TRAFFIC IMPACT ANALYSISI

DWELL AT MAITLAND
MAITLAND, FLORIDA

Prepared for:

The Klein Company
1735 Market Street, Suite 4010
Philadelphia, PA 19103

Prepared by:

Traffic Planning and Design, Inc.
535 Versailles Drive
Maitland, Florida 32751
407-628-9955

November 2015

TPD № 4705

PROFESSIONAL ENGINEERING CERTIFICATION

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

PROJECT: Dwell at Maitland

LOCATION: Maitland, Florida

CLIENT: The Klein Company

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

NAME: Turgut Dervish, P.E.

P.E. №: 20400

DATE: November 18, 2015

SIGNATURE: _____

TURGUT DERVISH
LICENSED
No. 20400
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

TABLE OF CONTENTS

Page

INTRODUCTION **1**

EXISTING TRAFFIC CONDITONS **4**

Roadway Segment Analysis
Intersection Capacity Analysis

TRIP GENERATION/DISTRIBUTION **8**

Trip Generation
Trip Distribution / Trip Assignment

PROJECTED TRAFFIC CONDITIONS **10**

Roadway Segment Analysis
Intersection Analysis

STUDY CONCLUSIONS **15**

APPENDICES **16**

A Study Methodology
B Turning Movement Counts, Geometry, Signal Timing Plans, FDOT Seasonal Factors
C Existing HCS Capacity Worksheets
D ITE Trip Generation Sheets
E Trends Analysis Worksheets
F Projected HCS Capacity Worksheets

TABLE OF CONTENTS, continued

LIST OF TABLES

Page

Table 1 Existing Peak Hour Roadway Segment Analysis 5
Table 2 Existing Intersection Capacity Analysis 6
Table 3 Project Trip Generation Summary 8
Table 4 Projected Peak Hour Roadway Segment Capacity Analysis 11
Table 5 Projected Intersection Capacity Analysis 14

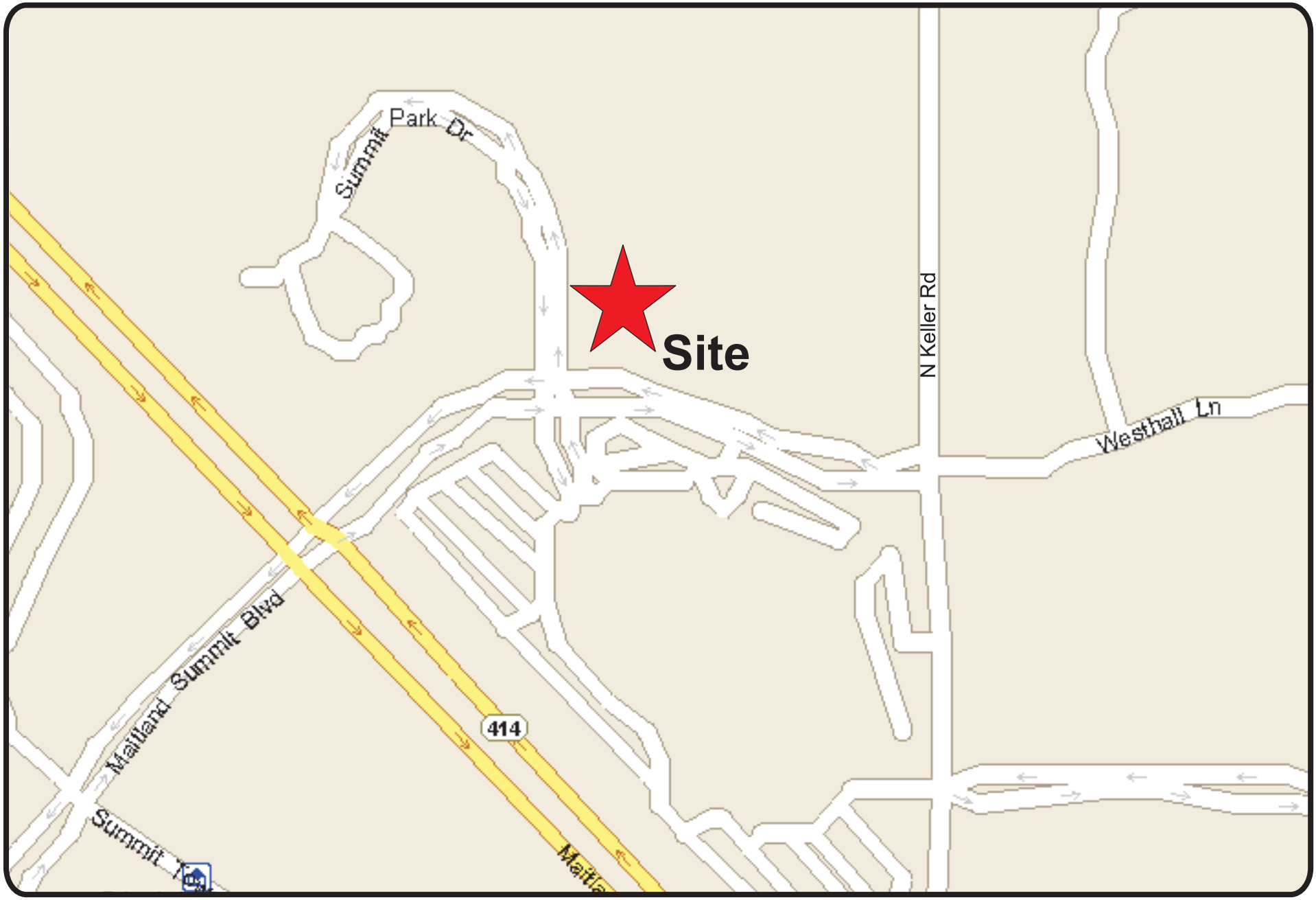
LIST OF FIGURES

Figure 1 Project Location Map 2
Figure 2 Proposed Site Plan 3
Figure 3 Existing A.M./P.M. Peak Hour Traffic Volumes 7
Figure 4 Project Trip Distribution/Trip Assignment 9
Figure 5 Projected A.M. Peak Hour Traffic Volumes 12
Figure 6 Projected P.M. Peak Hour Traffic Volumes 13

INTRODUCTION

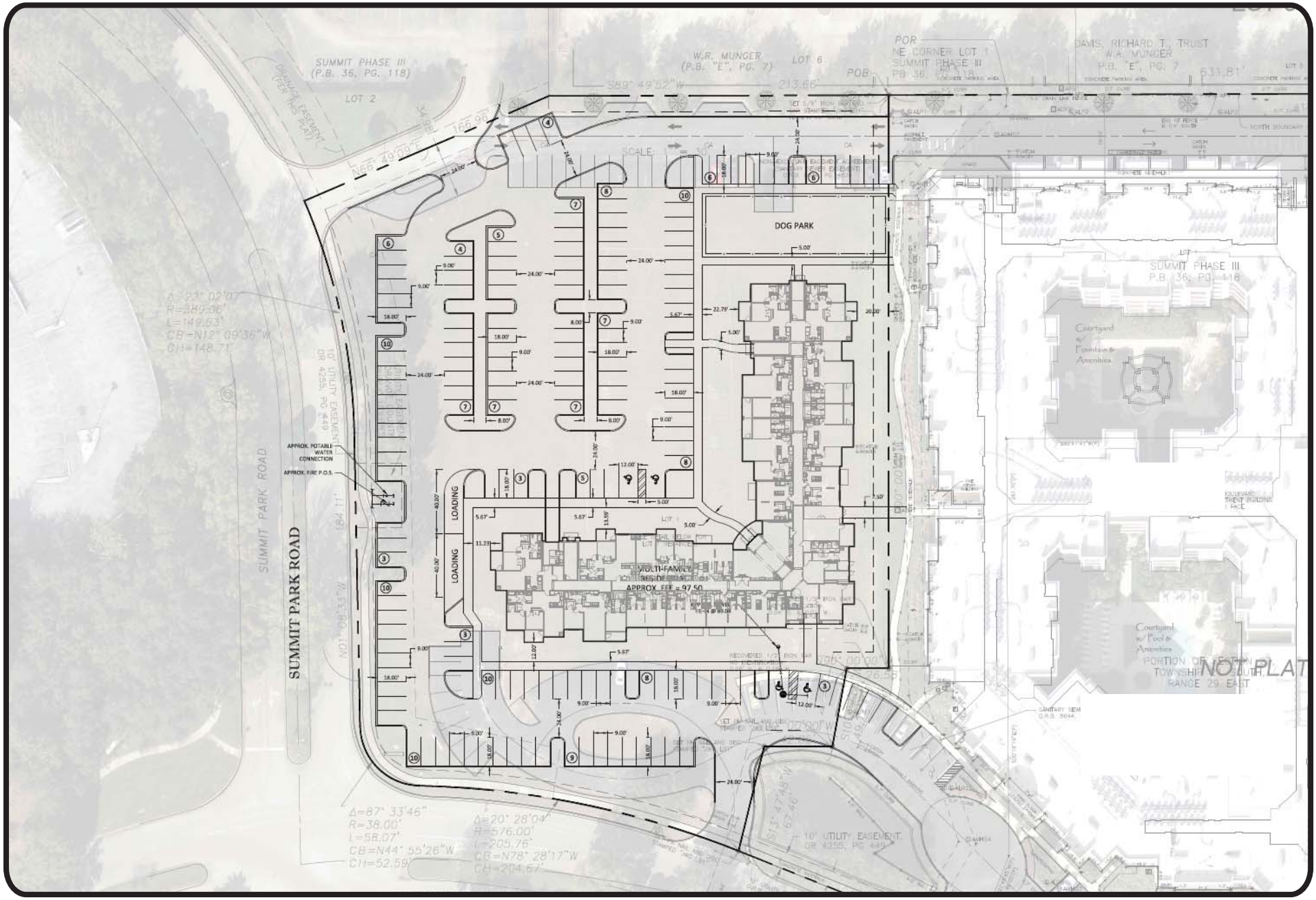
This traffic analysis was performed to assess the traffic impact of the proposed Phase II development of Dwell at Maitland in Maitland, Florida. This phase of the development will consist of 81 apartment units. The site of the development is in the northeast corner of Maitland Summit Boulevard and Summit Park Drive. **Figure 1** depicts this location. Access to this site will be provided by way of existing driveways on Maitland Summit Boulevard and Summit Park Drive which currently serve adjoining developments. A concept plan depicting the building layout and access configuration is depicted in **Figure 2**.

The analysis was conducted in accordance with a study methodology prepared by the City Transportation Engineer and included in **Appendix A**. Data used in the analysis consists of site plan/development information provided by the Project Engineers, A.M./P.M. peak hour traffic counts obtained by Traffic Planning and Design, Inc. (TPD) and signal timing plans provided by the City.



Dwell at Maitland
Project № 4705
Figure 1

Site Location



Dwell at Maitland
Project № 4705
Figure 2

Proposed Site Plan

N
NTS

EXISTING TRAFFIC CONDITONS

An analysis of the existing traffic conditions of the roadways/intersections in the project vicinity was conducted to determine their current operating conditions in terms of Levels of Service. This included the following roadway segments and intersections:

Roadway Segments

Maitland Summit Boulevard

Maitland Boulevard to Keller Road

Keller Road

Maitland Boulevard to City Limit

Summit Park Drive

Maitland Summit Boulevard to Private Road

Intersections

Maitland Summit Boulevard and Summit Park Drive

Keller Road and Maitland Summit Boulevard/Westhall Lane

Keller Road and Maitland Center Parkway

Site Access Driveways

The roadways and intersections were analyzed for both the A.M. and P.M. highway peak hours.

Roadway Segment Analysis

A roadway segment analysis was conducted for each roadway segment by comparing the directional capacity of the segment to the A.M. and P.M. peak hour volumes of the segment. This analysis is summarized in **Table 1**. This table shows the roadway segments, their number of lanes, adopted LOS/capacity values, peak hour volumes and resultant Levels of Service. This analysis indicates that the study roadways currently operate at satisfactory Levels of Service, except for the segment on Keller Road from Maitland Summit Boulevard to City Limits during the A.M. peak hour, which operates at Level of Service “F”.

Table 1
Existing Peak Hour Roadway Segment Analysis

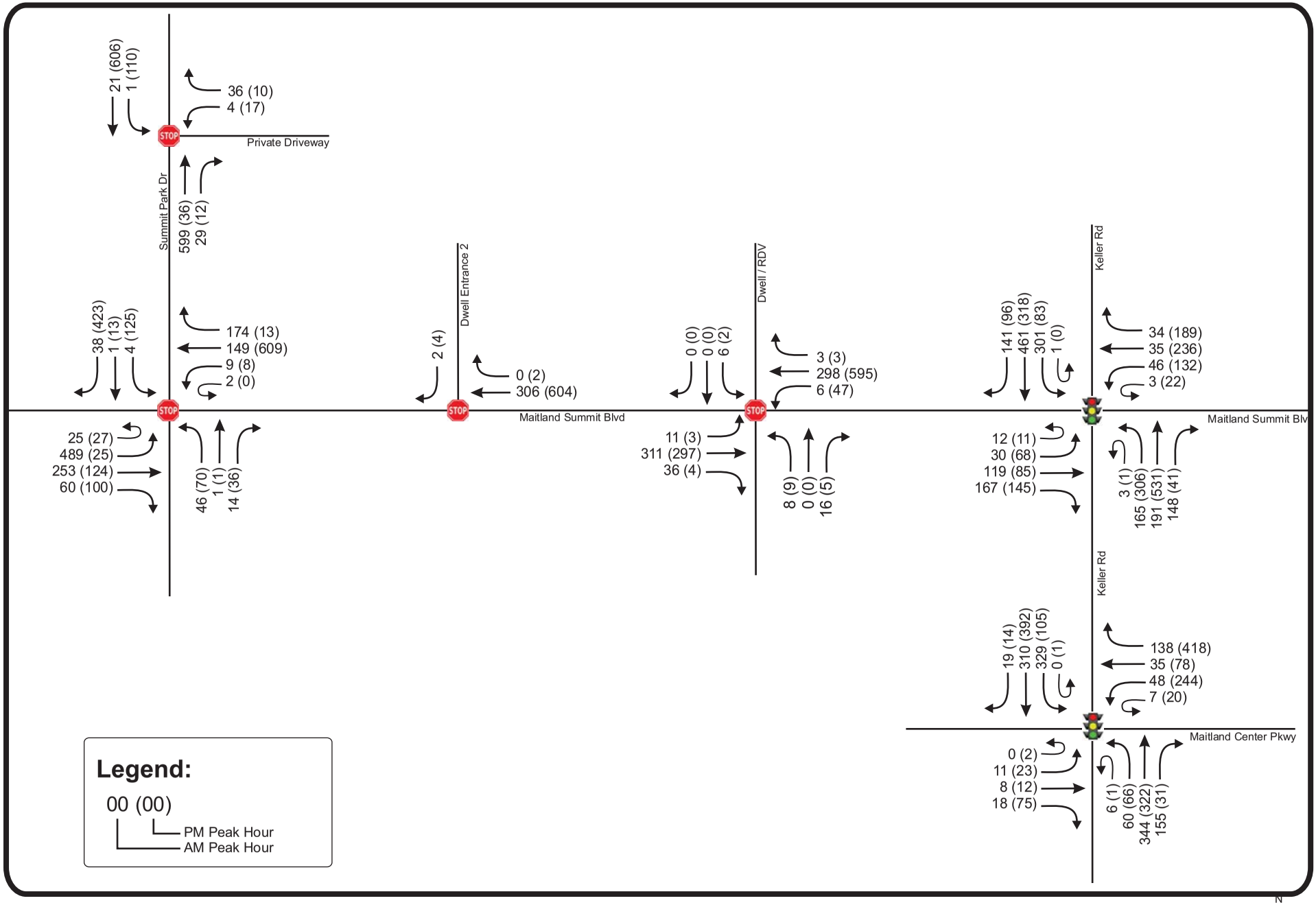
Roadway Segment	No. of Lanes	Period	Adopted LOS		Peak Direction	PHPD Volume	LOS
			Standard	Capacity			
Maitland Summit Blvd							
Maitland Blvd to Keller Rd	4	AM	E	1,700	EB	827	D
		PM	E	1,700	WB	1,129	D
Keller Rd							
Maitland Blvd to Maitland Summit Blvd	4	AM	E	1,700	SB	677	C
		PM	E	1,700	NB	879	D
Maitland Summit Blvd to City Limits	2	AM	E	800	SB	904	F
		PM	E	800	NB	788	D
Summit Park Dr							
Maitland Summit Blvd to Private Rd	2	AM	E	840	NB	664	C
		PM	E	840	SB	716	C

Intersection Capacity Analysis

A capacity analysis was conducted for each intersection using *Highway Capacity Software* (*HCS)* in accordance with the procedures of the *2010 Highway Capacity Manual.* The capacity analysis was performed utilizing existing A.M. and P.M. peak hour volumes and signal timing/phasing data obtained from Orange County. Existing turning movement counts were obtained by TPD and seasonally adjusted as per the FDOT factors for Orange County for use in the analysis. The adjusted intersection volumes are shown in **Figure 3**. The raw or unadjusted A.M./P.M. peak hour intersection counts, intersection geometry and signal timing sheets are included in **Appendix B** along with FDOT seasonal factors. The results of the intersection analysis are summarized in **Table 2** and HCS capacity worksheets are included in **Appendix C.** The results of the intersection capacity analysis indicate that the study intersections are currently operating at satisfactory Levels of Service except for the northbound approach on Summit Park Drive at Maitland Summit Boulevard under stop control. The STOP control causes delays resulting in LOS F traffic conditions for the approach.

Table 2
Existing Intersection Capacity Analysis

Intersection	Control	Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Maitland Summit Blvd & Summit Park Dr	STOP	A.M.	6.4	A	0.3	A	85.8	F	13.8	B	-	-
		P.M.	4.4	A	0.1	A	75.9	F	24.2	C	-	-
Keller Rd & Maitland Summit Blvd/Westhall Ln	Signal	A.M.	21.7	C	20.6	C	14.0	B	12.6	B	15.1	B
		P.M.	24.3	C	30.5	C	22.5	C	24.0	C	25.1	C
Keller Rd & Maitland Center Pkwy	Signal	A.M.	30.7	C	27.9	C	20.2	C	14.7	B	19.2	B
		P.M.	41.4	D	28.8	C	30	C	28.3	C	29.7	C
Maitland Summit Blvd & Dwell/RDV Entrances	STOP	A.M.	0.2	A	0.2	A	10.5	B	12.7	B	-	-
		P.M.	0.1	A	0.6	A	12.4	B	17.5	C	-	-
Maitland Summit Blvd & 2nd Entrance	STOP	A.M.	-	-	-	-	-	-	9.3	A	-	-
		P.M.	-	-	-	-	-	-	10.5	B	-	-
Summit Park Dr & Private Driveway/ Site Entrance	STOP	A.M.	-	-	11.8	B	-	-	0.3	A	-	-
		P.M.	-	-	12.5	B	-	-	1.4	A	-	-



Dwell at Maitland
Project № 4705
Figure 3

Existing A.M./P.M. Peak Hour Traffic Volumes

TRIP GENERATION/DISTRIBUTION

The proposed development will consist of 81 apartment units. To determine the development's impact in the area, an analysis of its trip generation characteristics was conducted. This included the determination of the trips to be generated and the distribution/assignment of these trips to the area roadways.

Trip Generation

Trip generation data from the *9th Edition of the* ITE *Trip Generation Manual* were used to estimate the number of trips that will be generated by the proposed apartments. A summary of the trip generation calculation is provided in **Table 3.** The ITE trip generation sheets are included in **Appendix D**.

Table 3
Project Trip Generation Summary

ITE Code	Land Use	Size (DU)	Daily		A.M. Peak Hour				P.M. Peak Hour			
			Rate*	Trips	Rate*	Enter	Exit	Total	Rate*	Enter	Exit	Total
220	Apartments	81	7.59	614	0.54	9	35	43	0.77	40	22	62
			Totals	**614**		**9**	**35**	**43**		**40**	**22**	**62**

* Based upon ITE equations

The proposed development is estimated to generate 614 new daily trips, of which 43 will occur in the A.M. peak hour and 62 in the P.M. peak hour.

Trip Distribution / Trip Assignment

A trip distribution pattern for the generated trips was determined with the use of volumes at driveways serving existing apartments and at the study intersections. The distribution pattern thus determined is illustrated in **Figure 4** along with the assignment of the apartment trips to the area roadways.

Dwell at Maitland
Project № 4705
Figure 4

Trip Distribution/ Trip Assignment

PROJECTED TRAFFIC CONDITIONS

Projected traffic conditions were analyzed for the development's anticipated buildout year in 2018. Projected traffic conditions were determined by combining background traffic volumes with project trips. Background traffic volumes were determined by applying an annual growth rate of 1% or growth factor of 1.03 to the existing traffic volumes. A trends analysis of historical traffic volumes on the area roadways revealed a growth trend ranging from -0.46% to 0.95%. The trends analysis charts are included in **Appendix E**.

Roadway Segment Analysis

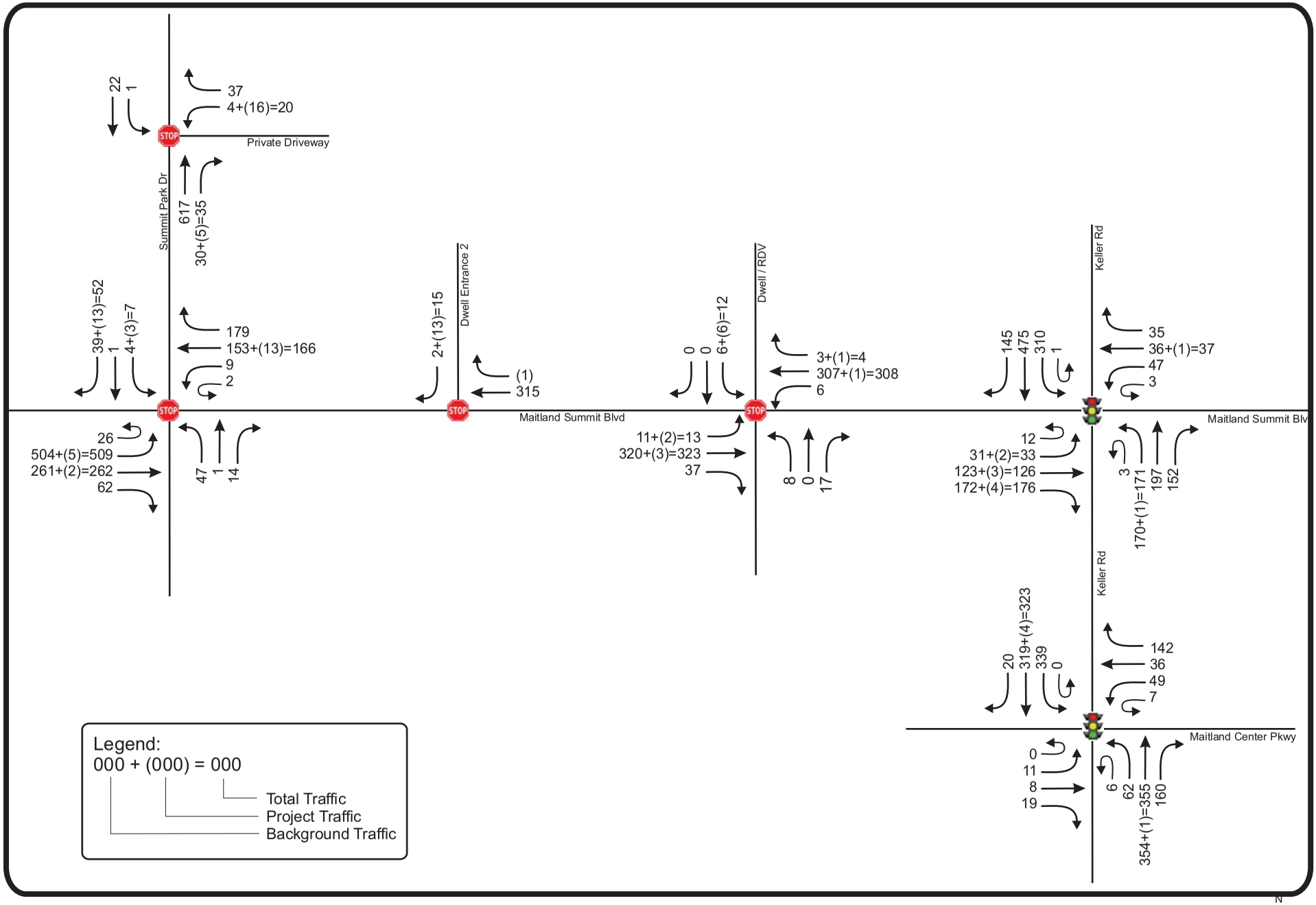
A capacity analysis was performed for the study roadway segments by comparing the projected roadway volumes in the A.M. and P.M. peak hours with the segment's LOS capacity. **Table 4** summarizes the results of this analysis. The results show that the study roadway segments will operate at satisfactory LOS under the projected conditions, except for the segment on Keller Road from Maitland Summit Boulevard to City Limits which will operate at a deficient level of service during the A.M. and P.M. peak hours. The project is adding one trip to this segment during the P.M. peak hour, and is not adding any trips during the A.M. peak hour.

Intersection Analysis

To assess the projected operational conditions at the study intersections, a capacity analysis was conducted for each intersection using projected traffic volumes. The intersections were analyzed for the projected A.M and P.M. peak hour volumes using the *Highway Capacity Software (HCS)*. The projected traffic volumes are shown in **Figure 5** and the projected Levels of Service are summarized in **Table 5**.

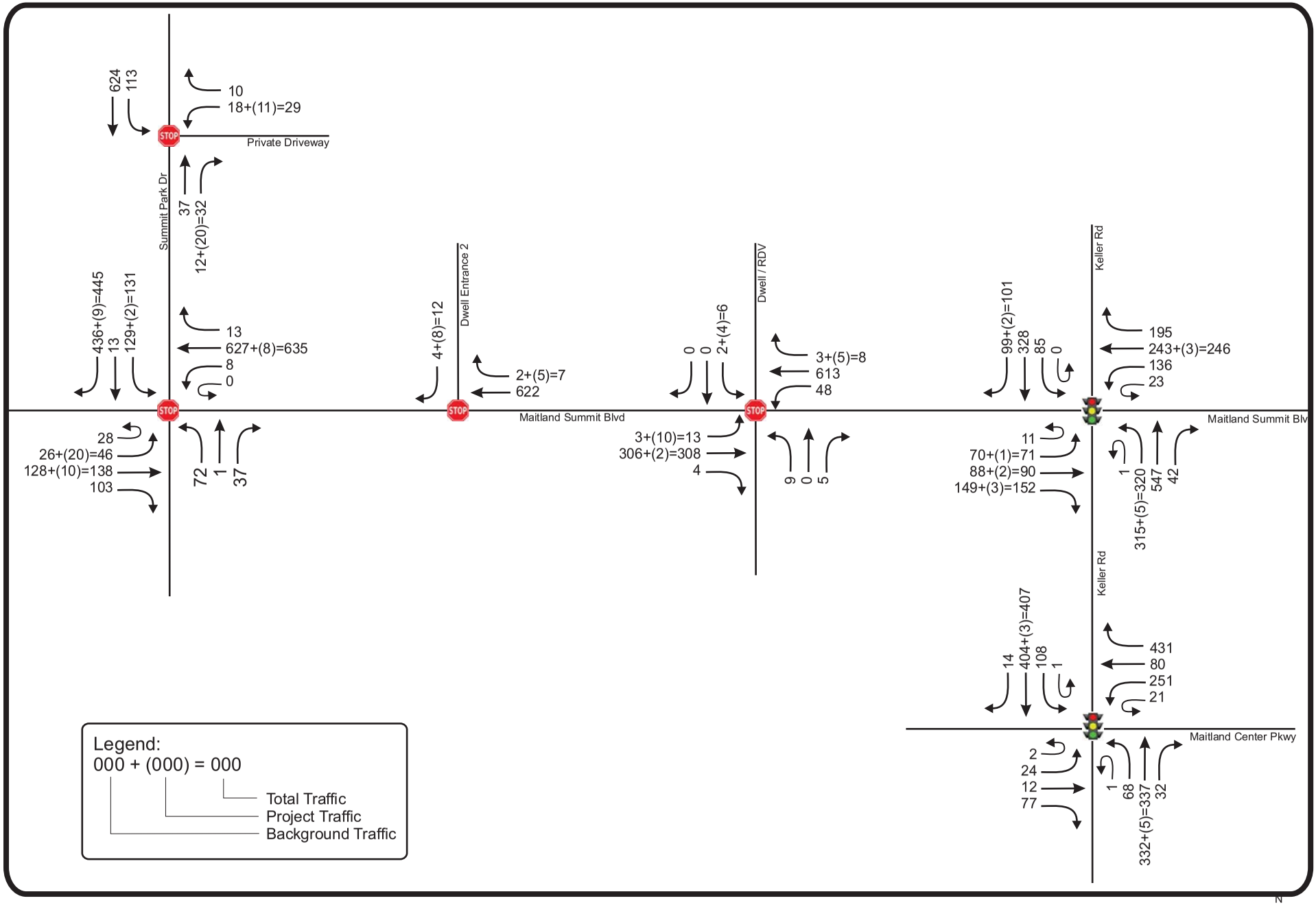
Table 4
Projected Peak Hour Roadway Segment Capacity Analysis

Roadway Segment	No. of Lanes	Period	Adopted LOS		Peak Direction	PHPD Volume			LOS
			Standard	Capacity		Background	Project	Total	
Maitland Summit Blvd									
Maitland Blvd to Keller Rd	6	AM	E	1,700	EB	852	7	858	D
		PM	E	1,700	WB	1,163	17	1,180	D
Keller Rd									
Maitland Blvd to Maitland Summit Blvd	4	AM	E	1,700	SB	697	4	701	C
		PM	E	1,700	NB	905	5	910	D
Maitland Sumit Blvd to City Limits	2	AM	E	800	SB	931	0	931	F
		PM	E	800	NB	812	1	813	F
Summit Park Dr									
Maitland Summit Blvd to Private Rd	4	AM	E	840	NB	684	5	688	D
		PM	E	840	SB	737	11	748	D



Dwell at Maitland
Project № 4705
Figure 5

Projected A.M. Peak Hour Traffic Volumes



Dwell at Maitland
Project № 4705
Figure 6

Projected P.M. Peak Hour Traffic Volumes

Table 5
Projected Intersection Capacity Analysis

Intersection	Control	Period	EB		WB		NB		SB		Overall	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Maitland Summit Blvd & Summit Park Dr	STOP	A.M.	6.4	A	0.3	A	85.8	F	13.8	B	-	-
		P.M.	4.4	A	0.1	A	75.9	F	24.2	C	-	-
Keller Rd & Maitland Summit Blvd/Westhall Ln	Signal	A.M.	21.7	C	20.6	C	14.0	B	12.6	B	15.1	B
		P.M.	24.3	C	30.5	C	22.5	C	24.0	C	25.1	C
Keller Rd & Maitland Center Pkwy	Signal	A.M.	30.7	C	27.9	C	20.2	C	14.7	B	19.2	B
		P.M.	41.4	D	28.8	C	30	C	28.3	C	29.7	C
Maitland Summit Blvd & Dwell/RDV Entrances	STOP	A.M.	0.3	A	0.2	A	10.8	B	12.5	B	-	-
		P.M.	0.4	A	0.6	A	12.8	B	18.4	C	-	-
Maitland Summit Blvd & 2nd Entrance	STOP	A.M.	-	-	-	-	-	-	9.4	A	-	-
		P.M.	-	-	-	-	-	-	10.7	B	-	-
Summit Park Dr & Private Driveway/ Site Entrance	STOP	A.M.	-	-	13.6	B	-	-	0.3	A	-	-
		P.M.	-	-	13.9	B	-	-	1.5	A	-	-

The analysis shows that the study intersections will operate at satisfactory Levels of Service except for the northbound approach of Summit Park Drive at Maitland Summit Boulevard, the same as existing conditions. A detailed printout of each intersection capacity analysis is included in **Appendix G**.

STUDY CONCLUSIONS

This traffic analysis was performed to assess the impact of the proposed development of Dwell at Maitland Phase II Apartments located on Maitland Summit Boulevard in Maitland, Florida. The development will consist of 81 apartment units. The results of the study as documented in this report are presented below:

- The proposed development is expected to generate 614 daily trips. It is estimated that 43 of these trips will occur in the A.M. peak period and will generate 62 vehicle trips in the P.M. peak hour.

- The results of the roadway capacity analysis of the impacted roadways in the project vicinity indicate that the roadways currently operate at Level of Service D or better except for the segment on Keller Road from Maitland Summit Boulevard to City Limits, which operates at Level of Service "F". The projected conditions indicate results similar to existing conditions. The project is adding one (1) P.M. peak hour trips to the segment of Keller Road north of Maitland Summit Boulevard.

- The impacted intersections in the project vicinity currently operate at satisfactory Levels of Service except for the northbound approach of Summit Park Drive at Maitland Summit Boulevard under stop control. The same operating conditions will continue to prevail with the project trips added in 2018. The project is adding zero(0) traffic to the failing northbound approach of Summit Park Drive.

- Access to the site is provided via one full access on Summit Park Drive, and a right in/out driveway on Maitland Summit Boulevard. In addition, project trips can utilize the existing Phase I full access driveway on Maitland Summit Boulevard. These access driveways are projected to operate at satisfactory Levels of Service at the project buildout in 2018.

APPENDICES

APPENDIX A

Study Methodology

From: Cristina Torres-Reyes [mailto:creyes@itsmymaitland.com]
Sent: Tuesday, October 27, 2015 5:05 PM
To: Turgut Dervish <turgut@tpdtraffic.com>
Cc: Noel Cooper <ncooper@itsmymaitland.com>
Subject: RE: Traffic Impact Study required - Dwell at Maitland, Phase II

Turgut,

Below is an outline of the traffic study methodology to be used for the proposed Dwell at Maitland, Phase II Apartments (81 DU).

- AM and PM peak hour analysis of existing and future conditions is required. Highway Capacity Manual (HCM) should be used for signalized and unsignalized intersections and the FDOT Generalized LOS Tables for roadway segments.
- Trip Generation should be based on the latest edition of the ITE Trip Generation Manual.
- Trip Distribution to be determined by monitoring the traffic volumes for the existing Dwell at Maitland, Phase I Apartments and using the existing rates to assign trips for the remaining development within the study area.
- Background traffic volumes on impacted roadways should be based upon historical growth trend of daily volumes. Minimum annual growth rate of 1% to be used to estimate the background traffic volumes for the project's build-out year.
- Intersection and roadway segment analysis to include:
    - Intersections:
        - Keller Rd at Maitland Summit Blvd/Westhall Ln
        - Keller Rd at Maitland Center Pkwy
        - Maitland Summit Blvd at Summit Park Dr
        - Site access driveways
    - Roadway Segments:
        - Maitland Summit Blvd from Maitland Blvd to Keller Rd
        - Keller Rd from Maitland Blvd to City Limit
        - Summit Park Dr from Maitland Summit Blvd to Private Rd
- A traffic study report is required summarizing procedures, analyses and recommendations.

Please let me know if any questions.

Thanks,

Cristina Torres Reyes, P.E.
City Transportation Engineer
City of Maitland Public Works
1827 Fennell Street
Maitland, FL 32751
Direct: (407) 539-6260

APPENDIX B

Turning Movement Counts, Geometry,
Signal Timing Plans, FDOT Seasonal Factors

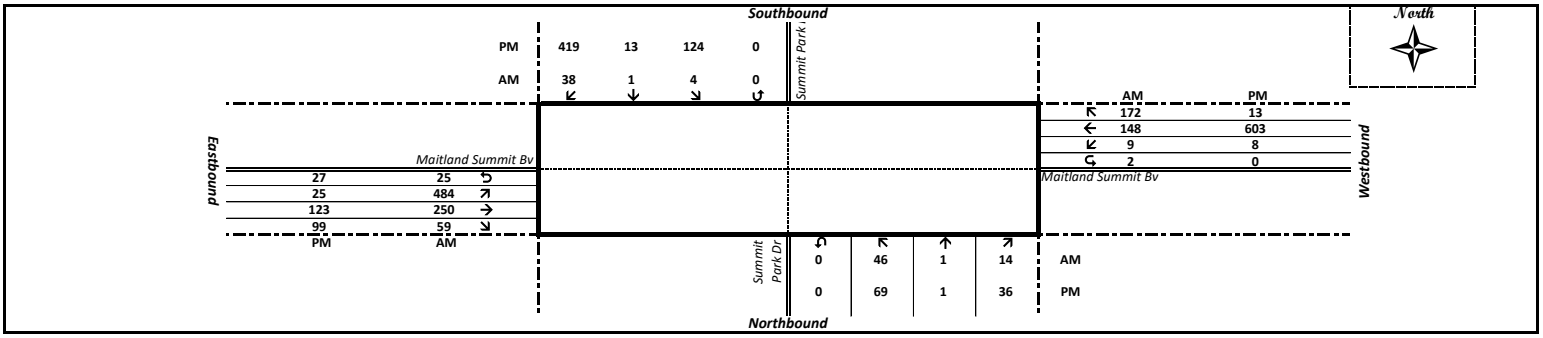
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: November 3, 2015 (Tuesday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Summit Park Dr & Maitland Summit Bv **COUNTY:** Orange County **LONGITUDE:** 0

	Summit Park Dr					Summit Park Dr						Maitland Summit Bv					Maitland Summit Bv						
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
07:00 AM	8	0	2	0	**10**	1	0	6	0	**7**	**17**	43	47	19	4	**113**	0	5	17	0	**22**	**131**	**148**
07:15 AM	9	2	3	0	**14**	0	0	3	0	**3**	**17**	60	57	10	3	**130**	4	23	21	1	**49**	**175**	**192**
07:30 AM	9	1	4	0	**14**	3	1	7	0	**11**	**25**	78	65	21	10	**174**	1	27	50	0	**78**	**242**	**267**
07:45 AM	14	1	2	0	**17**	1	0	6	0	**7**	**24**	128	65	6	8	**207**	0	22	48	2	**72**	**269**	**293**
TOTAL	40	4	11	0	**55**	5	1	22	0	**28**	**83**	309	234	56	25	**624**	5	77	136	3	**221**	**817**	**900**
08:00 AM	14	0	3	0	**17**	0	0	13	0	**13**	**30**	111	57	14	9	**191**	2	58	48	0	**108**	**290**	**320**
08:15 AM	9	0	5	0	**14**	0	0	8	0	**8**	**22**	138	53	15	7	**213**	2	26	42	0	**70**	**276**	**298**
08:30 AM	9	0	4	0	**13**	3	1	11	0	**15**	**28**	107	75	24	1	**207**	5	42	34	0	**81**	**287**	**315**
08:45 AM	7	3	0	0	**10**	0	1	8	0	**9**	**19**	115	40	19	1	**175**	2	67	17	0	**86**	**260**	**279**
TOTAL	39	3	12	0	**54**	3	2	40	0	**45**	**99**	471	225	72	18	**786**	11	193	141	0	**345**	**1,113**	**1,212**
04:00 PM	23	1	10	0	**34**	10	1	79	0	**90**	**124**	4	19	24	10	**57**	2	88	3	0	**93**	**140**	**264**
04:15 PM	12	0	7	0	**19**	15	0	54	0	**69**	**88**	10	21	15	10	**56**	1	58	2	0	**61**	**107**	**195**
04:30 PM	14	1	6	0	**21**	51	2	126	0	**179**	**200**	6	19	18	9	**52**	0	90	10	0	**100**	**143**	**343**
04:45 PM	15	1	7	0	**23**	28	1	111	0	**140**	**163**	5	25	28	8	**66**	3	124	0	0	**127**	**185**	**348**
TOTAL	64	3	30	0	**97**	104	4	370	0	**478**	**575**	25	84	85	37	**231**	6	360	15	0	**381**	**575**	**1,150**
05:00 PM	19	0	15	0	**34**	48	3	113	0	**164**	**198**	6	30	21	8	**65**	1	166	5	0	**172**	**229**	**427**
05:15 PM	20	0	10	0	**30**	26	6	80	0	**112**	**142**	6	43	28	5	**82**	3	148	4	0	**155**	**232**	**374**
05:30 PM	15	0	4	0	**19**	22	3	115	0	**140**	**159**	8	25	22	6	**61**	1	165	4	0	**170**	**225**	**384**
05:45 PM	11	0	4	0	**15**	19	5	95	0	**119**	**134**	14	29	22	9	**74**	1	87	7	1	**96**	**160**	**294**
TOTAL	65	0	33	0	**98**	115	17	403	0	**535**	**633**	34	127	93	28	**282**	6	566	20	1	**593**	**846**	**1,479**
AM Peak																						**Peak Hour Factor:**	**0.958**
07:45 AM to 08:45 AM	**46**	**1**	**14**	**0**	**61**	**4**	**1**	**38**	**0**	**43**	**104**	**484**	**250**	**59**	**25**	**818**	**9**	**148**	**172**	**2**	**331**	**1,122**	**1,226**
PM Peak																						**Peak Hour Factor:**	**0.898**
04:45 PM to 05:45 PM	**69**	**1**	**36**	**0**	**106**	**124**	**13**	**419**	**0**	**556**	**662**	**25**	**123**	**99**	**27**	**274**	**8**	**603**	**13**	**0**	**624**	**871**	**1,533**



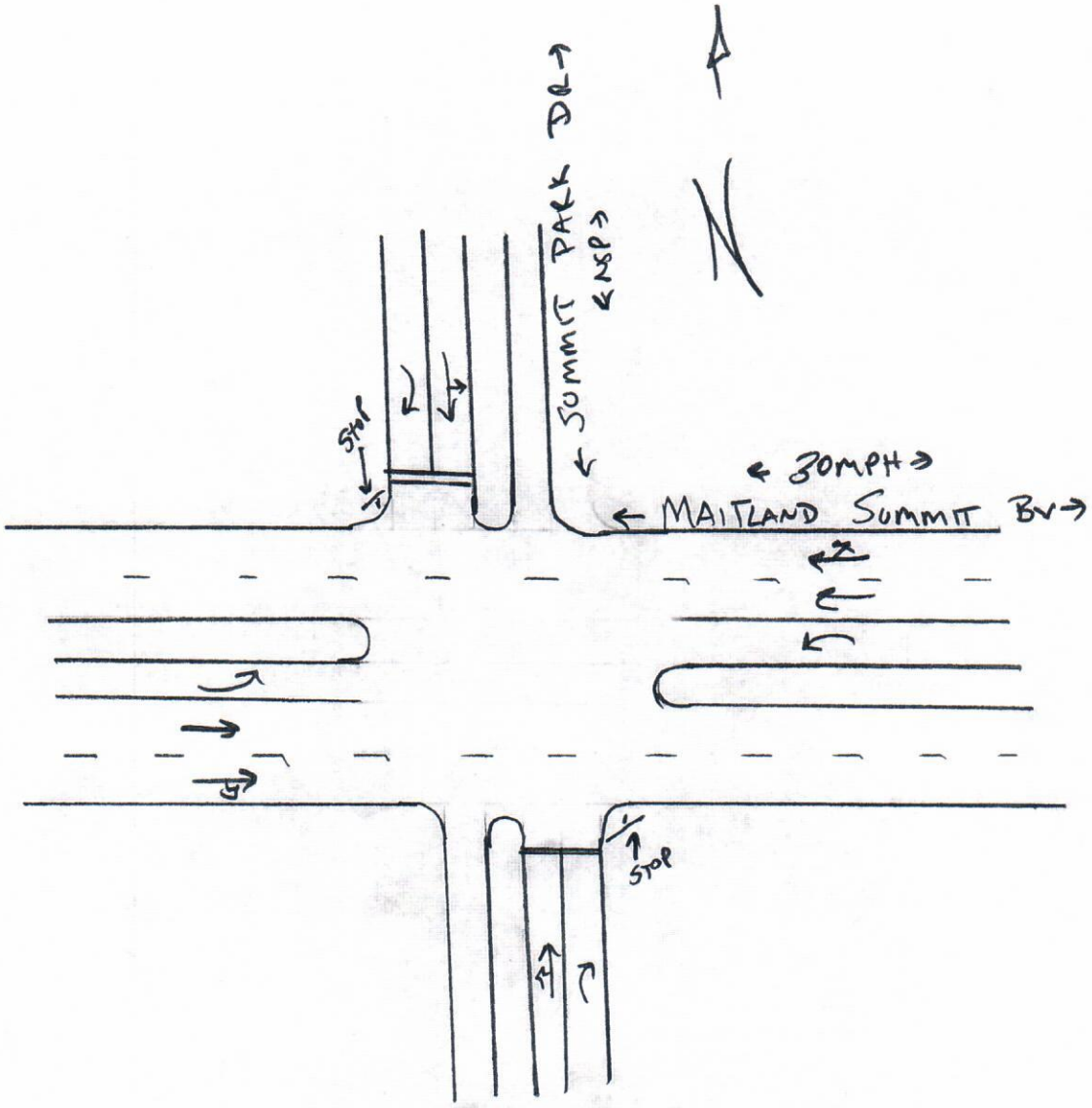
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: November 3, 2015 (Tuesday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Summit Park Dr & Maitland Summit Bv **COUNTY:** Orange County **LONGITUDE:** 0

	Summit Park Dr					Summit Park Dr						Maitland Summit Bv					Maitland Summit Bv						
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**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**1**
07:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:45 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	0	0	0	0	**0**	0	0	1	0	**1**	**1**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**2**
08:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	3	1	0	**4**	**4**	**4**
08:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**1**
08:45 AM	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	0	0	0	**0**	0	0	0	0	**0**	**0**	0	1	0	0	**1**	0	3	1	0	**4**	**5**	**5**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:15 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	1	0	**1**	0	1	0	0	**1**	**2**	**2**
04:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:45 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	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	1	0	**1**	0	1	0	0	**1**	**2**	**2**
05:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**1**
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	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**1**
AM Peak 07:45 AM to 08:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**3**	**1**	**0**	**4**	**5**	**6**
PM Peak 04:45 PM to 05:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**1**	**1**


SUMMIT PARK DR
NSP
N
STOP
30MPH
MAITLAND SUMMIT BV
STOP

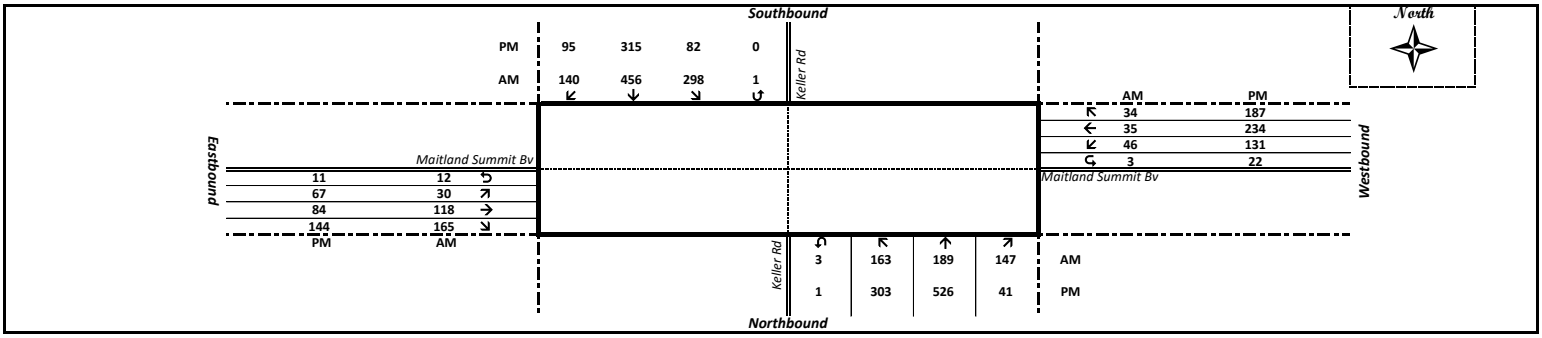
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: November 3, 2015 (Tuesday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Keller Rd & Maitland Summit Bv **COUNTY:** Orange County **LONGITUDE:** 0

	Keller Rd					Keller Rd						Maitland Summit Bv					Maitland Summit Bv						
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
07:00 AM	12	35	16	0	**63**	33	50	11	0	**94**	**157**	7	35	28	0	**70**	1	2	3	0	**6**	**76**	**233**
07:15 AM	24	51	43	1	**118**	34	94	21	0	**149**	**268**	8	34	41	1	**84**	5	6	4	0	**15**	**98**	**366**
07:30 AM	59	62	36	0	**157**	46	95	26	1	**168**	**325**	10	27	36	0	**73**	3	2	11	0	**16**	**89**	**414**
07:45 AM	51	32	17	0	**100**	75	88	18	0	**181**	**281**	6	27	27	4	**64**	0	6	20	1	**27**	**86**	**367**
TOTAL	146	180	112	1	**438**	188	327	76	1	**592**	**1,031**	31	123	132	5	**291**	9	16	38	1	**64**	**349**	**1,380**
08:00 AM	51	44	35	0	**130**	100	136	43	0	**279**	**409**	14	28	30	1	**73**	6	9	8	0	**23**	**95**	**504**
08:15 AM	37	51	30	0	**118**	71	101	29	0	**201**	**319**	2	32	43	0	**77**	20	7	8	0	**35**	**112**	**431**
08:30 AM	37	47	46	1	**130**	65	125	39	1	**230**	**361**	6	39	48	10	**103**	10	8	9	2	**29**	**120**	**481**
08:45 AM	38	47	36	2	**121**	62	94	29	0	**185**	**308**	8	19	44	1	**72**	10	11	9	1	**31**	**101**	**409**
TOTAL	163	189	147	3	**499**	298	456	140	1	**895**	**1,397**	30	118	165	12	**325**	46	35	34	3	**118**	**428**	**1,825**
04:00 PM	38	82	5	0	**125**	14	47	16	0	**77**	**202**	12	8	24	0	**44**	36	56	23	0	**115**	**159**	**361**
04:15 PM	26	72	10	0	**108**	8	50	11	0	**69**	**177**	9	11	20	5	**45**	32	36	19	2	**89**	**127**	**304**
04:30 PM	58	91	8	0	**157**	4	68	10	0	**82**	**239**	12	14	29	6	**61**	31	37	23	0	**91**	**146**	**385**
04:45 PM	63	82	4	0	**149**	13	66	6	0	**85**	**234**	9	16	28	4	**57**	28	57	26	0	**111**	**164**	**398**
TOTAL	185	327	27	0	**539**	39	231	43	0	**313**	**852**	42	49	101	15	**207**	127	186	91	2	**406**	**596**	**1,448**
05:00 PM	71	143	9	0	**223**	22	76	33	0	**131**	**354**	20	27	45	2	**94**	50	69	48	3	**170**	**259**	**613**
05:15 PM	70	139	21	1	**230**	28	74	35	0	**137**	**368**	20	27	31	2	**80**	25	53	67	18	**163**	**223**	**591**
05:30 PM	99	162	7	0	**268**	19	99	21	0	**139**	**407**	18	14	40	3	**75**	28	55	46	1	**130**	**201**	**608**
05:45 PM	63	85	2	0	**150**	8	36	5	0	**49**	**199**	10	5	23	1	**39**	14	28	35	3	**80**	**115**	**314**
TOTAL	303	529	39	1	**871**	77	285	94	0	**456**	**1,328**	68	73	139	8	**288**	117	205	196	25	**543**	**798**	**2,126**
AM Peak																						**Peak Hour Factor:**	**0.905**
08:00 AM to 09:00 AM	**163**	**189**	**147**	**3**	**499**	**298**	**456**	**140**	**1**	**895**	**1,397**	**30**	**118**	**165**	**12**	**325**	**46**	**35**	**34**	**3**	**118**	**428**	**1,825**
PM Peak																						**Peak Hour Factor:**	**0.901**
04:45 PM to 05:45 PM	**303**	**526**	**41**	**1**	**870**	**82**	**315**	**95**	**0**	**492**	**1,363**	**67**	**84**	**144**	**11**	**306**	**131**	**234**	**187**	**22**	**574**	**847**	**2,210**



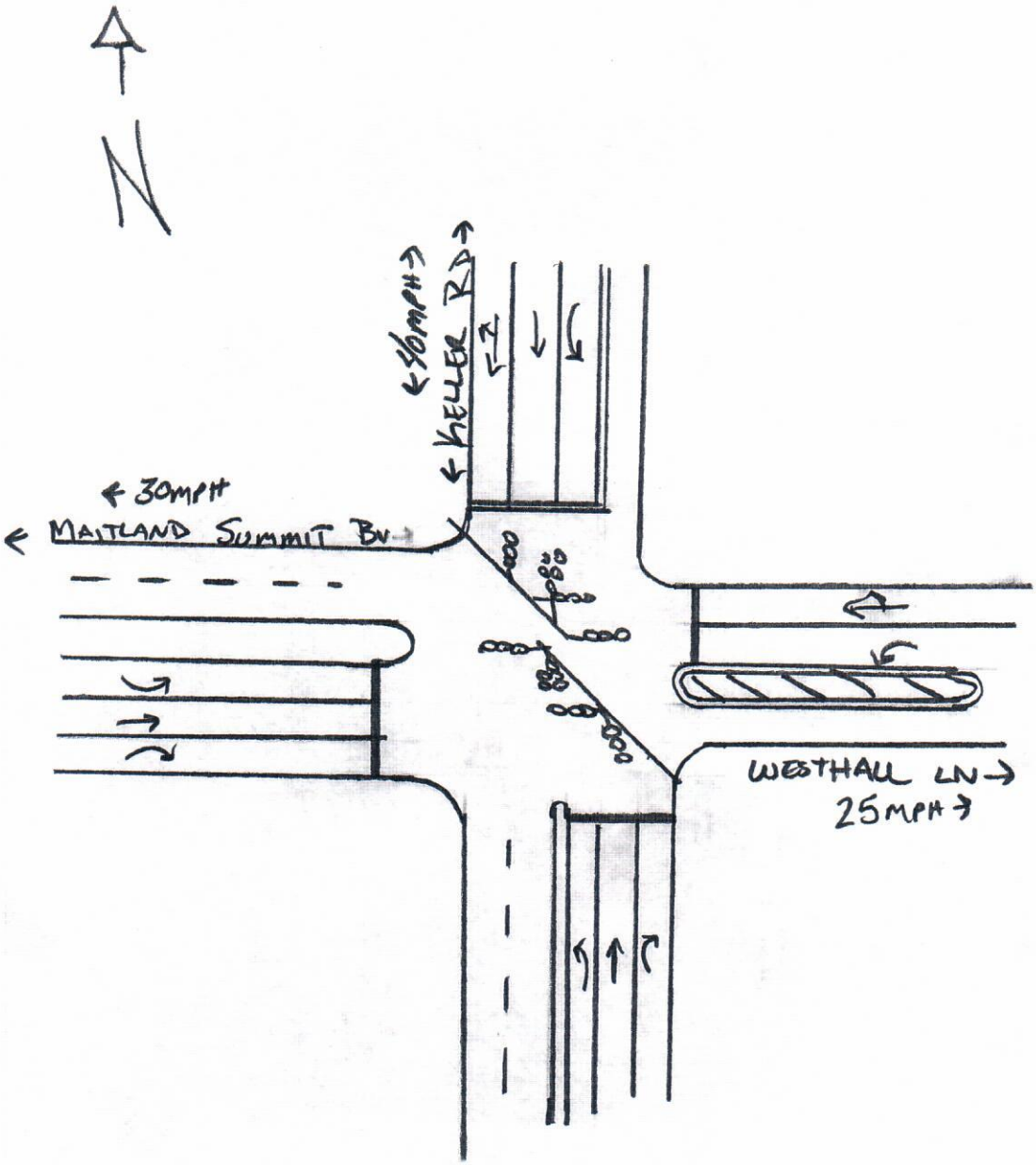
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

DATE: November 3, 2015 (Tuesday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Keller Rd & Maitland Summit Bv **COUNTY:** Orange County **LONGITUDE:** 0

	Keller Rd					Keller Rd						Maitland Summit Bv					Maitland Summit Bv						
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**
07:00 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	1	0	**1**	**1**	**2**
07:15 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
07:30 AM	0	1	0	0	**1**	0	1	0	0	**1**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
07:45 AM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	2	1	0	0	**3**	0	2	0	0	**2**	**5**	0	0	0	0	**0**	0	0	1	0	**1**	**1**	**6**
08:00 AM	0	1	1	0	**2**	0	1	1	0	**2**	**4**	0	0	0	0	**0**	0	1	0	0	**1**	**1**	**5**
08:15 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
08:30 AM	0	0	0	0	**0**	1	1	0	0	**2**	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**1**	**3**
08:45 AM	0	0	0	0	**0**	1	0	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	0	1	1	0	**2**	2	3	1	0	**6**	**8**	0	1	0	0	**1**	0	1	0	0	**1**	**2**	**10**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:15 PM	1	0	0	0	**1**	0	2	0	0	**2**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
04:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:45 PM	1	0	0	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	2	0	0	0	**2**	0	2	0	0	**2**	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**4**
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	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	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
AM Peak 08:00 AM to 09:00 AM	**0**	**1**	**1**	**0**	**2**	**2**	**3**	**1**	**0**	**6**	**8**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**2**	**10**
PM Peak 04:45 PM to 05:45 PM	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**


N
40MPH
KELLER RD
30MPH
MAITLAND SUMMIT BV
WESTHALL LN
25MPH

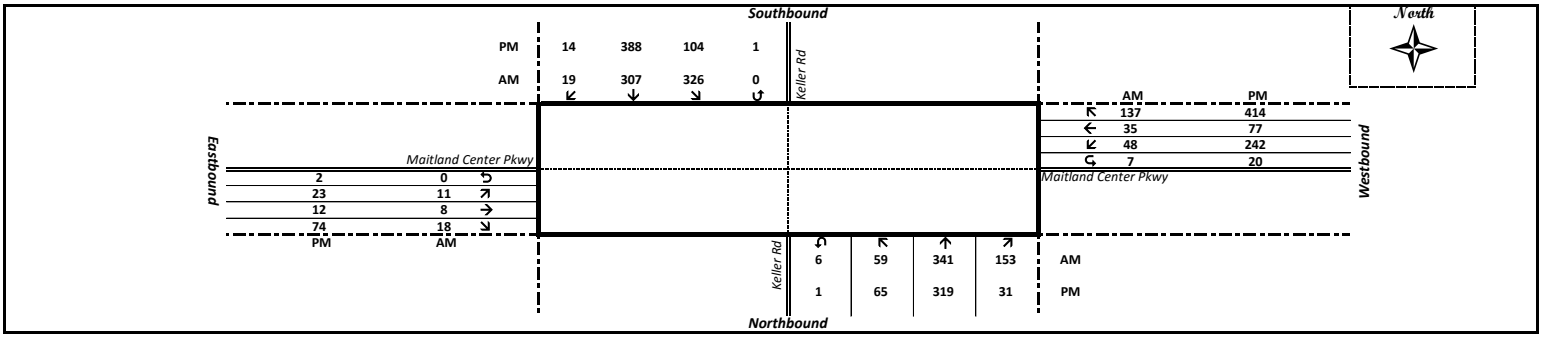
15 MINUTE TURNING MOVEMENT COUNTS

(Cars and Trucks)

DATE: November 3, 2015 (Tuesday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Keller Rd & Maitland Center Pkwy **COUNTY:** Orange County **LONGITUDE:** 0

	Keller Rd					Keller Rd						Maitland Center Pkwy					Maitland Center Pkwy						
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
07:00 AM	7	38	24	1	**69**	37	36	0	0	**73**	**143**	1	1	4	0	**6**	6	1	19	2	**28**	**32**	**175**
07:15 AM	11	75	19	1	**105**	65	79	5	0	**149**	**255**	0	2	4	0	**6**	8	5	29	1	**43**	**48**	**303**
07:30 AM	11	108	32	0	**151**	62	61	2	0	**125**	**276**	1	3	6	0	**10**	9	8	45	2	**64**	**72**	**348**
07:45 AM	7	86	33	0	**126**	84	90	1	0	**175**	**301**	1	1	8	0	**10**	11	10	37	0	**58**	**68**	**369**
TOTAL	36	307	108	2	**451**	248	266	8	0	**522**	**975**	3	7	22	0	**32**	34	24	130	5	**193**	**220**	**1,195**
08:00 AM	9	83	33	4	**125**	90	78	3	0	**171**	**300**	3	1	4	0	**8**	17	7	34	3	**61**	**66**	**366**
08:15 AM	18	85	33	0	**136**	73	81	3	0	**157**	**293**	3	2	3	0	**8**	13	11	37	3	**64**	**69**	**362**
08:30 AM	12	80	45	1	**137**	75	73	7	0	**155**	**293**	3	3	4	0	**10**	6	8	30	0	**44**	**54**	**347**
08:45 AM	20	93	42	1	**155**	88	75	6	0	**169**	**325**	2	2	7	0	**11**	12	9	36	1	**58**	**68**	**393**
TOTAL	59	341	153	6	**553**	326	307	19	0	**652**	**1,211**	11	8	18	0	**37**	48	35	137	7	**227**	**257**	**1,468**
04:00 PM	8	57	14	1	**79**	21	98	0	0	**119**	**199**	5	2	10	1	**18**	41	6	47	1	**95**	**111**	**310**
04:15 PM	6	74	20	1	**100**	21	81	1	0	**103**	**204**	4	3	8	0	**15**	31	8	42	3	**84**	**96**	**300**
04:30 PM	14	89	14	0	**117**	27	120	3	0	**150**	**267**	4	0	20	0	**24**	53	12	87	1	**153**	**176**	**443**
04:45 PM	23	87	8	0	**118**	32	93	2	0	**127**	**245**	7	4	15	1	**27**	59	13	100	5	**177**	**198**	**443**
TOTAL	51	307	56	2	**414**	101	392	6	0	**499**	**915**	20	9	53	2	**84**	184	39	276	10	**509**	**581**	**1,496**
05:00 PM	16	76	5	0	**97**	25	95	2	0	**122**	**219**	8	4	26	0	**38**	87	34	138	14	**273**	**297**	**516**
05:15 PM	12	67	4	1	**83**	20	80	7	1	**108**	**192**	4	4	13	1	**22**	43	18	89	0	**150**	**171**	**363**
05:30 PM	29	102	3	0	**134**	34	69	5	2	**110**	**244**	4	6	18	1	**29**	52	6	90	14	**162**	**176**	**420**
05:45 PM	25	92	8	1	**125**	40	59	6	0	**105**	**231**	6	0	17	0	**23**	54	20	124	9	**207**	**221**	**452**
TOTAL	82	337	20	2	**439**	119	303	20	3	**445**	**886**	22	14	74	2	**112**	236	78	441	37	**792**	**865**	**1,751**
AM Peak																						**Peak Hour Factor:**	**0.934**
08:00 AM to 09:00 AM	**59**	**341**	**153**	**6**	**553**	**326**	**307**	**19**	**0**	**652**	**1,211**	**11**	**8**	**18**	**0**	**37**	**48**	**35**	**137**	**7**	**227**	**257**	**1,468**
PM Peak																						**Peak Hour Factor:**	**0.855**
04:30 PM to 05:30 PM	**65**	**319**	**31**	**1**	**415**	**104**	**388**	**14**	**1**	**507**	**923**	**23**	**12**	**74**	**2**	**111**	**242**	**77**	**414**	**20**	**753**	**842**	**1,765**



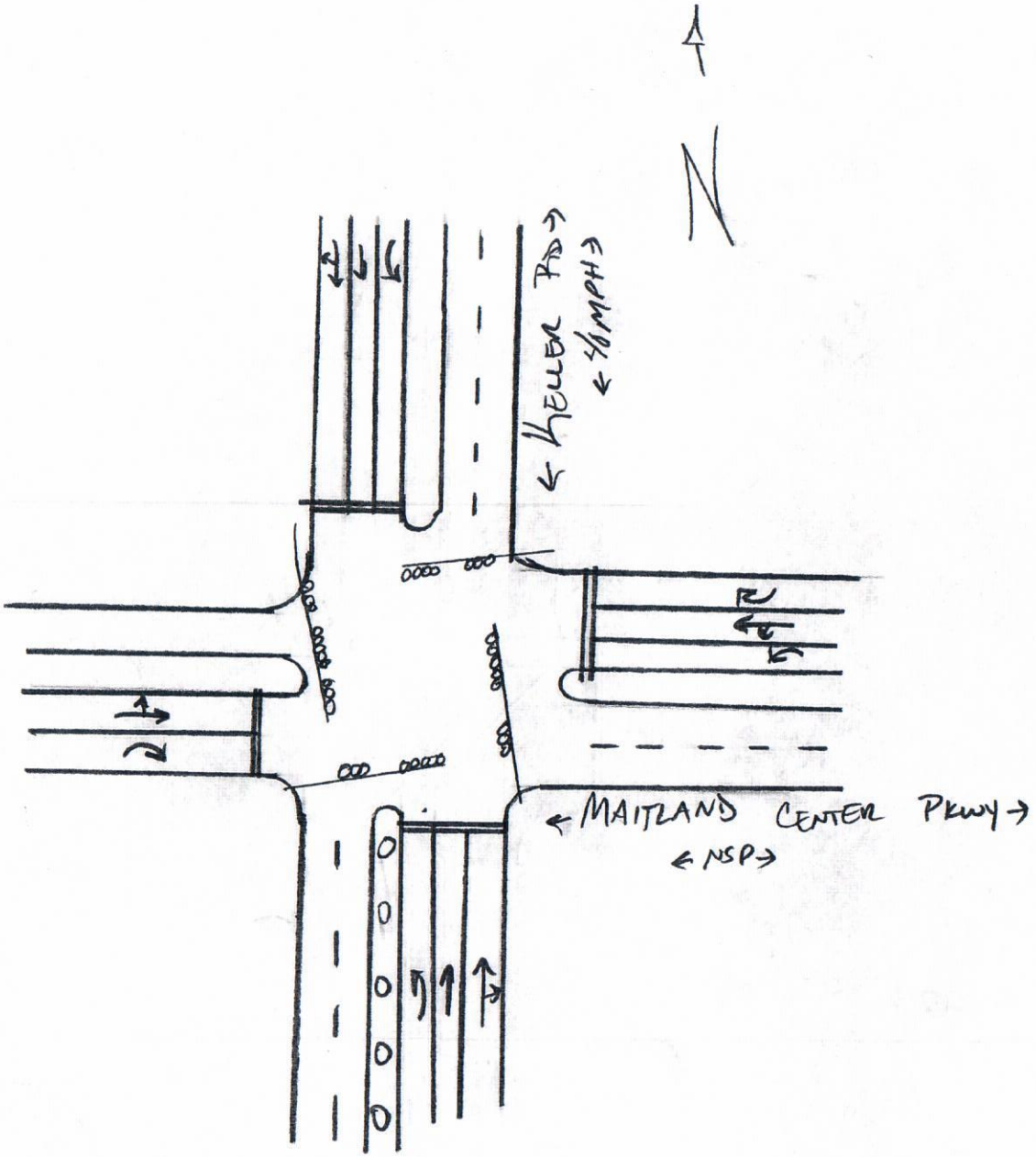
15 MINUTE TURNING MOVEMENT COUNTS

(Trucks Only)

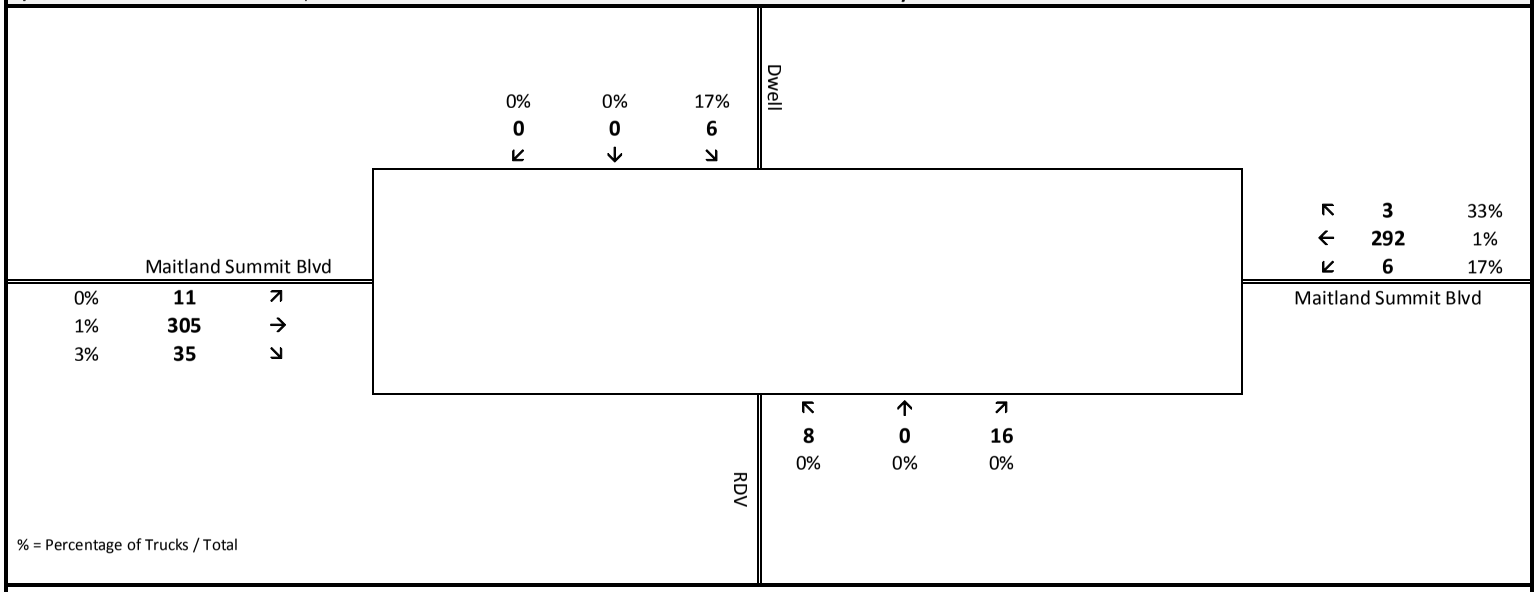
DATE: November 3, 2015 (Tuesday) **CITY:** Orlando **LATITUDE:** 0

LOCATION: Keller Rd & Maitland Center Pkwy **COUNTY:** Orange County **LONGITUDE:** 0

	Keller Rd					Keller Rd						Maitland Center Pkwy					Maitland Center Pkwy						
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**
07:00 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**1**
07:15 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
07:30 AM	0	1	0	0	**1**	0	1	0	0	**1**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
07:45 AM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
TOTAL	0	1	0	0	**1**	0	2	0	0	**2**	**3**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**4**
08:00 AM	0	1	0	0	**1**	0	1	0	0	**1**	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**2**
08:15 AM	0	0	1	0	**1**	0	0	0	0	**0**	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**1**
08:30 AM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
08:45 AM	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	1	0	0	**1**	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**3**
04:00 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:15 PM	0	0	0	0	**0**	0	1	0	0	**1**	**1**	1	0	0	0	**1**	0	0	0	0	**0**	**1**	**2**
04:30 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
04:45 PM	0	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	1	0	**1**	**1**	**1**
TOTAL	0	0	0	0	**0**	0	1	0	0	**1**	**1**	1	0	0	0	**1**	0	0	1	0	**1**	**2**	**3**
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	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	0	0	0	**0**	0	0	0	0	**0**	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**	**0**
AM Peak 08:00 AM to 09:00 AM	**0**	**1**	**1**	**0**	**2**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
PM Peak 04:30 PM to 05:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**1**


N
HELLER RD
40 MPH
MAITLAND CENTER PKWY
NSP

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Maitland Summit Blvd	**County:**	Orange
N/S Street Name:	RDV/Dwell	**Study Period:**	A.M.



% = Percentage of Trucks / Total

Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	5	0	0	5	290	2	8	0	16	11	302	34	673
Trucks	1	0	0	1	2	1	0	0	0	0	3	1	9
Total	**6**	**0**	**0**	**6**	**292**	**3**	**8**	**0**	**16**	**11**	**305**	**35**	**682**
Peak Hour Factor	**0.922**												
Peak Hour	**08:00 AM to to 09:00 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	0	0	1	0	22	0	0	0	1	3	69	0	96
7:15:00 AM	1	0	3	1	46	2	1	0	0	5	79	0	138
7:30:00 AM	1	0	2	1	78	2	0	0	0	8	71	1	164
7:45:00 AM	3	0	2	3	67	1	1	0	7	6	57	2	149
8:00:00 AM	2	0	0	2	97	0	2	0	6	2	70	4	185
8:15:00 AM	1	0	0	1	56	3	0	0	2	7	77	10	157
8:30:00 AM	1	0	0	1	74	0	1	0	1	0	92	10	180
8:45:00 AM	2	0	0	2	65	0	5	0	7	2	66	11	160

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Maitland Summit Blvd	**County:**	Orange
N/S Street Name:	RDV/Dwell	**Study Period:**	A.M.

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	0	0	1	0	22	0	0	0	1	3	69	0	96
7:15:00 AM	1	0	3	1	46	2	1	0	0	5	79	0	138
7:30:00 AM	1	0	2	1	78	2	0	0	0	8	71	1	164
7:45:00 AM	3	0	2	3	67	1	1	0	7	6	57	2	149
8:00:00 AM	2	0	0	2	97	0	2	0	6	2	70	4	185
8:15:00 AM	1	0	0	1	56	3	0	0	2	7	77	10	157
8:30:00 AM	1	0	0	1	74	0	1	0	1	0	92	10	180
8:45:00 AM	2	0	0	2	65	0	5	0	7	2	66	11	160

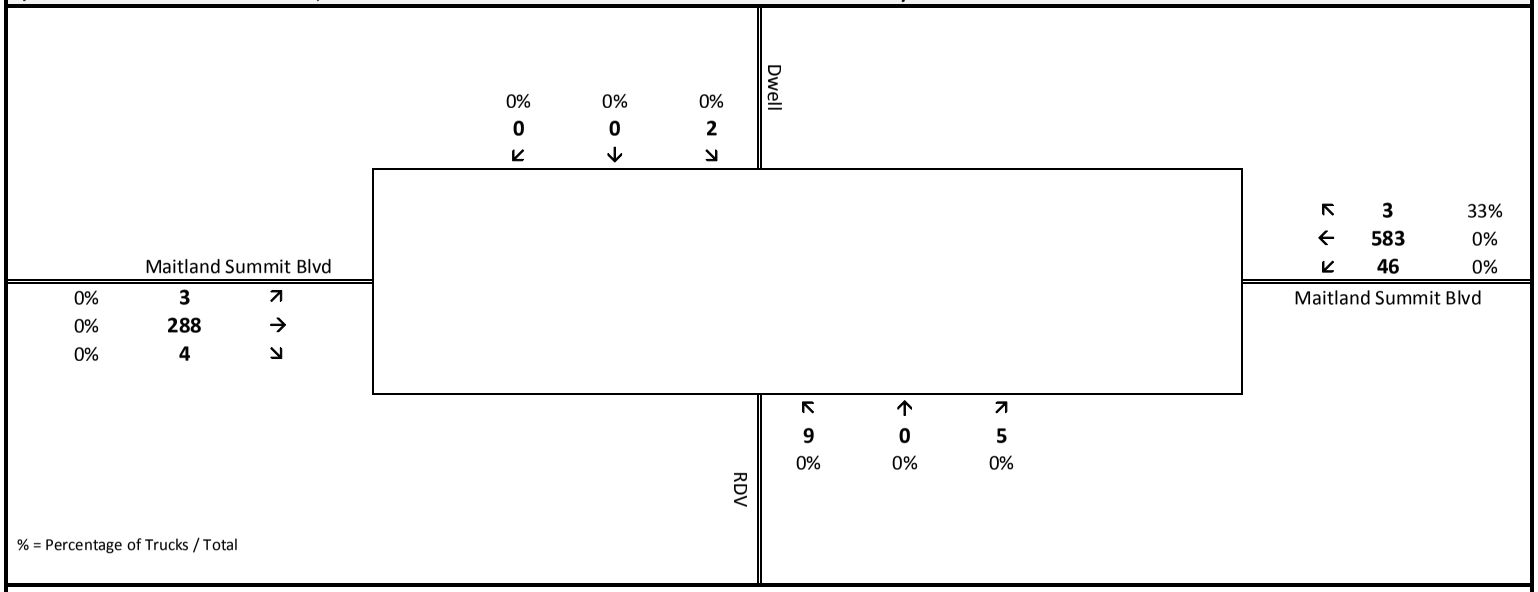
Car Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	0	0	1	0	21	0	0	0	1	3	69	0	95
7:15:00 AM	1	0	2	1	45	2	1	0	0	5	79	0	136
7:30:00 AM	1	0	2	1	78	2	0	0	0	8	71	1	164
7:45:00 AM	3	0	2	3	67	1	1	0	7	6	56	1	147
8:00:00 AM	2	0	0	1	95	0	2	0	6	2	69	3	180
8:15:00 AM	0	0	0	1	56	2	0	0	2	7	75	10	153
8:30:00 AM	1	0	0	1	74	0	1	0	1	0	92	10	180
8:45:00 AM	2	0	0	2	65	0	5	0	7	2	66	11	160

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	0	0	0	1	0	0	0	0	0	0	0	1
7:15:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	2
8:00:00 AM	0	0	0	1	2	0	0	0	0	0	1	1	5
8:15:00 AM	1	0	0	0	0	1	0	0	0	0	2	0	4
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Maitland Summit Blvd	**County:**	Orange
N/S Street Name:	Dwell/RDV	**Study Period:**	P.M.



Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	2	0	0	46	582	2	9	0	5	3	287	4	940
Trucks	0	0	0	0	1	1	0	0	0	0	1	0	3
Total	**2**	**0**	**0**	**46**	**583**	**3**	**9**	**0**	**5**	**3**	**288**	**4**	**943**
Peak Hour Factor	**0.880**												
Peak Hour	**04:45 PM to to 05:45 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	3	0	0	4	106	0	0	0	5	0	36	1	155
4:15:00 PM	0	0	0	7	66	0	1	0	2	0	38	1	115
4:30:00 PM	0	0	0	4	98	3	0	0	1	1	54	1	162
4:45:00 PM	2	0	0	6	119	1	0	0	0	0	51	2	181
5:00:00 PM	0	0	0	10	161	2	1	0	0	2	92	0	268
5:15:00 PM	0	0	0	7	151	0	0	0	1	1	77	0	237
5:30:00 PM	0	0	0	23	152	0	8	0	4	0	68	2	257
5:45:00 PM	0	0	1	20	74	2	1	1	3	2	35	4	143

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Maitland Summit Blvd	**County:**	Orange
N/S Street Name:	Dwell/RDV	**Study Period:**	P.M.

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	3	0	0	4	106	0	0	0	5	0	36	1	155
4:15:00 PM	0	0	0	7	66	0	1	0	2	0	38	1	115
4:30:00 PM	0	0	0	4	98	3	0	0	1	1	54	1	162
4:45:00 PM	2	0	0	6	119	1	0	0	0	0	51	2	181
5:00:00 PM	0	0	0	10	161	2	1	0	0	2	92	0	268
5:15:00 PM	0	0	0	7	151	0	0	0	1	1	77	0	237
5:30:00 PM	0	0	0	23	152	0	8	0	4	0	68	2	257
5:45:00 PM	0	0	1	20	74	2	1	1	3	2	35	4	143

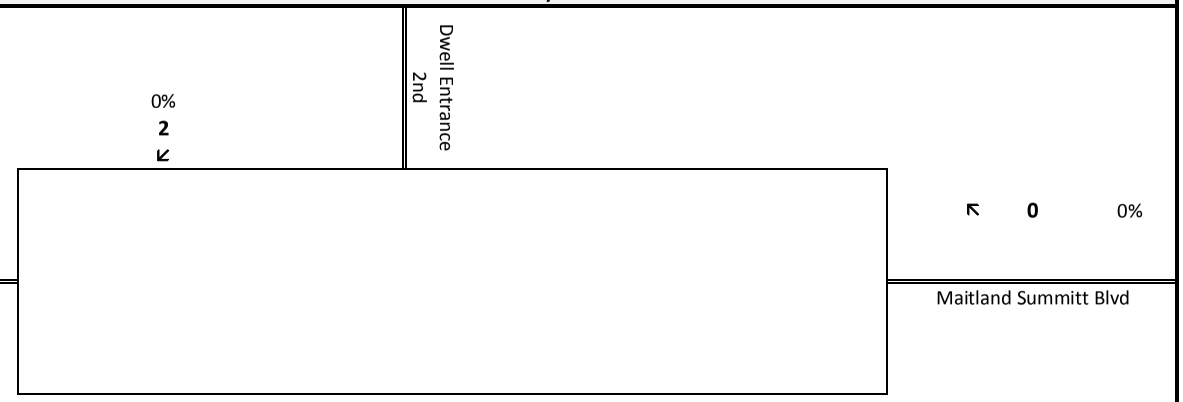
Car Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00:00 PM	3	0	0	4	106	0	0	0	5	0	36	1	155
4:15:00 PM	0	0	0	7	66	0	1	0	2	0	37	1	114
4:30:00 PM	0	0	0	3	98	3	0	0	1	1	54	1	161
4:45:00 PM	2	0	0	6	119	0	0	0	0	0	51	2	180
5:00:00 PM	0	0	0	10	161	2	1	0	0	2	92	0	268
5:15:00 PM	0	0	0	7	150	0	0	0	1	1	77	0	236
5:30:00 PM	0	0	0	23	152	0	8	0	4	0	67	2	256
5:45:00 PM	0	0	1	20	74	2	1	1	3	2	35	4	143

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	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Maitland Summitt Blvd	**County:**	Orange
N/S Street Name:	Dwell Entrance 2nd	**Study Period:**	A.M.



% = Percentage of Trucks / Total

Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	0	0	2	0	0	0	0	0	0	0	0	0	2
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
Peak Hour Factor	**0.500**												
Peak Hour	**07:00 AM to to 08:00 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	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Maitland Summitt Blvd	**County:**	Orange
N/S Street Name:	Dwell Entrance 2nd	**Study Period:**	A.M.

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	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

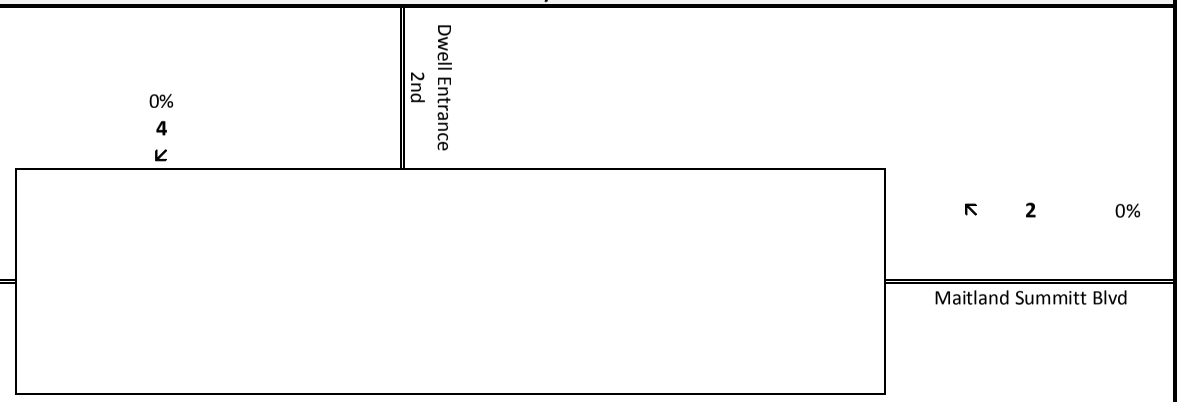
Car Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Maitland Summitt Blvd	**County:**	Orange
N/S Street Name:	Dwell Entrance 2nd	**Study Period:**	P.M.



% = Percentage of Trucks / Total

Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	0	0	4	0	0	2	0	0	0	0	0	0	6
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**6**
Peak Hour Factor	**0.300**												
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	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	3	0	0	2	0	0	0	0	0	0	5
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Maitland Summitt Blvd	**County:**	Orange
N/S Street Name:	Dwell Entrance 2nd	**Study Period:**	P.M.

Total Vehicle Traffic

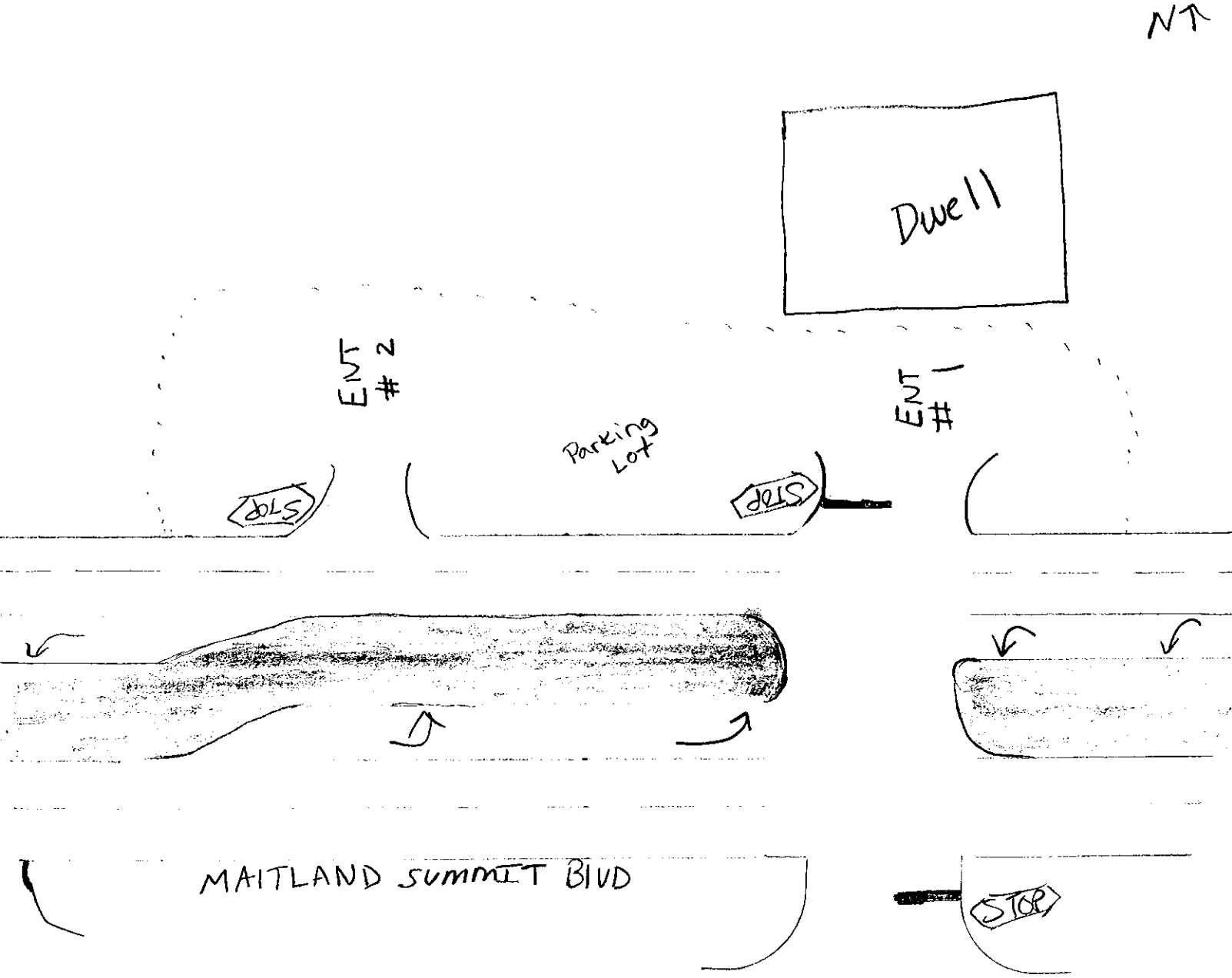
Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	3	0	0	2	0	0	0	0	0	0	5
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	3	0	0	2	0	0	0	0	0	0	5
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

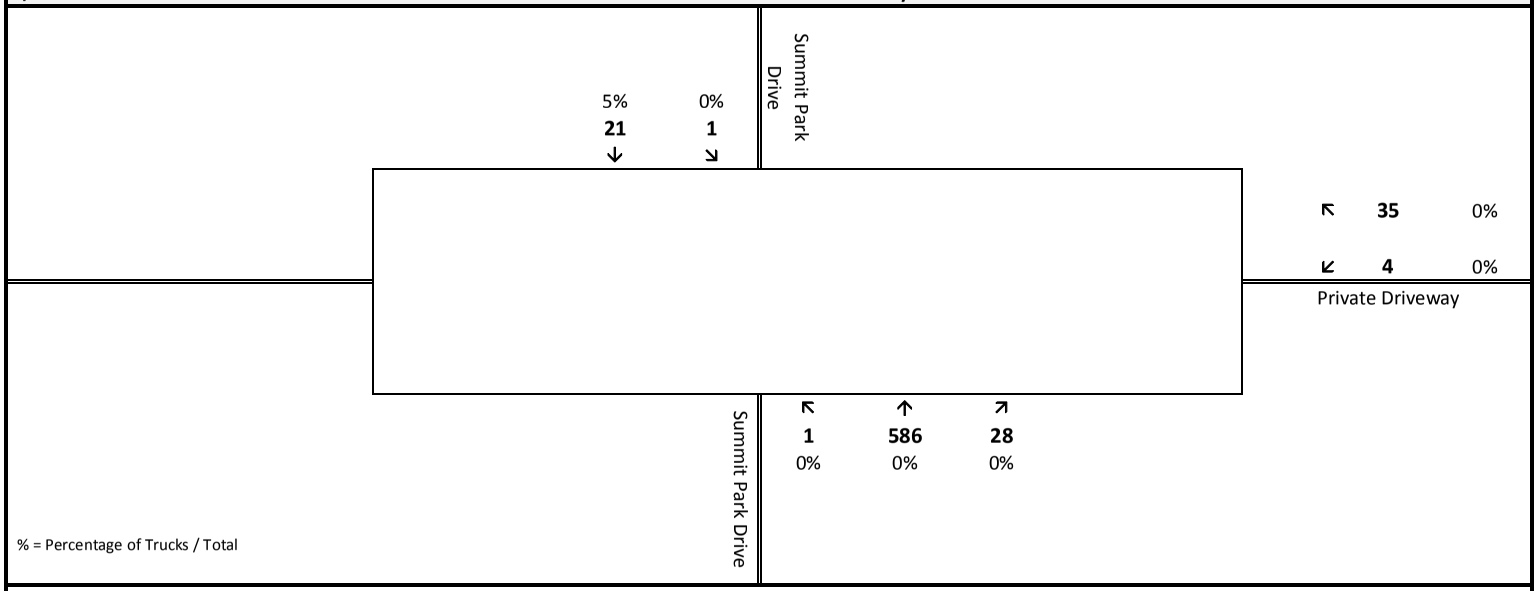
Truck Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



*NO POSTED SPEED LIMIT

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Private Driveway	**County:**	Orange
N/S Street Name:	Summit Park Drive	**Study Period:**	A.M.



Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	1	20	0	4	0	35	1	584	28	0	0	0	673
Trucks	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	**1**	**21**	**0**	**4**	**0**	**35**	**1**	**586**	**28**	**0**	**0**	**0**	**676**
Peak Hour Factor	**0.793**												
Peak Hour	**07:30 AM to to 08:30 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	0	6	0	3	0	2	1	38	1	0	0	0	51
7:15:00 AM	0	0	0	2	0	2	0	100	0	0	0	0	104
7:30:00 AM	0	5	0	2	0	5	0	150	5	0	0	0	167
7:45:00 AM	0	6	0	1	0	16	0	184	6	0	0	0	213
8:00:00 AM	1	7	0	1	0	7	1	123	10	0	0	0	150
8:15:00 AM	0	3	0	0	0	7	0	129	7	0	0	0	146
8:30:00 AM	3	1	0	2	0	12	0	133	5	0	0	0	156
8:45:00 AM	0	0	0	3	0	8	0	169	13	0	0	0	193

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Private Driveway	**County:**	Orange
N/S Street Name:	Summit Park Drive	**Study Period:**	A.M.

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	0	6	0	3	0	2	1	38	1	0	0	0	51
7:15:00 AM	0	0	0	2	0	2	0	100	0	0	0	0	104
7:30:00 AM	0	5	0	2	0	5	0	150	5	0	0	0	167
7:45:00 AM	0	6	0	1	0	16	0	184	6	0	0	0	213
8:00:00 AM	1	7	0	1	0	7	1	123	10	0	0	0	150
8:15:00 AM	0	3	0	0	0	7	0	129	7	0	0	0	146
8:30:00 AM	3	1	0	2	0	12	0	133	5	0	0	0	156
8:45:00 AM	0	0	0	3	0	8	0	169	13	0	0	0	193

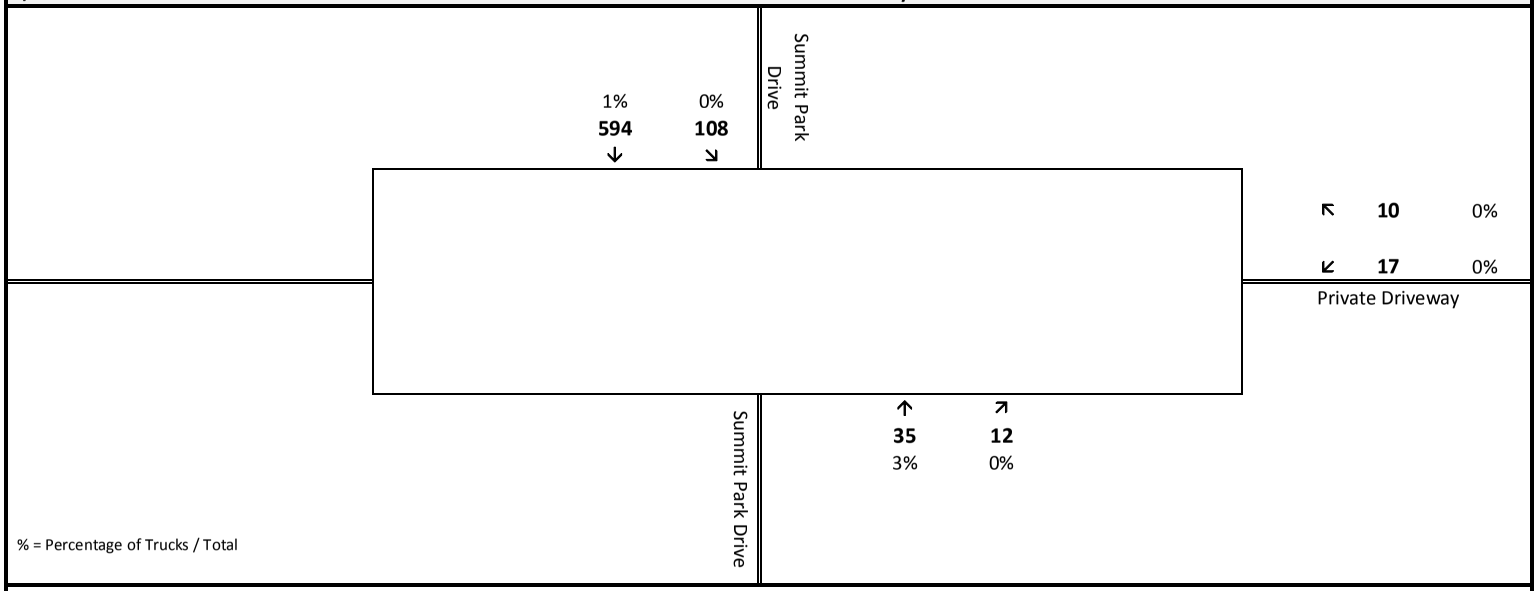
Car Traffic

Interval Starts	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00:00 AM	0	6	0	3	0	2	1	38	1	0	0	0	51
7:15:00 AM	0	0	0	2	0	2	0	99	0	0	0	0	103
7:30:00 AM	0	4	0	2	0	5	0	150	5	0	0	0	166
7:45:00 AM	0	6	0	1	0	16	0	183	6	0	0	0	212
8:00:00 AM	1	7	0	1	0	7	1	122	10	0	0	0	149
8:15:00 AM	0	3	0	0	0	7	0	129	7	0	0	0	146
8:30:00 AM	3	1	0	2	0	12	0	132	5	0	0	0	155
8:45:00 AM	0	0	0	3	0	8	0	169	13	0	0	0	193

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	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:45:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Private Driveway	**County:**	Orange
N/S Street Name:	Summit Park Drive	**Study Period:**	P.M.



Peak Hour Traffic

	Southbound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Cars	108	591	0	17	0	10	0	34	12	0	0	0	772
Trucks	0	3	0	0	0	0	0	1	0	0	0	0	4
Total	**108**	**594**	**0**	**17**	**0**	**10**	**0**	**35**	**12**	**0**	**0**	**0**	**776**
Peak Hour Factor	**0.933**												
Peak Hour	**04:30 PM to to 05:30 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	3	94	1	2	0	0	0	6	1	0	0	0	107
4:15:00 PM	7	71	0	3	0	1	0	8	4	0	0	0	94
4:30:00 PM	15	140	0	5	0	1	0	9	2	0	0	0	172
4:45:00 PM	9	154	0	6	0	1	0	16	2	0	0	0	188
5:00:00 PM	42	150	0	3	0	4	0	5	4	0	0	0	208
5:15:00 PM	42	150	0	3	0	4	0	5	4	0	0	0	208
5:30:00 PM	31	109	0	4	1	0	0	11	1	0	0	0	157
5:45:00 PM	17	150	0	0	0	0	0	8	2	0	0	0	177

Date:	10-Nov-15	**City:**	Maitland
E/W Street Name:	Private Driveway	**County:**	Orange
N/S Street Name:	Summit Park Drive	**Study Period:**	P.M.

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	3	94	1	2	0	0	0	6	1	0	0	0	107
4:15:00 PM	7	71	0	3	0	1	0	8	4	0	0	0	94
4:30:00 PM	15	140	0	5	0	1	0	9	2	0	0	0	172
4:45:00 PM	9	154	0	6	0	1	0	16	2	0	0	0	188
5:00:00 PM	42	150	0	3	0	4	0	5	4	0	0	0	208
5:15:00 PM	42	150	0	3	0	4	0	5	4	0	0	0	208
5:30:00 PM	31	109	0	4	1	0	0	11	1	0	0	0	157
5:45:00 PM	17	150	0	0	0	0	0	8	2	0	0	0	177

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	3	94	1	2	0	0	0	6	1	0	0	0	107
4:15:00 PM	7	71	0	3	0	1	0	8	4	0	0	0	94
4:30:00 PM	15	140	0	5	0	1	0	9	2	0	0	0	172
4:45:00 PM	9	152	0	6	0	1	0	15	2	0	0	0	185
5:00:00 PM	42	149	0	3	0	4	0	5	4	0	0	0	207
5:15:00 PM	42	150	0	3	0	4	0	5	4	0	0	0	208
5:30:00 PM	31	108	0	4	1	0	0	9	1	0	0	0	154
5:45:00 PM	17	149	0	0	0	0	0	7	2	0	0	0	175

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	0	0	0	0	0	0	0	0	0	0	0	0
4:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
5:00:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30:00 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
5:45:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2

N↑

Charles Swab
STOP
only
SUMMIT PARK DR
PRIVATE DRIVEWAY
TILLED

Phase Vehicle Basic Timing Data

Date 7/28/2015 Time 11:50:58

Intersection Name Keller Rd & Maitland Ctr Pkwy

Source Database

Phase	1	2	3	4	5	6	7	8
Minimum Green	5	16	5	5	5	16	5	5
Passage	3.0	3.5	3.0	3.0	3.0	3.5	3.0	3.5
Maximum 1	10	35	0	35	10	35	0	15
Maximum 2	20	35	0	35	20	35	0	15
Yellow Change	4.4	4.4	4.0	4.0	4.4	4.4	4.0	4.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phase	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum 1	0	0	0	0	0	0	0	0
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Phase Vehicle Basic Timing Data

Date 7/28/2015 Time 12:28:05

Intersection Name Keller Rd & Westhall Ln

Source User

Phase	1	2	3	4	5	6	7	8
Minimum Green	5	16	0	5	5	16	0	5
Passage	3.0	3.5	0.0	3.0	3.0	3.5	0.0	3.0
Maximum 1	20	40	0	25	20	40	0	25
Maximum 2	25	45	0	30	20	45	0	45
Yellow Change	4.4	4.4	4.4	4.0	4.4	4.4	4.4	4.0
Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Phase	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0
Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum 1	0	0	0	0	0	0	0	0
Maximum 2	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2014 Peak Season Factor Category Report - Report Type: ALL
Category: 7500 ORANGE COUNTYWIDE

MOCF: 0.98

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	1.01	1.03
2	01/05/2014 - 01/11/2014	1.03	1.05
3	01/12/2014 - 01/18/2014	1.05	1.07
4	01/19/2014 - 01/25/2014	1.04	1.06
5	01/26/2014 - 02/01/2014	1.03	1.05
6	02/02/2014 - 02/08/2014	1.01	1.03
7	02/09/2014 - 02/15/2014	1.00	1.02
8	02/16/2014 - 02/22/2014	0.99	1.01
9	02/23/2014 - 03/01/2014	0.99	1.01
*10	03/02/2014 - 03/08/2014	0.98	1.00
*11	03/09/2014 - 03/15/2014	0.98	1.00
*12	03/16/2014 - 03/22/2014	0.98	1.00
*13	03/23/2014 - 03/29/2014	0.98	1.00
*14	03/30/2014 - 04/05/2014	0.98	1.00
*15	04/06/2014 - 04/12/2014	0.98	1.00
*16	04/13/2014 - 04/19/2014	0.98	1.00
*17	04/20/2014 - 04/26/2014	0.98	1.00
*18	04/27/2014 - 05/03/2014	0.98	1.00
*19	05/04/2014 - 05/10/2014	0.99	1.01
*20	05/11/2014 - 05/17/2014	0.99	1.01
*21	05/18/2014 - 05/24/2014	0.99	1.01
*22	05/25/2014 - 05/31/2014	0.99	1.01
23	06/01/2014 - 06/07/2014	1.00	1.02
24	06/08/2014 - 06/14/2014	1.00	1.02
25	06/15/2014 - 06/21/2014	1.01	1.03
26	06/22/2014 - 06/28/2014	1.01	1.03
27	06/29/2014 - 07/05/2014	1.01	1.03
28	07/06/2014 - 07/12/2014	1.02	1.04
29	07/13/2014 - 07/19/2014	1.02	1.04
30	07/20/2014 - 07/26/2014	1.02	1.04
31	07/27/2014 - 08/02/2014	1.01	1.03
32	08/03/2014 - 08/09/2014	1.00	1.02
33	08/10/2014 - 08/16/2014	1.00	1.02
34	08/17/2014 - 08/23/2014	0.99	1.01
35	08/24/2014 - 08/30/2014	1.00	1.02
36	08/31/2014 - 09/06/2014	1.00	1.02
37	09/07/2014 - 09/13/2014	1.01	1.03
38	09/14/2014 - 09/20/2014	1.01	1.03
39	09/21/2014 - 09/27/2014	1.01	1.03
40	09/28/2014 - 10/04/2014	1.00	1.02
41	10/05/2014 - 10/11/2014	0.99	1.01
42	10/12/2014 - 10/18/2014	0.99	1.01
43	10/19/2014 - 10/25/2014	0.99	1.01
44	10/26/2014 - 11/01/2014	1.00	1.02
45	11/02/2014 - 11/08/2014	1.01	1.03
46	11/09/2014 - 11/15/2014	1.02	1.04
47	11/16/2014 - 11/22/2014	1.02	1.04
48	11/23/2014 - 11/29/2014	1.02	1.04
49	11/30/2014 - 12/06/2014	1.02	1.04
50	12/07/2014 - 12/13/2014	1.01	1.03
51	12/14/2014 - 12/20/2014	1.01	1.03
52	12/21/2014 - 12/27/2014	1.03	1.05
53	12/28/2014 - 12/31/2014	1.05	1.07

* Peak Season

APPENDIX C

Existing
HCS Capacity Worksheets

HCS 2010 Two-Way Stop Control Summary Report

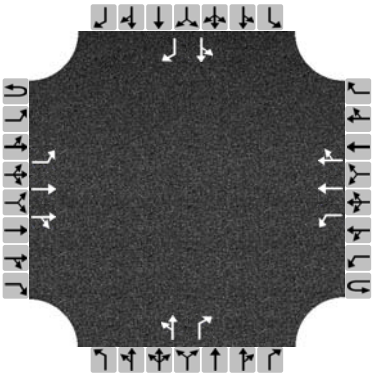
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2015
Time Analyzed	P.M. Peak Hour Existing
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Summit
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Summit Park Dr
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	1
Configuration		L	T	TR		L	T	TR		LT		R		LT		R
Volume (veh/h)	27	25	124	100		8	609	13		70	1	36		125	13	423
Percent Heavy Vehicles	0	0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		58				9				79		40		153		470
Capacity		252				1329				103		910		295		656
v/c Ratio		0.23				0.01				0.77		0.04		0.52		0.72
95% Queue Length		0.9				0.0				4.2		0.1		2.8		6.0
Control Delay (s/veh)		23.5				7.7				109.7		9.1		29.6		23.1
Level of Service (LOS)		C				A				F		A		D		C
Approach Delay (s/veh)	4.4				0.1				75.9				24.2			
Approach LOS	A				A				F				C			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

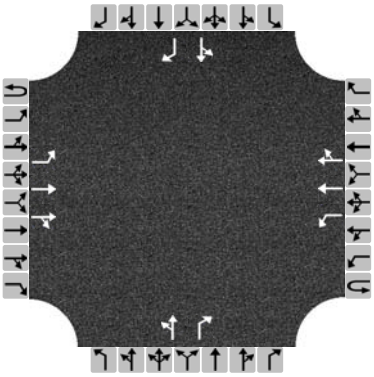
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2015
Time Analyzed	A.M. Peak Hour Existing
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Summit
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Summit Park Dr
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	1
Configuration		L	T	TR		L	T	TR		LT		R		LT		R
Volume (veh/h)	25	489	253	60	2	9	149	174		46	1	14		4	1	38
Percent Heavy Vehicles	0	0			0	0				0	0	0		0	0	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

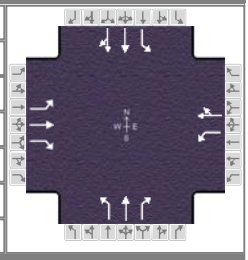
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		535				11				49		15		5		40
Capacity		1208				1160				77		859		88		844
v/c Ratio		0.44				0.01				0.64		0.02		0.06		0.05
95% Queue Length		2.3				0.0				2.9		0.1		0.2		0.1
Control Delay (s/veh)		10.3				8.1				111.8		9.3		48.5		9.5
Level of Service (LOS)		B				A				F		A		E		A
Approach Delay (s/veh)	6.4				0.3				85.8				13.8			
Approach LOS	A				A				F				B			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Signalized Intersection Results Summary

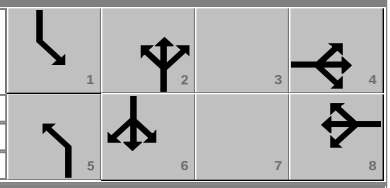
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	MJA	Analysis Date	Nov 17, 2015	Area Type	Other
Jurisdiction	Orange County	Time Period	P.M. Peak Hour	PHF	0.90
Urban Street	Keller Rd	Analysis Year	2015	Analysis Period	1> 16:45
Intersection	Keller Rd & Maitland Su…	File Name	4705 - Keller & Maitland Summi Blvd - AM - Existi…		
Project Description	P.M. Peak Hour - Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	85	145	154	236	189	307	531	41	83	318	96

Signal Information			
Cycle, s	76.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	1.8	20.4	25.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.0	0.0	0.0
Red	2.0	2.0	2.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		5.0		6.0	1.1	3.0	1.1	4.0
Phase Duration, s		31.0		31.0	18.9	35.0	10.7	26.8
Change Period, ($Y+R_c$), s		6.0		6.0	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	4.5	4.1	4.5
Queue Clearance Time (g_s), s		27.0		21.0	11.7	23.7	4.8	10.2
Green Extension Time (g_e), s		0.0		1.7	0.8	4.9	0.2	5.8
Phase Call Probability		1.00		1.00	1.00	1.00	0.86	1.00
Max Out Probability		1.00		1.00	0.11	0.19	0.00	0.03

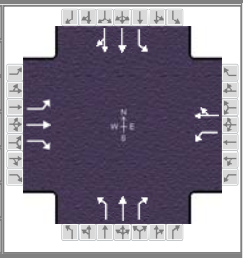
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	88	94	161	171	472		341	590	46	92	237	223
Adjusted Saturation Flow Rate (*s*), veh/h/ln	936	1900	1610	1322	1759		1810	1900	1610	1810	1900	1749
Queue Service Time (g_s), s	6.0	2.7	5.8	8.1	19.0		9.7	21.7	1.4	2.8	8.0	8.2
Cycle Queue Clearance Time (g_c), s	25.0	2.7	5.8	10.8	19.0		9.7	21.7	1.4	2.8	8.0	8.2
Green Ratio (*g/C*)	0.33	0.33	0.33	0.33	0.33		0.46	0.37	0.37	0.32	0.27	0.27
Capacity (*c*), veh/h	167	619	525	478	573		539	709	601	250	506	466
Volume-to-Capacity Ratio (*X*)	0.525	0.153	0.307	0.358	0.824		0.632	0.832	0.076	0.369	0.468	0.479
Available Capacity (c_a), veh/h	167	619	525	478	573		716	991	840	620	991	912
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	2.1	3.8	4.4	13.8		6.6	14.6	0.9	2.1	6.2	5.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	35.9	18.3	19.4	22.2	23.8		15.1	21.9	15.5	20.3	23.6	23.7
Incremental Delay (d_2), s/veh	3.0	0.1	0.3	0.5	9.5		1.2	4.8	0.1	0.9	0.8	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	38.9	18.5	19.7	22.6	33.3		16.3	26.6	15.6	21.2	24.4	24.6
Level of Service (LOS)	D	B	B	C	C		B	C	B	C	C	C
Approach Delay, s/veh / LOS	24.3	C		30.5	C		22.5	C		24.0	C	
Intersection Delay, s/veh / LOS	25.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.4	B	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.1	A	1.5	A	2.1	B	0.9	A

Copyright © 2015 University of Florida, All Rights Reserved.

HCS 2010 Signalized Intersection Results Summary

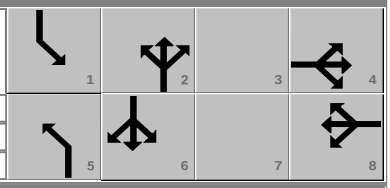
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	MJA	Analysis Date	Nov 17, 2015	Area Type	Other
Jurisdiction	Orange County	Time Period	A.M. Peak Hour	PHF	0.91
Urban Street	Keller Rd	Analysis Year	2015	Analysis Period	1> 7:00
Intersection	Keller Rd & Maitland Su…	File Name	4705 - Keller & Maitland Summi Blvd - AM - Existi…		
Project Description	A.M. Peak Hour - Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	119	167	49	35	34	168	191	148	302	461	141

Signal Information			
Cycle, s	53.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.7	3.6	16.0	9.4	0.0	0.0
Yellow	4.4	0.0	4.4	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		5.0		6.0	1.1	3.0	1.1	4.0
Phase Duration, s		15.4		15.4	12.1	22.4	15.7	26.0
Change Period, ($Y+R_c$), s		6.0		6.0	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s		4.3		4.3	4.1	4.6	4.1	4.6
Queue Clearance Time (g_s), s		7.7		7.4	5.6	6.7	8.4	9.6
Green Extension Time (g_e), s		1.7		1.8	0.5	5.4	0.9	5.3
Phase Call Probability		1.00		1.00	0.94	1.00	0.99	1.00
Max Out Probability		0.01		0.01	0.00	0.01	0.02	0.02

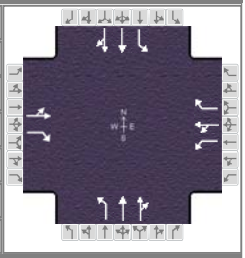
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	46	131	184	54	76		185	210	163	332	343	318
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1345	1881	1610	1242	1745		1810	1881	1594	1792	1881	1730
Queue Service Time (g_s), s	1.6	3.3	5.7	2.1	2.0		3.6	4.7	4.3	6.4	7.6	7.6
Cycle Queue Clearance Time (g_c), s	3.6	3.3	5.7	5.4	2.0		3.6	4.7	4.3	6.4	7.6	7.6
Green Ratio (*g/C*)	0.18	0.18	0.18	0.18	0.18		0.41	0.30	0.30	0.47	0.37	0.37
Capacity (*c*), veh/h	322	331	283	277	307		473	563	477	694	688	633
Volume-to-Capacity Ratio (*X*)	0.144	0.395	0.647	0.194	0.247		0.390	0.373	0.341	0.478	0.499	0.503
Available Capacity (c_a), veh/h	713	879	753	639	816		957	1407	1192	1053	1407	1293
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	2.5	3.8	1.1	1.4		2.1	3.2	2.4	3.4	4.8	4.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.5	19.5	20.5	21.9	19.0		11.0	14.8	14.6	9.4	13.2	13.2
Incremental Delay (d_2), s/veh	0.2	0.8	2.5	0.3	0.4		0.5	0.5	0.5	0.5	0.7	0.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.7	20.3	23.0	22.2	19.4		11.5	15.3	15.1	9.9	13.8	13.9
Level of Service (LOS)	C	C	C	C	B		B	B	B	A	B	B
Approach Delay, s/veh / LOS	21.7	C		20.6	C		14.0	B		12.6	B	
Intersection Delay, s/veh / LOS	15.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.4	B	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.1	A	0.7	A	1.4	A	1.3	A

Copyright © 2015 University of Florida, All Rights Reserved.

HCS 2010 Signalized Intersection Results Summary

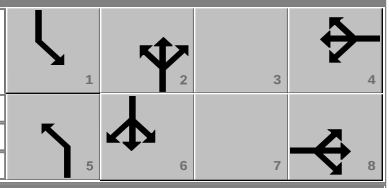
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	MJA	Analysis Date	Nov 17, 2015	Area Type	Other
Jurisdiction	Orange County	Time Period	P.M. Peak Hour	PHF	0.86
Urban Street	Keller Rd	Analysis Year	2015	Analysis Period	1> 16:30
Intersection	Keller Rd & Maitland Su…	File Name	4705 - Keller & Maitland Ctr Pkwy - PM - Existing.…		
Project Description	P.M. Peak Hour - Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	25	12	75	264	78	418	67	322	31	106	392	14

Signal Information			
Cycle, s	81.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.1	2.0	16.0	27.9	6.2	0.0
Yellow	4.4	0.0	4.4	4.0	4.0	0.0
Red	2.0	0.0	2.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		11.0		9.0	1.1	4.0	1.1	4.0
Phase Duration, s		12.2		33.9	10.5	22.4	12.6	24.4
Change Period, ($Y+R_c$), s		6.0		6.0	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s		4.3		4.3	4.1	4.5	4.1	4.5
Queue Clearance Time (g_s), s		6.3		25.0	4.7	10.1	6.3	11.0
Green Extension Time (g_e), s		0.2		2.9	0.2	4.0	0.3	4.0
Phase Call Probability		0.95		1.00	0.83	1.00	0.94	1.00
Max Out Probability		0.03		0.31	0.00	0.02	0.00	0.02

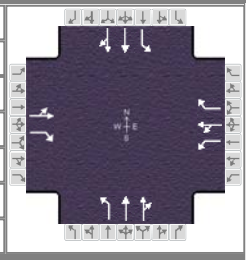
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		43	87	307	91	486	78	207	203	123	237	235
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1838	1610	1810	1900	1610	1810	1900	1841	1810	1900	1877
Queue Service Time (g_s), s		1.8	4.3	10.9	2.7	23.0	2.7	8.0	8.1	4.3	9.0	9.0
Cycle Queue Clearance Time (g_c), s		1.8	4.3	10.9	2.7	23.0	2.7	8.0	8.1	4.3	9.0	9.0
Green Ratio (*g/C*)		0.08	0.08	0.34	0.34	0.34	0.25	0.20	0.20	0.27	0.22	0.22
Capacity (*c*), veh/h		141	123	622	654	554	262	375	363	324	423	418
Volume-to-Capacity Ratio (*X*)		0.306	0.708	0.493	0.139	0.877	0.297	0.553	0.559	0.381	0.561	0.563
Available Capacity (c_a), veh/h		340	298	781	820	695	616	820	795	632	820	810
Back of Queue (*Q*), veh/ln (95 th percentile)		1.5	3.4	8.0	2.1	15.0	2.1	6.5	6.3	3.2	7.2	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		35.4	36.6	21.0	18.3	25.0	24.5	29.3	29.4	23.4	28.0	28.0
Incremental Delay (d_2), s/veh		1.2	7.3	0.6	0.1	10.4	0.6	1.5	1.6	0.7	1.4	1.4
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		36.6	43.8	21.6	18.4	35.3	25.1	30.9	31.0	24.1	29.4	29.4
Level of Service (LOS)		D	D	C	B	D	C	C	C	C	C	C
Approach Delay, s/veh / LOS	41.4	D		28.8	C		30.0	C		28.3	C	
Intersection Delay, s/veh / LOS	29.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.8	C	2.4	B	2.3	B
Bicycle LOS Score / LOS	0.7	A	1.9	A	0.9	A	1.0	A

Copyright © 2015 University of Florida, All Rights Reserved.

HCS 2010 Signalized Intersection Results Summary

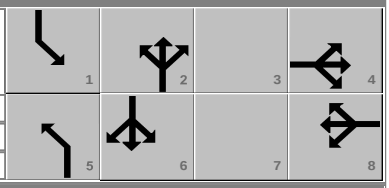
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	MJA	Analysis Date	Nov 17, 2015	Area Type	Other
Jurisdiction	Orange County	Time Period	A.M. Peak Hour	PHF	0.93
Urban Street	Keller Rd	Analysis Year	2015	Analysis Period	1> 8:00
Intersection	Keller Rd & Maitland Su…	File Name	4705 - Keller & Maitland Ctr Pkwy - AM - Existing.…		
Project Description	A.M. Peak Hour - Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	8	18	55	35	138	66	344	155	329	310	19

Signal Information			
Cycle, s	61.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	0.1	16.0	2.5	7.8	0.0
Yellow	4.4	4.4	4.4	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		11.0		9.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.5		13.8	9.9	22.4	16.4	28.9
Change Period, ($Y+R_c$), s		6.0		6.0	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s		4.3		4.3	4.1	4.5	4.1	4.5
Queue Clearance Time (g_s), s		2.7		7.4	3.7	10.1	10.0	6.0
Green Extension Time (g_e), s		0.1		0.5	0.1	4.2	0.0	4.3
Phase Call Probability		0.49		0.98	0.70	1.00	1.00	1.00
Max Out Probability		0.00		0.14	0.08	0.02	1.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		20	19	59	38	148	71	280	256	354	178	176
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1847	1610	1810	1900	1610	1810	1881	1684	1810	1900	1861
Queue Service Time (g_s), s		0.7	0.7	1.8	1.1	5.4	1.7	7.9	8.1	8.0	4.0	4.0
Cycle Queue Clearance Time (g_c), s		0.7	0.7	1.8	1.1	5.4	1.7	7.9	8.1	8.0	4.0	4.0
Green Ratio (*g/C*)		0.04	0.04	0.13	0.13	0.13	0.32	0.26	0.26	0.46	0.37	0.37
Capacity (*c*), veh/h		74	65	231	243	206	495	493	441	528	700	686
Volume-to-Capacity Ratio (*X*)		0.275	0.299	0.256	0.155	0.720	0.143	0.569	0.581	0.669	0.254	0.256
Available Capacity (c_a), veh/h		1058	923	444	467	395	688	1078	965	528	1089	1067
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	0.6	1.4	0.9	4.0	1.1	5.7	5.3	5.4	2.7	2.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		28.4	28.5	24.0	23.7	25.6	14.7	19.5	19.6	12.5	13.4	13.5
Incremental Delay (d_2), s/veh		2.0	2.5	0.6	0.3	4.7	0.1	1.2	1.5	3.3	0.2	0.2
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		30.4	31.0	24.6	24.0	30.3	14.9	20.8	21.1	15.8	13.7	13.7
Level of Service (LOS)		C	C	C	C	C	B	C	C	B	B	B
Approach Delay, s/veh / LOS	30.7	C		27.9	C		20.2	C		14.7	B	
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.4	B	2.3	B
Bicycle LOS Score / LOS	0.6	A	0.9	A	1.0	A	1.1	A

Copyright © 2015 University of Florida, All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

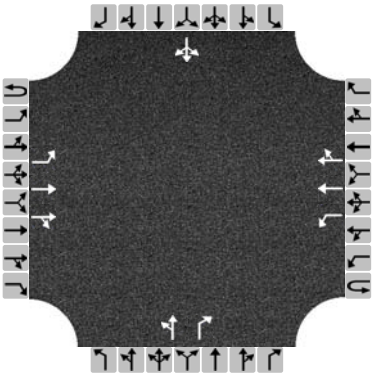
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2015
Time Analyzed	P.M. Peak Hour - Existing
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Dwell
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Dwell / RDV
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)		3	297	4		47	595	3		9	0	5		2	0	0
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		3				53				10		6			2	
Capacity		928				1233				395		852			290	
v/c Ratio		0.00				0.04				0.03		0.01			0.01	
95% Queue Length		0.0				0.1				0.1		0.0			0.0	
Control Delay (s/veh)		8.9				8.1				14.3		9.3			17.5	
Level of Service (LOS)		A				A				B		A			C	
Approach Delay (s/veh)	0.1				0.6				12.4				17.5			
Approach LOS	A				A				B				C			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

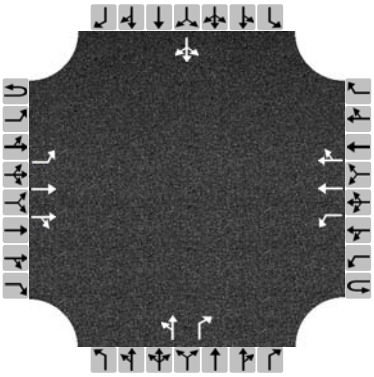
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2015
Time Analyzed	A.M. Peak Hour - Existing
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Dwell
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Dwell / RDV
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)		11	311	36		6	298	3		8	0	16		6	0	0
Percent Heavy Vehicles		2				0				17	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		12				7				9		18			7	
Capacity		1237				1169				490		822			473	
v/c Ratio		0.01				0.01				0.02		0.02			0.01	
95% Queue Length		0.0				0.0				0.1		0.1			0.0	
Control Delay (s/veh)		7.9				8.1				12.5		9.5			12.7	
Level of Service (LOS)		A				A				B		A			B	
Approach Delay (s/veh)	0.2				0.2				10.5				12.7			
Approach LOS	A				A				B				B			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

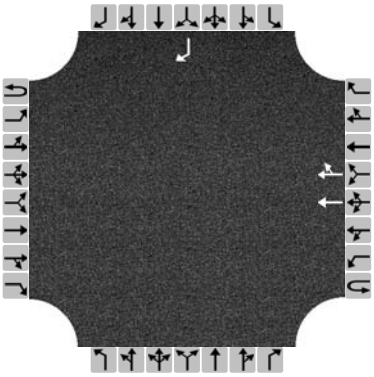
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2015
Time Analyzed	P.M. Peak Hour
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Site 2
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Site Access 2
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume (veh/h)							604	2								4
Percent Heavy Vehicles																0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																4
Capacity																653
v/c Ratio																0.01
95% Queue Length																0.0
Control Delay (s/veh)																10.5
Level of Service (LOS)																B
Approach Delay (s/veh)													10.5			
Approach LOS													B			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

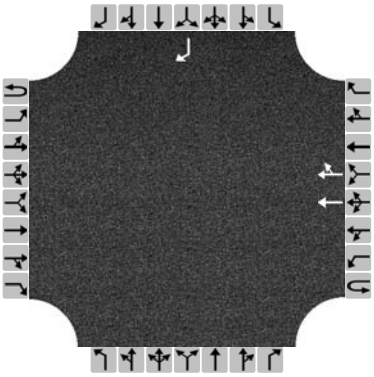
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2015
Time Analyzed	A.M. Peak Hour
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Site 2
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Site Access 2
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume (veh/h)							306	0								2
Percent Heavy Vehicles																0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																2
Capacity																841
v/c Ratio																0.00
95% Queue Length																0.0
Control Delay (s/veh)																9.3
Level of Service (LOS)																A
Approach Delay (s/veh)													9.3			
Approach LOS													A			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

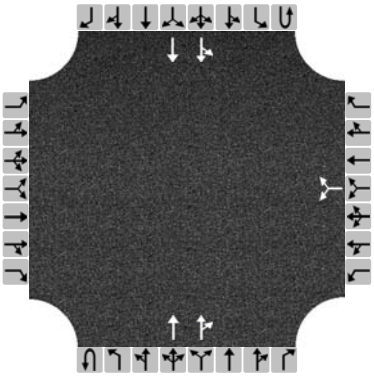
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2015
Time Analyzed	P.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Summit Park Dr & Driveway
Jurisdiction	Orange County
East/West Street	Private Driveway
North/South Street	Summit Park Dr
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						17		10			36	12		110	606	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							29							444		
Capacity							506							1567		
v/c Ratio							0.06							0.28		
95% Queue Length							0.2							0.2		
Control Delay (s/veh)							12.5							7.5		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					12.5								1.4			
Approach LOS					B								A			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

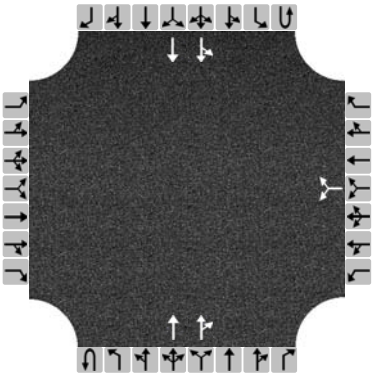
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2015
Time Analyzed	A.M. Peak Hour Existing
Intersection Orientation	North-South
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Summit Park Dr & Driveway
Jurisdiction	Orange County
East/West Street	Private Driveway
North/South Street	Summit Park Dr
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						4		36			599	29		1	21	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							50							14		
Capacity							577							843		
v/c Ratio							0.09							0.02		
95% Queue Length							0.3							0.0		
Control Delay (s/veh)							11.8							9.3		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					11.8								0.3			
Approach LOS					B								A			

Copyright © 2015 University of Florida. All Rights Reserved.

APPENDIX D

ITE Trip Generation Sheets

Apartment
(220)

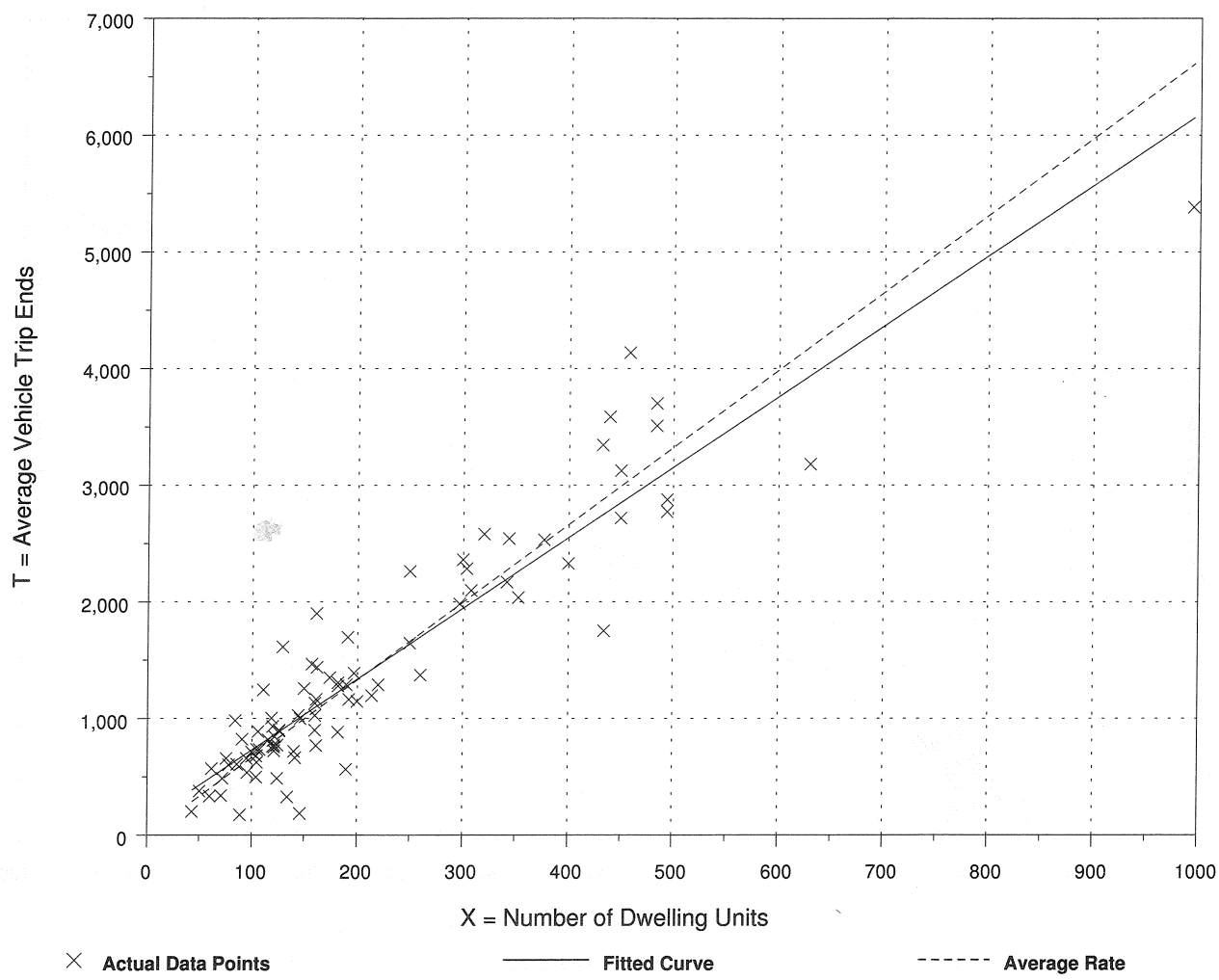
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Number of Studies: 88
Avg. Number of Dwelling Units: 210
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.65	1.27 - 12.50	3.07

Data Plot and Equation



Fitted Curve Equation: T = 6.06(X) + 123.56 $R^2 = 0.87$

Apartment
(220)

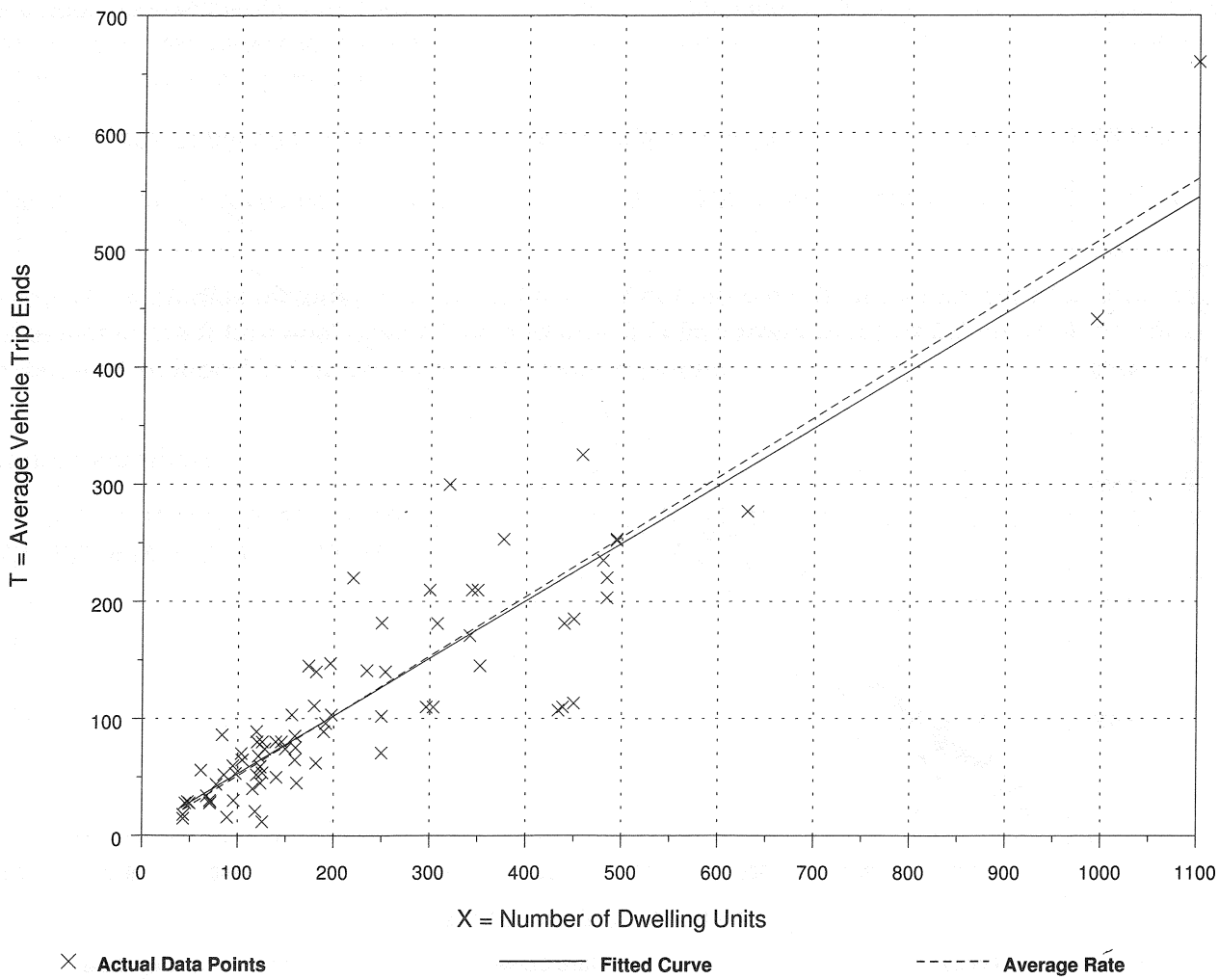
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 78
Avg. Number of Dwelling Units: 235
Directional Distribution: 20% entering, 80% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.10 - 1.02	0.73

Data Plot and Equation



× Actual Data Points ——— Fitted Curve ------ Average Rate

Fitted Curve Equation: T = 0.49(X) + 3.73 **R^2 = 0.83**

Apartment
(220)

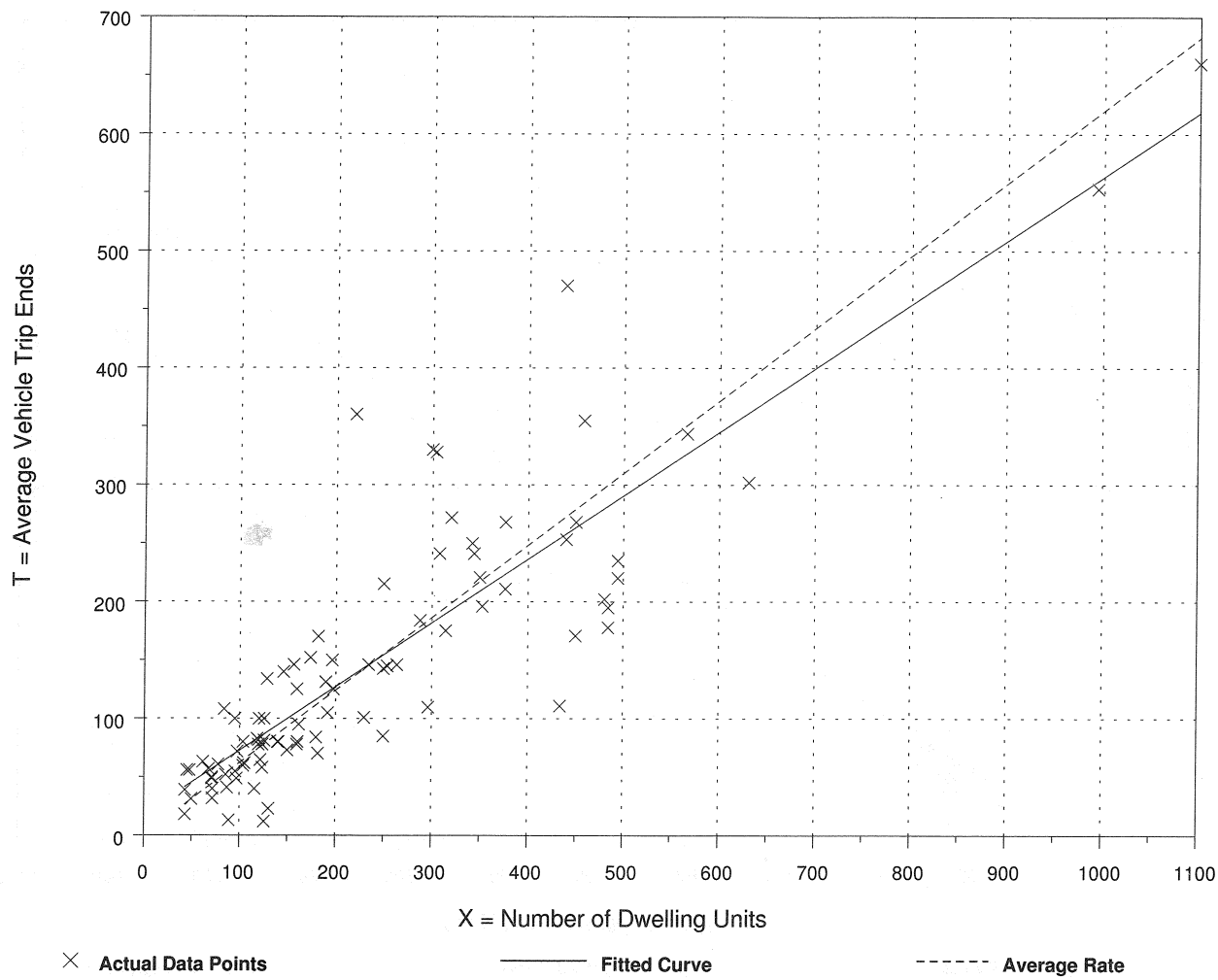
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

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



× **Actual Data Points** ——— **Fitted Curve** - - - - - - **Average Rate**

Fitted Curve Equation: T = 0.55(X) + 17.65 **R^2 = 0.77**

APPENDIX E

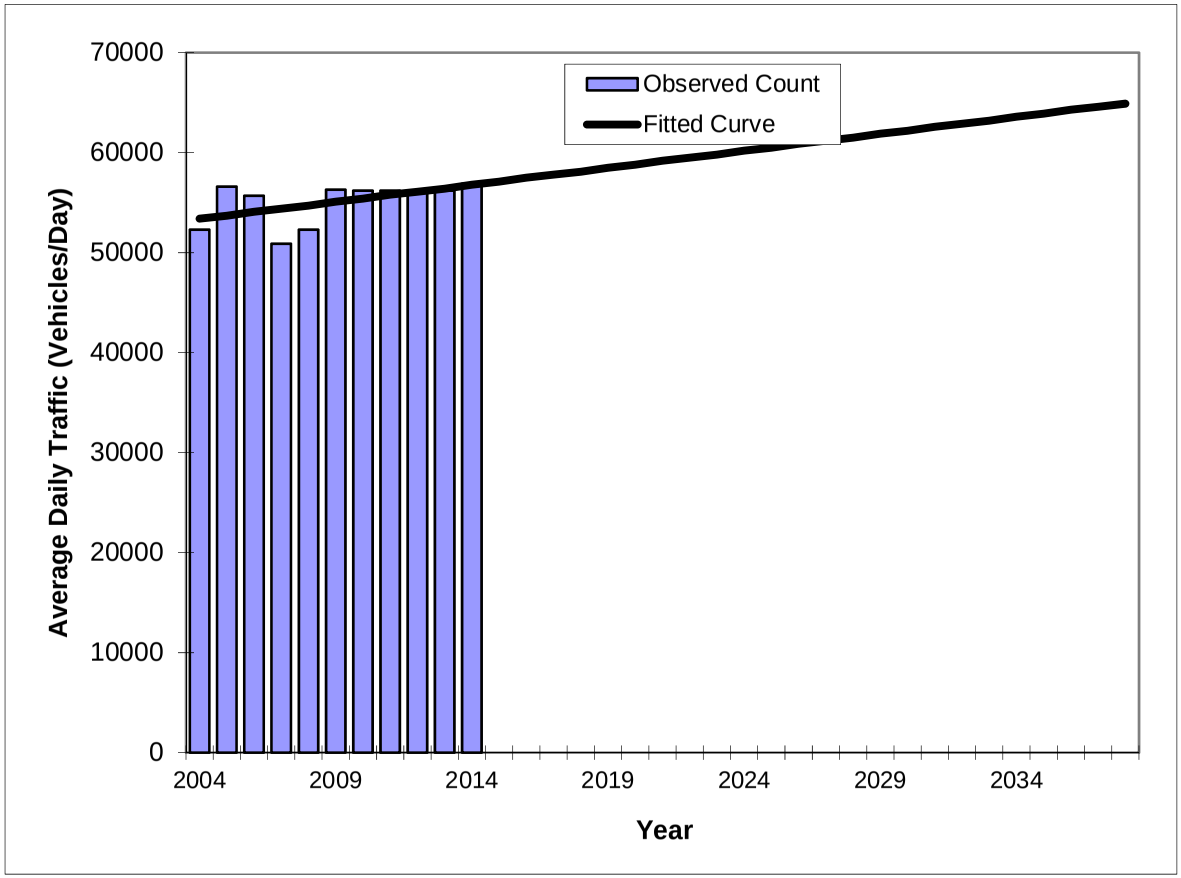
Trends Analysis Worksheets

Traffic Trends - V3.0

MAITLAND BLVD -- Forest City Rd to Maitland Summit Blvd

FIN#	1234
Location	1

County:	Orange (75)
Station #:	421
Highway:	MAITLAND BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	52300	53400
2005	56600	53700
2006	55700	54100
2007	50900	54400
2008	52300	54700
2009	56300	55100
2010	56200	55400
2011	56200	55800
2012	56200	56100
2013	56200	56400
2014	56900	56800
2018 Opening Year Trend		
2018	N/A	58100
2028 Mid-Year Trend		
2028	N/A	61500
2038 Design Year Trend		
2038	N/A	64900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	340
Trend R-squared:	27.98%
Trend Annual Historic Growth Rate:	0.64%
Trend Growth Rate (2014 to Design Year):	0.59%
Printed:	18-Nov-15

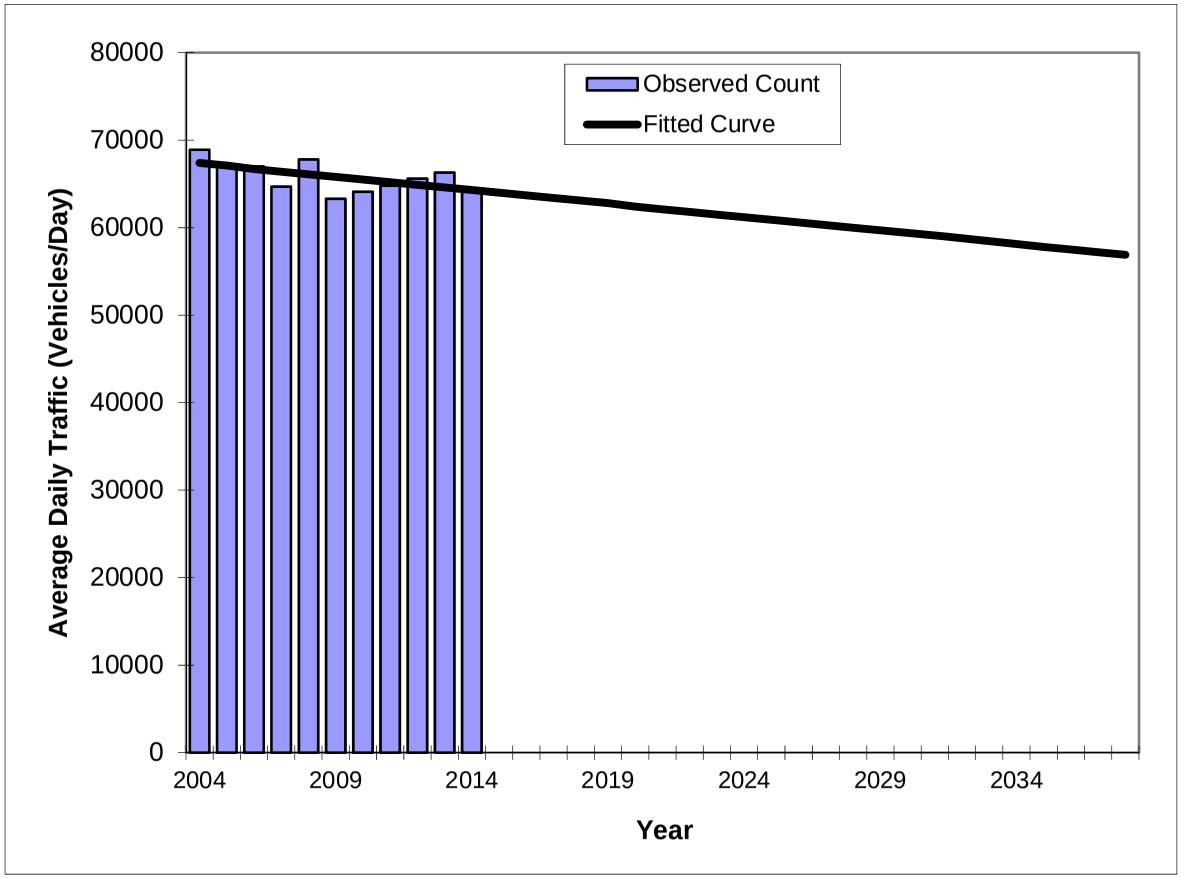
Straight Line Growth Option

Traffic Trends - V3.0

MAITLAND BLVD -- Maitland Summit Blvd to Lake Destiny Rd

FIN#	1234
Location	1

County:	Orange (75)
Station #:	421
Highway:	MAITLAND BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	68900	67400
2005	67200	67100
2006	67000	66700
2007	64700	66400
2008	67800	66100
2009	63300	65800
2010	64100	65500
2011	64800	65200
2012	65600	64900
2013	66300	64600
2014	64400	64300
2018 Opening Year Trend		
2018	N/A	63100
2028 Mid-Year Trend		
2028	N/A	60000
2038 Design Year Trend		
2038	N/A	56900
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-307
Trend R-squared:	33.94%
Trend Annual Historic Growth Rate:	-0.46%
Trend Growth Rate (2014 to Design Year):	-0.48%
Printed:	18-Nov-15

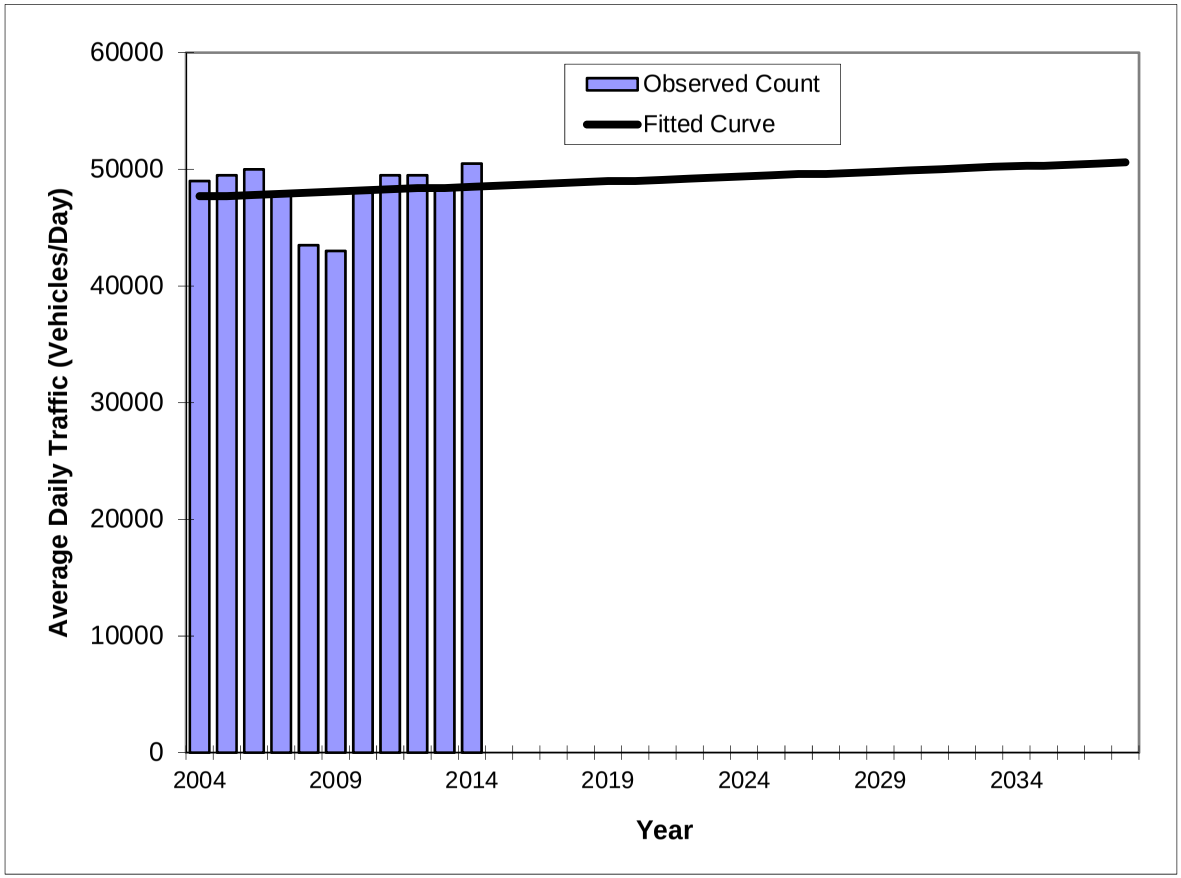
Straight Line Growth Option

Traffic Trends - V3.0

MAITLAND BLVD -- W. of Maitland Summit Blvd

FIN#	1234
Location	1

County:	Orange (75)
Station #:	0643
Highway:	MAITLAND BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2004	49000	47700
2005	49500	47700
2006	50000	47800
2007	48000	47900
2008	43500	48000
2009	43000	48100
2010	48000	48200
2011	49500	48300
2012	49500	48400
2013	48500	48400
2014	50500	48500
2018 Opening Year Trend		
2018	N/A	48900
2028 Mid-Year Trend		
2028	N/A	49700
2038 Design Year Trend		
2038	N/A	50600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	86
Trend R-squared:	1.29%
Trend Annual Historic Growth Rate:	0.17%
Trend Growth Rate (2014 to Design Year):	0.18%
Printed:	18-Nov-15

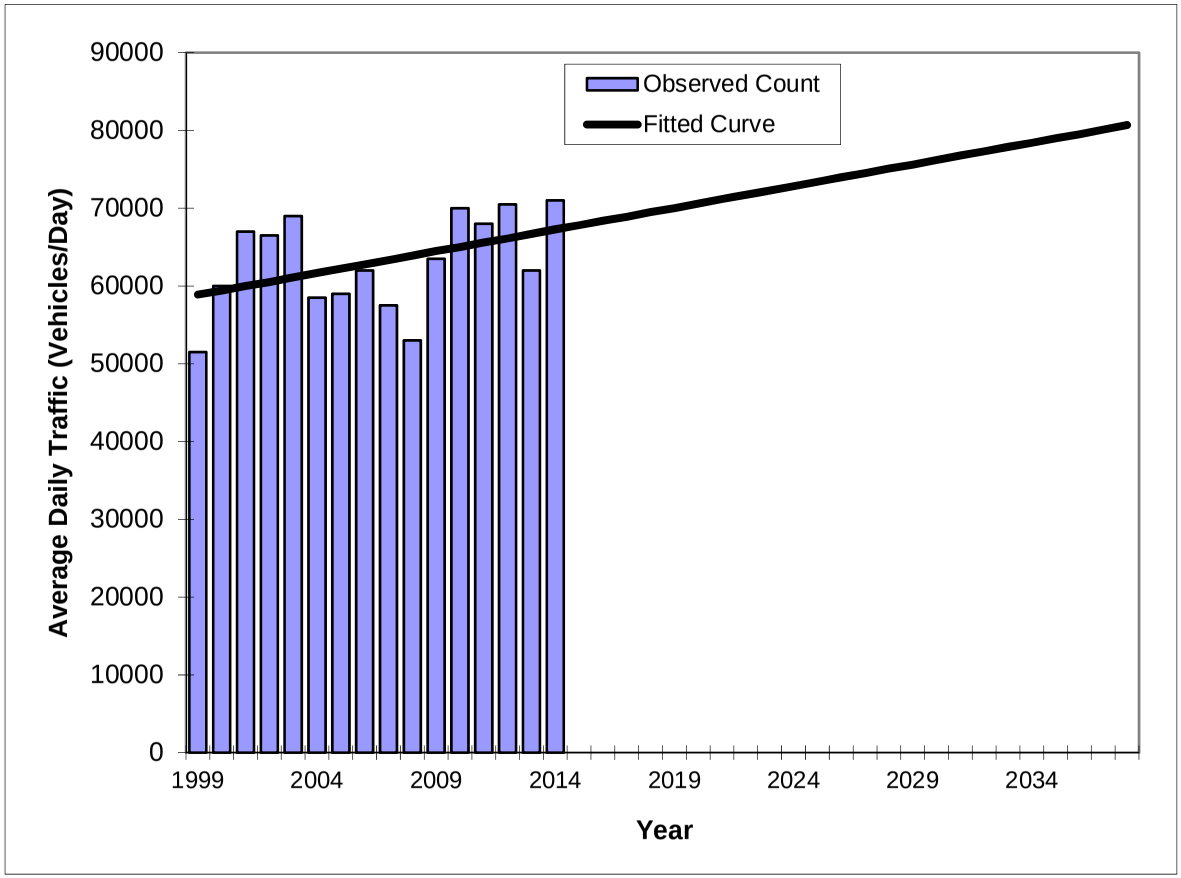
Straight Line Growth Option

Traffic Trends - V3.0

MAITLAND BLVD -- W. of Lake Destiny Rd

FIN#	1234
Location	1

County:	Orange (75)
Station #:	0592
Highway:	MAITLAND BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
1999	51500	58900
2000	60000	59400
2001	67000	60000
2002	66500	60500
2003	69000	61100
2004	58500	61700
2005	59000	62200
2006	62000	62800
2007	57500	63300
2008	53000	63900
2009	63500	64500
2010	70000	65000
2011	68000	65600
2012	70500	66100
2013	62000	66700
2014	71000	67300
2018 Opening Year Trend		
2018	N/A	69500
2028 Mid-Year Trend		
2028	N/A	75100
2038 Design Year Trend		
2038	N/A	80700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	559
Trend R-squared:	18.68%
Trend Annual Historic Growth Rate:	0.95%
Trend Growth Rate (2014 to Design Year):	0.83%
Printed:	18-Nov-15

Straight Line Growth Option

*Axle-Adjusted

APPENDIX F

Projected
HCS Capacity Worksheets

HCS 2010 Two-Way Stop Control Summary Report

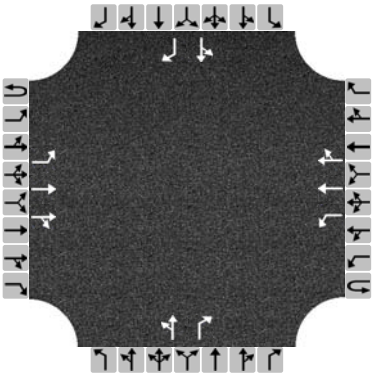
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2018
Time Analyzed	P.M. Peak Hour Projected
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Summit
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Summit Park Dr
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	1
Configuration		L	T	TR		L	T	TR		LT		R		LT		R
Volume (veh/h)	28	46	138	103		8	635	13		72	1	37		131	13	445
Percent Heavy Vehicles	0	0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		82				9				81		41		160		494
Capacity		256				1309				51		897		259		643
v/c Ratio		0.32				0.01				1.57		0.05		0.62		0.77
95% Queue Length		1.3				0.0				7.7		0.1		3.7		7.2
Control Delay (s/veh)		25.6				7.8				461.2		9.2		39.1		26.7
Level of Service (LOS)		D				A				F		A		E		D
Approach Delay (s/veh)	6.0				0.1				309.3				28.9			
Approach LOS	A				A				F				D			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

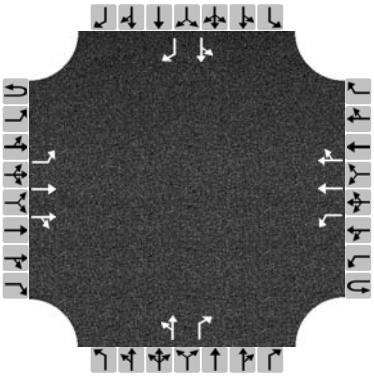
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2018
Time Analyzed	A.M. Peak Hour Projected
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Summit
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Summit Park Dr
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	1
Configuration		L	T	TR		L	T	TR		LT		R		LT		R
Volume (veh/h)	26	509	262	62	2	9	166	179		47	1	14		7	1	52
Percent Heavy Vehicles	0	0			0	0				0	0	0		0	0	3
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

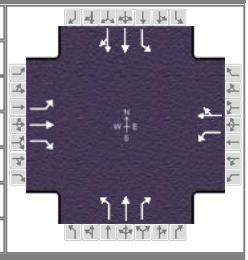
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		557				11				50		15		8		54
Capacity		1182				1146				67		852		76		829
v/c Ratio		0.47				0.01				0.75		0.02		0.10		0.07
95% Queue Length		2.6				0.0				3.4		0.1		0.3		0.2
Control Delay (s/veh)		10.7				8.2				148.8		9.3		57.6		9.6
Level of Service (LOS)		B				A				F		A		F		A
Approach Delay (s/veh)	6.7				0.2				112.5				15.8			
Approach LOS	A				A				F				C			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Signalized Intersection Results Summary

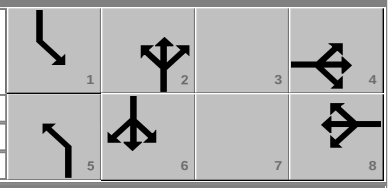
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	MJA	Analysis Date	Nov 17, 2015	Area Type	Other
Jurisdiction	Orange County	Time Period	P.M. Peak Hour	PHF	0.90
Urban Street	Keller Rd	Analysis Year	2018	Analysis Period	1> 16:45
Intersection	Keller Rd & Maitland Su…	File Name	4705 - Keller & Maitland Summi Blvd - PM -Projec…		
Project Description	P.M. Peak Hour - Projected				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	90	152	159	246	195	321	547	42	85	328	101

Signal Information			
Cycle, s	77.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.4	2.2	21.1	25.0	0.0	0.0
Yellow	4.4	4.4	4.4	4.0	0.0	0.0
Red	2.0	2.0	2.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		5.0		6.0	1.1	3.0	1.1	4.0
Phase Duration, s		31.0		31.0	19.5	36.1	10.8	27.5
Change Period, ($Y+R_c$), s		6.0		6.0	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s		4.4		4.4	4.1	4.5	4.1	4.5
Queue Clearance Time (g_s), s		27.0		22.4	12.3	24.7	4.9	10.7
Green Extension Time (g_e), s		0.0		1.2	0.8	5.0	0.2	6.1
Phase Call Probability		1.00		1.00	1.00	1.00	0.87	1.00
Max Out Probability		1.00		1.00	0.16	0.24	0.00	0.04

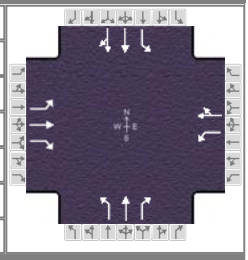
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	91	100	169	177	490		357	608	47	94	246	231
Adjusted Saturation Flow Rate (*s*), veh/h/ln	921	1900	1610	1315	1760		1810	1900	1610	1810	1900	1747
Queue Service Time (g_s), s	4.6	2.9	6.2	8.7	20.4		10.3	22.7	1.4	2.9	8.4	8.7
Cycle Queue Clearance Time (g_c), s	25.0	2.9	6.2	11.6	20.4		10.3	22.7	1.4	2.9	8.4	8.7
Green Ratio (*g/C*)	0.32	0.32	0.32	0.32	0.32		0.46	0.38	0.38	0.33	0.27	0.27
Capacity (*c*), veh/h	146	610	517	465	565		544	724	614	248	514	472
Volume-to-Capacity Ratio (*X*)	0.623	0.164	0.327	0.380	0.868		0.655	0.839	0.076	0.380	0.479	0.489
Available Capacity (c_a), veh/h	146	610	517	465	565		706	975	827	610	975	897
Back of Queue (*Q*), veh/ln (95 th percentile)	3.7	2.3	4.1	4.8	15.4		7.0	15.3	0.9	2.1	6.5	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	37.6	19.0	20.1	23.1	24.9		15.1	21.9	15.4	20.5	23.8	23.9
Incremental Delay (d_2), s/veh	7.9	0.1	0.4	0.5	13.5		1.4	5.4	0.1	1.0	0.8	0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	45.6	19.1	20.4	23.6	38.4		16.5	27.3	15.4	21.4	24.7	24.8
Level of Service (LOS)	D	B	C	C	D		B	C	B	C	C	C
Approach Delay, s/veh / LOS	26.4	C		34.5	C		23.0	C		24.2	C	
Intersection Delay, s/veh / LOS	26.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.4	B	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.1	A	1.6	A	2.2	B	1.0	A

Copyright © 2015 University of Florida, All Rights Reserved.

HCS 2010 Signalized Intersection Results Summary

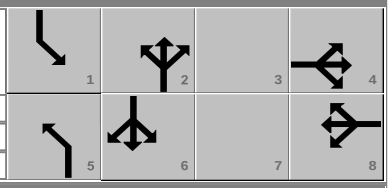
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	MJA	Analysis Date	Nov 17, 2015	Area Type	Other
Jurisdiction	Orange County	Time Period	A.M. Peak Hour	PHF	0.91
Urban Street	Keller Rd	Analysis Year	2018	Analysis Period	1> 7:00
Intersection	Keller Rd & Maitland Su…	File Name	4705 - Keller & Maitland Summi Blvd - AM - Proje…		
Project Description	A.M. Peak Hour - Projected				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	126	176	50	37	35	174	197	152	311	475	145

Signal Information			
Cycle, s	54.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.0	3.7	16.0	9.9	0.0	0.0
Yellow	4.4	0.0	4.4	4.0	0.0	0.0
Red	2.0	0.0	2.0	2.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		5.0		6.0	1.1	3.0	1.1	4.0
Phase Duration, s		15.9		15.9	12.4	22.4	16.1	26.1
Change Period, ($Y+R_c$), s		6.0		6.0	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s		4.3		4.3	4.1	4.6	4.1	4.6
Queue Clearance Time (g_s), s		8.1		7.7	5.8	7.0	8.8	10.1
Green Extension Time (g_e), s		1.8		1.8	0.5	5.6	0.9	5.5
Phase Call Probability		1.00		1.00	0.94	1.00	0.99	1.00
Max Out Probability		0.01		0.01	0.00	0.02	0.02	0.02

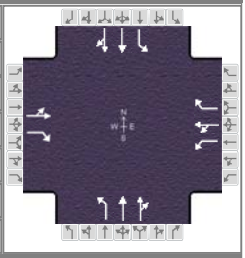
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h	49	138	193	55	79		191	216	167	342	354	328
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1341	1881	1610	1233	1747		1810	1881	1594	1792	1881	1730
Queue Service Time (g_s), s	1.8	3.5	6.1	2.2	2.1		3.8	5.0	4.5	6.8	8.0	8.1
Cycle Queue Clearance Time (g_c), s	3.9	3.5	6.1	5.7	2.1		3.8	5.0	4.5	6.8	8.0	8.1
Green Ratio (*g/C*)	0.18	0.18	0.18	0.18	0.18		0.40	0.29	0.29	0.47	0.36	0.36
Capacity (*c*), veh/h	325	343	294	278	319		467	554	469	688	681	626
Volume-to-Capacity Ratio (*X*)	0.152	0.404	0.659	0.198	0.248		0.409	0.391	0.356	0.497	0.519	0.523
Available Capacity (c_a), veh/h	697	865	740	620	803		934	1384	1173	1029	1384	1273
Back of Queue (*Q*), veh/ln (95 th percentile)	1.0	2.7	4.1	1.1	1.5		2.3	3.4	2.6	3.7	5.2	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	20.7	19.6	20.7	22.1	19.0		11.3	15.3	15.1	9.7	13.6	13.7
Incremental Delay (d_2), s/veh	0.2	0.8	2.5	0.3	0.4		0.6	0.5	0.6	0.6	0.7	0.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	20.9	20.4	23.2	22.5	19.4		11.9	15.8	15.7	10.2	14.4	14.5
Level of Service (LOS)	C	C	C	C	B		B	B	B	B	B	B
Approach Delay, s/veh / LOS	21.9	C		20.7	C		14.5	B		13.0	B	
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.4	B	2.3	B	2.4	B
Bicycle LOS Score / LOS	1.1	A	0.7	A	1.4	A	1.3	A

Copyright © 2015 University of Florida, All Rights Reserved.

HCS 2010 Signalized Intersection Results Summary

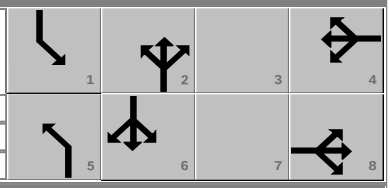
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	MJA	Analysis Date	Nov 17, 2015	Area Type	Other
Jurisdiction	Orange County	Time Period	P.M. Peak Hour	PHF	0.86
Urban Street	Keller Rd	Analysis Year	2018	Analysis Period	1> 16:30
Intersection	Keller Rd & Maitland Su…	File Name	4705 - Keller & Maitland Ctr Pkwy - PM - Projecte…		
Project Description	P.M. Peak Hour - Projected				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	26	12	77	272	80	431	69	337	32	109	407	14

Signal Information			
Cycle, s	82.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	2.2	16.0	29.0	6.4	0.0
Yellow	4.4	0.0	4.4	4.0	4.0	0.0
Red	2.0	0.0	2.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	5	2	1	6
Case Number		11.0		9.0	1.1	4.0	1.1	4.0
Phase Duration, s		12.4		35.0	10.7	22.4	12.9	24.6
Change Period, ($Y+R_c$), s		6.0		6.0	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s		4.3		4.3	4.1	4.5	4.1	4.5
Queue Clearance Time (g_s), s		6.5		26.3	4.9	10.7	6.5	11.6
Green Extension Time (g_e), s		0.3		2.7	0.2	4.2	0.3	4.2
Phase Call Probability		0.95		1.00	0.84	1.00	0.95	1.00
Max Out Probability		0.04		0.42	0.00	0.03	0.00	0.03

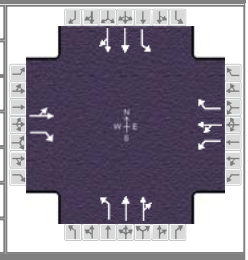
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		44	90	316	93	501	80	217	212	127	246	244
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1837	1610	1810	1900	1610	1810	1900	1842	1810	1900	1877
Queue Service Time (g_s), s		1.9	4.5	11.4	2.8	24.3	2.9	8.6	8.7	4.5	9.6	9.6
Cycle Queue Clearance Time (g_c), s		1.9	4.5	11.4	2.8	24.3	2.9	8.6	8.7	4.5	9.6	9.6
Green Ratio (*g/C*)		0.08	0.08	0.35	0.35	0.35	0.24	0.19	0.19	0.27	0.22	0.22
Capacity (*c*), veh/h		143	125	635	667	565	253	367	356	314	418	413
Volume-to-Capacity Ratio (*X*)		0.309	0.714	0.498	0.139	0.887	0.317	0.590	0.596	0.403	0.589	0.590
Available Capacity (c_a), veh/h		333	292	765	803	681	597	803	779	610	803	794
Back of Queue (*Q*), veh/ln (95 th percentile)		1.6	3.6	8.3	2.2	15.9	2.2	7.0	6.9	3.4	7.7	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		36.1	37.3	21.1	18.3	25.3	25.3	30.4	30.4	24.1	28.9	28.9
Incremental Delay (d_2), s/veh		1.2	7.3	0.6	0.1	11.9	0.7	1.8	1.9	0.8	1.6	1.6
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		37.3	44.6	21.7	18.4	37.2	26.0	32.2	32.4	25.0	30.5	30.6
Level of Service (LOS)		D	D	C	B	D	C	C	C	C	C	C
Approach Delay, s/veh / LOS	42.2	D		29.9	C		31.3	C		29.4	C	
Intersection Delay, s/veh / LOS	30.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.8	C	2.4	B	2.3	B
Bicycle LOS Score / LOS	0.7	A	2.0	A	0.9	A	1.0	A

Copyright © 2015 University of Florida, All Rights Reserved.

HCS 2010 Signalized Intersection Results Summary

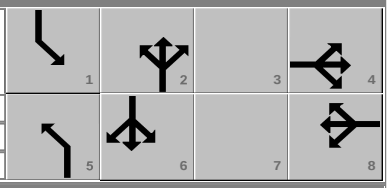
General Information				Intersection Information	
Agency	TPD, Inc.			Duration, h	0.25
Analyst	MJA	Analysis Date	Nov 17, 2015	Area Type	Other
Jurisdiction	Orange County	Time Period	A.M. Peak Hour	PHF	0.93
Urban Street	Keller Rd	Analysis Year	2018	Analysis Period	1> 8:00
Intersection	Keller Rd & Maitland Su…	File Name	4705 - Keller & Maitland Ctr Pkwy - AM - Projecte…		
Project Description	A.M. Peak Hour - Projected				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	8	19	56	36	142	68	355	160	339	323	20

Signal Information			
Cycle, s	61.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	Off
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.6	0.0	16.0	2.5	8.0	0.0
Yellow	4.4	4.4	4.4	4.0	4.0	0.0
Red	2.0	2.0	2.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		11.0		9.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.5		14.0	10.0	22.4	16.4	28.8
Change Period, ($Y+R_c$), s		6.0		6.0	6.4	6.4	6.4	6.4
Max Allow Headway (*MAH*), s		4.3		4.3	4.1	4.5	4.1	4.5
Queue Clearance Time (g_s), s		2.8		7.6	3.8	10.4	10.4	6.2
Green Extension Time (g_e), s		0.1		0.5	0.1	4.4	0.0	4.5
Phase Call Probability		0.50		0.99	0.71	1.00	1.00	1.00
Max Out Probability		0.00		0.16	0.09	0.03	1.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		20	20	60	39	153	73	289	264	365	186	183
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1847	1610	1810	1900	1610	1810	1881	1684	1810	1900	1861
Queue Service Time (g_s), s		0.7	0.8	1.8	1.1	5.6	1.8	8.2	8.4	8.4	4.2	4.2
Cycle Queue Clearance Time (g_c), s		0.7	0.8	1.8	1.1	5.6	1.8	8.2	8.4	8.4	4.2	4.2
Green Ratio (*g/C*)		0.04	0.04	0.13	0.13	0.13	0.32	0.26	0.26	0.46	0.37	0.37
Capacity (*c*), veh/h		76	66	236	248	210	491	491	439	520	695	681
Volume-to-Capacity Ratio (*X*)		0.270	0.310	0.255	0.156	0.726	0.149	0.590	0.601	0.702	0.267	0.269
Available Capacity (c_a), veh/h		1054	919	443	465	394	681	1074	961	520	1084	1062
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	0.6	1.4	0.9	4.1	1.2	6.0	5.6	5.9	2.8	2.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		28.5	28.6	24.0	23.7	25.6	14.8	19.8	19.9	12.9	13.7	13.7
Incremental Delay (d_2), s/veh		1.9	2.6	0.6	0.3	4.7	0.1	1.4	1.6	4.2	0.2	0.3
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		30.4	31.2	24.5	23.9	30.3	15.0	21.2	21.5	17.1	13.9	13.9
Level of Service (LOS)		C	C	C	C	C	B	C	C	B	B	B
Approach Delay, s/veh / LOS	30.8	C		28.0	C		20.6	C		15.5	B	
Intersection Delay, s/veh / LOS	19.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.4	B	2.3	B
Bicycle LOS Score / LOS	0.6	A	0.9	A	1.0	A	1.1	A

Copyright © 2015 University of Florida, All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

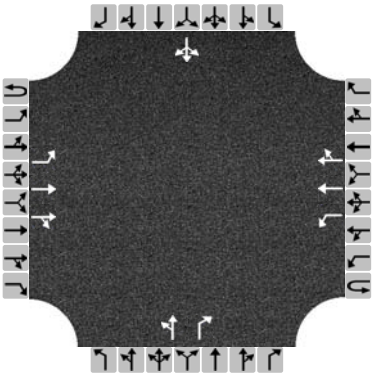
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2018
Time Analyzed	P.M. Peak Hour -Projected
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Dwell
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Dwell / RDV
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)		13	308	4		48	613	8		9	0	5		6	0	0
Percent Heavy Vehicles		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		15				54				10		6			7	
Capacity		908				1220				372		844			275	
v/c Ratio		0.02				0.04				0.03		0.01			0.03	
95% Queue Length		0.1				0.1				0.1		0.0			0.1	
Control Delay (s/veh)		9.0				8.1				15.0		9.3			18.4	
Level of Service (LOS)		A				A				B		A			C	
Approach Delay (s/veh)	0.4				0.6				12.8				18.4			
Approach LOS	A				A				B				C			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

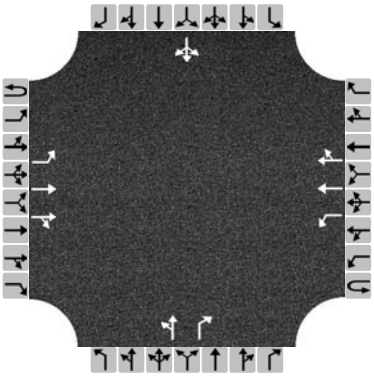
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2018
Time Analyzed	A.M. Peak Hour Projected
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Dwell
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Dwell / RDV
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)		13	323	37		6	308	4		8	0	17		12	0	0
Percent Heavy Vehicles		2				0				17	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		14				7				9		19			13	
Capacity		1210				1170				440		814			491	
v/c Ratio		0.01				0.01				0.02		0.02			0.03	
95% Queue Length		0.0				0.0				0.1		0.1			0.1	
Control Delay (s/veh)		8.0				8.1				13.3		9.5			12.5	
Level of Service (LOS)		A				A				B		A			B	
Approach Delay (s/veh)	0.3				0.2				10.8				12.5			
Approach LOS	A				A				B				B			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

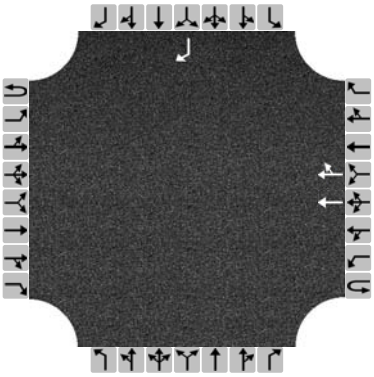
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2018
Time Analyzed	P.M. Peak Hour Projected
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Site 2
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Site Access 2
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume (veh/h)							622	7								12
Percent Heavy Vehicles																0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																13
Capacity																640
v/c Ratio																0.02
95% Queue Length																0.1
Control Delay (s/veh)																10.7
Level of Service (LOS)																B
Approach Delay (s/veh)													10.7			
Approach LOS													B			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

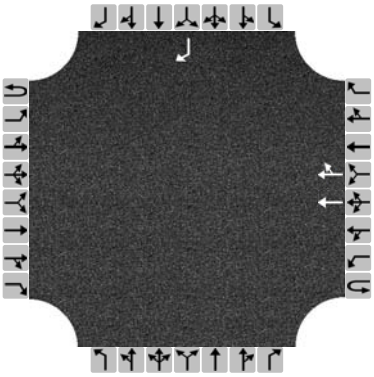
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2018
Time Analyzed	A.M. Peak Hour -Projected
Intersection Orientation	East-West
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Maitland Summit & Site 2
Jurisdiction	Orange County
East/West Street	Maitland Summit Blvd
North/South Street	Site Access 2
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	0	0	0	0	2	0		0	0	0		0	0	1
Configuration							T	TR								R
Volume (veh/h)							315	1								15
Percent Heavy Vehicles																0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																17
Capacity																834
v/c Ratio																0.02
95% Queue Length																0.1
Control Delay (s/veh)																9.4
Level of Service (LOS)																A
Approach Delay (s/veh)													9.4			
Approach LOS													A			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

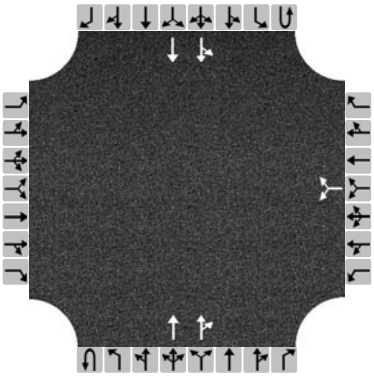
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2018
Time Analyzed	P.M. Peak Hour Projected
Intersection Orientation	North-South
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Summit Park Dr & Driveway
Jurisdiction	Orange County
East/West Street	Private Driveway
North/South Street	Summit Park Dr
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						29		10			37	32		113	624	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							42							458		
Capacity							445							1539		
v/c Ratio							0.09							0.30		
95% Queue Length							0.3							0.3		
Control Delay (s/veh)							13.9							7.5		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					13.9								1.5			
Approach LOS					B								A			

Copyright © 2015 University of Florida. All Rights Reserved.

HCS 2010 Two-Way Stop Control Summary Report

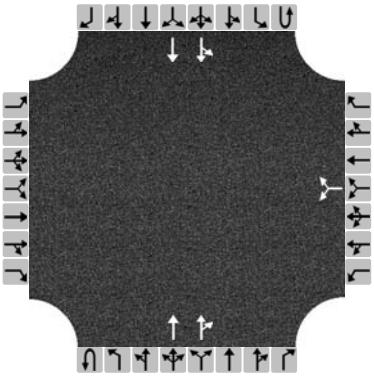
General Information

Analyst	MJA
Agency/Co.	TPD, Inc.
Date Performed	11/17/2015
Analysis Year	2018
Time Analyzed	P.M. Peak Hour Projected
Intersection Orientation	North-South
Project Description	4705 - Dwell at Maitland

Site Information

Intersection	Summit Park Dr & Driveway
Jurisdiction	Orange County
East/West Street	Private Driveway
North/South Street	Summit Park Dr
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	2	0	0	0	2	0
Configuration							LR				T	TR		LT	T	
Volume (veh/h)						20		37			617	35		1	22	
Percent Heavy Vehicles						0		0						0		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Left + Thru															
Median Storage	1															

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							71							15		
Capacity							489							821		
v/c Ratio							0.15							0.02		
95% Queue Length							0.5							0.0		
Control Delay (s/veh)							13.6							9.4		
Level of Service (LOS)							B							A		
Approach Delay (s/veh)					13.6								0.3			
Approach LOS					B								A			

Copyright © 2015 University of Florida. All Rights Reserved.