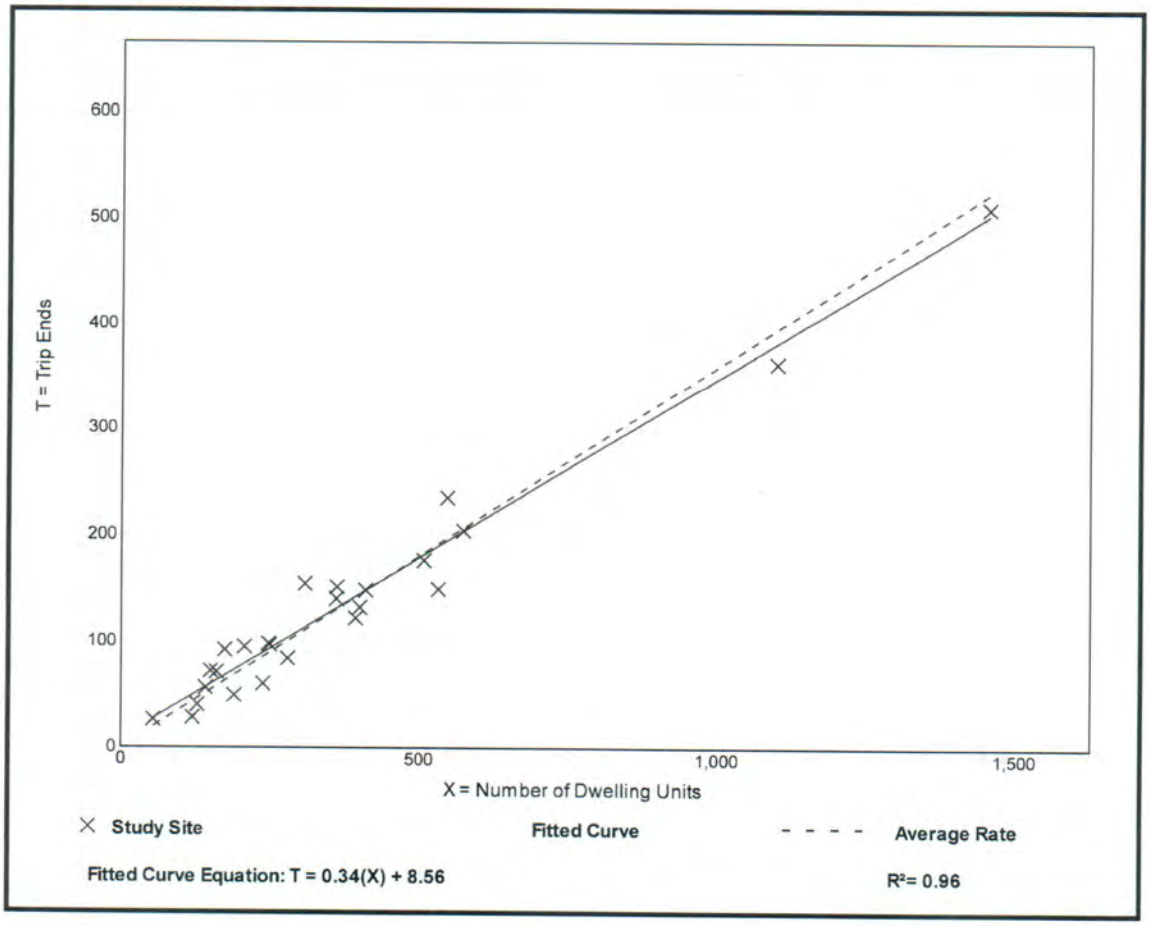
Multifamily Housing (High-Rise)
(222)

Vehicle Trip Ends vs: **Dwelling Units**
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: 25
Avg. Num. of Dwelling Units: 372
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.23 - 0.53	0.06

Data Plot and Equation



Off-Campus Student Apartment
(225)

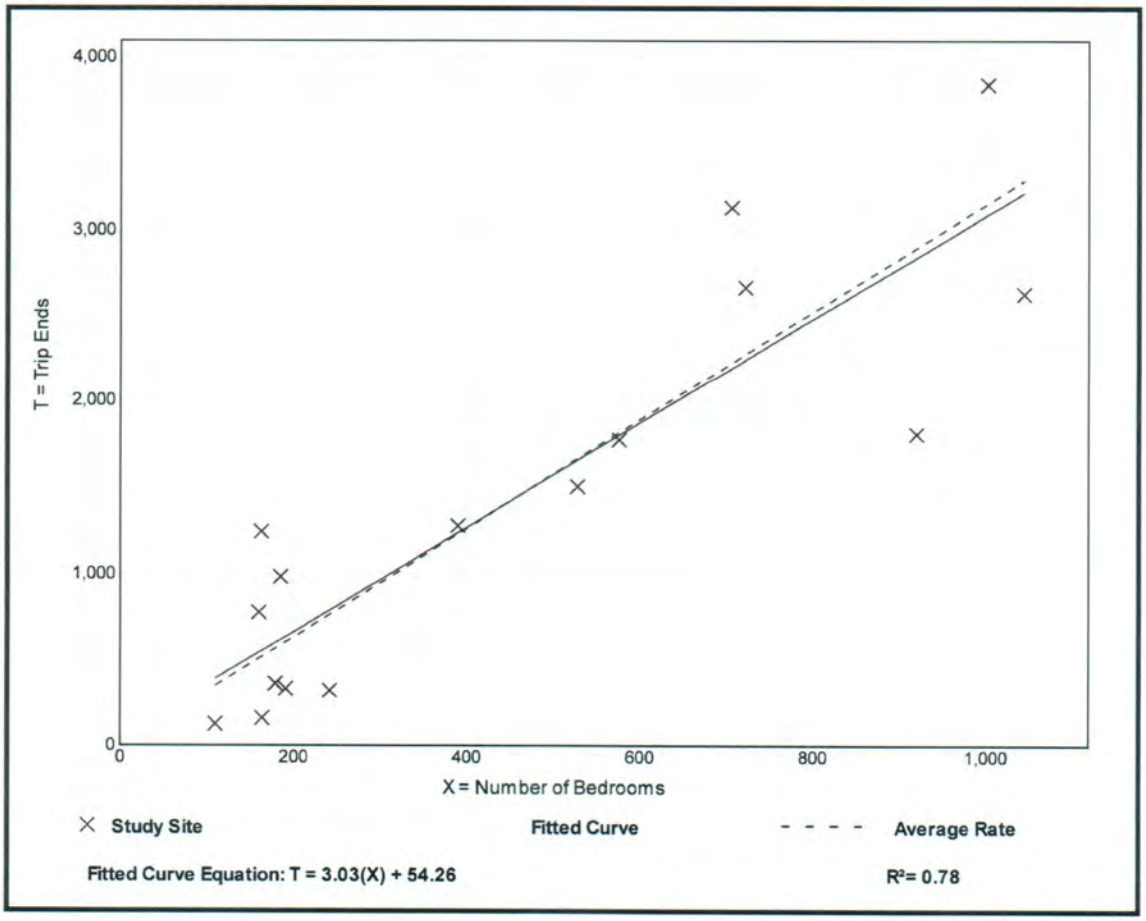
Vehicle Trip Ends vs: Bedrooms
On a: Weekday

Setting/Location: Adjacent to Campus
Number of Studies: 16
Avg. Num. of Bedrooms: 455
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
3.15	0.96 - 7.62	1.26

Data Plot and Equation



Fitted Curve Equation: T = 3.03(X) + 54.26

R^2= 0.78

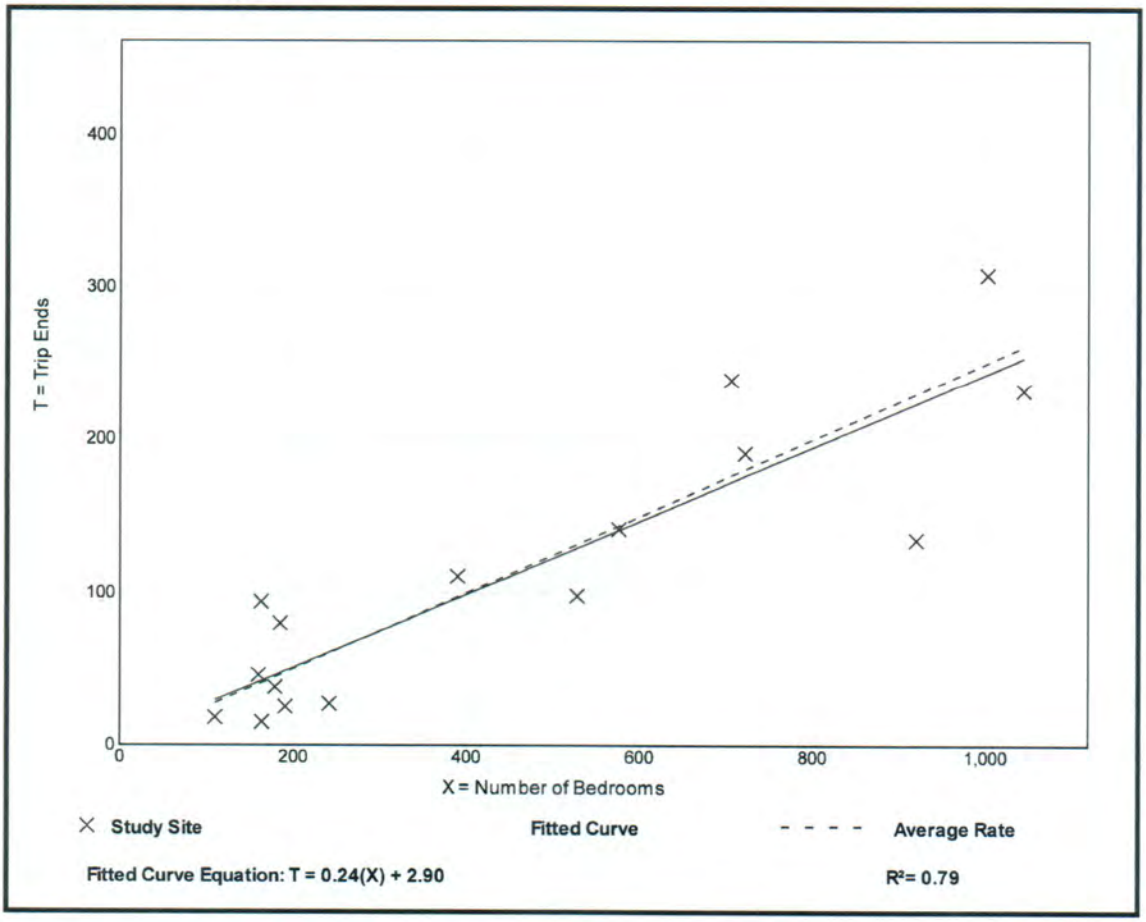
Off-Campus Student Apartment
(225)

Vehicle Trip Ends vs: **Bedrooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Adjacent to Campus**
Number of Studies: 16
Avg. Num. of Bedrooms: 455
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.25	0.09 - 0.58	0.09

Data Plot and Equation



Assisted Living
(254)

Vehicle Trip Ends vs: Beds
On a: Weekday

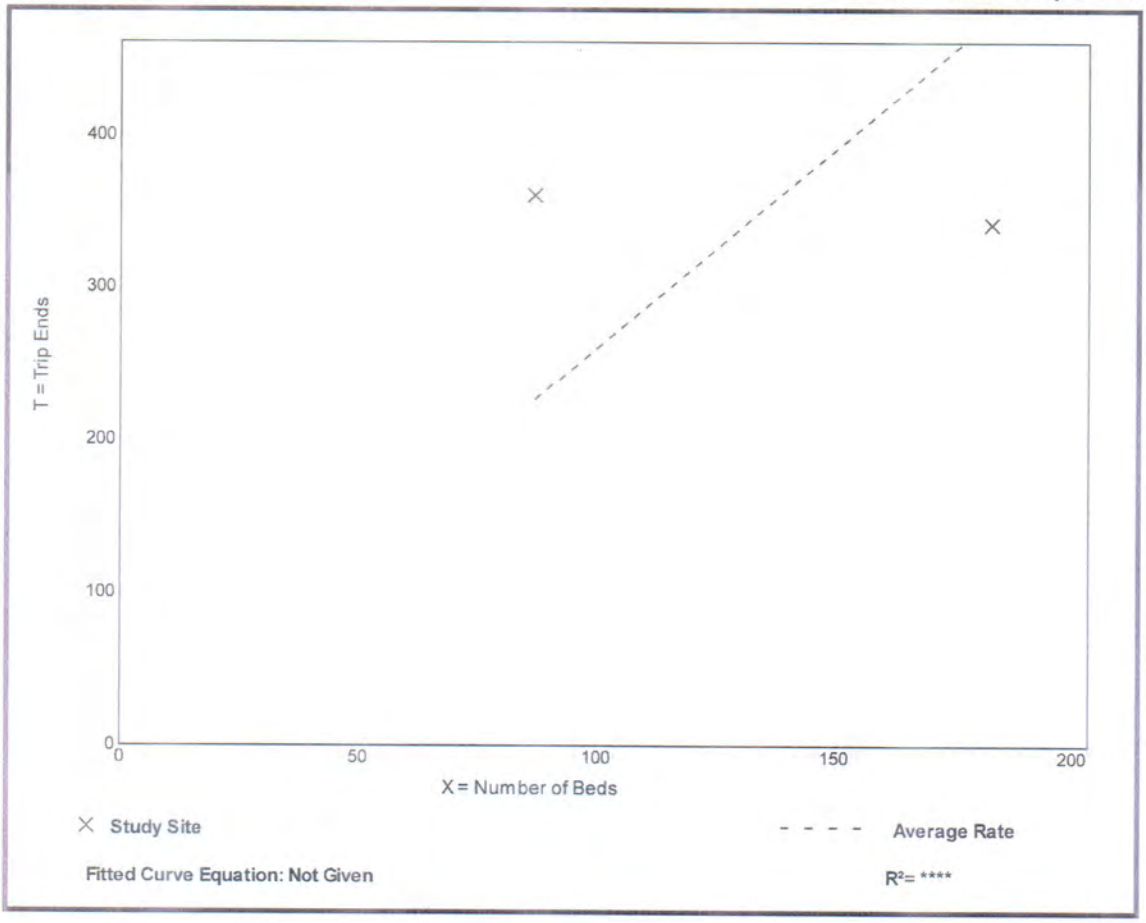
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Beds: 135
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
2.60	1.86 - 4.14	*

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

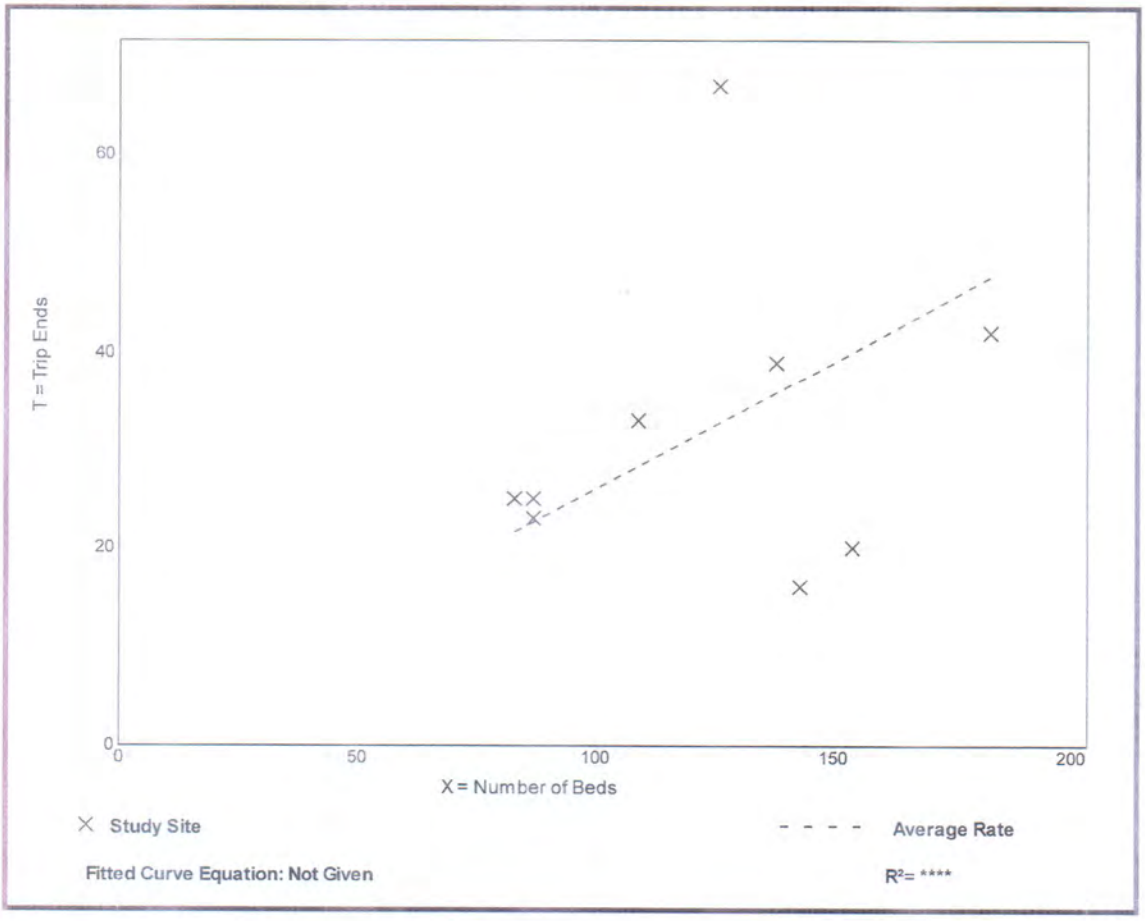
Assisted Living
(254)

Vehicle Trip Ends vs: **Beds**
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: 9
Avg. Num. of Beds: 123
Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.26	0.11 - 0.53	0.13

Data Plot and Equation



Senior Adult Housing - Attached
(252)

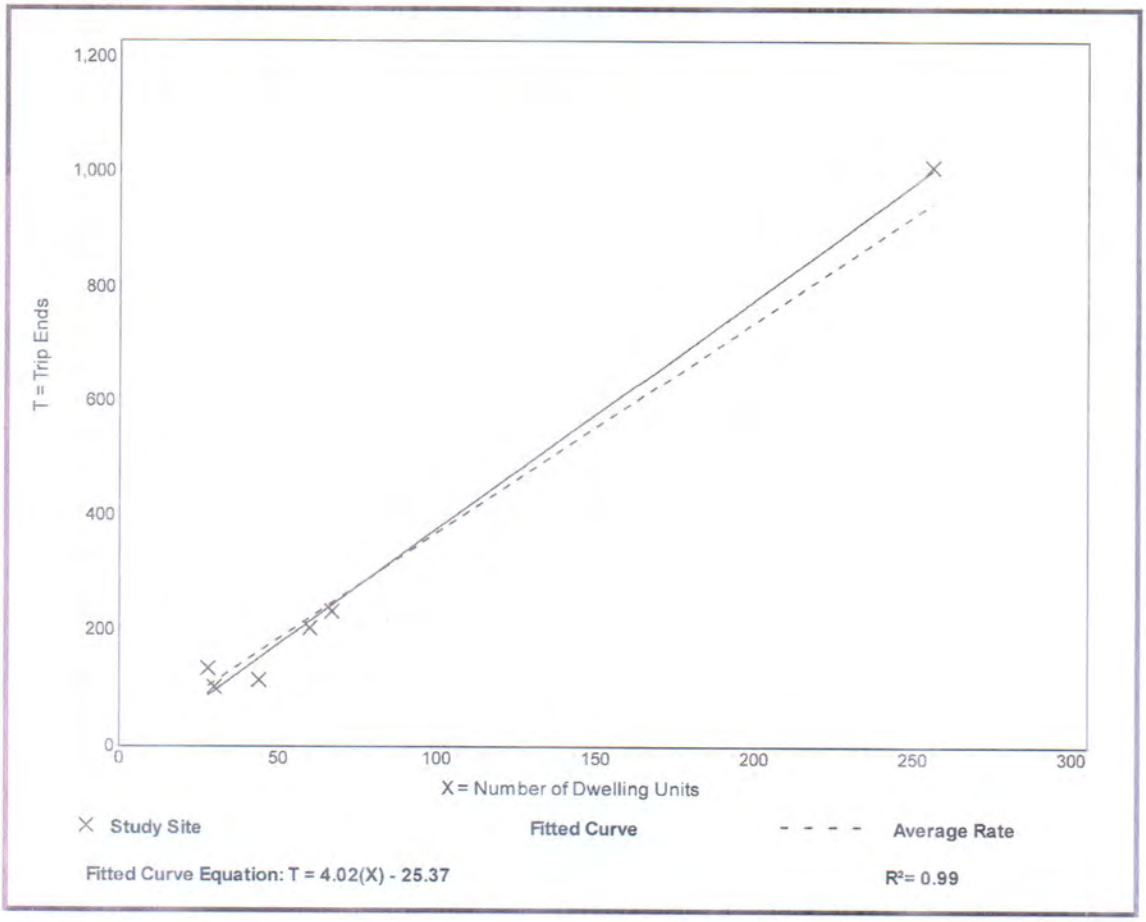
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Dwelling Units: 81
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.70	2.59 - 4.79	0.53

Data Plot and Equation



Fitted Curve Equation: T = 4.02(X) - 25.37

R^2= 0.99

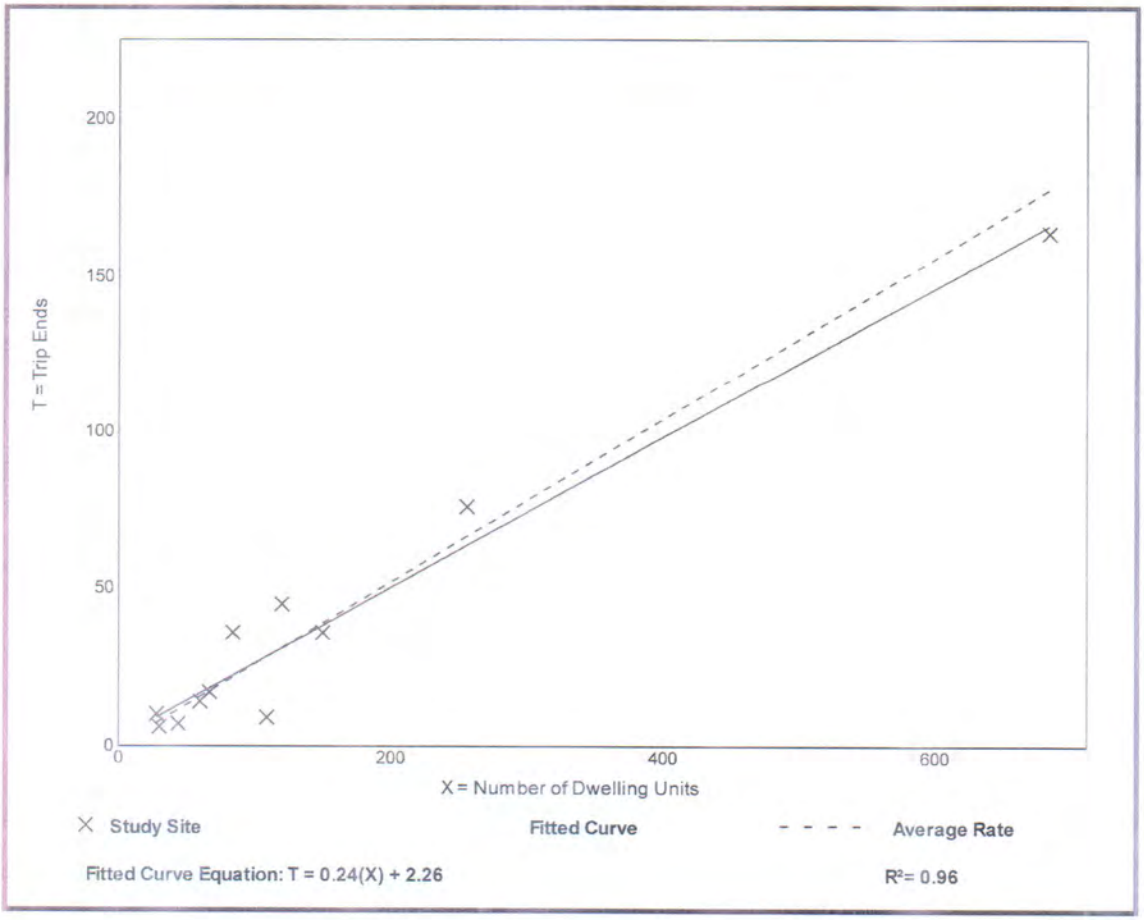
Senior Adult Housing - Attached
(252)

Vehicle Trip Ends vs:	**Dwelling Units**
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:	11
Avg. Num. of Dwelling Units:	148
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.26	0.08 - 0.43	0.08

Data Plot and Equation



Hotel
(310)

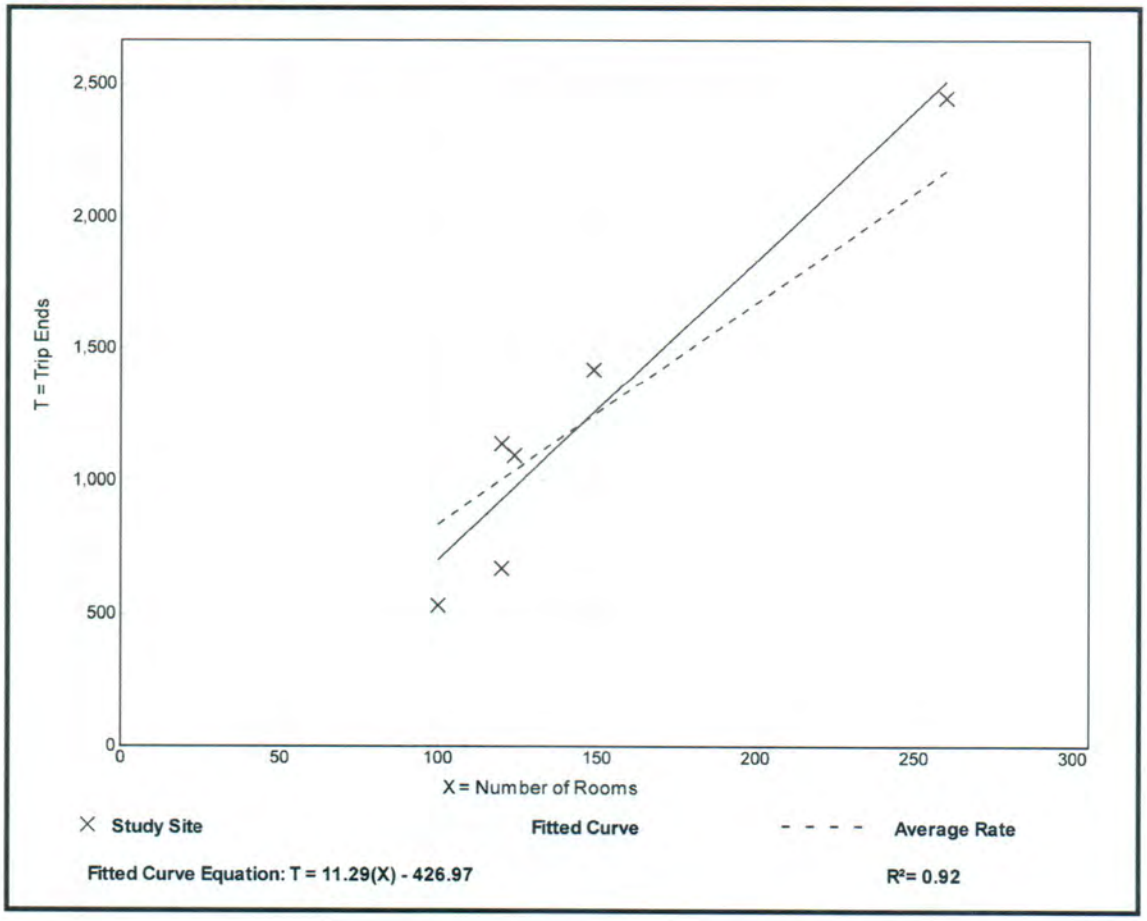
Vehicle Trip Ends vs: Rooms
On a: Weekday

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



Fitted Curve Equation: T = 11.29(X) - 426.97

R^2= 0.92

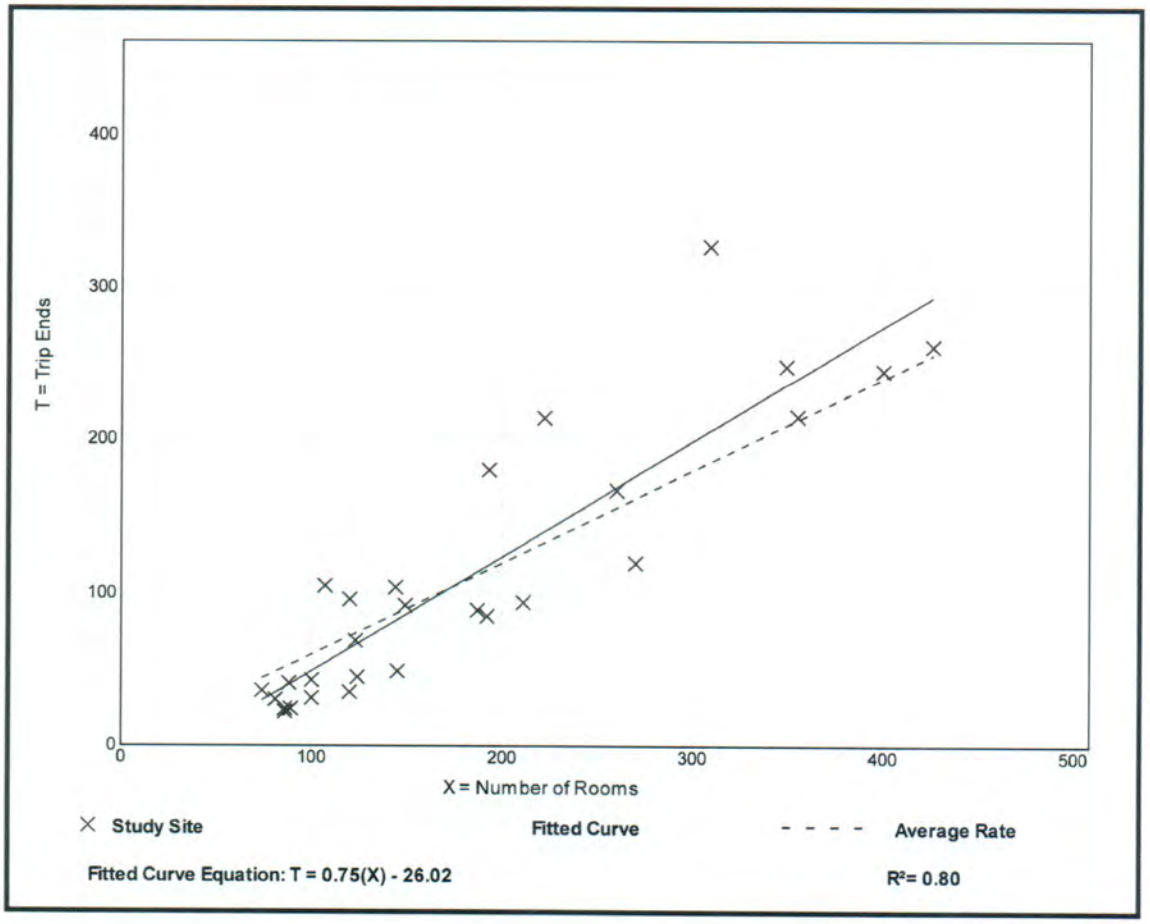
Hotel
(310)

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



NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Parkside Place Development Summary	**Organization:**	TPD
Project Location:	Seminole	**Performed By:**	TPD
Scenario Description:	Full Buildout	**Date:**	6/14/2018
Analysis Year:	Projected	**Checked By:**	TPD
Analysis Period:	PM Street Peak Hour	**Date:**	6/14/2018

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	217	KSF	237	38	199
Retail	820	237	KSF	1,029	494	535
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	827	DU	387	244	143
Hotel				0		
All Other Land Uses[2]				0		
				1,653	776	877

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		40	0	0	4	0
Retail	11		0	0	112	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	49	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,653	776	877
Internal Capture Percentage	27%	29%	25%
External Vehicle-Trips[5]	1,209	554	655
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	45%	22%
Retail	18%	23%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	48%	38%
Hotel	N/A	N/A

[1] Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2] Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3] Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4] Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5] Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6] Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Reagan Center	**Organization:**	TPD
Project Location:	Sanford/Seminole County	**Performed By:**	TPD
Scenario Description:	Max Buildout	**Date:**	4/6/2018
Analysis Year:	N/A	**Checked By:**	TPD
Analysis Period:	**PM Street Peak Hour**	**Date:**	4/6/2018

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	710	3,200	KSF	3,040	486	2,554
Retail	820	803	KSF	2,537	1,218	1,319
Restaurant				0		
Cinema/Entertainment				0		
Residential	220	5,566	MF DUs	2,115	1,332	783
Hotel				0		
All Other Land Uses[2]				0		
				7,692	3,036	4,656

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		97	0	0	51	0
Retail	26		0	0	343	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	31	122	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	7,692	3,036	4,656
Internal Capture Percentage	17%	22%	14%
External Vehicle-Trips[5]	6,352	2,366	3,986
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	12%	6%
Retail	18%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	30%	20%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

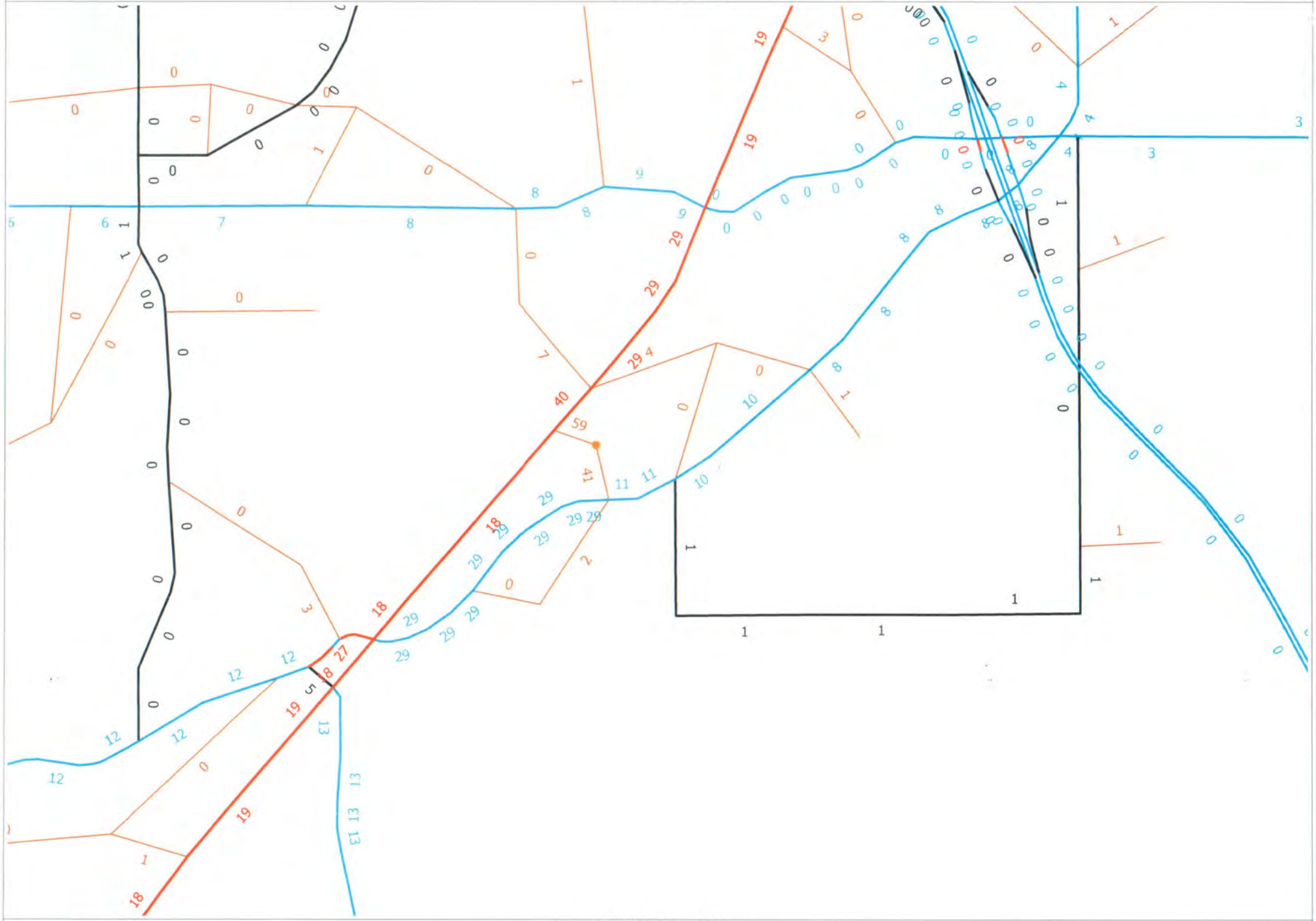
SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug. 1985	196	4:00–6:00 p.m.	23	42	35	77	—	80,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4:30–5:30 p.m.	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4:00–6:00 p.m.	38	62	—	62	—	23,410	Sear Brown
160	Greece, NY	June 1988	78	4:00–6:00 p.m.	29	71	—	71	—	57,306	Sear Brown
550	Greece, NY	June 1988	117	4:00–6:00 p.m.	48	52	—	52	—	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2:00–8:00 p.m.	34	56	10	66	—	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	24	—	—	76	—	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	20,000	Pennoni Associates
126	Boca Raton, FL	Winter 1988/89	—	4:00–6:00 p.m.	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4:00–6:00 p.m.	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4:00–6:00 p.m.	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	20	—	—	80	—	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	55	—	—	45	—	62,000	McMahon Associates

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W. Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	26	41	67	—	48,782	Raymond Keyes Assoc

Average Pass-By Trip Percentage: 34
"—" means no data were provided

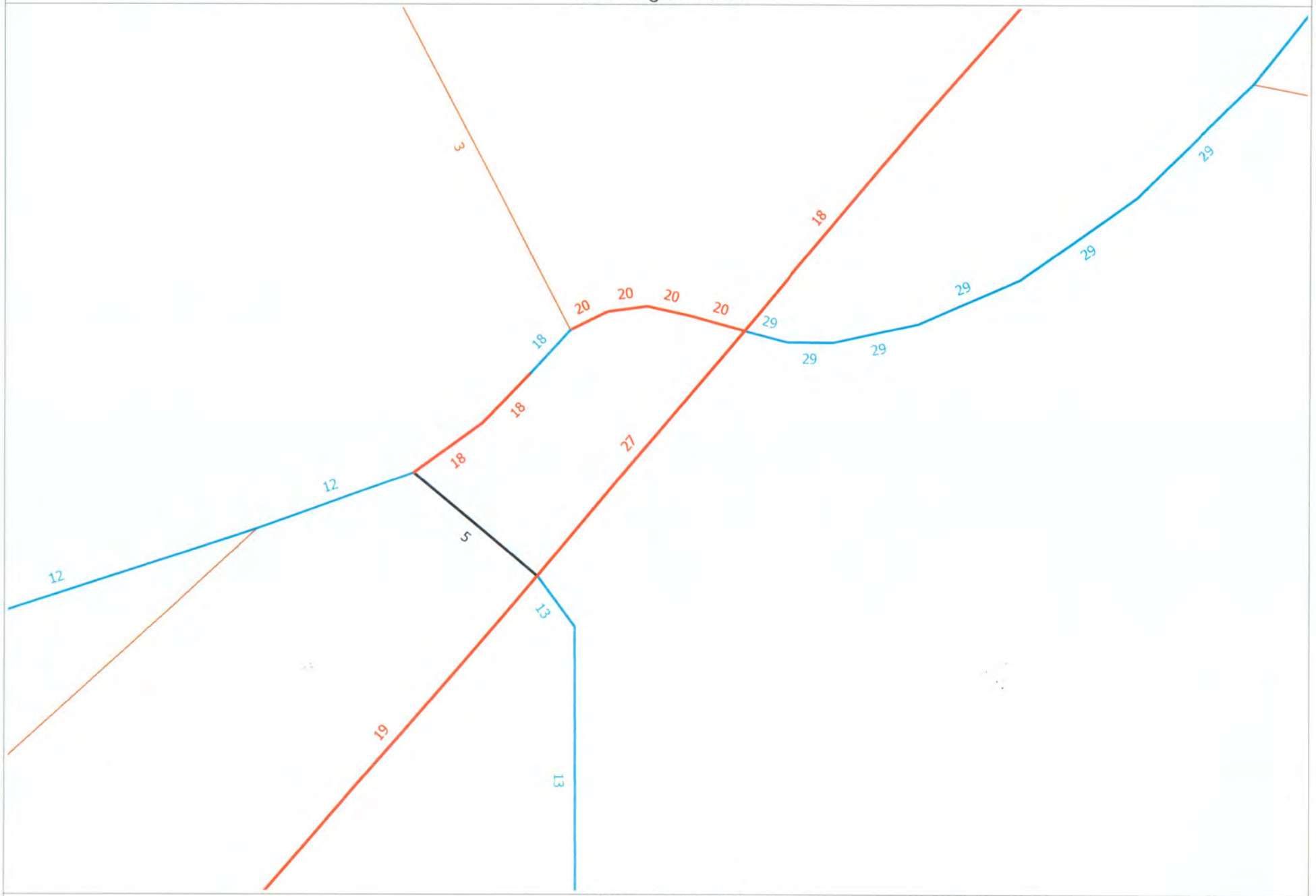
Trip Distribution



OUATS YEAR 2030 LRTP

cube

Trip Distribution
5069 Regan Center



OUATS YEAR 2030 LRTP

cube

ATTACHMENT B

Generalized Maximum Service Volumes for County Arterial and Collector Roadways

Annual Average Daily Volumes

Urban Arterial and Collector Roadways			
LOS	2-Lane	4-Lane	6-Lane
A	13,640	0	0
B	14,620	19,150	28,730
C	15,530	25,540	38,310
D	17,800	32,320	48,520
E	19,360	42,560	63,840

Rural Arterial and Collector Roadways			
LOS	2-Lane	4-Lane	6-Lane
A	2,250	15,675	23,510
B	5,250	23,750	35,625
C	9,000	30,875	46,310
D	15,000	38,000	57,000
E	20,000	47,500	71,250

Peak Hour Directional Volumes

Urban Arterial and Collector Roadways			
LOS	2-Lane	4-Lane	6-Lane
A	640	0	0
B	680	900	1,340
C	730	1,200	1,800
D	830	1,600	2,450
E	900	2,100	3,000

Rural Arterial and Collector Roadways			
LOS	2-Lane	4-Lane	6-Lane
A	100	780	1,100
B	260	1,180	1,670
C	450	1,530	2,160
D	740	1,900	2,700
E	1,000	2,400	3,300

Source: Seminole County (2008)

Generalized Maximum Service Volumes for State Roadways

Annual Average Daily Volumes

Arterials				
LOS	2-Lane	4-Lane	6-Lane	8-Lane
A	14,385	16,000	25,000	34,000
B	15,750	25,000	35,000	45,000
C	16,380	33,000	45,000	57,000
D	17,325	40,000	52,000	64,000
E	18,270	48,000	60,000	72,000

Freeways			
LOS	4	6	8
A	27,800	41,700	55,500
B	42,800	64,300	85,700
C	61,100	91,600	122,200
D	73,800	110,700	147,600
E	79,300	119,000	158,700

Peak Hour Directional Volumes

Arterials				
LOS	2-Lane	4-Lane	6-Lane	8-Lane
A	670	750	1,170	1,590
B	740	1,170	1,640	2,110
C	770	1,540	2,100	2,660
D	810	1,760	2,570	3,330
E	850	2,000	2,800	3,600

Freeways			
LOS	4-Lane	6-Lane	8-Lane
A	1,270	1,970	2,660
B	2,110	3,260	4,410
C	2,940	4,550	6,150
D	3,580	5,530	7,480
E	3,980	6,150	8,320

Source: Seminole County (2008)

APPENDIX B

Roadway Count Summary/Roadway Capacity Information

Roadway Count Summary Sheets

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 01-Feb-17
Stop Date: 02-Feb-17
County: Seminole
Location: #341.1: US 17-92: SR 434 to Shepard Rd (50' S of Longdale Ave)

Start Time: 00:00
Stop Time: 24:00
Station ID: 341.1

01-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	28	22	24	28	30	95	204	295	266	249	271
30	32	33	23	14	30	51	118	292	316	258	251	218
45	35	19	30	9	20	63	198	324	339	232	295	254
00	19	15	24	12	20	77	270	404	318	211	286	294
Hr Total	**126**	**95**	**99**	**59**	**98**	**221**	**681**	**1224**	**1268**	**967**	**1081**	**1037**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	285	286	357	372	485	411	236	172	133	97	63
30	317	341	329	350	416	448	384	232	184	146	100	69
45	313	299	323	385	442	447	314	183	125	124	74	75
00	338	320	370	367	443	429	286	175	144	103	71	55
Hr Total	**1279**	**1245**	**1308**	**1459**	**1673**	**1809**	**1395**	**826**	**625**	**506**	**342**	**262**

24 Hour Total : 19,685
AM Peak Hour Begins: 7:45
PM Peak Hour Begins: 16:45

AM Peak Volume: 1,354
PM Peak Volume: 1,823

AM Peak Hour Factor: 0.84
PM Peak Hour Factor: 0.94

01-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	26	18	11	20	30	43	156	454	440	345	271	263
30	25	14	14	16	34	72	230	537	482	297	271	247
45	19	15	19	21	19	92	313	488	411	285	245	286
00	20	11	15	15	41	140	390	477	352	250	271	259
Hr Total	**90**	**58**	**59**	**72**	**124**	**347**	**1089**	**1956**	**1685**	**1177**	**1058**	**1055**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	300	240	289	294	297	418	329	185	157	119	78	60
30	318	303	288	283	317	400	300	190	156	118	80	53
45	316	262	285	334	353	391	249	151	128	92	72	36
00	266	305	314	342	327	315	249	161	104	92	56	41
Hr Total	**1200**	**1110**	**1176**	**1253**	**1294**	**1524**	**1127**	**687**	**545**	**421**	**286**	**190**

24 Hour Total : 19,583
AM Peak Hour Begins: 7:00
PM Peak Hour Begins: 16:45

AM Peak Volume: 1,956
PM Peak Volume: 1,536

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.92

01-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	46	33	44	58	73	251	658	735	611	520	534
30	57	47	37	30	64	123	348	829	798	555	522	465
45	54	34	49	30	39	155	511	812	750	517	540	540
00	39	26	39	27	61	217	660	881	670	461	557	553
Hr Total	**216**	**153**	**158**	**131**	**222**	**568**	**1770**	**3180**	**2953**	**2144**	**2139**	**2092**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	611	525	575	651	669	903	740	421	329	252	175	123
30	635	644	617	633	733	848	684	422	340	264	180	122
45	629	561	608	719	795	838	563	334	253	216	146	111
00	604	625	684	709	770	744	535	336	248	195	127	96
Hr Total	**2479**	**2355**	**2484**	**2712**	**2967**	**3333**	**2522**	**1513**	**1170**	**927**	**628**	**452**

24 Hour Total : 39,268
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:45

AM Peak Volume: 3,257
PM Peak Volume: 3,359

AM Peak Hour Factor: 0.92
PM Peak Hour Factor: 0.93

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 01-Feb-17
Stop Date: 02-Feb-17
County: Seminole
Start Time: 00:00
Stop Time: 24:00
Station ID: 342
Location: #342: US 17-92: Shepard Rd to General Hutchison Pkwy (200' N of Raven-Shepard)

01-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	20	18	24	21	26	100	206	316	267	210	195
30	28	28	21	15	25	53	102	270	303	227	239	212
45	30	18	19	4	28	74	190	346	363	236	249	251
00	20	19	19	14	22	85	226	371	258	183	221	232
Hr Total	**114**	**85**	**77**	**57**	**96**	**238**	**618**	**1193**	**1240**	**913**	**919**	**890**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	243	294	311	256	351	403	383	239	143	133	64	57
30	268	246	321	333	396	471	362	194	120	113	89	56
45	224	317	279	326	403	412	293	165	119	102	75	63
00	265	287	301	334	393	432	239	156	130	77	61	45
Hr Total	**1000**	**1144**	**1212**	**1249**	**1543**	**1718**	**1277**	**754**	**512**	**425**	**289**	**221**

24 Hour Total : 17,784
AM Peak Hour Begins: 7:45
PM Peak Hour Begins: 17:00
AM Peak Volume: 1,353
PM Peak Volume: 1,718
AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.91

01-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	0	19	13	17	13	35	119	381	488	320	273	258
30	23	22	15	17	27	38	148	427	439	313	241	236
45	23	5	13	13	33	58	222	513	455	288	241	248
00	20	13	18	16	19	91	304	467	388	274	160	226
Hr Total	**66**	**59**	**59**	**63**	**92**	**222**	**793**	**1788**	**1770**	**1195**	**915**	**968**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	249	247	290	277	348	376	385	256	118	118	74	43
30	249	242	288	267	296	381	317	213	124	132	72	40
45	289	292	270	301	295	405	317	198	130	112	64	46
00	293	260	269	289	348	380	334	127	96	109	61	37
Hr Total	**1080**	**1041**	**1117**	**1134**	**1287**	**1542**	**1353**	**794**	**468**	**471**	**271**	**166**

24 Hour Total : 18,714
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:15
AM Peak Volume: 1,907
PM Peak Volume: 1,551
AM Peak Hour Factor: 0.93
PM Peak Hour Factor: 0.96

01-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	39	31	41	34	61	219	587	804	587	483	453
30	51	50	36	32	52	91	250	697	742	540	480	448
45	53	23	32	17	61	132	412	859	818	524	490	499
00	40	32	37	30	41	176	530	838	646	457	381	458
Hr Total	**180**	**144**	**136**	**120**	**188**	**460**	**1411**	**2981**	**3010**	**2108**	**1834**	**1858**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	492	541	601	533	699	779	768	495	261	251	138	100
30	517	488	609	600	692	852	679	407	244	245	161	96
45	513	609	549	627	698	817	610	363	249	214	139	109
00	558	547	570	623	741	812	573	283	226	186	122	82
Hr Total	**2080**	**2185**	**2329**	**2383**	**2830**	**3260**	**2630**	**1548**	**980**	**896**	**560**	**387**

24 Hour Total : 36,498
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:00
AM Peak Volume: 3,243
PM Peak Volume: 3,260
AM Peak Hour Factor: 0.94
PM Peak Hour Factor: 0.96

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 01-Feb-17
Stop Date: 02-Feb-17
County: Seminole
Start Time: 00:00
Stop Time: 24:00
Station ID: 342.1
Location: #342.1: US 17-92: General Hutchison to CR 427/SR 419 (500' S of CR 427)

01-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	25	21	18	25	88	218	456	554	359	304	284
30	28	12	13	15	34	103	293	559	469	349	286	284
45	24	14	18	20	38	130	374	560	461	351	274	345
00	18	15	21	20	67	167	490	542	376	302	322	175
Hr Total	**98**	**66**	**73**	**73**	**164**	**488**	**1375**	**2117**	**1860**	**1361**	**1186**	**1088**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	319	305	386	382	358	456	383	252	157	160	89	55
30	409	325	363	347	379	463	380	224	176	139	86	53
45	376	328	365	411	449	476	341	158	149	142	83	30
00	313	372	365	414	432	396	302	152	174	104	56	40
Hr Total	**1417**	**1330**	**1479**	**1554**	**1618**	**1791**	**1406**	**786**	**656**	**545**	**314**	**178**

24 Hour Total : 23,023
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:45
AM Peak Volume: 2,215
PM Peak Volume: 1,827
AM Peak Hour Factor: 0.99
PM Peak Hour Factor: 0.99

01-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	0	31	18	27	19	32	117	291	435	367	251	317
30	45	24	18	24	20	24	115	242	383	335	236	268
45	25	27	16	13	32	79	152	337	366	347	275	265
00	31	20	19	14	37	96	194	334	401	315	310	241
Hr Total	**101**	**102**	**71**	**78**	**108**	**231**	**578**	**1204**	**1585**	**1364**	**1072**	**1091**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	289	299	338	344	463	475	478	347	163	140	97	65
30	322	311	348	340	374	476	458	273	173	160	87	58
45	327	298	379	354	483	466	469	214	159	153	104	60
00	320	351	358	391	434	498	350	187	143	116	78	53
Hr Total	**1258**	**1259**	**1423**	**1429**	**1754**	**1915**	**1755**	**1021**	**638**	**569**	**366**	**236**

24 Hour Total : 21,208
AM Peak Hour Begins: 8:00
PM Peak Hour Begins: 17:15
AM Peak Volume: 1,585
PM Peak Volume: 1,918
AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.96

01-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	56	39	45	44	120	335	747	989	726	555	601
30	73	36	31	39	54	127	408	801	852	684	522	552
45	49	41	34	33	70	209	526	897	827	698	549	610
00	49	35	40	34	104	263	684	876	777	617	632	416
Hr Total	**199**	**168**	**144**	**151**	**272**	**719**	**1953**	**3321**	**3445**	**2725**	**2258**	**2179**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	608	604	724	726	821	931	861	599	320	300	186	120
30	731	636	711	687	753	939	838	497	349	299	173	111
45	703	626	744	765	932	942	810	372	308	295	187	90
00	633	723	723	805	866	894	652	339	317	220	134	93
Hr Total	**2675**	**2589**	**2902**	**2983**	**3372**	**3706**	**3161**	**1807**	**1294**	**1114**	**680**	**414**

24 Hour Total : 44,231
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:00
AM Peak Volume: 3,614
PM Peak Volume: 3,706
AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.98

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2017 HISTORICAL AADT REPORT

COUNTY: 77 - SEMINOLE

SITE: 0104 - ON US-17/92, 0.142 MI. S OF LK MARY BLVD (UV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	36500 F	N 18500	S 18000	9.00	52.60	5.60
2016	35500 C	N 18000	S 17500	9.00	53.30	4.60
2015	37000 C	N 18000	S 19000	9.00	54.50	5.10
2014	34500 C	N 16500	S 18000	9.00	54.20	4.90
2013	36500 C	N 18000	S 18500	9.00	53.90	5.90
2012	32000 C	N 16000	S 16000	9.00	52.80	4.50
2011	34000 C	N 16500	S 17500	9.00	52.60	4.50
2010	35000 C	N 17500	S 17500	8.82	51.95	5.70
2009	35500 C	N 17500	S 18000	8.69	51.56	6.40
2008	37000 C	N 19000	S 18000	8.73	52.75	5.20
2007	40500 C	N 19500	S 21000	9.09	52.41	5.10
2006	37500 C	N 19000	S 18500	9.00	52.16	4.40
2005	42000 C	N 21000	S 21000	9.10	52.10	3.80
2004	41000 C	N 20500	S 20500	9.00	52.50	6.40
2003	44000 C	N 22000	S 22000	8.80	54.00	4.90
2002	43500 C	N 22000	S 21500	8.70	54.40	2.10

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

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 21-Feb-17
Stop Date: 22-Feb-17
County: Seminole
Start Time: 00:00
Stop Time: 24:00
Station ID: 345
Location: #345: US 17-92: Lake Mary Blvd to Airport Blvd (1300' N of Lake Mary Blvd)

21-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	11	18	11	16	40	99	215	266	281	277	287
30	43	18	14	12	17	47	130	237	266	282	288	306
45	26	13	18	18	20	93	209	283	294	288	256	317
00	23	16	16	15	35	90	220	328	297	250	298	323
Hr Total	**128**	**58**	**66**	**56**	**88**	**270**	**658**	**1063**	**1123**	**1101**	**1119**	**1233**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	402	320	329	354	407	424	400	286	183	144	100	70
30	376	328	333	383	338	476	370	257	182	146	89	44
45	377	347	338	408	470	407	352	218	177	131	59	50
00	329	328	355	413	478	397	312	203	158	113	61	56
Hr Total	**1484**	**1323**	**1355**	**1558**	**1693**	**1704**	**1434**	**964**	**700**	**534**	**309**	**220**

24 Hour Total : 20,241
AM Peak Hour Begins: 12:00
PM Peak Hour Begins: 16:30
AM Peak Volume: 1,484
PM Peak Volume: 1,848
AM Peak Hour Factor: 0.92
PM Peak Hour Factor: 0.97

21-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	35	24	11	10	12	61	141	348	360	322	253	250
30	40	18	6	10	27	71	223	392	340	329	257	265
45	26	15	17	22	39	104	307	390	321	263	274	285
00	22	20	13	13	36	97	346	381	321	260	281	332
Hr Total	**123**	**77**	**47**	**55**	**114**	**333**	**1017**	**1511**	**1342**	**1174**	**1065**	**1132**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	333	352	293	339	389	368	356	217	213	155	85	56
30	351	363	341	358	371	422	299	251	196	147	95	51
45	407	362	397	340	409	385	313	239	159	108	78	53
00	362	339	343	363	383	356	321	206	183	101	65	37
Hr Total	**1453**	**1416**	**1374**	**1400**	**1552**	**1531**	**1289**	**913**	**751**	**511**	**323**	**197**

24 Hour Total : 20,700
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:30
AM Peak Volume: 1,523
PM Peak Volume: 1,582
AM Peak Hour Factor: 0.97
PM Peak Hour Factor: 0.94

21-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	71	35	29	21	28	101	240	563	626	603	530	537
30	83	36	20	22	44	118	353	629	606	611	545	571
45	52	28	35	40	59	197	516	673	615	551	530	602
00	45	36	29	28	71	187	566	709	618	510	579	655
Hr Total	**251**	**135**	**113**	**111**	**202**	**603**	**1675**	**2574**	**2465**	**2275**	**2184**	**2365**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	735	672	622	693	796	792	756	503	396	299	185	126
30	727	691	674	741	709	898	669	508	378	293	184	95
45	784	709	735	748	879	792	665	457	336	239	137	103
00	691	667	698	776	861	753	633	409	341	214	126	93
Hr Total	**2937**	**2739**	**2729**	**2958**	**3245**	**3235**	**2723**	**1877**	**1451**	**1045**	**632**	**417**

24 Hour Total : 40,941
AM Peak Hour Begins: 12:00
PM Peak Hour Begins: 16:30
AM Peak Volume: 2,937
PM Peak Volume: 3,430
AM Peak Hour Factor: 0.94
PM Peak Hour Factor: 0.95

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 01-Mar-17
Stop Date: 02-Mar-17
County: Seminole
Location: #346: US 17-92: Airport Blvd to CR 46A (100' N of Park Ave)

Start Time: 00:00
Stop Time: 24:00
Station ID: 346

01-Mar-17 **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	16	14	23	4	14	48	113	199	162	182	211
30	22	18	13	3	14	18	64	115	181	163	167	149
45	17	18	15	5	6	34	82	160	149	130	192	197
00	25	8	5	8	17	39	126	162	210	143	159	216
Hr Total	**100**	**60**	**47**	**39**	**41**	**105**	**320**	**550**	**739**	**598**	**700**	**773**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	239	207	216	229	229	275	230	185	129	110	52	30
30	180	231	233	219	216	254	222	138	143	91	60	38
45	195	185	251	188	244	273	205	155	105	56	65	43
00	198	175	247	276	235	218	225	134	86	59	36	39
Hr Total	**812**	**798**	**947**	**912**	**924**	**1020**	**882**	**612**	**463**	**316**	**213**	**150**

24 Hour Total : 12,121
AM Peak Hour Begins: 11:30
PM Peak Hour Begins: 16:45

AM Peak Volume: 832
PM Peak Volume: 1,037

AM Peak Hour Factor: 0.87
PM Peak Hour Factor: 0.94

01-Mar-17 **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	0	17	19	5	15	18	66	167	210	165	166	172
30	27	15	14	12	10	28	85	186	176	190	154	181
45	21	17	18	6	12	46	129	208	182	184	149	188
00	26	10	8	7	17	52	156	186	210	182	174	161
Hr Total	**74**	**59**	**59**	**30**	**54**	**144**	**436**	**747**	**778**	**721**	**643**	**702**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	203	193	198	170	180	220	186	140	83	63	54
30	185	231	193	224	205	217	180	140	120	95	69	35
45	191	190	198	204	210	185	186	133	131	81	60	41
00	213	241	204	261	205	183	182	135	115	78	48	26
Hr Total	**780**	**865**	**788**	**887**	**790**	**765**	**768**	**594**	**506**	**337**	**240**	**156**

24 Hour Total : 11,923
AM Peak Hour Begins: 12:30
PM Peak Hour Begins: 15:00

AM Peak Volume: 838
PM Peak Volume: 887

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.85

01-Mar-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	33	33	28	19	32	114	280	409	327	348	383
30	49	33	27	15	24	46	149	301	357	353	321	330
45	38	35	33	11	18	80	211	368	331	314	341	385
00	51	18	13	15	34	91	282	348	420	325	333	377
Hr Total	**174**	**119**	**106**	**69**	**95**	**249**	**756**	**1297**	**1517**	**1319**	**1343**	**1475**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	430	410	409	427	399	455	450	371	269	193	115	84
30	365	462	426	443	421	471	402	278	263	186	129	73
45	386	375	449	392	454	458	391	288	236	137	125	84
00	411	416	451	537	440	401	407	269	201	137	84	65
Hr Total	**1592**	**1663**	**1735**	**1799**	**1714**	**1785**	**1650**	**1206**	**969**	**653**	**453**	**306**

24 Hour Total : 24,044
AM Peak Hour Begins: 12:30
PM Peak Hour Begins: 16:45

AM Peak Volume: 1,669
PM Peak Volume: 1,824

AM Peak Hour Factor: 0.90
PM Peak Hour Factor: 0.97

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 31-Jan-17
Stop Date: 01-Feb-17
County: Seminole
Location: #63: CR 427: Country Club Rd to Longwood Lake Mary Rd (E of Longwood Lake Mary Rd)

Start Time: 00:00
Stop Time: 24:00
Station ID: 63

31-Jan-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	17	8	9	25	53	176	269	233	139	170
30	18	7	7	4	5	27	94	183	203	186	148	146
45	14	10	9	7	15	50	139	262	238	169	175	147
00	11	9	11	13	12	45	177	258	222	140	138	167
Hr Total	**66**	**42**	**44**	**32**	**41**	**147**	**463**	**879**	**932**	**728**	**600**	**630**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	173	189	179	217	275	386	363	179	99	88	44	32
30	190	172	195	218	287	352	238	132	101	76	55	19
45	169	209	212	240	330	420	234	171	105	52	39	19
00	136	203	189	241	334	318	165	112	95	50	31	24
Hr Total	**668**	**773**	**775**	**916**	**1226**	**1476**	**1000**	**594**	**400**	**266**	**169**	**94**

24 Hour Total : 12,961
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 16:45

AM Peak Volume: 992
PM Peak Volume: 1,492

AM Peak Hour Factor: 0.92
PM Peak Hour Factor: 0.97

31-Jan-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	20	8	5	5	19	28	89	330	347	197	178	153
30	11	5	12	9	21	38	138	269	306	191	174	167
45	14	3	4	11	21	59	189	329	322	206	142	175
00	5	5	8	11	26	80	287	368	287	178	179	176
Hr Total	**50**	**21**	**29**	**36**	**87**	**205**	**703**	**1296**	**1262**	**772**	**673**	**671**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	198	196	223	238	271	229	153	95	97	45	17
30	209	193	247	228	223	291	200	97	104	66	40	21
45	180	178	223	258	282	276	201	140	102	80	32	20
00	180	190	221	271	279	246	150	138	74	57	28	17
Hr Total	**741**	**759**	**887**	**980**	**1022**	**1084**	**780**	**528**	**375**	**300**	**145**	**75**

24 Hour Total : 13,481
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 16:30

AM Peak Volume: 1,350
PM Peak Volume: 1,123

AM Peak Hour Factor: 0.92
PM Peak Hour Factor: 0.96

31-Jan-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	24	22	13	28	53	142	506	616	430	317	323
30	29	12	19	13	26	65	232	452	509	377	322	313
45	28	13	13	18	36	109	328	591	560	375	317	322
00	16	14	19	24	38	125	464	626	509	318	317	343
Hr Total	**116**	**63**	**73**	**68**	**128**	**352**	**1166**	**2175**	**2194**	**1500**	**1273**	**1301**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	387	375	440	513	657	592	332	194	185	89	49
30	399	365	442	446	510	643	438	229	205	142	95	40
45	349	387	435	498	612	696	435	311	207	132	71	39
00	316	393	410	512	613	564	315	250	169	107	59	41
Hr Total	**1409**	**1532**	**1662**	**1896**	**2248**	**2560**	**1780**	**1122**	**775**	**566**	**314**	**169**

24 Hour Total : 26,442
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 16:45

AM Peak Volume: 2,342
PM Peak Volume: 2,609

AM Peak Hour Factor: 0.94
PM Peak Hour Factor: 0.99

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 16-Feb-17 Start Time: 00:00
Stop Date: 17-Feb-17 Stop Time: 24:00
County: Seminole Station ID: 62
Location: #62: CR 427: US 17-92 to Country Club Rd (E of Country Club Rd)

16-Feb-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	6	2	3	9	25	70	97	71	67	59
30	9	5	6	3	7	14	48	79	117	75	67	69
45	5	4	2	15	15	17	66	137	82	81	77	70
00	5	1	4	8	7	30	77	139	124	81	91	96
Hr Total	**29**	**18**	**18**	**28**	**32**	**70**	**216**	**425**	**420**	**308**	**302**	**294**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	89	95	97	129	135	212	168	91	71	49	35	20
30	92	82	105	125	163	234	141	91	46	46	25	16
45	113	113	125	119	187	232	100	85	48	40	25	20
00	114	76	108	126	177	231	97	68	42	35	21	9
Hr Total	**408**	**366**	**435**	**499**	**662**	**909**	**506**	**335**	**207**	**170**	**106**	**65**

24 Hour Total : 6,828
AM Peak Hour Begins: 7:30 AM Peak Volume: 490 AM Peak Hour Factor: 0.88
PM Peak Hour Begins: 17:00 PM Peak Volume: 909 PM Peak Hour Factor: 0.97

16-Feb-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	11	6	6	5	12	18	63	183	166	105	89	79
30	12	7	7	7	11	26	84	174	148	99	67	84
45	5	3	6	5	10	33	141	197	159	94	91	102
00	12	4	5	9	28	50	174	240	139	89	82	92
Hr Total	**40**	**20**	**24**	**26**	**61**	**127**	**462**	**794**	**612**	**387**	**329**	**357**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	84	102	119	125	165	109	69	71	52	34	14
30	133	99	94	125	107	170	114	87	89	36	40	14
45	97	117	116	136	151	112	89	63	69	35	16	20
00	105	125	109	136	118	136	84	89	46	32	20	10
Hr Total	**441**	**425**	**421**	**516**	**501**	**583**	**396**	**308**	**275**	**155**	**110**	**58**

24 Hour Total : 7,428
AM Peak Hour Begins: 7:00 AM Peak Volume: 794 AM Peak Hour Factor: 1.01
PM Peak Hour Begins: 16:30 PM Peak Volume: 604 PM Peak Hour Factor: 0.89

16-Feb-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	12	7	15	27	88	253	263	176	156	138
30	21	12	13	10	18	40	132	253	265	174	134	153
45	10	7	8	20	25	50	207	334	241	175	168	172
00	17	5	9	17	35	80	251	379	263	170	173	188
Hr Total	**69**	**38**	**42**	**54**	**93**	**197**	**678**	**1219**	**1032**	**695**	**631**	**651**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	179	199	248	260	377	277	160	142	101	69	34
30	225	181	199	250	270	404	255	178	135	82	65	30
45	210	230	241	255	338	344	189	148	117	75	41	40
00	219	201	217	262	295	367	181	157	88	67	41	19
Hr Total	**849**	**791**	**856**	**1015**	**1163**	**1492**	**902**	**643**	**482**	**325**	**216**	**123**

24 Hour Total : 14,256
AM Peak Hour Begins: 7:30 AM Peak Volume: 1,241 AM Peak Hour Factor: 0.82
PM Peak Hour Begins: 17:00 PM Peak Volume: 1,492 PM Peak Hour Factor: 0.92

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 15-Mar-17
Stop Date: 16-Mar-17
County: Seminole
Location: #62.1: CR 427: Silkwood Ct to US 17-92 (0.10 Mi. N. of Silkwood Ct)

Start Time: 00:00
Stop Time: 24:00
Station ID: 62.1

15-Mar-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	5	4	3	2	11	20	78	121	98	68	66
30	3	10	3	3	5	15	28	85	113	94	57	70
45	10	0	2	4	6	17	46	111	88	69	78	65
00	4	4	6	7	11	25	59	147	116	97	67	89
Hr Total	**29**	**19**	**15**	**17**	**24**	**68**	**153**	**421**	**438**	**358**	**270**	**290**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	100	116	88	151	198	171	88	78	54	33	16
30	83	104	99	122	165	204	122	105	82	49	29	23
45	96	116	128	127	169	182	124	91	62	45	34	15
00	82	99	121	120	161	171	112	61	68	44	17	15
Hr Total	**348**	**419**	**464**	**457**	**646**	**755**	**529**	**345**	**290**	**192**	**113**	**69**

24 Hour Total : 6,729
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:00

AM Peak Volume: 492
PM Peak Volume: 755

AM Peak Hour Factor: 0.84
PM Peak Hour Factor: 0.93

15-Mar-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	15	1	4	0	5	25	62	182	222	107	97	82
30	9	6	4	10	8	26	88	198	161	108	103	69
45	13	8	15	3	12	41	112	219	167	119	67	107
00	7	2	6	10	23	69	186	250	146	100	112	98
Hr Total	**44**	**17**	**29**	**23**	**48**	**161**	**448**	**849**	**696**	**434**	**379**	**356**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	137	123	129	128	186	109	81	60	43	37	21
30	108	105	106	126	147	150	121	75	58	45	34	17
45	84	105	151	124	174	141	104	68	65	61	30	8
00	112	137	146	143	161	142	88	73	52	38	23	4
Hr Total	**379**	**484**	**526**	**522**	**610**	**619**	**422**	**297**	**235**	**187**	**124**	**50**

24 Hour Total : 7,939
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:30

AM Peak Volume: 889
PM Peak Volume: 671

AM Peak Hour Factor: 0.89
PM Peak Hour Factor: 0.90

15-Mar-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	6	8	3	7	36	82	260	343	205	165	148
30	12	16	7	13	13	41	116	283	274	202	160	139
45	23	8	17	7	18	58	158	330	255	188	145	172
00	11	6	12	17	34	94	245	397	262	197	179	187
Hr Total	**73**	**36**	**44**	**40**	**72**	**229**	**601**	**1270**	**1134**	**792**	**649**	**646**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	237	239	217	279	384	280	169	138	97	70	37
30	191	209	205	248	312	354	243	180	140	94	63	40
45	180	221	279	251	343	323	228	159	127	106	64	23
00	194	236	267	263	322	313	200	134	120	82	40	19
Hr Total	**727**	**903**	**990**	**979**	**1256**	**1374**	**951**	**642**	**525**	**379**	**237**	**119**

24 Hour Total : 14,668
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:30

AM Peak Volume: 1,353
PM Peak Volume: 1,403

AM Peak Hour Factor: 0.85
PM Peak Hour Factor: 0.91

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 15-Mar-17
Stop Date: 16-Mar-17
County: Seminole
Location: #61: CR 427: County Home Rd to US 17-92 (W of Bryant St)

Start Time: 00:00
Stop Time: 24:00
Station ID: 61

15-Mar-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	21	7	5	10	20	40	103	147	102	83	106
30	18	11	10	9	11	35	52	124	120	118	96	107
45	13	11	9	9	13	44	75	139	125	103	92	104
00	13	7	7	13	20	59	98	155	104	110	88	99
Hr Total	**62**	**50**	**33**	**36**	**54**	**158**	**265**	**521**	**496**	**433**	**359**	**416**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	122	147	161	249	333	280	177	118	83	67	32
30	119	138	164	166	283	328	253	189	113	116	59	34
45	117	165	198	226	302	292	228	132	107	71	59	33
00	121	165	171	211	291	305	188	122	103	69	31	21
Hr Total	**465**	**590**	**680**	**764**	**1125**	**1258**	**949**	**620**	**441**	**339**	**216**	**120**

24 Hour Total: 10,450
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00

AM Peak Volume: 565
PM Peak Volume: 1,258

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.94

15-Mar-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	13	11	6	5	9	59	144	348	317	181	120	145
30	11	8	9	9	24	66	199	405	297	169	140	104
45	15	5	12	9	27	99	292	372	264	165	92	151
00	8	4	6	9	46	119	325	382	233	120	128	135
Hr Total	**47**	**28**	**33**	**32**	**106**	**343**	**960**	**1507**	**1111**	**635**	**480**	**535**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	131	145	144	160	198	119	90	80	63	42	24
30	117	145	132	132	199	182	154	93	76	45	35	36
45	143	147	162	158	191	158	144	89	55	47	21	16
00	119	138	176	183	178	172	136	103	49	48	34	18
Hr Total	**488**	**561**	**615**	**617**	**728**	**710**	**553**	**375**	**260**	**203**	**132**	**94**

24 Hour Total: 11,153
AM Peak Hour Begins: 7:00
PM Peak Hour Begins: 16:15

AM Peak Volume: 1,507
PM Peak Volume: 766

AM Peak Hour Factor: 0.93
PM Peak Hour Factor: 0.96

15-Mar-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	32	13	10	19	79	184	451	464	283	203	251
30	29	19	19	18	35	101	251	529	417	287	236	211
45	28	16	21	18	40	143	367	511	389	268	184	255
00	21	11	13	22	66	178	423	537	337	230	216	234
Hr Total	**109**	**78**	**66**	**68**	**160**	**501**	**1225**	**2028**	**1607**	**1068**	**839**	**951**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	253	292	305	409	531	399	267	198	146	109	56
30	236	283	296	298	482	510	407	282	189	161	94	70
45	260	312	360	384	493	450	372	221	162	118	80	49
00	240	303	347	394	469	477	324	225	152	117	65	39
Hr Total	**953**	**1151**	**1295**	**1381**	**1853**	**1968**	**1502**	**995**	**701**	**542**	**348**	**214**

24 Hour Total: 21,603
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:30

AM Peak Volume: 2,041
PM Peak Volume: 2,003

AM Peak Hour Factor: 0.95
PM Peak Hour Factor: 0.94

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 15-Mar-17
Stop Date: 16-Mar-17
County: Seminole
Location: #60: CR 427: Sunland Dr to County Home Rd (E of Thomas Stable Rd)

Start Time: 00:00
Stop Time: 24:00
Station ID: 60

15-Mar-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	16	7	4	9	20	46	108	167	110	91	119
30	18	11	9	12	11	33	51	141	138	127	103	115
45	16	11	10	10	16	47	77	136	123	120	105	115
00	16	12	6	13	21	64	108	177	128	123	112	116
Hr Total	**71**	**50**	**32**	**39**	**57**	**164**	**282**	**562**	**556**	**480**	**411**	**465**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	136	166	182	297	359	313	193	132	89	75	34
30	143	143	179	196	295	370	261	203	130	132	59	35
45	138	182	202	246	348	310	243	149	127	75	74	31
00	134	195	205	243	337	328	217	131	121	76	39	24
Hr Total	**543**	**656**	**752**	**867**	**1277**	**1367**	**1034**	**676**	**510**	**372**	**247**	**124**

24 Hour Total : 11,594
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:30

AM Peak Volume: 621
PM Peak Volume: 1,414

AM Peak Hour Factor: 0.88
PM Peak Hour Factor: 0.96

15-Mar-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	15	11	6	4	11	57	154	380	372	214	131	157
30	12	10	9	8	24	69	212	420	342	219	162	124
45	20	6	13	10	30	96	301	394	322	185	121	169
00	7	5	8	13	52	124	336	450	284	149	160	153
Hr Total	**54**	**32**	**36**	**35**	**117**	**346**	**1003**	**1644**	**1320**	**767**	**574**	**603**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	135	158	167	181	230	154	105	89	71	43	28
30	140	168	169	146	215	219	186	101	86	47	39	46
45	164	201	184	191	215	186	155	98	66	48	26	19
00	141	167	201	199	199	212	171	107	58	54	36	17
Hr Total	**591**	**671**	**712**	**703**	**810**	**847**	**666**	**411**	**299**	**220**	**144**	**110**

24 Hour Total : 12,715
AM Peak Hour Begins: 7:00
PM Peak Hour Begins: 16:30

AM Peak Volume: 1,644
PM Peak Volume: 863

AM Peak Hour Factor: 0.98
PM Peak Hour Factor: 0.94

15-Mar-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	27	13	8	20	77	200	488	539	324	222	276
30	30	21	18	20	35	102	263	561	480	346	265	239
45	36	17	23	20	46	143	378	530	445	305	226	284
00	23	17	14	26	73	188	444	627	412	272	272	269
Hr Total	**125**	**82**	**68**	**74**	**174**	**510**	**1285**	**2206**	**1876**	**1247**	**985**	**1068**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	271	324	349	478	589	467	298	221	160	118	62
30	283	311	348	342	510	589	447	304	216	179	98	81
45	302	383	386	437	563	496	398	247	193	123	100	50
00	275	362	406	442	536	540	388	238	179	130	75	41
Hr Total	**1134**	**1327**	**1464**	**1570**	**2087**	**2214**	**1700**	**1087**	**809**	**592**	**391**	**234**

24 Hour Total : 24,309
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:30

AM Peak Volume: 2,257
PM Peak Volume: 2,277

AM Peak Hour Factor: 0.90
PM Peak Hour Factor: 0.97

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 28-Feb-17 Start Time: 00:00
Stop Date: 01-Mar-17 Stop Time: 24:00
County: Seminole Station ID: 59
Location: #59: CR 427: Sanford Ave to Sunland Dr (W of Tangerine Ave)

28-Feb-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	8	3	12	24	53	121	194	115	92	133
30	13	9	8	2	19	37	80	129	114	122	108	109
45	17	6	3	3	18	53	97	147	127	121	106	100
00	18	12	10	6	26	54	107	161	135	115	120	134
Hr Total	**59**	**37**	**29**	**14**	**75**	**168**	**337**	**558**	**570**	**473**	**426**	**476**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	134	155	172	220	355	271	159	105	95	44	21
30	141	145	162	202	248	336	252	121	108	109	44	25
45	138	136	163	241	309	282	196	124	79	82	50	34
00	137	144	166	256	300	299	198	107	85	71	45	24
Hr Total	**565**	**559**	**646**	**871**	**1077**	**1272**	**917**	**511**	**377**	**357**	**183**	**104**

24 Hour Total : 10,661
AM Peak Hour Begins: 7:15 AM Peak Volume: 631 AM Peak Hour Factor: 0.81
PM Peak Hour Begins: 16:30 PM Peak Volume: 1,300 PM Peak Hour Factor: 0.92

28-Feb-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	17	13	11	4	17	54	144	362	354	208	120	110
30	9	4	4	6	16	77	188	369	292	200	129	129
45	16	8	5	12	29	78	294	381	289	146	138	130
00	9	9	11	11	48	110	347	419	241	142	132	140
Hr Total	**51**	**34**	**31**	**33**	**110**	**319**	**973**	**1531**	**1176**	**696**	**519**	**509**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	122	116	139	177	189	180	111	80	60	37	19
30	144	151	115	160	175	217	179	115	62	47	38	17
45	112	147	144	195	203	219	133	102	59	35	28	10
00	123	136	142	156	187	184	136	99	51	39	18	16
Hr Total	**503**	**556**	**517**	**650**	**742**	**809**	**628**	**427**	**252**	**181**	**121**	**62**

24 Hour Total : 11,430
AM Peak Hour Begins: 7:00 AM Peak Volume: 1,531 AM Peak Hour Factor: 1.00
PM Peak Hour Begins: 16:45 PM Peak Volume: 812 PM Peak Hour Factor: 0.94

28-Feb-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	23	19	7	29	78	197	483	548	323	212	243
30	22	13	12	8	35	114	268	498	406	322	237	238
45	33	14	8	15	47	131	391	528	416	267	244	230
00	27	21	21	17	74	164	454	580	376	257	252	274
Hr Total	**110**	**71**	**60**	**47**	**185**	**487**	**1310**	**2089**	**1746**	**1169**	**945**	**985**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	256	271	311	397	544	451	270	185	155	81	40
30	285	296	277	362	423	553	431	236	170	156	82	42
45	250	283	307	436	512	501	329	226	138	117	78	44
00	260	280	308	412	487	483	334	206	136	110	63	40
Hr Total	**1068**	**1115**	**1163**	**1521**	**1819**	**2081**	**1545**	**938**	**629**	**538**	**304**	**166**

24 Hour Total : 22,091
AM Peak Hour Begins: 7:15 AM Peak Volume: 2,154 AM Peak Hour Factor: 0.93
PM Peak Hour Begins: 16:30 PM Peak Volume: 2,096 PM Peak Hour Factor: 0.95

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 15-Feb-17
Stop Date: 16-Feb-17
County: Seminole
Location: #246: Sanford Ave: Airport Blvd to Lake Mary Blvd (200' N of Cornwall Rd)

Start Time: 00:00
Stop Time: 24:00
Station ID: 246

15-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	13	9	3	8	19	47	113	122	85	89	80
30	17	7	10	5	18	18	50	135	117	109	107	99
45	16	11	10	10	14	33	96	178	96	107	109	100
00	13	17	6	6	21	46	93	175	123	97	85	100
Hr Total	**68**	**48**	**35**	**24**	**61**	**116**	**286**	**601**	**458**	**398**	**390**	**379**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	114	130	136	168	186	205	90	77	56	55	26
30	101	124	121	114	164	210	199	107	84	69	45	27
45	107	97	180	196	183	186	148	81	71	58	33	24
00	132	131	144	194	178	197	128	97	64	55	23	18
Hr Total	**467**	**466**	**575**	**640**	**693**	**779**	**680**	**375**	**296**	**238**	**156**	**95**

24 Hour Total : 8,324
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:15

AM Peak Volume: 610
PM Peak Volume: 798

AM Peak Hour Factor: 0.86
PM Peak Hour Factor: 0.95

15-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	17	6	10	6	10	36	114	211	244	116	102	112
30	23	11	9	5	19	49	131	206	181	137	103	113
45	14	15	5	8	17	98	204	223	149	107	83	133
00	14	9	7	7	32	116	168	215	109	89	95	117
Hr Total	**68**	**41**	**31**	**26**	**78**	**299**	**617**	**855**	**683**	**449**	**383**	**475**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	125	166	153	168	197	136	98	74	58	73	31
30	117	125	142	135	141	195	131	81	95	55	53	23
45	112	132	159	141	154	153	122	97	80	64	40	20
00	109	123	136	153	168	141	119	92	47	43	37	20
Hr Total	**474**	**505**	**603**	**582**	**631**	**686**	**508**	**368**	**296**	**220**	**203**	**94**

24 Hour Total : 9,175
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:30

AM Peak Volume: 888
PM Peak Volume: 714

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.91

15-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	19	19	9	18	55	161	324	366	201	191	192
30	40	18	19	10	37	67	181	341	298	246	210	212
45	30	26	15	18	31	131	300	401	245	214	192	233
00	27	26	13	13	53	162	261	390	232	186	180	217
Hr Total	**136**	**89**	**66**	**50**	**139**	**415**	**903**	**1456**	**1141**	**847**	**773**	**854**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	239	296	289	336	383	341	188	151	114	128	57
30	218	249	263	249	305	405	330	188	179	124	98	50
45	219	229	339	337	337	339	270	178	151	122	73	44
00	241	254	280	347	346	338	247	189	111	98	60	38
Hr Total	**941**	**971**	**1178**	**1222**	**1324**	**1465**	**1188**	**743**	**592**	**458**	**359**	**189**

24 Hour Total : 17,499
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:45

AM Peak Volume: 1,498
PM Peak Volume: 1,473

AM Peak Hour Factor: 0.93
PM Peak Hour Factor: 0.91

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 15-Mar-17
Stop Date: 16-Mar-17
County: Seminole
Location: #279: SR 419: Edgemon Ave to US 17-92 (2100' S of US 17-92)

Start Time: 00:00
Stop Time: 24:00
Station ID: 279

15-Mar-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	6	3	8	15	59	209	204	203	109	107
30	11	4	2	4	8	46	98	218	209	165	107	108
45	11	9	3	10	16	49	111	243	206	145	111	107
00	7	6	7	7	20	62	154	207	202	122	111	104
Hr Total	**39**	**28**	**18**	**24**	**52**	**172**	**422**	**877**	**821**	**635**	**438**	**426**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	101	109	194	163	178	138	76	48	41	31	18
30	114	123	129	124	148	187	125	74	64	61	25	17
45	131	171	150	197	158	190	124	58	61	54	32	13
00	137	149	193	147	144	152	119	59	58	40	28	14
Hr Total	**482**	**544**	**581**	**662**	**613**	**707**	**506**	**267**	**231**	**196**	**116**	**62**

24 Hour Total : 8,919
AM Peak Hour Begins: 7:00
PM Peak Hour Begins: 14:45

AM Peak Volume: 877
PM Peak Volume: 708

AM Peak Hour Factor: 0.90
PM Peak Hour Factor: 0.90

15-Mar-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	19	7	7	6	0	42	48	138	164	90	103	105
30	6	9	10	2	6	36	87	143	134	100	105	106
45	12	3	4	6	6	62	125	148	112	105	104	105
00	7	6	8	3	32	56	157	158	111	109	109	118
Hr Total	**44**	**25**	**29**	**17**	**44**	**196**	**417**	**587**	**521**	**404**	**421**	**434**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	126	153	166	194	207	180	92	92	81	57	19
30	139	133	142	155	178	242	142	119	107	75	46	22
45	129	134	155	167	186	225	136	94	72	68	39	19
00	116	144	165	162	201	202	118	89	73	61	41	15
Hr Total	**509**	**537**	**615**	**650**	**759**	**876**	**576**	**394**	**344**	**285**	**183**	**75**

24 Hour Total : 8,942
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00

AM Peak Volume: 613
PM Peak Volume: 876

AM Peak Hour Factor: 0.93
PM Peak Hour Factor: 0.90

15-Mar-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	16	13	9	8	57	107	347	368	293	212	212
30	17	13	12	6	14	82	185	361	343	265	212	214
45	23	12	7	16	22	111	236	391	318	250	215	212
00	14	12	15	10	52	118	311	365	313	231	220	222
Hr Total	**83**	**53**	**47**	**41**	**96**	**368**	**839**	**1464**	**1342**	**1039**	**859**	**860**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	227	262	360	357	385	318	168	140	122	88	37
30	253	256	271	279	326	429	267	193	171	136	71	39
45	260	305	305	364	344	415	260	152	133	122	71	32
00	253	293	358	309	345	354	237	148	131	101	69	29
Hr Total	**991**	**1081**	**1196**	**1312**	**1372**	**1583**	**1082**	**661**	**575**	**481**	**299**	**137**

24 Hour Total : 17,861
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00

AM Peak Volume: 1,485
PM Peak Volume: 1,583

AM Peak Hour Factor: 0.95
PM Peak Hour Factor: 0.92

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 08-Feb-17
Stop Date: 09-Feb-17
County: Seminole
Location: #278: SR 419: SR 434 to Edgemon Ave (800' N of SR 434)

Start Time: 00:00
Stop Time: 24:00
Station ID: 278

08-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	6	2	9	21	61	183	219	173	93	90
30	8	5	4	3	6	36	93	223	229	139	101	78
45	10	7	10	9	14	54	127	279	224	133	113	106
00	5	3	4	3	15	53	153	231	157	107	114	103
Hr Total	**34**	**20**	**24**	**17**	**44**	**164**	**434**	**916**	**829**	**552**	**421**	**377**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	107	99	166	140	177	118	71	63	59	23	17
30	93	129	114	145	169	145	132	56	79	57	30	13
45	107	141	165	230	143	165	123	63	60	53	27	10
00	124	130	148	134	79	138	100	47	45	38	17	11
Hr Total	**414**	**507**	**526**	**675**	**531**	**625**	**473**	**237**	**247**	**207**	**97**	**51**

24 Hour Total : 8,422
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 14:45

AM Peak Volume: 958
PM Peak Volume: 689

AM Peak Hour Factor: 0.86
PM Peak Hour Factor: 0.75

08-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	0	3	3	3	4	29	45	167	134	142	89	95
30	8	5	2	6	4	48	45	148	192	116	86	105
45	13	9	3	3	6	46	83	155	214	102	89	104
00	5	3	2	2	10	54	122	138	154	122	80	99
Hr Total	**26**	**20**	**10**	**14**	**24**	**177**	**295**	**608**	**694**	**482**	**344**	**403**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	99	115	138	178	174	193	108	73	59	35	25
30	145	102	115	178	142	206	151	89	60	82	35	24
45	114	99	120	186	187	226	148	96	62	67	26	17
00	156	104	94	186	184	206	140	81	70	53	27	15
Hr Total	**498**	**404**	**444**	**688**	**691**	**812**	**632**	**374**	**265**	**261**	**123**	**81**

24 Hour Total : 8,370
AM Peak Hour Begins: 8:15
PM Peak Hour Begins: 17:15

AM Peak Volume: 702
PM Peak Volume: 831

AM Peak Hour Factor: 0.82
PM Peak Hour Factor: 0.92

08-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	9	5	13	50	106	350	353	315	182	185
30	16	10	6	9	10	84	138	371	421	255	187	183
45	23	16	13	12	20	100	210	434	438	235	202	210
00	10	6	6	5	25	107	275	369	311	229	194	202
Hr Total	**60**	**40**	**34**	**31**	**68**	**341**	**729**	**1524**	**1523**	**1034**	**765**	**780**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	173	206	214	304	318	351	311	179	136	118	58	42
30	238	231	229	323	311	351	283	145	139	139	65	37
45	221	240	285	416	330	391	271	159	122	120	53	27
00	280	234	242	320	263	344	240	128	115	91	44	26
Hr Total	**912**	**911**	**970**	**1363**	**1222**	**1437**	**1105**	**611**	**512**	**468**	**220**	**132**

24 Hour Total : 16,792
AM Peak Hour Begins: 7:45
PM Peak Hour Begins: 17:00

AM Peak Volume: 1,581
PM Peak Volume: 1,437

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.92

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 21-Feb-17
Stop Date: 22-Feb-17
County: Seminole
Location: #149.1: Lake Mary Blvd: Longwood Lake Mary Rd to CR 15 (300' E of Longwood Lake Mary Rd)

Start Time: 00:00
Stop Time: 24:00
Station ID: 149.1

21-Feb-17 — **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	28	13	5	7	31	93	218	312	345	258	287
30	34	27	10	6	13	49	104	301	310	346	250	268
45	34	23	14	13	23	70	169	327	297	254	332	349
00	28	18	10	17	40	92	198	354	335	249	308	335
Hr Total	**151**	**96**	**47**	**41**	**83**	**242**	**564**	**1200**	**1254**	**1194**	**1148**	**1239**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	348	328	382	434	491	477	351	242	269	137	78
30	312	355	368	419	417	482	440	283	224	211	105	64
45	273	388	419	372	440	470	354	275	222	170	91	68
00	378	354	395	381	530	487	350	229	205	131	72	51
Hr Total	**1360**	**1445**	**1510**	**1554**	**1821**	**1930**	**1621**	**1138**	**893**	**781**	**405**	**261**

24 Hour Total : 21,978
AM Peak Hour Begins: 11:30
PM Peak Hour Begins: 16:45

AM Peak Volume: 1,393
PM Peak Volume: 1,973

AM Peak Hour Factor: 0.88
PM Peak Hour Factor: 0.93

21-Feb-17 — **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	21	20	11	10	16	50	158	310	434	329	282	334
30	16	15	4	15	27	90	220	391	399	353	262	300
45	21	14	6	14	29	90	271	469	383	320	303	300
00	18	16	12	16	63	147	321	407	399	306	352	353
Hr Total	**76**	**65**	**33**	**55**	**135**	**377**	**970**	**1577**	**1615**	**1308**	**1199**	**1287**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	363	423	363	375	374	304	261	216	175	98	57
30	331	352	354	397	335	377	319	267	160	155	59	32
45	438	401	316	355	358	330	315	220	165	141	51	37
00	420	360	356	430	396	369	298	194	199	83	41	18
Hr Total	**1516**	**1476**	**1449**	**1545**	**1464**	**1450**	**1236**	**942**	**740**	**554**	**249**	**144**

24 Hour Total : 21,462
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 15:15

AM Peak Volume: 1,709
PM Peak Volume: 1,557

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.91

21-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	48	24	15	23	81	251	528	746	674	540	621
30	50	42	14	21	40	139	324	692	709	699	512	568
45	55	37	20	27	52	160	440	796	680	574	635	649
00	46	34	22	33	103	239	519	761	734	555	660	688
Hr Total	**227**	**161**	**80**	**96**	**218**	**619**	**1534**	**2777**	**2869**	**2502**	**2347**	**2526**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	724	711	751	745	809	865	781	612	458	444	235	135
30	643	707	722	816	752	859	759	550	384	366	164	96
45	711	789	735	727	798	800	669	495	387	311	142	105
00	798	714	751	811	926	856	648	423	404	214	113	69
Hr Total	**2876**	**2921**	**2959**	**3099**	**3285**	**3380**	**2857**	**2080**	**1633**	**1335**	**654**	**405**

24 Hour Total : 43,440
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 16:45

AM Peak Volume: 3,012
PM Peak Volume: 3,450

AM Peak Hour Factor: 0.95
PM Peak Hour Factor: 0.93

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 21-Feb-17
Stop Date: 22-Feb-17
County: Seminole
Location: #150.1: Lake Mary Blvd: CR 15 (Country Club Rd) to Palemetto Ave (550' W. of Palmetto St)

Start Time: 00:00
Stop Time: 24:00
Station ID: 150.1

21-Feb-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	23	13	5	4	22	54	100	148	238	130	191
30	27	22	7	7	13	46	94	201	210	250	184	197
45	32	20	12	9	22	57	110	160	194	158	201	187
00	19	14	4	13	22	73	134	243	205	180	211	230
Hr Total	**120**	**79**	**36**	**34**	**61**	**198**	**392**	**704**	**757**	**826**	**726**	**805**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	222	233	223	262	277	288	246	117	158	94	52
30	248	286	254	306	332	397	320	210	176	174	81	48
45	225	219	260	246	276	253	244	182	174	121	68	53
00	214	221	258	315	388	370	234	165	174	86	58	46
Hr Total	**866**	**948**	**1005**	**1090**	**1258**	**1297**	**1086**	**803**	**641**	**539**	**301**	**199**

24 Hour Total: 14,771
AM Peak Hour Begins: 12:30
PM Peak Hour Begins: 16:30

AM Peak Volume: 947
PM Peak Volume: 1,338

AM Peak Hour Factor: 0.83
PM Peak Hour Factor: 0.84

21-Feb-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	0	18	10	9	16	41	121	286	364	298	232	266
30	22	20	9	10	15	44	146	242	305	304	224	235
45	15	16	3	14	26	68	145	409	326	400	245	241
00	20	20	11	14	33	80	273	378	300	248	216	220
Hr Total	**57**	**74**	**33**	**47**	**90**	**233**	**685**	**1315**	**1295**	**1250**	**917**	**962**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	308	277	255	298	313	328	220	167	140	70	33
30	253	252	282	252	303	268	244	193	148	108	49	45
45	219	257	261	252	215	275	244	199	116	102	47	37
00	312	256	268	258	260	255	236	139	140	97	39	35
Hr Total	**1024**	**1073**	**1088**	**1017**	**1076**	**1111**	**1052**	**751**	**571**	**447**	**205**	**150**

24 Hour Total: 16,523
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 12:45

AM Peak Volume: 1,456
PM Peak Volume: 1,129

AM Peak Hour Factor: 0.89
PM Peak Hour Factor: 0.90

21-Feb-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	41	23	14	20	63	175	386	512	536	362	457
30	49	42	16	17	28	90	240	443	515	554	408	432
45	47	36	15	23	48	125	255	569	520	558	446	428
00	39	34	15	27	55	153	407	621	505	428	427	450
Hr Total	**177**	**153**	**69**	**81**	**151**	**431**	**1077**	**2019**	**2052**	**2076**	**1643**	**1767**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	419	530	510	478	560	590	616	466	284	298	164	85
30	501	538	536	558	635	665	564	403	324	282	130	93
45	444	476	521	498	491	528	488	381	290	223	115	90
00	526	477	526	573	648	625	470	304	314	183	97	81
Hr Total	**1890**	**2021**	**2093**	**2107**	**2334**	**2408**	**2138**	**1554**	**1212**	**986**	**506**	**349**

24 Hour Total: 31,294
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:15

AM Peak Volume: 2,217
PM Peak Volume: 2,434

AM Peak Hour Factor: 0.89
PM Peak Hour Factor: 0.92

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 21-Feb-17
Stop Date: 22-Feb-17
County: Seminole
Start Time: 00:00
Stop Time: 24:00
Station ID: 150.3
Location: #150.3: Lake Mary Blvd: Palmetto Ave to Sir Lawrence Dr (600' W. of Sir Lawrence Dr)

21-Feb-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	21	12	6	3	18	53	121	147	258	132	183
30	24	22	6	6	11	52	85	188	220	258	178	194
45	34	19	11	7	20	48	94	195	217	154	197	172
00	17	16	4	13	22	75	118	278	214	171	222	225
Hr Total	**111**	**78**	**33**	**32**	**56**	**193**	**350**	**782**	**798**	**841**	**729**	**774**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	207	228	207	248	287	249	223	98	135	88	45
30	225	280	226	289	296	371	309	189	170	161	69	40
45	214	196	246	219	281	253	207	183	150	106	67	51
00	228	223	233	308	338	336	215	139	157	83	48	39
Hr Total	**905**	**906**	**933**	**1023**	**1163**	**1247**	**980**	**734**	**575**	**485**	**272**	**175**

24 Hour Total : 14,175
AM Peak Hour Begins: 8:30
PM Peak Hour Begins: 16:30
AM Peak Volume: 947
PM Peak Volume: 1,277
AM Peak Hour Factor: 0.92
PM Peak Hour Factor: 0.86

21-Feb-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	18	13	7	10	6	36	111	202	229	216	174	211
30	16	15	1	14	25	58	124	251	228	241	171	195
45	18	17	8	10	27	68	193	284	207	200	176	191
00	18	7	11	16	35	114	194	276	225	200	219	196
Hr Total	**70**	**52**	**27**	**50**	**93**	**276**	**622**	**1013**	**889**	**857**	**740**	**793**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	219	229	222	259	223	210	152	116	90	32	32
30	206	213	225	216	167	214	196	157	108	73	36	29
45	264	206	222	220	247	224	207	109	93	77	31	32
00	230	227	201	246	228	213	152	130	103	56	34	20
Hr Total	**859**	**865**	**877**	**904**	**901**	**874**	**765**	**548**	**420**	**296**	**133**	**113**

24 Hour Total : 13,037
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 15:15
AM Peak Volume: 1,040
PM Peak Volume: 941
AM Peak Hour Factor: 0.92
PM Peak Hour Factor: 0.96

21-Feb-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	34	19	16	9	54	164	323	376	474	306	394
30	40	37	7	20	36	110	209	439	448	499	349	389
45	52	36	19	17	47	116	287	479	424	354	373	363
00	35	23	15	29	57	189	312	554	439	371	441	421
Hr Total	**181**	**130**	**60**	**82**	**149**	**469**	**972**	**1795**	**1687**	**1698**	**1469**	**1567**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	426	457	429	507	510	459	375	214	225	120	77
30	431	493	451	505	463	585	505	346	278	234	105	69
45	478	402	468	439	528	477	414	292	243	183	98	83
00	458	450	434	554	566	549	367	269	260	139	82	59
Hr Total	**1764**	**1771**	**1810**	**1927**	**2064**	**2121**	**1745**	**1282**	**995**	**781**	**405**	**288**

24 Hour Total : 27,212
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 16:30
AM Peak Volume: 1,857
PM Peak Volume: 2,189
AM Peak Hour Factor: 0.84
PM Peak Hour Factor: 0.94

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 21-Feb-17
Stop Date: 22-Feb-17
County: Seminole
Location: #150: Lake Mary Blvd: CR 15 to US 17-92 (200' W of Hidden Lake Dr)

Start Time: 00:00
Stop Time: 24:00
Station ID: 150

21-Feb-17 — **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	20	5	7	12	34	64	138	159	157	167	188
30	27	17	11	7	11	42	76	164	168	187	172	164
45	27	15	10	13	20	64	126	176	159	171	171	175
00	22	15	8	15	24	57	131	179	144	161	183	191
Hr Total	**111**	**67**	**34**	**42**	**67**	**197**	**397**	**657**	**630**	**676**	**693**	**718**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	235	199	215	198	255	328	262	197	112	131	74	41
30	221	223	240	251	245	324	237	169	144	141	70	34
45	241	203	188	236	281	247	190	165	135	87	58	46
00	236	205	246	252	275	246	184	149	124	72	46	37
Hr Total	**933**	**830**	**889**	**937**	**1056**	**1145**	**873**	**680**	**515**	**431**	**248**	**158**

24 Hour Total : 12,984
AM Peak Hour Begins: 12:00
PM Peak Hour Begins: 16:30

AM Peak Volume: 933
PM Peak Volume: 1,208

AM Peak Hour Factor: 0.97
PM Peak Hour Factor: 0.92

21-Feb-17 — **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	24	18	5	11	11	27	79	166	224	238	173	192
30	14	14	3	13	13	50	113	226	216	231	171	179
45	27	8	6	11	21	60	137	268	239	215	224	185
00	14	7	8	11	28	80	178	230	217	201	202	173
Hr Total	**79**	**47**	**22**	**46**	**73**	**217**	**507**	**890**	**896**	**885**	**770**	**729**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	198	209	192	189	232	206	208	156	119	78	42	37
30	184	205	197	208	197	231	205	143	95	74	42	30
45	244	215	189	211	229	259	186	138	97	76	40	35
00	198	204	184	210	242	209	165	109	120	70	32	15
Hr Total	**824**	**833**	**762**	**818**	**900**	**905**	**764**	**546**	**431**	**298**	**156**	**117**

24 Hour Total : 12,515
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 16:45

AM Peak Volume: 948
PM Peak Volume: 938

AM Peak Hour Factor: 0.88
PM Peak Hour Factor: 0.97

21-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	38	10	18	23	61	143	304	383	395	340	380
30	41	31	14	20	24	92	189	390	384	418	343	343
45	54	23	16	24	41	124	263	444	398	386	395	360
00	36	22	16	26	52	137	309	409	361	362	385	364
Hr Total	**190**	**114**	**56**	**88**	**140**	**414**	**904**	**1547**	**1526**	**1561**	**1463**	**1447**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	433	408	407	387	487	534	470	353	231	209	116	78
30	405	428	437	459	442	555	442	312	239	215	112	64
45	485	418	377	447	510	506	376	303	232	163	98	81
00	434	409	430	462	517	455	349	258	244	142	78	52
Hr Total	**1757**	**1663**	**1651**	**1755**	**1956**	**2050**	**1637**	**1226**	**946**	**729**	**404**	**275**

24 Hour Total : 25,499
AM Peak Hour Begins: 12:00
PM Peak Hour Begins: 16:30

AM Peak Volume: 1,757
PM Peak Volume: 2,116

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.95

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 15-Mar-17
Stop Date: 16-Mar-17
County: Seminole
Location: #150.2: Lake Mary Blvd: US 17-92 to SR 417 Ramps (500' E of US 17-92)

Start Time: 00:00
Stop Time: 24:00
Station ID: 150.2

15-Mar-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	14	13	11	7	34	56	101	120	104	98	115
30	21	19	9	13	13	33	58	135	122	131	126	126
45	27	13	9	8	17	50	76	107	91	109	104	146
00	10	14	7	6	13	61	119	156	95	109	140	136
Hr Total	**91**	**60**	**38**	**38**	**50**	**178**	**309**	**499**	**428**	**453**	**468**	**523**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	139	171	184	227	267	246	185	127	115	66	41
30	176	146	166	178	255	278	230	162	142	130	62	48
45	149	179	174	208	202	274	186	151	140	114	61	40
00	158	169	173	200	262	227	185	144	152	91	64	35
Hr Total	**637**	**633**	**684**	**770**	**946**	**1046**	**847**	**642**	**561**	**450**	**253**	**164**

24 Hour Total : 10,768
AM Peak Hour Begins: 12:00
PM Peak Hour Begins: 16:45

AM Peak Volume: 637
PM Peak Volume: 1,081

AM Peak Hour Factor: 0.90
PM Peak Hour Factor: 0.97

15-Mar-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	15	16	6	4	10	24	63	149	218	190	153	140
30	10	10	8	7	9	41	88	198	230	156	146	130
45	19	11	12	5	12	54	137	229	206	148	140	191
00	8	7	7	11	28	72	132	232	202	141	133	186
Hr Total	**52**	**44**	**33**	**27**	**59**	**191**	**420**	**808**	**856**	**635**	**572**	**647**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	187	179	116	140	171	157	191	127	91	88	77	29
30	154	182	149	173	166	176	162	139	116	77	68	29
45	177	165	173	165	175	210	162	115	100	85	42	30
00	146	180	183	181	167	180	169	113	89	73	45	22
Hr Total	**664**	**706**	**621**	**659**	**679**	**723**	**684**	**494**	**396**	**323**	**232**	**110**

24 Hour Total : 10,635
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:15

AM Peak Volume: 909
PM Peak Volume: 757

AM Peak Hour Factor: 0.98
PM Peak Hour Factor: 0.90

15-Mar-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	30	19	15	17	58	119	250	338	294	251	255
30	31	29	17	20	22	74	146	333	352	287	272	256
45	46	24	21	13	29	104	213	336	297	257	244	337
00	18	21	14	17	41	133	251	388	297	250	273	322
Hr Total	**143**	**104**	**71**	**65**	**109**	**369**	**729**	**1307**	**1284**	**1088**	**1040**	**1170**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	341	318	287	324	398	424	437	312	218	203	143	70
30	330	328	315	351	421	454	392	301	258	207	130	77
45	326	344	347	373	377	484	348	266	240	199	103	70
00	304	349	356	381	429	407	354	257	241	164	109	57
Hr Total	**1301**	**1339**	**1305**	**1429**	**1625**	**1769**	**1531**	**1136**	**957**	**773**	**485**	**274**

24 Hour Total : 21,403
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 16:45

AM Peak Volume: 1,414
PM Peak Volume: 1,791

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.99

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 15-Feb-17
Stop Date: 16-Feb-17
County: Seminole
Location: #151.1: Lake Mary Blvd: SR 417 Ramps to CR 427 (200' W of CR 427)

Start Time: 00:00
Stop Time: 24:00
Station ID: 151.1

15-Feb-17 — **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	10	10	5	10	40	64	68	92	76	73	87
30	19	8	9	11	13	42	54	78	67	94	70	111
45	13	9	8	9	34	64	77	99	103	89	98	102
00	9	5	5	15	42	79	95	100	70	87	80	123
Hr Total	**64**	**32**	**32**	**40**	**99**	**225**	**290**	**345**	**332**	**346**	**321**	**423**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	117	134	128	168	197	173	108	99	83	41	23
30	126	136	122	152	144	216	133	103	77	57	48	25
45	130	131	112	116	201	236	137	93	73	67	24	24
00	125	127	111	139	181	194	104	90	71	54	27	6
Hr Total	**501**	**511**	**479**	**535**	**694**	**843**	**547**	**394**	**320**	**261**	**140**	**78**

24 Hour Total: 7,852
AM Peak Hour Begins: 12:30
PM Peak Hour Begins: 17:00

AM Peak Volume: 508
PM Peak Volume: 843

AM Peak Hour Factor: 0.93
PM Peak Hour Factor: 0.89

15-Feb-17 — **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	9	5	4	6	11	34	84	161	198	104	90	107
30	13	9	10	6	10	54	90	173	151	127	92	124
45	8	6	9	6	11	53	127	190	134	82	91	131
00	6	2	6	10	22	83	152	196	139	100	93	135
Hr Total	**36**	**22**	**29**	**28**	**54**	**224**	**453**	**720**	**622**	**413**	**366**	**497**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	114	136	110	139	169	151	100	102	65	58	35
30	115	131	150	94	141	173	156	65	59	57	53	24
45	103	156	168	126	148	180	105	97	68	83	47	19
00	116	115	138	140	140	158	101	97	58	45	30	13
Hr Total	**484**	**516**	**592**	**470**	**568**	**680**	**513**	**359**	**287**	**250**	**188**	**91**

24 Hour Total: 8,462
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00

AM Peak Volume: 757
PM Peak Volume: 680

AM Peak Hour Factor: 0.96
PM Peak Hour Factor: 0.94

15-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	14	11	21	74	148	229	290	180	163	194
30	32	17	19	17	23	96	144	251	218	221	162	235
45	21	15	17	15	45	117	204	289	237	171	189	233
00	15	7	11	25	64	162	247	296	209	187	173	258
Hr Total	**100**	**54**	**61**	**68**	**153**	**449**	**743**	**1065**	**954**	**759**	**687**	**920**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	231	270	238	307	366	324	208	201	148	99	58
30	241	267	272	246	285	389	289	168	136	114	101	49
45	233	287	280	242	349	416	242	190	141	150	71	43
00	241	242	249	279	321	352	205	187	129	99	57	19
Hr Total	**985**	**1027**	**1071**	**1005**	**1262**	**1523**	**1060**	**753**	**607**	**511**	**328**	**169**

24 Hour Total: 16,314
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00

AM Peak Volume: 1,126
PM Peak Volume: 1,523

AM Peak Hour Factor: 0.95
PM Peak Hour Factor: 0.92

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 07-Feb-17
Stop Date: 08-Feb-17
County: Seminole
Location: #152: Lake Mary Blvd: CR 427 to Red Cleveland Bv (500' W of Ohio Ave)

Start Time: 00:00
Stop Time: 24:00
Station ID: 152

07-Feb-17 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	4	3	2	45	54	63	115	101	75	83
30	13	6	4	5	11	55	59	74	93	98	60	92
45	12	4	8	1	16	60	72	70	117	105	91	91
00	7	3	5	3	25	80	79	112	110	97	96	72
Hr Total	**45**	**19**	**21**	**12**	**54**	**240**	**264**	**319**	**435**	**401**	**322**	**338**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	82	91	134	224	267	224	106	68	57	23	11
30	79	98	122	202	232	295	168	93	70	35	19	8
45	94	106	112	181	244	278	146	88	47	45	24	15
00	92	105	146	231	305	227	148	72	32	29	19	0
Hr Total	**353**	**391**	**471**	**748**	**1005**	**1067**	**686**	**359**	**217**	**166**	**85**	**34**

24 Hour Total : 8,052
AM Peak Hour Begins: 7:45
PM Peak Hour Begins: 16:45

AM Peak Volume: 437
PM Peak Volume: 1,145

AM Peak Hour Factor: 0.95
PM Peak Hour Factor: 0.94

07-Feb-17 **Westbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	0	3	1	4	8	44	126	256	285	177	80	93
30	6	0	3	2	8	45	140	245	238	147	99	73
45	4	3	2	7	21	89	182	245	208	125	91	90
00	6	1	8	8	27	103	242	289	205	125	43	83
Hr Total	**16**	**7**	**14**	**21**	**64**	**281**	**690**	**1035**	**936**	**574**	**313**	**339**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	103	102	91	119	116	119	77	99	62	20	7
30	106	91	79	78	116	157	120	74	73	59	78	9
45	111	96	82	99	122	125	114	136	46	55	24	8
00	74	96	78	123	113	150	103	67	50	24	12	6
Hr Total	**385**	**386**	**341**	**391**	**470**	**548**	**456**	**354**	**268**	**200**	**134**	**30**

24 Hour Total : 8,253
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:15

AM Peak Volume: 1,064
PM Peak Volume: 551

AM Peak Hour Factor: 0.92
PM Peak Hour Factor: 0.88

07-Feb-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	5	7	10	89	180	319	400	278	155	176
30	19	6	7	7	19	100	199	319	331	245	159	165
45	16	7	10	8	37	149	254	315	325	230	182	181
00	13	4	13	11	52	183	321	401	315	222	139	155
Hr Total	**61**	**26**	**35**	**33**	**118**	**521**	**954**	**1354**	**1371**	**975**	**635**	**677**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	185	193	225	343	383	343	183	167	119	43	18
30	185	189	201	280	348	452	288	167	143	94	97	17
45	205	202	194	280	366	403	260	224	93	100	48	23
00	166	201	224	354	418	377	251	139	82	53	31	6
Hr Total	**738**	**777**	**812**	**1139**	**1475**	**1615**	**1142**	**713**	**485**	**366**	**219**	**64**

24 Hour Total : 16,305
AM Peak Hour Begins: 7:45
PM Peak Hour Begins: 16:45

AM Peak Volume: 1,457
PM Peak Volume: 1,656

AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.92

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 08-Feb-17
Stop Date: 09-Feb-17
County: Seminole
Location: #39: Country Club Rd: CR 46A to Linda Ln (2600' S of CR 46A)

Start Time: 00:00
Stop Time: 24:00
Station ID: 39

08-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	0	2	5	24	54	99	54	54	52
30	1	2	3	2	4	10	30	87	82	58	42	57
45	3	3	1	3	2	10	52	84	69	57	50	36
00	4	5	2	3	7	27	61	98	69	54	59	64
Hr Total	**13**	**13**	**7**	**8**	**15**	**52**	**167**	**323**	**319**	**223**	**205**	**209**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	59	56	81	82	112	86	46	37	46	15	8
30	81	62	64	65	90	114	83	50	33	43	15	13
45	58	67	92	90	103	107	77	39	28	45	19	6
00	69	68	69	76	86	117	55	32	48	33	6	5
Hr Total	**265**	**256**	**281**	**312**	**361**	**450**	**301**	**167**	**146**	**167**	**55**	**32**

24 Hour Total : 4,347
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00

AM Peak Volume: 368
PM Peak Volume: 450

AM Peak Hour Factor: 0.93
PM Peak Hour Factor: 0.96

08-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	3	2	0	2	3	4	27	76	90	82	45	48
30	9	3	2	1	2	7	23	84	102	59	43	40
45	4	0	0	3	4	9	52	98	83	48	49	60
00	2	2	1	1	9	6	58	106	93	51	66	61
Hr Total	**18**	**7**	**3**	**7**	**18**	**26**	**160**	**364**	**368**	**240**	**203**	**209**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	55	66	70	86	108	90	70	46	28	19	7
30	51	65	69	76	73	110	82	68	41	22	19	18
45	61	46	73	78	95	118	69	46	31	26	12	5
00	49	63	65	84	91	88	69	27	25	31	7	4
Hr Total	**220**	**229**	**273**	**308**	**345**	**424**	**310**	**211**	**143**	**107**	**57**	**34**

24 Hour Total : 4,284
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 16:45

AM Peak Volume: 396
PM Peak Volume: 427

AM Peak Hour Factor: 0.93
PM Peak Hour Factor: 0.97

08-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	1	2	5	9	51	130	189	136	99	100
30	10	5	5	3	6	17	53	171	184	117	85	97
45	7	3	1	6	6	19	104	182	152	105	99	96
00	6	7	3	4	16	33	119	204	162	105	125	125
Hr Total	**31**	**20**	**10**	**15**	**33**	**78**	**327**	**687**	**687**	**463**	**408**	**418**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	114	122	151	168	220	176	116	83	74	34	15
30	132	127	133	141	163	224	165	118	74	65	34	31
45	119	113	165	168	198	225	146	85	59	71	31	11
00	118	131	134	160	177	205	124	59	73	64	13	9
Hr Total	**485**	**485**	**554**	**620**	**706**	**874**	**611**	**378**	**289**	**274**	**112**	**66**

24 Hour Total : 8,631
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:00

AM Peak Volume: 759
PM Peak Volume: 874

AM Peak Hour Factor: 0.93
PM Peak Hour Factor: 0.97

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 01-Feb-17
Stop Date: 02-Feb-17
County: Seminole
Start Time: 00:00
Stop Time: 24:00
Station ID: 40
Location: #40: Country Club Rd: Linda Ln to Lake Mary Blvd (100' N of Grand Bend Ave)

01-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	1	1	2	5	13	48	96	70	49	58
30	8	3	1	4	2	8	17	89	69	67	58	51
45	4	2	4	0	3	7	36	72	75	48	55	53
00	6	3	1	1	5	20	70	114	86	47	78	64
Hr Total	**28**	**11**	**7**	**6**	**12**	**40**	**136**	**323**	**326**	**232**	**240**	**226**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	68	74	90	103	165	147	93	62	56	26	15
30	87	79	80	97	109	153	107	90	57	56	21	18
45	98	79	103	126	134	158	135	89	47	46	26	8
00	77	79	112	94	136	153	90	57	49	37	11	5
Hr Total	**336**	**305**	**369**	**407**	**482**	**629**	**479**	**329**	**215**	**195**	**84**	**46**

24 Hour Total : 5,463
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00
AM Peak Volume: 371
PM Peak Volume: 629
AM Peak Hour Factor: 0.81
PM Peak Hour Factor: 0.95

01-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	2	1	1	2	1	9	33	88	143	114	78	53
30	2	2	1	1	5	6	46	108	117	84	79	75
45	4	2	0	2	6	13	80	153	106	61	68	72
00	1	3	0	2	5	17	118	181	121	79	58	78
Hr Total	**9**	**8**	**2**	**7**	**17**	**45**	**277**	**530**	**487**	**338**	**283**	**278**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	61	79	89	110	111	109	72	34	29	20	15
30	95	79	81	103	117	140	125	76	37	40	20	8
45	89	74	102	100	94	137	108	46	40	36	13	9
00	80	82	85	96	114	129	96	60	62	31	5	4
Hr Total	**352**	**296**	**347**	**388**	**435**	**517**	**438**	**254**	**173**	**136**	**58**	**36**

24 Hour Total : 5,711
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:00
AM Peak Volume: 594
PM Peak Volume: 517
AM Peak Hour Factor: 0.82
PM Peak Hour Factor: 0.92

01-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	2	3	3	14	46	136	239	184	127	111
30	10	5	2	5	7	14	63	197	186	151	137	126
45	8	4	4	2	9	20	116	225	181	109	123	125
00	7	6	1	3	10	37	188	295	207	126	136	142
Hr Total	**37**	**19**	**9**	**13**	**29**	**85**	**413**	**853**	**813**	**570**	**523**	**504**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	129	153	179	213	276	256	165	96	85	46	30
30	182	158	161	200	226	293	232	166	94	96	41	26
45	187	153	205	226	228	295	243	135	87	82	39	17
00	157	161	197	190	250	282	186	117	111	68	16	9
Hr Total	**688**	**601**	**716**	**795**	**917**	**1146**	**917**	**583**	**388**	**331**	**142**	**82**

24 Hour Total : 11,174
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00
AM Peak Volume: 956
PM Peak Volume: 1,146
AM Peak Hour Factor: 0.81
PM Peak Hour Factor: 0.97

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 01-Feb-17
Stop Date: 02-Feb-17
County: Seminole
Location: #41: Country Club Rd: Lake Mary Blvd to Broadmoor Rd (S of Williams Dr)

Start Time: 00:00
Stop Time: 24:00
Station ID: 41

01-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	4	3	1	9	28	93	135	85	58	104
30	3	1	1	2	4	11	33	103	114	97	73	69
45	6	5	8	2	6	25	60	132	110	93	80	99
00	9	3	3	2	10	29	72	157	89	83	116	70
Hr Total	**24**	**13**	**16**	**9**	**21**	**74**	**193**	**485**	**448**	**358**	**327**	**342**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	86	116	110	129	103	152	84	75	63	19	28
30	171	114	88	134	137	169	105	62	70	65	21	15
45	153	100	111	124	186	152	98	60	44	66	22	12
00	104	143	121	106	181	128	104	61	60	36	12	13
Hr Total	**533**	**443**	**436**	**474**	**633**	**552**	**459**	**267**	**249**	**230**	**74**	**68**

24 Hour Total: 6,728
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 16:30

AM Peak Volume: 538
PM Peak Volume: 639

AM Peak Hour Factor: 0.86
PM Peak Hour Factor: 0.86

01-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	7	6	4	3	7	8	35	110	105	157	57	66
30	9	7	2	3	6	9	44	147	134	148	81	82
45	10	2	4	2	6	17	77	151	127	70	103	80
00	6	3	1	3	9	29	103	169	117	84	114	72
Hr Total	**32**	**18**	**11**	**11**	**28**	**63**	**259**	**577**	**483**	**459**	**355**	**300**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	102	84	90	112	86	143	85	56	58	26	18
30	112	113	108	92	128	169	142	93	55	52	29	19
45	93	126	116	134	134	127	117	74	52	39	28	10
00	102	126	121	110	131	148	102	75	46	33	19	21
Hr Total	**421**	**467**	**429**	**426**	**505**	**530**	**504**	**327**	**209**	**182**	**102**	**68**

24 Hour Total: 6,766
AM Peak Hour Begins: 7:00
PM Peak Hour Begins: 17:15

AM Peak Volume: 577
PM Peak Volume: 587

AM Peak Hour Factor: 0.96
PM Peak Hour Factor: 0.87

01-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	10	8	6	8	17	63	203	240	242	115	170
30	12	8	3	5	10	20	77	250	248	245	154	151
45	16	7	12	4	12	42	137	283	237	163	183	179
00	15	6	4	5	19	58	175	326	206	167	230	142
Hr Total	**56**	**31**	**27**	**20**	**49**	**137**	**452**	**1062**	**931**	**817**	**682**	**642**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	188	200	200	241	189	295	169	131	121	45	46
30	283	227	196	226	265	338	247	155	125	117	50	34
45	246	226	227	258	320	279	215	134	96	105	50	22
00	206	269	242	216	312	276	206	136	106	69	31	34
Hr Total	**954**	**910**	**865**	**900**	**1138**	**1082**	**963**	**594**	**458**	**412**	**176**	**136**

24 Hour Total: 13,494
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:15

AM Peak Volume: 1,099
PM Peak Volume: 1,188

AM Peak Hour Factor: 0.84
PM Peak Hour Factor: 0.88

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 01-Feb-17
Stop Date: 02-Feb-17
County: Seminole
Start Time: 00:00
Stop Time: 24:00
Station ID: 42
Location: #42: Country Club Rd: Broadmoor Rd to Continental Blvd (N of Wagon Wheel Way)

01-Feb-17 — **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	2	3	3	5	19	79	109	91	49	55
30	4	1	2	3	2	8	31	91	97	99	61	47
45	5	5	5	2	6	20	55	122	108	74	82	50
00	10	3	3	2	9	25	53	133	75	62	71	52
Hr Total	**25**	**11**	**12**	**10**	**20**	**58**	**158**	**425**	**389**	**326**	**263**	**204**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	60	67	69	99	123	130	66	55	46	20	26
30	88	80	68	68	101	152	90	55	39	45	11	11
45	64	75	79	91	122	121	80	46	31	32	22	15
00	62	82	82	85	67	106	90	49	44	24	9	8
Hr Total	**284**	**297**	**296**	**313**	**389**	**502**	**390**	**216**	**169**	**147**	**62**	**60**

24 Hour Total : 5,026
AM Peak Hour Begins: 7:30
PM Peak Hour Begins: 17:15
AM Peak Volume: 461
PM Peak Volume: 509
AM Peak Hour Factor: 0.87
PM Peak Hour Factor: 0.84

01-Feb-17 — **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	3	4	4	2	9	7	29	111	85	67	54	59
30	7	7	1	2	7	9	47	119	93	65	46	53
45	9	1	3	2	5	23	82	94	84	60	54	72
00	4	3	1	3	9	29	107	105	77	61	59	56
Hr Total	**23**	**15**	**9**	**9**	**30**	**68**	**265**	**429**	**339**	**253**	**213**	**240**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	68	73	61	78	115	89	61	46	51	16	13
30	78	68	84	70	107	124	105	76	35	51	20	15
45	76	83	88	86	107	108	76	49	42	30	23	9
00	67	84	104	91	77	97	82	63	39	34	16	16
Hr Total	**302**	**303**	**349**	**308**	**369**	**444**	**352**	**249**	**162**	**166**	**75**	**53**

24 Hour Total : 5,025
AM Peak Hour Begins: 6:45
PM Peak Hour Begins: 17:00
AM Peak Volume: 431
PM Peak Volume: 444
AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.90

01-Feb-17 — **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	6	5	12	12	48	190	194	158	103	114
30	11	8	3	5	9	17	78	210	190	164	107	100
45	14	6	8	4	11	43	137	216	192	134	136	122
00	14	6	4	5	18	54	160	238	152	123	130	108
Hr Total	**48**	**26**	**21**	**19**	**50**	**126**	**423**	**854**	**728**	**579**	**476**	**444**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	128	140	130	177	238	219	127	101	97	36	39
30	166	148	152	138	208	276	195	131	74	96	31	26
45	140	158	167	177	229	229	156	95	73	62	45	24
00	129	166	186	176	144	203	172	112	83	58	25	24
Hr Total	**586**	**600**	**645**	**621**	**758**	**946**	**742**	**465**	**331**	**313**	**137**	**113**

24 Hour Total : 10,051
AM Peak Hour Begins: 7:15
PM Peak Hour Begins: 17:00
AM Peak Volume: 858
PM Peak Volume: 946
AM Peak Hour Factor: 0.90
PM Peak Hour Factor: 0.86

Roadway Count Summary

Luke Transportation Engineering Consultants, Inc.

Start Date: 27-Feb-17
Stop Date: 28-Feb-17
County: Seminole
Start Time: 00:00
Stop Time: 24:00
Station ID: 43
Location: #43: Country Club Rd: Continental Blvd to CR 427 (N of CR 427)

27-Feb-17 **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	88	89	136	108	59	69	33	21	9	9	1
30	74	73	99	126	104	46	49	50	22	5	9	8
45	80	98	123	125	82	50	37	27	11	11	6	2
00	92	86	108	99	74	51	31	31	14	10	4	5
Hr Total	**296**	**345**	**419**	**486**	**368**	**206**	**186**	**141**	**68**	**35**	**28**	**16**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	3	1	10	23	82	108	125	51	48	72	54
30	3	4	2	13	27	109	69	97	57	61	84	65
45	6	2	9	18	45	105	78	93	66	42	74	76
00	2	5	6	19	50	121	107	64	72	64	68	74
Hr Total	**14**	**14**	**18**	**60**	**145**	**417**	**362**	**379**	**246**	**215**	**298**	**269**

24 Hour Total: 5,031
AM Peak Hour Begins: 2:45
PM Peak Hour Begins: 17:15
AM Peak Volume: 495
PM Peak Volume: 443
AM Peak Hour Factor: 0.91
PM Peak Hour Factor: 0.92

27-Feb-17 **Southbound Volume**

End Time	00	01	02	03	04	05	6	07	08	09	10	11
15	62	71	92	119	92	60	38	27	22	16	5	7
30	69	78	90	113	111	62	42	21	20	11	5	3
45	72	92	103	100	93	45	32	17	14	13	3	5
00	69	79	112	94	72	50	38	23	14	7	5	2
Hr Total	**272**	**320**	**397**	**426**	**368**	**217**	**150**	**88**	**70**	**47**	**18**	**17**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	1	7	11	36	114	101	45	61	60	59	55
30	2	1	4	14	49	135	115	86	56	50	86	71
45	0	2	10	18	97	118	97	67	56	60	72	73
00	1	3	12	35	133	96	82	65	63	55	75	86
Hr Total	**3**	**7**	**33**	**78**	**315**	**463**	**395**	**263**	**236**	**225**	**292**	**285**

24 Hour Total: 4,985
AM Peak Hour Begins: 2:30
PM Peak Hour Begins: 16:45
AM Peak Volume: 447
PM Peak Volume: 500
AM Peak Hour Factor: 0.94
PM Peak Hour Factor: 0.93

27-Feb-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	112	159	181	255	200	119	107	60	43	25	14	8
30	143	151	189	239	215	108	91	71	42	16	14	11
45	152	190	226	225	175	95	69	44	25	24	9	7
00	161	165	220	193	146	101	69	54	28	17	9	7
Hr Total	**568**	**665**	**816**	**912**	**736**	**423**	**336**	**229**	**138**	**82**	**46**	**33**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	4	8	21	59	196	209	170	112	108	131	109
30	5	5	6	27	76	244	184	183	113	111	170	136
45	6	4	19	36	142	223	175	160	122	102	146	149
00	3	8	18	54	183	217	189	129	135	119	143	160
Hr Total	**17**	**21**	**51**	**138**	**460**	**880**	**757**	**642**	**482**	**440**	**590**	**554**

24 Hour Total: 10,016
AM Peak Hour Begins: 2:30
PM Peak Hour Begins: 17:15
AM Peak Volume: 940
PM Peak Volume: 893
AM Peak Hour Factor: 0.92
PM Peak Hour Factor: 0.91

Roadway Summary Concurrency Information

RKEY	Roadway Name	From	To	
TSK75	Tuskawilla Rd	Winter Springs Blvd	East Lake Dr	
			Current Traffic Count	26,256
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	16,304
TSK90	Tuskawilla Rd	S.R. 434	Winter Springs Blvd	
			Current Traffic Count	19,582
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	22,978
U1700	U.S. 17-92	Lake of the Woods Blvd	Orange County Line	
			Current Traffic Count	55,596
			Roadway Link Capacity	60,000
			Committed Trips	282
			Net Available Capacity	4,122
U1705	U.S. 17-92	S.R. 436	Lake of the Woods Blvd	
			Current Traffic Count	47,413
			Roadway Link Capacity	60,000
			Committed Trips	519
			Net Available Capacity	12,068
U1710	U.S. 17-92	Triplett Lake Dr	S.R. 436	
			Current Traffic Count	50,441
			Roadway Link Capacity	60,000
			Committed Trips	22
			Net Available Capacity	9,537
U1715	U.S. 17-92	Dog Track Rd/Seminola Blvd	Triplett Lake Dr	
			Current Traffic Count	51,519
			Roadway Link Capacity	60,000
			Committed Trips	15
			Net Available Capacity	8,466
U1720	U.S. 17-92	S.R. 434	Seminola-Dogtrack Rd	
			Current Traffic Count	47,429
			Roadway Link Capacity	60,000
			Committed Trips	50
			Net Available Capacity	12,521
U1725	U.S. 17-92	Shepard Rd	S.R. 434	
			Current Traffic Count	45,481
			Roadway Link Capacity	60,000
			Committed Trips	120
			Net Available Capacity	14,399
U1728	U.S. 17-92	S.R. 419/C.R. 427	Shepard Rd	
			Current Traffic Count	45,481
			Roadway Link Capacity	48,000
			Committed Trips	105
			Net Available Capacity	2,414

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	
U1730	U.S. 17-92	C.R. 427	S.R. 419/C.R. 427	
			Current Traffic Count	47,974
			Roadway Link Capacity	48,000
			Committed Trips	105
			Net Available Capacity	-79
U1740	U.S. 17-92	County Home Rd	C.R. 427	
			Current Traffic Count	32,778
			Roadway Link Capacity	48,000
			Committed Trips	131
			Net Available Capacity	15,091
U1750	U.S. 17-92	Lake Mary Blvd	County Home Rd	
			Current Traffic Count	32,778
			Roadway Link Capacity	48,000
			Committed Trips	131
			Net Available Capacity	15,091
U1760	U.S. 17-92	Airport Blvd	Lake Mary Blvd	
			Current Traffic Count	40,414
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	7,586
U1770	U.S. 17-92	25th St	Airport Blvd	
			Current Traffic Count	27,814
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	20,186
U1775	U.S. 17-92	S.R. 46	25th St	
			Current Traffic Count	22,920
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	25,080
U1780	U.S. 17-92	Seminole Blvd	S.R. 46	
			Current Traffic Count	23,898
			Roadway Link Capacity	48,000
			Committed Trips	0
			Net Available Capacity	24,102
U1785	U.S. 17-92	Oak Dr	Seminole Blvd	
			Current Traffic Count	14,516
			Roadway Link Capacity	18,270
			Committed Trips	0
			Net Available Capacity	3,754
U1790	U.S. 17-92	C.R. 15	Oak Dr	
			Current Traffic Count	12,936
			Roadway Link Capacity	18,270
			Committed Trips	0
			Net Available Capacity	5,334

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	
S1910	S.R. 419	U.S. 17-92	S.R. 434	
			Current Traffic Count	17,085
			Roadway Link Capacity	18,270
			Committed Trips	0
			Net Available Capacity	1,185
S2600	S.R. 426	Old Howell Branch Rd	Orange County Line	
			Current Traffic Count	34,707
			Roadway Link Capacity	48,000
			Committed Trips	4,099
			Net Available Capacity	9,194
S2605	S.R. 426	Howell Branch Rd	Old Howell Branch Rd	
			Current Traffic Count	39,707
			Roadway Link Capacity	48,000
			Committed Trips	6,442
			Net Available Capacity	1,851
S2620	S.R. 426	Tuskawilla Rd	Hall Rd	
			Current Traffic Count	35,628
			Roadway Link Capacity	48,000
			Committed Trips	2,928
			Net Available Capacity	9,444
S2630	S.R. 426	S.R. 417	Tuskawilla Rd	
			Current Traffic Count	40,397
			Roadway Link Capacity	60,000
			Committed Trips	169
			Net Available Capacity	19,434
S2640	S.R. 426	Dean Rd	S.R. 417	
			Current Traffic Count	30,460
			Roadway Link Capacity	48,000
			Committed Trips	481
			Net Available Capacity	17,059
S2650	S.R. 426	Chapman Rd	Dean Rd	
			Current Traffic Count	33,077
			Roadway Link Capacity	48,000
			Committed Trips	2,195
			Net Available Capacity	12,728
S2660	S.R. 426	Red Bug Lake Rd	Chapman Rd	
			Current Traffic Count	23,417
			Roadway Link Capacity	48,000
			Committed Trips	2,605
			Net Available Capacity	21,978
S2670	S.R. 426	Winter Springs Blvd	Red Bug Lake Rd	
			Current Traffic Count	22,603
			Roadway Link Capacity	48,000
			Committed Trips	819
			Net Available Capacity	24,578

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	
LKM15	Lake Mary Blvd	Rinehart Rd	Lake Emma Rd	
			Current Traffic Count	49,436
			Roadway Link Capacity	63,840
			Committed Trips	3,720
			Net Available Capacity	10,684
LKM20	Lake Mary Blvd	Longwood-Lake Mary Rd	Rinehart Rd	
			Current Traffic Count	40,649
			Roadway Link Capacity	42,560
			Committed Trips	3,175
			Net Available Capacity	-1,264
LKM30	Lake Mary Blvd	C.R. 15	Longwood-Lake Mary Blvd	
			Current Traffic Count	40,563
			Roadway Link Capacity	42,560
			Committed Trips	2,312
			Net Available Capacity	-315
LKM40	Lake Mary Blvd	Sir Lawrence Dr	C.R. 15	
			Current Traffic Count	26,855
			Roadway Link Capacity	42,560
			Committed Trips	154
			Net Available Capacity	15,551
LKM50	Lake Mary Blvd	Hidden Lake Dr	Sir Lawrence Dr	
			Current Traffic Count	26,855
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	15,705
LKM60	Lake Mary Blvd	U.S. 17-92	Hidden Lake Dr	
			Current Traffic Count	24,626
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	17,934
LKM70	Lake Mary Blvd	S.R. 417	U.S. 17-92	
			Current Traffic Count	15,204
			Roadway Link Capacity	42,560
			Committed Trips	1,440
			Net Available Capacity	25,916
LKM75	Lake Mary Blvd	C.R. 425	S.R. 417	
			Current Traffic Count	15,490
			Roadway Link Capacity	42,560
			Committed Trips	1,620
			Net Available Capacity	25,450
LKM80	E. Lake Mary Blvd	Red Cleveland Blvd	C.R. 425	
			Current Traffic Count	10,633
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	31,927

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	
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	Lockwood Blvd	C.R. 419	
			Current Traffic Count	7,602
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	11,758
C2620	C.R. 426	Old Mims Rd	Lockwood Blvd	
			Current Traffic Count	7,726
			Roadway Link Capacity	20,000
			Committed Trips	0
			Net Available Capacity	12,274
C2630	C.R. 426	S.R. 46	Old Mims Rd	
			Current Traffic Count	8,870
			Roadway Link Capacity	20,000
			Committed Trips	0
			Net Available Capacity	11,130
C2700	C.R. 427/Maitland Ave	S.R. 436	Orange County Line	
			Current Traffic Count	23,532
			Roadway Link Capacity	42,560
			Committed Trips	81
			Net Available Capacity	18,947
C2710	C.R. 427	North St	S.R. 436	
			Current Traffic Count	14,405
			Roadway Link Capacity	42,560
			Committed Trips	371
			Net Available Capacity	27,784
C2720	C.R. 427	Dog Track Rd	North St	
			Current Traffic Count	26,130
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	16,430
C2730	C.R. 427	S.R. 434	Dog Track Rd	
			Current Traffic Count	26,130
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	16,430

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		
C2740	C.R. 427	Longwood Hills Rd	S.R. 434		
				Current Traffic Count	28,834
				Roadway Link Capacity	42,560
				Committed Trips	463
				Net Available Capacity	13,263
C2750	C.R. 427	Longwood-Lake Mary Rd	Longwood Hills Rd		
				Current Traffic Count	27,789
				Roadway Link Capacity	42,560
				Committed Trips	502
				Net Available Capacity	14,269
C2760	C.R. 427	C.R. 15	Longwood-Lake Mary Rd		
				Current Traffic Count	22,447
				Roadway Link Capacity	42,560
				Committed Trips	77
				Net Available Capacity	20,036
C2770	C.R. 427	U.S. 17-92	C.R. 15		
				Current Traffic Count	18,793
				Roadway Link Capacity	42,560
				Committed Trips	191
				Net Available Capacity	23,576
C2780	C.R. 427	County Home Rd	U.S. 17-92		
				Current Traffic Count	18,057
				Roadway Link Capacity	42,560
				Committed Trips	497
				Net Available Capacity	24,006
C2790	C.R. 427	Lake Mary Blvd	County Home Rd		
				Current Traffic Count	18,591
				Roadway Link Capacity	42,560
				Committed Trips	486
				Net Available Capacity	23,483
C3110	C.R. 431/Orange Blvd	Markham Rd	C.R. 46-A		
				Current Traffic Count	9,737
				Roadway Link Capacity	19,360
				Committed Trips	424
				Net Available Capacity	9,199
C3120	C.R. 431/Orange Blvd	S.R. 46	Markham Rd		
				Current Traffic Count	5,974
				Roadway Link Capacity	19,360
				Committed Trips	790
				Net Available Capacity	12,596
C3130	C.R. 431/Orange Blvd	Oregon Ave	S.R. 46		
				Current Traffic Count	5,494
				Roadway Link Capacity	19,360
				Committed Trips	229
				Net Available Capacity	13,637

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	
C1525	C.R. 15/Country Club Rd	Rantoul Ln	C.R. 46-A	
			Current Traffic Count	6,314
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	13,046
C1528	C.R. 15/Country Club Rd	Lake Mary Blvd	Rantoul Ln	
			Current Traffic Count	10,375
			Roadway Link Capacity	19,360
			Committed Trips	61
			Net Available Capacity	8,924
C1530	C.R. 15	Broadmoor Dr	Lake Mary Blvd	
			Current Traffic Count	12,627
			Roadway Link Capacity	19,360
			Committed Trips	61
			Net Available Capacity	6,672
C1535	C.R. 15	C.R. 427	Broadmoor Dr	
			Current Traffic Count	9,154
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	10,206
C1910	C.R. 419	C.R. 426	S.R. 434	
			Current Traffic Count	15,639
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	3,721
C1920	C.R. 419	Reed Rd	C.R. 426	
			Current Traffic Count	15,492
			Roadway Link Capacity	19,360
			Committed Trips	76
			Net Available Capacity	3,792
C1930	C.R. 419	Lockwood Rd	Reed Rd	
			Current Traffic Count	15,732
			Roadway Link Capacity	19,360
			Committed Trips	0
			Net Available Capacity	3,628
C1940	C.R. 419	2nd St	Lockwood Rd	
			Current Traffic Count	31,923
			Roadway Link Capacity	42,560
			Committed Trips	0
			Net Available Capacity	10,637
C1999	C.R. 419	Orange County Line	2nd St	
			Current Traffic Count	11,228
			Roadway Link Capacity	20,000
			Committed Trips	0
			Net Available Capacity	8,772

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

APPENDIX C

MetroPlan TIP & 2040 Long Range Plan Excerpts

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2017/18 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2021/22 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources	Project Phases			
2401961	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.65	Widen to 6 Lanes	Tech. Rep. 3 page 8		54	0	0	0	0	DIH	ROW			FDOT
								151	0	0	0	0	LF	RRU			
								145	154	0	0	0	DDR	CST			
								208	0	0	0	0	DIH	CST			
								108	0	0	0	0	LF	CST			
							65,901	666	154	0	0	0	Total		0	66,721	
2401962	SR 15/600/US 17/92	at Soldiers Creek Pl.		0.10	Drainage Improvements	Overview page 7		1	0	0	0	0	DIH	CST			Seminole Co.
							7,001	1	0	0	0	0	Total		0	7,002	
2402001	SR 46	Lake/Seminole Co. Line	I-4	4.94	Project Development & Environment Study	Tech. Rep. 3 page 39		4	0	0	0	0	DIH	PD&E			FDOT
							1,901	4	0	0	0	0	Total		0	1,905	
2402002 *SIS Project*	SR 46/429/Wekiva Pkwy.	Wekiva River Rd.	Orange Blvd.	3.53	New Road Construction	Tech. Rep. 3 page 47		114	0	0	0	0	DIH	PE			FDOT
								9,338	2,296	4,462	0	0	DDR	ROW			
								501	0	0	0	0	DIH	ROW			
								4,517	0	0	0	0	SA	ROW			
								1,084	0	0	0	0	WKBL	ROW			
								3,024	11,087	0	0	0	WKOC	ROW			
								366	0	0	0	0	DDR	RRU			
								6,875	0	0	0	0	LF	RRU			
								2	0	0	0	0	WKOC	RRU			
								66,561	0	0	0	0	ACNP	CST			
								1,458	0	0	0	0	CM	CST			
								901	1,200	0	0	0	DDR	CST			
								895	0	0	0	0	DIH	CST			
								125	0	0	0	0	LF	CST			
								34,136	0	0	0	0	PKED	CST			
								23,563	0	0	0	0	SA	CST			
								16,468	0	0	0	0	STED	CST			
								6,089	0	0	0	0	WKOC	CST			
							72,773	176,017	14,583	4,462	0	0	Total		0	267,835	
2402003 *SIS Project*	SR 46/Wekiva Pkwy.	Orange Blvd.	N. Oregon St./Wayside Dr.	1.30	Widen to 6 Lanes *Amendment 5/9/18*	Tech. Rep. 3 page 47		9	0	0	0	0	DIH	PE			FDOT
								0	21,611	0	0	0	ACNP	CST			
								0	79	0	0	0	DDR	CST			
								0	238	0	0	0	DIH	CST			
								483	0	0	0	0	TALT	ENV			
							2,020	492	21,928	0	0	0	Total		0	24,440	

MetroPlan Orlando
Transportation Improvement Program
State Highway Projects
Seminole County

FDOT Financial Management Number	Project Name or Designation	Project Description				2040 LRTP Reference	Historic Cost Prior to 2017/18 ($000's)	Project Status and Cost ($000's)							Estimated Future Cost After 2021/22 ($000's)	Total Project Cost ($000's)	Responsible Agency
		From	To	Length (Miles)	Work Description			2017/18	2018/19	2019/20	2020/21	2021/22	Funding Sources	Project Phases			
4249001	SR 15/600/US 17/92	Shepard Rd.	Lake Mary Blvd.	3.49	Resurfacing	Overview page 7	2,636	52 52	0 0	0 0	0 0	0 0	DIH Total	CST	0	2,688	FDOT
4249011	SR 436	Avery Ln.	Lake Harriet Dr.	1.43	Resurfacing	Overview page 7	1,635	8 8	0 0	0 0	0 0	0 0	DIH Total	PE	0	1,643	FDOT
4278992	Railroad Crossing	at CR 46A			Railroad Signal Safety Project	Overview page 7	20	81 81	0 0	0 0	0 0	0 0	DS Total	CST	0	101	FDOT
4306751	SR 419/434	SR 419	Tuskawilla Rd.	2.21	Resurfacing	Overview page 7	2,832	31 193	0 0	0 0	0 0	0 0	DIH Total	CST	0	3,025	FDOT
4318072	S. Pomegranate Ave.	8th St.	SR 46	0.50	Road Extension/Bridge *Amendment 5/9/18*	Overview page 7	2,539	8 4 5 17	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	SA EB SA Total	PE RRU CEI	TBD	TBD	FDOT
4344121	SR 436	Boston Ave.	E of Anchor Rd.	1.66	Resurfacing	Overview page 7	1,032	8 341 1,296 2,204 3,849	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	DIH DIH LF SA Total	PE CST CST CST	0	4,881	FDOT
4356611	SR 436	Orange/Seminole Co. Line	W of Avery Ln.	0.75	Resurfacing	Overview page 7	144	81 201 1,408 10 1,700	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	DIH DIH NHRE SA Total	PE CST CST CST	0	1,844	FDOT
4366791	SR 15/600/US 17/92	N of Lake Mary Blvd.	N of Airport Blvd.	1.07	Add Continuous Right Turn Lanes	Tech. Rep. 3 page 7	1,480	3 231 2 0 0 236	0 720 8 0 0 728	0 319 0 3,912 361 4,592	0 131 0 0 0 131	0 0 0 0 0 0	DIH DDR DIH DDR DIH Total	PE ROW ROW CST CST	0	7,167	FDOT
4368571	SR 15/600/US 17/92	N of Lake Mary Blvd.	Airport Blvd.	1.06	Resurfacing	Overview page 7	249	14 0 0 0 14	0 0 0 0 0	0 11 180 1,425 1,616	0 0 0 0 0	0 0 0 0 0	DIH DDR DIH DS Total	PE CST CST CST	0	1,879	FDOT
4368581	SR 46	Upsala Rd.	Airport Blvd.	1.50	Landscaping	Overview page 9	429	53 53	0 0	0 0	0 0	0 0	DIH Total	CST	0	482	FDOT
4371147 *SIS Project*	SR 46/429/Wekiva Pkwy.	Wekiva River Rd.	Orange Blvd.	3.53	Landscaping	Overview page 9	0	0 0 0	0 0 0	0 0 0	0 0 0	394 3,818 4,212	DIH DS Total	CST CST	0	4,212	FDOT

TABLE 10: OSCEOLA COUNTY PROJECTS (Continued)					
US 192	Nova Rd (CR 532)	Pine Grove Rd	Widen to 6 Lanes	P,D,R,C	2040
US 441	W Columbia Ave	Carroll St	CSS Improvements	P,D,R,C	2040
US 441	US 192	W Columbia Ave	CSS Improvements	P,D,R,C	2040
US 441	Carroll St	Osceola Pkwy	CSS Improvements	P,D,R,C	2040
US 441	Osceola Pkwy	Orange Co. Line	CSS Improvements	P,D,R,C	2040
Fortune Road Ext. ***	Neptune Road	US 192/US441	New 2 Lane Road	D,R,C	2040
TNR Access Road ***	US 441	End of Property	New 2 Lane Road	D,R,C	2040

* Transportation Improvement Program (TIP 2016-2020)
** Refer to Prioritized Project List (PPL)
*** Refer to FY14/15 - FY18/19 Transportation Improvement Program (TIP)
P = Project Development & Engineering (PD&E), D = Design, R = Right of Way (ROW), C = Construction

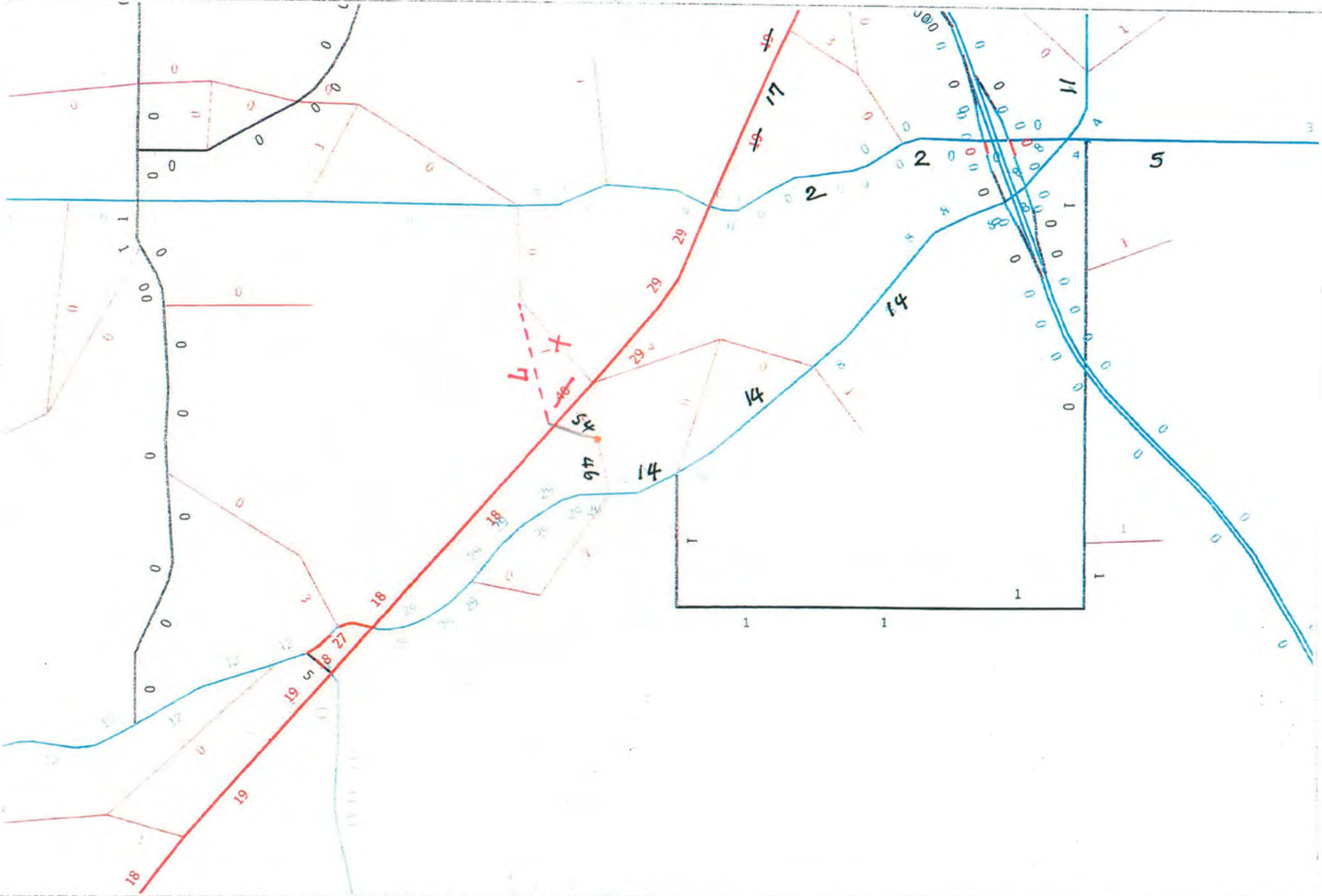
TABLE 11: Seminole County Projects

Roadway	From	To	Improvement	Phase(s)	Funded by
R 426/CR 419	Pine Ave	Avenue B	Widen to 4 Lanes	R, C	2020*
CR 419 **	Avenue B	W of Lockwood Blvd	Widen to 4 Lanes	D,R,C	2020*
SR 419	SR 434	Edgemon Ave	Widen to 4 Lanes	P,D,R,C	2020*
New Oxford Road ***	SR 436	US 17/92	Widen to 4 Lanes & Roadway Extension	C	2020*
SR 419	Edgemon Ave	US 17-92	Widen to 4 Lanes	P,D,R,C	2025
SR 434	CR 427/Ronald Reagan Pkwy	Rangeline Rd	Widen to 6 Lanes	D,R,C	2025
SR 434	SR 417	Mitchell Hammock Rd	Widen to 4 Lanes	P,D,R,C	2025
SR 436	US 17-92	Wilshire Dr	Widen to 8 Lanes	P,D,R,C	2025
CR 46A (HE Thomas Jr. Pkwy)	Orange Blvd (CR 431)	Rinehart Rd	Widen to 6 Lanes	R,C	2030
Rinehart Rd	W Lake Mary Blvd	CR 46A	Widen to 6 Lanes	C	2030
SR 426	Orange Co. Line/Old Howell Branch Rd	Tuskawilla Rd	Widen to 6 Lanes	P,D,R,C	2030
US 17-92	Lake Mary Blvd	SR 417 (Greeneway)	Widen to 6 Lanes	P,D,R,C	2030
SR 414	Orange Co. Line	SR 434/Forest City Rd Ramps	Widen to 6 Lanes	P,D,R,C	2030
SR 434	Wekiva Springs Rd/Montgomery Rd	SR 436	Widen to 6 Lanes	P,D,R,C	2040
SR 434	Edgemon Ave	US 17-92	Widen to 6 Lanes	P,D,R,C	2040
SR 46	Monroe Rd	Airport Blvd	Widen to 6 Lanes	P,D,R,C	2040
SR 46 **	SR 415	CR 426	Widen to 4 Lanes	D,R,C	2040
SR 436	Orange Co. Line	East of Lake Harriet Dr	Widen to 8 Lanes	P,D,R,C	2040
SR 436	Wethersfield Ave	Lynchfield Ave	Add EB Lane	P,D,R,C	2040
Slavia Rd	Red Bug Lake Rd	SR 426	Widen to 4 Lanes	P,D,R,C	2040
CR 419	CR 13/Snow Hill Rd	Lake Mills Rd	Widen to 4 Lanes	P,D,R,C	2040
Tuskawilla Rd	Red Bug Lake Rd	Eagle Blvd	Widen to 6 Lanes	P,D,R,C	2040
Tuskawilla Rd	Eagle Blvd	Lake Dr	Widen to 6 Lanes	P,D,R,C	2040

APPENDIX D

Model Distribution Plots

Trip Distribution

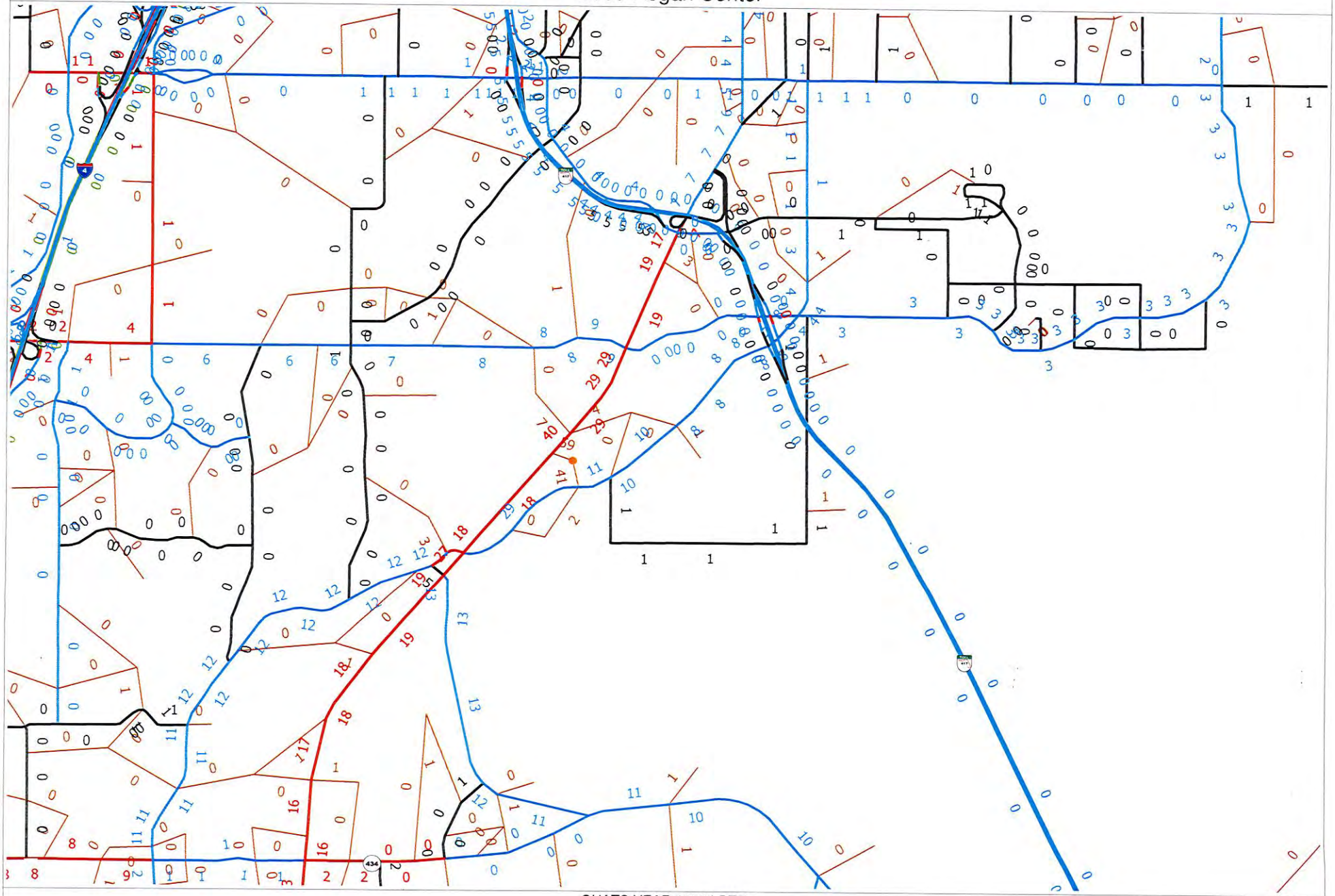


QUATS YEAR 2030 LRTP

cube

Modified Distribution

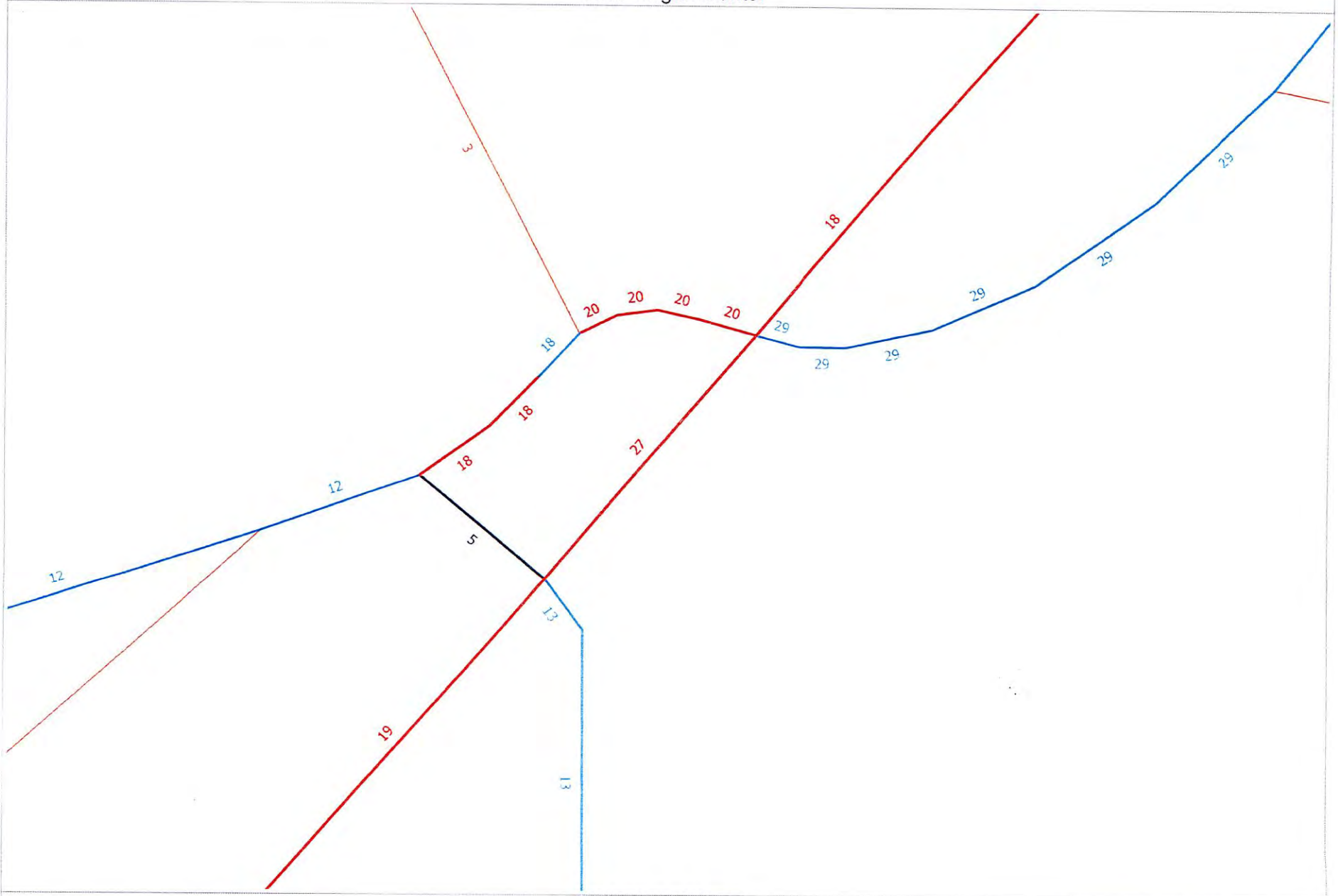
Trip Distribution
5069 Regan Center



OUATS YEAR 2030 LRTP

cube

Trip Distribution
5069 Regan Center



OUATS YEAR 2030 LRTP

cube

APPENDIX E

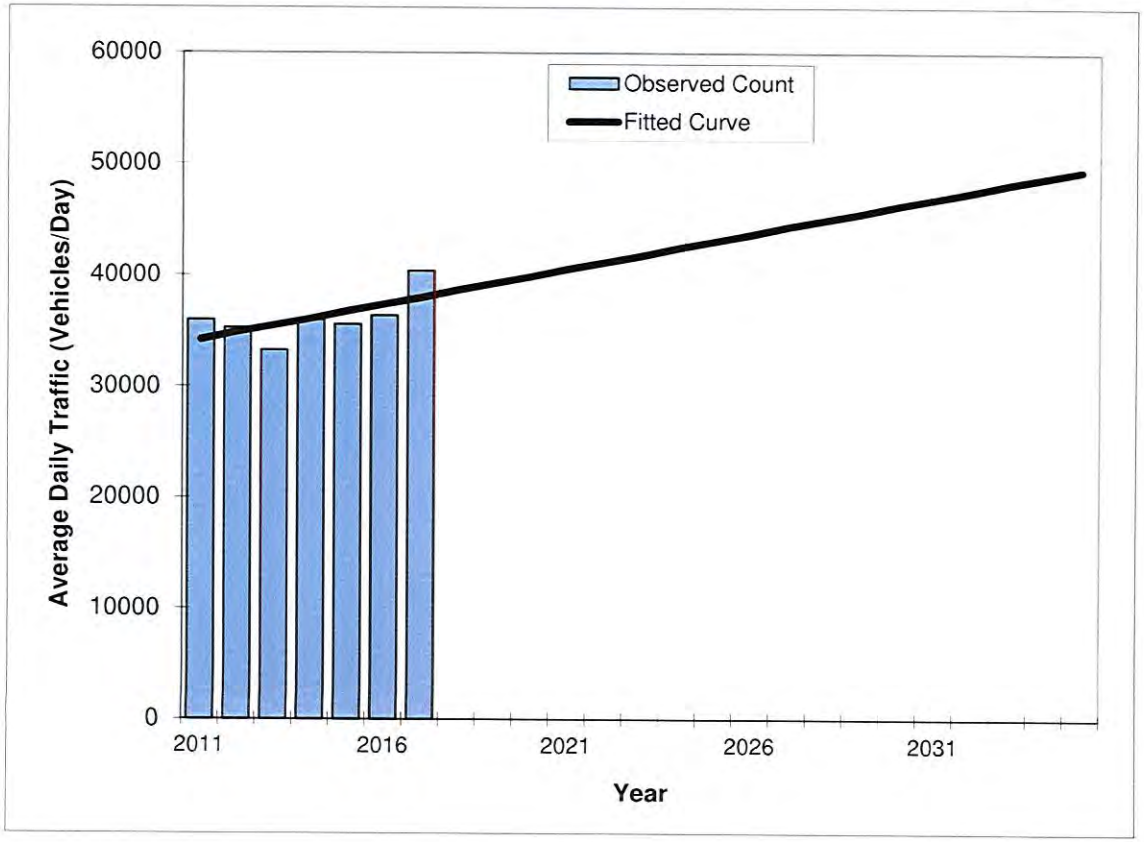
Trends Analysis Charts

Traffic Trends - V3.0

US 17-92 -- SR 434 to Shepard Rd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 341A
Highway:	US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2011	36000	34200
2012	35300	34900
2013	33300	35500
2014	36000	36100
2015	35600	36800
2016	36400	37400
2017	40400	38000
2020 Opening Year Trend		
2020	N/A	39900
2025 Mid-Year Trend		
2025	N/A	43100
2030 Design Year Trend		
2030	N/A	46300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	632
Trend R-squared:	40.96%
Trend Annual Historic Growth Rate:	1.85%
Trend Growth Rate (2017 to Design Year):	1.68%
Printed:	20-Jun-18

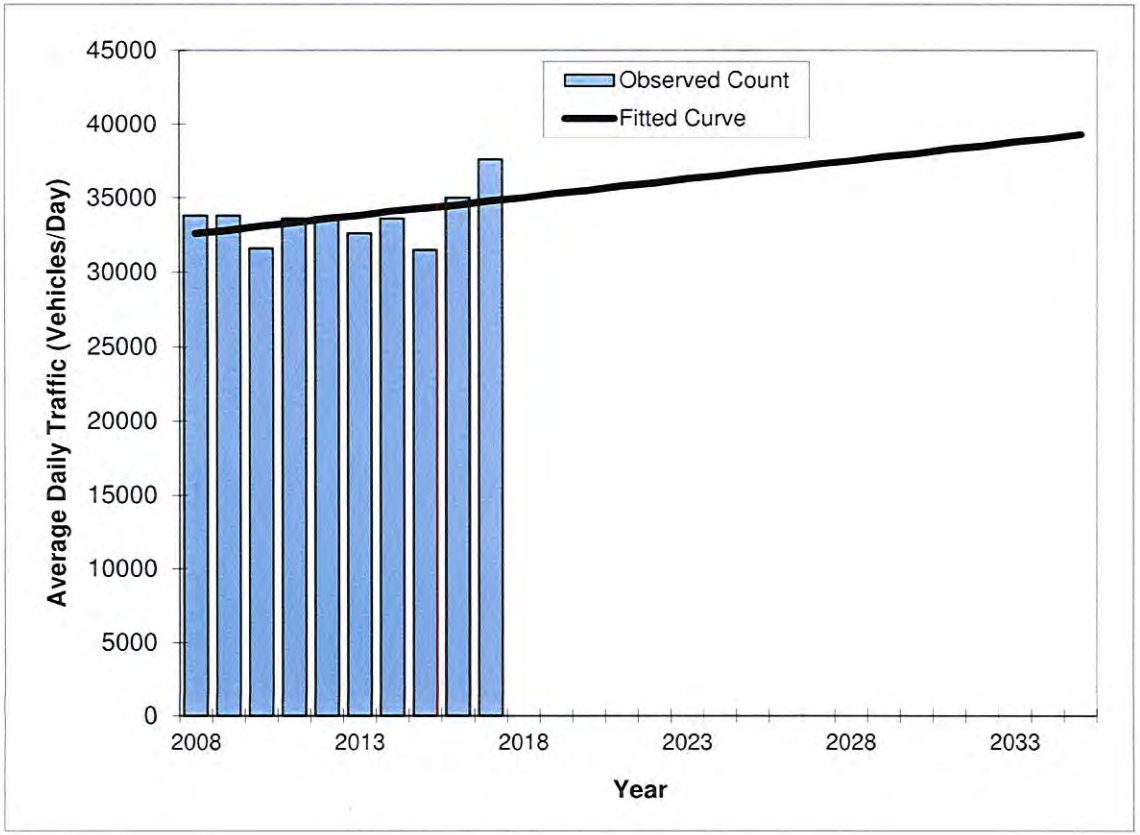
Straight Line Growth Option

Traffic Trends - V3.0

US 17-92 -- SR 434 tp CR 427-SR 419

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 342
Highway:	US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2008	33800	32600
2009	33800	32800
2010	31600	33100
2011	33600	33300
2012	33700	33600
2013	32600	33800
2014	33600	34100
2015	31500	34300
2016	35000	34500
2017	37600	34800
2020 Opening Year Trend		
2020	N/A	35500
2025 Mid-Year Trend		
2025	N/A	36800
2030 Design Year Trend		
2030	N/A	38000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

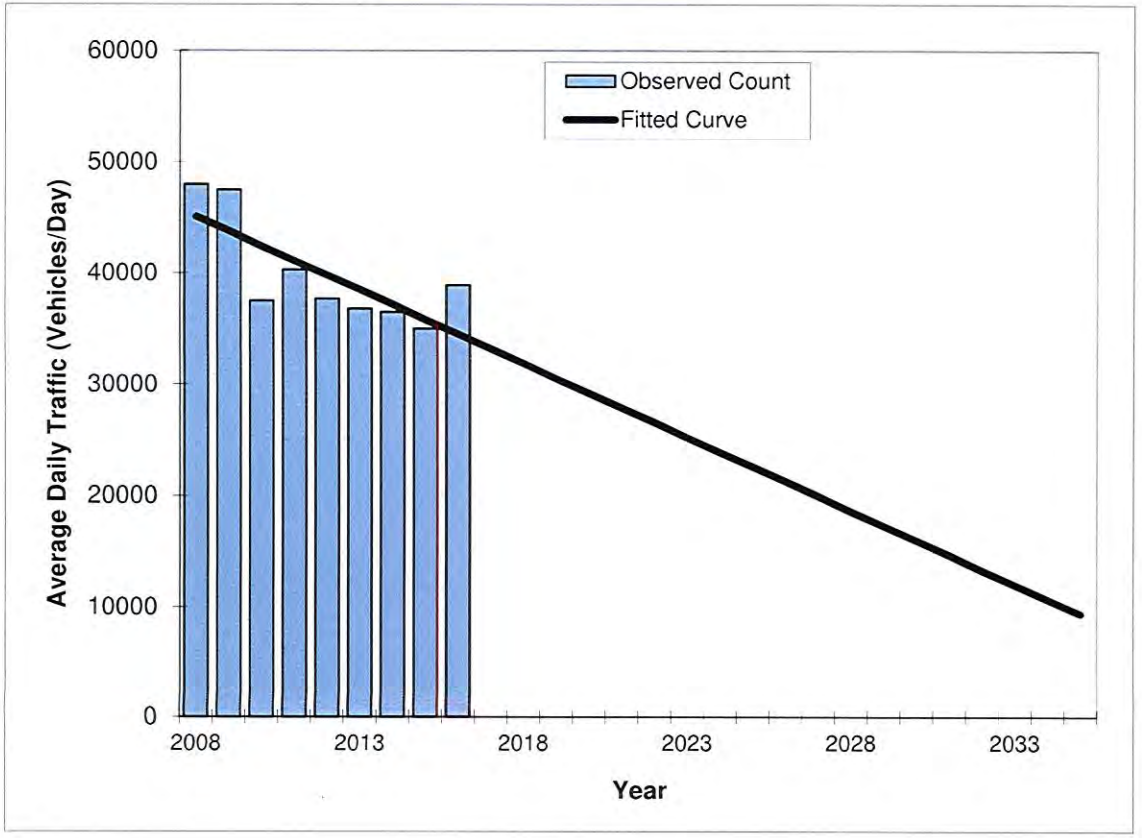
** Annual Trend Increase:	248
Trend R-squared:	18.59%
Trend Annual Historic Growth Rate:	0.75%
Trend Growth Rate (2017 to Design Year):	0.71%
Printed:	20-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

US 17-92 -- CR 427-SR 419 to CR 427

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 343
Highway:	US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2008	48000	45100
2009	47500	43800
2010	37500	42400
2011	40300	41100
2012	37700	39800
2013	36800	38500
2014	36500	37200
2015	35000	35800
2016	38900	34500
2020 Opening Year Trend		
2020	N/A	29200
2025 Mid-Year Trend		
2025	N/A	22600
2030 Design Year Trend		
2030	N/A	16000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1,323
Trend R-squared:	58.30%
Trend Annual Historic Growth Rate:	-2.94%
Trend Growth Rate (2016 to Design Year):	-3.83%
Printed:	20-Jun-18

Straight Line Growth Option

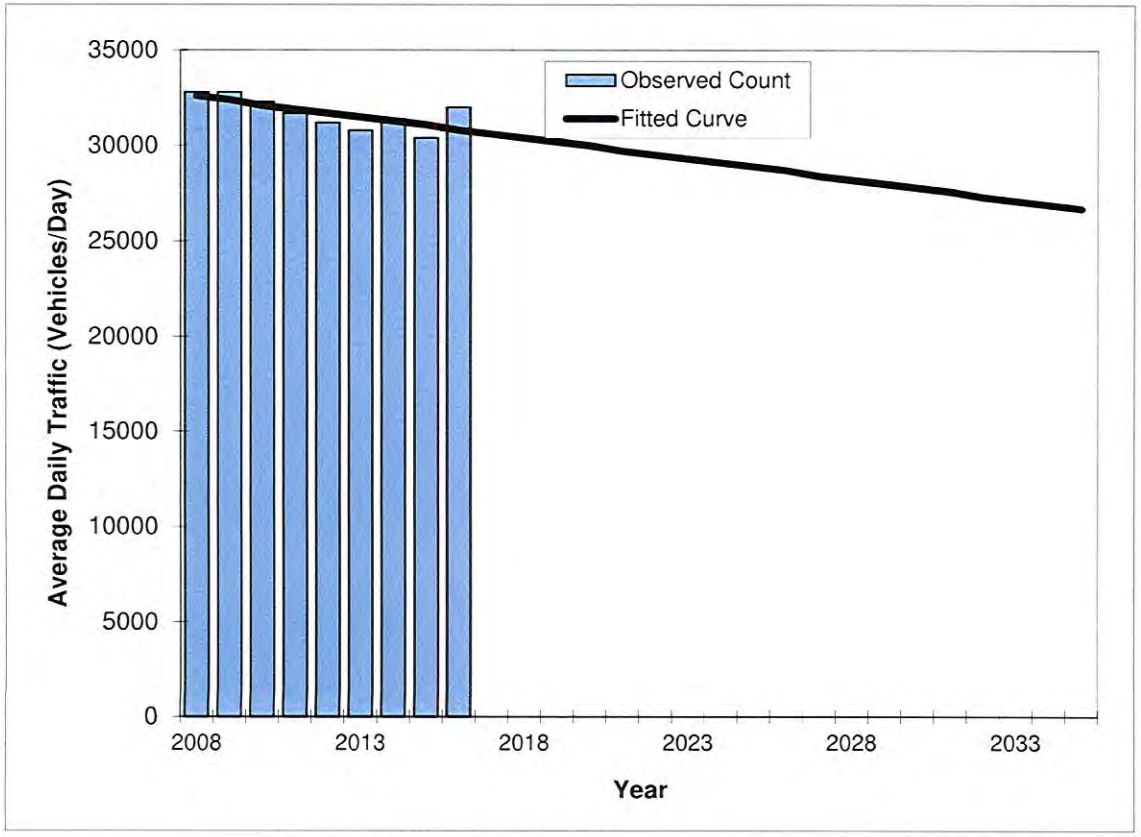
*Axle-Adjusted

Traffic Trends - V3.0

US 17-92 -- CR 427 to Lake Mary Blvd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 344
Highway:	US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2008	32800	32600
2009	32800	32400
2010	32300	32100
2011	31700	31900
2012	31200	31700
2013	30800	31500
2014	31400	31300
2015	30400	31100
2016	32000	30800
2020 Opening Year Trend		
2020	N/A	30000
2025 Mid-Year Trend		
2025	N/A	28900
2030 Design Year Trend		
2030	N/A	27800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

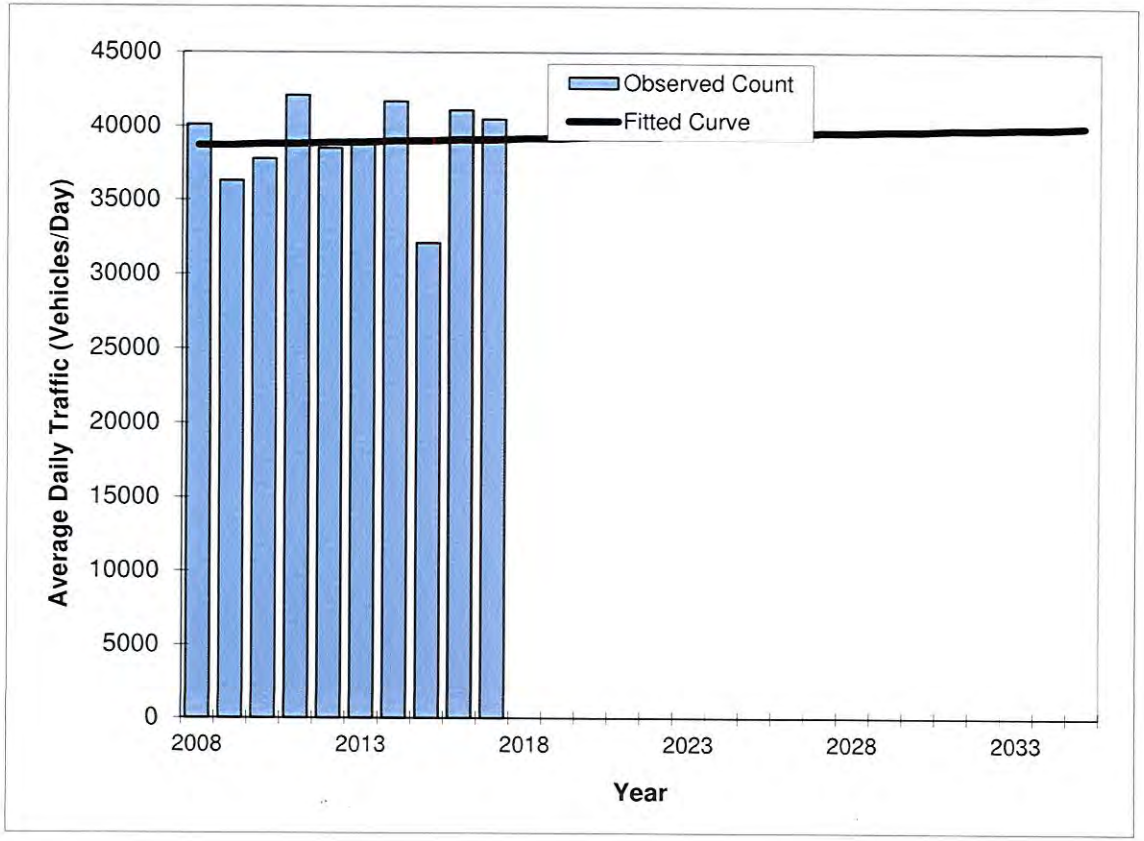
** Annual Trend Increase:	-218
Trend R-squared:	50.10%
Trend Annual Historic Growth Rate:	-0.69%
Trend Growth Rate (2016 to Design Year):	-0.70%
Printed:	20-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

US 17-92 -- Lake Mary Blvd to Airport Blvd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 345
Highway:	US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2008	40100	38700
2009	36300	38700
2010	37800	38800
2011	42100	38800
2012	38500	38900
2013	38800	38900
2014	41700	39000
2015	32100	39000
2016	41100	39100
2017	40500	39100
2020 Opening Year Trend		
2020	N/A	39300
2025 Mid-Year Trend		
2025	N/A	39500
2030 Design Year Trend		
2030	N/A	39700
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	47
Trend R-squared:	0.23%
Trend Annual Historic Growth Rate:	0.11%
Trend Growth Rate (2017 to Design Year):	0.12%
Printed:	20-Jun-18

Straight Line Growth Option

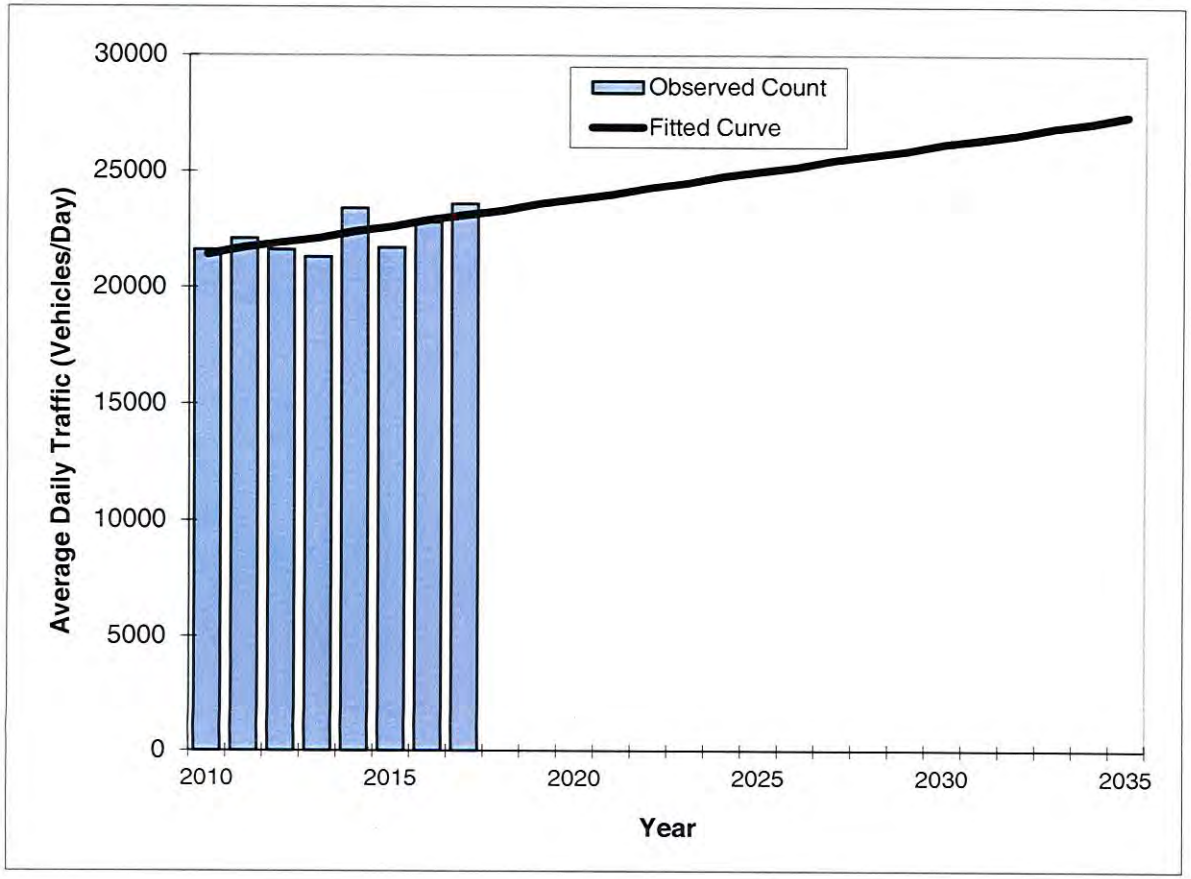
Traffic Trends - V3.0

US 17-92

100 N of Park Ave -- Airport Blvd to CR 46A

FIN#	0
Location	1

County:	Seminole (77)
Station #:	346
Highway:	100 N of Park Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2010	21600	21400
2011	22100	21700
2012	21600	21900
2013	21300	22100
2014	23400	22400
2015	21700	22600
2016	22800	22900
2017	23600	23100
2020 Opening Year Trend		
2020	N/A	23800
2025 Mid-Year Trend		
2025	N/A	25000
2030 Design Year Trend		
2030	N/A	26200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	237
Trend R-squared:	42.71%
Trend Annual Historic Growth Rate:	1.13%
Trend Growth Rate (2017 to Design Year):	1.03%
Printed:	25-Jun-18

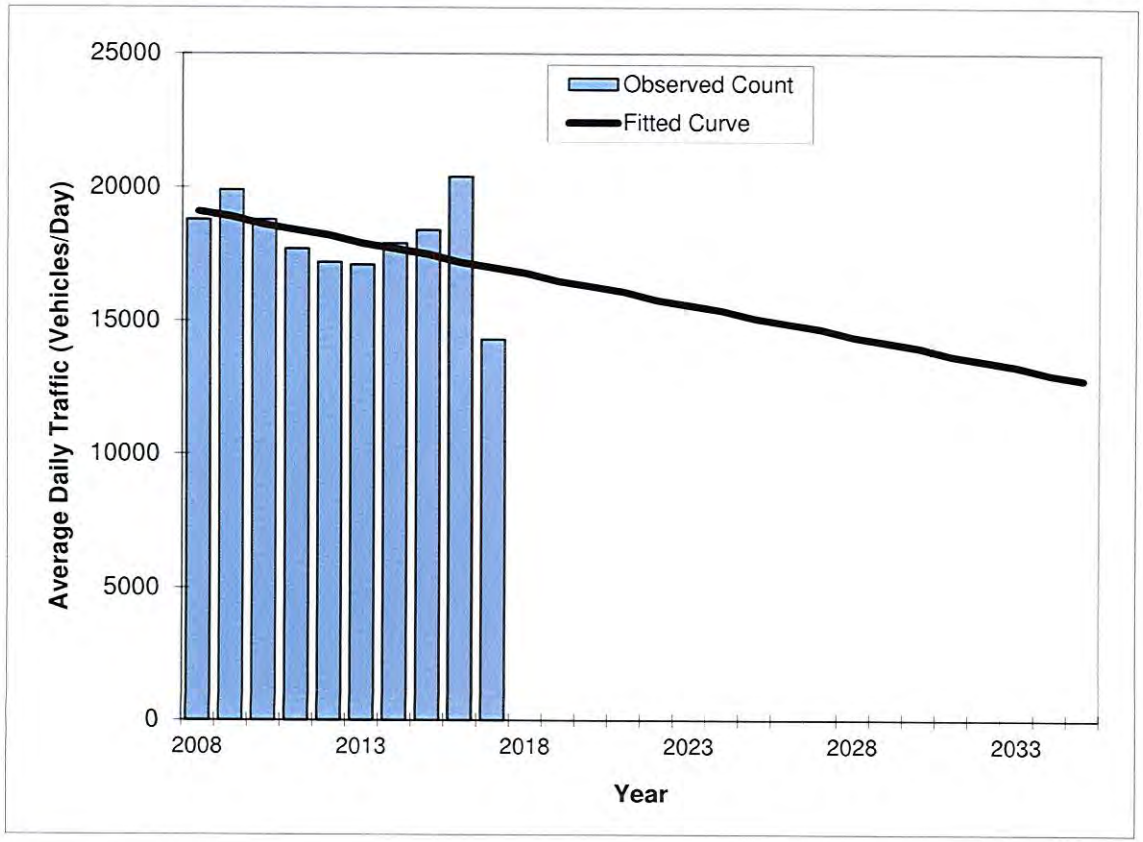
Straight Line Growth Option

Traffic Trends - V3.0

CR 427 -- US 17-92 to Country Club Rd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 062
Highway:	CR 427



Year	Traffic (ADT/AADT) Count*	Trend**
2008	18800	19100
2009	19900	18900
2010	18800	18600
2011	17700	18400
2012	17200	18200
2013	17100	17900
2014	17900	17700
2015	18400	17500
2016	20400	17200
2017	14300	17000
2020 Opening Year Trend		
2020	N/A	16300
2025 Mid-Year Trend		
2025	N/A	15100
2030 Design Year Trend		
2030	N/A	14000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

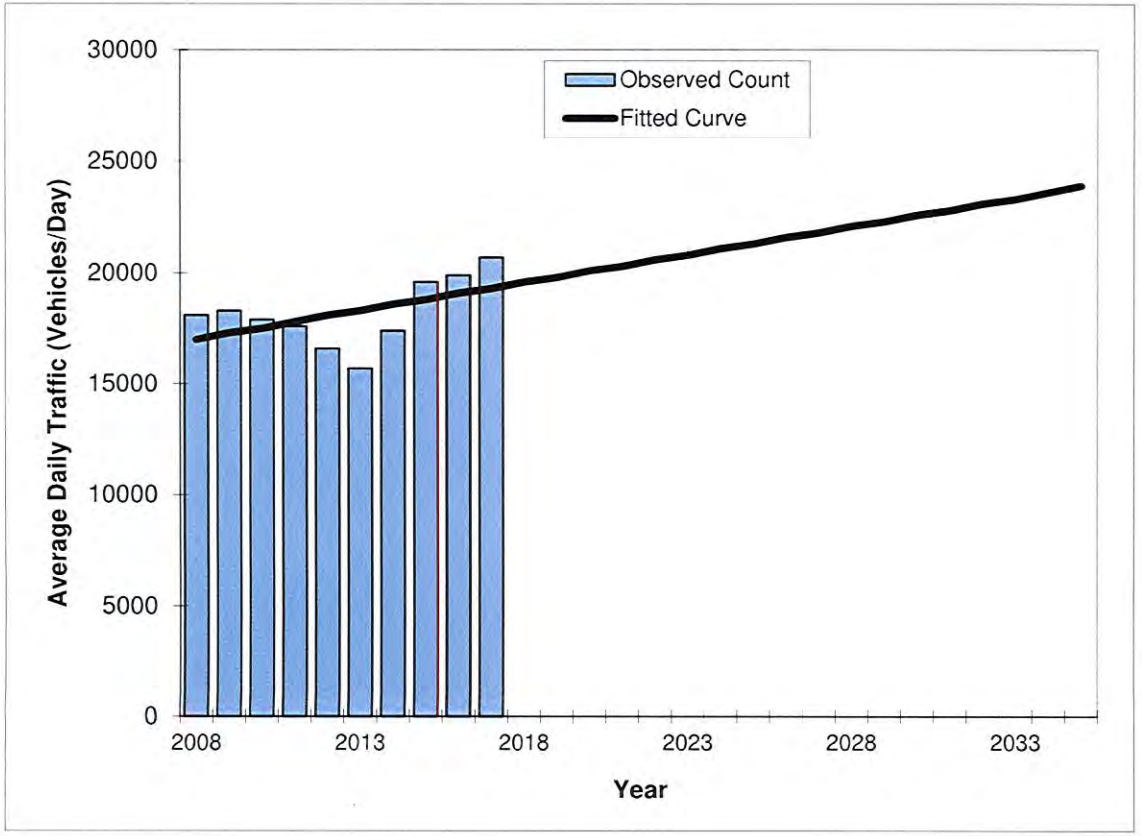
** Annual Trend Increase:	-233
Trend R-squared:	17.26%
Trend Annual Historic Growth Rate:	-1.22%
Trend Growth Rate (2017 to Design Year):	-1.36%
Printed:	20-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

CR 427 -- County Home Rd to US 17-92

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 061
Highway:	CR 427



Year	Traffic (ADT/AADT) Count*	Trend**
2008	18100	17000
2009	18300	17300
2010	17900	17500
2011	17600	17800
2012	16600	18100
2013	15700	18300
2014	17400	18600
2015	19600	18800
2016	19900	19100
2017	20700	19300
2020 Opening Year Trend		
2020	N/A	20100
2025 Mid-Year Trend		
2025	N/A	21300
2030 Design Year Trend		
2030	N/A	22600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	252
Trend R-squared:	24.95%
Trend Annual Historic Growth Rate:	1.50%
Trend Growth Rate (2017 to Design Year):	1.32%
Printed:	20-Jun-18

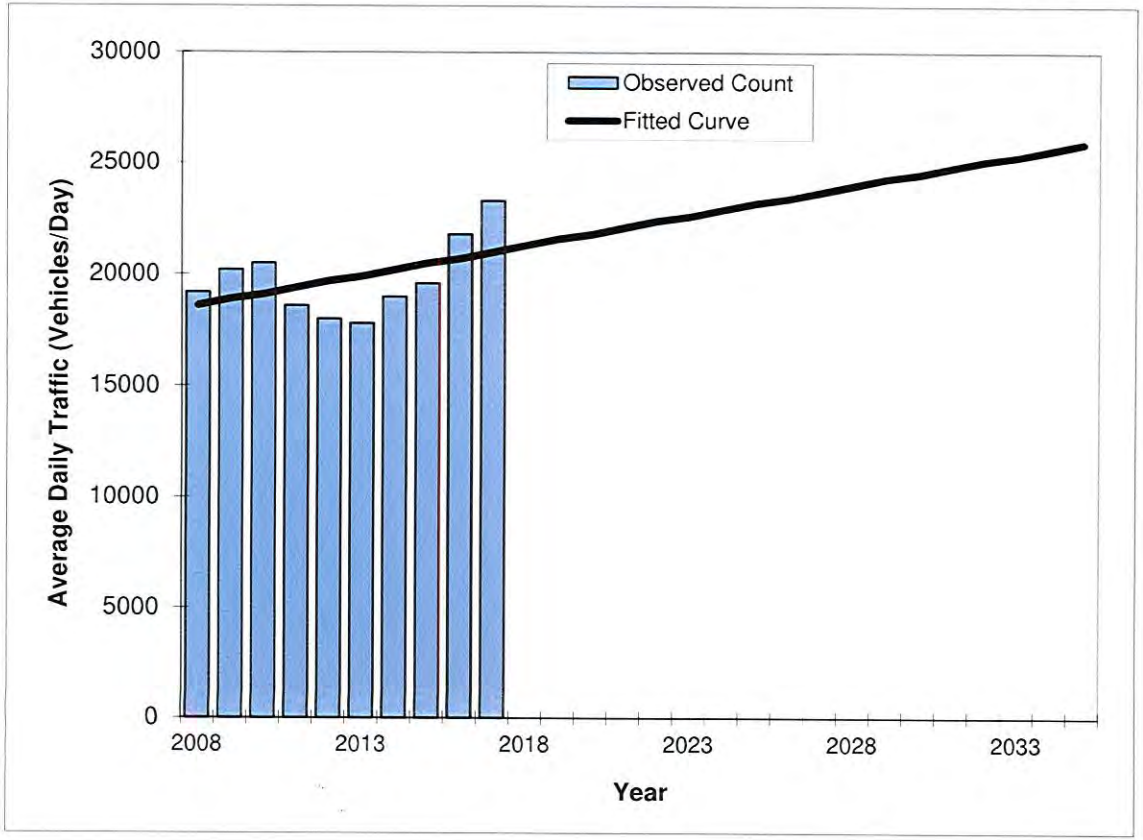
Straight Line Growth Option

Traffic Trends - V3.0

CR 427 -- Suniland Dr to County Home Rd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 060
Highway:	CR 427



Year	Traffic (ADT/AADT) Count*	Trend**
2008	19200	18600
2009	20200	18900
2010	20500	19100
2011	18600	19400
2012	18000	19700
2013	17800	19900
2014	19000	20200
2015	19600	20500
2016	21800	20700
2017	23300	21000
2020 Opening Year Trend		
2020	N/A	21800
2025 Mid-Year Trend		
2025	N/A	23200
2030 Design Year Trend		
2030	N/A	24500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

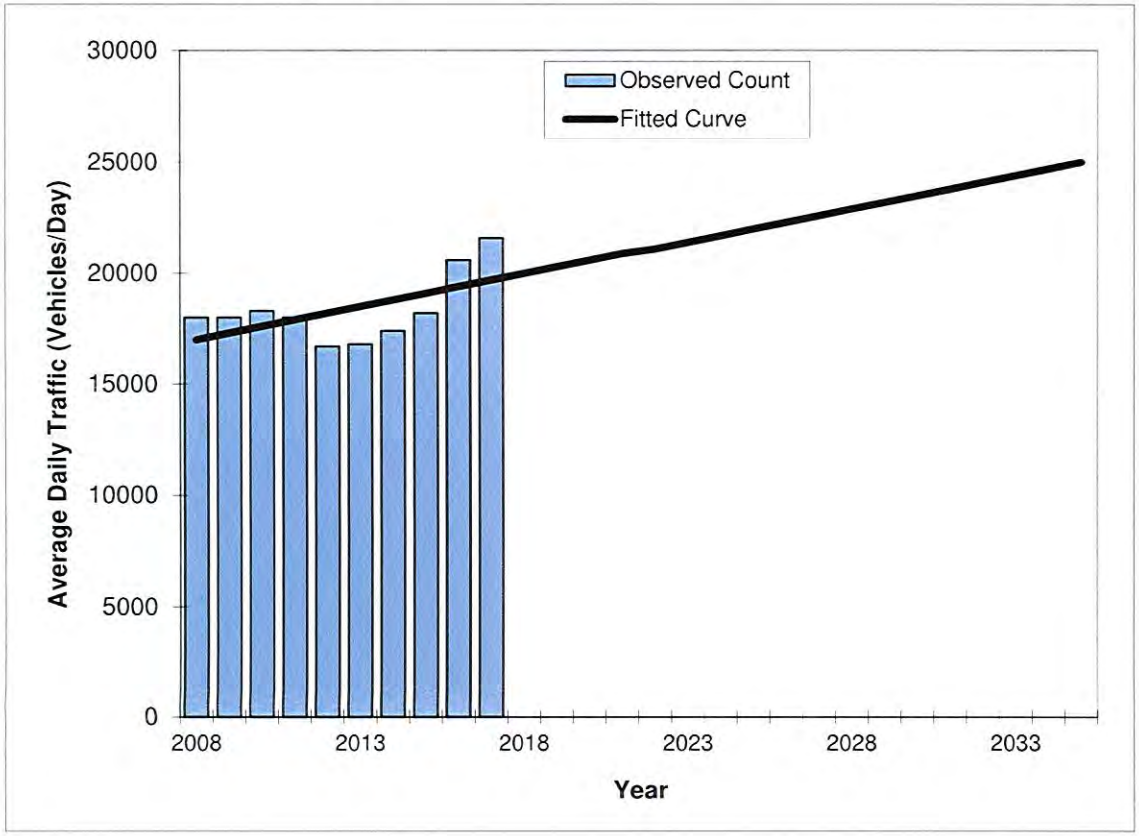
** Annual Trend Increase:	270
Trend R-squared:	22.64%
Trend Annual Historic Growth Rate:	1.43%
Trend Growth Rate (2017 to Design Year):	1.28%
Printed:	20-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

CR 427 -- Sanford Ave to Sunland Dr

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 059
Highway:	CR 427



Year	Traffic (ADT/AADT) Count*	Trend**
2008	18000	17000
2009	18000	17300
2010	18300	17600
2011	18000	17900
2012	16700	18200
2013	16800	18500
2014	17400	18800
2015	18200	19100
2016	20600	19400
2017	21600	19700
2020 Opening Year Trend		
2020	N/A	20600
2025 Mid-Year Trend		
2025	N/A	22000
2030 Design Year Trend		
2030	N/A	23500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	293
Trend R-squared:	32.20%
Trend Annual Historic Growth Rate:	1.76%
Trend Growth Rate (2017 to Design Year):	1.48%
Printed:	20-Jun-18

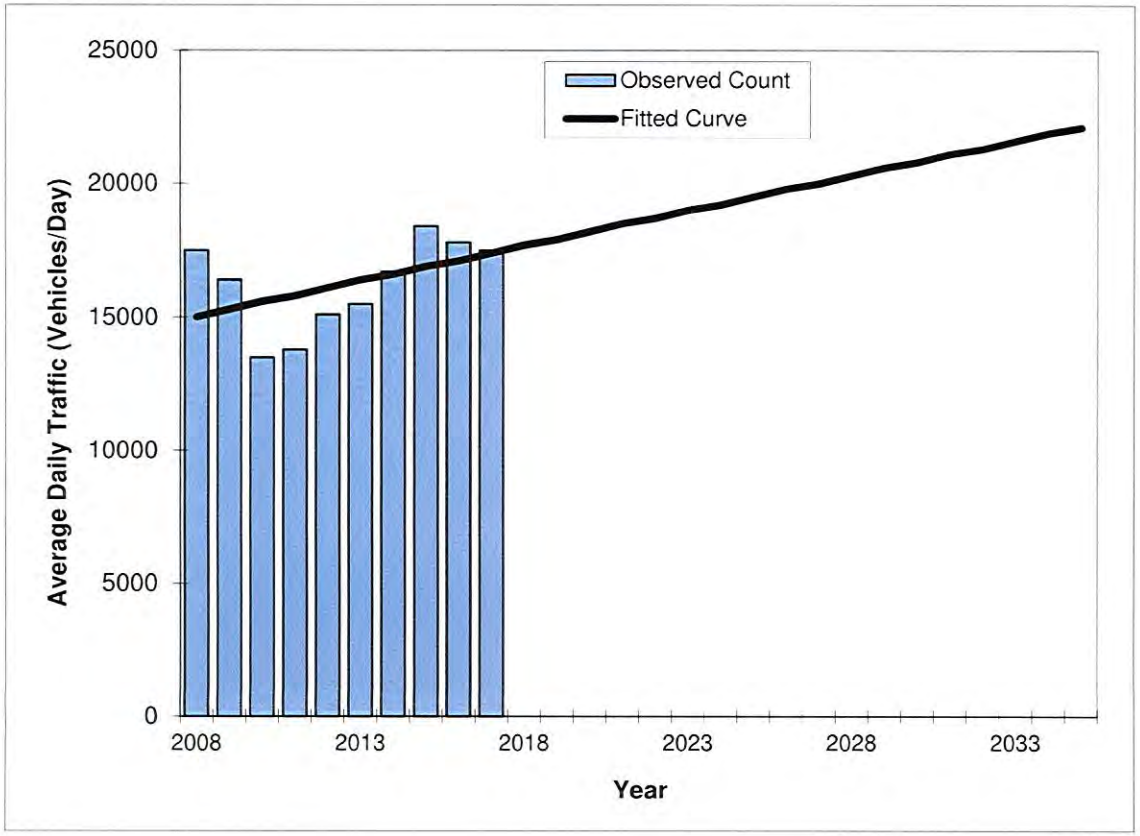
Straight Line Growth Option

Traffic Trends - V3.0

CR 427 -- Airport Blvd to Lake Mary Blvd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 246
Highway:	CR 427



Year	Traffic (ADT/AADT) Count*	Trend**
2008	17500	15000
2009	16400	15300
2010	13500	15600
2011	13800	15800
2012	15100	16100
2013	15500	16400
2014	16700	16600
2015	18400	16900
2016	17800	17100
2017	17500	17400
2020 Opening Year Trend		
2020	N/A	18200
2025 Mid-Year Trend		
2025	N/A	19500
2030 Design Year Trend		
2030	N/A	20800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

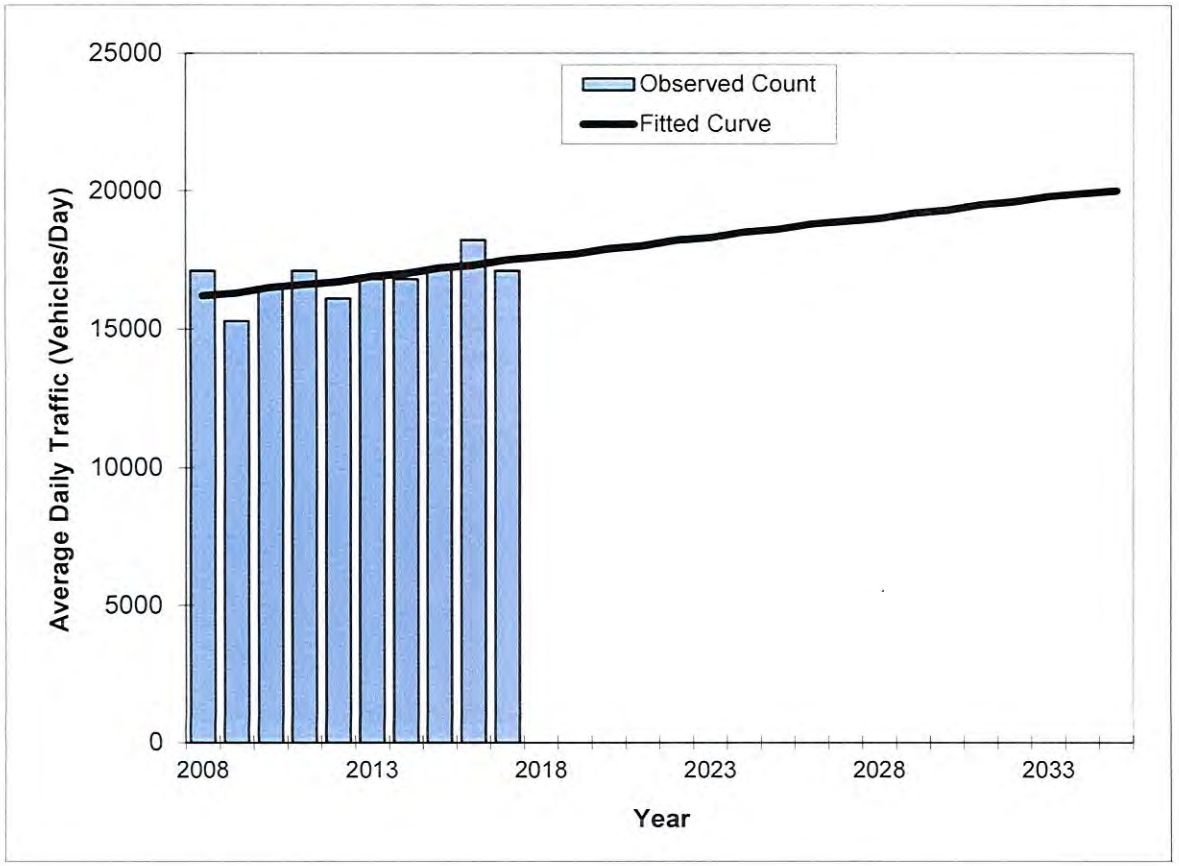
** Annual Trend Increase:	263
Trend R-squared:	22.11%
Trend Annual Historic Growth Rate:	1.78%
Trend Growth Rate (2017 to Design Year):	1.50%
Printed:	20-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

SR 419 -- 2,100' S OF US 17-92

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 279
Highway:	SR 419



Year	Traffic (ADT/AADT) Count*	Trend**
2008	17100	16200
2009	15300	16300
2010	16500	16500
2011	17100	16600
2012	16100	16700
2013	16800	16900
2014	16800	17000
2015	17200	17200
2016	18200	17300
2017	17100	17500
2020 Opening Year Trend		
2020	N/A	17900
2025 Mid-Year Trend		
2025	N/A	18600
2030 Design Year Trend		
2030	N/A	19300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

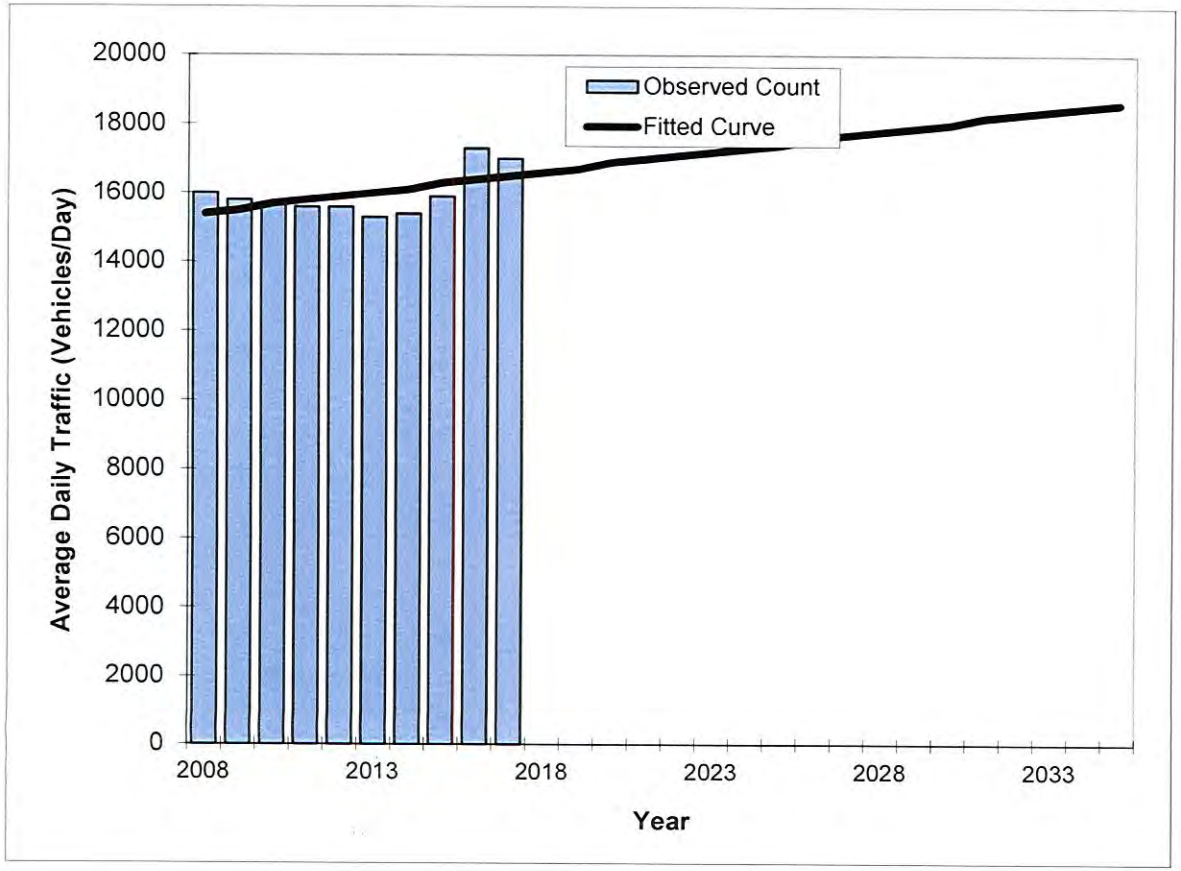
** Annual Trend Increase:	143
Trend R-squared:	32.36%
Trend Annual Historic Growth Rate:	0.89%
Trend Growth Rate (2017 to Design Year):	0.79%
Printed:	20-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

SR 419 -- SR 434 to Edgemon

FIN#	0
Location	1

County:	Seminole (77)
Station #:	278
Highway:	SR 419



Year	Traffic (ADT/AADT) Count*	Trend**
2008	16000	15400
2009	15800	15500
2010	15700	15700
2011	15600	15800
2012	15600	15900
2013	15300	16000
2014	15400	16100
2015	15900	16300
2016	17300	16400
2017	17000	16500
2020 Opening Year Trend		
2020	N/A	16900
2025 Mid-Year Trend		
2025	N/A	17400
2030 Design Year Trend		
2030	N/A	18000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

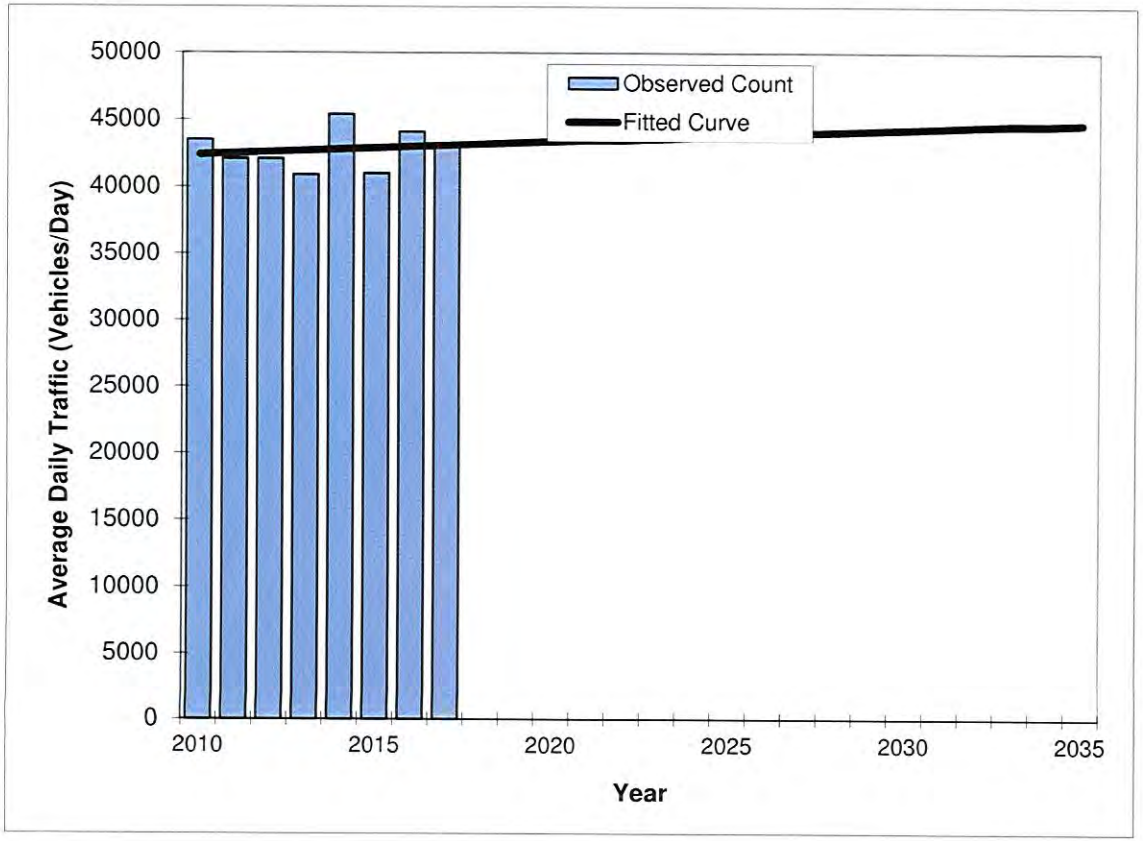
** Annual Trend Increase:	119
Trend R-squared:	29.22%
Trend Annual Historic Growth Rate:	0.79%
Trend Growth Rate (2017 to Design Year):	0.70%
Printed:	26-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

LAKE MARY BLVD -- Longwood Lake Mary Road to CR 15

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 149A
Highway:	LAKE MARY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	43500	42400
2011	42100	42500
2012	42100	42600
2013	40900	42700
2014	45400	42800
2015	41000	42900
2016	44100	43000
2017	43000	43100
2020 Opening Year Trend		
2020	N/A	43400
2025 Mid-Year Trend		
2025	N/A	43800
2030 Design Year Trend		
2030	N/A	44300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	92
Trend R-squared:	2.10%
Trend Annual Historic Growth Rate:	0.24%
Trend Growth Rate (2017 to Design Year):	0.21%
Printed:	20-Jun-18

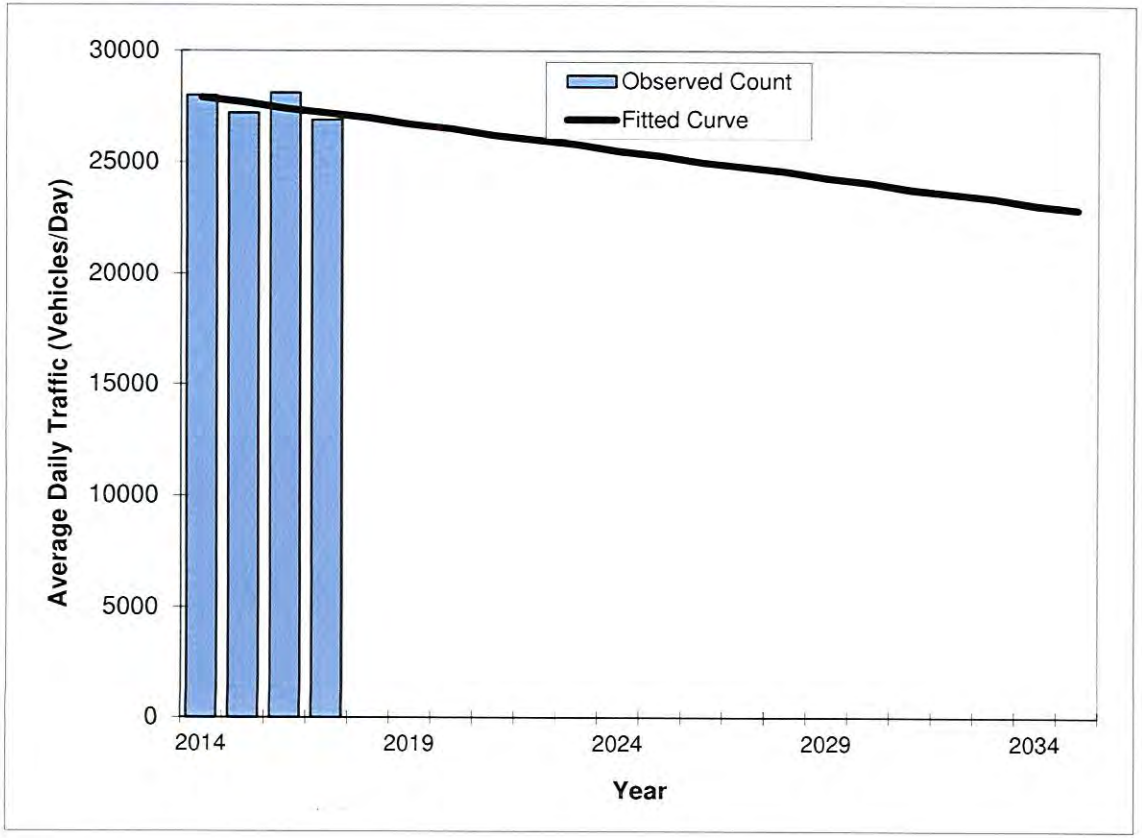
Straight Line Growth Option

Traffic Trends - V3.0

LAKE MARY BLVD -- High St to Sir Lawrence Dr

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 150C
Highway:	LAKE MARY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	28000	27900
2015	27200	27700
2016	28100	27400
2017	26900	27200
2020 Opening Year Trend		
2020	N/A	26500
2025 Mid-Year Trend		
2025	N/A	25300
2030 Design Year Trend		
2030	N/A	24100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-240
Trend R-squared:	27.43%
Trend Annual Historic Growth Rate:	-0.84%
Trend Growth Rate (2017 to Design Year):	-0.88%
Printed:	20-Jun-18

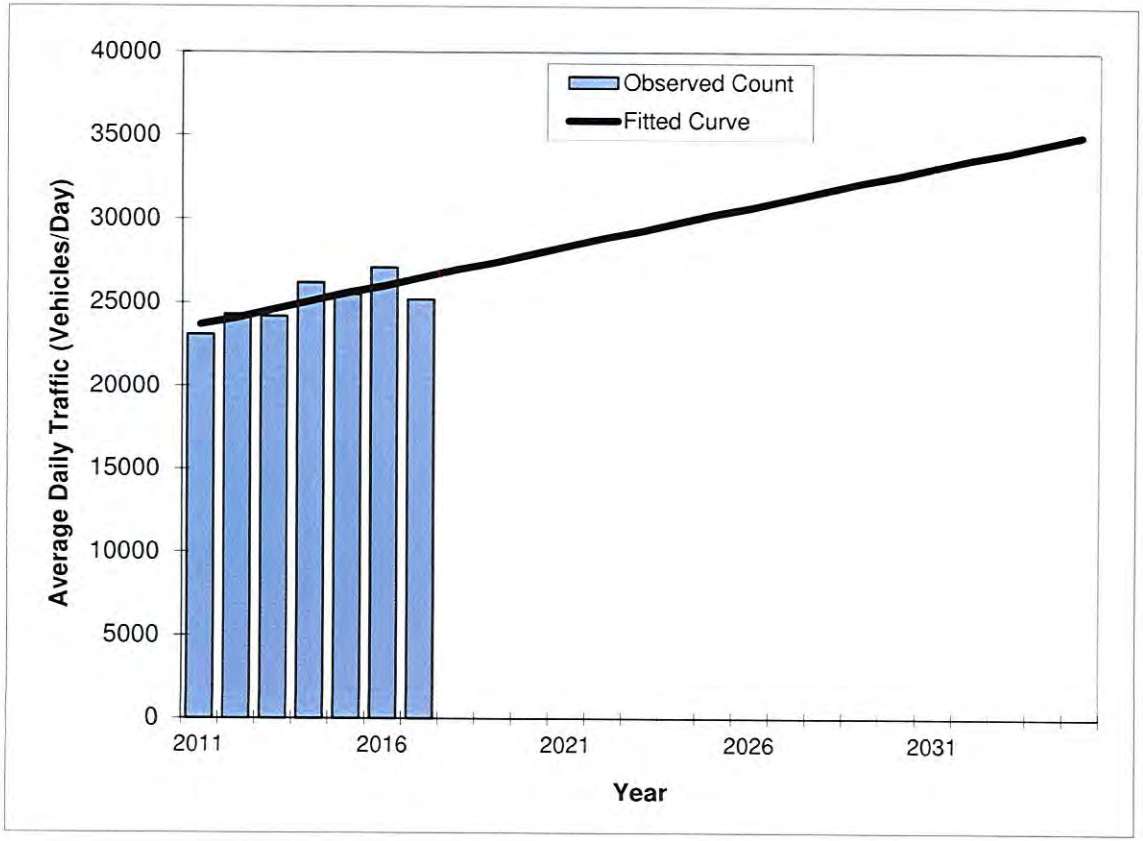
Straight Line Growth Option

Traffic Trends - V3.0

LAKE MARY BLVD -- Country Club to US 17-92

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 150
Highway:	LAKE MARY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2011	23100	23700
2012	24300	24100
2013	24200	24600
2014	26200	25100
2015	25500	25600
2016	27100	26000
2017	25200	26500
2020 Opening Year Trend		
2020	N/A	27900
2025 Mid-Year Trend		
2025	N/A	30300
2030 Design Year Trend		
2030	N/A	32600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	471
Trend R-squared:	57.47%
Trend Annual Historic Growth Rate:	1.97%
Trend Growth Rate (2017 to Design Year):	1.77%
Printed:	20-Jun-18

Straight Line Growth Option

*Axle-Adjusted

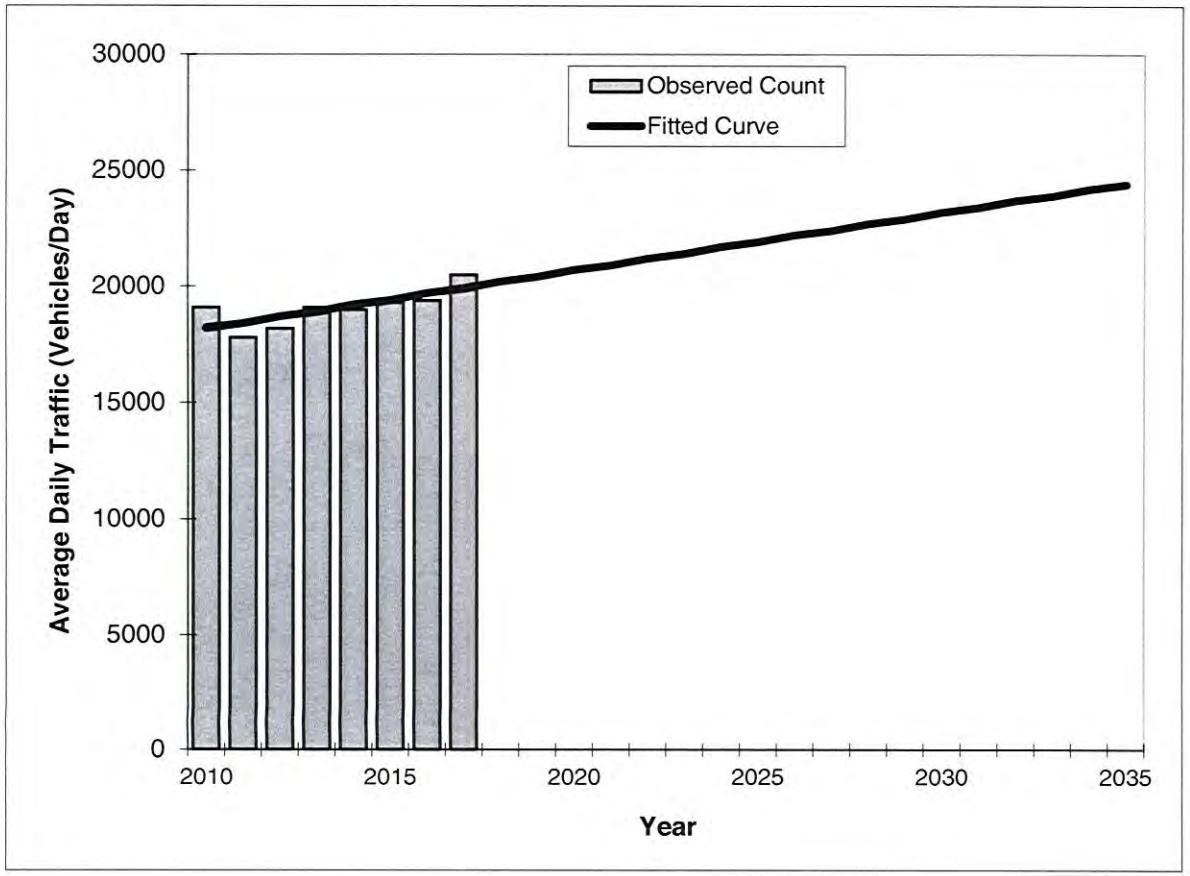
(Lake Mary Blvd)

Traffic Trends - V3.0

500 E OF US 17-92 -- us 17-92 TO sr 417 Ramps

FIN#	0
Location	1

County:	Seminole (77)
Station #:	150 B
Highway:	500 E OF US 17-92



Year	Traffic (ADT/AADT) Count*	Trend**
2010	19100	18200
2011	17800	18400
2012	18200	18700
2013	19100	18900
2014	19000	19200
2015	19300	19400
2016	19400	19700
2017	20500	19900
2020 Opening Year Trend		
2020	N/A	20700
2025 Mid-Year Trend		
2025	N/A	21900
2030 Design Year Trend		
2030	N/A	23200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

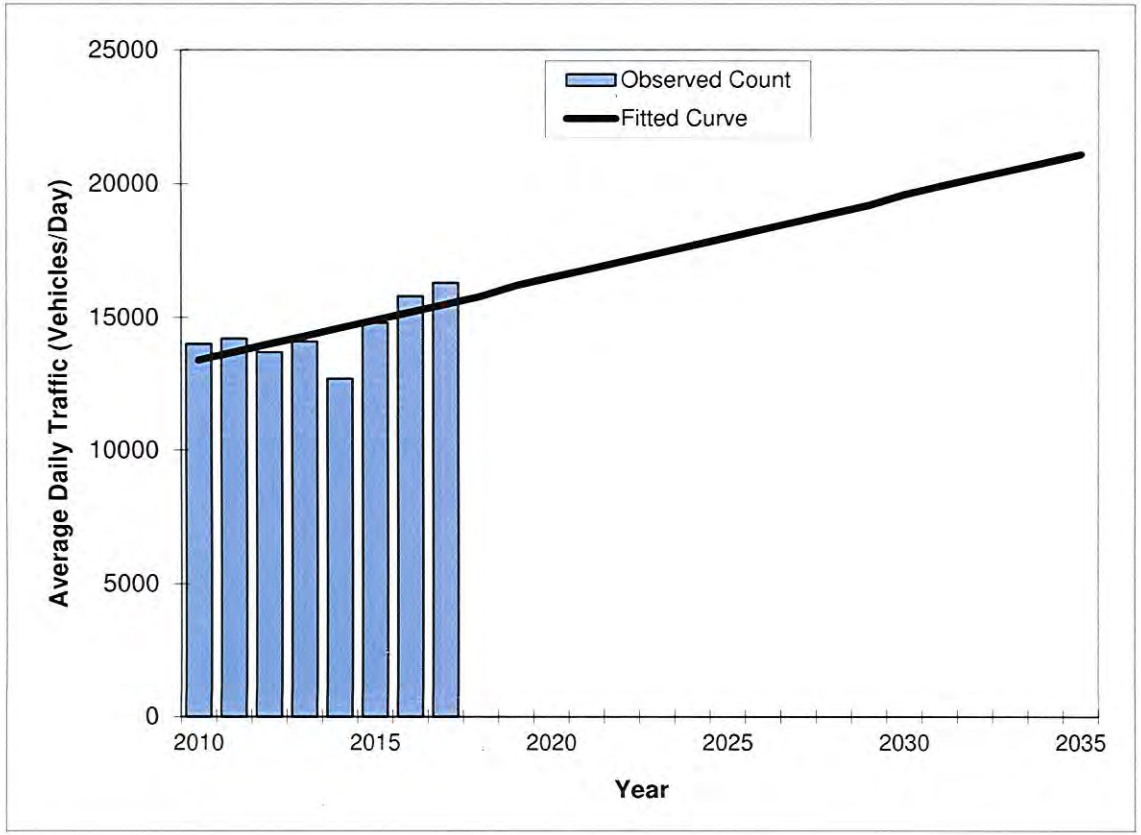
**** Annual Trend Increase:**	250
Trend R-squared:	57.31%
Trend Annual Historic Growth Rate:	1.33%
Trend Growth Rate (2017 to Design Year):	1.28%
Printed:	25-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

LAKE MARY BLVD -- SR 417 Ramps to CR 427

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 151a
Highway:	LAKE MARY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	14000	13400
2011	14200	13700
2012	13700	14000
2013	14100	14300
2014	12700	14600
2015	14800	14900
2016	15800	15200
2017	16300	15500
2020 Opening Year Trend		
2020	N/A	16500
2025 Mid-Year Trend		
2025	N/A	18000
2030 Design Year Trend		
2030	N/A	19600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	310
Trend R-squared:	42.90%
Trend Annual Historic Growth Rate:	2.24%
Trend Growth Rate (2017 to Design Year):	2.03%
Printed:	20-Jun-18

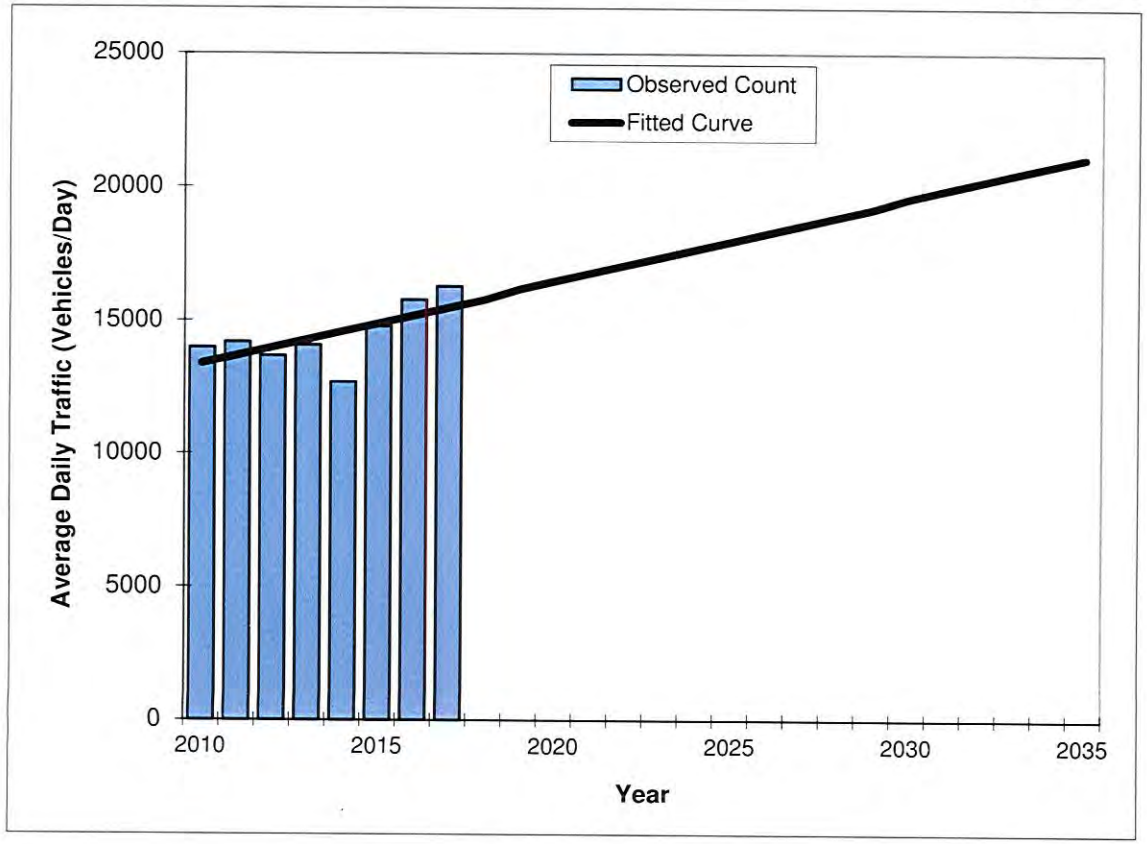
Straight Line Growth Option

Traffic Trends - V3.0

LAKE MARY BLVD -- SR 417 Ramps to CR 427

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 151a
Highway:	LAKE MARY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	14000	13400
2011	14200	13700
2012	13700	14000
2013	14100	14300
2014	12700	14600
2015	14800	14900
2016	15800	15200
2017	16300	15500
2020 Opening Year Trend		
2020	N/A	16500
2025 Mid-Year Trend		
2025	N/A	18000
2030 Design Year Trend		
2030	N/A	19600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

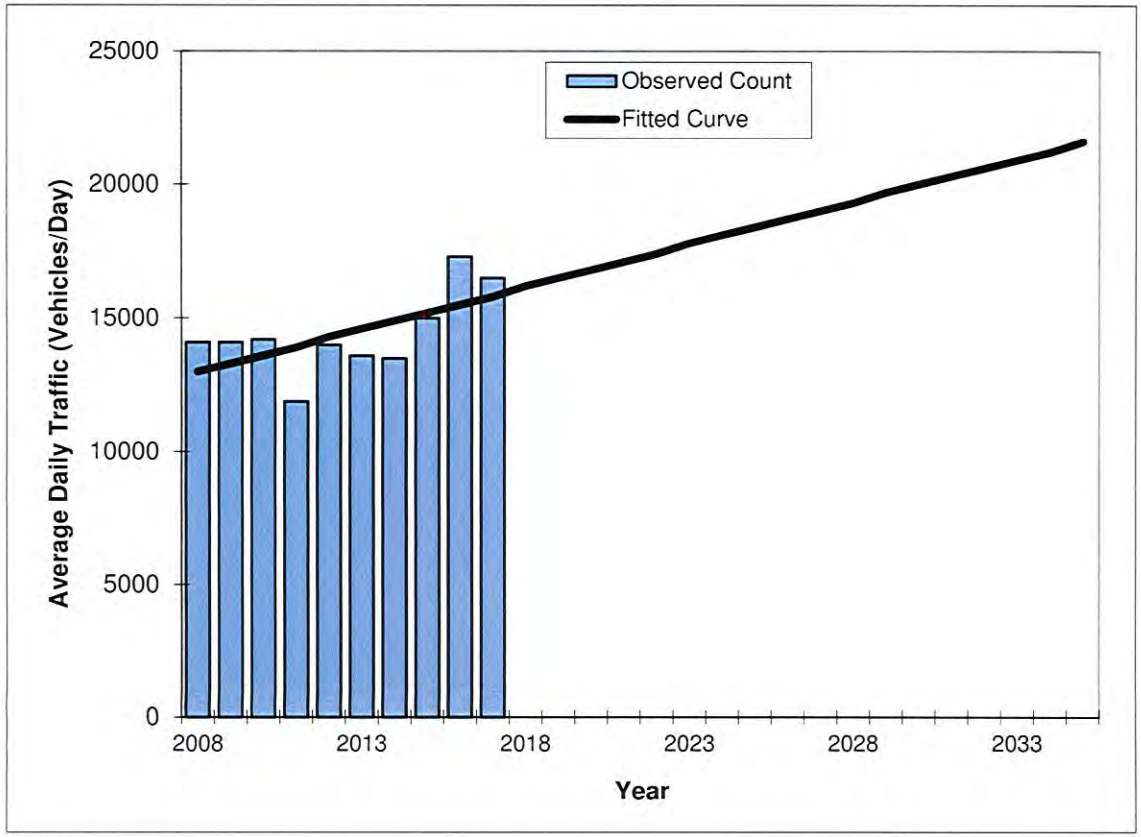
** Annual Trend Increase:	310
Trend R-squared:	42.90%
Trend Annual Historic Growth Rate:	2.24%
Trend Growth Rate (2017 to Design Year):	2.03%
Printed:	20-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

LAKE MARY BLVD -- CR 427 to Marquette Ave

FIN#	0
Location	1

County:	Seminole (77)
Station #:	152
Highway:	LAKE MARY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	14100	13000
2009	14100	13300
2010	14200	13600
2011	11900	13900
2012	14000	14300
2013	13600	14600
2014	13500	14900
2015	15000	15200
2016	17300	15500
2017	16500	15800
2020 Opening Year Trend		
2020	N/A	16800
2025 Mid-Year Trend		
2025	N/A	18400
2030 Design Year Trend		
2030	N/A	20000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

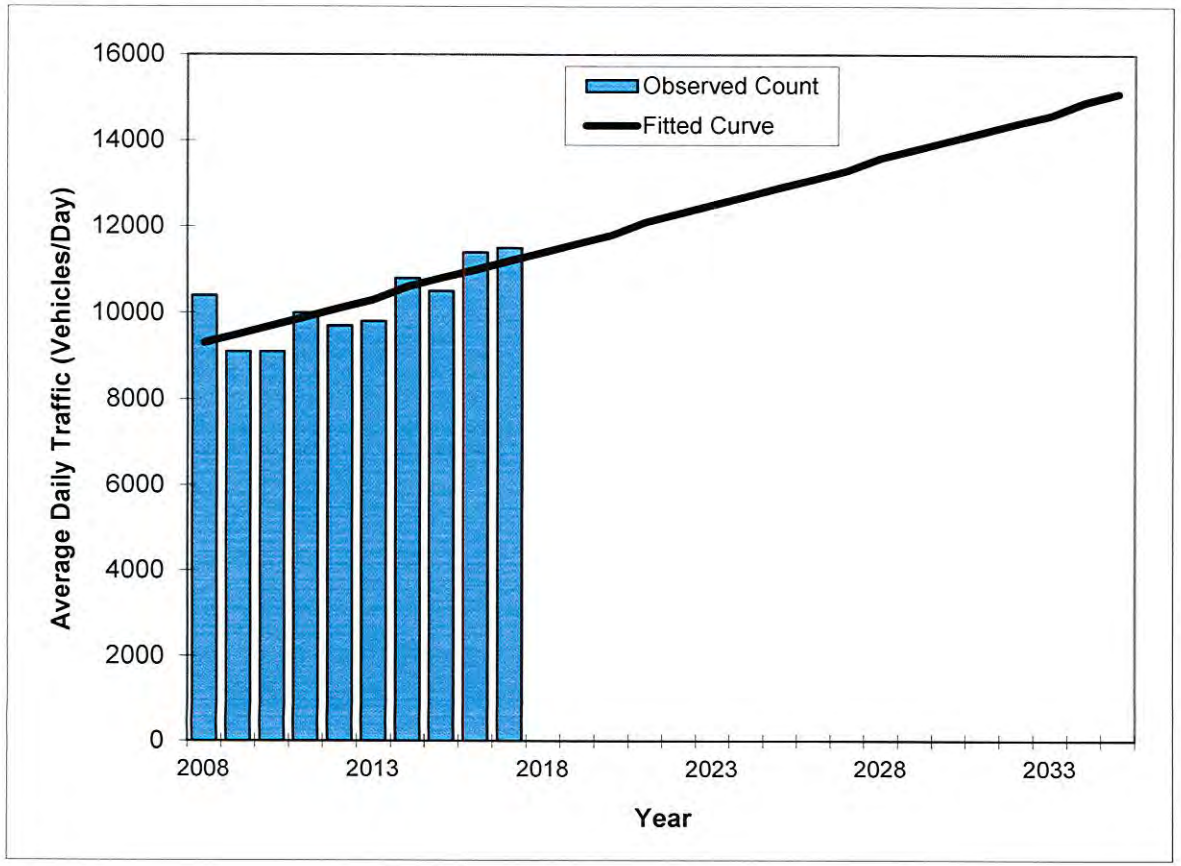
** Annual Trend Increase:	318
Trend R-squared:	39.14%
Trend Annual Historic Growth Rate:	2.39%
Trend Growth Rate (2017 to Design Year):	2.04%
Printed:	26-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

COUNTRY CLUB RD -- Linda Lane to Lake Mary Blvd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 040
Highway:	COUNTRY CLUB RD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	10400	9300
2009	9100	9500
2010	9100	9700
2011	10000	9900
2012	9700	10100
2013	9800	10300
2014	10800	10600
2015	10500	10800
2016	11400	11000
2017	11500	11200
2020 Opening Year Trend		
2020	N/A	11800
2025 Mid-Year Trend		
2025	N/A	12900
2030 Design Year Trend		
2030	N/A	14000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	215
Trend R-squared:	58.93%
Trend Annual Historic Growth Rate:	2.27%
Trend Growth Rate (2017 to Design Year):	1.92%
Printed:	20-Jun-18

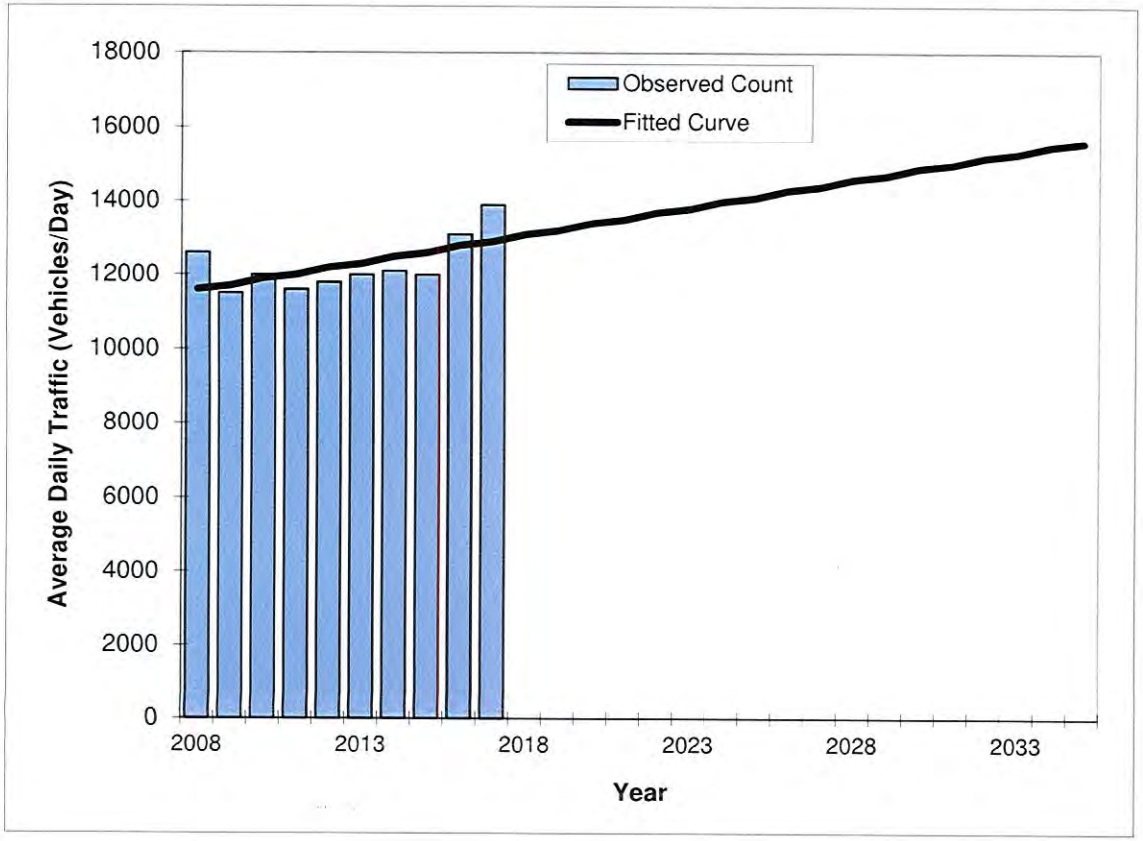
Straight Line Growth Option

Traffic Trends - V3.0

COUNTRY CLUB RD -- Lake Mary Blvd to Broadmoor Rd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 041
Highway:	COUNTRY CLUB RD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	12600	11600
2009	11500	11700
2010	12000	11900
2011	11600	12000
2012	11800	12200
2013	12000	12300
2014	12100	12500
2015	12000	12600
2016	13100	12800
2017	13900	12900
2020 Opening Year Trend		
2020	N/A	13400
2025 Mid-Year Trend		
2025	N/A	14100
2030 Design Year Trend		
2030	N/A	14900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

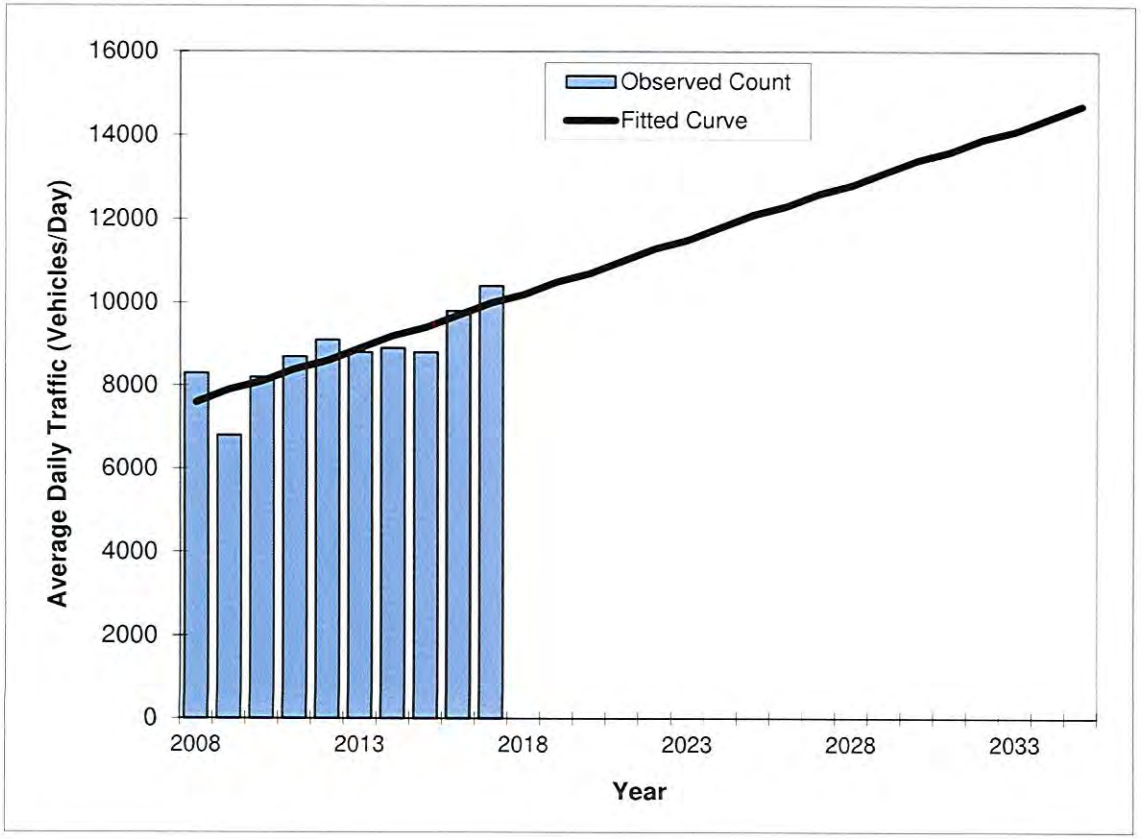
** Annual Trend Increase:	149
Trend R-squared:	36.94%
Trend Annual Historic Growth Rate:	1.25%
Trend Growth Rate (2017 to Design Year):	1.19%
Printed:	20-Jun-18
Straight Line Growth Option	

Traffic Trends - V3.0

COUNTRY CLUB RD -- Broadmoor Rd to Continental Blvd

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 042
Highway:	COUNTRY CLUB RD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	8300	7600
2009	6800	7900
2010	8200	8100
2011	8700	8400
2012	9100	8600
2013	8800	8900
2014	8900	9200
2015	8800	9400
2016	9800	9700
2017	10400	10000
2020 Opening Year Trend		
2020	N/A	10700
2025 Mid-Year Trend		
2025	N/A	12100
2030 Design Year Trend		
2030	N/A	13400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	262
Trend R-squared:	68.33%
Trend Annual Historic Growth Rate:	3.51%
Trend Growth Rate (2017 to Design Year):	2.62%
Printed:	20-Jun-18

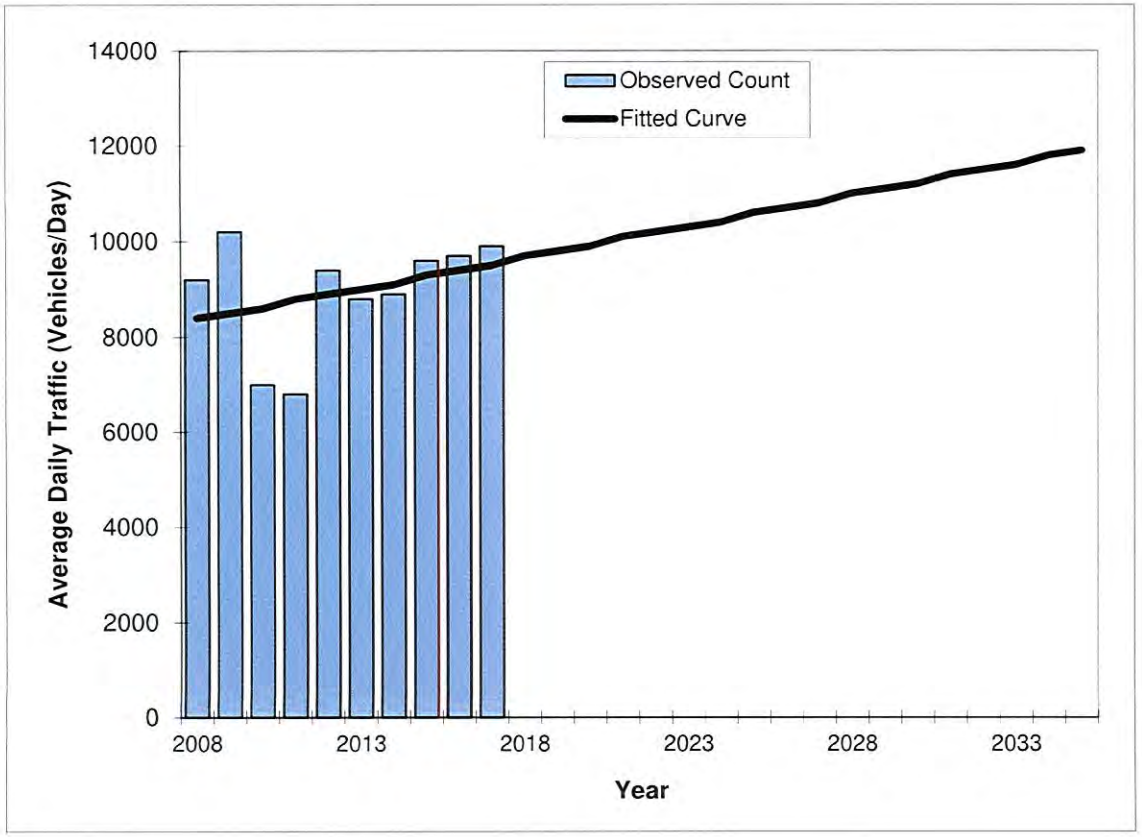
Straight Line Growth Option

Traffic Trends - V3.0

COUNTRY CLUB RD -- Continental Blvd to Cr 427

FIN#	1234
Location	1

County:	Seminole (77)
Station #:	SC 043
Highway:	COUNTRY CLUB RD



Year	Traffic (ADT/AADT) Count*	Trend**
2008	9200	8400
2009	10200	8500
2010	7000	8600
2011	6800	8800
2012	9400	8900
2013	8800	9000
2014	8900	9100
2015	9600	9300
2016	9700	9400
2017	9900	9500
2020 Opening Year Trend		
2020	N/A	9900
2025 Mid-Year Trend		
2025	N/A	10600
2030 Design Year Trend		
2030	N/A	11200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	130
Trend R-squared:	11.51%
Trend Annual Historic Growth Rate:	1.46%
Trend Growth Rate (2017 to Design Year):	1.38%
Printed:	20-Jun-18

Straight Line Growth Option