APPENDICES

APPENDIX A

Study Methodology

From: Noel Cooper [mailto:ncooper@itsmymaitland.com]
Sent: Wednesday, December 10, 2014 3:23 PM
To: Turgut Dervish
Subject: RE: Sufficiency Letter/Parker Lumber Site

Turgut,

Comments:

- Include build-out schedule for proposed development, need to add committed trips for proposed Downtown developments as necessary.
- Will parking garage serve this development only?
- ITE code 223 Mid-Rise Apartment should be used for proposed 5 story building and use equations not rates.
- Roadway segment analysis should include US 17-92 from Maitland Boulevard to Packwood Avenue, and Horatio Avenue east of US 17-92.
- Intersection analysis should include US 17-92 at Packwood Avenue.
- A north bound left-turn lane at the existing median opening is required for safety reasons and should be reflected in study report.
- Existing pedestrian /bicycle facilities should be discussed in study report.

Regards,

Noel Cooper, P.E., P.T.O.E.
Public Works Department
City of Maitland
Direct: (407) 539-6217
Cell: (407) 448-3262

Traffic Study Methodology
Apartments @ Parker Lumber Site

Introduction

It is proposed that the old Parker Lumber site be redeveloped in multi-family residential use. This is a 5.33 acre site located on US 17-92 adjacent to the SunRail Station. The site is currently occupied by two commercial buildings that will be demolished to make room for the proposed development. **Figure 1** depicts the site location and the area roadways.

The following is a brief description of the proposed development along with the traffic assumptions/parameters and the analysis procedures to be employed in the evaluation of the traffic impacts of the development.

Proposed Development

The proposed multi-family residential development will consist of 290 apartment units in 5-story buildings with a parking garage. The number of units will consist of 151 one-bedroom, 129 two-bedroom and 10 3-bedroom units. **Figure 2** is a conceptual site plan showing the site's building/garage layout, internal traffic/parking circulation and proposed access connections.

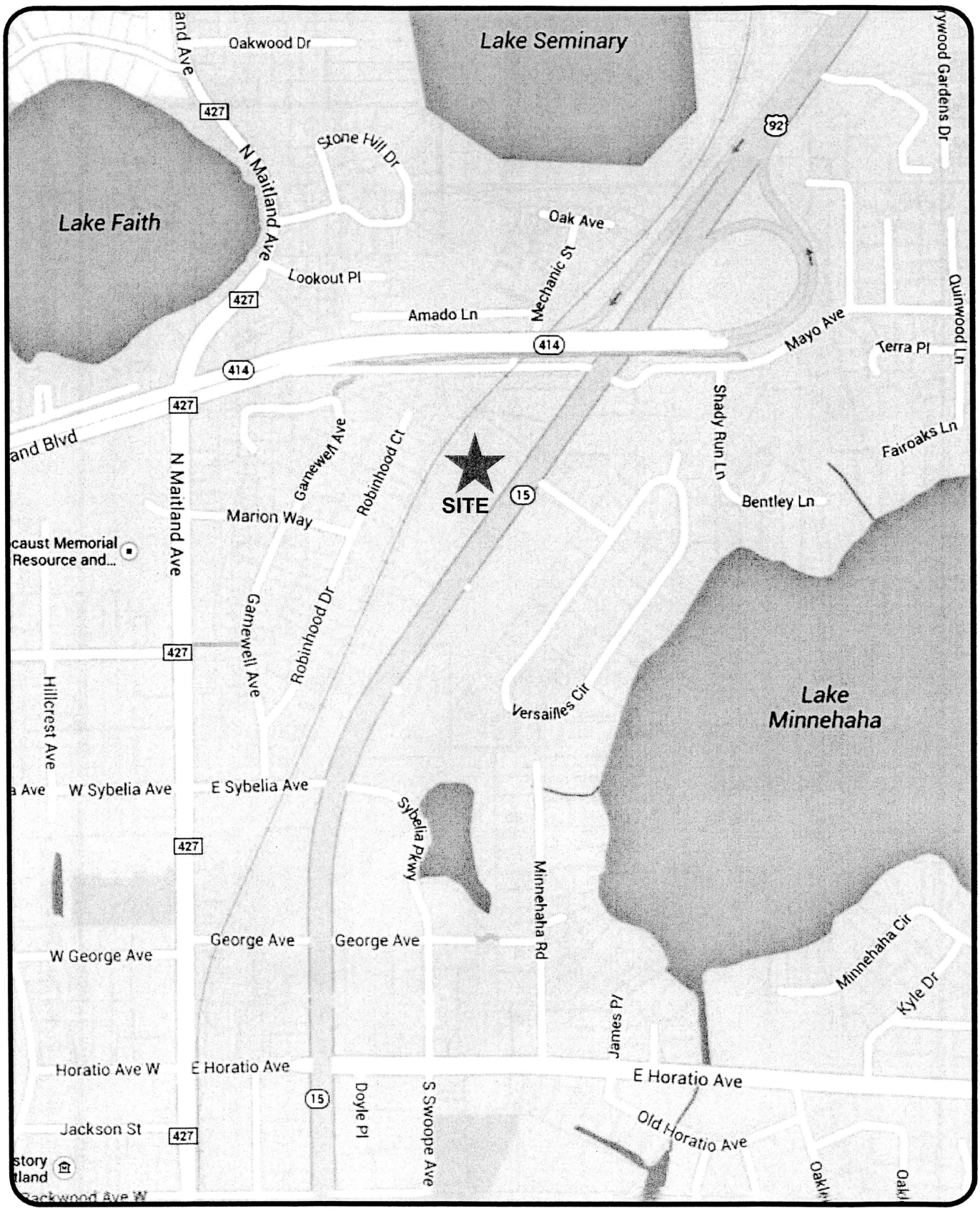
Trip Generation

The trip generation of proposed development will be calculated with the use of the trip generation data from the 9th Edition of the *ITE Trip Generation Manual.* This calculation is summarized in **Table 1** which shows the daily and A.M./P.M. peak hour trip generation of the development. The ITE trip generation sheets are attached.

TURGUT DERVISH
LICENSE
No. 20400
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

TPD #4598

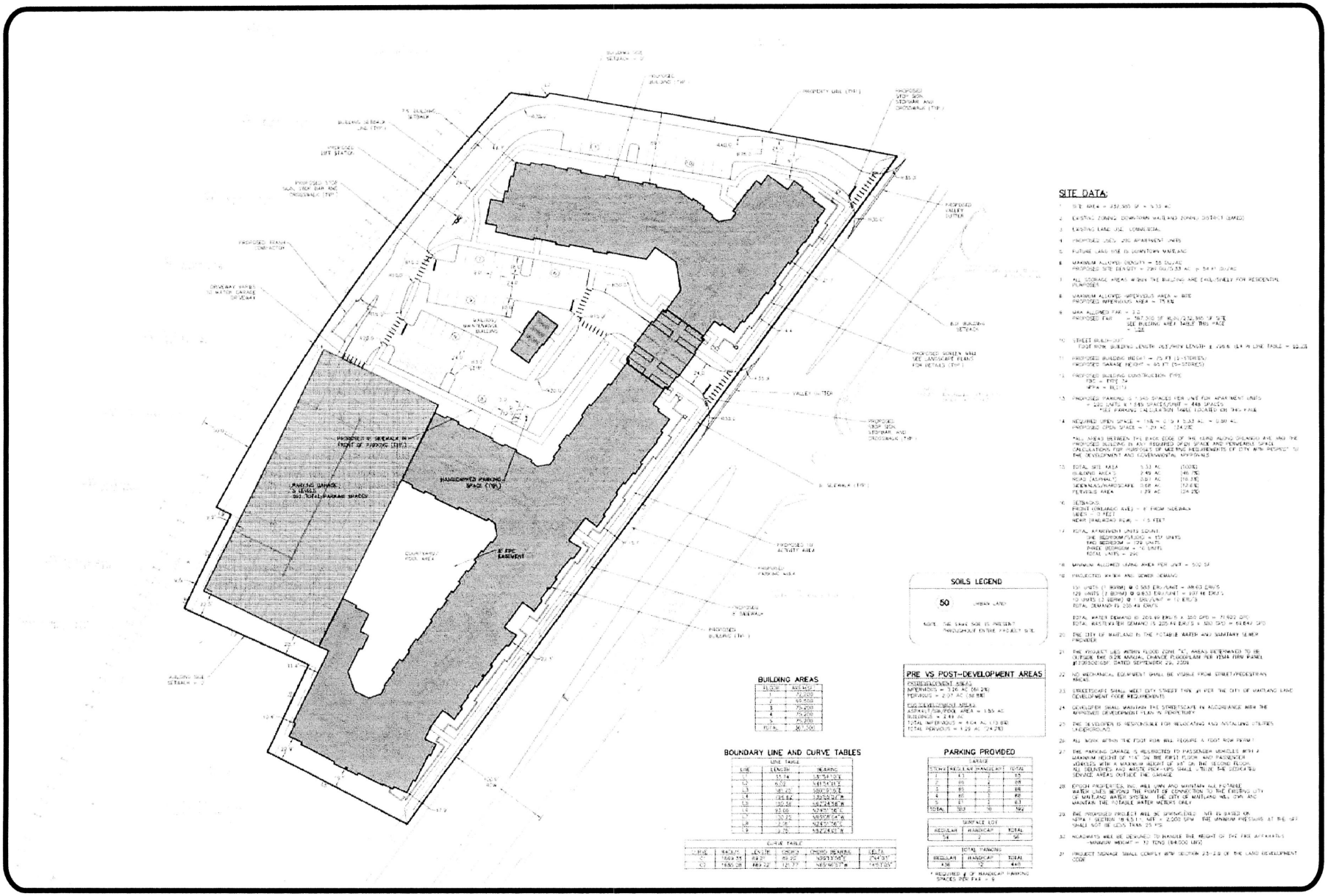
December 1, 2014



Apartments @ Parker Lumber Site
Project № 4598
Figure 1

Site Location

N
NTS



Apartments @ Parker Lumber Site
Project № 4598
Figure 2

Proposed Site Plan

N
NTS

Table 1
Trip Generation Calculation Summary

Proposed Development

ITE Code	Land Use	Size*	Daily Trips		A.M. Peak Hour Generation				P.M. Peak Hour Generation			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
222	High Rise Apartments	290 DU	4.20	1,218	0.30	22	65	87	0.35	62	40	102
	Total Trips		--	1,218	--	22	65	87	--	62	40	102

Existing Development

ITE Code	Land Use	Size*	Daily Trips		A.M. Peak Hour Generation				P.M. Peak Hour Generation			
			Rate	Trips	Rate	Enter	Exit	Total	Rate	Enter	Exit	Total
820	Retail Commercial	9.792 KSF	42.7	418	0.96	6	3	9	3.71	17	19	36
942	Automobile Care Center	4.103 KSF	39.0**	160	2.25	6	3	9	3.11	6	7	13
	Total Trips		--	578	--	12	6	18	--	23	26	49
	Pass-by Trips (34%)		--	197	--	4	2	6	--	8	9	17
	Existing Net New Trips		--	381	--	8	4	12	--	15	17	32
	Trip Increase Due to Redevelopment		**----**	**837**	**----**	**14**	**61**	**75**	**----**	**47**	**23**	**70**

** DU = Dwelling Unit, KSF = Thousand Square Feet*
*** ITE does not have a daily rate, Estimated from the P.M. peak hour.*

Located adjacent to the SunRail Station it is conservatively utilizing estimated that approximately 15% of the generated trips would be transit trips. As shown in the table, the proposed development will generate 1,218 daily vehicle trips, 87 A.M. trips and 102 P.M. trips when fully developed. Also shown in the table is the existing trip generation of the existing uses to be demolished. Subtracting the trip generation of the existing uses results in 837 new net trips, 75 new net A.M. peak hour trips and 70 new net P.M. peak hour trips to be added to the area roadways by the proposed development.

Trip Distribution

The trip distribution for the proposed development will be based upon the Orlando Urban Area Transportation Study (OUATS) Model. Prior to the use of the OUATS model, a minor modification will be made to add a traffic zone (TAZ) representing the proposed development. Subsequently, the model will be run with a Select Zone Analysis to determine a distribution pattern for the development-generated trips

With the use of this model, a distribution pattern on the major roadways converging upon the site was determined as shown in **Figure 3**. This distribution will be used to assign the generated trips to the area roadways and intersections. The model distribution plots are attached.

Study Roadways/Intersections

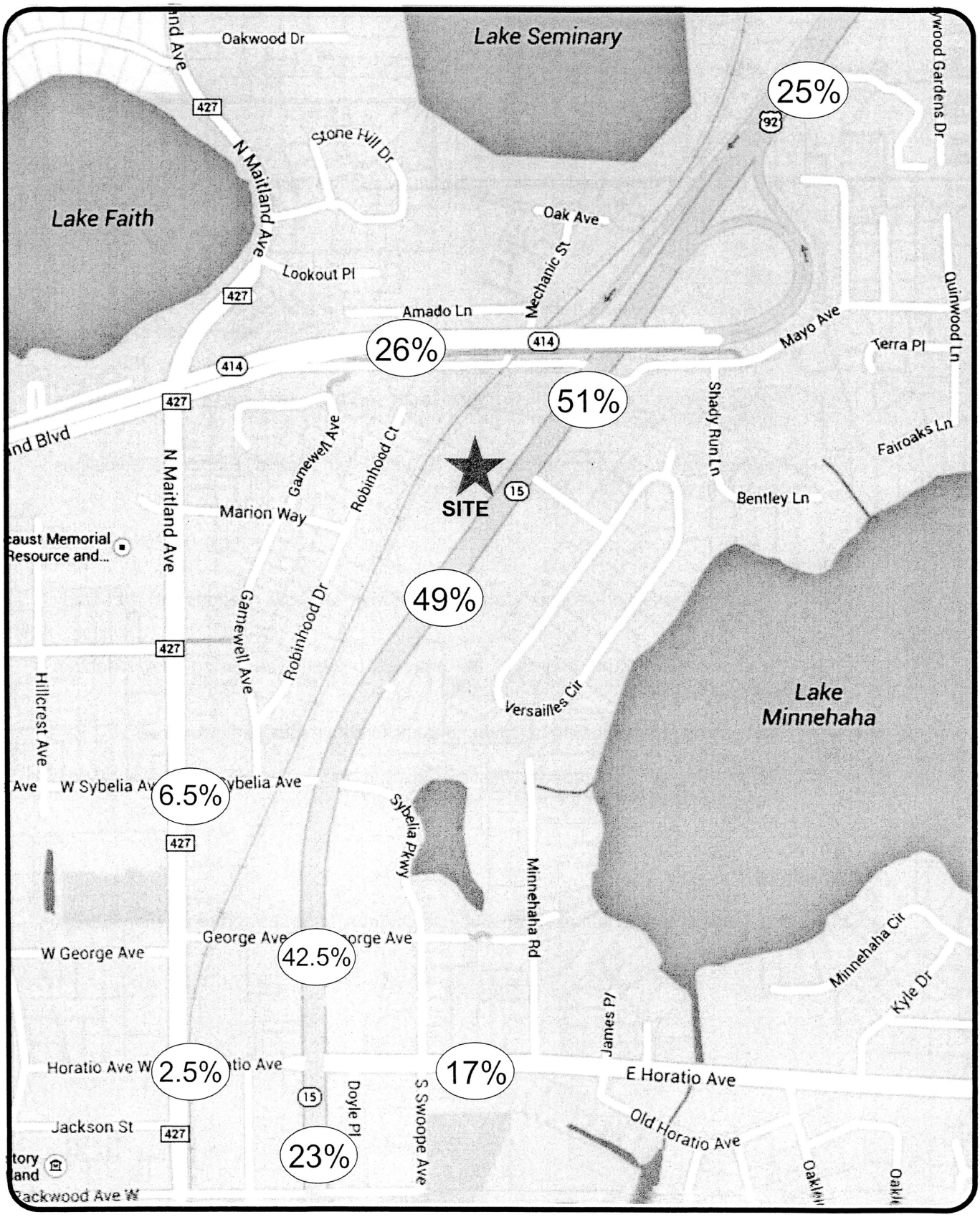
It is proposed that the following roadway segments and intersections will be included in the analysis:

Roadway Segments

- US 17-92, Maitland Boulevard to Horatio Avenue
- Maitland Boulevard, Maitland Avenue to US 17-92

Intersections

- US 17-92 and Greenwood Drive/Mayo Avenue
- US 17-92 and Sybelia Avenue
- US 17-92 and Horatio Avenue
- Site Access Driveways



Apartments @ Parker Lumber Site
Project № 4598
Figure 3

Project Trip Distribution

N
NTS

Traffic Impact Assessment

To assess the impact of the project traffic on the study roadways/intersections, the following steps will be followed in the analysis:

Roadway Segments

- Determine background traffic volumes on impacted roadways based upon historical growth trend of daily volumes. A minimum annual growth 1% will be used to estimate the background traffic volumes for the project's buildout year.
- Combine project trips with background traffic to obtain total traffic volumes for the study roadways/intersections.
- Perform traffic analysis utilizing FDOT Level of Service Standards/Guidelines consistent with the City's Comprehensive Plan.

Intersections

- Conduct intersection counts during the A.M./P.M. peak periods at the study intersections.
- Expand existing traffic counts to the project's buildout year using growth factors based upon historical traffic volume data.
- Combine project traffic with background traffic to obtain total traffic volumes.
- Perform intersection capacity analysis utilizing the latest HCM/HCS operational analysis procedures for the A.M./P.M. peak hours.

Traffic Report

A traffic report will be prepared summarizing study procedures, analyses and recommendations.

ATTACHMENT

High-Rise Apartment
(222)

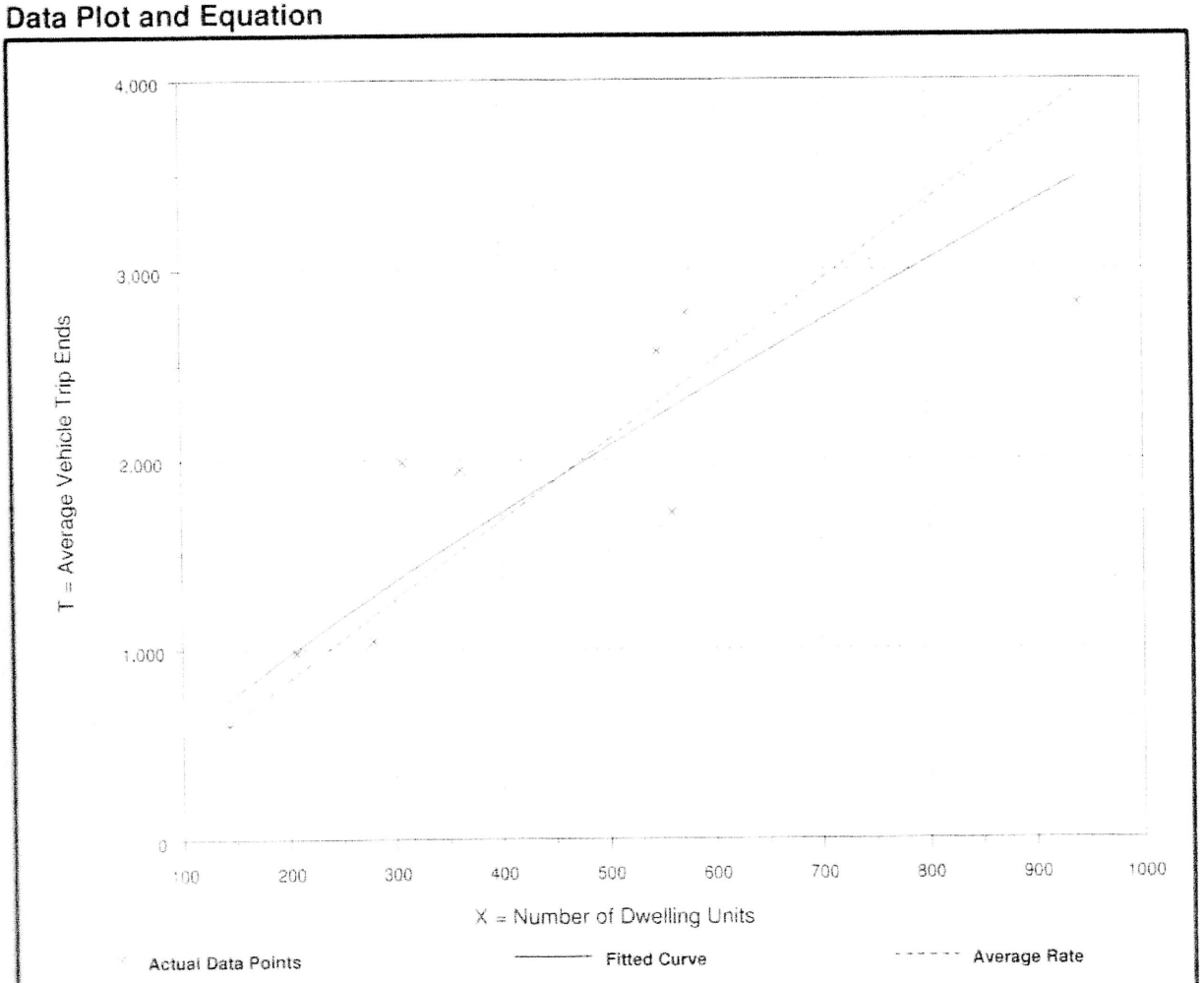
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Number of Studies: 9
Avg. Number of Dwelling Units: 435
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.20	3.00 - 6.45	2.32

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.83\ Ln(X) + 2.50$

$R^2 = 0.82$

High-Rise Apartment
(222)

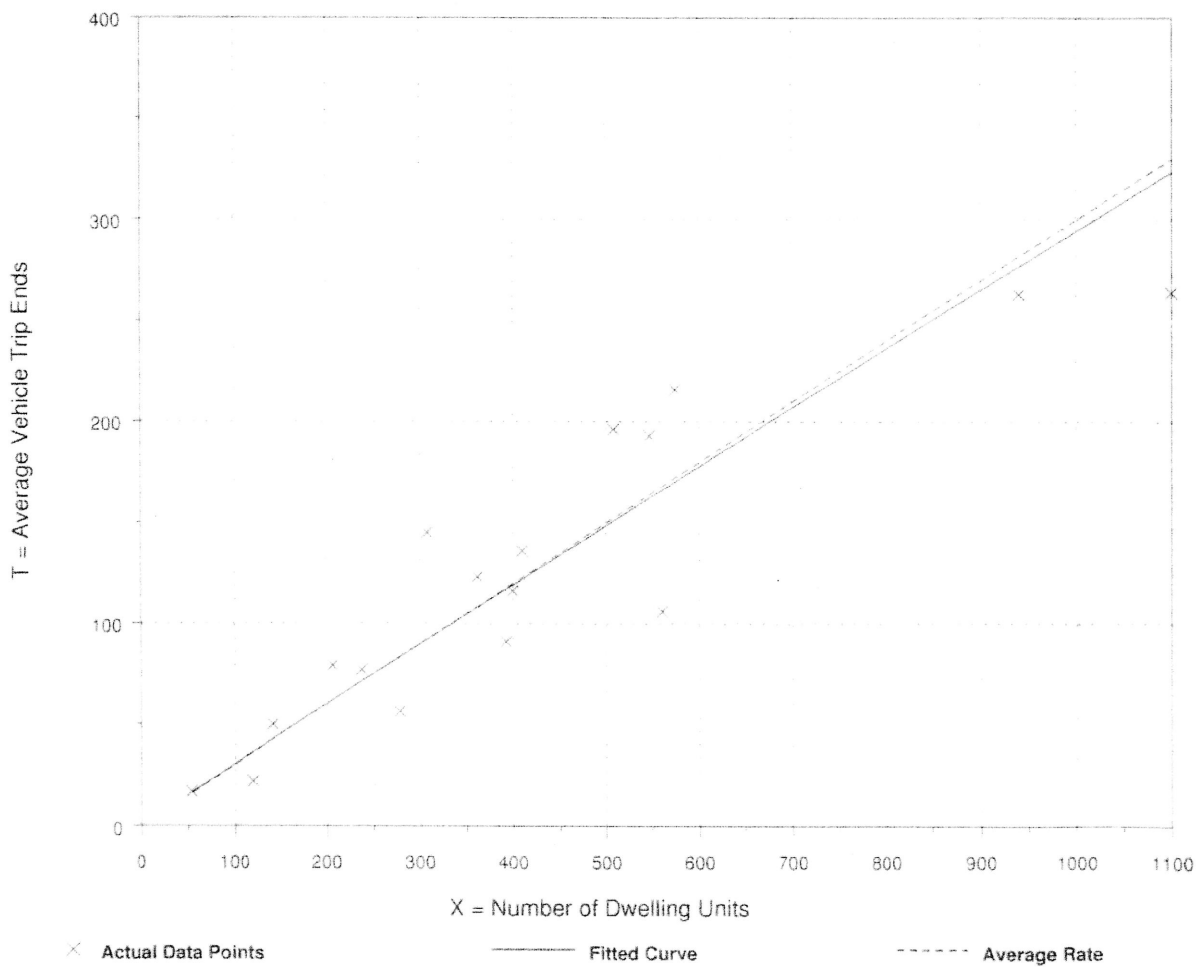
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 17
Avg. Number of Dwelling Units: 420
Directional Distribution: 25% entering, 75% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.18 - 0.47	0.55

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.99 Ln(X) - 1.14 $R^2 = 0.88$

High-Rise Apartment
(222)

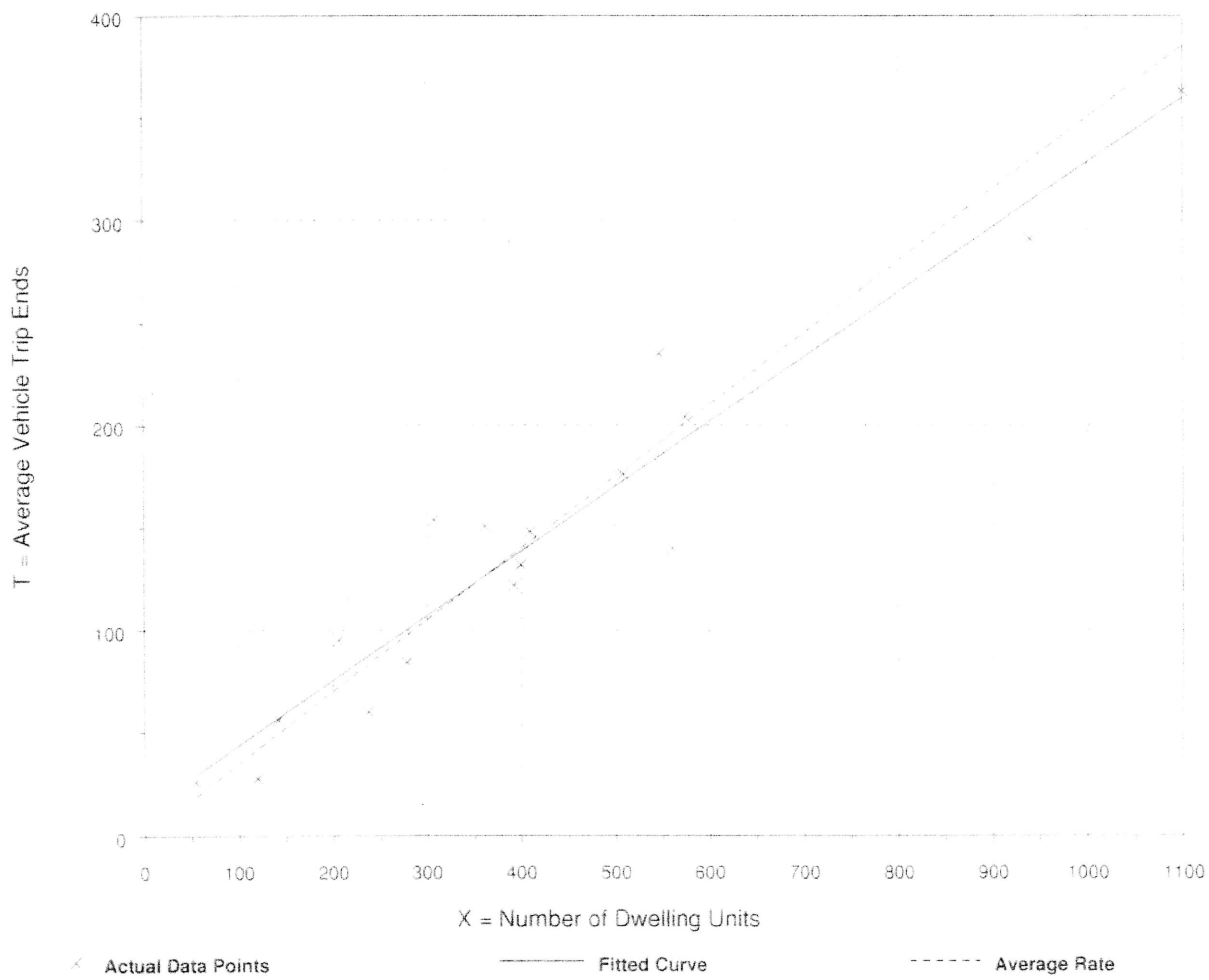
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 17
Avg. Number of Dwelling Units: 420
Directional Distribution: 61% entering, 39% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.35	0.23 - 0.50	0.59

Data Plot and Equation



Fitted Curve Equation: $T = 0.32(X) + 12.30$ $R^2 = 0.92$

Apartment
(220)

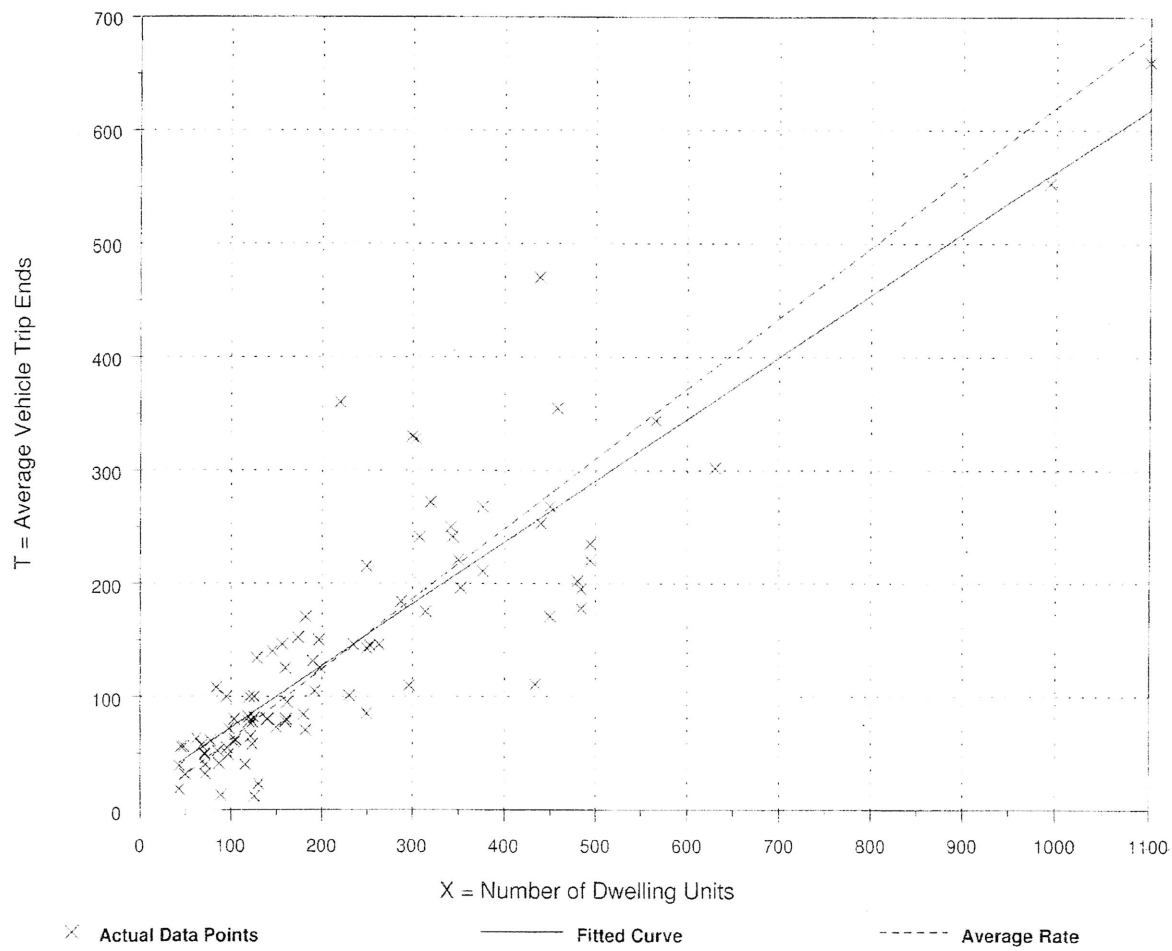
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 90
Avg. Number of Dwelling Units: 233
Directional Distribution: 65% entering, 35% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.10 - 1.64	0.82

Data Plot and Equation



Fitted Curve Equation: T = 0.55(X) + 17.65

$R^2 = 0.77$

Shopping Center
(820)

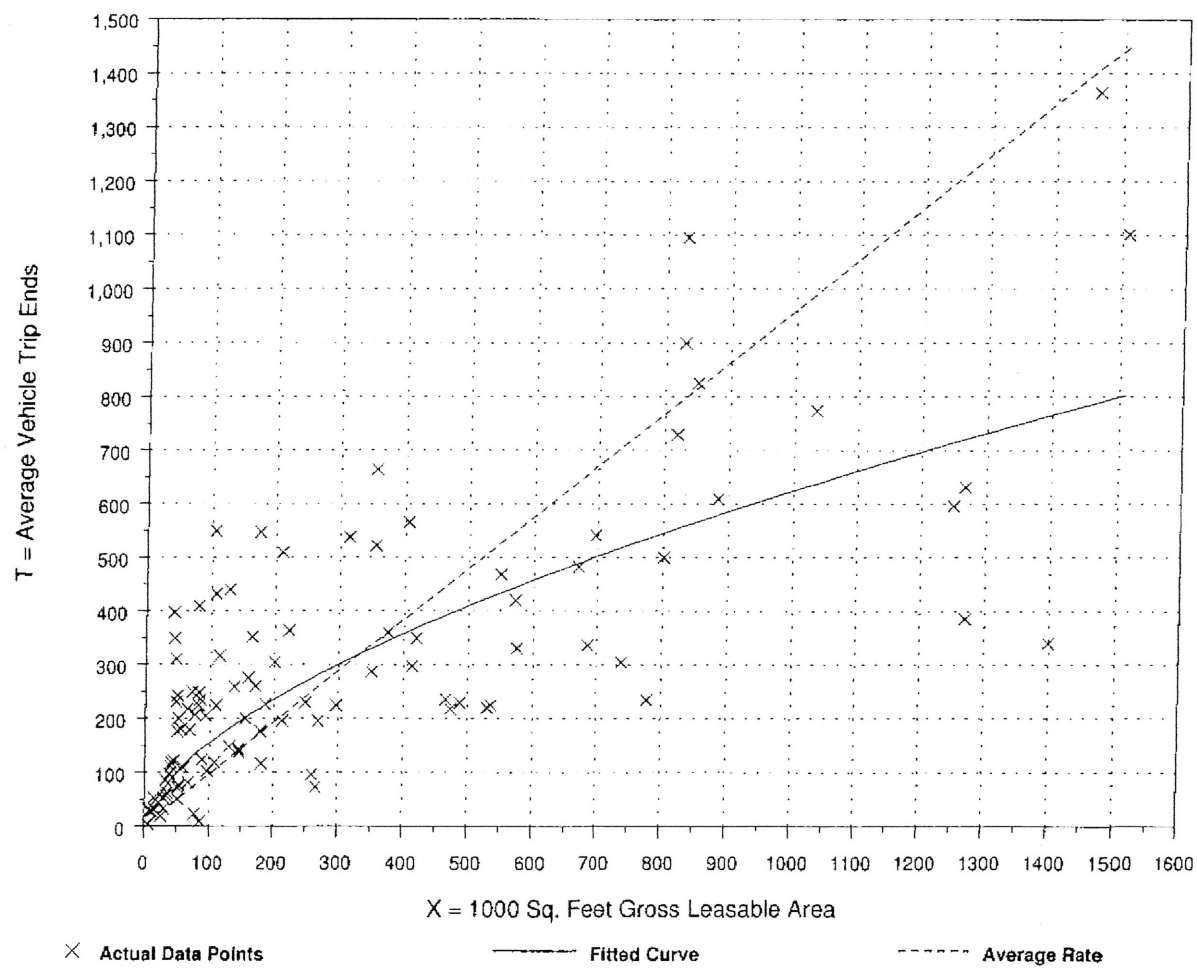
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 104
Average 1000 Sq. Feet GLA: 310
Directional Distribution: 62% entering, 38% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
0.96	0.10 - 9.05	1.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.61 Ln(X) + 2.24 $R^2 = 0.56$

Shopping Center
(820)

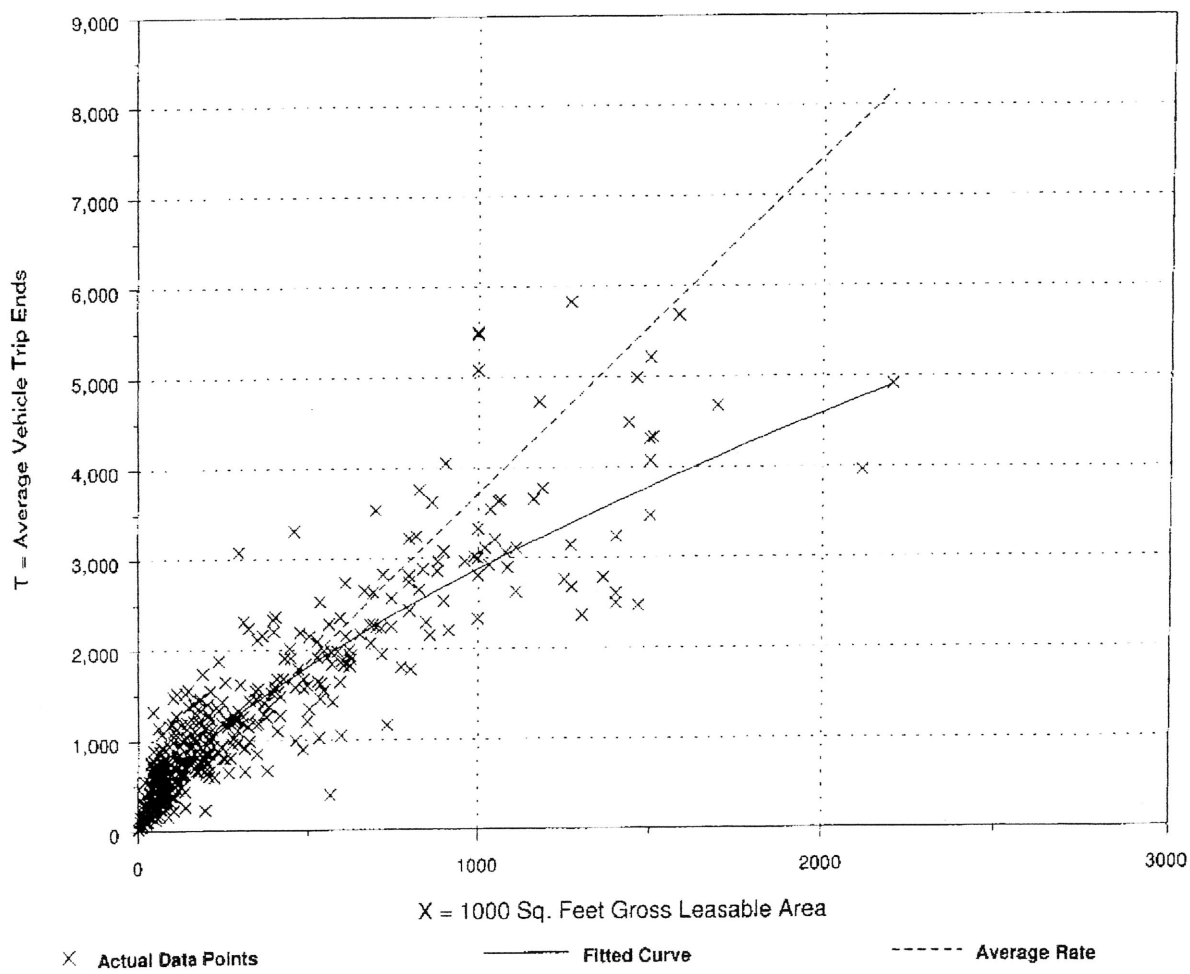
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 426
Average 1000 Sq. Feet GLA: 376
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Leasable Area

Average Rate	Range of Rates	Standard Deviation
3.71	0.68 - 29.27	2.74

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.67 Ln(X) + 3.31

R^2 = 0.81

Automobile Care Center
(942)

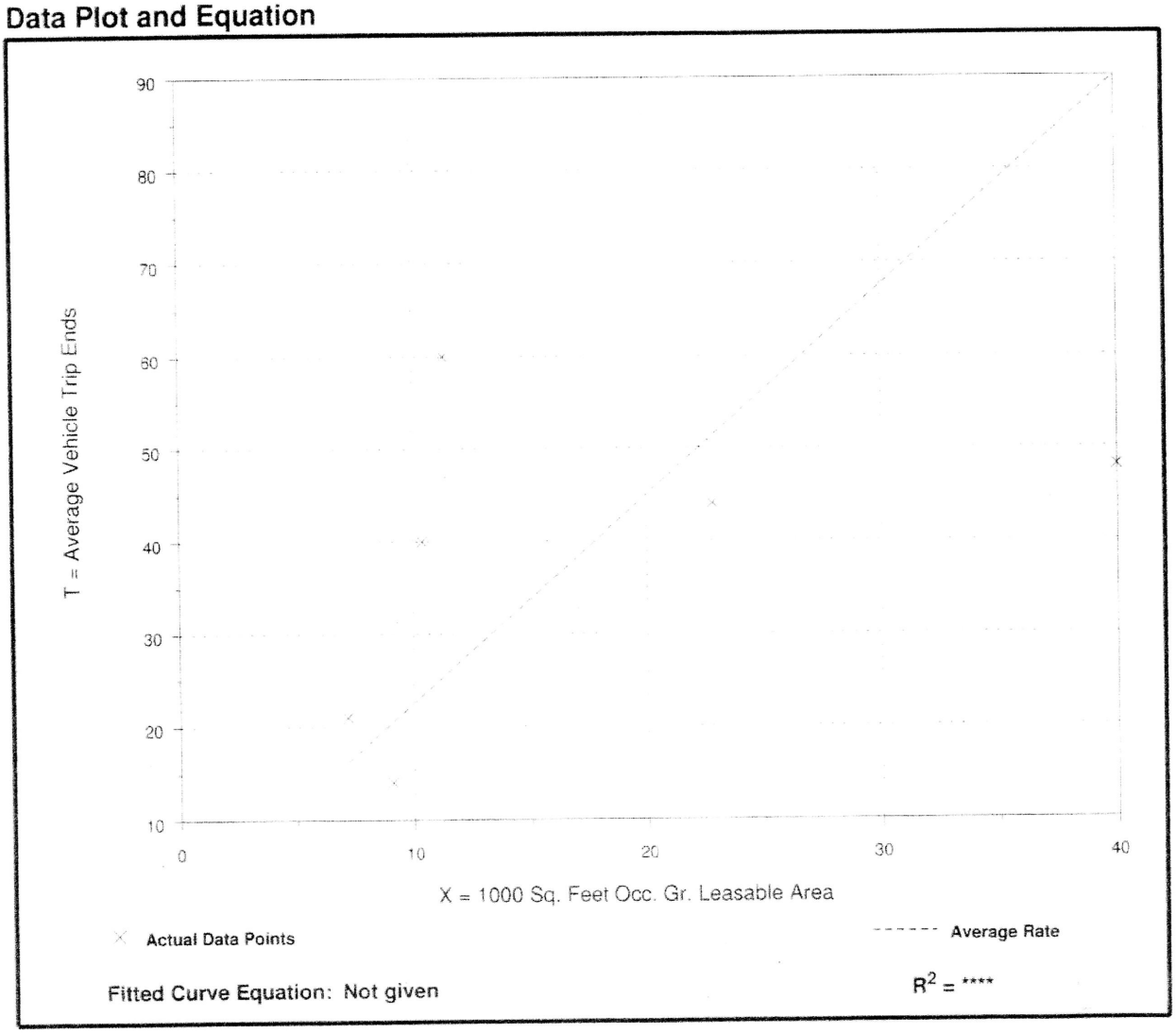
Average Vehicle Trip Ends vs: **1000 Sq. Feet Occ. Gr. Leasable Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 6
Average 1000 Sq. Feet OGLA: 17
Directional Distribution: 66% entering, 34% exiting

Trip Generation per 1000 Sq. Feet Occ. Gr. Leasable Area

Average Rate	Range of Rates	Standard Deviation
2.25	1.20 - 5.29	1.99

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Automobile Care Center
(942)

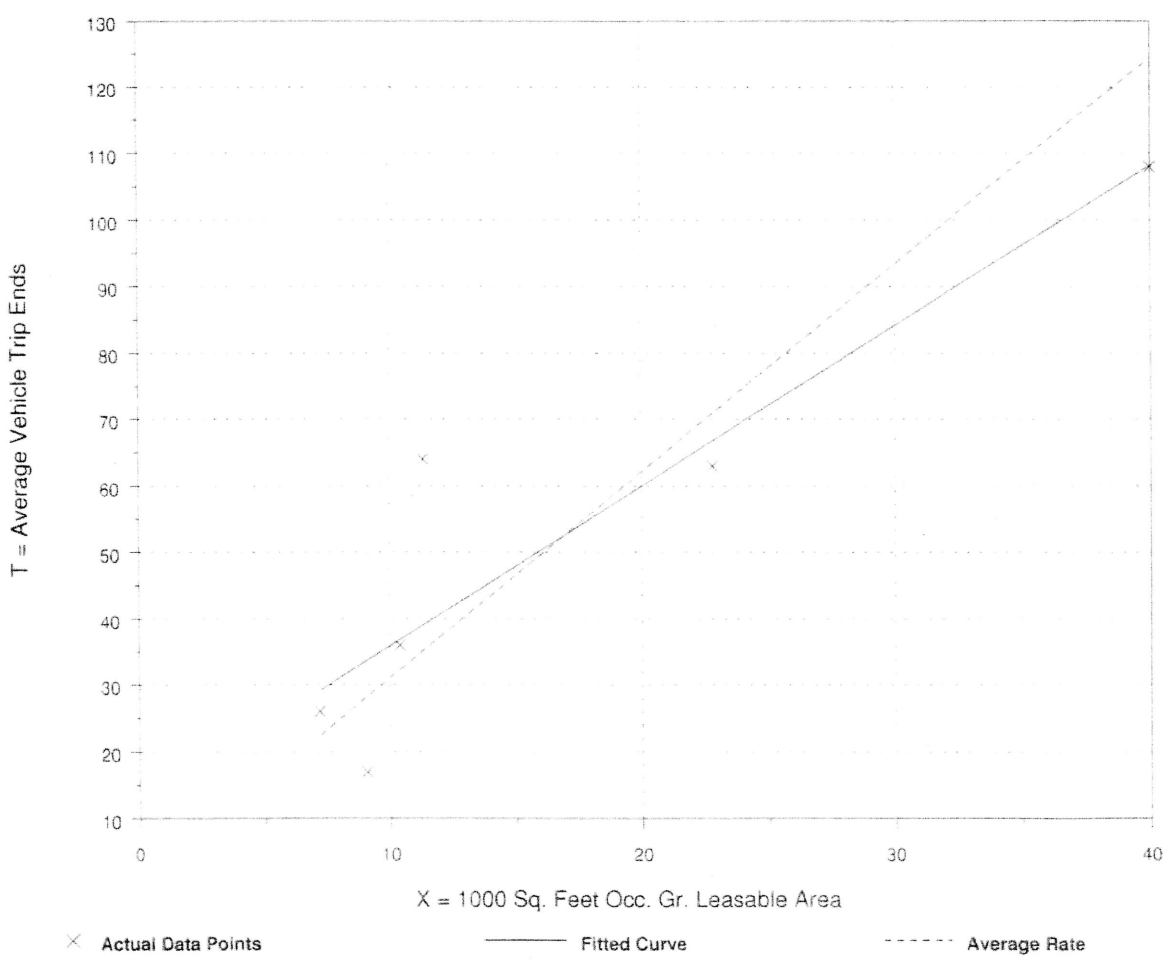
Average Vehicle Trip Ends vs: 1000 Sq. Feet Occ. Gr. Leasable Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 6
Average 1000 Sq. Feet OGLA: 17
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Occ. Gr. Leasable Area

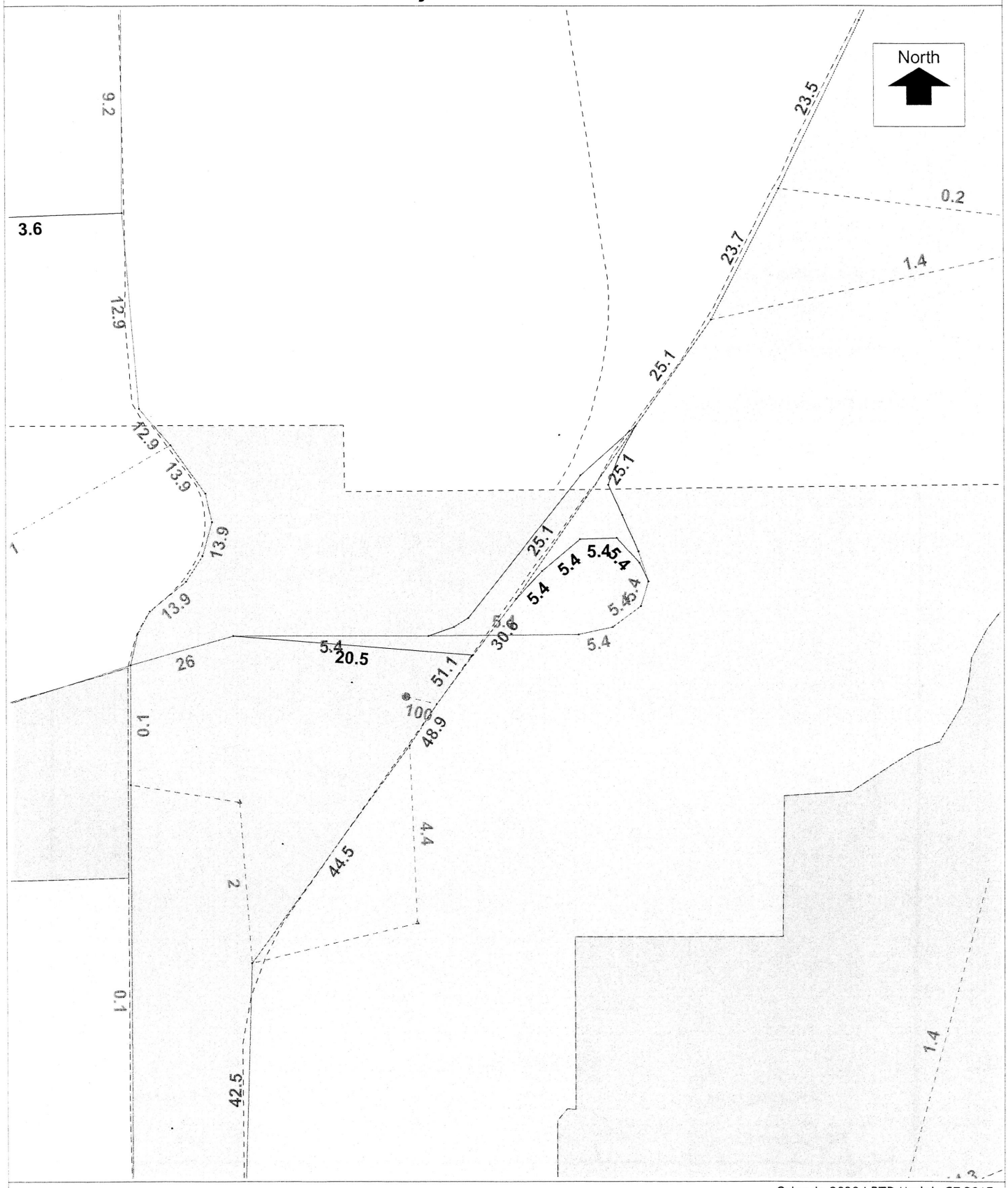
Average Rate	Range of Rates	Standard Deviation
3.11	1.87 - 5.64	1.98

Data Plot and Equation



Fitted Curve Equation: T = 2.41(X) + 11.79 $R^2 = 0.83$

Project Distribution



Orlando 2030 LRTP Model, CF 2015
TPD 4598

cube

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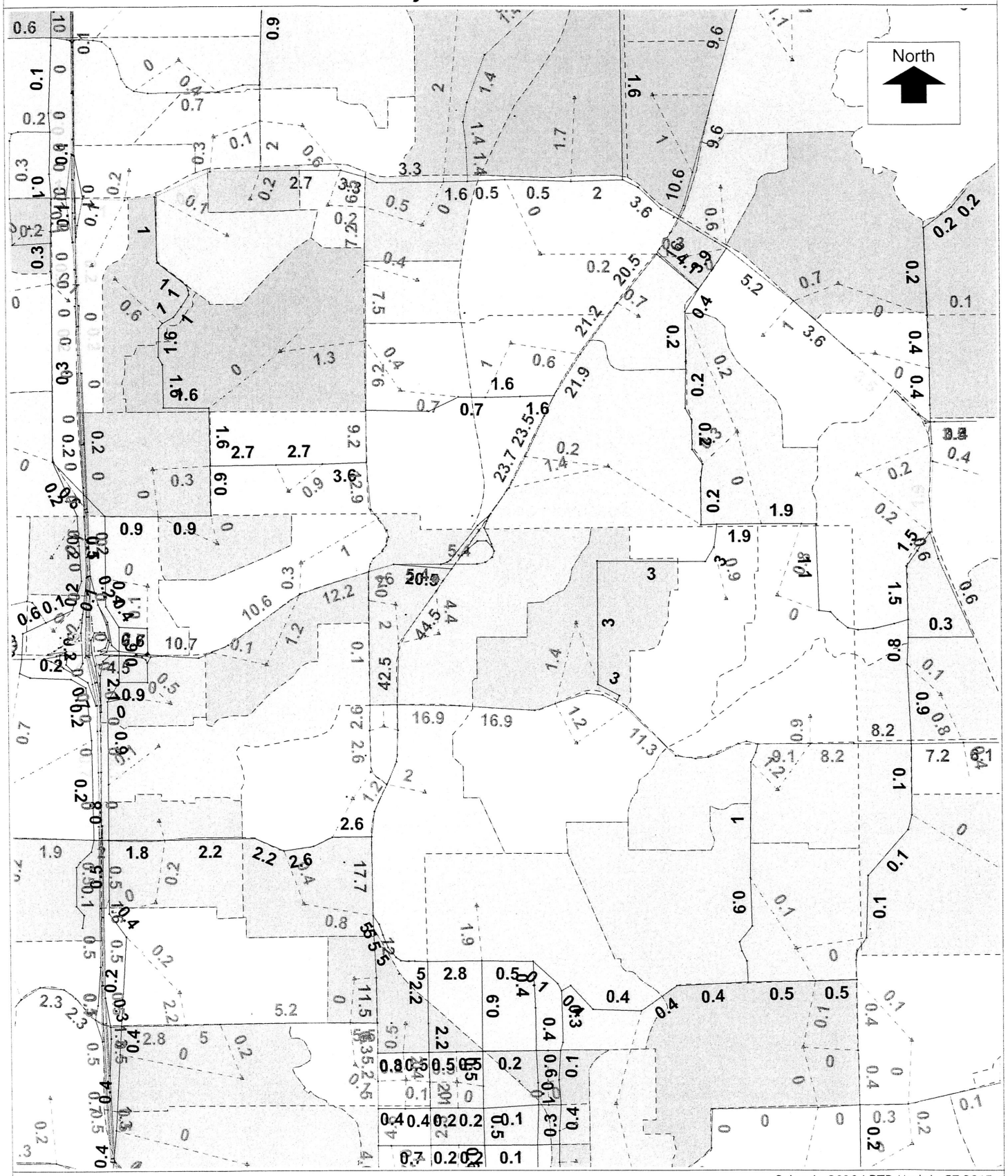
Project Distribution



Orlando 2030 LRTP Model, CF 2015
TPD 4598

cube

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APPENDIX B

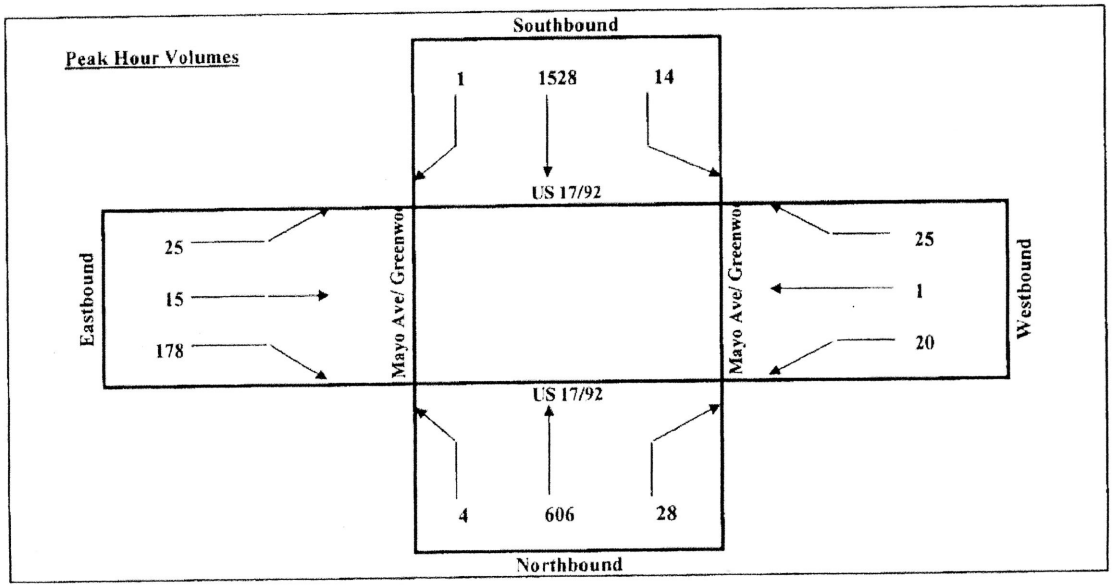
Intersection Counts /
Seasonal Factors & Signal Timings

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 17/92
Intersection (E/W): Mayo Ave/ Greenwood Rd
Date: 3/25/2014

		US 17/92			US 17/92			Mayo Ave/ Greenwood Rd			Mayo Ave/ Greenwood Rd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	62	1	2	218	0	2	6	38	7	0	0	336
7:15 AM	7:30 AM	0	104	4	4	339	0	5	0	48	7	0	4	515
7:30 AM	7:45 AM	0	138	4	3	355	0	5	4	40	7	0	10	566
7:45 AM	8:00 AM	3	175	11	3	459	1	4	2	39	4	0	7	708
8:00 AM	8:15 AM	0	144	7	3	326	0	12	6	61	5	1	4	569
8:15 AM	8:30 AM	1	149	6	5	388	0	4	3	38	4	0	4	602
8:30 AM	8:45 AM	0	154	4	4	301	1	10	3	46	11	0	5	539
8:45 AM	9:00 AM	1	146	11	9	319	0	8	2	54	7	0	7	564
													s	
Total for:	7:00 AM	8:00 AM	3	479	20	12	1371	1	16	12	165	25	0	21	2125
Total for:	8:00 AM	9:00 AM	2	593	28	21	1334	1	34	14	199	27	1	20	2274
Total Peak Hour:	7:30 AM	8:30 AM	4	606	28	14	1528	1	25	15	178	20	1	25	2445
Overall PHF:	0.863														

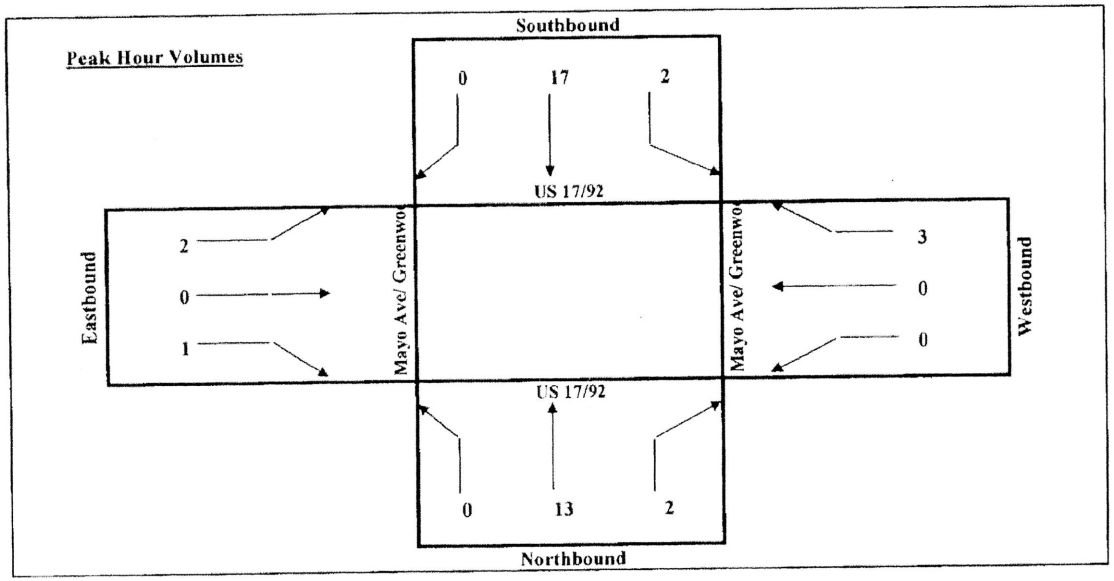


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 17/92
Intersection (E/W): Mayo Ave/ Greenwood Rd
Date: 3/25/2014

		US 17/92			US 17/92			Mayo Ave/ Greenwood Rd			Mayo Ave/ Greenwood Rd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	0	2	0	0	4	0	0	0	1	0	0	0	7
7:15 AM	7:30 AM	0	4	0	0	6	0	1	0	0	0	0	0	11
7:30 AM	7:45 AM	0	2	0	2	4	0	1	0	1	0	0	1	11
7:45 AM	8:00 AM	0	5	1	0	2	0	0	0	0	0	0	0	8
8:00 AM	8:15 AM	0	3	1	0	5	0	1	0	0	0	0	1	11
8:15 AM	8:30 AM	0	3	0	0	6	0	0	0	0	0	0	1	10
8:30 AM	8:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
8:45 AM	9:00 AM	0	3	0	1	5	0	0	0	0	0	0	1	10
Total for:	7:00 AM 8:00 AM	0	13	1	2	16	0	2	0	2	0	0	1	37
Total for:	8:00 AM 9:00 AM	0	11	1	1	18	0	1	0	0	0	0	3	35
Total Peak Hour:	7:30 AM 8:30 AM	0	13	2	2	17	0	2	0	1	0	0	3	40
Overall PHF:	0.932													

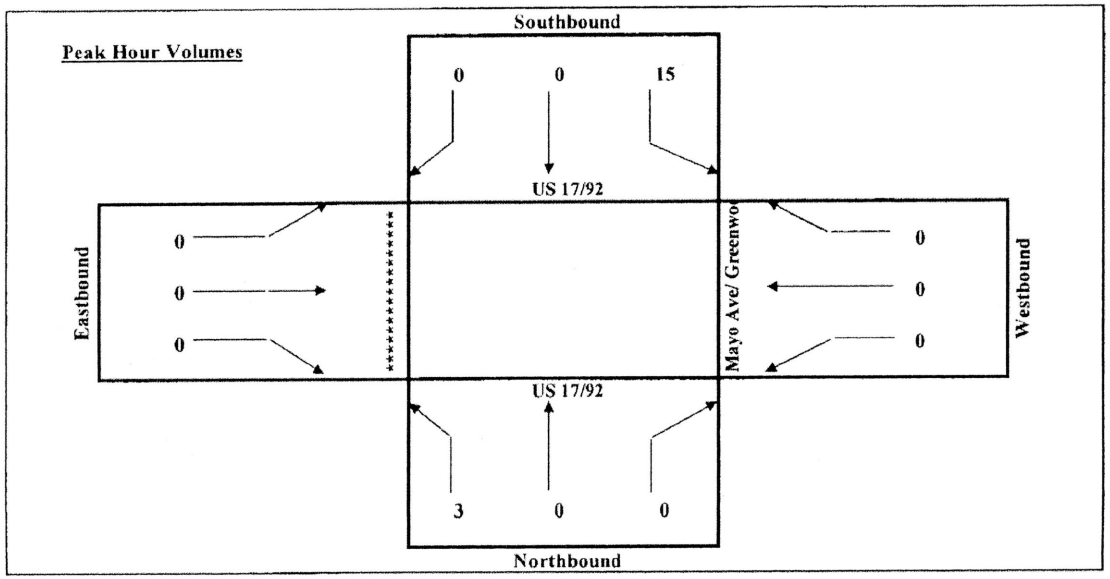


TURNING MOVEMENT COUNT ANALYSIS

U-Turns

Intersection (N/S): US 17/92
Intersection (E/W): Mayo Ave/ Greenwood Rd
Date: 3/25/2014

		US 17/92	US 17/92	**********	Mayo Ave/ Greenwood Rd	
		NB	SB	EB	WB	
Start	End	U-Turn	U-Turn	U-Turn	U-Turn	TOTAL
7:00 AM	7:15 AM	0	0	0	0	0
7:15 AM	7:30 AM	0	2	0	0	2
7:30 AM	7:45 AM	0	0	0	0	0
7:45 AM	8:00 AM	2	6	0	0	8
8:00 AM	8:15 AM	0	4	0	0	4
8:15 AM	8:30 AM	1	5	0	0	6
8:30 AM	8:45 AM	1	1	0	1	3
8:45 AM	9:00 AM	0	6	0	0	6
Total for: 7:00 AM	8:00 AM	2	8	0	0	10
Total for: 8:00 AM	9:00 AM	2	16	0	1	19
Total Peak Hour: 7:30 AM	8:30 AM	3	15	0	0	18
Overall PHF: 0.656						

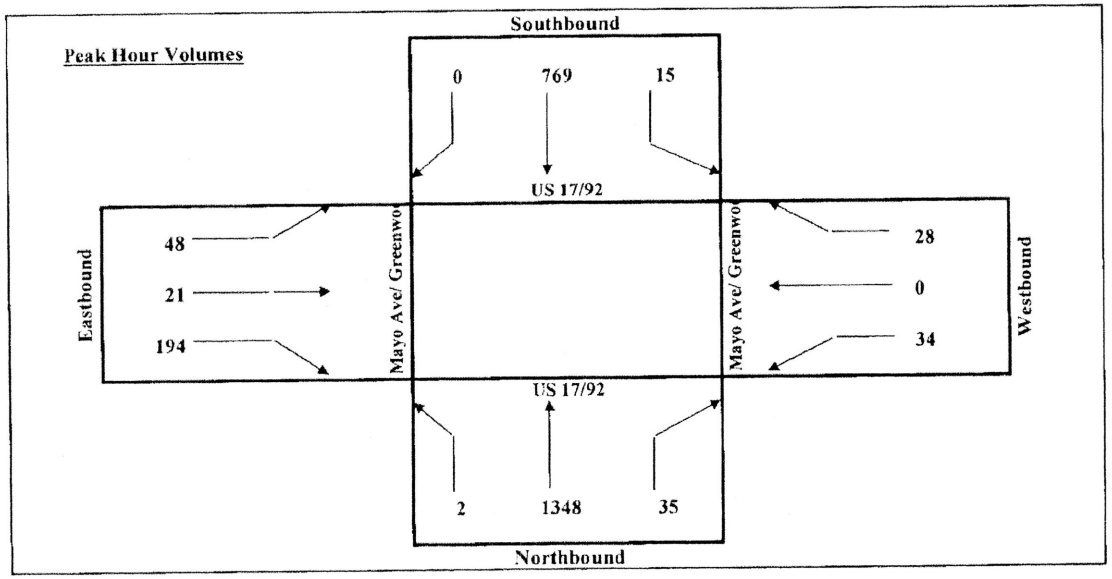


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): US 17/92
Intersection (E/W): Mayo Ave/ Greenwood Rd
Date: 3/25/2014

		US 17/92			US 17/92			Mayo Ave/ Greenwood Rd			Mayo Ave/ Greenwood Rd			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	269	5	5	169	1	13	2	50	3	0	7	524
4:15 PM	4:30 PM	2	265	3	4	183	1	17	3	49	5	0	8	540
4:30 PM	4:45 PM	1	303	7	4	185	2	13	7	42	7	0	6	577
4:45 PM	5:00 PM	0	274	3	2	154	0	7	7	54	11	0	10	522
5:00 PM	5:15 PM	0	373	9	3	215	0	7	4	48	10	0	6	675
5:15 PM	5:30 PM	1	272	5	4	208	0	8	7	48	9	0	7	569
5:30 PM	5:45 PM	0	408	12	6	198	0	19	6	55	9	0	9	722
5:45 PM	6:00 PM	1	295	9	2	148	0	14	4	43	6	0	6	528
Total for:	4:00 PM	3	1111	18	15	691	4	50	19	195	26	0	31	2163
Total for:	5:00 PM	2	1348	35	15	769	0	48	21	194	34	0	28	2494
Total Peak Hour:	5:00 PM	2	1348	35	15	769	0	48	21	194	34	0	28	2494
Overall PHF:	0.864													

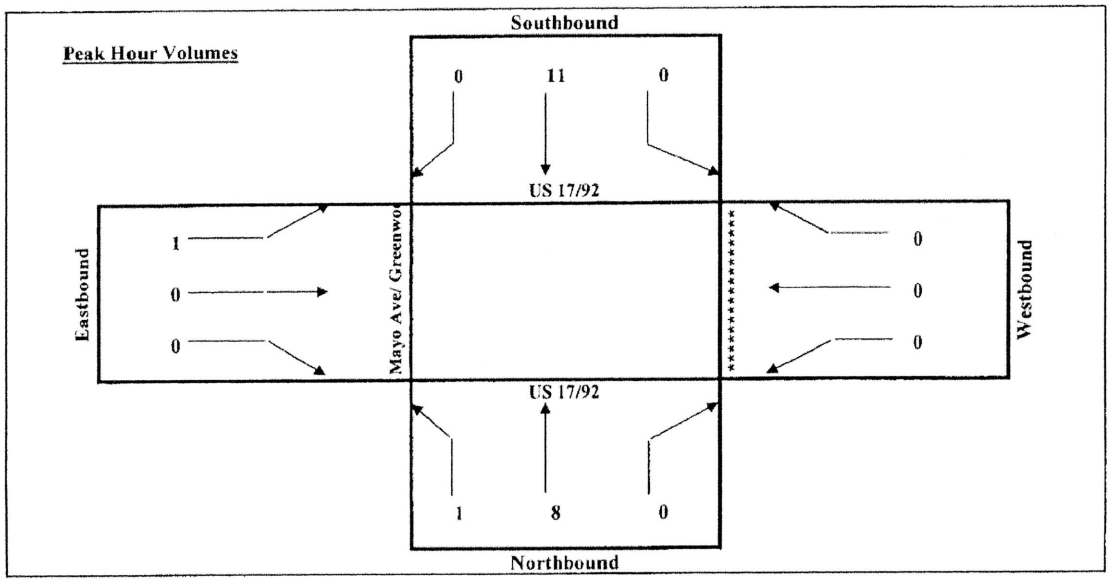


TURNING MOVEMENT COUNT ANALYSIS

TRUCKS

Intersection (N/S): US 17/92
Intersection (E/W): Mayo Ave/ Greenwood Rd
Date: 3/25/2014

		US 17/92			US 17/92			Mayo Ave/ Greenwood Rd			**********			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	0	2	0	0	4	0	0	0	1	0	0	0	7
4:15 PM	4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:30 PM	4:45 PM	0	5	0	0	4	0	0	0	1	0	0	0	10
4:45 PM	5:00 PM	0	4	0	0	3	0	0	0	0	0	0	0	7
5:00 PM	5:15 PM	0	2	0	0	6	0	0	0	0	0	0	0	8
5:15 PM	5:30 PM	1	3	0	0	1	0	1	0	0	0	0	0	6
5:30 PM	5:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	6
5:45 PM	6:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total for:	4:00 PM	0	13	0	0	12	0	0	0	2	0	0	0	27
Total for:	5:00 PM	1	8	0	0	11	0	1	0	0	0	0	0	21
Total Peak Hour:	5:00 PM	1	8	0	0	11	0	1	0	0	0	0	0	21
Overall PHF:	0.775													

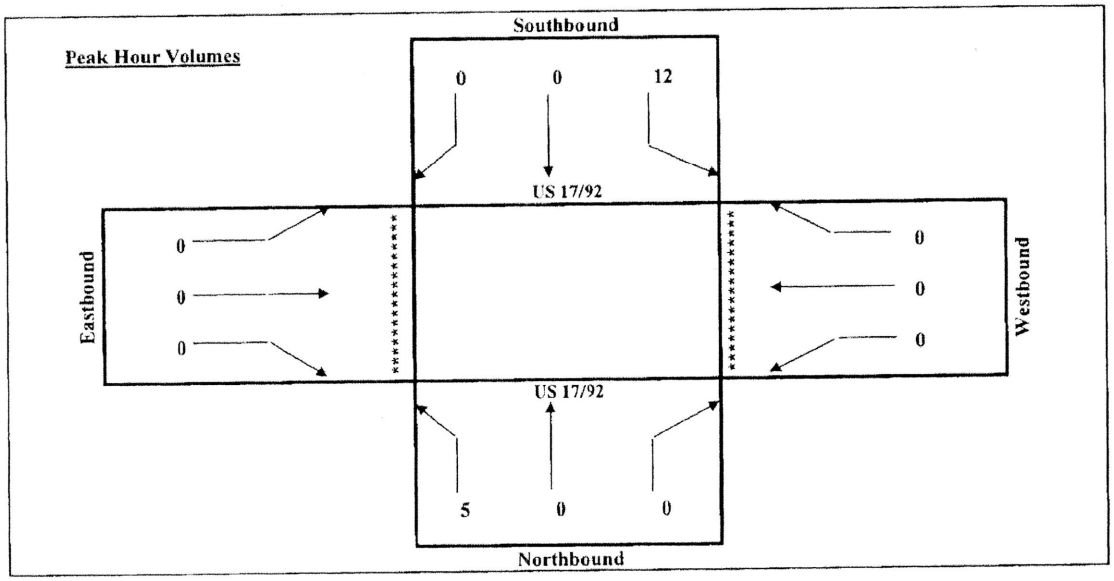


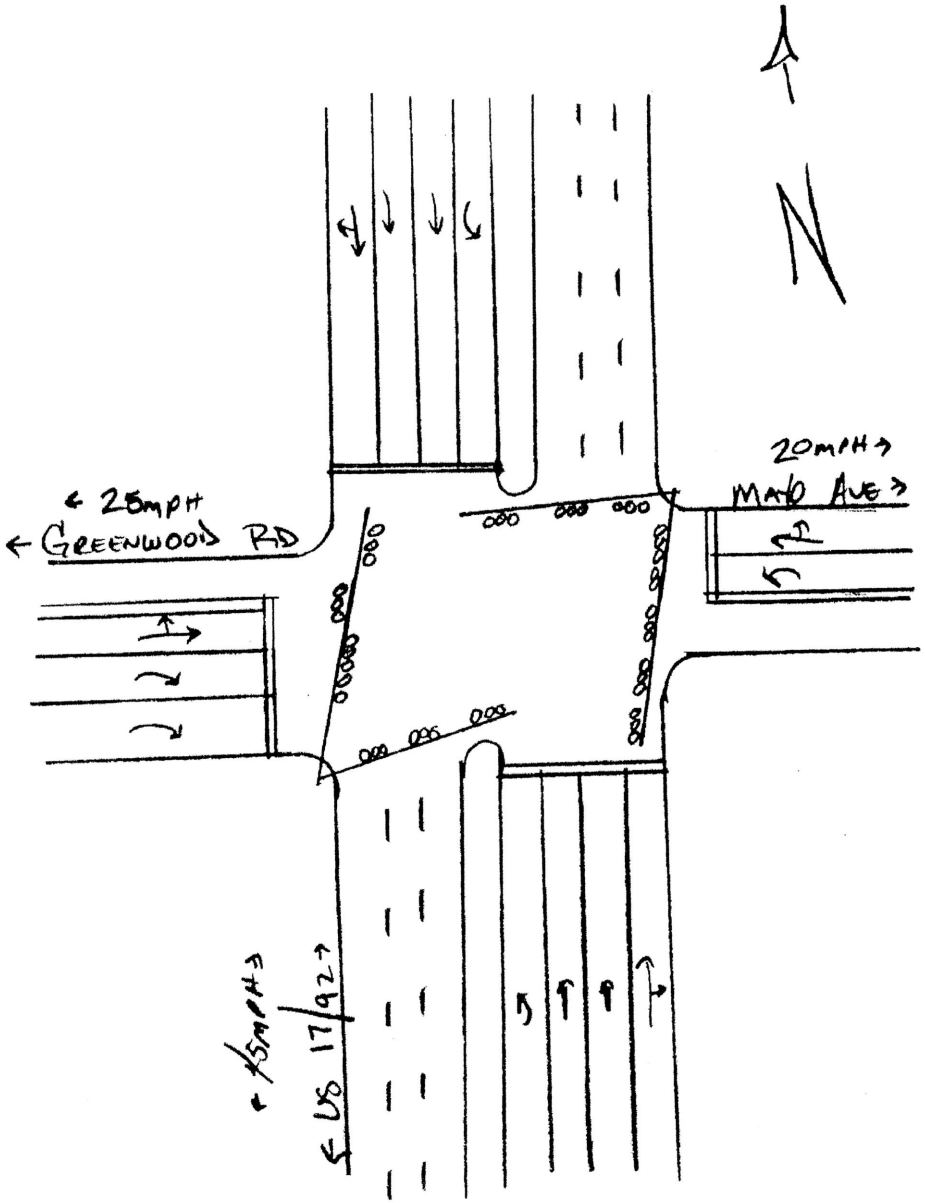
TURNING MOVEMENT COUNT ANALYSIS

U-Turns

Intersection (N/S): US 17/92
Intersection (E/W): Mayo Ave/ Greenwood Rd
Date: 3/25/2014

		US 17/92	US 17/92	**********	**********	
		NB	SB	EB	WB	
Start	End	U-Turn	U-Turn	U-Turn	U-Turn	TOTAL
4:00 PM	4:15 PM	0	5	0	0	5
4:15 PM	4:30 PM	2	5	0	0	7
4:30 PM	4:45 PM	0	1	0	0	1
4:45 PM	5:00 PM	0	2	0	0	2
5:00 PM	5:15 PM	2	1	0	0	3
5:15 PM	5:30 PM	2	8	0	0	10
5:30 PM	5:45 PM	1	2	0	0	3
5:45 PM	6:00 PM	0	1	0	0	1
Total for:	4:00 PM 5:00 PM	2	13	0	0	15
Total for:	5:00 PM 6:00 PM	5	12	0	0	17
Total Peak Hour:	5:00 PM 6:00 PM	5	12	0	0	17
Overall PHF:	0.450					




N
20mph
MAIN AVE
25mph
GREENWOOD RD
45mph
US 17/92

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

Districtwide Traffic Signal Retiming - Orange County 2013-2014

FM: 427046-2-32-02

SR 15 (US 17/92) at Mayo Ave/Greenwood Rd	Prepared By: DJP	Date: 5/6/2014	
North-South Roadway	SR 15 (US 17/92)	East-West Roadway	Mayo Ave/Greenwood Rd

PHASE TIMES

MOVEMENT	1	2		4	5	6		8
DIRECTION	NBL	SB		WB	SBL	NB		EB
LEFT TURN	Prot	Prot		Prot	Prot	Prot		Prot
MIN GRN	5	15		7	5	15		7
GAP EXT	3.0	3.0		3.0	3.0	3.0		3.0
YEL CLR	4.9	4.9		3.4	4.8	4.9		3.4
RED CLR	2.0	2.1		4.0	2.0	2.1		4.0
MAX 1	15	53		15	15	53		19
MAX 2	15	53		15	15	53		19
WALK		7				7		
PED CLR		30				15		

	TIME BASE COORDINATION				COORDINATION PATTERN TABLES			
	Plan	Start	End	C/S/O	Cycle Length	Offset	Split	Alt Seq
Weekday	-	0:00	6:30	0/0/4	FREE			0
	AM	6:30	10:00	2/1/1	80	69	1	1
	Midday	10:00	15:15	2/3/1	90	38	2	1
	PM	15:15	19:30	3/3/1	100	89	3	2
	-	19:30	0:00	0/0/4	FREE			0

COORDINATION SPLIT TABLES

Split 1

Phase	1	2		4	5	6		8
Time (sec)	16	32		16	16	32		16
Coord Phase		X				X		
Mode		MAX				MAX		

Split 2

Phase	1	2		4	5	6		8
Time (sec)	16	42		16	16	42		16
Coord Phase		X				X		
Mode		MAX				MAX		

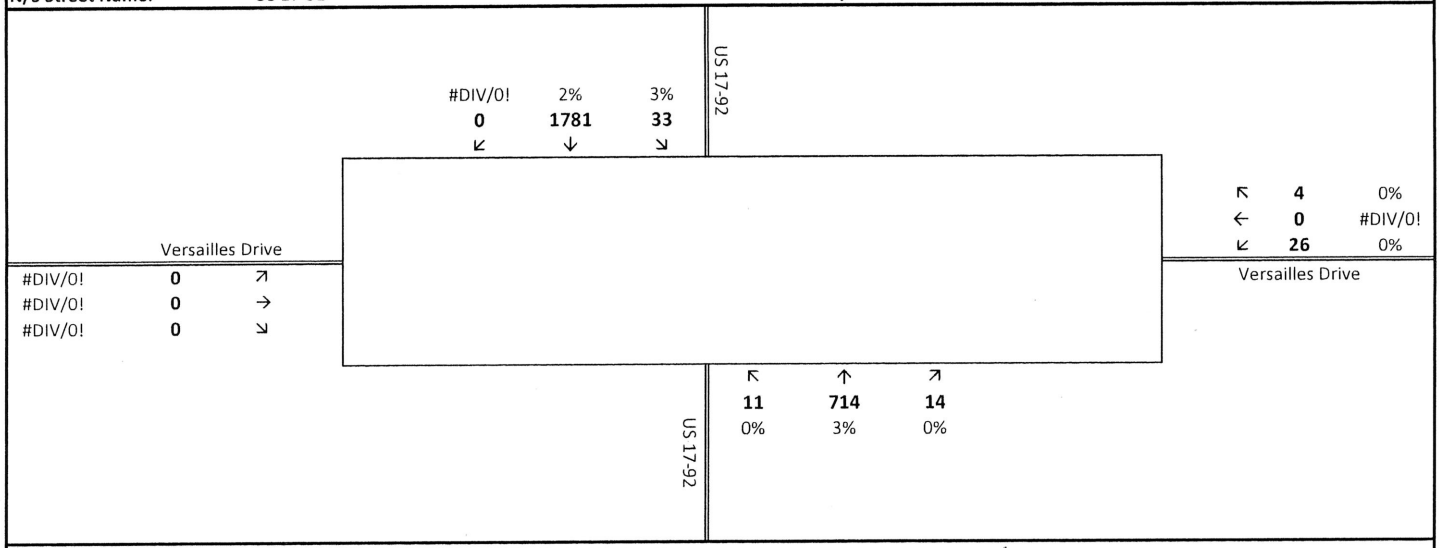
Split 3

Phase	1	2		4	5	6		8
Time (sec)	16	52		16	16	52		16
Coord Phase		X				X		
Mode		MAX				MAX		

NOTES

1. Coordination Mode: Permissive/Yield
2. Maximum Mode: Inhibit Max
3. Offset Reference: End of Green
4. Force Mode: Plan
5. Alternate Sequence 1: reverse phases 1 & 2
6. Alternate Sequence 2: reverse phases 5 & 6

Date:	2-Dec-14	**City:**	Maitland
E/W Street Name:	Versailles Drive	**County:**	Orange
N/S Street Name:	US 17-92	**Study Period:**	7 AM - 9 AM



Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	32	1745	0	26	0	4	11	692	14	0	0	0	2524
Trucks	1	36	0	0	0	0	0	22	0	0	0	0	59
Total	**33**	**1781**	**0**	**26**	**0**	**4**	**11**	**714**	**14**	**0**	**0**	**0**	**2583**
Peak Hour Factor	**0.913**												
Peak Hour	**07:45 AM to to 08:45 AM**												

Total Vehicle Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	2	338	0	8	0	1	0	97	0	0	0	0	446
7:15:00 AM	4	405	3	7	0	4	1	118	2	0	0	0	544
7:30:00 AM	5	402	1	8	0	6	0	166	3	0	0	0	591
7:45:00 AM	7	496	0	6	0	0	0	197	1	0	0	0	707
8:00:00 AM	5	448	0	5	0	1	1	156	8	0	0	0	624
8:15:00 AM	3	437	0	6	0	0	3	164	2	0	0	0	615
8:30:00 AM	18	400	0	9	0	3	7	197	3	0	0	0	637
8:45:00 AM	8	425	4	2	0	2	1	196	1	0	0	0	639

Date:	2-Dec-14	**City:**	Maitland
E/W Street Name:	Versailles Drive	**County:**	Orange
N/S Street Name:	US 17-92	**Study Period:**	7 AM - 9 AM

Total Vehicle Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	2	338	0	8	0	1	0	97	0	0	0	0	446
7:15:00 AM	4	405	3	7	0	4	1	118	2	0	0	0	544
7:30:00 AM	5	402	1	8	0	6	0	166	3	0	0	0	591
7:45:00 AM	7	496	0	6	0	0	0	197	1	0	0	0	707
8:00:00 AM	5	448	0	5	0	1	1	156	8	0	0	0	624
8:15:00 AM	3	437	0	6	0	0	3	164	2	0	0	0	615
8:30:00 AM	18	400	0	9	0	3	7	197	3	0	0	0	637
8:45:00 AM	8	425	4	2	0	2	1	196	1	0	0	0	639

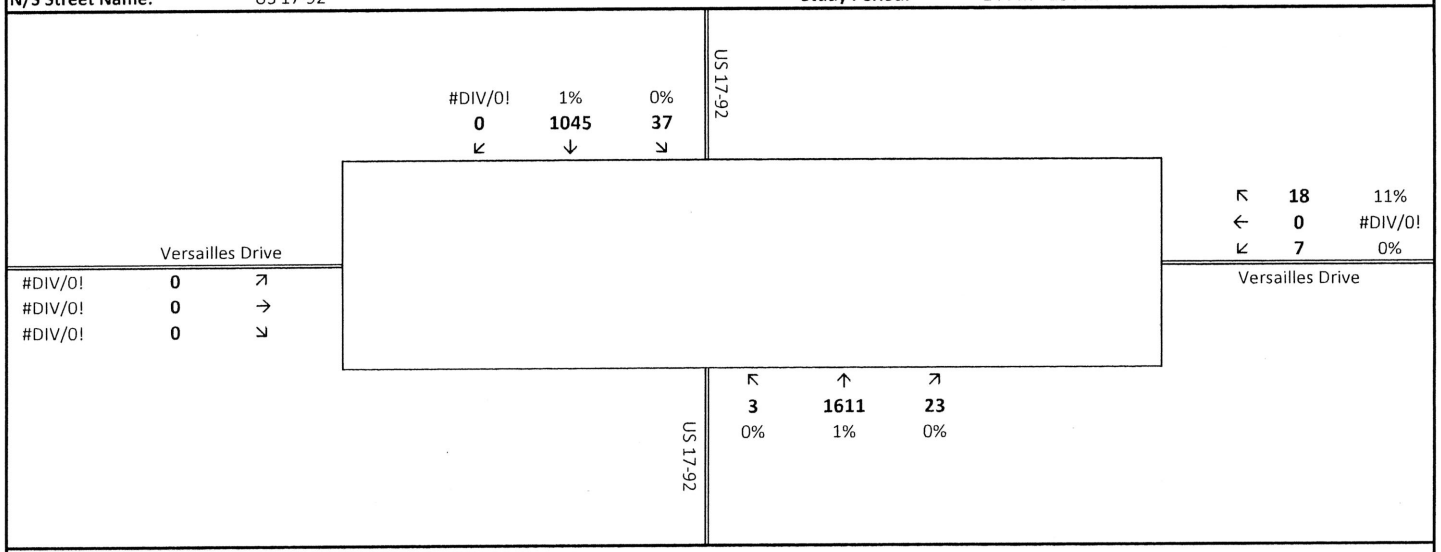
Car Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	2	332	0	8	0	1	0	96	0	0	0	0	439
7:15:00 AM	4	397	3	7	0	4	1	118	2	0	0	0	536
7:30:00 AM	5	394	1	8	0	6	0	160	3	0	0	0	577
7:45:00 AM	7	489	0	6	0	0	0	190	1	0	0	0	693
8:00:00 AM	5	439	0	5	0	1	1	153	8	0	0	0	612
8:15:00 AM	3	426	0	6	0	0	3	158	2	0	0	0	598
8:30:00 AM	17	391	0	9	0	3	7	191	3	0	0	0	621
8:45:00 AM	8	414	4	2	0	2	1	189	1	0	0	0	621

Truck Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	0	6	0	0	0	0	0	1	0	0	0	0	7
7:15:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	8
7:30:00 AM	0	8	0	0	0	0	0	6	0	0	0	0	14
7:45:00 AM	0	7	0	0	0	0	0	7	0	0	0	0	14
8:00:00 AM	0	9	0	0	0	0	0	3	0	0	0	0	12
8:15:00 AM	0	11	0	0	0	0	0	6	0	0	0	0	17
8:30:00 AM	1	9	0	0	0	0	0	6	0	0	0	0	16
8:45:00 AM	0	11	0	0	0	0	0	7	0	0	0	0	18

Date:	1-Dec-14	**City:**	Maitland
E/W Street Name:	Versailles Drive	**County:**	Orange
N/S Street Name:	US 17-92	**Study Period:**	14 PM - 16 PM



Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	37	1032	0	7	0	16	3	1590	23	0	0	0	2708
Trucks	0	13	0	0	0	2	0	21	0	0	0	0	36
Total	**37**	**1045**	**0**	**7**	**0**	**18**	**3**	**1611**	**23**	**0**	**0**	**0**	**2744**
Peak Hour Factor	**0.933**												
Peak Hour	**05:00 PM to to 06:00 PM**												

Total Vehicle Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	9	270	0	4	0	5	1	322	4	0	0	0	446
4:15:00 PM	3	219	0	1	0	1	1	332	5	0	0	0	544
4:30:00 PM	4	28	0	4	0	3	3	343	7	0	0	0	591
4:45:00 PM	5	230	0	9	0	12	3	322	6	0	0	0	707
5:00:00 PM	20	263	0	5	0	9	1	398	10	0	0	0	624
5:15:00 PM	12	262	0	0	0	4	0	383	6	0	0	0	615
5:30:00 PM	4	271	0	1	0	1	2	452	4	0	0	0	637
5:45:00 PM	1	249	0	1	0	4	0	378	3	0	0	0	639

Date:	1-Dec-14	**City:**	Maitland
E/W Street Name:	Versailles Drive	**County:**	Orange
N/S Street Name:	US 17-92	**Study Period:**	14 PM - 16 PM

Total Vehicle Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	9	270	0	4	0	5	1	322	4	0	0	0	615
4:15:00 PM	3	219	0	1	0	1	1	332	5	0	0	0	562
4:30:00 PM	4	28	0	4	0	3	3	343	7	0	0	0	392
4:45:00 PM	5	230	0	9	0	12	3	322	6	0	0	0	587
5:00:00 PM	20	263	0	5	0	9	1	398	10	0	0	0	706
5:15:00 PM	12	262	0	0	0	4	0	383	6	0	0	0	667
5:30:00 PM	4	271	0	1	0	1	2	452	4	0	0	0	735
5:45:00 PM	1	249	0	1	0	4	0	378	3	0	0	0	636

Car Traffic

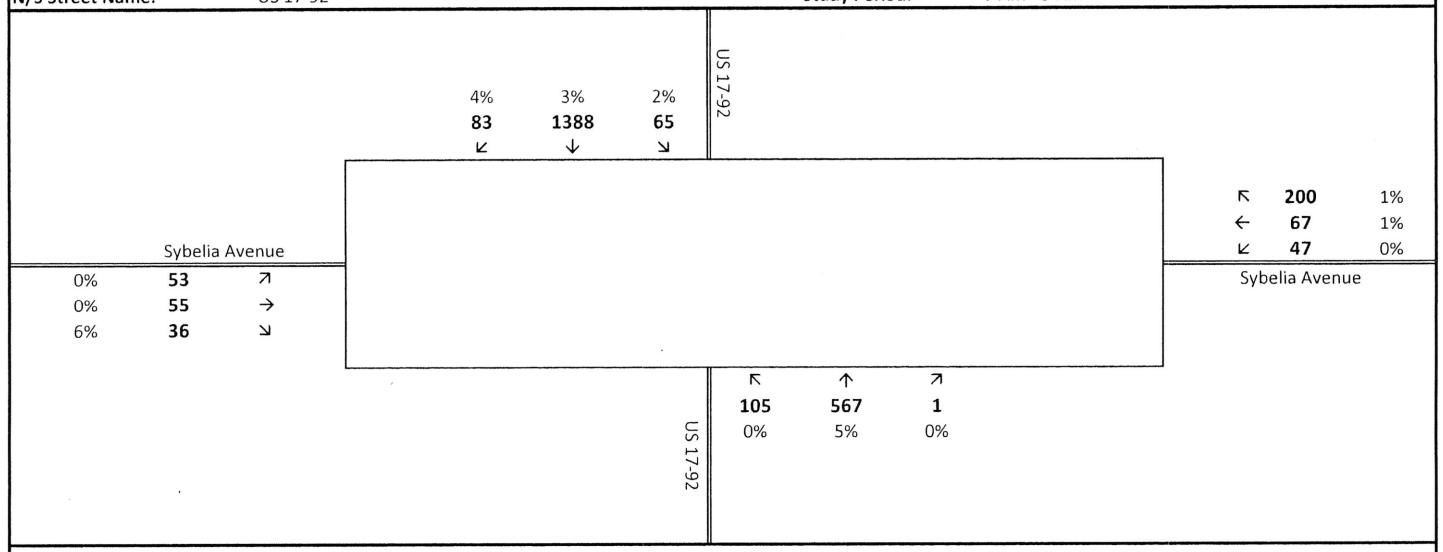
Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	9	266	0	3	0	3	0	317	1	0	0	0	599
4:15:00 PM	2	214	0	1	0	0	0	324	5	0	0	0	546
4:30:00 PM	4	24	0	3	0	3	3	336	7	0	0	0	380
4:45:00 PM	5	224	0	9	0	12	3	317	6	0	0	0	576
5:00:00 PM	20	259	0	5	0	7	1	391	10	0	0	0	693
5:15:00 PM	12	258	0	0	0	4	0	378	6	0	0	0	658
5:30:00 PM	4	268	0	1	0	1	2	446	4	0	0	0	726
5:45:00 PM	1	247	0	1	0	4	0	375	3	0	0	0	631

Truck Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	0	4	0	1	0	2	1	5	3	0	0	0	16
4:15:00 PM	1	5	0	0	0	1	1	8	0	0	0	0	16
4:30:00 PM	0	4	0	1	0	0	0	7	0	0	0	0	12
4:45:00 PM	0	6	0	0	0	0	0	5	0	0	0	0	11
5:00:00 PM	0	4	0	0	0	2	0	7	0	0	0	0	13
5:15:00 PM	0	4	0	0	0	0	0	5	0	0	0	0	9
5:30:00 PM	0	3	0	0	0	0	0	6	0	0	0	0	9
5:45:00 PM	0	2	0	0	0	0	0	3	0	0	0	0	5

N↑

Date:	2-Dec-14	**City:**	Maitland
E/W Street Name:	Sybelia Avenue	**County:**	Orange
N/S Street Name:	US 17-92	**Study Period:**	7 AM - 9 AM



Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	64	1344	80	47	66	198	105	540	1	53	55	34	2587
Trucks	1	44	3	0	1	2	0	27	0	0	0	2	80
Total	**65**	**1388**	**83**	**47**	**67**	**200**	**105**	**567**	**1**	**53**	**55**	**36**	**2667**
Peak Hour Factor	**0.948**												
Peak Hour	**07:45 AM to to 08:45 AM**												

Total Vehicle Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	2	281	6	4	3	17	6	78	0	2	6	6	411
7:15:00 AM	8	369	0	15	4	12	27	11	96	0	1	6	549
7:30:00 AM	8	300	18	4	23	43	20	110	0	4	10	9	549
7:45:00 AM	13	346	19	4	28	55	20	159	0	37	12	10	703
8:00:00 AM	18	349	25	19	13	45	30	106	0	5	17	11	638
8:15:00 AM	20	337	16	17	18	61	36	125	0	5	18	10	663
8:30:00 AM	14	356	23	7	8	39	19	177	1	6	8	5	663
8:45:00 AM	12	318	23	12	16	42	40	139	0	2	10	7	621

Date:	2-Dec-14	**City:**	Maitland
E/W Street Name:	Sybelia Avenue	**County:**	Orange
N/S Street Name:	US 17-92	**Study Period:**	7 AM - 9 AM

Total Vehicle Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	2	281	6	4	3	17	6	78	0	2	6	6	411
7:15:00 AM	8	369		15	4	12	27	11	96	0	1	6	549
7:30:00 AM	8	300	18	4	23	43	20	110	0	4	10	9	549
7:45:00 AM	13	346	19	4	28	55	20	159	0	37	12	10	703
8:00:00 AM	18	349	25	19	13	45	30	106	0	5	17	11	638
8:15:00 AM	20	337	16	17	18	61	36	125	0	5	18	10	663
8:30:00 AM	14	356	23	7	8	39	19	177	1	6	8	5	663
8:45:00 AM	12	318	23	12	16	42	40	139	0	2	10	7	621

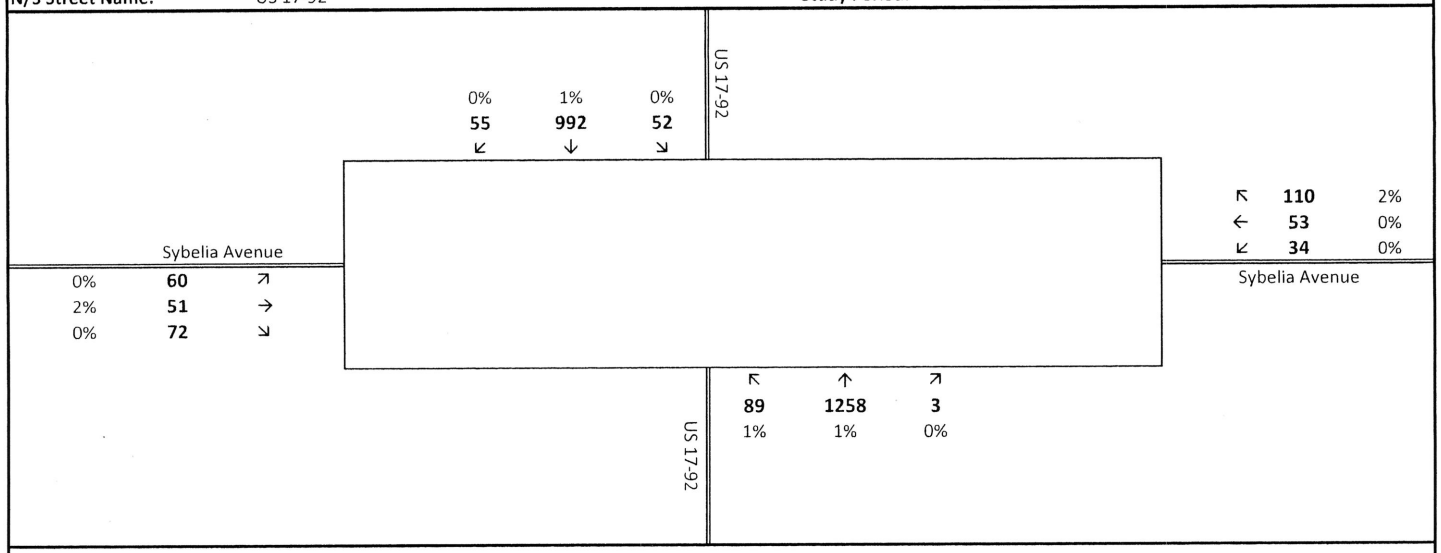
Car Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	2	275	6	4	3	17	6	77	0	2	6	6	404
7:15:00 AM	7	360	-1	15	4	11	27	10	96	0	1	6	536
7:30:00 AM	8	292	17	4	22	43	19	100	0	4	10	9	528
7:45:00 AM	13	336	19	4	28	55	20	147	0	37	12	10	681
8:00:00 AM	18	335	24	19	12	44	30	102	0	5	17	10	616
8:15:00 AM	19	327	16	17	18	61	36	117	0	5	18	9	643
8:30:00 AM	14	346	21	7	8	38	19	174	1	6	8	5	647
8:45:00 AM	12	306	23	12	14	41	40	128	0	2	10	7	595

Truck Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	0	6	0	0	0	0	0	1	0	0	0	0	7
7:15:00 AM	1	9	1	0	0	1	0	1	0	0	0	0	13
7:30:00 AM	0	8	1	0	1	0	1	10	0	0	0	0	21
7:45:00 AM	0	10	0	0	0	0	0	12	0	0	0	0	22
8:00:00 AM	0	14	1	0	1	1	0	4	0	0	0	1	22
8:15:00 AM	1	10	0	0	0	0	0	8	0	0	0	1	20
8:30:00 AM	0	10	2	0	0	1	0	3	0	0	0	0	16
8:45:00 AM	0	12	0	0	2	1	0	11	0	0	0	0	26

Date:	1-Dec-14	**City:**	Maitland
E/W Street Name:	Sybelia Avenue	**County:**	Orange
N/S Street Name:	US 17-92	**Study Period:**	14 PM - 16 PM



Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	52	978	55	34	53	108	88	1240	3	60	50	72	2793
Trucks	0	14	0	0	0	2	1	18	0	0	1	0	36
Total	**52**	**992**	**55**	**34**	**53**	**110**	**89**	**1258**	**3**	**60**	**51**	**72**	**2829**
Peak Hour Factor	**0.936**												
Peak Hour	**05:00 PM to to 06:00 PM**												

Total Vehicle Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	11	163	5	8	9	23	16	201	0	4	6	5	411
4:15:00 PM	14	198	17	11	13	41	33	255	0	11	3	10	549
4:30:00 PM	12	237	14	11	6	27	29	316	1	14	9	7	549
4:45:00 PM	12	204	4	10	10	33	18	275	1	16	9	14	703
5:00:00 PM	12	288	13	7	14	28	15	338	0	20	7	14	638
5:15:00 PM	12	229	13	10	16	30	25	294	0	18	15	24	663
5:30:00 PM	10	260	10	5	10	29	23	343	3	10	15	22	663
5:45:00 PM	18	215	19	12	13	23	26	283	0	12	14	12	621

Date:	1-Dec-14	**City:**	Maitland
E/W Street Name:	Sybelia Avenue	**County:**	Orange
N/S Street Name:	US 17-92	**Study Period:**	14 PM - 16 PM

Total Vehicle Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	11	163	5	8	9	23	16	201	0	4	6	5	451
4:15:00 PM	14	198	17	11	13	41	33	255	0	11	3	10	606
4:30:00 PM	12	237	14	11	6	27	29	316	1	14	9	7	683
4:45:00 PM	12	204	4	10	10	33	18	275	1	16	9	14	606
5:00:00 PM	12	288	13	7	14	28	15	338	0	20	7	14	756
5:15:00 PM	12	229	13	10	16	30	25	294	0	18	15	24	686
5:30:00 PM	10	260	10	5	10	29	23	343	3	10	15	22	740
5:45:00 PM	18	215	19	12	13	23	26	283	0	12	14	12	647

Car Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	11	158	5	8	8	23	15	196	0	4	6	5	439
4:15:00 PM	13	194	16	11	13	40	32	250	0	11	3	10	593
4:30:00 PM	12	233	14	9	6	26	29	308	1	14	8	7	667
4:45:00 PM	12	200	4	9	10	32	18	273	1	16	9	14	598
5:00:00 PM	12	285	13	7	14	26	15	331	0	20	7	14	744
5:15:00 PM	12	226	13	10	16	30	25	291	0	18	15	24	680
5:30:00 PM	10	255	10	5	10	29	22	339	3	10	15	22	730
5:45:00 PM	18	212	19	12	13	23	26	279	0	12	13	12	639

Truck Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	0	5	0	0	1	0	1	5	0	0	0	0	12
4:15:00 PM	1	4	1	0	0	1	1	5	0	0	0	0	13
4:30:00 PM	0	4	0	2	0	1	0	8	0	0	1	0	16
4:45:00 PM	0	4	0	1	0	1	0	2	0	0	0	0	8
5:00:00 PM	0	3	0	0	0	2	0	7	0	0	0	0	12
5:15:00 PM	0	3	0	0	0	0	0	3	0	0	0	0	6
5:30:00 PM	0	5	0	0	0	0	1	4	0	0	0	0	10
5:45:00 PM	0	3	0	0	0	0	0	4	0	0	1	0	8

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