Westside STR Apartments

Osceola County, Florida

TRAFFIC IMPACT STUDY

Prepared for:
Haut Development
20801 Biscayne Boulevard, Suite 403
Aventura, FL 33180

Prepared by:
PremierTrafficGroup@gmail.com
350 E Crown Point Road, Suite 1100
Winter Garden, FL 34787

June 2023

EXECUTIVE SUMMARY

The traffic analysis will be conducted to assess the impact of the proposed 104 short term rental unit development located east of Westside Boulevard south of Funie Steed Road in Osceola County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

The results of the traffic analysis are summarized as follows:

- The proposed development is anticipated to generate a total of 931 daily trips of which 69 trips will occur during the PM peak hour, respectively.
- The trip generation classifies this study as a Tier 2, Major Traffic Impact Study.
- Access to the site will be provided via a full access driveway onto Westside Boulevard.
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development. The westbound approach of the Westside Boulevard and Funie Steed Road intersection currently experiences LOS F conditions and is therefore an existing deficiency.
- An exclusive 180-foot southbound left turn lane and an exclusive 155-foot northbound right turn lane is warranted at the Westside Boulevard and Project access intersection.

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Premier Traffic Group a dba of Karma Consultancy, LLC. and that I have supervised the preparation and approve the evaluation, findings, opinions, conclusions, and technical advice hereby reported for:

PROJECT: Westside STR Apartments

LOCATION: Osceola County, Florida

I 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: Vasu T. Persaud, PE

P.E. #: Florida P.E. No. 72790

DATE: June 12th, 2023

SIGNATURE: _____

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1. 0 INTRODUCTION

The traffic analysis will be conducted to assess the impact of the proposed 104 short term rental unit development located east of Westside Boulevard south of Funie Steed Road in Osceola County, Florida. **Figure 1** depicts the site location and the surrounding transportation network/area. The buildout year is anticipated to be 2025. A preliminary concept plan is included in **Appendix A.**

1.1 Data and Methodology

Data used in the analysis consisted of site plan/development information provided by the Project Engineers, PM peak hour intersection traffic counts sourced by PTG, and roadway segment traffic volumes obtained from Osceola County and the Florida Department of Transportation (FDOT). The analysis was conducted in accordance with the Traffic Impact Analysis (TIA) Methodology Memorandum prepared for the project. A copy of the methodology coordination is provided in **Appendix B.**

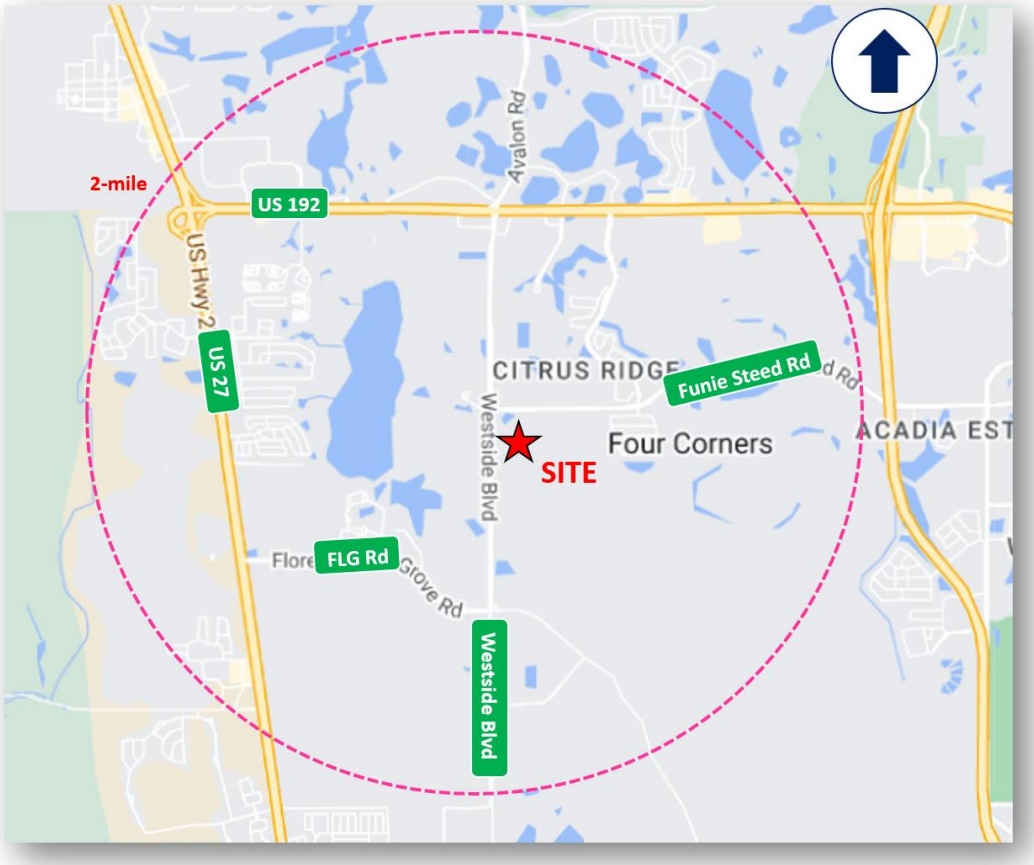


Figure 1: Project Location Map

1.2 Study Area

The study facilities to be considered in the analysis are:

Study Intersections

- Westside Boulevard and US 192
- Westside Boulevard and Funie Steed Road
- Westside Boulevard and Florence Villa Grove Road
- West Side Boulevard and Project Access

Study Segments

- NA1: Florence Villa Grove Road: Polk County Line to Westside Blvd
- 118: Funie Steed Road: Westside Blvd to Formosa Gardens Blvd
- NA6: Westside Boulevard: Florence Villa Grove Rd to Funie Steed Rd
- NA5: Westside Boulevard: Funie Steed Rd to US 192

1.3 Planned and Programmed Improvements

Based on discussions and review of data documented by Osceola County, the MetroPlan Orlando Metropolitan Planning Organization, and FDOT there is no funded roadway capacity improvements that is planned and programmed within three (3) years of the project buildout.

2. 0 EXISTING TRAFFIC CONDITIONS

Existing conditions in the vicinity of the site were analyzed to establish a baseline for the traffic conditions prevailing in the vicinity of the proposed development. The analysis included a review of the existing roadway segment capacities and an analysis of the intersection operations at the study intersections.

2.1 Roadway Segment Analysis

Table 1 summarizes the existing PM peak hour roadway segment capacity analysis for study segment within the study area of the proposed development. The existing roadway segment conditions were analyzed by comparing the existing traffic volumes observed on the study roadway segments to the service volumes at the adopted Level of Service (LOS) standard for the roadway segments. The LOS data was obtained from the latest *Osceola County Roadway Network Capacity Report,* excerpts of which are included in **Appendix C**.

Table 1: Existing Roadway Segment Capacity Analysis

Seg ID	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Dir	Existing Vol	Existing LOS
NA1	Florence Villa Grove Rd	Polk County Line to Westside Blvd	2	E	790	NB/EB	576	C
						SB/WB	498	C
118	Funie Steed Rd	Westside Blvd to Formosa Gardens Blvd	2	E	1,440	NB/EB	293	B
						SB/WB	632	C
NA6	Westside Blvd	Florence Villa Grove Rd to Funie Steed Rd	4	E	1,850	NB/EB	790	B
						SB/WB	845	B
NA5	Westside Blvd	Funie Steed Rd to US 192	4	E	630	NB/EB	365	B
						SB/WB	726	B

The analysis indicates that all the study roadway segment currently operates adequately within their adopted Level of Service (LOS) standard.

2.2 Intersection Capacity Analysis

Table 2 summarizes the results of the existing intersection capacity analysis, also called a Level of Service analysis (LOS). The existing intersection capacity analysis was conducted for the PM peak hour using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)*. The existing PM peak hour Turning Movement Volumes included in **Appendix D**. Note, no peak season adjustment was required as the traffic counts, were conducted during the peak season. The detailed *Synchro* worksheets are included in **Appendix E.**

Table 2: Existing Intersection Capacity Analysis

Intersection	Control	Time	EB		WB		NB		SB		Overall	
		Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Westside Blvd & US 192	Signal	PM	36.4	D	59.2	E	152.4	F	153.3	F	76.1	E
Westside Blvd & Funie Steed Rd	Stop	PM	39.2	E	1290.8	F	0.0	A	2.0	A	--	--
Westside Blvd & Florence Villa Grove Rd	Signal	PM	38.3	D	60.9	E	37.7	D	27.3	C	36.3	D

Note: Available signal timings provided in Appendix D

The analysis indicates that the study intersections generally operate adequately during the PM peak hour periods. The westbound approach of the Westside Boulevard and Funie Steed Road intersection does experience LOS F conditions and is therefore an existing deficiency.

3. 0 TRIP GENERATION

To determine the impact of this development, an analysis of its trip generation characteristics was conducted. This included a determination of the trips to be generated as well as their distribution and assignment to the surrounding roadways. The estimated project buildout is 2025.

3.1 Trip Generation

Table 3 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*. The calculation indicates that the proposed development is anticipated to generate a total of 931 daily trips of which 69 trips will occur during the PM peak hour, respectively (Tier 2 Level TIA). The ITE Trip Generation graphs are included in the *Methodology Memorandum* in **Appendix B**.

Table 3: Trip Generation

ITE Code	Land Use	Size	Daily		PM Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total
265	Timeshare	104 DUs	8.95	931	0.66	28	41	69

Note: ITE rates used because the R-squared values are less than 0.7.

3.2 Trip Distribution/Assignment

Per the approved methodology, the *Central Florida Regional Planning Model (CFRPM)* was used to help determine the trip distribution for the project (see the Methodology Memorandum in **Appendix B).**

This trip distribution pattern was then assessed for reasonableness using existing traffic counts and knowledge of the traffic patterns in the area to develop a distribution pattern. **Figure 2** provides the derived trip distribution developed for this project. Using this trip distribution pattern, project trips were assigned to the surrounding study roadway network.

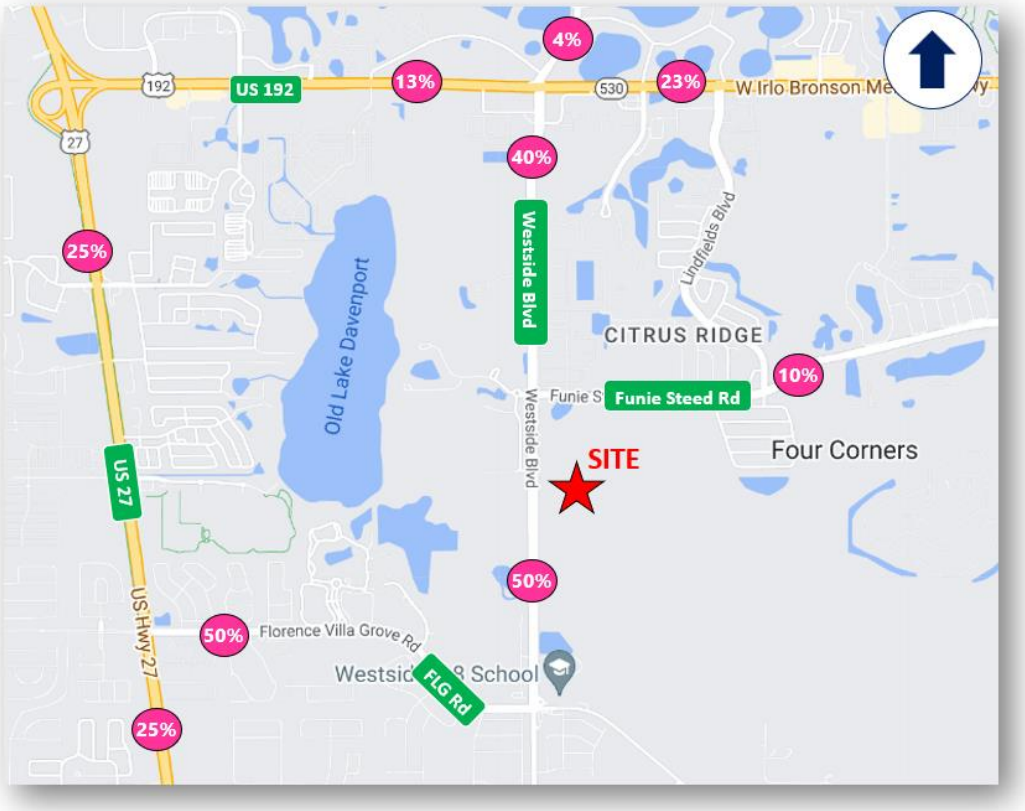


Figure 2: Trip Distribution Map

4. 0 PROJECTED TRAFFIC CONDITIONS

An analysis of projected conditions was conducted to determine the proposed development's impact on the roadway segment capacities and to evaluate the operations of the study intersections. The project buildout year for the analysis is 2025.

4.1 Background Traffic Projection

Projected traffic volumes consist of background traffic combined with site generated traffic. Typically, background traffic volumes are determined by expanding existing peak hour traffic volumes to the buildout year using an annual growth rate. A historical trend analysis was conducted based on the Annual Average Daily Traffic (AADT) data obtained from the *FDOT Traffic Online* website in the vicinity of the project (see **Appendix F**). The historical trend analysis indicated an annual growth rate of 4.95%. As per the approved methodology, a minimum growth rate of 5% was applied to the existing traffic volumes as appropriate in order to determine the projected background volumes in the project buildout year.

4.2 Roadway Segment Analysis

Table 4 and **Table 5** summarize the results of the PM peak hour projected study roadway segment capacity analysis for the background and projected conditions, respectively. The background and projected volumes for the intersection were calculated as previously discussed. The analysis indicates that all the study roadway segments will continue to operate adequately within their adopted Level of Service (LOS) upon buildout of the proposed project.

Table 4: Background Roadway Segment Capacity Analysis

Seg ID	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Dir	Backg'd Vol	Backd'd LOS
NA1	Florence Villa Grove Rd	Polk County Line to Westside Blvd	2	E	790	NB/EB	634	C
						SB/WB	548	C
118	Funie Steed Rd	Westside Blvd to Formosa Gardens Blvd	2	E	1,440	NB/EB	322	B
						SB/WB	695	C
NA6	Westside Blvd	Florence Villa Grove Rd to Funie Steed Rd	4	E	1,850	NB/EB	869	B
						SB/WB	930	B
NA5	Westside Blvd	Funie Steed Rd to US 192	4	E	630	NB/EB	402	B
						SB/WB	799	B

*Note: Background Vol = Existing Vol * (1+ 5% x 2 years)*

Table 5: Projected Roadway Segment Capacity Analysis

Seg ID	Roadway	Segment	Lanes	LOS Stnd	PH Dir Capacity	Dir	Trip Dist	Project Vol	Total Vol	Projected LOS
NA1	Florence Villa Grove Rd	Polk County Line to Westside Blvd	2	E	790	NB/EB	50%	14	648	C
						SB/WB		21	569	C
118	Funie Steed Rd	Westside Blvd to Formosa Gardens Blvd	2	E	1,440	NB/EB	10%	4	326	B
						SB/WB		3	698	C
NA6	Westside Blvd	Florence Villa Grove Rd to Funie Steed Rd	4	E	1,850	NB/EB	50%	14	883	B
						SB/WB		21	951	B
NA5	Westside Blvd	Funie Steed Rd to US 192	4	E	630	NB/EB	40%	16	418	B
						SB/WB		11	810	B

Note: Total Vol = Background Vol + Project Trips

4.3 Intersection Capacity Analysis

Table 6 and **Table 7** summarize the results of the background and projected intersection capacity analysis, respectively. The intersection capacity and operational analysis was conducted using the *Synchro* software and the methods of the *Highway Capacity Manual (HCM)* and was performed for the PM peak hours. The background and projected volumes for the intersection were calculated as previously discussed. The background and projected peak hour volumes are illustrated in **Appendix D.**

Table 6: Background Intersection Capacity Analysis

Intersection	Control	Time	EB		WB		NB		SB		Overall	
		Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Westside Blvd & US 192	Signal	PM	36.4	D	59.2	E	152.4	F	153.3	F	76.1	E
Westside Blvd & Funie Steed Rd	Stop	PM	39.2	E	1290.8	F	0.0	A	2.0	A	--	--
Westside Blvd & Florence Villa Grove Rd	Signal	PM	38.3	D	60.9	E	37.7	D	27.3	C	36.3	D

Note: Available signal timings provided in Appendix D

Table 7: Projected Intersection Capacity Analysis

Intersection	Control	Time	EB		WB		NB		SB		Overall	
		Period	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Westside Blvd & US 192	Signal	PM	36.5	D	59.3	E	159.4	F	153.3	F	77.1	E
Westside Blvd & Funie Steed Rd	Stop	PM	42.3	E	1401.4	F	0.0	A	2.0	A	--	--
Westside Blvd & Florence Villa Grove Rd	Signal	PM	39.9	D	62.0	E	36.6	D	27.9	C	37.2	D
West Side Blvd & Project Access	Stop	PM	0.0	A	34.2	D	0.0	A	0.1	A	--	--

Note: Available signal timings provided in Appendix D

The analysis indicates that the study intersections are projected to continue to operate adequately upon buildout of the proposed project. The westbound approach of the Westside Boulevard and Funie Steed Road intersection will continue to experience LOS F conditions as it is an existing deficiency. The detailed Synchro worksheets are included in **Appendix G**. The westbound approach of the Westside Boulevard and Funie Steed Road intersection continues to experience LOS F conditions.

4.4 Turn Lanes

Based on the requirements of the Osceola County Land Development Code Section 4.4.3.F pertaining to auxiliary turn lanes, a southbound left turn lane and northbound right turn lane is warranted at the Westside Boulevard and Project access intersection. **Appendix H** provides reference excerpts.

Left Turn Lane

An exclusive southbound left turn lane is warranted at the Westside Boulevard and Project access intersection. The recommended turn lane length, per FDOT standards, is as follows:

Total Turn Lane Length Required = Vehicular Deceleration Distance + Queue Storage
Deceleration @ 40 mph = 155′ (incl. 50′ taper), per FDOT Design Standards, Index 301
Queue = 95th percentile queue from Synchro = 0.1 vehicles, use 1 vehicle minimum = 25′
Total Turn Lane Length Required = 155 + 25 = 180′

In summary, an exclusive **180 foot** (includes a 50-foot taper) southbound left turn lane is warranted at the Westside Boulevard and Project access intersection.

Right Turn Lane

An exclusive northbound right turn lane is warranted at the Westside Boulevard and Project access intersection. The recommended turn lane length based on FDOT Design Standards for a speed limit of 40 mph is **155 feet.**

5. 0 MULTIMODAL ASSESSMENT

An assessment was done of the immediate project site and proposed project site plans as it relates to multimodal transportation options.

Existing multimodal provisions in the area primarily includes sidewalks with stripped crosswalks on both sides of Westside Boulevard. The proposed project would further facilitate multimodal connectivity by providing on-site/site related sidewalks connectivity. In general, the site plan is consistent with the County guidelines that will encourage the following:

- Safe, adequately lit and well-maintained pathways (on-site)
- Share Road Bicycle connectivity
- Identifiable crosswalks
- Removal of natural and/or built barriers that discourage walking
- Compliance with Americans with Disabilities Act requirements
- Buffering between vehicular areas and sidewalks
- Linkage to existing or future walkway and/or bikeway network and transit route

Further information on multimodal provisions is documented by the site civil engineer on the site plans.

6. 0 STUDY CONCLUSIONS

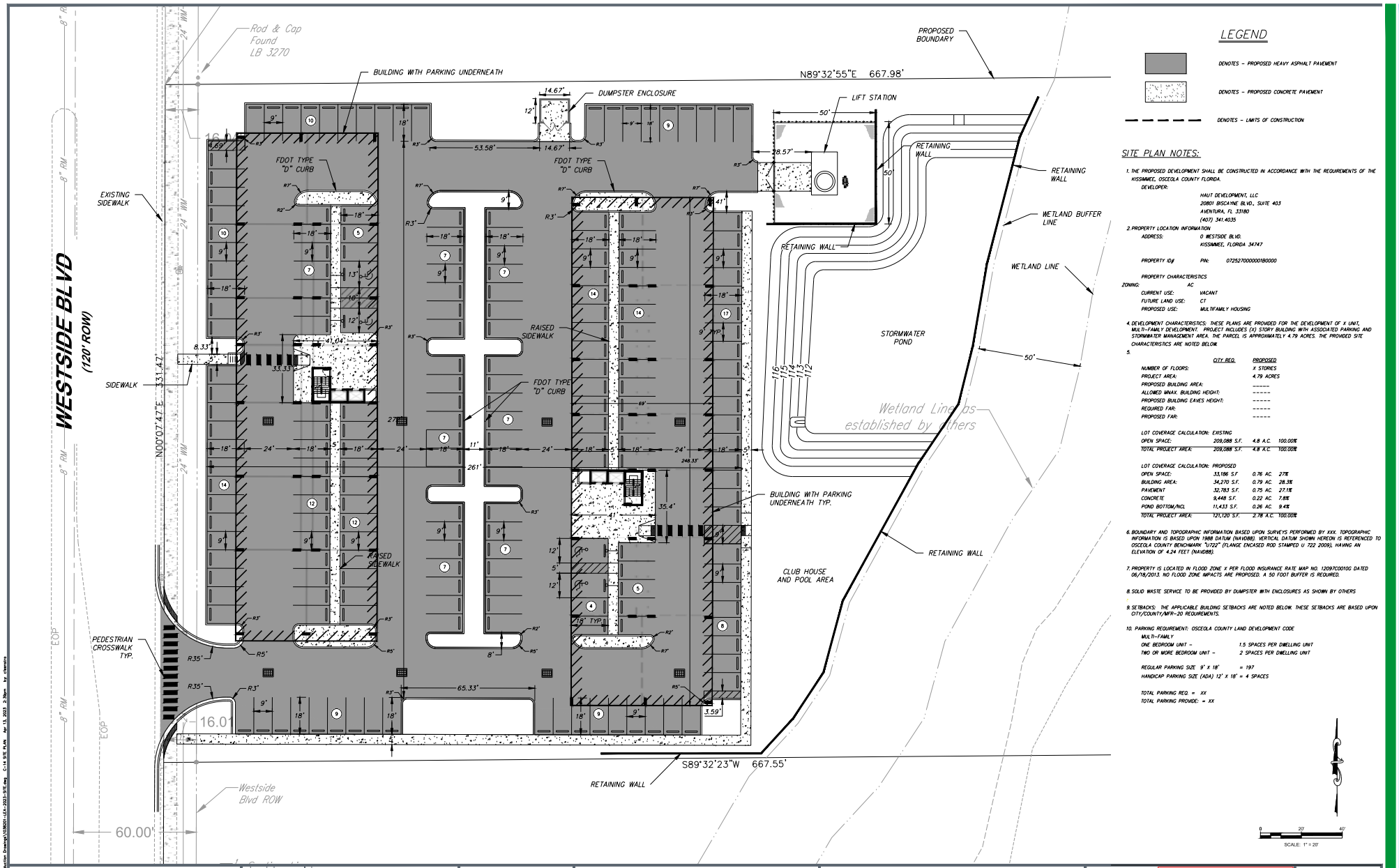
The traffic analysis will be conducted to assess the impact of the proposed 104 short term rental unit development located east of Westside Boulevard south of Funie Steed Road in Osceola County, Florida. The analysis included a determination of project trip generation, a review of existing and projected roadway and intersection capacity and a review of access operations.

The results of the traffic analysis are summarized as follows:

- The proposed development is anticipated to generate a total of 931 daily trips of which 69 trips will occur during the PM peak hour, respectively.
- The trip generation classifies this study as a Tier 2, Major Traffic Impact Study.
- Access to the site will be provided via a full access driveway onto Westside Boulevard.
- An analysis of the study roadway segments indicates that the study roadway segments currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development.
- An analysis of the study intersections indicates that the study intersections currently operate adequately within their adopted Level of Service standard and are projected to continue to do so upon buildout of the proposed development. The westbound approach of the Westside Boulevard and Funie Steed Road intersection currently experiences LOS F conditions and is therefore an existing deficiency.
- An exclusive 180-foot southbound left turn lane and an exclusive 155-foot northbound right turn lane is warranted at the Westside Boulevard and Project access intersection.

APPENDIX

Appendix A: Preliminary Concept Plan



SITE PLAN NOTES:

1. THE PROPOSED DEVELOPMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF THE KISSIMMEE, OSCEOLA COUNTY FLORIDA.
   DEVELOPER: HAUT DEVELOPMENT, LLC
   20801 BISCAYNE BLVD., SUITE 403
   AVENTURA, FL 33180
   (407) 341.4035
2. PROPERTY LOCATION INFORMATION
   ADDRESS: 0 WESTSIDE BLVD.
   KISSIMMEE, FLORIDA 34747
   PROPERTY ID# PIN: 072527000000180000
   PROPERTY CHARACTERISTICS
   ZONING: AC
   CURRENT USE: VACANT
   FUTURE LAND USE: CT
   PROPOSED USE: MULTIFAMILY HOUSING
4. DEVELOPMENT CHARACTERISTICS: THESE PLANS ARE PROVIDED FOR THE DEVELOPMENT OF X UNIT, MULTI-FAMILY DEVELOPMENT. PROJECT INCLUDES (X) STORY BUILDING WITH ASSOCIATED PARKING AND STORMWATER MANAGEMENT AREA. THE PARCEL IS APPROXIMATELY 4.79 ACRES. THE PROVIDED SITE CHARACTERISTICS ARE NOTED BELOW.
5.

	CITY REQ.	PROPOSED
NUMBER OF FLOORS:		X STORIES
PROJECT AREA:		4.79 ACRES
PROPOSED BUILDING AREA:		-----
ALLOWED MAX. BUILDING HEIGHT:		-----
PROPOSED BUILDING EAVES HEIGHT:		-----
REQUIRED FAR:		-----
PROPOSED FAR:		-----

LOT COVERAGE CALCULATION: EXISTING

OPEN SPACE:	209,088 S.F.	4.8 A.C.	100.00%
TOTAL PROJECT AREA:	209,088 S.F.	4.8 A.C.	100.00%

LOT COVERAGE CALCULATION: PROPOSED

OPEN SPACE:	33,186 S.F.	0.76 AC.	27%
BUILDING AREA:	34,270 S.F.	0.79 AC.	28.3%
PAVEMENT	32,783 S.F.	0.75 AC.	27.1%
CONCRETE	9,448 S.F.	0.22 AC.	7.8%
POND BOTTOM/MCL	11,433 S.F.	0.26 AC.	9.4%
TOTAL PROJECT AREA:	121,120 S.F.	2.78 A.C.	100.00%

6. BOUNDARY AND TOPOGRAPHIC INFORMATION BASED UPON SURVEYS PERFORMED BY XXX. TOPOGRAPHIC INFORMATION IS BASED UPON 1988 DATUM (NAVD88). VERTICAL DATUM SHOWN HEREON IS REFERENCED TO OSCEOLA COUNTY BENCHMARK "J 722" (FLANGE ENCASED ROD STAMPED J 722 2009), HAVING AN ELEVATION OF 4.24 FEET (NAVD88).
7. PROPERTY IS LOCATED IN FLOOD ZONE X PER FLOOD INSURANCE RATE MAP NO. 12097C0010G DATED 06/18/2013. NO FLOOD ZONE IMPACTS ARE PROPOSED. A 50 FOOT BUFFER IS REQUIRED.
8. SOLID WASTE SERVICE TO BE PROVIDED BY DUMPSTER WITH ENCLOSURES AS SHOWN BY OTHERS
9. SETBACKS: THE APPLICABLE BUILDING SETBACKS ARE NOTED BELOW. THESE SETBACKS ARE BASED UPON CITY/COUNTY/MFR-20 REQUIREMENTS.
10. PARKING REQUIREMENT: OSCEOLA COUNTY LAND DEVELOPMENT CODE
    MULTI-FAMILY
    ONE BEDROOM UNIT - 1.5 SPACES PER DWELLING UNIT
    TWO OR MORE BEDROOM UNIT - 2 SPACES PER DWELLING UNIT
    REGULAR PARKING SIZE 9' X 18' = 197
    HANDICAP PARKING SIZE (ADA) 12' X 18' = 4 SPACES
    TOTAL PARKING REQ. = XX
    TOTAL PARKING PROVIDE: = XX

NUMBER	DATE	DESCRIPTION
P-0	__/__/2023	ISSUED FOR REVIEW

CHASTAIN-SKILLMAN
205 EAST ORANGE STREET
SUITE #110
LAKELAND, FL 33801-4611
(863) 646-1402

CHASTAIN SKILLMAN

HAUT DEVELOPMENT, LLC
WESTSIDE BLVD APARTMENTS
WESTSIDE BLVD, KISSIMMEE, FLORIDA

SITE PLAN

This item has been digitally signed and sealed by Leonard E. Arnold, Jr. on the date adjacent to seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

April 13, 2023 ENGINEER: LEONARD E. ARNOLD JR, P.E. REG. NO.: 55241

PROJECT NUMBER: 10382.01

SHEET NUMBER: C-14

Appendix B: Methodology Coordination

PTG
Premier Traffic Group

METHODOLOGY MEMORANDUM

RE: Westside Short Term Rental Apartments
Osceola County, FL
Traffic Impact Analysis Methodology
06/12/2023
Job # 23137

The following is a methodology outline for the Traffic Impact Analysis (TIA) for the above referenced project. In general, the TIA will conform to the methodology requirements and guidelines documented by Osceola County and the Florida Department of Transportation (FDOT).

Project Description

The traffic analysis will be conducted to assess the impact of the proposed 104 short term rental unit development located east of Westside Boulevard south of Funie Steed Road in Osceola County, Florida. **Figure 1** depicts the site location and the surrounding transportation network. The trip generation, as discussed later in this memorandum, meets the threshold of a Tier 2 Traffic Study per the Osceola County Procedures and Requirements for TIAs.

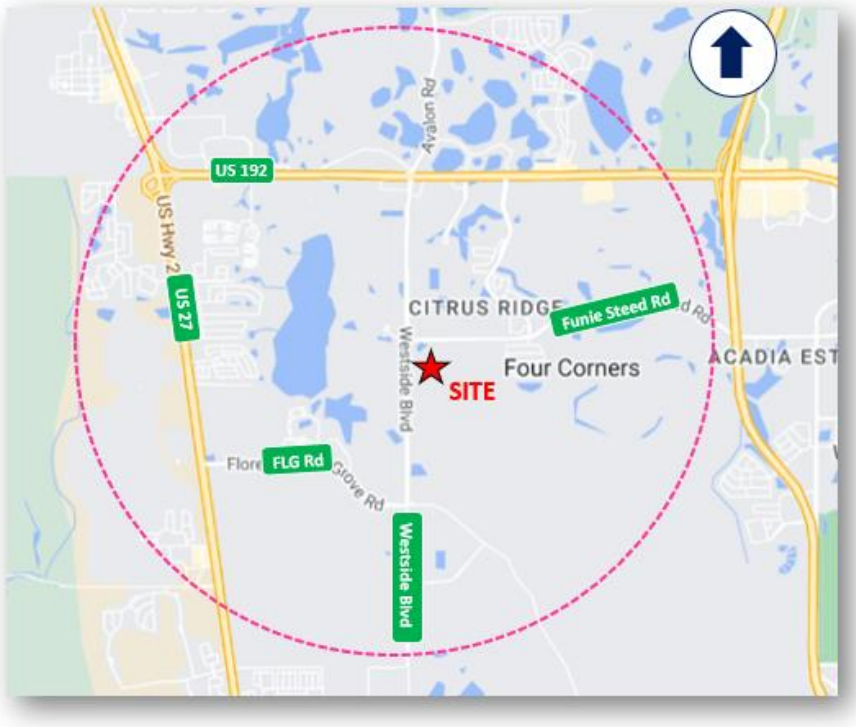


Figure 1: Project Location Map

Site Access

Access to the site will be provided via a full access driveway onto Westside Boulevard. **Attachment A** provides the preliminary concept plan.

Trip Generation

Table 1 summarizes the trip generation analysis conducted using information published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual, 11th Edition*.

The calculation revealed that the proposed development will generate a total of 931 daily trips of which 69 will occur during PM peak hour (Tier 2 Level TIA). The ITE Trip Generation graphs are included for reference in **Attachment B**.

Table 1: Trip Generation

ITE Code	Land Use	Size	Daily		PM Peak Hour			
			Rate	Trips	Rate	Enter	Exit	Total
265	Timeshare	104 DUs	8.95	931	0.66	28	41	69

Note: ITE rates used because the R-squared values are less than 0.7.

As the PM peak hour trip generation was much higher than compared to the AM peak hour, the analysis will be conducted on the PM peak hour.

Trip Distribution

The *Central Florida Regional Planning Model (CFRPM)* was used to help determine the trip distribution for the project (See **Attachment C**).

This trip distribution pattern was then assessed for reasonableness using existing traffic counts and knowledge of the traffic patterns in the area to develop a distribution pattern. **Figure 2** provides the derived trip distribution developed for this project. Using this trip distribution pattern, project trips were assigned to the surrounding study roadway network.

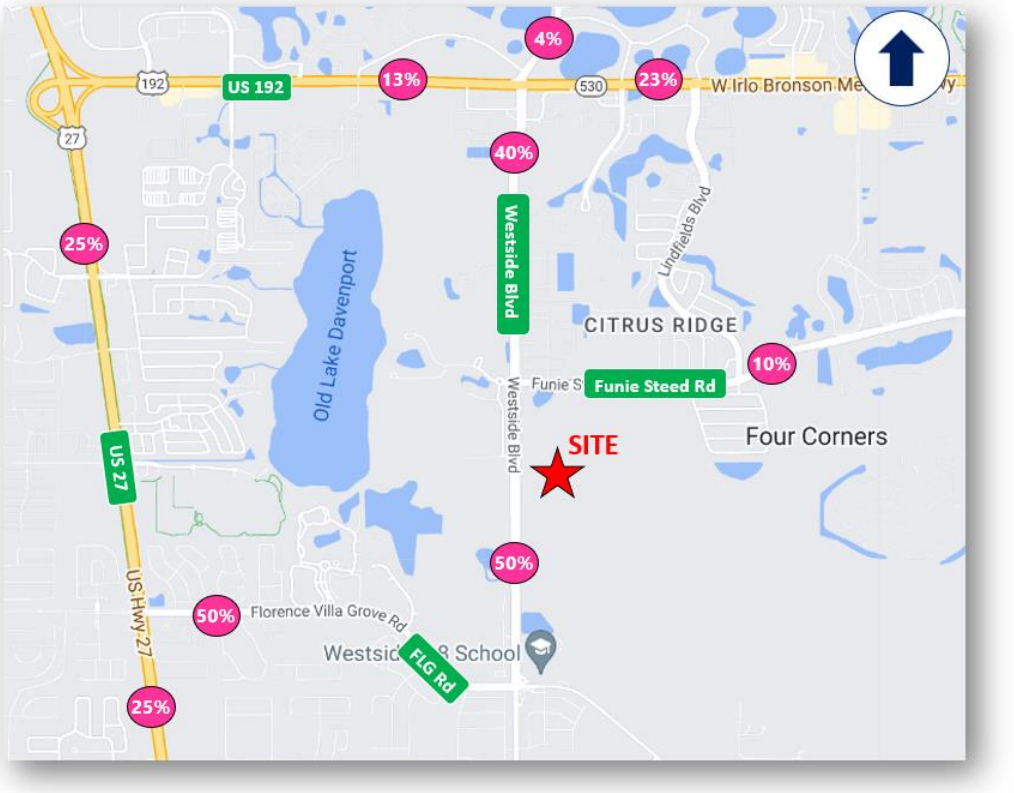


Figure 2: Trip Distribution Map

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Projected Conditions Analysis

The projected conditions analysis will be conducted within the following framework:

- *Counts:* Roadway and intersection counts will be obtained during the PM peak period, as applicable. These counts will be adjusted using a peak season correction factor as necessary.
- *Growth Factors:* Growth factors, derived from historical traffic volume data, will be applied to existing traffic counts to develop future background traffic volumes. A minimum 5% Growth Rate will be utilized.
- Project traffic volumes will be added to the future background traffic volumes to obtain total future traffic volumes.
- *Analysis Periods:* Analyses will be performed for existing conditions, future background conditions and future background plus project trips (total traffic/buildout) conditions.
- *Roadway Analysis:* Roadways segments will be evaluated using the applicable Osceola County and FDOT service volume capacities, as applicable.
- *Intersection Analysis*: Intersection capacity analysis will be performed using the latest operational analysis procedures documented in the *Highway Capacity Manual* as applied using the Synchro software during the PM peak period.
- *Turn Lane Analysis:* Turn Lane analysis (based on queues) will be performed for all the site access driveways and will be done in accordance with Osceola County's Land Development Code.
- The buildout year of the project is 2025.

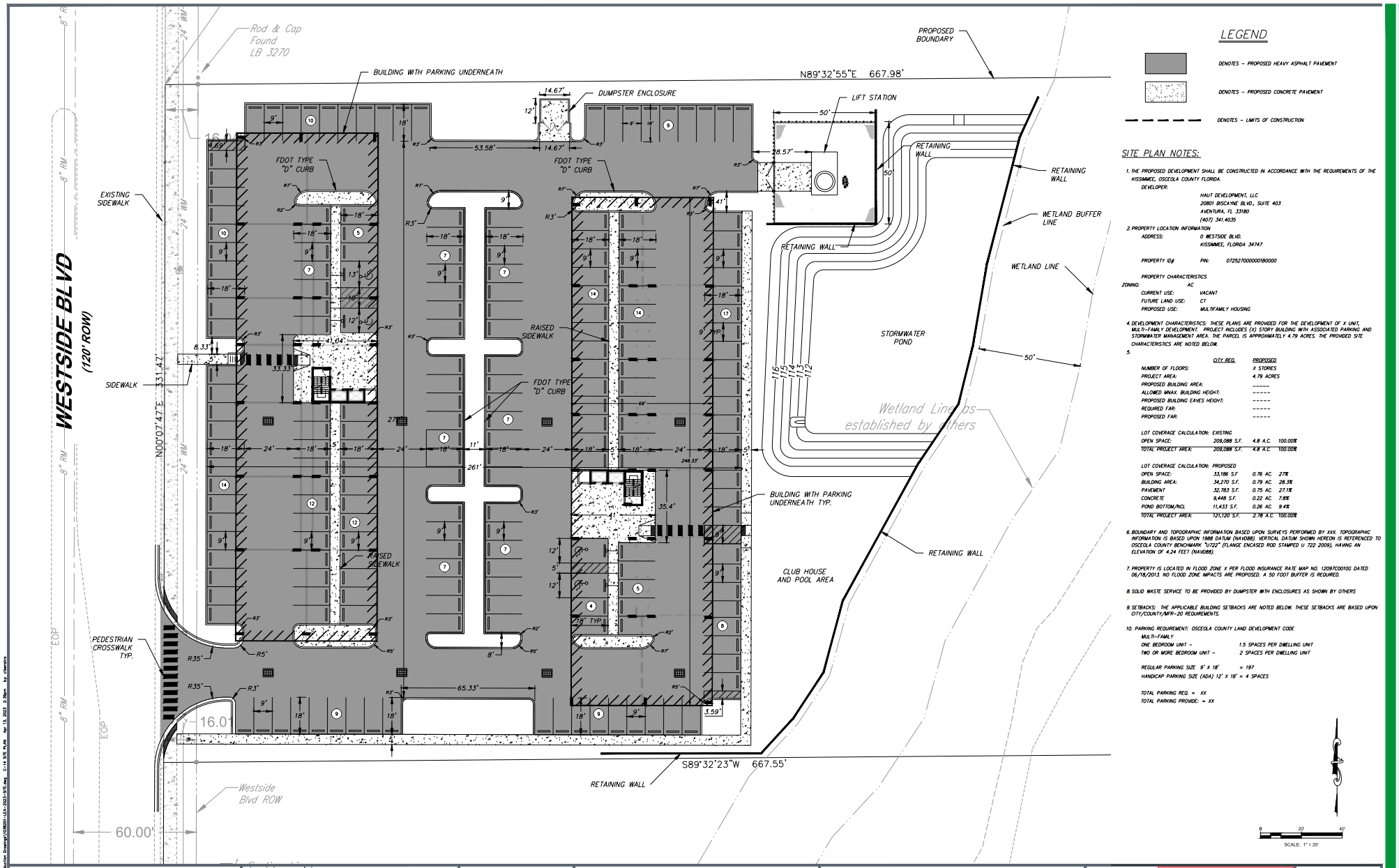
Multimodal Assessment

An assessment of multimodal options will be documented for: Transit, Bicycle and Pedestrian.

Traffic Impact Study Report

The traffic report prepared will summarize the study procedures, data, analysis and recommendations.

Attachment A
Preliminary Concept Plan



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   AVENTURA, FL 33180
   (407) 341.4035
2. PROPERTY LOCATION INFORMATION
   ADDRESS: 0 WESTSIDE BLVD.
   KISSIMMEE, FLORIDA 34747
   PROPERTY ID# PIN: 072527000000180000
   PROPERTY CHARACTERISTICS
   ZONING: AC
   CURRENT USE: VACANT
   FUTURE LAND USE: CT
   PROPOSED USE: MULTIFAMILY HOUSING
4. DEVELOPMENT CHARACTERISTICS: THESE PLANS ARE PROVIDED FOR THE DEVELOPMENT OF X UNIT, MULTI-FAMILY DEVELOPMENT. PROJECT INCLUDES (X) STORY BUILDING WITH ASSOCIATED PARKING AND STORMWATER MANAGEMENT AREA. THE PARCEL IS APPROXIMATELY 4.79 ACRES. THE PROVIDED SITE CHARACTERISTICS ARE NOTED BELOW.
5.

	CITY REQ.	PROPOSED
NUMBER OF FLOORS:		X STORIES
PROJECT AREA:		4.79 ACRES
PROPOSED BUILDING AREA:		-----
ALLOWED MAX. BUILDING HEIGHT:		-----
PROPOSED BUILDING EAVES HEIGHT:		-----
REQUIRED FAR:		-----
PROPOSED FAR:		-----

LOT COVERAGE CALCULATION: EXISTING

OPEN SPACE:	209,088 S.F.	4.8 A.C.	100.00%
TOTAL PROJECT AREA:	209,088 S.F.	4.8 A.C.	100.00%

LOT COVERAGE CALCULATION: PROPOSED

OPEN SPACE:	33,186 S.F.	0.76 AC.	27%
BUILDING AREA:	34,270 S.F.	0.79 AC.	28.3%
PAVEMENT	32,783 S.F.	0.75 AC.	27.1%
CONCRETE	9,448 S.F.	0.22 AC.	7.8%
POND BOTTOM/MCL	11,433 S.F.	0.26 AC.	9.4%
TOTAL PROJECT AREA:	121,120 S.F.	2.78 A.C.	100.00%

6. BOUNDARY AND TOPOGRAPHIC INFORMATION BASED UPON SURVEYS PERFORMED BY XXX. TOPOGRAPHIC INFORMATION IS BASED UPON 1988 DATUM (NAVD88). VERTICAL DATUM SHOWN HEREON IS REFERENCED TO OSCEOLA COUNTY BENCHMARK "J 722" (FLANGE ENCASED ROD STAMPED J 722 2009), HAVING AN ELEVATION OF 4.24 FEET (NAVD88).
7. PROPERTY IS LOCATED IN FLOOD ZONE X PER FLOOD INSURANCE RATE MAP NO. 12097C0010G DATED 06/18/2013. NO FLOOD ZONE IMPACTS ARE PROPOSED. A 50 FOOT BUFFER IS REQUIRED.
8. SOLID WASTE SERVICE TO BE PROVIDED BY DUMPSTER WITH ENCLOSURES AS SHOWN BY OTHERS
9. SETBACKS: THE APPLICABLE BUILDING SETBACKS ARE NOTED BELOW. THESE SETBACKS ARE BASED UPON CITY/COUNTY/MFR-20 REQUIREMENTS.
10. PARKING REQUIREMENT: OSCEOLA COUNTY LAND DEVELOPMENT CODE
    MULTI-FAMILY
    ONE BEDROOM UNIT - 1.5 SPACES PER DWELLING UNIT
    TWO OR MORE BEDROOM UNIT - 2 SPACES PER DWELLING UNIT
    REGULAR PARKING SIZE 9' X 18' = 197
    HANDICAP PARKING SIZE (ADA) 12' X 18' = 4 SPACES
    TOTAL PARKING REQ. = XX
    TOTAL PARKING PROVIDE: = XX

NUMBER	DATE	DESCRIPTION
P-0	__/__/2023	ISSUED FOR REVIEW

CHASTAIN-SKILLMAN
205 EAST ORANGE STREET
SUITE #110
LAKELAND, FL 33801-4611
(863) 646-1402

CHASTAIN SKILLMAN

HAUT DEVELOPMENT, LLC
WESTSIDE BLVD APARTMENTS
WESTSIDE BLVD, KISSIMMEE, FLORIDA

SITE PLAN

This item has been digitally signed and sealed by Leonard E. Arnold, Jr. on the date adjacent to seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

April 13, 2023 ENGINEER: LEONARD E. ARNOLD JR, P.E. REG. NO.: 55241

PROJECT NUMBER: 10382.01

SHEET NUMBER: C-14

Attachment B
Trip Generation Information

Land Use: 265
Timeshare

Description

A timeshare is a development where multiple purchasers buy interests in the same property and each purchaser receives the right to use the facility for a period of time each year. The shared property is commonly a vacation or recreational condominium. Recreational homes (Land Use 260) is a related land use.

Additional Data

The sites were surveyed in the 1980s and the 2000s in California and South Carolina.

Source Numbers

277, 627

Timeshare
(265)

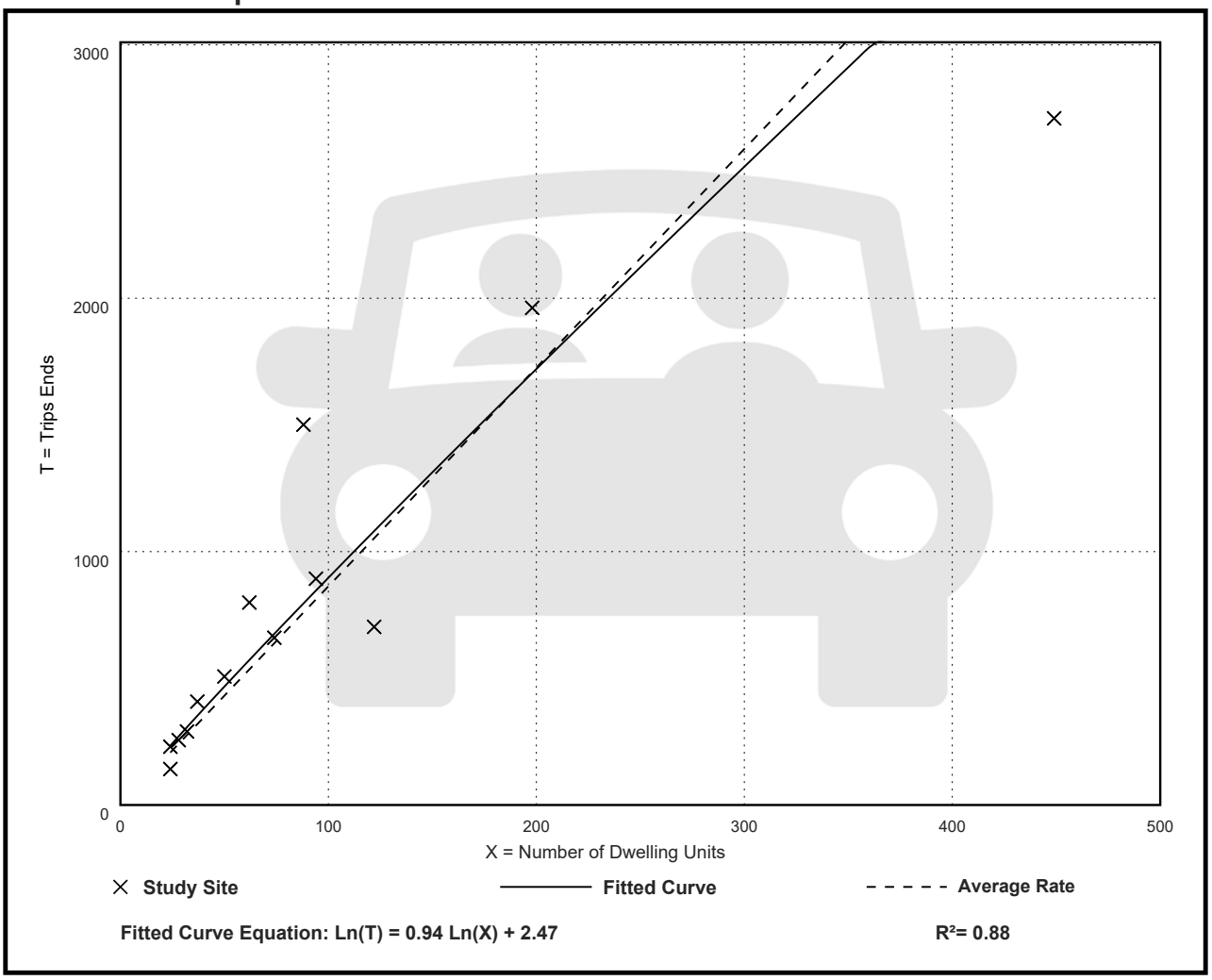
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Dwelling Units: 99
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
8.63	5.76 - 17.06	3.23

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 2.47

R^2= 0.88

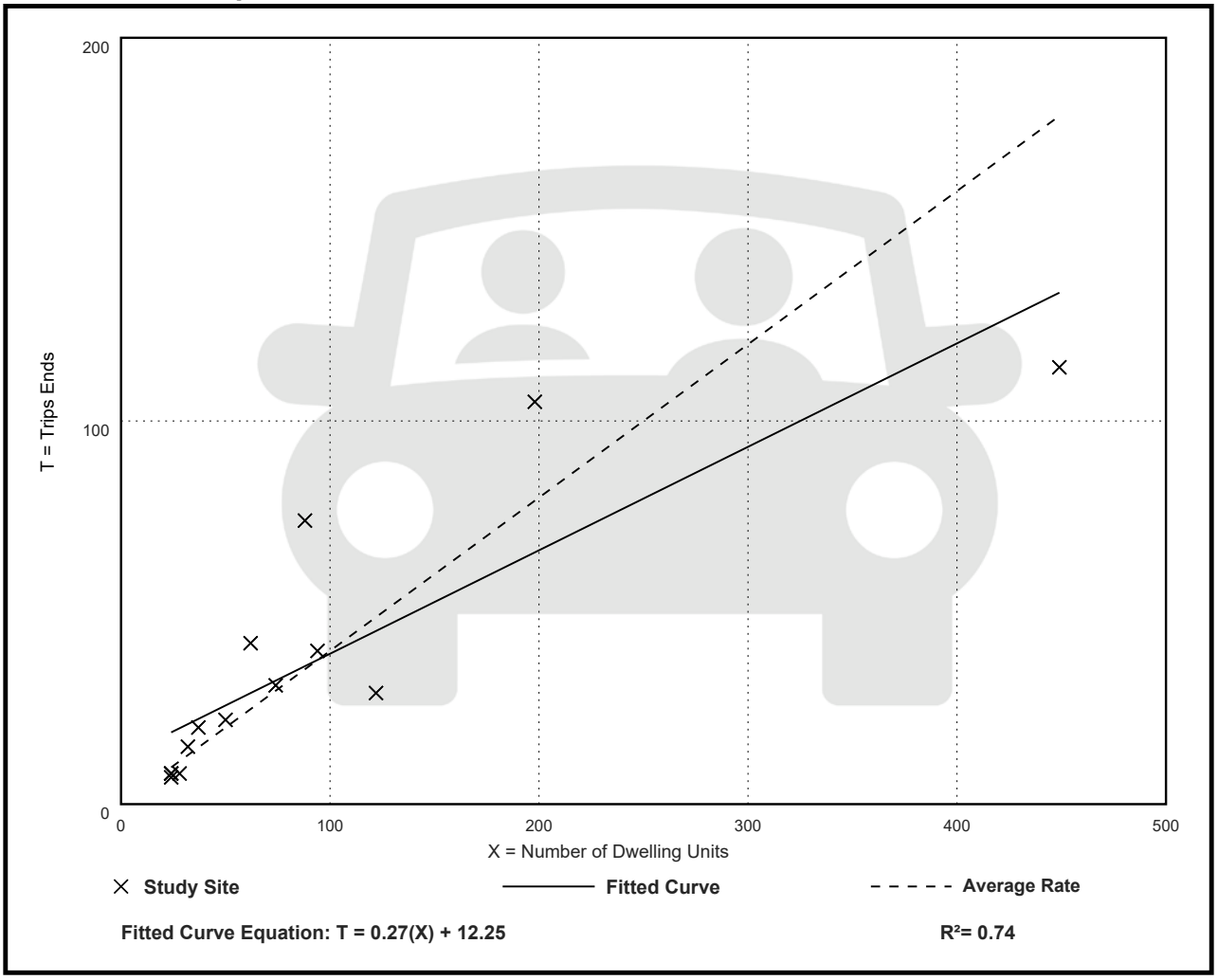
Timeshare
(265)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 14
Avg. Num. of Dwelling Units: 93
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.24 - 0.84	0.18

Data Plot and Equation



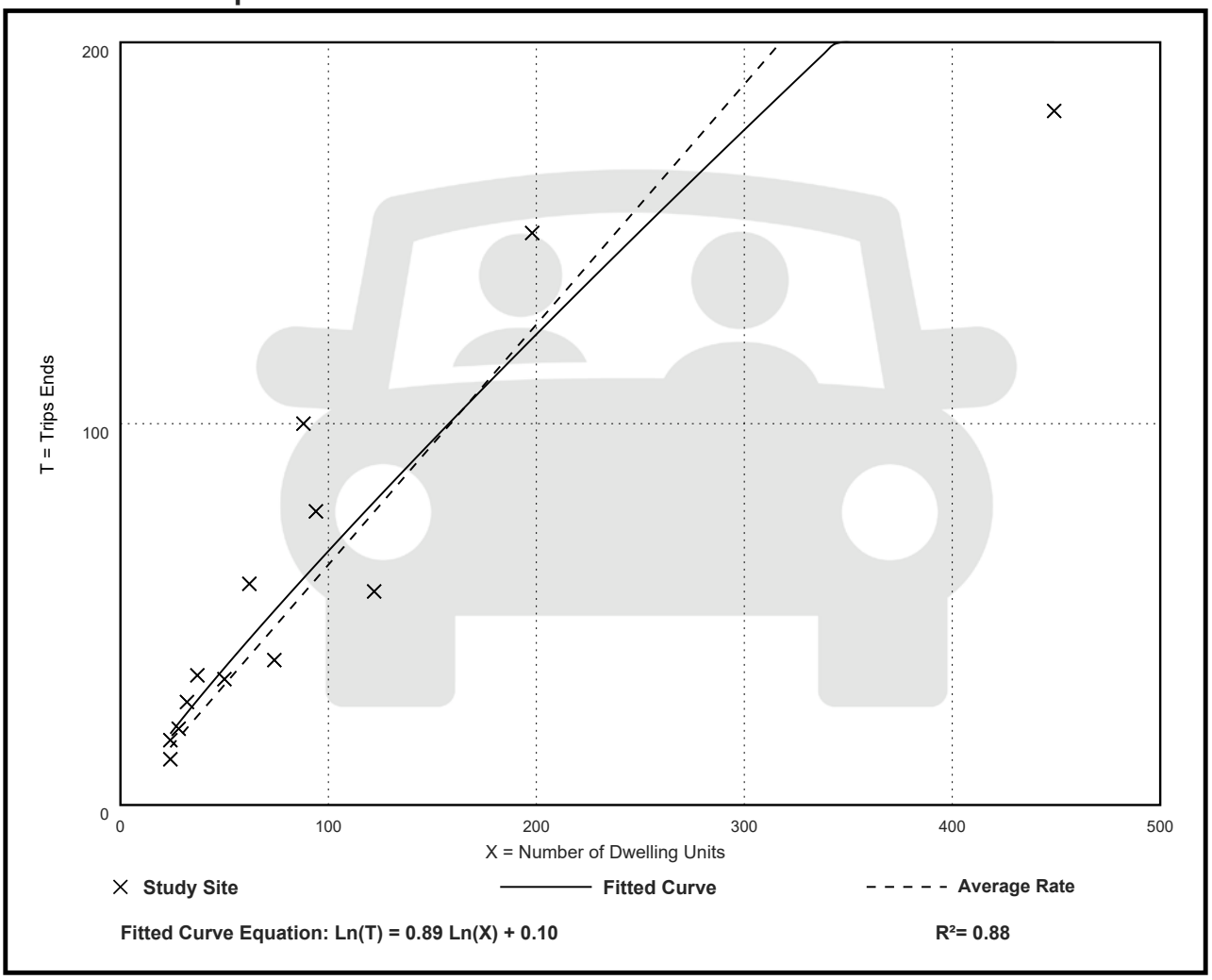
Timeshare
(265)

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: 13
Avg. Num. of Dwelling Units: 99
Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per Dwelling Unit

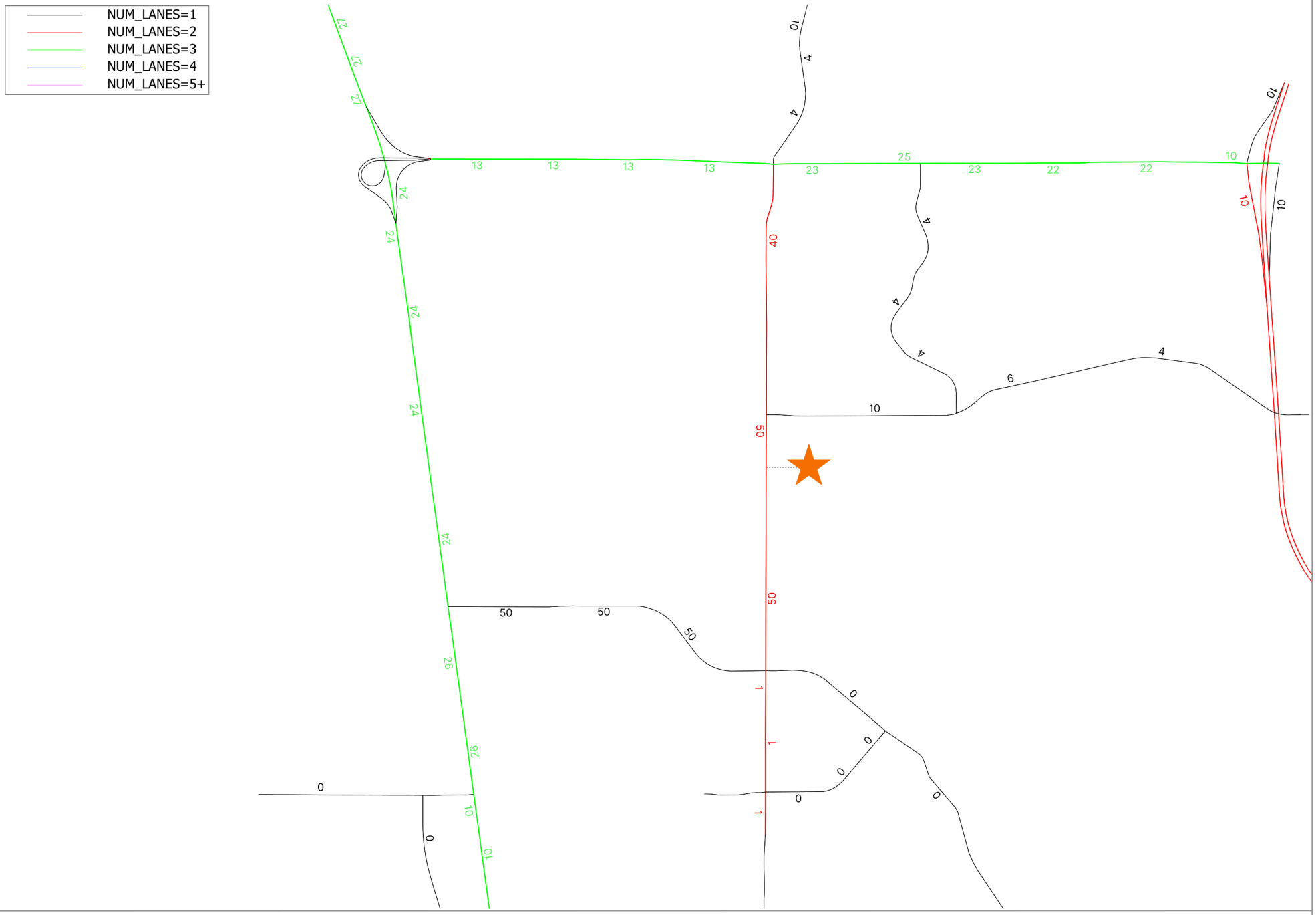
Average Rate	Range of Rates	Standard Deviation
0.63	0.41 - 1.14	0.24

Data Plot and Equation



Attachment C
Model Plot

Year 2045 -CFRPM 7
Number of Lanes



Appendix C: County Roadway Network Database

2022 Roadway Network Capacity Report

(Updated 07/18/2022)

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	Week	ADT	AADT	PM Peak Hour									
					B	C	D	E						NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	Capacity	V/C
177	OC	Bass Road	Yowell Rd	US 192	480	770	830	830	2022	4/19	17	9,443	9,254	300	361	661	SB/WB	0.070	0.55	361	B	830	0.43
183.1	OC	Bella Citta Blvd	Oasis Club Blvd	Westside Blvd	330	530	570	570	2022	5/3	19	10,870	10,653	588	498	1,086	NB/EB	0.100	0.54	588	F	570	1.03
184	OC	Bella Citta Blvd	Westside Blvd	S Goodman Rd	330	530	570	570	2022	4/13	16	10,313	10,210	333	460	793	SB/WB	0.077	0.58	460	C	570	0.81
467	OC	Bill Beck Blvd	US 192-441	Fortune Rd	0	1,260	1,670	1,770	2022	4/26	18	4,390	4,302	334	229	563	NB/EB	0.128	0.59	334	C	1,670	0.20
474	OC	Boggy Creek Rd (East)	Simpson Rd	Austin Tyndell Park	480	770	830	830	2022	3/30	14	27,507	26,957	974	1031	2,005	SB/WB	0.073	0.51	1,031	F	830	1.24
475	OC	Boggy Creek Rd (East)	Austin Tyndell Park	Narcoossee Rd (CR 15)	400	800	1,140	1,440	2022	5/12	20	18,195	17,831	699	586	1,285	NB/EB	0.071	0.54	699	C	1,140	0.61
2024	OC	Broad St	US 17/92	Old Tampa Hwy	0	500	730	770	2022	4/26	18	6,297	6,171	208	337	545	SB/WB	0.087	0.62	337	C	730	0.46
510	OC	Brown Chapel Rd	US 192-441	Lakeshore Blvd	500	810	870	870	2022	5/2	19	7,972	7,813	319	353	672	SB/WB	0.084	0.53	353	B	870	0.41
462	OC	Buenaventura Blvd	Simpson Rd	Florida Pkwy	0	1,260	1,670	1,770	2022	3/30	14	27,090	26,548	1021	992	2,013	NB/EB	0.074	0.51	1,021	C	1,670	0.61
456	OC	Buenaventura Blvd	Florida Pkwy	Osceola Pkwy	1,470	1,790	1,850	1,850	2022	3/30	14	30,854	30,237	890	1522	2,412	SB/WB	0.078	0.63	1,522	C	1,850	0.82
452	OC	Buenaventura Blvd	Osceola Pkwy	Orange County Line	1,470	1,790	1,850	1,850	2022	3/30	14	33,309	32,643	1097	1489	2,586	SB/WB	0.078	0.58	1,489	C	1,850	0.80
605	OC	Canoe Creek Rd (CR 523)	US 441/SR 15/Holopaw Rd	Sullivan Dr	240	430	740	1,480	2022	5/3	19	2,191	2,147	114	96	210	NB/EB	0.096	0.54	114	B	430	0.27
523	OC	Canoe Creek Rd (CR 523)	Sullivan Dr	Deer Run Rd	420	800	1,120	1,420	2022	5/12	20	5,963	5,844	201	255	456	SB/WB	0.076	0.56	255	B	800	0.32
522	OC	Canoe Creek Rd (CR 523)	Deer Run Rd	Old Canoe Creek Rd	500	810	870	870	2022	4/6	15	21,504	21,074	1052	787	1,839	NB/EB	0.086	0.57	1,052	F	870	1.21
508	OC	Canoe Creek Rd (CR 523)	Old Canoe Creek Rd	Nolte Rd	500	810	870	870	2022	4/6	15	18,135	17,772	774	774	1,548	NB/EB	0.085	0.50	774	C	870	0.89
521	OC	Canoe Creek Rd (CR 523)	Nolte Rd	US 192-441	500	810	870	870	2022	5/12	20	15,400	15,092	535	733	1,268	SB/WB	0.082	0.58	733	C	870	0.84
311	OC	Carroll St	Columbia Ave	Dyer Blvd	1,470	1,790	1,850	1,850	2022	4/19	17	17,299	16,953	540	595	1,135	SB/WB	0.066	0.52	595	B	1,850	0.32
312	OC	Carroll St	Dyer Blvd	Thacker Ave	1,400	1,700	1,760	1,760	2022	4/19	17	12,229	11,984	587	480	1,067	NB/EB	0.087	0.55	587	B	1,760	0.33
309	OC	Carroll St	Thacker Ave	John Young Pkwy	1,470	1,790	1,850	1,850	2022	4/19	17	14,761	14,466	540	616	1,156	SB/WB	0.078	0.53	616	B	1,850	0.33
313	OC	Carroll St	John Young Pkwy	Main St/US 441-17/92	500	810	870	870	2022	3/29	14	17,478	17,128	612	752	1,364	SB/WB	0.078	0.55	752	C	870	0.86
314	OC	Carroll St	Main St/US 441-17/92	Old Dixie Hwy	500	810	870	870	2022	3/29	14	12,573	12,322	606	459	1,065	NB/EB	0.085	0.57	606	C	870	0.70
315	OC	Carroll St	Old Dixie Hwy	Michigan Ave	1,400	1,700	1,760	1,760	2022	3/29	14	12,926	12,667	688	483	1,171	NB/EB	0.091	0.59	688	B	1,760	0.39
153	OC	Celebration Ave	US 192	Celebration Blvd	0	630	1,420	1,610	2022	4/26	18	16,784	16,448	871	519	1,390	NB/EB	0.083	0.63	871	D	1,420	0.61
154	OC	Celebration Blvd	Celebration Pl	World Dr	1,470	1,790	1,850	1,850	2022	4/26	18	15,153	14,850	503	837	1,340	SB/WB	0.088	0.62	837	B	1,850	0.45
122	OC	Champions Gate Blvd	Polk County Line	I-4	0	630	1,420	1,610	2022	4/13	16	27,558	27,282	931	1000	1,931	SB/WB	0.070	0.52	1,000	D	1,420	0.70
304	OC	Clay St	Jack Calhoun Dr	Thacker Ave	460	740	790	790	2022	4/26	18	15,990	15,670	448	1067	1,515	SB/WB	0.095	0.70	1,067	F	790	1.35
303	OC	Clay St	Thacker Ave	Randolph Ave	370	590	630	630	2022	4/26	18	6,566	6,435	223	444	667	SB/WB	0.102	0.67	444	C	630	0.70
537	OC	Creek Woods Dr	Canoe Creek Rd	Michigan Ave	480	770	830	830	2022	4/6	15	3,374	3,307	183	112	295	NB/EB	0.087	0.62	183	B	830	0.22
2025	OC	Cross Prairie Pkwy	Neptune Rd	Partin Settlement Rd	0	1,140	1,510	1,600	2022	5/3	19	10,599	10,387	406	474	880	SB/WB	0.083	0.54	474	C	1,510	0.31
222	OC	Cypress Pkwy	Marigold Ave	Pleasant Hilll Rd	1,470	1,790	1,850	1,850	2022	4/5	15	49,775	48,780	1830	1539	3,369	NB/EB	0.068	0.54	1,830	D	1,850	0.99
9000	OC	Cypress Pkwy	Poinciana Pkwy	Marigold Ave	480	770	830	830	2022	5/2	19	18,595	18,223	783	684	1,467	NB/EB	0.079	0.53	783	D	830	0.94
1001	OC	Cyrils Dr	Narcoossee Rd	Zuni Rd	370	590	630	630	2022	5/2	19	7,814	7,658	446	275	721	NB/EB	0.092	0.62	446	C	630	0.71
1002	OC	Cyrils Dr	Zuni Rd	Absher Rd	370	590	630	630	2022	5/12	20	2,427	2,378	119	110	229	NB/EB	0.094	0.52	119	B	630	0.19
552	OC	Cyrils Dr	Narcoossee Rd (CR 15)	Absher Rd	340	540	580	580	2009	4/14	16	1112	1,123	68	34	102	NB/EB	0.0917	0.67	68	B	540	0.13
9001	OC	Cyrils Dr	East of Absher Rd		1,470	1,790	1,850	1,850	2022	5/2	19	5,402	5,294	203	237	440	SB/WB	0.081	0.54	237	B	1,850	0.13
602	OC	Deer Park Rd (CR 419)	US 192	Nova Rd (CR 532)	240	430	740	1480	2009	4/15	16	463	468	24	24	48	NB/EB	0.1037	0.50	24	B	430	0.06
2022	OC	Deer Park Rd	US 192	Gator Branch Rd	240	430	740	1,480	2022	5/12	20	1,748	1,713	63	105	168	SB/WB	0.096	0.63	105	B	430	0.24
2021	OC	Deer Park Rd	Gator Branch Rd	Nova Rd (CR 532)	240	430	740	1,480	2022	5/12	20	2,324	2,278	109	142	251	SB/WB	0.108	0.57	142	B	430	0.33
524	OC	Deer Run Rd	Canoe Creek Rd (CR 523)	Hickory Tree Rd	400	800	1,140	1,440	2022	4/6	15	5,628	5,515	246	243	489	NB/EB	0.087	0.50	246	B	1,140	0.22
352	OC	Donegan Ave	John Young Pkwy	US 17/92	0	550	800	850	2022	3/29	14	11,644	11,411	412	586	998	SB/WB	0.086	0.59	586	D	800	0.73
353	OC	Donegan Ave	US 17/92	Michigan Ave	500	810	870	870	2022	5/12	20	12,455	12,206	557	454	1,011	NB/EB	0.081	0.55	557	C	870	0.64
224	OC	Doverplum Ave	Old Pleasant Hill Rd	Cypress Pkwy	460	740	790	790	2022	4/5	15	7,554	7,403	425	533	958	SB/WB	0.127	0.56	533	C	790	0.67
223	OC	Doverplum Ave	Cypress Pkwy	KOA St	480	770	830	830	2022	4/5	15	24,400	23,912	735	1083	1,818	SB/WB	0.075	0.60	1,083	F	830	1.30
229	OC	Enterprise Dr/Mercantile Ln	Poinciana Blvd	Cattle Dr	370	590	630	630	2022	4/5	15	2,483	2,433	116	100	216	NB/EB	0.087	0.54	116	B	630	0.18
520	OC	Fifth St (St Cloud)	Old Canoe Creek Rd	Vermont Ave	350	560	600	600	2022	5/2	19	2,977	2,917	147	157	304	SB/WB	0.102	0.52	157	B	600	0.26
NA1	OC	Florence Villa Grove Rd	Polk County Line	Westside Blvd	460	740	790	790	2022	4/13	16	14,223	14,081	576	498	1,074	NB/EB	0.076	0.54	576	C	790	0.73
453	OC	Florida Pkwy	Osceola Pkwy	Buenaventura Blvd	330	530	570	570	2022	3/30	14	4,985	4,885	132	193	325	SB/WB	0.065	0.59	193	B	570	0.34
972000	FDOT	Florida's Turnpike	Osceola Pkwy	US 192-441	2,200	3,020	3,720	4,020	2020	N/A	N/A	N/A	61,200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,720	NA
972110	FDOT	Florida's Turnpike	US 192/441	Kissimmee Park Rd	2,200	3,020	3,720	4,020	2020	N/A	N/A	N/A	43,100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,720	NA
972108	FDOT	Florida's Turnpike	Kissimmee Park Rd	Indian River County	2,100	2,880	3,400	3,600	2020	N/A	N/A	N/A	27,800	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,880	NA
972001	FDOT	Florida's Turnpike	Orange County Line	Osceola Pkwy	2,200	3,020	3,720	4,020	2020	N/A	N/A	N/A	74,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,720	NA
119	OC	Formosa Gardens Blvd	Sinclair Rd	Funie Steed Rd	400	800	1,140	1,440	2022	4/26	18	6,614	6,482	265	380	645	SB/WB	0.098	0.59	380	B	1,140	0.33
117	OC	Formosa Gardens Blvd	Funie Steed Rd	US 192	1,470	1,790	1,850	1,850	2022	4/26	18	10,625	10,413	372	504	876	SB/WB	0.082	0.58	504	B	1,850	0.27
469	OC	Fortune Rd	US 192-441	Simpson Rd	0	1,260	1,670	1,770	2022	3/30	14	30,574	29,963	1339	984	2,323	NB/EB	0.076	0.58	1,339	D	1,670	0.80
414	OC	Fortune Rd	Simpson Rd	Lakeshore Blvd	420	840	1,200	1,510	2022	3/30	14	16,138	15,815	485	865	1,350	SB/WB	0.084	0.64	865	D	1,200	0.72
561	OC	Friars Cove Rd	Florida's Turnpike	Canoe Creek Rd (CR 523)	280	450	490	490	2022	4/6	15	4,802	4,706	168	271	439	SB/WB	0.091	0.62	271	B	490	0.55
118	OC	Funie Steed Rd	Westside Blvd	Formosa Gardens Blvd	400	800	1,140	1,440	2022	4/26	18	12,856	12,599	293	632	925	SB/WB	0.072	0.68	632	C	1,140	0.55
112	OC	Funie Steed Rd	Formosa Gardens Blvd	Old Lake Wilson Rd	350	560	600	600	2022	4/13	16	7,197	7,125	206	284	490	SB/WB	0.068	0.58	284	B	600	0.47
126	OC	Goodman Rd	Westside Blvd	Monaco Blvd	330	530	570	570	2022	5/3	19	4,803	4,707	126	467	593	SB/WB	0.123	0.79	467	C	570	0.82
1261	OC	Goodman Rd	Monaco Blvd	Happy Trl	460	740	790	790	2022	4/26	18	4,941	4,842	464	73	537	NB/EB	0.109	0.86	464	C	790	0.59
232	OC	Ham Brown Rd	Reaves Rd	Cattle Drive Ln	400	800	1,140	1,440	2022	5/17	21	12,330	12,083	606	682	1,288	SB/WB	0.104	0.53	682	C	1,140	0.60
203	OC	Ham Brown Rd	Cattle Drive Ln	US 17/92	400	800	1,140	1,440	2022	4/5	15	15,909	15,591	457	788	1,245	SB/WB	0.078	0.63	788	C	1,140	0.69
540	OC	Hickory Tree Rd	US 192 (West)	Nolte Rd	500	810	870	870	2022	4/12	16	14,981	14,831	516	785	1,301	SB/WB	0.087	0.60	785	C	870	0.90
548	OC	Hickory Tree Rd	Nolte Rd	Deer Run Rd	400	800	1,140	1,440	2022	5/19	21	15,888	15,570	462	713	1,175	SB/WB	0.074	0.61	713	C	1,140	0.63
531	OC	Hickory Tree Rd	Deer Run Rd	US 192 (East)	420	800	1,120	1,420	2022	5/17	21	2,264	2,219	83	129	212	SB/WB	0.094	0.61	129	B	800	0.16
23	OC	Hoagland Blvd	US 17/92	US 192	1,470	1,790	1,850	1,850	2022	4/19	17	18,318	17,952	488	927	1,415	SB/WB	0.077	0.66	927	B	1,850	0.50
9002	OC	Hoagland Blvd	US 1792	Jack Calhoun Dr N	1,470	1,790	1,850	1,850	2022	5/3	19	16,930	16,591	432	977	1,409	SB/WB	0.083	0.69	977	B	1,850	0.53
302	OC	Jack Calhoun Dr	N Hoagland Blvd	S Hoagland Blvd	480	770	830	830	2022	4/26	18	4,428	4,339	232	168	400	NB/EB	0.090	0.58	232	B	830	0.28
152	OC	International Drive South	US 192	Orange County Line	2,270	2,700	2,780	2,780	2022	4/26	18	17,065	16,724	922	489	1,411	NB/EB	0.083	0.65	922	B	2,780	0.33
160111	FDOT*	Interstate 4	Osceola Polk Line Rd (CR 532)	SR 429	3,300	4,580	5,580	6,200	2019	N/A	N/A	N/A	134,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5,580	NA
920321	FDOT*	Interstate 4	SR 429	World Dr	3,300	4,580	5,580	6,200	2019	N/A	N/A	N/A	125,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5,580	NA
920316	FDOT*	Interstate 4	World Dr	US 192	3,300	4,580	5,580	6,200	2019	N/A	N/A	N/A	92,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5,580	NA
750668	FDOT*	Interstate 4	US 192	Orange County Line	3,300	4,580	5,580	6,200	2019	N/A	N/A	N/A	133,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5,580	NA
553	OC	Jack Brack Rd	Narcoossee Rd (CR 15)	Zuni Rd	440	710	760	760	2022	4/12	16	7,043	6,973	340	235	575	NB/EB	0.082	0.59	340	B	710	0.48
5531	OC	Jack Brack Rd	Zuni Rd	Absher Rd	370	590	630	630	2022	5/2	19	1,403	1,375	50	64	114	SB/WB	0.081	0.56	64	B	630	0.10
318	OC	John Young Pkwy	US 192	Columbia Ave	2,270	2,700	2,780	2,780	2022	4/19	17	46,289	45,363	1630	1532	3,162	NB/EB	0.068	0.52	1,630	B	2,780	0.59
317	OC	John Young Pkwy	Columbia Ave	Carroll St	2,270	2,700	2,780	2,780	2022	4/19	17	48,530	47,559	1581	1805	3,386	SB/WB	0.070	0.53	1,805	B	2,780	0.65
316	OC	John Young Pkwy	Carroll St	Orange County Line	2,270	2,700	2,780	2,780	2022	4/19	17	51,815	50,779	1778	1912	3,690	SB/WB	0.071	0.52	1,912	B	2,780	0.69
554	OC	Jones Rd	Narcoossee Rd	Gerry Ct	330	530	570	570	2022	5/12	20	9,067	8,886	342	384	726	SB/WB	0.080	0.53	384	C	570	0.67
405	OC	Kings Hwy	Pine Island Rd	Neptune Rd	400	800	1,140	1,440	2022	4/26	18	4,757	4,662	125	232	357	SB/WB	0.075	0.65	232	B	1,140	0.20
505	OC	Kissimmee Park Rd	Old Canoe Creek Rd	Lake Tohopekaliga	420	800	1,120	1,420	2022	4/6	15	2,564	2,513	88	117	205	SB/WB	0.080	0.57	117	B	800	0.15
226	OC	KOA St	Rhododendrom Ave	Marigold Ave	480	770	830	830	2022	4/5	15	16,120	15,798	505	586	1,091	SB/WB	0.068	0.54	586	C	830	0.71
227	OC	KOA St	Marigold Ave	Doverplum Ave	390	630	670	670	2022	5/17	21	15,422	15,114	429	623	1,052	SB/WB	0.068	0.59	623	C	670	0.93
416	OC	Lakeshore Blvd	Fortune Rd	Partin Settlement Rd	400	800	1,140	1,440	2022	5/25	22	14,318	14,032	445	762	1,207	SB/WB	0.084	0.63	762	C	1,140	0.67
417	OC	Lakeshore Blvd	Partin Settlement Rd	Brown Chapel Rd	400	800	1,140	1,440	2022	5/2	19	16,682	16,348	523	980	1,503	SB/WB	0.090	0.65	980	D	1,140	0.86
516	OC	Lakeshore Blvd	Brown Chapel Rd	Mississippi Ave	400	800	1,140	1,440	2022	5/2	19	11,575	11,344	530	483	1,013	NB/EB	0.088	0.52	530	C	1,140	0.46
2023	OC	Laurel Ave	KOA St	Marigold Ave	400	800	1,140	1,440	2022	5/3	19	1,309	1,283	73	63	136	NB/EB	0.104	0.54	73	B	1,140	0.06

2022 Roadway Network Capacity Report

(Updated 07/18/2022)

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	Week	ADT	AADT	PM Peak Hour									
					B	C	D	E						NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	Capacity	V/C
225	OC	Marigold Ave	Cypress Pkwy	KOA St	500	810	870	870	2022	5/17	21	18,395	18,027	713	701	1,414	NB/EB	0.077	0.50	713	C	870	0.82
230	OC	Marigold Ave	KOA St	Poinciana Pkwy	460	740	790	790	2022	4/5	15	17,566	17,215	624	636	1,260	SB/WB	0.072	0.50	636	C	790	0.81
121	OC	Masters Blvd/Goodman Rd	Champions Gate Blvd	Bella Citta Blvd	480	770	830	830	2022	4/13	16	10,406	10,302	396	488	884	SB/WB	0.085	0.55	488	C	830	0.59
335	OC	Michigan Ave (CR 531)	US 192-441	Donegan Ave	1,470	1,790	1,850	1,850	2022	5/12	20	31,214	30,590	1142	1259	2,401	SB/WB	0.077	0.52	1,259	B	1,850	0.68
334	OC	Michigan Ave (CR 531)	Donegan Ave	Carroll St	1,470	1,790	1,850	1,850	2022	3/29	14	36,807	36,071	1366	1489	2,855	SB/WB	0.078	0.52	1,489	C	1,850	0.80
333	OC	Michigan Ave (CR 531)	Carroll St	Osceola Pkwy	0	1,260	1,670	1,770	2022	5/12	20	35,551	34,840	1436	1423	2,859	NB/EB	0.080	0.50	1,436	D	1,670	0.86
556	OC	Michigan Ave (St Cloud)	Lakeshore Blvd	US 192-441	270	430	460	460	2022	4/12	16	2,284	2,261	122	145	267	SB/WB	0.117	0.54	145	B	460	0.32
518	OC	Michigan Ave (St Cloud)	US 192	Nolte Rd	400	800	1,140	1,440	2022	4/12	16	6,908	6,839	282	308	590	SB/WB	0.085	0.52	308	B	1,140	0.27
534	OC	Michigan Ave (St Cloud)	Nolte Rd	Creek Woods Dr	400	800	1,140	1,440	2022	4/6	15	4,297	4,211	213	146	359	NB/EB	0.084	0.59	213	B	1,140	0.19
551	OC	Narcoossee Rd (CR 15)	Orange County Line	Jones Rd	1,470	1,790	1,850	1,850	2022	5/25	22	39,998	39,198	1242	1783	3,025	SB/WB	0.076	0.59	1,783	C	1,850	0.96
539	OC	Narcoossee Rd (CR 15)	Jones Rd	Rummel Rd	1,770	2,560	3,320	3,760	2022	4/12	16	39,910	39,511	1757	1891	3,648	SB/WB	0.091	0.52	1,891	C	3,320	0.57
541	OC	Narcoossee Rd (CR 15)	Rummel Rd	10th St	1,470	1,790	1,850	1,850	2022	4/12	16	31,721	31,404	1223	1584	2,807	SB/WB	0.088	0.56	1,584	C	1,850	0.86
589	OC	Narcoossee Rd (CR 15)	10th St	US 192-441	1,470	1,790	1,850	1,850	2022	5/12	20	34,606	33,914	1183	1460	2,643	SB/WB	0.076	0.55	1,460	B	1,850	0.79
364	OC	Neptune Rd	Broadway Ave/Main St	Lakeshore Blvd	1,400	1,700	1,760	1,760	2022	4/26	18	22,514	22,064	1075	645	1,720	NB/EB	0.076	0.63	1,075	B	1,760	0.61
363	OC	Neptune Rd	Lakeshore Blvd	Kings Hwy	1,470	1,790	1,850	1,850	2022	4/26	18	27,979	27,419	1515	839	2,354	NB/EB	0.084	0.64	1,515	C	1,850	0.82
401	OC	Neptune Rd	Kings Hwy	Partin Settlement Rd	1,400	1,700	1,760	1,760	2022	5/3	19	30,639	30,026	1056	1489	2,545	SB/WB	0.083	0.59	1,489	C	1,760	0.85
501	OC	Neptune Rd	Partin Settlement Rd	Old Canoe Creek Rd	480	770	830	830	2022	5/2	19	24,557	24,066	1029	1098	2,127	SB/WB	0.087	0.52	1,098	F	830	1.32
502	OC	Neptune Rd	Old Canoe Creek Rd	US 192-441	0	530	770	810	2022	5/2	19	11,864	11,627	438	475	913	SB/WB	0.077	0.52	475	C	770	0.62
530	OC	Nolte Rd	Old Canoe Creek Rd	Canoe Creek Road (CR 523)	1,470	1,790	1,850	1,850	2022	4/6	15	19,505	19,115	850	641	1,491	NB/EB	0.076	0.57	850	B	1,850	0.46
NA3	OC	Nolte Rd	Canoe Creek Road (CR 523)	Michigan Ave	1,470	1,790	1,850	1,850	2022	4/13	16	18,598	18,412	690	695	1,385	SB/WB	0.074	0.50	695	B	1,850	0.38
NA4	OC	Nolte Rd	Michigan Ave	Hickory Tree Rd	1,470	1,790	1,850	1,850	2022	4/6	15	15,802	15,486	604	678	1,282	SB/WB	0.081	0.53	678	B	1,850	0.37
542	OC	Nova Rd (CR 532)	US192-441	Eden Dr	400	800	1,140	1,440	2022	4/12	16	4,939	4,890	240	214	454	NB/EB	0.092	0.53	240	B	1,140	0.21
1003	OC	Nova Rd (CR 532)	Eden Dr	Orange County Line	240	430	740	1,480	2022	5/2	19	3,351	3,284	125	209	334	SB/WB	0.100	0.63	209	B	430	0.49
471	OC	Old Boggy Creek Rd	Denn John Ln	Fortune Rd	480	770	830	830	2022	4/26	18	8,203	8,039	479	223	702	NB/EB	0.086	0.68	479	B	830	0.58
503	OC	Old Canoe Creek Rd	US 192-441	Neptune Rd	1,470	1,790	1,850	1,850	2022	5/12	20	20,975	20,556	802	851	1,653	SB/WB	0.079	0.51	851	B	1,850	0.46
504	OC	Old Canoe Creek Rd	Neptune Rd	Kissimmee Park Rd	0	1,260	1,670	1,770	2022	4/6	15	30,660	30,047	1263	1228	2,491	NB/EB	0.081	0.51	1,263	D	1,670	0.76
506	OC	Old Canoe Creek Rd	Kissimmee Park Rd	Canoe Creek Road (CR 523)	480	770	830	830	2022	4/6	15	22,928	22,469	729	1123	1,852	SB/WB	0.081	0.61	1,123	F	830	1.35
357	OC	Old Dixie Hwy	Donegan Ave	Osceola Pkwy	480	770	830	830	2022	3/29	14	7,948	7,789	475	368	843	NB/EB	0.106	0.56	475	B	830	0.57
529	OC	Old Hickory Tree Rd	Nolte Rd	US 192-441	480	770	830	830	2022	5/12	20	6,840	6,703	357	407	764	SB/WB	0.112	0.53	407	B	830	0.49
103	OC	Old Lake Wilson Rd (CR 545)	Osceola Polk Line Rd (CR 532)	Sinclair Rd	480	770	830	830	2022	5/17	21	23,520	23,050	465	1176	1,641	SB/WB	0.070	0.72	1,176	F	830	1.42
105	OC	Old Lake Wilson Rd (CR 545)	Sinclair Rd	Westgate Blvd	1,470	1,790	1,850	1,850	2022	4/13	16	22,722	22,495	655	1029	1,684	SB/WB	0.074	0.61	1,029	B	1,850	0.56
111	OC	Old Lake Wilson Rd (CR 545)	Westgate Blvd	US 192	2,270	2,700	2,780	2,780	2022	4/13	16	28,018	27,738	793	1349	2,142	SB/WB	0.076	0.63	1,349	B	2,780	0.49
601	OC	Old Melbourne Hwy	US 192	Bronco Dr	420	800	1,120	1,420	2022	4/12	16	3,379	3,345	194	119	313	NB/EB	0.093	0.62	194	B	800	0.24
208	OC	Old Tampa Hwy	US 17/92	Poinciana Blvd	400	800	1,140	1,440	2022	5/17	21	6,136	6,013	404	91	495	NB/EB	0.081	0.82	404	C	1,140	0.35
233	OC	Old Tampa Hwy	Poinciana Blvd	Broad St	400	800	1,140	1,440	2022	4/26	18	12,987	12,727	438	698	1,136	SB/WB	0.087	0.61	698	C	1,140	0.61
207	OC	Old Tampa Hwy	Broad St	Jack Calhoun Dr	400	800	1,140	1,440	2022	5/17	21	10,512	10,302	233	775	1,008	SB/WB	0.096	0.77	775	C	1,140	0.68
176	OC	Old Vineland Rd	US 192	Princess Way	480	770	830	830	2022	5/17	21	4,707	4,613	165	234	399	SB/WB	0.085	0.59	234	B	830	0.28
324	OC	Orange Ave (CR 527)	Osceola Pkwy	Orange County Line	1,400	1,700	1,760	1,760	2022	3/29	14	24,072	23,591	816	1213	2,029	SB/WB	0.084	0.60	1,213	B	1,760	0.69
538	OC	Orange Ave (St Cloud)	US 192-441 (13th St)	Rummell Rd	270	430	460	460	2022	4/12	16	2,075	2,054	117	85	202	NB/EB	0.097	0.58	117	B	460	0.25
178	OC	Oren Brown Rd	Poinciana Blvd	US 192	480	770	830	830	2022	4/19	17	10,671	10,458	306	477	783	SB/WB	0.073	0.61	477	B	830	0.57
181	OC	Osceola Pkwy	I-4	SR 417	0	1,260	1,670	1,770	2022	5/17	21	23,186	22,722	1,432	773	2,205	NB/EB	0.095	0.65	1,432	D	1,670	0.86
180	OC	Osceola Pkwy	SR 417	Vineland Rd (SR 535)	1,470	1,790	1,850	1,850	2022	5/17	21	25,316	24,810	1477	808	2,285	NB/EB	0.090	0.65	1,477	C	1,850	0.80
183.2	OC	Osceola Pkwy	Vineland Rd (SR 535)	Sunrise City Dr/Storey Lake Blvd	1,470	1,790	1,850	1,850	2022	4/19	17	29,640	29,047	1799	938	2,737	NB/EB	0.092	0.66	1,799	D	1,850	0.97
182	OC	Osceola Pkwy	Sunrise City Dr	Dyer Blvd	1,470	1,790	1,850	1,850	2022	4/19	17	27,008	26,468	1395	1156	2,551	NB/EB	0.094	0.55	1,395	B	1,850	0.75
325	OC	Osceola Pkwy	Dyer Blvd	John Young Pkwy	0	1,260	1,670	1,770	2022	4/19	17	36,944	36,205	1739	1578	3,317	NB/EB	0.090	0.52	1,739	E	1,670	1.04
321	OC	Osceola Pkwy	John Young Pkwy	US 17-92-441 (O.B.T.)	0	1,260	1,670	1,770	2022	3/29	14	40,127	39,324	1451	1713	3,164	SB/WB	0.079	0.54	1,713	E	1,670	1.03
323	OC	Osceola Pkwy	US 17-92-441 (O.B.T.)	Florida's Turnpike	0	1,970	2,530	2,670	2022	3/29	14	50,972	49,953	1675	2126	3,801	SB/WB	0.075	0.56	2,126	D	2,530	0.84
448	OC	Osceola Pkwy	Florida's Turnpike	Buenaventura Blvd	0	1,970	2,530	2,670	2022	5/12	20	46,734	45,799	1802	1446	3,248	NB/EB	0.069	0.55	1,802	C	2,530	0.71
450	OC	Osceola Pkwy	Buenaventura Blvd	Simpson Rd	1,470	1,790	1,850	1,850	2022	5/12	20	26,939	26,400	1246	745	1,991	NB/EB	0.074	0.63	1,246	B	1,850	0.67
101	OC	Osceola Polk Line Rd (CR 532)	I-4	Old Lake Wilson Rd	1,470	1,790	1,850	1,850	2022	4/13	16	29,609	29,313	1138	858	1,996	NB/EB	0.067	0.57	1,138	B	1,850	0.62
102	OC	Osceola Polk Line Rd (CR 532)	Old Lake Wilson Rd	US 17/92	480	770	830	830	2022	4/26	18	20,380	19,972	626	725	1,351	SB/WB	0.066	0.54	725	C	830	0.87
403	OC	Partin Settlement Rd	Neptune Rd	US 192-441	480	770	830	830	2022	5/3	19	11,538	11,307	514	645	1,159	SB/WB	0.100	0.56	645	C	830	0.78
418	OC	Partin Settlement Rd	US 192-441	Lakeshore Blvd	400	800	1,140	1,440	2022	5/2	19	15,613	15,301	871	480	1,351	NB/EB	0.087	0.64	871	D	1,140	0.76
543	OC	Pine Grove Rd	US 192-441	Nova Rd (CR 532)	400	800	1,140	1,440	2022	4/12	16	3,724	3,687	219	141	360	NB/EB	0.097	0.61	219	B	1,140	0.19
507	OC	Pine Tree Rd	Canoe Creek Rd	Hickory Tree Rd	400	800	1,140	1,440	2022	4/6	15	5,089	4,987	258	223	481	NB/EB	0.095	0.54	258	B	1,140	0.23
221	OC	Pleasant Hill Rd	Cypress Pkwy	Poinciana Blvd	0	1,970	2,530	2,670	2022	4/5	15	62,404	61,156	1677	2378	4,055	SB/WB	0.065	0.59	2,378	D	2,530	0.94
212	OC	Pleasant Hill Rd	Poinciana Blvd	Grasmere View Pkwy	1,470	1,790	1,850	1,850	2022	4/5	15	55,937	54,818	1794	2234	4,028	SB/WB	0.072	0.55	2,234	F	1,850	1.21
205	OC	Pleasant Hill Rd	Grasmere View Pkwy	US 17/92	1,470	1,790	1,850	1,850	2022	4/5	15	52,366	51,319	1492	1879	3,371	SB/WB	0.064	0.56	1,879	F	1,850	1.02
213	OC	Poinciana Blvd	Pleasant Hill Rd	Crescent Lakes Way	400	800	1,140	1,440	2022	4/5	15	25,822	25,306	619	1150	1,769	SB/WB	0.069	0.65	1,150	E	1,140	1.01
202	OC	Poinciana Blvd	Crescent Lakes Way	US 17/92	1,470	1,790	1,850	1,850	2022	4/5	15	35,085	34,383	1227	1245	2,472	SB/WB	0.070	0.50	1,245	B	1,850	0.67
201	OC	Poinciana Blvd	US 17/92	One Mile North of CSX RR	1,770	2,560	3,320	3,760	2022	4/26	18	42,578	41,726	1271	1883	3,154	SB/WB	0.074	0.60	1,883	C	3,320	0.57
161	OC	Poinciana Blvd	One Mile North of CSX RR	Oren Brown Rd	1,770	2,560	3,320	3,760	2022	4/19	17	38,000	37,240	905	1589	2,494	SB/WB	0.066	0.64	1,589	B	3,320	0.48
160	OC	Poinciana Blvd	Oren Brown Rd	US 192 (Bronson Hwy)	1,470	1,790	1,850	1,850	2022	4/19	17	36,714	35,980	1015	1601	2,616	SB/WB	0.071	0.61	1,601	C	1,850	0.87
159	OC	Poinciana Blvd	US 192 (Bronson Hwy)	Vineland Rd (SR 535)	1,470	1,790	1,850	1,850	2022	4/19	17	26,700	26,166	705	959	1,664	SB/WB	0.062	0.58	959	B	1,850	0.52
158	OC	Polynesian Isle Blvd	US 192	Vineland Rd (SR 535)	1,400	1,700	1,760	1,760	2022	4/19	17	11,701	11,467	396	452	848	SB/WB	0.072	0.53	452	B	1,760	0.26
171	OC	Princess Way/Seven Dwarfs Ln	US 192 (Bronson Hwy)	Old Vineland Rd	480	770	830	830	2022	4/19	17	4,965	4,866	146	225	371	SB/WB	0.075	0.61	225	B	830	0.27
211	OC	Reaves Rd	Poinciana Blvd	Pleasant Hill Rd	370	590	630	630	2022	4/5	15	7,645	7,492	272	350	622	SB/WB	0.081	0.56	350	B	630	0.56
455	OC	Royal Palm Dr	Buenaventura Blvd	Simpson Rd	370	590	630	630	2022	5/12	20	1,572	1,541	66	79	145	SB/WB	0.092	0.54	79	B	630	0.13
517	OC	Rummell Rd	Mississippi Ave	Narcoosee Rd (CR 15)	480	770	830	830	2022	5/12	20	6,893	6,755	325	319	644	NB/EB	0.093	0.50	325	B	830	0.39
107	OC	Sand Hill Rd	Formosa Gardens Blvd	Old Lake Wilson Rd (CR 545)	480	770	830	830	2022	4/13	16	3,120	3,089	236	61	297	NB/EB	0.095	0.79	236	B	830	0.28
404	OC	Shady Ln	Partin Settlement Rd	US 192-441 (Bronson Hwy)	500	810	870	870	2022	5/3	19	14,592	14,300	557	627	1,184	SB/WB	0.081	0.53	627	C	870	0.72
113	OC	Sherberth Rd	US 192	Orange County Line	460	740	790	790	2022	4/13	16	17,091	16,920	850	364	1,214	NB/EB	0.071	0.70	850	F	790	1.08
173	OC	Siesta Lago Dr	Poinciana Blvd	US 192	480	770	830	830	2022	4/19	17	6,919	6,781	203	282	485	SB/WB	0.070	0.58	282	B	830	0.34
412	OC	Simpson Rd	US 192-441	Fortune Rd	480	770	830	830	2022	3/30	14	20,115	19,713	862	514	1,376	NB/EB	0.068	0.63	862	F	830	1.04
472	OC	Simpson Rd	Fortune Rd	Buenaventura Blvd	1,470	1,790	1,850	1,850	2022	3/30	14	41,029	40,208	1587	1410	2,997	NB/EB	0.073	0.53	1,587	C	1,850	0.86
473	OC	Simpson Rd	Buenaventura Blvd	Osceola Pkwy	500	810	870	870	2022	5/12	20	31,162	30,539	816	918	1,734	SB/WB	0.056	0.53	918	F	870	1.06
479	OC	Simpson Rd	Osceola Pkwy	Boggy Creek Rd (East)	500	810	870	870	2022	5/12	20	34,297	33,611	1035	1305	2,340	SB/WB	0.068	0.56	1,305	F	870	1.50
106	OC	Sinclair Rd	SR 429 (Western Beltway)	Old Lake Wilson Rd	0	1,260	1,670	1,770	2022	4/13	16	13,943	13,804	563	433	996	NB/EB	0.071	0.57	563	C	1,670	0.34
214	OC	Southport Rd	Pleasant Hill Rd	Southport Rd	420	800	1,120	1,420	2022	4/5	15	991	971	55	42	97	NB/EB	0.098	0.57	55	B	800	0.07
972610	FDOT	SR 417	I-4	Celebration Ave	2,200	3,020	3,720	4,020	2020	N/A	N/A	N/A	26,100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,720	NA
972620	FDOT	SR 417	Celebration Ave	Osceola Pkwy	2,200	3,020	3,720	4,020	2020	N/A	N/A	N/A	33,300	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,720	NA
972630	FDOT	SR 417	Osceola Pkwy	Orange County Line	2,200	3,020	3,720	4,020	2020	N/A	N/A	N/A	38,900	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,720	NA
972800	FDOT	SR 429 (Western Beltway)	I-4	Sinclair Rd	2,200	3,020	3,720	4,020	2020	N/A	N/A	N/A	24,700	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,720	NA
972810	FDOT	SR 429 (Western Beltway)	Sinclair Rd	US 192/Orange County Line	2,200	3,020	3,720	4,020	2020	N/A	N/A	N/A	24,200	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,720	NA
920318	FDOT	SR 535 (Vineland Rd)	US 192	Poinciana Blvd	0	1,400	1,860	1,960	2020	N/A	N/A	N/A	32,389	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,860	NA
923	OC	SR 535 (Vineland Rd)	Poinciana Blvd	Orange County Line	0	1,400	1,860	1,960	2022	4/19	17	50,392	49,384	1600	1538	3,138	NB/EB	0.062	0.51	1,600	D	1,860	0.86
920058	FDOT*	SR 60	Indian River County Line	Polk County Line	240	430	740	1,480	2019	N/A	N/A	N/A	8,600	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	430	NA

2022 Roadway Network Capacity Report

(Updated 07/18/2022)

Count Station #	Count Source	ROADWAY	FROM	TO	Adjusted Service Volumes				Latest Count Year	Count Date (mm/dd)	Week	ADT	AADT	PM Peak Hour									
					B	C	D	E						NB/EB	SB/WB	Pk Hr Total	Pk Dir	K-Factor	D-Factor	Pk Hr Pk Dir Vol	LOS	Capacity	V/C
512	OC	Tenth (10th) St	US 192-441 (13th St)	Michigan Ave	280	450	490	490	2022	5/2	19	5,378	5,270	289	208	497	NB/EB	0.092	0.58	289	C	490	0.59
515	OC	Tenth (10th) St	Michigan Ave	Narcoossee Rd (CR 15)	350	560	600	600	2022	5/12	20	6,025	5,905	333	270	603	NB/EB	0.100	0.55	333	B	600	0.56
305	OC	Thacker Ave	Clay St	MLK Jr Blvd	0	530	770	810	2022	4/26	18	9,462	9,273	238	517	755	SB/WB	0.080	0.68	517	C	770	0.67
307	OC	Thacker Ave	Osceola Pkwy	John Young Pkwy	1,470	1,790	1,850	1,850	2022	4/19	17	10,867	10,650	356	636	992	SB/WB	0.091	0.64	636	B	1,850	0.34
911	OC	US 17/92	Pleasant Hill Rd	Portage St	1,640	1,980	2,060	2,060	2022	5/17	21	64,562	63,271	1649	2684	4,333	SB/WB	0.067	0.62	2,684	F	2,060	1.30
920003	FDOT	US 17/92	Portage St	Emmett St	1,640	1,980	2,060	2,060	2020	N/A	N/A	N/A	49,023	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,060	NA
319	OC	US 17/92	Emmett St	US 192-441	2,400	2,860	2,940	2,940	2022	5/17	21	42,174	41,331	1171	1453	2,624	SB/WB	0.062	0.55	1,453	B	2,940	0.49
920314	FDOT*	US 17/92 (S Orange Blossom Tr)	Polk County Line	Osceola Polk Line Rd (CR 532)	510	820	880	880	2019	N/A	N/A	N/A	16,400	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	880	NA
910	OC	US 17/92 (S Orange Blossom Tr)	Osceola Polk Line Rd (CR 532)	Old Tampa Hwy	540	860	920	920	2022	4/26	18	33,360	32,693	1016	1265	2,281	SB/WB	0.068	0.55	1,265	F	920	1.38
914	OC	US 17/92 (S Orange Blossom Tr)	Old Tampa Hwy	Poinciana Blvd	540	860	920	920	2022	5/3	19	27,331	26,784	837	1022	1,859	SB/WB	0.068	0.55	1,022	F	920	1.11
922	OC	US 17/92 (S Orange Blossom Tr)	Poinciana Blvd	Ham Brown Rd	540	860	920	920	2021	4/1	14	0	0	0	0	0	NB/EB	N/A	N/A	0	B	920	0.00
921	OC	US 17/92 (S Orange Blossom Tr)	Ham Brown Rd	Pleasant Hill Rd	1,640	1,980	2,060	2,060	2022	4/26	18	33,201	32,537	1045	1109	2,154	SB/WB	0.065	0.51	1,109	B	2,060	0.54
750020	FDOT*	US 192	Lake County Line	SR 429 (Western Beltway)	0	2,180	2,810	2,970	2019	N/A	N/A	N/A	52,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
901	OC	US 192	SR 429	World Dr	0	2,180	2,810	2,970	2022	4/26	18	76,148	74,625	2336	2944	5,280	SB/WB	0.069	0.56	2,944	E	2,810	1.05
920311	FDOT*	US 192	World Dr	I-4	3,300	4,580	5,580	6,200	2019	N/A	N/A	N/A	65,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5,580	NA
920300	FDOT*	US 192	I-4	Parkway Blvd/Celebration Pl	0	2,180	2,810	2,970	2019	N/A	N/A	N/A	61,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,810	NA
902	OC	US 192	Parkway Blvd/Celebration Pl	Polynesian Isle Blvd	0	2,180	2,810	2,970	2022	4/26	18	52,256	51,211	2208	1417	3,625	NB/EB	0.069	0.61	2,208	D	2,810	0.79
920320	FDOT	US 192	Polynesian Isle Blvd	Vineland Rd (SR 535)	2,520	3,000	3,090	3,090	2020	N/A	N/A	N/A	37,336	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,090	NA
904	OC	US 192	Vineland Rd (SR 535)	Siesta Lago Dr	2,520	3,000	3,090	3,090	2022	4/19	17	61,459	60,230	1667	2517	4,184	SB/WB	0.068	0.60	2,517	B	3,090	0.81
913	OC	US 192	Siesta Lago Dr	Hoagland Blvd	2,520	3,000	3,090	3,090	2022	4/22	17	67,393	66,045	2270	2276	4,546	SB/WB	0.067	0.50	2,276	B	3,090	0.74
905	OC	US 192	Hoagland Blvd	Thacker Ave	0	2,180	2,810	2,970	2022	4/19	17	45,896	44,978	1416	1600	3,016	SB/WB	0.066	0.53	1,600	C	2,810	0.57
925016	FDOT	US 192	Thacker Ave	Main St/US 441-17/92	0	2,080	2,680	2,830	2020	N/A	N/A	N/A	43,076	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,680	NA
921008	FDOT	US 192	US 441/SR 15/Holopaw Rd	Brevard County Line	1,410	2,210	2,800	3,180	2020	N/A	N/A	N/A	10,429	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,210	NA
925017	FDOT*	US 192-441	Main St/US 441-17/92	Michigan Ave/Oak St	2,520	3,000	3,090	3,090	2019	N/A	N/A	N/A	40,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,090	NA
906	OC	US 192-441	Michigan Ave/Oak St	Fortune Rd	2,520	3,000	3,090	3,090	2022	4/26	18	58,171	57,008	2158	1915	4,073	NB/EB	0.070	0.53	2,158	B	3,090	0.70
907	OC	US 192-441	Fortune Rd	Shady Ln/Fla Turnpike	2,520	3,000	3,090	3,090	2022	5/3	19	54,117	53,035	1768	2107	3,875	SB/WB	0.072	0.54	2,107	B	3,090	0.68
908	OC	US 192-441	Shady Ln/Fla Turnpike	Partin Settlement Rd	0	2,180	2,810	2,970	2022	5/2	19	62,358	61,111	2411	1935	4,346	NB/EB	0.070	0.55	2,411	D	2,810	0.86
925	OC	US 192-441	Partin Settlement Rd	Commerce Center Dr	2,520	3,000	3,090	3,090	2022	5/2	19	57,851	56,694	2392	1821	4,213	NB/EB	0.073	0.57	2,392	B	3,090	0.77
920105	FDOT	US 192-441	Commerce Center Dr	Columbia Ave/Budinger Ave	0	2,080	2,680	2,830	2020	N/A	N/A	N/A	45,110	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,680	NA
925021	FDOT*	US 192-441	Columbia Ave/Budinger Ave	Mississippi Ave	0	2,080	2,680	2,830	2019	N/A	N/A	N/A	40,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,680	NA
927	OC	US 192-441	Mississippi Ave	Narcoossee Rd (CR 15)/Hickory Tree Rd	0	2,180	2,810	2,970	2022	5/2	19	47,263	46,318	1778	1841	3,619	SB/WB	0.077	0.51	1,841	C	2,810	0.66
920255	FDOT*	US 192-441	Narcoossee Rd (CR 15)/Hickory Tree Rd	Nova Rd (CR 532)	2,660	3,840	4,980	5,650	2019	N/A	N/A	N/A	30,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4,980	NA
909	OC	US 192-441	Nova Rd (CR 532)	Old Melbourne Hwy	1,770	2,560	3,320	3,760	2022	5/12	20	30,995	30,375	1086	1144	2,230	SB/WB	0.072	0.51	1,144	B	3,320	0.34
920304	FDOT*	US 192-441	Old Melbourne Hwy	US 441/SR 15/Holopaw Rd	1,670	2,420	3,130	3,550	2019	N/A	N/A	N/A	16,800	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,420	NA
920044	FDOT*	US 441/SR 15/Kenansville Rd	SR 60	Canoe Creek Rd/CR 523	240	430	740	1,480	2019	N/A	N/A	N/A	1,600	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	430	NA
921006	FDOT*	US 441/SR 15/Kenansville Rd/Holopaw Rd	Canoe Creek Rd/CR 523	US 192	240	430	740	1,480	2019	N/A	N/A	N/A	2,700	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	430	NA
920100	FDOT*	US 441-17/92 (N Orange Blossom Tr)	Donegan Ave	Carroll St	1,640	1,980	2,060	2,060	2019	N/A	N/A	N/A	37,500	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,060	NA
912	OC	US 441-17/92 (N Orange Blossom Tr)	Carroll St	Osceola Pkwy	1,640	1,980	2,060	2,060	2022	3/29	14	45,311	44,405	1497	2171	3,668	SB/WB	0.081	0.59	2,171	F	2,060	1.05
916	OC	US 441-17/92 (N Orange Blossom Tr)	Osceola Pkwy	Orange County Line	2,520	3,000	3,090	3,090	2022	3/29	14	36,195	35,471	1286	1778	3,064	SB/WB	0.085	0.58	1,778	B	3,090	0.58
1004	OC	Vermont Ave	Lakeshore Blvd	US 192	370	590	630	630	2022	5/2	19	2,045	2,004	90	132	222	SB/WB	0.109	0.59	132	B	630	0.21
NA7	OC	Westside Blvd	Armadillo Ave	Goodman Road	1,470	1,790	1,850	1,850	2022	4/26	18	5,555	5,444	214	178	392	NB/EB	0.071	0.55	214	B	1,850	0.12
NA6	OC	Westside Blvd	Florence Villa Grove Rd	Funie Steed Rd	1,470	1,790	1,850	1,850	2022	4/26	18	19,580	19,188	790	845	1,635	SB/WB	0.084	0.52	845	B	1,850	0.46
NA5	OC	Westside Blvd	Funie Steed Rd	US 192	1,470	1,790	1,850	1,850	2022	4/26	18	12,761	12,506	365	726	1,091	SB/WB	0.085	0.67	726	B	1,850	0.39
2026	OC	Westside Blvd	Polk County Line	Oasis Club Blvd./Olympic Club Blvd	460	740	790	790	2022	5/3	19	6,742	6,607	265	320	585	SB/WB	0.087	0.55	320	B	790	0.41
310	OC	Woodcrest Blvd	Michigan Ave	Bill Beck Blvd	460	740	790	790	2009	4/22	17	7470	7,470	372	228	600	NB/EB	0.0803	0.62	372	B	790	0.47
124	OC	World Dr	I-4	US 192	1,400	1,700	1,760	1,760	2022	4/26	18	15,991	15,671	513	892	1,405	SB/WB	0.088	0.63	892	B	1,760	0.51
114	OC	World Dr	US 192	Osceola Pkwy	3,300	4,580	5,580	6,200	2022	4/26	18	28,078	27,516	906	970	1,876	SB/WB	0.067	0.52	970	B	5,580	0.17
1005	OC	Zuni Rd	Jack Brack Rd	Cyrils Dr	460	740	790	790	2022	5/2	19	2,954	2,895	83	278	361	SB/WB	0.122	0.77	278	B	790	0.35

FDOT Stations - 2019 AADT obtained from 2019 FTO; 2020 AADT is determined by multiplying corresponding SF with 2020 ADT.

*2019 volumes were used for some FDOT stations due to the effect of COVID-19 on 2020 volumes.

Appendix D: Turning Movement Volumes Data

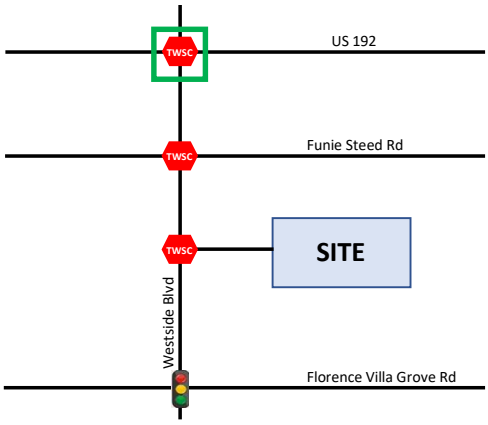
INTERSECTION TRAFFIC VOLUMES

Intx 1: Westside Blvd & US 192

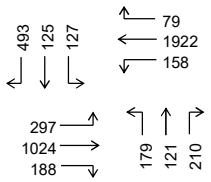
PM Peak Hour

- Subject Intersection

*Background + <Pass-By Vol> + (Project Vol) = Total Volume

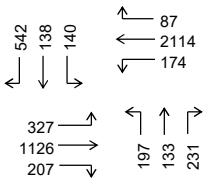


2023 VOLUMES



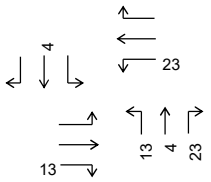
*SF applied = 1.00

2025 VOLUMES

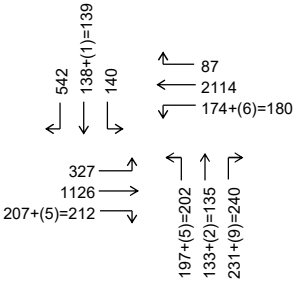


*Growth rate applied = 1.10

TRIP DISTRIBUTION %



PROJECTED VOLUMES



Note: +/- errors due to rounding

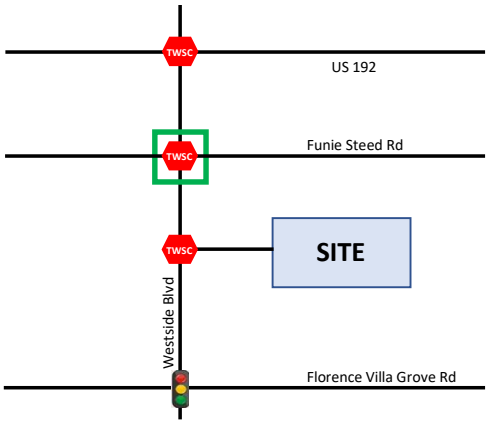
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

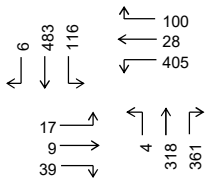
Intx 1: Westside Blvd & Funnie Steed Rd
PM Peak Hour

- Subject Intersection

*Background + <Pass-By Vol> + (Project Vol) = Total Volume

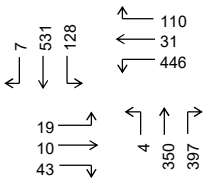


2023 VOLUMES



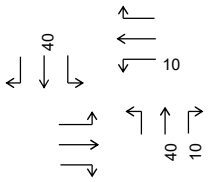
*SF applied = 1.00

2025 VOLUMES

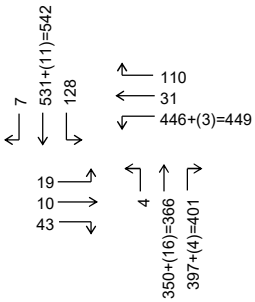


*Growth rate applied = 1.10

TRIP DISTRIBUTION %



PROJECTED VOLUMES



Note: +/- errors due to rounding

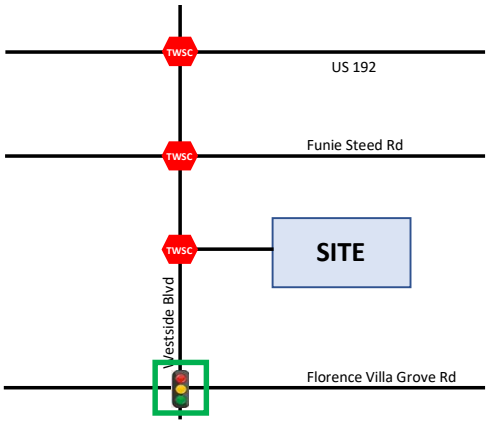
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

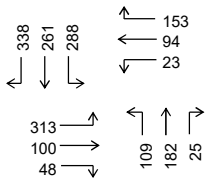
Intx 2: Westside Blvd & Florence Villa Grove Rd
PM Peak Hour

- Subject Intersection

*Background + <Pass-By Vol> + (Project Vol) = Total Volume

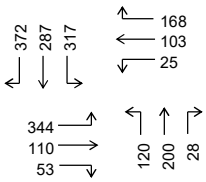


2023 VOLUMES



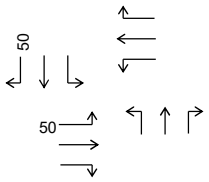
*SF applied = 1.00

2025 VOLUMES

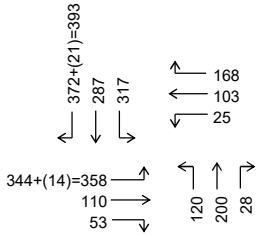


*Growth rate applied = 1.10

TRIP DISTRIBUTION %



PROJECTED VOLUMES



Note: +/- errors due to rounding

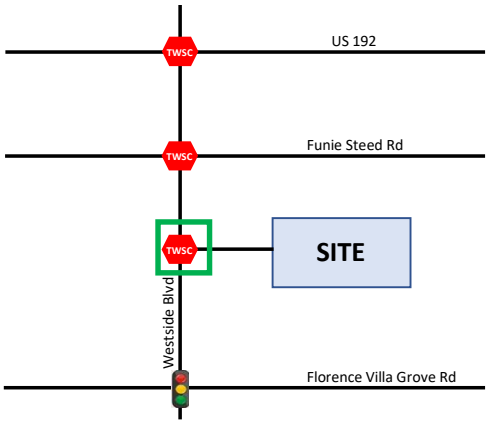
Source: Premier Traffic Group

INTERSECTION TRAFFIC VOLUMES

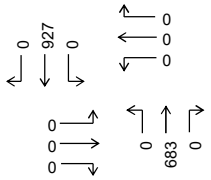
Intx 4: Westside Blvd & Project Access
PM Peak Hour

- Subject Intersection

*Background + <Pass-By Vol> + (Project Vol) = Total Volume

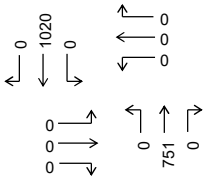


2023 VOLUMES



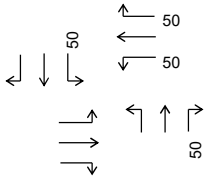
*SF applied = 1.00

2025 VOLUMES

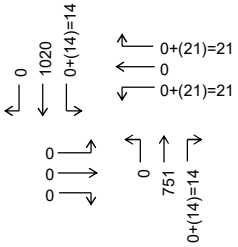


*Growth rate applied = 1.10

TRIP DISTRIBUTION %

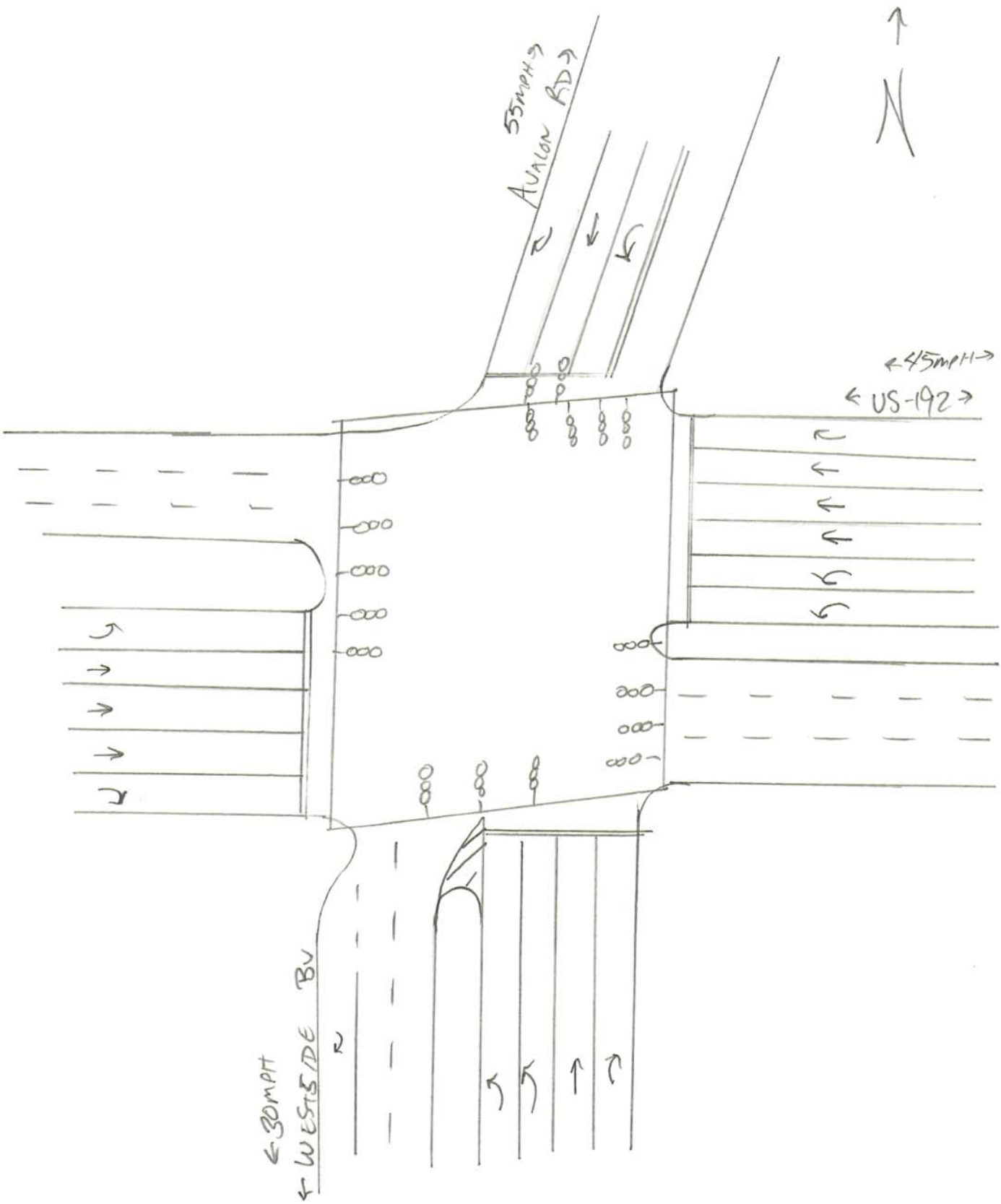


PROJECTED VOLUMES



Note: +/- errors due to rounding

Source: Premier Traffic Group


55MPH
AVALON RD
N
45MPH
US-192
30MPH
WESTSIDE BV

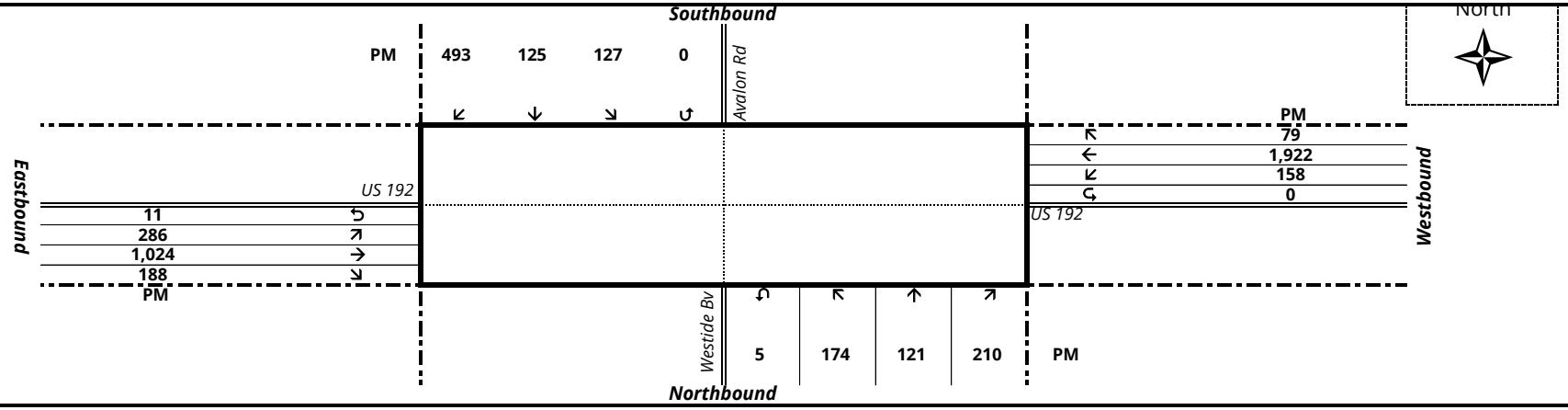
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: May 2, 2023 (Tuesday) **CITY:** Kissimmee **LATITUDE:** 0

LOCATION: Westide Bv/Avalon Rd & US 192 **COUNTY:** Osceola County **LONGITUDE:** 0

	Westide Bv					Avalon Rd						US 192						US 192						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
04:00 PM	34	27	40	0	**101**	34	30	131	0	**195**	**296**	68	246	38	2	**354**	42	473	23	0	**538**	**892**	**1,188**
04:15 PM	37	23	35	0	**95**	37	29	134	0	**200**	**295**	85	264	57	4	**410**	47	440	21	0	**508**	**918**	**1,213**
04:30 PM	43	25	56	0	**124**	26	35	121	0	**182**	**306**	66	242	49	4	**361**	46	498	21	0	**565**	**926**	**1,232**
04:45 PM	46	41	84	3	**174**	40	34	119	0	**193**	**367**	68	246	47	3	**364**	40	497	19	0	**556**	**920**	**1,287**
TOTAL	160	116	215	3	**494**	137	128	505	0	**770**	**1,264**	287	998	191	13	**1,489**	175	1,908	84	0	**2,167**	**3,656**	**4,920**
05:00 PM	48	32	35	2	**117**	24	27	119	0	**170**	**287**	67	272	35	0	**374**	25	487	18	0	**530**	**904**	**1,191**
05:15 PM	22	16	45	0	**83**	32	21	123	0	**176**	**259**	67	244	47	1	**359**	52	514	22	0	**588**	**947**	**1,206**
05:30 PM	26	23	40	0	**89**	28	36	121	0	**185**	**274**	84	276	46	1	**407**	56	459	18	0	**533**	**940**	**1,214**
05:45 PM	37	24	36	0	**97**	24	27	120	0	**171**	**268**	82	208	40	1	**331**	46	460	16	0	**522**	**853**	**1,121**
TOTAL	133	95	156	2	**386**	108	111	483	0	**702**	**1,088**	300	1,000	168	3	**1,471**	179	1,920	74	0	**2,173**	**3,644**	**4,732**
PM Peak																					**Peak Hour Factor:**		**0.956**
04:15 PM to 05:15 PM	**174**	**121**	**210**	**5**	**510**	**127**	**125**	**493**	**0**	**745**	**1,255**	**286**	**1,024**	**188**	**11**	**1,509**	**158**	**1,922**	**79**	**0**	**2,159**	**3,668**	**4,923**



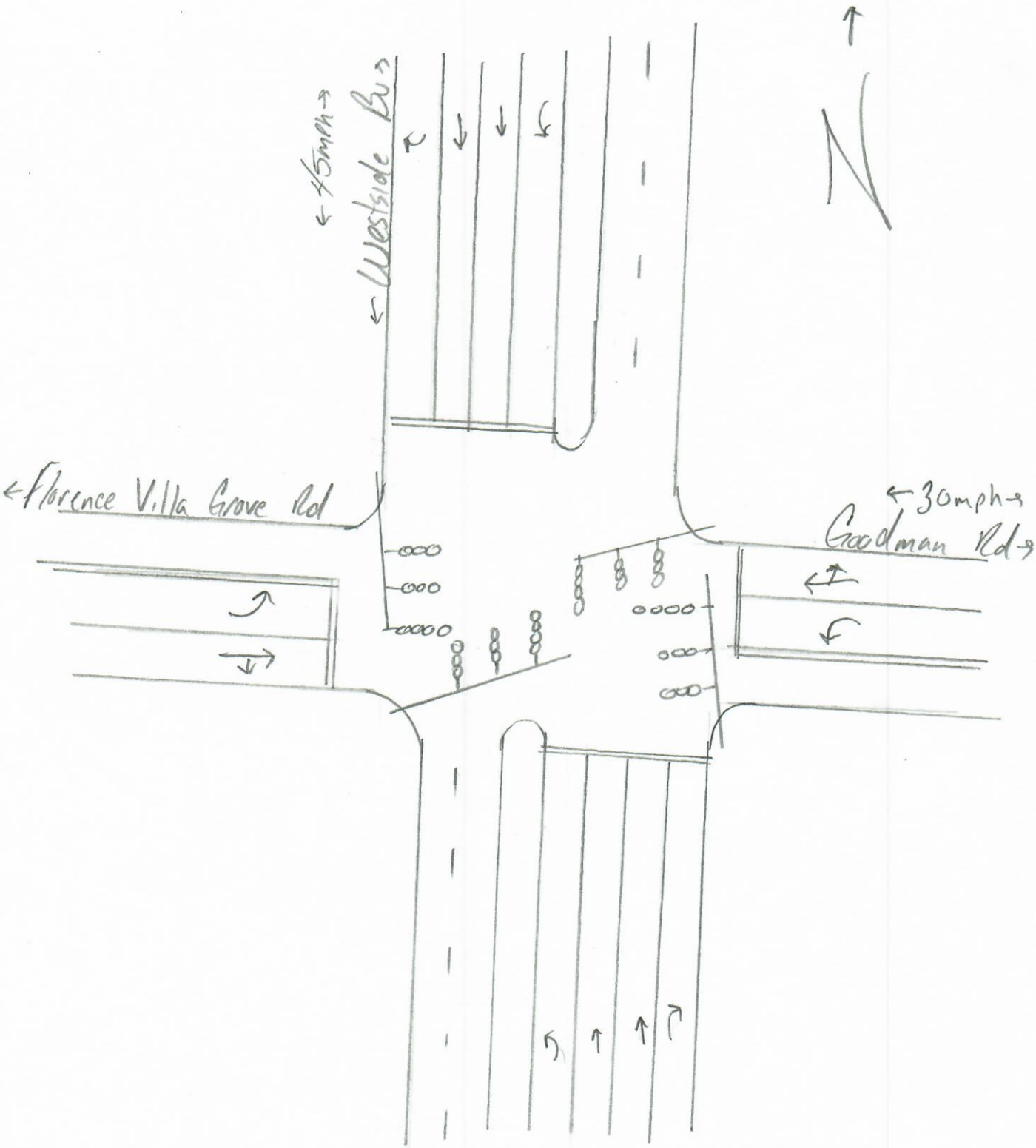
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: May 2, 2023 (Tuesday) **CITY:** Kissimmee **LATITUDE:** 0

LOCATION: Westide Bv/Avalon Rd & US 192 **COUNTY:** Osceola County **LONGITUDE:** 0

	Westide Bv					Avalon Rd						US 192					US 192						
TIME	NORTHBOUND					SOUTHBOUND					N/S	EASTBOUND					WESTBOUND					E/W	GRAND
BEGIN	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	L	T	R	*U-turn*	TOTAL	L	T	R	*U-turn*	TOTAL	TOTAL	TOTAL
04:00 PM	1	1	1	0	**3**	3	0	0	0	**3**	**6**	2	5	0	0	**7**	1	4	0	0	**5**	**12**	**18**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	5	0	0	**6**	1	1	0	0	**2**	**8**	**8**
04:30 PM	0	0	1	0	**1**	1	0	2	0	**3**	**4**	1	3	0	0	**4**	1	4	0	0	**5**	**9**	**13**
04:45 PM	0	0	7	0	**7**	0	0	1	0	**1**	**8**	0	0	0	0	**0**	2	2	0	0	**4**	**4**	**12**
TOTAL	1	1	9	0	**11**	4	0	3	0	**7**	**18**	4	13	0	0	**17**	5	11	0	0	**16**	**33**	**51**
05:00 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	1	0	0	**1**	0	1	1	0	**2**	**3**	**4**
05:15 PM	1	0	0	0	**1**	0	0	1	0	**1**	**2**	0	1	0	0	**1**	0	3	0	0	**3**	**4**	**6**
05:30 PM	0	0	1	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	2	2	0	0	**4**	**4**	**5**
05:45 PM	1	0	0	0	**1**	1	0	1	0	**2**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
TOTAL	3	0	1	0	**4**	1	0	2	0	**3**	**7**	0	2	0	0	**2**	2	6	1	0	**9**	**11**	**18**
PM Peak																							
04:15 PM to 05:15 PM	**1**	**0**	**8**	**0**	**9**	**1**	**0**	**3**	**0**	**4**	**13**	**2**	**9**	**0**	**0**	**11**	**4**	**8**	**1**	**0**	**13**	**24**	**37**


N
←45mph→
←Westside Blvd→
←Florence Villa Grove Rd
←30mph→
Goodman Rd→

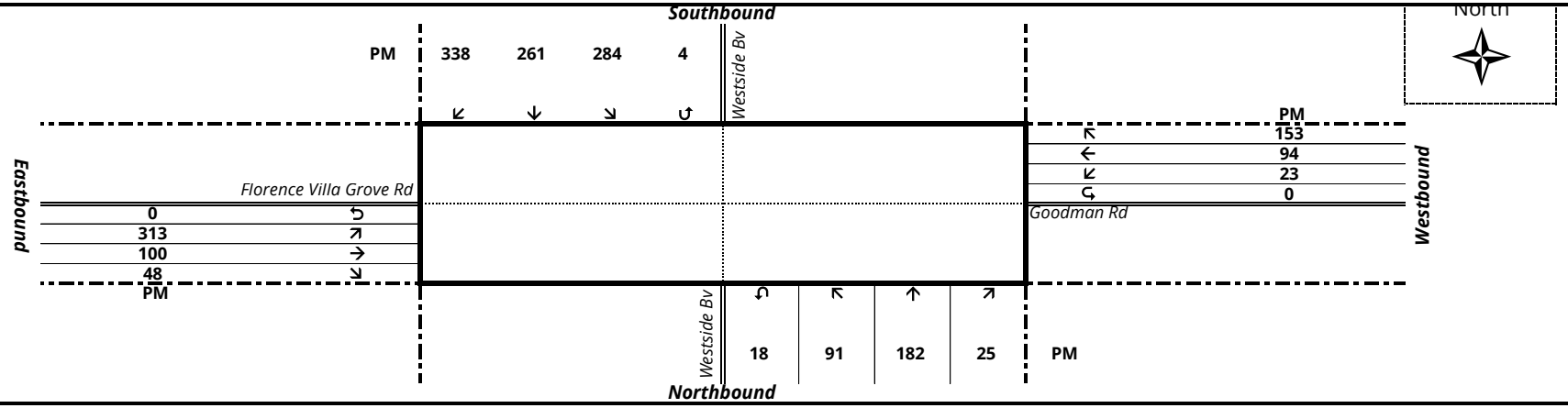
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 28, 2023 (Tuesday) **CITY:** Kissimmee **LATITUDE:** 0

LOCATION: Westside Bv & Florence Villa Grove Rd/Goodman Rd **COUNTY:** Osceola County **LONGITUDE:** 0

	Westside Bv					Westside Bv						Florence Villa Grove Rd					Goodman Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
04:00 PM	16	25	3	2	**46**	76	54	94	1	**225**	**271**	78	47	9	0	**134**	1	15	16	1	**33**	**167**	**438**
04:15 PM	23	64	10	7	**104**	62	80	75	2	**219**	**323**	93	32	14	0	**139**	6	17	32	0	**55**	**194**	**517**
04:30 PM	32	52	5	7	**96**	51	58	66	1	**176**	**272**	54	24	11	0	**89**	6	40	55	0	**101**	**190**	**462**
04:45 PM	16	29	7	1	**53**	78	66	103	0	**247**	**300**	74	21	10	0	**105**	7	23	36	0	**66**	**171**	**471**
TOTAL	87	170	25	17	**299**	267	258	338	4	**867**	**1,166**	299	124	44	0	**467**	20	95	139	1	**255**	**722**	**1,888**
05:00 PM	20	37	3	3	**63**	93	57	94	1	**245**	**308**	92	23	13	0	**128**	4	14	30	0	**48**	**176**	**484**
05:15 PM	22	37	2	0	**61**	67	58	95	0	**220**	**281**	79	20	6	0	**105**	3	24	26	3	**56**	**161**	**442**
05:30 PM	15	29	1	3	**48**	91	51	117	0	**259**	**307**	76	30	9	0	**115**	6	22	25	0	**53**	**168**	**475**
05:45 PM	13	31	3	1	**48**	102	39	103	0	**244**	**292**	63	16	12	0	**91**	6	17	27	2	**52**	**143**	**435**
TOTAL	70	134	9	7	**220**	353	205	409	1	**968**	**1,188**	310	89	40	0	**439**	19	77	108	5	**209**	**648**	**1,836**
PM Peak																					**Peak Hour Factor:**		**0.935**
04:15 PM to 05:15 PM	**91**	**182**	**25**	**18**	**316**	**284**	**261**	**338**	**4**	**887**	**1,203**	**313**	**100**	**48**	**0**	**461**	**23**	**94**	**153**	**0**	**270**	**731**	**1,934**



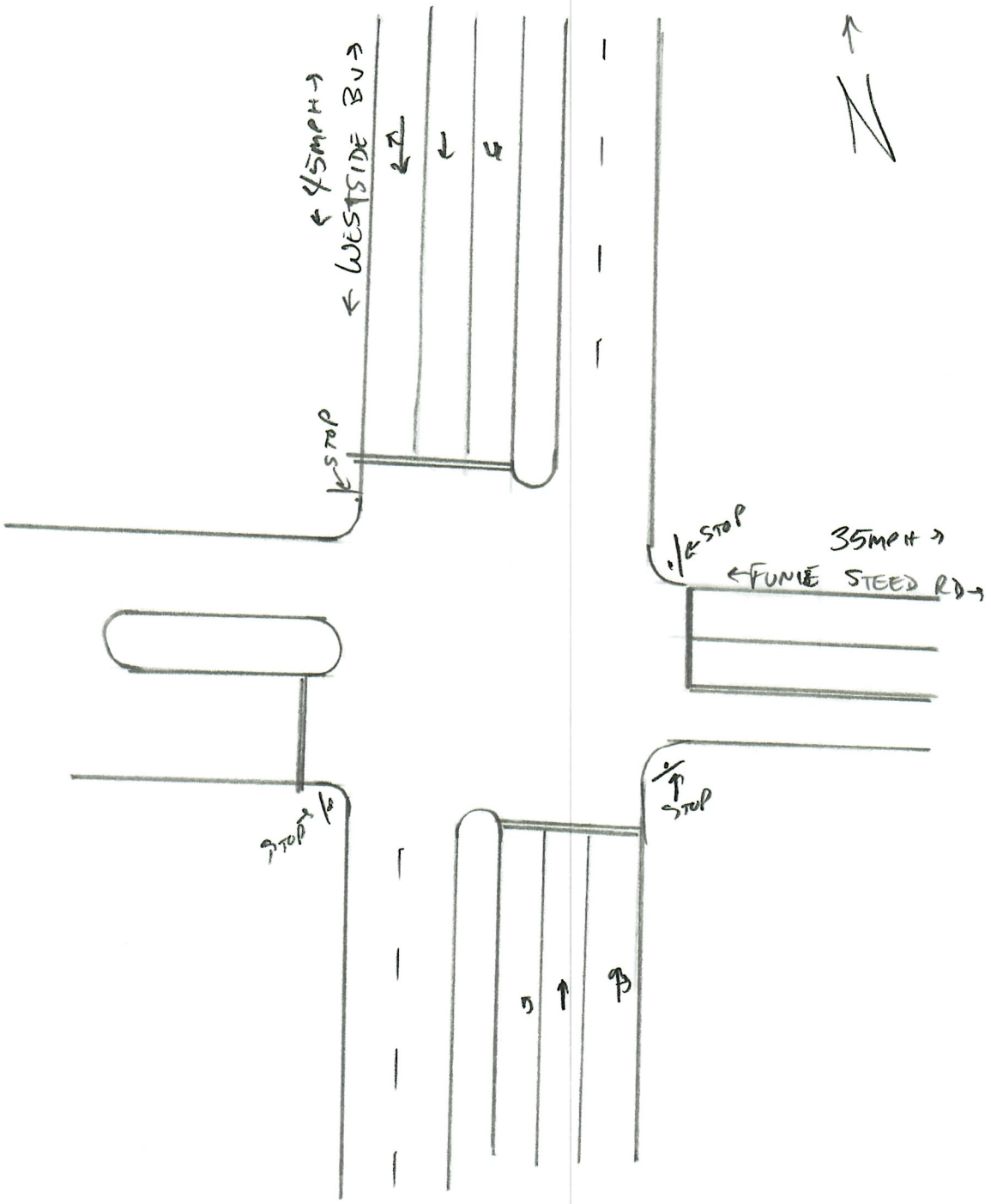
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 28, 2023 (Tuesday) **CITY:** Kissimmee **LATITUDE:** 0

LOCATION: Westside Bv & Florence Villa Grove Rd/Goodman Rd **COUNTY:** Osceola County **LONGITUDE:** 0

	Westside Bv					Westside Bv						Florence Villa Grove Rd					Goodman Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
04:00 PM	2	0	0	0	**2**	0	0	2	0	**2**	**4**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**5**
04:15 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	2	0	0	0	**2**	0	0	0	0	**0**	**2**	**3**
04:30 PM	0	0	0	0	**0**	0	1	1	0	**2**	**2**	0	1	0	0	**1**	0	0	1	0	**1**	**2**	**4**
04:45 PM	1	1	0	0	**2**	1	1	0	0	**2**	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**4**
TOTAL	3	1	0	0	**4**	1	3	3	0	**7**	**11**	2	2	0	0	**4**	0	0	1	0	**1**	**5**	**16**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
05:30 PM	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**2**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
TOTAL	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	2	0	0	**2**	0	1	0	0	**1**	**3**	**4**
PM Peak																							
04:15 PM to 05:15 PM	**1**	**1**	**0**	**0**	**2**	**1**	**3**	**1**	**0**	**5**	**7**	**2**	**1**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**1**	**4**	**11**


45MPH
WESTSIDE BVD
STOP
STOP
35MPH
FUNIE STEED RD
STOP
STOP

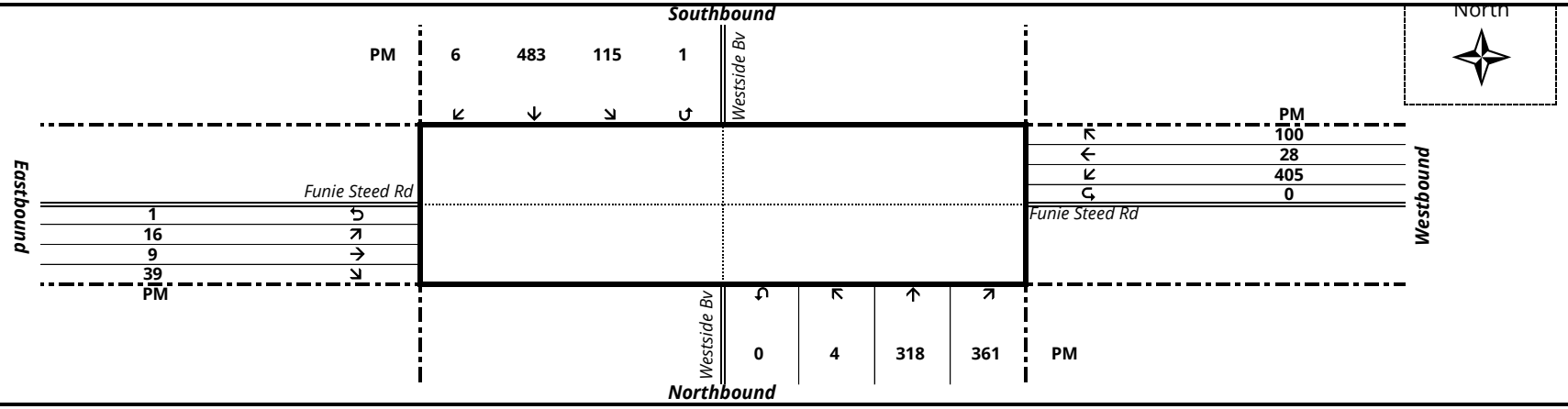
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: March 28, 2023 (Tuesday) **CITY:** Kissimmee **LATITUDE:** 0

LOCATION: Westside Bv & Funie Steed Rd **COUNTY:** Osceola County **LONGITUDE:** 0

	Westside Bv					Westside Bv						Funie Steed Rd						Funie Steed Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
04:00 PM	1	53	85	0	**139**	28	125	6	0	**159**	**298**	3	5	11	0	**19**	97	12	28	0	**137**	**156**	**454**
04:15 PM	1	78	103	0	**182**	32	127	2	0	**161**	**343**	0	1	13	1	**15**	105	8	26	0	**139**	**154**	**497**
04:30 PM	1	81	91	0	**173**	26	97	1	0	**124**	**297**	10	4	3	0	**17**	88	2	20	0	**110**	**127**	**424**
04:45 PM	0	96	82	0	**178**	30	126	1	1	**158**	**336**	3	2	11	0	**16**	105	8	26	0	**139**	**155**	**491**
TOTAL	3	308	361	0	**672**	116	475	10	1	**602**	**1,274**	16	12	38	1	**67**	395	30	100	0	**525**	**592**	**1,866**
05:00 PM	2	63	85	0	**150**	27	133	2	0	**162**	**312**	3	2	12	0	**17**	107	10	28	0	**145**	**162**	**474**
05:15 PM	0	73	74	0	**147**	28	127	4	0	**159**	**306**	3	4	5	0	**12**	95	4	17	0	**116**	**128**	**434**
05:30 PM	2	59	82	0	**143**	21	151	0	0	**172**	**315**	1	0	6	0	**7**	95	4	14	0	**113**	**120**	**435**
05:45 PM	1	50	76	1	**128**	17	120	4	0	**141**	**269**	1	1	2	0	**4**	83	3	10	0	**96**	**100**	**369**
TOTAL	5	245	317	1	**568**	93	531	10	0	**634**	**1,202**	8	7	25	0	**40**	380	21	69	0	**470**	**510**	**1,712**
PM Peak																						**Peak Hour Factor:**	**0.949**
04:15 PM to 05:15 PM	**4**	**318**	**361**	**0**	**683**	**115**	**483**	**6**	**1**	**605**	**1,288**	**16**	**9**	**39**	**1**	**65**	**405**	**28**	**100**	**0**	**533**	**598**	**1,886**



15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: March 28, 2023 (Tuesday) **CITY:** Kissimmee **LATITUDE:** 0

LOCATION: Westside Bv & Funie Steed Rd **COUNTY:** Osceola County **LONGITUDE:** 0

	Westside Bv					Westside Bv						Funie Steed Rd					Funie Steed Rd						
TIME	**NORTHBOUND**					**SOUTHBOUND**					**N/S**	**EASTBOUND**					**WESTBOUND**					**E/W**	**GRAND**
BEGIN	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**L**	**T**	**R**	***U-turn***	**TOTAL**	**TOTAL**	**TOTAL**
04:00 PM	0	0	0	0	**0**	0	2	1	0	**3**	**3**	0	0	1	0	**1**	1	1	0	0	**2**	**3**	**6**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	2	0	0	0	**2**	**2**	**2**
04:30 PM	0	9	5	0	**14**	0	1	0	0	**1**	**15**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**15**
04:45 PM	0	1	0	0	**1**	0	1	0	0	**1**	**2**	1	0	0	0	**1**	1	0	0	0	**1**	**2**	**4**
TOTAL	0	10	5	0	**15**	0	4	1	0	**5**	**20**	1	0	1	0	**2**	4	1	0	0	**5**	**7**	**27**
05:00 PM	0	1	1	0	**2**	0	0	0	0	**0**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
05:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
05:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
TOTAL	0	1	1	0	**2**	0	0	0	0	**0**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
PM Peak																							
04:15 PM to 05:15 PM	**0**	**11**	**6**	**0**	**17**	**0**	**2**	**0**	**0**	**2**	**19**	**1**	**0**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**3**	**4**	**23**

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9200 OSCEOLA COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.99	1.01
2	01/03/2021 - 01/09/2021	1.04	1.06
3	01/10/2021 - 01/16/2021	1.10	1.12
4	01/17/2021 - 01/23/2021	1.08	1.10
5	01/24/2021 - 01/30/2021	1.07	1.09
6	01/31/2021 - 02/06/2021	1.06	1.08
7	02/07/2021 - 02/13/2021	1.05	1.07
8	02/14/2021 - 02/20/2021	1.03	1.05
9	02/21/2021 - 02/27/2021	1.02	1.04
10	02/28/2021 - 03/06/2021	1.01	1.03
11	03/07/2021 - 03/13/2021	0.99	1.01
*12	03/14/2021 - 03/20/2021	0.98	1.00
*13	03/21/2021 - 03/27/2021	0.98	1.00
*14	03/28/2021 - 04/03/2021	0.98	1.00
*15	04/04/2021 - 04/10/2021	0.98	1.00
*16	04/11/2021 - 04/17/2021	0.99	1.01
*17	04/18/2021 - 04/24/2021	0.98	1.00
*18	04/25/2021 - 05/01/2021	0.98	1.00
*19	05/02/2021 - 05/08/2021	0.98	1.00
*20	05/09/2021 - 05/15/2021	0.98	1.00
*21	05/16/2021 - 05/22/2021	0.98	1.00
*22	05/23/2021 - 05/29/2021	0.98	1.00
*23	05/30/2021 - 06/05/2021	0.99	1.01
*24	06/06/2021 - 06/12/2021	0.99	1.01
25	06/13/2021 - 06/19/2021	0.99	1.01
26	06/20/2021 - 06/26/2021	0.99	1.01
27	06/27/2021 - 07/03/2021	0.99	1.01
28	07/04/2021 - 07/10/2021	0.99	1.01
29	07/11/2021 - 07/17/2021	0.99	1.01
30	07/18/2021 - 07/24/2021	0.99	1.01
31	07/25/2021 - 07/31/2021	1.00	1.02
32	08/01/2021 - 08/07/2021	1.00	1.02
33	08/08/2021 - 08/14/2021	1.01	1.03
34	08/15/2021 - 08/21/2021	1.01	1.03
35	08/22/2021 - 08/28/2021	1.01	1.03
36	08/29/2021 - 09/04/2021	1.02	1.04
37	09/05/2021 - 09/11/2021	1.02	1.04
38	09/12/2021 - 09/18/2021	1.02	1.04
39	09/19/2021 - 09/25/2021	1.01	1.03
40	09/26/2021 - 10/02/2021	1.00	1.02
41	10/03/2021 - 10/09/2021	1.00	1.02
42	10/10/2021 - 10/16/2021	0.99	1.01
43	10/17/2021 - 10/23/2021	0.99	1.01
44	10/24/2021 - 10/30/2021	0.99	1.01
45	10/31/2021 - 11/06/2021	0.99	1.01
46	11/07/2021 - 11/13/2021	0.99	1.01
47	11/14/2021 - 11/20/2021	0.99	1.01
48	11/21/2021 - 11/27/2021	0.99	1.01
49	11/28/2021 - 12/04/2021	0.99	1.01
50	12/05/2021 - 12/11/2021	0.99	1.01
51	12/12/2021 - 12/18/2021	0.99	1.01
52	12/19/2021 - 12/25/2021	1.04	1.06
53	12/26/2021 - 12/31/2021	1.10	1.12

* PEAK SEASON

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Goodman @ Westside - Miovision 10.39.126.5 - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	7	16	7	16	7	16	7	16	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	22	0	25	0	22	0	25	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	35	40	35	25	35	25	35	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.4	4.4	3.7	3.7	4.4	4.4	3.7	3.7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.2	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Osceola County

ECONOLITE

MOVING TRAFFIC FORWARD

Goodman @ Westside - Miovision 10.39.126.5 - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "1"

Event	Action Plan	Start Time
1	1	08:20
2	100	09:50
3	1	15:50
4	100	16:50

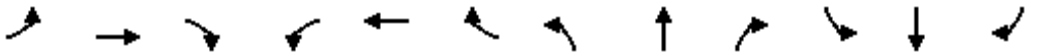
Day Plan #2 - "2"

Event	Action Plan	Start Time
1	1	08:20
2	100	09:50
3	1	14:30
4	100	15:50

Appendix E: Existing Synchro Output

HCM 6th Signalized Intersection Summary
1: Westside Blvd & US 192

05/24/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	1126	207	174	2114	87	197	133	231	140	138	542
Future Volume (veh/h)	327	1126	207	174	2114	87	197	133	231	140	138	542
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	355	1224	225	189	2298	95	214	145	251	152	150	589
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	3172	1088	229	2446	903	227	151	233	162	198	498
Arrive On Green	0.21	0.62	0.62	0.07	0.48	0.48	0.07	0.08	0.08	0.09	0.11	0.11
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	355	1224	225	189	2298	95	214	145	251	152	150	589
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	39.1	23.7	10.3	10.7	84.6	5.4	12.2	15.3	16.0	16.8	15.5	21.0
Cycle Q Clear(g_c), s	39.1	23.7	10.3	10.7	84.6	5.4	12.2	15.3	16.0	16.8	15.5	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	3172	1088	229	2446	903	227	151	233	162	198	498
V/C Ratio(X)	0.96	0.39	0.21	0.83	0.94	0.11	0.94	0.96	1.08	0.94	0.76	1.18
Avail Cap(c_a), veh/h	386	3172	1088	401	2446	903	227	151	233	162	198	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.6	18.7	11.3	91.5	48.9	19.5	92.3	90.8	84.6	89.6	86.2	68.0
Incr Delay (d2), s/veh	34.0	0.4	0.4	7.4	8.7	0.2	44.5	61.3	81.2	53.2	15.4	101.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	9.8	3.9	5.1	37.9	2.2	6.9	10.1	17.3	10.2	8.4	39.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.6	19.1	11.8	98.8	57.6	19.8	136.8	152.2	165.8	142.9	101.6	169.2
LnGrp LOS	F	B	B	F	E	B	F	F	F	F	F	F
Approach Vol, veh/h		1804			2582			610			891	
Approach Delay, s/veh		36.4			59.2			152.4			153.3	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	130.2	20.0	28.0	48.3	102.0	25.0	23.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	115.0	13.0	21.0	43.0	95.0	18.0	16.0
Max Q Clear Time (g_c+I1), s	12.7	25.7	14.2	23.0	41.1	86.6	18.8	18.0
Green Ext Time (p_c), s	0.4	14.6	0.0	0.0	0.2	7.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	76.1
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	367

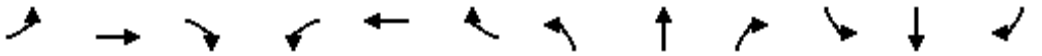
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	10	43	446	31	110	4	350	397	128	531	7
Future Vol, veh/h	19	10	43	446	31	110	4	350	397	128	531	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	215	-	-	280	-	-	290	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	11	47	485	34	120	4	380	432	139	577	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1074	1679	293	1176	1467	406	585	0	0	812	0	0
Stage 1	859	859	-	604	604	-	-	-	-	-	-	-
Stage 2	215	820	-	572	863	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	174	94	703	~ 147	127	594	986	-	-	810	-	-
Stage 1	317	371	-	~ 452	486	-	-	-	-	-	-	-
Stage 2	767	387	-	~ 472	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	91	78	703	~ 106	105	594	986	-	-	810	-	-
Mov Cap-2 Maneuver	91	78	-	~ 106	105	-	-	-	-	-	-	-
Stage 1	316	307	-	~ 450	484	-	-	-	-	-	-	-
Stage 2	568	385	-	~ 352	306	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.2	$ 1290.8	0	2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	986	-	-	181	106	293	810	-	-
HCM Lane V/C Ratio	0.004	-	-	0.432	4.573	0.523	0.172	-	-
HCM Control Delay (s)	8.7	-	-	39.2	$ 1689.4	30	10.4	-	-
HCM Lane LOS	A	-	-	E	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	50.9	2.8	0.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	110	53	25	103	168	120	200	28	317	287	372
Future Volume (veh/h)	344	110	53	25	103	168	120	200	28	317	287	372
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	374	120	58	27	112	183	130	217	30	345	312	404
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	414	200	357	126	206	352	812	362	552	1144	803
Arrive On Green	0.18	0.35	0.35	0.03	0.20	0.20	0.07	0.23	0.23	0.16	0.32	0.32
Sat Flow, veh/h	1781	1191	576	1781	639	1044	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	374	0	178	27	0	295	130	217	30	345	312	404
Grp Sat Flow(s),veh/h/ln	1781	0	1767	1781	0	1682	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	19.9	0.0	9.1	1.5	0.0	21.2	6.9	6.2	1.8	17.6	8.1	21.0
Cycle Q Clear(g_c), s	19.9	0.0	9.1	1.5	0.0	21.2	6.9	6.2	1.8	17.6	8.1	21.0
Prop In Lane	1.00		0.33	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	0	614	357	0	332	352	812	362	552	1144	803
V/C Ratio(X)	0.90	0.00	0.29	0.08	0.00	0.89	0.37	0.27	0.08	0.62	0.27	0.50
Avail Cap(c_a), veh/h	632	0	924	396	0	460	369	812	362	676	1144	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	29.4	37.2	0.0	48.5	32.9	39.4	37.7	27.3	31.3	20.3
Incr Delay (d2), s/veh	11.2	0.0	0.3	0.1	0.0	14.6	0.6	0.8	0.4	1.3	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	3.9	0.7	0.0	10.2	3.0	2.8	0.8	7.7	3.6	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	29.6	37.3	0.0	63.1	33.5	40.2	38.1	28.6	31.9	22.6
LnGrp LOS	D	A	C	D	A	E	C	D	D	C	C	C
Approach Vol, veh/h		552			322			377			1061	
Approach Delay, s/veh		38.3			60.9			37.7			27.3	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	35.4	11.2	50.2	15.8	47.0	29.9	31.5
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	29.0	21.0	7.0	65.0	10.0	40.0	38.0	34.0
Max Q Clear Time (g_c+I1), s	19.6	8.2	3.5	11.1	8.9	23.0	21.9	23.2
Green Ext Time (p_c), s	0.8	1.1	0.0	1.2	0.0	3.3	1.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

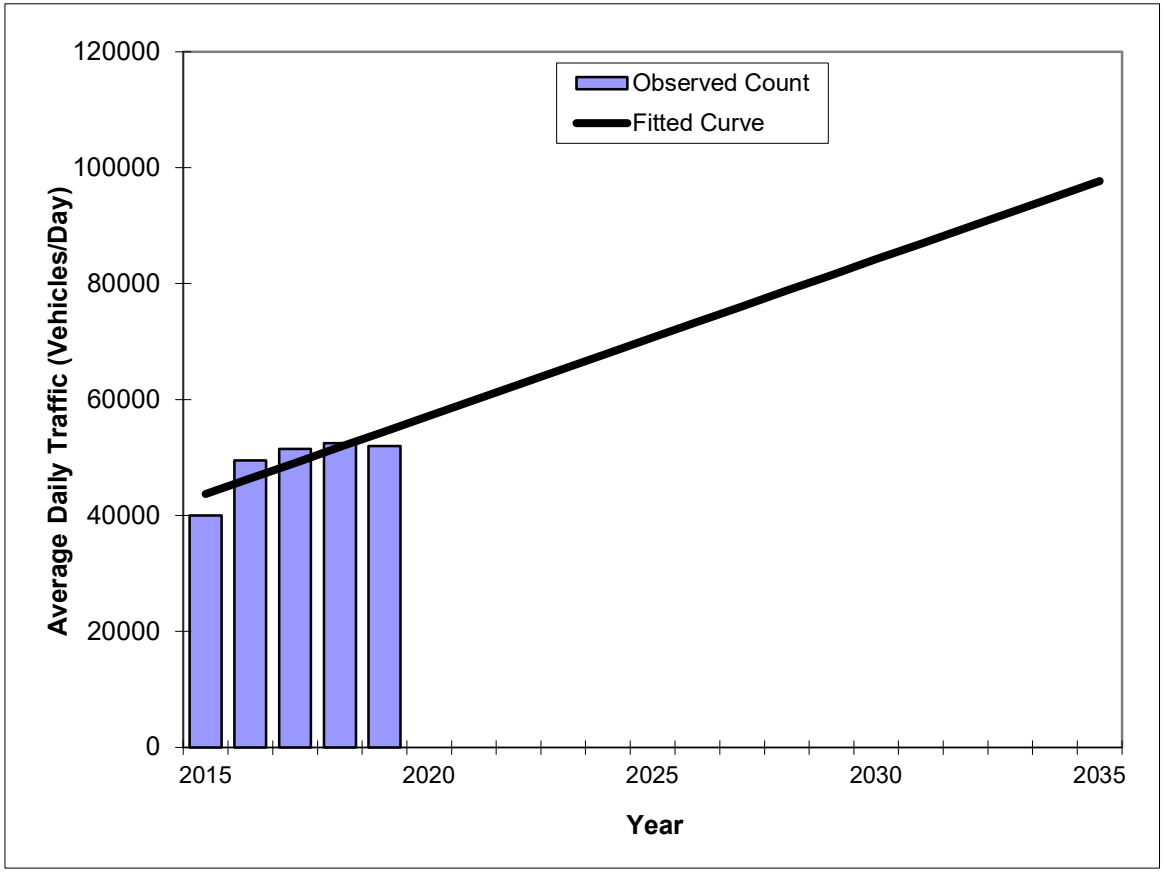
Appendix F: Historical Trends Analysis

Traffic Trends - V3.0

US 192 -- eo CR 545

FIN#	0
Location	1

County:	Orange (75)
Station #:	750592
Highway:	US 192



Year	Traffic (ADT/AADT) Count*	Trend**
2015	40000	43700
2016	49500	46400
2017	51500	49100
2018	52500	51800
2019	52000	54500
2023 Opening Year Trend		
2023	N/A	65300
2024 Mid-Year Trend		
2024	N/A	68000
2025 Design Year Trend		
2025	N/A	70700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	2,700
Trend R-squared:	67.07%
Trend Annual Historic Growth Rate:	6.18%
Trend Growth Rate (2019 to Design Year):	4.95%
Printed:	13-Apr-23

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0020 - ON US-192, 0.6 MI. E OF CR-545 (AVALON RD.) (UC) HPMS '16

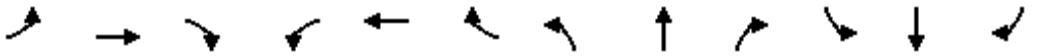
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	48500 S	E 24500	W 24000	9.00	53.20	7.90
2020	49500 F	E 25000	W 24500	9.00	53.00	7.90
2019	52000 C	E 26500	W 25500	9.00	52.60	7.90
2018	52500 C	E 26500	W 26000	9.00	53.20	6.30
2017	51500 C	E 27000	W 24500	9.00	52.60	8.50
2016	49500 C	E 25000	W 24500	9.00	52.50	5.00
2015	40000 C	E 20500	W 19500	9.00	53.20	4.00
2014	39000 C	E 20000	W 19000	9.00	53.20	4.00
2013	47500 C	E 24000	W 23500	9.00	53.30	4.30
2012	48500 C	E 24500	W 24000	9.00	52.90	4.50
2011	41000 C	E 20500	W 20500	9.00	52.70	1.70
2010	43000 C	E 21500	W 21500	8.87	52.83	3.30
2009	42500 C	E 21500	W 21000	8.79	53.70	3.60
2008	45500 C	E 22000	W 23500	8.80	53.99	9.90
2007	49000 C	E 24000	W 25000	8.63	54.08	5.40
2006	34500 C	E 17000	W 17500	8.59	53.01	6.90

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

Appendix G: Background & Projected Synchro Output

HCM 6th Signalized Intersection Summary
1: Westside Blvd & US 192

05/24/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	1126	207	174	2114	87	197	133	231	140	138	542
Future Volume (veh/h)	327	1126	207	174	2114	87	197	133	231	140	138	542
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	355	1224	225	189	2298	95	214	145	251	152	150	589
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	3172	1088	229	2446	903	227	151	233	162	198	498
Arrive On Green	0.21	0.62	0.62	0.07	0.48	0.48	0.07	0.08	0.08	0.09	0.11	0.11
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	355	1224	225	189	2298	95	214	145	251	152	150	589
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	39.1	23.7	10.3	10.7	84.6	5.4	12.2	15.3	16.0	16.8	15.5	21.0
Cycle Q Clear(g_c), s	39.1	23.7	10.3	10.7	84.6	5.4	12.2	15.3	16.0	16.8	15.5	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	3172	1088	229	2446	903	227	151	233	162	198	498
V/C Ratio(X)	0.96	0.39	0.21	0.83	0.94	0.11	0.94	0.96	1.08	0.94	0.76	1.18
Avail Cap(c_a), veh/h	386	3172	1088	401	2446	903	227	151	233	162	198	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.6	18.7	11.3	91.5	48.9	19.5	92.3	90.8	84.6	89.6	86.2	68.0
Incr Delay (d2), s/veh	34.0	0.4	0.4	7.4	8.7	0.2	44.5	61.3	81.2	53.2	15.4	101.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	9.8	3.9	5.1	37.9	2.2	6.9	10.1	17.3	10.2	8.4	39.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.6	19.1	11.8	98.8	57.6	19.8	136.8	152.2	165.8	142.9	101.6	169.2
LnGrp LOS	F	B	B	F	E	B	F	F	F	F	F	F
Approach Vol, veh/h		1804			2582			610			891	
Approach Delay, s/veh		36.4			59.2			152.4			153.3	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	130.2	20.0	28.0	48.3	102.0	25.0	23.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	115.0	13.0	21.0	43.0	95.0	18.0	16.0
Max Q Clear Time (g_c+I1), s	12.7	25.7	14.2	23.0	41.1	86.6	18.8	18.0
Green Ext Time (p_c), s	0.4	14.6	0.0	0.0	0.2	7.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	76.1
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	367

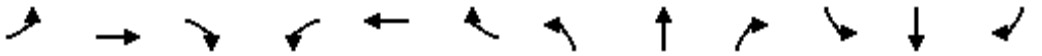
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	10	43	446	31	110	4	350	397	128	531	7
Future Vol, veh/h	19	10	43	446	31	110	4	350	397	128	531	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	215	-	-	280	-	-	290	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	11	47	485	34	120	4	380	432	139	577	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1074	1679	293	1176	1467	406	585	0	0	812	0	0
Stage 1	859	859	-	604	604	-	-	-	-	-	-	-
Stage 2	215	820	-	572	863	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	174	94	703	~ 147	127	594	986	-	-	810	-	-
Stage 1	317	371	-	~ 452	486	-	-	-	-	-	-	-
Stage 2	767	387	-	~ 472	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	91	78	703	~ 106	105	594	986	-	-	810	-	-
Mov Cap-2 Maneuver	91	78	-	~ 106	105	-	-	-	-	-	-	-
Stage 1	316	307	-	~ 450	484	-	-	-	-	-	-	-
Stage 2	568	385	-	~ 352	306	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.2	$ 1290.8	0	2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	986	-	-	181	106	293	810	-	-
HCM Lane V/C Ratio	0.004	-	-	0.432	4.573	0.523	0.172	-	-
HCM Control Delay (s)	8.7	-	-	39.2	$ 1689.4	30	10.4	-	-
HCM Lane LOS	A	-	-	E	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2	50.9	2.8	0.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



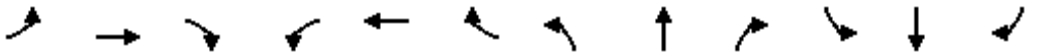
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	344	110	53	25	103	168	120	200	28	317	287	372
Future Volume (veh/h)	344	110	53	25	103	168	120	200	28	317	287	372
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	374	120	58	27	112	183	130	217	30	345	312	404
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	414	200	357	126	206	352	812	362	552	1144	803
Arrive On Green	0.18	0.35	0.35	0.03	0.20	0.20	0.07	0.23	0.23	0.16	0.32	0.32
Sat Flow, veh/h	1781	1191	576	1781	639	1044	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	374	0	178	27	0	295	130	217	30	345	312	404
Grp Sat Flow(s),veh/h/ln	1781	0	1767	1781	0	1682	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	19.9	0.0	9.1	1.5	0.0	21.2	6.9	6.2	1.8	17.6	8.1	21.0
Cycle Q Clear(g_c), s	19.9	0.0	9.1	1.5	0.0	21.2	6.9	6.2	1.8	17.6	8.1	21.0
Prop In Lane	1.00		0.33	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	0	614	357	0	332	352	812	362	552	1144	803
V/C Ratio(X)	0.90	0.00	0.29	0.08	0.00	0.89	0.37	0.27	0.08	0.62	0.27	0.50
Avail Cap(c_a), veh/h	632	0	924	396	0	460	369	812	362	676	1144	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	29.4	37.2	0.0	48.5	32.9	39.4	37.7	27.3	31.3	20.3
Incr Delay (d2), s/veh	11.2	0.0	0.3	0.1	0.0	14.6	0.6	0.8	0.4	1.3	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	3.9	0.7	0.0	10.2	3.0	2.8	0.8	7.7	3.6	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	29.6	37.3	0.0	63.1	33.5	40.2	38.1	28.6	31.9	22.6
LnGrp LOS	D	A	C	D	A	E	C	D	D	C	C	C
Approach Vol, veh/h		552			322			377			1061	
Approach Delay, s/veh		38.3			60.9			37.7			27.3	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	35.4	11.2	50.2	15.8	47.0	29.9	31.5
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	29.0	21.0	7.0	65.0	10.0	40.0	38.0	34.0
Max Q Clear Time (g_c+I1), s	19.6	8.2	3.5	11.1	8.9	23.0	21.9	23.2
Green Ext Time (p_c), s	0.8	1.1	0.0	1.2	0.0	3.3	1.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: Westside Blvd & US 192

05/30/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	1126	211	180	2114	87	202	135	240	140	139	542
Future Volume (veh/h)	327	1126	211	180	2114	87	202	135	240	140	139	542
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	355	1224	229	196	2298	95	220	147	261	152	151	589
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	3161	1085	236	2446	903	227	151	236	162	198	498
Arrive On Green	0.21	0.62	0.62	0.07	0.48	0.48	0.07	0.08	0.08	0.09	0.11	0.11
Sat Flow, veh/h	1781	5106	1585	3456	5106	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	355	1224	229	196	2298	95	220	147	261	152	151	589
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	39.1	23.8	10.6	11.1	84.6	5.4	12.6	15.6	16.0	16.8	15.6	21.0
Cycle Q Clear(g_c), s	39.1	23.8	10.6	11.1	84.6	5.4	12.6	15.6	16.0	16.8	15.6	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	3161	1085	236	2446	903	227	151	236	162	198	498
V/C Ratio(X)	0.96	0.39	0.21	0.83	0.94	0.11	0.97	0.97	1.11	0.94	0.76	1.18
Avail Cap(c_a), veh/h	386	3161	1085	401	2446	903	227	151	236	162	198	498
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.6	18.9	11.5	91.3	48.9	19.5	92.5	91.0	84.4	89.6	86.2	68.0
Incr Delay (d2), s/veh	34.0	0.4	0.4	7.4	8.7	0.2	51.5	65.3	89.7	53.2	15.9	101.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.6	9.8	4.0	5.3	37.9	2.2	7.3	10.4	18.1	10.2	8.5	39.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.6	19.3	12.0	98.6	57.6	19.8	143.9	156.2	174.1	142.9	102.2	169.2
LnGrp LOS	F	B	B	F	E	B	F	F	F	F	F	F
Approach Vol, veh/h		1808			2589			628			892	
Approach Delay, s/veh		36.5			59.3			159.4			153.3	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.5	129.8	20.0	28.0	48.3	102.0	25.0	23.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	23.0	115.0	13.0	21.0	43.0	95.0	18.0	16.0
Max Q Clear Time (g_c+I1), s	13.1	25.8	14.6	23.0	41.1	86.6	18.8	18.0
Green Ext Time (p_c), s	0.4	14.7	0.0	0.0	0.2	7.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.1
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	393.9

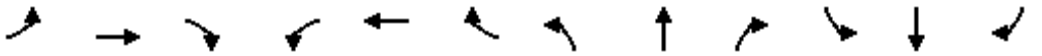
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	10	43	449	31	110	4	366	401	128	542	7
Future Vol, veh/h	19	10	43	449	31	110	4	366	401	128	542	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	215	-	-	280	-	-	290	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	11	47	488	34	120	4	398	436	139	589	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1095	1713	299	1202	1499	417	597	0	0	834	0	0
Stage 1	871	871	-	624	624	-	-	-	-	-	-	-
Stage 2	224	842	-	578	875	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	168	89	697	~ 140	121	585	976	-	-	795	-	-
Stage 1	312	367	-	~ 440	476	-	-	-	-	-	-	-
Stage 2	758	378	-	~ 468	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	86	73	697	~ 100	99	585	976	-	-	795	-	-
Mov Cap-2 Maneuver	86	73	-	~ 100	99	-	-	-	-	-	-	-
Stage 1	311	303	-	~ 438	474	-	-	-	-	-	-	-
Stage 2	558	376	-	~ 347	301	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.3	$ 1401.4	0	2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	976	-	-	172	100	281	795	-	-
HCM Lane V/C Ratio	0.004	-	-	0.455	4.88	0.545	0.175	-	-
HCM Control Delay (s)	8.7	-	-	42.3	$ 1831.4	32.2	10.5	-	-
HCM Lane LOS	A	-	-	E	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	2.1	52	3	0.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	110	53	25	103	168	120	200	28	317	287	393
Future Volume (veh/h)	358	110	53	25	103	168	120	200	28	317	287	393
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	389	120	58	27	112	183	130	217	30	345	312	427
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	422	204	356	126	206	345	798	356	548	1131	807
Arrive On Green	0.19	0.35	0.35	0.03	0.20	0.20	0.07	0.22	0.22	0.16	0.32	0.32
Sat Flow, veh/h	1781	1191	576	1781	639	1044	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	389	0	178	27	0	295	130	217	30	345	312	427
Grp Sat Flow(s),veh/h/ln	1781	0	1767	1781	0	1682	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	20.9	0.0	9.1	1.5	0.0	21.5	7.0	6.3	1.9	18.0	8.2	22.7
Cycle Q Clear(g_c), s	20.9	0.0	9.1	1.5	0.0	21.5	7.0	6.3	1.9	18.0	8.2	22.7
Prop In Lane	1.00		0.33	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	0	625	356	0	331	345	798	356	548	1131	807
V/C Ratio(X)	0.91	0.00	0.28	0.08	0.00	0.89	0.38	0.27	0.08	0.63	0.28	0.53
Avail Cap(c_a), veh/h	624	0	914	394	0	455	361	798	356	665	1131	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	29.2	37.7	0.0	49.1	33.7	40.2	38.5	28.0	32.0	20.7
Incr Delay (d2), s/veh	13.5	0.0	0.2	0.1	0.0	15.1	0.7	0.8	0.5	1.4	0.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	0.0	3.9	0.7	0.0	10.4	3.1	2.9	0.8	7.8	3.7	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	29.4	37.8	0.0	64.2	34.3	41.1	39.0	29.3	32.6	23.2
LnGrp LOS	D	A	C	D	A	E	C	D	D	C	C	C
Approach Vol, veh/h		567			322			377			1084	
Approach Delay, s/veh		39.9			62.0			38.6			27.9	
Approach LOS		D			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.7	35.2	11.3	51.5	15.9	47.0	31.0	31.8
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	29.0	21.0	7.0	65.0	10.0	40.0	38.0	34.0
Max Q Clear Time (g_c+I1), s	20.0	8.3	3.5	11.1	9.0	24.7	22.9	23.5
Green Ext Time (p_c), s	0.7	1.1	0.0	1.2	0.0	3.3	1.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	21	0	21	0	751	14	14	1020	0
Future Vol, veh/h	0	0	0	21	0	21	0	751	14	14	1020	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	265	-	-	295	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	23	0	23	0	816	15	15	1109	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1547	1970	555	1409	1963	416	1109	0	0	831	0	0
Stage 1	1139	1139	-	824	824	-	-	-	-	-	-	-
Stage 2	408	831	-	585	1139	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	78	62	475	99	62	585	625	-	-	797	-	0
Stage 1	214	274	-	333	385	-	-	-	-	-	-	0
Stage 2	591	383	-	464	274	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	74	61	475	98	61	585	625	-	-	797	-	-
Mov Cap-2 Maneuver	74	61	-	98	61	-	-	-	-	-	-	-
Stage 1	214	269	-	333	385	-	-	-	-	-	-	-
Stage 2	568	383	-	455	269	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	34.2	0	0.1
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	625	-	-	-	168	797	-
HCM Lane V/C Ratio	-	-	-	-	0.272	0.019	-
HCM Control Delay (s)	0	-	-	0	34.2	9.6	-
HCM Lane LOS	A	-	-	A	D	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1	0.1	-

Appendix H: Turn Lane Analysis Information

TURN LANES • CURBED AND UNCURBED MEDIANS

Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1	URBAN CONDITIONS			RURAL CONDITIONS		
			Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3
35	25	70'	75'	145'	110'	——	——	——
40	30	80'	75'	155'	120'	——	——	——
45	35	85'	100'	185'	135'	——	——	——
50	40/44	105'	135'	240'	160'	185'	290'	160'
55	48	125'	——	——	——	225'	350'	195'
60	52	145'	——	——	——	260'	405'	230'
65	55	170'	——	——	——	290'	460'	270'

DESIGN NOTES

1. Basis for turn lane configurations:
   - Informed Driver.
   - Stop condition (With Or Without Stop Control).
   - Wet Pavement.
   - Reaction preceding entry point.
   - Minimum braking distance for urban conditions.
   - 75' min. for L_2.
   - Comfortable deceleration rates for rural conditions (AASHTO 2001 threshold rate of 11.2 ft./s²).

GENERAL NOTES

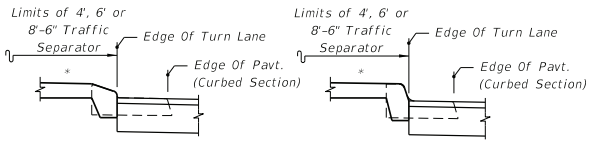
1. The plan views shown are for turn lane taper shapes and dimensional purposes only, they do not prescribe the use of curb, curb and gutter, shoulders nor separators specifically to either rural or urban conditions.

2. Total deceleration distances must not be reduced except where lesser values are imposed by unrelocatable control points.

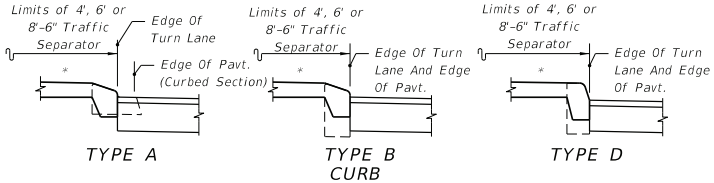
3. Right turn lane tapers and distances identical to left turn lanes under stop control conditions. Right turn lane tapers and/or distances are site specific under free flow or yield conditions.

4. These left turn configurations apply to continuous left turn lanes only where specifically called for in the plans.

5. For pavement markings see Index No. 17346.



CURB AND GUTTER

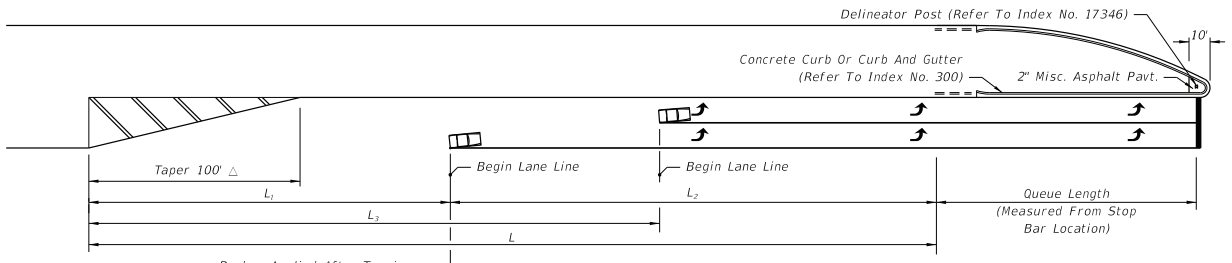


CURB

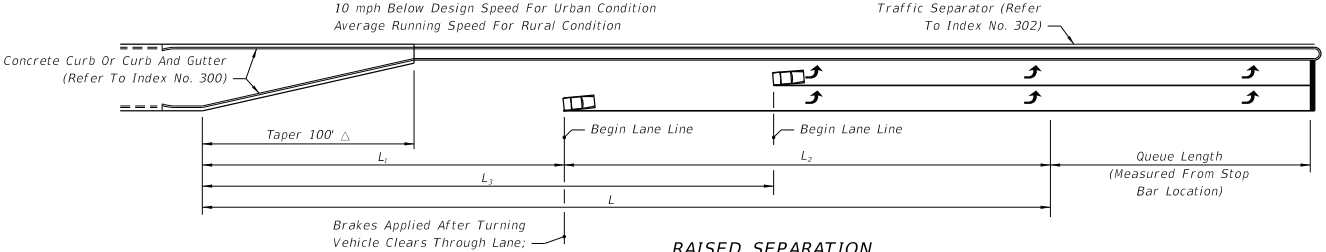
For Curb And Curb & Gutter Types, See Index No. 300

* Option I Separators Shown (Refer To Index No. 302)

MEDIAN CURB AND TRAFFIC SEPARATOR JUNCTURE DETAILS

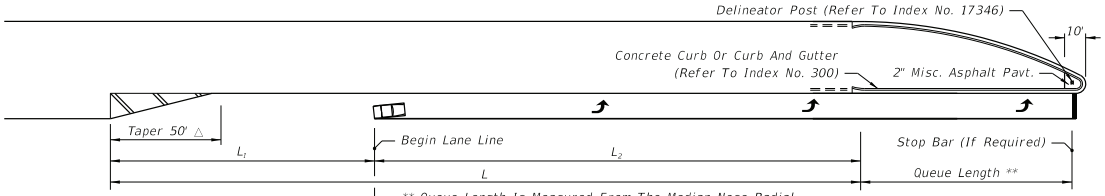


FLUSH AND/OR CURBED SEPARATION



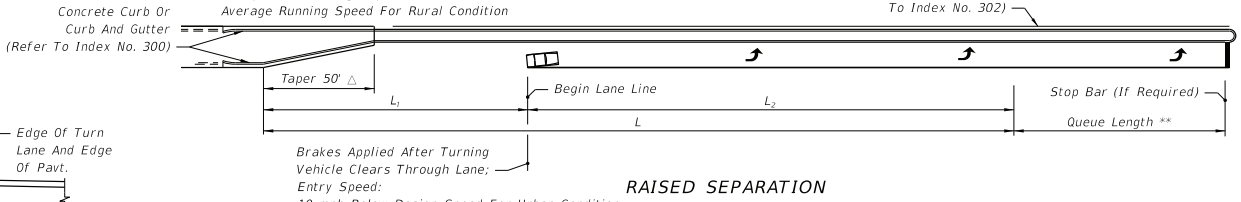
RAISED SEPARATION

DOUBLE LEFT TURNS



** Queue Length Is Measured From The Median Nose Radial Point Or, When A Stop Bar Is Required, From The Stop Bar.

FLUSH AND/OR CURBED SEPARATION



RAISED SEPARATION

SINGLE LEFT TURNS

△ The length of taper may be increased to L_1 for single left turns and L_3 for double left turns when:
   a. Left turn queue vehicles are adequately provided for within the design queue length.
   b. Through vehicle queues will not block access to left turn lane.
   c. Approved by District Design Engineer.

LAST REVISION	REVISION	DESCRIPTION:	FDOT 2014 DESIGN STANDARDS	TURN LANES	INDEX NO.	SHEET NO.
07/01/05					301	1 of 1

4.4.3 - DRIVEWAY CONNECTION GEOMETRY

A. **ACCESS WIDTH AND RADII.** Minimum driveway access/connection design standards shall comply with those shown in Table 4.4.3-1 below.

Table 4.4.3-1. Access Width and Radius		
Residential	Minimum Width	Minimum Radius
Single-Family w/single garage	10'	25'*
Single-Family w/double garage	16'	25'*
Duplex	16'	25'*
Double Drive (shared drive)	18'	25'*
One-Way	16'	25'*
Multi-Family (Apt Complex)	20'	35'*
One-Way	16' (20' unobstructed)	35'

* The above minimum radii requirements can be satisfied by constructing a flare per FDOT Index 515 as may be amended (ten (10) feet on each side of driveway) or by a minimum three-foot (3') flare on each side within the single-family or/and duplex residential subdivision development.

Within the MXD, driveway width at the sidewalk within Neighborhood Types NH1 and NH2 shall not exceed eleven (11) feet. For Employment, Urban, Community and Neighborhood Centers, maximum driveway width at the sidewalk shall not exceed eighteen (18) feet. Entries to structured parking or delivery bays shall have a maximum clear height of sixteen (16) feet and a maximum clear width of twenty-two (22) feet.

Non-residential driveway access geometry shall be established using FDOT Index 515 as may be amended. The County Manager may require Autoturn or similar analysis to determine lane width requirements and radii.

B. **ACCESS LENGTH AND GEOMETRY.** Adequate driveway length (or "throat length") is required to provide uninterrupted traffic flow between the street edge of pavement and the parking lot or first turn from the driveway, and to keep traffic conflicts to an acceptable level for incoming and outbound traffic.

C. **MIMIMUM THROAT LENGTH.** The throat length shall be designed based on peak traffic volume as shown in Table 4.4.3-2.

Table 4.4.3-2. Mimimum Throat Length	
Driveway Traffic Volume	Minimum Throat Length
Low (less than 75 peak hour vehicles in both directions)	50 feet
Medium (75—150 peak hour vehicles in both directions)	85 feet
High (Over 150 peak hour vehicles in both directions)	120 feet

* Or as supported by traffic study access/queuing analyses.

Full access, medium volume and high volume driveways shall approach the street or road with at least two (2) lanes. The area to which the driveway provides access must be sufficiently large to store any vehicles using the driveway and be completely off the right-of-way. It shall also be sufficient size to allow for the necessary functions to be carried out completely on the fronting property. Signalized medium and high volume driveways shall be supported by traffic study access/queuing analyses. These driveways shall be aligned perpendicular with the street median cuts. The County Manager has the authority to allow alternative alignments based on written justification submitted by the developer and if deemed a safe operation. Residential driveways accessing classified roads shall be provided with a turning option to eliminate backing out into the road whenever possible. Driveway gates, if approved, shall be located based on adjacent roadway classification, traffic operations, and any other physical factors which may affect the safety of the operations.

D.

ACCESS ISLANDS. An island or median, constructed within a two-way driveway, shall be curbed. Right-in/right-out separators can be located within right-of-way, a minimum of four (4) feet from the driving lane, and shall be designed with a non-mountable curb. Except for right in/right out separators, islands shall not extend into through street right-of-way. The median extension between the through street right-of-way and pavement shall be striped. Plantings within the right-of-way or other structures must not encroach into the sight triangle. Plantings that will exceed three-point-five (3.5) feet at maturity shall be prohibited in the sight triangle. In a right-in/right-out case, the area separating deceleration lanes shall be painted yellow with eighteen-inch (18") diagonal stripes. An alternative design may be approved by the County Manager upon demonstration of safe operation.

E. **AUXILIARY TURN LANES—WARRANTS AND DESIGN.** A development generating more than fifty (50) average daily trips (ADT) may be required to construct auxiliary turn lanes. This requirement depends on a combination of existing and future connection volumes and existing and future roadway volumes. If the future volumes justify the auxiliary lanes, then the developer has the option to enter into an agreement with the County to postpone the improvements until such time as designated by the County.

Table 4.4.3-3. Auxiliary Lanes Thresholds

Group 1	Up to 30 mph and less than 10,000 ADT* or 500 VPH/Lane	No auxiliary lanes required
Group 2	Up to 30 mph and more than 10,000 ADT* or 500 VPH/Lane	Right turn not required
	10 VPH and More	Left turn Lane

Group 3	35 mph or higher and up to 5,000 ADT* or 250 VPH/Lane	
	Right Turn	
	Up to 20 VPH	Radius 50'
	21-30 VPH	Taper
	31 VPH and More	Lane
	Left Turn	
	20 VPH and More	Lane
Group 4	35 mph or higher and more than 5,000 ADT* or 250 VPH/Lane	
	Right Turn	
	10 VPH	Radius 50'
	11—15 VPH	Taper
	16 VPH and More	Lane
	Left Turn	
	15 VPH and More	Lane

* These criteria represent the existing posted speed and existing daily traffic. Vehicles per Hour (VPH) represents peak hour, peak direction. Taper (0 to 12') shall be one hundred twenty (120) feet long for thirty-five to forty-five (35—45) mph, one hundred fifty (150) feet long for fifty (50) mph, and one hundred eighty (180) feet long for fifty-five (55) mph.

Notwithstanding the table above, the County Manager has the authority to require turn lanes in special conditions even if the thresholds are not met (for safety and operations). The developer may provide a traffic-gap study based on ten (10) year projected volumes to support varying auxiliary lane requirement.

All of the above improvements require pavement overlay and leveling (as needed) within their limits. Improvements adjacent to the property shall require urban sections within the Urban Growth Boundary. The County Manager, upon a written request from the developer and certification of a safe operation, has authority to accept a payment to the roadway fund in lieu of this requirement. This request must be presented to the County Manager with the application submitted for the applicable permit. Payment shall be based on the proportionate share of the development, consistent with this LDC, for the section of roadway adjacent to the property. The County Manager may require operational improvements to ensure safe operations.

F. **CAPITAL IMPROVEMENT PLAN.** If road improvements are included in the County's annual update of the Capital Improvement Element (CIE), then the developer will be required to escrow the necessary funds. This roadway agreement shall be submitted to the County Manager prior to SDP approval and must be supported by a traffic impact analysis (TIA).

G. **SPEED CHANGE LANES.** The speed change lanes (auxiliary, deceleration, turning) shall be constructed according to the criteria of the FDOT "Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways." Osceola County access guidelines for construction, geometry, signing and striping shall be followed.

H. **TURN LANE ALIGNMENT—CONTINUOUS TURN LANE.** Continuous right turn lanes and left turn lanes shall be constructed if the distance between a lane taper end is closer than the distance traveled during perception and reaction (2—3 seconds). Appropriate striping shall recognize acceleration and deceleration areas. If the taper crosses the existing commercial driveways, right-turn lanes shall be extended a minimum of one hundred (100) feet beyond the driveway. If the distance between the taper end and the next driveway with the turn lane is less than the distance traveled in 2 seconds, then painted bubble and full paved lane width must be used for the auxiliary lanes.

I. **SIGHT DISTANCE.** All driveway/access roads shall satisfy Florida Green book standards for sight distance and FDOT Index 546, as applicable.

J. **ACCESS GRADES.** Grades of access shall meet the standards of Index No. 515, FDOT Roadway and Traffic Design Standards, as amended.

K. **ACCESS DRAINAGE.** Access shall be constructed in a manner to ensure that the street or road drainage or drainage of adjacent properties is not adversely affected. Connection construction shall cause no impairment to the drainage and stability of the roadway subgrade. No water shall pond on any roadway shoulder or in ditches. Furthermore, no water flow shall result in erosion within the public right-of-way. This may result in the requirement of curb and gutter and adequate drainage designs.

L.

DRAIN CULVERT. All ditches, channels, inlets, culverts and other drainage facilities' within public right-of-way shall be installed according to County standards. The drain culvert size shall be adequate to carry the flow anticipated as determined by the County. Mitered end section shall be provided on side drains, and shall be constructed according to FDOT Standard Index No. 515, as amended.