



## CITY COUNCIL MEETING

City Hall – Council Chamber  
405 Bagshaw Way, Edgewood, Florida  
Tuesday, January 21, 2025 at 6:30 PM

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### AGENDA

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**Welcome!** We are very glad you have joined us for today's Council meeting. If you are not on the agenda, please complete an appearance form and hand it to the City Clerk. When you are recognized, state your name and address. The Council is pleased to hear relevant comments; however, a **five (5) minute limit** has been set by Council. Large groups are asked to name a spokesperson. **Robert's Rules of Order** guide the conduct of the meeting. **Please silence all cellular phones and pagers during the meeting.** Thank you for participating in your City Government.

**A. CALL TO ORDER, INVOCATION, & PLEDGE OF ALLEGIANCE**

**B. ROLL CALL & DETERMINATION OF QUORUM**

**C. PRESENTATIONS AND PROCLAMATIONS**

**D. CONSENT AGENDA**

*Items on the consent agenda are defined as routine in nature, therefore, do not warrant detailed discussion or individual action by the Council. Any member of the Council may remove any item from the consent agenda simply by verbal request prior to consideration of the consent agenda. The removed item(s) are moved to the end of New Business for discussion and consideration.*

1. December 17, 2024 City Council Meeting Minutes

**E. ORDINANCES (FIRST READING)**

1. Ordinance 2025-01: Comprehensive Plan Amendment - 4881 S Orange Blossom Trail
2. Ordinance 2025-02: Rezoning & Site Plan Approval - 4881 S Orange Blossom Trail

**F. PUBLIC HEARINGS (ORDINANCES – SECOND READINGS & RELATED ACTION)**

**G. UNFINISHED BUSINESS**

1. Vision Zero Action Plan

**H. NEW BUSINESS**

1. Municipal Interlocal Agreement 2025
2. Municipal Election - Appointment of Canvassing Board

**I. GENERAL INFORMATION**

**J. CITIZEN COMMENTS**

**K. BOARDS & COMMITTEES**

**L. STAFF REPORTS**

City Attorney Smith

Police Chief DeSchryver

- 1. Chief's Report December 2024

City Clerk Riffle

- 1. Clerks Report 12/8 /24 thru 1/20/25

**M. MAYOR AND CITY COUNCIL REPORTS**

Mayor Dowless

Council Member Lomas

Council Member McElroy

Council Member Rader

Council Member Steele

Council President Horn

**N. ADJOURNMENT**

**UPCOMING MEETINGS**

Monday, February 10, 2025.....Planning & Zoning Meeting 6:30PM

Tuesday, February 18, 2025.....City Council Meeting 6:30PM

**Meeting Records Request**

You are welcome to attend and express your opinion. Please be advised that **Section 286.0105**, Florida Statutes state that if you decide to appeal a decision made with respect to any matter, you will need a record of the proceedings and may need to ensure that a verbatim record is made.

**Americans with Disabilities Act**

In accordance with the American Disabilities Act (ADA), if any person with a disability as defined by the ADA needs special accommodation to participate in this proceeding, he or she should telephone the **City Clerk at (407) 851-2920**.

**CALL TO ORDER,  
INVOCATION, & PLEDGE  
OF ALLEGIANCE**

# **ROLL CALL & DETERMINATION OF QUORUM**

# **PRESENTATIONS & PROCLAMATIONS**

# **CONSENT AGENDA**



# CITY COUNCIL MEETING

City Hall – Council Chamber  
405 Bagshaw Way, Edgewood, Florida  
Tuesday, December 17, 2024 at 6:30 PM

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## DRAFT MINUTES

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### A. CALL TO ORDER, INVOCATION, & PLEDGE OF ALLEGIANCE

Council President Horn called the meeting to order at 6:30 pm.

### B. ROLL CALL & DETERMINATION OF QUORUM

City Clerk Riffle confirmed a quorum with Mayor Dowless and all Councilmembers present.

#### Elected Officials Present:

John Dowless, Mayor  
Richard A. Horn, Council President  
Susan Lomas, Councilmember  
Casey McElroy, Councilmember  
Beth Steele, Councilmember

#### City Staff Present

Sandra Riffle, City Clerk  
Dean DeSchryver, Police Chief  
Miguel Garcia, Deputy Police Chief  
Stacey Salemi, Code Enforcement Officer  
Drew Smith, City Attorney

### C. PRESENTATIONS AND PROCLAMATIONS

### D. CONSENT AGENDA

#### 1. November 19, 2024 City Council Meeting Minutes

Mayor Dowless made corrections to the minutes. Under "New Business" add "new" before "expenses" for clarification. Also, under the Mayor's Report, part of the third paragraph about the meeting is redundant.

*Councilmember Lomas made a motion to approve the November 19, 2024 City Council meeting minutes with corrections, seconded by Councilmember Steele. The motion was approved by voice vote ((5/0)).*

### E. ORDINANCES (FIRST READING)

### F. PUBLIC HEARINGS (ORDINANCES – SECOND READINGS & RELATED ACTION)

#### 1. Ordinance 2024-20: County to City Rezoning 1140 Holden Ave.

City Attorney Smith read Ordinance 2024-20 in title only.

There was no discussion or public comment.

***Councilmember Lomas made a motion to approve Ordinance 2024-20; seconded by Councilmember McElroy. The motion was approved by roll call vote (5/0).***

Councilmember Rader	Favor
Councilmember Lomas	Favor
Councilmember Steele	Favor
Councilmember McElroy	Favor
Council President Horn	Favor

**2. Ordinance 2024-21: Fee Waiver for Variance and Zoning Bulk Table Update**

City Attorney Smith read Ordinance 2024-21 in title only. He said he incorporated the change for the one-time waiver from fees to include all fees.

There was no further discussion or public comment.

***Councilmember Rader made a motion to approve Ordinance 2024-21; seconded by Councilmember Lomas. The motion was approved by roll call vote (5/0).***

Councilmember McElroy	Favor
Councilmember Steele	Favor
Councilmember Lomas	Favor
Councilmember Rader	Favor
Council President Horn	Favor

**G. UNFINISHED BUSINESS**

**H. NEW BUSINESS**

**1. Vision Zero Action Plan**

Mayor Dowless said a correction should be made in the appendix of the Vision Zero Action Plan (VZAP) estimates report. "Orlando Avenue" should read "Orange Avenue."

City Clerk Riffle confirmed to McElroy she sent Fennessey's report to the Council.

Further discussion ensued and Councilmember Rader questioned the 95% metric on page 49. He noted that all medians are paved, but the report describes unpaved medians.

Councilmember Rader said he would like the Orange/Holden/Gatlin Avenue intersection to be put into the table on the table of crash profiles on page 50.

Councilmember Rader noted that the report says to redo the Holden Avenue intersection, but the County has denied the improvement.

Councilmember Rader said page 52 suggests a roundabout where there is no intersection. Council President Horn added that a roundabout may not work within 150 feet of a railroad track



Councilmember Rader said if there is an application for an improvement, this becomes a document.

In response to Council President Horn, Attorney Smith said there could potentially be an issue if Council adopts the plan with faults, particularly as this is a regional study.

Mayor Dowless said approval is time-sensitive to be able to apply for funds that are available in February or March. Mayor Dowless communicated with Ms. Fennessey that there were some ambiguities that needed to be cleared up.

Mayor Dowless said he would like to table the decision until the January 21, 2025 meeting. There was no objection from the Council.

## I. GENERAL INFORMATION

**PLEASE TAKE NOTICE** that the City of Edgewood, Florida, will hold a general election on Tuesday, March 11, 2025, **to elect the Mayor and one council member**. The candidates elected will serve a three-year term. The candidate for Mayor receiving the highest number of votes and the candidate for City Council receiving the highest number of votes for their respective offices shall be deemed elected to serve.

### 1. Notice of Election

City Clerk Riffle announced that qualifying for the March 11, 2025, municipal election will begin Friday, January 17, 2025. The election is for Mayor Dowless' and Council President Horn's seats.

## J. CITIZEN COMMENTS

Edgewood resident Sandy DePorter asked about installing a traffic light at Jessamine Lane and Holden Avenue. She said she thought VZAP could provide the opportunity to get it paid for.

Mayor Dowless said Holden Avenue is on MetroPlan's project list. The direction is to go four lanes, and Edgewood does not want that. He said he would prefer turn lanes in the middle. He can ask MetroPlan about this to determine if the traffic light is an option.

## K. BOARDS & COMMITTEES

## L. STAFF REPORTS

- **City Attorney Smith** - No report.
- **Police Chief DeSchryver**

Chief's Report November 2024

Chief DeSchryver said he has a copy of the Orange County Sheriff's Office mutual aid agreement prepared for signature.

He noted that the toy drive went well, and they took three trips to the Rescue Mission to deliver the food and toys.

Chief DeSchryver said the police department is providing incentives for the officers to pass the physical aptitude test, noting that one officer was inspired to lose weight in order to pass.

The police department has been reaccredited for the 6th time. If there are no issues, they will reach the "Excelsior" level.

Police Clerk Haymee Watkins is on maternity leave and has a healthy baby girl named Ruby.

Deputy Chief Garcia and Officer Zane helped save a dog that had ingested an opiate. Deputy Chief administered Narcan, which saved the dog's life.

- **City Clerk Riffle**

Clerk's Report November 2024

City Clerk Riffle reviewed her report with the Council.

She asked for the Council's preference for the New Business flags, and the consensus was for a reverse red and white. City Hall will order two signs and see how they look.

## **M. MAYOR AND CITY COUNCIL REPORTS**

### **Mayor Dowless**

Mayor Dowless began a discussion about the Waterfront. The restaurant needs to replace the drain field while they are in the process of connecting to sewer. One of the owners had health issues, and now money is an issue. They pump the septic tank every four to five days, which is very costly. If they can replace the drain field, they can make the current septic system last a little longer. They have been set back approximately nine months from their plan to complete the connection.

The Waterfront is also pursuing qualification for a SRS alcohol license. For this license, they must have 80 approved seats, and they currently have 79. Selling the liquor license would help speed up the process of having the funds to connect to sewer.

At worst, they may have to sell the restaurant. They have plans for The Waterfront to be an eclectic place in Edgewood, and they really want to continue with the business.

Attorney Smith referred to the City Code and said once the septic tank is touched, they are required to connect to the sewer if they are within 100 feet of a connection.

Ryan Davis, an owner of The Waterfront, said the drain field would be located in the same location as it is a temporary measure. They are not yet making the changes to parking and they cannot pull the necessary permits until they have connected to sewer.

Attorney Smith clarified that connection to sewer is a site plan requirement. If they just replace the drainfield, they can move forward under Orange County's requirements. However, if they plan to replace the septic tank, they are required by Code Section 66-19 to have sewer unless they submit a written petition.

Mr. Davis confirmed that it would just be the drain field and not the septic tank.

**Planning & Zoning Board Recommendation – K. Charles Phillips**

Mayor Dowless recommended that Katherine Charles Phillips retain her seat on the Planning and Zoning Board. Board Member Phillips just completed former Board Member Gibson's term on the Board, which she began in August.

***Council President Horn made a motion to retain Katherin Charles Phillips for a full term on the Planning and Zoning Board; seconded by Councilmember Lomas. The motion was approved by voice vote (5/0).***

**Council Member Lomas** - No report.

**Council Member McElroy** – No report

**Council Member Rader** - No report.

**Council Member Steele** - No report.

**Council President Horn** - No report.

**N. ADJOURNMENT**

Council President Horn made a motion to adjourn the meeting at 7:26 pm.

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Richard A. Horn, Council President

Attest:

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Sandra Riffle, City Clerk

# **ORDINANCES (FIRST READING)**

# Memo

**To:** Mayor Dowless, Council President Horn,  
Council Members Lomas, McElroy, Rader, and Steele

**From:** Brett Sollazzo, Administrative & Permitting Manager

**Date:** 1/14/2025

**Re:** January 13, 2025 Planning & Zoning Ordinances Report

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The following agenda items for your review are in reference to the property at 4881 S Orange Blossom Trail, which is the Randall Knives property. Public notice was provided by mailing 304 letters to property owners within a 500-foot radius of the subject property and all property owners in subdivisions where the radius touched. Additionally, a legal advertisement was placed in the Orlando Sentinel. To date, one public comment has been received (placed in agenda), and six letters were returned as undeliverable.

Please note that while the P&Z agenda included the same two items, both had subparts. To avoid redundancy, supporting documents were discussed collectively. P&Z's discussion of certain issues overlapped across the agenda items during the meeting and the synopsis may .

## **Agenda Items:**

1. Ordinance 2025-01: Comprehensive Plan Amendment
  - a. Consideration of Future Land Use Map Amendment to Site Specific Plan
  - b. Approval of Comprehensive Plan Policy Related to the Proposed Development
2. Ordinance 2025-02: Rezoning & Site Plan Approval
  - a. Approval of Development Agreement
  - b. Site Plan
  - c. Rezoning to Comprehensive Plan Planned Development (CP PD)

## **Supporting documentation for these items includes:**

- Staff Report – Comp Plan
- Ordinance 2025-01: Comprehensive Plan Amendment & Policy
- Staff Report – Rezoning
- Ordinance 2025-02
- Planned Development Agreement
- Site Plan
- Supplementary Documents
  - Rezoning and Comp Plan Applications
  - Project Narrative
  - Economic Impact Exhibits
  - Statement from Certified Appraiser
  - Geotechnical Report
  - Stormwater Report
  - Traffic Study
  - Letters from Utility Providers
  - Community Meeting Minutes
  - Public Comment Email

The Planning and Zoning Board reviewed these items at its January 13, 2025 meeting. There was a significant amount of public input at the meeting. A synopsis of their discussion and recommendations to Council are listed below.

**1) Chair Santurri made a motion to recommend approval of the proposed Future Land Use Map Amendment to Site Specific Plan. The motion was seconded by Board Member Nolan. Approved (4/1) by roll call vote.**

The motion was approved by roll call vote.

Chair Santurri	Favor
Vice Chair Nelson	Favor
Board Member Gragg	Favor
Board Member Nolan	Favor
Board Member Phillips	Oppose

**2) Chair Santurri made a motion to recommend approval of the proposed Comprehensive Plan Policy 1.1.6a subject to additional discussion by Council related to the height of the wall in the north buffer, and with the following changes:**

- *All changes recommended by staff (in red in the agenda packet) plus,*
- *Added "operating completely indoors within a building shown" to the permitted us of Light Assembly/Fabricating*
- *Added more detail to maximum height at the "entrances:"*
  - *Corner Entrances: The maximum width of the entrance area cannot exceed 35 feet, measured from each side of the corner.*
  - *The maximum width of the entrance area cannot exceed 50 feet*

The motion was seconded by Board Member Gragg. Approved (4/1) by roll call vote.

The motion was approved by roll call vote.

Chair Santurri	Favor
Vice Chair Nelson	Favor
Board Member Gragg	Favor
Board Member Nolan	Favor
Board Member Phillips	Oppose

**3) Chair Santurri made a motion to recommend approval of the proposed Development Agreement and Site Plan with the following conditions:**

- *Council Discussion on the following issues:*
  - *Security Personnel Hours: The current proposal for security presence (8:00 PM - 4:00 AM) needs to be discussed and potentially adjusted.*
  - *Minimizing Operational Impacts: The Council needs to explore additional strategies to minimize operational impacts, particularly regarding hours of operation (which the applicant currently opposes).*
  - *Wall Height in North Buffer: The proposed 6-foot wall height along single-family lots in the north buffer requires further discussion to determine if a higher wall is necessary*

- **Modifications to the Development Agreement as follows:**
  - ***Incorporation of any change made to the policy related to the height of the wall in the north buffer***
  - ***Adding "operating completely indoors within a building shown" to the permitted us of Light Assembly/Fabricating***
  - ***Adding a requirement for a continuous row of hostile plants along the perimeter adjacent to the single family lots in the north and east buffers***
  - ***Adding more detail to "entrances" as related to maximum height; i.e.,***
    - ***Corner Entrances: The maximum width of the entrance area cannot exceed 35 feet, measured from each side of the corner.***
    - ***Mid-Building Entrances: The maximum width of the entrance area cannot exceed 50 feet."***
  - ***Adding "Wherever a dumpster is provided, a second dumpster specifically designed to collect and store recyclable materials shall be provided."***
  - ***Adding 'remain' to clarify that the gate requirement applies to the developer, as the gate is off-site: "The access point into that [the adjacent Randall Knives] property shall remain gated and access controlled in a manner to prohibit any access from/to Holden from the subject property."***
  - ***Adding a requirement for Dust/Dirt/Erosion Control During Construction. "The Developer shall implement and maintain dust/dirt/erosion controls throughout all phases of construction. This could include, but not be limited to:***
    - ***Regular watering of exposed soil, including stockpiles, haul roads, and construction areas; and,***
    - ***Implementation of silt fences, sediment traps, and other best management practices to prevent soil erosion and runoff."***
  - ***Adding "A security camera system shall be used onsite including, at a minimum, a camera located at the project entrance.***
  - ***Adding that "A Certificate of Occupancy will not be issued without proof of security being hired."***
  - ***Adding a condition that there can be "No unloading within Orange Blossom Trail (OBT) deceleration lane: Use of the deceleration lane, if required to be provided by the Florida Department of Transportation, shall not be used for parking or unloading by any user on the subject property."***
  - ***Modifying the Indemnification and Hold Harmless Section to delete that the Developer's rights, obligations, responsibilities and liabilities under this Agreement shall automatically terminate upon the sale of the last home.***
- **Modifications to the Site Plan and Landscape Plans as follows:**
  - ***As necessary due to the changes in the Development Agreement and***
  - ***Change the tree species within the north buffer to species that avoid excessive competition for resources like water, sunlight, and nutrients; and will minimize potential conflicts with truck traffic; i.e., choosing species with growth habits that minimize the risk of branches extending into adjacent travel lanes.***

**The motion was seconded by Board Member Phillips. Approved (4/1) by roll call vote.**

The motion was approved by roll call vote.

Chair Santurri	Favor
Board Member Gragg	Favor
Board Member Nolan	Favor
Board Member Phillips	Favor
Vice Chair Nelson	Oppose

Planner Hardgrove, Engineer Lane, and Landscape Architect Pugh will be in attendance at the Council hearing to answer any questions.



# **Staff Report – Comp Plan Amendment**



TO: City Council  
XC: Sandy Riffle, City Clerk  
Brett Sollazzo, Administrative Project Manager  
Drew Smith, City Attorney  
Allen C. Lane, Jr., P.E., CPH Engineering  
Galen Pugh, Landscape Architect, CPH Engineering  
FROM: Ellen Hardgrove, AICP, City Planning Consultant  
DATE: January 16, 2025  
SUBJECT: Ordinance 2025-01 - Edgewood Park of Commerce Comprehensive Plan Amendments

### **Synopsis for Agenda Item Ordinance 2025-01: Comprehensive Plan Amendment for the Edgewood Park of Commerce and Planning**

This agenda item relates to the proposed construction of a commerce park on a ±41.43-acre site located at 4881 South Orange Blossom Trail (OBT) (see Exhibit 1). As required by State Statute, all development approvals must be consistent with the local government’s comprehensive plan, including the Future Land Use Map.

#### **Part 1 – Necessary Future Land Use Map Amendment**

The City’s future land use map shows this property predominantly designated for Medium Density Residential (4 to 7 dwelling units per acre); the OBT frontage has a Commercial future land use designation. Thus, in order to construct the commerce park, the future land use map must be amended.

The proposed future land use is Site Specific Plan (SSP), a designation specifically intended to be used for a development that would adhere to specific development standards to ensure compatibility with surrounding land uses. Whereas the proposed use is compatible with existing and envisioned uses along the OBT corridor, the property extends east further than most commercial properties along OBT resulting in contiguity with single family residential subdivisions, including Legacy, Haven Oaks, and Holden Ridge. The justification for the future land use map amendment follows this synopsis.

**On January 13, 2025 the P&Z Board recommended approval of the proposed future land use map amendment (4-1 decision), which was the staff recommendation.**

**If City Council approves the proposed future land use map amendment, the subsequent step is Council approval of a specific comprehensive plan policy related to the development. This policy will serve as the guide for the property’s development, ensuring its compatibility with surrounding land uses.**

**The combined action of the future land use map amendment and the policy is Ordinance 2025-01. Additional information on the policy begins on Page 5 of this report.**

Exhibit 1 – Subject Property

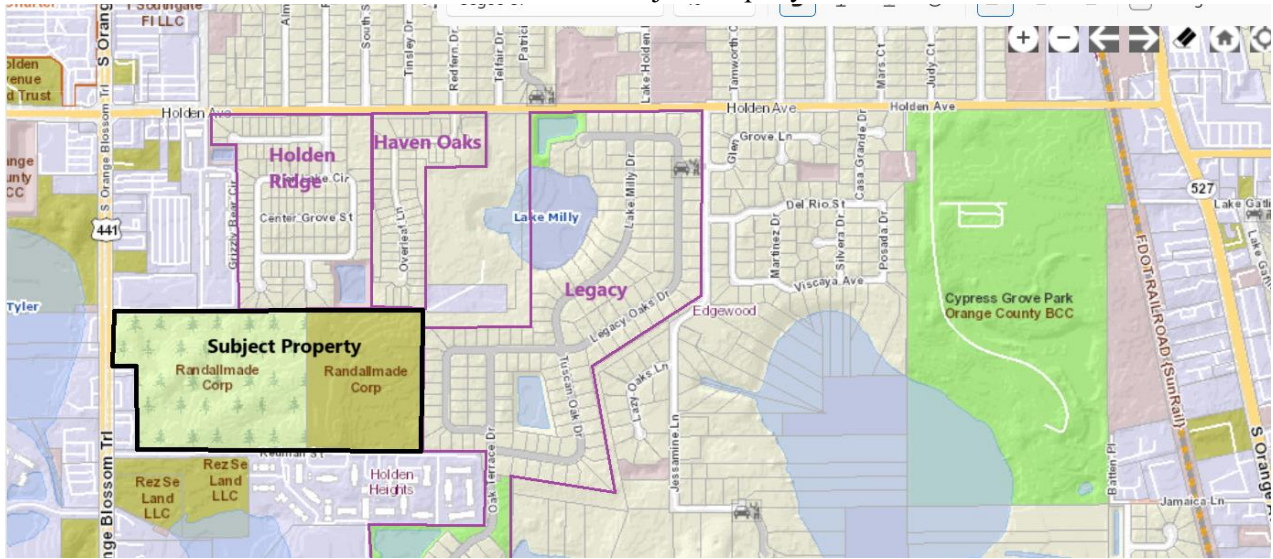
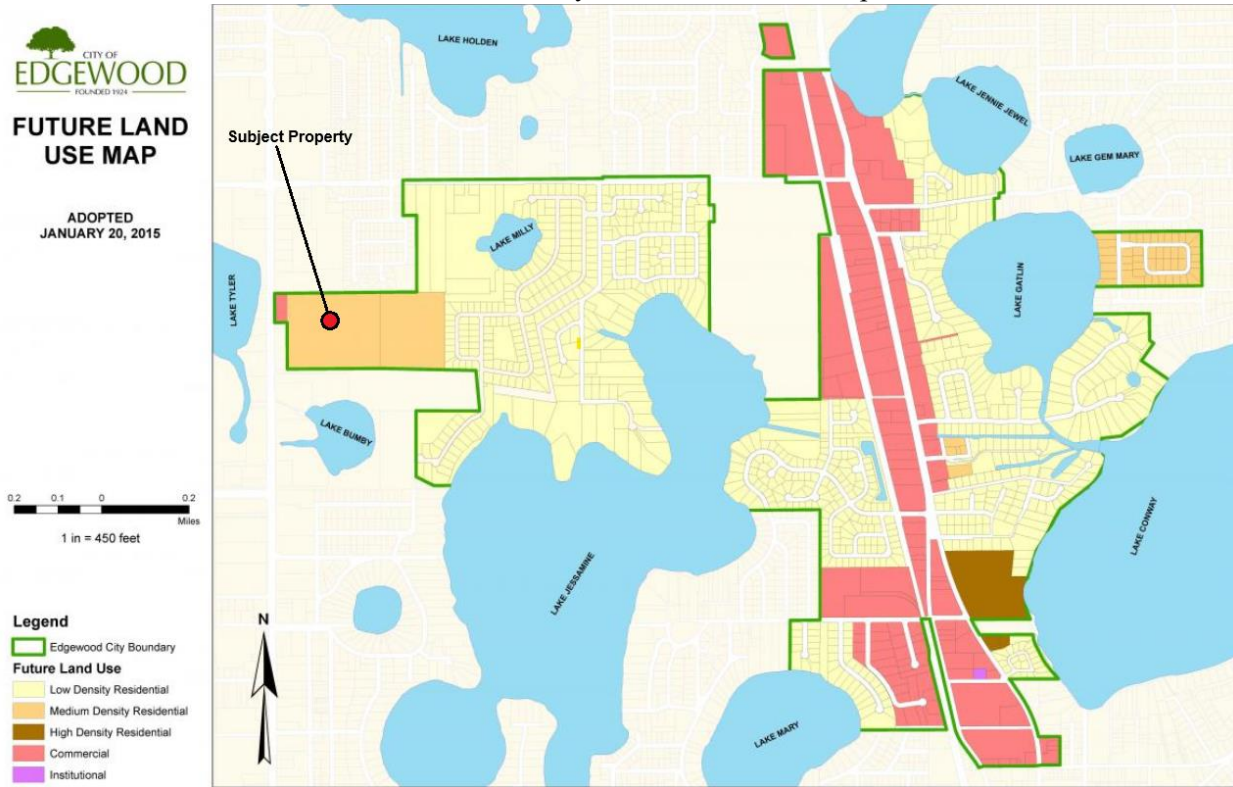


Exhibit 2 – City’s Future Land Use Map



## **Justification for a Future Land Use Map Amendment to allow the Commerce Park**

### **The property's strategic proximity to area transportation network and the need for the use.**

As submitted by the applicant, a future land use map amendment to allow the proposed uses is justified primarily by the property's strategic proximity to the region's major road transportation network - a necessity to facilitate the efficient movement of goods. Access to the property is from OBT, a major arterial that connects to Interstate 4 (1.3 miles to the north) and the Florida Turnpike and Beeline/SR 528 (both 4.3 miles to the south). Distribution centers closer to residential area have become increasingly important due the rise of e-commerce and customers expectations for fast delivery. The property's accessibility is enhanced by its proximity to several other major roads in the area as shown in Exhibit 3 including:

- Holden Avenue (0.3 miles north),
- Americana Boulevard (0.3 miles south),
- Oak Ridge Road (1.5 miles south),
- Lancaster Road (2.0 miles south), and
- Sand Lake Road (3.0 miles south).

This network of roadways will facilitate access to and from the property for both employees and customers. Consistent with Goal 1 of the Plan's Future Land Use Element, the city promotes the most efficient and effective use of land.

### **The property's orientation away from the City's residential areas**

Another rationale for the amendment is the property's orientation away from residential areas of the city. The property is oriented to the OBT corridor. Whereas the proposed use is compatible with existing and envisioned uses along the OBT corridor, the property extends east further than most commercial properties along OBT resulting in contiguity with single family residential subdivisions, including Legacy, Haven Oaks, and Holden Ridge.

### **Benefits to the Community – Minimal impact to city services and positive economic impacts**

#### **Minimal Impact to City Services/Infrastructure**

As part of the justification for the comprehensive plan amendments, Code requires the applicant identify the benefits the development will provide to the community. As stated by the applicant, the development will be an asset to the City and community, while having minimal impact on City facilities.

The applicant has received letters from Orange County Public Works indicating central sewer capacity will be available and from Orlando Utilities Commission verifying potable water will be available for the use. Orange County Fire Department will provide emergency services and will ensure the development meets their standards as the site plan proceeds through the development review process.

The City of Edgewood will provide police protection. To off-set the distance the development's entrance is from the city limits, the applicant has proposed to construct a wall along the north (where adjacent to single family homes) and east property lines, and a "no climb" security fence along the

southern property perimeter. In addition, the developer is proposing to contract for private security services to be on and rove the property between the hours of 8:00 p.m. and 4:00 a.m. EST.

The traffic analysis does not show a major negative impact to the area road network. There is, however, an un-resolved issue related to access to the property. A raised median currently exists in OBT at the proposed project entrance driveway preventing left turn entrance (southbound OBT) into the property and prohibiting a left turn exit (turning southbound on OBT) from the property. The site plan shows a modified median to allow the left turn entrance. FDOT is the authorizing agency for modifying the median. The applicant has committed to resolving the entrance issue prior to construction plan approval as shown in Development Agreement #11: “The Developer shall obtain written confirmation from the FDOT supporting modification to the raised median as illustrated in the site plan prior to construction plan approval.”

#### Positive Economic Impact

The applicant has stated that the development is projected to generate between \$342,825 and \$420,000 in City ad valorem taxes based on a millage rate of 5.25. Staff’s analysis estimates the annual ad valorem revenue closer to \$305,000 based on the land values of similarly located commerce parks including the applicant’s most recent development in the City of Orlando. Regardless, the increased tax revenue is consistent with Edgewood's vision for a balanced land use strategy and providing for a high quality of life for its residents.

The applicant also estimated the development would create 733 new jobs in the area, which can stimulate redevelopment proposals in the surrounding area, including retail, dining, and service sectors, further boosting the local economy.

## **Part 2 - Proposed Policy for the SSP Future Land Use Designation**

The policy that must accompany the Site Specific Plan future land use designation must outline how the proposed use will:

- Minimize conflicts with the surrounding area: This includes addressing potential impacts on neighboring properties, such as traffic, noise, and visual impacts.
- Mitigate potential negative impacts on public services and facilities: This includes addressing potential impacts on infrastructure such as roads, schools, and utilities.

This second necessary Comprehensive Plan amendment provides greater legal certainty and resistance to arbitrary modifications; Any changes to the policy directives within this amendment would require a subsequent Comprehensive Plan amendment.

**The P&Z Board recommendation for approval of the policy was conditioned on additional discussion by Council related to the height of the wall in the north buffer and changes that have been incorporated into Council's copy of Ordinance 2025-01. The applicant accepted all changes.**

1  
2  
3 **ORDINANCE NO. 2025-01**

4 **AN ORDINANCE OF THE CITY OF EDGEWOOD, ORANGE**  
5 **COUNTY, FLORIDA, TO AMEND THE EDGEWOOD**  
6 **COMPREHENSIVE PLAN INCLUDING AMENDING THE**  
7 **FUTURE LAND USE DESIGNATION FROM COMMERCIAL**  
8 **AND MEDIUM DENSITY RESIDENTIAL TO SITE**  
9 **SPECIFIC PLAN ON APPROXIMATELY 41.43 ACRES**  
10 **LOCATED AT 4881 SOUTH ORANGE BLOSSOM TRAIL**  
11 **AND A TEXT CHANGE CREATING POLICY 1.1.6(a)**  
12 **RELATING TO THE SITE SPECIFIC PLAN DESIGNATION**  
13 **FOR THE PROPERTY; FINDING THAT SUCH**  
14 **AMENDMENTS ARE A SMALL SCALE AMENDMENT**  
15 **UNDER SECTION 163.3187, *FLORIDA STATUTES*;**

16 **PROVIDING FOR FINDINGS; PROVIDING FOR**  
17 **CONFLICTS, SEVERABILITY, AND AN EFFECTIVE**  
18 **DATE.**

19  
20 **WHEREAS**, the City of Edgewood is committed to planning and managing the  
21 future growth and redevelopment of the City; and

22  
23 **WHEREAS**, the City of Edgewood has the authority to amend its Comprehensive  
24 Plan pursuant to Chapter 163, Part II, Florida Statutes; and

25  
26 **WHEREAS**, the City Council of Edgewood desires to adopt an amendment to the  
27 Comprehensive Plan by amending the Future Land Use Map and establishing a new policy  
28 correlated with the Future Land Use Map amendment, to guide and control the future  
29 development of the City and to preserve, promote and protect the public's health, safety and  
30 welfare; and

31  
32 **WHEREAS**, the proposed amendments satisfy the criteria for a small scale  
33 amendment under Section 163.3187, Florida Statutes; and

34  
35 **WHEREAS**, the amendment to the Comprehensive Plan, Future Land Use Map  
36 contemplated herein involves fewer than fifty acres; and

37  
38 **WHEREAS**, the text change relates directly to, and will be adopted simultaneously  
39 with the small scale future land use map amendment; and,

40  
41 **WHEREAS**, the City of Edgewood's Planning and Zoning Board, as the City's  
42 local planning agency, held a public hearing to consider the amendments to the Future Land  
43 Use Map and text of the Future Land Use Plan Element of the City of Edgewood  
44 Comprehensive Plan; and

46           **WHEREAS**, the City Council as the City’s governing body, held a public hearing  
47 for adoption to consider the amendments to the City of Edgewood Comprehensive Plan in  
48 accordance with the controlling provisions of State law; and  
49

50           **WHEREAS**, the City of Edgewood has complied with all requirements and  
51 procedures of Florida law in processing this small scale amendment to the City of  
52 Edgewood Comprehensive Plan.  
53

54           **WHEREAS**, the City Council of the City of Edgewood hereby finds and determines  
55 that this Ordinance is internally consistent with the goals, objectives and policies of the City  
56 of Edgewood Comprehensive Plan and other controlling law to include, but not limited to,  
57 Chapter 163, Florida Statutes, and the provisions of the State Comprehensive Plan as  
58 codified at Chapter 187, Florida Statutes.  
59

60           **NOW THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE**  
61 **CITY OF EDGEWOOD, FLORIDA, AS FOLLOWS:**  
62

63           **Section 1:** The recitals set forth above are hereby adopted as legislative findings of  
64 the City Council of the City of Edgewood.  
65

66           **Section 2:** Small Scale Comprehensive Plan Amendment – Future Land Use Map:  
67 Ordinances adopting and amending the Comprehensive Plan of the City of Edgewood,  
68 Florida, are hereby amended to designate that property located at 4881 South Orange  
69 Blossom Trail, with current Tax Parcel Identification Numbers 15-23-29-0000-00-031 and  
70 14-23-29-0000-00-013, and more particularly legally described as  
71

72           Parcel 1:

73           That portion of the Southeast 1/4 of the Northeast 1/4, of Section 15, Township 23  
74 South, Range 29 East, Orange County, Florida, being more particularly described as  
75 follows:

76           Begin at the Northeast corner of the Southeast 1/4 of the Northeast 1/4, of Section  
77 15, Township 23 South, Range 29 East; thence run West 1276.17 feet, more or less,  
78 to the East right-of-way line of US Highway 441; thence, along said East right-of-  
79 way line, South 350 feet; thence East 150 feet; thence South 561.82 feet, more or  
80 less, to the North boundary of lands described in Official Records Book 2236, Page  
81 985, Public Records of Orange County, Florida; thence East 1126.17 feet, more or  
82 less, along the North boundary of lands described in Official Records Book 2236,  
83 Page 985, to the East line of the Southeast 1/4 of the Northeast 1/4, of Section 15,  
84 Township 23 South, Range 29 East; thence North, along said East line of the  
85 Southeast 1/4 of the Northeast 1/4, to the Point of Beginning.

86           Parcel 2:

87           That portion of the Southwest 1/4 of the Northwest 1/4, of Section 14, Township 23  
88 South, Range 29 East, Orange County, Florida, lying North of lands described  
89 Official Records Book 2236, Page 985, Public Records of Orange County, Florida  
90 and West of the Plat of LEGACY, a subdivision, according to the plat thereof,  
91 recorded in Plat Book 62, Page 76 through 83, inclusive.



92 Less and Except: Lands described in Official Records Book 7032, Page 1785, Public  
93 Records of Orange County, Florida.

94 as Site Specific Plan on the Future Land Map in accordance with the Amended Future Land  
95 Map attached hereto as Exhibit “A” and incorporated herein.

96  
97 **Section 3:** Small Scale Comprehensive Plan Amendment – Text Amendment:  
98 Ordinances adopting and amending the Comprehensive Plan of the City of Edgewood,  
99 Florida, are hereby amended to add a new policy specifically correlated with the Site  
100 Specific Future Land Use designation as follows:

101  
102 **Proposed Policy: Policy 1.1.6(a) Site Specific Plan Edgewood Park of Commerce**  
103 The property comprised of approximately 41.43 acres with frontage on South  
104 Orange Blossom Trail (as identified on the Future Land Use Map), to be known as  
105 the Edgewood Park of Commerce, is designated Site Specific Plan (SSP).

106  
107 The Edgewood Park of Commerce shall have a maximum development program of  
108 0.31 FAR/565,600 square feet of building area for uses described below.

109  
110 Development of the property shall only be facilitated using the Comprehensive Plan  
111 Planned Development (CP PD) District and be developed consistent with the Site  
112 Plan and corresponding Development Agreement as approved by City Council.

113  
114 Specific mitigative measures to minimize visual and operational impacts are required  
115 to be incorporated into the Site Plan and Development Agreement. These shall  
116 include, but not necessarily be limited to, provision of open space, landscape buffers,  
117 and building setbacks that exceed the standards of development within conventional  
118 zoning districts, with the minimums for the development as listed below.

119  
120 Open Space:  
121 A minimum of 30% of the site will be provided as Open Space. Land Use  
122 Compatibility Open Space, as required within the CP PD zoning district will be  
123 provided at a rate of 50 percent of the required open space (minimum 12.5 percent of  
124 the total land area).

125  
126 Landscape Buffers\*:  
North 30 feet minimum depth with 2 tiers of evergreen trees consistent with  
approved landscape plan; a continuous row of hostile plants along the  
perimeter adjacent to the single family lots; and a 6 feet high pre-cast  
architectural wall as approved on the site plan shall be constructed where  
currently non-existent along the northern perimeter where adjacent to single  
family homes.

South 25 feet minimum depth with 2 tiers of evergreen trees consistent with approved landscape plan. Additionally, a 5.85 acre stormwater pond and a minimum 6 feet high, strong, long lasting, “no climb” security fence shall be constructed along the southern property perimeter between the property line and the proposed buildings with a continuous row of hostile plants along the fence line consistent with the approved landscape plan

East 140 feet minimum depth with at least 3 tiers of trees aligned in consultation with the City's Landscape Architect to maximize screening potential, taking into account the location of existing trees to be retained/preserved on-site; a 6 feet high pre-cast architectural wall shall be constructed where currently non-existent along the eastern perimeter, and a continuous row of hostile plants planted along the entire wall consistent with the approved landscape plan.

West Per LDC

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\*The only use permitted in the buffer areas shall be vegetation pursuant to the approved landscape plan. No outdoor storage, parking or structures, including, but not limited to, accessory structures, or outdoor eating areas are permitted in the buffer areas.

Minimum Building Setbacks:

<b>Minimum Setbacks from Property Lines</b>				
Building <sup>1</sup>	North(ft)	South(ft)	East(ft)	West(ft)
A	90	175	n/a	95/245 <sup>2</sup>
B	95	175	n/a	n/a
C	95	175	n/a	n/a
D	98	175	n/a	n/a
E	98	185	n/a	n/a
F	98	190	213	n/a
<sup>1</sup> as situated on the approved site plan				
<sup>2</sup> corresponds to the shift in the west property line				

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Maximum Building\* Heights:

- A 43 ft.
- B 43 ft.
- C 39 ft.
- D 39 ft.
- E 29 ft. (32 ft. at entrance)\*\*
- F 29 ft. (32 ft. at entrance)\*\*

\*Buildings A-F correlate to CP PD Development Plan

\*\* Entrance dimensions are restricted as follows:

- Corner Entrances: The maximum width of the entrance area cannot exceed 35 feet, measured from each side of the corner.
- Mid-Building Entrances: The maximum width of the entrance area cannot exceed 50 feet.2.

Maximum Building Stories:

One (1) story.

Additional Measures:

1. Prohibition of Truck Traffic in the parking lot/drive aisles: Only two axle vehicles are allowed in the parking lots (drive aisles and parking spaces) outside of truck courts.
2. The buildings shall be muted white or gray. Only muted colors will be allowed as accents on the buildings, with those accents (not colors) as shown on the elevation drawing on the approved site plan.
3. No illuminated signage allowed on the buildings.
4. No signage or lighting above 12 feet from the ground shall be allowed on building facades facing residential homes.
5. Dark sky lighting fixtures shall be utilized within the development.
6. Vehicular access from/to Holden Avenue from the development on the subject property is prohibited. An ingress/egress easement shall be provided to the adjacent Randall Knives LLC property. The access point into that property shall be gated and access controlled in a manner to prohibit any access from/to Holden from the subject property.
7. The design shall incorporate truck courts formed by bracketing the buildings around loading bays to internalize truck operations and thereby minimizing potential noise and other operational impacts upon neighboring residents.
8. Dumpsters will be located interior to the truck courts.
9. Contracted security personnel will be provided to ensure surveillance and monitoring during non-operational hours.

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Permitted Uses:

- Distribution/Logistic Center
- Storage/Warehousing
- Light Assembly/Fabricating operating completely indoors within a building shown on the site plan
- Wholesale Trade Establishments
- Showrooms ancillary to the above listed businesses
- Offices ancillary to the above listed businesses limited to no more than 25 percent of total building square footage.
- Any other uses which are similar or compatible to the listed permitted uses as determined by authority and directive of City Council which shall be without public notice or public hearing. Approval of a similar or compatible use shall take into consideration land use compatibility, available parking, and traffic impacts.

Conditional Uses:

- Training and vocational school as approved by City Council based on demonstration that safe and adequate parking is available, traffic impacts are mitigated, and there are no adverse impacts to the public as determined by authority and directive of City Council. The approval process shall be that as specified in Code Section 134.105.

Prohibited Uses:

- Automotive repair
- Tattoo parlors
- Outdoor display
- Outdoor storage (except in truck courts). Outdoor storage shall only be allowed in the truck courts provided such shall not be visible from adjacent properties. The prohibition of outdoor storage includes parking of fleet vehicles east of Building F.
- Adult entertainment

**Section 4:** The City Clerk is hereby directed to transmit a copy of this amendment of the Comprehensive Plan to the State Land Planning Agency.

**Section 5:** All Ordinances or parts of Ordinances in conflict with any of the provisions of this Ordinance are hereby repealed to the extent of such conflict.

**Section 6:** If any Section or portion of a Section of this Ordinance proves to be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity, force, or effect of any other Section or part of this Ordinance, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.



# **Staff Report – Rezoning**



TO: City Council  
XC: Sandy Riffle, City Clerk  
Brett Sollazzo, Administrative Project Manager  
Drew Smith, City Attorney  
Allen C. Lane, Jr., P.E., CPH Engineering  
Galen Pugh, Landscape Architect, CPH Engineering  
FROM: Ellen Hardgrove, AICP, City Planning Consultant  
DATE: January 16, 2025  
SUBJECT: Ordinance 2025-02 Edgewood Park of Commerce Rezoning

### **Synopsis of Ordinance 2025-02: Proposed Rezoning from C-1 and R-3 to CPPD**

This agenda item assumes the two comprehensive plan amendments have been approved: Amending the Future Land Use Map from Medium Density Residential and Commercial to Site Specific Plan and a specific policy that correlates to the Edgewood Park of Commerce site design (Policy 1.1.6.a). As such, development of property can only be facilitated via a rezoning to the Comprehensive Plan Planned Development (CPPD) district, which is Ordinance 2025-02.

Approval of the proposed rezoning requires Council’s approval of the Development Agreement (DA) and the proposed site plan. Both must be consistent with adopted Policy 1.1.6.a.

### **Part 1 - Approval of the Development Agreement**

The P&Z Board recommended approval of the DA, with changes that have been incorporated into DA in Council’s packet, conditioned on Council’s additional discussion related to the following items.

1. (DA Item 9) Security Personnel Hours: The current proposal for security presence (8:00 PM - 4:00 AM) needs to be discussed and potentially adjusted.
2. (DA Item 15) Minimizing Operational Impacts: The Council needs to explore additional strategies to minimize operational impacts, particularly regarding hours of operation (which the applicant currently opposes).
3. (DA Item 5(f)) Wall Height in North Buffer (duplicate from proposed policy): The proposed 6-foot wall height along single-family lots in the north buffer requires further discussion to determine if a higher wall is necessary.

### **Part 2 – Approval of the Proposed Site Plan**

The site plan shows six buildings, progressively decreasing in size from west to east to help with adjacent land use compatibility; e.g. the westernmost buildings are 107,400 square feet and a height of 43 feet and the easternmost building is 80,800 square feet and a height of 29 feet. The

Loading bays are bracketed by the buildings to internalize truck operations and thereby minimizing potential noise and other operational impacts upon neighboring residents.

The Planning and Zoning Board (P&Z) recommended approval of the proposed site plan, contingent upon the,

- **Incorporation of modifications** made to the Development Agreement (DA) during the City Council hearing.
- **Modification to the landscape plan** to specifically identify the tree species within the north buffer that
  1. do not excessively compete for resources like water, sunlight, and nutrients; and
  2. will minimize potential conflicts with truck traffic; i.e., choosing species with growth habits that minimize the risk of branches extending into adjacent travel lanes.





48 Begin at the Northeast corner of the Southeast 1/4 of the Northeast 1/4, of  
49 Section 15, Township 23 South, Range 29 East; thence run West 1276.17  
50 feet, more or less, to the East right-of-way line of US Highway 441; thence,  
51 along said East right-of-way line, South 350 feet; thence East 150 feet;  
52 thence South 561.82 feet, more or less, to the North boundary of lands  
53 described in Official Records Book 2236, Page 985, Public Records of  
54 Orange County, Florida; thence East 1126.17 feet, more or less, along the  
55 North boundary of lands described in Official Records Book 2236, Page  
56 985, to the East line of the Southeast 1/4 of the Northeast 1/4, of Section  
57 15, Township 23 South, Range 29 East; thence North, along said East line  
58 of the Southeast 1/4 of the Northeast 1/4, to the Point of Beginning.  
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60 Parcel 2:

61 That portion of the Southwest 1/4 of the Northwest 1/4, of Section 14,  
62 Township 23 South, Range 29 East, Orange County, Florida, lying North of  
63 lands described Official Records Book 2236, Page 985, Public Records of  
64 Orange County, Florida and West of the Plat of LEGACY, a subdivision,  
65 according to the plat thereof, recorded in Plat Book 62, Page 76 through 83,  
66 inclusive.  
67

68 Less and Except: Lands described in Official Records Book 7032, Page  
69 1785, Public Records of Orange County, Florida.  
70

71 **Section 3: Adoption of Site Plan.**

72  
73 The Site Plan, for the property described above, attached hereto as  
74 Exhibit “A” and Development Agreement, attached hereto as Exhibit “B”  
75 are approved, adopted, and incorporated herein.  
76

77 **Section 4: Terminology.**

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79 For the purposes of this Ordinance, the term “Developer” shall refer  
80 to any person, corporation or entity, which carried out any building  
81 activity, makes any natural change in the use or appearance of any structure  
82 or land, or divides the property into two or more parcels in connection with  
83 the development of the subject property as contemplated herein.  
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85 **Section 5: Development.**

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87 The subject property shall be developed in accordance with the Site  
88 Plan, Development Agreement, and any conditions of approval imposed by  
89 the City Council.  
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91 **Section 6: Zoning map.**

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93 The Official City Zoning Map shall be amended to conform to the  
94 zoning assigned as described in Section 1 of this Ordinance.

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**Section 7: Conflicts.**

All ordinances or part of ordinances in conflict with this Ordinance are hereby repealed. In the event of any conflict between the express terms of this Ordinance and any provision of the Development Agreement, the express terms of this Ordinance shall control.

**Section 8: Severability.**

Should any section or part of this Ordinance be declared invalid by any court of competent jurisdiction, such adjudication shall not apply or affect any other provision of this Ordinance, except to the effect that the entire section or part of the section may be inseparable in meaning and effect from section to which such holding shall apply.

**Section 9: Effective date.**

This ordinance shall take effect immediately upon its final adoption by the City Council of the City of Edgewood, Florida.

PASSED ON FIRST READING THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

PASSED AND ADOPTED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2025.

CITY OF EDGEWOOD, FLORIDA  
CITY COUNCIL

\_\_\_\_\_  
Richard A. Horn, Council President

ATTEST:

\_\_\_\_\_  
Sandy Riffle, City Clerk

# **Planned Development Agreement**

Prepared by:  
Rebecca Wilson, Esq.  
Lowndes, Drosdick, Doster, Kantor & Reed, P.A.  
215 North Eola Drive  
Orlando, Florida 32801  
(407) 418-6250

**PLANNED DEVELOPMENT AGREEMENT**  
**Edgewood Park of Commerce PD**

The application of Foundry Commercial, LLC (hereinafter referred to as “Developer”), Ordinance 2025-01 for Future Land Use map amendment and the creation of Future Land Use (hereafter FLU) Policy 1.1.6.(a) and Ordinance 2025-02 for rezoning were heard by and before the City Council of the City of Edgewood, Florida (hereinafter referred to as “City”) on the \_\_\_\_ day of \_\_\_\_\_, 2025, for second and final reading. Based upon the application and other supporting documents, the Site Plan, maps, and other instruments, and based upon the advice, reports and recommendations of the City and the first reading of the Ordinances by City Council on, \_\_\_\_\_, 2025 the City Council does hereby find and determine as follows:

**GENERAL FINDINGS**

1. That the application for FLU map amendment, new FLU Element policy and rezoning were initially filed with the City on August 30, 2024, as required by City Ordinance.
2. That all fees and costs which are by law or regulation of the City required to be borne and paid by the applicant for rezoning of property have been paid.
3. That application to amend the FLU map and Element and rezone involves parcels of land containing 41.43 acres, more or less, situated in the City of Edgewood, Orange County, Florida. This parcel of land is described more particularly in the legal description which is attached hereto as **Exhibit “A”** (hereinafter referred to as the “Subject Property”) and incorporated herein.
4. Developer is the contract purchaser of the Subject Property.
5. That the City held a staff/applicant meeting wherein it considered the application and proposed Site Plan and moved the proposed comprehensive plan amendments, rezoning application and proposed site plan forward to Planning and Zoning Board.
6. That on January 13, 2025, at a public hearing, the Planning and Zoning Board reviewed and considered the application for FLU map amendment/policy and rezoning, input from the public, and reports and recommendations of the City and after considering the testimony of the applicant, the proposed conditions of approval by the applicant and other documents, the Planning and Zoning Board made its recommendations to City Council.

7. That pursuant to the City’s Code, the City Council held public hearings to review and consider the application for FLU map amendment and policy, and rezoning, and recommendations of the Planning and Zoning Board relative to proposed conditions of approval. City Council heard testimony and received evidence from the applicant, and applicant’s experts and members of the public.

8. Developer intends to construct a commerce park development consisting of those components described in the Site Plan attached hereto as **Exhibit “B”** and made a part hereof and consistent with the requirements of this Planned Development Agreement. The City Council agrees that the attached Site Plan conforms with all conditions contained herein.

9. Developer hereby affirms and acknowledges that everything contracted for, negotiated, acknowledged, and affirmed herein by Developer is done freely and voluntarily.

10. That Ordinances 2025-01 and 2025-02 to which a copy of this Planned Development Agreement (the “Agreement”) is attached, relating to the rezoning of Subject Property to Comprehensive Plan Planned Development have been properly publicly noticed under the statutes of the State of Florida and the City’s Code of Ordinances.

11. The City Council agrees that the Planned Development Agreement and the attached Site Plan are consistent with the goals, objectives and policies of the City’s Comprehensive Plan and that the proposed development is consistent with the use and density requirements of the proposed policy of the City’s Comprehensive Plan.

12. The City enters this Agreement pursuant to its Home Rule Powers given to it under the Florida Constitution and the Florida Statutes.

**NOW THEREFORE**, in consideration of the covenants set forth below and the mutual promises contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and the Developer, on behalf of itself, its agents, successors and assigns, hereby agree as follows:

1. **Incorporation of General Findings.** The general findings set forth above are true and correct and incorporated herein as if fully set out below.

2. **Compliance.**

(a) The development shall conform to the “Development Plans for the Edgewood Park of Commerce” dated Received December 16, 2025, except “Site Plan Sheet Number SP2.0” dated Received January 16, 2025, submitted by Developer and attached hereto as **Exhibit “B”** and with all conditions and requirements of Ordinance 2025-02, which rezoned the Subject Property to Comprehensive Plan Planned Development.

- (b) The Developer shall comply with all City laws, codes, ordinances, and regulations now in effect, which are incorporated herein by reference, except to the extent the applicable laws, codes, ordinances and regulations are expressly waived and modified by this Agreement or by action approved by City Council.
  - (c) The Developer shall comply with all applicable Federal, State, and County laws, and all City laws, codes, ordinances and regulations hereinafter adopted which are not inconsistent with the specific terms and agreements set forth herein. In the event of a conflict between requirements of two or more governmental entities having jurisdiction over the Subject Property the more restrictive requirement shall apply.
  - (d) The Developer shall comply with the terms of this Agreement as it may be amended from time to time.
  - (e) The Developer shall comply with the City's Comprehensive Plan.
3. **Power to Bind.** The Developer hereby covenants and warrants that its officer executing this Agreement has the right, authority and capacity to enter into this Agreement, and Developer acknowledges that the City relied upon the Developer's covenants in connection with the decision to enter into this Agreement.
4. **Comprehensive Plan/Future Land Use.** The City attests that the future land use designation to the property allows commerce park including warehouse and distribution, light assembly, wholesale trade establishments, ancillary office and other specific uses listed in the correlated future land use policy.
5. **Plan of Development.**
- (a) Permitted Uses:
    - Distribution/Logistic Center
    - Storage/Warehousing
    - Light Assembly/Fabricating operating completely indoors within a building shown on the site plan
    - Wholesale Trade Establishments
    - Showrooms ancillary to the above listed businesses
    - Offices ancillary to the above listed businesses limited to no more than 25 percent of total building square footage.
    - Any other uses which are similar or compatible to the listed permitted uses as determined by authority and directive of City Council which shall be without public notice or public hearing. Approval of a similar or compatible use shall take into consideration land use compatibility, available parking, and traffic impacts.

(b) Conditional Uses:

- Training and vocational school as approved by City Council based on demonstration that safe and adequate parking is available, traffic impacts are mitigated, and there are no adverse impacts to the public as determined by authority and directive of City Council. The approval process shall be that as specified in Code Section 134.105.

(c) Prohibited Uses:

- Automotive repair
- Tattoo parlors
- Outdoor display
- Outdoor storage (except in truck courts). Outdoor storage shall only be allowed in the truck courts provided such shall not be visible from adjacent properties. The prohibition of outdoor storage includes parking of fleet vehicles east of Building F.
- Adult entertainment

(d) Outdoor Storage:

Outdoor storage of any kind shall only be allowed within the truck courts between the buildings provided that such storage is not visible from neighboring properties. The prohibition of outdoor storage includes parking of fleet vehicles east of Building F.

(e) Open Space:

A minimum of 30% of the site will be provided as Open Space. Land Use Compatibility Open Space, as required within the CP PD zoning district will be provided at a rate of 50 percent of the required open space (minimum 12.5 percent of the total land area). Calculation of open space per Code Section 134-478(a)(4)q; i.e. Comprehensive Plan Planned Development—CP PD Zoning District Approval Procedures.

(f) Landscape Buffers\*:

North 30 feet minimum depth with 2 tiers of evergreen trees consistent with approved landscape plan; a continuous row of hostile plants along the perimeter adjacent to the single family lots; and a 6 feet high pre-cast architectural wall as approved on the site plan shall be constructed where currently non-existent along the northern perimeter where adjacent to single family homes.

South 25 feet minimum depth with 2 tiers of evergreen trees consistent with approved landscape plan. Additionally, a 5.85 acre stormwater pond and a minimum 6 feet high, strong, long lasting, “no climb” security fence



shall be constructed along the southern property perimeter between the property line and the proposed buildings with a continuous row of hostile plants along the fence line consistent with the approved landscape plan  
East 140 feet minimum depth. To maximize screening, this buffer shall feature at least three tiers of trees, carefully aligned in consultation with the City's Landscape Architect, considering the location and preservation of existing trees. At a minimum,

- The easternmost tier shall consist of Leyland Cypress trees, each with a minimum 4-inch caliper, 4-foot spread, and 10-foot height at planting, spaced 10 feet apart on center.
- The second tier shall be composed of Bracken's Beauty Southern Magnolia trees, each with a minimum 3-inch caliper, 4-foot spread, and 10-foot height at planting, spaced 20 feet apart on center.
- The westernmost tier shall be as specified on the approved landscape plan.

Tree installation must be conducted with utmost care to avoid damage to the root systems of existing trees designated for preservation on the site.

In addition, a 6 feet high pre-cast architectural wall shall be constructed where currently non-existent along the eastern perimeter. A continuous row of hostile plants shall be planted along the entire wall consistent with the approved landscape plan.

West Per LDC

\*The only use permitted in the buffer areas shall be vegetation pursuant to the approved landscape plan. No outdoor storage, parking or structures, including, but not limited to, accessory structures, or outdoor eating areas are permitted in the buffer areas.

(g) Landscaping Adjacent to North Side of Buildings: A landscaped area at least 25 feet in width shall be provided between the north and south sides of the buildings, with landscaping as approved by the City's Landscape Architect.

(h) Minimum Building Setbacks:

<b>Minimum Setbacks from Property Lines</b>				
Building <sup>1</sup>	North(ft)	South(ft)	East(ft)	West(ft)
A	90	175	n/a	95/245 <sup>2</sup>
B	95	175	n/a	n/a
C	95	175	n/a	n/a
D	98	175	n/a	n/a
E	98	185	n/a	n/a
F	98	190	213	n/a
<sup>1</sup> as situated on the approved site plan				
<sup>2</sup> corresponds to the shift in the west property line				

(i) Building Positioning/Layout Onsite:

The design shall incorporate truck courts formed by bracketing the buildings around loading bays to internalize truck operations and thereby minimizing potential noise and other operational impacts upon neighboring residents.

(j) Maximum Building\* Heights:

- A 43 ft.
- B 43 ft.
- C 39 ft.
- D 39 ft.
- E 29 ft. (32 ft. at entrance)\*\*
- F 29 ft. (32 ft. at entrance)\*\*

\*Buildings A-F correlate to CPPD Development Plan

\*\* Entrance dimensions are restricted as follows:

- Corner Entrances: The maximum width of the entrance area cannot exceed 35 feet, measured from each side of the corner.
- Mid-Building Entrances: The maximum width of the entrance area cannot exceed 50 feet."

(k) Maximum Building Stories:

One (1) story.

(l) Roof Top Equipment. Roof top equipment must be screened from view from all rights-of-way and adjacent properties.

- (m) Architectural Design Standards: The Subject Property shall be developed substantially in accordance with the elevations as outlined on Exhibit "C".
- (n) Building Colors:  
The buildings shall be muted white or gray. Only muted colors will be allowed as accents on the buildings, with those accents (not colors) shown on the elevation drawings on the approved site plan.
- (o) Maximum Impervious Lot Coverage: 70%
- (p) Driveway Width: Driveways shall be a minimum of 22 feet wide. The maximum driveway width for driveways connecting to Orange Blossom Trail shall be 30 feet wide. The maximum number of driveways along Orange Blossom Trail shall be one (1) driveway in the location depicted on the Site Plan. The two (2) additional existing driveways will be closed, curbed and re-landscaped. The maximum width of the internal driveway parallel to the north property line shall be 30 feet. The driveway shall taper to 16 feet at its terminus to the east.
- (q) Prohibition of Truck Traffic in the parking lot/drive aisles: Only two axle vehicles are allowed in the parking lots (drive aisles and parking spaces) outside of truck courts (See signage requirements).
- (r) Minimum Parking:  
1 space per 1 bay+1 space per 1,000 square feet building space..
- (s) Tree Removal: The Developer shall make every effort to save the existing tree canopy in the 140 ft. buffer along the east property line. A detailed tree survey and mitigation plan shall be required to be submitted with the Construction Plan application. Any trees removed on site shall be replaced at a rate equal to 75% of the total caliper of the trees that will be removed as measured at the diameter at breast height ("DBH"). The minimum replacement tree caliper shall be 4" DBH as measured per Florida Grades and Standards definition, and the height of all replacement trees shall be a minimum of 20' in height and of a species approved by the City's landscape architect. If space is limited, and it is shown with substantial and competent evidence that the total number of required replacement trees cannot fit in the development, the Developer, shall make a payment to the tree fund based on 2.75 times the current wholesale cost of a 4" caliper DBH live oak.
- (t) Drainage: All drainage resulting from the development must be able to be accommodated within the development's stormwater and drainage system.

- (u) Utilities and infrastructure: Water, sanitary sewer, storm drainage facilities shall be installed to city/utility provider standards. All utilities, including electric, shall be underground.
- (v) Dumpsters. All dumpsters shall be within, but not in the central drive aisles of the truck courts and fully enclosed. No dumpsters shall be located within 335 ft. of the east or north property lines. Wherever a dumpster is provided, a second dumpster specifically designed to collect and store recyclable materials shall be provided.
- (w) Lighting. Dark sky lighting fixtures shall be located throughout the development. Lighting shall be installed on the buildings and in the parking lots. All lighting throughout the development shall be installed and maintained in accordance with the lighting plan for the development. No lighting above 12 feet from the ground shall be allowed on building facades facing residential homes.
- (x) Signage.
  - 1. No illuminated signage shall be allowed on the buildings.
  - 2. All signage on the building sides facing residential homes shall be located below a line extending horizontally 12 feet above ground level adjacent to the building.
  - 3. Signs shall be strategically placed at the entrances of parking lot drive aisles (excluding truck courts) to indicate that only two-axle vehicles are permitted within the parking lot (including drive aisles and parking spaces).
  - 4. The existing billboard on the property will be removed prior to Certificate of Occupancy for the first building.
  - 5. The ground sign included in the application is only for illustrative purpose. A separate review/permit will be required.
- (y) No Access to/from Holden Avenue  
Vehicular Access from/to Holden Avenue from development on the subject property is prohibited. An easement shall be recorded granting ingress/egress to the Randallmade Knives Property LLC-owned property to the east (current tax parcels 14-23-29-0000-00-058, 14-23-29-0000-00-069, and 14-23-29-0000-00-006). Such easement recording shall contain language that results in termination/expiration of the easement should the Randallmade Knives Property LLC property change to a different use. The access point into that property shall remain gated and access controlled in a manner to prohibit any access from/to Holden from the subject property.

6. **Dust/Dirt/Erosion Control During Construction.** The Developer shall implement and maintain dust/dirt/erosion controls throughout all phases of construction. This could include, but not be limited to:
  - o Regular watering of exposed soil, including stockpiles, haul roads, and construction areas; and,
  - o Implementation of silt fences, sediment traps, and other best management practices to prevent soil erosion and runoff.
7. **Prohibition of Truck Traffic in the parking lot/drive aisles.** Only two axle vehicles are allowed in the parking lots (drive aisles and parking spaces) outside of truck courts (See signage requirements).
8. **Maintenance.** The Developer shall be responsible for the maintenance and repair of building exteriors, infrastructure, lighting and landscaping within the development; provided, however, if a property owner's association is established with respect to the development, the property owner's association shall be responsible for the maintenance and repair of the foregoing.
9. **Security.** Contracted security personnel shall be on and rove the Subject Property everyday between the hours of 8:00 p.m. and 4:00 a.m. EST. A security camera system shall be used onsite including, at a minimum, a camera located at the project entrance. A Certificate of Occupancy will not be issued without proof of security being hired.
10. **Subdivision.** If, at any time in the future, the Subject Property is proposed to be, or is subdivided, a property owner's association will be required by the City.
11. **Road Improvement.** All off-site road improvements shall be performed by the Developer in conjunction with onsite infrastructure construction. The City shall not be obligated to furnish any right-of-way funds or materials whatsoever to the construction of any new streets or roads or widening existing streets or roads upon the Subject Property or for any other improvement of any nature whatsoever.
12. **FDOT Approval.** Developer shall obtain written confirmation from the FDOT supporting modification to the raised median as illustrated in the site plan prior to construction plan approval.
13. **No Unloading Within Orange Blossom Trail (OBT) Deceleration Lane:** Use of the deceleration lane, if required to be provided by the Florida Department of Transportation, shall not be used for parking or unloading by any user on the subject property.

14. **Recordation of Agreement.** Upon execution of this Agreement, the Developer shall record it in the Official Records of Orange County. Any cost incurred by the City related to the recording shall be reimbursed by the Developer.
15. **Minimizing Operational Impacts:** The Planning and Zoning Board recommended additional discussion relative to the operational use of the users of the development.
16. **Fees.** The Developer agrees to pay any and all impact fees (including, without limitation, transportation, , electric, fire, police, water and sewer impact fees) and all City review, inspection, and permitting fees in accordance with the City Resolution 2018-09, Ordinance 2013-01, and Ordinance 2023-13, as may be amended. The Developer shall pay all capacity reservation fees applicable to the Planned Development (including, without limitation, transportation, water, and sewer) regulated or collected by the City. The commercial category shall be used for law enforcement impact fees, and the light industrial category shall be used for transportation impact fees.
17. **Force Majeure.** The parties shall each use reasonable diligence to ultimately accomplish the purposes of this Agreement and the subsequent Site Plan as approved but shall not be liable to each other, or their successors or assigns, for damages, costs, or attorneys' fees, for breach of contract or otherwise, for failure, suspension, diminution, or other variations of services occasioned by any cause beyond the control and without the fault of the parties. Such causes may include but shall not be limited to acts of God or of a public enemy, fires, floods, or failure or breakdown of transmission or other facilities.
18. **Binding Effect.** This Agreement shall run with the land, shall be binding upon and inure to the benefit of the Developer and its assigns and successors in interest and the City and its assigns and successors in interest. This Agreement does not, and is not intended to, prevent or impede the City from exercising its legislative authority as the same may affect the Subject Property.
19. **Third Party Beneficiary.** This Agreement is solely for the benefit of the City of Edgewood and the Developer, and their successors and assigns, and no right, nor any cause of action, shall accrue to or for the benefit of any third party.
20. **Captions.** The captions used in this Agreement are for convenience only and shall not be relied upon in construing the terms of this Agreement.
21. **Severability.** If any part of this Agreement is found invalid or unenforceable by any Court, such invalidity or enforceability shall not affect the other parts of this Agreement, if the rights and obligations of the parties contained herein are not

materially prejudiced and the intentions of the parties can remain unaffected. To that end, this Agreement is declared severable.

22. **Governing Law and Venue.** This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Venue shall lie in Orange County, Florida.
23. **Amendments to Development Agreement.** This Agreement may be amended in a manner consistent with the Code of Ordinance of the City of Edgewood.
24. **Indemnification and Hold Harmless.** The Developer and its assigns and successors in interest shall indemnify and hold harmless the City from and against all claims, demand, disputes, damages, costs, expenses (to include attorneys' fees or any fee for professional services whether or not litigation is necessary, and if necessary, both at trial and on appeal) incurred by the City as a result, directly of the use or development of the Subject Property and related to the terms of this Agreement except those claims or liabilities caused by or arising from the gross negligence or intentional acts of the City, its employees or agents. It is specifically understood by the parties that the City is not guaranteeing the quality of the use or development of the Subject Property, including but not limited to drainage or sewer plans, fire safety, or quality of construction, whether or not inspected, approved, or permitted by the City.
25. **Entire Agreement.** This instrument constitutes the entire Agreement between the parties as of the time of rezoning and supersedes any previous discussions, understandings and agreements. Modifications to and waivers of the provision herein may be made only by the parties hereto and in writing.
26. **Notice.** Any notice to be given in accordance with this Agreement shall be in writing and shall be sent by hand delivery, overnight mail, or certified mail, return receipt requested, to the party being noticed at the addresses set forth below:

As to Edgewood:	City of Edgewood, Florida Attn: Sandy Riffle, City Clerk 405 Bagshaw Way Edgewood, Florida 32809-3406
-----------------	--

As to Developer:	Foundry Commercial, LLC Attn: Moses Salcido 420 S. Orange Ave, Suite 400 Orlando, Florida 32801
------------------	--

With a copy to:

Lowndes  
Attn: Rebecca Wilson  
215 North Eola Drive  
Orlando, Florida 32801

Should any party identified above change, it shall be that party's obligation to notify the other party of the change in a fashion as is required for notices herein.

27. **Effective Date.** This Agreement shall become effective on the date when the Agreement is executed by both parties.

28. **Counterparts.** This Agreement may be executed in two counterparts, each of which if properly executed by both parties shall be considered an original.

[SIGNATURE BLOCKS APPEAR ON THE FOLLOWING PAGES]

IN WITNESS WHEREOF, the Grantor has hereunto set its hand and seal the day and year above written.

Signed, sealed and delivered in the presence of the following witnesses:

**FOUNDRY COMMERCIAL, LLC,** a Florida limited liability company

(1) \_\_\_\_\_

Print Name

Address

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

(2) \_\_\_\_\_

Print Name

Address

STATE OF FLORIDA  
COUNTY OF ORANGE



The foregoing instrument was acknowledged before me by means of  physical presence or  online notarization, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_, by \_\_\_\_\_, as \_\_\_\_\_ of Foundry Commercial, LLC, a Florida limited liability company, on behalf of the company. He (She)  is personally known to me or  has produced \_\_\_\_\_ as identification.

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public Signature

\_\_\_\_\_  
(Name typed, printed or stamped)

Attest:

**CITY OF EDGEWOOD, FLORIDA**

By: \_\_\_\_\_  
Sandy Riffle, City Clerk

By: \_\_\_\_\_  
Name: John Dowless  
Mayor, City of Edgewood

STATE OF FLORIDA

COUNTY OF ORANGE

The foregoing instrument was acknowledgement before me by means of  physical presence or  online notarization, this \_\_\_\_ day of \_\_\_\_\_, 2024, by John Dowless as Mayor of City of Edgewood, Florida, who  is personally known to me or  has produced \_\_\_\_\_ as identification.

(NOTARY SEAL)

\_\_\_\_\_  
Notary Public Signature

\_\_\_\_\_  
(Name typed, printed or stamped)

**EXHIBIT "A"**  
**Legal Description**

Parcel 1:

That portion of the Southeast 1/4 of the Northeast 1/4, of Section 15, Township 23 South, Range 29 East, Orange County, Florida, being more particularly described as follows:

Begin at the Northeast corner of the Southeast 1/4 of the Northeast 1/4, of Section 15, Township 23 South, Range 29 East; thence run West 1276.17 feet, more or less, to the East right-of-way line of US Highway 441; thence, along said East right-of-way line, South 350 feet; thence East 150 feet; thence South 561.82 feet, more or less, to the North boundary of lands described in Official Records Book 2236, Page 985, Public Records of Orange County, Florida; thence East 1126.17 feet, more or less, along the North boundary of lands described in Official Records Book 2236, Page 985, to the East line of the Southeast 1/4 of the Northeast 1/4, of Section 15, Township 23 South, Range 29 East; thence North, along said East line of the Southeast 1/4 of the Northeast 1/4, to the Point of Beginning.

Parcel 2:

That portion of the Southwest 1/4 of the Northwest 1/4, of Section 14, Township 23 South, Range 29 East, Orange County, Florida, lying North of lands described Official Records Book 2236, Page 985, Public Records of Orange County, Florida and West of the Plat of LEGACY, a subdivision, according to the plat thereof, recorded in Plat Book 62, Page 76 through 83, inclusive.

Less and Except: Lands described in Official Records Book 7032, Page 1785, Public Records of Orange County, Florida.

**EXHIBIT “B”**

[To be attached]

**EXHIBIT "C"**





# **Site Plan Set**



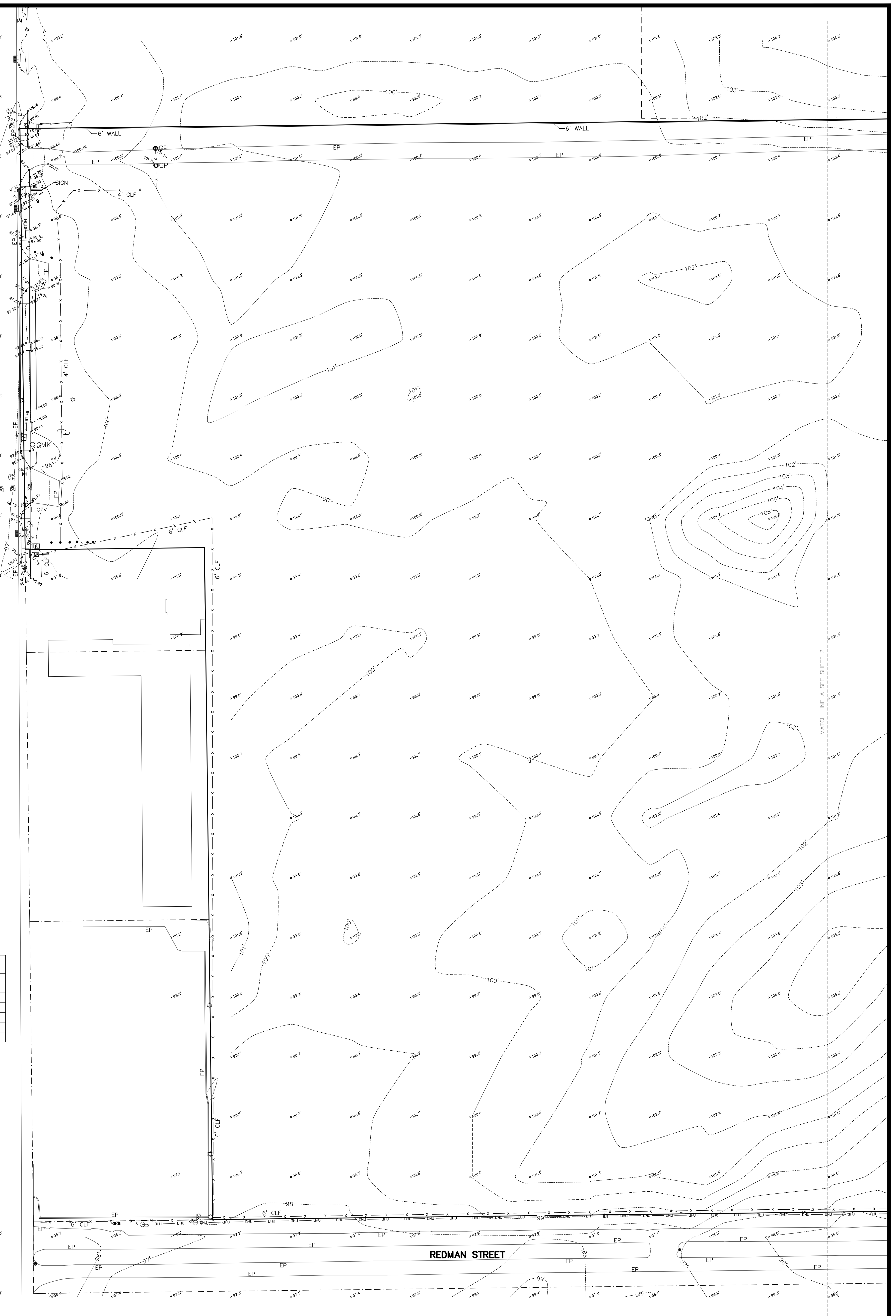
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12/16/2024  
CITY OF EDGEWOOD

SOUTH ORANGE BLOSSOM TRAIL

TYPE	DIAMETER Ø	QUANTITY
OAK	6"	21
OAK	8"	13
OAK	10"	15
OAK	11"	13
OAK	12"	7
OAK	13"	8
OAK	15"	1
OAK	18"	3
OAK	20"	3
OAK	24"	1
OAK	26"	1
OAK	28"	1
OAK	40"	1

TYPE	DIAMETER Ø	QUANTITY
PALM	11"	5
PALM	12"	8
PALM	13"	14
PALM	15"	19
PALM	18"	8
PALM	20"	4
PALM	22"	1

TYPE	DIAMETER Ø	QUANTITY
OAK	15"/13"	1
OAK	18"/18"	1
OAK	12"/10"/10"/6"	1
OAK	12"/10"/12"/8"/6"	1
OAK	15"/11"/10"/6"/8"/10"	1
OAK	10"/10"/8"/12"/15"/12"/11"/11"	1



**SURVEYOR'S NOTES**

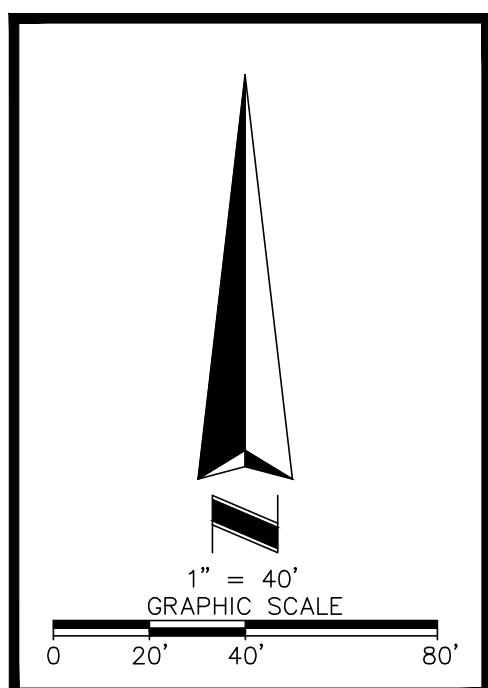
1. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
2. THE SURVEYOR HAS NOT ABSTRACTED THE LAND SHOWN HEREON FOR EASEMENTS, RIGHT-OF-WAY OR RESTRICTIONS OF RECORD WHICH MAY AFFECT THE TITLE OR USE OF LAND, NOR WAS ANY TITLE PROVIDED TO THIS SURVEYOR BY THE CLIENT.
3. NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED PROFESSIONAL SURVEYOR & MAPPER.
4. ALL RECORDING INFORMATION SHOWN HEREON REFERS TO THE PUBLIC RECORDS OF ORANGE COUNTY, FLORIDA.
5. VERTICAL INFORMATION BASED ON: BENCHMARK P1751002 HAVING A PUBLISHED ELEVATION OF 104.54' (NAVD 88) DESCRIBED AS: ORANGE COUNTY ALUMINUM DISC IN CONCRETE CURB INLET.
6. THIS IS NOT A BOUNDARY SURVEY. THE SPECIFIC PURPOSE OF THIS SURVEY IS IS FOR TOPOGRAPHIC AND TREE LOCATION.
7. TREES SHOWN HEREON ARE DESCRIBED BY SPECIES AND DIAMETER OF TRUNK AT BREAST HEIGHT.

**FLOOD NOTE**

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "X", AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 120183 0410 F (MAP NO. 12095C0410F), WHICH BEARS AN EFFECTIVE DATE OF 09/25/2009, AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. ZONE "X" DENOTES AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

**LEGEND**

- ASPHALT SURFACE
- CONCRETE SURFACE
- ELECTRIC BOXES/STRUCTURES
- UTILITY POLE
- UTILITY POLE GUY ANCHOR
- LIGHT POLE
- ELECTRIC TRANSFORMER
- STORM MANHOLE
- CURB STORM INLET
- SANITARY MANHOLE
- SANITARY SEWER VALVE
- IRRIGATION CONTROL VALVE
- WATER VALVE
- UTILITY VAULT
- SIGN
- MANHOLE (UNKNOWN)
- TELEPHONE MANHOLE
- GATE POST
- MAIL BOX
- CABLE TV PEDESTAL
- CCTV
- UNKNOWN VALVE
- GAS UTILITY MARKER
- OVERHEAD UTILITY LINE
- WOOD FENCE
- CHAIN LINK FENCE
- METAL FENCE
- PVC FENCE



JOB NO.: 240710  
SCALE: 1"=40'  
FIELD DATE: 07/31/2024  
FIELD BY: CM  
DRAWN BY: SW  
APPROVED BY:  
DRAWING FILE #  
240710 EDGEWOOD PARK OF COMMERCE.DWG



SPECIFIC PURPOSE SURVEY OF  
EDGEWOOD PARK OF COMMERCE  
SECTION 14 AND 15, TOWNSHIP 23 SOUTH, RANGE 29 EAST

ORANGE COUNTY

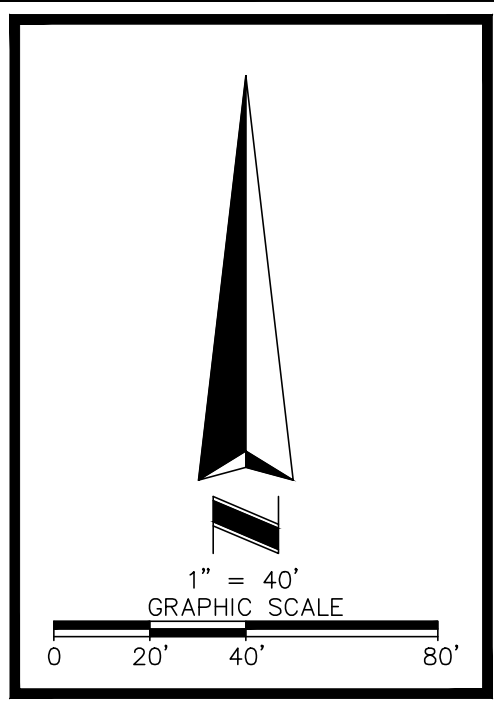
ORLANDO, FLORIDA

DATE	REVISIONS	TECH

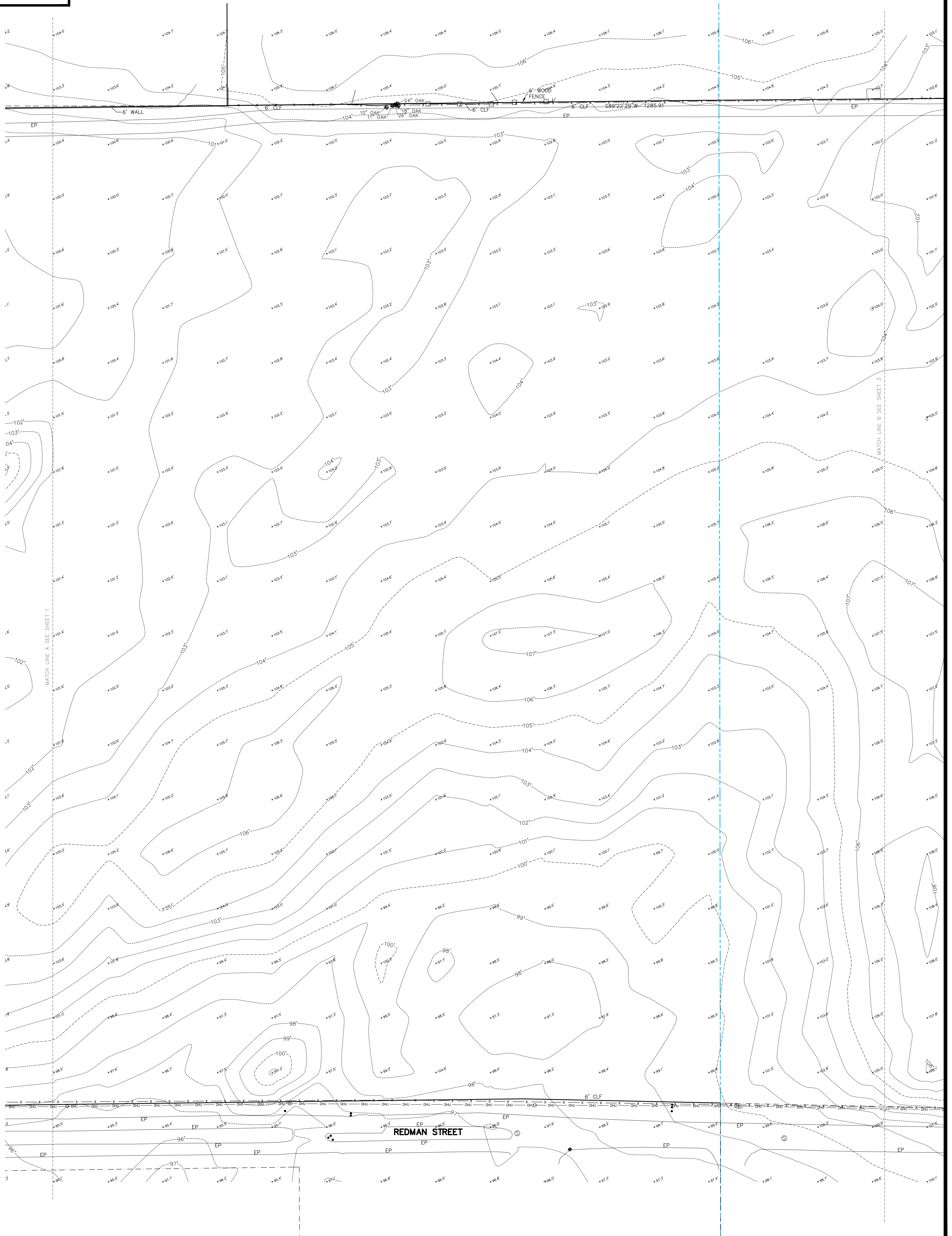
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CONSTRUCTION, RECORD  
PURPOSES, OR IMPLEMENTATION

SHEET 1  
OF 3

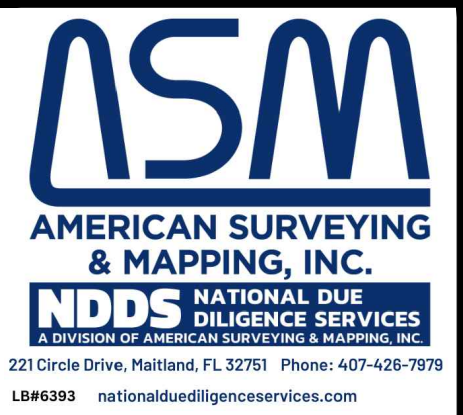




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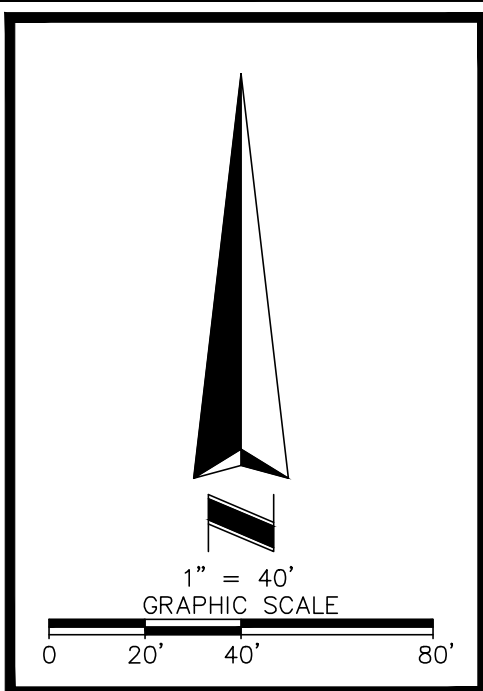
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EDGEWOOD PARK OF COMMERCE  
SECTION 14 AND 15, TOWNSHIP 23 SOUTH, RANGE 29 EAST

ORANGE COUNTY ORLANDO, FLORIDA

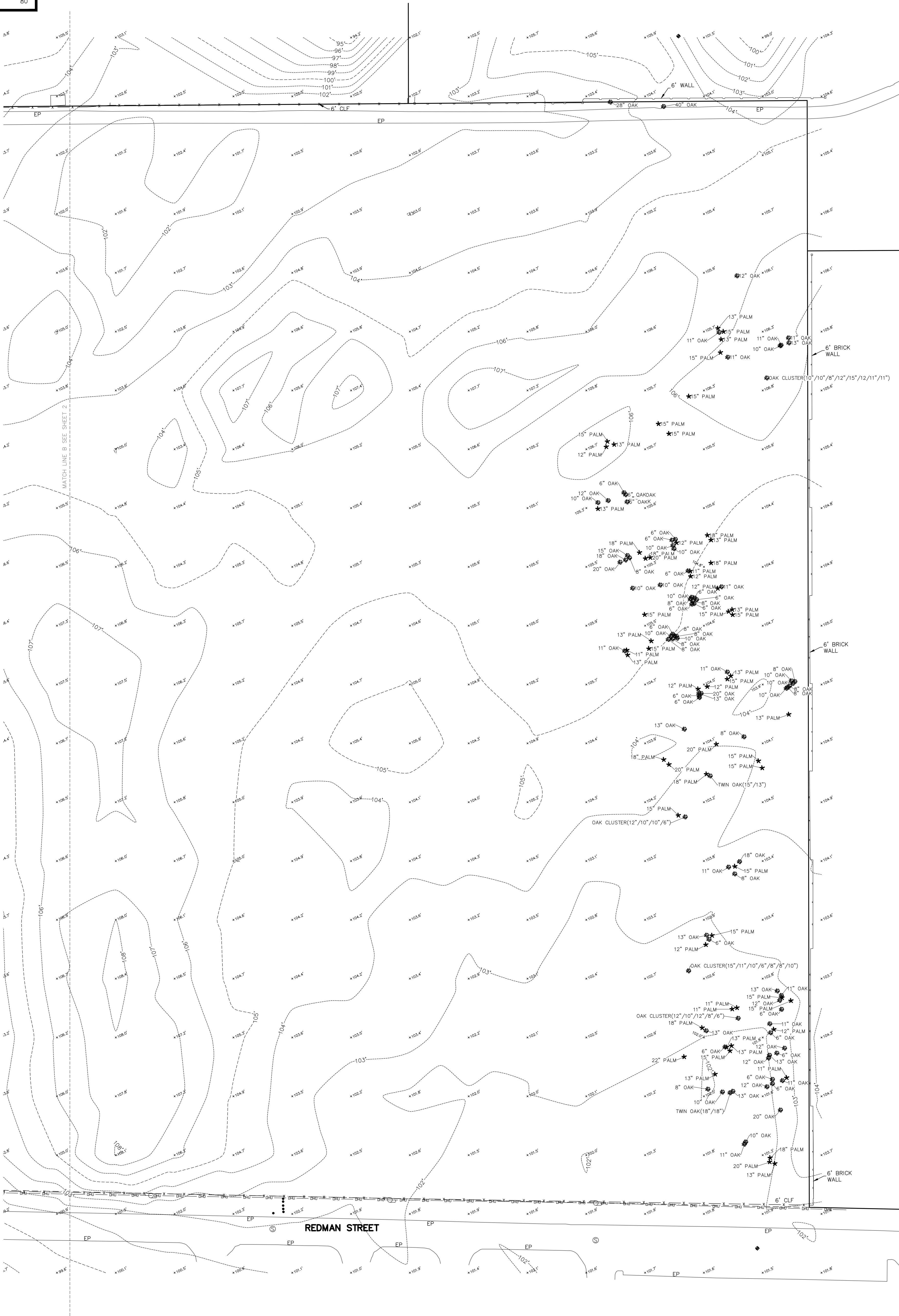
DATE	REVISIONS	TECH

PRELIMINARY, NOT FOR  
CONSTRUCTION, RECORD  
PURPOSES, OR IMPLEMENTATION

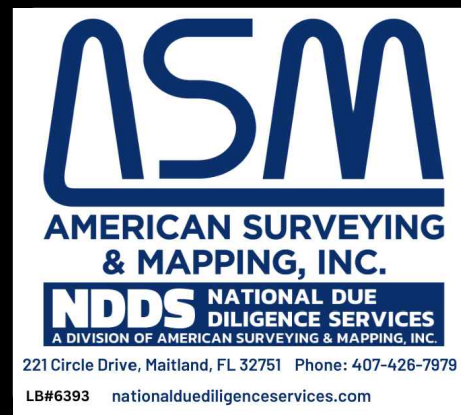
SHEET 2  
OF 3



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12/16/2024  
CITY OF EDGEWOOD



JOB NO.: 240710  
SCALE: 1"=40'  
FIELD DATE: 07/31/2024  
FIELD BY: CM  
DRAWN BY: SW  
APPROVED BY:  
DRAWING FILE #  
240710 EDGEWOOD PARK OF COMMERCE.DWG



SPECIFIC PURPOSE SURVEY OF  
EDGEWOOD PARK OF COMMERCE  
SECTION 14 AND 15, TOWNSHIP 23 SOUTH, RANGE 29 EAST

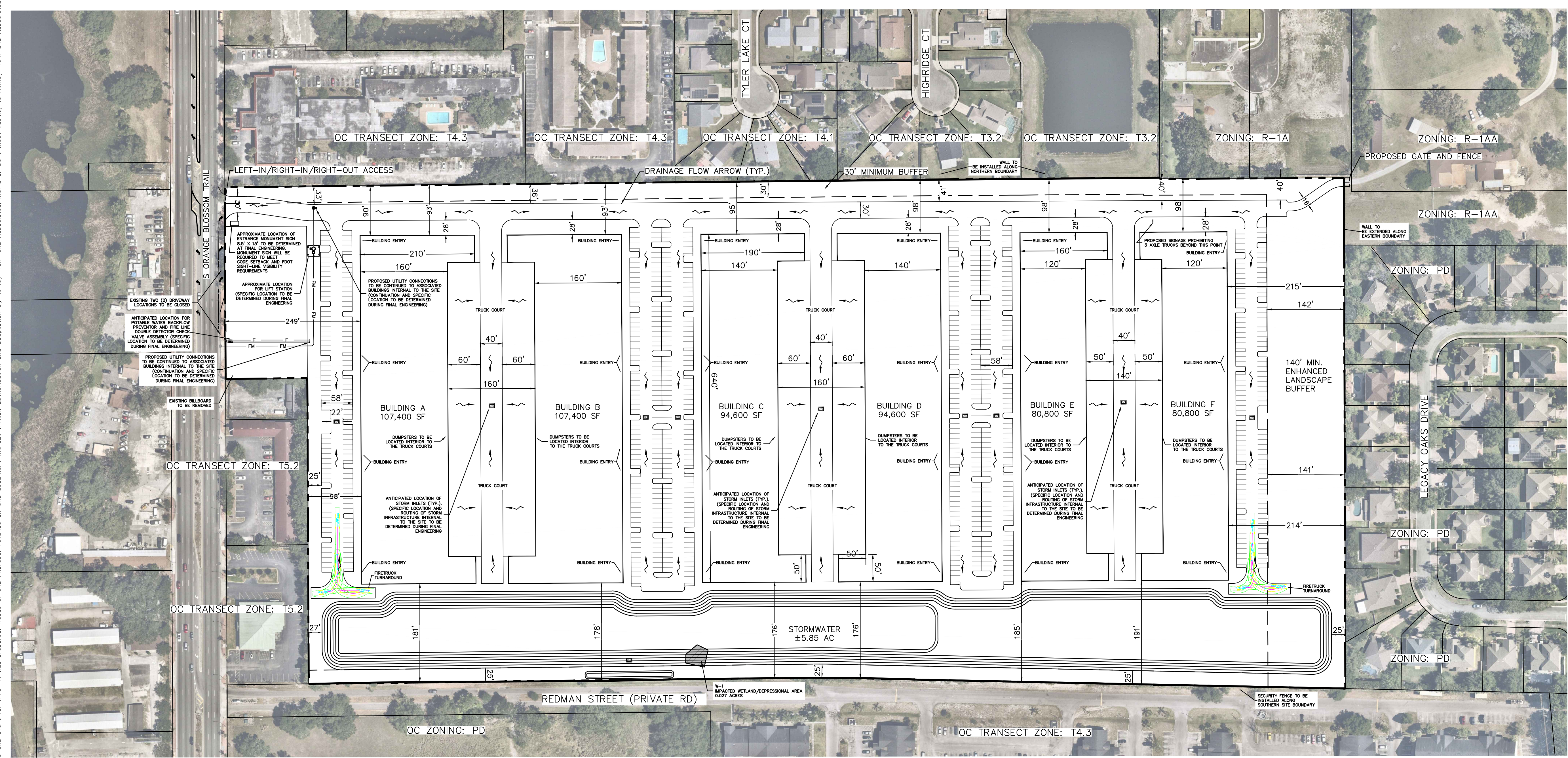
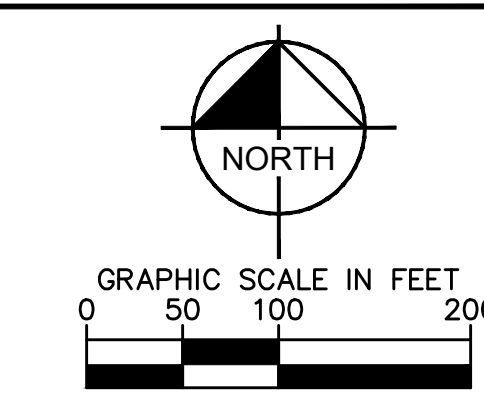
ORANGE COUNTY ORLANDO, FLORIDA

DATE	REVISIONS	TECH

PRELIMINARY, NOT FOR  
CONSTRUCTION, RECORD  
PURPOSES, OR IMPLEMENTATION

SHEET 3  
OF 3

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



**SITE DATA:**  
 SITE AREA: 41.43 ACRES (1,804,900 SF)  
 EXISTING ZONING: C-1 & R-3  
 EXISTING FUTURE LAND USE: MEDIUM DENSITY RESIDENTIAL & COMMERCIAL  
 PROPOSED ZONING: CP PD (COMPREHENSIVE PLAN PLANNED DEVELOPMENT)  
 PROPOSED FUTURE LAND USE: SSP (SITE SPECIFIC PLAN)  
 PERMITTED USES: DISTRIBUTION/LOGISTIC CENTER, STORAGE, LIGHT ASSEMBLY, WHOLESALE TRADE ESTABLISHMENTS, WAREHOUSING, TRAINING/VOCATIONAL/BUSINESS OPERATIONS, SHOWROOM, OFFICE  
 SECONDARY USES (SUPPORT TO PRIMARY):  
 OPEN SPACE PROVIDED: 13.38 AC  
 FAR: 565,600 SF/1,804,900 SF = 0.31  
**REQUIRED PARKING:**  
 1 SPACE/1 BAY, 1 SPACE/1000 SF BUILDING:  
 78 BAYS: 78 SPACES  
 565,600 PROPOSED BUILDING SF: 566 SPACES  
 TOTAL SPACES REQUIRED: 644 SPACES  
**PROVIDED PARKING:**  
 STANDARD SPACES: 684 SPACES  
 HANDICAP SPACES: 34 SPACES  
 TOTAL SPACES PROVIDED: 718 SPACES  
**BUILDING REQUIREMENTS**  
 PROPOSED MINIMUM LOT AREA: 12,000 SF  
 MINIMUM LOT WIDTH: 125 FT  
 MAXIMUM BUILDING HEIGHT:  
 PROPOSED BUILDING A & B: 43 FT - 1 STORY  
 PROPOSED BUILDING C & D: 39 FT - 1 STORY  
 PROPOSED BUILDING E & F: 29 FT (32 FT AT ENTRANCE) - 1 STORY  
 MAXIMUM IMPERVIOUS AREA: 70%

Minimum Setbacks from Property Lines				
Building	North (ft)	South (ft)	East (ft)	West (ft)
A	90	175	n/a	95/245 <sup>2</sup>
B	95	175	n/a	n/a
C	95	175	n/a	n/a
D	98	175	n/a	n/a
E	98	185	n/a	n/a
F	98	190	213	n/a

<sup>1</sup> as situated on the approved site plan  
<sup>2</sup> corresponds to the shift in the west property line

**PHASING:**  
 THIS PROJECT WILL BE CONSTRUCTED IN ONE (1) PHASE.  
**ON-SITE VEGETATION:**  
 THE SITE IS UNDEVELOPED AND HAS AREAS OF CANOPY TREE COVERAGE AND AREAS OF OPEN, SHRUBBY/GRASSY LAND. A FEW PATCHES OF BARE SAND ARE VISIBLE.  
**SITE LIGHTING:**  
 ALL EXTERIOR SITE LIGHTING SHALL COMPLY WITH CHAPTER 102 SECTION 102-23 EXTERIOR LIGHTING STANDARDS AND ALL CURRENT APPLICABLE CITY OF EDGEWOOD STANDARDS.  
**WILDLIFE:**  
 DEVELOPMENT OF THE SUBJECT PROPERTY SHALL COMPLY WITH ALL STATE AND FEDERAL REGULATIONS REGARDING ENDANGERED, THREATENED, OR SPECIES OF SPECIAL CONCERN.  
**SIGNAGE:**  
 THE GENERAL LOCATION OF ENTRANCE MONUMENT SIGNAGE IS DEPICTED ON THE SITE PLAN AND IS SUBJECT TO CHANGE DURING FINAL ENGINEERING. SIGNAGE SHALL COMPLY WITH CHAPTER 122 OF THE EDGEWOOD LAND DEVELOPMENT CODE, AS MAY BE AMENDED. TENANT SIGNS ARE NON-ILLUMINATED. REFER TO THE SIGN PLAN INCLUDED AS AN EXHIBIT WITHIN THIS SUBMITTAL PACKAGE FOR DETAILS.  
**LANDSCAPE:**  
 LANDSCAPE BUFFERS SHALL BE PROVIDED AS SHOWN BELOW AND IDENTIFIED ON THE SITE PLAN.  
 NORTH: 30 FT. MIN. (TYPE B OPAQUE BUFFER)  
 SOUTH: 25 FT. MIN. (TYPE B OPAQUE BUFFER)  
 EAST: 140 FT. MIN. (TYPE A OPAQUE BUFFER)  
 WEST: 7 FT. MIN. (PER SEC. 114-4.1)  
**TREE PRESERVATION:**  
 TREE PROTECTION PLAN TO BE PROVIDED AT FINAL CONSTRUCTION DOCUMENT APPROVAL. REFER TO THE DEVELOPMENT AGREEMENT FOR METHODOLOGY.  
**WETLANDS:**  
 A SMALL AREA OF POTENTIALLY JURISDICTIONAL WETLAND WAS IDENTIFIED ON THE PROPERTY, AS DEPICTED ON THE SITE PLAN. REGULATORY APPROVALS, IF REQUIRED, WILL BE OBTAINED PRIOR TO SITE DEVELOPMENT.  
**ACCESS:**  
 FDOT ACCESS PERMIT SHALL BE REQUIRED ON S. ORANGE BLOSSOM TRAIL, SUBJECT TO FDOT PERMITTING. TWO EXISTING CURB-CUTS ALONG S. ORANGE BLOSSOM TRAIL WILL BE REMOVED, WHILE ONE CURB CUT WILL BE UPGRADED TO A COMMERCIAL DRIVEWAY. THE DIRECTIONAL MEDIAN OPENING ON ORANGE BLOSSOM TRAIL SHALL BE MODIFIED TO ALIGN WITH THE PROPERTY DRIVEWAY. A NORTHBOUND DECELERATION LANE MAY BE INSTALLED IF WARRANTED.  
**REFUSE STORAGE:**  
 DUMPSTERS WILL BE LOCATED INTERIOR TO THE SITE WITHIN THE TRUCK COURTS AND SCREENED BY THE BUILDINGS AND DUMPSTER ENCLOSURES. THE GENERAL LOCATION IS SHOWN ON THE SITE PLAN.

**ESTIMATED NEEDED FIRE FLOW:**

Building A & B	
per NFPA 1 Uniform Fire Code Handbook, 2021 Edition	
Building Fire Area (SF) =	107,400
Building Type (per NFPA 220) =	II (000)
Associated Min. Required Fire Flow =	7,000
<small>(per Table H.5.1 of the NFPA Uniform Fire Code Handbook)</small>	
Fire Sprinkler - Yes or No =	YES
<small>(75% fire sprinkler credit, if applicable)</small>	
Minimum Calculated Fire Flow =	1,750 GPM
Minimum Fire Flow per NFPA =	1,750 GPM
Fire Flow Provided =	1,750 GPM
<small>*Fire Flow estimates are per individual building</small>	
Building C & D	
per NFPA 1 Uniform Fire Code Handbook, 2021 Edition	
Building Fire Area (SF) =	94,600
Building Type (per NFPA 220) =	II (000)
Associated Min. Required Fire Flow =	6,500
<small>(per Table H.5.1 of the NFPA Uniform Fire Code Handbook)</small>	
Fire Sprinkler - Yes or No =	YES
<small>(75% fire sprinkler credit, if applicable)</small>	
Minimum Calculated Fire Flow =	1,625 GPM
Minimum Fire Flow per NFPA =	1,625 GPM
Fire Flow Provided =	1,625 GPM
<small>*Fire Flow estimates are per individual building</small>	
Building E & F	
per NFPA 1 Uniform Fire Code Handbook, 2021 Edition	
Building Fire Area (SF) =	80,800
Building Type (per NFPA 220) =	II (000)
Associated Min. Required Fire Flow =	6,000
<small>(per Table H.5.1 of the NFPA Uniform Fire Code Handbook)</small>	
Fire Sprinkler - Yes or No =	YES
<small>(75% fire sprinkler credit, if applicable)</small>	
Minimum Calculated Fire Flow =	1,500 GPM
Minimum Fire Flow per NFPA =	1,500 GPM
Fire Flow Provided =	1,500 GPM
<small>*Fire Flow estimates are per individual building</small>	

**UTILITY PROVIDERS:**  
 POTABLE WATER: ORLANDO UTILITIES COMMISSION  
 SANITARY WATER: ORANGE COUNTY UTILITIES  
 RECLAIMED WATER: NOT AVAILABLE. IRRIGATION SOURCE IS POTABLE WATER.  
 POWER: DUKE ENERGY  
 CABLE/TELEPHONE: CHARTER / AT&T  
**NOTE:** THE CONTINUATION OF POTABLE WATER AND FIRE MAIN WILL BE SHOWN AT FINAL ENGINEERING.  
**OWNERSHIP/MAINTENANCE NOTES:**  
 1. STORMWATER OPERATIONS AND MAINTENANCE TO BE OWNED AND MAINTAINED BY PROPERTY OWNER.  
 2. ALL INTERNAL PRIVATE DRIVEWAYS TO BE OWNED AND MAINTAINED BY PROPERTY OWNER.  
 3. WATER AND SEWER UTILITIES ONSITE TO BE OWNED AND MAINTAINED BY THE PROPERTY OWNER.

**RECEIVED**  
**1/16/2025**  
**CITY OF EDGEWOOD**

**Kimley >>> Horn**  
 © 2025 KIMLEY-HORN AND ASSOCIATES, INC.  
 200 S. ORANGE AVENUE, SUITE 600, ORLANDO, FL 32801  
 PHONE: 407-898-1511  
 WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL  
 KHA PROJECT 049004001  
 DATE 01/16/2025  
 SCALE AS SHOWN  
 DESIGNED BY  
 DRAWN BY  
 CHECKED BY

DATE: \_\_\_\_\_  
 REVISIONS: \_\_\_\_\_  
 NO. \_\_\_\_\_

**SITE PLAN**

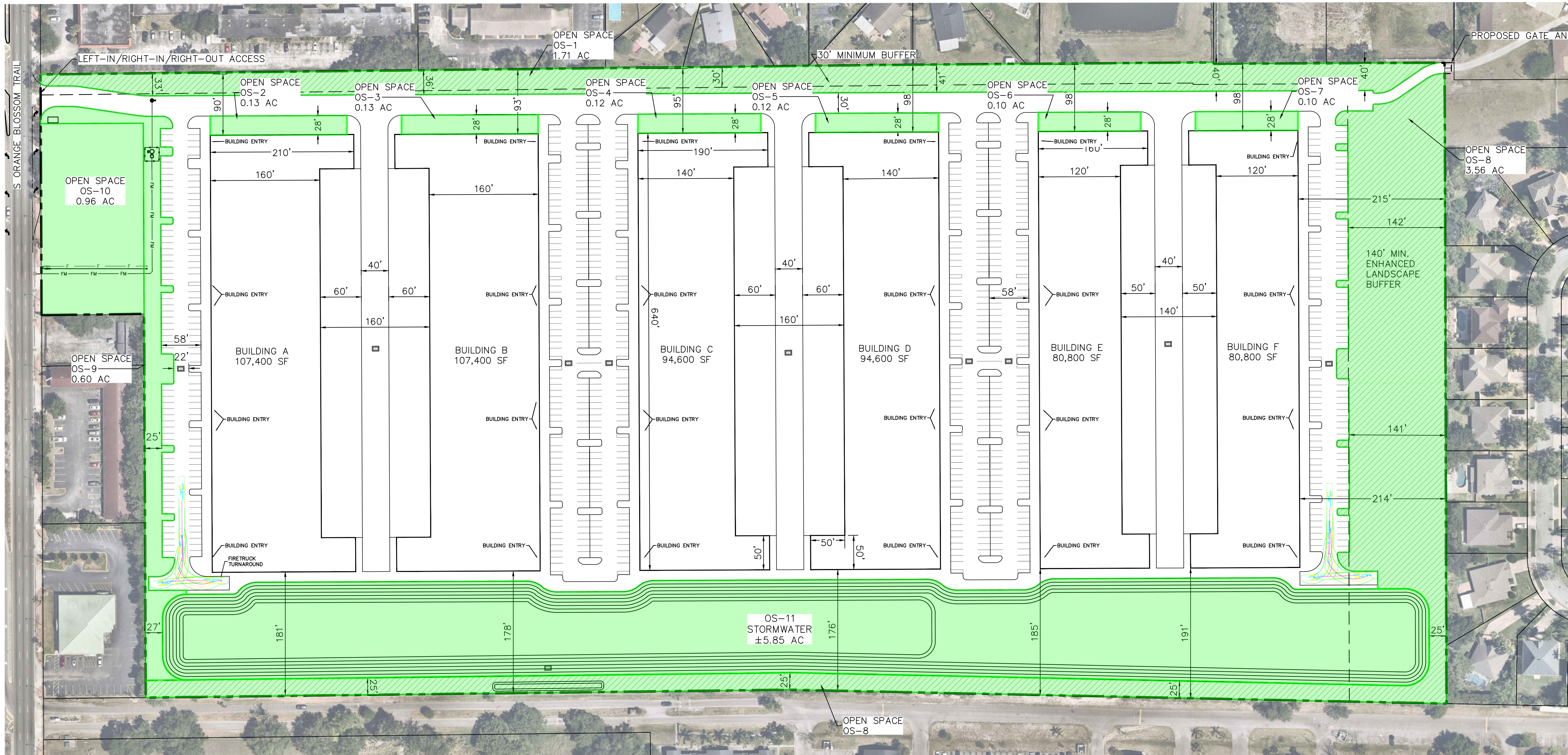
**EDGEWOOD PARK OF COMMERCE**

FLORIDA

ORANGE COUNTY

SHEET NUMBER  
**DP2.0**

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**OPEN SPACE CALCULATION:**

SITE ACREAGE: 41.43 AC  
 30% MINIMUM PROVIDED(PER DEVELOPMENT AGREEMENT)  
 41.43 x 30% = 12.43 AC

**MIN. REQUIRED:**

12.43 AC OVERALL OPEN SPACE\*  
 \*50% OF THE REQUIRED 25% (PER CP PD REQUIREMENT) = 5.18 AC  
 WILL BE PROVIDED AS LAND USE COMPATIBILITY (LUC) OPEN SPACE

**OPEN SPACE PROVIDED:**

(SEC. 114-34)  
 TOTAL OPEN SPACE PROVIDED: 13.38 AC (32.3% OF TOTAL SITE AREA)

**OPEN SPACE TYPE A:**

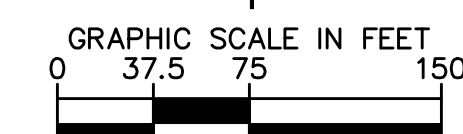
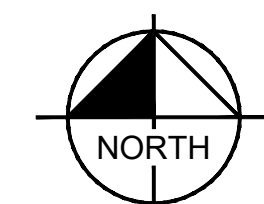
- 7.53 AC
- 1.71 AC - OS-1 BUFFER/ LANDSCAPED AREA
- 0.13 AC - OS-2 LANDSCAPED AREA
- 0.13 AC - OS-3 LANDSCAPED AREA
- 0.12 AC - OS-4 LANDSCAPED AREA
- 0.12 AC - OS-5 LANDSCAPED AREA
- 0.10 AC - OS-6 LANDSCAPED AREA
- 0.10 AC - OS-7 LANDSCAPED AREA
- 3.56 AC - OS-8 BUFFER/ LANDSCAPED AREA
- 0.60 AC - OS-9 BUFFER/ LANDSCAPED AREA
- 0.96 AC - OS-10 NATURAL BUFFER AREA
- 5.85 AC - OS-11 DRY BOTTOM STORMWATER

**LAND USE COMPATIBILITY OPEN SPACE PROVIDED:**

- LUC OPEN SPACE PROVIDED: 5.27 AC
- 1.71 AC - OS-1 BUFFER/ LANDSCAPED AREA
- 3.56 AC - OS-8 BUFFER/ LANDSCAPED AREA

**LEGEND**

- OPEN SPACE
- LUC OPEN SPACE



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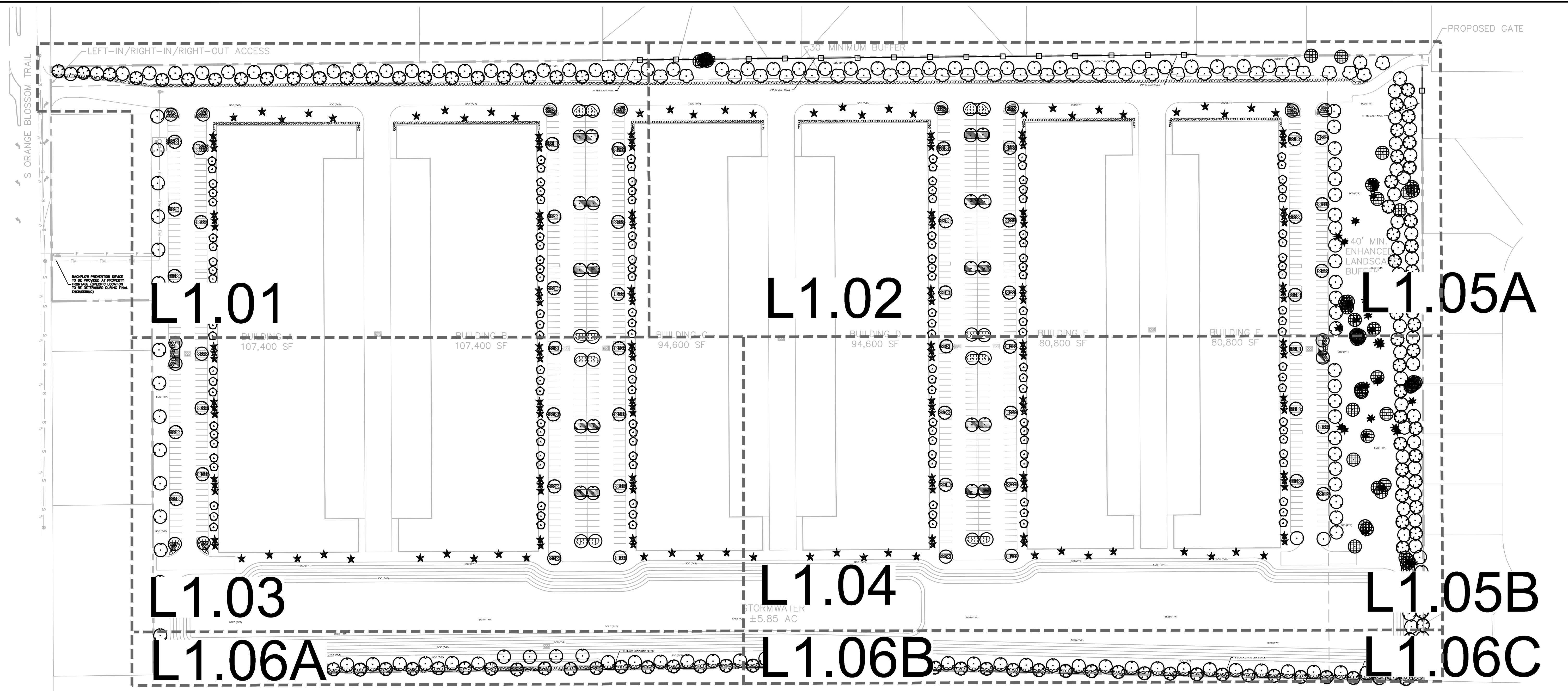
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**OPEN SPACE EXHIBIT**

**EDGEWOOD PARK OF COMMERCE**  
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 ORANGE COUNTY  
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**LANDSCAPE CALCULATIONS**  
PER "EDGEWOOD" LAND DEVELOPMENT CODE

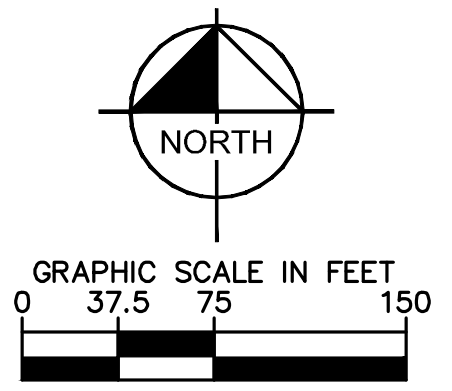
	REQUIRED	PROVIDED
<b>VIA LANDSCAPE</b> 1 SHADE TREE PER 100 SF OF REQUIRED INTERIOR LANDSCAPE SECTION 114.4.1(b) SECTION 114.4.1(c)	294,503 TOTAL VIA AREA 10% REQUIRED TO BE LANDSCAPE = 29,450 29,450 / 100 = 295 TREES REQUIRED	TOTAL VIA TREES = **148**  **VIA TREES 4" CAL(MIN 2" CAL) FOR 2:1 CREDIT**
<b>BUILDING LANDSCAPE</b> 1 SHADE TREE PER 35' OR 1 PALM/UNDERSTORY PER 15' SECTION 114.4(4)	BUILDING A : 640 LF BUILDING FACADE = 18 SHADE TREES OR 43 PALM/UNDERSTORY BUILDING B : 640 LF BUILDING FACADE = 18 SHADE TREES OR 43 PALM/UNDERSTORY BUILDING C : 640 LF BUILDING FACADE = 18 SHADE TREES OR 43 PALM/UNDERSTORY BUILDING D : 640 LF BUILDING FACADE = 18 SHADE TREES OR 43 PALM/UNDERSTORY BUILDING E : 640 LF BUILDING FACADE = 18 SHADE TREES OR 43 PALM/UNDERSTORY BUILDING F : 640 LF BUILDING FACADE = 18 SHADE TREES OR 43 PALM/UNDERSTORY	BUILDING A : 640 LF BUILDING FACADE = 43 PALM/UNDERSTORY PROVIDED BUILDING B : 640 LF BUILDING FACADE = 43 PALM/UNDERSTORY PROVIDED BUILDING C : 640 LF BUILDING FACADE = 43 PALM/UNDERSTORY PROVIDED BUILDING D : 640 LF BUILDING FACADE = 43 PALM/UNDERSTORY PROVIDED BUILDING E : 640 LF BUILDING FACADE = 43 PALM/UNDERSTORY PROVIDED BUILDING F : 640 LF BUILDING FACADE = 43 PALM/UNDERSTORY PROVIDED
<b>BUFFER LANDSCAPE</b> NORTH, EAST, SOUTH BUFFER'S COMPREHENSIVE PLANNED DEVELOPMENT DOUBLE ROW EVERGREEN TREES PER DIV 13, SEC 134-478.A.4.Q WEST BUFFER 1 TREE PER 50 LF SECTION 114.4.1	NORTH BUFFER: 2,055 SF MIN DOUBLE ROW EVERGREEN TREES SOUTH BUFFER: 1,903 SF MIN DOUBLE ROW EVERGREEN TREES EAST BUFFER: 922 SF MIN DOUBLE ROW EVERGREEN TREES WEST BUFFER: 855 SF 17 TREES	NORTH BUFFER: DOUBLE ROW EVERGREEN TREES 100 TREES + 7 EXISTING SOUTH BUFFER: DOUBLE ROW EVERGREEN TREES 96 TREES EAST BUFFER: DOUBLE ROW EVERGREEN TREES 88 TREES + 77 EXISTING WEST BUFFER: 17 TREES
<b>OPEN SPACE LANDSCAPE</b> CATEGORY A OPEN SPACE MIN 5% TO LANDSCAPED SECTION 114-35.6(A,B)	TOTAL OPEN SPACE TYPE A - 13.38 AC 13.38 AC = 582,832 SF 582,832 x 5% = 29,142 29,142 LANDSCAPE REQUIRED	TOTAL OPEN SPACE TYPE A - 13.38 AC + 29,142 LANDSCAPE BEING PROVIDED

**PLANT SCHEDULE**

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE	
<b>TREES</b>																
	AR	44	ACER RUBRUM FL #1, SINGLE LEADER, STRAIGHT	RED MAPLE	FG	4" CAL MIN	10' HT., 4' SPR.		DE	523	DURANTA ERECTA 'GOLD MOUND' FL #1, FULL	GOLD MOUND DEWDROPS	3 GAL	30" OC	24" FULL	
	CX	111	CUPRESSUS X LEYLANDII FL #1, SINGLE LEADER, STRAIGHT	LEYLAND CYPRESS	FG	4" CAL MIN	10' HT., 4' SPR.		MC	972	MORELLA CERIFERA	WAX MYRTLE	7 GAL	36" OC	48" HT MIN	
	LN	144	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ' FL #1, MULTI-TRUNK	NATCHEZ CRAPE MYRTLE	FG	2" CAL MIN	6' - 8' HT. MIN.		RI	118	RAPHIOLEPIS INDICA FL #1, FULL	INDIAN HAWTHORNE	3 GAL	36" OC	30" FULL	
	MB	202	MAGNOLIA GRANDIFLORA 'BRACKENS BROWN BEAUTY' FL #1, SINGLE LEADER, STRAIGHT	BRACKENS BEAUTY SOUTHERN MAGNOLIA	FG	3" CAL MIN	10' HT., 4' SPR.		SL	374	SCHEFFLERA ARBORICOLA 'EMERALD GREEN' FL #1, FULL	EMERALD GREEN SCHEFFLERA	7 GAL	36" OC	30" FULL	
	QV	38	QUERCUS VIRGINIANA FL #1, SINGLE LEADER, STRAIGHT	SOUTHERN LIVE OAK	FG	3" CAL MIN	10' HT., 4' SPR.	<b>SYMBOL CODE QTY BOTANICAL NAME COMMON NAME CONT SIZE SPACING</b>								
	QV2	30	QUERCUS VIRGINIANA FL #1, SINGLE LEADER, STRAIGHT	SOUTHERN LIVE OAK	200 GAL	6" DBH	18" CT	<b>GROUND COVERS</b>								
	SS	178	SABAL PALMETTO FL #1, STRAIGHT	CABBAGE PALMETTO	FG	2" CAL MIN	6'-8" CT		AG	3,006 SF	ARACHIS GLABRATA FL #1, FULL	PERENNIAL PEANUT	1 GAL	12" FULL	12" OC	
	XI	51	EXISTING TREE TO REMAIN	EXISTING TREE TO REMAIN	-	-	-		HD	1,987 SF	HELIANTHUS DEBILIS FL #1, FULL	DUNE SUNFLOWER	1 GAL	12" FULL	12" OC	
	XII	33	EXISTING PALM TO REMAIN	EXISTING PALM TO REMAIN	-	-	-		LU	4,778 SF	LIRIOPE MUSCARI FL #1, FULL	EMERALD GODDESS LIRIOPE	1 GAL	12" FULL	12" OC	

Minimum Buffer / Provided Buffer			
		Buffer Required	Buffer Provided
North	Type B	8 feet high 25 feet wide	10 & 18 feet high at planting 30+ feet wide Double row of trees
South	Type B	8 feet high 25 feet wide	10 feet high at planting 25 feet wide Double row of trees
East	Type A	8 feet high 50 feet wide	10 feet high at planting 140 feet wide Double row of trees
West	114-4	7 feet wide 1 tree per 50 LF	25 feet wide 1 tree per 50 LF

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**OVERALL LANDSCAPE PLAN**

FLORIDA

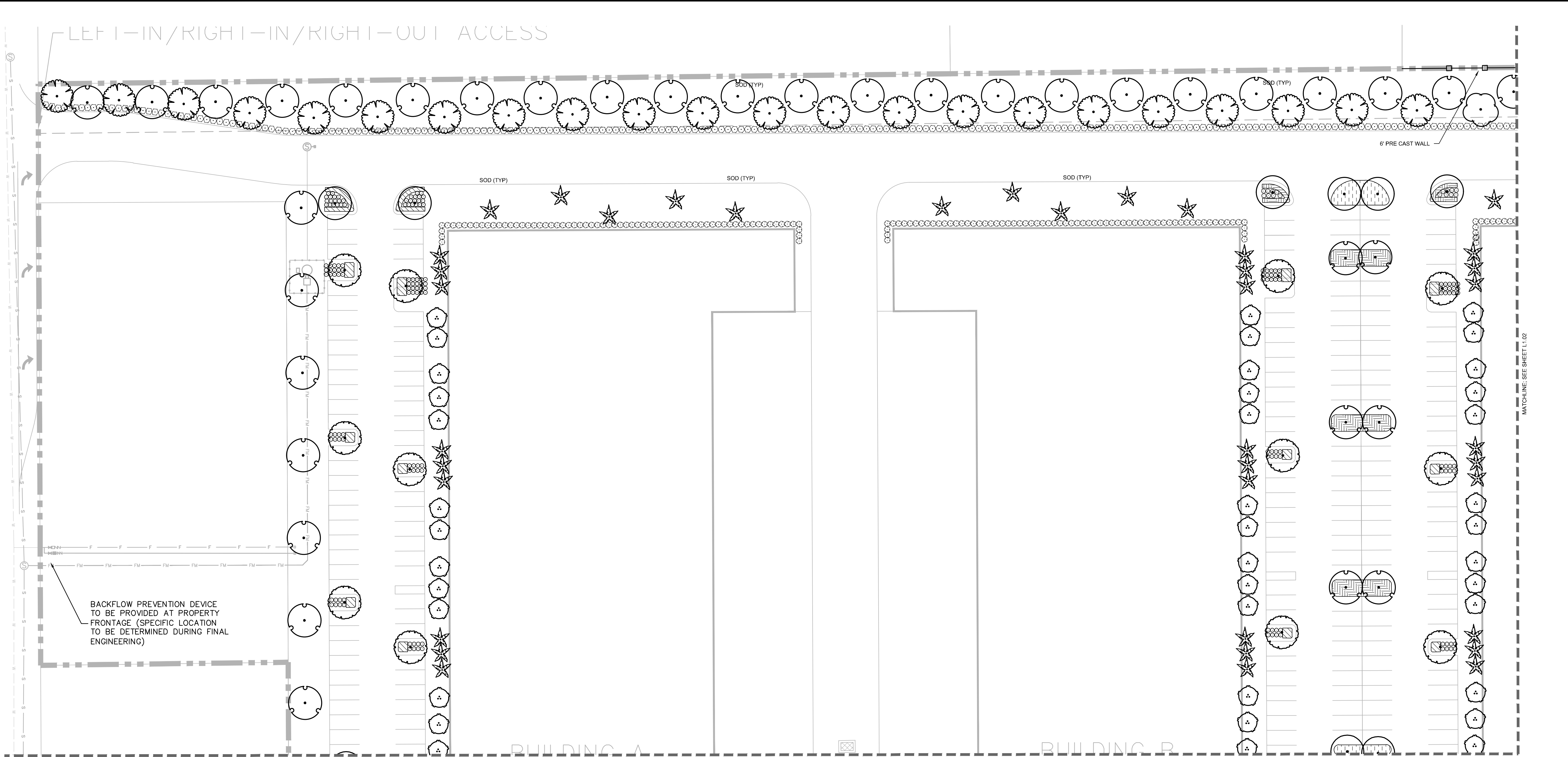
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ORANGE COUNTY

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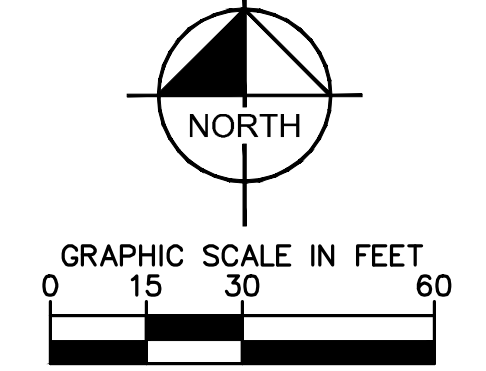
BACKFLOW PREVENTION DEVICE TO BE PROVIDED AT PROPERTY FRONTAGE (SPECIFIC LOCATION TO BE DETERMINED DURING FINAL ENGINEERING)

**PLANT SCHEDULE**

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE
<b>TREES</b>							
	AR	44	ACER RUBRUM FL #1, SINGLE LEADER, STRAIGHT	RED MAPLE	FG	4" CAL MIN	10' HT., 4' SPR.
	CX	111	CUPRESSUS X LEYLANDII FL #1, SINGLE LEADER, STRAIGHT	LEYLAND CYPRESS	FG	4" CAL MIN	10' HT., 4' SPR.
	LN	144	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ' FL #1, MULTI-TRUNK	NATCHEZ CRAPE MYRTLE	FG	2" CAL MIN	6' - 8' HT. MIN.
	MB	202	MAGNOLIA GRANDIFLORA 'BRACKENS BROWN BEAUTY' FL #1, SINGLE LEADER, STRAIGHT	BRACKEN'S BEAUTY SOUTHERN MAGNOLIA	FG	3" CAL MIN	10' HT., 4' SPR.
	QV	38	QUERCUS VIRGINIANA FL #1, SINGLE LEADER, STRAIGHT	SOUTHERN LIVE OAK	FG	3" CAL MIN	10' HT., 4' SPR.
	QV2	30	QUERCUS VIRGINIANA FL #1, SINGLE LEADER, STRAIGHT	SOUTHERN LIVE OAK	200 GAL	6" DBH	18" CT
	SS	178	SABAL PALMETTO FL #1, STRAIGHT	CABBAGE PALMETTO	FG	2" CAL MIN	6'-8" CT
	XI	51	EXISTING TREE TO REMAIN	EXISTING TREE TO REMAIN	-		
	XII	33	EXISTING PALM TO REMAIN	EXISTING PALM TO REMAIN	-		

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE
<b>SHRUBS</b>							
	DE	523	DURANTA ERECTA 'GOLD MOUND' FL #1, FULL	GOLD MOUND DEWDROPS	3 GAL	30" OC	24" FULL
	MC	972	MORELLA CERIFERA	WAX MYRTLE	7 GAL	36" OC	48" HT MIN
	RI	118	RAPIHOLEPIS INDICA FL #1, FULL	INDIAN HAWTHORNE	3 GAL	36" OC	30" FULL
	SL	374	SCHEFFLERA ARBORICOLA 'EMERALD GREEN' FL #1, FULL	EMERALD GREEN SCHEFFLERA	7 GAL	36" OC	30" FULL
<b>GROUND COVERS</b>							
	AG	3,006 SF	ARACHIS GLABRATA FL #1, FULL	PERENNIAL PEANUT	1 GAL	12" FULL	12" OC
	HD	1,987 SF	HELIANTHUS DEBILIS FL #1, FULL	DUNE SUNFLOWER	1 GAL	12" FULL	12" OC
	LU	4,778 SF	LIRIOPE MUSCARI FL #1, FULL	EMERALD GODDESS LIRIOPE	1 GAL	12" FULL	12" OC

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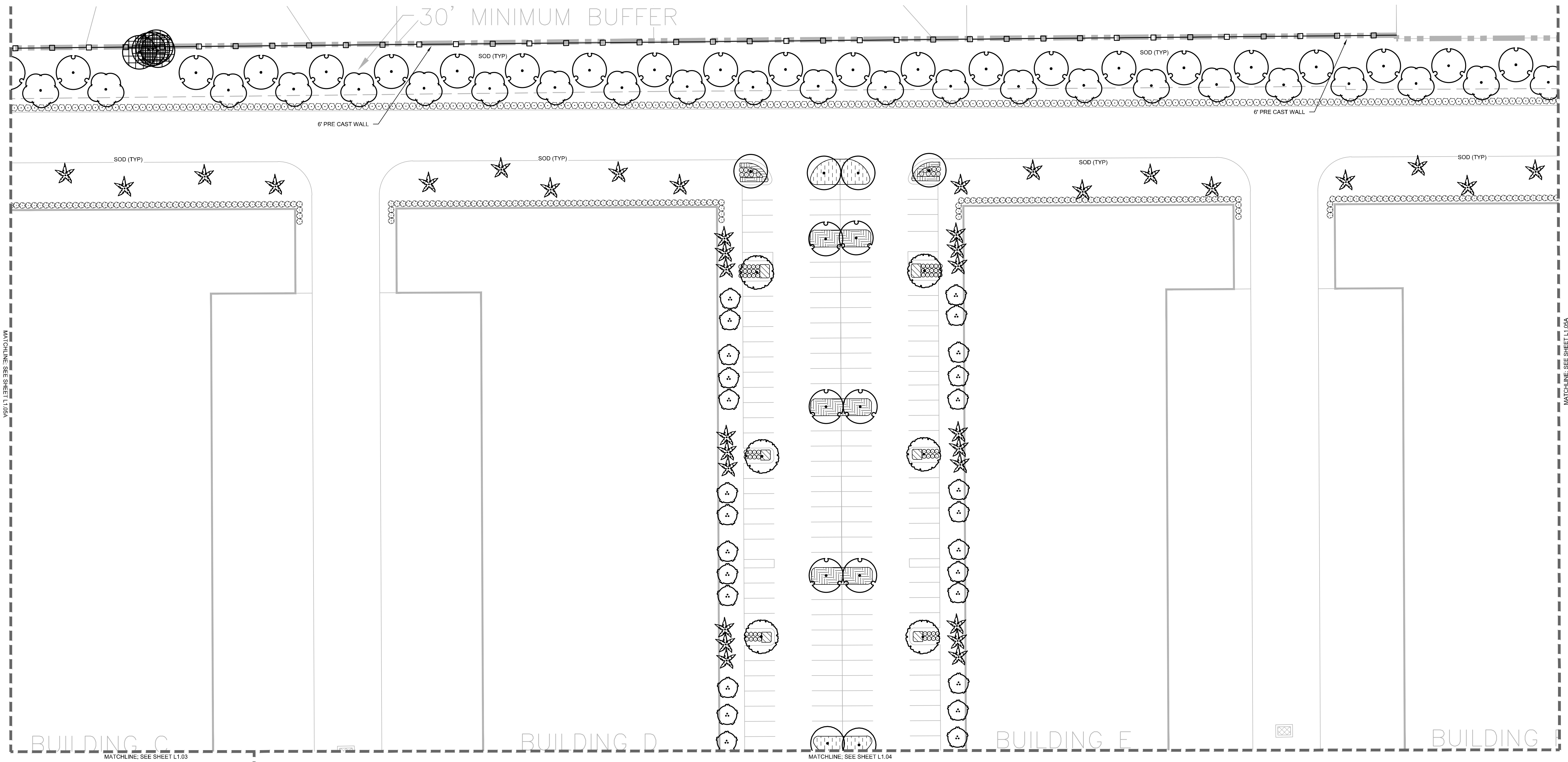
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**LANDSCAPE PLAN**

**EDGEWOOD PARK OF COMMERCE**  
FLORIDA  
ORANGE COUNTY

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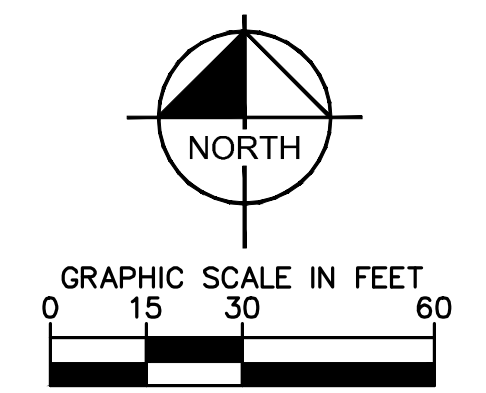


**PLANT SCHEDULE**

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	SS	178	SABAL PALMETTO FL #1, STRAIGHT	CABBAGE PALMETTO	FG	2" CAL MIN	6'-8" CT
	XI	51	EXISTING TREE TO REMAIN	EXISTING TREE TO REMAIN	-		
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SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE
<b>SHRUBS</b>							
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	MC	972	MORELLA CERIFERA	WAX MYRTLE	7 GAL	36" OC	48" HT MIN
	RI	118	RAPHIOLEPIS INDICA FL #1, FULL	INDIAN HAWTHORNE	3 GAL	36" OC	30" FULL
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	LU	4,778 SF	LIRIOPE MUSCARI FL #1, FULL	EMERALD GODDESS LIRIOPE	1 GAL	12" FULL	12" OC

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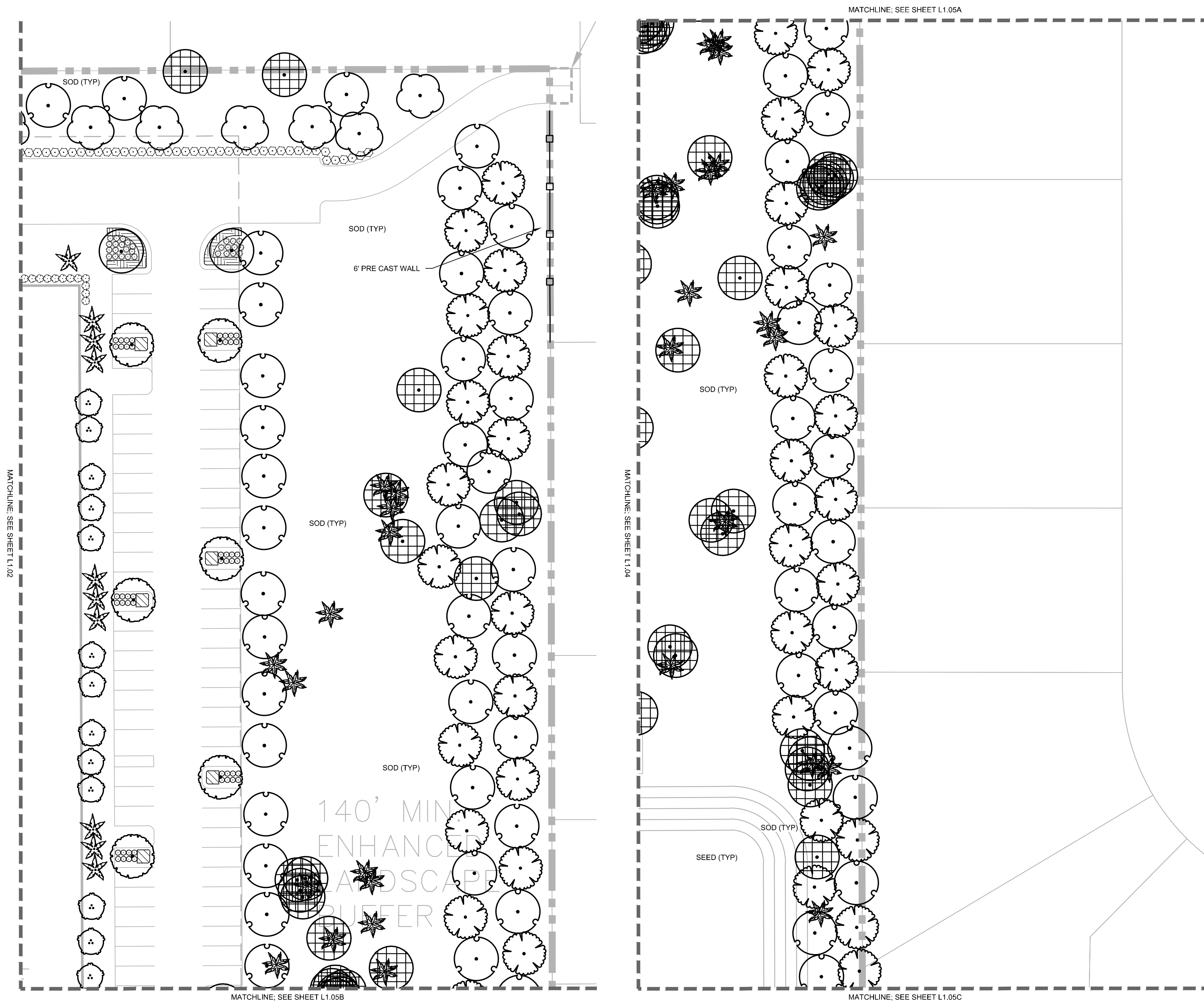
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**LANDSCAPE PLAN**

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**PLANT SCHEDULE**

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<b>SHRUBS</b>							
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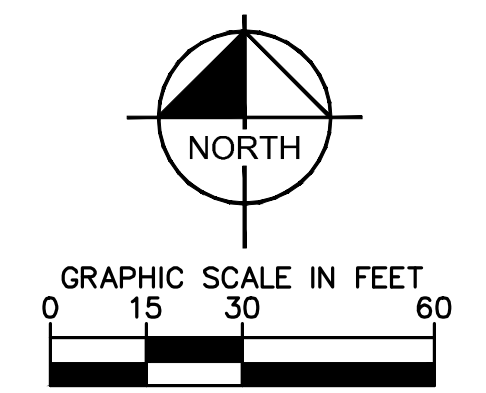
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**LANDSCAPE PLAN**

**EDGEWOOD PARK OF COMMERCE**  
 FLORIDA  
 ORANGE COUNTY

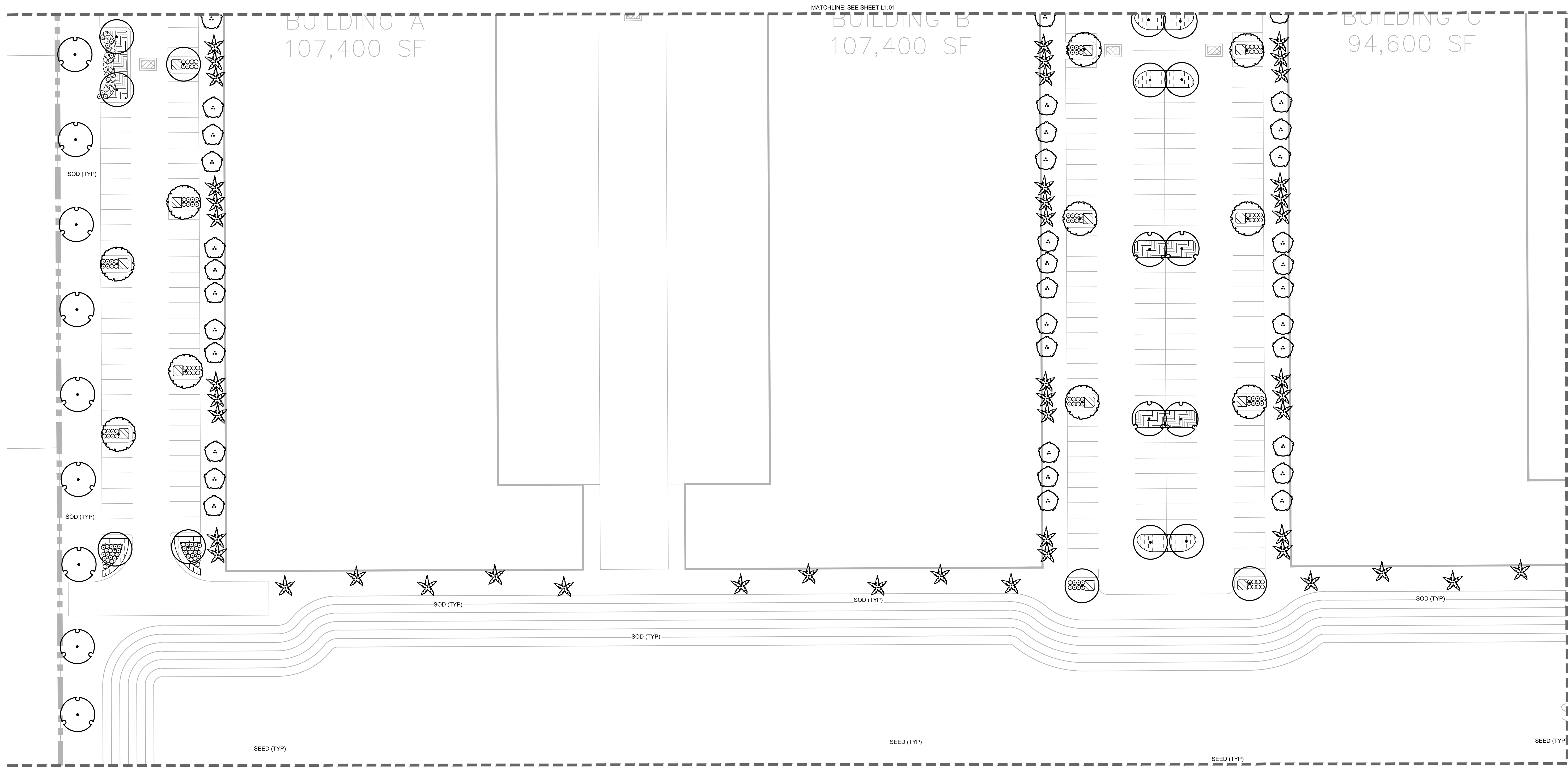
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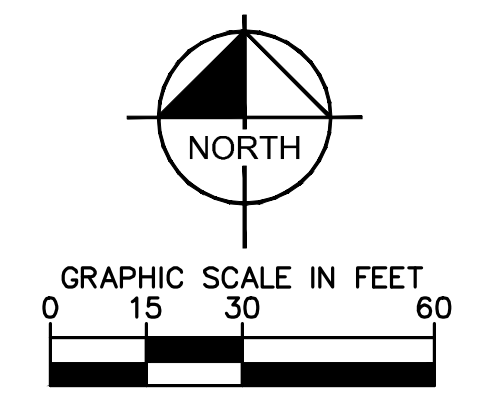


**PLANT SCHEDULE**

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SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE
<b>SHRUBS</b>							
	DE	523	DURANTA ERECTA 'GOLD MOUND' FL #1, FULL	GOLD MOUND DEWDROPS	3 GAL	30" OC	24" FULL
	MC	972	MORELLA CERIFERA	WAX MYRTLE	7 GAL	36" OC	48" HT MIN
	RI	118	RAPHOLEPIS INDICA FL #1, FULL	INDIAN HAWTHORNE	3 GAL	36" OC	30" FULL
	SL	374	SCHEFFLERA ARBORICOLA 'EMERALD GREEN' FL #1, FULL	EMERALD GREEN SCHEFFLERA	7 GAL	36" OC	30" FULL
<b>GROUND COVERS</b>							
	AG	3,006 SF	ARACHIS GLABRATA FL #1, FULL	PERENNIAL PEANUT	1 GAL	12" FULL	12" OC
	HD	1,987 SF	HELIANTHUS DEBILIS FL #1, FULL	DUNE SUNFLOWER	1 GAL	12" FULL	12" OC
	LU	4,778 SF	LIRIOPE MUSCARI FL #1, FULL	EMERALD GODDESS LIRIOPE	1 GAL	12" FULL	12" OC

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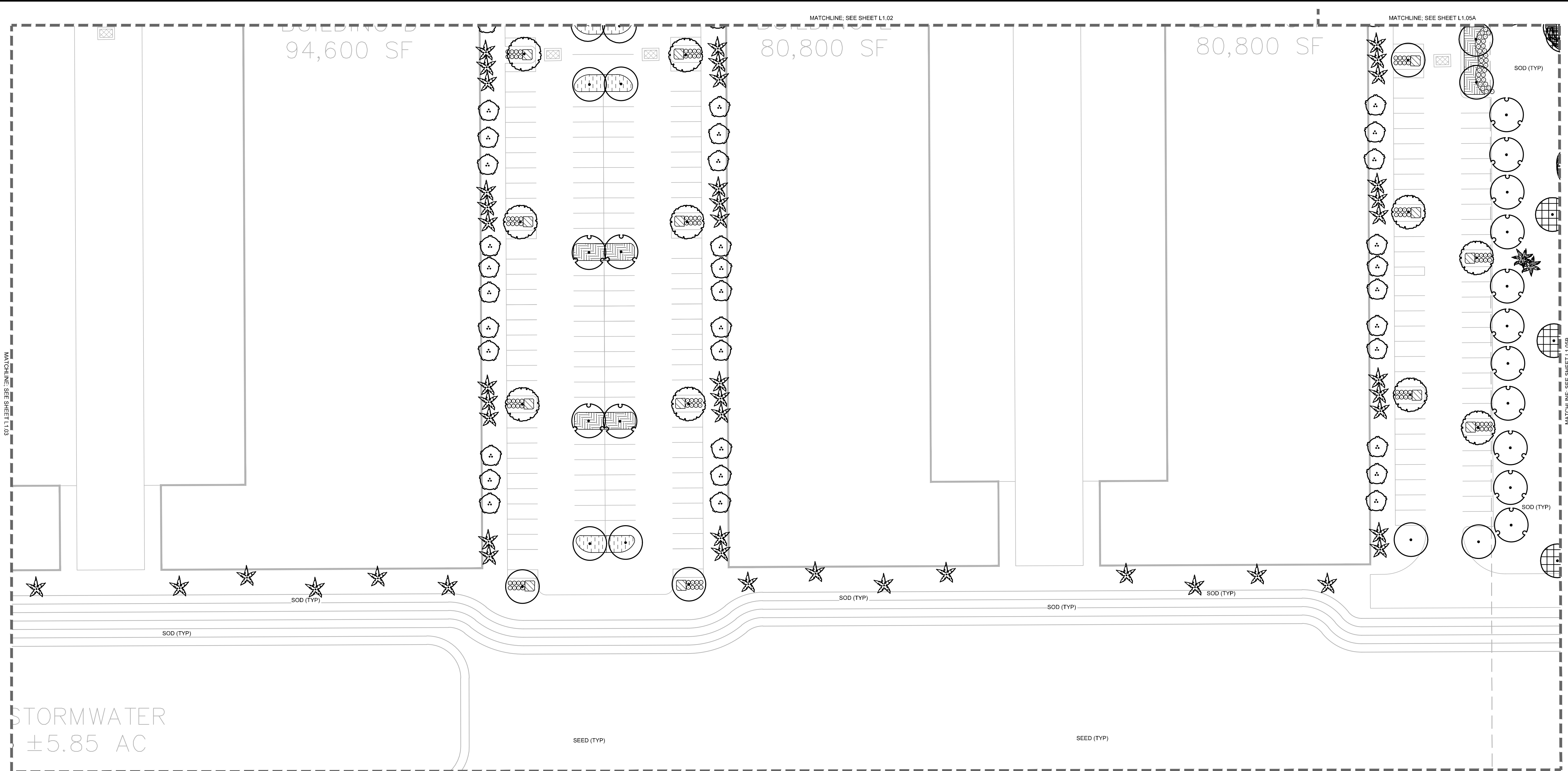
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PHONE: 407-896-1511  
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL  
KHA PROJECT 049004001  
DATE 12/06/2024  
SCALE AS SHOWN  
DESIGNED BY SFH  
DRAWN BY SFH  
CHECKED BY MTF  
DATE:

**LANDSCAPE PLAN**

**EDGEWOOD PARK OF COMMERCE**  
FLORIDA  
ORANGE COUNTY  
SHEET NUMBER **L1.03**

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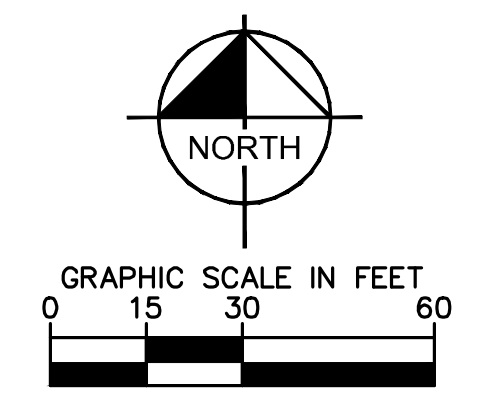


**PLANT SCHEDULE**

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE
<b>TREES</b>							
	AR	44	ACER RUBRUM FL #1, SINGLE LEADER, STRAIGHT	RED MAPLE	FG	4" CAL MIN	10' HT., 4' SPR.
	CX	111	CUPRESSUS X LEYLANDII FL #1, SINGLE LEADER, STRAIGHT	LEYLAND CYPRESS	FG	4" CAL MIN	10' HT., 4' SPR.
	LN	144	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ' FL #1, MULTI-TRUNK	NATCHEZ CRAPE MYRTLE	FG	2" CAL MIN	6' - 8' HT. MIN.
	MB	202	MAGNOLIA GRANDIFLORA 'BRACKENS BROWN BEAUTY' FL #1, SINGLE LEADER, STRAIGHT	BRACKEN'S BEAUTY SOUTHERN MAGNOLIA	FG	3" CAL MIN	10' HT., 4' SPR.
	QV	38	QUERCUS VIRGINIANA FL #1, SINGLE LEADER, STRAIGHT	SOUTHERN LIVE OAK	FG	3" CAL MIN	10' HT., 4' SPR.
	QV2	30	QUERCUS VIRGINIANA FL #1, SINGLE LEADER, STRAIGHT	SOUTHERN LIVE OAK	200 GAL	6" DBH	18' CT
	SS	178	SABAL PALMETTO FL #1, STRAIGHT	CABBAGE PALMETTO	FG	2" CAL MIN	6' - 8' CT
	XI	51	EXISTING TREE TO REMAIN	EXISTING TREE TO REMAIN	-		
	XII	33	EXISTING PALM TO REMAIN	EXISTING PALM TO REMAIN	-		

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING	SIZE
<b>SHRUBS</b>							
	DE	523	DURANTA ERECTA 'GOLD MOUND' FL #1, FULL	GOLD MOUND DEWDROPS	3 GAL	30" OC	24" FULL
	MC	972	MORELLA CERIFERA	WAX MYRTLE	7 GAL	36" OC	48" HT MIN
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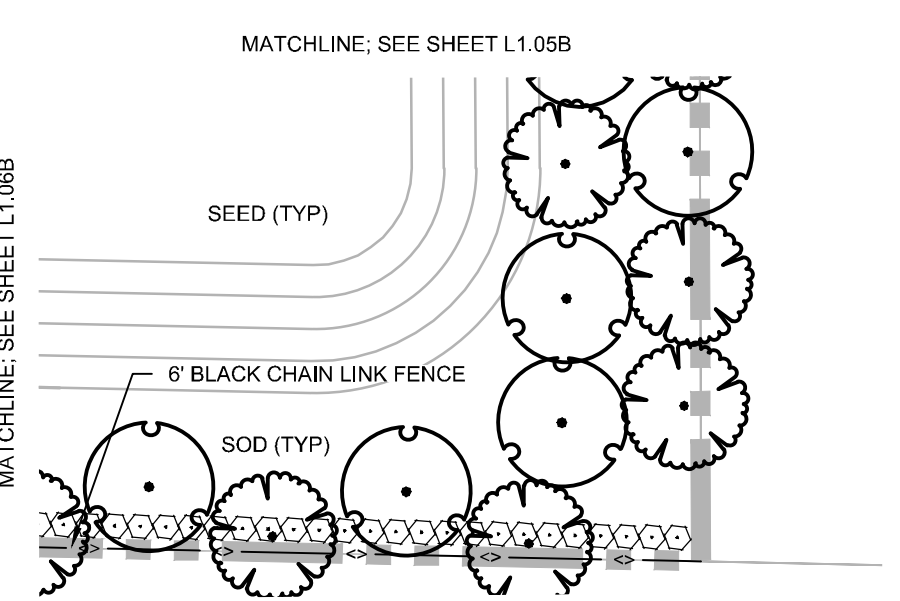
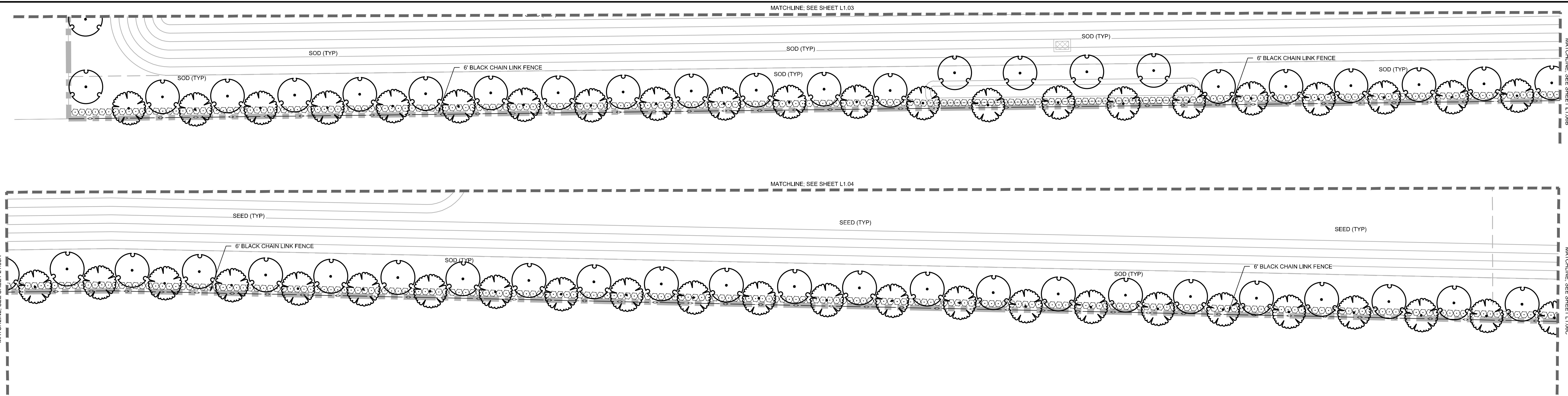
**LANDSCAPE PLAN**

**EDGEWOOD PARK OF  
COMMERCE**

ORANGE COUNTY FLORIDA

SHEET NUMBER  
**L1.04**

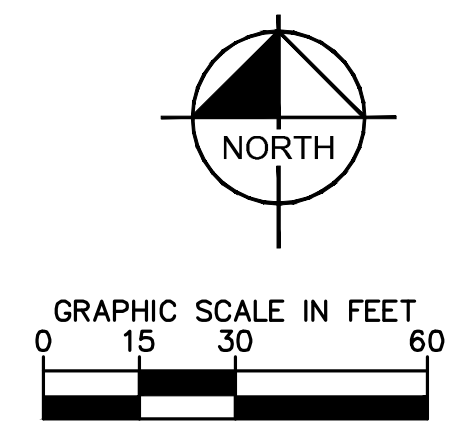
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SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE
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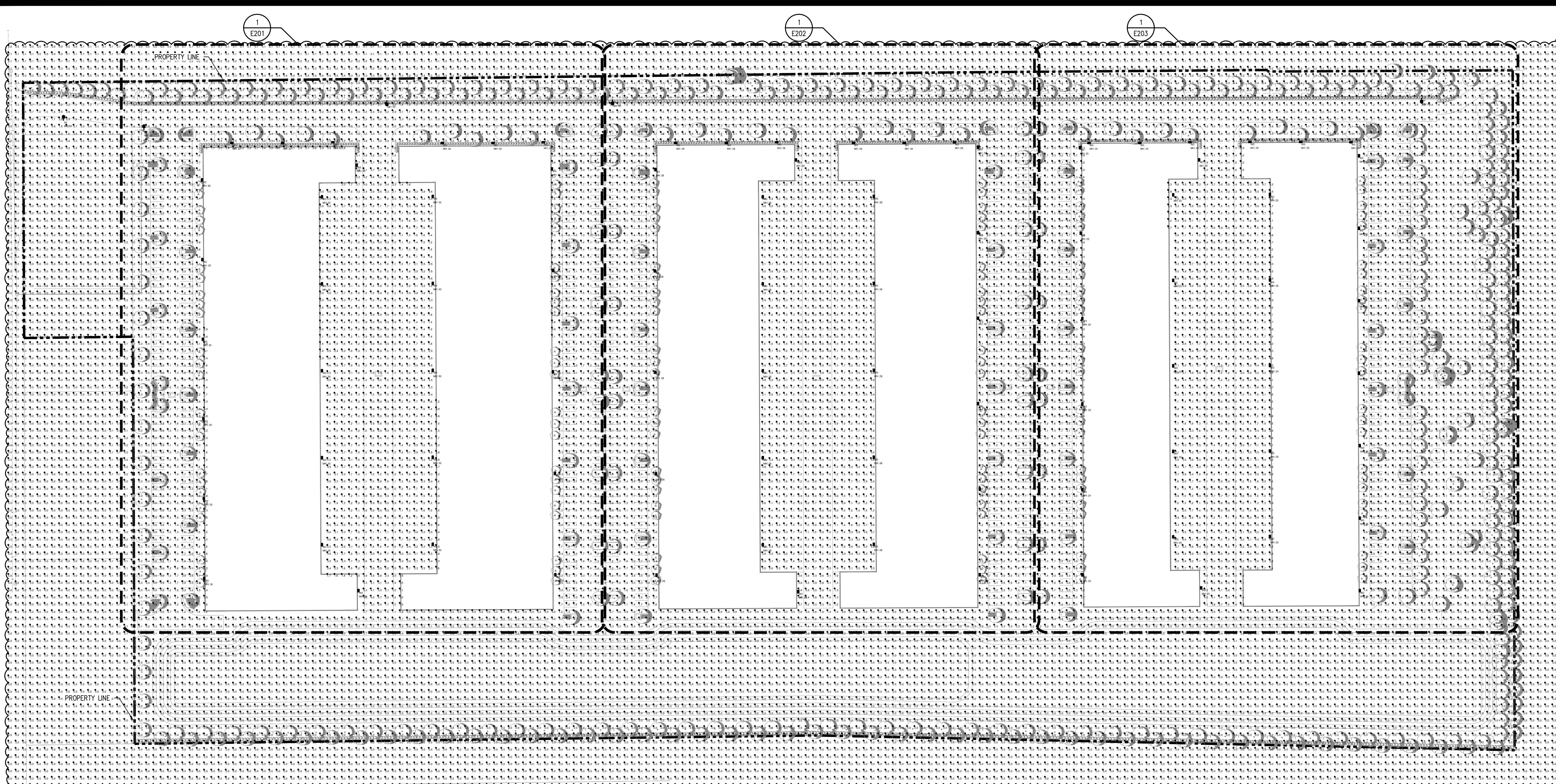
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DATE 12/06/2024	
SCALE AS SHOWN	
DESIGNED BY SFH	
DRAWN BY SFH	
CHECKED BY MTF	DATE:

**LANDSCAPE PLAN**

**EDGEWOOD PARK OF COMMERCE**  
 FLORIDA  
 ORANGE COUNTY

SHEET NUMBER  
**L1.06**



### PHOTOMETRIC GENERAL NOTES:

1. CALCULATIONS ARE IN FOOT-CANDLES.
2. THE POSITION OF LUMINAIRES MUST BE INSTALLED WHERE SHOWN TO GIVE OPTIMAL LIGHT LEVELS, ACCORDING TO THE LIGHTING ORDINANCES OF THE AUTHORITY HAVING JURISDICTION (AHJ) AND ALL CURRENT CODES.
3. THIS PHOTOMETRIC IS PROVIDED FOR THE LIGHT FIXTURES NOTED IN THE LIGHTING FIXTURE SCHEDULE ONLY.
4. ANY CHANGES IN FIXTURES OR SUBSTITUTIONS MUST HAVE EQUAL QUALITY, EFFECTIVE AND NOMINAL LUMEN OUTPUT, LIGHT QUALITY, ETC., AND MEET THE DESIGN INTENT SHOWN.
5. ANY CHANGES WILL REQUIRE A NEW PHOTOMETRIC. CHANGES NOT REQUIRED TO MEET PERMIT COMMENTS WILL CARRY AN ADDITIONAL DESIGN FEE.
6. A NEW PHOTOMETRIC MUST BE SUPPLIED WITH ALL REVISIONS. CHANGES NOT REQUIRED TO MEET PERMIT COMMENTS WILL CARRY AN ADDITIONAL DESIGN FEE.
7. ALL SUBSTITUTIONS MUST BE SUBMITTED TO THE ENGINEER 10 BUSINESS DAYS PRIOR TO BID ALONG WITH A PHOTOMETRIC PLAN THAT MEETS THE AHJ'S LIGHTING ORDINANCES AND ALL CURRENT CODES. THE SUBSTITUTION MUST HAVE THE OWNER'S WRITTEN APPROVAL.
8. THIS PHOTOMETRIC WAS CALCULATED USING A CIVIL BASE FILE DATED 09/27/2024. IF THERE IS A REVISION TO THE CIVIL DRAWINGS THAT AFFECTS THE LIGHTING LAYOUT, A NEW PHOTOMETRIC MUST BE SUPPLIED.
9. THERE WILL BE AN ADDITIONAL FEE CHARGED TO REVIEW ALTERNATIVE FIXTURES THAT HAVE NOT RECEIVED WRITTEN APPROVAL. CONTRACTOR MUST PROVIDE WRITTEN CERTIFICATION AND UPDATED PHOTOMETRIC SHOWING THAT THE LIGHT FIXTURE SUBSTITUTIONS WILL PRODUCE NEAR IDENTICAL PHOTOMETRIC VALUES, CALCULATIONS, AND MEET THE AHJ'S LIGHTING ORDINANCES AND ALL CURRENT CODES.
10. NO SUBSTITUTIONS WILL BE ACCEPTED WITHOUT MEETING THESE CRITERIA.
11. CONTRACTOR SHALL HIRE AN APPROVED INDEPENDENT PARTY, OR THE LIGHTING FIXTURE MANUFACTURER, TO PROVIDE CERTIFIED DOCUMENTATION TO THE AUTHORITY HAVING JURISDICTION (AHJ), WHICH PROVES THE INSTALLED LIGHTING MEETS THE PERMIT APPROVED PHOTOMETRIC PLAN AND AHJ'S LIGHTING ORDINANCES. WHERE ALLOWED BY THE AHJ, CONTRACTOR MAY SELF-PERFORM THE CERTIFICATION TESTING AND PROVIDE THE CERTIFIED DOCUMENTATION TO THE AHJ.

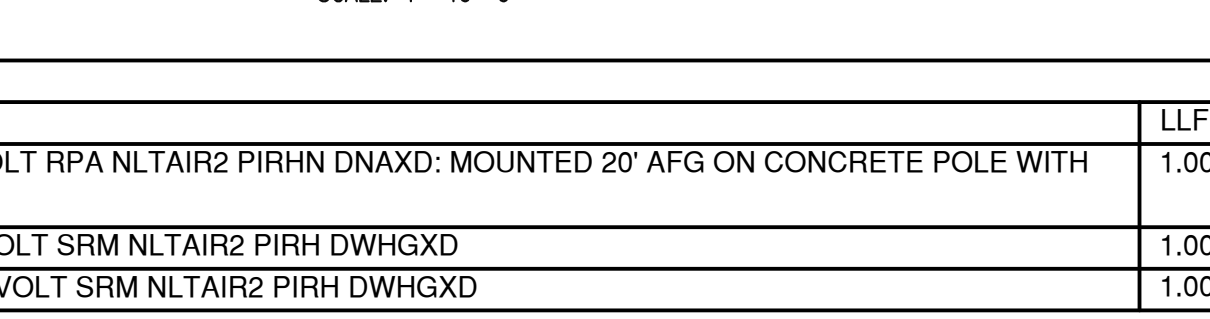
### PHOTOMETRIC COMMISSIONING:

1. CONTRACTOR SHALL HIRE AN APPROVED INDEPENDENT PARTY, OR THE LIGHTING FIXTURE MANUFACTURER, TO PROVIDE CERTIFIED DOCUMENTATION TO THE AUTHORITY HAVING JURISDICTION (AHJ), WHICH PROVES THE INSTALLED LIGHTING MEETS THE PERMIT APPROVED PHOTOMETRIC PLAN AND AHJ'S LIGHTING ORDINANCES. WHERE ALLOWED BY THE AHJ, CONTRACTOR MAY SELF-PERFORM THE CERTIFICATION TESTING AND PROVIDE THE CERTIFIED DOCUMENTATION TO THE AHJ. THE FOLLOWING NOTES DESCRIBE THE REQUIRED PROCEDURES TO BE COMPLETED BY THE LIGHTING MANUFACTURER'S REPRESENTATIVE OR THE APPROVED INDEPENDENT PARTY.
2. CONFIRM THAT THE TIME SWITCHES AND PROGRAMMABLE SCHEDULE CONTROLS ARE PROGRAMMED TO TURN THE LIGHTS ON AND OFF.
3. CONFIRM THAT THE PLACEMENT AND SENSITIVITY ADJUSTMENTS FOR PHOTOSENSOR CONTROLS REDUCE ELECTRIC LIGHT BASED ON THE AMOUNT OF USABLE DAYLIGHT IN THE SPACE, AS SPECIFIED.
4. FURNISH ALL LABOR AND MATERIAL REQUIRED FOR A COMPLETE LIGHTING CONTROL SYSTEM AS SHOWN ON THE DRAWINGS AND SPECIFICATIONS. CONTRACTOR SHALL COORDINATE WITH THE MANUFACTURER AND PROVIDE ANY AND ALL SERVICE HOURS BY THE MANUFACTURER'S SERVICE REPRESENTATIVE IN ORDER TO PROGRAM THE LIGHTING CONTROL PANEL AND CERTIFY CLOSE OUT DOCUMENTS. SITE LIGHTING CONTROLS SHALL MEET THE REQUIREMENTS OF ASHRAE 90.1-2019, CHAPTER 9, SECTION 9.4.1.4.
5. CONTRACTOR SHALL COORDINATE WITH THE OWNER FOR BUSINESS HOURS AND SCHEDULING TIME CLOCK CONTROL. IN THE ASTRONOMICAL TIME CLOCK SCHEDULER, TIME CLOCK CONTROLLED (TC) LIGHTING SHALL TURN OFF ONE HOUR AFTER THE CLOSE OF BUSINESS. TC LIGHTING SHALL REMAIN OFF UNTIL THE BUSINESS REOPENS IN THE MORNING OR THE PHOTOCELL SWITCHES ALL LIGHTING OFF IN THE MORNING.
6. PHOTOCELL CONTROLLED (PC) LIGHTING SHALL TURN ON AND OFF BASED ON THE AUTOMATIC LIGHT SENSOR SWITCH (PHOTOCELL). INCLUDE A TIME DELAY FEATURE PROGRAMMED IN THE LIGHTING CONTROL PANEL TO PREVENT INTERMITTENT SWITCHING. PHOTOCELL SHALL BE CONDUIT POST TOP MOUNTED FROM THE SERVICE EQUIPMENT RACK FACING NORTH, OR WALL MOUNTED AS SHOWN ON THE INDIVIDUAL BUILDING PLANS.
7. REFER TO ASHRAE STANDARD 90.1, CHAPTER 9, SECTION 9.4.3 FUNCTION TESTING FOR ADDITIONAL TESTS, CALIBRATIONS, ADJUSTMENTS, PROGRAMMING, ETC., REQUIRED BY THE CODE. PROVIDE TESTING AND ADJUSTMENT OF SETTINGS FOR AUTOMATIC TIME SWITCHES, AND PHOTOCELL CONTROLS, AS DESCRIBED IN THIS SECTION. PROVIDE DOCUMENTATION CERTIFYING THAT THE INSTALLED LIGHTING CONTROLS MEET OR EXCEED ALL DOCUMENTED PERFORMANCE CRITERIA.
8. THE ENGINEER OF RECORD SHALL REVIEW THE CERTIFIED DOCUMENTATION FROM THE APPROVED INDEPENDENT PARTY, OR THE LIGHTING FIXTURE MANUFACTURER, PRIOR TO SUBMISSION TO THE AHJ. THE ENGINEER OF RECORD SHALL NOT PERFORM THE CERTIFICATION TESTING.

### POLE MTD FIXTURE NOTES:

1. REFER TO WIND RATING REQUIREMENTS ON THE STRUCTURAL DRAWINGS FOR SPECIFIC REQUIREMENTS. WHERE STRUCTURAL DRAWINGS ARE NOT PROVIDED, WIND RATINGS SHALL BE IN ACCORDANCE WITH THE FLORIDA BUILDING CODE, CHAPTER 16. POLE, BASE, ANCHOR BOLT AND LIGHT FIXTURE ASSEMBLY SHALL BE CERTIFIED BY THE MANUFACTURER FOR THE WIND RATING. WHERE REQUIRED FOR PERMITTING, THE CONTRACTOR SHALL PROCURE THE SERVICES OF A FLORIDA LICENSED PROFESSIONAL STRUCTURAL ENGINEER TO PROVIDE SIGNED AND SEALED CALCULATIONS AND DRAWINGS CERTIFYING THE POLE MTD LIGHT FIXTURE DETAIL AND/OR MODIFYING THE DETAIL AS REQUIRED TO MEET THE REQUIRED WIND RATINGS PER THE FLORIDA BUILDING CODE.
2. INSTALL SITE LIGHTING AS INDICATED, IN ACCORDANCE WITH MANUFACTURER'S WRITTEN INSTRUCTIONS, APPLICABLE REQUIREMENTS OF NEC STANDARDS, APPLICABLE REQUIREMENTS OF STATE, COUNTY AND LOCAL CODES, AND WITH RECOGNIZED INDUSTRY PRACTICES TO ENSURE SITE LIGHTING FULLFILLS ALL REQUIREMENTS.
3. COMPLY WITH NEC ARTICLE 300.5 FOR RACEWAY BURIAL DEPTH. REFER TO BELOW GRADE RACEWAY DETAIL FOR ADDITIONAL RACEWAY BURIAL DEPTH REQUIREMENTS.
4. LIGHT FIXTURES AND ASSOCIATED WIRING SHALL BE INSTALLED IN ACCORDANCE WITH NEC ARTICLE 410. POLE SUPPORTING LUMINAIRE SHALL COMPLY WITH NEC ARTICLE 410.30(B).
5. PROVIDE IN-GROUND JUNCTION BOX SET AT EACH POLE EXCEPT THE LAST POLE IN A RUN. PROVIDE QUARTZITE BOX # PG118BA12/PG118BH00 OR APPROVED EQUAL. FOR IN-GROUND APPLICATIONS, TOP SHALL BE FLUSH WITH FINISHED GRADE.
6. PROVIDE SUFFICIENT SPACE ENCOMPASSING HAND ACCESS AND CABLE ENTRANCE HOLES FOR INSTALLATION OF UNDERGROUND CABLING.
7. PROVIDE BUSBARS HEB FUSEHOLDER (LITTLEFUSE LEB-XX-S) WITH "BREAKAWAY" RECEPTACLES. ALL CONDUCTORS RUNNING TO THE TOP OF EACH POLE. LOCATE FUSE HOLDER AT HAND HOLE OR IN BASE JUNCTION BOX AS APPLICABLE. PROVIDE KIT FUSES IN EACH PHASE CONDUCTOR, SIZED 1.5 TIMES MAXIMUM FULL LOAD CURRENT OF BALLASTS SERVED BY EACH CONDUCTOR. DO NOT EXCEED RATING OF CIRCUIT OVERCURRENT PROTECTIVE DEVICE. PROVIDE FUSE BLANKS IN NEUTRAL CONDUCTORS. MAKE UP ALL OTHER SPICES IN POLE OR POLE BASE USING SCHEDULE 40B RESIN FOR WATERPROOF CONNECTION.
8. VOLTAGE DROP HAS BEEN CALCULATED FOR WIRING ARRANGEMENTS AS SHOWN. CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SIZING CONDUCTORS SHOULD HE/SHE DEVIATE FROM THE SPECIFIC ARRANGEMENT SHOWN ON THE DRAWINGS, LIMITING VOLTAGE DROP TO 3% AT THE FARTHEST FIXTURE.
9. ALL POLE MOUNTED LIGHT FIXTURE OPTICS SHALL BE FIELD ROTATABLE. ORIENT OPTICS AS DESIGNATED BY ARROWS ON THE SITE LIGHTING PLAN.
10. PROVIDE EQUIPMENT GROUNDING CONNECTIONS FOR EACH POLE MTD LIGHT FIXTURE INSTALLATION. ALL GROUNDING SHOWN SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.
11. ALL HARDWARE (E.G. WASHERS, NUTS, ETC.) SHALL BE STAINLESS STEEL.
12. PROVIDE HOUSE-SIDE SHIELDS NEAR PROPERTY BOUNDARIES. ALL LIGHT FIXTURES SHALL BE FULL CUTOFF. REFER TO LIGHTING FIXTURE SCHEDULE FOR ADDITIONAL DETAILS AND REQUIREMENTS.

### PHOTOMETRIC PLAN



Symbol	Manufacturer	Qty	Label	Arrangement	Description	LLF	BUG Rating	Arranged Watts	Arranged Lumens
☒	Lithonia Lighting	6	S4	Single	DSXO LED P4 50K 70CRI T4M MVOLT RPA NLTAR2 PIRHN DNAXD. MOUNTED 20' AFG ON CONCRETE POLE WITH TENON	1,000	B2-U0-G4	93.04	11515
☒	Lithonia Lighting	6	W2	Single	WDGE4 LED P4 50K 70CRI R3 MVOLT SRM NLTAR2 PIRH DWHGX	1,000	B3-U0-G3	146.89	20163
☒	Lithonia Lighting	83	W3	Single	WDGE4 LED P4 50K 70CRI RFT MVOLT SRM NLTAR2 PIRH DWHGX	1,000	B3-U0-G3	146.89	20446

Label	Calc Type	Units	Avg	Max	Min	Avg/Min	Max/Min
Parking Lot	Illuminance	Fc	1.70	7.4	0.6	2.83	12.33

### COMMISSIONING

CONTRACTOR SHALL HIRE AN APPROVED INDEPENDENT PARTY TO PROVIDE CERTIFIED DOCUMENTATION TO THE AHJ THAT PROVES THE INSTALLED LIGHTING MEETS THE PERMIT APPROVED PHOTOMETRIC PLAN AND AHJ'S LIGHTING ORDINANCES.

REFER TO ARCHITECTURAL ELEVATIONS FOR EXACT LOCATION AND MOUNTING HEIGHT OF BUILDING SITE LIGHTING FIXTURES. VERIFY LOCATION WITH GC AND OWNER PRIOR TO ROUGH-IN.

#### D-Series Size 0 LED Area Luminaire

**Specifications**

Depth: 107  
Height: 97  
Width: 152  
Height H1: 107  
Height H2: 152  
Weight: 23.1 lbs

**Introduction**

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly into any environment. The D-Series luminaire is a high performance, high efficiency, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and never cover design. The D-Series outstanding photometric aids in reducing the number of poles required on area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

**Ordering Information**

EXAMPLE: DSXO LED P4 50K 70CRI T4M MVOLT RPA NLTAR2 PIRHN DNAXD

Item	Qty	Label	Description	Notes
DSXO LED P4 50K 70CRI T4M MVOLT RPA NLTAR2 PIRHN DNAXD	6	S4	DSXO LED P4 50K 70CRI T4M MVOLT RPA NLTAR2 PIRHN DNAXD	

#### WDGE4 LED Architectural Wall Sconce

**Specifications**

Depth: 107  
Height: 97  
Width: 152  
Height H1: 107  
Height H2: 152  
Weight: 23.1 lbs

**Introduction**

The WDGE4 LED family is designed to meet specific, energy wall-mounted lighting need in a widely accepted design that blends with any architecture. The sleek, modern design comes in four sizes with lumen packages ranging from 1,000 to 25,000 lumens.

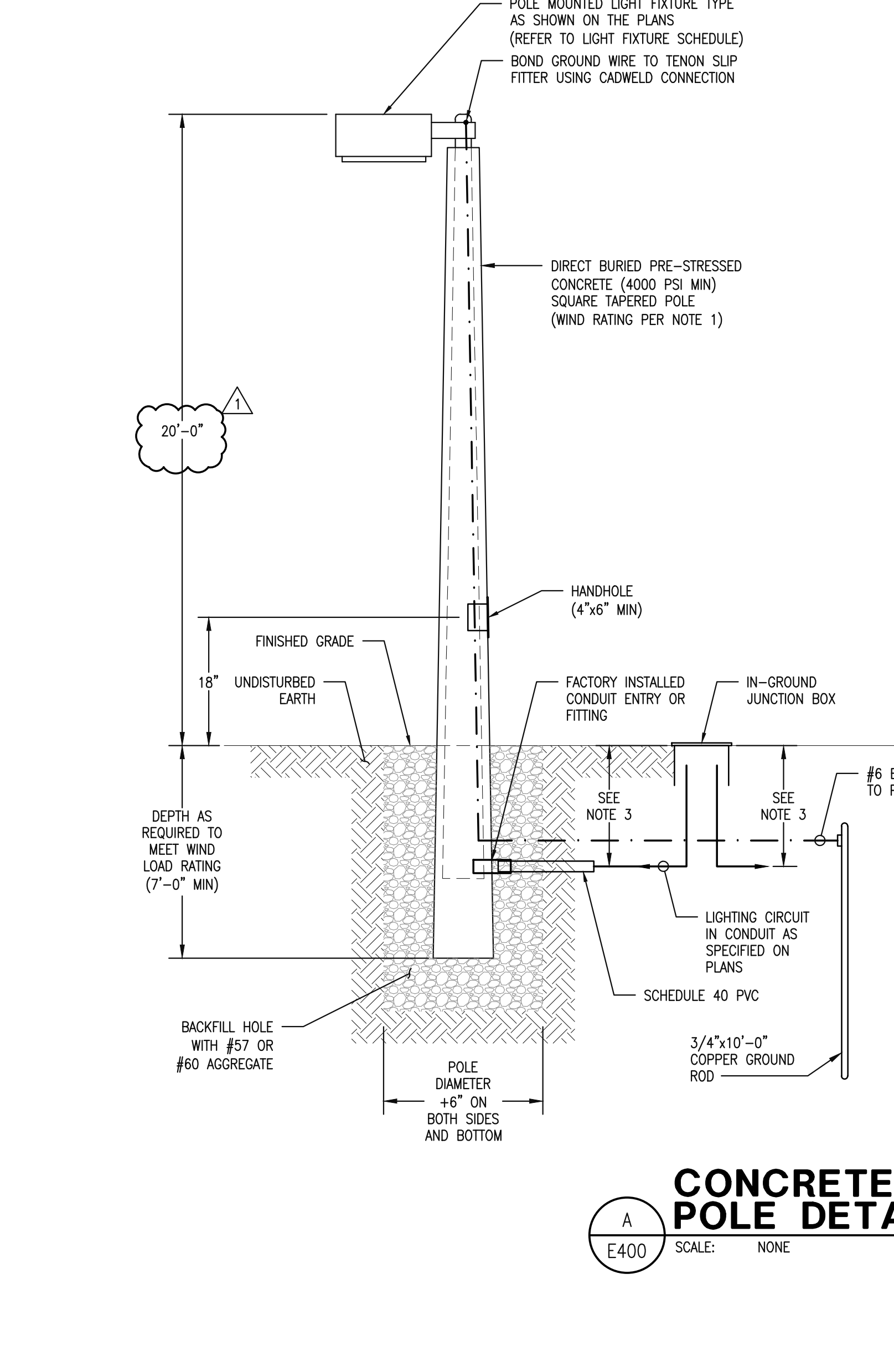
The WDGE4 LED family provides an energy efficient lighting solution. It is compatible with DALI dimming controls. The WDGE4 family provides additional energy savings and code compliance.

WDGE4 has been designed to deliver up to 25,000 lumens through a radiation reflector with wide angle distribution, perfect for augmenting the lighting from pole-mounted luminaires.

**Ordering Information**

EXAMPLE: WDGE4 LED P3 40K 70CRI R3 MVOLT SRM DNAXD

Item	Qty	Label	Description	Notes
WDGE4 LED P3 40K 70CRI R3 MVOLT SRM DNAXD	6	W2	WDGE4 LED P3 40K 70CRI R3 MVOLT SRM DNAXD	



### CONCRETE POLE DETAIL



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Client: **FOUNDRY COMMERCIAL**

**4** ARCHITECTURE  
153 WEST CENTRAL BLVD., SUITE 400  
ORLANDO, FLORIDA 32801  
TEL: 407.353.8138  
407.204.4000  
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Revisions: 11/14/24 PERMIT COMMENTS

Scale: AS NOTED  
Date: 10/09/2024  
Drawn By: ZEM  
Checked By: ZEM

EDGEWATER PARK OF COMMERCE  
SOUTH ORANGE BLOSSOM TRAIL  
EDGEWATER, FLORIDA 32839  
ORANGE COUNTY  
OVERALL PHOTOMETRIC PLAN

Certified by: **DOUGLAS LILES**  
No. 74669  
11/14/2024  
STATE OF FLORIDA  
PROFESSIONAL ENGINEER

Electronic Signature:

Drawn: Liles  
FL PE#74669

Drawing Number: **E200**

Issue: PERMIT

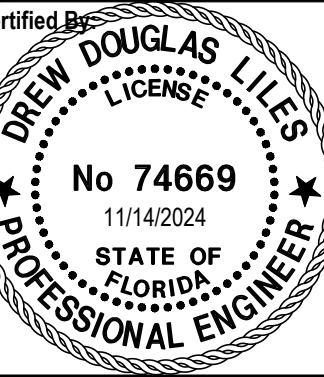
A/E Job Number: 23533



Scale:	AS NOTED
Date:	10/09/2024
Drawn By:	ZEM
Checked By:	DDC

EDgewater PARK OF COMMERCE  
 SOUTH ORANGE BLOSSOM TRAIL  
 EDGEWATER, FLORIDA 32839  
 ORANGE COUNTY

PHOTOMETRIC PLAN



Electronic Signature:  
 Draw Liles  
 FL PE#74669

This drawing has been electronically signed and sealed on the date shown in the seal. Using digital signatures. Printed copies of this document are not considered legal and neither the signatory nor the seal may be used on any electronic copies.

Drawing Number: E201

Issue: PERMIT

A/E Job Number: 23533

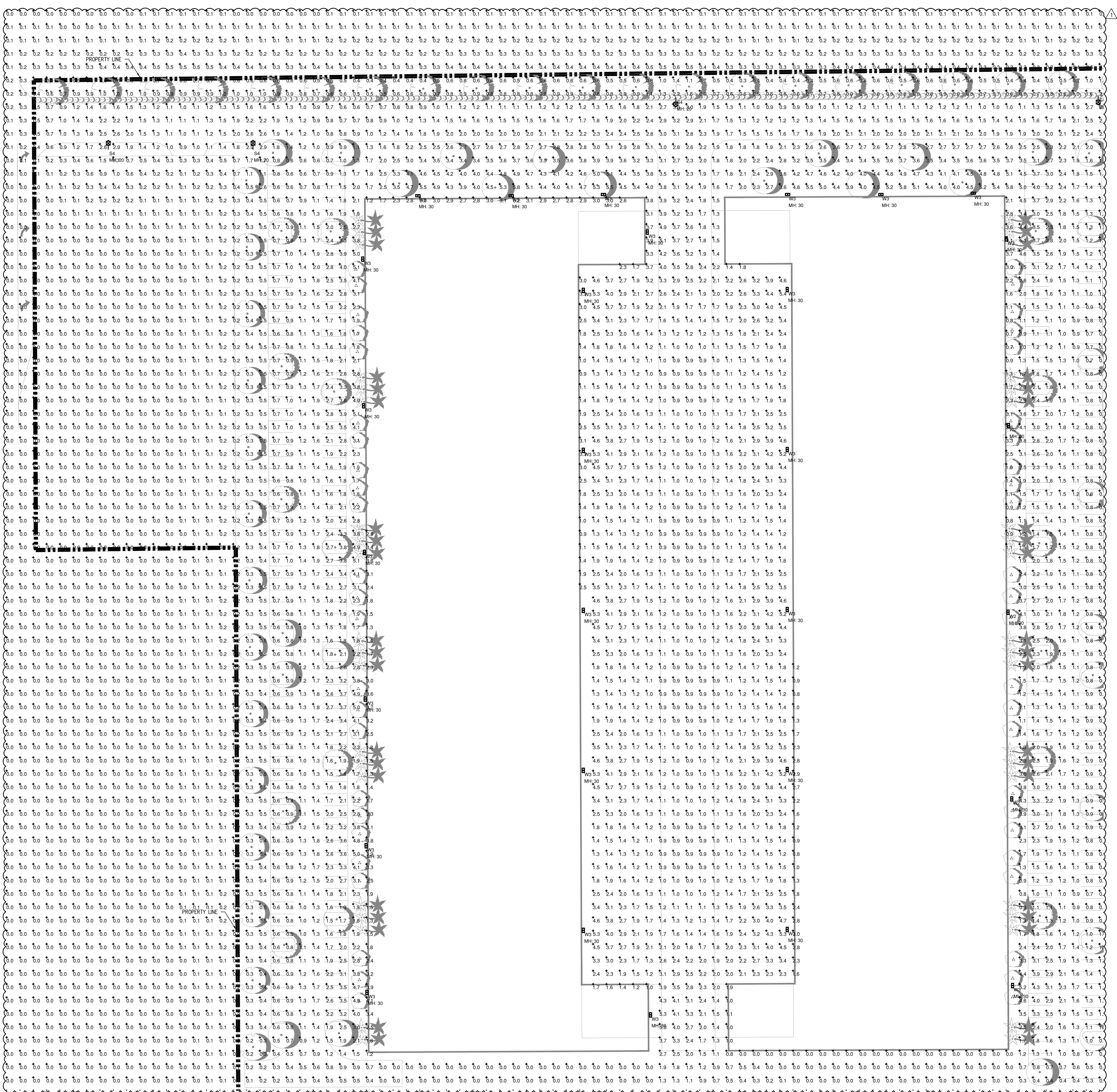
PHOTOMETRIC GENERAL NOTES:

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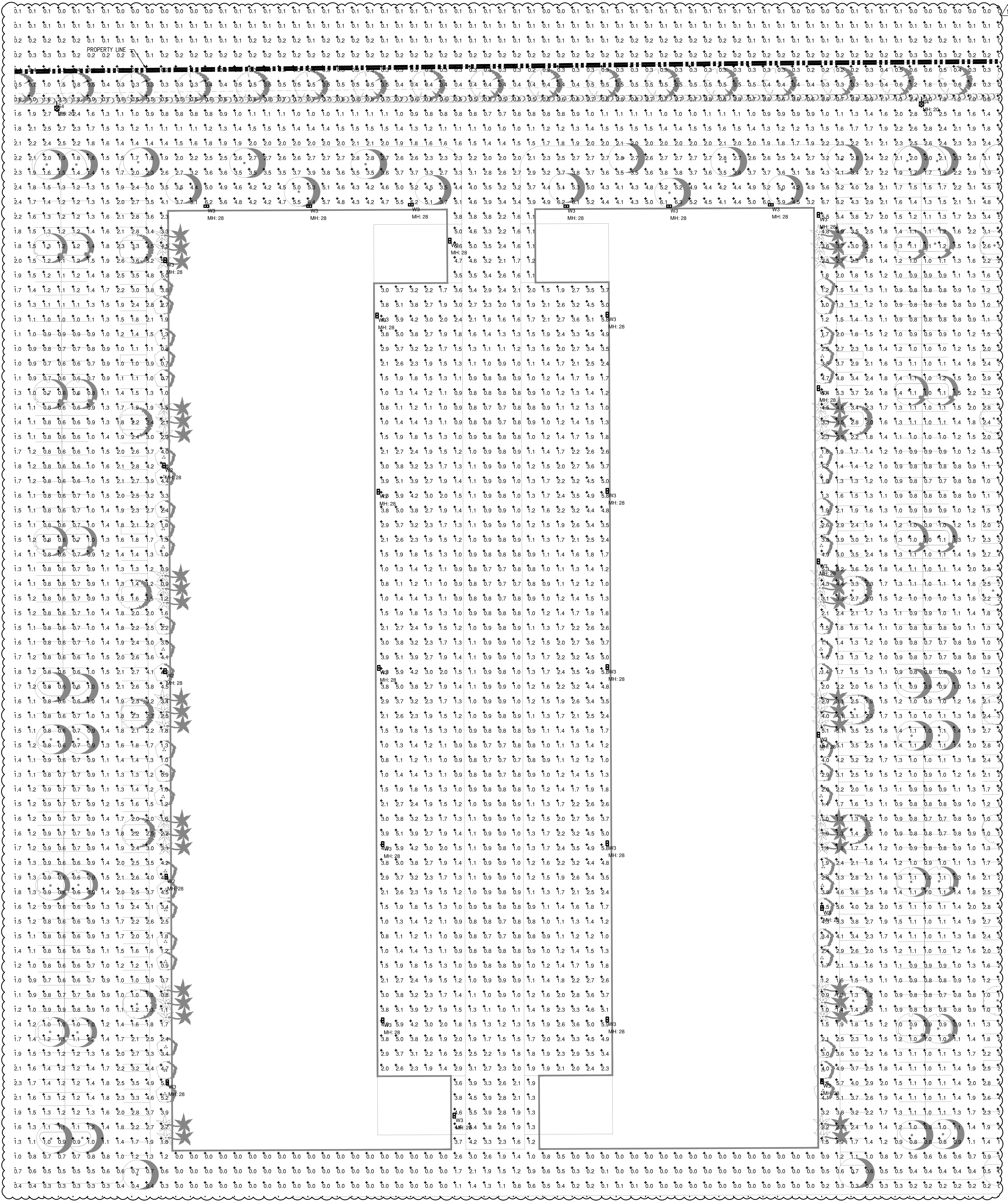
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 12/16/2024  
 CITY OF EDGEWOOD



PHOTOMETRIC PLAN  
 SCALE: 1"=30'-0"



1 PHOTOMETRIC PLAN  
 SCALE: 1"=30'-0"

**PHOTOMETRIC GENERAL NOTES:**

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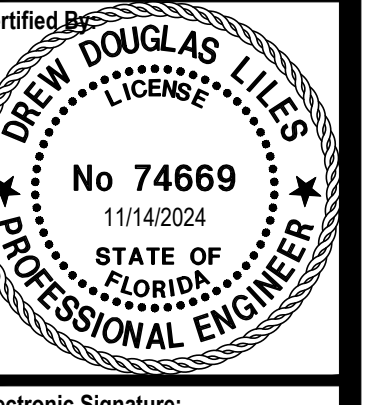
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 CITY OF EDGEWOOD

Client:  
**FOUNDRY  
 COMMERCIAL**



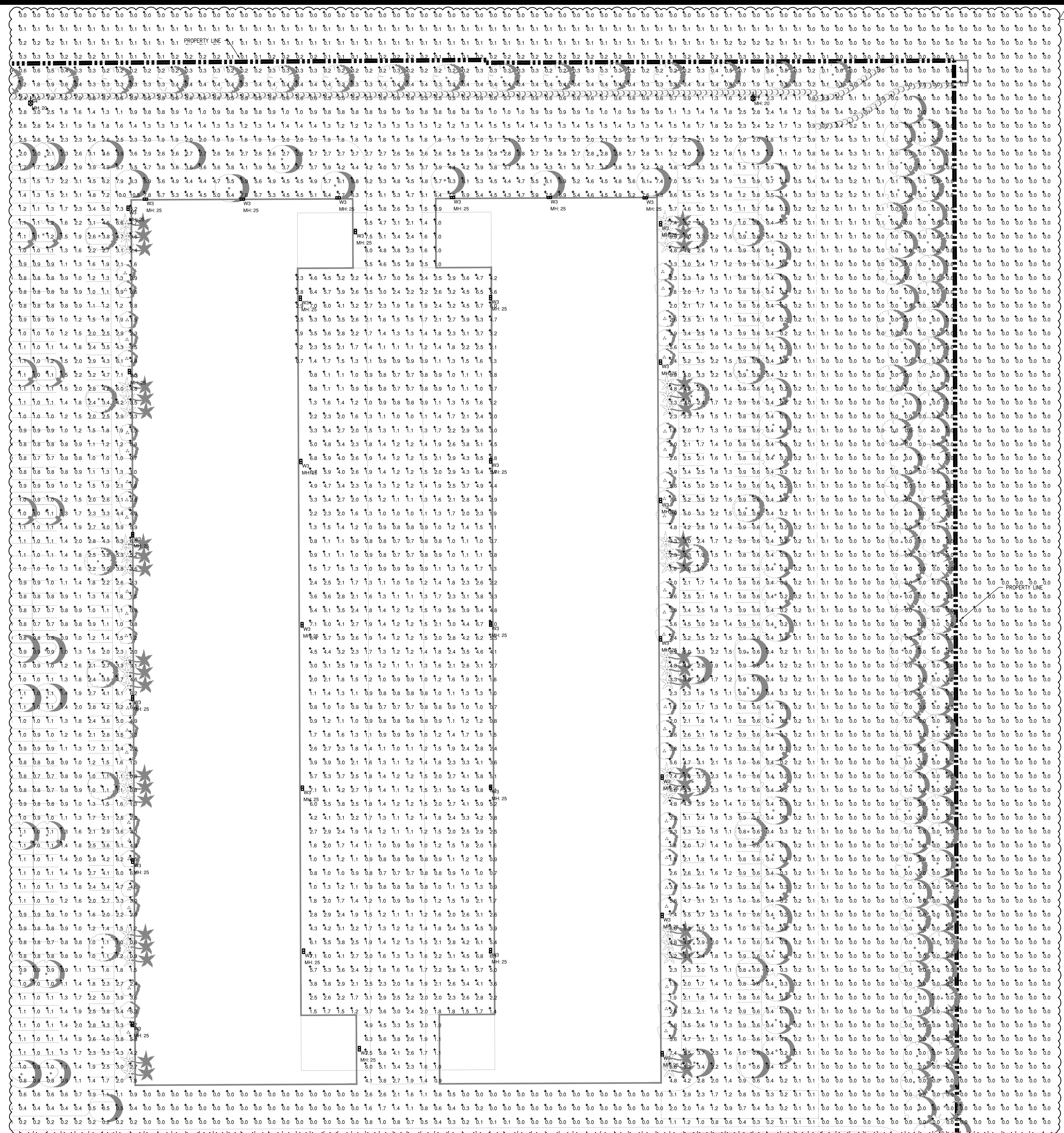
Scale: AS NOTED  
 Date: 10/09/2024  
 Drawn By: ZEM  
 Checked By: DCL

EDgewater PARK OF COMMERCE  
 SOUTH ORANGE BLOSSOM TRAIL  
 EDGEWATER, FLORIDA 32039  
 ORANGE COUNTY  
**PHOTOMETRIC PLAN**



Electronic Signature:  
 Drawn Liles  
 FL PE#74669

Drawing Number:  
**E202**  
 Issuance: PERMIT  
 A/E Job Number: 23533



**PHOTOMETRIC PLAN**  
 SCALE: 1"=30'-0"

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**12/16/2024**  
**CITY OF EDGEWOOD**

Client: **FOUNDRY COMMERCIAL**

**ARCHITECTURE**  
 135 WEST CENTRAL BLVD., SUITE 400  
 ORLANDO, FLORIDA 32801  
 TEL: 407.353.6138  
 407.976  
 © Copyright 2024

Revisions: 11/14/24 PERMIT COMMENTS

Scale: AS NOTED Date: 10/09/2024 Drawn By: ZEM Checked By: DCL

**EDGEWATER PARK OF COMMERCE**  
 SOUTH ORANGE BLOSSOM TRAIL  
 EDGEWATER, FLORIDA 32839  
 ORANGE COUNTY

**PHOTOMETRIC PLAN**

Certified By: **DREW DOUGLAS LILES**  
 LICENSE No 74669  
 11/14/2024  
 STATE OF FLORIDA  
 PROFESSIONAL ENGINEER

Electronic Signature: **Drew Liles**  
 FL PE#714669

This drawing has been electronically signed and sealed on the date shown in the seal, using a digital signature. Printed copies of this document are not considered legal and sealed and the signature must be verified on any electronic copies.

Drawing Number: **E203**

Issue: PERMIT

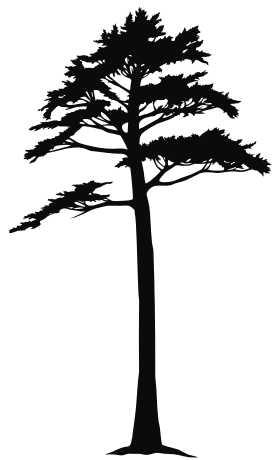
A/E Job Number: **23533**

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**12/16/2024**

**CITY OF EDGEWOOD**

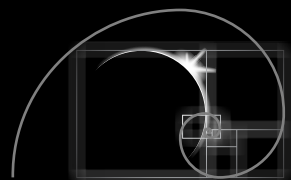
**FOUNDRY**  
COMMERCIAL



# EDGEWOOD PARK OF COMMERCE

**RANDALL MADE KNIVES**

REVISION - 10-31-2024 - RELEASED FOR REVIEW



Graphic  
Perception



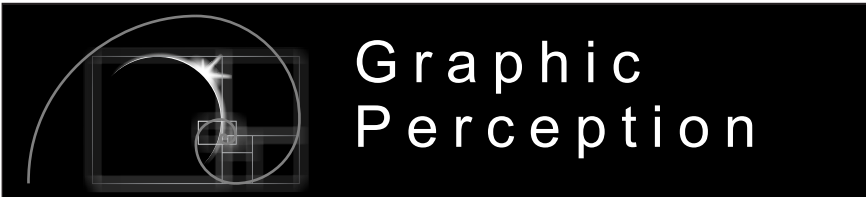
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12/16/2024

CITY OF EDGEWOOD



\* NOTE - TENANT ID SIGNS ARE LOCATED AT PRIMARY ENTRANCES WITH SIZES BASED ON OCCUPANT FRONTAGE - MAX 1.5 S.F. PER LINEAL FRONTAGE ALL SIGNS TO BE NON ILLUMINATED AND MUST FIT WITHIN ALLOCATED SIGN AREA



PROJECT:  
Edgewood Commerce Park

SITE ADDRESS:  
4857 S.O.B.T., Orlando Fl

PROJECT # 0000

AM: — PM -

Designer: JC Date: 06-27-24

Sheet Size - 11" X 17"

REVISION LEVEL	No.	DATE:	DESCRIPTION
	01	-	-

Approved

Approved as noted

Revise and resubmit

Approved: \_\_\_\_\_

Date: \_\_\_\_\_

SHEET:

**SITE**

RECEIVED

12/16/2024

CITY OF EDGEWOOD

Color Schedule (satin)

C1		C2	
	Matthews Paint MP44350 (heavy suede) SW 6277 "Special Grey"		Matthews Paint MP16108 SW 7662 "Evening Shadow"
C3		C6	
	Matthews Paint Satin White		Oracal Vinyl 751-070 Opaque Black



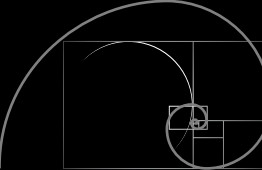
GENERAL NOTES:

- ALUMINUM CONSTRUCTION  
1 1/2" X 1 1/2" ALUM ANGLE  
(WELDED FRAMING)
- 1/8" ALUM CLADDING
- PUSH THROUGH ACRYLIC  
HEADER COPY (HALO ILLUMINATION)
- ALL COLORS T.B.D.
- INTERNALLY ILLUMINATED BY  
WHITE LED
- 1 - 120VAC 2AMP CIRCUIT REQUIRED  
(BY OTHERS)
- STEEL SUPPORTS AND CONCRETE  
FOOTERS REQUIRED - SIZE T.B.D.
- NOTE- FONT USED FOR  
"RANDAL MADE KNIVES"  
POPPINS SEMI BOLD - USED ON WEBSITE

MN  
1

D/F MONUMENT - 127.5 S.F. SIGN AREA

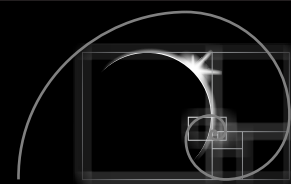
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	REVISION LEVEL	No.	DATE:	DESCRIPTION																			
	01	-	-	-																			
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SITE ADDRESS:	4857 S.O.B.T., Orando Fl		Sheet Size - 11" X 17"																				

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CITY OF EDGEWOOD



Graphic  
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AM: — PM -  
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REVISION LEVEL	No.	DATE:	DESCRIPTION
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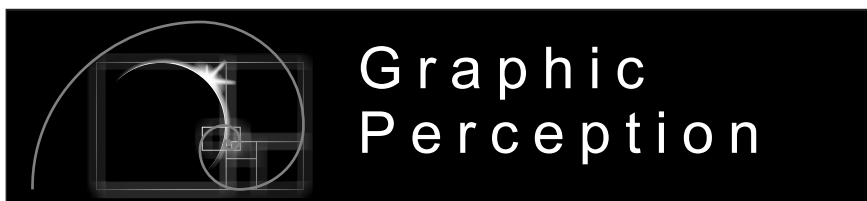
Approved  
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 Revise and resubmit  
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 Date: \_\_\_\_\_

SHEET:  
**MN1**

RECEIVED

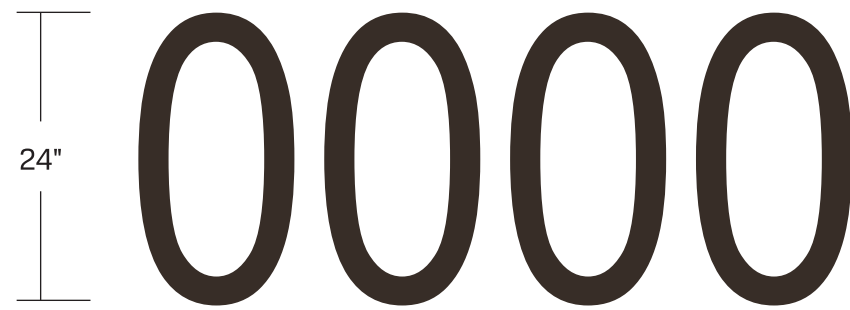
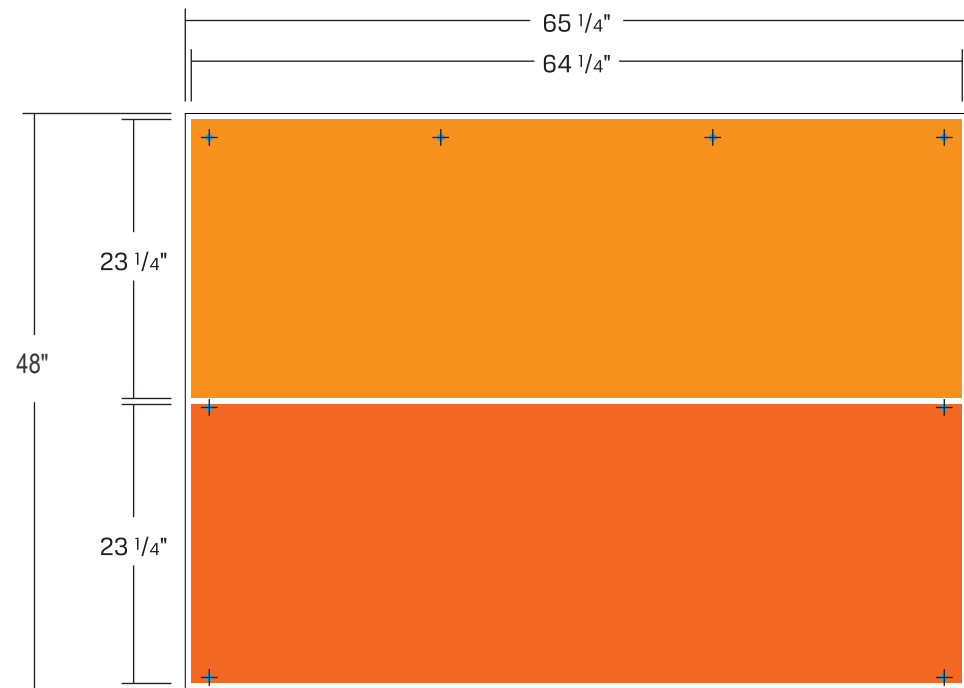
12/16/2024

CITY OF EDGEWOOD



Graphic  
Perception

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REVISION LEVEL	No.		DATE:	DESCRIPTION																
	01		-	-																
SITE ADDRESS: 4857 S.O.B.T., Orando Fl	AM: — PM - Designer: JC Date: 06-27-24 Sheet Size - 11" X 17"																			



**GENERAL NOTES:**

1/4" ALUMINUM PANELS WITH PAINTED GRAPHICS

FLUSH MOUNT TO BUILDING W/ TAPCON SCREWS - 8-10 REQ'D

1/4" ALUMINUM NUMERALS PAINT DARK BRONZE




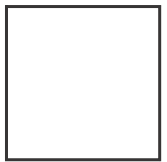
FLUSH MOUNT TO BUILDING W/ 10-24 X 1 1/2" SS STUDS ANCHOR WITH SILICONE ADHESIVE



IMAGE NOT TO SCALE

**RECEIVED**  
**12/16/2024**  
**CITY OF EDGEWOOD**

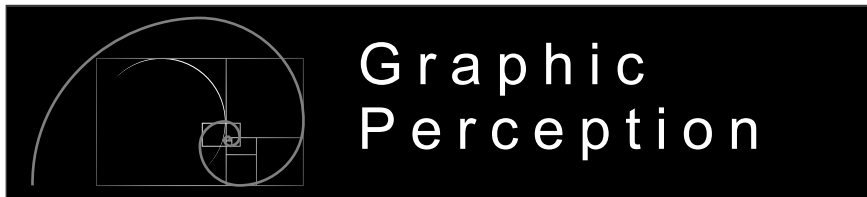
**Color Schedule**

	
Matthews Paint MP26077 Duranodic Bronze	Matthews Paint MP17A-1A Vivid Orange
	
Matthews Paint MP19A-1A Jack 'O Lantern	Matthews Paint Satin White

W  
1

**BUILDING ADDRESS PANEL**

SCALE: 3/4" = 12"



PROJECT:  
 Edgewood Commerce Park  
 SITE ADDRESS:  
 4857 S.O.B.T., Orlando Fl

PROJECT # 0000  
 AM: - PM -  
 Designer: JC Date: 09-26-24  
 Sheet Size - 11" X 17"

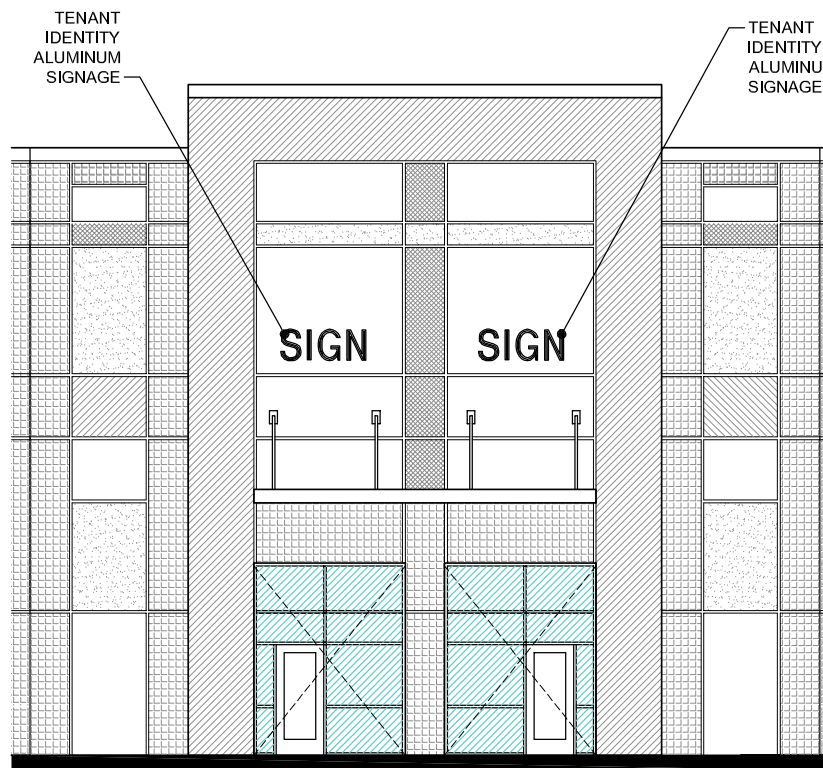
REVISION LEVEL	No.	DATE:	DESCRIPTION
	01	-	-

Approved  
 Approved as noted  
 Revise and resubmit  
 Approved: \_\_\_\_\_  
 Date: \_\_\_\_\_

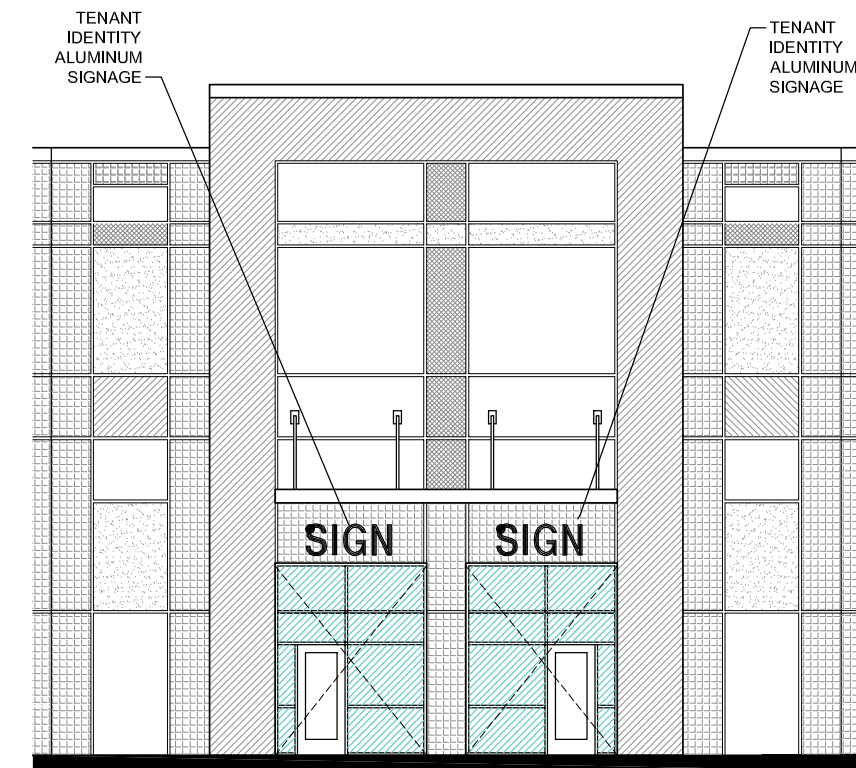
SHEET:  
**W1**



TENANT A & H



TENANT B / C & F / G



BLDG F EAST ELEVATION SIGNS - 12' MAXIMUM CLEARANCE



CANOPY MOUNTED ID SIGN OPTION

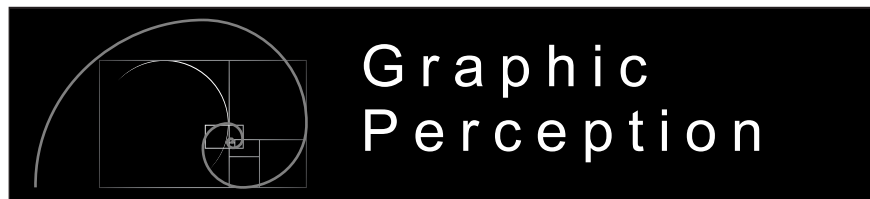


WALL MOUNTED ID SIGN OPTION

ID  
1

TENANT ID SIGNS

SCALE: N/A



Graphic  
Perception

PROJECT:  
Edgewood Commerce Park  
SITE ADDRESS:  
4857 S.O.B.T., Orlando FL

PROJECT # 0000  
AM: - PM: -  
Designer: JC Date: 10-07-24  
Sheet Size - 11" X 17"

REVISION LEVEL	No.	DATE	DESCRIPTION
01	-	-	-

RECEIVED

12/16/2024

CITY OF EDGEWOOD

Approved  
 Approved as noted  
 Revise and resubmit  
 Approved: \_\_\_\_\_  
 Date: \_\_\_\_\_

SHEET:

ID

# **Supplemental Documents - Edgewood Park of Commerce**

**RECEIVED**  
**8/30/2024**  
**CITY OF EDGEWOOD**

# **Rezoning Application**





# Application for Rezoning

**Reference: City of Edgewood Code of Ordinances, Section 134-121**  
**REQUIRED FEE: \$750.00 + Applicable Pass-Through Fees (Ordinance 2013-01)**  
**(Please note this fee is non-refundable)**

<b>PLANNING &amp; ZONING MEETING DATE:</b>	To be determined
<b>CITY COUNCIL MEETING DATE:</b>	To be determined

**IMPORTANT:** Except where the requirements of a particular zoning district specify otherwise, the property owner(s) of 51% or more of the area involved (whether the same be one lot/parcel or a larger area) shall submit an application for review in accordance with Section 134-121 rezoning property owner(s) of the Edgewood code.

A COMPLETE application with all required attachments must be submitted to City Hall 40 days before the next Planning & Zoning meetings. No application shall be deemed accepted unless it is complete and paid for.

A notarized letter of authorization from the property owner MUST be submitted if the application is filed by anyone other than the property owner.

Please type or print. Complete carefully, answering each question and attaching all necessary documentation and additional pages as necessary.

Applicant's Name:	Jennifer Stickler, P.E. / Kimley-Horn and Associates, LLC	Owner's Name:	Gary T. Randall Randallmade Corp
Address:	200 S. Orange Ave, Orlando FL 32801	Address:	4857 S. ORANGE BLOSSOM TRAIL ORLANDO, FL 32839
Phone:	689-244-5509	Phone:	
Fax:	N/A	Fax:	
Email:	jennifer.stickler@kimley-horn.com	Email:	
Legal Description:	See attached.		
Current Zoning:	C-1 and R-3		
Location:	See attached.		
Tract Size:	41.43 ac		
Existing on Site:	Vacant		



The following statement set forth the specific rezoning proposed, including:

Proposed zoning districts:	CP PD
Purpose of request:	See narrative

**Applicant/owner hereby states that the above request for rezoning does not violate any deed restrictions on the property.**

Applicant's Signature		Date:	8/28/24
Applicant's Printed Name	Jennifer Stickler, P.E.	Date:	
Owner's Signature		Date:	8/28/2024
Owner's Printed Name	Gary T. Randall		

(Application must be signed by the legal owner, not agent, unless copy of power of attorney is attached)

THE APPLICANT, OWNER or OWNER'S REPRESENTATIVE MUST BE PRESENT TO ANSWER QUESTIONS OR PRESENT THEIR CASE AT BOTH MEETINGS.  
**THE FOLLOWING MUST BE SUBMITTED WITH THE APPLICATION:**  
 Please see attached "Rezoning Process"  
 AT LEAST TEN (10) DAYS PRIOR TO THE DATE OF THE PUBLIC HEARING BEFORE THE BOARD, THE PERSON FILING THE APPLICATION SHALL PLACE IN A CONSPICUOUS AND EASILY VISIBLE LOCATION ON THE PROPERTY A SIGN FURNISHED BY THE CITY.

Please submit completed application to City Hall via email at [info@edgewood-fl.gov](mailto:info@edgewood-fl.gov), or hand delivered to Edgewood City Hall located at 405 Bagshaw Way. For additional questions, please contact Edgewood City Hall at (407) 851-2920.

OFFICE USE ONLY	
Received Date:	Rec'd By:
Forwarded To:	
Notes:	

Revised 10/28/2022



## **REZONING PROCESS**

**Application is received from property owner(s), applicant or owner's representative**

**Application shall include:**

- Recent plat or survey
- Statement setting forth the specific proposed rezoning
- Existing zoning districts and boundaries for all land within the subject area.
- Proposed zoning district and boundaries
- Consent to Agents – If title to the property is not in the applicant's name and the property owner does not sign the application, then the applicant must submit a document signifying the owner's approval or consent.
- Reasons for Request – A statement of the reasons for requesting the rezoning.
- Application Fees and Costs – Processing and filing fees shall accompany application. In addition, the applicant is responsible for all direct expenses including legal fees, professional review fees, advertising costs, postage costs and other related costs.

\_\_\_\_\_ **Public Notice that P & Z will consider rezoning**

\_\_\_\_\_ **Application is reviewed at P & Z Board Meeting after Public Notice**



P&Z shall give consideration to following factors:

- Comprehensive Plan – is proposal consistent with all applicable policies of the City’s adopted Comprehensive Plan
  - Conformance with City Code Chapter 134 and applicable substantive requirements including minimum or maximum district size.
  - Land Use Compatibility – whether and extent the proposal results in incompatible land uses, considering the type and location of uses involved.
  - Adequate Public Facilities – Does proposal result in demands on public facilities and services (on-site and off-site) exceeding the capacity of facilities and services, existing or programmed, including transportation, utilities, drainage, recreation, education, emergency services and similar necessary facilities and services.
- 
- (f)
  - *Considerations for the review of rezoning applications.* In review of rezoning requests, the planning and zoning board and city council shall include consideration of the following factors:
    - (1)
    - *Comprehensive plan.* Whether the proposal is consistent with all applicable policies of the city's adopted comprehensive plan.
    - (2)
    - *Conformance with this chapter.* Whether the proposal is in conformance with any applicable substantive requirements of this chapter, including minimum or maximum district size.
    - (3)
    - *Changed conditions.* Whether and the extent to which land use and development conditions have changed since the effective date of the existing zoning district regulations involved which are relevant to the property.
    - (4)
    - *Land use compatibility.* Whether and the extent to which the proposal would result in any incompatible adjacent land uses, considering the type and location of uses involved.
    - (5)
    - *Adequate public facilities.* Whether and the extent to which the proposal would result in demands on public facilities and services (both on-site and off-site), exceeding the capacity of such facilities and services, existing or programmed, including transportation, utilities, drainage, recreation, education, emergency services and similar necessary facilities and services.



**Restrictive Rezoning** – P & Z may recommend and City Council may approve rezoning with restrictions applicable only to the property involved in the change, provided that such restrictions confer upon the applicant or subject property no privilege otherwise denied to other lands, structures, buildings in the same district. Such restrictions may include, but not limited to, one or more of the following:

- Use restrictions greater than those otherwise specified for the particular district.
- Density restrictions greater than those otherwise specified for particular district.
- Setbacks greater than those otherwise specified for the particular district, including setbacks from lakes and major arterials.
- Height limits more restrictive than otherwise permitted in the particular district.
- Minimum lot areas or minimum widths greater than otherwise specified for the particular district.
- Minimum floor area greater than otherwise specified for structures in the particular district.
- Open space requirements greater than otherwise required for property in the particular district.
- Parking, loading, driveway or traffic requirements more restrictive than otherwise required for the particular district.
- Fencing or screening requirements greater than otherwise required for the particular district.
- Noise and operational hour requirements greater than otherwise required for the particular district.
- Restrictions or any other matters which the City Council may regulate under authority of the Chapter.
- Upon approval of restrictive rezoning, City Clerk shall enter the applicable restrictions, or reference thereto, on the Official Zoning Map of the City in a manner sufficient to constitute notice to all interested persons. Restrictions shall run with the land, without regard to transfer of ownership or other interest, and may be removed only upon amendment to the district.

\_\_\_\_\_ **P & Z request is forwarded to City Council to approve or deny**

\_\_\_\_\_ **Change is posted on Official Zoning Map, on effective date**

# **Comprehensive Plan Amendment Application**



**CITY OF EDGEWOOD APPLICATION FORM  
COMPREHENSIVE PLAN AMENDMENTS**

**PLEASE CHECK THE APPROPRIATE APPLICATION TYPE BELOW:**

<b>Amendment Type</b>	<b>Applied For</b>	<b>Cost</b>
<b>LARGE-SCALE MAP AMENDMENT</b>		<b>\$2500 + advertising and Pass-Thru Fees Per Ordinance 2013-01</b>
<b>SMALL-SCALE MAP AMENDMENT (50 acres or fewer)</b>	✓	<b>\$1000 + advertising and Pass-Thru Fees Per Ordinance 2013-01</b>
<b>TEXT AMENDMENT Large Scale (\$2500) Small Scale (\$1000)</b>		<b>\$2500/\$1000* + advertising and Pass-Thru Fees Per Ordinance 2013-01</b>

**REQUIRED DOCUMENTS TO ATTACH TO APPLICATION FOR PROPOSED TEXT AMENDMENT**

- 1) Proposed text in a strike-through/underline format identifying the proposed change(s), including applicable element and policy number. Underline text denotes proposed policy language, whereas, strikethrough text denotes proposed deletions to currently adopted policies.
- 2) A description of how the proposed text change will impact availability of and the demand on sanitary sewer, solid waste, drainage, potable water and water supply, traffic circulation, schools (if the City has adopted school concurrency), and recreation, as appropriate.
- 3) Information regarding the consistency of the proposed text amendment with other goals, objectives and policies of the plan.
- 4) Notarized owner affidavit(s) – see third page of this form.
- 5) Application fee – cash or check made payable to “City of Edgewood.”
- 6) Any additional information that may aid in understanding the proposal, such as a conceptual site plan

**REQUIRED DOCUMENTS TO ATTACH TO APPLICATION FOR PROPOSED FUTURE LAND USE MAP AMENDMENT (add additional pages if necessary):**

- 1) Certified legal description with a boundary sketch signed by a Florida registered surveyor for the specific property proposed to be amended. Certified legal description must include the acreage.
- 2) Illustration subject property’s and adjacent property’s future land use
- 3) Identification on a map of adjacent existing uses
- 4) Environmental Assessment – If there are wetlands on the property, a preliminary environmental assessment is required including a narrative describing the wetland, a table indicating the acreage, and an aerial photograph or map indicating the approximate location and extent of the wetlands on site.
- 5) Attach a statement justifying the need for the requested amendment, including the appropriate data and analysis to support the requested change, illustrating how the amendment is consistent with and furthers various objectives and/or policies of the City’s Comprehensive Plan. The justification should include, but not be limited to, adjacent land use compatibility, availability of sanitary sewer, potable water, stormwater, solid waste, transportation, and recreation facilities and demonstrated need based on

population demands and/or market demand. In addition, the maximum development that can occur on the site under the proposed future land use designation and the anticipated development program under the proposed future land use designation needs to outlined by designation, including the square footage and acreage for each category. If the City has adopted school concurrency, the additional demand on the school facilities shall be provided.

- 6) Notarized owner affidavit(s) – see third page of this form.
- 7) Application fee – cash or check made payable to “City of Edgewood.”
- 8) Any additional information that may aid in understanding the proposal, such as a conceptual site plan

**TYPE or PRINT the following information:**

Owner <u>Gary T. Randall</u> <u>Randallmade Corp</u>	Applicant/Agent <u>Jennifer Stickler, P.E. /</u> <u>Kimley-Horn and Associates, LLC</u>
Address <u>4857 S. ORANGE BLOSSOM TRAIL</u>	Address <u>200 S. Orange Ave</u>
City <u>Orlando</u>	City <u>Orlando</u>
State <u>FL</u> Zip Code <u>32839</u>	State <u>FL</u> Zip Code <u>32801</u>
Phone (H) ( )	Phone (H) ( )
(W) ( )	(W) ( 407 ) 427 1682
(Cell) ( )	(Cell) ( 407 ) 405 1562
(Fax) ( )	(Fax) ( )
E-mail Address _____	E-mail Address <u>jennifer.stickler@kimley-horn.com</u>

Orange County Tax Roll Parcel Number(s) Involved	Total Acreage of Parcel(s)	Developable Acreage of Parcel(s)	Current Future Land Use Category	Proposed Future Land Use Category
14-23-29-0000-00-013	24.82+-	24.82+-	MDR	Site Specific Plan
15-23-29-0000-00-031	16.60+-	16.60+-	C-1 & MDR	Site Specific Plan

<b>CONTACT INFORMATION (NAME, ADDRESS, PHONE NUMBER, FAX AND EMAIL)</b>	
Property owner/applicant	Authorized agent (if not the owner/applicant)
Gary T. Randall Randallmade Corp 4857 S. ORANGE BLOSSOM TRAIL ORLANDO, FL 32839	Jennifer Stickler, P.E. / Kimley-Horn and Associates, LLC 200 S. Orange Ave, Orlando FL 32801 689-244-5509 jennifer.stickler@kimley-horn.com

**Staff Use Only:** Application Complete – Yes    Received: Date \_\_\_\_/\_\_\_\_/\_\_\_\_    Time \_\_\_\_:\_\_\_\_ a.m. / p.m.



AFFIDAVIT

STATE OF FLORIDA  
COUNTY OF ORANGE

BEFORE ME THIS DAY PERSONALLY APPEARED

Gary T. Randall / Randallmade Corp  
Property owner's name, printed

WHO BEING DULY SWORN, DEPOSES AND SAYS THAT:

1. He/she is the owner of the real property legally identified by City of Edgewood/Orange County Parcel numbers:  
14-23-29-0000-00-013, 15-23-29-0000-00-031
2. He/she duly authorizes and designates Jennifer Stickler, P.E. / Kimley-Horn and Associates, LLC to act in his/her behalf for the purposes of seeking a change to the future land use map designation of the real property legally described by the certified legal description that is attached with this amendment request;
3. He/she understands that submittal of a Comprehensive Plan map and/or text amendment application in no way guarantees approval of the proposed amendment;
4. The statements within the Comprehensive Plan map and/or text amendment application are true, complete and accurate;
5. He/she understands that all information within the Comprehensive Plan map and/or text amendment application is subject to verification by county staff;
6. He/she understands that false statements may result in denial of the application; and
7. He/she understands that he/she may be required to provide additional information within a prescribed time period and that failure to provide the information within the prescribed time period may result in the denial of the application.
8. He/she understands that if he/she is one of multiple owners included in this amendment request, and if one parcel is withdrawn from this request, it will constitute withdrawal of the entire amendment application from the current amendment cycle.

Gary T. Randall 8/28/2024  
Property owner's signature Date

Signed and sworn to (or affirmed) before me on 28 AUGUST 2024 by  
GARY T RANDALL (Date)

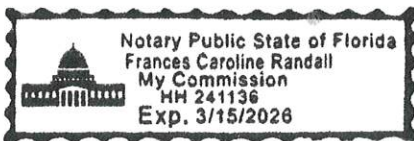
GARY T RANDALL He/she is personally known to me or has produced  
(Property owner's name)

\_\_\_\_\_ as identification.  
(Driver's license, etc.)

Frances Caroline Randall  
Notary public signature

State of FLORIDA County of ORANGE

My commission expires: 3/15/2026



## **3. Project Narrative**

## PROJECT BACKGROUND

### Summary of Request

The intent of this application is to facilitate the development of a commerce park that consists of six (6) buildings, to be known as the Edgewood Park of Commerce (EPOC). The request is to establish a CP PD (Comprehensive Plan Planned Development) Zoning and a SSP (Site Specific Plan) Future Land Use designation on 41.43 acres of vacant land, consisting of two (2) parcels, identified by Orange County Property Appraiser (OCPA) as parcel numbers: 15-23-29-0000-00-031 and 14-23-29-0000-00-013, hereinafter referred to as the "Property".

Due to changing market conditions resulting in an increased demand for commerce uses, the applicant wishes to develop up to 565,600 SF of commerce uses on the Property. Being located near major regional roadway corridors, including Florida's Turnpike, I-4, and State Road 528, the development will capitalize on its proximity to local demand and key transportation networks. A successful commerce facility of this size relies on a regional roadway network to facilitate the efficient movement of goods.

### Location & Current Use

The Property is situated east of South Orange Blossom Trail (US 441), approximately 0.29 miles south of the intersection of West Holden Avenue and South Orange Blossom Trail. Lake Tyler is located to the west across South Orange Blossom Trail and Lake Bumby is located to the south.

**Figure 1: Location Map**



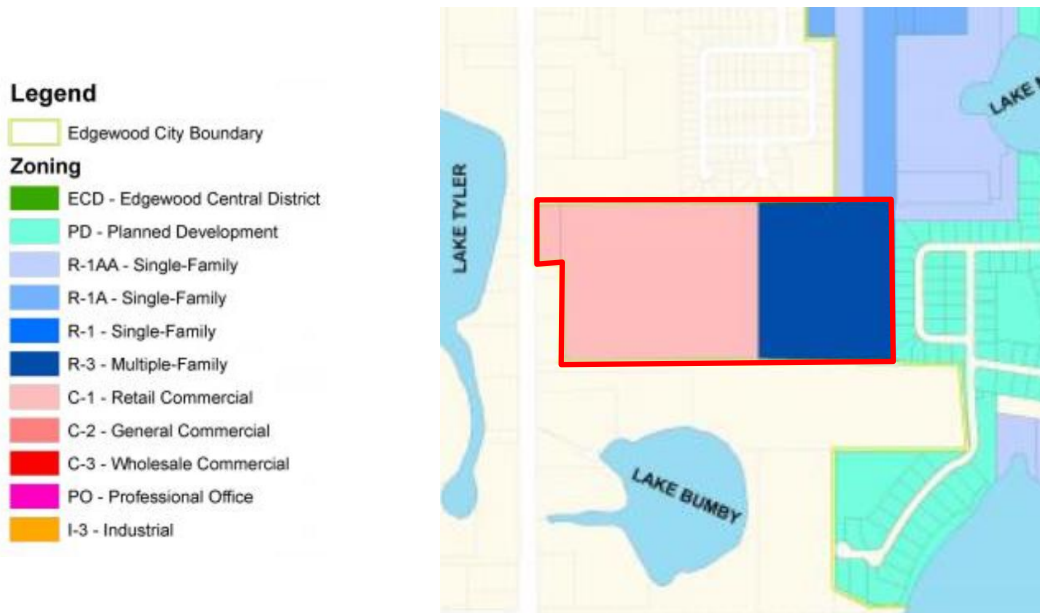
Existing Entitlements

The Property is located within the jurisdictional limits of the City of Edgewood and has an existing Future Land Use (FLU) designation of Medium Density Residential (MDR) and Commercial (C). The majority of the Property has a Medium Density Residential FLU designation and the small portion of the frontage along Orange Blossom Trail has a Commercial FLU. The MDR FLU designation allows for a maximum residential density of 7 dwelling units per acre and the Commercial designation allows for a maximum intensity of .50 F.A.R. The Property is currently zoned C-1 (Retail Commercial) and R-3 (Multiple-Family Residential).

**Existing Future Land Use**



**Existing Zoning**



**Compatibility Analysis**

The existing and surrounding Future Land Use and Zoning designations for the Property and the surrounding area are outlined in the tables below.

**Subject Property Future Land Use & Zoning**

	<b>Future Land Use (FLU)</b>	<b>Zoning</b>
Edgewood Park of Commerce (EPOC)	Medium Density Residential & Commercial	C-1 Retail Commercial, R-3 Multiple-Family

**Surrounding Future Land Use & Zoning**

	<b>Future Land Use (FLU)</b>	<b>Zoning</b>
North	LDR (City) LDR (County) LMDR (County) MHDR (County)	PD (City) R-2 & R-3 (County) RSTD R-3 (County) with Orange Blossom Trail Overlay District
East	Low Density Residential (City)	Planned Development (City)
South	Medium Density Residential (County)	C-1 & R-3 (County)
West	Commercial (County)	C-1, C-2 & C-3 (County)

Strategically located near major regional roadway corridors, including Florida's Turnpike, I-4, and State Road 528, the development will capitalize on its proximity local demand and key transportation networks. This location is expected to attract businesses that rely on efficient access to demand for goods and services and transportation, further driving the City's economic expansion. The proposed development aligns with Policies 1.1.4 and 1.1.6 of the City of Edgewood comprehensive plan, which promotes land uses that support economic vitality while maintaining compatibility with the surrounding area. This project will provide long-term benefits in terms of job creation and tax revenue.

In order to minimize potential impacts to City residents, enhanced landscape buffers meeting code Land Use Compatibility Open Space criteria are proposed along the north, east and south property boundaries. To the north a minimum 30-foot enhanced buffer, to the south a minimum of 25 ft, while those to the east will have a 140-foot minimum enhanced buffer. The north and south will provide 2 tiers of trees and the east will provide 3 tiers of trees to minimize impacts. Additionally, the proposed building locations include a setback of 90+ feet to the north, 170 ft+ to the south and 210+ feet to the east to minimize the potential viewshed or noise impacts.

## LAND USE COMPATIBILITY

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### **LAND USE COMPATIBILITY**

To further demonstrate the minimal impact on neighboring residential properties, renderings have been provided with this application package.

#### **VISUAL IMPACT:**

As demonstrated in the images below, the potential visual impact from neighboring properties will be minimal. No outdoor storage areas are proposed, and the long-term maintenance of buildings and landscaping will be provided by the Owner of the Property. The proposed landscape buffers and building placement will significantly minimize potential visual and noise disturbances, preserving the area's aesthetic while accommodating the proposed development. To the north, City properties will have a 30-foot + enhanced buffer and pre-cast wall, while those to the east will have a 140-foot enhanced buffer. Additionally, the proposed building locations include a setback of 90+ feet to the north, 170+ feet to the south and 210+ feet to the east to minimize the potential viewshed impacts. Please see the exhibit below to demonstrate the visual comparison of a person next to a buffer tree at planting and at 3 years growth.

#### **OPERATIONAL IMPACT:**

Site operations will occur within the interior of the Property, minimizing potential disruption to the surrounding areas. The buildings have been strategically positioned, with loading bays oriented to the site interior to reduce potential noise and other operational impacts on nearby residents. This thoughtful design ensures that activities such as loading and unloading will not interfere with the surrounding community. Furthermore, the facility is intended to primarily accommodate small, local delivery trucks rather than large trucks or semitrailers, which produce less noise and provide less wear on roadways.

Further, the site layout integrates several CPTED (Crime Prevention Through Environmental Design) principles to enhance safety and deter criminal activity. Key strategies include the use of natural surveillance, territorial reinforcement, and access control. Large landscape buffers, pre-cast walls, and double rows of evergreen trees along the northern and eastern boundaries establish clear separation between the industrial development and adjacent residential neighborhoods, creating a defined sense of ownership and reducing potential conflicts. The no-climb fence proposed along the southern boundary enhances site security by restricting unauthorized access, while contracted security personnel ensure surveillance and monitoring during non-operational hours. Additionally, the inclusion of well-defined access points and strategic fencing promotes controlled entry, reinforcing the site's security infrastructure while maintaining its aesthetic appeal.

#### **IMPACT TO PUBLIC SERVICES AND FACILITIES:**

A traffic study has been conducted to demonstrate that the adjacent roadways, such as South Orange Blossom Trail (S OBT), are operating at an acceptable level of service. The proposed development will not affect the existing bike lane and path network. While the pathway adjacent to S OBT may be adjusted during the final engineering phase, it will still maintain pedestrian connectivity. Additionally, the facility is not expected to have significant impact City services such as police, as security services will be contracted on the site. Additionally, the facility is not expected to have impact on City fire service.

**INTERNAL VIEW FROM NORTHWEST CORNER OF SITE**



**VIEW FROM EASTERN NEIGHBORHOOD**



**INTERNAL VIEW FROM NORTHEAST CORNER OF SITE**



**VIEW FROM NORTH OF SITE**





20' Mature  
Leyland  
Cypress

10' Leyland  
Cypress  
(at time of  
planting)

6' Human  
(For Scale)



## FLU AMENDMENT/REZONING APPLICATION QUESTIONS

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### Justification Questions

#### A. The need and justification for the change

The Orlando-Kissimmee-Sanford, FL Metropolitan Statistical Area (MSA) continues to experience significant population growth, requiring the need for new employment opportunities within the area. 2024 was consistent with the region's long-term trend of adding about 1,000 new residents per week. The Property is a large vacant lot on the periphery of the City. The proposed development will be a significant economic benefit to the City of Edgewood, which will increase available jobs for nearby residents and a substantial increase in the tax base. This application will help maximize potential of the Property, while supporting Edgewood's growth and financial stability.

#### B. The benefits the development will provide to the community

If approved, the development will be an asset to the City and community, while having minimal impact on City facilities. The location ensures that much of the anticipated traffic will bypass residential areas in Edgewood. Over the next 20 years, the development is projected to generate \$40,000,000+ in property and sales tax revenue, which can be reinvested into enhancing local infrastructure, schools, and public services, directly benefiting residents, while providing limited impact to their existing level of service due to the location. In addition to these substantial economic benefits, the commerce park is estimated to create 733 new jobs, offering diverse employment opportunities. The presence of a new commerce park can stimulate growth in surrounding businesses, including retail, dining, and service sectors, further boosting the local economy. The diversified economic base resulting from this development will support the long-term resilience for Edgewood, making it less vulnerable to economic downturns.

#### C. The compatibility of the proposed land use with surrounding properties

Properties within the City of Edgewood adjacent to the proposed commerce park will be minimally impacted, as enhanced landscape buffers and increased setbacks will be provided, specifically designed to mitigate potential impacts and maintain the area's aesthetic. To the north a 30-foot minimum landscape buffer will be implemented, which gradually turns deeper to be 40-feet in depth towards the City of Edgewood adjacent properties to the northeast of the site. This buffer will include dense vegetation and two tiers of trees to minimize potential noise, and visual impact from the site activities. For properties to the east, a substantial 140-foot buffer has been incorporated. This enhanced buffer zone will act as a significant green space, providing not only a visual and acoustic barrier but also a natural transition between the commerce park and the residential areas. To the south, a 25-foot type B buffer with two tiers of trees is proposed along with a large dry stormwater pond between the proposed building and the property line. The Land Use Compatibility Open Space requirements in code have been implemented consistent with City CP PD regulations, which are above and beyond what standard code requires.

Additionally, the proposed building locations include a setback of 90+ feet to the north, 170+ feet to the south and 210+ feet to the east to minimize the potential viewshed impacts. This measure ensures that the project respects and preserves the quality of life for the residents living close to the development.

It should also be noted that this development will have minimal negative impact on the City due to the property's frontage and access being located on S Orange Blossom Trail and its limited connectivity to the rest of Edgewood.

The project's design prioritizes these buffers, which highlights a commitment to ensuring the commerce park integrates seamlessly with its surroundings.

#### D. How the proposed use is consistent with and/or furthers the goals, objectives and policies of the City's comprehensive plan. The City of Edgewood

Edgewood's comprehensive plan emphasizes the importance of balancing development with the preservation of community character. The proposed commerce park is aligned with Policy 1.1.4 by incorporating substantial landscape buffers, which will

prevent any negative impacts on the nearby residential areas. Given the development’s location, most City residents are unlikely to experience any effects from the project.

The proposed commerce park will generate approximately 733 new jobs over the next two decades, which is a substantial economic benefit. Additionally, the development is projected to bring in \$40,000,000+ in property and sales tax revenue over the next 20 years, strengthening the City’s financial base and supporting further investments in public services, infrastructure, and community programs.

Edgewood's vision for the future includes a balanced land use strategy, where commercial, residential, and recreational areas coexist harmoniously. The proposed commerce park reflects this vision by maintaining a clear yet harmonious distinction between commercial and residential zones. This ensures that the City can achieve economic growth while preserving the comfort and character of its neighborhoods.

## **PROPOSED FUTURE LAND USE ELEMENT POLICY**

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Policy 1.1.6(a) Site Specific Plan Edgewood Park of Commerce. The property comprised of approximately 41.43 acres with frontage on South Orange Blossom Trail (as identified on the Future Land Use Map) is designated Site Specific Plan (SSP) to be known as the Edgewood Park of Commerce.

The Edgewood Park of Commerce shall have a maximum development program of 0.31 FAR/565,600 square feet of light industrial uses, which are further described below. The Property shall be rezoned to Comprehensive Plan Planned Development (CP PD) District and be developed consistent with the approved Site Plan and corresponding approved Development Agreement.

Specific mitigative measures to minimize visual and operational impacts are required for the development. In order to minimize impacts to City residents, enhanced open space, landscape buffers, setbacks and additional measures will be required as listed below.

### Open Space:

A minimum of 30% of the site will be provided as Open Space, which exceeds the standard requirement of 25% within a CP PD zoning district. Land Use Compatibility Open Space, as required within the CP PD zoning district will be provided at a rate of 50 percent of the required open space (minimum 12.5 percent of the total land area).

### Landscape Buffers:

North	30 feet minimum depth with 2 tiers of evergreen trees consistent with approved landscape plan; a 6’ pre-cast architectural wall as approved on the site plan shall be constructed where currently non-existent along the northern perimeter where adjacent to single family homes.
South	25 feet minimum depth with 2 tiers of evergreen trees consistent with approved landscape plan. Additionally, a 5.85 acre stormwater pond and a minimum 6’ high, strong, long lasting, “no climb” security fence shall be constructed along the southern property perimeter will provide buffering between the property line and the proposed buildings.
East	140 feet minimum depth with at least 3 tiers of trees consistent with the approved landscape plan; a 6’ high pre-cast architectural wall shall be constructed where currently non-existent along the eastern perimeter.
West	Per LDC

Building Setbacks:

<b>Minimum Setbacks from Property Lines</b>				
Building <sup>1</sup>	North(ft)	South(ft)	East(ft)	West(ft)
A	90	175	n/a	95/245 <sup>2</sup>
B	95	175	n/a	n/a
C	95	175	n/a	n/a
D	98	175	n/a	n/a
E	98	185	n/a	n/a
F	98	190	213	n/a

<sup>1</sup>as situated on the approved site plan  
<sup>2</sup>corresponds to the shift in the west property line

Maximum Building Heights:

Building	Maximum Height
A	43 ft.
B	43 ft.
C	39 ft.
D	39 ft.
E	29 ft. (32 ft. at entrance)
F	29 ft. (32 ft. at entrance)

Maximum Building Stories: One (1) story.

Additional Measures:

1. Prohibition of Truck Traffic in the parking lots/drive aisles. Two axle vehicles are allowed in the parking lots/drive isles.
2. The buildings shall be muted white or gray. Only muted colors will be allowed as accents on the buildings, with those accents as shown on the elevation drawing on the approved site plan.
3. No illuminated signage allowed on the buildings.
4. No signage or lighting above 12 feet from the ground shall be allowed on building facades facing residential homes.
5. Dark sky lighting fixtures shall be utilized within the development.
6. Vehicular access from/to Holden Avenue from the development on the subject property is prohibited. An ingress/egress easement shall be provided to the adjacent Randall Knives LLC property. The access point into that property shall be gated.

Permitted Uses:

Distribution/Logistic Center, Storage/Warehousing, Light Assembly/Fabricating, Wholesale Trade Establishments.

Ancillary uses to the above listed use include training/vocational schools, showroom and office. Any other uses which are similar or compatible to the listed permitted uses as determined by authority and directive of city council which shall be without public notice or public hearing. In no event shall office use exceed 25 percent of the total building square footage. In no event shall training and vocational schools exceed 10 percent of the total building square footage.

Prohibited/Limited Uses:

Automotive repair, tattoo parlors, outdoor display, outdoor storage (except in truck courts) and adult entertainment shall be prohibited onsite. Outdoor storage shall only be allowed in the truck courts provided such shall not be visible from adjacent properties. The prohibition of outdoor storage includes parking of fleet vehicles east of Building F.

# **Economic Impact Exhibits**

PROPOSED PROJECT JOB CREATION	
Project Size (in square feet)	550,000
Square Feet per Job*	750
<b>Total Projected Jobs</b>	<b>733</b>

\*Sources: GMU Center for Regional Analysis; US Bureau of Labor Statistics; Delta Associates, Inc.

PROPOSED PROJECT JOB & WAGE CREATION						
Labor Type	NAICS Code	Number of Jobs	Avg Annual Wages	Avg Federal Income Taxes	Avg Net Annual Wages	Total Net Annual Wages
General Warehousing & Storage - 80%	493100	586	\$50,210	\$6,099	\$44,111	\$25,866,772
Truck Transportation - 15%	484	110	\$52,170	\$6,530	\$45,640	\$5,018,111
Engineering Services - 2.5%	541330	18	\$101,660	\$17,440	\$84,220	\$1,543,326
Specialized Design Services - 2.5%	541400	18	\$76,470	\$11,876	\$64,594	\$1,183,684
<b>Total Jobs Creation</b>		<b>733</b>	<b>Annual Wage Creation</b>			<b>\$33,611,893</b>

Assumptions: 2024 Federal Tax Bracket as a Single Filer.

Sources: US Bureau of Labor Statistics; IRS.gov.

PROPOSED PROJECT SALES TAX REVENUE			
Total Net Annual Wages	Estimated Discretionary Spending	Estimated Sales Tax Revenue	Estimated Local Sales Tax Revenue
\$33,611,893	\$10,083,568	\$655,432	\$50,418
<b>Annual Sales Tax</b>		<b>\$655,432</b>	<b>\$50,418</b>

Assumptions: Discretionary Spending is 30% of Total Net Annual Wages.

Sources: Florida Dept. of Revenue.

Low Scenario:

EXISTING PROPERTY 2023 PROPERTY TAXES					PROPOSED PROPERTY PROJECTED PROPERTY TAXES				
Taxing Authority	Assessed Value	Tax Value	Millage Rate	Taxes	Taxing Authority	Assessed Value	Tax Value	Millage Rate	Taxes
Public Schools: By State Law (Rle)	\$2,376,003	\$2,376,003	3.1730	\$7,539	Public Schools: By State Law (Rle)	\$65,300,000	\$65,300,000	3.1730	\$207,197
Public Schools: By Local Board	\$2,376,003	\$2,376,003	3.2480	\$7,717	Public Schools: By Local Board	\$65,300,000	\$65,300,000	3.2480	\$212,094
Orange County (General)	\$2,302,291	\$2,302,291	4.4347	\$10,210	Orange County (General)	\$65,300,000	\$65,300,000	4.4347	\$289,586
City of Edgewood	\$2,302,291	\$2,302,291	5.2500	\$12,087	City of Edgewood	\$65,300,000	\$65,300,000	5.2500	\$342,825
Library - Operating Budget	\$2,302,291	\$2,302,291	0.3748	\$863	Library - Operating Budget	\$65,300,000	\$65,300,000	0.3748	\$24,474
St Johns Water Management District	\$2,302,291	\$2,302,291	0.1793	\$413	St Johns Water Management District	\$65,300,000	\$65,300,000	0.1793	\$11,708
Lake Jessamine Mstu	\$1,002,829	\$1,002,829	0.6565	\$658	Lake Jessamine Mstu	\$65,300,000	\$65,300,000	0.6565	\$42,869
<b>Total 2023 Property Taxes</b>			<b>17.3163</b>	<b>\$39,487</b>	<b>Total Projected Property Taxes</b>			<b>17.3163</b>	<b>\$1,130,754</b>

High Scenario:

PROPOSED PROPERTY PROJECTED PROPERTY TAXES				
Taxing Authority	Assessed Value	Tax Value	Millage Rate	Taxes
Public Schools: By State Law (Rle)	\$80,000,000	\$80,000,000	3.1730	\$253,840
Public Schools: By Local Board	\$80,000,000	\$80,000,000	3.2480	\$259,840
Orange County (General)	\$80,000,000	\$80,000,000	4.4347	\$354,776
City of Edgewood	\$80,000,000	\$80,000,000	5.2500	\$420,000
Library - Operating Budget	\$80,000,000	\$80,000,000	0.3748	\$29,984
St Johns Water Management District	\$80,000,000	\$80,000,000	0.1793	\$14,344
Lake Jessamine Mstu	\$80,000,000	\$80,000,000	0.6565	\$52,520
<b>Total Projected Property Taxes</b>			<b>17.3163</b>	<b>\$1,385,304</b>

COMPARABLE TAX ASSESSMENTS							
Address	Improvements Area (SF)	2023 Improvements Assessment	Improvements Assessment per SF	Land Area (Ac)	2023 Land Assessment	Land Assessment per Ac	Total Assessment
2001 W Oak Ridge Rd	421,278	\$36,550,882	\$86.76	27.84	\$10,479,597	\$376,422	\$47,030,479
1010 Crews Commerce Dr	802,465	\$75,801,328	\$94.46	55.61	\$12,658,428	\$227,629	\$88,459,756
5281 L B Mcleod Rd	467,153	\$44,528,794	\$95.32	44.62	\$2,619,847	\$58,715	\$47,148,641
<b>Total/Average</b>	<b>1,690,896</b>	<b>\$156,881,004</b>	<b>\$92.78</b>	<b>128.07</b>	<b>\$25,757,872</b>	<b>\$201,123</b>	<b>\$182,638,876</b>

Note: All estimates are preliminary based on conceptual design.



PROPOSED PROPERTY PROJECTED 20-YEAR TAX REVENUES																				
Tax Source	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Sales Tax	\$655,432	\$668,541	\$681,911	\$695,550	\$709,461	\$723,650	\$738,123	\$752,885	\$767,943	\$783,302	\$798,968	\$814,947	\$831,246	\$847,871	\$864,828	\$882,125	\$899,768	\$917,763	\$936,118	\$954,841
Property Tax	\$1,385,304	\$1,413,010	\$1,441,270	\$1,470,096	\$1,499,498	\$1,529,488	\$1,560,077	\$1,591,279	\$1,623,104	\$1,655,567	\$1,688,678	\$1,722,451	\$1,756,900	\$1,792,038	\$1,827,879	\$1,864,437	\$1,901,726	\$1,939,760	\$1,978,555	\$2,018,126
<b>Annual Tax</b>	<b>\$2,040,737</b>	<b>\$2,081,553</b>	<b>\$2,123,185</b>	<b>\$2,165,649</b>	<b>\$2,208,963</b>	<b>\$2,253,143</b>	<b>\$2,298,207</b>	<b>\$2,344,172</b>	<b>\$2,391,056</b>	<b>\$2,438,878</b>	<b>\$2,487,657</b>	<b>\$2,537,411</b>	<b>\$2,588,160</b>	<b>\$2,639,924</b>	<b>\$2,692,723</b>	<b>\$2,746,578</b>	<b>\$2,801,510</b>	<b>\$2,857,541</b>	<b>\$2,914,692</b>	<b>\$2,972,987</b>
<b>Total Cumulative Tax</b>	<b>\$2,040,737</b>	<b>\$4,122,290</b>	<b>\$6,245,474</b>	<b>\$8,411,123</b>	<b>\$10,620,087</b>	<b>\$12,873,230</b>	<b>\$15,171,437</b>	<b>\$17,515,609</b>	<b>\$19,906,666</b>	<b>\$22,345,544</b>	<b>\$24,833,201</b>	<b>\$27,370,611</b>	<b>\$29,958,771</b>	<b>\$32,598,694</b>	<b>\$35,291,417</b>	<b>\$38,037,995</b>	<b>\$40,839,505</b>	<b>\$43,697,046</b>	<b>\$46,611,738</b>	<b>\$49,584,725</b>

CUMULATIVE TAX CREATION				
Tax Source	1 Year	5 Years	10 Years	20 Years
Sales Tax	\$655,432	\$3,410,894	\$7,176,797	\$15,925,272
Property Tax	\$1,385,304	\$7,209,178	\$15,168,692	\$33,659,244
<b>Total Tax</b>	<b>\$2,040,736</b>	<b>\$10,620,072</b>	<b>\$22,345,489</b>	<b>\$49,584,515</b>

Assumptions: 2% Inflation growth per year

Note: All estimates are preliminary based on conceptual design.

# **11. Statement from Certified Appraiser**

**Integra Realty Resources**

Miami/Caribbean

Orlando

Southwest Florida

www.irr.com

**In Miami/Caribbean**

Dadeland Centre

9155 South Dadeland Blvd.

Suite 1208

Miami, FL 33156

(305) 670-0001

**In Orlando**

The Magnolia Building

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Orlando, FL 32801

(407) 843-3377

**In Naples/Sarasota**

Horseshoe Professional Park

2770 Horseshoe Drive S.

Suite 3

Naples, FL 34104

(239)-643-6888



October 2, 2024

Moses L. Salcido, SIOR  
Managing Director/Partner  
Foundry Commercial  
420 South Orange Avenue  
Orlando, FL 32801

**SUBJECT:** Consulting Assignment  
Proposed Industrial Project  
NEQ of S. Orange Blossom Trail & Redman St.  
Orlando, Orange County, Florida 32839  
IRR - Orlando File No. 130-2024-0736

Dear Mr. Salcido:

Integra Realty Resources – Orlando is pleased to submit this consulting assignment letter for the referenced property. The purpose of the assignment is to develop an opinion as to whether there is an impact on residential property values as a result of industrial development. The intended use for the assignment is for your information and guidance regarding obtaining approvals for a proposed industrial development.

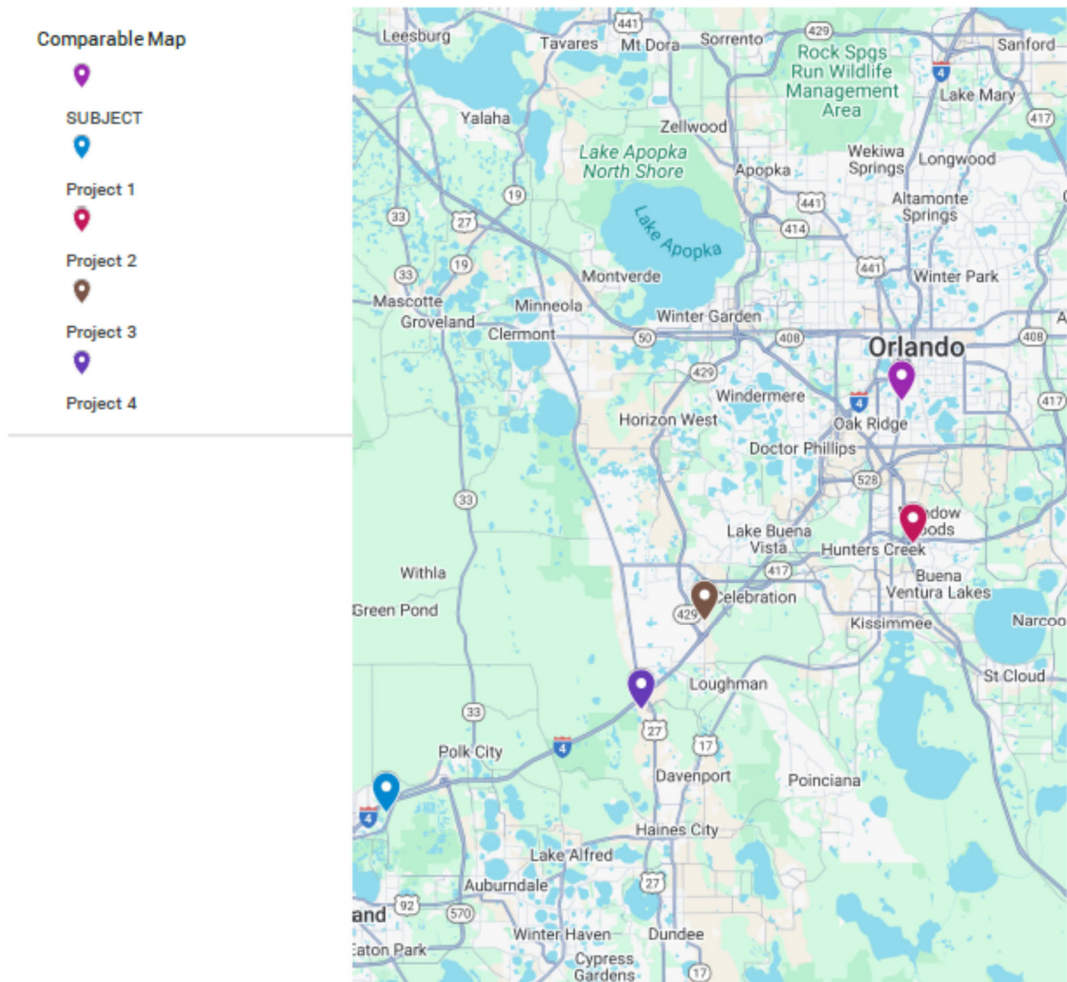
The assignment is prepared solely for the use of the client, Foundry Commercial. No party other than Foundry Commercial may use the analysis for any purpose. However, it is noted that this analysis may be submitted to the respective zoning and planning authorities as part of the approval process.

To develop opinions related to the scope of this analysis, Integra researched industrial developments throughout the Central Florida region that have been constructed near or adjacent to residential uses. Our focus was on new projects outside of areas with significant established industrial uses. On the following pages IRR has provided a macro analysis and looked at average sale prices in the surrounding 0.25 mile, and/or, 0.5 mile radius of the property for the years prior to development and the years following development. The areas analyzed for each property were based on their geographic location as well as the

level of residential sale information available for the surrounding area. Finally, we have analyzed specific sale/resale activity in the residential developments immediately surrounding the properties.

For purposes of this analysis, we utilized information from Costar, Charles Wayne, MLS and other online sources. A summary of the findings and opinions are discussed on the following pages. Further information researched and analyzed has been retained within the assignment work file. A location map for the projects analyzed, as well as the subject, is shown below.

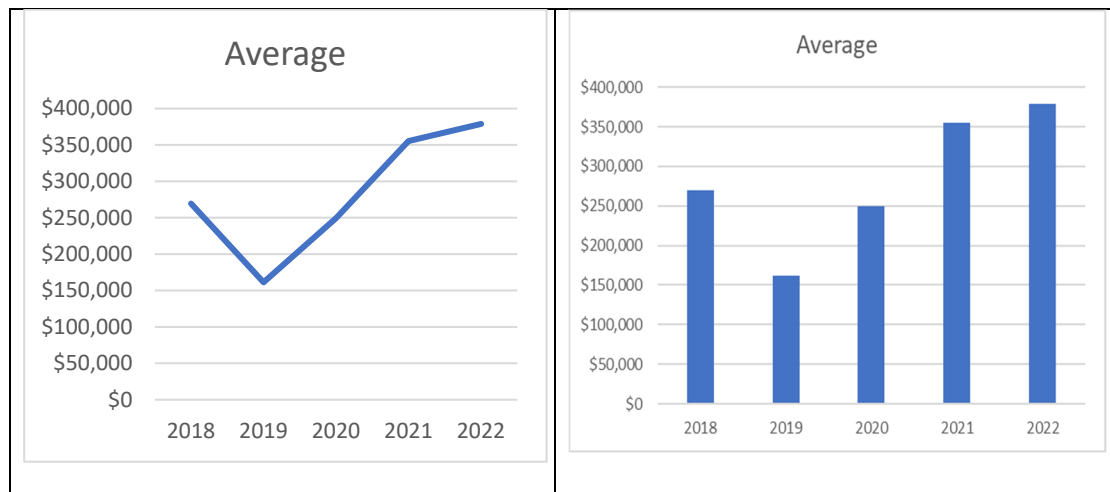
## Project Location Map



**Project 1**

The first project analyzed is Building 100A of the University Park at Bridgewater located at 6200 State Road 33 in Lakeland, Florida. The project was delivered in June 2020 and has a total building area of 713,343 square feet. This project is located directly adjacent to the Villages at Bridgewater Master Planned Development and is part of a distribution park. Based on our research of MLS, average sale prices within a 0.5-mile radius from 2018 through 2022 increased on average by 11.24% annually with an overall increase from 2018 to 2022 of 40.66%.

0.5-mile radius	2018	2019	2020	2021	2022
January	\$269,400			\$314,995	\$352,450
February	\$275,900		\$232,500	\$353,000	\$345,000
March	\$273,267		\$270,450		\$410,000
April	\$281,900	\$153,698			\$440,000
May				\$352,000	
June	\$227,000	\$276,000	\$256,450	\$347,500	
July	\$252,633	\$2,000	\$246,500	\$380,000	\$315,000
August		\$214,000	\$232,500	\$355,000	\$320,000
September			\$197,000	\$385,000	
October	\$305,000		\$310,450		
November					\$415,000
December					\$432,900
<b>Average</b>	<b>\$269,300</b>	<b>\$161,425</b>	<b>\$249,407</b>	<b>\$355,356</b>	<b>\$378,794</b>



In addition to the macro trends in the immediate area, we have also analyzed sale/resale activity for immediate area. The sales are located in the Villages at Bridgewater directly adjacent to the industrial development.



Project 1 - 6200 State Road 33								
Location	Sale 1 Date	Sale 1 Price	Sale 2 Date	Sale 2 Price	\$ Change %	Time Period (months)	Change	
							per Month	Change per Month
2183 Ontario Way	Mar-20	\$270,000	Jul-23	\$400,000	48.15%	40	1.20%	1.13%
2230 Caspian Drive	May-19	\$209,900	Oct-21	\$279,900	33.35%	31	1.08%	0.39%
2308 Geneva Drive	Jun-20	\$225,000	Mar-23	\$340,000	51.11%	33	1.55%	2.24%
2319 Sebago Drive	Aug-19	\$214,000	Dec-23	\$450,000	110.28%	52	2.12%	0.60%
2494 Torrens Drive	Nov-19	\$261,500	Mar-22	\$371,000	41.87%	28	1.50%	0.74%
2513 Tahoe Drive	Nov-19	\$290,000	Jan-22	\$418,000	44.14%	26	1.70%	0.79%
5579 Maggiore Boulevard	Apr-20	\$192,000	Mar-23	\$285,000	48.44%	35	1.38%	2.12%
5636 Aral Drive	Jan-20	\$261,000	Aug-22	\$425,000	62.84%	31	2.03%	1.49%
5829 Maggiore Boulevard	Mar-20	\$217,000	Nov-22	\$300,000	38.25%	16	2.39%	1.49%
5868 Great Salt Court	Apr-20	\$185,000	May-23	\$285,000	54.05%	37	1.46%	1.61%
6206 Manitoba Drive	Jun-19	\$199,900	Feb-23	\$279,900	40.02%	44	0.91%	1.52%
<b>Average</b>							<b>1.57%</b>	<b>1.28%</b>

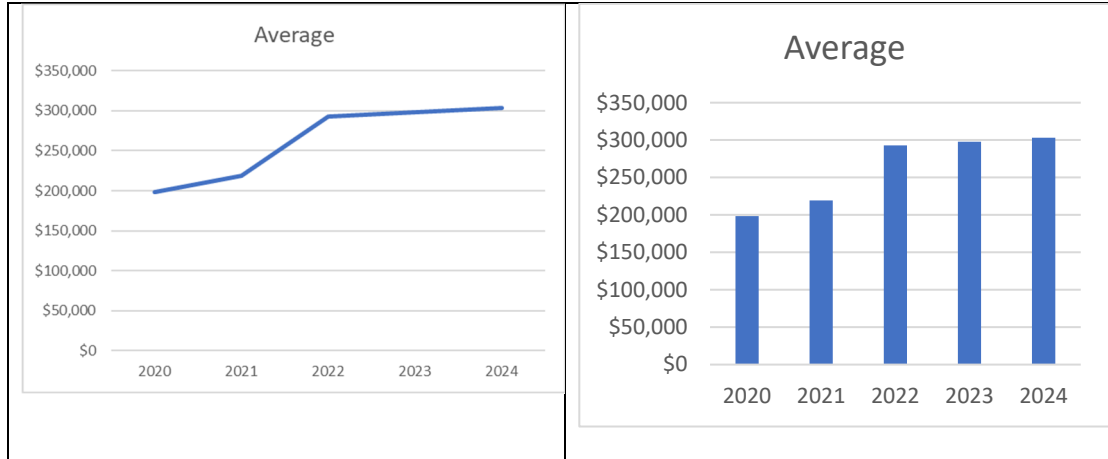
As shown above, the eleven sale-resale comparables analyzed indicate a monthly price growth from 0.91% to 2.39%, for the respective dates, with an overall average of 1.57%. Average market sale prices report by Charles Wayne for the submarket for the time periods analyzed indicate price changes from 0.39% to 2.24% with an overall average of 1.28%. While sale prices throughout the market trended up, the price growth for the sale-resale activity indicates a rate of growth above the overall market and supports that there is no quantifiable evidence of market impacts from the adjacent industrial development.

**Project 2**

The next project analyzed is a two building industrial project located at 13645 S. Orange Avenue in Orlando, Florida. The buildings were delivered in September 2021 and June 2022 and have a total building area of 281,160 square feet. This project is located in an established, yet growing, residential area of south Orlando. Based on our research of MLS, average sale prices within a 0.25-mile radius from 2020 through 2024 increased by an average of 11.9% annually and an overall change of 52.83%.

0.25-mile radius	2020	2021	2022	2023	2024
January				\$254,900	\$293,000
February	\$185,000		\$303,000		\$270,000
March	\$185,000	\$208,000	\$230,000		
April		\$210,000	\$311,250		\$332,000
May		\$203,200	\$317,000		\$265,000
June			\$293,000	\$255,000	\$280,000
July	\$182,000	\$226,000	\$272,000	\$316,500	\$280,000
August	\$252,333		\$275,000		\$402,000
September	\$200,000	\$219,500	\$305,000	\$352,500	
October	\$208,750	\$252,200			
November	\$191,950	\$220,663		\$310,000	
December	\$181,750	\$214,000	\$329,000		
<b>Average</b>	<b>\$198,348</b>	<b>\$219,195</b>	<b>\$292,806</b>	<b>\$297,780</b>	<b>\$303,143</b>





In addition to the macro trends in the immediate area, we have also analyzed sale/resale activity for immediate area. The sales are located in single family and townhome communities directly adjacent to the industrial project.

Project 2 - 13645 S. Orange Avenue								
Location	Sale 1 Date	Sale 1 Price	Sale 2 Date	Sale 2 Price	\$ Change %	Time Period (months)	Change per Month	Market % Change
149 Glowing Peace Lane #90	Dec-21	\$214,000	Jun-24	\$280,000	30.84%	30	1.03%	2.91%
260 Glowing Peace Lane #45	Jul-19	\$173,000	Aug-22	\$305,000	76.30%	37	2.06%	1.56%
51 Windrose Drive	Jun-18	\$267,000	Feb-22	\$450,000	68.54%	44	1.56%	0.68%
518 Flower Fields Lane	Oct-21	\$380,000	Aug-24	\$481,000	26.58%	34	0.78%	2.46%
541 Cresting Oak Circle #81	Sep-19	\$151,000	Feb-22	\$240,000	58.94%	29	2.03%	1.34%
564 Cresting Oak Circle #17	Feb-22	\$219,000	Jul-24	\$263,000	20.09%	28	0.72%	2.74%
569 Cresting Oak Circle #88	Mar-21	\$190,000	Aug-24	\$320,000	68.42%	40	1.71%	2.42%
708 Cresting Oak Circle #53	May-18	\$135,010	Apr-22	\$240,000	77.76%	47	1.65%	0.79%
866 Flower Fields Lane	Mar-20	\$253,000	Sep-22	\$395,000	56.13%	30	1.87%	0.95%
<b>Average</b>							<b>1.49%</b>	<b>1.76%</b>

As shown above, the nine sale-resale comparables analyzed indicate a monthly price growth from 0.72% to 2.08%, for the respective dates, with an overall average of 1.49%. Average market sale prices report by Charles Wayne for the submarket for the time periods analyzed indicate price changes from 0.68% to 2.91% with an overall average of 1.76%. While sale prices throughout the market trended up, the price growth for the sale-resale activity indicates a rate of growth slightly below the overall market on average, but generally similar overall. There is no quantifiable evidence of market impacts from the adjacent industrial development.

### Project 3

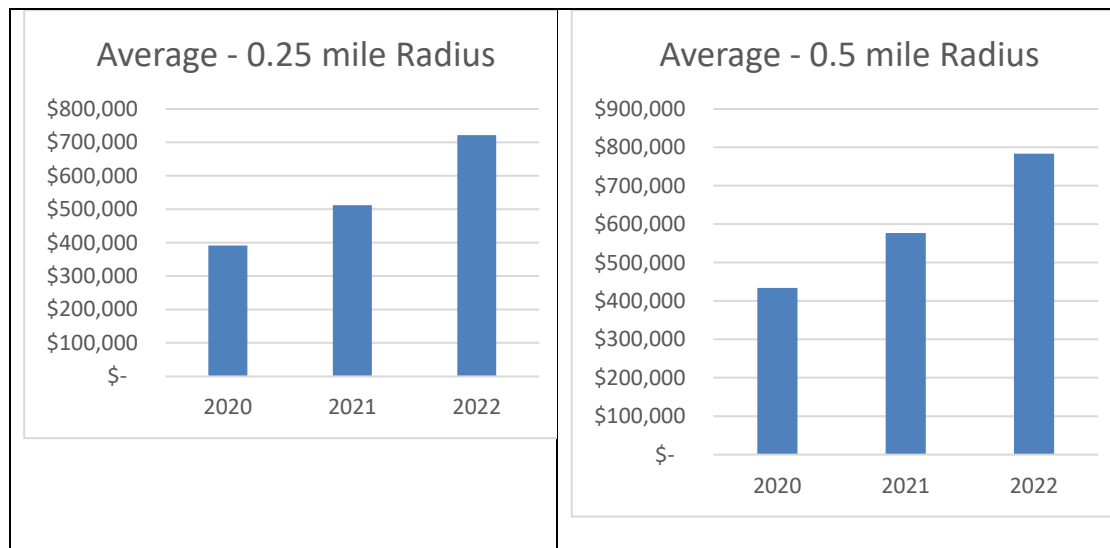
The next project analyzed is an industrial building in the Horizon West Logistics Park at 801 N. Old Lake Wilson Road in Kissimmee, Florida. The building was constructed in 2021 and has 100,510 square feet. Additional development is ongoing in this park with new buildings completed in 2024. This project is located in a growing residential area in the southwestern



areas of the Orlando MSA. Given the residential growth in the area, analysis of the 0.25- and 0.5-mile radii is presented.

Based on our research of MLS, average sale prices within a 0.25 and 0.5-mile radius from 2020 through 2022 show a significant increase in prices. This is due to the continued new development in the area with a variety of home types and price levels. It is also noted that much of the sale activity in this area is within the Encore Resort at Reunion which is comprised mostly of short term rental ownership.

	Average - 0.25 mile Radius			Average - 0.5 mile Radius			
	2020	2021	2022	2020	2021	2022	
January	\$403,750	\$420,000	\$614,500	January	\$386,500	\$568,119	\$621,082
February	\$445,000	\$415,000	\$647,225	February	\$528,750	\$561,000	\$705,998
March	\$400,000	\$532,500	\$694,000	March	\$490,317	\$523,688	\$731,400
April	\$400,000	\$429,980	\$688,000	April	\$410,000	\$452,992	\$681,667
May	\$211,750	\$492,500	\$841,200	May	\$271,494	\$515,540	\$903,726
June	\$356,667	\$527,570	\$822,500	June	\$394,875	\$558,404	\$926,286
July	\$407,500	\$500,000	\$745,000	July	\$547,997	\$547,915	\$835,571
August	\$409,200	\$573,667	\$751,667	August	\$408,919	\$570,167	\$784,444
September	\$351,000	\$457,000	\$822,475	September	\$371,625	\$584,917	\$713,564
October	\$405,000	\$582,450	\$613,000	October	\$483,000	\$665,200	\$675,667
November	\$481,667	\$659,725	\$700,000	November	\$434,000	\$716,992	\$868,333
December	\$423,350	\$550,500	-	December	\$479,771	\$657,754	\$955,000
<b>Average</b>	<b>\$ 391,240</b>	<b>\$ 511,741</b>	<b>\$ 721,779</b>	<b>Average</b>	<b>\$ 433,937</b>	<b>\$ 576,891</b>	<b>\$ 783,562</b>



In addition to the macro trends in the immediate area, we have also analyzed sale/resale activity for immediate area. The sales are located in a residential area directly west of the industrial development. They are not part of the Enclave at Reunion development and as such are more relevant for comparison.





Project 3 - 801 Old Lake Wilson Road								
Location	Sale 1 Date	Sale 1 Price	Sale 2 Date	Sale 2 Price	\$ Change %	Time Period (months)	Change per Month	Market Change
1110 Indian Ridge Trail	Oct-19	\$240,000	Oct-22	\$465,000	93.75%	36	2.60%	1.18%
7610 Benji Trail	Oct-18	\$250,000	Sep-24	\$435,000	74.00%	71	1.04%	0.59%
7611 Indian Ridge Trail	May-17	\$200,000	Jun-23	\$435,000	117.50%	71	1.65%	0.75%
7694 Indian Ridge Trail	Jun-18	\$212,000	Aug-23	\$355,000	67.45%	58	1.16%	0.96%
7710 Indian Ridge Trail	Jun-18	\$217,500	Apr-23	\$398,000	82.99%	58	1.43%	0.79%
935 Amy Ridge Court	May-18	\$215,000	Apr-22	\$380,000	76.74%	47	1.63%	1.01%
<b>Average</b>							<b>1.59%</b>	<b>0.88%</b>

As shown above, the six sale-resale comparables indicate a price growth from 1.04% to 2.60%, for the respective dates, with an overall average of 1.59%. Average market sale prices report by Charles Wayne for the submarket for the time periods analyzed indicate price changes from 0.59% to 1.18% with an overall average of 0.88%. While sale prices throughout the market trended up, the price growth for the sale-resale activity indicates a rate of growth above the overall market and supports that there is no quantifiable evidence of market impacts from the adjacent industrial development.

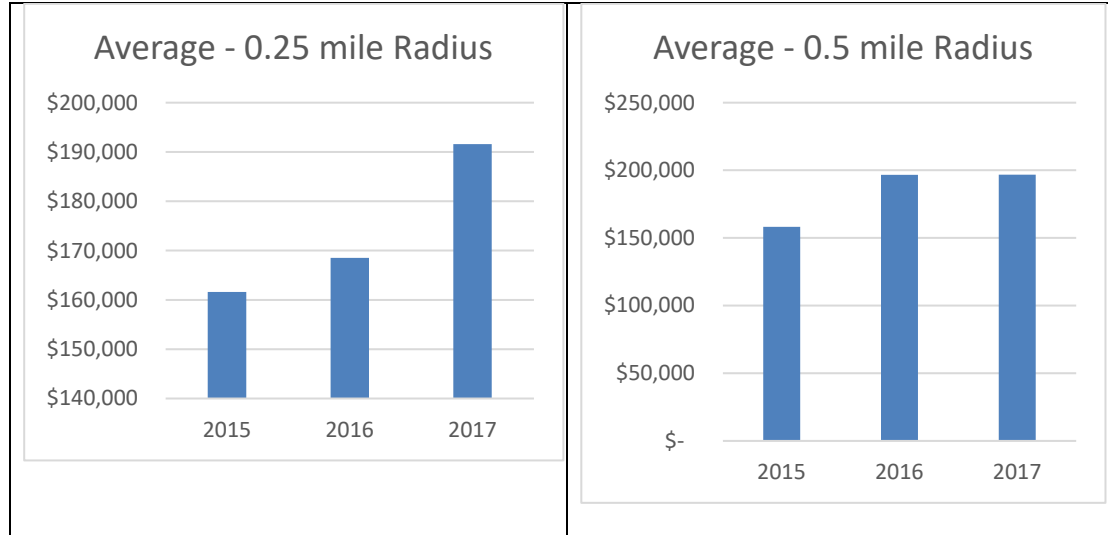
#### Project 4

The next project analyzed is in the Four Corners Business Park at 4501 Home Run Boulevard in Davenport, Florida. The buildings in this park were constructed in 2016 and 2017 and total 663,440 square feet. This project is located in a growing residential area in the southwestern areas of the Orlando MSA. Given the residential growth in the area, analysis of the 0.25- and 0.5-mile radii is presented.

Based on our research of MLS, average sale prices within a 0.25 and 0.5-mile radius from 2015 through 2017 show an increase in prices of 18.53% and 24.33%, respectively.

	Average - 0.25 mile Radius			Average - 0.5 mile Radius			
	2015	2016	2017	2015	2016	2017	
January	-	\$145,000	-	January	\$139,000	\$135,000	\$229,000
February	\$165,633	-	-	February	\$149,580	-	-
March	\$159,933	\$168,000	\$189,000	March	\$154,633	\$159,000	\$178,650
April	-	-	\$183,000	April	\$175,000	\$170,500	\$185,950
May	\$132,300	-	\$189,999	May	\$176,150	\$445,000	\$189,333
June	-	\$178,750	\$198,000	June	\$118,750	\$161,125	\$194,500
July	-	\$190,475	-	July	\$164,450	\$182,483	\$205,000
August	\$165,000	\$165,000	-	August	\$165,000	\$172,333	\$192,500
September	\$185,000	\$175,000	\$165,000	September	\$185,000	\$176,333	\$160,000
October	\$177,950	\$157,500	\$207,000	October	\$177,950	\$168,250	\$199,667
November	\$137,150	-	\$209,000	November	\$137,400	-	\$232,640
December	\$170,000	-	-	December	\$155,800	-	-
<b>Average</b>	<b>\$ 161,621</b>	<b>\$ 168,532</b>	<b>\$ 191,571</b>	<b>Average</b>	<b>\$ 158,226</b>	<b>\$ 196,669</b>	<b>\$ 196,724</b>





In addition to the macro trends in the immediate area, we have also analyzed sale/resale activity for immediate area. The sales are located in a residential area directly west of the industrial development.

Project 4 - 4501 Home Run Boulevard							Change	Market %
Location	Sale 1 Date	Sale 1 Price	Sale 2 Date	Sale 2 Price	\$ Change %	Time Period (months)	per Month	Change
819 Knollwood Drive	Oct-15	\$179,900	Jul-18	\$210,000	16.73%	33	0.51%	0.28%
456 Knollwood Drive	Nov-15	\$119,900	Sep-18	\$210,000	75.15%	34	2.21%	0.14%
1355 Knollwood Drive	Mar-15	\$149,900	Oct-20	\$210,000	40.09%	55	0.73%	0.40%
269 Sunset View Drive	Aug-17	\$205,500	Jul-19	\$217,700	5.94%	23	0.26%	0.51%
300 Sunset View Drive	Jun-16	\$180,000	Jan-18	\$205,000	13.89%	19	0.73%	0.65%
505 Sunset View Drive	Apr-15	\$175,000	Jul-17	\$205,000	17.14%	27	0.63%	-0.04%
544 Sunset View Drive	Oct-17	\$205,000	Apr-19	\$219,000	6.83%	18	0.38%	0.75%
629 Madina Circle	Jun-15	\$98,500	Dec-18	\$165,000	67.51%	42	1.61%	0.23%
655 Knollwood Drive	Feb-15	\$172,000	Mar-17	\$189,000	9.88%	25	0.40%	-0.15%
721 Madina Circle	Dec-15	\$139,900	Mar-19	\$194,000	38.67%	39	0.99%	0.31%
819 Knollwood Drive	Oct-15	\$179,900	Jul-18	\$210,000	16.73%	33	0.51%	0.11%
<b>Average</b>							<b>0.81%</b>	<b>0.29%</b>

As shown above, the 11 sale-resale comparables indicate a price growth from 0.26% to 2.21%, for the respective dates, with an overall average of 0.81%. Average market sale prices report by Charles Wayne for the submarket for the time periods analyzed indicate price changes from -0.04% to 0.65% with an overall average of 0.29%. While sale prices throughout the market trended up slightly on average, the price growth for the sale-resale activity indicates a rate of growth above the overall market and supports that there is no quantifiable evidence of market impacts from the adjacent industrial development.



Moses L. Salcido, SIOR  
Foundry Commercial  
October 2, 2024  
Page 9

The scope of this assignment was to develop an opinion as to whether development of an industrial project in proximity to residential development has an impact on home values. Our analysis focused on areas of residential growth and established residential areas of the Orlando MSA and surrounding areas. Based on our research and analysis, there is no quantifiable market evidence that industrial development has an adverse impact on residential home prices.

Respectfully submitted,

**Integra Realty Resources - Orlando**



Christopher D. Starkey, MAI, SGA  
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Email: cstarkey@irr.com





# ECS Florida, LLC

## Preliminary Subsurface Exploration & Geotechnical Engineering Report

4881 S OBT Industrial Development Orlando

4881 S Orange Blossom Trail  
Orlando, Orange County, Florida

ECS Project No. 24:7736

August 23, 2024





August 23, 2024

Foundry Commercial  
420 South Orange Avenue  
Suite 400,  
Orlando, FL 32801

Attention: Mr. Dewayne Gordon

ECS Project No. 24:7736

Reference: Preliminary Subsurface Exploration and Geotechnical Engineering Report  
**4881 S OBT Trail Industrial Development Orlando**  
4881 S Orange Blossom Trail  
Orlando, Orange County, Florida

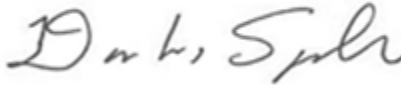
Dear Mr. Gordon:

ECS Florida, LLC (ECS) has completed the subsurface exploration, laboratory testing, and preliminary geotechnical engineering analyses for the above-referenced project. Our services were performed in general accordance with our Proposal No. 24:16697-GP dated June 26, 2024. This report presents our understanding of the geotechnical aspects of the project, the results of the field exploration and laboratory testing conducted, and the preliminary design and construction aspects.

It has been our pleasure to be of service to Foundry Commercial during the due diligence phase of this project. We would appreciate the opportunity to remain involved during the continuation of the design phase, and we would like to provide our services during construction phase operations as well to verify the assumptions of subsurface conditions made for this report. Should you have any questions concerning the information contained in this report, or if we can be of further assistance to you, please contact us.

Respectfully submitted,  
ECS Florida, LLC

  
Aditya Revanth Putcha  
Geotechnical Project Manager  
[APutcha@ecslimited.com](mailto:APutcha@ecslimited.com)



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- Laboratory Test Results Summary

## EXECUTIVE SUMMARY

The following paragraphs provide a brief discussion of our findings and recommendations. Please refer to the complete report for a more detailed discussion.

ECS Florida, LLC (ECS) has completed the preliminary subsurface exploration for the proposed industrial development to be located on land at 4881 S Orange Blossom Trail in Orlando, Orange County, Florida. The project information summarized below is based exclusively on the information made available to us by Foundry Commercial at the time of this report. Our findings, conclusions and recommendations are summarized below.

### PROJECT INFORMATION:

- Site Locations: 4881 S Orange Blossom Trail, Orlando, Orange County, Florida
- Scope: Several one-story warehouse buildings, and stormwater management pond, and associated paved driveway and parking areas.

### SUBSURFACE CONDITIONS:

- Field Exploration: Nine (9) Standard Penetration Test (SPT) borings drilled within the subject property limits to the depths approximately 25 feet below existing grades and three (3) flight auger borings approximately 25 feet below existing grades.
- Site Conditions: Undeveloped wooded land
- Probable Fill: Not encountered at the location of the borings.
- Natural Soils: SAND (SP), SAND WITH SILT (SP-SM), SAND WITH CLAY (SP-SC), and SANDY CLAY (SC)
- Refusal Materials: Not encountered within the depths of borings.
- Groundwater: Encountered approximately at 7 feet to 14 feet below the ground surface at the boring locations B-01, B-02 and SWM-01 through SWM-03 below existing grades. Groundwater was not encountered in borings B-03 through B-09 prior to the introduction of drilling fluid at 10 feet below the existing grades at the SPT boring locations. Seasonal high groundwater table is anticipated to form between 5.5 feet and 12.5 feet below the existing grades, approximately.

### GEOTECHNICAL & CONSTRUCTABILITY CONSIDERATIONS:

- **Foundations:** According to the soil test borings performed and anticipated lowest floor grades for the proposed structures, the materials anticipated at normal footing depths for the proposed buildings should consist of SAND (SP) and SAND WITH SILT or CLAY (SP-SM, SP-SC) soils. It appears maximum allowable soil bearing pressures for shallow foundations supporting the proposed structure will be on the order of 2,000 to 3,000 psf.

- **Pavements:** The surficial soils appear to be suitable as a roadway subgrade to support typical light to some heavy-duty traffic (school buses, dump trucks, etc.) We anticipate however that a stabilizing material may be required in order for stabilized subgrade soils to meet minimum LBR standards.
- **Borrow Suitability:** SAND (SP) and SAND WITH SILT or CLAY (SP-SM/SP-SC) can be utilized as engineered and pavement subgrade fill material provided that the natural moisture content is within a desirable range to obtain required compaction.
- **Very Loose and Loose Soils:** Encountered generally within the upper 10 feet of the soil profile during this exploration. Earthwork operations during the preparation of the building pad area and excavations for foundations will require continuous observation of yielding areas and a contingency should be included in the budget for isolated undercutting during proof-roll operations. Furthermore, the site is wooded, and some areas of the property have deeper root systems. After completing the clearing and stripping operations and installing the temporary groundwater control measures (where required), the exposed surface should be compacted with a **heavy vibratory roller** having a minimum static, at-drum weight, on the order of 8 tons to 10 tons. Dynamic Cone Penetrometer (DCP) soundings, performed by hand, should also be carried out on the surface soils following the heavy compaction operations in the area of the building pads to confirm densification of the very loose soils within the upper 6 feet of the proposed finish floor elevation.

**A final geotechnical exploration report meeting regulatory standards will be necessary in future for final design recommendations.** A site development plan has not been provided to us. Once the final site plan is developed along with the proposed grading information, we recommend that our office be contacted to review these items and propose a final geotechnical scope of exploration. Final recommendations regarding the bearing capacity, settlements, and foundation design can only be made after completion of a final geotechnical exploration program.

This summary should not be considered apart from the entire text of the report with all the qualifications and considerations mentioned herein. Details of our conclusions and recommendations are discussed within the report text.



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## 1.0 INTRODUCTION

The purpose of this study was to provide preliminary geotechnical information for the design of structure foundations and to review other geotechnical construction considerations and recommendations for the proposed industrial development. This report contains the results of our subsurface explorations and laboratory testing programs, site characterization, preliminary engineering analyses and recommendations to address the feasibility of construction of the proposed industrial development. **Please note, the recommendations developed for this report are preliminary in nature. A final geotechnical exploration, meeting regulatory standards, will be necessary in the future for final design purposes.**

Our services were provided in accordance with our Proposal No. 24:16697-GP dated June 26, 2024, as authorized by you with Foundry Commercial, on July 9, 2024, which includes Terms and Conditions of Service.

This report contains the procedures and results of our subsurface exploration and laboratory testing programs, review of existing site conditions, engineering analyses, and recommendations for the design and construction of the project.

The report includes the following items.

- A brief review and description of our field and laboratory test procedures and the results of testing conducted.
- A review of surface topographical features and site conditions.
- A review of area and site geologic conditions.
- A review of subsurface soil stratigraphy with pertinent available physical properties.
- Final copies of our soil test boring logs.
- Preliminary recommendations for site preparation and construction of compacted fills, including an evaluation of on-site soils for use as compacted fills and delineation of potentially unsuitable soils and/or soils exhibiting excessive moisture at the time of sampling.
- Evaluation and recommendations relative to groundwater control.
- Preliminary recommended net allowable bearing capacity for the proposed foundation construction.
- Preliminary design parameters for stormwater management system.
- Preliminary recommendations for pavement design.

## 2.0 PROJECT INFORMATION

### 2.1 PROJECT LOCATION/CURRENT SITE USE/PAST SITE USE

The subject site is located at 4881 S Orange Blossom Trail in the Orlando, Orange County, Florida. Based on recent aerial photographs, the site is currently undeveloped woodland. A Site Location Drawing is presented as Figure 2.1.1 below and reproduced within Appendix A of this report.



**Figure 2.1.1. Site Location**

The site is generally relatively with existing grades varying between EL. +98 feet-datum and EL. +106 feet-datum. The given surface elevations are interpolated from one-foot contour intervals within the Specific Purpose Survey prepared by American Surveying & Mapping, Inc, dated July 31, 2024, and should be considered approximate to the closest half-foot.

## **2.2 PROPOSED CONSTRUCTION**

Based on the Site Plan prepared by C4 Architecture dated May 21, 2024 and based on the information provided by you, we understand that the proposed project will include the construction of six (6) one-story warehouse buildings, one (1) stormwater management ponds, and associated paved driveway and parking areas.

ECS estimates (for the purposes of geotechnical analysis) that structural loads for the proposed industrial development could be up to approximately 200 kips for column loads and up to about 10 kips per linear foot (klf) for continuous wall loads. **If the stated assumed loadings are different from the actual loading provided by your structural engineer, please notify ECS immediately.**

## **3.0 FIELD EXPLORATION AND LABORATORY TESTING**

Our exploration procedures are explained in greater detail in Appendix B including the insert entitled Subsurface Exploration Procedures. Our scope of work included drilling nine (9) SPT borings and three (3) flight auger borings for this exploration. Our borings were located with a handheld GPS unit and their approximate locations are shown on the Boring Location Diagram in Appendix A.

### **3.1 SUBSURFACE CHARACTERIZATION**

The subsurface conditions encountered were generally consistent with published geological mapping. The following sections provide generalized characterizations of the soil. Please refer to the boring logs in Appendix B.

Based on the Geologic Map of Florida, Central Florida geologic conditions can generally be described in terms of three basic sedimentary layers. The near-surface layer is primarily composed of sands containing varying amounts of silt and clay fines that are underlain by a layer of variably phosphatic clay and clayey sand, referred to as the “-Hawthorn Group-” which in turn is underlain by limestone. The thickness of these strata varies throughout Central Florida. In general, the surficial sands typically extend to depths of 40 feet to 70 feet below the ground surface, while the “Hawthorn Group” ranges from nearly absent in some locations to thicknesses greater than 100 feet. The limestone formation may be several thousand feet thick.

The groundwater hydrogeology of Central Florida can be described in terms of the nature and relationship of the three basic geologic strata. The near surface and upper strata are fairly permeable and host the surficial water table (unconfined) aquifer. The deep limestone formation of the Upper Floridan Aquifer is highly permeable due to the presence of large interconnected channels and cavities throughout the rock. The Upper Floridan Aquifer is the primary source of drinking water in Central Florida. These two permeable strata are separated by the relatively low permeability clays in the “Hawthorn Group.” The amount of groundwater flow between the two aquifer systems is dependent on the thickness and consistency of the Hawthorn Group clay confining beds which, as previously stated, vary widely throughout Central Florida.

The soils encountered during this exploration are generally consistent with the Regional Geology and the published Soil Survey, although no organic laden soils were found. The stratigraphy is described within the table below.

Approximate Depth (ft)	Elevation <sup>(1)</sup> (ft)	Stratum	Description	Ranges of SPT <sup>(2)</sup> N-values (bpf)
0-0.33	EL. +98 to EL. +98	-	Topsoil	-
0 - 20 <sup>(4)</sup>	EL. +98 to EL. +73	I	SAND (SP), SAND WITH SILT (SP-SM), SAND WITH CLAY (SP-SC), and SANDY CLAY (SC)	2 to 87/10” <sup>(3)</sup>

Notes:

- (1) Elevations at the boring locations were interpolated from one-foot contour intervals within the Specific Purpose Survey prepared by American Surveying & Mapping, Inc. dated July 31, 2024, and should be considered approximate to the closest half-foot.
- (2) Standard Penetration Testing using a Manual Hammer System.
- (3) 87 blows per 10 inches
- (4) Termination depth of borings

### 3.2 GROUNDWATER OBSERVATIONS

Water levels were measured during drilling and are reported upon our boring logs in Appendix B. Groundwater was encountered approximately at 7 feet and 14 feet below the ground surface at the boring locations B-01, B-02 and SWM-01 through SWM-03 below existing grades. Groundwater was not encountered in borings B-03 through B-09 prior to the introduction of drilling fluid at 10 feet below the existing grades at the SPT boring locations. Variations in the long-term water table may occur as a result of changes in precipitation, evaporation, surface water runoff, construction activities, and other factors.

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Based upon our interpretation of the subsurface data, seasonal high groundwater table is anticipated to form between 5.5 feet and 12.5 feet below the existing grades as indicated on the boring logs.

### **3.3 KARST GEOLOGY**

Areas within Central Florida are known to have karst geology. Karst terrain is characterized by voids, soil domes, soil raveling, interrupted drainage, disappearing streams, and topographical features such as sinkholes and closed depressions. These features are the result of the dissolution of soluble bedrock such as limestone by groundwater and/or the infiltration of surface water.

As water enters fractures, bedding planes, and other bedrock discontinuities within soluble bedrock, it slowly dissolves the rock and enlarges the discontinuities. Over geologic time, this results in the formation of solution channels or underground passages and ravines which may develop into surficial manifestations such as sinkholes and closed depressions. The dissolution of bedrock is generally a very slow process. However, soil may be eroded or raveled into the enlarged bedrock fractures, creating soil domes. Eventually, soil in these features can be lost through groundwater movement, resulting in surface depressions and potential sudden ground subsidence.

The soils derived from and overlying the carbonate bedrock are typically a clayey and silty soil with varying amounts of sand and rock fragments. The bedrock within the general geographic region is characterized by jointed and faulted soluble carbonate lithologies interbedded with non-carbonate lithologies. These carbonate formations are generally moderately to highly solution prone.

The degree of weathering or solutioning is often controlled by lithological variations and structural orientations. Where structural discontinuities intersect or in areas which are highly fractured, solutioning is intensified creating low areas and seams that are typically filled with residual clayey soils. Conversely, more competent, high areas represent slightly- to non-fractured lithologies that are often coarser grained and only slightly solution prone.

The underlying carbonate formations of the project geographic area are susceptible to Karst-related sinkhole development. Contributing characteristics and factors controlling the development include subsurface structural deformation, joint sets, and thick carbonate bedding within the area.

A comprehensive assessment of sinkhole risk would require geophysical surveying and deeper SPT borings extended to the limestone bedrock. However, the risk of sinkhole damage to the proposed development in this area of Florida is low in our opinion, based upon available published data and the absence of any evidence of post-depositional soil weakening in our SPT borings.

### **3.4 LABORATORY TESTING**

The laboratory testing consisted of selected tests performed on samples obtained during our field exploration operations. Classification and index property tests were performed on representative soil samples. The index testing program included natural moisture content tests (ASTM D 2216), and percent passing the No. 200 sieve (ASTM D 6913), and falling permeability tests (ASTM d2434).

Each sample was visually classified on the basis of texture and plasticity in accordance with ASTM D2488 Standard Practice for Description and Identification of Soils (Visual-Manual Procedures) and including

USCS classification symbols, and ASTM D2487 Standard Practice for Classification for Engineering Purposes (Unified Soil Classification System (USCS)). After classification, the samples were grouped in the major zones noted on the boring logs in Appendix B. The group symbols for each soil type are indicated in parentheses along with the soil descriptions. The stratification lines between strata on the logs are approximate; in situ, the transitions may be gradual.

#### 4.0 PRELIMINARY DESIGN RECOMMENDATIONS

##### 4.1 FOUNDATIONS

The following sections provide preliminary recommendations for foundation design. **Based on the paucity of information provided to us during this due diligence phase of site assessment, it should be noted that the recommendations made in our report are preliminary in nature. If site development proceeds, a final geotechnical exploration report meeting regulatory standards will be necessary in order for us to develop final design recommendations.**

The preliminary recommendations presented in this report are based on the project information provided to us, the results of the soil test borings, laboratory testing, and the preliminary engineering analyses. Against the background of the results of our preliminary field exploration, laboratory testing, and our experience with similar projects, it is our professional opinion that the existing on-site sandy soils at the project site are suitable to support the proposed multifamily development, provided that the subgrade soils have been properly prepared, as described in this report, and approved by the ECS Geotechnical Engineer or their authorized representative.

Based on the above preliminary evaluation of the site and subsurface conditions at the borings with respect to the anticipated construction, it appears the proposed structures can be constructed on a conventional shallow foundation system subsequent to performing the necessary site preparation and earthwork construction procedures. It appears maximum allowable soil bearing pressures for shallow foundations supporting the proposed structure will be on the order of 2,000 to 3,000 psf. We emphasize the necessary site preparation and earthwork construction procedures will be primarily dependent on the maximum anticipated structural loads applied to the foundations.

##### 4.2 PAVEMENTS

**Subgrade Characteristics:** Based on the results of our borings and after over-excavation of the fill soils containing concrete as discussed in the previous section, it appears that the pavement subgrades in cuts will consist mainly of SAND (SP) and SAND WITH SILT (SP-SM) or SAND WITH CLAY (SP-SC) material.

The preliminary pavement sections below are guidelines that may or may not comply with local jurisdictional minimums.

PROPOSED PAVEMENT SECTIONS				
Component	Asphalt		Concrete	
	Standard	Heavy	Standard	Heavy
Stabilized Subgrade (LBR>40)	12 inches	12 inches	N/A	N/A
Base Course (LBR> 100)	6 inches	8 inches	N/A	N/A
Surface Course	1.5 inches	2 inches	5 inches	6 inches

In general, heavy-duty sections are areas that will be subjected to trucks and main access routes for the proposed industrial development. Light duty sections are appropriate for vehicular parking areas only.

Large, front loading trash dumpsters frequently impose concentrated front wheel loads on pavements during loading. This type of loading typically results in rutting of asphalt pavement and ultimately pavement failures. For preliminary design purposes, we recommend that the pavement in trash pickup areas consist of a 6-inch thick, 4,000 psi, reinforced concrete slab over 6-inches of dense graded aggregate. When traffic loading becomes available ECS or the project Civil Engineer can design the pavements.

Prior to subbase placement and paving, LBR testing of the subgrade soils (both natural and fill soils) should be performed to determine the soil engineering properties for final pavement design.

In areas where Portland cement concrete pavement is planned, the concrete should be placed upon a minimum of 12 inches of compacted, free draining material and compacted to 98 percent of the Modified Proctor maximum dry density (ASTM D1557).

In areas where asphaltic concrete pavements are used, we suggest stabilizing the subgrade materials to a minimum Florida Bearing Value (FBV) of 75 pounds per square inch (psi). As an alternate for the FBV, materials can have a LBR of 40 percent. All stabilized subgrade materials should be compacted to 98 percent of the Modified Proctor (ASTM D-1557) maximum dry density and meet specification requirements for Type B or Type C Stabilized Subgrade by the Florida Department of Transportation (FDOT). The stabilized subgrade may consist of imported material or a blend of on-site soils and imported materials. If a blend is proposed, we recommend that the contractor performs a mix design to find the optimum mix proportions.

**Base Course:** Based on the groundwater conditions encountered at the subject property, it is our professional opinion that crushed concrete is more appropriate than limerock which can degrade due to the shallow groundwater condition are likely to be the economical and feasible base course options for this project.

Limerock should follow a minimum LBR of 100 percent and should be mined from an FDOT approved source. Place limerock in maximum six-inch lifts and compact each lift to a minimum density of 95 percent of the Modified Proctor maximum dry density (ASTM D-1557).

Crushed concrete should follow the FDOT specification for material qualifications and placement. Place crushed concrete base in maximum 6-inch lifts and compact to a minimum density of 95 percent of the Modified Proctor (ASTM D-1557) maximum dry density according to their specification. Perform compliance testing for the base course to a depth of one foot at a frequency of one test per 5,000 square feet, or at a minimum of two test locations, whichever is greater.

**Effects of Groundwater:** One of the most critical influences on the pavement performance in Central Florida is the relationship between the pavement subgrade and the seasonal high groundwater level. Roadways and parking areas that have not considered these effects typically exhibit signs of deterioration due to degradation of the base and the base/surface course bond. We recommend that the seasonal high groundwater (SHGWT) and the bottom of the base course be separated by at least 12 inches for crushed concrete and 18 inches for limerock. Please note that a higher separation criterion between SHGWT and

bottom of the base course may be required based on reviewing agency indication. It may be prudent to plan and install pavement underdrains given the shallow groundwater condition; this is an inexpensive option that can have profound positive impacts on the life of the pavements.

**Landscape Drains and Curbing:** If needed, where landscaped sections are located adjacent to parking lots or driveways, we recommend that drains be installed around these landscaped sections to protect the asphalt pavement from excess rainfall and over irrigation. Migration of irrigation water from the landscape areas to the interface between the asphalt and the base usually occurs unless landscape drains are installed. This migration often causes separation of the wearing surface from the base and subsequent rippling and pavement deterioration. The underdrains or strip drains should be routed to a positive outfall at the pavement area catch basins.

It is recommended that curbing around landscaped sections adjacent to parking lots and driveways be constructed with full-depth curb sections. Using extended curb sections which lie directly on top of the final asphalt level, or eliminating curbing entirely, can allow migration of irrigation water from the landscaped areas to the interface between the asphalt and the base. This migration often causes separation of the wearing surface from the base and subsequent rippling and pavement deterioration.

#### **4.3 STORMWATER MANAGEMENT SYSTEM**

It is our understanding that the proposed industrial storage development will include one (1) stormwater management pond in the southern portions of the site. Based on the laboratory test results for samples obtained from the borings performed within the vicinity of the stormwater management pond (SWM-01 through SWM-03), the strata are classified predominantly as SAND (SP) SAND WITH SILT (SP-SM) SAND with CLAY (SP-SC), and CLAYEY SAND (SC) to the maximum termination of depth of borings (25 feet below existing grades).

The groundwater table was encountered at approximately at 13 feet and 14 feet below existing ground surface. The seasonal high groundwater level is estimated to form approximately between 11.5 feet and 12.5 feet below the existing ground surface.

For dry detention pond bottoms, do not use muck grown sod. It will slow infiltration in the pond and the pond will not work as designed. All fill material used to bring the pond to final grades should be clean, inorganic, granular soil (fine sand) with a fines content of no more than 5 percent. Care should be taken not to over compact the pond bottom during excavation and grading of the ponds. The soil encountered at the site may be susceptible to over compaction which can significantly decrease the infiltration capacity of the pond.

In addition, sediment control measures should be employed during the construction process to keep the ponds from receiving significant amounts of stormwater runoff from the surrounding construction site. This runoff is likely to contain suspended fine-grained soil particles that can impede the infiltration capacity of the pond if allowed to settle out on the pond bottom. If dewatering effluent or stormwater runoff from the active construction site is discharged to the pond, we recommend scraping and removal of fine-grained sediments that may have accumulated on the pond bottom.

ECS should be present to observe the condition of the dry detention pond upon excavation to confirm the geotechnical recommendations within this report as well as prior to completion of the pond to observe that the accumulated sedimentation has been removed as described above. These observations are considered critical with respect to the performance of the dry detention pond area. The bottom of the pond area should be free from debris and impermeable materials (as evaluated by ECS) and if observed, these materials should be removed and replaced with soils that contain less than 5 percent overall fines content. Finally, the dry detention pond bottom should be carefully surveyed in order to confirm that the graded pond bottoms are at the appropriate design elevation according to the correct design datum. **ECS is not responsible for the performance of the dry detention ponds which are constructed without continuous observations by our group.**

#### 4.4 BORROW SUITABILITY

The encountered fine SAND (SP), SAND with SILT (SP-SM) and SAND with CLAY (SP-SC) can be utilized as engineering and pavement subgrade fill material provided that the natural moisture content is within a desirable range to obtain required compaction.

The CLAYEY SANDS (SC) encountered at the boring locations may also be used as engineered fill; however, we note that these soils will be more difficult to compact due to their tendency to retain soil moisture and will require drying. Depending on the anticipated time for completing the site work portion of the project and the drying time required to reduce the potential for pumping and yielding of these soils during placement and compaction operations, these soils may not be feasible for use as fill material.

#### 4.5 Other Considerations

As previously mentioned, additional field testing, if any, which we feel is necessary to formulate detailed foundation design and site preparation and earthwork construction recommendations, should be conducted prior to final design.

### 5.0 CLOSING

ECS has prepared this report to guide the geotechnical-related design and construction aspects of the project. We performed these services in accordance with the standard of care expected of professionals in the industry performing similar services on projects of like size and complexity at this time in the region. No other representation, expressed or implied, and no warranty or guarantee is included or intended in this report.

The description of the proposed project is based on information provided to ECS by Foundry Commercial. If any of this information is inaccurate or changes, either because of our interpretation of the documents provided or site or design changes that may occur later, ECS should be contacted so we can review our recommendations and provide additional or alternate recommendations that reflect the proposed construction. **Based on the paucity of information provided to us during this due diligence phase of site assessment, it should be noted that the recommendations made in our report are preliminary in nature.**



**If site development proceeds, a final geotechnical exploration report meeting regulatory standards will be necessary in order for us to develop final design recommendations.**

We recommend that ECS review the project plans and specifications so we can confirm that those plans/specifications are in accordance with the recommendations of this geotechnical report.

Field observations, and quality assurance testing during earthwork and foundation installation are an extension of, and integral to, the geotechnical design. We recommend that ECS be retained to apply our expertise throughout the geotechnical phases of construction, and to provide consultation and recommendation should issues arise.

ECS is not responsible for the conclusions, opinions, or recommendations of others based on the data in this report.

## **Appendix A - Drawings and Reports**

Site Location Diagram

Boring Location Diagram(s)

Soil Survey Map

Service Layer Credits: World Boundaries and Places: Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, ©

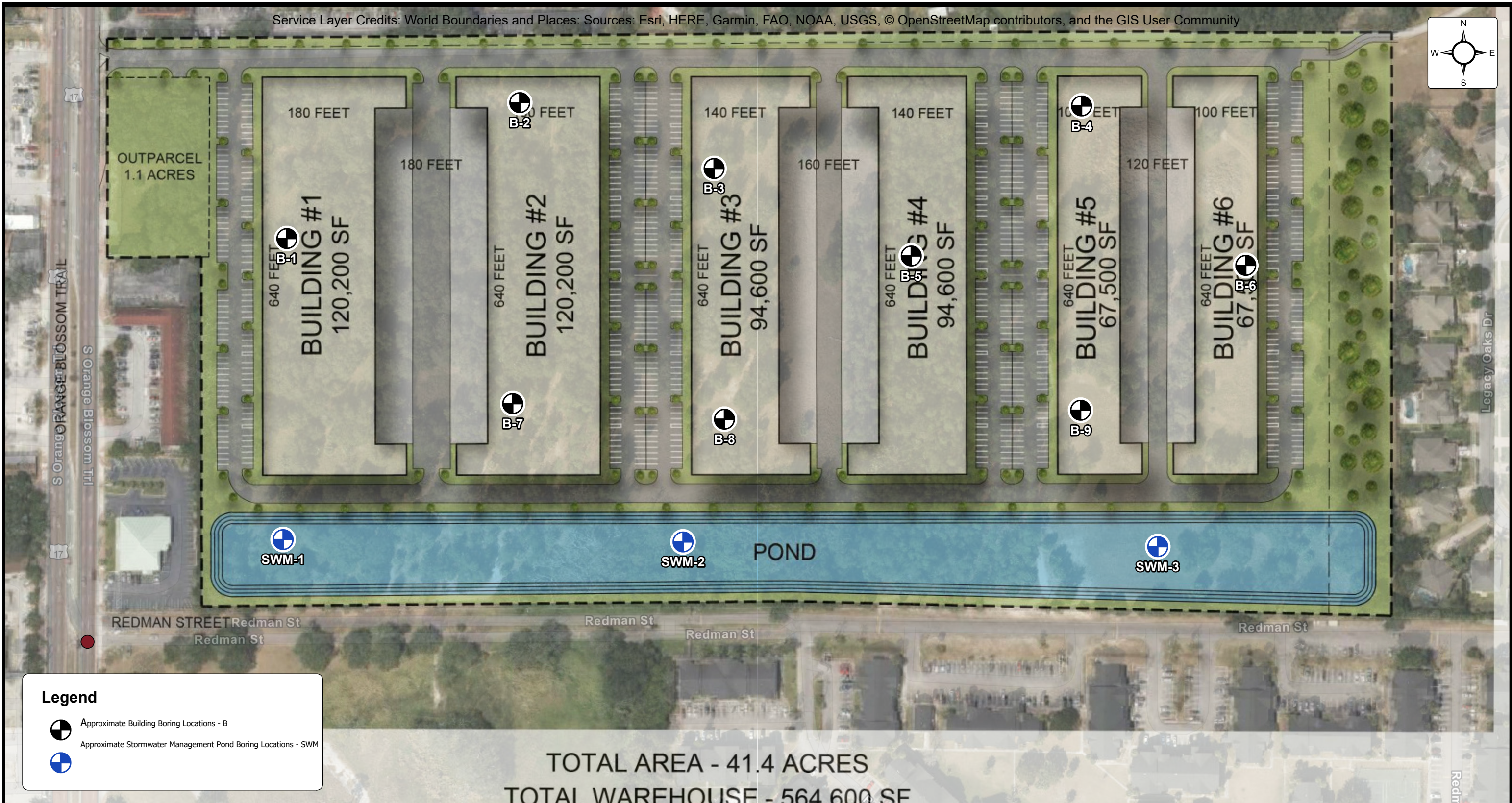
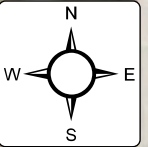


# SITE LOCATION DIAGRAM

## 4881 S OBT Industrial Development Orlando

4881 S Orange Blossom Trail, Orlando, Florida  
Foundry Commercial

ENGINEER APutc
SCALE 1" = 400'
PROJECT NO. 24:7736
SHEET
DATE 8/22/2024



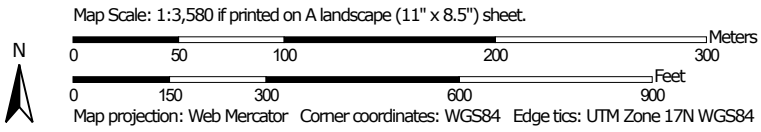
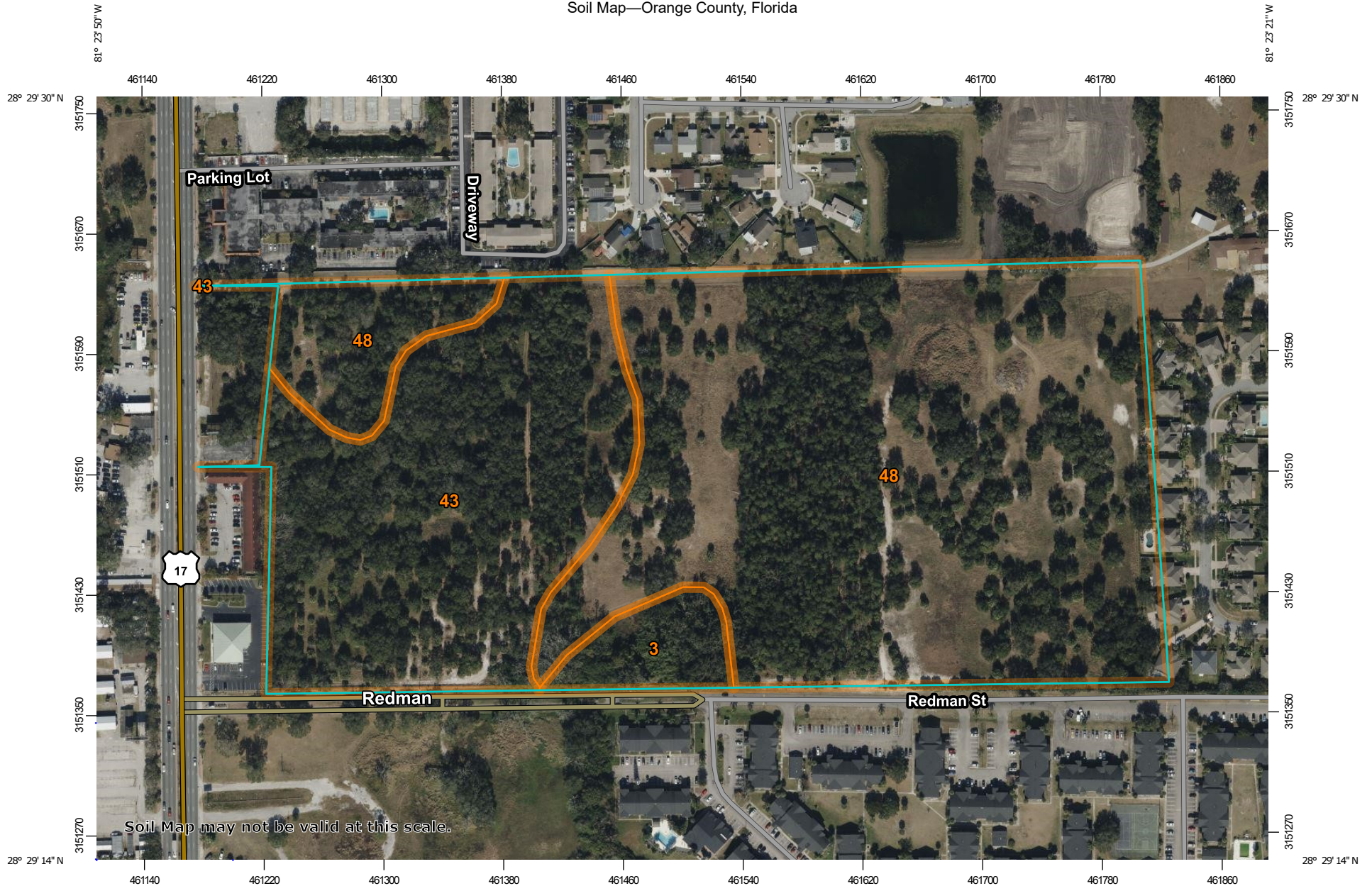
# BORING LOCATION DIAGRAM

## 4881 S OBT Industrial Development Orlando

4881 S Orange Blossom Trail, Orlando, Florida  
Foundry Commercial


ENGINEER APutc
SCALE 1" = 150'
PROJECT NO. 24:7736
SHEET
DATE 8/23/2024

Soil Map—Orange County, Florida




## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

**Warning:** Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Orange County, Florida

Survey Area Data: Version 20, Aug 28, 2023

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Mar 1, 2023—Sep 1, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
3	Basinger fine sand, frequently ponded, 0 to 1 percent slopes	1.5	3.6%
43	Seffner fine sand, 0 to 2 percent slopes	12.5	30.8%
48	Tavares fine sand-Urban land complex, 0 to 5 percent slopes	26.6	65.5%
<b>Totals for Area of Interest</b>		<b>40.6</b>	<b>100.0%</b>

## **Appendix B – Field Operations**

Reference Notes

Exploration Procedures

Boring Logs



# REFERENCE NOTES FOR BORING LOGS

MATERIAL <sup>1,2</sup>	
	<b>ASPHALT</b>
	<b>CONCRETE</b>
	<b>GRAVEL</b>
	<b>TOPSOIL</b>
	<b>VOID</b>
	<b>BRICK</b>
	<b>AGGREGATE BASE COURSE</b>
	<b>GW WELL-GRADED GRAVEL</b> gravel-sand mixtures, little or no fines
	<b>GP POORLY-GRADED GRAVEL</b> gravel-sand mixtures, little or no fines
	<b>GM SILTY GRAVEL</b> gravel-sand-silt mixtures
	<b>GC CLAYEY GRAVEL</b> gravel-sand-clay mixtures
	<b>SW WELL-GRADED SAND</b> gravelly sand, little or no fines
	<b>SP POORLY-GRADED SAND</b> gravelly sand, little or no fines
	<b>SM SILTY SAND</b> sand-silt mixtures
	<b>SC CLAYEY SAND</b> sand-clay mixtures
	<b>ML SILT</b> non-plastic to medium plasticity
	<b>MH ELASTIC SILT</b> high plasticity
	<b>CL LEAN CLAY</b> low to medium plasticity
	<b>CH FAT CLAY</b> high plasticity
	<b>OL ORGANIC SILT or CLAY</b> non-plastic to low plasticity
	<b>OH ORGANIC SILT or CLAY</b> high plasticity
	<b>PT PEAT</b> highly organic soils

DRILLING SAMPLING SYMBOLS & ABBREVIATIONS			
SS	Split Spoon Sampler	PM	Pressuremeter Test
ST	Shelby Tube Sampler	RD	Rock Bit Drilling
WS	Wash Sample	RC	Rock Core, NX, BX, AX
BS	Bulk Sample of Cuttings	REC	Rock Sample Recovery %
PA	Power Auger (no sample)	RQD	Rock Quality Designation %
HSA	Hollow Stem Auger		

PARTICLE SIZE IDENTIFICATION		
DESIGNATION	PARTICLE SIZES	
Boulders	12 inches (300 mm) or larger	
Cobbles	3 inches to 12 inches (75 mm to 300 mm)	
Gravel:	Coarse	¾ inch to 3 inches (19 mm to 75 mm)
	Fine	4.75 mm to 19 mm (No. 4 sieve to ¾ inch)
Sand:	Coarse	2.00 mm to 4.75 mm (No. 10 to No. 4 sieve)
	Medium	0.425 mm to 2.00 mm (No. 40 to No. 10 sieve)
	Fine	0.074 mm to 0.425 mm (No. 200 to No. 40 sieve)
Silt & Clay ("Fines")	<0.074 mm (smaller than a No. 200 sieve)	

COHESIVE SILTS & CLAYS		
UNCONFINED COMPRESSIVE STRENGTH, QP <sup>4</sup>	SPT <sup>5</sup> (BPF)	CONSISTENCY <sup>7</sup> (COHESIVE)
<0.25	<2	Very Soft
0.25 - <0.50	2 - 4	Soft
0.50 - <1.00	5 - 8	Firm
1.00 - <2.00	9 - 15	Stiff
2.00 - <4.00	16 - 30	Very Stiff
4.00 - 8.00	31 - 50	Hard
>8.00	>50	Very Hard

RELATIVE AMOUNT <sup>7</sup>	COARSE GRAINED (%) <sup>8</sup>	FINE GRAINED (%) <sup>8</sup>
Trace	≤5	≤5
With	10 - 20	10 - 25
Adjective (ex: "Silty")	25 - 45	30 - 45

GRAVELS, SANDS & NON-COHESIVE SILTS	
SPT <sup>5</sup>	DENSITY
<5	Very Loose
5 - 10	Loose
11 - 30	Medium Dense
31 - 50	Dense
>50	Very Dense

WATER LEVELS <sup>6</sup>	
	WL (First Encountered)
	WL (Completion)
	WL (Seasonal High Water)
	WL (Stabilized)

FILL AND ROCK			
FILL	POSSIBLE FILL	PROBABLE FILL	ROCK

<sup>1</sup>Classifications and symbols per ASTM D 2488-17 (Visual-Manual Procedure) unless noted otherwise.

<sup>2</sup>To be consistent with general practice, "POORLY GRADED" has been removed from GP, GP-GM, GP-GC, SP, SP-SM, SP-SC soil types on the boring logs.

<sup>3</sup>Non-ASTM designations are included in soil descriptions and symbols along with ASTM symbol [Ex: (SM-FILL)].

<sup>4</sup>Typically estimated via pocket penetrometer or Torvane shear test and expressed in tons per square foot (tsf).

<sup>5</sup>Standard Penetration Test (SPT) refers to the number of hammer blows (blow count) of a 140 lb. hammer falling 30 inches on a 2 inch OD split spoon sampler required to drive the sampler 12 inches (ASTM D 1586). "N-value" is another term for "blow count" and is expressed in blows per foot (bpf). SPT correlations per 7.4.2 Method B and need to be corrected if using an auto hammer.

<sup>6</sup>The water levels are those levels actually measured in the borehole at the times indicated by the symbol. The measurements are relatively reliable when augering, without adding fluids, in granular soils. In clay and cohesive silts, the determination of water levels may require several days for the water level to stabilize. In such cases, additional methods of measurement are generally employed.

<sup>7</sup>Minor deviation from ASTM D 2488-17 Note 14.

<sup>8</sup>Percentages are estimated to the nearest 5% per ASTM D 2488-17.



## SUBSURFACE EXPLORATION PROCEDURE: STANDARD PENETRATION TESTING (SPT) ASTM D 1586 Split-Barrel Sampling

Standard Penetration Testing, or **SPT**, is the most frequently used subsurface exploration test performed worldwide. This test provides samples for identification purposes, as well as a measure of penetration resistance, or N-value. The N-Value, or blow counts, when corrected and correlated, can approximate engineering properties of soils used for geotechnical design and engineering purposes.

### SPT Procedure:

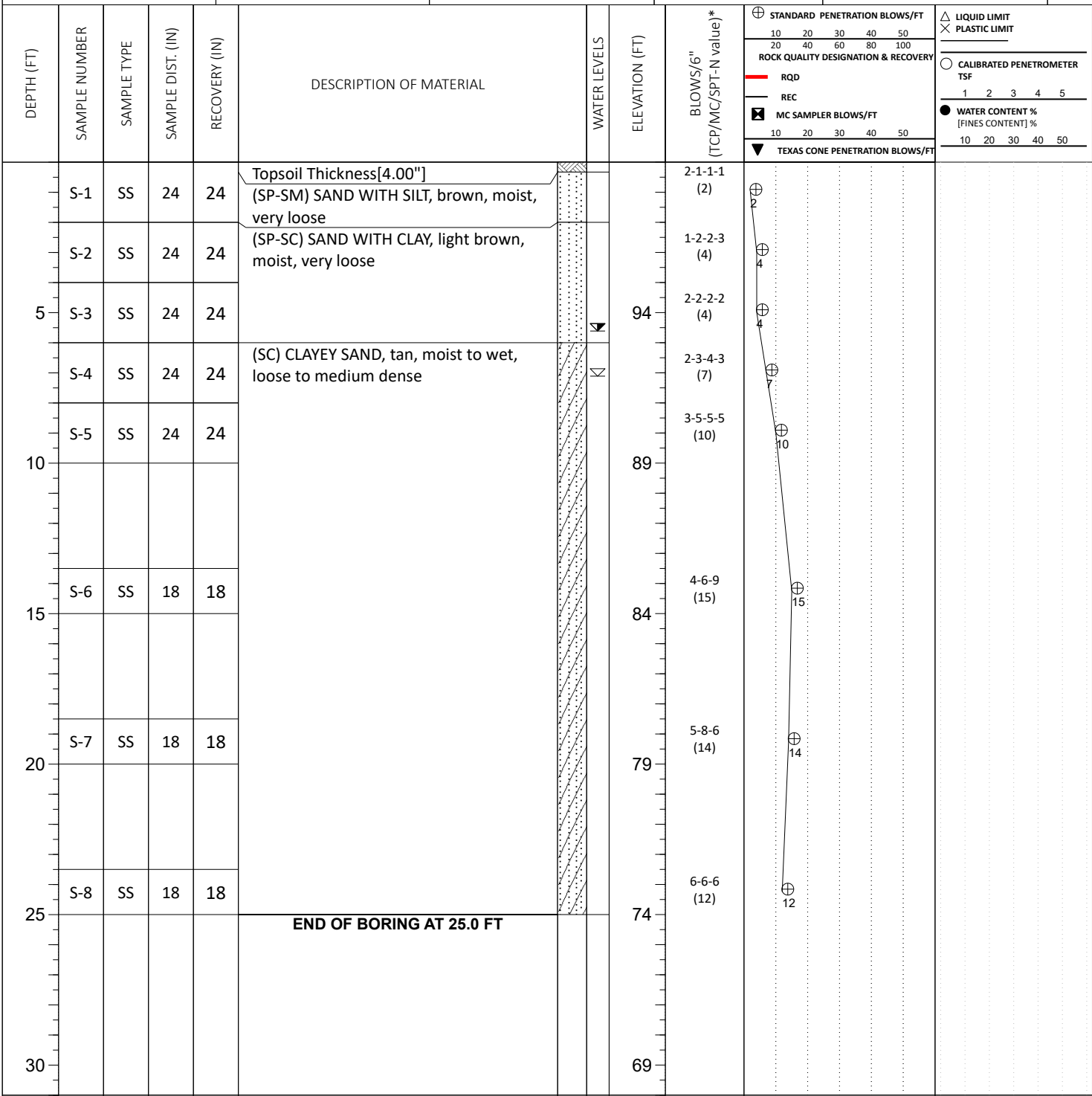
- Involves driving a hollow tube (split-spoon) into the ground by dropping a 140-lb hammer a height of 30-inches at desired depth
- Recording the number of hammer blows required to drive split-spoon a distance of 18-24 inches (in 3 or 4 Increments of 6 inches each)
- Auger is advanced\* and an additional SPT is performed
- One SPT typically performed for every two to five feet. An approximate 1.5 inch diameter soil sample is recovered.



*\*Drilling Methods May Vary*— The predominant drilling methods used for SPT are open hole fluid rotary drilling and hollow-stem auger drilling.

CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	BORING NO.: <b>B-01</b>	SHEET: <b>1 of 1</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	DRILLER/CONTRACTOR: <b>ECS</b>			

SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>			LOSS OF CIRCULATION 	
LATITUDE: <b>28.489997</b>	LONGITUDE: <b>-81.395741</b>	STATION:	SURFACE ELEVATION: <b>99.0</b>	BOTTOM OF CASING 



THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

∇ WL (First Encountered)	<b>7.00</b>	BORING STARTED:	<b>Jul 25 2024</b>	CAVE IN DEPTH:
▼ WL (Completion)		BORING COMPLETED:	<b>Jul 25 2024</b>	HAMMER TYPE: <b>Manual</b>
∇ WL (Seasonal High Water)	<b>5.50</b>	EQUIPMENT:	<b>Buck Rogers 2500</b>	DRILLING METHOD: <b>Mud rotary</b>
∇ WL (Stabilized)		LOGGED BY:		

**GEOTECHNICAL BOREHOLE LOG**  
139/521

SITE LOCATION:  
**4881 S Orange Blossom Trail, Orlando, Florida, 32839**

LATITUDE: <b>28.490596</b>	LONGITUDE: <b>-81.394588</b>	STATION:	SURFACE ELEVATION: <b>99.0</b>	LOSS OF CIRCULATION 
				BOTTOM OF CASING 

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE D.I.S.T. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N value)*	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %				
									10	20	30	40	50	10	20	30	40	50	1
	S-1	SS	24	24	Topsoil Thickness[3.00"] (SP-SM) SAND WITH SILT, brown, moist, very loose			2-2-2-1 (4)											
	S-2	SS	24	24	(SP-SC) SAND WITH CLAY, light brown, moist, loose			2-3-3-2 (6)											
5	S-3	SS	24	24	(SC) CLAYEY SAND, tan, moist, loose		94	3-3-2-2 (5)											
	S-4	SS	24	24	(SP-SC) SAND WITH CLAY, light brown, moist to wet, loose	▼		2-3-3-3 (6)											
10	S-5	SS	24	24		▽		3-3-3-4 (6)											
					(SP) SAND, light brown, wet, loose														
15	S-6	SS	18	18				3-4-6 (10)											
					(SP-SC) SAND WITH CLAY, tan, wet, medium dense														
20	S-7	SS	18	18				4-5-8 (13)											
25	S-8	SS	18	18				6-6-10 (16)											
					<b>END OF BORING AT 25.0 FT</b>														
30																			

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

▽ WL (First Encountered) <b>8.00</b>	BORING STARTED: <b>Jul 25 2024</b>	CAVE IN DEPTH:
▼ WL (Completion)	BORING COMPLETED: <b>Jul 25 2024</b>	HAMMER TYPE: <b>Manual</b>
▽ WL (Seasonal High Water) <b>6.50</b>	EQUIPMENT: <b>Buck Rogers 2500</b>	LOGGED BY:
▽ WL (Stabilized)		DRILLING METHOD: <b>Mud rotary</b>

**GEOTECHNICAL BOREHOLE LOG**  
140/521

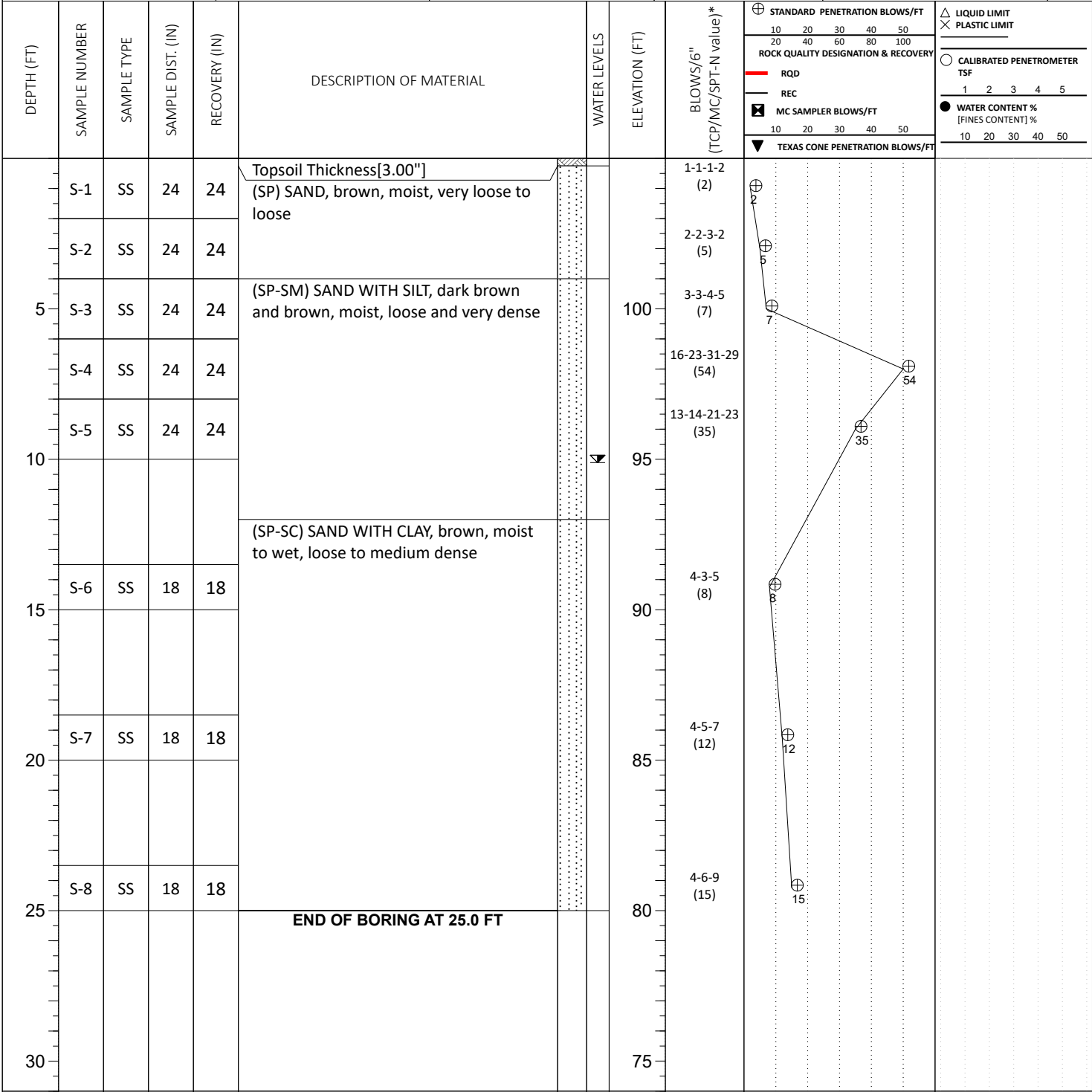






SITE LOCATION:  
**4881 S Orange Blossom Trail, Orlando, Florida, 32839**

LATITUDE: <b>28.489894</b>	LONGITUDE: <b>-81.390983</b>	STATION:	SURFACE ELEVATION: <b>105.0</b>	LOSS OF CIRCULATION
				BOTTOM OF CASING



THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>∇ WL (First Encountered)</td> <td style="text-align: right;"><b>&gt;10</b></td> </tr> <tr> <td>▼ WL (Completion)</td> <td></td> </tr> <tr> <td>∇ WL (Seasonal High Water)</td> <td style="text-align: right;"><b>10.00</b></td> </tr> <tr> <td>∇ WL (Stabilized)</td> <td></td> </tr> </table>	∇ WL (First Encountered)	<b>&gt;10</b>	▼ WL (Completion)		∇ WL (Seasonal High Water)	<b>10.00</b>	∇ WL (Stabilized)		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>BORING STARTED:</td> <td style="text-align: right;"><b>Jul 25 2024</b></td> </tr> <tr> <td>BORING COMPLETED:</td> <td style="text-align: right;"><b>Jul 25 2024</b></td> </tr> <tr> <td>EQUIPMENT:</td> <td style="text-align: right;"><b>Buck Rogers 2500</b></td> </tr> </table>	BORING STARTED:	<b>Jul 25 2024</b>	BORING COMPLETED:	<b>Jul 25 2024</b>	EQUIPMENT:	<b>Buck Rogers 2500</b>	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>CAVE IN DEPTH:</td> <td></td> </tr> <tr> <td>HAMMER TYPE:</td> <td style="text-align: right;"><b>Manual</b></td> </tr> <tr> <td>LOGGED BY:</td> <td></td> </tr> <tr> <td>DRILLING METHOD:</td> <td style="text-align: right;"><b>Mud rotary</b></td> </tr> </table>	CAVE IN DEPTH:		HAMMER TYPE:	<b>Manual</b>	LOGGED BY:		DRILLING METHOD:	<b>Mud rotary</b>
∇ WL (First Encountered)	<b>&gt;10</b>																							
▼ WL (Completion)																								
∇ WL (Seasonal High Water)	<b>10.00</b>																							
∇ WL (Stabilized)																								
BORING STARTED:	<b>Jul 25 2024</b>																							
BORING COMPLETED:	<b>Jul 25 2024</b>																							
EQUIPMENT:	<b>Buck Rogers 2500</b>																							
CAVE IN DEPTH:																								
HAMMER TYPE:	<b>Manual</b>																							
LOGGED BY:																								
DRILLING METHOD:	<b>Mud rotary</b>																							



CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	BORING NO.: <b>B-07</b>	SHEET: <b>1 of 1</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	DRILLER/CONTRACTOR: <b>ECS</b>			

SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>	LOSS OF CIRCULATION 
---	-------------------------

LATITUDE: <b>28.489276</b>	LONGITUDE: <b>-81.394617</b>	STATION:	SURFACE ELEVATION: <b>103.0</b>	BOTTOM OF CASING 
-------------------------------	---------------------------------	----------	------------------------------------	----------------------

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N value)*	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		LIQUID LIMIT PLASTIC LIMIT		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %				
									10	20	30	40	50	100	200	300	400	500	1	2	3
0-3	S-1	SS	24	24	Topsoil Thickness[3.00"] (SP) SAND, brown, moist, very loose to loose		98	1-1-1-2 (2)													
3-4	S-2	SS	24	24			98	1-2-2-3 (4)													
4-5	S-3	SS	24	24			98	2-2-3-5 (5)													
5-9	S-4	SS	24	24			98	3-4-5-5 (9)													
9-13	S-5	SS	24	24			(SP-SM) SAND WITH SILT, brown and dark brown, moist to wet, loose and medium dense		93	4-6-7-7 (13)											
13-18	S-6	SS	18	18			88	3-5-5 (10)													
18-23	S-7	SS	18	18			83	5-7-8 (15)													
23-25	S-8	SS	18	18			(SP-SC) SAND WITH CLAY, brown, wet, medium dense		78	4-6-7 (13)											
25-30					END OF BORING AT 25.0 FT		73														

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

WL (First Encountered)	>10	BORING STARTED:	Jul 25 2024	CAVE IN DEPTH:
WL (Completion)		BORING COMPLETED:	Jul 25 2024	HAMMER TYPE: <b>Manual</b>
WL (Seasonal High Water)	10.00	EQUIPMENT:	Buck Rogers 2500	DRILLING METHOD: <b>Mud rotary</b>
WL (Stabilized)		LOGGED BY:		

**GEOTECHNICAL BOREHOLE LOG**  
145/521

CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	BORING NO.: <b>B-08</b>	SHEET: <b>1 of 1</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	DRILLER/CONTRACTOR: <b>ECS</b>			

SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>	LOSS OF CIRCULATION 
---	-------------------------


LATITUDE: <b>28.489210</b>	LONGITUDE: <b>-81.393566</b>	STATION:	SURFACE ELEVATION: <b>103.5</b>	BOTTOM OF CASING 
-------------------------------	---------------------------------	----------	------------------------------------	----------------------

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N value)*	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %	
									10	20	30	40	50	10	20	30
	S-1	SS	24	24	Topsoil Thickness[3.00"] (SP-SM) SAND WITH SILT, brown, moist, very loose			2-2-2-2 (4)								
	S-2	SS	24	24	(SP-SC) SAND WITH CLAY, brown, moist, very loose to loose			2-2-2-2 (4)								
5	S-3	SS	24	24			99	2-2-3-3 (5)								
	S-4	SS	24	24	(SC) CLAYEY SAND, tan, moist, loose			3-2-3-3 (5)								
10	S-5	SS	24	24				3-4-4-5 (8)								
					(SP-SC) SAND WITH CLAY, brown, moist to wet, very dense to medium dense											
15	S-6	SS	16	16				22-37-50/4" (87/10")								
20	S-7	SS	18	18				8-8-10 (18)								
25	S-8	SS	18	18				7-6-9 (15)								
					<b>END OF BORING AT 25.0 FT</b>											

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

WL (First Encountered)	<b>&gt;10</b>	BORING STARTED:	<b>Jul 25 2024</b>	CAVE IN DEPTH:
WL (Completion)		BORING COMPLETED:	<b>Jul 25 2024</b>	HAMMER TYPE: <b>Manual</b>
WL (Seasonal High Water)	<b>10.00</b>	EQUIPMENT:	<b>Buck Rogers 2500</b>	DRILLING METHOD: <b>Mud rotary</b>
WL (Stabilized)		LOGGED BY:		

**GEOTECHNICAL BOREHOLE LOG**  
146/521

CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	BORING NO.: <b>B-09</b>	SHEET: <b>1 of 1</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	DRILLER/CONTRACTOR: <b>ECS</b>			

SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>	LOSS OF CIRCULATION 
---	--


LATITUDE: <b>28.489255</b>	LONGITUDE: <b>-81.391798</b>	STATION:	SURFACE ELEVATION: <b>106.0</b>	BOTTOM OF CASING 
-------------------------------	---------------------------------	----------	------------------------------------	---

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DIST. (IN)	RECOVERY (IN)	DESCRIPTION OF MATERIAL	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N value)*	STANDARD PENETRATION BLOWS/FT		ROCK QUALITY DESIGNATION & RECOVERY		LIQUID LIMIT PLASTIC LIMIT		CALIBRATED PENETROMETER TSF		WATER CONTENT % [FINES CONTENT] %		
									10	20	30	40	50	10	20	30	40	50	1
	S-1	SS	24	24	Topsoil Thickness[3.00"] (SP-SM) SAND WITH SILT, brown, moist, very loose			1-1-1-1 (2)											
	S-2	SS	24	24				1-2-2-2 (4)											
5	S-3	SS	24	24	(SP-SC) SAND WITH CLAY, brown, moist to wet, loose to medium dense		101	2-2-3-4 (5)											
	S-4	SS	24	24				2-3-3-5 (6)											
10	S-5	SS	24	24				3-4-4-6 (8)											
	S-6	SS	18	18				3-5-7 (12)											
15																			
	S-7	SS	18	18	(SP-SM) SAND WITH SILT, brown, wet, medium dense			6-8-10 (18)											
20																			
	S-8	SS	18	18				5-7-9 (16)											
25					<b>END OF BORING AT 25.0 FT</b>														
30																			

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

∇ WL (First Encountered) >10	BORING STARTED: Jul 25 2024	CAVE IN DEPTH:
▼ WL (Completion)	BORING COMPLETED: Jul 25 2024	HAMMER TYPE: Manual
∇ WL (Seasonal High Water) 10.00	EQUIPMENT: Buck Rogers 2500	LOGGED BY:
∇ WL (Stabilized)		DRILLING METHOD: Mud rotary

**GEOTECHNICAL BOREHOLE LOG**  
147/521


CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	SHEET: <b>1 of 2</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	AUGER NO.: <b>SWM-01</b>	SURFACE ELEVATION: <b>98.5</b>	
SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>		STATION:	
LATITUDE: <b>28.488677</b>	LONGITUDE: <b>-81.395754</b>		

DEPTH (FT)	WATER LEVELS	ELEVATION (FT)	Description	SAMPLE NUMBER	FINES CONTENT (%)	MOISTURE CONTENT (%)
			Topsoil Thickness[3.00"] (SP-SC) SAND WITH CLAY, gray and brown, moist	S-1		
5		94		S-2		
10		89	(SC) CLAYEY SAND, brown, moist to wet	S-3		
15	▼	84		S-4		
<b>CONTINUED ON NEXT PAGE</b>						

REMARKS:

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDRY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

▽ WL (First Encountered) <b>13.00</b>	▼ WL (Seasonal High) <b>11.50</b>	DRILLER:	DATE COMPLETED:	UNITS:	AUGER METHOD:
▼ WL (Completion)			<b>Jul 25 2024</b>	<b>English</b>	<b>Continuous Flight</b>

CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	SHEET: <b>2 of 2</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	AUGER NO.: <b>SWM-01</b>	SURFACE ELEVATION: <b>98.5</b>	
SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>		STATION:	
LATITUDE: <b>28.488677</b>		LONGITUDE: <b>-81.395754</b>	


DEPTH (FT)	WATER LEVELS	ELEVATION (FT)	Description	SAMPLE NUMBER	FINES CONTENT (%)	MOISTURE CONTENT (%)
20		79	(SP-SM) SAND WITH SILT, brown, wet	S-5		
25		74	<b>END OF DRILLING AT 25.0 FT</b>			
30		69				

REMARKS:

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDRY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

<input type="checkbox"/> WL (First Encountered) <b>13.00</b>	<input checked="" type="checkbox"/> WL (Seasonal High) <b>11.50</b>	DRILLER:	DATE COMPLETED:	UNITS:	AUGER METHOD:
<input checked="" type="checkbox"/> WL (Completion)			<b>Jul 25 2024</b>	<b>English</b>	<b>Continuous Flight</b>

**FLIGHT AUGER LOG**

CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	SHEET: <b>1 of 2</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	AUGER NO.: <b>SWM-02</b>	SURFACE ELEVATION: <b>98.0</b>	
SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>		STATION:	
LATITUDE: <b>28.488673</b>		LONGITUDE: <b>-81.393770</b>	


DEPTH (FT)	WATER LEVELS	ELEVATION (FT)	Description	SAMPLE NUMBER	FINES CONTENT (%)	MOISTURE CONTENT (%)
			Topsoil Thickness[3.00"] (SP-SC) SAND WITH CLAY, gray and brown, moist	S-1		
5		93		S-2		
			(SP) SAND, light brown, wet, loose			
10		88		S-3		
	▼					
	▽					
15		83	(SP-SM) SAND WITH SILT, brown and dark brown, wet			
<b>CONTINUED ON NEXT PAGE</b>						

REMARKS:

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDRY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

▽ WL (First Encountered) <b>14.00</b>	▼ WL (Seasonal High) <b>12.50</b>	DRILLER:	DATE COMPLETED:	UNITS:	AUGER METHOD:
▼ WL (Completion)			<b>Jul 25 2024</b>	<b>English</b>	<b>Continuous Flight</b>

**FLIGHT AUGER LOG**

CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	SHEET: <b>2 of 2</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	AUGER NO.: <b>SWM-02</b>	SURFACE ELEVATION: <b>98.0</b>	
SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>		STATION:	
LATITUDE: <b>28.488673</b>		LONGITUDE: <b>-81.393770</b>	


DEPTH (FT)	WATER LEVELS	ELEVATION (FT)	Description	SAMPLE NUMBER	FINES CONTENT (%)	MOISTURE CONTENT (%)
20		78		S-4		
25		73	<b>END OF DRILLING AT 25.0 FT</b>			
30		68		S-5		

REMARKS:

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDRY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

<input type="checkbox"/> WL (First Encountered) <b>14.00</b>	<input checked="" type="checkbox"/> WL (Seasonal High) <b>12.50</b>	DRILLER:	DATE COMPLETED:	UNITS:	AUGER METHOD:
<input checked="" type="checkbox"/> WL (Completion)			<b>Jul 25 2024</b>	<b>English</b>	<b>Continuous Flight</b>

**FLIGHT AUGER LOG**

CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	SHEET: <b>1 of 2</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	AUGER NO.: <b>SWM-03</b>	SURFACE ELEVATION: <b>103.5</b>	
SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>		STATION:	
LATITUDE: <b>28.488658</b>	LONGITUDE: <b>-81.391415</b>		

DEPTH (FT)	WATER LEVELS	ELEVATION (FT)	Description	SAMPLE NUMBER	FINES CONTENT (%)	MOISTURE CONTENT (%)
5		99	Topsoil Thickness[3.00"] (SP-SC) SAND WITH CLAY, gray and brown, moist	S-1		
			(SP) SAND, light brown, wet, loose	S-2		
			10	94		
15		89	(SP-SM) SAND WITH SILT, brown and dark brown, wet			
<b>CONTINUED ON NEXT PAGE</b>						


REMARKS:

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDRY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

▽ WL (First Encountered) <b>13.00</b>	▼ WL (Seasonal High) <b>11.50</b>	DRILLER:	DATE COMPLETED:	UNITS:	AUGER METHOD:
▼ WL (Completion)			<b>Jul 25 2024</b>	<b>English</b>	<b>Continuous Flight</b>

**FLIGHT AUGER LOG**



CLIENT: <b>Foundry Commercial</b>	PROJECT NO.: <b>24:7736</b>	SHEET: <b>2 of 2</b>	
PROJECT NAME: <b>4881 S OBT Industrial Development Orlando</b>	AUGER NO.: <b>SWM-03</b>	SURFACE ELEVATION: <b>103.5</b>	
SITE LOCATION: <b>4881 S Orange Blossom Trail, Orlando, Florida, 32839</b>		STATION:	
LATITUDE: <b>28.488658</b>	LONGITUDE: <b>-81.391415</b>		

DEPTH (FT)	WATER LEVELS	ELEVATION (FT)	Description	SAMPLE NUMBER	FINES CONTENT (%)	MOISTURE CONTENT (%)
20		84		S-4		
25		79	<b>END OF DRILLING AT 25.0 FT</b>	S-5		
30		74				

REMARKS:

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDRY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

<input type="checkbox"/> WL (First Encountered) <b>13.00</b>	<input checked="" type="checkbox"/> WL (Seasonal High) <b>11.50</b>	DRILLER:	DATE COMPLETED:	UNITS:	AUGER METHOD:
<input checked="" type="checkbox"/> WL (Completion)			<b>Jul 25 2024</b>	<b>English</b>	<b>Continuous Flight</b>

**FLIGHT AUGER LOG**

## **Appendix C – Laboratory Testing**


Laboratory Testing Summary

## Laboratory Testing Summary

Sample Source	Sample Number	Depth (feet)	MC (%)	Soil Type	Atterberg Limits			Percent Passing No. 200 Sieve	Moisture - Density		Organic Content	Permeability (feet/day)
					LL	PL	PI		Maximum Density (pcf)	Optimum Moisture (%)		
B-01	S-2	2-4	5.1	SP-SM				5.5				
B-02	S-3	4-6	20.7	SC				17.9				
B-03	S-4	6-8	5.5	SP				1.8				
B-04	S-1	0-2	6.0	SP				4.7				
B-05	S-5	8-10	25.4	SC				15.1				
B-07	S-5	8-10	20.1	SC				20.3				
SWM-01	S-1 S-2	0-4										Kh=11.5 KV=7.7
SWM-01	S-3 S-4	7-10	6.5	SC				32.3				
SWM-02	S-1 S-2	0-4										Kh=9.8 KV=6.5
SWM-02	S-3 S-4	6-15	6.5	SP				2.8				

**Notes:** See test reports for test method, \*ASTM D2488

**Definitions:** MC: Moisture Content, Soil Type: USCS (Unified Soil Classification System), LL: Liquid Limit, PL: Plastic Limit, PI: Plasticity Index, CBR: California Bearing Ratio, OC: Organic Content

Project:	4881 S OBT Industrial Development Orlando	Project No.:	24:7736
Client:	Foundry Commercial	Date Reported:	8/9/2024
	Office / Lab	Address	Office Number / Fax
	 ECS Florida LLC - Orlando	2815 Directors Row Suite 500 Orlando, FL 32809	(407)859-8378  (407)859-9599



## HYDROLOGY REPORT MEMORANDUM

To: City of Edgewood – Engineering Department

From: Jennifer J. Stickler, PE, Kimley-Horn and Associates, Inc.  
Jennifer.Stickler@kimley-horn.com 407-427-1682

Date: 12/16/2024

Subject: Edgewood Park of Commerce (EPOC) Application  
4857 S. Orange Blossom Trail, Orlando, FL

---

The Edgewood Park of Commerce (EPOC) project consists of 41.43 acres located at 4857 S. Orange Blossom Trail. The development consists of six (6) buildings with a dry stormwater pond and associated surface parking and utilities. The existing site is vacant and densely vegetated. This memorandum serves as documentation for the proposed site compliance with the City of Edgewood and Orange County post-construction stormwater management ordinance.

### RELEASE RATE

City of Edgewood requires the post-development stormwater release rate(s) to be below pre-development calculated peak rate(s) resulting from the 10-year return period and 25-year return period, twenty-four (24) hour duration, type II storm distribution. Orange County requires the post-development stormwater release rate(s) to be below pre-development calculated peak rate(s) resulting from the 25-year return period, twenty-four (24) hour duration, type II storm distribution. The site currently drains to Orange County right-of-way (Redman St) to the south.

A summary of the stormwater management facility data is below, and detailed calculations are included in the Attachments.

#### *Stormwater Management Summary – Pre-Development*

<b>PRE WEST BASIN</b>		
10-year Discharge Rate	1.01	cfs
25-year Discharge Rate	1.90	cfs
<b>PRE SOUTH BASIN</b>		
10-year Discharge Rate	0.66	cfs
25-year Discharge Rate	1.86	cfs

**Stormwater Management Summary – Post-Development**

<b>POST WEST BASIN</b>		
10-year Discharge Rate	0.35	cfs
25-year Discharge Rate	0.71	cfs
<b>POST SOUTH BASIN</b>		
10-year Discharge Rate	0.05	cfs
25-year Discharge Rate	0.95	cfs

Bottom of Pond	95.00	ft
Weir 1 Elevation	98.75	ft
Weir 2 Elevation	99.60	ft
Top of Pond	100.00	ft
Top of Maintenance Berm	100.50	ft
10-year Stage Elevation	98.86	ft
25-year Stage Elevation	99.57	ft
100-year Stage Elevation	99.95	ft

Attachments:

- Pre-Development Basin Map
- Post-Development Basin Map
- ICPR Return Period Summary

Please let me know if you have any questions.

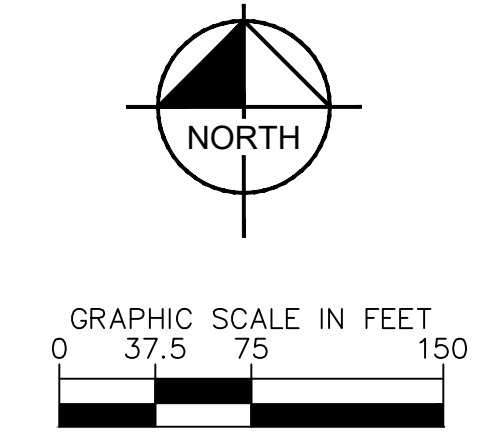
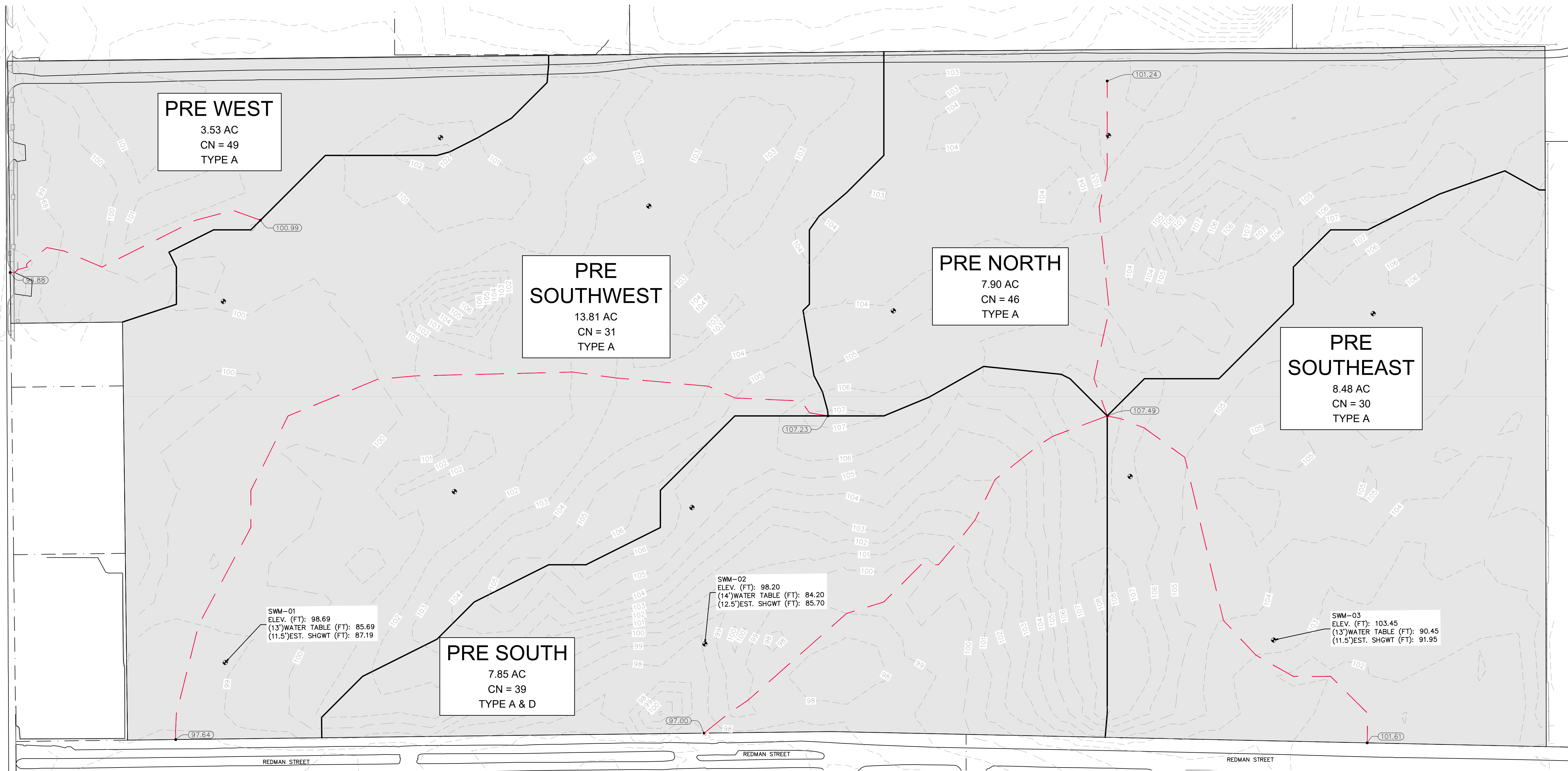
Sincerely,  
KIMLEY-HORN AND ASSOCIATES, INC.



Jennifer J. Stickler, P.E.  
Vice President

K:\ORL\_Civil\049004001-South OBT Warehouse\DRAINAGE\MEMO\2024-12-16 Stormwater Memo.docx

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



**PRE WEST**  
3.53 AC  
CN = 49  
TYPE A

**PRE SOUTHWEST**  
13.81 AC  
CN = 31  
TYPE A

**PRE NORTH**  
7.90 AC  
CN = 46  
TYPE A

**PRE SOUTHEAST**  
8.48 AC  
CN = 30  
TYPE A

**PRE SOUTH**  
7.85 AC  
CN = 39  
TYPE A & D

SWM-01  
ELEV. (FT): 98.69  
(13') WATER TABLE (FT): 85.69  
(11.5') EST. SHGWT (FT): 87.19

SWM-02  
ELEV. (FT): 98.20  
(14') WATER TABLE (FT): 84.20  
(12.5') EST. SHGWT (FT): 85.70

SWM-03  
ELEV. (FT): 103.45  
(13') WATER TABLE (FT): 90.45  
(11.5') EST. SHGWT (FT): 91.95

No.	REVISIONS	DATE	BY

**Kimley-Horn**  
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.  
200 S. ORANGE AVENUE, SUITE 600, ORLANDO, FL 32801  
PHONE: 407-896-1511  
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

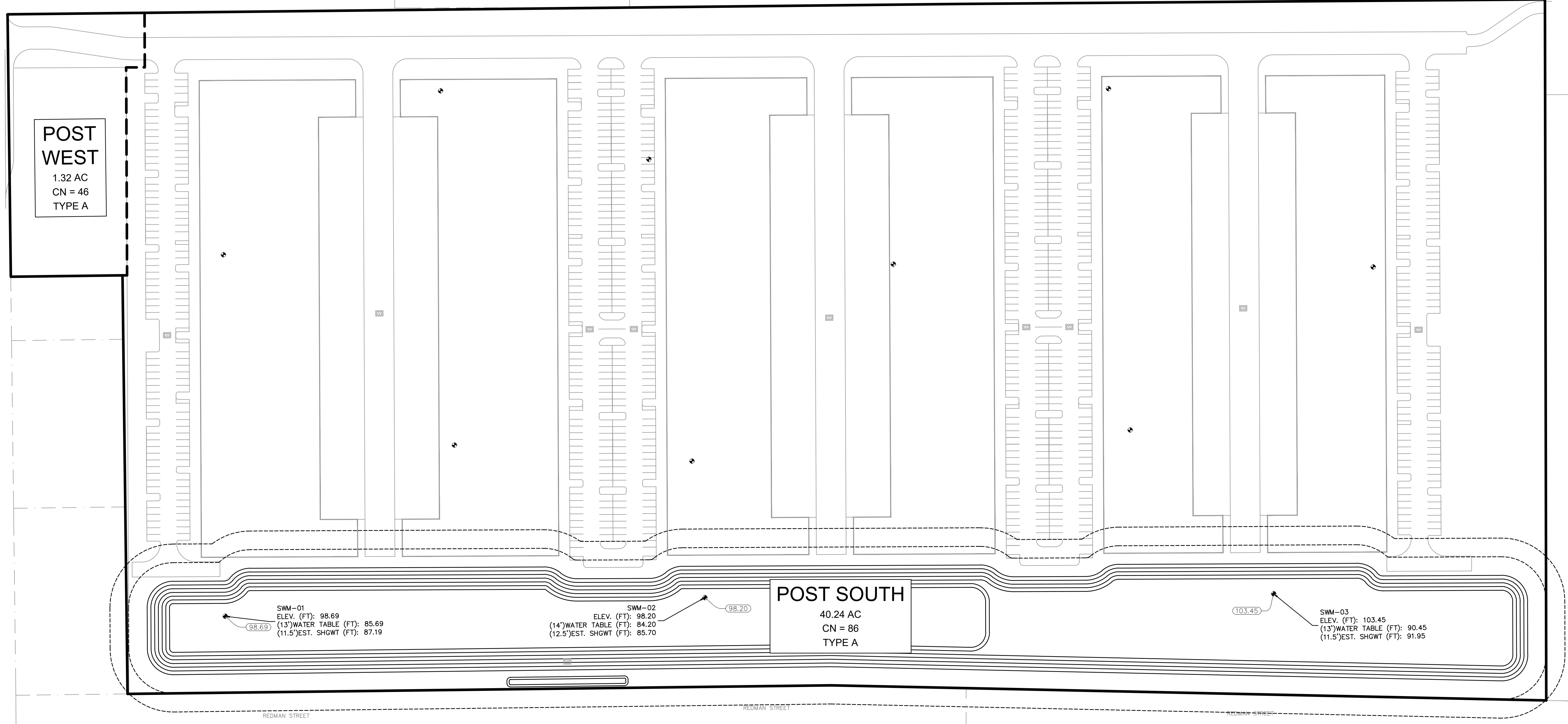
LICENSED PROFESSIONAL	DATE
KHA PROJECT 049004001	12/13/2024
SCALE AS SHOWN	DESIGNED BY
DRAWN BY	CHECKED BY
DATE	

**PRE-DEVELOPMENT  
BASIN MAP**

EDGEWOOD PARK OF  
COMMERCE  
ORANGE COUNTY FLORIDA

SHEET NUMBER

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



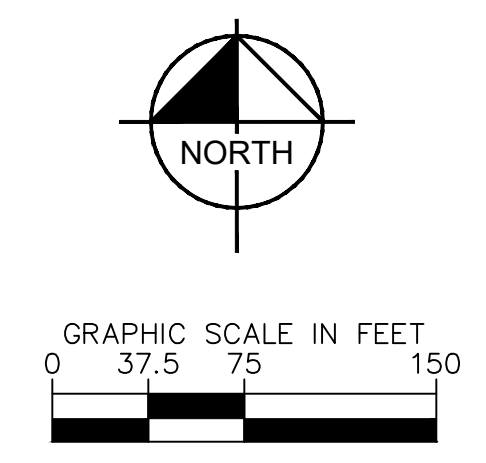
**POST WEST**  
1.32 AC  
CN = 46  
TYPE A

**POST SOUTH**  
40.24 AC  
CN = 86  
TYPE A

SWM-01  
ELEV. (FT): 98.69  
(13') WATER TABLE (FT): 85.69  
(11.5') EST. SHGWT (FT): 87.19

SWM-02  
ELEV. (FT): 98.20  
(14') WATER TABLE (FT): 84.20  
(12.5') EST. SHGWT (FT): 85.70

SWM-03  
ELEV. (FT): 103.45  
(13') WATER TABLE (FT): 90.45  
(11.5') EST. SHGWT (FT): 91.95



No.	REVISIONS	DATE	BY

**Kimley-Horn**  
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200 S. ORANGE AVENUE, SUITE 600, ORLANDO, FL 32801  
PHONE: 407-896-1511  
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL	DATE
	12/13/2024
KHA PROJECT 049004001	SCALE AS SHOWN
DESIGNED BY	DRAWN BY
CHECKED BY	DATE

**POST-DEVELOPMENT  
BASIN MAP**

EDGEWOOD PARK OF  
COMMERCE  
ORANGE COUNTY FLORIDA

SHEET NUMBER

Simple Basin: POST SOUTH

Scenario: POST  
Node: POND  
Hydrograph Method: NRCS Unit Hydrograph  
Infiltration Method: Curve Number  
Time of Concentration: 10.0000 min  
Max Allowable Q: 0.00 cfs  
Time Shift: 0.0000 hr  
Unit Hydrograph: UH323  
Peaking Factor: 323.0  
Area: 35.6800 ac  
Curve Number: 86.0  
% Impervious: 0.00  
% DCIA: 0.00  
% Direct: 0.00  
Rainfall Name:

Comment: Post-South (Redman St)

Simple Basin: POST WEST

Scenario: POST  
Node: POST WEST  
Hydrograph Method: NRCS Unit Hydrograph  
Infiltration Method: Curve Number  
Time of Concentration: 41.0000 min  
Max Allowable Q: 0.00 cfs  
Time Shift: 0.0000 hr  
Unit Hydrograph: UH323  
Peaking Factor: 323.0  
Area: 1.3200 ac  
Curve Number: 46.0  
% Impervious: 0.00  
% DCIA: 0.00  
% Direct: 0.00  
Rainfall Name:

Comment: Post-West (FDOT)

Simple Basin: PRE SOUTH

Scenario: PRE  
Node: PRE SOUTH  
Hydrograph Method: NRCS Unit Hydrograph  
Infiltration Method: Curve Number  
Time of Concentration: 48.0000 min  
Max Allowable Q: 0.00 cfs



Time Shift: 0.0000 hr  
 Unit Hydrograph: UH323  
 Peaking Factor: 323.0  
 Area: 7.8500 ac  
 Curve Number: 39.0  
 % Impervious: 0.00  
 % DCIA: 0.00  
 % Direct: 0.00  
 Rainfall Name:

Comment: Pre-South (Redman St)

Simple Basin: PRE WEST

Scenario: PRE  
 Node: PRE WEST  
 Hydrograph Method: NRCS Unit Hydrograph  
 Infiltration Method: Curve Number  
 Time of Concentration: 59.0000 min  
 Max Allowable Q: 0.00 cfs  
 Time Shift: 0.0000 hr  
 Unit Hydrograph: UH323  
 Peaking Factor: 323.0  
 Area: 3.5300 ac  
 Curve Number: 49.0  
 % Impervious: 0.00  
 % DCIA: 0.00  
 % Direct: 0.00  
 Rainfall Name:

Comment: Pre-West (FDOT)

Node: POND

Scenario: POST  
 Type: Stage/Area  
 Base Flow: 0.00 cfs  
 Initial Stage: 95.00 ft  
 Warning Stage: 100.00 ft

Stage [ft]	Area [ac]	Area [ft2]
100.00	5.3970	235093
99.00	4.9500	215622
98.00	4.5070	196325
97.00	4.0670	177159
96.00	2.1550	93872
95.00	1.8900	82328

Comment: Dry Pond

Node: POST GW

Scenario: POST  
 Type: Time/Stage  
 Base Flow: 0.00 cfs  
 Initial Stage: 88.30 ft  
 Warning Stage: 88.40 ft  
 Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	88.30
0	0	0	72.0000	88.30

Comment:

Node: POST SOUTH

Scenario: POST  
 Type: Time/Stage  
 Base Flow: 0.00 cfs  
 Initial Stage: 96.00 ft  
 Warning Stage: 96.10 ft  
 Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	96.00
0	0	0	72.0000	96.00

Comment: Redman St Pipe

Node: POST WEST

Scenario: POST  
 Type: Time/Stage  
 Base Flow: 0.00 cfs  
 Initial Stage: 96.38 ft  
 Warning Stage: 96.48 ft  
 Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	96.38
0	0	0	72.0000	96.38

Comment:

**Node: PRE SOUTH**

Scenario: PRE  
 Type: Time/Stage  
 Base Flow: 0.00 cfs  
 Initial Stage: 96.00 ft  
 Warning Stage: 96.10 ft  
 Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	96.00
0	0	0	72.0000	96.00

Comment: Redman St Pipe

**Node: PRE WEST**

Scenario: PRE  
 Type: Time/Stage  
 Base Flow: 0.00 cfs  
 Initial Stage: 96.38 ft  
 Warning Stage: 96.48 ft  
 Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	96.38
0	0	0	72.0000	96.38

Comment: FDOT Inlet (OBT)

Drop Structure Link: DS-1		Upstream Pipe	Downstream Pipe
Scenario:	POST	Invert: 95.00 ft	Invert: 94.90 ft
From Node:	POND	Manning's N: 0.0120	Manning's N: 0.0120
To Node:	POST SOUTH	Geometry: Circular	Geometry: Circular
Link Count:	1	Max Depth: 1.50 ft	Max Depth: 1.50 ft
Flow Direction:	Both	Bottom Clip	
Solution:	Combine	Default: 0.00 ft	Default: 0.00 ft
Increments:	0	Op Table:	Op Table:
Pipe Count:	1	Ref Node:	Ref Node:
Damping:	0.0000 ft	Manning's N: 0.0000	Manning's N: 0.0000
Length:	50.00 ft	Top Clip	

FHWA Code: 1	Default: 0.00 ft	Default: 0.00 ft
Entr Loss Coef: 0.50	Op Table:	Op Table:
Exit Loss Coef: 1.00	Ref Node:	Ref Node:
Bend Loss Coef: 0.00	Manning's N: 0.0000	Manning's N: 0.0000
Bend Location: 0.00 dec		
Energy Switch: Energy		

Pipe Comment: 18" assumed for Redman St. pipe

Weir Component	
Weir: 1	Bottom Clip
Weir Count: 1	Default: 0.00 ft
Weir Flow Direction: Both	Op Table:
Damping: 0.0000 ft	Ref Node:
Weir Type: Horizontal	Top Clip
Geometry Type: Rectangular	Default: 0.00 ft
Invert: 99.60 ft	Op Table:
Control Elevation: 99.60 ft	Ref Node:
Max Depth: 3.08 ft	Discharge Coefficients
Max Width: 4.08 ft	Weir Default: 3.200
Fillet: 0.00 ft	Weir Table:
	Orifice Default: 0.600
	Orifice Table:

Weir Comment: Type D Inlet (Top)

Weir Component	
Weir: 2	Bottom Clip
Weir Count: 2	Default: 0.00 ft
Weir Flow Direction: Both	Op Table:
Damping: 0.0000 ft	Ref Node:
Weir Type: Sharp Crested Vertical	Top Clip
Geometry Type: Circular	Default: 0.00 ft
Invert: 98.75 ft	Op Table:
Control Elevation: 98.75 ft	Ref Node:
Max Depth: 0.40 ft	Discharge Coefficients
	Weir Default: 3.200
	Weir Table:
	Orifice Default: 0.600
	Orifice Table:

Weir Comment: Circular weir  
4.8" height

Drop Structure Comment:

Percolation Link: PERC	
Scenario: POST	Surface Area Option: Vary Based on Stage/Area Table
From Node: POND	
To Node: POST GW	Vertical Flow Termination: Horizontal Flow Algorithm

Link Count:	1	
Flow Direction:	None	Perimeter 1: 3940.14 ft
Aquifer Base Elevation:	86.80 ft	Perimeter 2: 4096.67 ft
Water Table Elevation:	88.30 ft	Perimeter 3: 4249.75 ft
Annual Recharge Rate:	0 ipy	Distance P1 to P2: 25.00 ft
Horizontal Conductivity:	5.180 fpd	Distance P2 to P3: 25.00 ft
Vertical Conductivity:	3.450 fpd	# of Cells P1 to P2: 10
Fillable Porosity:	0.300	# of Cells P2 to P3: 10
Layer Thickness:	6.70 ft	

Comment: Safety Factor of 2

Simulation: 100YR-24HR

Scenario: POST  
 Run Date/Time: 12/13/2024 12:07:01 PM  
 Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	24.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:  
 Reference ET Folder:  
 Unit Hydrograph  
 Folder:

Lookup Tables

Boundary Stage Set:  
 Extern Hydrograph Set:  
 Curve Number Set:  
  
 Green-Ampt Set:  
 Vertical Layers Set:  
 Impervious Set:  
 Roughness Set:  
 Crop Coef Set:  
 Fillable Porosity Set:  
 Conductivity Set:  
 Leakage Set:

Tolerances & Options

Time Marching: SAOR  
 Max Iterations: 6  
 Over-Relax Weight 0.5 dec  
 Fact:  
 dZ Tolerance: 0.0010 ft  
  
 Max dZ: 1.0000 ft  
 Link Optimizer Tol: 0.0001 ft  
  
 Edge Length Option: Automatic  
  
 Dflt Damping (2D): 0.0050 ft  
 Min Node Srf Area 100 ft2  
 (2D):  
 Energy Switch (2D): Energy

IA Recovery Time: 24.0000 hr  
 ET for Manual Basins: False  
  
 Smp/Man Basin Rain Global  
 Opt:  
 OF Region Rain Opt: Global  
 Rainfall Name: ~FLMOD  
 Rainfall Amount: 10.20 in  
 Storm Duration: 24.0000 hr  
  
 Dflt Damping (1D): 0.0050 ft  
 Min Node Srf Area 100 ft2  
 (1D):  
 Energy Switch (1D): Energy

Comment:

Simulation: 10YR-24HR

Scenario: POST  
 Run Date/Time: 12/13/2024 11:58:03 AM  
 Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000

End Time:                    0                    0                    0                    24.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:  
Reference ET Folder:  
Unit Hydrograph  
Folder:

Lookup Tables

Boundary Stage Set:  
Extern Hydrograph Set:  
Curve Number Set:  
  
Green-Ampt Set:  
Vertical Layers Set:  
Impervious Set:  
Roughness Set:  
Crop Coef Set:  
Fillable Porosity Set:  
Conductivity Set:  
Leakage Set:

Tolerances & Options

Time Marching: SAOR  
Max Iterations: 6  
Over-Relax Weight 0.5 dec  
Fact:  
dZ Tolerance: 0.0010 ft

IA Recovery Time: 24.0000 hr  
ET for Manual Basins: False  
  
Smp/Man Basin Rain Global

Max dZ: 1.0000 ft	Opt:
Link Optimizer Tol: 0.0001 ft	OF Region Rain Opt: Global
Edge Length Option: Automatic	Rainfall Name: ~FLMOD
	Rainfall Amount: 6.13 in
	Storm Duration: 24.0000 hr
Dflt Damping (2D): 0.0050 ft	Dflt Damping (1D): 0.0050 ft
Min Node Srf Area 100 ft2	Min Node Srf Area 100 ft2
(2D):	(1D):
Energy Switch (2D): Energy	Energy Switch (1D): Energy

Comment:

Simulation: 25YR-24HR

Scenario: POST  
 Run Date/Time: 12/13/2024 11:58:24 AM  
 Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	24.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000



**Restart File**  
Save Restart: False

**Resources & Lookup Tables**

**Resources**  
Rainfall Folder:  
Reference ET Folder:  
Unit Hydrograph  
Folder:

**Lookup Tables**  
Boundary Stage Set:  
Extern Hydrograph Set:  
Curve Number Set:  
  
Green-Ampt Set:  
Vertical Layers Set:  
Impervious Set:  
Roughness Set:  
Crop Coef Set:  
Fillable Porosity Set:  
Conductivity Set:  
Leakage Set:

**Tolerances & Options**

Time Marching: SAOR  
Max Iterations: 6  
Over-Relax Weight: 0.5 dec  
Fact:  
dZ Tolerance: 0.0010 ft  
  
Max dZ: 1.0000 ft  
Link Optimizer Tol: 0.0001 ft  
  
Edge Length Option: Automatic  
  
Dflt Damping (2D): 0.0050 ft  
Min Node Srf Area: 100 ft2  
(2D):  
Energy Switch (2D): Energy

IA Recovery Time: 24.0000 hr  
ET for Manual Basins: False  
  
Smp/Man Basin Rain: Global  
Opt:  
OF Region Rain Opt: Global  
Rainfall Name: ~FLMOD  
Rainfall Amount: 7.58 in  
Storm Duration: 24.0000 hr  
  
Dflt Damping (1D): 0.0050 ft  
Min Node Srf Area: 100 ft2  
(1D):  
Energy Switch (1D): Energy

Comment:

**Simulation: WQTV**

Scenario: POST  
Run Date/Time: 12/16/2024 7:16:17 AM  
Program Version: ICPR4 4.07.04

**General**

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	72.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:  
 Reference ET Folder:  
 Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:  
 Extern Hydrograph Set:  
 Curve Number Set:  
  
 Green-Ampt Set:  
 Vertical Layers Set:  
 Impervious Set:  
 Roughness Set:  
 Crop Coef Set:  
 Fillable Porosity Set:  
 Conductivity Set:  
 Leakage Set:

Tolerances & Options

Time Marching: SAOR  
 Max Iterations: 6  
 Over-Relax Weight 0.5 dec

IA Recovery Time: 24.0000 hr  
 ET for Manual Basins: False

Fact:		Smp/Man Basin Rain	Global
dZ Tolerance:	0.0010 ft	Opt:	
Max dZ:	1.0000 ft	OF Region Rain Opt:	Global
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~FDOT-1
Edge Length Option:	Automatic	Rainfall Amount:	0.00 in
		Storm Duration:	1.0000 hr
Dflt Damping (2D):	0.0050 ft	Dflt Damping (1D):	0.0050 ft
Min Node Srf Area	100 ft2	Min Node Srf Area	100 ft2
(2D):		(1D):	
Energy Switch (2D):	Energy	Energy Switch (1D):	Energy

Comment:

Simulation: 10YR-24HR  
 Scenario: PRE  
 Run Date/Time: 12/13/2024 11:58:37 AM  
 Program Version: ICPR4 4.07.04

General				
Run Mode:	Normal			
	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	24.0000
	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]	
Min Calculation Time:	60.0000	0.1000	900.0000	
Max Calculation Time:		30.0000		

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
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Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File  
Save Restart: False

Resources & Lookup Tables

Resources  
Rainfall Folder:  
Reference ET Folder:  
Unit Hydrograph Folder:

Lookup Tables  
Boundary Stage Set:  
Extern Hydrograph Set:  
Curve Number Set:  
  
Green-Ampt Set:  
Vertical Layers Set:  
Impervious Set:  
Roughness Set:  
Crop Coef Set:  
Fillable Porosity Set:  
Conductivity Set:  
Leakage Set:

Tolerances & Options

Time Marching: SAOR  
Max Iterations: 6  
Over-Relax Weight: 0.5 dec  
Fact:  
dZ Tolerance: 0.0010 ft  
  
Max dZ: 1.0000 ft  
Link Optimizer Tol: 0.0001 ft  
  
Edge Length Option: Automatic  
  
Dflt Damping (2D): 0.0050 ft  
Min Node Srf Area: 100 ft2  
(2D):  
Energy Switch (2D): Energy

IA Recovery Time: 24.0000 hr  
ET for Manual Basins: False  
  
Smp/Man Basin Rain: Global  
Opt:  
OF Region Rain Opt: Global  
Rainfall Name: ~FLMOD  
Rainfall Amount: 6.13 in  
Storm Duration: 24.0000 hr  
  
Dflt Damping (1D): 0.0050 ft  
Min Node Srf Area: 100 ft2  
(1D):  
Energy Switch (1D): Energy

Comment:

Simulation: 25YR-24HR

Scenario: PRE  
Run Date/Time: 12/13/2024 11:58:48 AM  
Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	24.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:  
Reference ET Folder:  
Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:  
Extern Hydrograph Set:  
Curve Number Set:  
  
Green-Ampt Set:  
Vertical Layers Set:  
Impervious Set:  
Roughness Set:  
Crop Coef Set:  
Fillable Porosity Set:  
Conductivity Set:  
Leakage Set:

Tolerances & Options

Time Marching: SAOR	IA Recovery Time: 24.0000 hr
Max Iterations: 6	ET for Manual Basins: False
Over-Relax Weight 0.5 dec	
Fact:	
dZ Tolerance: 0.0010 ft	Smp/Man Basin Rain Global
	Opt:
Max dZ: 1.0000 ft	OF Region Rain Opt: Global
Link Optimizer Tol: 0.0001 ft	Rainfall Name: ~FLMOD
	Rainfall Amount: 7.58 in
Edge Length Option: Automatic	Storm Duration: 24.0000 hr
Dflt Damping (2D): 0.0050 ft	Dflt Damping (1D): 0.0050 ft
Min Node Srf Area 100 ft2	Min Node Srf Area 100 ft2
(2D):	(1D):
Energy Switch (2D): Energy	Energy Switch (1D): Energy

Comment:

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Scenario	Sim	Node Name	Relative Time [hrs]	Maximum Total Inflow Rate [cfs]
POST	10YR-24HR	POST SOUTH	24.0000	0.05
POST	10YR-24HR	POST WEST	24.0000	0.35
PRE	10YR-24HR	PRE SOUTH	24.0027	0.66
PRE	10YR-24HR	PRE WEST	24.0027	1.01
POST	25YR-24HR	POST SOUTH	24.0018	0.95
POST	25YR-24HR	POST WEST	24.0018	0.71
PRE	25YR-24HR	PRE SOUTH	24.0027	1.86
PRE	25YR-24HR	PRE WEST	24.0027	1.90

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Scenario	Sim	Node Name	Relative Time [hrs]	Maximum Stage [ft]
POST	100YR-24HR	POND	24.0083	99.95
POST	10YR-24HR	POND	24.0000	98.86
POST	25YR-24HR	POND	24.0018	99.57



Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]
POST	WQTV	POND	0.0000	96.66
POST	WQTV	POND	0.2511	96.62
POST	WQTV	POND	0.5050	96.59
POST	WQTV	POND	0.7510	96.55
POST	WQTV	POND	1.0034	96.52
POST	WQTV	POND	1.2555	96.48
POST	WQTV	POND	1.5002	96.44
POST	WQTV	POND	1.7551	96.41
POST	WQTV	POND	2.0037	96.37
POST	WQTV	POND	2.2529	96.34
POST	WQTV	POND	2.5021	96.30
POST	WQTV	POND	2.7561	96.26
POST	WQTV	POND	3.0026	96.23
POST	WQTV	POND	3.2554	96.19
POST	WQTV	POND	3.5012	96.16
POST	WQTV	POND	3.7531	96.12
POST	WQTV	POND	4.0056	96.08
POST	WQTV	POND	4.2547	96.05
POST	WQTV	POND	4.5042	96.01
POST	WQTV	POND	4.7539	95.98
POST	WQTV	POND	5.0020	95.94
POST	WQTV	POND	5.2552	95.90
POST	WQTV	POND	5.5018	95.87
POST	WQTV	POND	5.7547	95.83
POST	WQTV	POND	6.0001	95.80
POST	WQTV	POND	6.2515	95.76
POST	WQTV	POND	6.5008	95.73
POST	WQTV	POND	6.7506	95.69
POST	WQTV	POND	7.0006	95.65
POST	WQTV	POND	7.2553	95.62
POST	WQTV	POND	7.5024	95.58
POST	WQTV	POND	7.7559	95.54
POST	WQTV	POND	8.0025	95.51
POST	WQTV	POND	8.2551	95.47
POST	WQTV	POND	8.5041	95.44
POST	WQTV	POND	8.7538	95.40
POST	WQTV	POND	9.0040	95.37
POST	WQTV	POND	9.2544	95.33
POST	WQTV	POND	9.5032	95.29
POST	WQTV	POND	9.7507	95.26
POST	WQTV	POND	10.0045	95.22
POST	WQTV	POND	10.2513	95.19

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]
POST	WQTV	POND	10.5042	95.15
POST	WQTV	POND	10.7521	95.11
POST	WQTV	POND	11.0021	95.08
POST	WQTV	POND	11.2525	95.04
POST	WQTV	POND	11.5032	95.01
POST	WQTV	POND	11.7534	95.00
POST	WQTV	POND	12.0034	95.00
POST	WQTV	POND	12.2534	95.00
POST	WQTV	POND	12.5034	95.00
POST	WQTV	POND	12.7534	95.00
POST	WQTV	POND	13.0034	95.00
POST	WQTV	POND	13.2534	95.00
POST	WQTV	POND	13.5034	95.00
POST	WQTV	POND	13.7534	95.00
POST	WQTV	POND	14.0034	95.00
POST	WQTV	POND	14.2534	95.00
POST	WQTV	POND	14.5034	95.00
POST	WQTV	POND	14.7534	95.00
POST	WQTV	POND	15.0034	95.00
POST	WQTV	POND	15.2534	95.00
POST	WQTV	POND	15.5034	95.00
POST	WQTV	POND	15.7534	95.00
POST	WQTV	POND	16.0034	95.00
POST	WQTV	POND	16.2534	95.00
POST	WQTV	POND	16.5034	95.00
POST	WQTV	POND	16.7534	95.00
POST	WQTV	POND	17.0034	95.00
POST	WQTV	POND	17.2534	95.00
POST	WQTV	POND	17.5034	95.00
POST	WQTV	POND	17.7534	95.00
POST	WQTV	POND	18.0034	95.00
POST	WQTV	POND	18.2534	95.00
POST	WQTV	POND	18.5034	95.00
POST	WQTV	POND	18.7534	95.00
POST	WQTV	POND	19.0034	95.00
POST	WQTV	POND	19.2534	95.00
POST	WQTV	POND	19.5034	95.00
POST	WQTV	POND	19.7534	95.00
POST	WQTV	POND	20.0034	95.00
POST	WQTV	POND	20.2534	95.00
POST	WQTV	POND	20.5034	95.00
POST	WQTV	POND	20.7534	95.00

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]
POST	WQTV	POND	21.0034	95.00
POST	WQTV	POND	21.2534	95.00
POST	WQTV	POND	21.5034	95.00
POST	WQTV	POND	21.7534	95.00
POST	WQTV	POND	22.0034	95.00
POST	WQTV	POND	22.2534	95.00
POST	WQTV	POND	22.5034	95.00
POST	WQTV	POND	22.7534	95.00
POST	WQTV	POND	23.0034	95.00
POST	WQTV	POND	23.2534	95.00
POST	WQTV	POND	23.5034	95.00
POST	WQTV	POND	23.7534	95.00
POST	WQTV	POND	24.0034	95.00
POST	WQTV	POND	24.2534	95.00
POST	WQTV	POND	24.5034	95.00
POST	WQTV	POND	24.7534	95.00
POST	WQTV	POND	25.0034	95.00
POST	WQTV	POND	25.2534	95.00
POST	WQTV	POND	25.5034	95.00
POST	WQTV	POND	25.7534	95.00
POST	WQTV	POND	26.0034	95.00
POST	WQTV	POND	26.2534	95.00
POST	WQTV	POND	26.5034	95.00
POST	WQTV	POND	26.7534	95.00
POST	WQTV	POND	27.0034	95.00
POST	WQTV	POND	27.2534	95.00
POST	WQTV	POND	27.5034	95.00
POST	WQTV	POND	27.7534	95.00
POST	WQTV	POND	28.0034	95.00
POST	WQTV	POND	28.2534	95.00
POST	WQTV	POND	28.5034	95.00
POST	WQTV	POND	28.7534	95.00
POST	WQTV	POND	29.0034	95.00
POST	WQTV	POND	29.2534	95.00
POST	WQTV	POND	29.5034	95.00
POST	WQTV	POND	29.7534	95.00
POST	WQTV	POND	30.0034	95.00
POST	WQTV	POND	30.2534	95.00
POST	WQTV	POND	30.5034	95.00
POST	WQTV	POND	30.7534	95.00
POST	WQTV	POND	31.0034	95.00
POST	WQTV	POND	31.2534	95.00

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]
POST	WQTV	POND	31.5034	95.00
POST	WQTV	POND	31.7534	95.00
POST	WQTV	POND	32.0034	95.00
POST	WQTV	POND	32.2534	95.00
POST	WQTV	POND	32.5034	95.00
POST	WQTV	POND	32.7534	95.00
POST	WQTV	POND	33.0034	95.00
POST	WQTV	POND	33.2534	95.00
POST	WQTV	POND	33.5034	95.00
POST	WQTV	POND	33.7534	95.00
POST	WQTV	POND	34.0034	95.00
POST	WQTV	POND	34.2534	95.00
POST	WQTV	POND	34.5034	95.00
POST	WQTV	POND	34.7534	95.00
POST	WQTV	POND	35.0034	95.00
POST	WQTV	POND	35.2534	95.00
POST	WQTV	POND	35.5034	95.00
POST	WQTV	POND	35.7534	95.00
POST	WQTV	POND	36.0034	95.00
POST	WQTV	POND	36.2534	95.00
POST	WQTV	POND	36.5034	95.00
POST	WQTV	POND	36.7534	95.00
POST	WQTV	POND	37.0034	95.00
POST	WQTV	POND	37.2534	95.00
POST	WQTV	POND	37.5034	95.00
POST	WQTV	POND	37.7534	95.00
POST	WQTV	POND	38.0034	95.00
POST	WQTV	POND	38.2534	95.00
POST	WQTV	POND	38.5034	95.00
POST	WQTV	POND	38.7534	95.00
POST	WQTV	POND	39.0034	95.00
POST	WQTV	POND	39.2534	95.00
POST	WQTV	POND	39.5034	95.00
POST	WQTV	POND	39.7534	95.00
POST	WQTV	POND	40.0034	95.00
POST	WQTV	POND	40.2534	95.00
POST	WQTV	POND	40.5034	95.00
POST	WQTV	POND	40.7534	95.00
POST	WQTV	POND	41.0034	95.00
POST	WQTV	POND	41.2534	95.00
POST	WQTV	POND	41.5034	95.00
POST	WQTV	POND	41.7534	95.00

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]
POST	WQTV	POND	42.0034	95.00
POST	WQTV	POND	42.2534	95.00
POST	WQTV	POND	42.5034	95.00
POST	WQTV	POND	42.7534	95.00
POST	WQTV	POND	43.0034	95.00
POST	WQTV	POND	43.2534	95.00
POST	WQTV	POND	43.5034	95.00
POST	WQTV	POND	43.7534	95.00
POST	WQTV	POND	44.0034	95.00
POST	WQTV	POND	44.2534	95.00
POST	WQTV	POND	44.5034	95.00
POST	WQTV	POND	44.7534	95.00
POST	WQTV	POND	45.0034	95.00
POST	WQTV	POND	45.2534	95.00
POST	WQTV	POND	45.5034	95.00
POST	WQTV	POND	45.7534	95.00
POST	WQTV	POND	46.0034	95.00
POST	WQTV	POND	46.2534	95.00
POST	WQTV	POND	46.5034	95.00
POST	WQTV	POND	46.7534	95.00
POST	WQTV	POND	47.0034	95.00
POST	WQTV	POND	47.2534	95.00
POST	WQTV	POND	47.5034	95.00
POST	WQTV	POND	47.7534	95.00
POST	WQTV	POND	48.0034	95.00
POST	WQTV	POND	48.2534	95.00
POST	WQTV	POND	48.5034	95.00
POST	WQTV	POND	48.7534	95.00
POST	WQTV	POND	49.0034	95.00
POST	WQTV	POND	49.2534	95.00
POST	WQTV	POND	49.5034	95.00
POST	WQTV	POND	49.7534	95.00
POST	WQTV	POND	50.0034	95.00
POST	WQTV	POND	50.2534	95.00
POST	WQTV	POND	50.5034	95.00
POST	WQTV	POND	50.7534	95.00
POST	WQTV	POND	51.0034	95.00
POST	WQTV	POND	51.2534	95.00
POST	WQTV	POND	51.5034	95.00
POST	WQTV	POND	51.7534	95.00
POST	WQTV	POND	52.0034	95.00
POST	WQTV	POND	52.2534	95.00

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]
POST	WQTV	POND	52.5034	95.00
POST	WQTV	POND	52.7534	95.00
POST	WQTV	POND	53.0034	95.00
POST	WQTV	POND	53.2534	95.00
POST	WQTV	POND	53.5034	95.00
POST	WQTV	POND	53.7534	95.00
POST	WQTV	POND	54.0034	95.00
POST	WQTV	POND	54.2534	95.00
POST	WQTV	POND	54.5034	95.00
POST	WQTV	POND	54.7534	95.00
POST	WQTV	POND	55.0034	95.00
POST	WQTV	POND	55.2534	95.00
POST	WQTV	POND	55.5034	95.00
POST	WQTV	POND	55.7534	95.00
POST	WQTV	POND	56.0034	95.00
POST	WQTV	POND	56.2534	95.00
POST	WQTV	POND	56.5034	95.00
POST	WQTV	POND	56.7534	95.00
POST	WQTV	POND	57.0034	95.00
POST	WQTV	POND	57.2534	95.00
POST	WQTV	POND	57.5034	95.00
POST	WQTV	POND	57.7534	95.00
POST	WQTV	POND	58.0034	95.00
POST	WQTV	POND	58.2534	95.00
POST	WQTV	POND	58.5034	95.00
POST	WQTV	POND	58.7534	95.00
POST	WQTV	POND	59.0034	95.00
POST	WQTV	POND	59.2534	95.00
POST	WQTV	POND	59.5034	95.00
POST	WQTV	POND	59.7534	95.00
POST	WQTV	POND	60.0034	95.00
POST	WQTV	POND	60.2534	95.00
POST	WQTV	POND	60.5034	95.00
POST	WQTV	POND	60.7534	95.00
POST	WQTV	POND	61.0034	95.00
POST	WQTV	POND	61.2534	95.00
POST	WQTV	POND	61.5034	95.00
POST	WQTV	POND	61.7534	95.00
POST	WQTV	POND	62.0034	95.00
POST	WQTV	POND	62.2534	95.00
POST	WQTV	POND	62.5034	95.00
POST	WQTV	POND	62.7534	95.00

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]
POST	WQTV	POND	63.0034	95.00
POST	WQTV	POND	63.2534	95.00
POST	WQTV	POND	63.5034	95.00
POST	WQTV	POND	63.7534	95.00
POST	WQTV	POND	64.0034	95.00
POST	WQTV	POND	64.2534	95.00
POST	WQTV	POND	64.5034	95.00
POST	WQTV	POND	64.7534	95.00
POST	WQTV	POND	65.0034	95.00
POST	WQTV	POND	65.2534	95.00
POST	WQTV	POND	65.5034	95.00
POST	WQTV	POND	65.7534	95.00
POST	WQTV	POND	66.0034	95.00
POST	WQTV	POND	66.2534	95.00
POST	WQTV	POND	66.5034	95.00
POST	WQTV	POND	66.7534	95.00
POST	WQTV	POND	67.0034	95.00
POST	WQTV	POND	67.2534	95.00
POST	WQTV	POND	67.5034	95.00
POST	WQTV	POND	67.7534	95.00
POST	WQTV	POND	68.0034	95.00
POST	WQTV	POND	68.2534	95.00
POST	WQTV	POND	68.5034	95.00
POST	WQTV	POND	68.7534	95.00
POST	WQTV	POND	69.0034	95.00
POST	WQTV	POND	69.2534	95.00
POST	WQTV	POND	69.5034	95.00
POST	WQTV	POND	69.7534	95.00
POST	WQTV	POND	70.0034	95.00
POST	WQTV	POND	70.2534	95.00
POST	WQTV	POND	70.5034	95.00
POST	WQTV	POND	70.7534	95.00
POST	WQTV	POND	71.0034	95.00
POST	WQTV	POND	71.2534	95.00
POST	WQTV	POND	71.5034	95.00
POST	WQTV	POND	71.7534	95.00
POST	WQTV	POND	72.0034	95.00



# Edgewood Park of Commerce

City of Edgewood, FL

Traffic Impact Study

November 2024

Kimley»»Horn



# Edgewood Park of Commerce

## Traffic Impact Study

*City of Edgewood, FL*

*Prepared for:*

*Foundry Commercial*

*Prepared by:*

*Kimley-Horn and Associates, Inc.*

**November 2024**

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**HARRISON DAVID FORDER, P.E.**

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## 1.0 INTRODUCTION

Kimley-Horn has been retained by Foundry Commercial to analyze and document the traffic impacts associated with the proposed Edgewood Park of Commerce development in the City of Edgewood, Florida. The proposed site plan for the development is provided in **Appendix A**. The following Traffic Impact Study (TIS) generally conforms to the approved methodology provided in **Appendix B** and comments from City of Edgewood and FDOT Staff. The study has been revised per comments from City of Edgewood staff, and a response to comments is included in **Appendix B**.

The +/- 41.43-acre site is generally located west of Orange Blossom Trail (US 17/US 92/US 441/SR 600), south of the Citrus Oaks Apartments, and north of Redman Street. The site will consist of up to 565,600 SF of industrial warehouse space. The warehousing space will serve a mix of logistics/distribution, light assembly, and training/vocational/business operations. Buildout of the proposed development is anticipated in 2026. Access to the site is proposed via one (1) left-in/right-in/right-out access point along Orange Blossom Trail. The existing directional median opening is proposed to be modified to improve the alignment of the left-turn lane and extend the left-turn lane approximately 90' to the proposed Edgewood Park of Commerce driveway. The site access driveway is shown on the site plan provided in **Appendix A**.

### 1.1 STUDY AREA

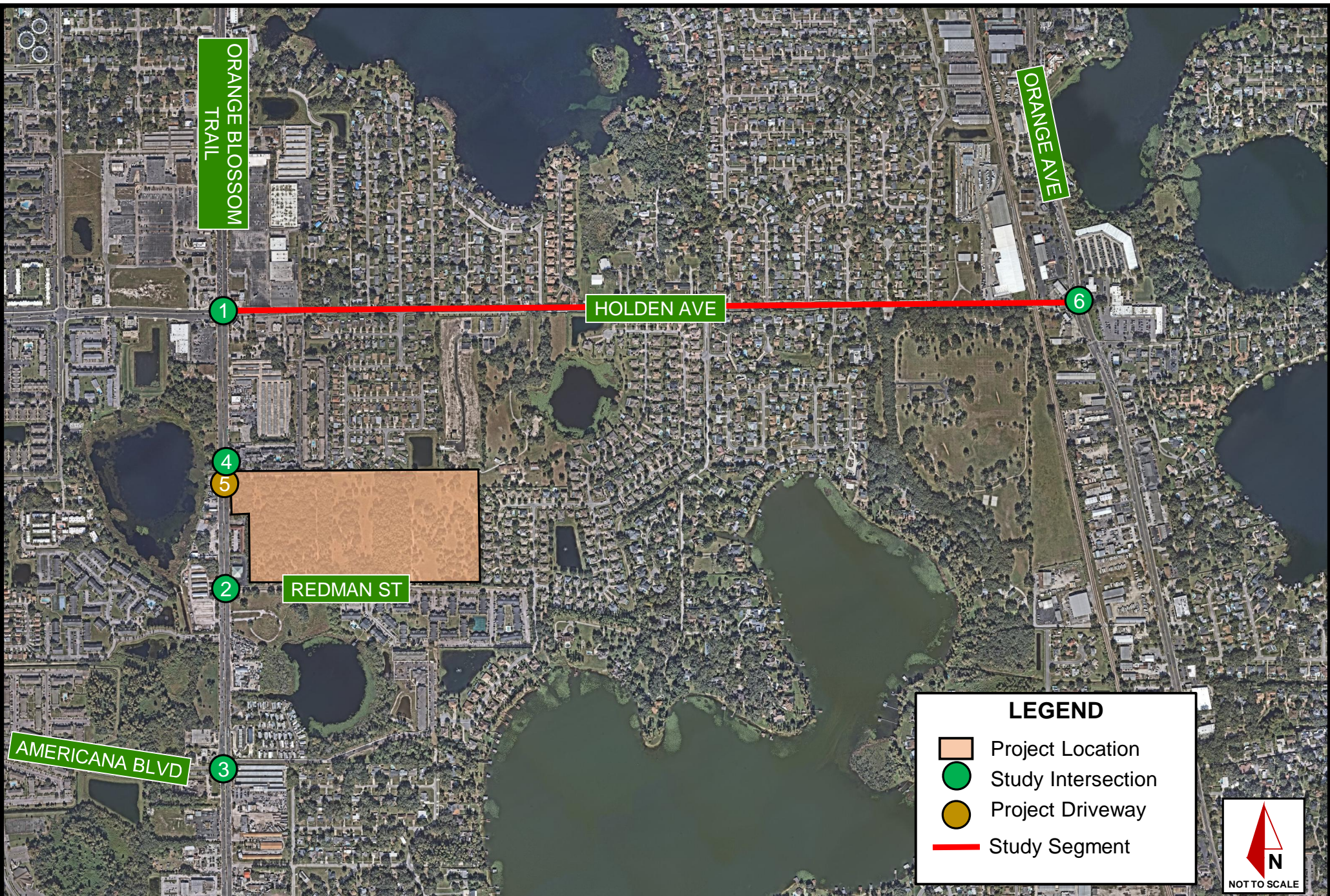
Consistent with the approved methodology, the agreed upon study area roadway segments and intersection are listed below and displayed in **Figure 1**:

**Study Area Roadway Segments:**

- Holden Avenue from Orange Blossom Trail to Orange Avenue

**Study Area Intersections:**

- Orange Blossom Trail & Holden Avenue
- Orange Blossom Trail & Redman Street
- Orange Blossom Trail & Americana Boulevard
- Orange Blossom Trail & Citrus Oaks Apartments
- Orange Blossom Trail & Randall Knives/Site Driveway
- Orange Avenue & Holden Avenue



**LEGEND**

- Project Location
- Study Intersection
- Project Driveway
- Study Segment



**Figure 1: Project Location and Study Area**

November 2024  
 Project No.: 049004001

**Kimley»Horn**  
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## 2.0 FUTURE LAND USE AMENDMENT

As part of the Future Land Use (FLU) Amendment evaluation process, a transportation assessment is needed to determine the potential impact in the change in FLU will have on the surrounding roadway network. The maximum trip generation potential was calculated for the existing and proposed FLU at maximum intensity. This assessment was performed per procedures established in the 11<sup>th</sup> Edition of the Institute of Transportation Engineer’s (ITE) *Trip Generation Manual*.

The project site has the following existing FLU designation of MDR (medium density residential) with a maximum density of 7 units per acre. The existing maximum development potential of the site is 290 residential units. The proposed FLU designation is Commercial with a CPPD (comprehensive plan planned development) zoning capping density at a floor-area ratio (FAR) of 0.5. The maximum development potential of the site under the proposed land use is 902,345 SF of light industrial/warehousing space.

From this, the trip generation potential for each FLU designation was determined using procedures published in the 11<sup>th</sup> Edition of the ITE *Trip Generation Manual* for the maximum intensity of each FLU designation. ITE Excerpts are provided in the approved methodology in **Appendix B**. ITE Land Use Codes (LUC) 215 – Single-Family Attached Housing and 130 – Industrial Park were utilized for the analysis.

**Table 1** provides the maximum trip generation for the existing and proposed FLU. The existing FLU is anticipated to generate 2,160 daily trips, 145 AM peak hour trips (36 in / 109 out), and 170 PM peak hour trips (100 in / 70 out). The proposed FLU is anticipated to generate a maximum of 2,948 daily trips, 330 AM peak hour trips (267 in / 63 out), and 333 PM peak hour trips (73 in / 260 out). Out of these trips, 514 daily trips, 36 AM peak hour trips (16 in / 20 out), and 36 PM peak hour trips (14 in / 22 out) are expected to be truck trips, per ITE.

**Table 1: Trip Generation Comparison - Existing vs. Proposed FLU Designation**

ITE LUC	Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
				Total	In	Out	Total	In	Out
<b>Existing FLU Allowance</b>									
215	MDR: Medium Density Residential (7DU/acre)	290 DU	2,160	145	36	109	170	100	70
<i>Existing FLU Trip Generation Potential</i>			<i>2,160</i>	<i>145</i>	<i>36</i>	<i>109</i>	<i>170</i>	<i>100</i>	<i>70</i>
<b>Proposed FLU Allowance (Commercial - Industrial per CPPD)</b>									
130	Commercial - Industrial (0.5 FAR)	902,345 SF GFA	2,948	330	267	63	333	73	260
<b>Maximum Additional Trips (Proposed - Existing)</b>			<b>788</b>	<b>185</b>	<b>231</b>	<b>-46</b>	<b>163</b>	<b>-27</b>	<b>190</b>
<p><i>Trip Generation was calculated using the following data from ITE’s Trip Generation, 11th Edition.</i></p> <p><b>Industrial Park [ITE 130]</b></p> <p>Daily <math>In(T) = 0.52 * In(X) + 4.45</math>; X is 1,000 SF GFA</p> <p>AM Peak Hour of Adjacent Street <math>T = 0.34*(X)</math>; X is 1,000 SF GFA; (81% in, 19% out)</p> <p>PM Peak Hour of Adjacent Street <math>T = 0.34*(X)</math>; X is 1,000 SF GFA; (22% in, 78% out)</p> <p><b>Single Family Attached Housing [ITE 215]</b></p> <p>Daily <math>T = 7.62*(X) - 50.48</math>; X is Dwelling Units</p> <p>AM Peak Hour of Adjacent Street <math>T = 0.52*(X) - 5.70</math>; X is Dwelling Units; (25% in, 75% out)</p> <p>PM Peak Hour of Adjacent Street <math>T = 0.60*(X) - 3.93</math>; X is Dwelling Units; (59% in, 41% out)</p>									

Since the proposed FLU is anticipated to generate fewer potential trips at the maximum allowed development than the existing FLU designation, additional transportation analysis is needed.

Existing (2024) volumes were calculated utilizing 2023 AADT volumes and 2023 PM peak hour volumes as reported in the Orange County Historical Traffic Volumes database. The Year 2023 AADT and peak hour volumes were grown to existing Year 2024 by applying a growth rate of 1.56 percent (1.56%) over one (1) year.

Analysis of the impact of the potential additional trips due to the change in FLU designation was completed for both the short-term (2030) and long-term (2045) horizon on the surrounding roadway network. A short-term horizon year of 2030 was established based on the analysis year of the current City of Edgewood Comprehensive Plan. A long-term horizon year of 2045 was established based on the current MetroPlan Orlando Metropolitan Transportation Plan. Short-term horizon year (2030) volumes were calculated by applying a 1.56% growth rate, consistent with the University of Florida's Bureau of Economics and Business Research (BEBR) implied medium growth rate for Orange County to year 2030, to the existing (2024) AADT and existing (2024) PM peak hour volumes. Long-term horizon year (2045) volumes were calculated by applying a 1.06% growth rate consistent with the BEBR implied medium growth rate for Orange County to year 2045. Relevant growth and traffic count data is included in **Appendix C**. The increased trip generation potential was added to the anticipated background traffic volumes and compared to the roadways' respective capacities.

As shown in **Table 2** and **Table 3**, the surrounding roadway are expected to operate within their adopted level of service (LOS) capacities for the short-term analysis year 2035 under both daily and PM peak hour conditions. No segment deficiencies were identified in the short-term analyses as a result of the proposed FLU amendment.

As shown in **Table 4** and **Table 5**, the segment of Holden Avenue from Orange Blossom Trail to Orange Avenue is anticipated to exceed its adopted roadway LOS capacity for the long-term analysis year of 2045 under daily background conditions. This roadway segment is expected to operate within its adopted LOS capacity for the long-term analysis year of 2045 under PM peak hour conditions. No additional segment deficiencies were identified as a result of the proposed FLU amendment.

Lastly, the impact of expected truck traffic along Holden Avenue was analyzed for both the short-term (2030) and long-term (2045) horizon. The current daily truck percentage is 2.33%, while the current peak hour truck percentage is 1.28%. As a result of the proposed FLU amendment, the expected daily truck percentage is expected to increase to up to 2.5%, while the peak truck percentage is expected to increase to up to 1.47%. The increase in truck traffic along Holden Avenue is minor will make up less than 0.2% of the total traffic, as most truck traffic is expected to be oriented to/from I-4 along Orange Blossom Trail.



**Table 2: Short-Term Year (2030) FLU Amendment Daily Impact Analysis**

Segment			Roadway Attributes <sup>1</sup>						Existing (2024) Two-Way Daily Volumes	Annual Growth Rate	Short-Term (2030) Background Conditions			Project Traffic				Short-Term (2030) Buildout Conditions				
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS			MSV	Volumes <sup>5</sup>	V/C Ratios	MSV Exceeded?	% Car Assign <sup>4</sup>	Car Volumes	% Truck Assign <sup>4</sup>	Truck Volumes	Volumes <sup>6</sup>	V/C Ratios	MSV Exceeded?	
ID	From	To																				
	Holden Avenue	Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	22,680	18,853	1.56%	20,688	0.91	N	7%	19	7%	36	20,743	0.91	N

Notes:

- Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer
- Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer
- Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways
- % Assignment is the maximum across the segment.
- Future background volumes calculated by applying a 1.56% growth rate to the existing (2024) volumes.
- Future buildout volumes were calculated by summing the future background volumes and project trips.

**Table 3: Short-Term Year (2030) FLU Amendment PM Peak Hour Impact Analysis**

Segment			Roadway Attributes <sup>1</sup>						Existing (2024) Two-Way PM Peak Hour Volumes	Annual Growth Rate	Short-Term (2030) Background Conditions			Project Traffic				Short-Term (2030) Buildout Conditions				
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS			MSV	Volumes <sup>5</sup>	V/C Ratios	MSV Exceeded?	% Car Assign <sup>4</sup>	Car Volumes	% Truck Assign <sup>4</sup>	Truck Volumes	Volumes <sup>6</sup>	V/C Ratios	MSV Exceeded?	
ID	From	To																				
	Holden Avenue	Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	2,041	1,351	1.56%	1,482	0.73	N	7%	9	7%	3	1,494	0.73	N

Notes:

- Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer
- Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer
- Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways
- % Assignment is the maximum across the segment.
- Future background volumes calculated by applying a 1.56% growth rate to the existing (2024) volumes.
- Future buildout volumes were calculated by summing the future background volumes and project trips.

**Table 4: Long-Term Year (2045) FLU Amendment Daily Impact Analysis**

Segment			Roadway Attributes <sup>1</sup>						Existing (2024) Two-Way Daily Volumes	Annual Growth Rate	Long-Term (2045) Background Conditions			Project Traffic				Long-Term (2045) Buildout Conditions			
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS			MSV	Volumes <sup>5</sup>	V/C Ratios	MSV Exceeded?	% Car Assign <sup>4</sup>	Car Volumes	% Truck Assign <sup>4</sup>	Truck Volumes	Volumes <sup>6</sup>	V/C Ratios	MSV Exceeded?
ID	From	To																			
	<b>Holden Avenue</b> Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	22,680	18,853	1.06%	23,526	1.04	Y	7%	19	7%	36	23,581	1.04	Y

Notes:  
 1. Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer  
 2. Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer  
 3. Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways  
 4. % Assignment is the maximum across the segment.  
 5. Future background volumes calculated by applying a 1.19% growth rate to the existing (2024) volumes, per BEBR medium projections.  
 6. Future buildout volumes were calculated by summing the future background volumes and project trips.

**Table 5: Long-Term Year (2045) FLU Amendment PM Peak Hour Impact Analysis**

Segment			Roadway Attributes <sup>1</sup>						Existing (2024) Two-Way PM Peak Hour Volumes	Annual Growth Rate	Long-Term (2045) Background Conditions			Project Traffic				Long-Term (2045) Buildout Conditions			
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS			MSV	Volumes <sup>5</sup>	V/C Ratios	MSV Exceeded?	% Car Assign <sup>4</sup>	Car Volumes	% Truck Assign <sup>4</sup>	Truck Volumes	Volumes <sup>6</sup>	V/C Ratios	MSV Exceeded?
ID	From	To																			
	<b>Holden Avenue</b> Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	2,041	1,351	1.06%	1,686	0.83	N	7%	9	7%	3	1,698	0.83	N

Notes:  
 1. Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer  
 2. Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer  
 3. Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways  
 4. % Assignment is the maximum across the segment.  
 5. Future background volumes calculated by applying a 1.19% growth rate to the existing (2024) volumes, per BEBR medium projections.  
 6. Future buildout volumes were calculated by summing the future background volumes and project trips.

### 3.0 EXISTING DATA

Turning movement counts (TMCs) were collected at the study intersections on Tuesday, August 13, 2024 and Tuesday, August 20, 2024 during the AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM). The raw TMCs are provided in **Appendix C**. Seasonal factor data provided by FDOT's Florida Traffic Online (FTO) was used to adjust the raw turning movement volumes. The seasonal factor data is included in **Appendix C**.

Adjusted turning movement volume worksheets for all intersections are provided in **Appendix E**. Existing signal timings were obtained from Orange County and the timing sheets are included in **Appendix C**.

The daily and PM peak hour segment analysis was conducted utilizing Year 2023 Average Annual Data (AADT) segment volumes from the Orange County Interactive Counts Map. Relevant AADT and peak hour data from the Orange County Interactive Counts Map are included in **Appendix C**.

### 4.0 EXISTING CONDITIONS ANALYSIS

#### 4.1 EXISTING ROADWAY SEGMENT CONDITIONS

A roadway segment analysis was performed within the study area to determine existing daily and peak hour conditions, as requested by the City of Edgewood. The Year 2023 AADT and peak hour volumes provided by Orange County were grown to existing Year 2024 by applying a growth rate of 1.56 percent (1.56%) over one (1) year. This projected Year 2024 existing volume was then compared to the segment's Maximum Service Volumes (MSV) as derived from the 2023 FDOT Q/LOS Handbook.

The existing roadway segment data is included in **Table 6** for daily roadway segment conditions and **Table 7** for PM peak hour conditions. As shown in the tables, all segments are anticipated to operate within their respective MSV under existing (2024) conditions.

**Table 6:** Existing (2024) Roadway Segment Analysis, Daily

Segment			Roadway Attributes <sup>1</sup>						Existing (2024) Daily Conditions					
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS	MSV	2023 Two-Way Daily Volumes <sup>3</sup>	Annual Growth Rate	Volumes <sup>4</sup>	V/C Ratios	MSV Exceeded?
ID	From	To												
	<b>Holden Avenue</b> Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	22,680	18,563	1.56%	18,853	0.83	N
Notes: 1. Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer and Orange County 2. Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer 3. Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways 4. Existing (2023) volumes provided by Orange County. 2023 volumes grown for one (1) year at 1.56% to 2024.														

**Table 7:** Existing (2024) Roadway Segment Analysis, PM Peak Hour

Segment			Roadway Attributes <sup>1</sup>						Existing (2024) Daily Conditions					
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS	MSV	2023 Two-Way PM Peak Hour Volumes <sup>4</sup>	Annual Growth Rate	Volumes <sup>4</sup>	V/C Ratios	MSV Exceeded?
ID	From	To												
	<b>Holden Avenue</b> Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	2,041	1,351	1.56%	1,351	0.66	N
Notes: 1. Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer and Orange County 2. Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer 3. Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways 4. Existing (2023) volumes provided by Orange County. 2023 volumes grown for one (1) year at 1.56% to 2024.														

## 4.2 EXISTING INTERSECTION CONDITIONS

An intersection operational analysis was performed for existing conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 7<sup>th</sup> Edition* with Synchro (v12) software. *HCM 2000* methodology was used to analyze the intersection of Orange Avenue & Holden Avenue, due to limitations in *HCM 7<sup>th</sup> Edition* when modeling a protected/permissive left-turn from a shared lane. Synchro outputs are provided in **Appendix F**. Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour existing conditions are provided in **Tables 8** and **9**, respectively.

As shown in **Tables 8** and **9**, the study area intersections currently operate with v/c ratios less than one (1.00) with under existing (2024) AM and PM peak hour conditions. All study area intersections currently operate LOS E or better.

**Table 8:** Existing (2024) AM Peak Hour Intersection Conditions

Intersection		Control Type	Movement/ Approach	Existing (2024) AM Peak Hour Conditions		
				Level of Service (Overall Delay)	Max V/C Ratio	Max V/C Movement
1	Orange Blossom Trail & Holden Avenue	Signalized	EB	E	0.80	EBT
			WB	E	0.81	WBT
			NB	E	0.87	NBL
			SB	C	0.51	SBT/R
			<b>Overall</b>	<b>D (51.8 seconds)</b>	<b>0.87</b>	<b>NBL</b>
2	Orange Blossom Trail & Redman Street	Unsignalized (TWSC)	WB	B	0.12	WBR
			SB (L)	B	0.05	SBL
			<b>Overall</b>	-	<b>0.12</b>	<b>WBR</b>
3	Orange Blossom Trail & Americana Boulevard	Signalized	EB	F	0.88	EBL
			WB	D	0.04	WBL
			NB	C	0.77	NBL
			SB	C	0.65	SBT
			<b>Overall</b>	<b>C (30.5 seconds)</b>	<b>0.88</b>	<b>EBL</b>
4	Orange Blossom Trail & Citrus Oaks	Unsignalized (TWSC)	WB	B	0.00	WBR
			SB (L)	B	0.02	SBL
			<b>Overall</b>	-	<b>0.02</b>	<b>SBL</b>
5	Orange Blossom Trail & Randall Knives/Site Driveway	Unsignalized (TWSC)	EB	A	0.00	EBR
			WB	A	0.00	WBR
			NB (L)	A	0.03	NBL
			SB (L)	-	-	-
			<b>Overall</b>	-	<b>0.03</b>	<b>NBL</b>
6	Orange Avenue & Holden Avenue	Signalized	EB	D	0.65	EBL/T
			WB	D	0.03	WBT/R
			NB	B	0.77	NBL
			SB	C	0.57	SBT
			<b>Overall</b>	<b>C (27.7 seconds)</b>	<b>0.77</b>	<b>NBL</b>

**Table 9:** Existing (2024) PM Peak Hour Intersection Conditions

Intersection	Control Type	Movement/ Approach	Existing (2024) PM Peak Hour Conditions		
			Level of Service (Overall Delay)	Max V/C Ratio	Max V/C Movement
1 Orange Blossom Trail & Holden Avenue	Signalized	EB	E	0.85	EBT
		WB	E	0.81	WBL
		NB	D	0.71	NBT/R
		SB	E	0.90	SBL
		<b>Overall</b>	<b>E (56.8 seconds)</b>	<b>0.90</b>	<b>SBL</b>
2 Orange Blossom Trail & Redman Street	Unsignalized (TWSC)	WB	B	0.10	WBR
		SB (L)	B	0.16	SBL
		<b>Overall</b>	<b>-</b>	<b>0.16</b>	<b>SBL</b>
3 Orange Blossom Trail & Americana Boulevard	Signalized	EB	F	0.75	EBL
		WB	F	0.02	WBL
		NB	D	0.93	NBL
		SB	C	0.54	SBT
		<b>Overall</b>	<b>C (30.5 seconds)</b>	<b>0.93</b>	<b>NBL</b>
4 Orange Blossom Trail & Citrus Oaks	Unsignalized (TWSC)	WB	B	0.01	WBR
		SB (L)	A	0.06	SBL
		<b>Overall</b>	<b>-</b>	<b>0.06</b>	<b>SBL</b>
5 Orange Blossom Trail & Randall Knives/Site Driveway	Unsignalized (TWSC)	EB	B	0.01	EBR
		WB	A	0.00	WBR
		NB (L)	A	0.04	NBL
		SB (L)	-	-	-
		<b>Overall</b>	<b>-</b>	<b>0.04</b>	<b>NBL</b>
6 Orange Avenue & Holden Avenue	Signalized	EB	E	0.71	EBL/T
		WB	D	0.09	WBT/R
		NB	C	0.92	NBL
		SB	C	0.62	SBT
		<b>Overall</b>	<b>C (34.2 seconds)</b>	<b>0.92</b>	<b>NBL</b>

## 5.0 BACKGROUND CONDITIONS ANALYSIS

### 5.1 BACKGROUND ROADWAY SEGMENT CONDITIONS

A roadway segment analysis was performed within the study area to determine background daily and peak hour conditions, as requested by the City of Edgewood. The existing (2024) AADTs were forecasted to Year 2026 background volumes by applying a growth rate of 1.56 percent (1.56%), over two (2) years. The projected Year 2026 volume was then compared to the MSV for the respective roadway segment.

The background roadway segment data is included in **Table 10** for daily conditions and **Table 11** for PM peak hour conditions. No additional deficiencies are anticipated as a result of background traffic.



**Table 10: Background (2026) Roadway Segment Analysis, Daily**

Segment			Roadway Attributes <sup>1</sup>						Existing (2024) Two-Way Daily Volumes	Annual Growth Rate	Vested Trips	Future (2026) Background Conditions			
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS				MSV	Volumes <sup>4</sup>	V/C Ratios	MSV Exceeded?
ID	From	To													
	<b>Holden Avenue</b> Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	22,680	18,853	1.56%	0	19,446	0.86	N

Notes:  
 1. Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer  
 2. Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer  
 3. Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways  
 4. Future (2026) background volumes calculated by applying a 1.56% growth rate to the existing (2024) volumes.

**Table 11: Background (2026) Roadway Segment Analysis, PM Peak Hour**

Segment			Roadway Attributes <sup>1</sup>						Existing (2024) Two-Way PM Peak Hour Volumes	Annual Growth Rate	Vested Trips	Future (2026) Background Conditions			
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS				MSV	Volumes <sup>4</sup>	V/C Ratios	MSV Exceeded?
ID	From	To													
	<b>Holden Avenue</b> Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	2,041	1,351	1.56%	0	1,393	0.68	N

Notes:  
 1. Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer  
 2. Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer  
 3. Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways  
 4. Future (2026) background volumes calculated by applying a 1.56% growth rate to the existing (2024) volumes.

## 5.2 BACKGROUND INTERSECTION CONDITIONS

An intersection operational analysis was performed for background conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 7<sup>th</sup> Edition* with Synchro (v12) software. The existing (2024) volumes were forecasted to Year 2026 background volumes by applying a growth rate of 1.56% over two (2) years. The growth rate was developed based on a review of historic traffic volumes in the area as well as Bureau of Economic and Business Research (BEBR) growth rate projections.

Orange County is currently in the study phase for a potential intersection improvement project at the intersection of Orange Avenue & Holden Avenue. The study is evaluating multiple alternatives, including the realignment of Holden Avenue to align with Gatlin Avenue. As these improvements are currently in the study phase and are not yet designed, no changes to the existing roadway laneage and intersection phasing were assumed. The project fact sheet from Orange County is included in **Appendix G**.

Intersection level of service (LOS) and maximum volume to capacity (v/c) ratios for the AM and PM peak hour background conditions are provided in **Tables 12** and **13**, respectively. Synchro outputs are provided in **Appendix F**.

As shown in **Tables 12** and **13**, the study area intersections currently operate with v/c ratios less than one (1.00) with under background (2026) AM and PM peak hour conditions. All study area intersections are projected to continue to operate at LOS E or better under Background 2026 conditions.

**Table 12: Background (2026) AM Peak Intersection Conditions**

Intersection		Control Type	Movement/ Approach	Background (2026) AM Peak Hour Conditions		
				Level of Service (Overall Delay)	Max V/C Ratio	Max V/C Movement
1	Orange Blossom Trail & Holden Avenue	Signalized	EB	E	0.81	EBT
			WB	E	0.81	WBT
			NB	E	0.87	NBL
			SB	C	0.53	SBT/R
			<b>Overall</b>	<b>D (52.9 seconds)</b>	<b>0.87</b>	<b>NBL</b>
2	Orange Blossom Trail & Redman Street	Unsignalized (TWSC)	WB	B	0.13	WBR
			SB (L)	B	0.06	SBL
			<b>Overall</b>	-	<b>0.13</b>	<b>WBR</b>
3	Orange Blossom Trail & Americana Boulevard	Signalized	EB	F	0.90	EBL
			WB	D	0.04	WBL
			NB	C	0.80	NBL
			SB	C	0.67	SBT
			<b>Overall</b>	<b>C (31.2 seconds)</b>	<b>0.90</b>	<b>EBL</b>
4	Orange Blossom Trail & Citrus Oaks	Unsignalized (TWSC)	WB	B	0.01	WBR
			SB (L)	B	0.02	SBL
			<b>Overall</b>	-	<b>0.02</b>	<b>SBL</b>
5	Orange Blossom Trail & Randall Knives/Site Driveway	Unsignalized (TWSC)	EB	A	0.00	EBR
			WB	A	0.00	WBR
			NB (L)	A	0.03	NBL
			SB (L)	-	-	-
			<b>Overall</b>	-	<b>0.03</b>	<b>NBL</b>
6	Orange Avenue & Holden Avenue	Signalized	EB	D	0.66	EBL/T
			WB	D	0.03	WBT/R
			NB	C	0.81	NBL
			SB	C	0.59	SBT
			<b>Overall</b>	<b>C (29.0 seconds)</b>	<b>0.81</b>	<b>NBL</b>

**Table 13: Background (2026) PM Peak Intersection Conditions**

Intersection		Control Type	Movement/ Approach	Background (2026) PM Peak Hour Conditions		
				Level of Service (Overall Delay)	Max V/C Ratio	Max V/C Movement
1	Orange Blossom Trail & Holden Avenue	Signalized	EB	E	0.85	EBT
			WB	E	0.84	WBL
			NB	D	0.74	NBT/R
			SB	E	0.91	SBL
			<b>Overall</b>	<b>E (58.7 seconds)</b>	<b>0.91</b>	<b>SBL</b>
2	Orange Blossom Trail & Redman Street	Unsignalized (TWSC)	WB	B	0.10	WBR
			SB (L)	B	0.17	SBL
			<b>Overall</b>	-	<b>0.17</b>	<b>SBL</b>
3	Orange Blossom Trail & Americana Boulevard	Signalized	EB	F	0.75	EBL
			WB	F	0.02	WBL
			NB	D	0.93	NBL
			SB	C	0.56	SBT
			<b>Overall</b>	<b>C (32.2 seconds)</b>	<b>0.93</b>	<b>NBL</b>
4	Orange Blossom Trail & Citrus Oaks	Unsignalized (TWSC)	WB	B	0.01	WBR
			SB (L)	B	0.07	SBL
			<b>Overall</b>	-	<b>0.07</b>	<b>SBL</b>
5	Orange Blossom Trail & Randall Knives/Site Driveway	Unsignalized (TWSC)	EB	B	0.01	EBR
			WB	A	0.00	WBR
			NB (L)	A	0.04	NBL
			SB (L)	-	-	-
			<b>Overall</b>	-	<b>0.04</b>	<b>NBL</b>
6	Orange Avenue & Holden Avenue	Signalized	EB	E	0.72	EBL/T
			WB	D	0.09	WBT/R
			NB	C	0.96	NBL
			SB	C	0.65	SBT
			<b>Overall</b>	<b>D (36.5 seconds)</b>	<b>0.96</b>	<b>NBL</b>

## 6.0 DEVELOPMENT TRAFFIC

The applicant is proposing to develop the site to consist of 565,600 SF of industrial warehouse space. The warehousing space will serve a mix of logistics/distribution, light assembly, and training/vocational/business operations. Buildout of the project is anticipated in Year 2026. The latest industry standards were referenced to evaluate the amount of new external trips to be generated by the site at buildout. The latest adopted regional travel demand model was used to forecast the distribution of trips throughout the study area.

### 6.1 TRIP GENERATION

Trip generation for the proposed site was calculated using procedures published in the 11<sup>th</sup> Edition of the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.

**Table 14** provides the daily, AM, and PM peak hour trip generation summary for the project. As shown in the table, the proposed site is anticipated to generate 2,312 daily trips, 216 AM peak hour trips (175 inbound / 41 outbound), and 219 PM peak hour trips (48 inbound / 171 outbound). Out of these trips, 322 daily trips, 23 AM peak hour trips (10 inbound / 13 outbound), and 23 PM peak hour trips (9 inbound / 14 outbound) are expected to be truck trips. Based on the nature of the development, trucks are expected to be three-axle trucks for regional deliveries, as opposed to tractor trailers which typically are found at warehouse distribution centers. Other single-unit, two-axle trucks will be utilized by the development for local trips.

**Table 14: Trip Generation Summary**

ITE LUC	Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
				Total	In	Out	Total	In	Out
<b>130</b>	<b>Industrial Park (Total)</b>	<b>565,600 SF GFA</b>	<b>2,312</b>	<b>216</b>	<b>175</b>	<b>41</b>	<b>219</b>	<b>48</b>	<b>171</b>
130	Industrial Park (Car)	565,600 SF GFA	1,990	193	165	28	196	39	157
130	Industrial Park (Truck)	565,600 SF GFA	322	23	10	13	23	9	14

*Trip Generation was calculated using the following data from ITE's Trip Generation, 11th Edition.*

**Industrial Park [ITE 130]**

Daily  $In(T) = 0.52 * \ln(X) + 4.45$ ; X is 1,000 SF GFA  
 AM Peak Hour of Adjacent Street  $T = 0.34 * (X)$ ; X is 1,000 SF GFA; (81% in, 19% out)  
 PM Peak Hour of Adjacent Street  $T = 0.34 * (X)$ ; X is 1,000 SF GFA; (22% in, 78% out)

**Industrial Park (Truck) [ITE 130]**

Daily  $T = 0.57 * (X)$ ; X is 1,000 SF GFA  
 AM Peak Hour of Adjacent Street  $T = 0.04 * (X)$ ; X is 1,000 SF GFA; (45% in, 55% out)  
 PM Peak Hour of Adjacent Street  $T = 0.04 * (X)$ ; X is 1,000 SF GFA; (38% in, 62% out)

## 6.2 TRIP DISTRIBUTION

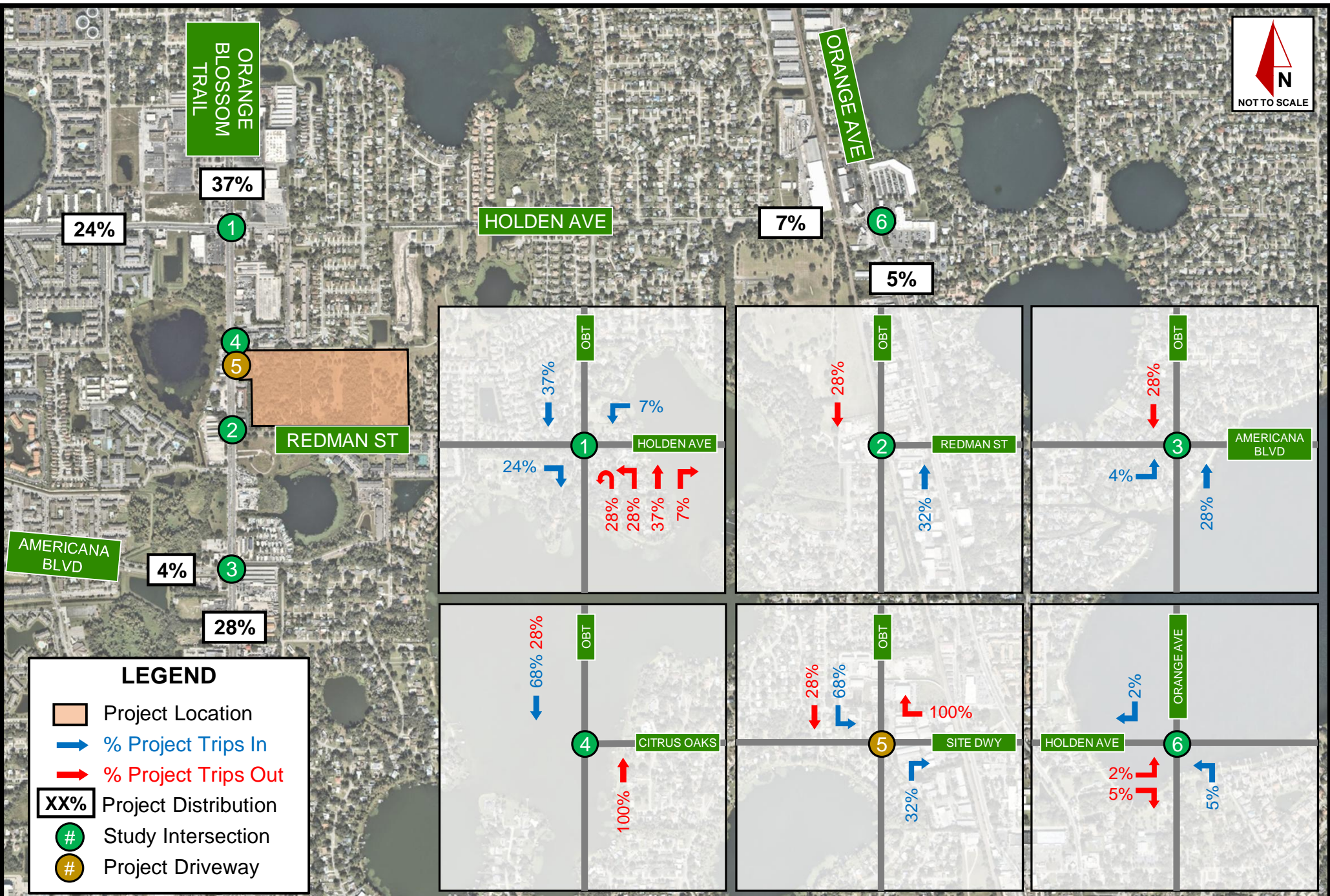
Projected traffic patterns on study area facilities were developed using the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v7) set and situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution for the project was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing the percent of daily project distribution is provided in **Appendix D**.

Regional truck trips are expected to occur via I-4 and the Turnpike, which would orient more traffic to/from the north towards the I-4 & Orange Blossom Trail interchange. As the development is served by right-out traffic only, trucks oriented to/from the south are expected to utilize John Young Parkway, which provides connectivity to Sand Lake Road, SR 528, and SR 417.

Daily model project distribution was referenced to manually assign project distribution at the study area in general accordance with daily model output. **Figure 2** shows the intersection movement project distribution for passenger cars, while **Figure 3** shows the intersection movement project distribution for trucks within the local operational area for use in forecasting project trips.

## 6.3 TRIP ASSIGNMENT

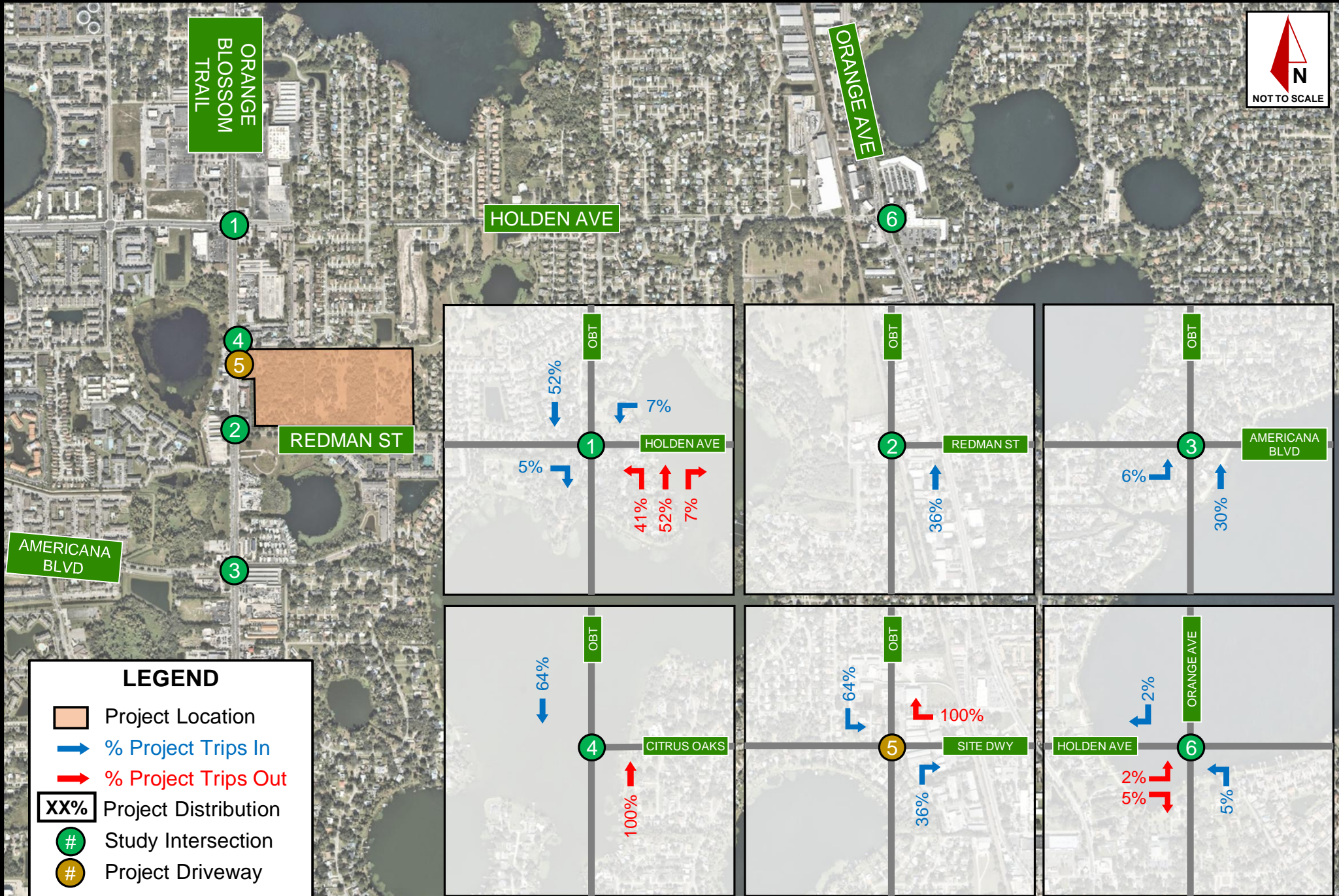
Project trip distribution percentages were used to assign anticipated project trips to the study area roadways and intersections. **Figure 4** shows the anticipated peak hour project trip assignments at study area intersections during the AM and PM peak hours. The intersection volume worksheets in **Appendix E** include the calculations of project trips for both passenger cars and trucks.



**Figure 2: Project Trip Distribution (Car)**

November 2024  
Project No.: 049004001

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Phone: (407)-898-1511



**Figure 3: Project Trip Distribution (Truck)**

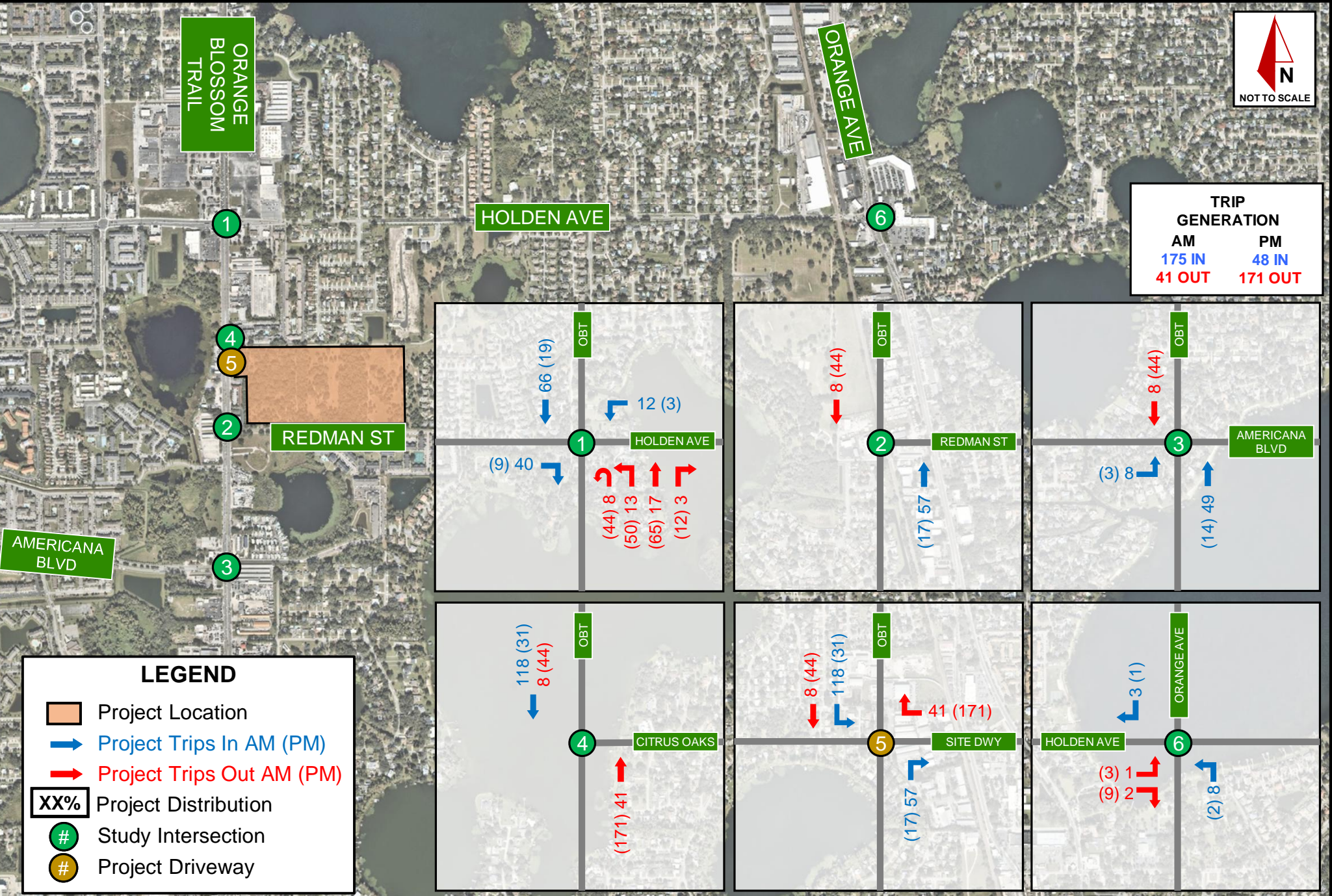
November 2024  
Project No.: 049004001

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TRIP GENERATION	
AM	PM
175 IN	48 IN
41 OUT	171 OUT



**Figure 4: AM & PM Peak Hour Trip Assignment**

November 2024  
Project No.: 049004001

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## 7.0 BUILDOUT CONDITIONS ANALYSIS

Buildout volumes were developed by adding anticipated project trips to background volumes. A determination of the impact of project traffic on the roadway network was made, including LOS conditions for the intersection. Turning movement volume worksheets for all intersections and driveways are provided in **Appendix E**.

### 7.1 BUILDOUT ROADWAY SEGMENT ANALYSIS

A roadway segment analysis was performed within the study area to determine buildout daily and peak hour conditions, as requested by the City of Edgewood. The daily analysis was conducted by comparing the projected Year 2026 buildout AADT and peak hour segment volumes to the segment's Maximum Service Volumes (MSV) for the respective roadway segment.

The buildout roadway segment data is shown in **Table 15** for daily conditions and **Table 16** for PM peak hour conditions. As shown in the tables, study segment roadways are anticipated to continue to operate similar to background conditions. No new deficiencies were identified as a result of project trips. For informational purposes, the development is expected to generate a total of 22 trucks per day along Holden Avenue towards Orange Avenue (11 eastbound / 11 westbound). Traffic counts along Holden Avenue collected in August 2024 indicated that a total of 429 trucks (2.33% of the overall roadway volume) currently utilize Holden Avenue each day.

**Table 15: Buildout (2026) Roadway Segment Analysis, Daily Conditions**

Segment			Roadway Attributes <sup>1</sup>						Future Background (2026) Daily Volumes	Project Traffic				Future (2026) Buildout Conditions			
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS		MSV	% Car Assign <sup>4</sup>	Car Volumes	% Truck Assign <sup>4</sup>	Truck Volumes	Volumes <sup>5</sup>	V/C Ratios	MSV Exceeded?
ID	From	To															
	<b>Holden Avenue</b> Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	22,680	19,446	7%	139	7%	23	19,608	0.86	N

Notes:  
 1. Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer  
 2. Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer  
 3. Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways  
 4. % Assignment is the maximum across the segment.  
 5. Future (2026) buildout volumes were calculated by summing the future (2026) background volumes and project trips.

**Table 16: Buildout (2026) Roadway Segment Analysis, PM Peak Hour Conditions**

Segment			Roadway Attributes <sup>1</sup>						Background (2026) Two-Way PM Peak Hour Volumes	Project Traffic				Future (2026) Buildout Conditions			
			Area Type	Roadway Classification	Context Classification <sup>2</sup>	Posted Speed Limit (mph)	Number of Lanes	Adopted LOS		MSV	% Car Assign <sup>4</sup>	Car Volumes	% Truck Assign <sup>4</sup>	Truck Volumes	Volumes <sup>5</sup>	V/C Ratios	MSV Exceeded?
ID	From	To															
	<b>Holden Avenue</b> Orange Blossom Trail	Orange Avenue	Urban	Minor Arterial	C4 - Urban General	35	2U	E <sup>3</sup>	2,041	1,393	7%	14	7%	2	1,409	0.69	N

Notes:  
 1. Roadway attributes obtained from the MetroPlan Orlando Online Data Viewer  
 2. Context classification assumed based upon FDOT Guidelines. No context classification listed in MetroPlan Orlando Online Data viewer  
 3. Orange County and the City of Edgewood defines an LOS Standard of LOS E along Minor Arterial Roadways  
 4. % Assignment is the maximum across the segment.  
 5. Future (2026) buildout volumes were calculated by summing the future (2026) background volumes and project trips.

## 7.2 BUILDOUT INTERSECTION ANALYSIS

An intersection operational analysis was performed for Year 2026 buildout conditions during the AM and PM peak hours using procedures outlined in the *Highway Capacity Manual, 7<sup>th</sup> Edition* with Synchro (v12) software. Intersection LOS, delay, and maximum v/c ratios for the AM and PM peak hour buildout conditions are provided in **Tables 17** and **18**. Synchro outputs are provided in **Appendix F**.

As shown in **Tables 17** and **18**, the study area intersection currently operates with v/c ratios less than one (1.00) with under buildout (2026) AM and PM peak hour conditions. All study area intersections are projected to continue to operate at LOS E or better. No new deficiencies were identified as a result of project trips

**Figures 5** and **6** illustrate turning movement buildout volumes at the study intersections for the AM and PM peak hours, respectively.

**Table 17: Buildout (2026) AM Peak Hour Intersection Conditions**

Intersection		Control Type	Movement/ Approach	Buildout (2026) AM Peak Hour Conditions		
				Level of Service (Overall Delay)	Max V/C Ratio	Max V/C Movement
1	Orange Blossom Trail & Holden Avenue	Signalized	EB	E	0.82	EBT
			WB	E	0.78	WBT
			NB	E	0.88	NBL
			SB	C	0.56	SBT/R
			<b>Overall</b>	<b>D (53.9 seconds)</b>	<b>0.88</b>	<b>NBL</b>
2	Orange Blossom Trail & Redman Street	Unsignalized (TWSC)	WB	B	0.13	WBR
			SB (L)	B	0.01	SBL
			<b>Overall</b>	-	<b>0.13</b>	<b>WBR</b>
3	Orange Blossom Trail & Americana Boulevard	Signalized	EB	F	0.95	EBL
			WB	D	0.04	WBL
			NB	C	0.80	NBL
			SB	C	0.67	SBT
			<b>Overall</b>	<b>C (31.9 seconds)</b>	<b>0.95</b>	<b>EBL</b>
4	Orange Blossom Trail & Citrus Oaks	Unsignalized (TWSC)	WB	B	0.01	WBR
			SB (L)	-	-	-
			<b>Overall</b>	-	<b>0.01</b>	<b>WBR</b>
5	Orange Blossom Trail & Randall Knives/Site Driveway	Unsignalized (TWSC)	EB	A	0.00	EBR
			WB	B	0.06	WBR
			NB (L)	A	0.03	NBL
			SB (L)	C	0.27	SBL
			<b>Overall</b>	-	<b>0.27</b>	<b>SBL</b>
6	Orange Avenue & Holden Avenue	Signalized	EB	D	0.66	EBL/T
			WB	D	0.03	WBT/R
			NB	C	0.83	NBL
			SB	C	0.59	SBT
			<b>Overall</b>	<b>C (29.1 seconds)</b>	<b>0.83</b>	<b>NBL</b>

**Table 18: Buildout (2026) PM Peak Hour Intersection Conditions**

Intersection	Control Type	Movement/ Approach	Buildout (2026) PM Peak Hour Conditions		
			Level of Service (Overall Delay)	Max V/C Ratio	Max V/C Movement
1 Orange Blossom Trail & Holden Avenue	Signalized	EB	E	0.85	EBT
		WB	E	0.87	WBL
		NB	D	0.78	NBT/R
		SB	E	0.91	SBL
		<b>Overall</b>	<b>E (59.8 seconds)</b>	<b>0.91</b>	<b>SBL</b>
2 Orange Blossom Trail & Redman Street	Unsignalized (TWSC)	WB	B	0.10	WBR
		SB (L)	C	0.17	SBL
		<b>Overall</b>	<b>-</b>	<b>0.17</b>	<b>SBL</b>
3 Orange Blossom Trail & Americana Boulevard	Signalized	EB	F	0.75	EBL
		WB	F	0.02	WBL
		NB	D	0.93	NBL
		SB	C	0.58	SBT
		<b>Overall</b>	<b>C (32.3 seconds)</b>	<b>0.93</b>	<b>NBL</b>
4 Orange Blossom Trail & Citrus Oaks	Unsignalized (TWSC)	WB	B	0.01	WBR
		SB (L)	-	-	-
		<b>Overall</b>	<b>-</b>	<b>0.01</b>	<b>WBR</b>
5 Orange Blossom Trail & Randall Knives/Site Driveway	Unsignalized (TWSC)	EB	B	0.01	EBR
		WB	B	0.29	WBR
		NB (L)	A	0.04	NBL
		SB (L)	B	0.16	-
		<b>Overall</b>	<b>-</b>	<b>0.29</b>	<b>WBR</b>
6 Orange Avenue & Holden Avenue	Signalized	EB	E	0.73	EBL/T
		WB	D	0.09	WBT/R
		NB	C	0.96	NBL
		SB	C	0.65	SBT
		<b>Overall</b>	<b>D (37.0 seconds)</b>	<b>0.96</b>	<b>NBL</b>



ORANGE BLOSSOM TRAIL

ORANGE AVE

HOLDEN AVE

REDMAN ST

AMERICANA BLVD

1

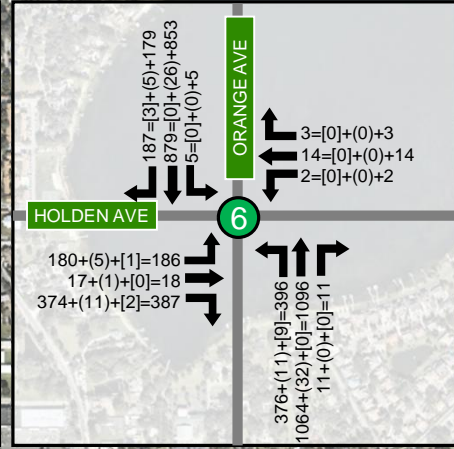
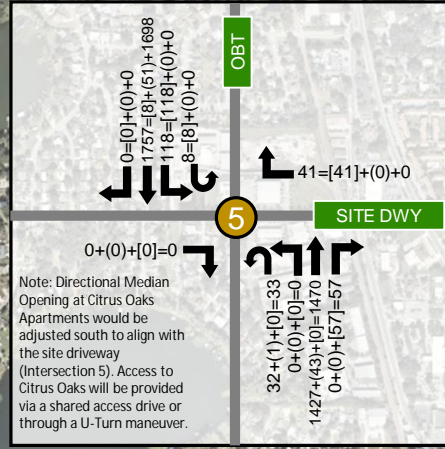
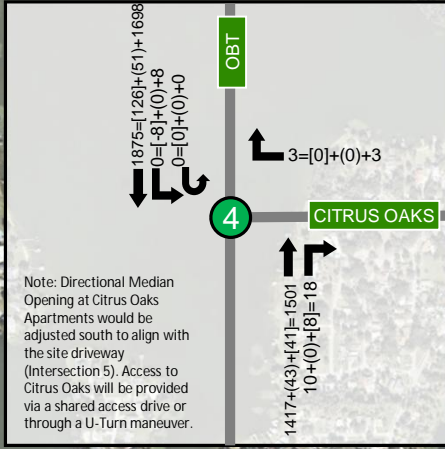
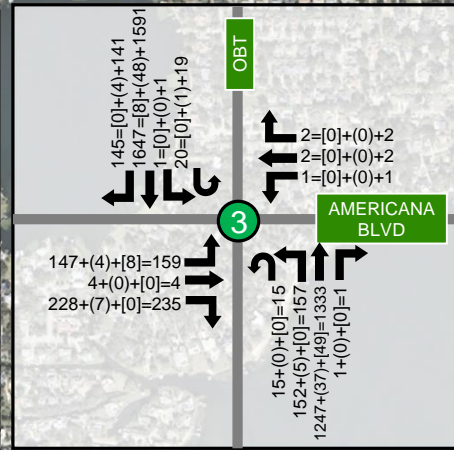
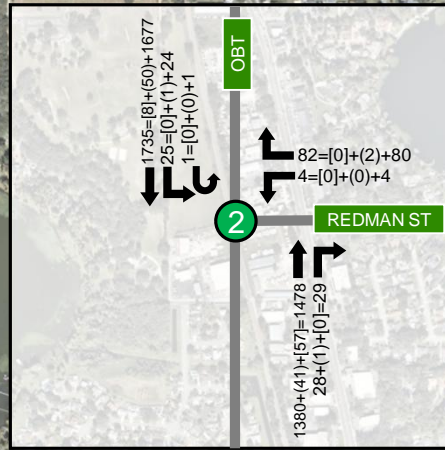
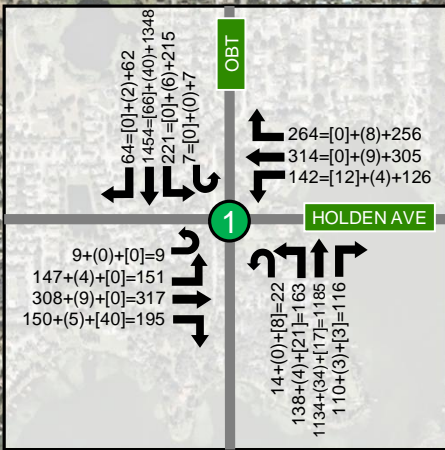
6

4

5

2

3



**LEGEND**

- Project Location
- AM Buildout (2026) Volumes
- Study Intersection
- Project Driveway

← Existing + (Background Growth) + [Project Traffic] = Buildout Total Traffic

**Figure 5: AM Peak Hour (2026) Intersection Volumes**

November 2024  
 Project No.: 049004001

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 Phone: (407)-898-1511



ORANGE BLOSSOM TRAIL

ORANGE AVE

HOLDEN AVE

REDMAN ST

AMERICANA BLVD

1

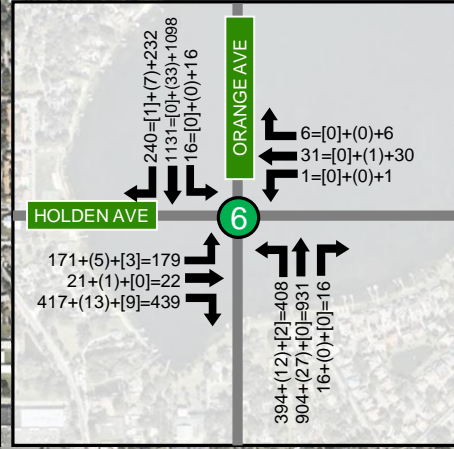
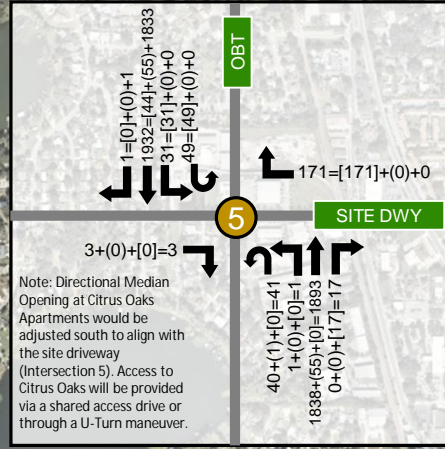
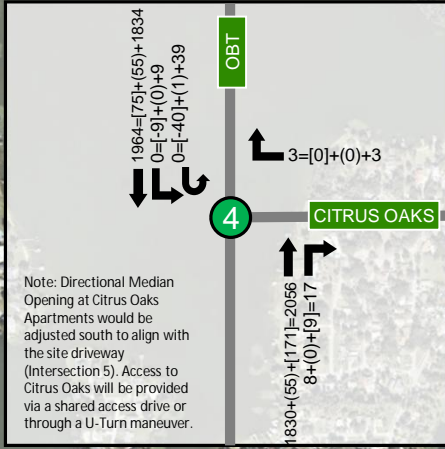
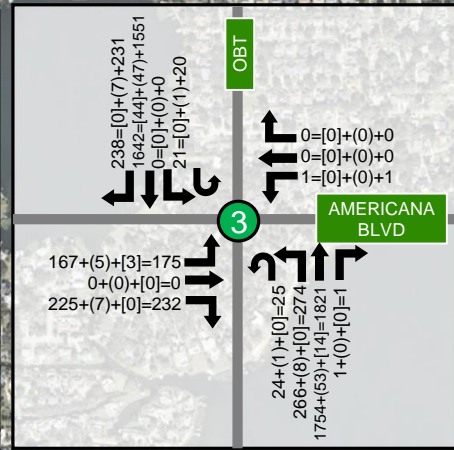
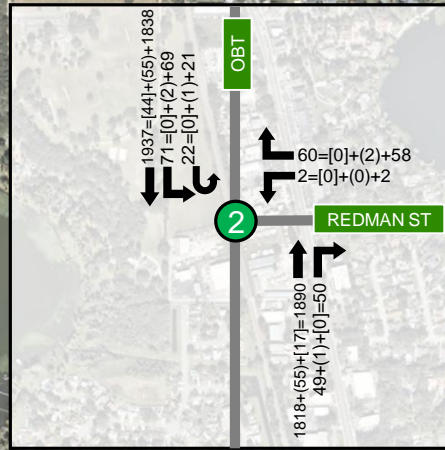
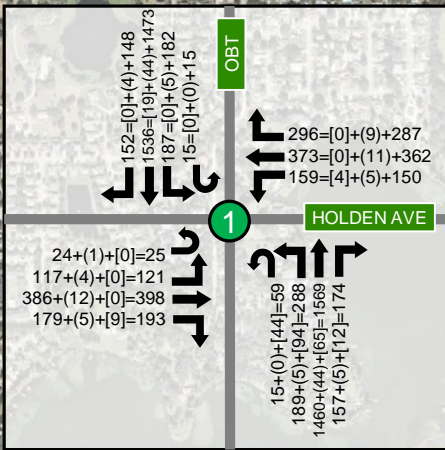
6

4

5

2

3



**LEGEND**

- Project Location
- PM Buildout (2026) Volumes
- Study Intersection
- Project Driveway

← Existing + (Background Growth) + [Project Traffic] = Buildout Total Traffic

**Figure 6: PM Peak Hour (2026) Intersection Volumes**

November 2024  
 Project No.: 049004001

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### 7.3 BUILDOUT TURN LANE ANALYSIS

The need for exclusive ingress left-turn and right-turn lanes at the proposed access points was evaluated using the National Cooperative Highway Research Program (NCHRP) Report 457 thresholds.

The need for an exclusive right-turn lane at the project driveway was determined by comparing the right turning volumes with the approach volume. Orange Blossom Trail is a six-lane facility, however the NCHRP thresholds are based on a four-lane facility, therefore through volumes on Orange Blossom Trail were proportionally adjusted for this calculation. Based on the anticipated buildout volumes at the project driveway shown in **Figures 5** and **6** and thresholds specified by the NCHRP Report 457, an ingress right-turn lane is at the proposed Site Driveway along Orange Blossom Trail. Additionally, a right-turn deceleration lane may be justified to reduce the potential for rear end collisions. In this application, a right-turn deceleration lane is proposed, as trucks are expected to utilize the facility, and those vehicles will decelerate more than passenger cars in order to negotiate the turn into the site.

The recommended length of the ingress right-turn lane is based on guidance in the 2024 Florida Design Manual (FDM). Exhibit 212-1 of the FDM specifies a 155-foot total deceleration length for a posted speed limit of 45-mph in an urban area, including a 50-foot taper. Therefore, a 155-foot northbound right-turn lane (including a 50-foot taper) is recommended at the project driveway on Orange Blossom Trail to mitigate the risk of collisions.

An existing southbound left-turn deceleration lane is provided along Orange Blossom Trail, which stops approximately 90' north of the project site. In the existing condition, this turn lane is slightly offset from the Citrus Oaks Apartments driveway, which presents a safety risk as cars enter the driveway. It is recommended to extend the left-turn lane south, so that the left-turn lane serves the proposed Edgewood Park of Commerce site. Drivers attempting to turn-left into Citrus Apartments can U-Turn at this location and enter the existing driveway.

NCHRP outputs are provided in **Appendix H**.

## 8.0 CONCLUSION

This traffic impact study was performed to analyze and document the traffic impacts associated with the development of the Edgewood Park of Commerce development in the City of Edgewood, Florida. The site located generally west of Orange Blossom Trail, south of the Citrus Oaks Apartments, and north of Redman Street. The site is proposed to consist of up to 565,600 SF of industrial warehouse space. The warehousing space will serve a mix of logistics/distribution, light assembly, and training/vocational/business operations. Access to the site is proposed via one (1) left-in/right-in/right-out access to Orange Blossom Trail. Buildout of the proposed development is anticipated in year 2026.

The FLU amendment analysis included herein identified the potential impact of the maximum development intensity of the proposed FLU designation. The amendment would change the subject property from MDR (7 units/acre) to Commercial (0.5 FAR). The proposed commercial FLU designation with a light industrial land use will generate more potential trips at the maximum allowed development than the current MDR FLU designation.

The FLU analysis identified the roadway segment capacities for existing conditions, as well as for background and buildout conditions assuming Short-Term (2030) and Long-term (2045) planning horizons. The analysis concludes that all roadways within the study area are expected to operate within their adopted LOS during Daily and PM peak hour conditions under the Short-Term (2030) Planning Horizon. Under the Long-Term (2045) Planning Horizon, the roadway segments within the study area are expected to exceed their adopted LOS during Daily conditions under background conditions. No additional segment deficiencies were identified as a result of the proposed FLU amendment. Additionally, the truck percentage along Holden Avenue is expected to increase by less than 0.2% under daily and peak hour traffic conditions, signifying a minor impact on traffic along Holden Avenue.

The proposed project is anticipated to generate 2,312 daily trips, 216 AM peak hour trips (175 inbound / 41 outbound), and 219 PM peak hour trips (48 inbound / 171 outbound) based on the ITE *Trip Generation Manual*. Project trips were distributed onto the surrounding network using the latest adopted regional travel demand model and manual assignment at the study area intersections.

A roadway segment capacity analysis was performed for the study area roadway segments for Year 2026 background and buildout conditions. No segment deficiencies were identified as a result of project trips.

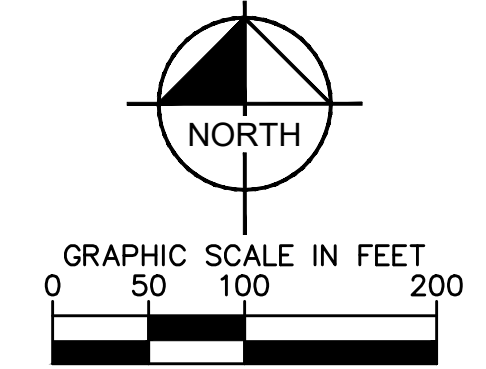
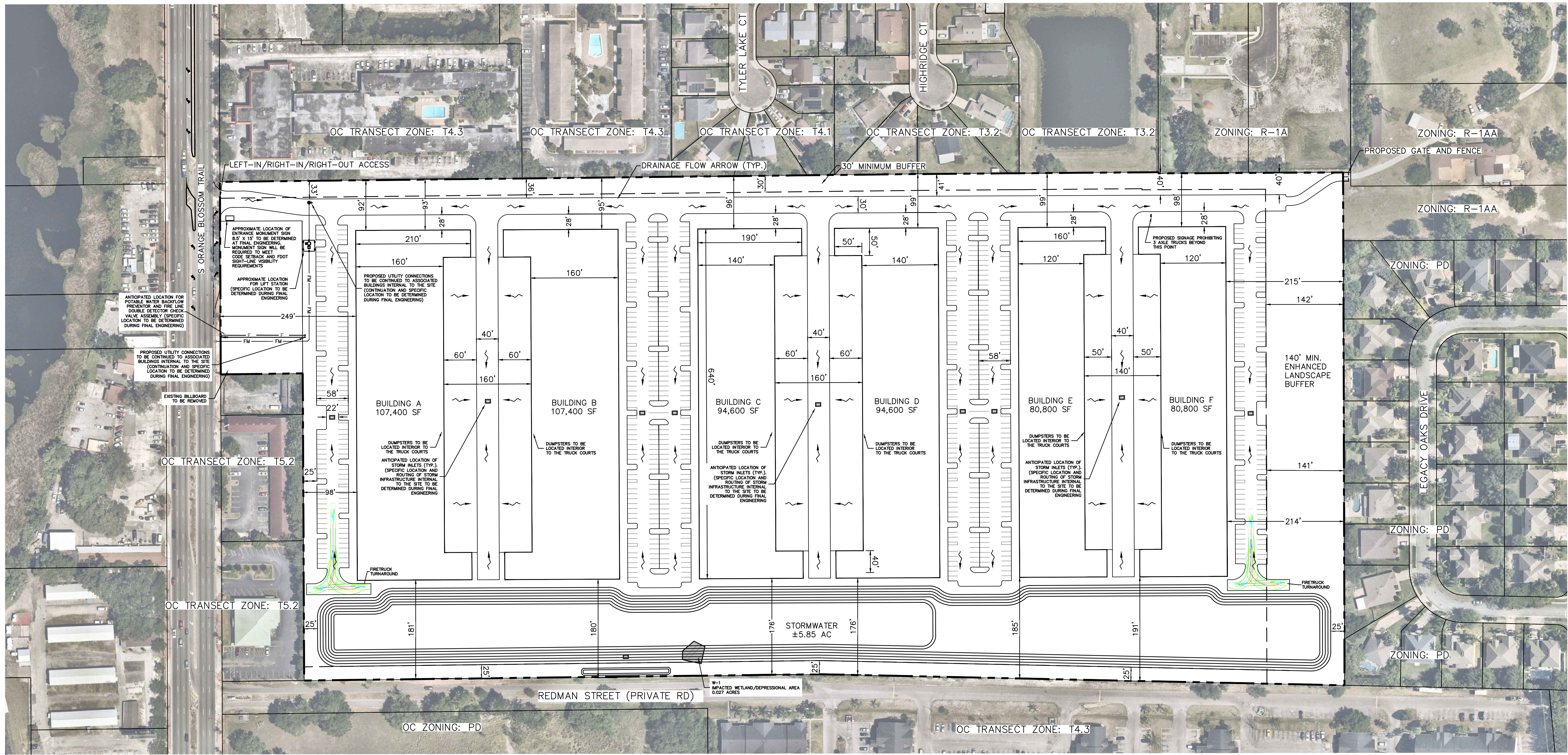
An operational analysis for existing, background, and buildout conditions was performed at the site driveway and intersections within the study area. All study area intersections are projected to operate at LOS E or better. No new operational deficiencies were identified as a result of the proposed development.

The need for an exclusive ingress right-turn lanes at the proposed site access points was evaluated based on the National Cooperative Highway Research Program (NCHRP) Report 457 thresholds. Based on the NCHRP Report 457 thresholds, a right-turn lane is warranted along Orange Blossom Trail entering the site driveway. A 155-foot (including a 50-foot taper) northbound right-turn lane is proposed at the project driveway on Orange Blossom Trail to mitigate the risk of rear end collisions.

It is recommended to extend the existing southbound left-turn lane at the Citrus Oaks Apartments south, so that the left-turn lane serves the proposed Edgewood Park of Commerce site. The turn lane is currently offset from the Citrus Oaks apartments which presents a safety risk as cars enter the driveway.

**APPENDIX A**  
Site Plan

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



**SITE DATA:**  
 SITE AREA: 41.43 ACRES (1,804,900 SF)  
 EXISTING ZONING: C-1 & R-3  
 EXISTING FUTURE LAND USE: MEDIUM DENSITY RESIDENTIAL & COMMERCIAL  
 PROPOSED ZONING: CP-PD (COMPREHENSIVE PLAN PLANNED DEVELOPMENT)  
 PROPOSED FUTURE LAND USE: SSP (SITE SPECIFIC PLAN)  
 PERMITTED USES: DISTRIBUTION/LOGISTIC CENTER, LIGHT ASSEMBLY/FABRICATING, WHOLESALE TRADE ESTABLISHMENTS, TRAINING/VOCATIONAL/BUSINESS OPERATIONS, WAREHOUSING, OTHER SIMILAR USES  
 SECONDARY USES: OFFICE ANCILLARY TO PRIMARY USES  
 OPEN SPACE PROVIDED: 13.38 AC  
 FAR: 565,600 SF/1,804,900 SF = 0.31

NO.	REVISIONS	DATE	BY

**Kimley-Horn**  
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 200 S. ORANGE AVENUE, SUITE 600, ORLANDO, FL 32801  
 PHONE: 407-898-1511  
 WWW.KIMLEY-HORN.COM REGISTRY No. 35106

LICENSED PROFESSIONAL	DATE
KHA PROJECT 049004001	11/15/2024
SCALE AS SHOWN	DESIGNED BY
DRAWN BY	CHECKED BY
DATE:	

**SITE PLAN**

**EDGEWOOD PARK OF COMMERCE**

ORANGE COUNTY FLORIDA

SHEET NUMBER  
**DP2.0**

# **APPENDIX B**

## Traffic Study Methodology

Forder, Harrison

---

From: wrgac@aol.com  
Sent: Thursday, August 15, 2024 2:37 PM  
To: Forder, Harrison  
Cc: Taylor, James; bsollazzo@edgewood-fl.gov; Lane Allen C. (P.E.)  
Subject: Re: Foundry Industrial Site - Traffic Impact Study Methodology

Categories: External

Hi Harrison, I have the following comments on the proposed traffic methodology.

1. Please provide a letter from FDOT that indicates a willingness to reconfigure/relocate the directional median on US 441 at your proposed entrance.
2. Please provide a letter from Citrus Oaks Apartments indicating a willingness to relocate their US 441 driveway/access to an access through the Foundry site as you indicated on the phone. Items 1 and 2 are necessary to validate the assumptions of the traffic analysis.
3. Analysis of only the following intersections are necessary from the City's perspective: 1) the intersection at the entrance to the project, 2) the intersection of Holden/US 441, and 3) the intersection of Holden and Orange Avenue. The intersections of Redman and Americana may be of interest of FDOT, but are not necessary for the City review.
4. Level of Service analysis on the Holden Avenue segment between US 441 and Orange Avenue needs to be provided. Please identify both the truck and automobile traffic for this analysis.

Should you have questions/comments, please contact me without hesitation.

Ellen

On Friday, August 9, 2024 at 11:43:05 AM EDT, Forder, Harrison <harrison.forder@kimley-horn.com> wrote:

Hi Ellen – I appreciate you taking my call last week. For your review, see below the proposed traffic impact analysis methodology for the industrial development of the Randall Made Knives property community proposed to be generally located east of Orange Blossom Trail and north of Redman Street in the city of Edgewood Florida. The industrial development will consist of approximately 565,600 SF of industrial warehouse space, intended to be used for smaller tenants with single-unit trucks as opposed to a distribution center. Access to the site will be provided via a connection on Orange Blossom Trail at the existing directional median opening, adjacent to the Citrus Grove Apartments. As discussed, the applicant is currently working with the adjacent property owner to see if shared access can be provided in order to limit the amount of curb cuts.

The basis for this study will be to evaluate the traffic operations of the adjacent roadway segments and intersections. As part of the traffic impact analysis of the proposed development, we will perform the following tasks:

1. Calculate Daily, AM & PM peak hour trip generation calculations based on ITE's Trip Generation Manual (11th Edition).

2. Determine project traffic distribution and assignment using transportation modeling software and traffic volumes on the adjacent roadway segments.
3. Calculate background growth (review of historical count data and any vested trip data to be provided by the city).
4. Perform AM & PM peak hour turning movement counts at the following intersections:
  - a. Orange Blossom Trail & Holden Avenue
  - b. Orange Blossom Trail at the Existing Median Opening – Citrus Oaks Apartments
  - c. Orange Blossom Trail & Redman Street
  - d. Orange Blossom Trail & Americana Boulevard
5. Perform AM & PM peak hour intersection LOS analysis of the study area intersections and project driveways.
6. Calculate the impact of the Comprehensive Plan Amendment on area roadways per the existing and proposed Future Land Use designation.
7. Prepare a traffic impact analysis report summarizing the analysis to the City of Edgewood and FDOT.

Please let me know if you have any questions or would like to discuss the above methodology. We plan to submit the traffic impact study report with the CPPD submittal in September.

Thanks,

Harrison

**Harrison Forder, P.E. (FL,GA,AL)**

**Kimley-Horn** | 200 South Orange Avenue, Suite 600, Orlando, FL 32801

Direct: (470) 273-3817 | Mobile: (678) 267-4586

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# Land Use: 130 Industrial Park

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## **Description**

An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

## **Additional Data**

The sites were surveyed in the 1980s, the 2000s, 2010s, and the 2020s in California, Georgia, New Jersey, Massachusetts, New York, Ontario (CAN), and Pennsylvania.

## **Source Numbers**

106, 162, 184, 251, 277, 422, 706, 747, 753, 937, 1032, 1070



# Industrial Park (130)

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

**Setting/Location: General Urban/Suburban**

Number of Studies: 27

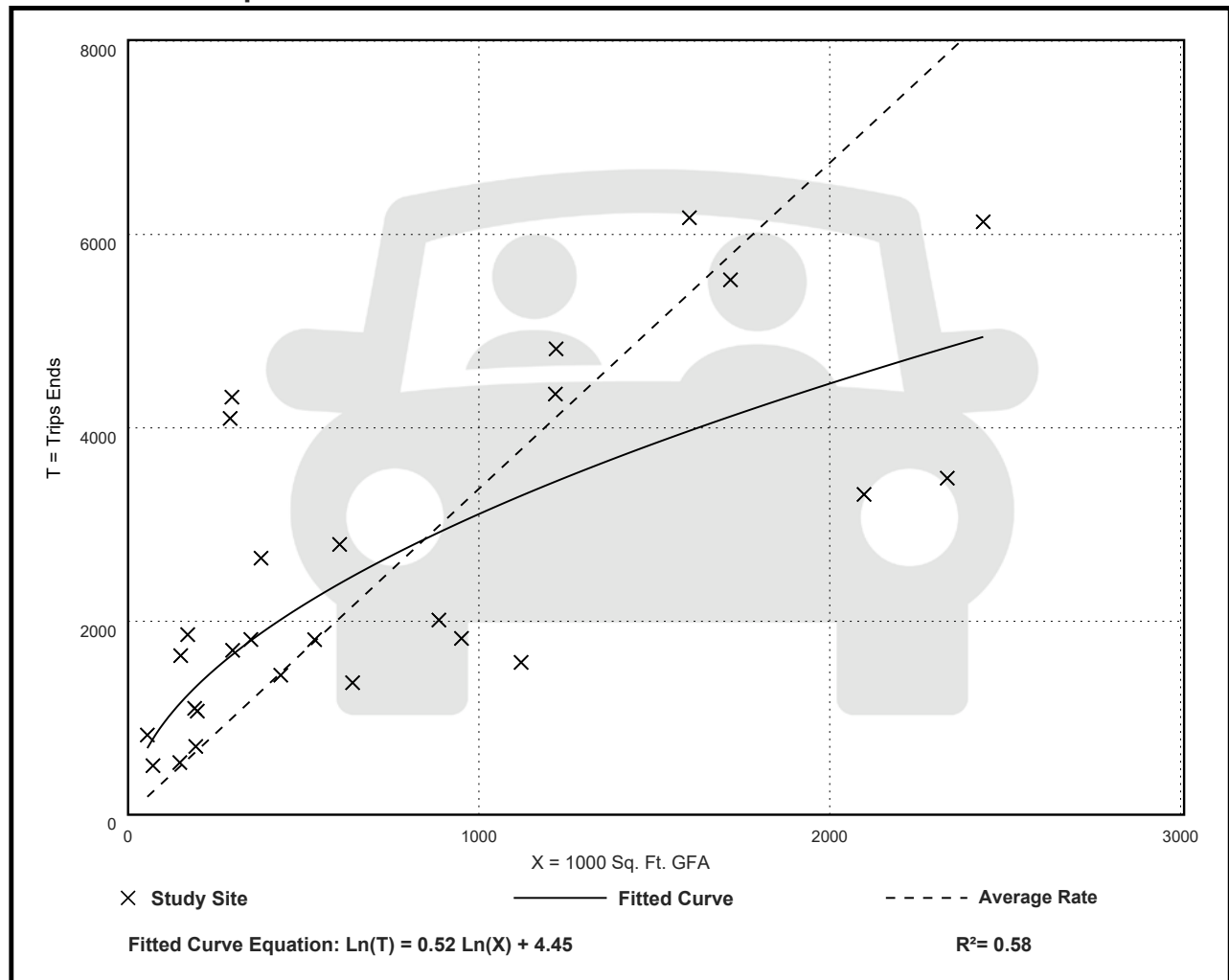
Avg. 1000 Sq. Ft. GFA: 762

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.37	1.41 - 14.98	2.60

## Data Plot and Equation



# Industrial Park (130)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 34

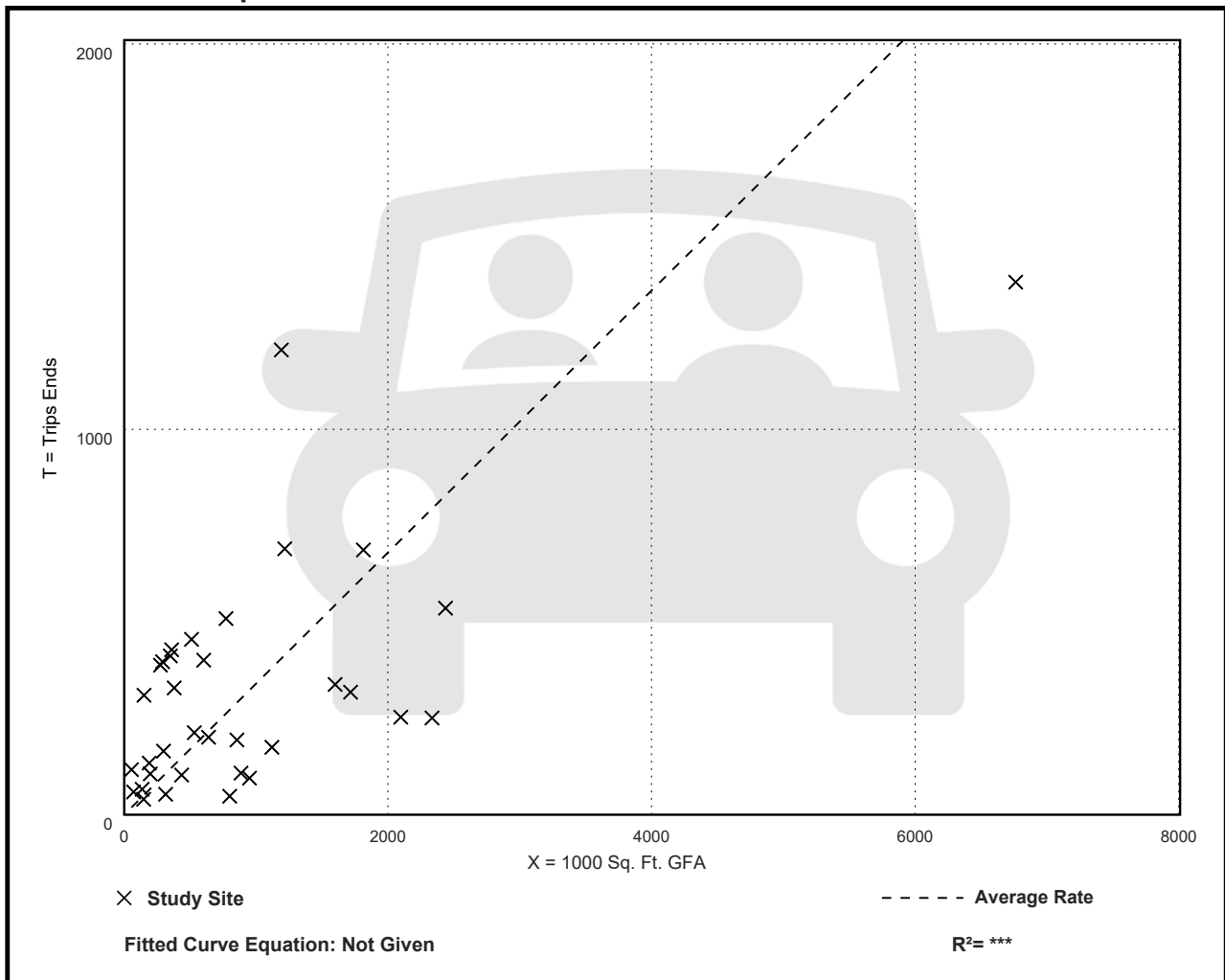
Avg. 1000 Sq. Ft. GFA: 956

Directional Distribution: 81% entering, 19% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.06 - 2.13	0.33

## Data Plot and Equation



# Industrial Park (130)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**

**On a: Weekday,**

**Peak Hour of Adjacent Street Traffic,**

**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**

Number of Studies: 35

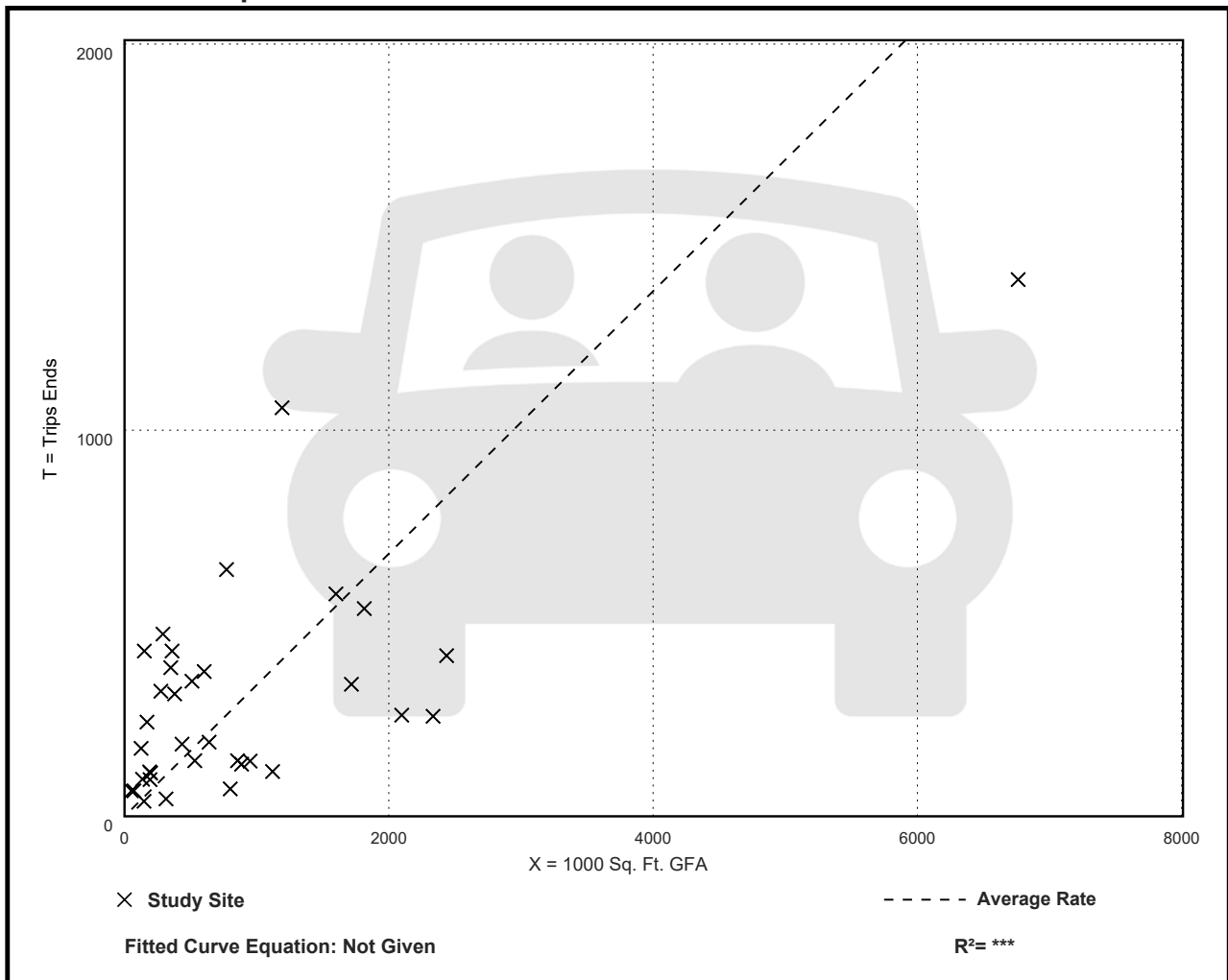
Avg. 1000 Sq. Ft. GFA: 899

Directional Distribution: 22% entering, 78% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.09 - 2.85	0.36

## Data Plot and Equation



# Land Use: 215

## Single-Family Attached Housing

---

### Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

### Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

### Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 22

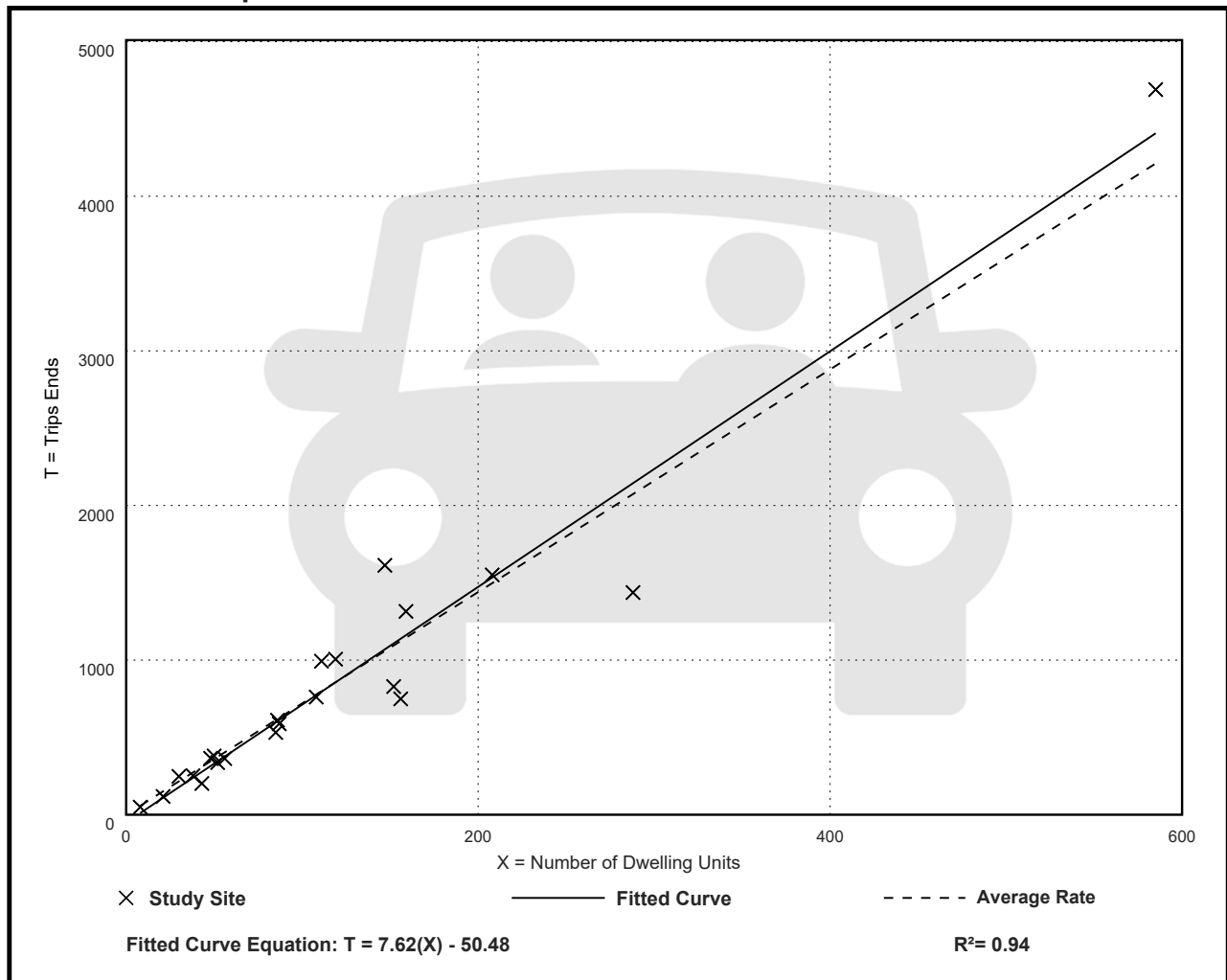
Avg. Num. of Dwelling Units: 120

Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

## Data Plot and Equation



# Single-Family Attached Housing (215)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

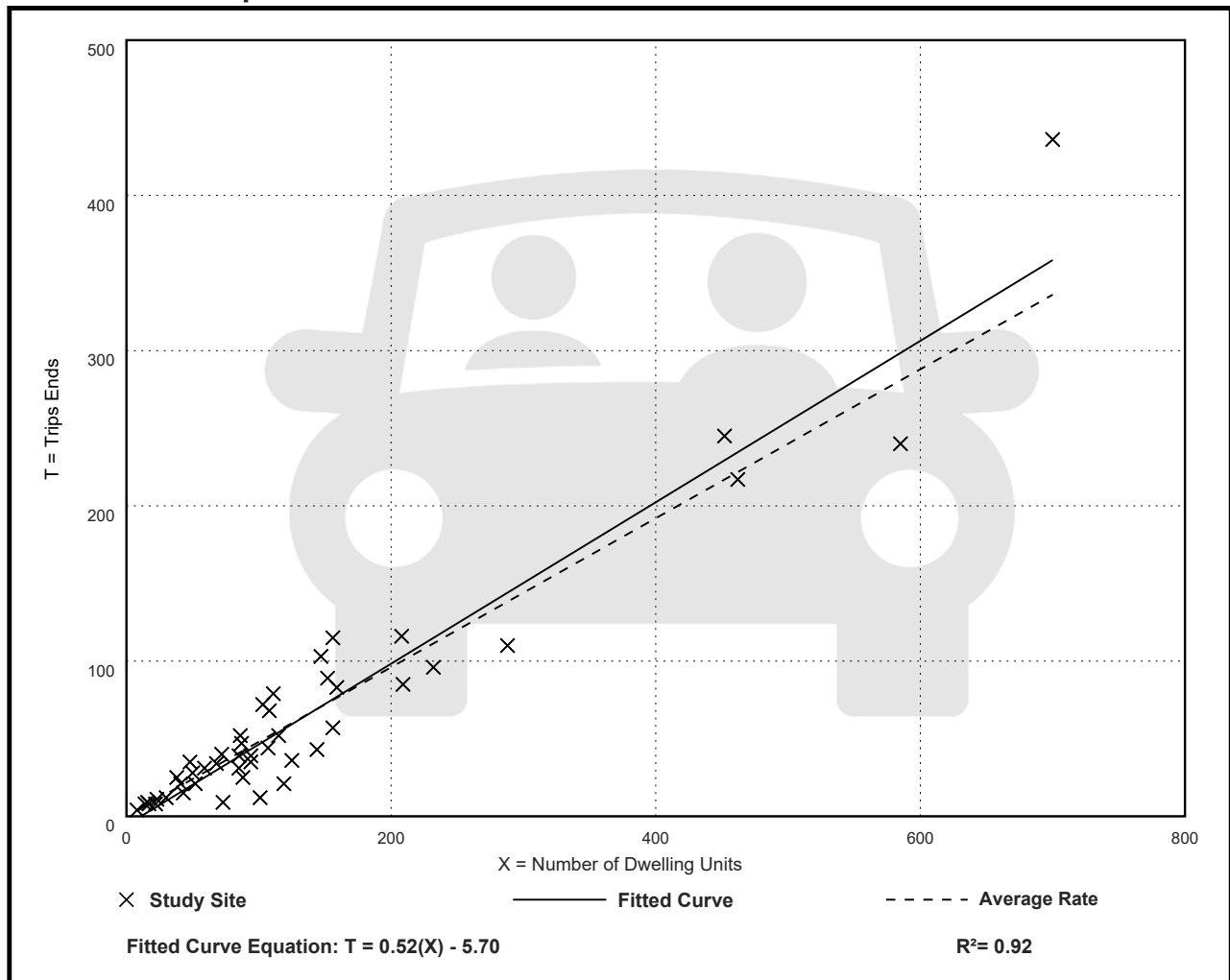
Avg. Num. of Dwelling Units: 135

Directional Distribution: 31% entering, 69% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

## Data Plot and Equation



# Single-Family Attached Housing (215)

## Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 51

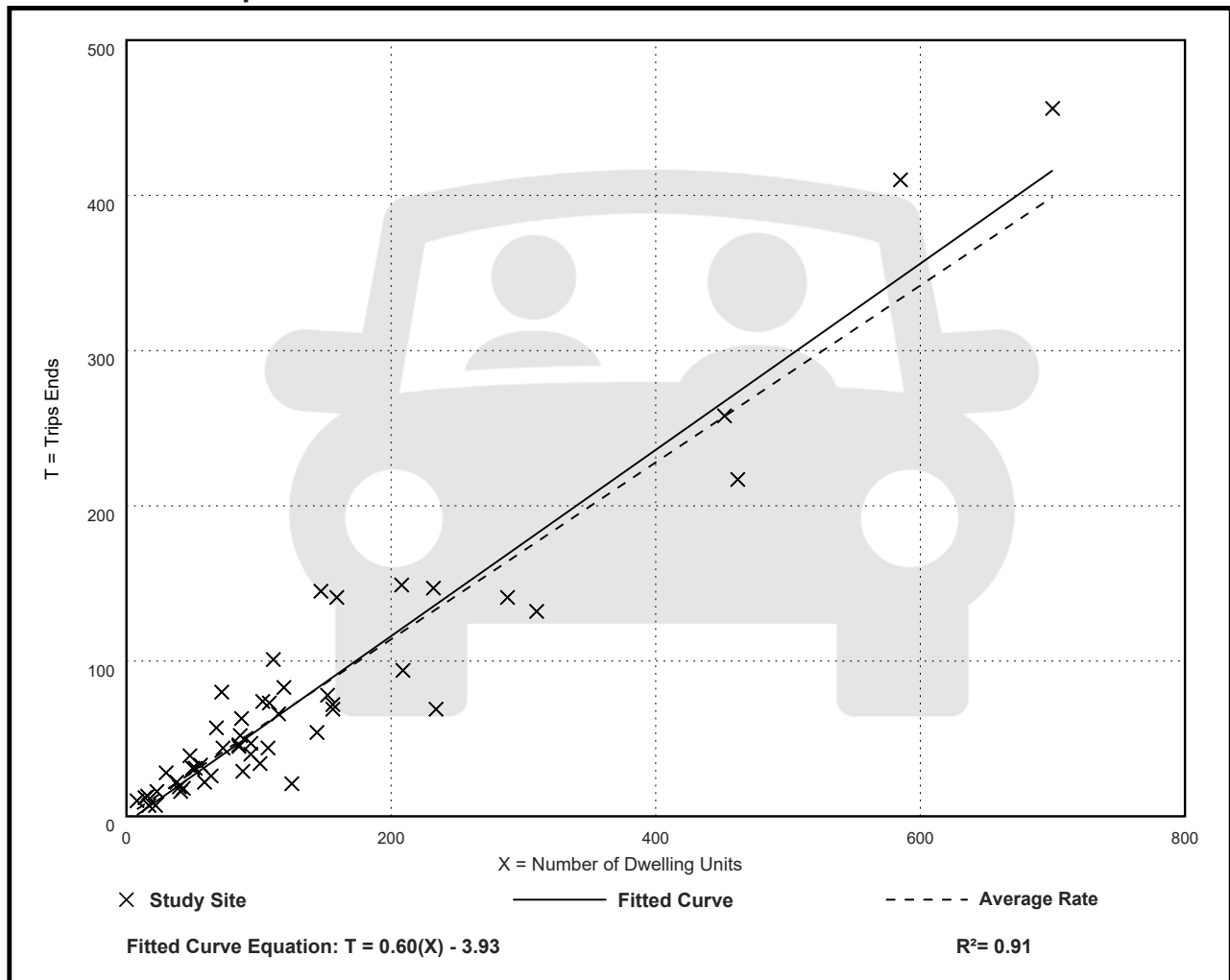
Avg. Num. of Dwelling Units: 136

Directional Distribution: 57% entering, 43% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

## Data Plot and Equation





November 19, 2024

City of Edgewood  
Planning and Development  
405 Bagshaw Way  
Edgewood, FL 32809

**RE: Edgewood Park of Commerce Application  
Review Comments dated October 25, 2024  
Edgewood Park of Commerce Traffic Impact Analysis (TIA)**

To whom it may concern:

Kimley-Horn has received comments (dated October 25, 2024) regarding the Traffic Impact Analysis (dated August 2024) provided for the Foundry Commercial. Our responses to the comments are provided below and incorporated into the revised Traffic Impact Analysis documentation submitted along with this comment response letter.

1. FDOT’s approval of the directional median is critical in validating the assumptions of the traffic analysis and the site access configuration.

**Response:** The access configuration was discussed during a pre-application meeting with FDOT District 5 Staff on July 29, 2024. FDOT will not offer a formal approval of the directional median opening until it is in for permitting and attempts to get a response in writing have gone unanswered.

2. The ITE category used in the analysis was 150, which is warehousing. This needs to be revised to better reflect the requested permitted uses. The concern is that light industrial uses often involve more employee activity, deliveries, and pickups than warehousing, leading to higher trip generation rates.

**Response:** Acknowledged. The trip generation has been updated to utilize ITE Land Use Code 130 – Industrial Park. The development will serve a mix of logistics/distribution, light assembly, and training/vocational/business operations. Per the ITE Trip Generation Manual, “an industrial park contains several individual or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities.”

3. The statement that the proposed FLU is anticipated to generate fewer potential trips than the existing FLU designation is not a valid argument that transportation analysis is not needed. The type of traffic from the proposed use is different from that of a residential use. As stated in the review of the methodology, the City is particularly concerned with the amount of potential truck traffic on Holden Avenue. Residential uses do not generate truck traffic. In addition, the traffic from the existing land use designation nor the proposed land use is in the existing traffic patterns, thus additional analysis is warranted.



**Response:** With the update in trip generation to ITE 130, the proposed FLU is expected to generate more potential trips than the existing FLU. As a result, additional analysis has been provided in Section 2.0 for both vehicular volumes and the expected increase in truck traffic.

4. Please verify that exact existing signal timings and lane configurations at the Orange/Holden Avenue intersection were used in the analysis. If not, the traffic impacts need to be re-analyze using the exact existing signal timings and lane configurations for all three sets of intersection analyses (existing, background and future).

**Response:** Acknowledged. The lane configuration analyzed matches the existing conditions. The signal timing sheet for the intersection is included in Appendix C. Per the attached email correspondence with Orange County, a more current timing sheet is not available. No revisions required.

5. The report states, "Trip distribution for truck trips was adjusted to route truck traffic towards freight facilities, such as I-4 and John Young Parkway." Given there are freight facilities just south of Edgewood, including Tradeport and AIPO, where Orange Avenue is the most direct route (particularly since egress will be right-out only) please justify the hand adjustments. Please provide a recommended condition of project approval that will result in limiting the use of truck traffic on Holden Avenue.

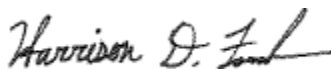
**Response:** Regional truck trips are expected to occur via I-4 and the Turnpike, which would orient more traffic to/from the north towards the I-4 & Orange Blossom Trail interchange. As the development is served by right-out traffic only, trucks oriented to/from the south are expected to utilize John Young Parkway, which provides connectivity to Sand Lake Road, SR 528, and SR 417. Limited traffic is expected to occur between industrial development in Tradeport and AIPO and the proposed Edgewood Park of Commerce Site. For consistency, the truck trip distribution has been revised to match the model generated for Holden Avenue/Orange Avenue.

6. Please provide the daily estimate of truck traffic on Holden Avenue utilizing the model generated distribution. The general public will be able to better relate daily rather than peak hour.

**Response:** This information, along with a comparison to the existing truck traffic, has been added to Section 7.1 (page 22).

If you have any questions or need additional information, please feel free to contact me at 470-273-3817 or by email at [harrison.forder@kimley-horn.com](mailto:harrison.forder@kimley-horn.com).

Sincerely,



Harrison Forder, P.E.  
Project Manager

Forder, Harrison

---

From: ST CYR, FRENCE <FRENCE.STCYR@ocfl.net>  
Sent: Tuesday, November 5, 2024 12:46 PM  
To: Forder, Harrison; Taylor, James  
Cc: El-Assar, Hazem; Hibbert, Jamel P  
Subject: RE: Orange County Signal Timing Request  
Attachments: Orange & Holden - InfoMap.PNG  
  
Categories: External

Good morning,

The intersection of S Orange Ave & Holden Ave is currently not maintained by Orange County but owned by City of Edgewood according to our system (see attached InfoMap). We do not have any current timesheet for the intersection.

Thank you

Frence St.Cyr  
Engineering Tech IV-TMC  
Orange County Traffic Engineering  
Office Phone: (407) 836-7953

---

From: Forder, Harrison <Harrison.Forder@kimley-horn.com>  
Sent: Tuesday, November 5, 2024 7:49 AM  
To: ST CYR, FRENCE <FRENCE.STCYR@ocfl.net>; Taylor, James <James.Taylor@kimley-horn.com>  
Cc: El-Assar, Hazem <Hazem.El-Assar@ocfl.net>; Hibbert, Jamel P <Jamel.Hibbert@ocfl.net>  
Subject: RE: Orange County Signal Timing Request

Some people who received this message don't often get email from [harrison.forder@kimley-horn.com](mailto:harrison.forder@kimley-horn.com). [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Good morning Frence – I hope you are doing well. The City of Edgewood gave a comment on our TIA to make sure that the latest signal timings are being modeled at the intersection of Orange Avenue and Holden Avenue. Could you send us the timing sheet for this intersection to confirm we have the most recent timings?

Thanks,  
Harrison

---

From: Forder, Harrison  
Sent: Friday, August 16, 2024 9:14 AM  
To: ST CYR, FRENCE <FRENCE.STCYR@ocfl.net>; Taylor, James <James.Taylor@kimley-horn.com>  
Cc: El-Assar, Hazem <Hazem.El-Assar@ocfl.net>; Hibbert, Jamel P <Jamel.Hibbert@ocfl.net>  
Subject: RE: Orange County Signal Timing Request

**APPENDIX C**  
Existing Traffic and Orange County Data

Peak Hour Turning Movement Count

Edgewood, FL

[Click here for Map](#)

Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	26	256	35	-	4	321	63	363	14	-	3	443	39	60	40	-	2	141	32	59	60	-	0	151	
0730 - 0745	37	299	18	-	3	357	54	337	12	-	2	405	36	90	47	-	2	175	31	77	50	-	0	158	
0745 - 0800	31	280	28	-	3	342	52	328	15	-	0	395	34	87	32	-	2	155	31	92	64	-	0	187	
0800 - 0815	28	277	27	-	4	336	35	294	20	-	2	351	35	65	28	-	3	131	30	71	77	-	0	178	
Total	122	1112	108	0	14	1356	204	1322	61	0	7	1594	144	302	147	0	9	602	124	299	251	0	0	674	
Approach %	9.00	82.01	7.96	0.00	1.03	-	12.80	82.94	3.83	0.00	0.44	-	23.92	50.17	24.42	0.00	1.50	-	18.40	44.36	37.24	0.00	0.00	-	
PHF	0.82	0.93	0.77	0.00	0.88	0.95	0.81	0.91	0.76	0.00	0.58	0.90	0.92	0.84	0.78	0.00	0.75	0.86	0.97	0.81	0.81	0.00	0.00	0.90	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0800 - 0815	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	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	24	244	33	-	4	305	60	334	12	-	3	409	35	59	40	-	2	136	32	56	59	-	0	147	
0730 - 0745	35	275	18	-	3	331	53	320	11	-	2	386	34	86	45	-	2	167	30	75	50	-	0	155	
0745 - 0800	31	258	28	-	3	320	49	310	14	-	0	373	32	86	31	-	2	151	30	91	58	-	0	179	
0800 - 0815	27	254	26	-	4	311	32	281	19	-	2	334	34	64	28	-	3	129	27	70	75	-	0	172	
Total	117	1031	105	0	14	1267	194	1245	56	0	7	1502	135	295	144	0	9	583	119	292	242	0	0	653	
Approach %	9.23	81.37	8.29	0.00	1.10	-	12.92	82.89	3.73	0.00	0.47	-	23.16	50.60	24.70	0.00	1.54	-	18.22	44.72	37.06	0.00	0.00	-	
PHF	0.84	0.94	0.80	0.00	0.88	0.96	0.81	0.93	0.74	0.00	0.58	0.92	0.96	0.86	0.80	0.00	0.75	0.87	0.93	0.80	0.81	0.00	0.00	0.91	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	1	8	1	-	0	10	2	17	2	-	0	21	1	1	0	-	0	2	0	3	0	-	0	3	
0730 - 0745	2	16	0	-	0	18	0	9	1	-	0	10	2	4	2	-	0	8	0	2	0	-	0	2	
0745 - 0800	0	15	0	-	0	15	3	7	1	-	0	11	2	1	1	-	0	4	1	0	5	-	0	6	
0800 - 0815	1	17	1	-	0	19	1	8	1	-	0	10	1	1	0	-	0	2	0	1	1	-	0	2	
Total	4	56	2	0	0	62	6	41	5	0	0	52	6	7	3	0	0	16	1	6	6	0	0	13	
Approach %	6.45	90.32	3.23	0.00	0.00	-	11.54	78.85	9.62	0.00	0.00	-	37.50	43.75	18.75	0.00	0.00	-	7.69	46.15	46.15	0.00	0.00	-	
PHF	0.50	0.82	0.50	0.00	0.00	0.82	0.50	0.60	0.63	0.00	0.00	0.62	0.75	0.44	0.38	0.00	0.00	0.50	0.25	0.50	0.30	0.00	0.00	0.54	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	1	4	1	-	0	6	1	12	0	-	0	13	3	0	0	-	0	3	0	0	1	-	0	1	
0730 - 0745	0	8	0	-	0	8	1	8	0	-	0	9	0	0	0	-	0	0	1	0	0	-	0	1	
0745 - 0800	0	7	0	-	0	7	0	11	0	-	0	11	0	0	0	-	0	0	0	1	1	-	0	2	
0800 - 0815	0	6	0	-	0	6	2	5	0	-	0	7	0	0	0	-	0	0	3	0	1	-	0	4	
Total	1	25	1	0	0	27	4	36	0	0	0	40	3	0	0	0	0	3	4	1	3	0	0	8	
Approach %	3.70	92.59	3.70	0.00	0.00	-	10.00	90.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	50.00	12.50	37.50	0.00	0.00	-	
PHF	0.25	0.78	0.25	0.00	0.00	0.84	0.50	0.75	0.00	0.00	0.00	0.77	0.25	0.00	0.00	0.00	0.00	0.25	0.33	0.25	0.75	0.00	0.00	0.50	

# Peak Hour Turning Movement Count

Edgewood, FL



www.marrtraffic.com



[Click here for Map](#)

Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1615 - 1715

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1615 - 1630	46	378	30	-	3	457	53	351	30	-	8	442	27	89	46	-	9	171	39	90	68	-	0	197	
1630 - 1645	39	328	38	-	5	410	29	367	43	-	2	441	24	106	36	-	5	171	36	95	75	-	0	206	
1645 - 1700	41	356	42	-	3	442	49	364	41	-	5	459	37	113	48	-	4	202	36	90	59	-	0	185	
1700 - 1715	45	369	44	-	4	462	33	362	31	-	0	426	27	70	45	-	6	148	36	80	79	-	0	195	
Total	171	1431	154	0	15	1771	164	1444	145	0	15	1768	115	378	175	0	24	692	147	355	281	0	0	783	
Approach %	9.66	80.80	8.70	0.00	0.85	-	9.28	81.67	8.20	0.00	0.85	-	16.62	54.62	25.29	0.00	3.47	-	18.77	45.34	35.89	0.00	0.00	-	
PHF	0.93	0.95	0.88	0.00	0.75	0.96	0.77	0.98	0.84	0.00	0.47	0.96	0.78	0.84	0.91	0.00	0.67	0.86	0.94	0.93	0.89	0.00	0.00	0.95	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	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	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1615 - 1630	44	364	30	-	3	441	52	333	27	-	8	420	27	88	45	-	9	169	39	89	68	-	0	196	
1630 - 1645	37	321	37	-	5	400	28	347	42	-	2	419	24	106	33	-	5	168	36	95	74	-	0	205	
1645 - 1700	41	342	41	-	3	427	49	340	36	-	5	430	35	112	44	-	4	195	36	90	57	-	0	183	
1700 - 1715	43	360	42	-	4	449	33	346	30	-	0	409	25	69	43	-	6	143	35	80	78	-	0	193	
Total	165	1387	150	0	15	1717	162	1366	135	0	15	1678	111	375	165	0	24	675	146	354	277	0	0	777	
Approach %	9.61	80.78	8.74	0.00	0.87	-	9.65	81.41	8.05	0.00	0.89	-	16.44	55.56	24.44	0.00	3.56	-	18.79	45.56	35.65	0.00	0.00	-	
PHF	0.94	0.95	0.89	0.00	0.75	0.96	0.78	0.98	0.80	0.00	0.47	0.98	0.79	0.84	0.92	0.00	0.67	0.87	0.94	0.93	0.89	0.00	0.00	0.95	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1615 - 1630	2	8	0	-	0	10	1	12	3	-	0	16	0	1	1	-	0	2	0	1	0	-	0	1	
1630 - 1645	2	3	0	-	0	5	1	16	1	-	0	18	0	0	2	-	0	2	0	0	0	-	0	0	
1645 - 1700	0	8	1	-	0	9	0	17	5	-	0	22	0	1	2	-	0	3	0	0	2	-	0	2	
1700 - 1715	2	8	2	-	0	12	0	14	1	-	0	15	1	1	1	-	0	3	1	0	1	-	0	2	
Total	6	27	3	0	0	36	2	59	10	0	0	71	1	3	6	0	0	10	1	1	3	0	0	5	
Approach %	16.67	75.00	8.33	0.00	0.00	-	2.82	83.10	14.08	0.00	0.00	-	10.00	30.00	60.00	0.00	0.00	-	20.00	20.00	60.00	0.00	0.00	-	
PHF	0.75	0.84	0.38	0.00	0.00	0.75	0.50	0.87	0.50	0.00	0.00	0.81	0.25	0.75	0.75	0.00	0.00	0.83	0.25	0.25	0.38	0.00	0.00	0.63	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Holden Ave (West)						Holden Ave (East)						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1615 - 1630	0	6	0	-	0	6	0	6	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	
1630 - 1645	0	4	1	-	0	5	0	4	0	-	0	4	0	0	1	-	0	1	0	0	1	-	0	1	
1645 - 1700	0	6	0	-	0	6	0	7	0	-	0	7	2	0	2	-	0	4	0	0	0	-	0	0	
1700 - 1715	0	1	0	-	0	1	0	2	0	-	0	2	1	0	1	-	0	2	0	0	0	-	0	0	
Total	0	17	1	0	0	18	0	19	0	0	0	19	3	0	4	0	0	7	0	0	1	0	0	1	
Approach %	0.00	94.44	5.56	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	42.86	0.00	57.14	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.71	0.25	0.00	0.00	0.75	0.00	0.68	0.00	0.00	0.00	0.68	0.38	0.00	0.50	0.00	0.00	0.44	0.00	0.00	0.25	0.00	0.00	0.25	

# Classified Turn Movement Count | All vehicles

Edgewood, FL

**Site 1**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 Holden Ave (West)  
 Holden Ave (East)

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.494442°, -81.396833°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
 All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total		
0700 - 0715	24	219	18	1	262	38	271	14	2	325	25	58	25	1	109	24	51	75	0	150	846
0715 - 0730	26	256	35	4	321	63	363	14	3	443	39	60	40	2	141	32	59	60	0	151	1056
0730 - 0745	37	299	18	3	357	54	337	12	2	405	36	90	47	2	175	31	77	50	0	158	1095
0745 - 0800	31	280	28	3	342	52	328	15	0	395	34	87	32	2	155	31	92	64	0	187	1079
Hourly Total	118	1054	99	11	1282	207	1299	55	7	1568	134	295	144	7	580	118	279	249	0	646	4076
0800 - 0815	28	277	27	4	336	35	294	20	2	351	35	65	28	3	131	30	71	77	0	178	996
0815 - 0830	13	199	83	3	298	47	316	25	2	390	27	78	47	6	158	14	56	66	0	136	982
0830 - 0845	20	275	28	7	330	66	346	16	3	431	32	64	46	10	152	26	69	60	0	155	1068
0845 - 0900	16	219	25	2	262	45	304	20	0	369	15	78	31	13	137	29	74	51	0	154	922
Hourly Total	77	970	163	16	1226	193	1260	81	7	1541	109	285	152	32	578	99	270	254	0	623	3968
Grand Total	195	2024	262	27	2508	400	2559	136	14	3109	243	580	296	39	1158	217	549	503	0	1269	8044
Approach %	7.78	80.70	10.45	1.08	-	12.87	82.31	4.37	0.45	-	20.98	50.09	25.56	3.37	-	17.10	43.26	39.64	0.00	-	
Intersection %	2.42	25.16	3.26	0.34	31.18	4.97	31.81	1.69	0.17	38.65	3.02	7.21	3.68	0.48	14.40	2.70	6.82	6.25	0.00	15.78	
Heavy Vehicle %	4	8	3	0	7	4	5	10	0	5	7	2	2	0	3	7	2	3	-	3	5
PHF	0.82	0.93	0.77	0.88	0.95	0.81	0.91	0.76	0.58	0.90	0.92	0.84	0.78	0.75	0.86	0.97	0.81	0.81	0.00	0.90	0.96

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
 All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total		
1600 - 1615	44	332	28	2	406	55	301	47	7	410	24	87	35	11	157	40	85	44	0	169	1142
1615 - 1630	46	378	30	3	457	53	351	30	8	442	27	89	46	9	171	39	90	68	0	197	1267
1630 - 1645	39	328	38	5	410	29	367	43	2	441	24	106	36	5	171	36	95	75	0	206	1228
1645 - 1700	41	356	42	3	442	49	364	41	5	459	37	113	48	4	202	36	90	59	0	185	1288
Hourly Total	170	1394	138	13	1715	186	1383	161	22	1752	112	395	165	29	701	151	360	246	0	757	4925
1700 - 1715	45	369	44	4	462	33	362	31	0	426	27	70	45	6	148	36	80	79	0	195	1231
1715 - 1730	35	348	57	8	448	60	352	39	4	455	28	82	48	7	165	34	99	61	0	194	1262
1730 - 1745	34	333	50	5	422	15	334	41	0	390	21	88	47	13	169	35	105	61	0	201	1182
1745 - 1800	39	309	47	4	399	40	324	46	4	414	28	66	38	13	145	38	85	53	0	176	1134
Hourly Total	153	1359	198	21	1731	148	1372	157	8	1685	104	306	178	39	627	143	369	254	0	766	4809
Grand Total	323	2753	336	34	3446	334	2755	318	30	3437	216	701	343	68	1328	294	729	500	0	1523	9734
Approach %	9.37	79.89	9.75	0.99	-	9.72	80.16	9.25	0.87	-	16.27	52.79	25.83	5.12	-	19.30	47.87	32.83	0.00	-	
Intersection %	3.32	28.28	3.45	0.35	35.40	3.43	28.30	3.27	0.31	35.31	2.22	7.20	3.52	0.70	13.64	3.02	7.49	5.14	0.00	15.65	
Heavy Vehicle %	2	3	1	0	3	1	5	4	0	5	4	0	4	0	2	1	0	1	-	1	3
PHF	0.93	0.95	0.88	0.75	0.96	0.77	0.98	0.84	0.47	0.96	0.78	0.84	0.91	0.67	0.86	0.94	0.93	0.89	0.00	0.95	0.97



# Classified Turn Movement Count || Bikes

Edgewood, FL

**Site 1**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Holden Ave (West)  
Holden Ave (East)

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

28.494442°, -81.396833°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	50.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	50.00	50.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count || Passenger Vehicles (1-3)

Edgewood, FL

**Site 1**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 Holden Ave (West)  
 Holden Ave (East)

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.494442°, -81.396833°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
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**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
 Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16			
0700 - 0715	22	204	18	1	245	37	260	10	2	309	22	58	24	1	105	23	51	73	0	147	806
0715 - 0730	24	244	33	4	305	60	334	12	3	409	35	59	40	2	136	32	56	59	0	147	997
0730 - 0745	35	275	18	3	331	53	320	11	2	386	34	86	45	2	167	30	75	50	0	155	1039
0745 - 0800	31	258	28	3	320	49	310	14	0	373	32	86	31	2	151	30	91	58	0	179	1023
Hourly Total	112	981	97	11	1201	199	1224	47	7	1477	123	289	140	7	559	115	273	240	0	628	3865
0800 - 0815	27	254	26	4	311	32	281	19	2	334	34	64	28	3	129	27	70	75	0	172	946
0815 - 0830	13	177	81	3	274	47	297	25	2	371	26	76	46	6	154	13	55	64	0	132	931
0830 - 0845	20	255	27	7	309	63	335	13	3	414	28	64	44	10	146	23	67	59	0	149	1018
0845 - 0900	16	202	24	2	244	43	287	19	0	349	14	76	31	13	134	24	72	49	0	145	872
Hourly Total	76	888	158	16	1138	185	1200	76	7	1468	102	280	149	32	563	87	264	247	0	598	3767
Grand Total	188	1869	255	27	2339	384	2424	123	14	2945	225	569	289	39	1122	202	537	487	0	1226	7632
Approach %	8.04	79.91	10.90	1.15	-	13.04	82.31	4.18	0.48	-	20.05	50.71	25.76	3.48	-	16.48	43.80	39.72	0.00	-	
Intersection %	2.46	24.49	3.34	0.35	30.65	5.03	31.76	1.61	0.18	38.59	2.95	7.46	3.79	0.51	14.70	2.65	7.04	6.38	0.00	16.06	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
 Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1.1	1.2	1.3	1.4		1.5	1.6	1.7	1.8		1.9	1.10	1.11	1.12		1.13	1.14	1.15	1.16			
1600 - 1615	42	320	28	2	392	53	281	47	7	388	23	87	33	11	154	40	84	43	0	167	1101
1615 - 1630	44	364	30	3	441	52	333	27	8	420	27	88	45	9	169	39	89	68	0	196	1226
1630 - 1645	37	321	37	5	400	28	347	42	2	419	24	106	33	5	168	36	95	74	0	205	1192
1645 - 1700	41	342	41	3	427	49	340	36	5	430	35	112	44	4	195	36	90	57	0	183	1235
Hourly Total	164	1347	136	13	1660	182	1301	152	22	1657	109	393	155	29	686	151	358	242	0	751	4754
1700 - 1715	43	360	42	4	449	33	346	30	0	409	25	69	43	6	143	35	80	78	0	193	1194
1715 - 1730	35	338	57	8	438	60	331	39	4	434	27	82	48	7	164	34	99	60	0	193	1229
1730 - 1745	34	324	50	5	413	15	320	40	0	375	20	88	47	13	168	34	104	61	0	199	1155
1745 - 1800	39	297	46	4	386	40	314	45	4	403	27	66	37	13	143	38	85	52	0	175	1107
Hourly Total	151	1319	195	21	1686	148	1311	154	8	1621	99	305	175	39	618	141	368	251	0	760	4685
Grand Total	315	2666	331	34	3346	330	2612	306	30	3278	208	698	330	68	1304	292	726	493	0	1511	9439
Approach %	9.41	79.68	9.89	1.02	-	10.07	79.68	9.33	0.92	-	15.95	53.53	25.31	5.21	-	19.32	48.05	32.63	0.00	-	
Intersection %	3.34	28.24	3.51	0.36	35.45	3.50	27.67	3.24	0.32	34.73	2.20	7.39	3.50	0.72	13.82	3.09	7.69	5.22	0.00	16.01	

# Classified Turn Movement Count || Single Unit Trucks (4-7)

Edgewood, FL

**Site 1**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 Holden Ave (West)  
 Holden Ave (East)

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.494442°, -81.396833°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
 Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	1	9	0	0	10	1	4	3	0	8	2	0	1	0	3	0	0	1	0	1	22
0715 - 0730	1	8	1	0	10	2	17	2	0	21	1	1	0	0	2	0	3	0	0	3	36
0730 - 0745	2	16	0	0	18	0	9	1	0	10	2	4	2	0	8	0	2	0	0	2	38
0745 - 0800	0	15	0	0	15	3	7	1	0	11	2	1	1	0	4	1	0	5	0	6	36
Hourly Total	4	48	1	0	53	6	37	7	0	50	7	6	4	0	17	1	5	6	0	12	132
0800 - 0815	1	17	1	0	19	1	8	1	0	10	1	1	0	0	2	0	1	1	0	2	33
0815 - 0830	0	17	2	0	19	0	8	0	0	8	1	2	1	0	4	0	0	2	0	2	33
0830 - 0845	0	12	1	0	13	2	4	3	0	9	4	0	1	0	5	3	2	1	0	6	33
0845 - 0900	0	9	1	0	10	2	8	1	0	11	0	2	0	0	2	4	2	2	0	8	31
Hourly Total	1	55	5	0	61	5	28	5	0	38	6	5	2	0	13	7	5	6	0	18	130
Grand Total	5	103	6	0	114	11	65	12	0	88	13	11	6	0	30	8	10	12	0	30	262
Approach %	4.39	90.35	5.26	0.00	-	12.50	73.86	13.64	0.00	-	43.33	36.67	20.00	0.00	-	26.67	33.33	40.00	0.00	-	
Intersection %	1.91	39.31	2.29	0.00	43.51	4.20	24.81	4.58	0.00	33.59	4.96	4.20	2.29	0.00	11.45	3.05	3.82	4.58	0.00	11.45	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
 Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	2	9	0	0	11	2	16	0	0	18	0	0	1	0	1	0	1	1	0	2	32
1615 - 1630	2	8	0	0	10	1	12	3	0	16	0	1	1	0	2	0	1	0	0	1	29
1630 - 1645	2	3	0	0	5	1	16	1	0	18	0	0	2	0	2	0	0	0	0	0	25
1645 - 1700	0	8	1	0	9	0	17	5	0	22	0	1	2	0	3	0	0	2	0	2	36
Hourly Total	6	28	1	0	35	4	61	9	0	74	0	2	6	0	8	0	2	3	0	5	122
1700 - 1715	2	8	2	0	12	0	14	1	0	15	1	1	1	0	3	1	0	1	0	2	32
1715 - 1730	0	4	0	0	4	0	13	0	0	13	1	0	0	0	1	0	0	1	0	1	19
1730 - 1745	0	5	0	0	5	0	12	1	0	13	0	0	0	0	0	1	1	0	0	2	20
1745 - 1800	0	8	0	0	8	0	6	1	0	7	1	0	0	0	1	0	0	1	0	1	17
Hourly Total	2	25	2	0	29	0	45	3	0	48	3	1	1	0	5	2	1	3	0	6	88
Grand Total	8	53	3	0	64	4	106	12	0	122	3	3	7	0	13	2	3	6	0	11	210
Approach %	12.50	82.81	4.69	0.00	-	3.28	86.89	9.84	0.00	-	23.08	23.08	53.85	0.00	-	18.18	27.27	54.55	0.00	-	
Intersection %	3.81	25.24	1.43	0.00	30.48	1.90	50.48	5.71	0.00	58.10	1.43	1.43	3.33	0.00	6.19	0.95	1.43	2.86	0.00	5.24	

# Classified Turn Movement Count || Combination Trucks (8-13)

Edgewood, FL

**Site 1**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 Holden Ave (West)  
 Holden Ave (East)

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.494442°, -81.396833°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
 Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	1	6	0	0	7	0	7	1	0	8	1	0	0	0	1	1	0	1	0	2	18
0715 - 0730	1	4	1	0	6	1	12	0	0	13	3	0	0	0	3	0	0	1	0	1	23
0730 - 0745	0	8	0	0	8	1	8	0	0	9	0	0	0	0	0	1	0	0	0	1	18
0745 - 0800	0	7	0	0	7	0	11	0	0	11	0	0	0	0	0	0	1	1	0	2	20
Hourly Total	2	25	1	0	28	2	38	1	0	41	4	0	0	0	4	2	1	3	0	6	79
0800 - 0815	0	6	0	0	6	2	5	0	0	7	0	0	0	0	0	3	0	1	0	4	17
0815 - 0830	0	5	0	0	5	0	11	0	0	11	0	0	0	0	0	1	1	0	0	2	18
0830 - 0845	0	8	0	0	8	1	7	0	0	8	0	0	1	0	1	0	0	0	0	0	17
0845 - 0900	0	8	0	0	8	0	9	0	0	9	1	0	0	0	1	1	0	0	0	1	19
Hourly Total	0	27	0	0	27	3	32	0	0	35	1	0	1	0	2	5	1	1	0	7	71
Grand Total	2	52	1	0	55	5	70	1	0	76	5	0	1	0	6	7	2	4	0	13	150
Approach %	3.64	94.55	1.82	0.00	-	6.58	92.11	1.32	0.00	-	83.33	0.00	16.67	0.00	-	53.85	15.38	30.77	0.00	-	
Intersection %	1.33	34.67	0.67	0.00	36.67	3.33	46.67	0.67	0.00	50.67	3.33	0.00	0.67	0.00	4.00	4.67	1.33	2.67	0.00	8.67	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
 Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	3	0	0	3	0	4	0	0	4	1	0	1	0	2	0	0	0	0	0	9
1615 - 1630	0	6	0	0	6	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	12
1630 - 1645	0	4	1	0	5	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	11
1645 - 1700	0	6	0	0	6	0	7	0	0	7	2	0	2	0	4	0	0	0	0	0	17
Hourly Total	0	19	1	0	20	0	21	0	0	21	3	0	4	0	7	0	0	1	0	1	49
1700 - 1715	0	1	0	0	1	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	5
1715 - 1730	0	5	0	0	5	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	13
1730 - 1745	0	4	0	0	4	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	7
1745 - 1800	0	4	0	0	4	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	9
Hourly Total	0	14	0	0	14	0	16	0	0	16	2	0	2	0	4	0	0	0	0	0	34
Grand Total	0	33	1	0	34	0	37	0	0	37	5	0	6	0	11	0	0	1	0	1	83
Approach %	0.00	97.06	2.94	0.00	-	0.00	100.00	0.00	0.00	-	45.45	0.00	54.55	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	39.76	1.20	0.00	40.96	0.00	44.58	0.00	0.00	44.58	6.02	0.00	7.23	0.00	13.25	0.00	0.00	1.20	0.00	1.20	

# Classified Turn Movement Count | All Trucks (4-13)

Edgewood, FL

**Site 1**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 Holden Ave (West)  
 Holden Ave (East)

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.494442°, -81.396833°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
 All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	2	15	0	0	17	1	11	4	0	16	3	0	1	0	4	1	0	2	0	3	40
0715 - 0730	2	12	2	0	16	3	29	2	0	34	4	1	0	0	5	0	3	1	0	4	59
0730 - 0745	2	24	0	0	26	1	17	1	0	19	2	4	2	0	8	1	2	0	0	3	56
0745 - 0800	0	22	0	0	22	3	18	1	0	22	2	1	1	0	4	1	1	6	0	8	56
Hourly Total	6	73	2	0	81	8	75	8	0	91	11	6	4	0	21	3	6	9	0	18	211
0800 - 0815	1	23	1	0	25	3	13	1	0	17	1	1	0	0	2	3	1	2	0	6	50
0815 - 0830	0	22	2	0	24	0	19	0	0	19	1	2	1	0	4	1	1	2	0	4	51
0830 - 0845	0	20	1	0	21	3	11	3	0	17	4	0	2	0	6	3	2	1	0	6	50
0845 - 0900	0	17	1	0	18	2	17	1	0	20	1	2	0	0	3	5	2	2	0	9	50
Hourly Total	1	82	5	0	88	8	60	5	0	73	7	5	3	0	15	12	6	7	0	25	201
Grand Total	7	155	7	0	169	16	135	13	0	164	18	11	7	0	36	15	12	16	0	43	412
Approach %	4.14	91.72	4.14	0.00	-	9.76	82.32	7.93	0.00	-	50.00	30.56	19.44	0.00	-	34.88	27.91	37.21	0.00	-	
Intersection %	1.70	37.62	1.70	0.00	41.02	3.88	32.77	3.16	0.00	39.81	4.37	2.67	1.70	0.00	8.74	3.64	2.91	3.88	0.00	10.44	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
 All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Holden Ave (West)					Holden Ave (East)					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	2	12	0	0	14	2	20	0	0	22	1	0	2	0	3	0	1	1	0	2	41
1615 - 1630	2	14	0	0	16	1	18	3	0	22	0	1	1	0	2	0	1	0	0	1	41
1630 - 1645	2	7	1	0	10	1	20	1	0	22	0	0	3	0	3	0	0	1	0	1	36
1645 - 1700	0	14	1	0	15	0	24	5	0	29	2	1	4	0	7	0	0	2	0	2	53
Hourly Total	6	47	2	0	55	4	82	9	0	95	3	2	10	0	15	0	2	4	0	6	171
1700 - 1715	2	9	2	0	13	0	16	1	0	17	2	1	2	0	5	1	0	1	0	2	37
1715 - 1730	0	9	0	0	9	0	21	0	0	21	1	0	0	0	1	0	0	1	0	1	32
1730 - 1745	0	9	0	0	9	0	14	1	0	15	1	0	0	0	1	1	1	0	0	2	27
1745 - 1800	0	12	0	0	12	0	10	1	0	11	1	0	1	0	2	0	0	1	0	1	26
Hourly Total	2	39	2	0	43	0	61	3	0	64	5	1	3	0	9	2	1	3	0	6	122
Grand Total	8	86	4	0	98	4	143	12	0	159	8	3	13	0	24	2	3	7	0	12	293
Approach %	8.16	87.76	4.08	0.00	-	2.52	89.94	7.55	0.00	-	33.33	12.50	54.17	0.00	-	16.67	25.00	58.33	0.00	-	
Intersection %	2.73	29.35	1.37	0.00	33.45	1.37	48.81	4.10	0.00	54.27	2.73	1.02	4.44	0.00	8.19	0.68	1.02	2.39	0.00	4.10	

# Crosswalk Counts | Pedestrians

Edgewood, FL

## Site 1

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Holden Ave (West)  
Holden Ave (East)

## Date

Tuesday, August 13, 2024

## Weather

Fair  
85°F

## Lat/Long

28.494442°, -81.396833°

[Click here for Detailed Weather](#)

[Click here for Map](#)



## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	Holden Ave (West)		App Total	Holden Ave (East)		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0700 - 0715	0	2	2	0	0	0	1	0	1	0	0	0	3	
0715 - 0730	0	0	0	0	0	0	1	0	1	0	0	0	1	
0730 - 0745	3	0	3	0	0	0	0	0	0	1	0	1	4	
0745 - 0800	2	1	3	4	1	5	2	0	2	0	1	1	11	
Hourly Total	5	3	8	4	1	5	4	0	4	1	1	2	19	
0800 - 0815	1	0	1	0	0	0	0	0	0	3	0	3	4	
0815 - 0830	0	0	0	0	1	1	0	0	0	0	0	0	1	
0830 - 0845	1	2	3	1	1	2	0	1	1	1	0	1	7	
0845 - 0900	2	0	2	0	0	0	0	0	0	1	0	1	3	
Hourly Total	4	2	6	1	2	3	0	1	1	5	0	5	15	
Grand Total	9	5	14	5	3	8	4	1	5	6	1	7	34	
Approach %	64.29	35.71	-	62.50	37.50	-	80.00	20.00	-	85.71	14.29	-		
Intersection %	26.47	14.71	41.18	14.71	8.82	23.53	11.76	2.94	14.71	17.65	2.94	20.59		

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	Holden Ave (West)		App Total	Holden Ave (East)		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
1600 - 1615	4	0	4	2	4	6	1	0	1	0	0	0	11	
1615 - 1630	3	0	3	0	2	2	0	5	5	0	0	0	10	
1630 - 1645	0	2	2	0	0	0	0	0	0	2	0	2	4	
1645 - 1700	1	4	5	1	0	1	0	1	1	0	1	1	8	
Hourly Total	8	6	14	3	6	9	1	6	7	2	1	3	33	
1700 - 1715	2	1	3	0	0	0	1	3	4	0	1	1	8	
1715 - 1730	1	3	4	2	0	2	1	2	3	5	3	8	17	
1730 - 1745	1	1	2	1	3	4	1	1	2	0	0	0	8	
1745 - 1800	1	1	2	1	0	1	0	1	1	1	2	3	7	
Hourly Total	5	6	11	4	3	7	3	7	10	6	6	12	40	
Grand Total	13	12	25	7	9	16	4	13	17	8	7	15	73	
Approach %	52.00	48.00	-	43.75	56.25	-	23.53	76.47	-	53.33	46.67	-		
Intersection %	17.81	16.44	34.25	9.59	12.33	21.92	5.48	17.81	23.29	10.96	9.59	20.55		

# Crosswalk Counts || Bikes

Edgewood, FL

## Site 1

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Holden Ave (West)  
Holden Ave (East)

## Date

Tuesday, August 13, 2024

## Weather

Fair  
85°F

## Lat/Long

28.494442°, -81.396833°

[Click here for Detailed Weather](#)

[Click here for Map](#)



## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	Holden Ave (West)		App Total	Holden Ave (East)		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	1	0	1	1
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	1	2	2
0800 - 0815	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	1	0	0	0	0	0	0	0	1	1	2	3
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	-	-
Intersection %	33.33	0.00	33.33	0.00	0.00	0.00	0.00	0.00	0.00	33.33	33.33	66.67	66.67	

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	Holden Ave (West)		App Total	Holden Ave (East)		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	1	1	2	0	0	0	0	0	0	0	1	0	1	3
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700	1	0	1	1	0	0	1	0	0	0	0	0	0	2
Hourly Total	2	1	3	1	0	0	1	0	0	0	2	0	2	6
1700 - 1715	0	1	1	0	0	0	0	0	0	0	2	1	3	4
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	2	3	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	2	0	2	2
1745 - 1800	0	0	0	0	0	0	0	0	1	1	1	1	2	3
Hourly Total	0	1	1	0	0	0	0	0	1	1	6	4	10	12
Grand Total	2	2	4	1	0	0	1	0	1	1	8	4	12	18
Approach %	50.00	50.00	-	100.00	0.00	-	0.00	100.00	-	66.67	33.33	-	-	-
Intersection %	11.11	11.11	22.22	5.56	0.00	5.56	0.00	5.56	5.56	44.44	22.22	66.67	66.67	

# Crosswalk Counts | Motorized Vehicles

Edgewood, FL

## Site 1

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Holden Ave (West)  
Holden Ave (East)

## Date

Tuesday, August 13, 2024

## Weather

Fair  
85°F

## Lat/Long

28.494442°, -81.396833°

[Click here for Detailed Weather](#)

[Click here for Map](#)



## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Motorized Vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	FL-600 S Orange Blossom Trl (South)		FL-600 S Orange Blossom Trl (North)		FL-600 S Orange Blossom Trl (South)		FL-600 S Orange Blossom Trl (North)		Holden Ave (West)		Holden Ave (West)		Holden Ave (East)		Holden Ave (East)	
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	0.00	-	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	100.00	-

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Motorized Vehicles

TIME	Northbound				Southbound				Eastbound				Westbound			
	FL-600 S Orange Blossom Trl (South)		FL-600 S Orange Blossom Trl (North)		FL-600 S Orange Blossom Trl (South)		FL-600 S Orange Blossom Trl (North)		Holden Ave (West)		Holden Ave (West)		Holden Ave (East)		Holden Ave (East)	
	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	NB 1g	SB 1h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2
1630 - 1645	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	1	2	0	2	0	3	3
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	0	1	3	0	3	0	4	4
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	25.00	75.00	0.00	-	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00	0.00	25.00	75.00	0.00	75.00	0.00	75.00	-



Start Date: 8/13/2024

Time	Holden Ave (West) Eastbound			Holden Ave (East) Westbound			-600 S Orange Blossom Trl (South) Northbound			-600 S Orange Blossom Trl (North) Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
<b>15 Minute Totals</b>													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	25	58	25	24	51	75	24	219	18	38	271	14	842
07:15 AM - 07:30 AM	39	60	40	32	59	60	26	256	35	63	363	14	1047
07:30 AM - 07:45 AM	36	90	47	31	77	50	37	299	18	54	337	12	1088
07:45 AM - 08:00 AM	34	87	32	31	92	64	31	280	28	52	328	15	1074
08:00 AM - 08:15 AM	35	65	28	30	71	77	28	277	27	35	294	20	987
08:15 AM - 08:30 AM	27	78	47	14	56	66	13	199	83	47	316	25	971
08:30 AM - 08:45 AM	32	64	46	26	69	60	20	275	28	66	346	16	1048
08:45 AM - 09:00 AM	15	78	31	29	74	51	16	219	25	45	304	20	907
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	24	87	35	40	85	44	44	332	28	55	301	47	1122
04:15 PM - 04:30 PM	27	89	46	39	90	68	46	378	30	53	351	30	1247
04:30 PM - 04:45 PM	24	106	36	36	95	75	39	328	38	29	367	43	1216
04:45 PM - 05:00 PM	37	113	48	36	90	59	41	356	42	49	364	41	1276
05:00 PM - 05:15 PM	27	70	45	36	80	79	45	369	44	33	362	31	1221
05:15 PM - 05:30 PM	28	82	48	34	99	61	35	348	57	60	352	39	1243
05:30 PM - 05:45 PM	21	88	47	35	105	61	34	333	50	15	334	41	1164
05:45 PM - 06:00 PM	28	66	38	38	85	53	39	309	47	40	324	46	1113
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

# Peak Hour Turning Movement Count

Edgewood, FL

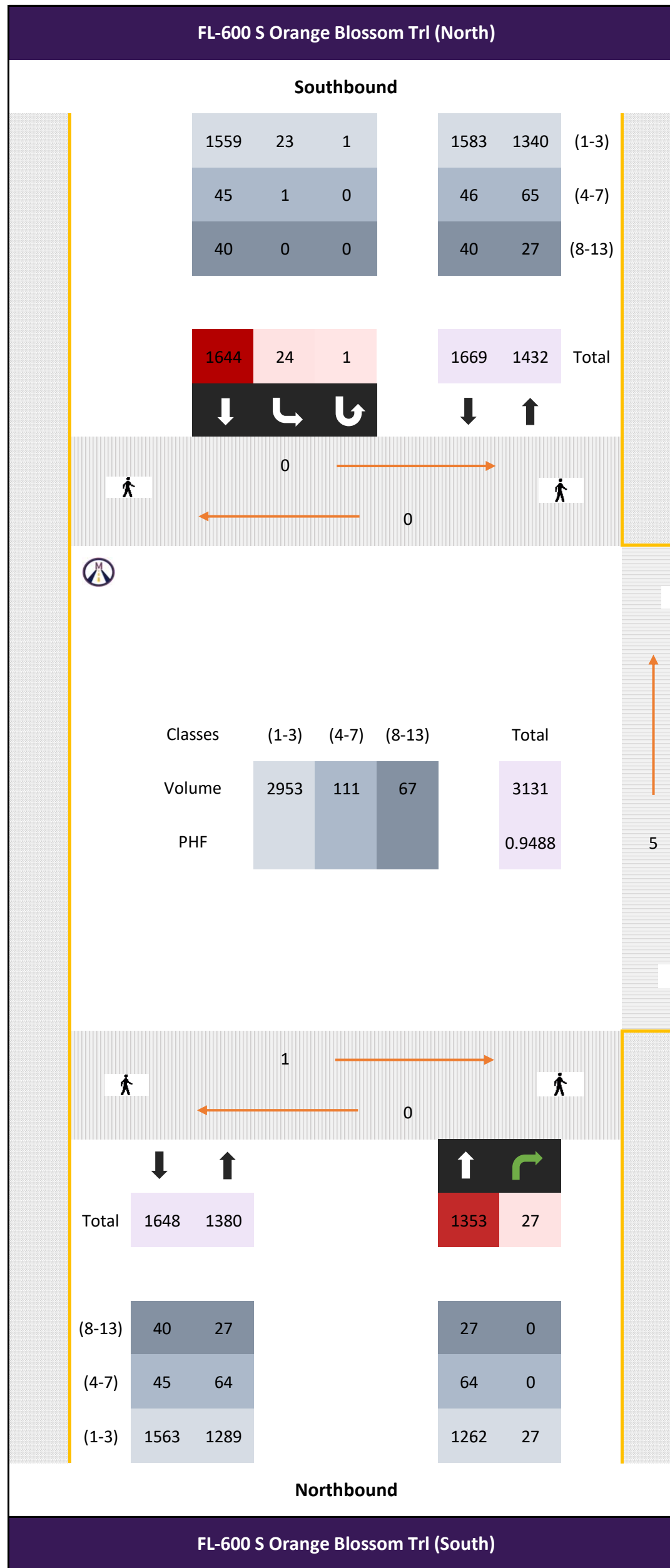


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Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

\* the Peak Hour Diagram does not include Bikes



**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume

Westbound  
Redman St

All vehicles

Time	Northbound					Southbound					Westbound					Int Total								
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total				App Total		Left 2.6		Right 2.7		U-Turn 2.8	App Total		
0715 - 0730	-	330	7	-	-	337	6	421	-	-	1	428	-	-	-	-	0	2.6	-	18	-	0	18	783
0730 - 0745	-	379	11	-	-	390	3	409	-	-	0	412	-	-	-	-	0	3	-	20	-	0	23	825
0745 - 0800	-	340	3	-	-	343	3	433	-	-	0	436	-	-	-	-	0	1	-	24	-	0	25	804
0800 - 0815	-	304	6	-	-	310	12	381	-	-	0	393	-	-	-	-	0	0	-	16	-	0	16	719
Total	0	1353	27	0	0	1380	24	1644	0	0	1	1669	0	0	0	0	0	4	0	78	0	0	82	3131
Approach %	0.00	98.04	1.96	0.00	0.00	-	1.44	98.50	0.00	0.00	0.06	-	0.00	0.00	0.00	0.00	0.00	4.88	0.00	95.12	0.00	0.00	-	-
PHF	0.00	0.89	0.61	0.00	0.00	0.88	0.50	0.95	0.00	0.00	0.25	0.96	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.81	0.00	0.00	0.82	0.95

Bikes

Time	Northbound					Southbound					Westbound					Int Total								
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total				App Total		Left 2.6		Right 2.7		U-Turn 2.8	App Total		
0715 - 0730	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
0730 - 0745	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
0745 - 0800	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
0800 - 0815	-	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	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Westbound					Int Total								
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total				App Total		Left 2.6		Right 2.7		U-Turn 2.8	App Total		
0715 - 0730	-	314	7	-	-	321	5	393	-	-	1	399	-	-	-	-	0	0	-	18	-	0	18	738
0730 - 0745	-	351	11	-	-	362	3	388	-	-	0	391	-	-	-	-	0	3	-	19	-	0	22	775
0745 - 0800	-	318	3	-	-	321	3	413	-	-	0	416	-	-	-	-	0	1	-	24	-	0	25	762
0800 - 0815	-	279	6	-	-	285	12	365	-	-	0	377	-	-	-	-	0	0	-	16	-	0	16	678
Total	0	1262	27	0	0	1289	23	1559	0	0	1	1583	0	0	0	0	0	4	0	77	0	0	81	2953
Approach %	0.00	97.91	2.09	0.00	0.00	-	1.45	98.48	0.00	0.00	0.06	-	0.00	0.00	0.00	0.00	0.00	4.94	0.00	95.06	0.00	0.00	-	-
PHF	0.00	0.90	0.61	0.00	0.00	0.89	0.48	0.94	0.00	0.00	0.25	0.95	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.80	0.00	0.00	0.81	0.95

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Westbound					Int Total								
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total				App Total		Left 2.6		Right 2.7		U-Turn 2.8	App Total		
0715 - 0730	-	10	0	-	-	10	1	16	-	-	0	17	-	-	-	-	0	0	-	0	-	0	0	27
0730 - 0745	-	20	0	-	-	20	0	12	-	-	0	12	-	-	-	-	0	0	-	1	-	0	1	33
0745 - 0800	-	15	0	-	-	15	0	9	-	-	0	9	-	-	-	-	0	0	-	0	-	0	0	24
0800 - 0815	-	19	0	-	-	19	0	8	-	-	0	8	-	-	-	-	0	0	-	0	-	0	0	27
Total	0	64	0	0	0	64	1	45	0	0	0	46	0	0	0	0	0	0	0	1	0	0	1	111
Approach %	0.00	100.00	0.00	0.00	0.00	-	2.17	97.83	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.80	0.00	0.00	0.00	0.80	0.25	0.70	0.00	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.84

Combination Trucks (8-13)

Time	Northbound					Southbound					Westbound					Int Total								
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total				App Total		Left 2.6		Right 2.7		U-Turn 2.8	App Total		
0715 - 0730	-	6	0	-	-	6	0	12	-	-	0	12	-	-	-	-	0	0	-	0	-	0	0	18
0730 - 0745	-	8	0	-	-	8	0	9	-	-	0	9	-	-	-	-	0	0	-	0	-	0	0	17
0745 - 0800	-	7	0	-	-	7	0	11	-	-	0	11	-	-	-	-	0	0	-	0	-	0	0	18
0800 - 0815	-	6	0	-	-	6	0	8	-	-	0	8	-	-	-	-	0	0	-	0	-	0	0	14
Total	0	27	0	0	0	27	0	40	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	67
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.84	0.00	0.00	0.00	0.84	0.00	0.83	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93



[Click here for Map](#)

# Peak Hour Turning Movement Count

Edgewood, FL

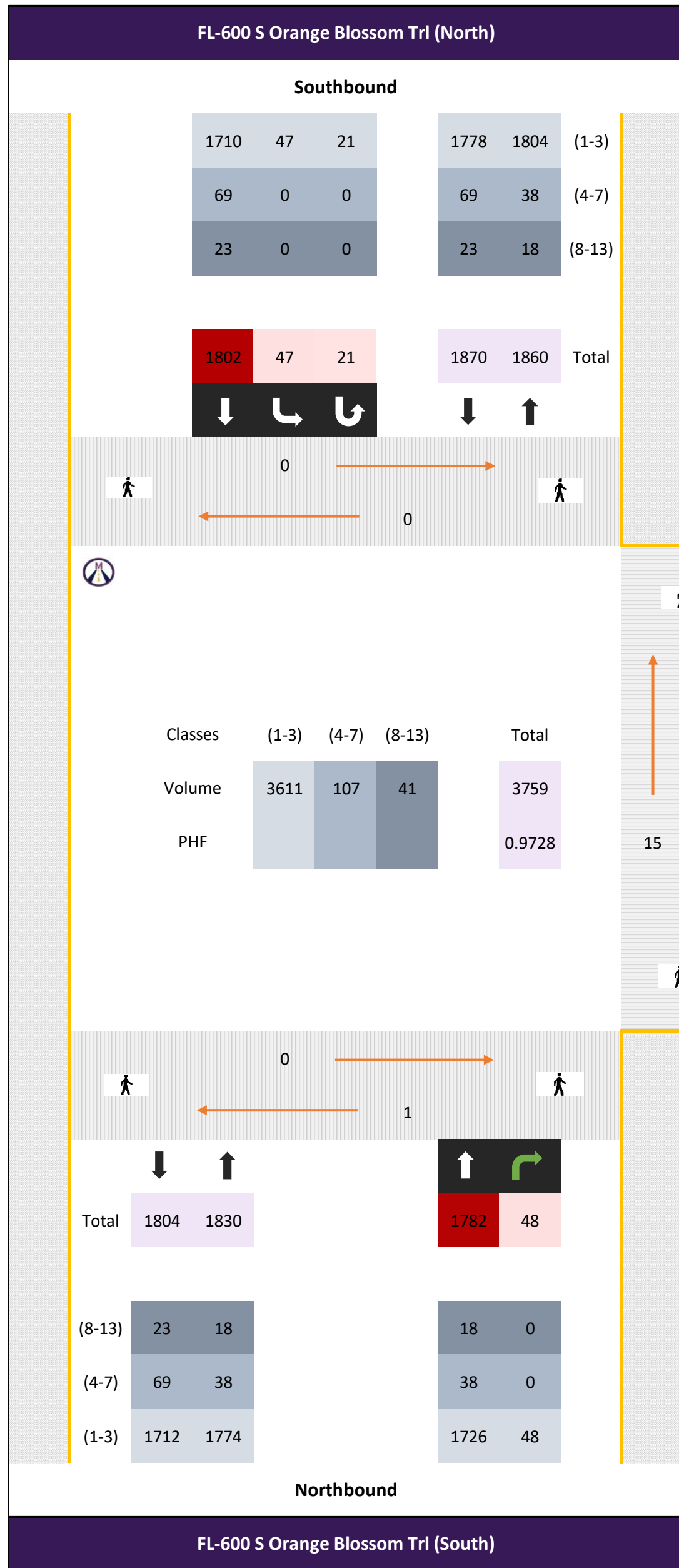


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Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1615 - 1715

\* the Peak Hour Diagram does not include Bikes



**Session Parameters**

(Drop Down Menu)

**Peak Hour**

**Volume**

Westbound  
Redman St

All vehicles

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total					App Total	Left 2.6			Right 2.7		U-Turn 2.8	App Total	
1615 - 1630	-	446	7	-	-	453	16	440	-	-	4	460	-	-	-	-	0	0	-	15	-	0	15	928
1630 - 1645	-	415	11	-	-	426	13	472	-	-	5	490	-	-	-	-	0	0	-	16	-	0	16	932
1645 - 1700	-	448	11	-	-	459	10	450	-	-	4	464	-	-	-	-	0	2	-	8	-	0	10	933
1700 - 1715	-	473	19	-	-	492	8	440	-	-	8	456	-	-	-	-	0	0	-	18	-	0	18	966
Total	0	1782	48	0	0	1830	47	1802	0	0	21	1870	0	0	0	0	0	2	0	57	0	0	59	3759
Approach %	0.00	97.38	2.62	0.00	0.00	-	2.51	96.36	0.00	0.00	1.12	-	0.00	0.00	0.00	0.00	0.00	3.39	0.00	96.61	0.00	0.00	-	-
PHF	0.00	0.94	0.63	0.00	0.00	0.93	0.73	0.95	0.00	0.00	0.66	0.95	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.79	0.00	0.00	0.82	0.97

Bikes

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total					App Total	Left 2.6			Right 2.7		U-Turn 2.8	App Total	
1615 - 1630	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1630 - 1645	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1645 - 1700	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	0	0	0
1700 - 1715	-	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	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total					App Total	Left 2.6			Right 2.7		U-Turn 2.8	App Total	
1615 - 1630	-	430	7	-	-	437	2.3	419	-	-	4	439	-	-	-	-	0	0	-	15	-	0	15	891
1630 - 1645	-	405	11	-	-	416	13	449	-	-	5	467	-	-	-	-	0	0	-	16	-	0	16	899
1645 - 1700	-	432	11	-	-	443	10	421	-	-	4	435	-	-	-	-	0	2	-	8	-	0	10	888
1700 - 1715	-	459	19	-	-	478	8	421	-	-	8	437	-	-	-	-	0	0	-	18	-	0	18	933
Total	0	1726	48	0	0	1774	47	1710	0	0	21	1778	0	0	0	0	0	2	0	57	0	0	59	3611
Approach %	0.00	97.29	2.71	0.00	0.00	-	2.64	96.18	0.00	0.00	1.18	-	0.00	0.00	0.00	0.00	0.00	3.39	0.00	96.61	0.00	0.00	-	-
PHF	0.00	0.94	0.63	0.00	0.00	0.93	0.73	0.95	0.00	0.00	0.66	0.95	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.79	0.00	0.00	0.82	0.97

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total					App Total	Left 2.6			Right 2.7		U-Turn 2.8	App Total	
1615 - 1630	-	10	0	-	-	10	0	15	-	-	0	15	-	-	-	-	0	0	-	0	-	0	0	25
1630 - 1645	-	5	0	-	-	5	0	18	-	-	0	18	-	-	-	-	0	0	-	0	-	0	0	23
1645 - 1700	-	10	0	-	-	10	0	20	-	-	0	20	-	-	-	-	0	0	-	0	-	0	0	30
1700 - 1715	-	13	0	-	-	13	0	16	-	-	0	16	-	-	-	-	0	0	-	0	-	0	0	29
Total	0	38	0	0	0	38	0	69	0	0	0	69	0	0	0	0	0	0	0	0	0	0	0	107
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.73	0.00	0.00	0.00	0.73	0.00	0.86	0.00	0.00	0.00	0.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89

Combination Trucks (8-13)

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St													
	Thru 2.1	Right 2.2			App Total	Left 2.3	Thru 2.4			U-Turn 2.5	App Total					App Total	Left 2.6			Right 2.7		U-Turn 2.8	App Total	
1615 - 1630	-	6	0	-	-	6	0	6	-	-	0	6	-	-	-	-	0	0	-	0	-	0	0	12
1630 - 1645	-	5	0	-	-	5	0	5	-	-	0	5	-	-	-	-	0	0	-	0	-	0	0	10
1645 - 1700	-	6	0	-	-	6	0	9	-	-	0	9	-	-	-	-	0	0	-	0	-	0	0	15
1700 - 1715	-	1	0	-	-	1	0	3	-	-	0	3	-	-	-	-	0	0	-	0	-	0	0	4
Total	0	18	0	0	0	18	0	23	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	41
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.75	0.00	0.00	0.00	0.75	0.00	0.64	0.00	0.00	0.00	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68

# Classified Turn Movement Count | All vehicles

Edgewood, FL

## Site 2

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Redman St

## Date

Tuesday, August 13, 2024

## Lat/Long

28.488308°, -81.396771°  
[Click here for Map](#)

## Weather

Fair  
85°F

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## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

All vehicles

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn	App Total	Redman St				
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8	App Total	Int Total
0700 - 0715	268	4		272	2	352		2	356	1	19	0	20	648
0715 - 0730	330	7		337	6	421		1	428	0	18	0	18	783
0730 - 0745	379	11		390	3	409		0	412	3	20	0	23	825
0745 - 0800	340	3		343	3	433		0	436	1	24	0	25	804
Hourly Total	1317	25		1342	14	1615		3	1632	5	81	0	86	3060
0800 - 0815	304	6		310	12	381		0	393	0	16	0	16	719
0815 - 0830	286	1		287	7	373		0	380	0	16	0	16	683
0830 - 0845	321	6		327	9	410		0	419	1	15	0	16	762
0845 - 0900	276	5		281	4	398		5	407	0	12	0	12	700
Hourly Total	1187	18		1205	32	1562		5	1599	1	59	0	60	2864
Grand Total	2504	43		2547	46	3177		8	3231	6	140	0	146	5924
Approach %	98.31	1.69		-	1.42	98.33		0.25	-	4.11	95.89	0.00	-	
Intersection %	42.27	0.73		42.99	0.78	53.63		0.14	54.54	0.10	2.36	0.00	2.46	
Heavy Vehicle %	7	0		7	2	5		0	5	0	1	-	1	6
PHF	0.89	0.61		0.88	0.50	0.95		0.25	0.96	0.33	0.81	0.00	0.82	0.95

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

All vehicles

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn	App Total	Redman St				
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8	App Total	Int Total
1600 - 1615	423	7		430	10	439		3	452	1	11	0	12	894
1615 - 1630	446	7		453	16	440		4	460	0	15	0	15	928
1630 - 1645	415	11		426	13	472		5	490	0	16	0	16	932
1645 - 1700	448	11		459	10	450		4	464	2	8	0	10	933
Hourly Total	1732	36		1768	49	1801		16	1866	3	50	0	53	3687
1700 - 1715	473	19		492	8	440		8	456	0	18	0	18	966
1715 - 1730	440	11		451	11	440		4	455	0	19	0	19	925
1730 - 1745	409	17		426	16	402		5	423	0	15	0	15	864
1745 - 1800	386	9		395	5	412		3	420	1	19	0	20	835
Hourly Total	1708	56		1764	40	1694		20	1754	1	71	0	72	3590
Grand Total	3440	92		3532	89	3495		36	3620	4	121	0	125	7277
Approach %	97.40	2.60		-	2.46	96.55		0.99	-	3.20	96.80	0.00	-	
Intersection %	47.27	1.26		48.54	1.22	48.03		0.49	49.75	0.05	1.66	0.00	1.72	
Heavy Vehicle %	3	0		3	0	5		0	4	0	0	-	0	4
PHF	0.94	0.63		0.93	0.73	0.95		0.66	0.95	0.25	0.79	0.00	0.82	0.97

# Classified Turn Movement Count || Bikes

Edgewood, FL

## Site 2

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Redman St

## Date

Tuesday, August 13, 2024

## Lat/Long

28.488308°, -81.396771°

[Click here for Map](#)

## Weather

Fair  
85°F

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## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound				Southbound				Westbound				
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn 2.5	App Total	Redman St			Int Total
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8	
0700 - 0715	0	0		0	0	0		0	0	0	0	0	0
0715 - 0730	0	0		0	0	0		0	0	0	0	0	0
0730 - 0745	0	0		0	0	0		0	0	0	0	0	0
0745 - 0800	0	0		0	0	0		0	0	0	0	0	0
Hourly Total	0	0		0	0	0		0	0	0	0	0	0
0800 - 0815	0	0		0	0	0		0	0	0	0	0	0
0815 - 0830	0	0		0	0	0		0	0	0	0	0	0
0830 - 0845	0	0		0	0	0		0	0	0	0	0	0
0845 - 0900	0	0		0	0	0		0	0	0	0	0	0
Hourly Total	0	0		0	0	0		0	0	0	0	0	0
Grand Total	0	0		0	0	0		0	0	0	0	0	0
Approach %	0.00	0.00		-	0.00	0.00		0.00	-	0.00	-		
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	0.00		

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound				Southbound				Westbound				
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn 2.5	App Total	Redman St			Int Total
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8	
1600 - 1615	0	0		0	0	0		0	0	0	0	0	0
1615 - 1630	0	0		0	0	0		0	0	0	0	0	0
1630 - 1645	0	0		0	0	0		0	0	0	0	0	0
1645 - 1700	0	0		0	0	0		0	0	0	0	0	0
Hourly Total	0	0		0	0	0		0	0	0	0	0	0
1700 - 1715	0	0		0	0	0		0	0	0	0	0	0
1715 - 1730	0	0		0	0	0		0	0	0	0	0	0
1730 - 1745	0	0		0	0	0		0	0	0	0	0	0
1745 - 1800	0	0		0	0	0		0	0	0	0	0	0
Hourly Total	0	0		0	0	0		0	0	0	0	0	0
Grand Total	0	0		0	0	0		0	0	0	0	0	0
Approach %	0.00	0.00		-	0.00	0.00		0.00	-	0.00	-		
Intersection %	0.00	0.00		0.00	0.00	0.00		0.00	0.00	0.00	0.00		

# Classified Turn Movement Count || Passenger Vehicles (1-3)

Edgewood, FL

**Site 2**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Redman St

**Date**

Tuesday, August 13, 2024

**Lat/Long**

28.488308°, -81.396771°  
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**Weather**

Fair  
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**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn	App Total	Redman St				
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8	App Total	Int Total
0700 - 0715	251	4		255	2	339		2	343	1	19	0	20	618
0715 - 0730	314	7		321	5	393		1	399	0	18	0	18	738
0730 - 0745	351	11		362	3	388		0	391	3	19	0	22	775
0745 - 0800	318	3		321	3	413		0	416	1	24	0	25	762
Hourly Total	1234	25		1259	13	1533		3	1549	5	80	0	85	2893
0800 - 0815	279	6		285	12	365		0	377	0	16	0	16	678
0815 - 0830	262	1		263	7	352		0	359	0	16	0	16	638
0830 - 0845	300	6		306	9	394		0	403	1	15	0	16	725
0845 - 0900	258	5		263	4	374		5	383	0	12	0	12	658
Hourly Total	1099	18		1117	32	1485		5	1522	1	59	0	60	2699
Grand Total	2333	43		2376	45	3018		8	3071	6	139	0	145	5592
Approach %	98.19	1.81		-	1.47	98.27		0.26	-	4.14	95.86	0.00	-	
Intersection %	41.72	0.77		42.49	0.80	53.97		0.14	54.92	0.11	2.49	0.00	2.59	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn	App Total	Redman St				
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8	App Total	Int Total
1600 - 1615	409	7		416	10	418		3	431	1	11	0	12	859
1615 - 1630	430	7		437	16	419		4	439	0	15	0	15	891
1630 - 1645	405	11		416	13	449		5	467	0	16	0	16	899
1645 - 1700	432	11		443	10	421		4	435	2	8	0	10	888
Hourly Total	1676	36		1712	49	1707		16	1772	3	50	0	53	3537
1700 - 1715	459	19		478	8	421		8	437	0	18	0	18	933
1715 - 1730	431	11		442	11	419		4	434	0	19	0	19	895
1730 - 1745	400	17		417	16	386		5	407	0	15	0	15	839
1745 - 1800	373	9		382	5	401		3	409	1	19	0	20	811
Hourly Total	1663	56		1719	40	1627		20	1687	1	71	0	72	3478
Grand Total	3339	92		3431	89	3334		36	3459	4	121	0	125	7015
Approach %	97.32	2.68		-	2.57	96.39		1.04	-	3.20	96.80	0.00	-	
Intersection %	47.60	1.31		48.91	1.27	47.53		0.51	49.31	0.06	1.72	0.00	1.78	



# Classified Turn Movement Count || Single Unit Trucks (4-7)

Edgewood, FL

## Site 2

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Redman St

## Date

Tuesday, August 13, 2024

## Lat/Long

28.488308°, -81.396771°  
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## Weather

Fair  
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## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn 2.5	App Total	Redman St			Int Total	
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8		App Total
0700 - 0715	10	0		10	0	5		0	5	0	0	0	0	15
0715 - 0730	10	0		10	1	16		0	17	0	0	0	0	27
0730 - 0745	20	0		20	0	12		0	12	0	1	0	1	33
0745 - 0800	15	0		15	0	9		0	9	0	0	0	0	24
Hourly Total	55	0		55	1	42		0	43	0	1	0	1	99
0800 - 0815	19	0		19	0	8		0	8	0	0	0	0	27
0815 - 0830	19	0		19	0	9		0	9	0	0	0	0	28
0830 - 0845	13	0		13	0	8		0	8	0	0	0	0	21
0845 - 0900	10	0		10	0	14		0	14	0	0	0	0	24
Hourly Total	61	0		61	0	39		0	39	0	0	0	0	100
Grand Total	116	0		116	1	81		0	82	0	1	0	1	199
Approach %	100.00	0.00		-	1.22	98.78		0.00	-	0.00	100.00	0.00	-	
Intersection %	58.29	0.00		58.29	0.50	40.70		0.00	41.21	0.00	0.50	0.00	0.50	

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn 2.5	App Total	Redman St			Int Total	
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8		App Total
1600 - 1615	11	0		11	0	16		0	16	0	0	0	0	27
1615 - 1630	10	0		10	0	15		0	15	0	0	0	0	25
1630 - 1645	5	0		5	0	18		0	18	0	0	0	0	23
1645 - 1700	10	0		10	0	20		0	20	0	0	0	0	30
Hourly Total	36	0		36	0	69		0	69	0	0	0	0	105
1700 - 1715	13	0		13	0	16		0	16	0	0	0	0	29
1715 - 1730	4	0		4	0	13		0	13	0	0	0	0	17
1730 - 1745	5	0		5	0	14		0	14	0	0	0	0	19
1745 - 1800	9	0		9	0	6		0	6	0	0	0	0	15
Hourly Total	31	0		31	0	49		0	49	0	0	0	0	80
Grand Total	67	0		67	0	118		0	118	0	0	0	0	185
Approach %	100.00	0.00		-	0.00	100.00		0.00	-	0.00	0.00	0.00	-	
Intersection %	36.22	0.00		36.22	0.00	63.78		0.00	63.78	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count || Combination Trucks (8-13)

Edgewood, FL

**Site 2**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Redman St

**Date**

Tuesday, August 13, 2024

**Lat/Long**

28.488308°, -81.396771°  
[Click here for Map](#)

**Weather**

Fair  
85°F

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**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Combination Trucks (8-13)

TIME	Northbound					Southbound					Westbound				
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St				
	Thru 2.1	Right 2.2		App Total	Left 2.3	Thru 2.4		U-Turn 2.5	App Total	Left 2.6	Right 2.7		U-Turn 2.8	App Total	Int Total
0700 - 0715	7	0		7	0	8		0	8	0	0		0	0	15
0715 - 0730	6	0		6	0	12		0	12	0	0		0	0	18
0730 - 0745	8	0		8	0	9		0	9	0	0		0	0	17
0745 - 0800	7	0		7	0	11		0	11	0	0		0	0	18
Hourly Total	28	0		28	0	40		0	40	0	0		0	0	68
0800 - 0815	6	0		6	0	8		0	8	0	0		0	0	14
0815 - 0830	5	0		5	0	12		0	12	0	0		0	0	17
0830 - 0845	8	0		8	0	8		0	8	0	0		0	0	16
0845 - 0900	8	0		8	0	10		0	10	0	0		0	0	18
Hourly Total	27	0		27	0	38		0	38	0	0		0	0	65
Grand Total	55	0		55	0	78		0	78	0	0		0	0	133
Approach %	100.00	0.00		-	0.00	100.00		0.00	-	0.00	0.00		0.00	-	
Intersection %	41.35	0.00		41.35	0.00	58.65		0.00	58.65	0.00	0.00		0.00	0.00	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Combination Trucks (8-13)

TIME	Northbound					Southbound					Westbound				
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Redman St				
	Thru 2.1	Right 2.2		App Total	Left 2.3	Thru 2.4		U-Turn 2.5	App Total	Left 2.6	Right 2.7		U-Turn 2.8	App Total	Int Total
1600 - 1615	3	0		3	0	5		0	5	0	0		0	0	8
1615 - 1630	6	0		6	0	6		0	6	0	0		0	0	12
1630 - 1645	5	0		5	0	5		0	5	0	0		0	0	10
1645 - 1700	6	0		6	0	9		0	9	0	0		0	0	15
Hourly Total	20	0		20	0	25		0	25	0	0		0	0	45
1700 - 1715	1	0		1	0	3		0	3	0	0		0	0	4
1715 - 1730	5	0		5	0	8		0	8	0	0		0	0	13
1730 - 1745	4	0		4	0	2		0	2	0	0		0	0	6
1745 - 1800	4	0		4	0	5		0	5	0	0		0	0	9
Hourly Total	14	0		14	0	18		0	18	0	0		0	0	32
Grand Total	34	0		34	0	43		0	43	0	0		0	0	77
Approach %	100.00	0.00		-	0.00	100.00		0.00	-	0.00	0.00		0.00	-	
Intersection %	44.16	0.00		44.16	0.00	55.84		0.00	55.84	0.00	0.00		0.00	0.00	

# Classified Turn Movement Count | | All Trucks (4-13)

Edgewood, FL

**Site 2**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Redman St

**Date**

Tuesday, August 13, 2024

**Lat/Long**

28.488308°, -81.396771°  
[Click here for Map](#)

**Weather**

Fair  
85°F

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**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

All Trucks (4-13)

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn 2.5	App Total	Redman St			Int Total	
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8		App Total
0700 - 0715	17	0		17	0	13		0	13	0	0	0	0	30
0715 - 0730	16	0		16	1	28		0	29	0	0	0	1	45
0730 - 0745	28	0		28	0	21		0	21	0	1	0	1	50
0745 - 0800	22	0		22	0	20		0	20	0	0	0	0	42
Hourly Total	83	0		83	1	82		0	83	0	1	0	1	167
0800 - 0815	25	0		25	0	16		0	16	0	0	0	0	41
0815 - 0830	24	0		24	0	21		0	21	0	0	0	0	45
0830 - 0845	21	0		21	0	16		0	16	0	0	0	0	37
0845 - 0900	18	0		18	0	24		0	24	0	0	0	0	42
Hourly Total	88	0		88	0	77		0	77	0	0	0	0	165
Grand Total	171	0		171	1	159		0	160	0	1	0	1	332
Approach %	100.00	0.00		-	0.63	99.38		0.00	-	0.00	100.00	0.00	-	
Intersection %	51.51	0.00		51.51	0.30	47.89		0.00	48.19	0.00	0.30	0.00	0.30	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

All Trucks (4-13)

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn 2.5	App Total	Redman St			Int Total	
	Thru 2.1	Right 2.2			Left 2.3	Thru 2.4				Left 2.6	Right 2.7	U-Turn 2.8		App Total
1600 - 1615	14	0		14	0	21		0	21	0	0	0	0	35
1615 - 1630	16	0		16	0	21		0	21	0	0	0	0	37
1630 - 1645	10	0		10	0	23		0	23	0	0	0	0	33
1645 - 1700	16	0		16	0	29		0	29	0	0	0	0	45
Hourly Total	56	0		56	0	94		0	94	0	0	0	0	150
1700 - 1715	14	0		14	0	19		0	19	0	0	0	0	33
1715 - 1730	9	0		9	0	21		0	21	0	0	0	0	30
1730 - 1745	9	0		9	0	16		0	16	0	0	0	0	25
1745 - 1800	13	0		13	0	11		0	11	0	0	0	0	24
Hourly Total	45	0		45	0	67		0	67	0	0	0	0	112
Grand Total	101	0		101	0	161		0	161	0	0	0	0	262
Approach %	100.00	0.00		-	0.00	100.00		0.00	-	0.00	0.00	0.00	-	
Intersection %	38.55	0.00		38.55	0.00	61.45		0.00	61.45	0.00	0.00	0.00	0.00	

# Crosswalk Counts | Pedestrians

Edgewood, FL

**Site 2**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Redman St

**Date**

Tuesday, August 13, 2024

**Lat/Long**

28.488308°, -81.396771°  
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**Weather**

Fair  
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**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Pedestrians

TIME	Northbound			Southbound			App Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	
	EB 2a	WB 2b		EB 2c	WB 2d		
0700 - 0715	0	2	2	0	0	0	
0715 - 0730	0	0	0	0	0	0	
0730 - 0745	1	0	1	0	0	0	
0745 - 0800	0	0	0	0	0	0	
Hourly Total	1	2	3	0	0	0	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	1	2	3	0	0	0	
Approach %	33.33	66.67	-	0.00	0.00	-	
Intersection %	14.29	28.57	42.86	0.00	0.00	0.00	

Westbound				
Redman St				
NB 2g	SB 2h	App Total	Int Total	
0	0			
0	0	0	0	
0	0	0	1	
0	0	0	0	
0	0	0	3	
1	0	1	1	
0	0	0	0	
1	1	2	2	
0	1	1	1	
2	2	4	4	
2	2	4	7	
50.00	50.00	-		
28.57	28.57	57.14		

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Pedestrians

TIME	Northbound			Southbound			App Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	
	EB 2a	WB 2b		EB 2c	WB 2d		
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	1	1	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	1	1	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	1	0	1	0	0	0	
1745 - 1800	2	0	2	0	0	0	
Hourly Total	3	0	3	0	0	0	
Grand Total	3	1	4	0	0	0	
Approach %	75.00	25.00	-	0.00	0.00	-	
Intersection %	13.64	4.55	18.18	0.00	0.00	0.00	

Westbound				
Redman St				
NB 2g	SB 2h	App Total	Int Total	
2	4			
5	0	5	5	
0	0	0	1	
5	0	5	5	
12	4	16	17	
0	0	0	0	
1	1	2	2	
0	0	0	1	
0	0	0	2	
1	1	2	5	
13	5	18	22	
72.22	27.78	-		
59.09	22.73	81.82		

# Crosswalk Counts || Bikes

Edgewood, FL

## Site 2

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Redman St

## Date

Tuesday, August 13, 2024

## Lat/Long

28.488308°, -81.396771°

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## Weather

Fair  
85°F

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## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			App Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	
	EB 2a	WB 2b		EB 2c	WB 2d		
0700 - 0715	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Westbound				
Redman St				
NB 2g	SB 2h	App Total	Int Total	
0	1			
1	0	1	1	
1	1	2	2	
1	0	1	1	
3	2	5	5	
1	1	2	2	
0	0	0	0	
0	0	0	0	
0	0	0	0	
1	1	2	2	
4	3	7	7	
57.14	42.86	-	-	
57.14	42.86	100.00		

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			App Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	
	EB 2a	WB 2b		EB 2c	WB 2d		
1600 - 1615	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Westbound				
Redman St				
NB 2g	SB 2h	App Total	Int Total	
1	0			
1	0	1	1	
1	0	1	1	
0	0	0	0	
3	0	3	3	
3	4	7	7	
1	2	3	3	
2	0	2	2	
1	0	1	1	
7	6	13	13	
10	6	16	16	
62.50	37.50	-	-	
62.50	37.50	100.00		



Start Date: 8/13/2024

Time	Eastbound			Redman St Westbound			-600 S Orange Blossom Trl (Southbound)			-600 S Orange Blossom Trl (Northbound)			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
<b>15 Minute Totals</b>													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	1	0	19	0	268	4	2	352	0	646
07:15 AM - 07:30 AM	0	0	0	0	0	18	0	330	7	6	421	0	782
07:30 AM - 07:45 AM	0	0	0	3	0	20	0	379	11	3	409	0	825
07:45 AM - 08:00 AM	0	0	0	1	0	24	0	340	3	3	433	0	804
08:00 AM - 08:15 AM	0	0	0	0	0	16	0	304	6	12	381	0	719
08:15 AM - 08:30 AM	0	0	0	0	0	16	0	286	1	7	373	0	683
08:30 AM - 08:45 AM	0	0	0	1	0	15	0	321	6	9	410	0	762
08:45 AM - 09:00 AM	0	0	0	0	0	12	0	276	5	4	398	0	695
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	1	0	11	0	423	7	10	439	0	891
04:15 PM - 04:30 PM	0	0	0	0	0	15	0	446	7	16	440	0	924
04:30 PM - 04:45 PM	0	0	0	0	0	16	0	415	11	13	472	0	927
04:45 PM - 05:00 PM	0	0	0	2	0	8	0	448	11	10	450	0	929
05:00 PM - 05:15 PM	0	0	0	0	0	18	0	473	19	8	440	0	958
05:15 PM - 05:30 PM	0	0	0	0	0	19	0	440	11	11	440	0	921
05:30 PM - 05:45 PM	0	0	0	0	0	15	0	409	17	16	402	0	859
05:45 PM - 06:00 PM	0	0	0	1	0	19	0	386	9	5	412	0	832
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

# Peak Hour Turning Movement Count

Edgewood, FL

[Click here for Map](#)

Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





All vehicles

Time	Northbound						Southbound					Eastbound					Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway					Randall Made Knives Driveway							
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Thru 3.5	Right 3.6			App Total		Right 3.7			App Total		Right 3.8	U-Turn 3.9	App Total				
0715 - 0730	0	339	0	-	7	346	-	432	0	-	-	432	-	-	0	-	-	0	-	-	0	-	0	0
0730 - 0745	0	384	0	-	10	394	-	406	0	-	-	406	-	-	0	-	-	0	-	-	0	-	0	0
0745 - 0800	0	365	0	-	8	373	-	430	0	-	-	430	-	-	0	-	-	0	-	-	0	-	0	0
0800 - 0815	0	311	0	-	6	317	-	397	0	-	-	397	-	-	0	-	-	0	-	-	0	-	0	0
Total	0	1399	0	0	31	1430	0	1665	0	0	0	1665	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	97.83	0.00	0.00	2.17	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.91	0.00	0.00	0.78	0.91	0.00	0.96	0.00	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.96

Bikes

Time	Northbound						Southbound					Eastbound					Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway					Randall Made Knives Driveway							
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Thru 3.5	Right 3.6			App Total		Right 3.7			App Total		Right 3.8	U-Turn 3.9	App Total				
0715 - 0730	0	0	0	-	0	0	-	0	0	-	-	0	-	-	0	-	-	0	-	-	0	-	0	0
0730 - 0745	0	0	0	-	0	0	-	0	0	-	-	0	-	-	0	-	-	0	-	-	0	-	0	0
0745 - 0800	0	0	0	-	0	0	-	0	0	-	-	0	-	-	0	-	-	0	-	-	0	-	0	0
0800 - 0815	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	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound						Southbound					Eastbound					Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway					Randall Made Knives Driveway							
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Thru 3.5	Right 3.6			App Total		Right 3.7			App Total		Right 3.8	U-Turn 3.9	App Total				
0715 - 0730	0	323	0	-	7	330	-	403	0	-	-	403	-	-	0	-	-	0	-	-	0	-	0	0
0730 - 0745	0	356	0	-	9	365	-	386	0	-	-	386	-	-	0	-	-	0	-	-	0	-	0	0
0745 - 0800	0	343	0	-	8	351	-	409	0	-	-	409	-	-	0	-	-	0	-	-	0	-	0	0
0800 - 0815	0	286	0	-	6	292	-	381	0	-	-	381	-	-	0	-	-	0	-	-	0	-	0	0
Total	0	1308	0	0	30	1338	0	1579	0	0	0	1579	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	97.76	0.00	0.00	2.24	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.92	0.00	0.00	0.83	0.92	0.00	0.97	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.96

Single Unit Trucks (4-7)

Time	Northbound						Southbound					Eastbound					Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway					Randall Made Knives Driveway							
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Thru 3.5	Right 3.6			App Total		Right 3.7			App Total		Right 3.8	U-Turn 3.9	App Total				
0715 - 0730	0	10	0	-	0	10	-	17	0	-	-	17	-	-	0	-	-	0	-	-	0	-	0	0
0730 - 0745	0	20	0	-	1	21	-	11	0	-	-	11	-	-	0	-	-	0	-	-	0	-	0	0
0745 - 0800	0	15	0	-	0	15	-	10	0	-	-	10	-	-	0	-	-	0	-	-	0	-	0	0
0800 - 0815	0	19	0	-	0	19	-	8	0	-	-	8	-	-	0	-	-	0	-	-	0	-	0	0
Total	0	64	0	0	1	65	0	46	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	98.46	0.00	0.00	1.54	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.80	0.00	0.00	0.25	0.77	0.00	0.68	0.00	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.87

Combination Trucks (8-13)

Time	Northbound						Southbound					Eastbound					Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway					Randall Made Knives Driveway							
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total		Thru 3.5	Right 3.6			App Total		Right 3.7			App Total		Right 3.8	U-Turn 3.9	App Total				
0715 - 0730	0	6	0	-	0	6	-	12	0	-	-	12	-	-	0	-	-	0	-	-	0	-	0	0
0730 - 0745	0	8	0	-	0	8	-	9	0	-	-	9	-	-	0	-	-	0	-	-	0	-	0	0
0745 - 0800	0	7	0	-	0	7	-	11	0	-	-	11	-	-	0	-	-	0	-	-	0	-	0	0
0800 - 0815	0	6	0	-	0	6	-	8	0	-	-	8	-	-	0	-	-	0	-	-	0	-	0	0
Total	0	27	0	0	0	27	0	40	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.84	0.00	0.00	0.00	0.84	0.00	0.83	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93



All vehicles

Time	Northbound						Southbound					Eastbound				Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway				Randall Made Knives Driveway							
	Left	Thru	Right		U-Turn	App Total		Thru	Right		App Total			Right		App Total			Right			U-Turn	App Total
1630 - 1645	1	428	0	-	34	442	-	456	1	-	457	-	-	0	-	0	-	-	3.8	-	3.9	0	899
1645 - 1700	0	452	0	-	6	458	-	439	0	-	439	-	-	1	-	1	-	-	0	-	0	0	898
1700 - 1715	0	480	0	-	14	494	-	448	0	-	448	-	-	2	-	2	-	-	0	-	0	0	944
1715 - 1730	0	444	0	-	6	450	-	454	0	-	454	-	-	0	-	0	-	-	0	-	0	0	904
Total	1	1804	0	0	39	1844	0	1797	1	0	1798	0	0	3	0	3	0	0	0	0	0	0	3645
Approach %	0.05	97.83	0.00	0.00	2.11	-	0.00	99.94	0.06	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.25	0.94	0.00	0.00	0.70	0.93	0.00	0.99	0.25	0.00	0.00	0.98	0.00	0.00	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.97

Bikes

Time	Northbound						Southbound					Eastbound				Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway				Randall Made Knives Driveway							
	Left	Thru	Right		U-Turn	App Total		Thru	Right		App Total			Right		App Total			Right			U-Turn	App Total
1630 - 1645	0	0	0	-	0	0	-	0	0	-	0	-	-	0	-	0	-	-	0	-	0	0	0
1645 - 1700	0	0	0	-	0	0	-	0	0	-	0	-	-	0	-	0	-	-	0	-	0	0	0
1700 - 1715	0	1	0	-	0	1	-	0	0	-	0	-	-	0	-	0	-	-	0	-	0	0	1
1715 - 1730	0	1	0	-	0	1	-	0	0	-	0	-	-	0	-	0	-	-	0	-	0	0	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Passenger Vehicles (1-3)

Time	Northbound						Southbound					Eastbound				Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway				Randall Made Knives Driveway							
	Left	Thru	Right		U-Turn	App Total		Thru	Right		App Total			Right		App Total			Right			U-Turn	App Total
1630 - 1645	1	418	0	-	13	432	-	433	1	-	434	-	-	0	-	0	-	-	0	-	0	0	866
1645 - 1700	0	436	0	-	6	442	-	410	0	-	410	-	-	1	-	1	-	-	0	-	0	0	853
1700 - 1715	0	465	0	-	14	479	-	429	0	-	429	-	-	2	-	2	-	-	0	-	0	0	910
1715 - 1730	0	434	0	-	6	440	-	433	0	-	433	-	-	0	-	0	-	-	0	-	0	0	873
Total	1	1753	0	0	39	1793	0	1705	1	0	1706	0	0	3	0	3	0	0	0	0	0	0	3502
Approach %	0.06	97.77	0.00	0.00	2.18	-	0.00	99.94	0.06	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.25	0.94	0.00	0.00	0.70	0.94	0.00	0.98	0.25	0.00	0.00	0.98	0.00	0.00	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.96

Single Unit Trucks (4-7)

Time	Northbound						Southbound					Eastbound				Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway				Randall Made Knives Driveway							
	Left	Thru	Right		U-Turn	App Total		Thru	Right		App Total			Right		App Total			Right			U-Turn	App Total
1630 - 1645	0	5	0	-	0	5	-	18	0	-	18	-	-	0	-	0	-	-	0	-	0	0	23
1645 - 1700	0	10	0	-	0	10	-	20	0	-	20	-	-	0	-	0	-	-	0	-	0	0	30
1700 - 1715	0	13	0	-	0	13	-	16	0	-	16	-	-	0	-	0	-	-	0	-	0	0	29
1715 - 1730	0	4	0	-	0	4	-	13	0	-	13	-	-	0	-	0	-	-	0	-	0	0	17
Total	0	32	0	0	0	32	0	67	0	0	67	0	0	0	0	0	0	0	0	0	0	0	99
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.62	0.00	0.00	0.00	0.62	0.00	0.84	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83

Combination Trucks (8-13)

Time	Northbound						Southbound					Eastbound				Westbound					Int Total		
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)					The Big Auto Sales Driveway				Randall Made Knives Driveway							
	Left	Thru	Right		U-Turn	App Total		Thru	Right		App Total			Right		App Total			Right			U-Turn	App Total
1630 - 1645	0	5	0	-	0	5	-	5	0	-	5	-	-	0	-	0	-	-	0	-	0	0	10
1645 - 1700	0	6	0	-	0	6	-	9	0	-	9	-	-	0	-	0	-	-	0	-	0	0	15
1700 - 1715	0	1	0	-	0	1	-	3	0	-	3	-	-	0	-	0	-	-	0	-	0	0	4
1715 - 1730	0	5	0	-	0	5	-	8	0	-	8	-	-	0	-	0	-	-	0	-	0	0	13
Total	0	17	0	0	0	17	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	42
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.71	0.00	0.00	0.00	0.71	0.00	0.69	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70

# Classified Turn Movement Count | All vehicles

Edgewood, FL

**Site 3**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
The Big Auto Sales Driveway  
Randall Made Knives Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

28.490791°, -81.396789°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

All vehicles

TIME	Northbound					Southbound				Eastbound			Westbound				Int Total
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway				
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total			
0700 - 0715	0	276	0	11	287	362	0	362	0	0	0	0	0	649			
0715 - 0730	0	339	0	7	346	432	0	432	0	0	0	0	0	778			
0730 - 0745	0	384	0	10	394	406	0	406	0	0	0	0	0	800			
0745 - 0800	0	365	0	8	373	430	0	430	0	0	0	0	0	803			
Hourly Total	0	1364	0	36	1400	1630	0	1630	0	0	0	0	0	3030			
0800 - 0815	0	311	0	6	317	397	0	397	0	0	0	0	0	714			
0815 - 0830	0	282	1	10	293	370	0	370	0	0	0	0	0	663			
0830 - 0845	0	318	0	13	331	410	0	410	0	0	0	0	0	741			
0845 - 0900	0	287	0	9	296	419	0	419	0	0	0	0	0	715			
Hourly Total	0	1198	1	38	1237	1596	0	1596	0	0	0	0	0	2833			
Grand Total	0	2562	1	74	2637	3226	0	3226	0	0	0	0	0	5863			
Approach %	0.00	97.16	0.04	2.81	-	100.00	0.00	-	0.00	-	0.00	0.00	-	-			
Intersection %	0.00	43.70	0.02	1.26	44.98	55.02	0.00	55.02	0.00	0.00	0.00	0.00	0.00	-			
Heavy Vehicle %	-	7	0	1	7	5	-	5	-	-	-	-	-	6			
PHF	0.00	0.91	0.00	0.78	0.91	0.96	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.96			

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

All vehicles

TIME	Northbound					Southbound				Eastbound			Westbound				Int Total
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway				
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total			
1600 - 1615	0	432	0	6	438	414	0	414	1	1	0	0	0	853			
1615 - 1630	0	428	0	9	437	423	0	423	0	0	0	0	0	860			
1630 - 1645	1	428	0	13	442	456	1	457	0	0	0	0	0	899			
1645 - 1700	0	452	0	6	458	439	0	439	1	1	0	0	0	898			
Hourly Total	1	1740	0	34	1775	1732	1	1733	2	2	0	0	0	3510			
1700 - 1715	0	480	0	14	494	448	0	448	2	2	0	0	0	944			
1715 - 1730	0	444	0	6	450	454	0	454	0	0	0	0	0	904			
1730 - 1745	0	419	1	14	434	410	0	410	1	1	1	0	1	846			
1745 - 1800	0	389	0	12	401	391	0	391	0	0	0	0	0	792			
Hourly Total	0	1732	1	46	1779	1703	0	1703	3	3	1	0	1	3486			
Grand Total	1	3472	1	80	3554	3435	1	3436	5	5	1	0	1	6996			
Approach %	0.03	97.69	0.03	2.25	-	99.97	0.03	-	100.00	-	100.00	0.00	-	-			
Intersection %	0.01	49.63	0.01	1.14	50.80	49.10	0.01	49.11	0.07	0.07	0.01	0.00	0.01	-			
Heavy Vehicle %	0	3	0	0	3	5	0	5	0	0	0	-	0	4			
PHF	0.25	0.94	0.00	0.70	0.93	0.99	0.25	0.98	0.38	0.38	0.00	0.00	0.00	0.97			

# Classified Turn Movement Count || Bikes

Edgewood, FL

**Site 3**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
The Big Auto Sales Driveway  
Randall Made Knives Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

28.490791°, -81.396789°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Bikes

TIME	Northbound					Southbound				Eastbound			Westbound			
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway			
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	-	0.00	-	0.00	0.00	-	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Bikes

TIME	Northbound					Southbound				Eastbound			Westbound			
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway			
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total		
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	1		
1615 - 1630	0	2	0	0	2	0	0	0	0	0	0	0	0	2		
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	3	0	0	3	0	0	0	0	0	0	0	0	3		
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	1		
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	1		
1730 - 1745	0	2	0	0	2	0	0	0	0	0	0	0	0	2		
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Hourly Total	0	4	0	0	4	0	0	0	0	0	0	0	0	4		
Grand Total	0	7	0	0	7	0	0	0	0	0	0	0	0	7		
Approach %	0.00	100.00	0.00	0.00	-	0.00	0.00	-	0.00	-	0.00	0.00	-	-		
Intersection %	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

# Classified Turn Movement Count || Passenger Vehicles (1-3)

Edgewood, FL

**Site 3**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
The Big Auto Sales Driveway  
Randall Made Knives Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

28.490791°, -81.396789°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				Eastbound			Westbound				Int Total
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway				
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total			
0700 - 0715	0	259	0	11	270	349	0	349	0	0	0	0	0	0	0	619	
0715 - 0730	0	323	0	7	330	403	0	403	0	0	0	0	0	0	0	733	
0730 - 0745	0	356	0	9	365	386	0	386	0	0	0	0	0	0	0	751	
0745 - 0800	0	343	0	8	351	409	0	409	0	0	0	0	0	0	0	760	
Hourly Total	0	1281	0	35	1316	1547	0	1547	0	0	0	0	0	0	0	2863	
0800 - 0815	0	286	0	6	292	381	0	381	0	0	0	0	0	0	0	673	
0815 - 0830	0	258	1	10	269	349	0	349	0	0	0	0	0	0	0	618	
0830 - 0845	0	297	0	13	310	394	0	394	0	0	0	0	0	0	0	704	
0845 - 0900	0	269	0	9	278	395	0	395	0	0	0	0	0	0	0	673	
Hourly Total	0	1110	1	38	1149	1519	0	1519	0	0	0	0	0	0	0	2668	
Grand Total	0	2391	1	73	2465	3066	0	3066	0	0	0	0	0	0	0	5531	
Approach %	0.00	97.00	0.04	2.96	-	100.00	0.00	-	0.00	-	0.00	0.00	-	0.00	-	-	
Intersection %	0.00	43.23	0.02	1.32	44.57	55.43	0.00	55.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Passenger Vehicles (1-3)

TIME	Northbound					Southbound				Eastbound			Westbound				Int Total
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway				
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total			
1600 - 1615	0	417	0	6	423	393	0	393	1	1	0	0	0	0	0	817	
1615 - 1630	0	410	0	9	419	404	0	404	0	0	0	0	0	0	0	823	
1630 - 1645	1	418	0	13	432	433	1	434	0	0	0	0	0	0	0	866	
1645 - 1700	0	436	0	6	442	410	0	410	1	1	0	0	0	0	0	853	
Hourly Total	1	1681	0	34	1716	1640	1	1641	2	2	0	0	0	0	0	3359	
1700 - 1715	0	465	0	14	479	429	0	429	2	2	0	0	0	0	0	910	
1715 - 1730	0	434	0	6	440	433	0	433	0	0	0	0	0	0	0	873	
1730 - 1745	0	408	1	14	423	394	0	394	1	1	1	0	1	0	1	819	
1745 - 1800	0	377	0	12	389	380	0	380	0	0	0	0	0	0	0	769	
Hourly Total	0	1684	1	46	1731	1636	0	1636	3	3	1	0	1	0	1	3371	
Grand Total	1	3365	1	80	3447	3276	1	3277	5	5	1	0	1	0	1	6730	
Approach %	0.03	97.62	0.03	2.32	-	99.97	0.03	-	100.00	-	100.00	0.00	-	0.00	-	-	
Intersection %	0.01	50.00	0.01	1.19	51.22	48.68	0.01	48.69	0.07	0.07	0.01	0.00	0.01	0.00	0.01	-	

# Classified Turn Movement Count || Single Unit Trucks (4-7)

Edgewood, FL

**Site 3**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
The Big Auto Sales Driveway  
Randall Made Knives Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

28.490791°, -81.396789°

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[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Single Unit Trucks (4-7)

TIME	Northbound					Southbound				Eastbound			Westbound				Int Total
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway				
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total			
0700 - 0715	0	10	0	0	10	5	0	5	0	0	0	0	0	0	0	15	
0715 - 0730	0	10	0	0	10	17	0	17	0	0	0	0	0	0	0	27	
0730 - 0745	0	20	0	1	21	11	0	11	0	0	0	0	0	0	0	32	
0745 - 0800	0	15	0	0	15	10	0	10	0	0	0	0	0	0	0	25	
Hourly Total	0	55	0	1	56	43	0	43	0	0	0	0	0	0	0	99	
0800 - 0815	0	19	0	0	19	8	0	8	0	0	0	0	0	0	0	27	
0815 - 0830	0	19	0	0	19	9	0	9	0	0	0	0	0	0	0	28	
0830 - 0845	0	13	0	0	13	8	0	8	0	0	0	0	0	0	0	21	
0845 - 0900	0	10	0	0	10	14	0	14	0	0	0	0	0	0	0	24	
Hourly Total	0	61	0	0	61	39	0	39	0	0	0	0	0	0	0	100	
Grand Total	0	116	0	1	117	82	0	82	0	0	0	0	0	0	0	199	
Approach %	0.00	99.15	0.00	0.85	-	100.00	0.00	-	0.00	-	0.00	0.00	-	0.00	-	-	
Intersection %	0.00	58.29	0.00	0.50	58.79	41.21	0.00	41.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Single Unit Trucks (4-7)

TIME	Northbound					Southbound				Eastbound			Westbound				Int Total
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway				
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total			
1600 - 1615	0	11	0	0	11	16	0	16	0	0	0	0	0	0	0	27	
1615 - 1630	0	10	0	0	10	13	0	13	0	0	0	0	0	0	0	23	
1630 - 1645	0	5	0	0	5	18	0	18	0	0	0	0	0	0	0	23	
1645 - 1700	0	10	0	0	10	20	0	20	0	0	0	0	0	0	0	30	
Hourly Total	0	36	0	0	36	67	0	67	0	0	0	0	0	0	0	103	
1700 - 1715	0	13	0	0	13	16	0	16	0	0	0	0	0	0	0	29	
1715 - 1730	0	4	0	0	4	13	0	13	0	0	0	0	0	0	0	17	
1730 - 1745	0	5	0	0	5	14	0	14	0	0	0	0	0	0	0	19	
1745 - 1800	0	8	0	0	8	6	0	6	0	0	0	0	0	0	0	14	
Hourly Total	0	30	0	0	30	49	0	49	0	0	0	0	0	0	0	79	
Grand Total	0	66	0	0	66	116	0	116	0	0	0	0	0	0	0	182	
Approach %	0.00	100.00	0.00	0.00	-	100.00	0.00	-	0.00	-	0.00	0.00	-	0.00	-	-	
Intersection %	0.00	36.26	0.00	0.00	36.26	63.74	0.00	63.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	

# Classified Turn Movement Count || Combination Trucks (8-13)

Edgewood, FL

**Site 3**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 The Big Auto Sales Driveway  
 Randall Made Knives Driveway

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.490791°, -81.396789°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
 Combination Trucks (8-13)

TIME	Northbound					Southbound				Eastbound			Westbound				Int Total
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway				
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total			
0700 - 0715	0	7	0	0	7	8	0	8	0	0	0	0	0	0	15		
0715 - 0730	0	6	0	0	6	12	0	12	0	0	0	0	0	18			
0730 - 0745	0	8	0	0	8	9	0	9	0	0	0	0	0	17			
0745 - 0800	0	7	0	0	7	11	0	11	0	0	0	0	0	18			
Hourly Total	0	28	0	0	28	40	0	40	0	0	0	0	0	68			
0800 - 0815	0	6	0	0	6	8	0	8	0	0	0	0	0	14			
0815 - 0830	0	5	0	0	5	12	0	12	0	0	0	0	0	17			
0830 - 0845	0	8	0	0	8	8	0	8	0	0	0	0	0	16			
0845 - 0900	0	8	0	0	8	10	0	10	0	0	0	0	0	18			
Hourly Total	0	27	0	0	27	38	0	38	0	0	0	0	0	65			
Grand Total	0	55	0	0	55	78	0	78	0	0	0	0	0	133			
Approach %	0.00	100.00	0.00	0.00	-	100.00	0.00	-	0.00	-	0.00	0.00	-	-			
Intersection %	0.00	41.35	0.00	0.00	41.35	58.65	0.00	58.65	0.00	0.00	0.00	0.00	0.00	-			

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
 Combination Trucks (8-13)

TIME	Northbound					Southbound				Eastbound			Westbound				Int Total
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway				
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total			
1600 - 1615	0	3	0	0	3	5	0	5	0	0	0	0	0	8			
1615 - 1630	0	6	0	0	6	6	0	6	0	0	0	0	0	12			
1630 - 1645	0	5	0	0	5	5	0	5	0	0	0	0	0	10			
1645 - 1700	0	6	0	0	6	9	0	9	0	0	0	0	0	15			
Hourly Total	0	20	0	0	20	25	0	25	0	0	0	0	0	45			
1700 - 1715	0	1	0	0	1	3	0	3	0	0	0	0	0	4			
1715 - 1730	0	5	0	0	5	8	0	8	0	0	0	0	0	13			
1730 - 1745	0	4	0	0	4	2	0	2	0	0	0	0	0	6			
1745 - 1800	0	4	0	0	4	5	0	5	0	0	0	0	0	9			
Hourly Total	0	14	0	0	14	18	0	18	0	0	0	0	0	32			
Grand Total	0	34	0	0	34	43	0	43	0	0	0	0	0	77			
Approach %	0.00	100.00	0.00	0.00	-	100.00	0.00	-	0.00	-	0.00	0.00	-	-			
Intersection %	0.00	44.16	0.00	0.00	44.16	55.84	0.00	55.84	0.00	0.00	0.00	0.00	0.00	-			



# Classified Turn Movement Count | All Trucks (4-13)

Edgewood, FL

**Site 3**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 The Big Auto Sales Driveway  
 Randall Made Knives Driveway

**Date**  
 Tuesday, August 13, 2024

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 28.490791°, -81.396789°  
[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
 All Trucks (4-13)

TIME	Northbound					Southbound				Eastbound			Westbound			
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway			
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total		
0700 - 0715	0	17	0	0	17	13	0	13	0	0	0	0	0	30		
0715 - 0730	0	16	0	0	16	29	0	29	0	0	0	0	0	45		
0730 - 0745	0	28	0	1	29	20	0	20	0	0	0	0	0	49		
0745 - 0800	0	22	0	0	22	21	0	21	0	0	0	0	0	43		
Hourly Total	0	83	0	1	84	83	0	83	0	0	0	0	0	167		
0800 - 0815	0	25	0	0	25	16	0	16	0	0	0	0	0	41		
0815 - 0830	0	24	0	0	24	21	0	21	0	0	0	0	0	45		
0830 - 0845	0	21	0	0	21	16	0	16	0	0	0	0	0	37		
0845 - 0900	0	18	0	0	18	24	0	24	0	0	0	0	0	42		
Hourly Total	0	88	0	0	88	77	0	77	0	0	0	0	0	165		
Grand Total	0	171	0	1	172	160	0	160	0	0	0	0	0	332		
Approach %	0.00	99.42	0.00	0.58	-	100.00	0.00	-	0.00	-	0.00	0.00	-	-		
Intersection %	0.00	51.51	0.00	0.30	51.81	48.19	0.00	48.19	0.00	0.00	0.00	0.00	0.00	-		

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
 All Trucks (4-13)

TIME	Northbound					Southbound				Eastbound			Westbound			
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)				The Big Auto Sales Driveway			Randall Made Knives Driveway			
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Thru 3.5	Right 3.6	App Total	Right 3.7	App Total	Right 3.8	U-Turn 3.9	App Total	Int Total		
1600 - 1615	0	14	0	0	14	21	0	21	0	0	0	0	0	35		
1615 - 1630	0	16	0	0	16	19	0	19	0	0	0	0	0	35		
1630 - 1645	0	10	0	0	10	23	0	23	0	0	0	0	0	33		
1645 - 1700	0	16	0	0	16	29	0	29	0	0	0	0	0	45		
Hourly Total	0	56	0	0	56	92	0	92	0	0	0	0	0	148		
1700 - 1715	0	14	0	0	14	19	0	19	0	0	0	0	0	33		
1715 - 1730	0	9	0	0	9	21	0	21	0	0	0	0	0	30		
1730 - 1745	0	9	0	0	9	16	0	16	0	0	0	0	0	25		
1745 - 1800	0	12	0	0	12	11	0	11	0	0	0	0	0	23		
Hourly Total	0	44	0	0	44	67	0	67	0	0	0	0	0	111		
Grand Total	0	100	0	0	100	159	0	159	0	0	0	0	0	259		
Approach %	0.00	100.00	0.00	0.00	-	100.00	0.00	-	0.00	-	0.00	0.00	-	-		
Intersection %	0.00	38.61	0.00	0.00	38.61	61.39	0.00	61.39	0.00	0.00	0.00	0.00	0.00	-		

# Crosswalk Counts | Pedestrians

Edgewood, FL

**Site 3**  
FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
The Big Auto Sales Driveway  
Randall Made Knives Driveway

**Date**  
Tuesday, August 13, 2024  
  
**Lat/Long**  
28.490791°, -81.396789°  
[Click here for Map](#)

**Weather**  
Fair  
85°F  
[Click here for Detailed Weather](#)



**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)			FL-600 S Orange Blossom Trl (North)			The Big Auto Sales Driveway			Randall Made Knives Driveway				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	1	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Hourly Total	0	0	0	0	0	0	0	0	1	0	1	1	2	3
0800 - 0815	0	0	0	0	0	0	0	2	0	2	2	0	2	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	2	2	2
0830 - 0845	1	0	1	0	0	0	0	0	2	2	1	2	3	6
0845 - 0900	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	1	0	1	0	0	0	0	2	2	4	4	4	8	13
Grand Total	1	0	1	0	0	0	0	2	3	5	5	5	10	16
Approach %	100.00	0.00	-	0.00	0.00	-	40.00	60.00	-	50.00	50.00	-	-	-
Intersection %	6.25	0.00	6.25	0.00	0.00	0.00	12.50	18.75	31.25	31.25	31.25	62.50	-	-

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)			FL-600 S Orange Blossom Trl (North)			The Big Auto Sales Driveway			Randall Made Knives Driveway				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total		
1600 - 1615	0	0	0	0	0	0	0	2	1	3	0	1	1	4
1615 - 1630	0	0	0	0	0	0	0	1	1	2	1	0	1	3
1630 - 1645	0	0	0	0	0	0	0	0	1	1	1	0	1	2
1645 - 1700	0	0	0	0	0	0	0	0	1	1	1	1	2	3
Hourly Total	0	0	0	0	0	0	0	3	4	7	3	2	5	12
1700 - 1715	0	0	0	0	0	0	0	1	0	1	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	2	5	7	1	0	1	8
1730 - 1745	0	0	0	0	0	0	0	0	2	2	0	0	0	2
1745 - 1800	1	0	1	0	0	0	0	1	2	3	1	0	1	5
Hourly Total	1	0	1	0	0	0	0	4	9	13	2	0	2	16
Grand Total	1	0	1	0	0	0	0	7	13	20	5	2	7	28
Approach %	100.00	0.00	-	0.00	0.00	-	35.00	65.00	-	71.43	28.57	-	-	-
Intersection %	3.57	0.00	3.57	0.00	0.00	0.00	25.00	46.43	71.43	17.86	7.14	25.00	-	-

# Crosswalk Counts || Bikes

Edgewood, FL



**Site 3**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 The Big Auto Sales Driveway  
 Randall Made Knives Driveway

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.490791°, -81.396789°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)



## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	The Big Auto Sales Driveway		App Total	Randall Made Knives Driveway		App Total		
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		NB 3g	SB 3h			
0700 - 0715	0	0	0	0	0	0	0	1	1	0	1	1	2	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	1	1	1	
0730 - 0745	0	0	0	0	0	0	0	1	1	1	0	1	2	
0745 - 0800	1	0	1	0	0	0	0	0	0	0	1	1	2	
Hourly Total	1	0	1	0	0	0	0	2	2	1	3	4	7	
0800 - 0815	0	0	0	0	0	0	0	0	0	1	0	1	1	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1	
Hourly Total	0	0	0	0	0	0	0	1	1	1	0	1	2	
Grand Total	1	0	1	0	0	0	0	3	3	2	3	5	9	
Approach %	100.00	0.00	-	0.00	0.00	-	0.00	100.00	-	40.00	60.00	-	-	
Intersection %	11.11	0.00	11.11	0.00	0.00	0.00	0.00	33.33	33.33	22.22	33.33	55.56	-	

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	The Big Auto Sales Driveway		App Total	Randall Made Knives Driveway		App Total		
	EB 3a	WB 3b		EB 3c	WB 3d		NB 3e	SB 3f		NB 3g	SB 3h			
1600 - 1615	0	0	0	0	0	0	2	0	2	0	0	0	2	
1615 - 1630	0	0	0	0	0	0	0	0	0	1	0	1	1	
1630 - 1645	0	1	1	0	0	0	2	0	2	1	0	1	4	
1645 - 1700	0	0	0	0	0	0	1	0	0	0	0	0	1	
Hourly Total	0	1	1	0	0	0	5	0	5	2	0	2	8	
1700 - 1715	0	0	0	0	0	0	0	0	0	2	3	5	5	
1715 - 1730	0	0	0	0	0	0	0	1	1	1	2	3	4	
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1	
1745 - 1800	0	0	0	0	0	0	1	1	2	0	0	0	2	
Hourly Total	0	0	0	0	0	0	1	2	3	4	5	9	12	
Grand Total	0	1	1	0	0	0	6	2	8	6	5	11	20	
Approach %	0.00	100.00	-	0.00	0.00	-	75.00	25.00	-	54.55	45.45	-	-	
Intersection %	0.00	5.00	5.00	0.00	0.00	0.00	30.00	10.00	40.00	30.00	25.00	55.00	-	

# Crosswalk Counts | Motorized Vehicles

Edgewood, FL

## Site 3

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
The Big Auto Sales Driveway  
Randall Made Knives Driveway

## Date

Tuesday, August 13, 2024

## Weather

Fair  
85°F

## Lat/Long

28.490791°, -81.396789°

[Click here for Detailed Weather](#)

[Click here for Map](#)



## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)			FL-600 S Orange Blossom Trl (North)			The Big Auto Sales Driveway			Randall Made Knives Driveway				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)			FL-600 S Orange Blossom Trl (North)			The Big Auto Sales Driveway			Randall Made Knives Driveway				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Start Date: 8/13/2024



Time	The Big Auto Sales Driveway Eastbound			Randall Made Knives Driveway Westbound			-600 S Orange Blossom Trl (South) Northbound			-600 S Orange Blossom Trl (North) Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
<b>15 Minute Totals</b>													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	276	0	0	362	0	638
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	339	0	0	432	0	771
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	384	0	0	406	0	790
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	365	0	0	430	0	795
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	311	0	0	397	0	708
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	282	1	0	370	0	653
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	318	0	0	410	0	728
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	287	0	0	419	0	706
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	1	0	0	0	0	432	0	0	414	0	847
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	428	0	0	423	0	851
04:30 PM - 04:45 PM	0	0	0	0	0	0	1	428	0	0	456	1	886
04:45 PM - 05:00 PM	0	0	1	0	0	0	0	452	0	0	439	0	892
05:00 PM - 05:15 PM	0	0	2	0	0	0	0	480	0	0	448	0	930
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	444	0	0	454	0	898
05:30 PM - 05:45 PM	0	0	1	0	0	1	0	419	1	0	410	0	832
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	389	0	0	391	0	780
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

# Peak Hour Turning Movement Count

Edgewood, FL



www.marrtraffic.com



Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
0715 - 0730	29	298	1	-	2	330	0	416	34	-	2	452	38	4	50	-	0	92	0	0	0	-	0	0	
0730 - 0745	42	345	0	-	2	389	0	416	32	-	10	458	38	0	63	-	0	101	1	0	1	-	0	2	
0745 - 0800	44	315	0	-	6	365	1	407	36	-	7	451	33	0	57	-	0	90	0	1	0	-	0	1	
0800 - 0815	34	265	0	-	5	304	0	321	36	-	0	357	35	0	54	-	0	89	0	1	1	-	0	2	
<b>Total</b>	149	1223	1	0	15	1388	1	1560	138	0	19	1718	144	4	224	0	0	372	1	2	2	0	0	5	
Approach %	10.73	88.11	0.07	0.00	1.08	-	0.06	90.80	8.03	0.00	1.11	-	38.71	1.08	60.22	0.00	0.00	-	20.00	40.00	40.00	0.00	0.00	-	
PHF	0.85	0.89	0.25	0.00	0.63	0.89	0.25	0.94	0.96	0.00	0.48	0.94	0.95	0.25	0.89	0.00	0.00	0.92	0.25	0.50	0.50	0.00	0.00	0.63	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
0715 - 0730	28	283	1	-	2	314	0	389	33	-	2	424	37	4	50	-	0	91	0	0	0	-	0	0	
0730 - 0745	41	318	0	-	2	361	0	395	32	-	10	437	37	0	63	-	0	100	1	0	1	-	0	2	
0745 - 0800	42	294	0	-	6	342	0	386	36	-	7	429	32	0	53	-	0	85	0	1	0	-	0	1	
0800 - 0815	32	241	0	-	5	278	0	307	34	-	0	341	34	0	51	-	0	85	0	1	1	-	0	2	
<b>Total</b>	143	1136	1	0	15	1295	0	1477	135	0	19	1631	140	4	217	0	0	361	1	2	2	0	0	5	
Approach %	11.04	87.72	0.08	0.00	1.16	-	0.00	90.56	8.28	0.00	1.16	-	38.78	1.11	60.11	0.00	0.00	-	20.00	40.00	40.00	0.00	0.00	-	
PHF	0.85	0.89	0.25	0.00	0.63	0.90	0.00	0.93	0.94	0.00	0.48	0.93	0.95	0.25	0.86	0.00	0.00	0.90	0.25	0.50	0.50	0.00	0.00	0.63	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
0715 - 0730	0	9	0	-	0	9	0	16	0	-	0	16	1	0	0	-	0	1	0	0	0	-	0	0	
0730 - 0745	1	19	0	-	0	20	0	12	0	-	0	12	1	0	0	-	0	1	0	0	0	-	0	0	
0745 - 0800	2	14	0	-	0	16	1	10	0	-	0	11	1	0	3	-	0	4	0	0	0	-	0	0	
0800 - 0815	2	18	0	-	0	20	0	6	2	-	0	8	1	0	3	-	0	4	0	0	0	-	0	0	
<b>Total</b>	5	60	0	0	0	65	1	44	2	0	0	47	4	0	6	0	0	10	0	0	0	0	0	0	
Approach %	7.69	92.31	0.00	0.00	0.00	-	2.13	93.62	4.26	0.00	0.00	-	40.00	0.00	60.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.63	0.79	0.00	0.00	0.00	0.81	0.25	0.69	0.25	0.00	0.00	0.73	1.00	0.00	0.50	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.00	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	
0715 - 0730	1	6	0	-	0	7	0	11	1	-	0	12	0	0	0	-	0	0	0	0	0	-	0	0	
0730 - 0745	0	8	0	-	0	8	0	9	0	-	0	9	0	0	0	-	0	0	0	0	0	-	0	0	
0745 - 0800	0	7	0	-	0	7	0	11	0	-	0	11	0	0	1	-	0	1	0	0	0	-	0	0	
0800 - 0815	0	6	0	-	0	6	0	8	0	-	0	8	0	0	0	-	0	0	0	0	0	-	0	0	
<b>Total</b>	1	27	0	0	0	28	0	39	1	0	0	40	0	0	1	0	0	1	0	0	0	0	0	0	
Approach %	3.57	96.43	0.00	0.00	0.00	-	0.00	97.50	2.50	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.84	0.00	0.00	0.00	0.88	0.00	0.89	0.25	0.00	0.00	0.83	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Edgewood, FL



[Click here for Map](#)

Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1615 - 1715

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
1615 - 1630	63	435	0	-	5	503	0	362	52	-	1	415	37	0	55	-	0	92	0	0	0	-	0	0	
1630 - 1645	57	402	0	-	6	465	0	394	54	-	3	451	45	0	45	-	0	90	0	0	0	-	0	0	
1645 - 1700	49	411	1	-	7	468	0	375	57	-	2	434	39	0	74	-	0	113	1	0	0	-	0	1	
1700 - 1715	65	472	0	-	6	543	0	390	63	-	14	467	43	0	47	-	0	90	0	0	0	-	0	0	
Total	234	1720	1	0	24	1979	0	1521	226	0	20	1767	164	0	221	0	0	385	1	0	0	0	0	1	
Approach %	11.82	86.91	0.05	0.00	1.21	-	0.00	86.08	12.79	0.00	1.13	-	42.60	0.00	57.40	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.90	0.91	0.25	0.00	0.86	0.91	0.00	0.97	0.90	0.00	0.36	0.95	0.91	0.00	0.75	0.00	0.00	0.85	0.25	0.00	0.00	0.00	0.00	0.25	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
1615 - 1630	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	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	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
1615 - 1630	63	420	0	-	5	488	0	343	50	-	1	394	36	0	53	-	0	89	0	0	0	-	0	0	
1630 - 1645	56	392	0	-	6	454	0	372	54	-	3	429	44	0	45	-	0	89	0	0	0	-	0	0	
1645 - 1700	47	397	1	-	7	452	0	350	54	-	2	406	37	0	73	-	0	110	1	0	0	-	0	1	
1700 - 1715	65	459	0	-	6	530	0	372	62	-	14	448	42	0	45	-	0	87	0	0	0	-	0	0	
Total	231	1668	1	0	24	1924	0	1437	220	0	20	1677	159	0	216	0	0	375	1	0	0	0	0	1	
Approach %	12.01	86.69	0.05	0.00	1.25	-	0.00	85.69	13.12	0.00	1.19	-	42.40	0.00	57.60	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.89	0.91	0.25	0.00	0.86	0.91	0.00	0.97	0.89	0.00	0.36	0.94	0.90	0.00	0.74	0.00	0.00	0.85	0.25	0.00	0.00	0.00	0.00	0.25	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
1615 - 1630	0	9	0	-	0	9	0	13	2	-	0	15	1	0	1	-	0	2	0	0	0	-	0	0	
1630 - 1645	1	6	0	-	0	7	0	17	0	-	0	17	0	0	0	-	0	0	0	0	0	-	0	0	
1645 - 1700	2	8	0	-	0	10	0	16	3	-	0	19	2	0	1	-	0	3	0	0	0	-	0	0	
1700 - 1715	0	12	0	-	0	12	0	15	1	-	0	16	1	0	2	-	0	3	0	0	0	-	0	0	
Total	3	35	0	0	0	38	0	61	6	0	0	67	4	0	4	0	0	8	0	0	0	0	0	0	
Approach %	7.89	92.11	0.00	0.00	0.00	-	0.00	91.04	8.96	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.38	0.73	0.00	0.00	0.00	0.79	0.00	0.90	0.50	0.00	0.00	0.88	0.50	0.00	0.50	0.00	0.00	0.67	0.00	0.00	0.00	0.00	0.00	0.00	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	FL-600 S Orange Blossom Trl (South)						FL-600 S Orange Blossom Trl (North)						Americana Blvd						A-AAKey Mini Storage Driveway						
	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	Left	Thru	Right		U-Turn	App Total	
1615 - 1630	0	6	0	-	0	6	0	6	0	-	0	6	0	0	1	-	0	1	0	0	0	-	0	0	
1630 - 1645	0	4	0	-	0	4	0	5	0	-	0	5	1	0	0	-	0	1	0	0	0	-	0	0	
1645 - 1700	0	6	0	-	0	6	0	9	0	-	0	9	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	17	0	0	0	17	0	23	0	0	0	23	1	0	1	0	0	2	0	0	0	0	0	0	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.71	0.00	0.00	0.00	0.71	0.00	0.64	0.00	0.00	0.00	0.64	0.25	0.00	0.25	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count | All vehicles

Edgewood, FL

## Site 4

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Americana Blvd  
A-AAKey Mini Storage Driveway

## Date

Tuesday, August 13, 2024

## Weather

Fair  
85°F

## Lat/Long

28.484193°, -81.396768°

[Click here for Detailed Weather](#)

[Click here for Map](#)

## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	30	245	0	0	275	0	335	30	0	365	30	0	56	0	86	0	0	0	0	0	726
0715 - 0730	29	298	1	2	330	0	416	34	2	452	38	4	50	0	92	0	0	0	0	0	874
0730 - 0745	42	345	0	2	389	0	416	32	10	458	38	0	63	0	101	1	0	1	0	2	950
0745 - 0800	44	315	0	6	365	1	407	36	7	451	33	0	57	0	90	0	1	0	0	1	907
Hourly Total	145	1203	1	10	1359	1	1574	132	19	1726	139	4	226	0	369	1	1	1	0	3	3457
0800 - 0815	34	265	0	5	304	0	321	36	0	357	35	0	54	0	89	0	1	1	0	2	752
0815 - 0830	30	303	1	4	338	0	385	23	0	408	25	0	48	1	74	0	0	1	0	1	821
0830 - 0845	37	266	0	4	307	1	392	27	1	421	38	0	43	0	81	0	0	1	0	1	810
0845 - 0900	32	253	1	4	290	1	388	30	1	420	34	0	31	0	65	1	0	0	0	1	776
Hourly Total	133	1087	2	17	1239	2	1486	116	2	1606	132	0	176	1	309	1	1	3	0	5	3159
Grand Total	278	2290	3	27	2598	3	3060	248	21	3332	271	4	402	1	678	2	2	4	0	8	6616
Approach %	10.70	88.14	0.12	1.04	-	0.09	91.84	7.44	0.63	-	39.97	0.59	59.29	0.15	-	25.00	25.00	50.00	0.00	-	
Intersection %	4.20	34.61	0.05	0.41	39.27	0.05	46.25	3.75	0.32	50.36	4.10	0.06	6.08	0.02	10.25	0.03	0.03	0.06	0.00	0.12	
Heavy Vehicle %	3	7	0	0	7	33	5	2	0	5	3	0	3	0	3	0	0	0	-	0	5
PHF	0.85	0.89	0.25	0.63	0.89	0.25	0.94	0.96	0.48	0.94	0.95	0.25	0.89	0.00	0.92	0.25	0.50	0.50	0.00	0.63	0.92

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	47	383	0	7	437	0	359	42	8	409	47	0	53	1	101	0	0	0	0	0	947
1615 - 1630	63	435	0	5	503	0	362	52	1	415	37	0	55	0	92	0	0	0	0	0	1010
1630 - 1645	57	402	0	6	465	0	394	54	3	451	45	0	45	0	90	0	0	0	0	0	1006
1645 - 1700	49	411	1	7	468	0	375	57	2	434	39	0	74	0	113	1	0	0	0	1	1016
Hourly Total	216	1631	1	25	1873	0	1490	205	14	1709	168	0	227	1	396	1	0	0	0	1	3979
1700 - 1715	65	472	0	6	543	0	390	63	14	467	43	0	47	0	90	0	0	0	0	0	1100
1715 - 1730	47	412	0	6	465	2	390	36	9	437	33	0	65	0	98	0	1	0	0	1	1001
1730 - 1745	59	365	0	5	429	0	371	50	8	429	47	1	59	0	107	0	1	0	0	1	966
1745 - 1800	57	362	0	5	424	0	370	45	12	427	45	0	58	0	103	0	0	0	0	0	954
Hourly Total	228	1611	0	22	1861	2	1521	194	43	1760	168	1	229	0	398	0	2	0	0	2	4021
Grand Total	444	3242	1	47	3734	2	3011	399	57	3469	336	1	456	1	794	1	2	0	0	3	8000
Approach %	11.89	86.82	0.03	1.26	-	0.06	86.80	11.50	1.64	-	42.32	0.13	57.43	0.13	-	33.33	66.67	0.00	0.00	-	
Intersection %	5.55	40.53	0.01	0.59	46.68	0.03	37.64	4.99	0.71	43.36	4.20	0.01	5.70	0.01	9.93	0.01	0.03	0.00	0.00	0.04	
Heavy Vehicle %	1	3	0	2	3	0	5	2	0	5	2	0	2	0	2	0	0	-	-	0	3
PHF	0.90	0.91	0.25	0.86	0.91	0.00	0.97	0.90	0.36	0.95	0.91	0.00	0.75	0.00	0.85	0.25	0.00	0.00	0.00	0.25	0.94

# Classified Turn Movement Count || Bikes

Edgewood, FL

**Site 4**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 Americana Blvd  
 A-AAKey Mini Storage Driveway

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.484193°, -81.396768°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)

## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count || Passenger Vehicles (1-3)

Edgewood, FL

**Site 4**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Americana Blvd  
A-AAKey Mini Storage Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

28.484193°, -81.396768°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	30	231	0	0	261	0	322	30	0	352	27	0	54	0	81	0	0	0	0	0	694
0715 - 0730	28	283	1	2	314	0	389	33	2	424	37	4	50	0	91	0	0	0	0	0	829
0730 - 0745	41	318	0	2	361	0	395	32	10	437	37	0	63	0	100	1	0	1	0	2	900
0745 - 0800	42	294	0	6	342	0	386	36	7	429	32	0	53	0	85	0	1	0	0	1	857
Hourly Total	141	1126	1	10	1278	0	1492	131	19	1642	133	4	220	0	357	1	1	1	0	3	3280
0800 - 0815	32	241	0	5	278	0	307	34	0	341	34	0	51	0	85	0	1	1	0	2	706
0815 - 0830	30	279	1	4	314	0	364	23	0	387	25	0	46	1	72	0	0	1	0	1	774
0830 - 0845	37	245	0	4	286	1	375	27	1	404	38	0	42	0	80	0	0	1	0	1	771
0845 - 0900	31	236	1	4	272	1	366	28	1	396	33	0	31	0	64	1	0	0	0	1	733
Hourly Total	130	1001	2	17	1150	2	1412	112	2	1528	130	0	170	1	301	1	1	3	0	5	2984
Grand Total	271	2127	3	27	2428	2	2904	243	21	3170	263	4	390	1	658	2	2	4	0	8	6264
Approach %	11.16	87.60	0.12	1.11	-	0.06	91.61	7.67	0.66	-	39.97	0.61	59.27	0.15	-	25.00	25.00	50.00	0.00	-	
Intersection %	4.33	33.96	0.05	0.43	38.76	0.03	46.36	3.88	0.34	50.61	4.20	0.06	6.23	0.02	10.50	0.03	0.03	0.06	0.00	0.13	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1600 - 1615	46	371	0	6	423	0	338	42	8	388	45	0	52	1	98	0	0	0	0	0	909
1615 - 1630	63	420	0	5	488	0	343	50	1	394	36	0	53	0	89	0	0	0	0	0	971
1630 - 1645	56	392	0	6	454	0	372	54	3	429	44	0	45	0	89	0	0	0	0	0	972
1645 - 1700	47	397	1	7	452	0	350	54	2	406	37	0	73	0	110	1	0	0	0	1	969
Hourly Total	212	1580	1	24	1817	0	1403	200	14	1617	162	0	223	1	386	1	0	0	0	1	3821
1700 - 1715	65	459	0	6	530	0	372	62	14	448	42	0	45	0	87	0	0	0	0	0	1065
1715 - 1730	46	403	0	6	455	2	369	36	9	416	33	0	65	0	98	0	1	0	0	1	970
1730 - 1745	59	355	0	5	419	0	356	49	8	413	47	1	56	0	104	0	1	0	0	1	937
1745 - 1800	57	349	0	5	411	0	358	45	12	415	45	0	57	0	102	0	0	0	0	0	928
Hourly Total	227	1566	0	22	1815	2	1455	192	43	1692	167	1	223	0	391	0	2	0	0	2	3900
Grand Total	439	3146	1	46	3632	2	2858	392	57	3309	329	1	446	1	777	1	2	0	0	3	7721
Approach %	12.09	86.62	0.03	1.27	-	0.06	86.37	11.85	1.72	-	42.34	0.13	57.40	0.13	-	33.33	66.67	0.00	0.00	-	
Intersection %	5.69	40.75	0.01	0.60	47.04	0.03	37.02	5.08	0.74	42.86	4.26	0.01	5.78	0.01	10.06	0.01	0.03	0.00	0.00	0.04	

# Classified Turn Movement Count || Single Unit Trucks (4-7)

Edgewood, FL

**Site 4**

FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 Americana Blvd  
 A-AAKey Mini Storage Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
 85°F

**Lat/Long**

28.484193°, -81.396768°

[Click here for Detailed Weather](#)

[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	0	8	0	0	8	0	5	0	0	5	2	0	2	0	4	0	0	0	0	0	17
0715 - 0730	0	9	0	0	9	0	16	0	0	16	1	0	0	0	1	0	0	0	0	0	26
0730 - 0745	1	19	0	0	20	0	12	0	0	12	1	0	0	0	1	0	0	0	0	0	33
0745 - 0800	2	14	0	0	16	1	10	0	0	11	1	0	3	0	4	0	0	0	0	0	31
Hourly Total	3	50	0	0	53	1	43	0	0	44	5	0	5	0	10	0	0	0	0	0	107
0800 - 0815	2	18	0	0	20	0	6	2	0	8	1	0	3	0	4	0	0	0	0	0	32
0815 - 0830	0	19	0	0	19	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	29
0830 - 0845	0	13	0	0	13	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	22
0845 - 0900	1	9	0	0	10	0	12	2	0	14	1	0	0	0	1	0	0	0	0	0	25
Hourly Total	3	59	0	0	62	0	36	4	0	40	2	0	4	0	6	0	0	0	0	0	108
Grand Total	6	109	0	0	115	1	79	4	0	84	7	0	9	0	16	0	0	0	0	0	215
Approach %	5.22	94.78	0.00	0.00	-	1.19	94.05	4.76	0.00	-	43.75	0.00	56.25	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	2.79	50.70	0.00	0.00	53.49	0.47	36.74	1.86	0.00	39.07	3.26	0.00	4.19	0.00	7.44	0.00	0.00	0.00	0.00	0.00	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1600 - 1615	1	9	0	1	11	0	16	0	0	16	2	0	0	0	2	0	0	0	0	0	29
1615 - 1630	0	9	0	0	9	0	13	2	0	15	1	0	1	0	2	0	0	0	0	0	26
1630 - 1645	1	6	0	0	7	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	24
1645 - 1700	2	8	0	0	10	0	16	3	0	19	2	0	1	0	3	0	0	0	0	0	32
Hourly Total	4	32	0	1	37	0	62	5	0	67	5	0	2	0	7	0	0	0	0	0	111
1700 - 1715	0	12	0	0	12	0	15	1	0	16	1	0	2	0	3	0	0	0	0	0	31
1715 - 1730	1	4	0	0	5	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	18
1730 - 1745	0	6	0	0	6	0	13	1	0	14	0	0	3	0	3	0	0	0	0	0	23
1745 - 1800	0	9	0	0	9	0	7	0	0	7	0	0	1	0	1	0	0	0	0	0	17
Hourly Total	1	31	0	0	32	0	48	2	0	50	1	0	6	0	7	0	0	0	0	0	89
Grand Total	5	63	0	1	69	0	110	7	0	117	6	0	8	0	14	0	0	0	0	0	200
Approach %	7.25	91.30	0.00	1.45	-	0.00	94.02	5.98	0.00	-	42.86	0.00	57.14	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	2.50	31.50	0.00	0.50	34.50	0.00	55.00	3.50	0.00	58.50	3.00	0.00	4.00	0.00	7.00	0.00	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count || Combination Trucks (8-13)

Edgewood, FL

**Site 4**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Americana Blvd  
A-AAKey Mini Storage Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

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[Click here for Detailed Weather](#)

[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	0	6	0	0	6	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	15
0715 - 0730	1	6	0	0	7	0	11	1	0	12	0	0	0	0	0	0	0	0	0	0	19
0730 - 0745	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	17
0745 - 0800	0	7	0	0	7	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	19
Hourly Total	1	27	0	0	28	0	39	1	0	40	1	0	1	0	2	0	0	0	0	0	70
0800 - 0815	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	14
0815 - 0830	0	5	0	0	5	0	12	0	0	12	0	0	1	0	1	0	0	0	0	0	18
0830 - 0845	0	8	0	0	8	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	17
0845 - 0900	0	8	0	0	8	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	0	27	0	0	27	0	38	0	0	38	0	0	2	0	2	0	0	0	0	0	67
Grand Total	1	54	0	0	55	0	77	1	0	78	1	0	3	0	4	0	0	0	0	0	137
Approach %	1.82	98.18	0.00	0.00	-	0.00	98.72	1.28	0.00	-	25.00	0.00	75.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.73	39.42	0.00	0.00	40.15	0.00	56.20	0.73	0.00	56.93	0.73	0.00	2.19	0.00	2.92	0.00	0.00	0.00	0.00	0.00	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1600 - 1615	0	3	0	0	3	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	9
1615 - 1630	0	6	0	0	6	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	13
1630 - 1645	0	4	0	0	4	0	5	0	0	5	1	0	0	0	1	0	0	0	0	0	10
1645 - 1700	0	6	0	0	6	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	0	19	0	0	19	0	25	0	0	25	1	0	2	0	3	0	0	0	0	0	47
1700 - 1715	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1715 - 1730	0	5	0	0	5	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	13
1730 - 1745	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
1745 - 1800	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	14	0	0	14	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	32
Grand Total	0	33	0	0	33	0	43	0	0	43	1	0	2	0	3	0	0	0	0	0	79
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	41.77	0.00	0.00	41.77	0.00	54.43	0.00	0.00	54.43	1.27	0.00	2.53	0.00	3.80	0.00	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count | All Trucks (4-13)

Edgewood, FL

## Site 4

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Americana Blvd  
A-AAKey Mini Storage Driveway

## Date

Tuesday, August 13, 2024

## Weather

Fair  
85°F

## Lat/Long

28.484193°, -81.396768°

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[Click here for Map](#)

## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
0700 - 0715	0	14	0	0	14	0	13	0	0	13	3	0	2	0	5	0	0	0	0	0	32
0715 - 0730	1	15	0	0	16	0	27	1	0	28	1	0	0	0	1	0	0	0	0	0	45
0730 - 0745	1	27	0	0	28	0	21	0	0	21	1	0	0	0	1	0	0	0	0	0	50
0745 - 0800	2	21	0	0	23	1	21	0	0	22	1	0	4	0	5	0	0	0	0	0	50
Hourly Total	4	77	0	0	81	1	82	1	0	84	6	0	6	0	12	0	0	0	0	0	177
0800 - 0815	2	24	0	0	26	0	14	2	0	16	1	0	3	0	4	0	0	0	0	0	46
0815 - 0830	0	24	0	0	24	0	21	0	0	21	0	0	2	0	2	0	0	0	0	0	47
0830 - 0845	0	21	0	0	21	0	17	0	0	17	0	0	1	0	1	0	0	0	0	0	39
0845 - 0900	1	17	0	0	18	0	22	2	0	24	1	0	0	0	1	0	0	0	0	0	43
Hourly Total	3	86	0	0	89	0	74	4	0	78	2	0	6	0	8	0	0	0	0	0	175
Grand Total	7	163	0	0	170	1	156	5	0	162	8	0	12	0	20	0	0	0	0	0	352
Approach %	4.12	95.88	0.00	0.00	-	0.62	96.30	3.09	0.00	-	40.00	0.00	60.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	1.99	46.31	0.00	0.00	48.30	0.28	44.32	1.42	0.00	46.02	2.27	0.00	3.41	0.00	5.68	0.00	0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Americana Blvd					A-AAKey Mini Storage Driveway					Int Total
	Left 4.1	Thru 4.2	Right 4.3	U-Turn 4.4	App Total	Left 4.5	Thru 4.6	Right 4.7	U-Turn 4.8	App Total	Left 4.9	Thru 4.10	Right 4.11	U-Turn 4.12	App Total	Left 4.13	Thru 4.14	Right 4.15	U-Turn 4.16	App Total	
1600 - 1615	1	12	0	1	14	0	21	0	0	21	2	0	1	0	3	0	0	0	0	0	38
1615 - 1630	0	15	0	0	15	0	19	2	0	21	1	0	2	0	3	0	0	0	0	0	39
1630 - 1645	1	10	0	0	11	0	22	0	0	22	1	0	0	0	1	0	0	0	0	0	34
1645 - 1700	2	14	0	0	16	0	25	3	0	28	2	0	1	0	3	0	0	0	0	0	47
Hourly Total	4	51	0	1	56	0	87	5	0	92	6	0	4	0	10	0	0	0	0	0	158
1700 - 1715	0	13	0	0	13	0	18	1	0	19	1	0	2	0	3	0	0	0	0	0	35
1715 - 1730	1	9	0	0	10	0	21	0	0	21	0	0	0	0	0	0	0	0	0	0	31
1730 - 1745	0	10	0	0	10	0	15	1	0	16	0	0	3	0	3	0	0	0	0	0	29
1745 - 1800	0	13	0	0	13	0	12	0	0	12	0	0	1	0	1	0	0	0	0	0	26
Hourly Total	1	45	0	0	46	0	66	2	0	68	1	0	6	0	7	0	0	0	0	0	121
Grand Total	5	96	0	1	102	0	153	7	0	160	7	0	10	0	17	0	0	0	0	0	279
Approach %	4.90	94.12	0.00	0.98	-	0.00	95.63	4.38	0.00	-	41.18	0.00	58.82	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	1.79	34.41	0.00	0.36	36.56	0.00	54.84	2.51	0.00	57.35	2.51	0.00	3.58	0.00	6.09	0.00	0.00	0.00	0.00	0.00	

# Crosswalk Counts | Pedestrians

Edgewood, FL

**Site 4**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Americana Blvd  
A-AAKey Mini Storage Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

28.484193°, -81.396768°

[Click here for Detailed Weather](#)

[Click here for Map](#)



**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	Americana Blvd		App Total	A-AAKey Mini Storage Driveway		App Total		
	EB 4a	WB 4b		EB 4c	WB 4d		NB 4e	SB 4f		NB 4g	SB 4h			
0700 - 0715	0	2	2	0	2	2	0	0	0	0	1	1	5	
0715 - 0730	0	0	0	0	1	1	0	0	0	0	0	0	1	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	1	1	2	0	1	1	2	1	3	6	
Hourly Total	0	2	2	1	4	5	0	1	1	2	2	4	12	
0800 - 0815	0	0	0	3	2	5	0	0	0	0	1	1	6	
0815 - 0830	0	0	0	0	0	0	0	0	0	1	0	1	1	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	1	1	2	0	1	1	0	1	1	4	
Hourly Total	0	0	0	4	3	7	0	1	1	1	2	3	11	
Grand Total	0	2	2	5	7	12	0	2	2	3	4	7	23	
Approach %	0.00	100.00	-	41.67	58.33	-	0.00	100.00	-	42.86	57.14	-		
Intersection %	0.00	8.70	8.70	21.74	30.43	52.17	0.00	8.70	8.70	13.04	17.39	30.43		

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	Americana Blvd		App Total	A-AAKey Mini Storage Driveway		App Total		
	EB 4a	WB 4b		EB 4c	WB 4d		NB 4e	SB 4f		NB 4g	SB 4h			
1600 - 1615	5	0	5	0	3	3	0	0	0	3	1	4	12	
1615 - 1630	1	1	2	1	0	1	0	1	1	1	1	2	6	
1630 - 1645	0	0	0	0	1	1	1	0	1	1	0	1	3	
1645 - 1700	0	0	0	1	0	1	1	1	2	1	0	1	4	
Hourly Total	6	1	7	2	4	6	2	2	4	6	2	8	25	
1700 - 1715	0	1	1	0	0	0	0	1	1	6	0	6	8	
1715 - 1730	0	0	0	0	2	2	0	0	0	3	2	5	7	
1730 - 1745	4	0	4	2	0	2	0	2	2	5	2	7	15	
1745 - 1800	0	0	0	0	0	0	1	0	1	0	0	0	1	
Hourly Total	4	1	5	2	2	4	1	3	4	14	4	18	31	
Grand Total	10	2	12	4	6	10	3	5	8	20	6	26	56	
Approach %	83.33	16.67	-	40.00	60.00	-	37.50	62.50	-	76.92	23.08	-		
Intersection %	17.86	3.57	21.43	7.14	10.71	17.86	5.36	8.93	14.29	35.71	10.71	46.43		



# Crosswalk Counts || Bikes

Edgewood, FL



**Site 4**  
 FL-600 S Orange Blossom Trl (South)  
 FL-600 S Orange Blossom Trl (North)  
 Americana Blvd  
 A-AAKey Mini Storage Driveway

**Date**  
 Tuesday, August 13, 2024

**Lat/Long**  
 28.484193°, -81.396768°  
[Click here for Map](#)

**Weather**  
 Fair  
 85°F  
[Click here for Detailed Weather](#)



## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	Americana Blvd		App Total	A-AAKey Mini Storage Driveway		App Total		
	EB 4a	WB 4b		EB 4c	WB 4d		NB 4e	SB 4f		NB 4g	SB 4h			
0700 - 0715	0	0	0	0	0	0	0	0	0	1	1	2	2	
0715 - 0730	0	0	0	0	0	0	0	1	0	0	0	0	1	
0730 - 0745	0	0	0	0	0	0	0	1	1	1	2	3	4	
0745 - 0800	0	0	0	0	0	0	0	0	0	1	0	1	1	
Hourly Total	0	0	0	0	0	0	0	2	2	3	3	6	8	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	1	1	1	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	1	1	
0845 - 0900	0	0	0	0	0	0	0	1	1	0	0	0	1	
Hourly Total	0	0	0	0	0	0	0	1	1	0	2	2	3	
Grand Total	0	0	0	0	0	0	0	3	3	3	5	8	11	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	37.50	62.50	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	27.27	27.27	27.27	45.45	72.73	-	

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	Americana Blvd		App Total	A-AAKey Mini Storage Driveway		App Total		
	EB 4a	WB 4b		EB 4c	WB 4d		NB 4e	SB 4f		NB 4g	SB 4h			
1600 - 1615	0	0	0	0	0	0	0	0	0	1	0	1	1	
1615 - 1630	1	0	1	0	0	0	0	1	1	0	1	1	3	
1630 - 1645	0	0	0	0	0	0	0	0	0	1	1	2	2	
1645 - 1700	0	0	0	0	0	2	2	0	0	1	0	1	3	
Hourly Total	1	0	1	0	2	2	0	1	1	3	2	5	9	
1700 - 1715	0	0	0	0	0	0	0	0	0	2	4	6	6	
1715 - 1730	0	0	0	0	0	0	0	1	1	2	0	2	3	
1730 - 1745	0	0	0	0	0	0	0	1	1	2	2	4	5	
1745 - 1800	0	0	0	0	0	0	0	1	1	0	2	2	3	
Hourly Total	0	0	0	0	0	0	0	3	3	6	8	14	17	
Grand Total	1	0	1	0	2	2	0	4	4	9	10	19	26	
Approach %	100.00	0.00	-	0.00	100.00	-	0.00	100.00	-	47.37	52.63	-	-	
Intersection %	3.85	0.00	3.85	0.00	7.69	7.69	0.00	15.38	15.38	34.62	38.46	73.08	-	

# Crosswalk Counts || Motorized Vehicles

Edgewood, FL

**Site 4**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)  
Americana Blvd  
A-AAKey Mini Storage Driveway

**Date**

Tuesday, August 13, 2024

**Weather**

Fair  
85°F

**Lat/Long**

28.484193°, -81.396768°

[Click here for Detailed Weather](#)

[Click here for Map](#)



**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)			FL-600 S Orange Blossom Trl (North)			Americana Blvd			A-AAKey Mini Storage Driveway				
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total		
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	FL-600 S Orange Blossom Trl (South)			FL-600 S Orange Blossom Trl (North)			Americana Blvd			A-AAKey Mini Storage Driveway				
	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	NB 4g	SB 4h	App Total		
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	2	0	2	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	0	2	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	100.00	100.00

Start Date: 8/13/2024

Time	Americana Blvd Eastbound			A-AAKey Mini Storage Driveway Westbound			-600 S Orange Blossom Trl (Southbound)			-600 S Orange Blossom Trl (Northbound)			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
<b>15 Minute Totals</b>													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	30	0	56	0	0	0	30	245	0	0	335	30	726
07:15 AM - 07:30 AM	38	4	50	0	0	0	29	298	1	0	416	34	870
07:30 AM - 07:45 AM	38	0	63	1	0	1	42	345	0	0	416	32	938
07:45 AM - 08:00 AM	33	0	57	0	1	0	44	315	0	1	407	36	894
08:00 AM - 08:15 AM	35	0	54	0	1	1	34	265	0	0	321	36	747
08:15 AM - 08:30 AM	25	0	48	0	0	1	30	303	1	0	385	23	816
08:30 AM - 08:45 AM	38	0	43	0	0	1	37	266	0	1	392	27	805
08:45 AM - 09:00 AM	34	0	31	1	0	0	32	253	1	1	388	30	771
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	47	0	53	0	0	0	47	383	0	0	359	42	931
04:15 PM - 04:30 PM	37	0	55	0	0	0	63	435	0	0	362	52	1004
04:30 PM - 04:45 PM	45	0	45	0	0	0	57	402	0	0	394	54	997
04:45 PM - 05:00 PM	39	0	74	1	0	0	49	411	1	0	375	57	1007
05:00 PM - 05:15 PM	43	0	47	0	0	0	65	472	0	0	390	63	1080
05:15 PM - 05:30 PM	33	0	65	0	1	0	47	412	0	2	390	36	986
05:30 PM - 05:45 PM	47	1	59	0	1	0	59	365	0	0	371	50	953
05:45 PM - 06:00 PM	45	0	58	0	0	0	57	362	0	0	370	45	937
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0



[Click here for Map](#)

### Peak Hour Turning Movement Count

Edgewood, FL

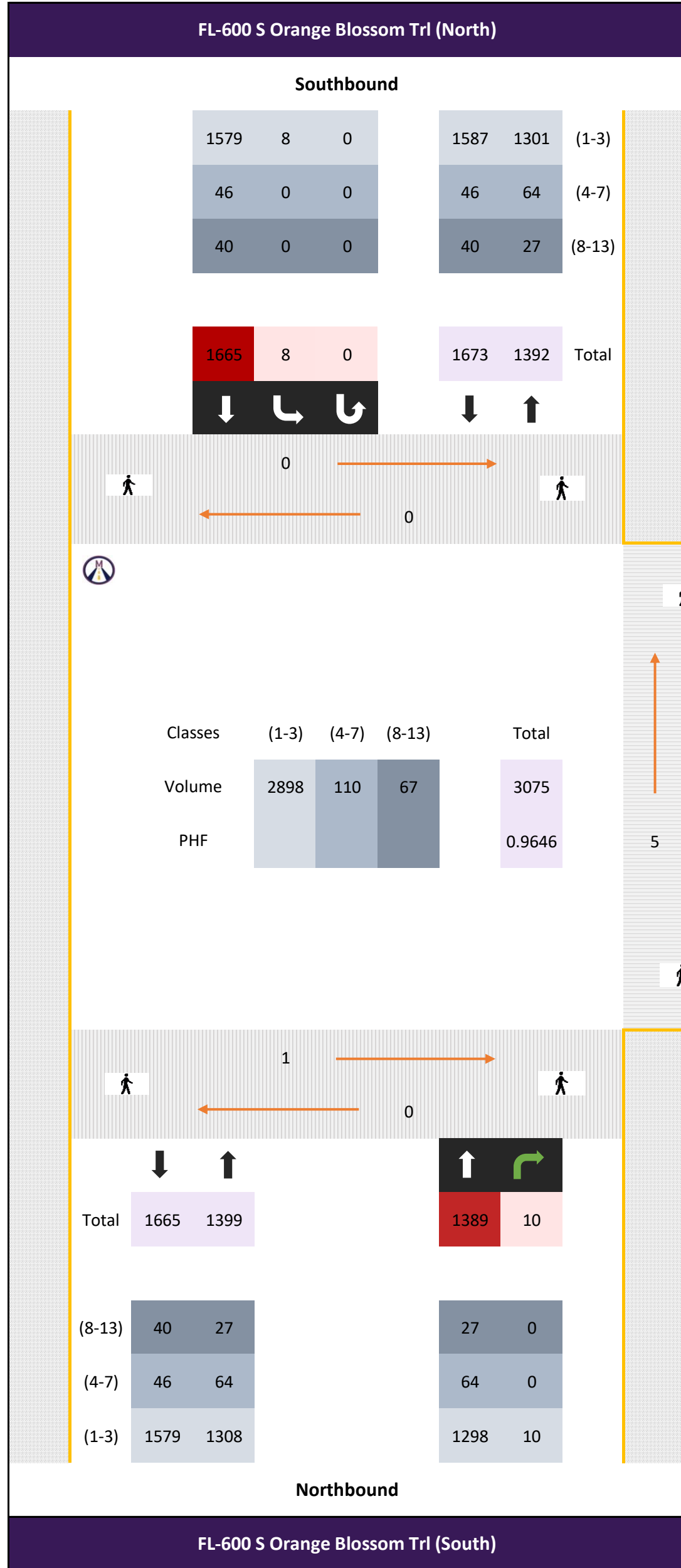


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Tuesday, August 13, 2024	
Period	0700 - 0900
Peak Hour	0715 - 0815

\* the Peak Hour Diagram does not include Bikes



**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound					Southbound					Westbound					Int Total							
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway												
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total				App Total		Left 5.6		Right 5.7			App Total	
0715 - 0730	-	337	2	-	-	339	1	432	-	-	0	433	-	-	-	-	0	0	2	-	-	2	774
0730 - 0745	-	382	2	-	-	384	5	406	-	-	0	411	-	-	-	-	0	0	1	-	-	1	796
0745 - 0800	-	363	2	-	-	365	2	430	-	-	0	432	-	-	-	-	0	0	0	-	-	0	797
0800 - 0815	-	307	4	-	-	311	0	397	-	-	0	397	-	-	-	-	0	0	0	-	-	0	708
Total	0	1389	10	0	0	1399	8	1665	0	0	0	1673	0	0	0	0	0	0	3	0	0	3	3075
Approach %	0.00	99.29	0.71	0.00	0.00	-	0.48	99.52	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.91	0.63	0.00	0.00	0.91	0.40	0.96	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.38	0.96

Bikes

Time	Northbound					Southbound					Westbound					Int Total							
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway												
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total				App Total		Left 5.6		Right 5.7			App Total	
0715 - 0730	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	0	-	-	0	0
0730 - 0745	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	0	-	-	0	0
0745 - 0800	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	0	-	-	0	0
0800 - 0815	-	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
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Westbound					Int Total							
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway												
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total				App Total		Left 5.6		Right 5.7			App Total	
0715 - 0730	-	321	2	-	-	323	1	403	-	-	0	404	-	-	-	-	0	0	2	-	-	2	729
0730 - 0745	-	354	2	-	-	356	5	386	-	-	0	391	-	-	-	-	0	0	1	-	-	1	748
0745 - 0800	-	341	2	-	-	343	2	409	-	-	0	411	-	-	-	-	0	0	0	-	-	0	754
0800 - 0815	-	282	4	-	-	286	0	381	-	-	0	381	-	-	-	-	0	0	0	-	-	0	667
Total	0	1298	10	0	0	1308	8	1579	0	0	0	1587	0	0	0	0	0	0	3	0	0	3	2898
Approach %	0.00	99.24	0.76	0.00	0.00	-	0.50	99.50	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.92	0.63	0.00	0.00	0.92	0.40	0.97	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.38	0.96

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Westbound					Int Total							
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway												
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total				App Total		Left 5.6		Right 5.7			App Total	
0715 - 0730	-	10	0	-	-	10	0	17	-	-	0	17	-	-	-	-	0	0	0	-	-	0	27
0730 - 0745	-	20	0	-	-	20	0	11	-	-	0	11	-	-	-	-	0	0	0	-	-	0	31
0745 - 0800	-	15	0	-	-	15	0	10	-	-	0	10	-	-	-	-	0	0	0	-	-	0	25
0800 - 0815	-	19	0	-	-	19	0	8	-	-	0	8	-	-	-	-	0	0	0	-	-	0	27
Total	0	64	0	0	0	64	0	46	0	0	0	46	0	0	0	0	0	0	0	0	0	0	110
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.80	0.00	0.00	0.00	0.80	0.00	0.68	0.00	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89

Combination Trucks (8-13)

Time	Northbound					Southbound					Westbound					Int Total							
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway												
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total				App Total		Left 5.6		Right 5.7			App Total	
0715 - 0730	-	6	0	-	-	6	0	12	-	-	0	12	-	-	-	-	0	0	0	-	-	0	18
0730 - 0745	-	8	0	-	-	8	0	9	-	-	0	9	-	-	-	-	0	0	0	-	-	0	17
0745 - 0800	-	7	0	-	-	7	0	11	-	-	0	11	-	-	-	-	0	0	0	-	-	0	18
0800 - 0815	-	6	0	-	-	6	0	8	-	-	0	8	-	-	-	-	0	0	0	-	-	0	14
Total	0	27	0	0	0	27	0	40	0	0	0	40	0	0	0	0	0	0	0	0	0	0	67
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.84	0.00	0.00	0.00	0.84	0.00	0.83	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93



[Click here for Map](#)

### Peak Hour Turning Movement Count

Edgewood, FL

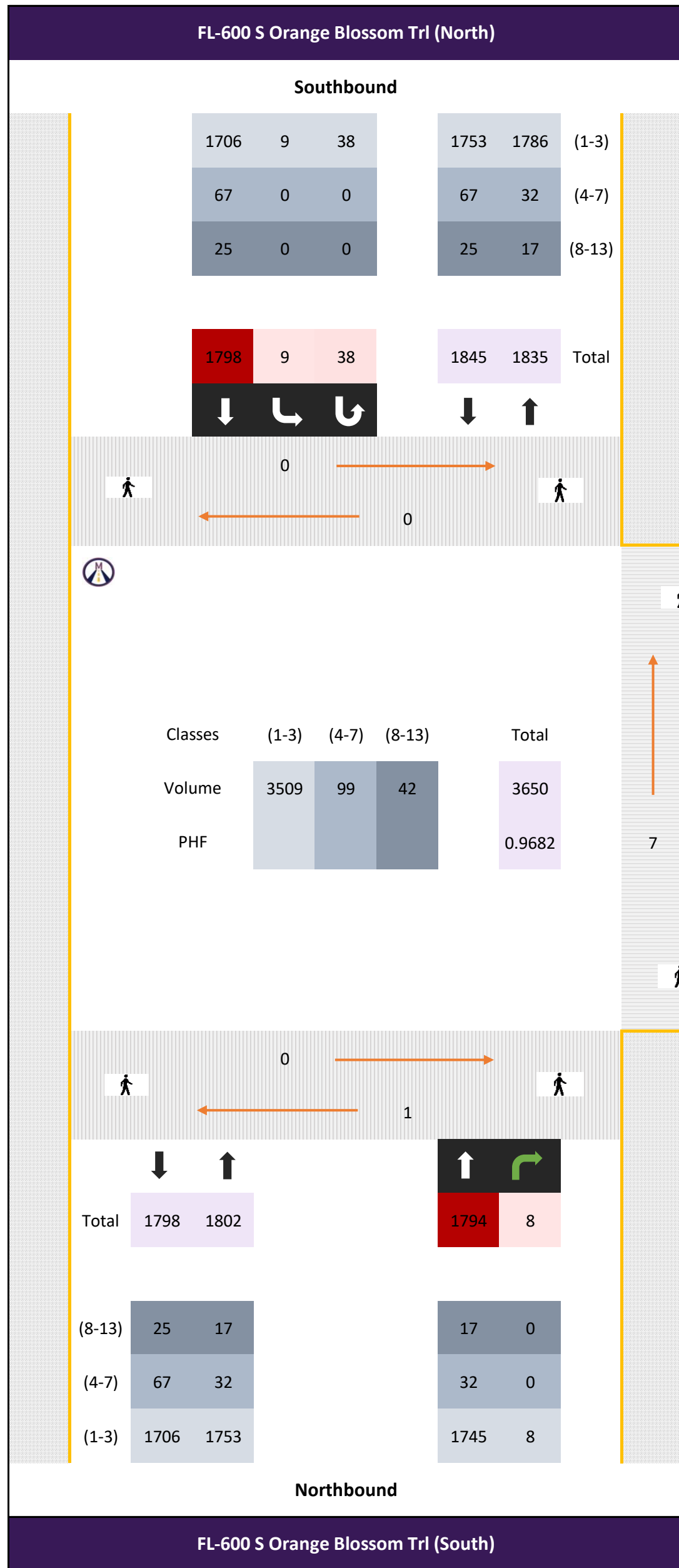


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Tuesday, August 13, 2024	
Period	1600 - 1800
Peak Hour	1630 - 1730

\* the Peak Hour Diagram does not include Bikes



**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway													
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total					App Total	Left 5.6			Right 5.7			App Total	
1630 - 1645	-	426	2	-	-	428	4	457	-	-	11	472	-	-	-	-	0	0	-	1	-	-	1	901
1645 - 1700	-	452	0	-	-	452	0	439	-	-	13	452	-	-	-	-	0	0	-	0	-	-	0	904
1700 - 1715	-	478	2	-	-	480	3	448	-	-	11	462	-	-	-	-	0	0	-	1	-	-	1	943
1715 - 1730	-	440	4	-	-	444	2	454	-	-	3	459	-	-	-	-	0	0	-	1	-	-	1	904
Total	0	1796	8	0	0	1804	9	1798	0	0	38	1845	0	0	0	0	0	0	3	0	0	3	3652	
Approach %	0.00	99.56	0.44	0.00	0.00	-	0.49	97.45	0.00	0.00	2.06	-	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	-	-	
PHF	0.00	0.94	0.50	0.00	0.00	0.94	0.56	0.98	0.00	0.00	0.73	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.97	

Bikes

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway													
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total					App Total	Left 5.6			Right 5.7			App Total	
1630 - 1645	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	-	0	0
1645 - 1700	-	0	0	-	-	0	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	-	0	0
1700 - 1715	-	1	0	-	-	1	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	-	0	1
1715 - 1730	-	1	0	-	-	1	0	0	-	-	0	0	-	-	-	-	0	0	-	0	-	-	0	1
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.50	0.00	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway													
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total					App Total	Left 5.6			Right 5.7			App Total	
1630 - 1645	-	416	2	-	-	418	4	434	-	-	11	449	-	-	-	-	0	0	-	1	-	-	1	868
1645 - 1700	-	436	0	-	-	436	0	410	-	-	13	423	-	-	-	-	0	0	-	0	-	-	0	859
1700 - 1715	-	463	2	-	-	465	3	429	-	-	11	443	-	-	-	-	0	0	-	1	-	-	1	909
1715 - 1730	-	430	4	-	-	434	2	433	-	-	3	438	-	-	-	-	0	0	-	1	-	-	1	873
Total	0	1745	8	0	0	1753	9	1706	0	0	38	1753	0	0	0	0	0	0	3	0	0	3	3509	
Approach %	0.00	99.54	0.46	0.00	0.00	-	0.51	97.32	0.00	0.00	2.17	-	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	-	-	
PHF	0.00	0.94	0.50	0.00	0.00	0.94	0.56	0.98	0.00	0.00	0.73	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.97	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway													
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total					App Total	Left 5.6			Right 5.7			App Total	
1630 - 1645	-	5	0	-	-	5	0	18	-	-	0	18	-	-	-	-	0	0	-	0	-	-	0	23
1645 - 1700	-	10	0	-	-	10	0	20	-	-	0	20	-	-	-	-	0	0	-	0	-	-	0	30
1700 - 1715	-	13	0	-	-	13	0	16	-	-	0	16	-	-	-	-	0	0	-	0	-	-	0	29
1715 - 1730	-	4	0	-	-	4	0	13	-	-	0	13	-	-	-	-	0	0	-	0	-	-	0	17
Total	0	32	0	0	0	32	0	67	0	0	0	67	0	0	0	0	0	0	0	0	0	0	0	99
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.62	0.00	0.00	0.00	0.62	0.00	0.84	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83

Combination Trucks (8-13)

Time	Northbound						Southbound						Westbound						Int Total					
	FL-600 S Orange Blossom Trl (South)					FL-600 S Orange Blossom Trl (North)					Citrus Oaks Apartments Driveway													
	Thru 5.1	Right 5.2			App Total	Left 5.3	Thru 5.4			U-Turn 5.5	App Total					App Total	Left 5.6			Right 5.7			App Total	
1630 - 1645	-	5	0	-	-	5	0	5	-	-	0	5	-	-	-	-	0	0	-	0	-	-	0	10
1645 - 1700	-	6	0	-	-	6	0	9	-	-	0	9	-	-	-	-	0	0	-	0	-	-	0	15
1700 - 1715	-	1	0	-	-	1	0	3	-	-	0	3	-	-	-	-	0	0	-	0	-	-	0	4
1715 - 1730	-	5	0	-	-	5	0	8	-	-	0	8	-	-	-	-	0	0	-	0	-	-	0	13
Total	0	17	0	0	0	17	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	42
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.71	0.00	0.00	0.00	0.71	0.00	0.69	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.70

# Classified Turn Movement Count | All vehicles

Edgewood, FL

**Site 5**  
FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

**Date**  
Tuesday, August 13, 2024

**Weather**  
Fair  
85°F  
[Click here for Detailed Weather](#)

Citrus Oaks Apartments Driveway

**Lat/Long**  
28.490922°, -81.396772°  
[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**  
All vehicles

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn	App Total	Citrus Oaks Apartments Driveway				
	Thru 5.1	Right 5.2			Left 5.3	Thru 5.4				Left 5.6	Right 5.7		App Total	Int Total
0700 - 0715	276	0		276	3	361		0	364	1	0		1	641
0715 - 0730	337	2		339	1	432		0	433	0	2		2	774
0730 - 0745	382	2		384	5	406		0	411	0	1		1	796
0745 - 0800	363	2		365	2	430		0	432	0	0		0	797
Hourly Total	1358	6		1364	11	1629		0	1640	1	3		4	3008
0800 - 0815	307	4		311	0	397		0	397	0	0		0	708
0815 - 0830	282	0		282	2	370		5	377	0	1		1	660
0830 - 0845	315	3		318	0	410		5	415	0	2		2	735
0845 - 0900	287	0		287	0	419		3	422	0	1		1	710
Hourly Total	1191	7		1198	2	1596		13	1611	0	4		4	2813
Grand Total	2549	13		2562	13	3225		13	3251	1	7		8	5821
Approach %	99.49	0.51		-	0.40	99.20		0.40	-	12.50	87.50		-	
Intersection %	43.79	0.22		44.01	0.22	55.40		0.22	55.85	0.02	0.12		0.14	
Heavy Vehicle %	7	0		7	0	5		0	5	0	0		0	6
PHF	0.91	0.63		0.91	0.40	0.96		0.00	0.97	0.00	0.38		0.38	0.96

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**  
All vehicles

TIME	Northbound				Southbound				Westbound					
	FL-600 S Orange Blossom Trl (South)			App Total	FL-600 S Orange Blossom Trl (North)			U-Turn	App Total	Citrus Oaks Apartments Driveway				
	Thru 5.1	Right 5.2			Left 5.3	Thru 5.4				Left 5.6	Right 5.7		App Total	Int Total
1600 - 1615	430	2		432	2	414		2	418	0	0		0	850
1615 - 1630	425	3		428	1	423		1	425	0	0		0	853
1630 - 1645	426	2		428	4	457		11	472	0	1		1	901
1645 - 1700	452	0		452	0	439		13	452	0	0		0	904
Hourly Total	1733	7		1740	7	1733		27	1767	0	1		1	3508
1700 - 1715	478	2		480	3	448		11	462	0	1		1	943
1715 - 1730	440	4		444	2	454		3	459	0	1		1	904
1730 - 1745	417	3		420	3	410		13	426	0	0		0	846
1745 - 1800	386	3		389	0	391		7	398	0	1		1	788
Hourly Total	1721	12		1733	8	1703		34	1745	0	3		3	3481
Grand Total	3454	19		3473	15	3436		61	3512	0	4		4	6989
Approach %	99.45	0.55		-	0.43	97.84		1.74	-	0.00	100.00		-	
Intersection %	49.42	0.27		49.69	0.21	49.16		0.87	50.25	0.00	0.06		0.06	
Heavy Vehicle %	3	0		3	7	5		0	5	-	0		0	4
PHF	0.94	0.50		0.94	0.56	0.98		0.73	0.98	0.00	0.75		0.75	0.97



# Classified Turn Movement Count || Bikes

Edgewood, FL

## Site 5

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Citrus Oaks Apartments Driveway

## Date

Tuesday, August 13, 2024

## Lat/Long

28.490922°, -81.396772°

[Click here for Map](#)

## Weather

Fair  
85°F

[Click here for Detailed Weather](#)

## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound				Southbound				Westbound				
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			App Total	Int Total
	Thru 5.1	Right 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7				
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound				Southbound				Westbound				
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			App Total	Int Total
	Thru 5.1	Right 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7				
1600 - 1615	1	0	1	0	0	0	0	0	0	0	0	0	1
1615 - 1630	2	0	2	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	3	0	3	0	0	0	0	0	0	0	0	0	3
1700 - 1715	1	0	1	0	0	0	0	0	0	0	0	0	1
1715 - 1730	1	0	1	0	0	0	0	0	0	0	0	0	1
1730 - 1745	2	0	2	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	0	4	0	0	0	0	0	0	0	0	0	4
Grand Total	7	0	7	0	0	0	0	0	0	0	0	0	7
Approach %	100.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Intersection %	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# Classified Turn Movement Count || Passenger Vehicles (1-3)

Edgewood, FL

**Site 5**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Citrus Oaks Apartments Driveway

**Date**

Tuesday, August 13, 2024

**Lat/Long**

28.490922°, -81.396772°  
[Click here for Map](#)

**Weather**

Fair  
85°F

[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound			
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			
	Thru 5.1	Right 5.2	App Total		Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7	App Total	Int Total
0700 - 0715	259	0	259		3	348	0	351	1	0	1	611
0715 - 0730	321	2	323		1	403	0	404	0	2	2	729
0730 - 0745	354	2	356		5	386	0	391	0	1	1	748
0745 - 0800	341	2	343		2	409	0	411	0	0	0	754
Hourly Total	1275	6	1281		11	1546	0	1557	1	3	4	2842
0800 - 0815	282	4	286		0	381	0	381	0	0	0	667
0815 - 0830	258	0	258		2	349	5	356	0	1	1	615
0830 - 0845	294	3	297		0	394	5	399	0	2	2	698
0845 - 0900	269	0	269		0	395	3	398	0	1	1	668
Hourly Total	1103	7	1110		2	1519	13	1534	0	4	4	2648
Grand Total	2378	13	2391	13	3065	13	3091		1	7	8	5490
Approach %	99.46	0.54	-	0.42	99.16	0.42	-		12.50	87.50	-	
Intersection %	43.32	0.24	43.55	0.24	55.83	0.24	56.30		0.02	0.13	0.15	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound			
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			
	Thru 5.1	Right 5.2	App Total		Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7	App Total	Int Total
1600 - 1615	415	2	417		1	393	2	396	0	0	0	813
1615 - 1630	407	3	410		1	404	1	406	0	0	0	816
1630 - 1645	416	2	418		4	434	11	449	0	1	1	868
1645 - 1700	436	0	436		0	410	13	423	0	0	0	859
Hourly Total	1674	7	1681		6	1641	27	1674	0	1	1	3356
1700 - 1715	463	2	465		3	429	11	443	0	1	1	909
1715 - 1730	430	4	434		2	433	3	438	0	1	1	873
1730 - 1745	406	3	409		3	394	13	410	0	0	0	819
1745 - 1800	374	3	377		0	380	7	387	0	1	1	765
Hourly Total	1673	12	1685		8	1636	34	1678	0	3	3	3366
Grand Total	3347	19	3366	14	3277	61	3352		0	4	4	6722
Approach %	99.44	0.56	-	0.42	97.76	1.82	-		0.00	100.00	-	
Intersection %	49.79	0.28	50.07	0.21	48.75	0.91	49.87		0.00	0.06	0.06	

# Classified Turn Movement Count || Single Unit Trucks (4-7)

Edgewood, FL

**Site 5**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Citrus Oaks Apartments Driveway

**Date**

Tuesday, August 13, 2024

**Lat/Long**

28.490922°, -81.396772°  
[Click here for Map](#)

**Weather**

Fair  
85°F

[Click here for Detailed Weather](#)

**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound			
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			
	Thru 5.1	Right 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7	App Total	Int Total	
0700 - 0715	10	0	10	0	5	0	5	0	0	0	15	
0715 - 0730	10	0	10	0	17	0	17	0	0	0	27	
0730 - 0745	20	0	20	0	11	0	11	0	0	0	31	
0745 - 0800	15	0	15	0	10	0	10	0	0	0	25	
Hourly Total	55	0	55	0	43	0	43	0	0	0	98	
0800 - 0815	19	0	19	0	8	0	8	0	0	0	27	
0815 - 0830	19	0	19	0	9	0	9	0	0	0	28	
0830 - 0845	13	0	13	0	8	0	8	0	0	0	21	
0845 - 0900	10	0	10	0	14	0	14	0	0	0	24	
Hourly Total	61	0	61	0	39	0	39	0	0	0	100	
Grand Total	116	0	116	0	82	0	82	0	0	0	198	
Approach %	100.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	-	-	
Intersection %	58.59	0.00	58.59	0.00	41.41	0.00	41.41	0.00	0.00	0.00	0.00	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound			
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			
	Thru 5.1	Right 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7	App Total	Int Total	
1600 - 1615	11	0	11	1	16	0	17	0	0	0	28	
1615 - 1630	10	0	10	0	13	0	13	0	0	0	23	
1630 - 1645	5	0	5	0	18	0	18	0	0	0	23	
1645 - 1700	10	0	10	0	20	0	20	0	0	0	30	
Hourly Total	36	0	36	1	67	0	68	0	0	0	104	
1700 - 1715	13	0	13	0	16	0	16	0	0	0	29	
1715 - 1730	4	0	4	0	13	0	13	0	0	0	17	
1730 - 1745	5	0	5	0	14	0	14	0	0	0	19	
1745 - 1800	8	0	8	0	6	0	6	0	0	0	14	
Hourly Total	30	0	30	0	49	0	49	0	0	0	79	
Grand Total	66	0	66	1	116	0	117	0	0	0	183	
Approach %	100.00	0.00	-	0.85	99.15	0.00	-	0.00	0.00	-	-	
Intersection %	36.07	0.00	36.07	0.55	63.39	0.00	63.93	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count || Combination Trucks (8-13)

Edgewood, FL

**Site 5**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Citrus Oaks Apartments Driveway

**Date**

Tuesday, August 13, 2024

**Lat/Long**

28.490922°, -81.396772°  
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**Weather**

Fair  
85°F

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**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound			
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			
	Thru 5.1	Right 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7	App Total	Int Total	
0700 - 0715	7	0	7	0	8	0	8	0	0	0	15	
0715 - 0730	6	0	6	0	12	0	12	0	0	0	18	
0730 - 0745	8	0	8	0	9	0	9	0	0	0	17	
0745 - 0800	7	0	7	0	11	0	11	0	0	0	18	
Hourly Total	28	0	28	0	40	0	40	0	0	0	68	
0800 - 0815	6	0	6	0	8	0	8	0	0	0	14	
0815 - 0830	5	0	5	0	12	0	12	0	0	0	17	
0830 - 0845	8	0	8	0	8	0	8	0	0	0	16	
0845 - 0900	8	0	8	0	10	0	10	0	0	0	18	
Hourly Total	27	0	27	0	38	0	38	0	0	0	65	
Grand Total	55	0	55	0	78	0	78	0	0	0	133	
Approach %	100.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	-	-	
Intersection %	41.35	0.00	41.35	0.00	58.65	0.00	58.65	0.00	0.00	0.00	-	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound			
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			
	Thru 5.1	Right 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7	App Total	Int Total	
1600 - 1615	3	0	3	0	5	0	5	0	0	0	8	
1615 - 1630	6	0	6	0	6	0	6	0	0	0	12	
1630 - 1645	5	0	5	0	5	0	5	0	0	0	10	
1645 - 1700	6	0	6	0	9	0	9	0	0	0	15	
Hourly Total	20	0	20	0	25	0	25	0	0	0	45	
1700 - 1715	1	0	1	0	3	0	3	0	0	0	4	
1715 - 1730	5	0	5	0	8	0	8	0	0	0	13	
1730 - 1745	4	0	4	0	2	0	2	0	0	0	6	
1745 - 1800	4	0	4	0	5	0	5	0	0	0	9	
Hourly Total	14	0	14	0	18	0	18	0	0	0	32	
Grand Total	34	0	34	0	43	0	43	0	0	0	77	
Approach %	100.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	-	-	
Intersection %	44.16	0.00	44.16	0.00	55.84	0.00	55.84	0.00	0.00	0.00	-	

# Classified Turn Movement Count | All Trucks (4-13)

Edgewood, FL

**Site 5**

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Citrus Oaks Apartments Driveway

**Date**

Tuesday, August 13, 2024

**Lat/Long**

28.490922°, -81.396772°  
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**Weather**

Fair  
85°F

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**0700 - 0900 (Weekday 2h Session) (08-13-2024)**

All Trucks (4-13)

TIME	Northbound				Southbound				Westbound			
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			
	Thru 5.1	Right 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7	App Total	Int Total	
0700 - 0715	17	0	17	0	13	0	13	0	0	0	30	
0715 - 0730	16	0	16	0	29	0	29	0	0	0	45	
0730 - 0745	28	0	28	0	20	0	20	0	0	0	48	
0745 - 0800	22	0	22	0	21	0	21	0	0	0	43	
Hourly Total	83	0	83	0	83	0	83	0	0	0	166	
0800 - 0815	25	0	25	0	16	0	16	0	0	0	41	
0815 - 0830	24	0	24	0	21	0	21	0	0	0	45	
0830 - 0845	21	0	21	0	16	0	16	0	0	0	37	
0845 - 0900	18	0	18	0	24	0	24	0	0	0	42	
Hourly Total	88	0	88	0	77	0	77	0	0	0	165	
Grand Total	171	0	171	0	160	0	160	0	0	0	331	
Approach %	100.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	-	-	
Intersection %	51.66	0.00	51.66	0.00	48.34	0.00	48.34	0.00	0.00	0.00	0.00	

**1600 - 1800 (Weekday 2h Session) (08-13-2024)**

All Trucks (4-13)

TIME	Northbound				Southbound				Westbound			
	FL-600 S Orange Blossom Trl (South)				FL-600 S Orange Blossom Trl (North)				Citrus Oaks Apartments Driveway			
	Thru 5.1	Right 5.2	App Total	Left 5.3	Thru 5.4	U-Turn 5.5	App Total	Left 5.6	Right 5.7	App Total	Int Total	
1600 - 1615	14	0	14	1	21	0	22	0	0	0	36	
1615 - 1630	16	0	16	0	19	0	19	0	0	0	35	
1630 - 1645	10	0	10	0	23	0	23	0	0	0	33	
1645 - 1700	16	0	16	0	29	0	29	0	0	0	45	
Hourly Total	56	0	56	1	92	0	93	0	0	0	149	
1700 - 1715	14	0	14	0	19	0	19	0	0	0	33	
1715 - 1730	9	0	9	0	21	0	21	0	0	0	30	
1730 - 1745	9	0	9	0	16	0	16	0	0	0	25	
1745 - 1800	12	0	12	0	11	0	11	0	0	0	23	
Hourly Total	44	0	44	0	67	0	67	0	0	0	111	
Grand Total	100	0	100	1	159	0	160	0	0	0	260	
Approach %	100.00	0.00	-	0.63	99.38	0.00	-	0.00	0.00	-	-	
Intersection %	38.46	0.00	38.46	0.38	61.15	0.00	61.54	0.00	0.00	0.00	0.00	

# Crosswalk Counts | Pedestrians

Edgewood, FL

## Site 5

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Citrus Oaks Apartments Driveway

## Date

Tuesday, August 13, 2024

## Lat/Long

28.490922°, -81.396772°

[Click here for Map](#)

## Weather

Fair  
85°F

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## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Pedestrians

TIME	Northbound			Southbound			App Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	
	EB 5a	WB 5b		EB 5c	WB 5d		
0700 - 0715	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	
0830 - 0845	1	0	1	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	1	0	1	0	0	0	
Grand Total	1	0	1	0	0	0	
Approach %	100.00	0.00	-	0.00	0.00	-	
Intersection %	9.09	0.00	9.09	0.00	0.00	0.00	

Westbound				
Citrus Oaks Apartments Driveway				
NB 5g	SB 5h	App Total	Int Total	
0	0			
0	0	0	0	
0	0	0	0	
1	1	2	2	
1	1	2	2	
2	0	2	2	
0	2	2	2	
1	2	3	4	
1	0	1	1	
4	4	8	9	
5	5	10	11	
50.00	50.00	-		
45.45	45.45	90.91		

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Pedestrians

TIME	Northbound			Southbound			App Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	
	EB 5a	WB 5b		EB 5c	WB 5d		
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	1	0	1	0	0	0	
Hourly Total	1	0	1	0	0	0	
Grand Total	1	0	1	0	0	0	
Approach %	100.00	0.00	-	0.00	0.00	-	
Intersection %	12.50	0.00	12.50	0.00	0.00	0.00	

Westbound				
Citrus Oaks Apartments Driveway				
NB 5g	SB 5h	App Total	Int Total	
0	1			
1	0	1	1	
1	0	1	1	
1	1	2	2	
3	2	5	5	
0	0	0	0	
1	0	1	1	
0	0	0	0	
1	0	1	2	
2	0	2	3	
5	2	7	8	
71.43	28.57	-		
62.50	25.00	87.50		

# Crosswalk Counts || Bikes

Edgewood, FL

## Site 5

FL-600 S Orange Blossom Trl (South)  
FL-600 S Orange Blossom Trl (North)

Citrus Oaks Apartments Driveway

## Date

Tuesday, August 13, 2024

## Lat/Long

28.490922°, -81.396772°

[Click here for Map](#)

## Weather

Fair  
85°F

[Click here for Detailed Weather](#)



## 0700 - 0900 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			App Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	
	EB 5a	WB 5b		EB 5c	WB 5d		
0700 - 0715	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	
0745 - 0800	1	0	1	0	0	0	
Hourly Total	1	0	1	0	0	0	
0800 - 0815	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	1	0	1	0	0	0	
Approach %	100.00	0.00	-	0.00	0.00	-	
Intersection %	16.67	0.00	16.67	0.00	0.00	0.00	

Westbound					
Citrus Oaks Apartments Driveway				App Total	Int Total
NB 5g	SB 5h				
0	1			1	1
0	1			1	1
1	0			1	1
0	1			1	2
1	3			4	5
1	0			1	1
0	0			0	0
0	0			0	0
0	0			0	0
1	0			1	1
2	3			5	6
40.00	60.00			-	
33.33	50.00			83.33	

## 1600 - 1800 (Weekday 2h Session) (08-13-2024)

Bikes

TIME	Northbound			Southbound			App Total
	FL-600 S Orange Blossom Trl (South)		App Total	FL-600 S Orange Blossom Trl (North)		App Total	
	EB 5a	WB 5b		EB 5c	WB 5d		
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	1	1	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	1	1	0	0	0	
1700 - 1715	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	1	1	0	0	0	
Approach %	0.00	100.00	-	0.00	0.00	-	
Intersection %	0.00	8.33	8.33	0.00	0.00	0.00	

Westbound					
Citrus Oaks Apartments Driveway				App Total	Int Total
NB 5g	SB 5h				
0	0			0	0
1	0			1	1
1	0			1	2
0	0			0	0
2	0			2	3
2	3			5	5
1	2			3	3
1	0			1	1
0	0			0	0
4	5			9	9
6	5			11	12
54.55	45.45			-	
50.00	41.67			91.67	





Start Date: 8/13/2024

Time	Eastbound			Westbound			Northbound			Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
<b>15 Minute Totals</b>													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	1	0	0	0	276	0	3	361	0	641
07:15 AM - 07:30 AM	0	0	0	0	0	2	0	337	2	1	432	0	774
07:30 AM - 07:45 AM	0	0	0	0	0	1	0	382	2	5	406	0	796
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	363	2	2	430	0	797
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	307	4	0	397	0	708
08:15 AM - 08:30 AM	0	0	0	0	0	1	0	282	0	2	370	0	655
08:30 AM - 08:45 AM	0	0	0	0	0	2	0	315	3	0	410	0	730
08:45 AM - 09:00 AM	0	0	0	0	0	1	0	287	0	0	419	0	707
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	0	0	0	0	430	2	2	414	0	848
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	425	3	1	423	0	852
04:30 PM - 04:45 PM	0	0	0	0	0	1	0	426	2	4	457	0	890
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	452	0	0	439	0	891
05:00 PM - 05:15 PM	0	0	0	0	0	1	0	478	2	3	448	0	932
05:15 PM - 05:30 PM	0	0	0	0	0	1	0	440	4	2	454	0	901
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	417	3	3	410	0	833
05:45 PM - 06:00 PM	0	0	0	0	0	1	0	386	3	0	391	0	781
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Edgewood, FL



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Tuesday, August 20, 2024	
Period	0700 - 0900
Peak Hour	0800 - 0900

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0800 - 0815	83	272	2	-	0	357	2	190	46	-	0	238	56	9	91	-	0	156	1	1	0	-	0	2	753
0815 - 0830	92	284	3	-	0	379	1	210	33	-	0	244	34	2	107	-	0	143	0	6	0	-	0	6	772
0830 - 0845	97	242	3	-	0	342	1	237	40	-	0	278	43	4	74	-	0	121	0	3	1	-	0	4	745
0845 - 0900	97	247	3	-	0	347	1	199	56	-	0	256	43	2	95	-	0	140	1	4	2	-	0	7	750
Total	369	1045	11	0	0	1425	5	836	175	0	0	1016	176	17	367	0	0	560	2	14	3	0	0	19	3020
Approach %	25.89	73.33	0.77	0.00	0.00	-	0.49	82.28	17.22	0.00	0.00	-	31.43	3.04	65.54	0.00	0.00	-	10.53	73.68	15.79	0.00	0.00	-	-
PHF	0.95	0.92	0.92	0.00	0.00	0.94	0.63	0.88	0.78	0.00	0.00	0.91	0.79	0.47	0.86	0.00	0.00	0.90	0.50	0.58	0.38	0.00	0.00	0.68	0.98

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0815 - 0830	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0830 - 0845	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0845 - 0900	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0800 - 0815	82	252	2	-	0	336	2	180	46	-	0	228	56	9	88	-	0	153	1	1	0	-	0	2	719
0815 - 0830	92	260	3	-	0	355	1	199	33	-	0	233	34	2	104	-	0	140	0	6	0	-	0	6	734
0830 - 0845	94	237	3	-	0	334	1	219	38	-	0	258	42	4	73	-	0	119	0	3	1	-	0	4	715
0845 - 0900	90	227	3	-	0	320	1	188	54	-	0	243	43	2	90	-	0	135	1	4	2	-	0	7	705
Total	358	976	11	0	0	1345	5	786	171	0	0	962	175	17	355	0	0	547	2	14	3	0	0	19	2873
Approach %	26.62	72.57	0.82	0.00	0.00	-	0.52	81.70	17.78	0.00	0.00	-	31.99	3.11	64.90	0.00	0.00	-	10.53	73.68	15.79	0.00	0.00	-	-
PHF	0.95	0.94	0.92	0.00	0.00	0.95	0.63	0.90	0.79	0.00	0.00	0.93	0.78	0.47	0.85	0.00	0.00	0.89	0.50	0.58	0.38	0.00	0.00	0.68	0.98

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0800 - 0815	1	5	0	-	0	6	0	7	0	-	0	7	0	0	1	-	0	1	0	0	0	-	0	0	14
0815 - 0830	0	18	0	-	0	18	0	7	0	-	0	7	0	0	2	-	0	2	0	0	0	-	0	0	27
0830 - 0845	1	2	0	-	0	3	0	10	1	-	0	11	1	0	0	-	0	1	0	0	0	-	0	0	15
0845 - 0900	4	11	0	-	0	15	0	5	2	-	0	7	0	0	2	-	0	2	0	0	0	-	0	0	24
Total	6	36	0	0	0	42	0	29	3	0	0	32	1	0	5	0	0	6	0	0	0	0	0	0	80
Approach %	14.29	85.71	0.00	0.00	0.00	-	0.00	90.63	9.38	0.00	0.00	-	16.67	0.00	83.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.38	0.50	0.00	0.00	0.00	0.58	0.00	0.73	0.38	0.00	0.00	0.73	0.25	0.00	0.63	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.74

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0800 - 0815	0	15	0	-	0	15	0	3	0	-	0	3	0	0	2	-	0	2	0	0	0	-	0	0	20
0815 - 0830	0	6	0	-	0	6	0	4	0	-	0	4	0	0	1	-	0	1	0	0	0	-	0	0	11
0830 - 0845	2	3	0	-	0	5	0	8	1	-	0	9	0	0	1	-	0	1	0	0	0	-	0	0	15
0845 - 0900	3	7	0	-	0	10	0	6	0	-	0	6	0	0	3	-	0	3	0	0	0	-	0	0	19
Total	5	31	0	0	0	36	0	21	1	0	0	22	0	0	7	0	0	7	0	0	0	0	0	0	65
Approach %	13.89	86.11	0.00	0.00	0.00	-	0.00	95.45	4.55	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.42	0.52	0.00	0.00	0.00	0.60	0.00	0.66	0.25	0.00	0.00	0.61	0.00	0.00	0.58	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.81

Peak Hour Turning Movement Count

Edgewood, FL



[Click here for Map](#)

Tuesday, August 20, 2024	
Period	1600 - 1800
Peak Hour	1700 - 1800

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1700 - 1715	93	232	6	-	0	331	3	259	69	-	0	331	48	7	98	-	0	153	0	9	0	-	0	9	824
1715 - 1730	86	229	3	-	0	318	6	284	55	-	0	345	38	3	109	-	0	150	0	6	2	-	0	8	821
1730 - 1745	106	204	5	-	0	315	2	252	57	-	0	311	40	7	110	-	0	157	1	9	1	-	0	11	794
1745 - 1800	101	224	2	-	0	327	5	282	46	-	0	333	42	4	92	-	0	138	0	5	3	-	0	8	806
Total	386	889	16	0	0	1291	16	1077	227	0	0	1320	168	21	409	0	0	598	1	29	6	0	0	36	3245
Approach %	29.90	68.86	1.24	0.00	0.00	-	1.21	81.59	17.20	0.00	0.00	-	28.09	3.51	68.39	0.00	0.00	-	2.78	80.56	16.67	0.00	0.00	-	-
PHF	0.91	0.96	0.67	0.00	0.00	0.98	0.67	0.95	0.82	0.00	0.00	0.96	0.88	0.75	0.93	0.00	0.00	0.95	0.25	0.81	0.50	0.00	0.00	0.82	0.98

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1745 - 1800	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	3	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1700 - 1715	89	227	6	-	0	322	3	251	69	-	0	323	47	7	98	-	0	152	0	9	0	-	0	9	806
1715 - 1730	86	226	3	-	0	315	6	272	55	-	0	333	38	3	107	-	0	148	0	6	2	-	0	8	804
1730 - 1745	106	196	5	-	0	307	2	245	57	-	0	304	39	7	109	-	0	155	1	9	1	-	0	11	777
1745 - 1800	101	217	2	-	0	320	5	270	46	-	0	321	42	4	90	-	0	136	0	5	3	-	0	8	785
Total	382	866	16	0	0	1264	16	1038	227	0	0	1281	166	21	404	0	0	591	1	29	6	0	0	36	3172
Approach %	30.22	68.51	1.27	0.00	0.00	-	1.25	81.03	17.72	0.00	0.00	-	28.09	3.55	68.36	0.00	0.00	-	2.78	80.56	16.67	0.00	0.00	-	-
PHF	0.90	0.95	0.67	0.00	0.00	0.98	0.67	0.95	0.82	0.00	0.00	0.96	0.88	0.75	0.93	0.00	0.00	0.95	0.25	0.81	0.50	0.00	0.00	0.82	0.98

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1700 - 1715	2	4	0	-	0	6	0	3	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	10
1715 - 1730	0	3	0	-	0	3	0	7	0	-	0	7	0	0	2	-	0	2	0	0	0	-	0	0	12
1730 - 1745	0	5	0	-	0	5	0	6	0	-	0	6	1	0	1	-	0	2	0	0	0	-	0	0	13
1745 - 1800	0	2	0	-	0	2	0	5	0	-	0	5	0	0	2	-	0	2	0	0	0	-	0	0	9
Total	2	14	0	0	0	16	0	21	0	0	0	21	2	0	5	0	0	7	0	0	0	0	0	0	44
Approach %	12.50	87.50	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	28.57	0.00	71.43	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.25	0.70	0.00	0.00	0.00	0.67	0.00	0.75	0.00	0.00	0.00	0.75	0.50	0.00	0.63	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00	0.85

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	S Orange Ave (South)						S Orange Ave (North)						Holden Ave						Gatlin Hall Brewing Driveway						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1700 - 1715	2	1	0	-	0	3	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	8
1715 - 1730	0	0	0	-	0	0	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	5
1730 - 1745	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	3
1745 - 1800	0	2	0	-	0	2	0	7	0	-	0	7	0	0	0	-	0	0	0	0	0	-	0	0	9
Total	2	6	0	0	0	8	0	17	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	25
Approach %	25.00	75.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	-
PHF	0.25	0.50	0.00	0.00	0.00	0.67	0.00	0.61	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69

# Classified Turn Movement Count | All vehicles

Edgewood, FL

**Site 1**  
S Orange Ave (South)  
S Orange Ave (North)  
Holden Ave  
Gatlin Hall Brewing Driveway

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
28.494704°, -81.374969°  
[Click here for Map](#)

## 0700 - 0900 (Weekday 2h Session) (08-20-2024)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	95	265	2	0	362	0	210	25	0	235	36	1	97	0	134	0	2	0	0	2	733
0715 - 0730	79	248	2	0	329	0	205	27	0	232	34	3	120	0	157	0	1	1	0	2	720
0730 - 0745	80	200	3	0	283	0	236	41	0	277	51	4	96	0	151	0	3	0	0	3	714
0745 - 0800	92	240	1	0	333	0	173	39	0	212	47	6	112	0	165	0	0	2	0	2	712
Hourly Total	346	953	8	0	1307	0	824	132	0	956	168	14	425	0	607	0	6	3	0	9	2879
0800 - 0815	83	272	2	0	357	2	190	46	0	238	56	9	91	0	156	1	1	0	0	2	753
0815 - 0830	92	284	3	0	379	1	210	33	0	244	34	2	107	0	143	0	6	0	0	6	772
0830 - 0845	97	242	3	0	342	1	237	40	0	278	43	4	74	0	121	0	3	1	0	4	745
0845 - 0900	97	247	3	0	347	1	199	56	0	256	43	2	95	0	140	1	4	2	0	7	750
Hourly Total	369	1045	11	0	1425	5	836	175	0	1016	176	17	367	0	560	2	14	3	0	19	3020
Grand Total	715	1998	19	0	2732	5	1660	307	0	1972	344	31	792	0	1167	2	20	6	0	28	5899
Approach %	26.17	73.13	0.70	0.00	-	0.25	84.18	15.57	0.00	-	29.48	2.66	67.87	0.00	-	7.14	71.43	21.43	0.00	-	
Intersection %	12.12	33.87	0.32	0.00	46.31	0.08	28.14	5.20	0.00	33.43	5.83	0.53	13.43	0.00	19.78	0.03	0.34	0.10	0.00	0.47	
Heavy Vehicle %	2	6	0	-	5	0	6	4	-	6	1	0	2	-	2	0	5	0	-	4	4
PHF	0.95	0.92	0.92	0.00	0.94	0.63	0.88	0.78	0.00	0.91	0.79	0.47	0.86	0.00	0.90	0.50	0.58	0.38	0.00	0.68	0.98

## 1600 - 1800 (Weekday 2h Session) (08-20-2024)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	86	201	3	0	290	3	251	65	0	319	42	7	103	0	152	2	11	3	0	16	777
1615 - 1630	83	257	2	0	342	1	281	46	0	328	30	7	82	0	119	1	5	6	0	12	801
1630 - 1645	115	244	0	0	359	0	236	65	0	301	43	3	101	0	147	1	4	4	0	9	816
1645 - 1700	101	198	1	0	300	0	243	42	0	285	48	4	90	0	142	0	10	1	0	11	738
Hourly Total	385	900	6	0	1291	4	1011	218	0	1233	163	21	376	0	560	4	30	14	0	48	3132
1700 - 1715	93	232	6	0	331	3	259	69	0	331	48	7	98	0	153	0	9	0	0	9	824
1715 - 1730	86	229	3	0	318	6	284	55	0	345	38	3	109	0	150	0	6	2	0	8	821
1730 - 1745	106	204	5	0	315	2	252	57	0	311	40	7	110	0	157	1	9	1	0	11	794
1745 - 1800	101	224	2	0	327	5	282	46	0	333	42	4	92	0	138	0	5	3	0	8	806
Hourly Total	386	889	16	0	1291	16	1077	227	0	1320	168	21	409	0	598	1	29	6	0	36	3245
Grand Total	771	1789	22	0	2582	20	2088	445	0	2553	331	42	785	0	1158	5	59	20	0	84	6377
Approach %	29.86	69.29	0.85	0.00	-	0.78	81.79	17.43	0.00	-	28.58	3.63	67.79	0.00	-	5.95	70.24	23.81	0.00	-	
Intersection %	12.09	28.05	0.34	0.00	40.49	0.31	32.74	6.98	0.00	40.03	5.19	0.66	12.31	0.00	18.16	0.08	0.93	0.31	0.00	1.32	
Heavy Vehicle %	2	2	0	-	2	0	4	0	-	3	1	0	2	-	1	0	2	0	-	1	2
PHF	0.91	0.96	0.67	0.00	0.98	0.67	0.95	0.82	0.00	0.96	0.88	0.75	0.93	0.00	0.95	0.25	0.81	0.50	0.00	0.82	0.98

# Classified Turn Movement Count || Bikes

Edgewood, FL

**Site 1**  
S Orange Ave (South)  
S Orange Ave (North)  
Holden Ave  
Gatlin Hall Brewing Driveway

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
28.494704°, -81.374969°  
[Click here for Map](#)

## 0700 - 0900 (Weekday 2h Session) (08-20-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0715 - 0730	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	2	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	5
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	0	0	4	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	7
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	57.14	0.00	0.00	57.14	0.00	14.29	0.00	0.00	14.29	0.00	0.00	28.57	0.00	28.57	0.00	0.00	0.00	0.00	0.00	

## 1600 - 1800 (Weekday 2h Session) (08-20-2024)

Bikes

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Grand Total	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	66.67	0.00	0.00	66.67	0.00	33.33	0.00	0.00	33.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count || Passenger Vehicles (1-3)

Edgewood, FL

**Site 1**  
 S Orange Ave (South)  
 S Orange Ave (North)  
 Holden Ave  
 Gatlin Hall Brewing Driveway

**Date**  
 Tuesday, August 20, 2024

**Weather**  
 Fair  
 81°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 28.494704°, -81.374969°  
[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-20-2024)**  
 Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	93	243	2	0	338	0	195	24	0	219	34	1	97	0	132	0	2	0	0	2	691
0715 - 0730	76	236	2	0	314	0	190	25	0	215	32	3	116	0	151	0	1	1	0	2	682
0730 - 0745	80	193	3	0	276	0	226	39	0	265	51	4	95	0	150	0	2	0	0	2	693
0745 - 0800	92	233	1	0	326	0	163	37	0	200	47	6	108	0	161	0	0	2	0	2	689
Hourly Total	341	905	8	0	1254	0	774	125	0	899	164	14	416	0	594	0	5	3	0	8	2755
0800 - 0815	82	252	2	0	336	2	180	46	0	228	56	9	88	0	153	1	1	0	0	2	719
0815 - 0830	92	260	3	0	355	1	199	33	0	233	34	2	104	0	140	0	6	0	0	6	734
0830 - 0845	94	237	3	0	334	1	219	38	0	258	42	4	73	0	119	0	3	1	0	4	715
0845 - 0900	90	227	3	0	320	1	188	54	0	243	43	2	90	0	135	1	4	2	0	7	705
Hourly Total	358	976	11	0	1345	5	786	171	0	962	175	17	355	0	547	2	14	3	0	19	2873
Grand Total	699	1881	19	0	2599	5	1560	296	0	1861	339	31	771	0	1141	2	19	6	0	27	5628
Approach %	26.89	72.37	0.73	0.00	-	0.27	83.83	15.91	0.00	-	29.71	2.72	67.57	0.00	-	7.41	70.37	22.22	0.00	-	
Intersection %	12.42	33.42	0.34	0.00	46.18	0.09	27.72	5.26	0.00	33.07	6.02	0.55	13.70	0.00	20.27	0.04	0.34	0.11	0.00	0.48	

**1600 - 1800 (Weekday 2h Session) (08-20-2024)**  
 Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	82	199	3	0	284	3	240	65	0	308	42	7	100	0	149	2	11	3	0	16	757
1615 - 1630	81	252	2	0	335	1	267	46	0	314	29	7	78	0	114	1	5	6	0	12	775
1630 - 1645	113	238	0	0	351	0	225	65	0	290	43	3	100	0	146	1	4	4	0	9	796
1645 - 1700	99	192	1	0	292	0	232	42	0	274	48	4	90	0	142	0	9	1	0	10	718
Hourly Total	375	881	6	0	1262	4	964	218	0	1186	162	21	368	0	551	4	29	14	0	47	3046
1700 - 1715	89	227	6	0	322	3	251	69	0	323	47	7	98	0	152	0	9	0	0	9	806
1715 - 1730	86	226	3	0	315	6	272	55	0	333	38	3	107	0	148	0	6	2	0	8	804
1730 - 1745	106	196	5	0	307	2	245	57	0	304	39	7	109	0	155	1	9	1	0	11	777
1745 - 1800	101	217	2	0	320	5	270	46	0	321	42	4	90	0	136	0	5	3	0	8	785
Hourly Total	382	866	16	0	1264	16	1038	227	0	1281	166	21	404	0	591	1	29	6	0	36	3172
Grand Total	757	1747	22	0	2526	20	2002	445	0	2467	328	42	772	0	1142	5	58	20	0	83	6218
Approach %	29.97	69.16	0.87	0.00	-	0.81	81.15	18.04	0.00	-	28.72	3.68	67.60	0.00	-	6.02	69.88	24.10	0.00	-	
Intersection %	12.17	28.10	0.35	0.00	40.62	0.32	32.20	7.16	0.00	39.68	5.28	0.68	12.42	0.00	18.37	0.08	0.93	0.32	0.00	1.33	



# Classified Turn Movement Count || Single Unit Trucks (4-7)

Edgewood, FL

**Site 1**  
S Orange Ave (South)  
S Orange Ave (North)  
Holden Ave  
Gatlin Hall Brewing Driveway

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
28.494704°, -81.374969°  
[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-20-2024)**  
Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	2	15	0	0	17	0	9	1	0	10	1	0	0	0	1	0	0	0	0	0	
0715 - 0730	0	6	0	0	6	0	6	2	0	8	2	0	2	0	4	0	0	0	0	0	18
0730 - 0745	0	4	0	0	4	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	12
0745 - 0800	0	5	0	0	5	0	7	2	0	9	0	0	4	0	4	0	0	0	0	0	18
Hourly Total	2	30	0	0	32	0	28	7	0	35	3	0	6	0	9	0	0	0	0	0	76
0800 - 0815	1	5	0	0	6	0	7	0	0	7	0	0	1	0	1	0	0	0	0	0	14
0815 - 0830	0	18	0	0	18	0	7	0	0	7	0	0	2	0	2	0	0	0	0	0	27
0830 - 0845	1	2	0	0	3	0	10	1	0	11	1	0	0	0	1	0	0	0	0	0	15
0845 - 0900	4	11	0	0	15	0	5	2	0	7	0	0	2	0	2	0	0	0	0	0	24
Hourly Total	6	36	0	0	42	0	29	3	0	32	1	0	5	0	6	0	0	0	0	0	80
Grand Total	8	66	0	0	74	0	57	10	0	67	4	0	11	0	15	0	0	0	0	0	156
Approach %	10.81	89.19	0.00	0.00	-	0.00	85.07	14.93	0.00	-	26.67	0.00	73.33	0.00	-	0.00	0.00	0.00	0.00	-	-
Intersection %	5.13	42.31	0.00	0.00	47.44	0.00	36.54	6.41	0.00	42.95	2.56	0.00	7.05	0.00	9.62	0.00	0.00	0.00	0.00	0.00	0.00

**1600 - 1800 (Weekday 2h Session) (08-20-2024)**  
Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	3	1	0	0	4	0	7	0	0	7	0	0	3	0	3	0	0	0	0	0	
1615 - 1630	2	3	0	0	5	0	8	0	0	8	1	0	4	0	5	0	0	0	0	0	18
1630 - 1645	2	4	0	0	6	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	15
1645 - 1700	2	3	0	0	5	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	11
Hourly Total	9	11	0	0	20	0	28	0	0	28	1	0	8	0	9	0	1	0	0	1	58
1700 - 1715	2	4	0	0	6	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	10
1715 - 1730	0	3	0	0	3	0	7	0	0	7	0	0	2	0	2	0	0	0	0	0	12
1730 - 1745	0	5	0	0	5	0	6	0	0	6	1	0	1	0	2	0	0	0	0	0	13
1745 - 1800	0	2	0	0	2	0	5	0	0	5	0	0	2	0	2	0	0	0	0	0	9
Hourly Total	2	14	0	0	16	0	21	0	0	21	2	0	5	0	7	0	0	0	0	0	44
Grand Total	11	25	0	0	36	0	49	0	0	49	3	0	13	0	16	0	1	0	0	1	102
Approach %	30.56	69.44	0.00	0.00	-	0.00	100.00	0.00	0.00	-	18.75	0.00	81.25	0.00	-	0.00	100.00	0.00	0.00	-	-
Intersection %	10.78	24.51	0.00	0.00	35.29	0.00	48.04	0.00	0.00	48.04	2.94	0.00	12.75	0.00	15.69	0.00	0.98	0.00	0.00	0.98	0.00

# Classified Turn Movement Count || Combination Trucks (8-13)

Edgewood, FL

**Site 1**  
S Orange Ave (South)  
S Orange Ave (North)  
Holden Ave  
Gatlin Hall Brewing Driveway

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
28.494704°, -81.374969°  
[Click here for Map](#)

**0700 - 0900 (Weekday 2h Session) (08-20-2024)**  
Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	5	0	0	5	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	12
0715 - 0730	3	6	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	17
0730 - 0745	0	3	0	0	3	0	4	0	0	4	0	0	1	0	1	0	1	0	0	1	9
0745 - 0800	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	3	16	0	0	19	0	21	0	0	21	1	0	1	0	2	0	1	0	0	1	43
0800 - 0815	0	15	0	0	15	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	20
0815 - 0830	0	6	0	0	6	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	11
0830 - 0845	2	3	0	0	5	0	8	1	0	9	0	0	1	0	1	0	0	0	0	0	15
0845 - 0900	3	7	0	0	10	0	6	0	0	6	0	0	3	0	3	0	0	0	0	0	19
Hourly Total	5	31	0	0	36	0	21	1	0	22	0	0	7	0	7	0	0	0	0	0	65
Grand Total	8	47	0	0	55	0	42	1	0	43	1	0	8	0	9	0	1	0	0	1	108
Approach %	14.55	85.45	0.00	0.00	-	0.00	97.67	2.33	0.00	-	11.11	0.00	88.89	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	7.41	43.52	0.00	0.00	50.93	0.00	38.89	0.93	0.00	39.81	0.93	0.00	7.41	0.00	8.33	0.00	0.93	0.00	0.00	0.93	

**1600 - 1800 (Weekday 2h Session) (08-20-2024)**  
Combination Trucks (8-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1600 - 1615	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
1615 - 1630	0	2	0	0	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	8
1630 - 1645	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1645 - 1700	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	1	7	0	0	8	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	26
1700 - 1715	2	1	0	0	3	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
1730 - 1745	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	2	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	2	6	0	0	8	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	25
Grand Total	3	13	0	0	16	0	35	0	0	35	0	0	0	0	0	0	0	0	0	0	51
Approach %	18.75	81.25	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	5.88	25.49	0.00	0.00	31.37	0.00	68.63	0.00	0.00	68.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

# Classified Turn Movement Count | All Trucks (4-13)

Edgewood, FL

**Site 1**  
S Orange Ave (South)  
S Orange Ave (North)  
Holden Ave  
Gatlin Hall Brewing Driveway

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
28.494704°, -81.374969°  
[Click here for Map](#)

## 0700 - 0900 (Weekday 2h Session) (08-20-2024)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
0700 - 0715	2	20	0	0	22	0	15	1	0	16	2	0	0	0	2	0	0	0	0	0	40
0715 - 0730	3	12	0	0	15	0	14	2	0	16	2	0	2	0	4	0	0	0	0	0	35
0730 - 0745	0	7	0	0	7	0	10	2	0	12	0	0	1	0	1	0	1	0	0	1	21
0745 - 0800	0	7	0	0	7	0	10	2	0	12	0	0	4	0	4	0	0	0	0	0	23
Hourly Total	5	46	0	0	51	0	49	7	0	56	4	0	7	0	11	0	1	0	0	1	119
0800 - 0815	1	20	0	0	21	0	10	0	0	10	0	0	3	0	3	0	0	0	0	0	34
0815 - 0830	0	24	0	0	24	0	11	0	0	11	0	0	3	0	3	0	0	0	0	0	38
0830 - 0845	3	5	0	0	8	0	18	2	0	20	1	0	1	0	2	0	0	0	0	0	30
0845 - 0900	7	18	0	0	25	0	11	2	0	13	0	0	5	0	5	0	0	0	0	0	43
Hourly Total	11	67	0	0	78	0	50	4	0	54	1	0	12	0	13	0	0	0	0	0	145
Grand Total	16	113	0	0	129	0	99	11	0	110	5	0	19	0	24	0	1	0	0	1	264
Approach %	12.40	87.60	0.00	0.00	-	0.00	90.00	10.00	0.00	-	20.83	0.00	79.17	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	6.06	42.80	0.00	0.00	48.86	0.00	37.50	4.17	0.00	41.67	1.89	0.00	7.20	0.00	9.09	0.00	0.38	0.00	0.00	0.38	

## 1600 - 1800 (Weekday 2h Session) (08-20-2024)

All Trucks (4-13)

TIME	Northbound					Southbound					Eastbound					Westbound					
	S Orange Ave (South)					S Orange Ave (North)					Holden Ave					Gatlin Hall Brewing Driveway					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
1600 - 1615	4	1	0	0	5	0	11	0	0	11	0	0	3	0	3	0	0	0	0	0	19
1615 - 1630	2	5	0	0	7	0	14	0	0	14	1	0	4	0	5	0	0	0	0	0	26
1630 - 1645	2	6	0	0	8	0	11	0	0	11	0	0	1	0	1	0	0	0	0	0	20
1645 - 1700	2	6	0	0	8	0	10	0	0	10	0	0	0	0	0	0	1	0	0	1	19
Hourly Total	10	18	0	0	28	0	46	0	0	46	1	0	8	0	9	0	1	0	0	1	84
1700 - 1715	4	5	0	0	9	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	18
1715 - 1730	0	3	0	0	3	0	12	0	0	12	0	0	2	0	2	0	0	0	0	0	17
1730 - 1745	0	8	0	0	8	0	6	0	0	6	1	0	1	0	2	0	0	0	0	0	16
1745 - 1800	0	4	0	0	4	0	12	0	0	12	0	0	2	0	2	0	0	0	0	0	18
Hourly Total	4	20	0	0	24	0	38	0	0	38	2	0	5	0	7	0	0	0	0	0	69
Grand Total	14	38	0	0	52	0	84	0	0	84	3	0	13	0	16	0	1	0	0	1	153
Approach %	26.92	73.08	0.00	0.00	-	0.00	100.00	0.00	0.00	-	18.75	0.00	81.25	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	9.15	24.84	0.00	0.00	33.99	0.00	54.90	0.00	0.00	54.90	1.96	0.00	8.50	0.00	10.46	0.00	0.65	0.00	0.00	0.65	

# Crosswalk Counts || Pedestrians

Edgewood, FL

**Site 1**  
S Orange Ave (South)  
S Orange Ave (North)  
Holden Ave  
Gatlin Hall Brewing Driveway

**Date**  
Tuesday, August 20, 2024

**Lat/Long**  
28.494704°, -81.374969°  
[Click here for Map](#)

**Weather**  
Fair  
81°F  
[Click here for Detailed Weather](#)



## 0700 - 0900 (Weekday 2h Session) (08-20-2024)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	S Orange Ave (South)		App Total	S Orange Ave (North)		App Total	Holden Ave		App Total	Gatlin Hall Brewing Driveway		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	1	0	1	0	0	0	1	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	1	1	1	1	
0845 - 0900	0	0	0	0	0	0	1	0	1	0	0	0	1	
Hourly Total	0	0	0	0	0	0	2	0	2	0	1	1	3	
Grand Total	0	0	0	0	0	0	2	0	2	0	1	1	3	
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	100.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	66.67	0.00	66.67	0.00	33.33	33.33	-	

## 1600 - 1800 (Weekday 2h Session) (08-20-2024)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	S Orange Ave (South)		App Total	S Orange Ave (North)		App Total	Holden Ave		App Total	Gatlin Hall Brewing Driveway		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	

# Crosswalk Counts || Bikes

Edgewood, FL



**Site 1**  
 S Orange Ave (South)  
 S Orange Ave (North)  
 Holden Ave  
 Gatlin Hall Brewing Driveway

**Date**  
 Tuesday, August 20, 2024

**Weather**  
 Fair  
 81°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
 28.494704°, -81.374969°  
[Click here for Map](#)



## 0700 - 0900 (Weekday 2h Session) (08-20-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	S Orange Ave (South)		App Total	S Orange Ave (North)		App Total	Holden Ave		App Total	Gatlin Hall Brewing Driveway		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0700 - 0715	0	0	0	0	0	0	1	0	1	0	0	0	1	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	2	0	2	0	0	0	2	
Hourly Total	0	0	0	0	0	0	3	0	3	0	0	0	3	
0800 - 0815	0	0	0	0	0	0	1	0	1	0	0	0	1	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	1	0	1	0	0	0	1	
Grand Total	0	0	0	0	0	0	4	0	4	0	0	0	4	
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	-	

## 1600 - 1800 (Weekday 2h Session) (08-20-2024)

Bikes

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	S Orange Ave (South)		App Total	S Orange Ave (North)		App Total	Holden Ave		App Total	Gatlin Hall Brewing Driveway		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	1	0	1	0	0	0	1	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	1	0	1	0	0	0	1	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	1	0	1	0	0	0	1	
Approach %	0.00	0.00	-	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	-	

# Crosswalk Counts || Motorized Vehicles

Edgewood, FL

**Site 1**  
S Orange Ave (South)  
S Orange Ave (North)  
Holden Ave  
Gatlin Hall Brewing Driveway

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F  
[Click here for Detailed Weather](#)

**Lat/Long**  
28.494704°, -81.374969°  
[Click here for Map](#)



**0700 - 0900 (Weekday 2h Session) (08-20-2024)**  
Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	S Orange Ave (South)		App Total	S Orange Ave (North)		App Total	Holden Ave		App Total	Gatlin Hall Brewing Driveway		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

**1600 - 1800 (Weekday 2h Session) (08-20-2024)**  
Motorized Vehicles

TIME	Northbound			Southbound			Eastbound			Westbound			App Total	Int Total
	S Orange Ave (South)		App Total	S Orange Ave (North)		App Total	Holden Ave		App Total	Gatlin Hall Brewing Driveway		App Total		
	EB 1a	WB 1b		EB 1c	WB 1d		NB 1e	SB 1f		NB 1g	SB 1h			
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-		
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		

Start Date: 8/20/2024

Time	Holden Ave Eastbound			Gatlin Hall Brewing Driveway Westbound			S Orange Ave (South) Northbound			S Orange Ave (North) Southbound			Total
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
<b>15 Minute Totals</b>													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	36	1	97	0	2	0	95	265	2	0	210	25	733
07:15 AM - 07:30 AM	34	3	120	0	1	1	79	248	2	0	205	27	720
07:30 AM - 07:45 AM	51	4	96	0	3	0	80	200	3	0	236	41	714
07:45 AM - 08:00 AM	47	6	112	0	0	2	92	240	1	0	173	39	712
08:00 AM - 08:15 AM	56	9	91	1	1	0	83	272	2	2	190	46	753
08:15 AM - 08:30 AM	34	2	107	0	6	0	92	284	3	1	210	33	772
08:30 AM - 08:45 AM	43	4	74	0	3	1	97	242	3	1	237	40	745
08:45 AM - 09:00 AM	43	2	95	1	4	2	97	247	3	1	199	56	750
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	42	7	103	2	11	3	86	201	3	3	251	65	777
04:15 PM - 04:30 PM	30	7	82	1	5	6	83	257	2	1	281	46	801
04:30 PM - 04:45 PM	43	3	101	1	4	4	115	244	0	0	236	65	816
04:45 PM - 05:00 PM	48	4	90	0	10	1	101	198	1	0	243	42	738
05:00 PM - 05:15 PM	48	7	98	0	9	0	93	232	6	3	259	69	824
05:15 PM - 05:30 PM	38	3	109	0	6	2	86	229	3	6	284	55	821
05:30 PM - 05:45 PM	40	7	110	1	9	1	106	204	5	2	252	57	794
05:45 PM - 06:00 PM	42	4	92	0	5	3	101	224	2	5	282	46	806
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count | NB EB 15min



Edgewood, FL

www.marrtraffic.com

Site 1  
Holden Ave,  
east of Patricia Ann Ct

Date  
Tuesday, August 20, 2024

Weather  
Fair  
81°F

Lat/Long  
28.494589°, -81.387448°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (08-20-2024)  
NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
0015 - 0030	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0030 - 0045	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
0045 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	9	47
0100 - 0115	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
0115 - 0130	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
0145 - 0200	0	11	1	0	0	0	0	0	1	0	0	0	0	13	47
0200 - 0215	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
0215 - 0230	0	15	4	0	0	1	0	0	1	0	0	0	0	21	
0230 - 0245	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0245 - 0300	0	14	2	0	0	1	0	0	0	0	0	0	0	17	68
0300 - 0315	0	10	3	0	0	1	0	0	1	0	0	0	0	15	
0315 - 0330	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
0330 - 0345	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
0345 - 0400	0	10	2	0	0	0	0	0	0	0	0	0	0	12	63
0400 - 0415	0	16	3	0	1	0	0	0	0	0	0	0	0	20	
0415 - 0430	0	19	2	1	0	0	0	0	0	0	0	0	0	22	
0430 - 0445	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
0445 - 0500	0	22	4	0	1	0	0	0	0	0	0	0	0	27	89
0500 - 0515	0	29	6	0	1	0	0	0	1	0	0	0	0	37	
0515 - 0530	0	35	8	0	0	0	0	0	1	0	0	0	0	44	
0530 - 0545	1	52	12	0	1	1	0	0	0	0	0	0	0	67	
0545 - 0600	0	45	14	0	0	0	0	0	0	0	0	0	0	59	207
0600 - 0615	0	46	13	1	0	1	0	0	0	0	0	0	0	61	
0615 - 0630	1	51	16	1	1	0	0	0	0	0	0	0	0	70	
0630 - 0645	0	74	16	0	0	2	0	0	1	0	0	0	0	93	
0645 - 0700	0	99	21	0	0	0	0	0	1	0	0	0	0	121	345
0700 - 0715	2	105	19	0	0	0	0	0	1	0	0	0	0	127	
0715 - 0730	1	117	17	1	1	1	0	0	0	0	0	0	0	138	
0730 - 0745	1	142	20	1	2	0	0	0	1	0	0	0	0	167	
0745 - 0800	0	145	15	1	2	0	0	0	0	0	0	0	0	163	595
0800 - 0815	1	134	19	0	1	0	0	0	2	0	0	0	0	157	
0815 - 0830	1	122	26	0	1	1	0	0	1	0	0	0	0	152	
0830 - 0845	0	111	19	0	1	0	0	0	1	0	0	0	0	132	
0845 - 0900	1	126	26	1	2	0	0	2	1	0	0	0	0	159	600
0900 - 0915	0	95	10	0	4	1	0	0	0	0	0	0	0	110	
0915 - 0930	0	100	18	0	2	2	0	0	1	0	0	0	0	123	
0930 - 0945	3	105	26	1	2	0	1	0	1	0	0	0	0	139	
0945 - 1000	0	120	15	0	3	0	0	0	1	0	0	0	0	139	511
1000 - 1015	0	114	21	0	3	1	0	1	0	0	0	0	0	140	
1015 - 1030	1	95	25	0	0	2	0	0	0	0	0	0	0	123	
1030 - 1045	1	97	26	0	0	0	0	0	0	0	0	0	0	124	
1045 - 1100	0	106	23	0	0	1	0	1	2	0	0	0	0	133	520
1100 - 1115	1	101	24	0	4	1	0	0	2	1	0	0	0	134	
1115 - 1130	0	114	22	0	2	0	0	1	0	0	0	0	0	139	
1130 - 1145	0	101	24	0	2	1	0	0	1	0	0	0	0	129	
1145 - 1200	0	92	25	0	3	0	0	2	1	0	0	0	0	123	525
1200 - 1215	1	109	20	0	5	0	0	0	1	0	0	0	0	136	
1215 - 1230	0	121	24	0	2	1	0	1	2	0	0	0	0	151	
1230 - 1245	0	99	19	0	3	0	0	0	0	0	0	0	0	121	
1245 - 1300	0	125	27	0	1	0	0	0	0	0	0	0	0	153	561
1300 - 1315	0	103	19	0	4	1	0	0	1	0	0	0	0	128	
1315 - 1330	0	102	18	0	1	0	0	1	1	0	0	0	0	123	
1330 - 1345	1	100	18	0	3	0	0	1	1	0	0	0	0	124	
1345 - 1400	1	111	29	0	4	3	0	0	1	0	0	0	0	149	524
1400 - 1415	0	107	15	0	1	0	0	1	0	0	0	0	0	124	
1415 - 1430	0	118	24	0	1	0	0	0	1	0	0	0	0	144	
1430 - 1445	1	134	19	0	0	1	0	0	0	0	0	0	0	155	
1445 - 1500	0	127	25	0	3	0	0	1	0	0	0	0	0	156	579
1500 - 1515	0	114	21	1	1	0	0	2	0	0	0	0	0	139	
1515 - 1530	0	134	27	1	0	1	0	0	0	0	0	0	0	163	
1530 - 1545	1	111	28	1	0	0	0	1	0	0	0	0	0	142	
1545 - 1600	0	128	37	2	0	0	0	0	1	0	0	0	0	168	612
1600 - 1615	0	120	25	1	2	0	0	0	0	0	0	0	0	148	
1615 - 1630	1	119	32	0	3	2	0	0	0	0	0	0	0	157	
1630 - 1645	0	151	13	0	1	0	0	0	0	0	0	0	0	165	
1645 - 1700	1	122	11	0	1	0	0	0	0	0	0	0	0	135	605
1700 - 1715	0	150	20	1	2	0	0	0	0	0	0	0	0	173	
1715 - 1730	0	155	18	0	2	0	0	0	0	0	0	0	0	175	
1730 - 1745	0	137	18	0	2	0	0	0	0	0	0	0	0	157	
1745 - 1800	1	171	21	0	1	1	0	0	0	0	0	0	0	195	700
1800 - 1815	0	121	11	0	1	0	0	0	0	0	0	0	0	133	
1815 - 1830	1	132	13	0	1	0	0	0	0	0	0	0	0	147	
1830 - 1845	0	135	19	0	0	0	0	0	0	0	0	0	0	154	
1845 - 1900	1	121	17	0	1	0	0	0	0	0	0	0	0	140	574
1900 - 1915	0	110	16	0	2	0	0	2	0	0	0	0	0	130	
1915 - 1930	0	102	12	0	2	0	0	0	0	0	0	0	0	116	
1930 - 1945	0	76	11	0	2	0	0	0	0	0	0	0	0	89	
1945 - 2000	0	89	10	0	0	1	0	0	0	0	0	0	0	100	435
2000 - 2015	0	62	14	0	0	0	0	0	0	0	0	0	0	76	
2015 - 2030	0	77	8	0	0	0	0	0	0	0	0	0	0	85	
2030 - 2045	0	61	18	0	3	1	0	3	0	0	0	0	0	86	
2045 - 2100	0	63	13	0	0	0	0	0	0	0	0	0	0	76	323
2100 - 2115	0	34	20	0	0	0	0	0	0	0	0	0	0	54	
2115 - 2130	0	37	14	0	1	1	0	0	0	0	0	1	0	54	
2130 - 2145	0	27	10	0	2	0	0	0	0	0	0	0	0	39	
2145 - 2200	0	38	9	0	1	0	0	0	0	0	0	0	0	48	195
2200 - 2215	0	52	12	0	0	1	0	0	1	0	0	0	0	66	
2215 - 2230	0	34	14	0	0	0	0	0	0	0	0	0	0	48	
2230 - 2245	0	33	5	0	0	1	0	0	0	0	0	0	0	39	
2245 - 2300	0	30	11	0	0	0	0	0	0	0	0	0	0	41	194
2300 - 2315	0	23	8	0	0	0	0	1	0	0	0	0	0	32	
2315 - 2330	0	22	7	0	0	0	0	0	0	0	0	0	0	29	
2330 - 2345	0	12	7	0	0	0	0	0	0	0	0	0	0	19	
2345 - 0000	0	11	4	0	1	0	0	0	0	0	0	0	0	16	96

Session Total	25	7401	1384	15	100	33	1	21	33	1	0	1	0	9015
Session Average	0.26	77.09	14.42	0.16	1.04	0.34	0.01	0.22	0.34	0.01	0.00	0.01	0.00	93.91
Session Percentage	0.28	82.10	15.35	0.17	1.11	0.37	0.01	0.23	0.37	0.01	0.00	0.01	0.00	

AM Peak Hour	0645 - 0745	0730 - 0830	0800 - 0900	0700 - 0800	0900 - 1000	0545 - 0645	0845 - 0945	0800 - 0900	0800 - 0900	-	-	-	-	0730 - 0830
AM Peak Volume	4	543	90	3	11	3	1	2	5	0				



Bi-Directional Class Count | SB WB 15min



Edgewood, FL

www.marrtraffic.com

Site 1  
Holden Ave,  
east of Patricia Ann Ct

Date  
Tuesday, August 20, 2024

Weather  
Fair  
81°F

Lat/Long  
28.494589°, -81.387448°

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0000 - 2400 (Weekday 24h Session) (08-20-2024)  
SB WB 15min

Time	Westbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	1	17	1	0	1	0	0	0	0	0	0	0	0	20	
0015 - 0030	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
0030 - 0045	0	16	1	0	1	0	0	0	0	0	0	0	0	18	
0045 - 0100	0	12	1	0	0	0	0	0	0	0	0	0	0	13	75
0100 - 0115	0	7	1	0	0	0	0	0	1	0	0	0	0	9	
0115 - 0130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
0130 - 0145	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
0145 - 0200	0	15	2	0	3	0	0	1	2	0	0	0	0	23	64
0200 - 0215	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0215 - 0230	0	15	3	0	1	0	0	0	0	0	0	0	0	19	
0230 - 0245	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
0245 - 0300	0	18	6	0	1	0	0	0	1	0	0	0	0	26	81
0300 - 0315	0	16	2	0	1	0	0	0	1	0	0	0	0	20	
0315 - 0330	0	6	0	0	0	0	0	0	2	0	0	0	0	8	
0330 - 0345	0	13	2	0	0	0	0	0	1	0	0	0	0	16	
0345 - 0400	0	10	1	0	0	0	0	0	1	0	0	0	0	12	56
0400 - 0415	0	10	1	0	0	0	0	0	1	0	0	0	0	12	
0415 - 0430	0	26	5	0	1	0	0	0	0	0	0	0	0	32	
0430 - 0445	0	15	3	0	0	0	0	0	1	0	0	0	0	19	
0445 - 0500	0	24	4	0	0	0	0	0	0	0	0	0	0	28	91
0500 - 0515	0	26	5	0	1	0	0	0	1	0	0	0	0	33	
0515 - 0530	0	51	10	0	0	0	0	0	1	0	0	0	0	62	
0530 - 0545	0	61	9	0	0	0	0	0	0	0	0	0	0	70	
0545 - 0600	0	49	12	0	1	0	0	0	0	0	0	0	0	62	227
0600 - 0615	0	51	9	0	0	0	0	0	1	0	0	0	0	61	
0615 - 0630	0	59	14	1	1	2	0	0	1	0	0	0	0	78	
0630 - 0645	1	79	22	0	0	0	0	0	1	0	0	0	0	103	
0645 - 0700	0	87	23	0	0	0	0	0	3	0	0	0	0	113	355
0700 - 0715	0	114	13	0	4	0	0	0	0	0	0	0	0	131	
0715 - 0730	1	117	27	0	0	0	0	1	2	0	0	0	0	148	
0730 - 0745	0	137	15	1	1	2	0	0	0	0	0	0	0	156	
0745 - 0800	0	111	23	1	2	0	0	0	1	0	0	0	0	138	573
0800 - 0815	0	131	18	0	1	0	0	0	0	0	0	0	0	150	
0815 - 0830	0	114	13	0	1	0	0	0	0	0	0	0	0	128	
0830 - 0845	0	138	28	1	1	0	0	0	3	0	0	0	0	171	
0845 - 0900	0	131	34	2	4	0	0	0	3	0	0	0	0	174	623
0900 - 0915	0	121	35	1	3	0	0	1	0	0	0	0	0	161	
0915 - 0930	0	91	33	0	2	0	0	0	2	0	0	0	0	128	
0930 - 0945	0	107	32	0	5	2	0	0	0	0	0	0	0	146	
0945 - 1000	0	122	36	0	4	0	0	0	1	0	0	0	0	163	598
1000 - 1015	1	103	25	0	3	1	0	1	1	0	0	0	0	135	
1015 - 1030	0	105	29	0	2	0	0	0	1	0	0	0	0	137	
1030 - 1045	0	92	32	1	2	3	0	0	1	0	0	0	0	131	
1045 - 1100	0	103	21	0	4	1	0	0	1	0	0	0	0	130	533
1100 - 1115	0	146	31	0	3	0	0	0	2	0	0	0	0	182	
1115 - 1130	0	132	31	0	1	0	0	0	1	0	0	0	0	165	
1130 - 1145	0	127	30	0	3	2	0	0	1	0	0	0	0	163	
1145 - 1200	0	131	34	0	6	1	0	0	1	0	0	0	0	173	683
1200 - 1215	0	144	30	0	4	0	0	0	0	0	0	0	0	178	
1215 - 1230	0	113	22	0	3	0	0	0	1	0	0	0	0	139	
1230 - 1245	0	111	33	0	3	0	0	1	3	0	0	0	0	151	
1245 - 1300	0	146	29	0	2	0	0	0	0	0	0	0	0	177	645
1300 - 1315	0	140	33	0	0	2	1	0	1	0	0	0	0	177	
1315 - 1330	0	125	40	0	6	0	0	0	2	0	0	0	0	171	
1330 - 1345	0	114	22	1	1	0	0	0	0	0	0	0	0	138	
1345 - 1400	0	113	34	0	3	0	0	0	1	0	0	0	0	151	637
1400 - 1415	0	99	30	0	0	0	0	0	0	0	0	0	0	129	
1415 - 1430	0	116	29	0	4	0	0	0	0	0	0	0	0	149	
1430 - 1445	0	132	26	0	4	1	0	0	2	0	0	0	0	165	
1445 - 1500	0	123	34	1	1	0	0	0	0	0	0	0	0	159	602
1500 - 1515	0	125	31	1	1	0	0	0	0	0	0	0	0	158	
1515 - 1530	0	137	28	0	1	0	0	0	0	0	0	0	0	166	
1530 - 1545	0	139	34	0	1	0	0	0	1	0	0	0	0	175	
1545 - 1600	0	127	31	1	1	0	0	0	0	0	0	0	0	160	659
1600 - 1615	1	146	25	2	1	0	0	0	1	0	0	0	0	176	
1615 - 1630	1	125	14	1	1	0	0	0	2	0	0	0	0	142	
1630 - 1645	0	180	26	0	3	0	0	0	0	0	0	0	0	209	
1645 - 1700	0	157	20	0	2	1	0	0	0	0	0	0	0	180	707
1700 - 1715	2	154	27	1	1	0	0	1	1	0	0	0	0	187	
1715 - 1730	2	136	21	0	0	0	0	0	0	0	0	0	0	159	
1730 - 1745	0	160	19	0	0	0	0	0	0	0	0	0	0	179	
1745 - 1800	0	123	12	0	0	0	0	0	0	0	0	0	0	135	660
1800 - 1815	0	141	25	0	0	0	0	0	0	0	0	0	0	166	
1815 - 1830	0	138	17	0	3	0	0	0	0	0	0	0	0	158	
1830 - 1845	0	113	18	0	1	0	0	2	0	0	0	0	0	134	
1845 - 1900	0	132	5	0	1	0	0	1	0	0	0	0	0	139	597
1900 - 1915	0	125	10	0	0	0	0	0	0	0	0	0	0	135	
1915 - 1930	0	121	10	0	1	0	0	1	1	0	0	0	0	134	
1930 - 1945	2	132	10	0	2	0	0	1	0	0	0	0	0	147	
1945 - 2000	1	111	17	0	0	0	0	0	0	0	0	0	0	129	545
2000 - 2015	0	120	11	0	1	0	0	0	0	0	0	0	0	132	
2015 - 2030	0	80	8	1	2	0	0	0	0	0	0	0	0	91	
2030 - 2045	1	68	9	0	1	0	0	0	0	0	0	0	0	79	
2045 - 2100	2	74	8	0	1	0	0	0	0	0	0	0	0	85	387
2100 - 2115	1	52	2	0	0	0	0	0	0	0	0	0	0	55	
2115 - 2130	0	62	5	0	0	0	0	0	0	0	0	0	0	67	
2130 - 2145	0	48	1	0	1	0	0	0	0	0	0	0	0	50	
2145 - 2200	0	49	8	0	0	0	0	0	0	0	0	0	0	57	229
2200 - 2215	0	34	7	0	1	0	0	0	1	0	0	0	0	43	
2215 - 2230	0	41	3	0	0	0	0	0	0	0	0	0	0	44	
2230 - 2245	0	37	3	0	0	0	0	0	0	0	0	0	0	40	
2245 - 2300	0	36	3	0	1	0	0	0	1	0	0	0	0	41	168
2300 - 2315	0	37	3	0	0	0	0	0	0	0	0	0	0	40	
2315 - 2330	0	32	4	0	0	0	0	0	0	0	0	0	0	36	
2330 - 2345	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
2345 - 0000	1	22	1	0	0	0	0	0	0	0	0	0	0	24	124

Session Total	18	8149	1528	17	123	18	1	11	54	0	0	0	0	9919
Session Average	0.19	84.89	15.92	0.18	1.28	0.19	0.01	0.11	0.56	0.00	0.00	0.00	0.00	103.32
Session Percentage	0.18	82.16	15.40	0.17	1.24	0.18	0.01	0.11	0.54	0.00	0.00	0.00	0.00	

AM Peak Hour	0630 - 0730	0800 - 0900	0900 - 1000	0815 - 0915	0845 - 0945	0945 - 1045	-	0630 - 0730	0830 - 0930	-	-	-	-	0815 - 0915
AM Peak Volume	2	514	136	4	14	4	0	1	8	0	0	0	0	634

Noon Peak Hour	1000 - 1100	110
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Bi-Directional Class Count || Bi-Directional 15min

Edgewood, FL



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Site 1  
Holden Ave,  
east of Patricia Ann Ct

Date  
Tuesday, August 20, 2024

Weather  
Fair  
81°F

Lat/Long  
28.494589°, -81.387448°

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0000 - 2400 (Weekday 24h Session) (08-20-2024)

Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000 - 0015	1	28	2	0	1	0	0	0	0	0	0	0	0	32	
0015 - 0030	0	29	4	0	0	0	0	0	0	0	0	0	0	33	
0030 - 0045	0	31	3	0	1	0	0	0	0	0	0	0	0	35	
0045 - 0100	0	20	2	0	0	0	0	0	0	0	0	0	0	22	122
0100 - 0115	0	20	3	0	0	0	0	0	1	0	0	0	0	24	
0115 - 0130	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
0130 - 0145	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
0145 - 0200	0	26	3	0	3	0	0	1	3	0	0	0	0	36	111
0200 - 0215	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
0215 - 0230	0	30	7	0	1	1	0	0	1	0	0	0	0	40	
0230 - 0245	0	32	7	0	0	0	0	0	0	0	0	0	0	39	
0245 - 0300	0	32	8	0	1	1	0	0	1	0	0	0	0	43	149
0300 - 0315	0	26	5	0	1	1	0	0	2	0	0	0	0	35	
0315 - 0330	0	16	2	0	0	0	0	0	2	0	0	0	0	20	
0330 - 0345	0	33	6	0	0	0	0	0	1	0	0	0	0	40	
0345 - 0400	0	20	3	0	0	0	0	0	1	0	0	0	0	24	119
0400 - 0415	0	26	4	0	1	0	0	0	1	0	0	0	0	32	
0415 - 0430	0	45	7	1	1	0	0	0	0	0	0	0	0	54	
0430 - 0445	0	31	7	0	0	0	0	0	1	0	0	0	0	39	
0445 - 0500	0	46	8	0	1	0	0	0	0	0	0	0	0	55	180
0500 - 0515	0	55	11	0	2	0	0	0	2	0	0	0	0	70	
0515 - 0530	0	86	18	0	0	0	0	0	2	0	0	0	0	106	
0530 - 0545	1	113	21	0	1	1	0	0	0	0	0	0	0	137	
0545 - 0600	0	94	26	0	1	0	0	0	0	0	0	0	0	121	434
0600 - 0615	0	97	22	1	0	1	0	0	1	0	0	0	0	122	
0615 - 0630	1	110	30	2	2	2	0	0	1	0	0	0	0	148	
0630 - 0645	1	153	38	0	0	2	0	0	2	0	0	0	0	196	
0645 - 0700	0	186	44	0	0	0	0	0	4	0	0	0	0	234	700
0700 - 0715	2	219	32	0	4	0	0	0	1	0	0	0	0	258	
0715 - 0730	2	234	44	1	1	1	0	1	2	0	0	0	0	286	
0730 - 0745	1	279	35	2	3	2	0	0	1	0	0	0	0	323	
0745 - 0800	0	256	38	2	4	0	0	0	1	0	0	0	0	301	1168
0800 - 0815	1	265	37	0	2	0	0	0	2	0	0	0	0	307	
0815 - 0830	1	236	39	0	2	1	0	0	1	0	0	0	0	280	
0830 - 0845	0	249	47	1	2	0	0	0	4	0	0	0	0	303	
0845 - 0900	1	257	60	3	6	0	0	2	4	0	0	0	0	333	1223
0900 - 0915	0	216	45	1	7	1	0	1	0	0	0	0	0	271	
0915 - 0930	0	191	51	0	4	2	0	0	3	0	0	0	0	251	
0930 - 0945	3	212	58	1	7	2	1	0	1	0	0	0	0	285	
0945 - 1000	0	242	51	0	7	0	0	0	2	0	0	0	0	302	1109
1000 - 1015	1	217	46	0	6	2	0	2	1	0	0	0	0	275	
1015 - 1030	1	200	54	0	2	2	0	0	1	0	0	0	0	260	
1030 - 1045	1	189	58	1	2	3	0	0	1	0	0	0	0	255	
1045 - 1100	0	209	44	0	4	2	0	1	3	0	0	0	0	263	1053
1100 - 1115	1	247	55	0	7	1	0	0	4	1	0	0	0	316	
1115 - 1130	0	246	53	0	3	0	0	1	1	0	0	0	0	304	
1130 - 1145	0	228	54	0	5	3	0	0	2	0	0	0	0	292	
1145 - 1200	0	223	59	0	9	1	0	2	2	0	0	0	0	296	1208
1200 - 1215	1	253	50	0	9	0	0	0	1	0	0	0	0	314	
1215 - 1230	0	234	46	0	5	1	0	1	3	0	0	0	0	290	
1230 - 1245	0	210	52	0	6	0	0	1	3	0	0	0	0	272	
1245 - 1300	0	271	56	0	3	0	0	0	0	0	0	0	0	330	1206
1300 - 1315	0	243	52	0	4	3	1	0	2	0	0	0	0	305	
1315 - 1330	0	227	58	0	7	0	0	1	1	0	0	0	0	294	
1330 - 1345	1	214	40	1	4	0	0	1	1	0	0	0	0	262	
1345 - 1400	1	224	63	0	7	3	0	0	2	0	0	0	0	300	1161
1400 - 1415	0	206	45	0	1	0	0	1	0	0	0	0	0	253	
1415 - 1430	0	234	53	0	5	0	0	0	1	0	0	0	0	293	
1430 - 1445	1	266	45	0	4	2	0	0	2	0	0	0	0	320	
1445 - 1500	0	250	59	1	4	0	0	1	0	0	0	0	0	315	1181
1500 - 1515	0	239	52	2	2	0	0	2	0	0	0	0	0	297	
1515 - 1530	0	271	55	1	1	1	0	0	0	0	0	0	0	329	
1530 - 1545	1	250	62	1	1	0	0	1	1	0	0	0	0	317	
1545 - 1600	0	255	68	3	1	0	0	0	1	0	0	0	0	328	1271
1600 - 1615	1	266	50	3	3	0	0	0	1	0	0	0	0	324	
1615 - 1630	2	244	46	1	4	2	0	0	0	0	0	0	0	299	
1630 - 1645	0	331	39	0	4	0	0	0	0	0	0	0	0	374	
1645 - 1700	1	279	31	0	3	1	0	0	0	0	0	0	0	315	1312
1700 - 1715	2	304	47	2	3	0	0	1	1	0	0	0	0	360	
1715 - 1730	2	291	39	0	2	0	0	0	0	0	0	0	0	334	
1730 - 1745	0	297	37	0	2	0	0	0	0	0	0	0	0	336	
1745 - 1800	1	294	33	0	1	1	0	0	0	0	0	0	0	330	1360
1800 - 1815	0	262	36	0	1	0	0	0	0	0	0	0	0	299	
1815 - 1830	1	270	30	0	4	0	0	0	0	0	0	0	0	305	
1830 - 1845	0	248	37	0	1	0	0	2	0	0	0	0	0	288	
1845 - 1900	1	253	22	0	2	0	0	1	0	0	0	0	0	279	1171
1900 - 1915	0	235	26	0	2	0	0	2	0	0	0	0	0	265	
1915 - 1930	0	223	22	0	3	0	0	1	1	0	0	0	0	250	
1930 - 1945	2	208	21	0	4	0	0	1	0	0	0	0	0	236	
1945 - 2000	1	200	27	0	0	1	0	0	0	0	0	0	0	229	980
2000 - 2015	0	182	25	0	1	0	0	0	0	0	0	0	0	208	
2015 - 2030	0	157	16	1	2	0	0	0	0	0	0	0	0	176	
2030 - 2045	1	129	27	0	4	1	0	3	0	0	0	0	0	165	
2045 - 2100	2	137	21	0	1	0	0	0	0	0	0	0	0	161	710
2100 - 2115	1	86	22	0	0	0	0	0	0	0	0	0	0	109	
2115 - 2130	0	99	19	0	1	1	0	0	0	0	0	1	0	121	
2130 - 2145	0	75	11	0	3	0	0	0	0	0	0	0	0	89	
2145 - 2200	0	87	17	0	1	0	0	0	0	0	0	0	0	105	424
2200 - 2215	0	86	19	0	1	1	0	0	2	0	0	0	0	109	
2215 - 2230	0	75	17	0	0	0	0	0	0	0	0	0	0	92	
2230 - 2245	0	70	8	0	0	1	0	0	0	0	0	0	0	79	
2245 - 2300	0	66	14	0	1	0	0	0	1	0	0	0	0	82	362
2300 - 2315	0	60	11	0	0	0	0	1	0	0	0	0	0	72	
2315 - 2330	0	54	11	0	0	0	0	0	0	0	0	0	0	65	
2330 - 2345	0	35	8	0	0	0	0	0	0	0	0	0	0	43	
2345 - 0000	1	33	5	0	1	0	0	0	0	0	0	0	0	40	220

Session Total	43	15550	2912	32	223	51	2	32	87	1	0	1	0	18934
Session Average	0.45	161.98	30.33	0.33	2.32	0.53	0.02	0.33	0.91	0.01	0.00	0.01	0.00	197.23
Session Percentage	0.23	82.13	15.38	0.17	1.18	0.27	0.01	0.17	0.46	0.01	0.00	0.01	0.00	

AM Peak Hour	0630 - 0730	0730 - 0830	0845 - 0945	0700 - 0800	0900 - 1000	0945 - 1045	0845 - 0945	0815 - 0915	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	5	1036	214											

# Bi-Directional Class Count || Volume Summary 15min

Edgewood, FL



**Site 1**  
Holden Ave,  
east of Patricia Ann Ct

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F

**Lat/Long**  
28.494589°, -81.387448°

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## 0000 - 2400 (Weekday 24h Session) (08-20-2024)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	EB	WB		
0000 - 0015	12	20	32	
0015 - 0030	9	24	33	
0030 - 0045	17	18	35	
0045 - 0100	9	13	22	122
0100 - 0115	15	9	24	
0115 - 0130	8	18	26	
0130 - 0145	11	14	25	
0145 - 0200	13	23	36	111
0200 - 0215	17	10	27	
0215 - 0230	21	19	40	
0230 - 0245	13	26	39	
0245 - 0300	17	26	43	149
0300 - 0315	15	20	35	
0315 - 0330	12	8	20	
0330 - 0345	24	16	40	
0345 - 0400	12	12	24	119
0400 - 0415	20	12	32	
0415 - 0430	22	32	54	
0430 - 0445	20	19	39	
0445 - 0500	27	28	55	180
0500 - 0515	37	33	70	
0515 - 0530	44	62	106	
0530 - 0545	67	70	137	
0545 - 0600	59	62	121	434
0600 - 0615	61	61	122	
0615 - 0630	70	78	148	
0630 - 0645	93	103	196	
0645 - 0700	121	113	234	700
0700 - 0715	127	131	258	
0715 - 0730	138	148	286	
0730 - 0745	167	156	323	
0745 - 0800	163	138	301	1168
0800 - 0815	157	150	307	
0815 - 0830	152	128	280	
0830 - 0845	132	171	303	
0845 - 0900	159	174	333	1223
0900 - 0915	110	161	271	
0915 - 0930	123	128	251	
0930 - 0945	139	146	285	
0945 - 1000	139	163	302	1109
1000 - 1015	140	135	275	
1015 - 1030	123	137	260	
1030 - 1045	124	131	255	
1045 - 1100	133	130	263	1053
1100 - 1115	134	182	316	
1115 - 1130	139	165	304	
1130 - 1145	129	163	292	
1145 - 1200	123	173	296	1208

Time	Volume Summary 15min		15min Total	60min Total
	EB	WB		
1200 - 1215	136	178	314	
1215 - 1230	151	139	290	
1230 - 1245	121	151	272	
1245 - 1300	153	177	330	1206
1300 - 1315	128	177	305	
1315 - 1330	123	171	294	
1330 - 1345	124	138	262	
1345 - 1400	149	151	300	1161
1400 - 1415	124	129	253	
1415 - 1430	144	149	293	
1430 - 1445	155	165	320	
1445 - 1500	156	159	315	1181
1500 - 1515	139	158	297	
1515 - 1530	163	166	329	
1530 - 1545	142	175	317	
1545 - 1600	168	160	328	1271
1600 - 1615	148	176	324	
1615 - 1630	157	142	299	
1630 - 1645	165	209	374	
1645 - 1700	135	180	315	1312
1700 - 1715	173	187	360	
1715 - 1730	175	159	334	
1730 - 1745	157	179	336	
1745 - 1800	195	135	330	1360
1800 - 1815	133	166	299	
1815 - 1830	147	158	305	
1830 - 1845	154	134	288	
1845 - 1900	140	139	279	1171
1900 - 1915	130	135	265	
1915 - 1930	116	134	250	
1930 - 1945	89	147	236	
1945 - 2000	100	129	229	980
2000 - 2015	76	132	208	
2015 - 2030	85	91	176	
2030 - 2045	86	79	165	
2045 - 2100	76	85	161	710
2100 - 2115	54	55	109	
2115 - 2130	54	67	121	
2130 - 2145	39	50	89	
2145 - 2200	48	57	105	424
2200 - 2215	66	43	109	
2215 - 2230	48	44	92	
2230 - 2245	39	40	79	
2245 - 2300	41	41	82	362
2300 - 2315	32	40	72	
2315 - 2330	29	36	65	
2330 - 2345	19	24	43	
2345 - 0000	16	24	40	220

Session Total	9015	9919	18934
Session Average	93.91	103.32	197.23
Session Percentage	47.61	52.39	

# Bi-Directional Class Count | | NB EB 60min

Edgewood, FL



**Site 1**  
Holden Ave,  
east of Patricia Ann Ct

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F

**Lat/Long**  
28.494589°, -81.387448°

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## 0000 - 2400 (Weekday 24h Session) (08-20-2024)

NB EB 60min

TIME	Eastbound (Movement 1.1)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	41	6	0	0	0	0	0	0	0	0	0	0	47
0100 - 0200	0	41	5	0	0	0	0	0	1	0	0	0	0	47
0200 - 0300	0	53	12	0	0	2	0	0	1	0	0	0	0	68
0300 - 0400	0	50	11	0	0	1	0	0	1	0	0	0	0	63
0400 - 0500	0	73	13	1	2	0	0	0	0	0	0	0	0	89
0500 - 0600	1	161	40	0	2	1	0	0	2	0	0	0	0	207
0600 - 0700	1	270	66	2	1	3	0	0	2	0	0	0	0	345
0700 - 0800	4	509	71	3	5	1	0	0	2	0	0	0	0	595
0800 - 0900	3	493	90	1	5	1	0	2	5	0	0	0	0	600
0900 - 1000	3	420	69	1	11	3	1	0	3	0	0	0	0	511
1000 - 1100	2	412	95	0	3	4	0	2	2	0	0	0	0	520
1100 - 1200	1	408	95	0	11	2	0	3	4	1	0	0	0	525
1200 - 1300	1	454	90	0	11	1	0	1	3	0	0	0	0	561
1300 - 1400	2	416	84	0	12	4	0	2	4	0	0	0	0	524
1400 - 1500	1	486	83	0	5	1	0	2	1	0	0	0	0	579
1500 - 1600	1	487	113	5	1	1	0	3	1	0	0	0	0	612
1600 - 1700	2	512	81	1	7	2	0	0	0	0	0	0	0	605
1700 - 1800	1	613	77	1	7	1	0	0	0	0	0	0	0	700
1800 - 1900	2	509	60	0	3	0	0	0	0	0	0	0	0	574
1900 - 2000	0	377	49	0	6	1	0	2	0	0	0	0	0	435
2000 - 2100	0	263	53	0	3	1	0	3	0	0	0	0	0	323
2100 - 2200	0	136	53	0	4	1	0	0	0	0	1	0	0	195
2200 - 2300	0	149	42	0	0	2	0	0	1	0	0	0	0	194
2300 - 2400	0	68	26	0	1	0	0	1	0	0	0	0	0	96

Session Total	25	7401	1384	15	100	33	1	21	33	1	0	1	0	9015
Session Average	1.04	308.38	57.67	0.63	4.17	1.38	0.04	0.88	1.38	0.04	0.00	0.04	0.00	375.63
Session Percentage	0.28	82.10	15.35	0.17	1.11	0.37	0.01	0.23	0.37	0.01	0.00	0.01	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	0900 - 1000	0600 - 0700	0900 - 1000	0800 - 0900	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	4	509	90	3	11	3	1	2	5	0	0	0	0	600

Noon Peak Hour	1000 - 1100	1400 - 1500	1000 - 1100	-	1300 - 1400	1000 - 1100	-	1100 - 1200	1100 - 1200	1100 - 1200	-	-	-	1400 - 1500
Noon Peak Volume	2	486	95	0	12	4	0	3	4	1	0	0	0	579

PM Peak Hour	1600 - 1700	1700 - 1800	1500 - 1600	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	2	613	113	5	7	2	0	3	1	0	0	0	0	700

# Bi-Directional Class Count | | SB WB 60min

Edgewood, FL



**Site 1**  
Holden Ave,  
east of Patricia Ann Ct

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F

**Lat/Long**  
28.494589°, -81.387448°

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## 0000 - 2400 (Weekday 24h Session) (08-20-2024)

SB WB 60min

TIME	Westbound (Movement 1.2)													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	1	67	5	0	2	0	0	0	0	0	0	0	0	75
0100 - 0200	0	51	6	0	3	0	0	1	3	0	0	0	0	64
0200 - 0300	0	62	16	0	2	0	0	0	1	0	0	0	0	81
0300 - 0400	0	45	5	0	1	0	0	0	5	0	0	0	0	56
0400 - 0500	0	75	13	0	1	0	0	0	2	0	0	0	0	91
0500 - 0600	0	187	36	0	2	0	0	0	2	0	0	0	0	227
0600 - 0700	1	276	68	1	1	2	0	0	6	0	0	0	0	355
0700 - 0800	1	479	78	2	7	2	0	1	3	0	0	0	0	573
0800 - 0900	0	514	93	3	7	0	0	0	6	0	0	0	0	623
0900 - 1000	0	441	136	1	14	2	0	1	3	0	0	0	0	598
1000 - 1100	1	403	107	1	11	5	0	1	4	0	0	0	0	533
1100 - 1200	0	536	126	0	13	3	0	0	5	0	0	0	0	683
1200 - 1300	0	514	114	0	12	0	0	1	4	0	0	0	0	645
1300 - 1400	0	492	129	1	10	2	1	0	2	0	0	0	0	637
1400 - 1500	0	470	119	1	9	1	0	0	2	0	0	0	0	602
1500 - 1600	0	528	124	2	4	0	0	0	1	0	0	0	0	659
1600 - 1700	2	608	85	3	7	1	0	0	1	0	0	0	0	707
1700 - 1800	4	573	79	1	1	0	0	1	1	0	0	0	0	660
1800 - 1900	0	524	65	0	5	0	0	3	0	0	0	0	0	597
1900 - 2000	3	489	47	0	3	0	0	2	1	0	0	0	0	545
2000 - 2100	3	342	36	1	5	0	0	0	0	0	0	0	0	387
2100 - 2200	1	211	16	0	1	0	0	0	0	0	0	0	0	229
2200 - 2300	0	148	16	0	2	0	0	0	2	0	0	0	0	168
2300 - 2400	1	114	9	0	0	0	0	0	0	0	0	0	0	124

Session Total	18	8149	1528	17	123	18	1	11	54	0	0	0	0	9919
Session Average	0.75	339.54	63.67	0.71	5.13	0.75	0.04	0.46	2.25	0.00	0.00	0.00	0.00	413.29
Session Percentage	0.18	82.16	15.40	0.17	1.24	0.18	0.01	0.11	0.54	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0800 - 0900	0900 - 1000	0800 - 0900	0900 - 1000	0600 - 0700	-	0700 - 0800	0600 - 0700	-	-	-	-	0800 - 0900
AM Peak Volume	1	514	136	3	14	2	0	1	6	0	0	0	0	623

Noon Peak Hour	1000 - 1100	1100 - 1200	1300 - 1400	1000 - 1100	1100 - 1200	1000 - 1100	1300 - 1400	1000 - 1100	1100 - 1200	-	-	-	-	1100 - 1200
Noon Peak Volume	1	536	129	1	13	5	1	1	5	0	0	0	0	683

PM Peak Hour	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	1600 - 1700	-	1800 - 1900	1500 - 1600	-	-	-	-	1600 - 1700
PM Peak Volume	4	608	124	3	7	1	0	3	1	0	0	0	0	707

# Bi-Directional Class Count | | Bi-Directional 60min

Edgewood, FL



**Site 1**  
Holden Ave,  
east of Patricia Ann Ct

**Date**  
Tuesday, August 20, 2024

**Weather**  
Fair  
81°F

**Lat/Long**  
28.494589°, -81.387448°

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## 0000 - 2400 (Weekday 24h Session) (08-20-2024)

Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	1	108	11	0	2	0	0	0	0	0	0	0	0	122
0100 - 0200	0	92	11	0	3	0	0	1	4	0	0	0	0	111
0200 - 0300	0	115	28	0	2	2	0	0	2	0	0	0	0	149
0300 - 0400	0	95	16	0	1	1	0	0	6	0	0	0	0	119
0400 - 0500	0	148	26	1	3	0	0	0	2	0	0	0	0	180
0500 - 0600	1	348	76	0	4	1	0	0	4	0	0	0	0	434
0600 - 0700	2	546	134	3	2	5	0	0	8	0	0	0	0	700
0700 - 0800	5	988	149	5	12	3	0	1	5	0	0	0	0	1168
0800 - 0900	3	1007	183	4	12	1	0	2	11	0	0	0	0	1223
0900 - 1000	3	861	205	2	25	5	1	1	6	0	0	0	0	1109
1000 - 1100	3	815	202	1	14	9	0	3	6	0	0	0	0	1053
1100 - 1200	1	944	221	0	24	5	0	3	9	1	0	0	0	1208
1200 - 1300	1	968	204	0	23	1	0	2	7	0	0	0	0	1206
1300 - 1400	2	908	213	1	22	6	1	2	6	0	0	0	0	1161
1400 - 1500	1	956	202	1	14	2	0	2	3	0	0	0	0	1181
1500 - 1600	1	1015	237	7	5	1	0	3	2	0	0	0	0	1271
1600 - 1700	4	1120	166	4	14	3	0	0	1	0	0	0	0	1312
1700 - 1800	5	1186	156	2	8	1	0	1	1	0	0	0	0	1360
1800 - 1900	2	1033	125	0	8	0	0	3	0	0	0	0	0	1171
1900 - 2000	3	866	96	0	9	1	0	4	1	0	0	0	0	980
2000 - 2100	3	605	89	1	8	1	0	3	0	0	0	0	0	710
2100 - 2200	1	347	69	0	5	1	0	0	0	0	0	1	0	424
2200 - 2300	0	297	58	0	2	2	0	0	3	0	0	0	0	362
2300 - 2400	1	182	35	0	1	0	0	0	1	0	0	0	0	220

Session Total	43	15550	2912	32	223	51	2	32	87	1	0	1	0	18934
Session Average	1.79	647.92	121.33	1.33	9.29	2.13	0.08	1.33	3.63	0.04	0.00	0.04	0.00	788.92
Session Percentage	0.23	82.13	15.38	0.17	1.18	0.27	0.01	0.17	0.46	0.01	0.00	0.01	0.00	

AM Peak Hour	0700 - 0800	0800 - 0900	0900 - 1000	0700 - 0800	0900 - 1000	0600 - 0700	0900 - 1000	0800 - 0900	0800 - 0900	-	-	-	-	0800 - 0900
AM Peak Volume	5	1007	205	5	25	5	1	2	11	0	0	0	0	1223

Noon Peak Hour	1000 - 1100	1200 - 1300	1100 - 1200	1000 - 1100	1100 - 1200	1000 - 1100	1300 - 1400	1000 - 1100	1100 - 1200	1100 - 1200	-	-	-	1100 - 1200
Noon Peak Volume	3	968	221	1	24	9	1	3	9	1	0	0	0	1208

PM Peak Hour	1700 - 1800	1700 - 1800	1500 - 1600	1500 - 1600	1600 - 1700	1600 - 1700	-	1900 - 2000	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	5	1186	237	7	14	3	0	4	2	0	0	0	0	1360

## Bi-Directional Class Count || Volume Summary 60min

Edgewood, FL



### Site 1

Holden Ave,  
east of Patricia Ann Ct

### Date

Tuesday, August 20, 2024

### Weather

Fair  
81°F

### Lat/Long

28.494589°, -81.387448°

[Click here for Detailed Weather](#)

### 0000 - 2400 (Weekday 24h Session) (08-20-2024)

Volume Summary 60min

Volume Summary 60min			
TIME	EB	WB	Total
0000 - 0100	47	75	122
0100 - 0200	47	64	111
0200 - 0300	68	81	149
0300 - 0400	63	56	119
0400 - 0500	89	91	180
0500 - 0600	207	227	434
0600 - 0700	345	355	700
0700 - 0800	595	573	1168
0800 - 0900	600	623	1223
0900 - 1000	511	598	1109
1000 - 1100	520	533	1053
1100 - 1200	525	683	1208

Volume Summary 60min			
Time	EB	WB	Total
1200 - 1300	561	645	1206
1300 - 1400	524	637	1161
1400 - 1500	579	602	1181
1500 - 1600	612	659	1271
1600 - 1700	605	707	1312
1700 - 1800	700	660	1360
1800 - 1900	574	597	1171
1900 - 2000	435	545	980
2000 - 2100	323	387	710
2100 - 2200	195	229	424
2200 - 2300	194	168	362
2300 - 2400	96	124	220

Session Total	9015	9919	18934
Session Average	375.63	413.29	788.92
Session Percentage	47.61	52.39	

# Bi-Directional Class Count || Graphical Analysis NB EB

Edgewood, FL



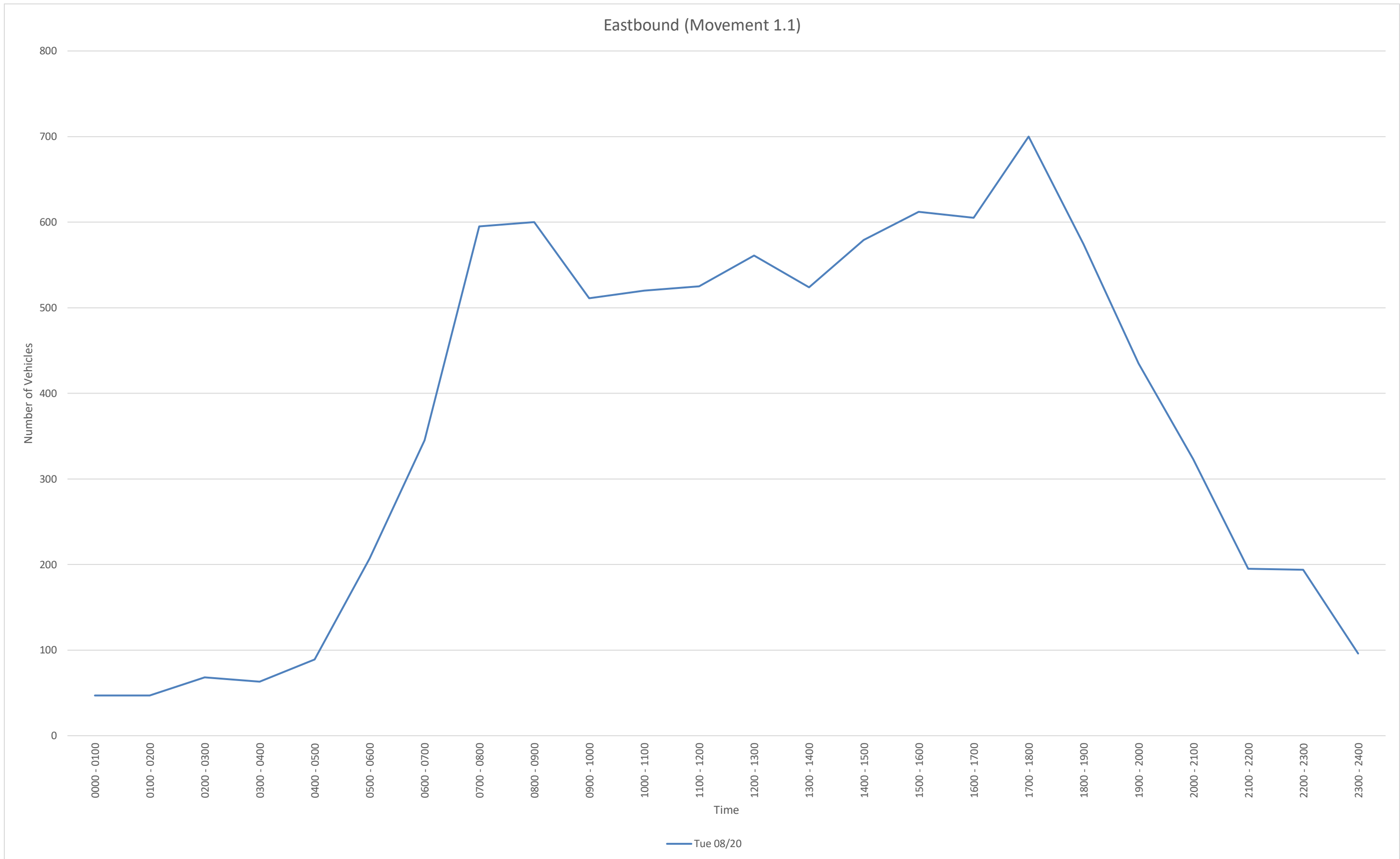
## Site 1

Holden Ave,  
east of Patricia Ann Ct

**Lat/Long**  
28.494589°, -81.387448°

## 0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Time	Tue 08/20					
0000 - 0100	47					
0100 - 0200	47					
0200 - 0300	68					
0300 - 0400	63					
0400 - 0500	89					
0500 - 0600	207					
0600 - 0700	345					
0700 - 0800	595					
0800 - 0900	600					
0900 - 1000	511					
1000 - 1100	520					
1100 - 1200	525					
1200 - 1300	561					
1300 - 1400	524					
1400 - 1500	579					
1500 - 1600	612					
1600 - 1700	605					
1700 - 1800	700					
1800 - 1900	574					
1900 - 2000	435					
2000 - 2100	323					
2100 - 2200	195					
2200 - 2300	194					
2300 - 2400	96					
<b>Daily Total</b>	<b>9015</b>					



# Bi-Directional Class Count | Graphical Analysis SB WB

Edgewood, FL



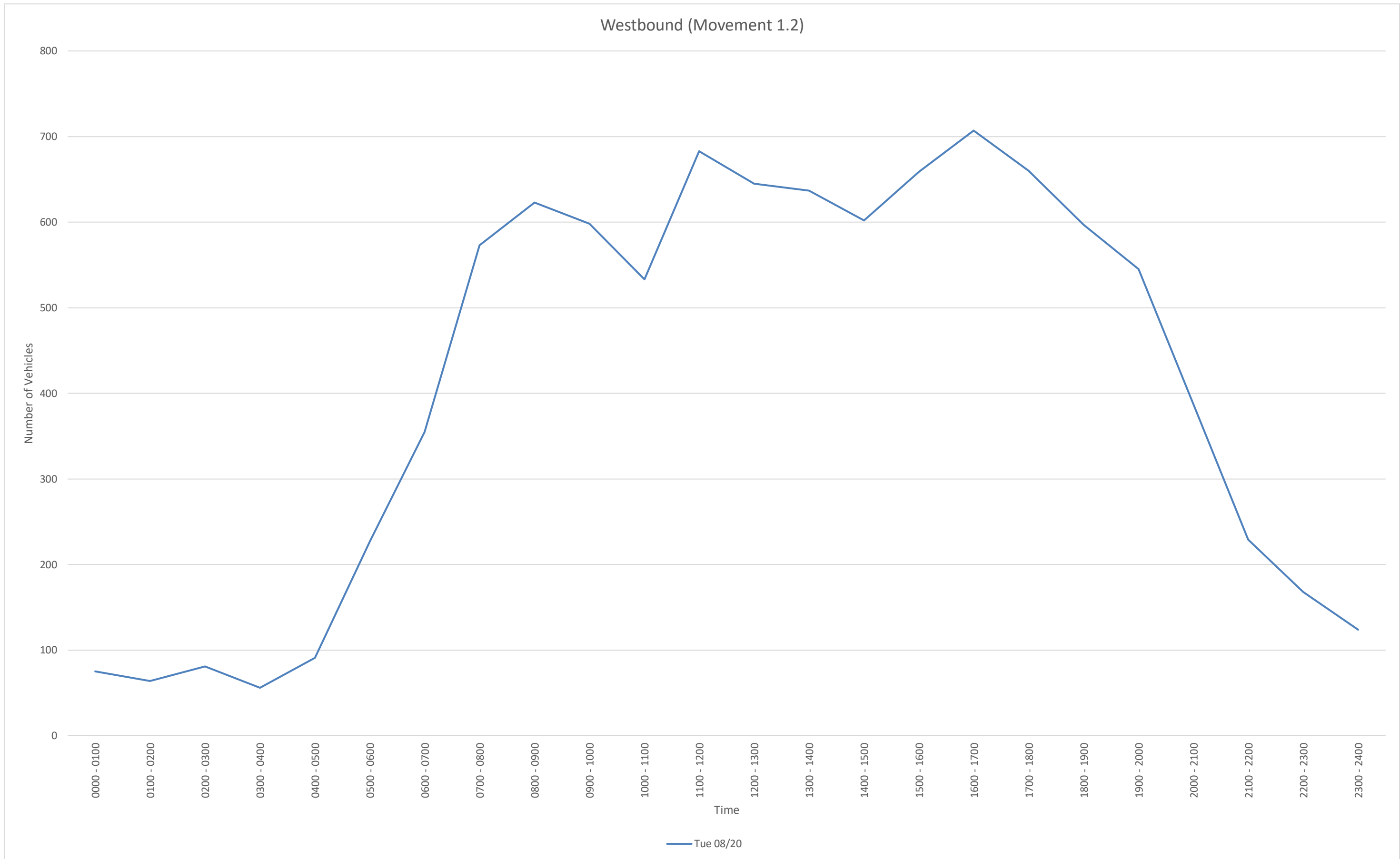
## Site 1

Holden Ave,  
east of Patricia Ann Ct

**Lat/Long**  
28.494589°, -81.387448°

## 0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



Time	Tue 08/20					
0000 - 0100	75					
0100 - 0200	64					
0200 - 0300	81					
0300 - 0400	56					
0400 - 0500	91					
0500 - 0600	227					
0600 - 0700	355					
0700 - 0800	573					
0800 - 0900	623					
0900 - 1000	598					
1000 - 1100	533					
1100 - 1200	683					
1200 - 1300	645					
1300 - 1400	637					
1400 - 1500	602					
1500 - 1600	659					
1600 - 1700	707					
1700 - 1800	660					
1800 - 1900	597					
1900 - 2000	545					
2000 - 2100	387					
2100 - 2200	229					
2200 - 2300	168					
2300 - 2400	124					
<b>Daily Total</b>	<b>9919</b>					

# Bi-Directional Class Count | Graphical Analysis BiDir

Edgewood, FL



## Site 1

Holden Ave,  
east of Patricia Ann Ct

**Lat/Long**  
28.494589°, -81.387448°

## 0000 - 2400 (Weekday 24h Session)

Graphical Analysis BiDir



Time	Tue 08/20					
0000 - 0100	122					
0100 - 0200	111					
0200 - 0300	149					
0300 - 0400	119					
0400 - 0500	180					
0500 - 0600	434					
0600 - 0700	700					
0700 - 0800	1168					
0800 - 0900	1223					
0900 - 1000	1109					
1000 - 1100	1053					
1100 - 1200	1208					
1200 - 1300	1206					
1300 - 1400	1161					
1400 - 1500	1181					
1500 - 1600	1271					
1600 - 1700	1312					
1700 - 1800	1360					
1800 - 1900	1171					
1900 - 2000	980					
2000 - 2100	710					
2100 - 2200	424					
2200 - 2300	362					
2300 - 2400	220					
<b>Daily Total</b>	<b>18934</b>					

EB

File Name:

Start Date: 8/20/2024

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: Holden Ave, east of Patricia Ann Ct

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
8/20/2024	12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
8/20/2024	12:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	12:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	12:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
8/20/2024	1:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	1:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
8/20/2024	1:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
8/20/2024	1:45 AM	0	11	1	0	0	0	0	0	1	0	0	0	0
8/20/2024	2:00 AM	0	14	3	0	0	0	0	0	0	0	0	0	0
8/20/2024	2:15 AM	0	15	4	0	0	1	0	0	1	0	0	0	0
8/20/2024	2:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
8/20/2024	2:45 AM	0	14	2	0	0	1	0	0	0	0	0	0	0
8/20/2024	3:00 AM	0	10	3	0	0	1	0	0	1	0	0	0	0
8/20/2024	3:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	3:30 AM	0	20	4	0	0	0	0	0	0	0	0	0	0
8/20/2024	3:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	4:00 AM	0	16	3	0	1	0	0	0	0	0	0	0	0
8/20/2024	4:15 AM	0	19	2	1	0	0	0	0	0	0	0	0	0
8/20/2024	4:30 AM	0	16	4	0	0	0	0	0	0	0	0	0	0
8/20/2024	4:45 AM	0	22	4	0	1	0	0	0	0	0	0	0	0
8/20/2024	5:00 AM	0	29	6	0	1	0	0	0	1	0	0	0	0
8/20/2024	5:15 AM	0	35	8	0	0	0	0	0	1	0	0	0	0
8/20/2024	5:30 AM	1	52	12	0	1	1	0	0	0	0	0	0	0
8/20/2024	5:45 AM	0	45	14	0	0	0	0	0	0	0	0	0	0
8/20/2024	6:00 AM	0	46	13	1	0	1	0	0	0	0	0	0	0
8/20/2024	6:15 AM	1	51	16	1	1	0	0	0	0	0	0	0	0
8/20/2024	6:30 AM	0	74	16	0	0	2	0	0	1	0	0	0	0
8/20/2024	6:45 AM	0	99	21	0	0	0	0	0	1	0	0	0	0
8/20/2024	7:00 AM	2	105	19	0	0	0	0	0	1	0	0	0	0
8/20/2024	7:15 AM	1	117	17	1	1	1	0	0	0	0	0	0	0
8/20/2024	7:30 AM	1	142	20	1	2	0	0	0	1	0	0	0	0
8/20/2024	7:45 AM	0	145	15	1	2	0	0	0	0	0	0	0	0
8/20/2024	8:00 AM	1	134	19	0	1	0	0	0	2	0	0	0	0
8/20/2024	8:15 AM	1	122	26	0	1	1	0	0	1	0	0	0	0
8/20/2024	8:30 AM	0	111	19	0	1	0	0	0	1	0	0	0	0
8/20/2024	8:45 AM	1	126	26	1	2	0	0	2	1	0	0	0	0
8/20/2024	9:00 AM	0	95	10	0	4	1	0	0	0	0	0	0	0
8/20/2024	9:15 AM	0	100	18	0	2	2	0	0	1	0	0	0	0
8/20/2024	9:30 AM	3	105	26	1	2	0	1	0	1	0	0	0	0
8/20/2024	9:45 AM	0	120	15	0	3	0	0	0	1	0	0	0	0
8/20/2024	10:00 AM	0	114	21	0	3	1	0	1	0	0	0	0	0
8/20/2024	10:15 AM	1	95	25	0	0	2	0	0	0	0	0	0	0
8/20/2024	10:30 AM	1	97	26	0	0	0	0	0	0	0	0	0	0
8/20/2024	10:45 AM	0	106	23	0	0	1	0	1	2	0	0	0	0
8/20/2024	11:00 AM	1	101	24	0	4	1	0	0	2	1	0	0	0
8/20/2024	11:15 AM	0	114	22	0	2	0	0	1	0	0	0	0	0
8/20/2024	11:30 AM	0	101	24	0	2	1	0	0	1	0	0	0	0
8/20/2024	11:45 AM	0	92	25	0	3	0	0	2	1	0	0	0	0
8/20/2024	12:00 PM	1	109	20	0	5	0	0	0	1	0	0	0	0
8/20/2024	12:15 PM	0	121	24	0	2	1	0	1	2	0	0	0	0
8/20/2024	12:30 PM	0	99	19	0	3	0	0	0	0	0	0	0	0
8/20/2024	12:45 PM	0	125	27	0	1	0	0	0	0	0	0	0	0
8/20/2024	1:00 PM	0	103	19	0	4	1	0	0	1	0	0	0	0
8/20/2024	1:15 PM	0	102	18	0	1	0	0	1	1	0	0	0	0
8/20/2024	1:30 PM	1	100	18	0	3	0	0	1	1	0	0	0	0
8/20/2024	1:45 PM	1	111	29	0	4	3	0	0	1	0	0	0	0
8/20/2024	2:00 PM	0	107	15	0	1	0	0	1	0	0	0	0	0
8/20/2024	2:15 PM	0	118	24	0	1	0	0	0	1	0	0	0	0
8/20/2024	2:30 PM	1	134	19	0	0	1	0	0	0	0	0	0	0
8/20/2024	2:45 PM	0	127	25	0	3	0	0	1	0	0	0	0	0
8/20/2024	3:00 PM	0	114	21	1	1	0	0	2	0	0	0	0	0
8/20/2024	3:15 PM	0	134	27	1	0	1	0	0	0	0	0	0	0
8/20/2024	3:30 PM	1	111	28	1	0	0	0	1	0	0	0	0	0
8/20/2024	3:45 PM	0	128	37	2	0	0	0	0	1	0	0	0	0
8/20/2024	4:00 PM	0	120	25	1	2	0	0	0	0	0	0	0	0
8/20/2024	4:15 PM	1	119	32	0	3	2	0	0	0	0	0	0	0
8/20/2024	4:30 PM	0	151	13	0	1	0	0	0	0	0	0	0	0
8/20/2024	4:45 PM	1	122	11	0	1	0	0	0	0	0	0	0	0
8/20/2024	5:00 PM	0	150	20	1	2	0	0	0	0	0	0	0	0
8/20/2024	5:15 PM	0	155	18	0	2	0	0	0	0	0	0	0	0
8/20/2024	5:30 PM	0	137	18	0	2	0	0	0	0	0	0	0	0
8/20/2024	5:45 PM	1	171	21	0	1	1	0	0	0	0	0	0	0
8/20/2024	6:00 PM	0	121	11	0	1	0	0	0	0	0	0	0	0
8/20/2024	6:15 PM	1	132	13	0	1	0	0	0	0	0	0	0	0
8/20/2024	6:30 PM	0	135	19	0	0	0	0	0	0	0	0	0	0
8/20/2024	6:45 PM	1	121	17	0	1	0	0	0	0	0	0	0	0
8/20/2024	7:00 PM	0	110	16	0	2	0	0	2	0	0	0	0	0
8/20/2024	7:15 PM	0	102	12	0	2	0	0	0	0	0	0	0	0
8/20/2024	7:30 PM	0	76	11	0	2	0	0	0	0	0	0	0	0
8/20/2024	7:45 PM	0	89	10	0	0	1	0	0	0	0	0	0	0
8/20/2024	8:00 PM	0	62	14	0	0	0	0	0	0	0	0	0	0
8/20/2024	8:15 PM	0	77	8	0	0	0	0	0	0	0	0	0	0
8/20/2024	8:30 PM	0	61	18	0	3	1	0	3	0	0	0	0	0
8/20/2024	8:45 PM	0	63	13	0	0	0	0	0	0	0	0	0	0
8/20/2024	9:00 PM	0	34	20	0	0	0	0	0	0	0	0	0	0
8/20/2024	9:15 PM	0	37	14	0	1	1	0	0	0	0	0	1	0
8/20/2024	9:30 PM	0	27	10	0	2	0	0	0	0	0	0	0	0
8/20/2024	9:45 PM	0	38	9	0	1	0	0	0	0	0	0	0	0
8/20/2024	10:00 PM	0	52	12	0	0	1	0	0	1	0	0	0	0
8/20/2024	10:15 PM	0	34	14	0	0	0	0	0	0	0	0	0	0
8/20/2024	10:30 PM	0	33	5	0	0	1	0	0	0	0	0	0	0
8/20/2024	10:45 PM	0	30	11	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:00 PM	0	23	8	0	0	0	0	1	0	0	0	0	0
8/20/2024	11:15 PM	0	22	7	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:30 PM	0	12	7	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:45 PM	0	11	4	0	1	0	0	0	0	0	0	0	0

WB

File Name:

Start Date: 8/20/2024

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: Holden Ave, east of Patricia Ann Ct

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
8/20/2024	12:00 AM	1	17	1	0	1	0	0	0	0	0	0	0	0
8/20/2024	12:15 AM	0	22	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	12:30 AM	0	16	1	0	1	0	0	0	0	0	0	0	0
8/20/2024	12:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
8/20/2024	1:00 AM	0	7	1	0	0	0	0	0	1	0	0	0	0
8/20/2024	1:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	1:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
8/20/2024	1:45 AM	0	15	2	0	3	0	0	1	2	0	0	0	0
8/20/2024	2:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
8/20/2024	2:15 AM	0	15	3	0	1	0	0	0	0	0	0	0	0
8/20/2024	2:30 AM	0	22	4	0	0	0	0	0	0	0	0	0	0
8/20/2024	2:45 AM	0	18	6	0	1	0	0	0	1	0	0	0	0
8/20/2024	3:00 AM	0	16	2	0	1	0	0	0	1	0	0	0	0
8/20/2024	3:15 AM	0	6	0	0	0	0	0	0	2	0	0	0	0
8/20/2024	3:30 AM	0	13	2	0	0	0	0	0	1	0	0	0	0
8/20/2024	3:45 AM	0	10	1	0	0	0	0	0	1	0	0	0	0
8/20/2024	4:00 AM	0	10	1	0	0	0	0	0	1	0	0	0	0
8/20/2024	4:15 AM	0	26	5	0	1	0	0	0	0	0	0	0	0
8/20/2024	4:30 AM	0	15	3	0	0	0	0	0	1	0	0	0	0
8/20/2024	4:45 AM	0	24	4	0	0	0	0	0	0	0	0	0	0
8/20/2024	5:00 AM	0	26	5	0	1	0	0	0	1	0	0	0	0
8/20/2024	5:15 AM	0	51	10	0	0	0	0	0	1	0	0	0	0
8/20/2024	5:30 AM	0	61	9	0	0	0	0	0	0	0	0	0	0
8/20/2024	5:45 AM	0	49	12	0	1	0	0	0	0	0	0	0	0
8/20/2024	6:00 AM	0	51	9	0	0	0	0	0	1	0	0	0	0
8/20/2024	6:15 AM	0	59	14	1	1	2	0	0	1	0	0	0	0
8/20/2024	6:30 AM	1	79	22	0	0	0	0	0	1	0	0	0	0
8/20/2024	6:45 AM	0	87	23	0	0	0	0	0	3	0	0	0	0
8/20/2024	7:00 AM	0	114	13	0	4	0	0	0	0	0	0	0	0
8/20/2024	7:15 AM	1	117	27	0	0	0	0	1	2	0	0	0	0
8/20/2024	7:30 AM	0	137	15	1	1	2	0	0	0	0	0	0	0
8/20/2024	7:45 AM	0	111	23	1	2	0	0	0	1	0	0	0	0
8/20/2024	8:00 AM	0	131	18	0	1	0	0	0	0	0	0	0	0
8/20/2024	8:15 AM	0	114	13	0	1	0	0	0	0	0	0	0	0
8/20/2024	8:30 AM	0	138	28	1	1	0	0	0	3	0	0	0	0
8/20/2024	8:45 AM	0	131	34	2	4	0	0	0	3	0	0	0	0
8/20/2024	9:00 AM	0	121	35	1	3	0	0	1	0	0	0	0	0
8/20/2024	9:15 AM	0	91	33	0	2	0	0	0	2	0	0	0	0
8/20/2024	9:30 AM	0	107	32	0	5	2	0	0	0	0	0	0	0
8/20/2024	9:45 AM	0	122	36	0	4	0	0	0	1	0	0	0	0
8/20/2024	10:00 AM	1	103	25	0	3	1	0	1	1	0	0	0	0
8/20/2024	10:15 AM	0	105	29	0	2	0	0	0	1	0	0	0	0
8/20/2024	10:30 AM	0	92	32	1	2	3	0	0	1	0	0	0	0
8/20/2024	10:45 AM	0	103	21	0	4	1	0	0	1	0	0	0	0
8/20/2024	11:00 AM	0	146	31	0	3	0	0	0	2	0	0	0	0
8/20/2024	11:15 AM	0	132	31	0	1	0	0	0	1	0	0	0	0
8/20/2024	11:30 AM	0	127	30	0	3	2	0	0	1	0	0	0	0
8/20/2024	11:45 AM	0	131	34	0	6	1	0	0	1	0	0	0	0
8/20/2024	12:00 PM	0	144	30	0	4	0	0	0	0	0	0	0	0
8/20/2024	12:15 PM	0	113	22	0	3	0	0	0	1	0	0	0	0
8/20/2024	12:30 PM	0	111	33	0	3	0	0	1	3	0	0	0	0
8/20/2024	12:45 PM	0	146	29	0	2	0	0	0	0	0	0	0	0
8/20/2024	1:00 PM	0	140	33	0	0	2	1	0	1	0	0	0	0
8/20/2024	1:15 PM	0	125	40	0	6	0	0	0	0	0	0	0	0
8/20/2024	1:30 PM	0	114	22	1	1	0	0	0	0	0	0	0	0
8/20/2024	1:45 PM	0	113	34	0	3	0	0	0	1	0	0	0	0
8/20/2024	2:00 PM	0	99	30	0	0	0	0	0	0	0	0	0	0
8/20/2024	2:15 PM	0	116	29	0	4	0	0	0	0	0	0	0	0
8/20/2024	2:30 PM	0	132	26	0	4	1	0	0	2	0	0	0	0
8/20/2024	2:45 PM	0	123	34	1	1	0	0	0	0	0	0	0	0
8/20/2024	3:00 PM	0	125	31	1	1	0	0	0	0	0	0	0	0
8/20/2024	3:15 PM	0	137	28	0	1	0	0	0	0	0	0	0	0
8/20/2024	3:30 PM	0	139	34	0	1	0	0	0	1	0	0	0	0
8/20/2024	3:45 PM	0	127	31	1	1	0	0	0	0	0	0	0	0
8/20/2024	4:00 PM	1	146	25	2	1	0	0	0	1	0	0	0	0
8/20/2024	4:15 PM	1	125	14	1	1	0	0	0	0	0	0	0	0
8/20/2024	4:30 PM	0	180	26	0	3	0	0	0	0	0	0	0	0
8/20/2024	4:45 PM	0	157	20	0	2	1	0	0	0	0	0	0	0
8/20/2024	5:00 PM	2	154	27	1	1	0	0	1	1	0	0	0	0
8/20/2024	5:15 PM	2	136	21	0	0	0	0	0	0	0	0	0	0
8/20/2024	5:30 PM	0	160	19	0	0	0	0	0	0	0	0	0	0
8/20/2024	5:45 PM	0	123	12	0	0	0	0	0	0	0	0	0	0
8/20/2024	6:00 PM	0	141	25	0	0	0	0	0	0	0	0	0	0
8/20/2024	6:15 PM	0	138	17	0	3	0	0	0	0	0	0	0	0
8/20/2024	6:30 PM	0	113	18	0	1	0	0	2	0	0	0	0	0
8/20/2024	6:45 PM	0	132	5	0	1	0	0	1	0	0	0	0	0
8/20/2024	7:00 PM	0	125	10	0	0	0	0	0	0	0	0	0	0
8/20/2024	7:15 PM	0	121	10	0	1	0	0	1	1	0	0	0	0
8/20/2024	7:30 PM	2	132	10	0	2	0	0	1	0	0	0	0	0
8/20/2024	7:45 PM	1	111	17	0	0	0	0	0	0	0	0	0	0
8/20/2024	8:00 PM	0	120	11	0	1	0	0	0	0	0	0	0	0
8/20/2024	8:15 PM	0	80	8	1	2	0	0	0	0	0	0	0	0
8/20/2024	8:30 PM	1	68	9	0	1	0	0	0	0	0	0	0	0
8/20/2024	8:45 PM	2	74	8	0	1	0	0	0	0	0	0	0	0
8/20/2024	9:00 PM	1	52	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	9:15 PM	0	62	5	0	0	0	0	0	0	0	0	0	0
8/20/2024	9:30 PM	0	48	1	0	1	0	0	0	0	0	0	0	0
8/20/2024	9:45 PM	0	49	8	0	0	0	0	0	0	0	0	0	0
8/20/2024	10:00 PM	0	34	7	0	1	0	0	0	1	0	0	0	0
8/20/2024	10:15 PM	0	41	3	0	0	0	0	0	0	0	0	0	0
8/20/2024	10:30 PM	0	37	3	0	0	0	0	0	0	0	0	0	0
8/20/2024	10:45 PM	0	36	3	0	1	0	0	0	1	0	0	0	0
8/20/2024	11:00 PM	0	37	3	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:15 PM	0	32	4	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:30 PM	0	23	1	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:45 PM	1	22	1	0	0	0	0	0	0	0	0	0	0

EB

File Name:

Start Date: 8/20/2024

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: Holden Ave, east of Patricia Ann Ct

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
8/20/2024	12:00 AM	0	41	6	0	0	0	0	0	0	0	0	0	0
8/20/2024	12:15 AM	0	43	7	0	0	0	0	0	0	0	0	0	0
8/20/2024	12:30 AM	0	43	6	0	0	0	0	0	0	0	0	0	0
8/20/2024	12:45 AM	0	38	5	0	0	0	0	0	0	0	0	0	0
8/20/2024	1:00 AM	0	41	5	0	0	0	0	0	1	0	0	0	0
8/20/2024	1:15 AM	0	42	6	0	0	0	0	0	1	0	0	0	0
8/20/2024	1:30 AM	0	50	9	0	0	1	0	0	2	0	0	0	0
8/20/2024	1:45 AM	0	50	11	0	0	1	0	0	2	0	0	0	0
8/20/2024	2:00 AM	0	53	12	0	0	2	0	0	1	0	0	0	0
8/20/2024	2:15 AM	0	49	12	0	0	3	0	0	2	0	0	0	0
8/20/2024	2:30 AM	0	44	10	0	0	2	0	0	1	0	0	0	0
8/20/2024	2:45 AM	0	54	11	0	0	2	0	0	1	0	0	0	0
8/20/2024	3:00 AM	0	50	11	0	0	1	0	0	1	0	0	0	0
8/20/2024	3:15 AM	0	56	11	0	1	0	0	0	0	0	0	0	0
8/20/2024	3:30 AM	0	65	11	1	1	0	0	0	0	0	0	0	0
8/20/2024	3:45 AM	0	61	11	1	1	0	0	0	0	0	0	0	0
8/20/2024	4:00 AM	0	73	13	1	2	0	0	0	0	0	0	0	0
8/20/2024	4:15 AM	0	86	16	1	2	0	0	0	1	0	0	0	0
8/20/2024	4:30 AM	0	102	22	0	2	0	0	0	2	0	0	0	0
8/20/2024	4:45 AM	1	138	30	0	3	1	0	0	2	0	0	0	0
8/20/2024	5:00 AM	1	161	40	0	2	1	0	0	2	0	0	0	0
8/20/2024	5:15 AM	1	178	47	1	1	2	0	0	1	0	0	0	0
8/20/2024	5:30 AM	2	194	55	2	2	2	0	0	0	0	0	0	0
8/20/2024	5:45 AM	1	216	59	2	1	3	0	0	1	0	0	0	0
8/20/2024	6:00 AM	1	270	66	2	1	3	0	0	2	0	0	0	0
8/20/2024	6:15 AM	3	329	72	1	1	2	0	0	3	0	0	0	0
8/20/2024	6:30 AM	3	395	73	1	1	3	0	0	3	0	0	0	0
8/20/2024	6:45 AM	4	463	77	2	3	1	0	0	3	0	0	0	0
8/20/2024	7:00 AM	4	509	71	3	5	1	0	0	2	0	0	0	0
8/20/2024	7:15 AM	3	538	71	3	6	1	0	0	3	0	0	0	0
8/20/2024	7:30 AM	3	543	80	2	6	1	0	0	4	0	0	0	0
8/20/2024	7:45 AM	2	512	79	1	5	1	0	0	4	0	0	0	0
8/20/2024	8:00 AM	3	493	90	1	5	1	0	2	5	0	0	0	0
8/20/2024	8:15 AM	2	454	81	1	8	2	0	2	3	0	0	0	0
8/20/2024	8:30 AM	1	432	73	1	9	3	0	2	3	0	0	0	0
8/20/2024	8:45 AM	4	426	80	2	10	3	1	2	3	0	0	0	0
8/20/2024	9:00 AM	3	420	69	1	11	3	1	0	3	0	0	0	0
8/20/2024	9:15 AM	3	439	80	1	10	3	1	1	3	0	0	0	0
8/20/2024	9:30 AM	4	434	87	1	8	3	1	1	2	0	0	0	0
8/20/2024	9:45 AM	2	426	87	0	6	3	0	1	1	0	0	0	0
8/20/2024	10:00 AM	2	412	95	0	3	4	0	2	2	0	0	0	0
8/20/2024	10:15 AM	3	399	98	0	4	4	0	1	4	1	0	0	0
8/20/2024	10:30 AM	2	418	95	0	6	2	0	2	4	1	0	0	0
8/20/2024	10:45 AM	1	422	93	0	8	3	0	2	5	1	0	0	0
8/20/2024	11:00 AM	1	408	95	0	11	2	0	3	4	1	0	0	0
8/20/2024	11:15 AM	1	416	91	0	12	1	0	3	3	0	0	0	0
8/20/2024	11:30 AM	1	423	93	0	12	2	0	3	5	0	0	0	0
8/20/2024	11:45 AM	1	421	88	0	13	1	0	3	4	0	0	0	0
8/20/2024	12:00 PM	1	454	90	0	11	1	0	1	3	0	0	0	0
8/20/2024	12:15 PM	0	448	89	0	10	2	0	1	3	0	0	0	0
8/20/2024	12:30 PM	0	429	83	0	9	1	0	1	2	0	0	0	0
8/20/2024	12:45 PM	1	430	82	0	9	1	0	2	3	0	0	0	0
8/20/2024	1:00 PM	2	416	84	0	12	4	0	2	4	0	0	0	0
8/20/2024	1:15 PM	2	420	80	0	9	3	0	3	3	0	0	0	0
8/20/2024	1:30 PM	2	436	86	0	9	3	0	2	3	0	0	0	0
8/20/2024	1:45 PM	2	470	87	0	6	4	0	1	2	0	0	0	0
8/20/2024	2:00 PM	1	486	83	0	5	1	0	2	1	0	0	0	0
8/20/2024	2:15 PM	1	493	89	1	5	1	0	3	1	0	0	0	0
8/20/2024	2:30 PM	1	509	92	2	4	2	0	3	0	0	0	0	0
8/20/2024	2:45 PM	1	486	101	3	4	1	0	4	0	0	0	0	0
8/20/2024	3:00 PM	1	487	113	5	1	1	0	3	1	0	0	0	0
8/20/2024	3:15 PM	1	493	117	5	2	1	0	1	1	0	0	0	0
8/20/2024	3:30 PM	2	478	122	4	5	2	0	1	1	0	0	0	0
8/20/2024	3:45 PM	1	518	107	3	6	2	0	0	1	0	0	0	0
8/20/2024	4:00 PM	2	512	81	1	7	2	0	0	0	0	0	0	0
8/20/2024	4:15 PM	2	542	76	1	7	2	0	0	0	0	0	0	0
8/20/2024	4:30 PM	1	578	62	1	6	0	0	0	0	0	0	0	0
8/20/2024	4:45 PM	1	564	67	1	7	0	0	0	0	0	0	0	0
8/20/2024	5:00 PM	1	613	77	1	7	1	0	0	0	0	0	0	0
8/20/2024	5:15 PM	1	584	68	0	6	1	0	0	0	0	0	0	0
8/20/2024	5:30 PM	2	561	63	0	5	1	0	0	0	0	0	0	0
8/20/2024	5:45 PM	2	559	64	0	3	1	0	0	0	0	0	0	0
8/20/2024	6:00 PM	2	509	60	0	3	0	0	0	0	0	0	0	0
8/20/2024	6:15 PM	2	498	65	0	4	0	0	2	0	0	0	0	0
8/20/2024	6:30 PM	1	468	64	0	5	0	0	2	0	0	0	0	0
8/20/2024	6:45 PM	1	409	56	0	7	0	0	2	0	0	0	0	0
8/20/2024	7:00 PM	0	377	49	0	6	1	0	2	0	0	0	0	0
8/20/2024	7:15 PM	0	329	47	0	4	1	0	0	0	0	0	0	0
8/20/2024	7:30 PM	0	304	43	0	2	1	0	0	0	0	0	0	0
8/20/2024	7:45 PM	0	289	50	0	3	2	0	3	0	0	0	0	0
8/20/2024	8:00 PM	0	263	53	0	3	1	0	3	0	0	0	0	0
8/20/2024	8:15 PM	0	235	59	0	3	1	0	3	0	0	0	0	0
8/20/2024	8:30 PM	0	195	65	0	4	2	0	3	0	0	0	1	0
8/20/2024	8:45 PM	0	161	57	0	3	1	0	0	0	0	0	1	0
8/20/2024	9:00 PM	0	136	53	0	4	1	0	0	0	0	0	1	0
8/20/2024	9:15 PM	0	154	45	0	4	2	0	0	1	0	0	1	0
8/20/2024	9:30 PM	0	151	45	0	3	1	0	0	1	0	0	0	0
8/20/2024	9:45 PM	0	157	40	0	1	2	0	0	1	0	0	0	0
8/20/2024	10:00 PM	0	149	42	0	0	2	0	0	1	0	0	0	0
8/20/2024	10:15 PM	0	120	38	0	0	1	0	1	0	0	0	0	0
8/20/2024	10:30 PM	0	108	31	0	0	1	0	1	0	0	0	0	0
8/20/2024	10:45 PM	0	87	33	0	0	0	0	1	0	0	0	0	0
8/20/2024	11:00 PM	0	68	26	0	1	0	0	1	0	0	0	0	0
8/20/2024	11:15 PM	0	45	18	0	1	0	0	0	0	0	0	0	0
8/20/2024	11:30 PM	0	23	11	0	1	0	0	0	0	0	0	0	0
8/20/2024	11:45 PM	0	11	4	0	1	0	0	0	0	0	0	0	0

WB

File Name:

Start Date: 8/20/2024

Start Time: 0

Site Code: 1

Station ID: 1

Location 1: Holden Ave, east of Patricia Ann Ct

Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
8/20/2024	12:00 AM	1	67	5	0	2	0	0	0	0	0	0	0	0
8/20/2024	12:15 AM	0	57	5	0	1	0	0	0	1	0	0	0	0
8/20/2024	12:30 AM	0	51	5	0	1	0	0	0	1	0	0	0	0
8/20/2024	12:45 AM	0	48	5	0	0	0	0	0	1	0	0	0	0
8/20/2024	1:00 AM	0	51	6	0	3	0	0	1	3	0	0	0	0
8/20/2024	1:15 AM	0	51	8	0	3	0	0	1	2	0	0	0	0
8/20/2024	1:30 AM	0	50	9	0	4	0	0	1	2	0	0	0	0
8/20/2024	1:45 AM	0	59	12	0	4	0	0	1	2	0	0	0	0
8/20/2024	2:00 AM	0	62	16	0	2	0	0	0	1	0	0	0	0
8/20/2024	2:15 AM	0	71	15	0	3	0	0	0	2	0	0	0	0
8/20/2024	2:30 AM	0	62	12	0	2	0	0	0	4	0	0	0	0
8/20/2024	2:45 AM	0	53	10	0	2	0	0	0	5	0	0	0	0
8/20/2024	3:00 AM	0	45	5	0	1	0	0	0	5	0	0	0	0
8/20/2024	3:15 AM	0	39	4	0	0	0	0	0	5	0	0	0	0
8/20/2024	3:30 AM	0	59	9	0	1	0	0	0	3	0	0	0	0
8/20/2024	3:45 AM	0	61	10	0	1	0	0	0	3	0	0	0	0
8/20/2024	4:00 AM	0	75	13	0	1	0	0	0	2	0	0	0	0
8/20/2024	4:15 AM	0	91	17	0	2	0	0	0	2	0	0	0	0
8/20/2024	4:30 AM	0	116	22	0	1	0	0	0	3	0	0	0	0
8/20/2024	4:45 AM	0	162	28	0	1	0	0	0	2	0	0	0	0
8/20/2024	5:00 AM	0	187	36	0	2	0	0	0	2	0	0	0	0
8/20/2024	5:15 AM	0	212	40	0	1	0	0	0	2	0	0	0	0
8/20/2024	5:30 AM	0	220	44	1	2	2	0	0	2	0	0	0	0
8/20/2024	5:45 AM	1	238	57	1	2	2	0	0	3	0	0	0	0
8/20/2024	6:00 AM	1	276	68	1	1	2	0	0	6	0	0	0	0
8/20/2024	6:15 AM	1	339	72	1	5	2	0	0	5	0	0	0	0
8/20/2024	6:30 AM	2	397	85	0	4	0	0	1	6	0	0	0	0
8/20/2024	6:45 AM	1	455	78	1	5	2	0	1	5	0	0	0	0
8/20/2024	7:00 AM	1	479	78	2	7	2	0	1	3	0	0	0	0
8/20/2024	7:15 AM	1	496	83	2	4	2	0	1	3	0	0	0	0
8/20/2024	7:30 AM	0	493	69	2	5	2	0	0	1	0	0	0	0
8/20/2024	7:45 AM	0	494	82	2	5	0	0	0	4	0	0	0	0
8/20/2024	8:00 AM	0	514	93	3	7	0	0	0	6	0	0	0	0
8/20/2024	8:15 AM	0	504	110	4	9	0	0	1	6	0	0	0	0
8/20/2024	8:30 AM	0	481	130	4	10	0	0	1	8	0	0	0	0
8/20/2024	8:45 AM	0	450	134	3	14	2	0	1	5	0	0	0	0
8/20/2024	9:00 AM	0	441	136	1	14	2	0	1	3	0	0	0	0
8/20/2024	9:15 AM	1	423	126	0	14	3	0	1	4	0	0	0	0
8/20/2024	9:30 AM	1	437	122	0	14	3	0	1	3	0	0	0	0
8/20/2024	9:45 AM	1	422	122	1	11	4	0	1	4	0	0	0	0
8/20/2024	10:00 AM	1	403	107	1	11	5	0	1	4	0	0	0	0
8/20/2024	10:15 AM	0	446	113	1	11	4	0	0	5	0	0	0	0
8/20/2024	10:30 AM	0	473	115	1	10	4	0	0	5	0	0	0	0
8/20/2024	10:45 AM	0	508	113	0	11	3	0	0	5	0	0	0	0
8/20/2024	11:00 AM	0	536	126	0	13	3	0	0	5	0	0	0	0
8/20/2024	11:15 AM	0	534	125	0	14	3	0	0	3	0	0	0	0
8/20/2024	11:30 AM	0	515	116	0	16	3	0	0	3	0	0	0	0
8/20/2024	11:45 AM	0	499	119	0	16	1	0	1	5	0	0	0	0
8/20/2024	12:00 PM	0	514	114	0	12	0	0	1	4	0	0	0	0
8/20/2024	12:15 PM	0	510	117	0	8	2	1	1	5	0	0	0	0
8/20/2024	12:30 PM	0	522	135	0	11	2	1	1	4	0	0	0	0
8/20/2024	12:45 PM	0	525	124	1	9	2	1	0	1	0	0	0	0
8/20/2024	1:00 PM	0	492	129	1	10	2	1	0	2	0	0	0	0
8/20/2024	1:15 PM	0	451	126	1	10	0	0	0	1	0	0	0	0
8/20/2024	1:30 PM	0	442	115	1	8	0	0	0	1	0	0	0	0
8/20/2024	1:45 PM	0	460	119	0	11	1	0	0	3	0	0	0	0
8/20/2024	2:00 PM	0	470	119	1	9	1	0	0	2	0	0	0	0
8/20/2024	2:15 PM	0	496	120	2	10	1	0	0	2	0	0	0	0
8/20/2024	2:30 PM	0	517	119	2	7	1	0	0	2	0	0	0	0
8/20/2024	2:45 PM	0	524	127	2	4	0	0	0	1	0	0	0	0
8/20/2024	3:00 PM	0	528	124	2	4	0	0	0	1	0	0	0	0
8/20/2024	3:15 PM	1	549	118	3	4	0	0	0	2	0	0	0	0
8/20/2024	3:30 PM	2	537	104	4	4	0	0	0	2	0	0	0	0
8/20/2024	3:45 PM	2	578	96	4	6	0	0	0	1	0	0	0	0
8/20/2024	4:00 PM	2	608	85	3	7	1	0	0	1	0	0	0	0
8/20/2024	4:15 PM	3	616	87	2	7	1	0	1	1	0	0	0	0
8/20/2024	4:30 PM	4	627	94	1	6	1	0	1	1	0	0	0	0
8/20/2024	4:45 PM	4	607	87	1	3	1	0	1	1	0	0	0	0
8/20/2024	5:00 PM	4	573	79	1	1	0	0	1	1	0	0	0	0
8/20/2024	5:15 PM	2	560	77	0	0	0	0	0	0	0	0	0	0
8/20/2024	5:30 PM	0	562	73	0	3	0	0	0	0	0	0	0	0
8/20/2024	5:45 PM	0	515	72	0	4	0	0	2	0	0	0	0	0
8/20/2024	6:00 PM	0	524	65	0	5	0	0	3	0	0	0	0	0
8/20/2024	6:15 PM	0	508	50	0	5	0	0	3	0	0	0	0	0
8/20/2024	6:30 PM	0	491	43	0	3	0	0	4	1	0	0	0	0
8/20/2024	6:45 PM	2	510	35	0	4	0	0	3	1	0	0	0	0
8/20/2024	7:00 PM	3	489	47	0	3	0	0	2	1	0	0	0	0
8/20/2024	7:15 PM	3	484	48	0	4	0	0	2	1	0	0	0	0
8/20/2024	7:30 PM	3	443	46	1	5	0	0	1	0	0	0	0	0
8/20/2024	7:45 PM	2	379	45	1	4	0	0	0	0	0	0	0	0
8/20/2024	8:00 PM	3	342	36	1	5	0	0	0	0	0	0	0	0
8/20/2024	8:15 PM	4	274	27	1	4	0	0	0	0	0	0	0	0
8/20/2024	8:30 PM	4	256	24	0	2	0	0	0	0	0	0	0	0
8/20/2024	8:45 PM	3	236	16	0	2	0	0	0	0	0	0	0	0
8/20/2024	9:00 PM	1	211	16	0	1	0	0	0	0	0	0	0	0
8/20/2024	9:15 PM	0	193	21	0	2	0	0	0	1	0	0	0	0
8/20/2024	9:30 PM	0	172	19	0	2	0	0	0	1	0	0	0	0
8/20/2024	9:45 PM	0	161	21	0	1	0	0	0	1	0	0	0	0
8/20/2024	10:00 PM	0	148	16	0	2	0	0	0	2	0	0	0	0
8/20/2024	10:15 PM	0	151	12	0	1	0	0	0	1	0	0	0	0
8/20/2024	10:30 PM	0	142	13	0	1	0	0	0	1	0	0	0	0
8/20/2024	10:45 PM	0	128	11	0	1	0	0	0	1	0	0	0	0
8/20/2024	11:00 PM	1	114	9	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:15 PM	1	77	6	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:30 PM	1	45	2	0	0	0	0	0	0	0	0	0	0
8/20/2024	11:45 PM	1	22	1	0	0	0	0	0	0	0	0	0	0

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 7500 ORANGE COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.99 PSCF
1	01/01/2023 - 01/07/2023	1.02	1.03
2	01/08/2023 - 01/14/2023	1.03	1.04
3	01/15/2023 - 01/21/2023	1.03	1.04
4	01/22/2023 - 01/28/2023	1.02	1.03
5	01/29/2023 - 02/04/2023	1.01	1.02
6	02/05/2023 - 02/11/2023	1.00	1.01
7	02/12/2023 - 02/18/2023	0.99	1.00
8	02/19/2023 - 02/25/2023	0.99	1.00
9	02/26/2023 - 03/04/2023	0.99	1.00
*10	03/05/2023 - 03/11/2023	0.98	0.99
*11	03/12/2023 - 03/18/2023	0.98	0.99
*12	03/19/2023 - 03/25/2023	0.98	0.99
*13	03/26/2023 - 04/01/2023	0.99	1.00
*14	04/02/2023 - 04/08/2023	0.99	1.00
*15	04/09/2023 - 04/15/2023	0.99	1.00
*16	04/16/2023 - 04/22/2023	0.99	1.00
*17	04/23/2023 - 04/29/2023	0.99	1.00
*18	04/30/2023 - 05/06/2023	0.99	1.00
*19	05/07/2023 - 05/13/2023	0.99	1.00
*20	05/14/2023 - 05/20/2023	0.98	0.99
*21	05/21/2023 - 05/27/2023	0.99	1.00
*22	05/28/2023 - 06/03/2023	0.99	1.00
23	06/04/2023 - 06/10/2023	1.00	1.01
24	06/11/2023 - 06/17/2023	1.00	1.01
25	06/18/2023 - 06/24/2023	1.00	1.01
26	06/25/2023 - 07/01/2023	1.00	1.01
27	07/02/2023 - 07/08/2023	1.01	1.02
28	07/09/2023 - 07/15/2023	1.01	1.02
29	07/16/2023 - 07/22/2023	1.01	1.02
30	07/23/2023 - 07/29/2023	1.01	1.02
31	07/30/2023 - 08/05/2023	1.01	1.02
32	08/06/2023 - 08/12/2023	1.01	1.02
33	08/13/2023 - 08/19/2023	1.01	1.02
34	08/20/2023 - 08/26/2023	1.01	1.02
35	08/27/2023 - 09/02/2023	1.01	1.02
36	09/03/2023 - 09/09/2023	1.01	1.02
37	09/10/2023 - 09/16/2023	1.00	1.01
38	09/17/2023 - 09/23/2023	1.00	1.01
39	09/24/2023 - 09/30/2023	1.00	1.01
40	10/01/2023 - 10/07/2023	1.00	1.01
41	10/08/2023 - 10/14/2023	0.99	1.00
42	10/15/2023 - 10/21/2023	0.99	1.00
43	10/22/2023 - 10/28/2023	1.00	1.01
44	10/29/2023 - 11/04/2023	1.00	1.01
45	11/05/2023 - 11/11/2023	1.01	1.02
46	11/12/2023 - 11/18/2023	1.01	1.02
47	11/19/2023 - 11/25/2023	1.01	1.02
48	11/26/2023 - 12/02/2023	1.02	1.03
49	12/03/2023 - 12/09/2023	1.02	1.03
50	12/10/2023 - 12/16/2023	1.02	1.03
51	12/17/2023 - 12/23/2023	1.03	1.04
52	12/24/2023 - 12/30/2023	1.03	1.04
53	12/31/2023 - 12/31/2023	1.03	1.04

\* PEAK SEASON

09-MAR-2024 18:41:41

830UPD

5\_7500\_PKSEASON.TXT





# Roadway Count Summary

Start Date 4-Oct-23 Start Time 00:00  
 Stop Date 5-Oct-23 Stop Time 24:00  
 County Orange Station ID 187  
 Location Holden Av : Orange Blossom Tl to Orange Av ( 0.44 Miles W. of Orange Av )

4-Oct-23 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	10	10	15	25	61	114	173	137	144	158
30	14	15	11	11	17	47	93	166	131	105	129	132
45	13	12	15	9	29	54	89	154	144	113	134	157
00	15	17	9	11	21	59	110	177	131	133	134	118
Hr Total	57	52	45	41	82	185	353	611	579	488	541	565

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	132	118	129	138	145	170	147	81	76	61	34
30	137	164	127	155	146	164	138	115	82	63	51	46
45	162	175	142	148	135	171	142	101	81	65	46	24
00	112	132	130	136	141	162	134	85	78	53	28	21
Hr Total	558	603	517	568	560	642	584	448	322	257	186	125

24 Hour Total 8,969  
 AM Peak Hour Begins 7:15 AM Peak Volume 670 AM Peak Hour Factor 0.95  
 PM Peak Hour Begins 17:15 PM Peak Volume 667 PM Peak Hour Factor 0.98

4-Oct-23 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	17	16	11	11	32	50	117	118	127	130	115
30	22	17	25	16	8	36	52	129	130	126	135	154
45	16	12	12	12	21	61	83	154	139	110	148	142
00	25	14	8	12	28	47	89	142	145	126	134	169
Hr Total	82	60	61	51	68	176	274	542	532	489	547	580

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	155	157	166	175	211	177	149	103	77	61	47
30	158	156	175	164	188	165	141	142	92	73	49	40
45	159	162	182	187	179	173	160	133	73	62	32	27
00	164	178	171	169	159	138	143	102	75	62	49	46
Hr Total	636	651	685	686	701	687	621	526	343	274	191	160

24 Hour Total 9,623  
 AM Peak Hour Begins 11:45 AM Peak Volume 641 AM Peak Hour Factor 0.95  
 PM Peak Hour Begins 16:15 PM Peak Volume 737 PM Peak Hour Factor 0.87

4-Oct-23 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	25	26	21	26	57	111	231	291	264	274	273
30	36	32	36	27	25	83	145	295	261	231	264	286
45	29	24	27	21	50	115	172	308	283	223	282	299
00	40	31	17	23	49	106	199	319	276	259	268	287
Hr Total	139	112	106	92	150	361	627	1153	1111	977	1088	1145

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	302	287	275	295	313	356	347	296	184	153	122	81
30	295	320	302	319	334	329	279	257	174	136	100	86
45	321	337	324	335	314	344	302	234	154	127	78	51
00	276	310	301	305	300	300	277	187	153	115	77	67
Hr Total	1194	1254	1202	1254	1261	1329	1205	974	665	531	377	285

24 Hour Total 18,592  
 AM Peak Hour Begins 7:15 AM Peak Volume 1,213 AM Peak Hour Factor 0.95  
 PM Peak Hour Begins 16:45 PM Peak Volume 1,329 PM Peak Hour Factor 0.93



# Roadway Count Summary

Start Date 3-Oct-23 Start Time 00:00  
 Stop Date 5-Oct-23 Stop Time 24:00  
 County Orange Station ID 187  
 Location Holden Av : Orange Blossom Tl to Orange Av ( 0.44 Miles W. of Orange Av )

3-Oct-23 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	10	11	10	17	25	66	117	168	144	134	134
30	16	14	11	12	17	43	92	157	138	116	124	126
45	12	11	16	12	30	54	90	150	133	120	118	126
00	15	11	13	11	26	60	114	170	149	130	135	137
Hr Total	62	46	51	45	91	181	361	594	587	510	512	522

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	113	134	135	155	150	160	135	87	69	55	32
30	134	140	147	140	150	170	141	104	87	71	52	34
45	145	149	162	141	148	153	128	110	75	68	43	24
00	123	129	132	147	151	159	140	93	72	58	33	24
Hr Total	539	531	576	563	604	633	569	442	320	266	184	114

24 Hour Total 8,904  
 AM Peak Hour Begins 7:15 AM Peak Volume 645 AM Peak Hour Factor 0.95  
 PM Peak Hour Begins 17:15 PM Peak Volume 642 PM Peak Hour Factor 0.94

3-Oct-23 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	18	12	14	15	33	54	121	127	139	137	133
30	24	18	21	14	12	41	57	136	124	125	141	148
45	18	13	14	14	17	57	82	142	154	117	143	147
00	23	18	10	16	28	49	84	135	156	127	130	157
Hr Total	88	67	57	58	71	180	277	534	561	508	550	584

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	163	155	170	179	209	167	147	101	70	56	45
30	158	146	157	162	181	162	160	138	85	74	54	39
45	159	162	183	181	187	170	147	135	77	61	40	28
00	159	152	171	174	174	148	138	122	76	56	48	38
Hr Total	638	624	665	687	721	689	611	541	339	262	198	150

24 Hour Total 9,659  
 AM Peak Hour Begins 12:00 AM Peak Volume 638 AM Peak Hour Factor 0.98  
 PM Peak Hour Begins 16:15 PM Peak Volume 751 PM Peak Hour Factor 0.90

3-Oct-23 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	28	23	25	32	57	120	237	294	284	270	266
30	40	32	32	26	29	84	149	293	262	241	265	273
45	30	24	30	26	47	111	172	292	287	238	261	273
00	38	29	23	27	54	109	198	306	304	256	265	294
Hr Total	150	113	108	103	163	361	638	1128	1148	1018	1062	1106

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	299	276	289	305	334	359	327	282	188	139	112	77
30	293	286	304	302	331	332	301	241	172	145	106	73
45	304	311	346	322	335	323	275	245	151	130	83	52
00	282	281	303	321	325	307	278	215	148	115	81	62
Hr Total	1177	1155	1241	1250	1325	1321	1181	983	659	528	381	264

24 Hour Total 18,563  
 AM Peak Hour Begins 11:45 AM Peak Volume 1,189 AM Peak Hour Factor 0.98  
 PM Peak Hour Begins 16:30 PM Peak Volume 1,351 PM Peak Hour Factor 0.94

# CONSULTANT TIMING

## ORANGE COUNTY TRAFFIC SIGNAL TIMING

**Intersection:** US 17/92/441 at Holden Avenue      **Node:** 137      **Port:**  
**Equipment:** Intelight      **Model:** X3      **Software:** MaxTime 2.1.3      **Date:** 07/26/21      **Address:**

### BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Min Green (sec)	5	15	5	5	5	15	5	5
Vehicle Gap (sec)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Max Green 1 (sec)	25	45	20	25	25	45	20	25
Max Green 2 (sec)	29	82	16	28	24	88	15	28
Yellow (sec)	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0
All-Red (sec)	2.2	2.0	2.3	3.2	2.1	2.0	3.2	3.2
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		28		32		25		29
Recall/Memory	NL	Min/LK	NL	NL	NL	Min/LK	NL	NL
Detector Delay (sec)			CD 10				CD 10	
Detector Switching								
Dual Entry		Y		Y		Y		Y
Overlap								
Flash	R	Y	R	R	R	Y	R	R
Speed (mph)	40	40	25	35	40	40	25	35
Veh Crossing Distance (ft)	97	109	98	128	91	117	110	109
Grade	0.0%	0.5%	0.9%	0.0%	0.5%	0.0%	0.0%	0.9%
Ped Crossing Distance (ft)		97		109		86		99
Ped Clearance (sec)		28		32		25		29

### COORDINATION PLANS

Coordination Pattern	11	21	22	31	32	Day Plan	Time	Pattern
Cycle	170	170	170	180	140	1	0:01	FREE (49)
Split 1	45	35	35	36	30	1	9:00	22
Split 2	60	66	66	76	44	1	21:00	FREE (49)
Split 3	25	22	22	21	19	2	0:01	FREE (49)
Split 4	40	47	47	47	47	2	6:00	11
Split 5	25	28	28	30	24	2	9:45	21
Split 6	80	73	73	82	50	2	15:00	31
Split 7	20	22	22	21	23	2	19:00	32
Split 8	45	47	47	47	43	2	22:00	FREE (49)
Offset	24	69	69	139	50	7	0:01	FREE (49)
Lagging Phases	1/0/0/0	1/0/0/0	1/0/0/0	0/0/5/0	0/0/5/0	7	9:00	22
Day Plan	S	M	T	W	T	F	S	
1	✓							
2		✓	✓	✓	✓	✓		
7							✓	

**Notes:**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>1. Reference: Green</li> <li>2. Max Mode: Max Inhibit (Patterns 11 &amp; 32)</li> <li>3. Max Mode: Max 2 (Patterns 21, 22, &amp; 31)</li> <li>4. Force Mode: Floating</li> <li>5. Coordination Mode: Auto Permissive</li> <li>6. Correction Mode: Shortway (Auto)</li> <li>7. Transition Ped Mode: Pattern (None)</li> </ul> | <ul style="list-style-type: none"> <li>8. Alt Seq 02 = Reverse Ø1 &amp; Ø2</li> <li>9. Alt Seq 05 = Reverse Ø5 &amp; Ø6</li> <li>10. Patterns 11, 21, 22, 31, and 32: Coord Ø2 &amp; Ø6</li> <li>11. Patterns 11, 21, 22, and 31: Ref Point Ø2 &amp; Ø6</li> <li>12. Pattern 32: Ref Point Ø2</li> <li>13. TSP Patterns: 11, 21, 31, &amp; 32</li> </ul> |
|---|--|

**CONSULTANT TIMING**

**ORANGE COUNTY TRAFFIC SIGNAL TIMING**

Intersection: US 17/92/441 at Americana Boulevard      Node: 16      Port:  
 Equipment: Intelight      Model: X3      Software: MaxTime 2.2.0      Date: 07/30/21      Address:

**BASIC TIMING**

Phase	1	2	3	4	5	6	7	8
Direction	SBL	NB		EB	NBL	SB		WB
Min Green (sec)	5	15		5	5	15		5
Vehicle Gap (sec)	3.0	3.0		3.0	3.0	3.0		3.0
Max Green 1 (sec)	30	70		20	30	70		20
Max Green 2 (sec)	20	70		20	20	70		20
Yellow (sec)	4.4	4.8		4.0	4.8	4.4		4.0
All-Red (sec)	2.1	2.0		2.6	2.4	2.0		2.6
Walk (sec)				7		7		7
Flash Don't Walk (sec)				29		28		31
Recall/Memory	NL	SF/LK		NL	NL	SF/LK		NL
Detector Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash	R	Y		R	R	Y		R
Speed (mph)	40	40		35	40	40		25
Veh Crossing Distance (ft)	93	83		113	103	94		110
Grade	0.3%	-0.1%		0.6%	-0.1%	0.3%		0.4%
Ped Crossing Distance (ft)				100		96		107
Ped Clearance (sec)				29		28		31

**COORDINATION PLANS**

Coordination Pattern	11	21	22	31	32	Day Plan	Time	Pattern
Cycle	170	170	170	180	140	1	0:01	FREE (49)
Split 1	20	20	20	20	20	1	9:00	22
Split 2	105	95	95	110	82	1	21:00	FREE (49)
Split 3						2	0:01	FREE (49)
Split 4	45	55	55	50	38	2	6:00	11
Split 5	28	38	38	42	35	2	9:45	21
Split 6	97	77	77	88	67	2	15:00	31
Split 7						2	19:00	32
Split 8	45	55	55	50	38	2	22:00	FREE (49)
Offset	112	161	161	141	130	7	0:01	FREE (49)
Lagging Phases	0/0/5/0	0/0/5/0	0/0/5/0	1/0/0/0	0/0/5/0	7	9:00	22
Day Plan	S	M	T	W	T	F	S	
1	✓							
2		✓	✓	✓	✓	✓		
7							✓	

**Notes:**

- |  |  |
|--|--|
| 1. Reference: Green                    | 7. Alt Seq 02 = Reverse Ø1 & Ø2                    |
| 2. Max Mode: Max Inhibit               | 8. Alt Seq 05 = Reverse Ø5 & Ø6                    |
| 3. Force Mode: Floating                | 9. Patterns 11, 21, 22, 31, and 32: Coord Ø2 & Ø6  |
| 4. Coordination Mode: Auto Permissive  | 10. Patterns 11, 21, 22, and 31: Ref Point Ø2 & Ø6 |
| 5. Correction Mode: Shortway (Auto)    | 11. Pattern 32: Ref Point Ø2                       |
| 6. Transition Ped Mode: Pattern (None) | 12. TSP Pattern: 21                                |

**ORANGE COUNTY TRAFFIC SIGNAL TIMING SHEET**

Intersection: Orange Ave (SR 527) at Holden Ave  
 Equipment: Siemens m50

Int. # 8 Node  
 Date: 5/21/2018 Address: 1

**BASIC TIMING**

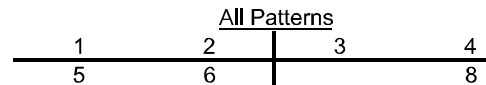
Phase	1	2	3	4	5	6	7	8
Direction	NBL	SB	EBL	WB	SBL	NB		EB
Min Green (sec)	5	15	5	5	5	15		5
Vehicle Gap (sec)	3.0	2.5	3.0	3.0	3.0	2.5		3.0
Max Green 1 (sec)	15	50	20	20	15	50		20
Max Green 2 (sec)								
Yellow Change Interval (sec)	4.4	4.4	4.1	3.4	4.4	4.4		4.1
Red Clearance Interval (sec)	2.5	2.5	3.3	3.3	2.5	2.5		3.3
Walk (sec)		7		7		7		7
Flash Don't Walk (sec)		22		29		13		23
Min Split (sec)	12	36	13	43	12	27		38
Recall/Memory	NL	MIN/LK	NL	NL	NL	MIN/LK		NL
Detector Delay (sec)								
Detector Switching								
Dual Entry								
Overlap								
Flash								
Speed (mph)	40	40	35	25	40	40		35
Approach Grades (%)	-0.1%	0.1%	-1.1%	-2.5%	0.1%	-0.1%		-1.1%
Veh Traversed Distance (ft)	91	113	97	114	107	116		106
Ped Crossing Distance (ft)		74		100		44		79
Ped Clearance (sec)		22		29		13		23
Ped-button to curb (ft)		12		14		19		21
Ped-button to far curb (ft)		86		114		63		100
Ped Clearance to far curb (sec)		29		38		21		34

**COORDINATION PLANS**

Coordination Pattern	1/1/1	2/1/1	3/1/1			Day	Time	Pattern
Cycle	150	110	170			1	0:01	FREE
Split 1	34	23	35			1	10:00	2/1/1
Split 2	72	48	90			1	19:30	FREE
Split 3	26	21	20			2	0:01	FREE
Split 4	18	18	25			2	6:00	1/1/1
Split 5	18	18	20			2	9:00	2/1/1
Split 6	88	53	105			2	13:15	3/1/1
Split 7	0	0	0			2	18:30	2/1/1
Split 8	44	39	45			2	20:30	FREE
Offset	141	69	1			7	0:01	FREE
Lagging Phases	0/0/0/0	0/0/0/0	0/0/0/0			7	9:00	2/1/1
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5	7	19:45	FREE
(Sunday) 1								
(Monday) 2	3	4	5	6				
(Saturday) 7								

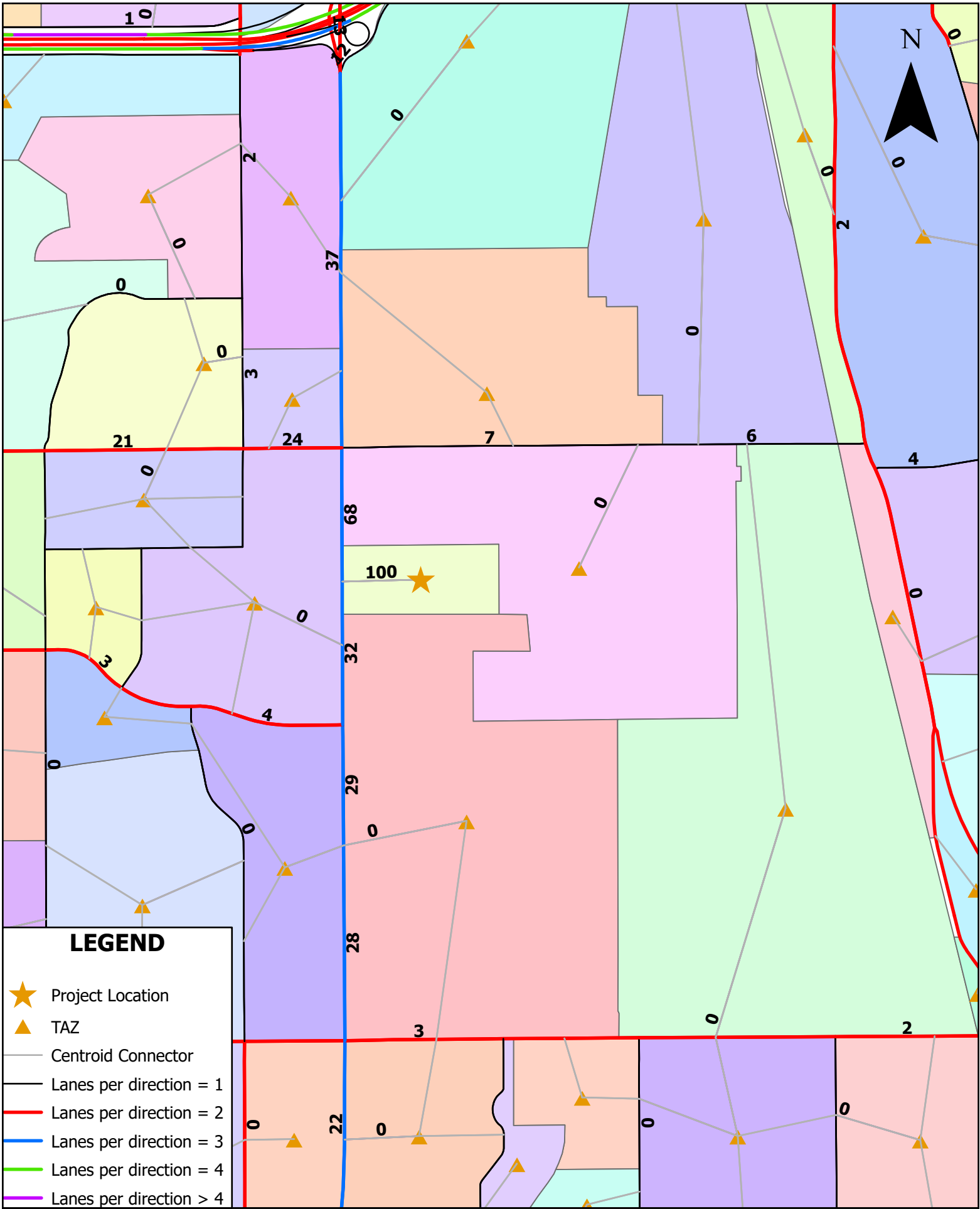
Notes:

- Offset referenced to start of mainstreet green
- Use Plan Force-offs
- Use Max Inhibit during coordination
- Max Recall on Phase 1 during Pattern 1/1/1



# **APPENDIX D**

## CFRPM v7 Model Outputs



**LEGEND**

- ★ Project Location
- ▲ TAZ
- Centroid Connector
- Lanes per direction = 1
- Lanes per direction = 2
- Lanes per direction = 3
- Lanes per direction = 4
- Lanes per direction > 4

**Project Distribution - OBT Warehouse**

CFRPMv7 - 2025 - 8/28/2024



**APPENDIX E**  
Intersection Volume Development Worksheets

# Intersection Development Worksheet



Expect More. Experience Better.

Intersection #: 1  
 Major Street: Orange Blossom | N/S  
 Minor Street: Holden Avenue | E/W

Existing Year: 2024  
 Buildout Year: 2026  
 Seasonal Factor: 1.02  
 Annual Growth (%): 1.56%

TMC Year: 2024  
 AM Peak Hour (Car) Trips: IN = 165 OUT = 28  
 AM Peak Hour (Truck) Trips: IN = 10 OUT = 13

PHF = 0.97

Weekday AM Peak Hour 07:15 - 08:15	Orange Blossom Trail								Holden Avenue							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	14	122	1,112	108	7	204	1,322	61	9	144	302	147	0	124	299	251
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	4.0%	7.0%	3.0%	0.0%	5.0%	6.0%	8.0%	0.0%	6.0%	2.0%	2.0%	0.0%	4.0%	2.0%	4.0%
<b>Existing (2024)</b>	<b>14</b>	<b>124</b>	<b>1,134</b>	<b>110</b>	<b>7</b>	<b>208</b>	<b>1,348</b>	<b>62</b>	<b>9</b>	<b>147</b>	<b>308</b>	<b>150</b>	<b>0</b>	<b>126</b>	<b>305</b>	<b>256</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>14</b>	<b>128</b>	<b>1,168</b>	<b>113</b>	<b>7</b>	<b>214</b>	<b>1,388</b>	<b>64</b>	<b>9</b>	<b>151</b>	<b>317</b>	<b>155</b>	<b>0</b>	<b>130</b>	<b>314</b>	<b>264</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress					37%				24%				7%			
Egress	28%	28%	37%	7%												
Project Trips	8	8	10	2	0	0	61	0	0	0	0	39	0	11	0	0
<b>Industrial (Truck)</b>																
Ingress					52%				5%				7%			
Egress	41%	52%	7%													
Project Trips	0	5	7	1	0	0	5	0	0	0	0	1	0	1	0	0
<b>Total Project Trips</b>	<b>8</b>	<b>13</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>22</b>	<b>141</b>	<b>1,185</b>	<b>116</b>	<b>7</b>	<b>214</b>	<b>1,454</b>	<b>64</b>	<b>9</b>	<b>151</b>	<b>317</b>	<b>195</b>	<b>0</b>	<b>142</b>	<b>314</b>	<b>264</b>

PHF = 0.88

PM Peak Hour (Car) Trips: IN = 39 OUT = 157  
 PM Peak Hour (Truck) Trips: IN = 9 OUT = 14

Weekday PM Peak Hour 4:15 - 5:15 PM	Orange Blossom Trail								Holden Avenue							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	15	171	1,431	154	15	164	1,444	145	24	115	378	175	0	147	355	281
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	4.0%	3.0%	3.0%	0.0%	1.0%	5.0%	7.0%	0.0%	3.0%	1.0%	6.0%	0.0%	1.0%	0.0%	1.0%
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
<b>Existing (2024)</b>	<b>15</b>	<b>174</b>	<b>1,460</b>	<b>157</b>	<b>15</b>	<b>167</b>	<b>1,473</b>	<b>148</b>	<b>24</b>	<b>117</b>	<b>386</b>	<b>179</b>	<b>0</b>	<b>150</b>	<b>362</b>	<b>287</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>15</b>	<b>179</b>	<b>1,504</b>	<b>162</b>	<b>15</b>	<b>172</b>	<b>1,517</b>	<b>152</b>	<b>25</b>	<b>121</b>	<b>398</b>	<b>184</b>	<b>0</b>	<b>155</b>	<b>373</b>	<b>296</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress					37%				24%				7%			
Egress	28%	28%	37%	7%												
Project Trips	44	44	57	11	0	0	14	0	0	0	0	9	0	3	0	0
<b>Industrial (Truck)</b>																
Ingress					52%				5%				7%			
Egress	41%	52%	7%													
Project Trips	0	6	8	1	0	0	5	0	0	0	0	0	0	1	0	0
<b>Total Project Trips</b>	<b>44</b>	<b>50</b>	<b>65</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>59</b>	<b>229</b>	<b>1,569</b>	<b>174</b>	<b>15</b>	<b>172</b>	<b>1,536</b>	<b>152</b>	<b>25</b>	<b>121</b>	<b>398</b>	<b>193</b>	<b>0</b>	<b>159</b>	<b>373</b>	<b>296</b>

# Intersection Development Worksheet



Expect More. Experience Better.

Intersection #: 2  
 Major Street: Orange Blossom | N/S  
 Minor Street: Redman Street | E/W

Existing Year: 2024  
 Buildout Year: 2026  
 Seasonal Factor: 1.02  
 Annual Growth (%): 1.56%

TMC Year: 2024

PHF = 0.95

AM Peak Hour (Car) Trips: IN = 165 OUT = 28  
 AM Peak Hour (Truck) Trips: IN = 10 OUT = 13

Weekday AM Peak Hour 07:15 - 08:15	Orange Blossom Trail								Redman Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	0	1,353	27	1	24	1,644	0	0	0	0	0	0	4	0	78
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	0.0%	7.0%	0.0%	0.0%	4.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
<b>Existing (2024)</b>	<b>0</b>	<b>0</b>	<b>1,380</b>	<b>28</b>	<b>1</b>	<b>24</b>	<b>1,677</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>80</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>0</b>	<b>0</b>	<b>1,421</b>	<b>29</b>	<b>1</b>	<b>25</b>	<b>1,727</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>82</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress	32%				28%											
Egress																
Project Trips	0	0	53	0	0	0	8	0	0	0	0	0	0	0	0	0
<b>Industrial (Truck)</b>																
Ingress	36%															
Egress																
Project Trips	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>0</b>	<b>0</b>	<b>1,478</b>	<b>29</b>	<b>1</b>	<b>25</b>	<b>1,735</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>82</b>

PHF = 0.97

PM Peak Hour (Car) Trips: IN = 39 OUT = 157  
 PM Peak Hour (Truck) Trips: IN = 9 OUT = 14

Weekday PM Peak Hour 4:15 - 5:15 PM	Orange Blossom Trail								Redman Street							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	0	1,782	48	21	47	1,802	0	0	0	0	0	0	2	0	57
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.00	0.97
<b>Existing (2024)</b>	<b>0</b>	<b>0</b>	<b>1,818</b>	<b>49</b>	<b>21</b>	<b>48</b>	<b>1,838</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>58</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>0</b>	<b>0</b>	<b>1,873</b>	<b>50</b>	<b>22</b>	<b>49</b>	<b>1,893</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>60</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress	32%				28%											
Egress																
Project Trips	0	0	13	0	0	0	44	0	0	0	0	0	0	0	0	0
<b>Industrial (Truck)</b>																
Ingress	36%															
Egress																
Project Trips	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Project Trips</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>0</b>	<b>0</b>	<b>1,890</b>	<b>50</b>	<b>22</b>	<b>49</b>	<b>1,937</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>60</b>

# Intersection Development Worksheet



Expect More. Experience Better.

Intersection #: 3  
 Major Street: Orange Blossom | N/S  
 Minor Street: Americana Boulev | E/W

Existing Year: 2024  
 Buildout Year: 2026  
 Seasonal Factor: 1.02  
 Annual Growth (%): 1.56%

TMC Year: 2024

PHF = 0.92

AM Peak Hour (Car) Trips: IN = 165 OUT = 28  
 AM Peak Hour (Truck) Trips: IN = 10 OUT = 13

Weekday AM Peak Hour 07:15 - 08:15	Orange Blossom Trail								Americana Boulevard							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	15	149	1,223	1	19	1	1,560	138	0	144	4	224	0	1	2	2
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	4.0%	7.0%	0.0%	0.0%	100.0%	5.0%	2.0%	0.0%	3.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%
<b>Existing (2024)</b>	<b>15</b>	<b>152</b>	<b>1,247</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>1,591</b>	<b>141</b>	<b>0</b>	<b>147</b>	<b>4</b>	<b>228</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>15</b>	<b>157</b>	<b>1,284</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>1,639</b>	<b>145</b>	<b>0</b>	<b>151</b>	<b>4</b>	<b>235</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress	28%								4%							
Egress					28%											
Project Trips	0	0	46	0	0	0	8	0	0	7	0	0	0	0	0	0
<b>Industrial (Truck)</b>																
Ingress	30%								6%							
Egress																
Project Trips	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0
<b>Total Project Trips</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>15</b>	<b>157</b>	<b>1,333</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>1,647</b>	<b>145</b>	<b>0</b>	<b>159</b>	<b>4</b>	<b>235</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>

PHF = 0.94

PM Peak Hour (Car) Trips: IN = 39 OUT = 157  
 PM Peak Hour (Truck) Trips: IN = 9 OUT = 14

Weekday PM Peak Hour 4:15 - 5:15 PM	Orange Blossom Trail								Americana Boulevard							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	24	237	1,720	1	20	0	1,521	226	0	164	0	221	0	1	0	0
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	1.0%	3.0%	0.0%	0.0%	0.0%	6.0%	3.0%	0.0%	3.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
<b>Existing (2024)</b>	<b>24</b>	<b>242</b>	<b>1,754</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>1,551</b>	<b>231</b>	<b>0</b>	<b>167</b>	<b>0</b>	<b>225</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>25</b>	<b>249</b>	<b>1,807</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>1,598</b>	<b>238</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>232</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress	28%								4%							
Egress					28%											
Project Trips	0	0	11	0	0	0	44	0	0	2	0	0	0	0	0	0
<b>Industrial (Truck)</b>																
Ingress	30%								6%							
Egress																
Project Trips	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0
<b>Total Project Trips</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>25</b>	<b>249</b>	<b>1,821</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>1,642</b>	<b>238</b>	<b>0</b>	<b>175</b>	<b>0</b>	<b>232</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

# Intersection Development Worksheet



Expect More. Experience Better.

Intersection #:       Existing Year:       TMC Year:   
 Major Street:        Buildout Year:   
 Minor Street:        Seasonal Factor:   
 Annual Growth (%):

PHF =

AM Peak Hour (Car) Trips: IN =  OUT =   
 AM Peak Hour (Truck) Trips: IN =  OUT =

Weekday AM Peak Hour 07:15 - 08:15	Orange Blossom Trail								Citrus Oaks Apartments							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	0	1,389	10	0	8	1,665	0	0	0	0	0	0	0	0	3
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	0.0%	7.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Existing (2024)</b>	<b>0</b>	<b>0</b>	<b>1,417</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>1,698</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>0</b>	<b>0</b>	<b>1,460</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>1,749</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress																
Egress																
Project Trips	0	0	28	0	0	0	120	0	0	0	0	0	0	0	0	0
<b>Industrial (Truck)</b>																
Ingress																
Egress																
Project Trips	0	0	13	0	0	0	6	0	0	0	0	0	0	0	0	0
<b>Total Project Trips</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>0</b>	<b>0</b>	<b>1,501</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>1,875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

PHF =

PM Peak Hour (Car) Trips: IN =  OUT =   
 PM Peak Hour (Truck) Trips: IN =  OUT =

Weekday PM Peak Hour 4:30 - 5:30 PM	Orange Blossom Trail								Citrus Oaks Apartments							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	0	1,794	8	38	9	1,798	0	0	0	0	0	0	0	0	3
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.00	0.00	0.97	0.97	0.97	0.97	0.97	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.00	0.97
<b>Existing (2024)</b>	<b>0</b>	<b>0</b>	<b>1,830</b>	<b>8</b>	<b>39</b>	<b>9</b>	<b>1,834</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>0</b>	<b>0</b>	<b>1,885</b>	<b>8</b>	<b>40</b>	<b>9</b>	<b>1,889</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress																
Egress																
Project Trips	0	0	157	0	0	0	70	0	0	0	0	0	0	0	0	0
<b>Industrial (Truck)</b>																
Ingress																
Egress																
Project Trips	0	0	14	0	0	0	5	0	0	0	0	0	0	0	0	0
<b>Total Project Trips</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>0</b>	<b>0</b>	<b>2,056</b>	<b>8</b>	<b>40</b>	<b>9</b>	<b>1,964</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

# Intersection Development Worksheet



Expect More. Experience Better.

Intersection #:  Existing Year:  TMC Year:   
 Major Street:   Buildout Year:   
 Minor Street:   Seasonal Factor:   
 Annual Growth (%):

PHF =

AM Peak Hour (Car) Trips: IN =  OUT =   
 AM Peak Hour (Truck) Trips: IN =  OUT =

Weekday AM Peak Hour #/N/A	Orange Blossom Trail								Randall Made Knives							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	31	0	1,399	0	0	0	1,665	0	0	0	0	0	0	0	0	0
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	3.0%	0.0%	7.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Existing (2024)</b>	<b>32</b>	<b>0</b>	<b>1,427</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,698</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>33</b>	<b>0</b>	<b>1,470</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,749</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress	32%				68%				28%				100%			
Egress																
Project Trips	0	0	0	53	0	112	8	0	0	0	0	0	0	0	0	28
<b>Industrial (Truck)</b>																
Ingress	36%				64%				100%				100%			
Egress																
Project Trips	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	13
<b>Total Project Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>118</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
<b>Project Buildout</b>	<b>33</b>	<b>0</b>	<b>1,470</b>	<b>57</b>	<b>0</b>	<b>118</b>	<b>1,757</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>

PHF =

PM Peak Hour (Car) Trips: IN =  OUT =   
 PM Peak Hour (Truck) Trips: IN =  OUT =

Weekday PM Peak Hour #/N/A	Orange Blossom Trail								Randall Made Knives							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	39	1	1,802	0	0	0	1,797	1	0	0	0	3	0	0	0	0
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.00	0.00	0.97	0.97	0.00	0.00	0.00	0.97	0.00	0.00	0.00	0.97
<b>Existing (2024)</b>	<b>40</b>	<b>1</b>	<b>1,838</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,833</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>41</b>	<b>1</b>	<b>1,893</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,888</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress	32%				68%				28%				100%			
Egress																
Project Trips	0	0	0	13	0	26	44	0	0	0	0	0	0	0	0	157
<b>Industrial (Truck)</b>																
Ingress	36%				64%				100%				100%			
Egress																
Project Trips	0	0	0	4	0	5	0	0	0	0	0	0	0	0	0	14
<b>Total Project Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>31</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>
<b>Project Buildout</b>	<b>41</b>	<b>1</b>	<b>1,893</b>	<b>17</b>	<b>0</b>	<b>31</b>	<b>1,932</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>

# Intersection Development Worksheet



Expect More. Experience Better.

Intersection #: 6  
 Major Street: Orange Avenue N/S  
 Minor Street: Holden Avenue E/W

Existing Year: 2024  
 Buildout Year: 2026  
 Seasonal Factor: 1.02  
 Annual Growth (%): 1.56%

TMC Year: 2024  
 AM Peak Hour (Car) Trips: IN = 165 OUT = 28  
 AM Peak Hour (Truck) Trips: IN = 10 OUT = 13

PHF = 0.98

Weekday AM Peak Hour #/N/A	Orange Avenue								Holden Avenue							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	369	1,043	11	0	5	836	175	0	176	17	367	0	2	14	3
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	3.0%	6.0%	0.0%	0.0%	0.0%	6.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>Existing (2024)</b>	<b>0</b>	<b>376</b>	<b>1,064</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>853</b>	<b>179</b>	<b>0</b>	<b>180</b>	<b>17</b>	<b>374</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>3</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>0</b>	<b>387</b>	<b>1,096</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>879</b>	<b>184</b>	<b>0</b>	<b>185</b>	<b>18</b>	<b>385</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>3</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress	5%				2%				2%				5%			
Egress	5%				2%				2%				5%			
Project Trips	0	8	0	0	0	0	0	3	0	1	0	1	0	0	0	0
<b>Industrial (Truck)</b>																
Ingress	5%				2%				2%				5%			
Egress	5%				2%				2%				5%			
Project Trips	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
<b>Total Project Trips</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>0</b>	<b>396</b>	<b>1,096</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>879</b>	<b>187</b>	<b>0</b>	<b>186</b>	<b>18</b>	<b>387</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>3</b>

PHF = 0.99

PM Peak Hour (Car) Trips: IN = 39 OUT = 157  
 PM Peak Hour (Truck) Trips: IN = 9 OUT = 14

Weekday PM Peak Hour #/N/A	Orange Avenue								Holden Avenue							
	Northbound				Southbound				Eastbound				Westbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
TMC (2024)	0	386	886	16	0	16	1,076	227	0	168	21	409	0	1	29	6
Seasonal Factor	1.02				1.02				1.02				1.02			
Heavy Vehicle	0.0%	1.0%	2.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
<b>Existing (2024)</b>	<b>0</b>	<b>394</b>	<b>904</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>1,098</b>	<b>232</b>	<b>0</b>	<b>171</b>	<b>21</b>	<b>417</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>6</b>
Growth Factor	1.03				1.03				1.03				1.03			
Total Vested Trips <sup>1</sup>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background (2026)</b>	<b>0</b>	<b>406</b>	<b>931</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>1,131</b>	<b>239</b>	<b>0</b>	<b>176</b>	<b>22</b>	<b>430</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>6</b>
Project Assignment																
<b>Industrial (Car)</b>																
Ingress	5%				2%				2%				5%			
Egress	5%				2%				2%				5%			
Project Trips	0	2	0	0	0	0	0	1	0	3	0	8	0	0	0	0
<b>Industrial (Truck)</b>																
Ingress	5%				2%				2%				5%			
Egress	5%				2%				2%				5%			
Project Trips	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
<b>Total Project Trips</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Project Buildout</b>	<b>0</b>	<b>408</b>	<b>931</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>1,131</b>	<b>240</b>	<b>0</b>	<b>179</b>	<b>22</b>	<b>439</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>6</b>

# **APPENDIX F**

## Synchro Outputs





HCM 7th Signalized Intersection Summary  
1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
Existing 2024 AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕	↗	↖	↕	↗		↔	↕	↖	↗
Traffic Volume (veh/h)	9	147	308	150	126	305	256	14	124	1134	110	7
Future Volume (veh/h)	9	147	308	150	126	305	256	14	124	1134	110	7
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach			No			No				No		
Adj Sat Flow, veh/h/ln		1811	1870	1870	1841	1870	1841		1841	1796	1856	
Adj Flow Rate, veh/h		152	318	16	130	314	29		128	1169	107	
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	
Percent Heavy Veh, %		6	2	2	4	2	4		4	7	3	
Cap, veh/h		196	400	178	205	390	171		148	1431	131	
Arrive On Green		0.08	0.11	0.11	0.08	0.11	0.11		0.08	0.31	0.31	
Sat Flow, veh/h		1725	3554	1585	1753	3554	1560		1753	4572	418	
Grp Volume(v), veh/h		152	318	16	130	314	29		128	836	440	
Grp Sat Flow(s),veh/h/ln		1725	1777	1585	1753	1777	1560		1753	1635	1721	
Q Serve(g_s), s		12.8	14.8	1.5	11.1	14.7	1.5		12.3	40.1	40.1	
Cycle Q Clear(g_c), s		12.8	14.8	1.5	11.1	14.7	1.5		12.3	40.1	40.1	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		0.24	
Lane Grp Cap(c), veh/h		196	400	178	205	390	171		148	1023	539	
V/C Ratio(X)		0.78	0.80	0.09	0.64	0.81	0.17		0.87	0.82	0.82	
Avail Cap(c_a), veh/h		196	686	306	261	790	347		187	1023	539	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	0.79	0.79	0.79		1.00	1.00	1.00	
Uniform Delay (d), s/veh		63.3	73.5	67.6	61.3	73.9	19.2		76.9	53.9	53.9	
Incr Delay (d2), s/veh		17.7	3.6	0.2	2.6	3.2	0.4		27.5	7.2	12.9	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		6.8	7.0	0.6	5.1	6.9	1.2		6.6	17.4	19.2	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		81.0	77.1	67.8	63.9	77.1	19.5		104.4	61.1	66.8	
LnGrp LOS		F	E	E	E	E	B		F	E	E	
Approach Vol, veh/h			486			473				1404		
Approach Delay, s/veh			78.0			69.9				66.9		
Approach LOS			E			E				E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	64.2	60.0	19.5	26.3	21.2	102.9	20.0	25.8				
Change Period (Y+Rc), s	7.0	6.8	6.3	7.2	6.9	* 7	7.2	7.2				
Max Green Setting (Gmax), s	38.0	53.2	18.7	32.8	18.1	* 73	12.8	37.8				
Max Q Clear Time (g_c+I1), s	17.8	42.1	13.1	16.8	14.3	31.7	14.8	16.7				
Green Ext Time (p_c), s	0.6	5.9	0.1	1.8	0.1	14.3	0.0	2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			51.8									
HCM 7th LOS			D									

Notes  
User approved pedestrian interval to be less than phase max green.  
User approved ignoring U-Turning movement.

HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Existing 2024 AM Peak



Movement	SBL	SBT	SBR
Lane Configurations	3	↑↑↑	
Traffic Volume (veh/h)	208	1348	62
Future Volume (veh/h)	208	1348	62
Initial Q (Qb), veh	0	0	0
Lane Width Adj.	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1826	1811	1781
Adj Flow Rate, veh/h	214	1390	62
Peak Hour Factor	0.97	0.97	0.97
Percent Heavy Veh, %	5	6	8
Cap, veh/h	585	2738	122
Arrive On Green	0.34	0.56	0.56
Sat Flow, veh/h	1739	4852	216
Grp Volume(v), veh/h	214	944	508
Grp Sat Flow(s),veh/h/ln	1739	1648	1772
Q Serve(g_s), s	15.8	29.7	29.7
Cycle Q Clear(g_c), s	15.8	29.7	29.7
Prop In Lane	1.00		0.12
Lane Grp Cap(c), veh/h	585	1860	1000
V/C Ratio(X)	0.37	0.51	0.51
Avail Cap(c_a), veh/h	585	1860	1000
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	22.6	22.6
Incr Delay (d2), s/veh	0.4	1.0	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	12.0	13.1
Unsig. Movement Delay, s/veh			
LnGrp Delay(d), s/veh	43.1	23.6	24.5
LnGrp LOS	D	C	C
Approach Vol, veh/h		1666	
Approach Delay, s/veh		26.4	
Approach LOS		C	

Timer - Assigned Phs

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑ ↑ ↑ ↑			↓ ↑ ↑ ↑	
Traffic Vol, veh/h	0	80	1380	28	1	24	1677
Future Vol, veh/h	0	80	1380	28	1	24	1677
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	175	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	7	2	2	4	5
Mvmt Flow	0	84	1453	29	1	25	1765

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	-	741	0	0	1082	1482	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.64	5.38	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	2.32	3.14	-
Pot Cap-1 Maneuver	0	*698	-	-	*1179	494	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		0	-	-	0	0	-
Mov Cap-1 Maneuver	-	*698	-	-	*505	505	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.87		0	0.18
HCM LOS	B		

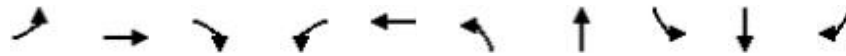
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	698	505
HCM Lane V/C Ratio	-	-	0.121	0.052
HCM Control Delay (s/veh)	-	-	10.9	12.5
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.4	0.2

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

Timings

3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Existing 2024 AM Peak

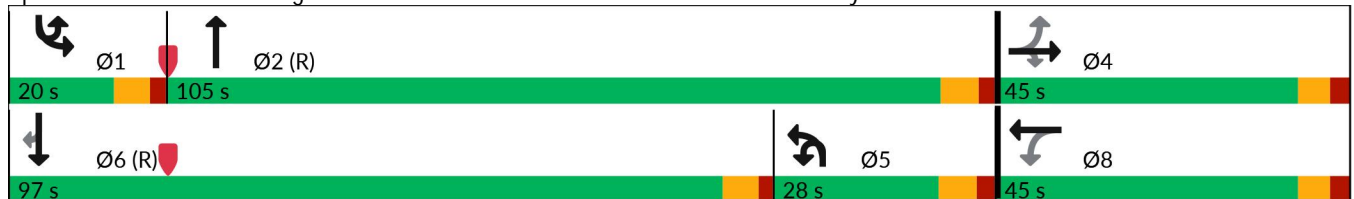


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	7		4	3	↑↑↑	3	↑↑↑	7
Traffic Volume (vph)	147	4	228	1	2	152	1247	1	1591	141
Future Volume (vph)	147	4	228	1	2	152	1247	1	1591	141
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8						6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.6	42.6	42.6	44.6	44.6	12.2	24.8	11.5	41.4	41.4
Total Split (s)	45.0	45.0	45.0	45.0	45.0	28.0	105.0	20.0	97.0	97.0
Total Split (%)	26.5%	26.5%	26.5%	26.5%	26.5%	16.5%	61.8%	11.8%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.4	2.0	2.1	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6		6.6	7.2	6.8	6.5	6.4	6.4
Lead/Lag						Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		26.2	26.2		26.2	20.8	121.2	7.7	102.8	102.8
Actuated g/C Ratio		0.15	0.15		0.15	0.12	0.71	0.05	0.60	0.60
v/c Ratio		0.79	0.61		0.02	0.85	0.39	0.29	0.58	0.16
Control Delay (s/veh)		94.4	22.2		45.4	105.4	11.7	102.0	12.1	0.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		94.4	22.2		45.4	105.4	11.7	102.0	12.1	0.9
LOS		F	C		D	F	B	F	B	A
Approach Delay (s/veh)		50.9			45.4		22.8		12.3	
Approach LOS		D			D		C		B	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 112 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.85  
 Intersection Signal Delay (s/veh): 20.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 80.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 3: Orange Blossom Trail & Americana Boulevard/Private Driveway



HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Existing 2024 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4	7		4			5	↑↑↑			5
Traffic Volume (veh/h)	147	4	228	1	2	2	15	152	1247	1	19	1
Future Volume (veh/h)	147	4	228	1	2	2	15	152	1247	1	19	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870		1841	1796	1870		418
Adj Flow Rate, veh/h	160	4	71	1	2	0		165	1355	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	3	2	3	2	2	2		4	7	2		100
Cap, veh/h	183	4	355	28	44	0		214	3307	2		1
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.00		0.12	0.65	0.65		0.00
Sat Flow, veh/h	627	16	1572	0	195	0		1753	5061	4		398
Grp Volume(v), veh/h	164	0	71	3	0	0		165	875	481		1
Grp Sat Flow(s),veh/h/ln	642	0	1572	195	0	0		1753	1635	1796		398
Q Serve(g_s), s	0.0	0.0	6.2	0.0	0.0	0.0		15.5	21.5	21.5		0.2
Cycle Q Clear(g_c), s	38.4	0.0	6.2	38.4	0.0	0.0		15.5	21.5	21.5		0.2
Prop In Lane	0.98		1.00	0.33		0.00		1.00		0.00		1.00
Lane Grp Cap(c), veh/h	187	0	355	72	0	0		214	2136	1173		1
V/C Ratio(X)	0.88	0.00	0.20	0.04	0.00	0.00		0.77	0.41	0.41		1.85
Avail Cap(c_a), veh/h	187	0	355	72	0	0		214	2136	1173		32
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	68.0	0.0	53.3	54.5	0.0	0.0		72.3	13.9	13.9		84.9
Incr Delay (d2), s/veh	34.3	0.0	0.3	0.2	0.0	0.0		15.5	0.6	1.1		989.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	2.5	0.1	0.0	0.0		7.9	8.0	8.9		0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	102.4	0.0	53.6	54.7	0.0	0.0		87.8	14.5	15.0		1074.3
LnGrp LOS	F		D	D				F	B	B		F
Approach Vol, veh/h		235			3				1521			
Approach Delay, s/veh		87.6			54.7				22.6			
Approach LOS		F			D				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	118.3		45.0	28.0	97.0		45.0				
Change Period (Y+Rc), s	6.5	* 7.2		6.6	7.2	* 6.4		6.6				
Max Green Setting (Gmax), s	13.5	* 98		38.4	20.8	* 91		38.4				
Max Q Clear Time (g_c+I1), s	2.2	23.5		40.4	17.5	44.2		40.4				
Green Ext Time (p_c), s	0.0	12.4		0.0	0.1	19.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh				30.5								
HCM 7th LOS				C								

Notes  
 User approved ignoring U-Turning movement.  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Existing 2024 AM Peak



Movement	SBT	SBR
Lane Configurations	↑↑↑	↗
Traffic Volume (veh/h)	1591	141
Future Volume (veh/h)	1591	141
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1870
Adj Flow Rate, veh/h	1729	118
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	5	2
Cap, veh/h	2657	845
Arrive On Green	0.53	0.53
Sat Flow, veh/h	4985	1585
Grp Volume(v), veh/h	1729	118
Grp Sat Flow(s),veh/h/ln	1662	1585
Q Serve(g_s), s	42.2	6.4
Cycle Q Clear(g_c), s	42.2	6.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2657	845
V/C Ratio(X)	0.65	0.14
Avail Cap(c_a), veh/h	2657	845
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	28.4	20.0
Incr Delay (d2), s/veh	1.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	2.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	29.6	20.4
LnGrp LOS	C	C
Approach Vol, veh/h	1848	
Approach Delay, s/veh	29.6	
Approach LOS	C	
Timer - Assigned Phs		

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑			↘ ↑↑↑	
Traffic Vol, veh/h	0	3	1417	10	8	1698
Future Vol, veh/h	0	3	1417	10	8	1698
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	7	2	2	5
Mvmt Flow	0	3	1461	10	8	1751

Major/Minor	Minor1	Major1		Major2	
Conflicting Flow All	-	736	0	0	1471
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12
Pot Cap-1 Maneuver	0	*698	-	-	508
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %		0	-	-	0
Mov Cap-1 Maneuver	-	*698	-	-	508
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.18		0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	698	508
HCM Lane V/C Ratio	-	-	0.004	0.016
HCM Control Delay (s/veh)	-	-	10.2	12.2
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0

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



Intersection													
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↘ ↗ ↗			↗ ↗ ↗		
Traffic Vol, veh/h	0	0	0	0	0	0	32	0	1427	0	0	1698	0
Future Vol, veh/h	0	0	0	0	0	0	32	0	1427	0	0	1698	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	3	2	7	2	2	5	2
Mvmt Flow	0	0	0	0	0	0	33	0	1486	0	0	1769	0

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	-	-	884	-	-	743	1291	1769	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.66	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.33	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*646	0	0	*687	*1086	421	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	0	-	-
Platoon blocked, %			0			0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	*646	-	-	*687	*1086	1086	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	0		0		0.18		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	1086	-	-	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-	-	-
HCM Control Delay (s/veh)	8.4	-	-	0	0	-
HCM Lane LOS	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	-

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

Timings  
6: Orange Avenue & Holden Avenue

Foundry Industrial TIA  
Existing 2024 AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	180	17	374	2	14	376	1064	11	5	853	179
Future Volume (vph)	180	17	374	2	14	376	1064	11	5	853	179
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	1		4	1	6		5	2	
Permitted Phases	8		8	4		6		6	2		2
Detector Phase	3	8	1	4	4	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	12.4	37.4	11.9	42.7	42.7	11.9	26.9	26.9	11.9	35.9	35.9
Total Split (s)	26.0	44.0	34.0	18.0	18.0	34.0	88.0	88.0	18.0	72.0	72.0
Total Split (%)	17.3%	29.3%	22.7%	12.0%	12.0%	22.7%	58.7%	58.7%	12.0%	48.0%	48.0%
Yellow Time (s)	4.1	4.1	4.4	3.4	3.4	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	3.3	3.3	2.5	3.3	3.3	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.4	6.9	6.7	6.7	6.9	6.9	6.9	6.9	6.9	6.9
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	Max	None	None	Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)		34.3	68.8	35.0	35.0	101.4	98.8	98.8	73.0	67.4	67.4
Actuated g/C Ratio		0.23	0.46	0.23	0.23	0.68	0.66	0.66	0.49	0.45	0.45
v/c Ratio		0.64	0.50	0.01	0.04	0.77	0.48	0.01	0.02	0.57	0.23
Control Delay (s/veh)		62.2	24.5	43.0	37.7	26.9	14.7	0.0	11.6	32.9	3.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		62.2	24.5	43.0	37.7	26.9	14.7	0.0	11.6	32.9	3.8
LOS		E	C	D	D	C	B	A	B	C	A
Approach Delay (s/veh)		37.5			38.3		17.8			27.8	
Approach LOS		D			D		B			C	

Intersection Summary























Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 141 (94%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay (s/veh): 24.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 79.6%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: Orange Avenue & Holden Avenue



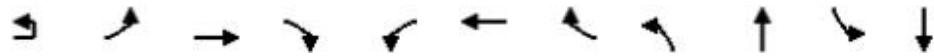
HCM Signalized Intersection Capacity Analysis  
6: Orange Avenue & Holden Avenue

Foundry Industrial TIA  
Existing 2024 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	17	374	2	14	3	376	1064	11	5	853	179
Future Volume (vph)	180	17	374	2	14	3	376	1064	11	5	853	179
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1781	1583	1770	1813		1752	3406	1583	1770	3406	1583
Flt Permitted		0.73	1.00	0.50	1.00		0.20	1.00	1.00	0.26	1.00	1.00
Satd. Flow (perm)		1363	1583	936	1813		373	3406	1583	490	3406	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	184	17	382	2	14	3	384	1086	11	5	870	183
RTOR Reduction (vph)	0	0	44	0	2	0	0	0	4	0	0	101
Lane Group Flow (vph)	0	201	338	2	15	0	384	1086	7	5	870	82
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	6%	2%	2%	6%	2%
Turn Type	pm+pt	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6		6	2		2
Actuated Green, G (s)		34.3	61.4	35.0	35.0		101.4	93.3	93.3	68.6	67.4	67.4
Effective Green, g (s)		34.3	61.4	35.0	35.0		101.4	93.3	93.3	68.6	67.4	67.4
Actuated g/C Ratio		0.23	0.41	0.23	0.23		0.68	0.62	0.62	0.46	0.45	0.45
Clearance Time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		311	647	218	423		501	2118	984	234	1530	711
v/s Ratio Prot			0.09		0.01		c0.14	0.32		0.00	0.26	
v/s Ratio Perm		c0.15	0.12	0.00			c0.38		0.00	0.01		0.05
v/c Ratio		0.65	0.52	0.01	0.03		0.77	0.51	0.01	0.02	0.57	0.12
Uniform Delay, d1		52.4	33.3	44.2	44.4		18.2	15.7	10.8	22.1	30.5	24.0
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.6	0.8	0.0	0.0		10.7	0.9	0.0	0.0	1.5	0.3
Delay (s)		56.9	34.0	44.2	44.5		28.9	16.6	10.8	22.2	32.1	24.3
Level of Service		E	C	D	D		C	B	B	C	C	C
Approach Delay (s/veh)		41.9			44.4			19.8			30.7	
Approach LOS		D			D			B			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			27.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			27.9		
Intersection Capacity Utilization			79.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
Existing 2024 PM Peak

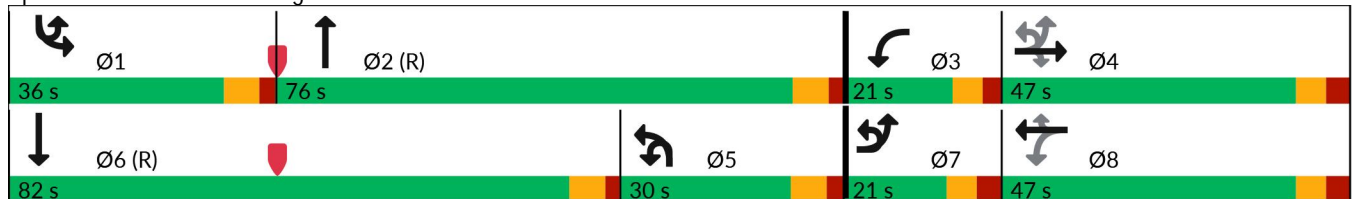


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↔	↕	↗	↖	↕	↗	↔	↕	↔	↕
Traffic Volume (vph)	24	117	386	179	150	362	287	174	1460	167	1473
Future Volume (vph)	24	117	386	179	150	362	287	174	1460	167	1473
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	7	4		3	8		5	2	1	6
Permitted Phases	4	4		4	8		8				
Detector Phase	7	7	4	4	3	8	8	5	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	12.2	12.2	46.2	46.2	22.5	43.2	43.2	11.9	41.8	17.2	38.8
Total Split (s)	21.0	21.0	47.0	47.0	21.0	47.0	47.0	30.0	76.0	36.0	82.0
Total Split (%)	11.7%	11.7%	26.1%	26.1%	11.7%	26.1%	26.1%	16.7%	42.2%	20.0%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	2.3	3.2	3.2	2.1	2.0	2.2	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2	7.2	6.3	7.2	7.2	6.9	6.8	7.0	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		42.4	28.8	28.8	44.1	28.8	28.8	23.1	84.4	25.1	86.4
Actuated g/C Ratio		0.24	0.16	0.16	0.25	0.16	0.16	0.13	0.47	0.14	0.48
v/c Ratio		0.75	0.78	0.49	0.79	0.73	0.64	0.96	0.79	0.84	0.79
Control Delay (s/veh)		74.7	81.9	11.1	77.3	79.2	14.1	112.6	31.6	103.0	42.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		74.7	81.9	11.1	77.3	79.2	14.1	112.6	31.6	103.0	42.7
LOS		E	F	B	E	E	B	F	C	F	D
Approach Delay (s/veh)			62.6			55.5			40.1		48.8
Approach LOS			E			E			D		D

Intersection Summary

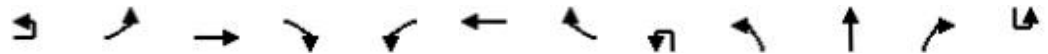
Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 139 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.96  
 Intersection Signal Delay (s/veh): 48.6      Intersection LOS: D  
 Intersection Capacity Utilization 90.9%      ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: Orange Blossom Trail & Holden Avenue



HCM 7th Signalized Intersection Summary  
1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
Existing 2024 PM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕	↗	↖	↕	↗		↔	↕	↖	↗
Traffic Volume (veh/h)	24	117	386	179	150	362	287	15	174	1460	157	15
Future Volume (veh/h)	24	117	386	179	150	362	287	15	174	1460	157	15
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln		1856	1870	1811	1870	1870	1870		1841	1856	1856	
Adj Flow Rate, veh/h		133	439	10	170	411	53		198	1659	171	
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88	
Percent Heavy Veh, %		3	2	6	2	2	2		4	3	3	
Cap, veh/h		205	517	223	209	525	234		357	2345	241	
Arrive On Green		0.07	0.15	0.15	0.08	0.15	0.15		0.20	0.50	0.50	
Sat Flow, veh/h		1767	3554	1535	1781	3554	1585		1753	4666	480	
Grp Volume(v), veh/h		133	439	10	170	411	53		198	1200	630	
Grp Sat Flow(s),veh/h/ln		1767	1777	1535	1781	1777	1585		1753	1689	1769	
Q Serve(g_s), s		11.4	21.7	0.7	14.7	20.1	5.3		18.2	49.3	49.6	
Cycle Q Clear(g_c), s		11.4	21.7	0.7	14.7	20.1	5.3		18.2	49.3	49.6	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		0.27	
Lane Grp Cap(c), veh/h		205	517	223	209	525	234		357	1697	889	
V/C Ratio(X)		0.65	0.85	0.04	0.81	0.78	0.23		0.55	0.71	0.71	
Avail Cap(c_a), veh/h		209	786	339	209	786	350		357	1697	889	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	0.72	0.72	0.72		1.00	1.00	1.00	
Uniform Delay (d), s/veh		60.5	75.0	29.7	61.0	73.9	67.6		64.3	34.6	34.6	
Incr Delay (d2), s/veh		6.7	5.6	0.1	16.0	2.2	0.3		1.9	2.5	4.8	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		5.5	10.3	0.4	7.6	9.3	2.2		8.3	20.6	22.3	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		67.2	80.5	29.7	77.0	76.1	68.0		66.2	37.1	39.4	
LnGrp LOS		E	F	C	E	E	E		E	D	D	
Approach Vol, veh/h		582			634				2028			
Approach Delay, s/veh		76.6			75.7				40.6			
Approach LOS		E			E				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.3	97.3	21.0	33.4	43.6	82.0	20.6	33.8				
Change Period (Y+Rc), s	7.0	* 6.9	6.3	7.2	6.9	6.8	7.2	7.2				
Max Green Setting (Gmax), s	29.0	* 69	14.7	39.8	23.1	75.2	13.8	39.8				
Max Q Clear Time (g_c+I1), s	21.0	51.6	16.7	23.7	20.2	61.6	13.4	22.1				
Green Ext Time (p_c), s	0.3	11.5	0.0	2.5	0.1	9.9	0.0	2.6				

Intersection Summary												
HCM 7th Control Delay, s/veh	56.8											
HCM 7th LOS	E											

Notes  
User approved pedestrian interval to be less than phase max green.  
User approved ignoring U-Turning movement.

HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Existing 2024 PM Peak



Movement	SBL	SBT	SBR
Lane Configurations	3	↑↑↑	
Traffic Volume (veh/h)	167	1473	148
Future Volume (veh/h)	167	1473	148
Initial Q (Qb), veh	0	0	0
Lane Width Adj.	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1826	1796
Adj Flow Rate, veh/h	190	1674	161
Peak Hour Factor	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	7
Cap, veh/h	210	1932	185
Arrive On Green	0.12	0.42	0.42
Sat Flow, veh/h	1781	4625	444
Grp Volume(v), veh/h	190	1202	633
Grp Sat Flow(s),veh/h/ln	1781	1662	1746
Q Serve(g_s), s	19.0	59.4	59.6
Cycle Q Clear(g_c), s	19.0	59.4	59.6
Prop In Lane	1.00		0.25
Lane Grp Cap(c), veh/h	210	1388	729
V/C Ratio(X)	0.90	0.87	0.87
Avail Cap(c_a), veh/h	287	1388	729
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.4	47.8	47.9
Incr Delay (d2), s/veh	24.1	7.4	13.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	26.1	28.7
Unsig. Movement Delay, s/veh			
LnGrp Delay(d), s/veh	102.5	55.2	61.1
LnGrp LOS	F	E	E
Approach Vol, veh/h		2025	
Approach Delay, s/veh		61.5	
Approach LOS		E	

Timer - Assigned Phs

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑			↘ ↑↑↑	↘ ↑↑↑
Traffic Vol, veh/h	0	58	1818	49	21	48	1838
Future Vol, veh/h	0	58	1818	49	21	48	1838
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	175	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2	5
Mvmt Flow	0	60	1874	51	22	49	1895

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	-	962	0	0	1405	1925	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	0	*631	-	-	*1067	353	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		0	-	-	0	0	-
Mov Cap-1 Maneuver	-	*631	-	-	*438	438	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.3	0	0.54
HCM LOS	B		

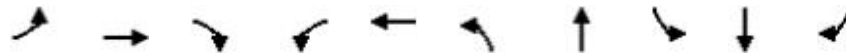
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	631	438
HCM Lane V/C Ratio	-	-	0.095	0.162
HCM Control Delay (s/veh)	-	-	11.3	14.8
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.3	0.6

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

Timings

3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Existing 2024 PM Peak

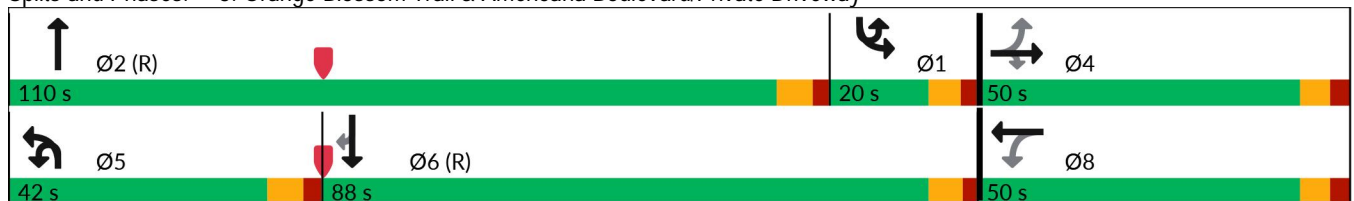


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	7		4	7	↑↑↑	7	↑↑↑	7
Traffic Volume (vph)	167	0	225	1	0	242	1754	0	1551	231
Future Volume (vph)	167	0	225	1	0	242	1754	0	1551	231
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8						6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.6	42.6	42.6	44.6	44.6	12.2	24.8	11.5	41.4	41.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	42.0	110.0	20.0	88.0	88.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	23.3%	61.1%	11.1%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.4	2.0	2.1	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6		6.6	7.2	6.8	6.5	6.4	6.4
Lead/Lag						Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		28.5	28.5		28.5	32.1	126.1	10.5	99.3	99.3
Actuated g/C Ratio		0.16	0.16		0.16	0.18	0.70	0.06	0.55	0.55
v/c Ratio		0.81	0.53		0.01	0.90	0.53	0.20	0.61	0.27
Control Delay (s/veh)		98.4	10.7		58.0	101.9	15.6	57.6	14.6	5.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		98.4	10.7		58.0	101.9	15.6	57.6	14.6	5.6
LOS		F	B		E	F	B	E	B	A
Approach Delay (s/veh)		48.1			58.0		27.0		13.9	
Approach LOS		D			E		C		B	

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 141 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay (s/veh): 23.4  
 Intersection LOS: C  
 Intersection Capacity Utilization 85.1%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Orange Blossom Trail & Americana Boulevard/Private Driveway





HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Existing 2024 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4	7		4			5	↑↑↑			5
Traffic Volume (veh/h)	167	0	225	1	0	0	24	242	1754	1	20	0
Future Volume (veh/h)	167	0	225	1	0	0	24	242	1754	1	20	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1870		1870	1856	1870		1870
Adj Flow Rate, veh/h	178	0	25	1	0	0		257	1866	1		0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	3	2	2	2	2	2		2	3	2		2
Cap, veh/h	239	0	182	63	0	0		277	2998	2		358
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.00		0.16	0.57	0.57		0.00
Sat Flow, veh/h	1731	0	1585	200	0	0		1781	5229	3		1781
Grp Volume(v), veh/h	178	0	25	1	0	0		257	1205	662		0
Grp Sat Flow(s),veh/h/ln	1731	0	1585	200	0	0		1781	1689	1855		1781
Q Serve(g_s), s	0.0	0.0	2.6	0.1	0.0	0.0		25.6	42.6	42.6		0.0
Cycle Q Clear(g_c), s	17.7	0.0	2.6	17.8	0.0	0.0		25.6	42.6	42.6		0.0
Prop In Lane	1.00		1.00	1.00		0.00		1.00		0.00		1.00
Lane Grp Cap(c), veh/h	239	0	182	63	0	0		277	1936	1064		358
V/C Ratio(X)	0.75	0.00	0.14	0.02	0.00	0.00		0.93	0.62	0.62		0.00
Avail Cap(c_a), veh/h	418	0	382	238	0	0		344	1936	1064		358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		0.00
Uniform Delay (d), s/veh	78.3	0.0	71.6	87.1	0.0	0.0		75.0	25.5	25.5		0.0
Incr Delay (d2), s/veh	4.6	0.0	0.3	0.1	0.0	0.0		27.0	1.5	2.7		0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	1.1	0.0	0.0	0.0		13.8	17.3	19.3		0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.9	0.0	72.0	87.2	0.0	0.0		102.0	27.0	28.2		0.0
LnGrp LOS	F		E	F				F	C	C		
Approach Vol, veh/h		203			1				2124			
Approach Delay, s/veh		81.6			87.2				36.4			
Approach LOS		F			F				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	42.7	110.0		27.3	35.2	117.5		27.3				
Change Period (Y+Rc), s	6.5	6.8		6.6	* 7.2	* 6.5		6.6				
Max Green Setting (Gmax), s	13.5	103.2		43.4	* 35	* 82		43.4				
Max Q Clear Time (g_c+I1), s	0.0	44.6		19.7	27.6	36.6		19.8				
Green Ext Time (p_c), s	0.0	21.4		1.0	0.4	18.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			31.4									
HCM 7th LOS			C									

Notes  
 User approved ignoring U-Turning movement.  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Existing 2024 PM Peak



Movement	SBT	SBR
Lane Configurations	↑↑↑	↗
Traffic Volume (veh/h)	1551	231
Future Volume (veh/h)	1551	231
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1811	1856
Adj Flow Rate, veh/h	1650	196
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	6	3
Cap, veh/h	3049	970
Arrive On Green	0.62	0.62
Sat Flow, veh/h	4944	1572
Grp Volume(v), veh/h	1650	196
Grp Sat Flow(s),veh/h/ln	1648	1572
Q Serve(g_s), s	34.6	9.8
Cycle Q Clear(g_c), s	34.6	9.8
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3049	970
V/C Ratio(X)	0.54	0.20
Avail Cap(c_a), veh/h	3049	970
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	19.9	15.1
Incr Delay (d2), s/veh	0.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	3.7
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	20.6	15.6
LnGrp LOS	C	B
Approach Vol, veh/h	1846	
Approach Delay, s/veh	20.0	
Approach LOS	C	
Timer - Assigned Phs		

Intersection							
Int Delay, s/veh	0.1						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑ ↑ ↑ ↑			↓ ↑ ↑ ↑	
Traffic Vol, veh/h	0	3	1830	8	39	9	1834
Future Vol, veh/h	0	3	1830	8	39	9	1834
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2	5
Mvmt Flow	0	3	1887	8	40	9	1891

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	-	947	0	0	1383	1895	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	0	*621	-	-	*1050	389	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		0	-	-	0	0	-
Mov Cap-1 Maneuver	-	*621	-	-	*794	794	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.82		0	0.25
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	621	794
HCM Lane V/C Ratio	-	-	0.005	0.062
HCM Control Delay (s/veh)	-	-	10.8	9.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0.2

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

Intersection													
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↘ ↑↑↑			↘ ↑↑↑		
Traffic Vol, veh/h	0	0	3	0	0	0	40	1	1838	0	0	1833	1
Future Vol, veh/h	0	0	3	0	0	0	40	1	1838	0	0	1833	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	3	2	2	5	2
Mvmt Flow	0	0	3	0	0	0	41	1	1895	0	0	1890	1

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	-	-	945	-	-	947	1380	1891	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*621	0	0	*621	*1050	392	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	0	-	-
Platoon blocked, %			0			0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	*621	-	-	*621	*1004	1004	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v10.82			0		0.19		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1004	-	-	621	-	-	-
HCM Lane V/C Ratio	0.042	-	-	0.005	-	-	-
HCM Control Delay (s/veh)	8.7	-	-	10.8	0	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	-

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

Timings  
6: Orange Avenue & Holden Avenue

Foundry Industrial TIA  
Existing 2024 PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	171	21	417	1	30	394	904	16	16	1098	232	
Future Volume (vph)	171	21	417	1	30	394	904	16	16	1098	232	
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	3	8	1		4	1	6		5	2		
Permitted Phases	8		8	4		6		6	2		2	
Detector Phase	3	8	1	4	4	1	6	6	5	2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0	
Minimum Split (s)	12.4	37.4	11.9	42.7	42.7	11.9	26.9	26.9	11.9	35.9	35.9	
Total Split (s)	20.0	45.0	35.0	25.0	25.0	35.0	105.0	105.0	20.0	90.0	90.0	
Total Split (%)	11.8%	26.5%	20.6%	14.7%	14.7%	20.6%	61.8%	61.8%	11.8%	52.9%	52.9%	
Yellow Time (s)	4.1	4.1	4.4	3.4	3.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	3.3	3.3	2.5	3.3	3.3	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.4	6.9	6.7	6.7	6.9	6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)		34.5	68.7	35.2	35.2	121.2	113.3	113.3	93.5	87.5	87.5	
Actuated g/C Ratio		0.20	0.40	0.21	0.21	0.71	0.67	0.67	0.55	0.51	0.51	
v/c Ratio		0.71	0.63	0.01	0.09	0.92	0.39	0.01	0.04	0.62	0.26	
Control Delay (s/veh)		77.7	39.0	51.0	47.0	54.9	14.5	0.0	10.8	32.2	8.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		77.7	39.0	51.0	47.0	54.9	14.5	0.0	10.8	32.2	8.3	
LOS		E	D	D	D	D	B	A	B	C	A	
Approach Delay (s/veh)		51.2			47.1		26.4			27.8		
Approach LOS		D			D		C			C		

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay (s/veh): 31.8	Intersection LOS: C
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Orange Avenue & Holden Avenue

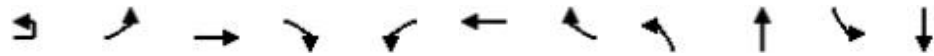


HCM Signalized Intersection Capacity Analysis  
6: Orange Avenue & Holden Avenue

Foundry Industrial TIA  
Existing 2024 PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	21	417	1	30	6	394	904	16	16	1098	232
Future Volume (vph)	171	21	417	1	30	6	394	904	16	16	1098	232
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1783	1583	1770	1816		1770	3539	1583	1770	3471	1583
Flt Permitted		0.72	1.00	0.47	1.00		0.15	1.00	1.00	0.31	1.00	1.00
Satd. Flow (perm)		1347	1583	882	1816		278	3539	1583	582	3471	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	173	21	421	1	30	6	398	913	16	16	1109	234
RTOR Reduction (vph)	0	0	33	0	4	0	0	0	6	0	0	80
Lane Group Flow (vph)	0	194	388	1	32	0	398	913	10	16	1109	154
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Turn Type	pm+pt	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6		6	2		2
Actuated Green, G (s)		34.5	61.3	35.2	35.2		121.2	110.5	110.5	91.3	87.5	87.5
Effective Green, g (s)		34.5	61.3	35.2	35.2		121.2	110.5	110.5	91.3	87.5	87.5
Actuated g/C Ratio		0.20	0.36	0.21	0.21		0.71	0.65	0.65	0.54	0.51	0.51
Clearance Time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		273	570	182	376		433	2300	1028	339	1786	814
v/s Ratio Prot			0.11		0.02		c0.14	0.26		0.00	0.32	
v/s Ratio Perm		c0.14	0.14	0.00			c0.51		0.01	0.02		0.10
v/c Ratio		0.71	0.68	0.01	0.09		0.92	0.40	0.01	0.05	0.62	0.19
Uniform Delay, d1		63.1	46.0	53.5	54.4		35.8	14.0	10.5	18.4	29.4	22.2
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		8.4	3.3	0.0	0.1		24.3	0.5	0.0	0.1	1.6	0.5
Delay (s)		71.5	49.4	53.5	54.5		60.1	14.5	10.5	18.4	31.1	22.7
Level of Service		E	D	D	D		E	B	B	B	C	C
Approach Delay (s/veh)		56.4			54.5			28.2			29.5	
Approach LOS		E			D			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			34.2				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)				27.9	
Intersection Capacity Utilization			87.1%				ICU Level of Service				E	
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
1: Orange Blossom Trail & Holden Avenue

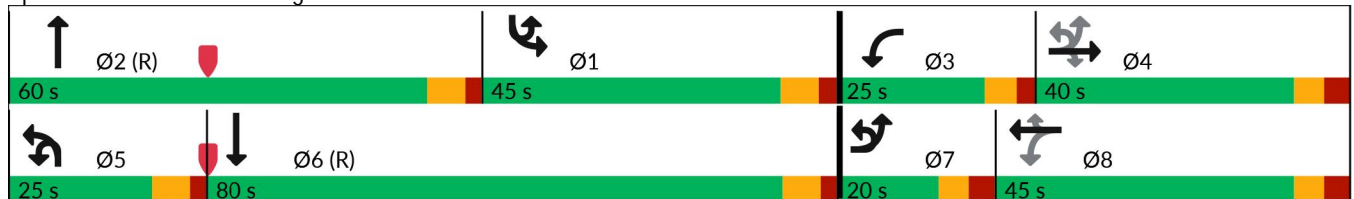


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↔	↕	↗	↖	↕	↗	↔	↕	↕	↕
Traffic Volume (vph)	9	151	317	155	130	314	264	128	1168	214	1388
Future Volume (vph)	9	151	317	155	130	314	264	128	1168	214	1388
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	7	4		3	8		5	2	1	6
Permitted Phases	4	4		4	8		8				
Detector Phase	7	7	4	4	3	8	8	5	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	12.2	12.2	46.2	46.2	22.5	43.2	43.2	11.9	41.8	17.2	38.8
Total Split (s)	20.0	20.0	40.0	40.0	25.0	45.0	45.0	25.0	60.0	45.0	80.0
Total Split (%)	11.8%	11.8%	23.5%	23.5%	14.7%	26.5%	26.5%	14.7%	35.3%	26.5%	47.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	2.3	3.2	3.2	2.1	2.0	2.2	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2	7.2	6.3	7.2	7.2	6.9	6.8	7.0	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		34.8	22.0	22.0	40.3	23.9	23.9	17.0	67.1	38.0	88.2
Actuated g/C Ratio		0.20	0.13	0.13	0.24	0.14	0.14	0.10	0.39	0.22	0.52
v/c Ratio		0.75	0.71	0.47	0.55	0.65	0.60	0.84	0.69	0.59	0.59
Control Delay (s/veh)		74.2	79.8	12.9	57.8	74.8	12.0	113.0	37.0	66.4	30.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		74.2	79.8	12.9	57.8	74.8	12.0	113.0	37.0	66.4	30.5
LOS		E	E	B	E	E	B	F	D	E	C
Approach Delay (s/veh)			62.0			48.3			44.5		35.3
Approach LOS			E			D			D		D

Intersection Summary

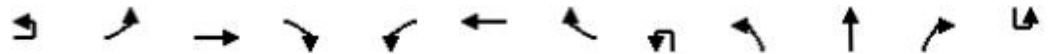
Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 24 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay (s/veh): 44.1  
 Intersection LOS: D  
 Intersection Capacity Utilization 86.0%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: Orange Blossom Trail & Holden Avenue



HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Background 2026 AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕	↗	↖	↕	↗		↔	↕	↖	↗
Traffic Volume (veh/h)	9	151	317	155	130	314	264	14	128	1168	113	7
Future Volume (veh/h)	9	151	317	155	130	314	264	14	128	1168	113	7
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach			No			No				No		
Adj Sat Flow, veh/h/ln		1811	1870	1870	1841	1870	1841		1841	1796	1856	
Adj Flow Rate, veh/h		156	327	17	134	324	31		132	1204	110	
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	
Percent Heavy Veh, %		6	2	2	4	2	4		4	7	3	
Cap, veh/h		196	405	180	206	401	176		152	1431	131	
Arrive On Green		0.08	0.11	0.11	0.08	0.11	0.11		0.09	0.31	0.31	
Sat Flow, veh/h		1725	3554	1585	1753	3554	1560		1753	4573	418	
Grp Volume(v), veh/h		156	327	17	134	324	31		132	861	453	
Grp Sat Flow(s),veh/h/ln		1725	1777	1585	1753	1777	1560		1753	1635	1721	
Q Serve(g_s), s		12.8	15.3	1.6	11.4	15.1	1.6		12.6	41.7	41.8	
Cycle Q Clear(g_c), s		12.8	15.3	1.6	11.4	15.1	1.6		12.6	41.7	41.8	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		0.24	
Lane Grp Cap(c), veh/h		196	405	180	206	401	176		152	1023	539	
V/C Ratio(X)		0.80	0.81	0.09	0.65	0.81	0.18		0.87	0.84	0.84	
Avail Cap(c_a), veh/h		196	686	306	260	790	347		187	1023	539	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	0.76	0.76	0.76		1.00	1.00	1.00	
Uniform Delay (d), s/veh		63.4	73.5	67.5	60.8	73.6	19.2		76.7	54.5	54.5	
Incr Delay (d2), s/veh		20.1	3.9	0.2	2.9	3.0	0.4		28.8	8.4	14.7	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		7.1	7.2	0.7	5.2	7.1	1.2		6.9	18.2	20.1	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		83.6	77.4	67.7	63.8	76.7	19.6		105.5	62.8	69.2	
LnGrp LOS		F	E	E	E	E	B		F	E	E	
Approach Vol, veh/h			500			489				1446		
Approach Delay, s/veh			79.0			69.5				68.7		
Approach LOS			E			E				E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	63.6	60.0	19.8	26.6	21.6	102.0	20.0	26.4				
Change Period (Y+Rc), s	7.0	6.8	6.3	7.2	6.9	* 7	7.2	7.2				
Max Green Setting (Gmax), s	38.0	53.2	18.7	32.8	18.1	* 73	12.8	37.8				
Max Q Clear Time (g_c+I1), s	18.5	43.8	13.4	17.3	14.6	33.4	14.8	17.1				
Green Ext Time (p_c), s	0.6	5.4	0.1	1.8	0.1	14.8	0.0	2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			52.9									
HCM 7th LOS			D									

Notes  
 User approved pedestrian interval to be less than phase max green.  
 User approved ignoring U-Turning movement.



HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Background 2026 AM Peak



Movement	SBL	SBT	SBR
Lane Configurations	3	↑↑↑	
Traffic Volume (veh/h)	214	1388	64
Future Volume (veh/h)	214	1388	64
Initial Q (Qb), veh	0	0	0
Lane Width Adj.	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1826	1811	1781
Adj Flow Rate, veh/h	221	1431	64
Peak Hour Factor	0.97	0.97	0.97
Percent Heavy Veh, %	5	6	8
Cap, veh/h	579	2712	121
Arrive On Green	0.33	0.56	0.56
Sat Flow, veh/h	1739	4851	217
Grp Volume(v), veh/h	221	972	523
Grp Sat Flow(s),veh/h/ln	1739	1648	1772
Q Serve(g_s), s	16.5	31.4	31.4
Cycle Q Clear(g_c), s	16.5	31.4	31.4
Prop In Lane	1.00		0.12
Lane Grp Cap(c), veh/h	579	1843	991
V/C Ratio(X)	0.38	0.53	0.53
Avail Cap(c_a), veh/h	579	1843	991
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	23.4	23.4
Incr Delay (d2), s/veh	0.4	1.1	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	12.6	13.9
Unsig. Movement Delay, s/veh			
LnGrp Delay(d), s/veh	43.7	24.5	25.5
LnGrp LOS	D	C	C
Approach Vol, veh/h		1716	
Approach Delay, s/veh		27.3	
Approach LOS		C	

Timer - Assigned Phs

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑ ↑ ↑ ↑			↓ ↑ ↑ ↑	
Traffic Vol, veh/h	0	82	1421	29	1	25	1727
Future Vol, veh/h	0	82	1421	29	1	25	1727
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	175	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	7	2	2	4	5
Mvmt Flow	0	86	1496	31	1	26	1818

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	-	763	0	0	1114	1526	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.64	5.38	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	2.32	3.14	-
Pot Cap-1 Maneuver	0	*687	-	-	*1161	488	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		0	-	-	0	0	-
Mov Cap-1 Maneuver	-	*687	-	-	*497	497	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.99		0	0.19
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	687	497
HCM Lane V/C Ratio	-	-	0.126	0.055
HCM Control Delay (s/veh)	-	-	11	12.7
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.4	0.2

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



HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Background 2026 AM Peak



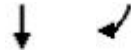
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4	7		4			5	↑↑↑			5
Traffic Volume (veh/h)	151	4	235	1	2	2	15	157	1284	1	20	1
Future Volume (veh/h)	151	4	235	1	2	2	15	157	1284	1	20	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870		1841	1796	1870		418
Adj Flow Rate, veh/h	164	4	79	1	2	0		171	1396	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	3	2	3	2	2	2		4	7	2		100
Cap, veh/h	183	3	355	28	44	0		214	3307	2		1
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.00		0.12	0.65	0.65		0.00
Sat Flow, veh/h	627	15	1572	0	195	0		1753	5061	4		398
Grp Volume(v), veh/h	168	0	79	3	0	0		171	902	495		1
Grp Sat Flow(s),veh/h/ln	642	0	1572	195	0	0		1753	1635	1796		398
Q Serve(g_s), s	0.0	0.0	7.0	0.0	0.0	0.0		16.1	22.4	22.4		0.2
Cycle Q Clear(g_c), s	38.4	0.0	7.0	38.4	0.0	0.0		16.1	22.4	22.4		0.2
Prop In Lane	0.98		1.00	0.33		0.00		1.00		0.00		1.00
Lane Grp Cap(c), veh/h	187	0	355	72	0	0		214	2136	1173		1
V/C Ratio(X)	0.90	0.00	0.22	0.04	0.00	0.00		0.80	0.42	0.42		1.85
Avail Cap(c_a), veh/h	187	0	355	72	0	0		214	2136	1173		32
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	68.4	0.0	53.6	54.5	0.0	0.0		72.5	14.1	14.1		84.9
Incr Delay (d2), s/veh	38.9	0.0	0.3	0.2	0.0	0.0		18.7	0.6	1.1		989.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	2.8	0.1	0.0	0.0		8.3	8.3	9.3		0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.3	0.0	53.9	54.7	0.0	0.0		91.2	14.7	15.2		1074.3
LnGrp LOS	F		D	D				F	B	B		F
Approach Vol, veh/h		247			3				1568			
Approach Delay, s/veh		90.3			54.7				23.2			
Approach LOS		F			D				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	118.3		45.0	28.0	97.0		45.0				
Change Period (Y+Rc), s	6.5	* 7.2		6.6	7.2	* 6.4		6.6				
Max Green Setting (Gmax), s	13.5	* 98		38.4	20.8	* 91		38.4				
Max Q Clear Time (g_c+I1), s	2.2	24.4		40.4	18.1	46.2		40.4				
Green Ext Time (p_c), s	0.0	13.0		0.0	0.1	20.4		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			31.2									
HCM 7th LOS			C									

Notes  
 User approved ignoring U-Turning movement.  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Background 2026 AM Peak



Movement	SBT	SBR
Lane Configurations	↑↑↑	↗
Traffic Volume (veh/h)	1639	145
Future Volume (veh/h)	1639	145
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1870
Adj Flow Rate, veh/h	1782	123
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	5	2
Cap, veh/h	2657	845
Arrive On Green	0.53	0.53
Sat Flow, veh/h	4985	1585
Grp Volume(v), veh/h	1782	123
Grp Sat Flow(s),veh/h/ln	1662	1585
Q Serve(g_s), s	44.2	6.7
Cycle Q Clear(g_c), s	44.2	6.7
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2657	845
V/C Ratio(X)	0.67	0.15
Avail Cap(c_a), veh/h	2657	845
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	28.9	20.1
Incr Delay (d2), s/veh	1.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.6	2.6
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	30.2	20.5
LnGrp LOS	C	C
Approach Vol, veh/h	1906	
Approach Delay, s/veh	30.1	
Approach LOS	C	
Timer - Assigned Phs		

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑ ↑↑↑			↓ ↑↑↑	
Traffic Vol, veh/h	0	3	1460	10	8	1749
Future Vol, veh/h	0	3	1460	10	8	1749
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	7	2	2	5
Mvmt Flow	0	3	1505	10	8	1803

Major/Minor	Minor1	Major1		Major2	
Conflicting Flow All	-	758	0	0	1515
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12
Pot Cap-1 Maneuver	0	*687	-	-	501
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %		0	-	-	0
Mov Cap-1 Maneuver	-	*687	-	-	501
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.26		0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	687	501
HCM Lane V/C Ratio	-	-	0.005	0.016
HCM Control Delay (s/veh)	-	-	10.3	12.3
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0.1

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

Intersection													
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↘ ↑↑↑			↘ ↑↑↑		
Traffic Vol, veh/h	0	0	0	0	0	0	33	0	1470	0	0	1749	0
Future Vol, veh/h	0	0	0	0	0	0	33	0	1470	0	0	1749	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	3	2	7	2	2	5	2
Mvmt Flow	0	0	0	0	0	0	34	0	1531	0	0	1822	0

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	-	-	911	-	-	766	1330	1822	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.66	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.33	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*635	0	0	*687	*1069	408	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	0	-	-
Platoon blocked, %			0			0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	*635	-	-	*687	*1069	1069	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v	0		0		0.19		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	1069	-	-	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	-	-
HCM Control Delay (s/veh)	8.5	-	-	0	0	-
HCM Lane LOS	A	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	-

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

Timings  
6: Orange Avenue & Holden Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	185	18	385	2	14	387	1096	11	5	879	184	
Future Volume (vph)	185	18	385	2	14	387	1096	11	5	879	184	
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	3	8	1		4	1	6		5	2		
Permitted Phases	8		8	4		6		6	2		2	
Detector Phase	3	8	1	4	4	1	6	6	5	2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0	
Minimum Split (s)	12.4	37.4	11.9	42.7	42.7	11.9	26.9	26.9	11.9	35.9	35.9	
Total Split (s)	26.0	44.0	34.0	18.0	18.0	34.0	88.0	88.0	18.0	72.0	72.0	
Total Split (%)	17.3%	29.3%	22.7%	12.0%	12.0%	22.7%	58.7%	58.7%	12.0%	48.0%	48.0%	
Yellow Time (s)	4.1	4.1	4.4	3.4	3.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	3.3	3.3	2.5	3.3	3.3	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.4	6.9	6.7	6.7	6.9	6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	Max	None	None	Max	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)		34.7	69.2	35.4	35.4	101.0	98.4	98.4	72.7	67.0	67.0	
Actuated g/C Ratio		0.23	0.46	0.24	0.24	0.67	0.66	0.66	0.48	0.45	0.45	
v/c Ratio		0.66	0.51	0.01	0.04	0.81	0.50	0.01	0.02	0.59	0.23	
Control Delay (s/veh)		62.6	25.3	43.0	37.7	32.0	15.1	0.0	11.6	33.6	4.1	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		62.6	25.3	43.0	37.7	32.0	15.1	0.0	11.6	33.6	4.1	
LOS		E	C	D	D	C	B	A	B	C	A	
Approach Delay (s/veh)		38.2			38.3		19.4			28.4		
Approach LOS		D			D		B			C		

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 141 (94%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay (s/veh): 26.0	Intersection LOS: C
Intersection Capacity Utilization 81.3%	ICU Level of Service D
Analysis Period (min) 15	























Splits and Phases: 6: Orange Avenue & Holden Avenue



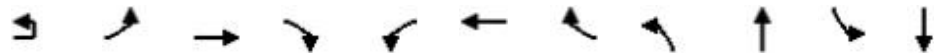


HCM Signalized Intersection Capacity Analysis  
6: Orange Avenue & Holden Avenue

Foundry Industrial TIA  
Background 2026 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	18	385	2	14	3	387	1096	11	5	879	184
Future Volume (vph)	185	18	385	2	14	3	387	1096	11	5	879	184
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1781	1583	1770	1813		1752	3406	1583	1770	3406	1583
Flt Permitted		0.73	1.00	0.49	1.00		0.19	1.00	1.00	0.25	1.00	1.00
Satd. Flow (perm)		1364	1583	919	1813		352	3406	1583	475	3406	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	189	18	393	2	14	3	395	1118	11	5	897	188
RTOR Reduction (vph)	0	0	41	0	2	0	0	0	4	0	0	103
Lane Group Flow (vph)	0	207	352	2	15	0	395	1118	7	5	897	85
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	6%	2%	2%	6%	2%
Turn Type	pm+pt	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6		6	2		2
Actuated Green, G (s)		34.7	61.8	35.4	35.4		101.0	92.9	92.9	68.2	67.0	67.0
Effective Green, g (s)		34.7	61.8	35.4	35.4		101.0	92.9	92.9	68.2	67.0	67.0
Actuated g/C Ratio		0.23	0.41	0.24	0.24		0.67	0.62	0.62	0.45	0.45	0.45
Clearance Time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		315	652	216	427		489	2109	980	226	1521	707
v/s Ratio Prot			0.10		0.01		c0.15	0.33		0.00	0.26	
v/s Ratio Perm		c0.15	0.12	0.00			c0.40		0.00	0.01		0.05
v/c Ratio		0.66	0.54	0.01	0.03		0.81	0.53	0.01	0.02	0.59	0.12
Uniform Delay, d1		52.3	33.4	43.9	44.1		22.3	16.2	10.9	22.4	31.2	24.3
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.9	0.9	0.0	0.0		13.4	1.0	0.0	0.0	1.7	0.3
Delay (s)		57.1	34.3	43.9	44.2		35.7	17.1	10.9	22.4	32.9	24.6
Level of Service		E	C	D	D		D	B	B	C	C	C
Approach Delay (s/veh)		42.2			44.1			21.9			31.4	
Approach LOS		D			D			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			29.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			27.9		
Intersection Capacity Utilization			81.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
1: Orange Blossom Trail & Holden Avenue

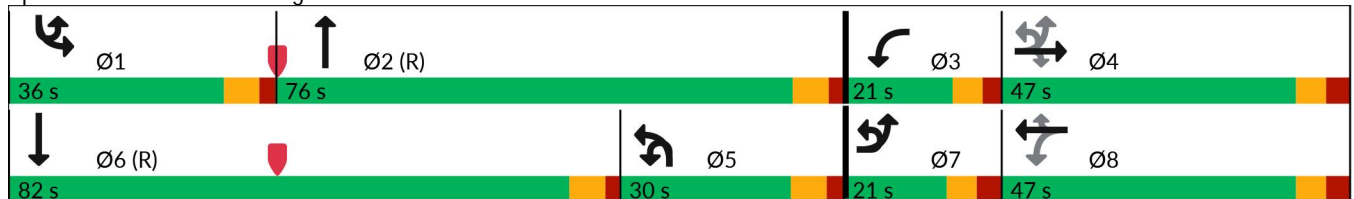


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↔	↕	↗	↖	↕	↗	↔	↕	↕	↕
Traffic Volume (vph)	25	121	398	184	155	373	296	179	1504	172	1517
Future Volume (vph)	25	121	398	184	155	373	296	179	1504	172	1517
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	7	4		3	8		5	2	1	6
Permitted Phases	4	4		4	8		8				
Detector Phase	7	7	4	4	3	8	8	5	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	12.2	12.2	46.2	46.2	22.5	43.2	43.2	11.9	41.8	17.2	38.8
Total Split (s)	21.0	21.0	47.0	47.0	21.0	47.0	47.0	30.0	76.0	36.0	82.0
Total Split (%)	11.7%	11.7%	26.1%	26.1%	11.7%	26.1%	26.1%	16.7%	42.2%	20.0%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	2.3	3.2	3.2	2.1	2.0	2.2	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2	7.2	6.3	7.2	7.2	6.9	6.8	7.0	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		43.1	29.5	29.5	44.8	29.4	29.4	23.1	83.3	25.5	85.7
Actuated g/C Ratio		0.24	0.16	0.16	0.25	0.16	0.16	0.13	0.46	0.14	0.48
v/c Ratio		0.78	0.78	0.49	0.82	0.73	0.66	0.99	0.82	0.85	0.82
Control Delay (s/veh)		77.5	81.7	10.9	80.5	79.0	15.9	117.9	34.1	103.2	44.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		77.5	81.7	10.9	80.5	79.0	15.9	117.9	34.1	103.2	44.5
LOS		E	F	B	F	E	B	F	C	F	D
Approach Delay (s/veh)			63.0			56.6			42.8		50.4
Approach LOS			E			E			D		D

Intersection Summary

Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 139 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay (s/veh): 50.4	Intersection LOS: D
Intersection Capacity Utilization 92.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Orange Blossom Trail & Holden Avenue



HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Background 2026 PM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕	↗	↖	↕	↗		↔	↕	↖	↗
Traffic Volume (veh/h)	25	121	398	184	155	373	296	15	179	1504	162	15
Future Volume (veh/h)	25	121	398	184	155	373	296	15	179	1504	162	15
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln		1856	1870	1811	1870	1870	1870		1841	1856	1856	
Adj Flow Rate, veh/h		138	452	10	176	424	47		203	1709	177	
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88	
Percent Heavy Veh, %		3	2	6	2	2	2		4	3	3	
Cap, veh/h		207	531	229	209	531	237		351	2313	239	
Arrive On Green		0.08	0.15	0.15	0.08	0.15	0.15		0.20	0.50	0.50	
Sat Flow, veh/h		1767	3554	1535	1781	3554	1585		1753	4664	482	
Grp Volume(v), veh/h		138	452	10	176	424	47		203	1236	650	
Grp Sat Flow(s),veh/h/ln		1767	1777	1535	1781	1777	1585		1753	1689	1769	
Q Serve(g_s), s		11.8	22.3	0.7	14.7	20.7	4.7		18.9	52.4	52.7	
Cycle Q Clear(g_c), s		11.8	22.3	0.7	14.7	20.7	4.7		18.9	52.4	52.7	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		0.27	
Lane Grp Cap(c), veh/h		207	531	229	209	531	237		351	1675	877	
V/C Ratio(X)		0.67	0.85	0.04	0.84	0.80	0.20		0.58	0.74	0.74	
Avail Cap(c_a), veh/h		207	786	339	209	786	350		351	1675	877	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	0.69	0.69	0.69		1.00	1.00	1.00	
Uniform Delay (d), s/veh		59.9	74.6	29.7	61.4	73.9	67.1		65.1	36.1	36.2	
Incr Delay (d2), s/veh		8.0	6.0	0.1	18.8	2.5	0.3		2.4	3.0	5.6	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		5.8	10.6	0.4	8.0	9.7	1.9		8.6	22.0	23.8	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		67.9	80.6	29.7	80.2	76.5	67.4		67.5	39.0	41.8	
LnGrp LOS		E	F	C	F	E	E		E	D	D	
Approach Vol, veh/h		600			647				2089			
Approach Delay, s/veh		76.8			76.8				42.6			
Approach LOS		E			E				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.8	96.2	21.0	34.1	42.9	82.0	21.0	34.1				
Change Period (Y+Rc), s	7.0	* 6.9	6.3	7.2	6.9	6.8	7.2	7.2				
Max Green Setting (Gmax), s	29.0	* 69	14.7	39.8	23.1	75.2	13.8	39.8				
Max Q Clear Time (g_c+I1), s	21.5	54.7	16.7	24.3	20.9	64.6	13.8	22.7				
Green Ext Time (p_c), s	0.3	10.2	0.0	2.6	0.1	8.3	0.0	2.6				

Intersection Summary												
HCM 7th Control Delay, s/veh	58.7											
HCM 7th LOS	E											

Notes  
 User approved pedestrian interval to be less than phase max green.  
 User approved ignoring U-Turning movement.

HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Background 2026 PM Peak



Movement	SBL	SBT	SBR
Lane Configurations	3	↑↑↑	
Traffic Volume (veh/h)	172	1517	152
Future Volume (veh/h)	172	1517	152
Initial Q (Qb), veh	0	0	0
Lane Width Adj.	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1826	1796
Adj Flow Rate, veh/h	195	1724	166
Peak Hour Factor	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	7
Cap, veh/h	215	1932	186
Arrive On Green	0.12	0.42	0.42
Sat Flow, veh/h	1781	4625	444
Grp Volume(v), veh/h	195	1237	653
Grp Sat Flow(s),veh/h/ln	1781	1662	1746
Q Serve(g_s), s	19.5	62.2	62.6
Cycle Q Clear(g_c), s	19.5	62.2	62.6
Prop In Lane	1.00		0.25
Lane Grp Cap(c), veh/h	215	1388	729
V/C Ratio(X)	0.91	0.89	0.89
Avail Cap(c_a), veh/h	287	1388	729
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.1	48.6	48.7
Incr Delay (d2), s/veh	25.1	9.0	15.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	27.6	30.5
Unsig. Movement Delay, s/veh			
LnGrp Delay(d), s/veh	103.2	57.6	64.5
LnGrp LOS	F	E	E
Approach Vol, veh/h		2085	
Approach Delay, s/veh		64.0	
Approach LOS		E	

Timer - Assigned Phs

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑ ↑ ↑ ↑			↓ ↑ ↑ ↑	
Traffic Vol, veh/h	0	60	1873	50	22	49	1893
Future Vol, veh/h	0	60	1873	50	22	49	1893
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	175	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2	5
Mvmt Flow	0	62	1931	52	23	51	1952

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	-	991	0	0	1447	1982	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	0	*621	-	-	*1050	338	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		0	-	-	0	0	-
Mov Cap-1 Maneuver	-	*621	-	-	*422	422	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

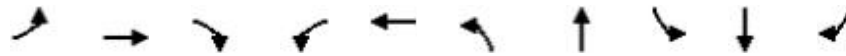
Approach	WB	NB	SB
HCM Control Delay, s/v	11.43	0	0.55
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	621	422
HCM Lane V/C Ratio	-	-	0.1	0.173
HCM Control Delay (s/veh)	-	-	11.4	15.3
HCM Lane LOS	-	-	B	C
HCM 95th %tile Q(veh)	-	-	0.3	0.6

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

Timings

3: Orange Blossom Trail & Americana Boulevard/Private Driveway

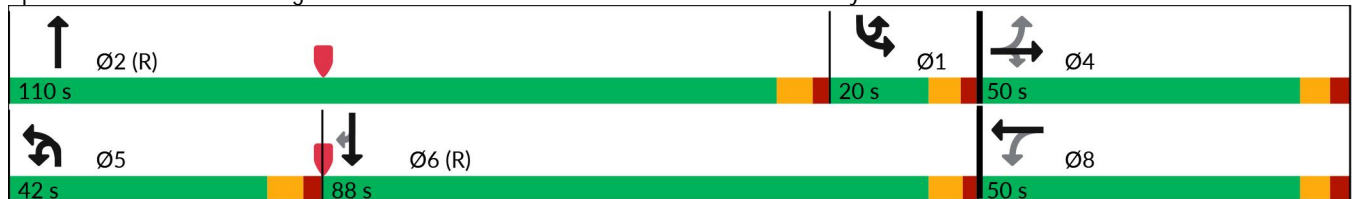


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	7		4	7	↑↑↑	7	↑↑↑	7
Traffic Volume (vph)	172	0	232	1	0	249	1807	0	1598	238
Future Volume (vph)	172	0	232	1	0	249	1807	0	1598	238
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8						6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.6	42.6	42.6	44.6	44.6	12.2	24.8	11.5	41.4	41.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	42.0	110.0	20.0	88.0	88.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	23.3%	61.1%	11.1%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.4	2.0	2.1	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6		6.6	7.2	6.8	6.5	6.4	6.4
Lead/Lag						Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		29.1	29.1		29.1	32.5	125.5	10.5	98.2	98.2
Actuated g/C Ratio		0.16	0.16		0.16	0.18	0.70	0.06	0.55	0.55
v/c Ratio		0.81	0.53		0.01	0.91	0.55	0.21	0.64	0.28
Control Delay (s/veh)		98.1	10.5		57.0	103.9	16.3	59.6	15.9	6.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		98.1	10.5		57.0	103.9	16.3	59.6	15.9	6.7
LOS		F	B		E	F	B	E	B	A
Approach Delay (s/veh)		47.8			57.0		27.8		15.2	
Approach LOS		D			E		C		B	

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 141 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay (s/veh): 24.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 86.9%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Orange Blossom Trail & Americana Boulevard/Private Driveway



HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Background 2026 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4	7		4			5	↑↑↑			5
Traffic Volume (veh/h)	172	0	232	1	0	0	25	249	1807	1	21	0
Future Volume (veh/h)	172	0	232	1	0	0	25	249	1807	1	21	0
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1870		1870	1856	1870		1870
Adj Flow Rate, veh/h	183	0	27	1	0	0		265	1922	1		0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	3	2	2	2	2	2		2	3	2		2
Cap, veh/h	244	0	187	63	0	0		285	2998	2		353
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.00		0.16	0.57	0.57		0.00
Sat Flow, veh/h	1732	0	1585	197	0	0		1781	5229	3		1781
Grp Volume(v), veh/h	183	0	27	1	0	0		265	1241	682		0
Grp Sat Flow(s),veh/h/ln	1732	0	1585	197	0	0		1781	1689	1855		1781
Q Serve(g_s), s	0.0	0.0	2.8	0.1	0.0	0.0		26.4	44.6	44.6		0.0
Cycle Q Clear(g_c), s	18.2	0.0	2.8	18.3	0.0	0.0		26.4	44.6	44.6		0.0
Prop In Lane	1.00		1.00	1.00		0.00		1.00		0.00		1.00
Lane Grp Cap(c), veh/h	244	0	187	63	0	0		285	1936	1064		353
V/C Ratio(X)	0.75	0.00	0.14	0.02	0.00	0.00		0.93	0.64	0.64		0.00
Avail Cap(c_a), veh/h	419	0	382	234	0	0		344	1936	1064		353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		0.00
Uniform Delay (d), s/veh	78.1	0.0	71.3	87.0	0.0	0.0		74.6	25.9	25.9		0.0
Incr Delay (d2), s/veh	4.6	0.0	0.4	0.1	0.0	0.0		28.1	1.6	3.0		0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	1.1	0.0	0.0	0.0		14.3	18.1	20.3		0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.7	0.0	71.6	87.1	0.0	0.0		102.7	27.5	28.9		0.0
LnGrp LOS	F		E	F				F	C	C		
Approach Vol, veh/h		210			1				2188			
Approach Delay, s/veh		81.2			87.1				37.1			
Approach LOS		F			F				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	42.2	110.0		27.8	36.0	116.2		27.8				
Change Period (Y+Rc), s	6.5	6.8		6.6	* 7.2	* 6.5		6.6				
Max Green Setting (Gmax), s	13.5	103.2		43.4	* 35	* 82		43.4				
Max Q Clear Time (g_c+I1), s	0.0	46.6		20.2	28.4	38.8		20.3				
Green Ext Time (p_c), s	0.0	22.4		1.0	0.4	19.4		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	32.2
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Background 2026 PM Peak



Movement	SBT	SBR
Lane Configurations	↑↑↑	↗
Traffic Volume (veh/h)	1598	238
Future Volume (veh/h)	1598	238
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1811	1856
Adj Flow Rate, veh/h	1700	203
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	6	3
Cap, veh/h	3013	958
Arrive On Green	0.61	0.61
Sat Flow, veh/h	4944	1572
Grp Volume(v), veh/h	1700	203
Grp Sat Flow(s),veh/h/ln	1648	1572
Q Serve(g_s), s	36.8	10.4
Cycle Q Clear(g_c), s	36.8	10.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3013	958
V/C Ratio(X)	0.56	0.21
Avail Cap(c_a), veh/h	3013	958
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	20.9	15.8
Incr Delay (d2), s/veh	0.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	3.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	21.7	16.3
LnGrp LOS	C	B
Approach Vol, veh/h	1903	
Approach Delay, s/veh	21.1	
Approach LOS	C	
Timer - Assigned Phs		



Intersection							
Int Delay, s/veh	0.1						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑ ↑↑↑			↓ ↑↑↑	
Traffic Vol, veh/h	0	3	1885	8	40	9	1889
Future Vol, veh/h	0	3	1885	8	40	9	1889
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	250	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2	5
Mvmt Flow	0	3	1943	8	41	9	1947

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	-	976	0	0	1425	1952	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	0	*621	-	-	*1050	355	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		0	-	-	0	0	-
Mov Cap-1 Maneuver	-	*621	-	-	*770	770	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.82		0	0.25
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	621	770
HCM Lane V/C Ratio	-	-	0.005	0.066
HCM Control Delay (s/veh)	-	-	10.8	10
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0.2

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

Intersection													
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑↑	↑↑↑		↑↑↑		
Traffic Vol, veh/h	0	0	3	0	0	0	41	1	1893	0	0	1888	1
Future Vol, veh/h	0	0	3	0	0	0	41	1	1893	0	0	1888	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	250	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	3	2	2	5	2
Mvmt Flow	0	0	3	0	0	0	42	1	1952	0	0	1946	1

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	-	-	974	-	-	976	1422	1947	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	*621	0	0	*612	*1050	358	-	-	0	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	0	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	0	-	-
Platoon blocked, %			0			0	0	0	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	*621	-	-	*612	*999	999	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB			
HCM Control Delay, s/v10.82			0		0.19			0			
HCM LOS	B		A								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	999	-	-	621	-	-	-
HCM Lane V/C Ratio	0.043	-	-	0.005	-	-	-
HCM Control Delay (s/veh)	8.8	-	-	10.8	0	-	-
HCM Lane LOS	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-	-	-

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

Timings  
6: Orange Avenue & Holden Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	176	22	430	1	31	406	931	16	16	1131	239	
Future Volume (vph)	176	22	430	1	31	406	931	16	16	1131	239	
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	3	8	1		4	1	6		5	2		
Permitted Phases	8		8	4		6		6	2		2	
Detector Phase	3	8	1	4	4	1	6	6	5	2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0	
Minimum Split (s)	12.4	37.4	11.9	42.7	42.7	11.9	26.9	26.9	11.9	35.9	35.9	
Total Split (s)	20.0	45.0	35.0	25.0	25.0	35.0	105.0	105.0	20.0	90.0	90.0	
Total Split (%)	11.8%	26.5%	20.6%	14.7%	14.7%	20.6%	61.8%	61.8%	11.8%	52.9%	52.9%	
Yellow Time (s)	4.1	4.1	4.4	3.4	3.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	3.3	3.3	2.5	3.3	3.3	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.4	6.9	6.7	6.7	6.9	6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)		35.0	70.5	35.7	35.7	120.7	112.8	112.8	91.7	85.7	85.7	
Actuated g/C Ratio		0.21	0.41	0.21	0.21	0.71	0.66	0.66	0.54	0.50	0.50	
v/c Ratio		0.72	0.64	0.01	0.10	0.96	0.40	0.01	0.05	0.65	0.27	
Control Delay (s/veh)		78.1	39.3	51.0	47.1	66.6	14.8	0.0	10.8	33.9	8.8	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		78.1	39.3	51.0	47.1	66.6	14.8	0.0	10.8	33.9	8.8	
LOS		E	D	D	D	E	B	A	B	C	A	
Approach Delay (s/veh)		51.5			47.2		30.2			29.3		
Approach LOS		D			D		C			C		

Intersection Summary

Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 34.0	Intersection LOS: C
Intersection Capacity Utilization 89.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Orange Avenue & Holden Avenue



HCM Signalized Intersection Capacity Analysis  
6: Orange Avenue & Holden Avenue

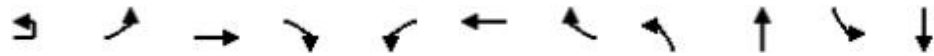
Foundry Industrial TIA  
Background 2026 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	4	4	4		4	4	4	4	4	4
Traffic Volume (vph)	176	22	430	1	31	6	406	931	16	16	1131	239
Future Volume (vph)	176	22	430	1	31	6	406	931	16	16	1131	239
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1783	1583	1770	1817		1770	3539	1583	1770	3471	1583
Flt Permitted		0.72	1.00	0.46	1.00		0.14	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)		1347	1583	865	1817		252	3539	1583	567	3471	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	178	22	434	1	31	6	410	940	16	16	1142	241
RTOR Reduction (vph)	0	0	30	0	4	0	0	0	6	0	0	81
Lane Group Flow (vph)	0	200	404	1	33	0	410	940	10	16	1142	160
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Turn Type	pm+pt	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6		6	2		2
Actuated Green, G (s)		35.0	63.1	35.7	35.7		120.7	110.0	110.0	89.5	85.7	85.7
Effective Green, g (s)		35.0	63.1	35.7	35.7		120.7	110.0	110.0	89.5	85.7	85.7
Actuated g/C Ratio		0.21	0.37	0.21	0.21		0.71	0.65	0.65	0.53	0.50	0.50
Clearance Time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		277	587	181	381		429	2289	1024	325	1749	798
v/s Ratio Prot			0.11		0.02		c0.16	0.27		0.00	0.33	
v/s Ratio Perm		c0.15	0.14	0.00			c0.52		0.01	0.02		0.10
v/c Ratio		0.72	0.69	0.01	0.09		0.96	0.41	0.01	0.05	0.65	0.20
Uniform Delay, d1		63.0	45.2	53.1	54.0		40.7	14.4	10.7	19.2	31.2	23.2
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		8.9	3.4	0.0	0.1		32.0	0.5	0.0	0.1	1.9	0.6
Delay (s)		71.9	48.5	53.1	54.1		72.7	15.0	10.7	19.3	33.1	23.8
Level of Service		E	D	D	D		E	B	B	B	C	C
Approach Delay (s/veh)		55.9			54.1			32.2			31.3	
Approach LOS		E			D			C			C	

Intersection Summary		
HCM 2000 Control Delay (s/veh)	36.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.96	D
Actuated Cycle Length (s)	170.0	Sum of lost time (s)
Intersection Capacity Utilization	89.0%	27.9
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		E

Timings  
1: Orange Blossom Trail & Holden Avenue

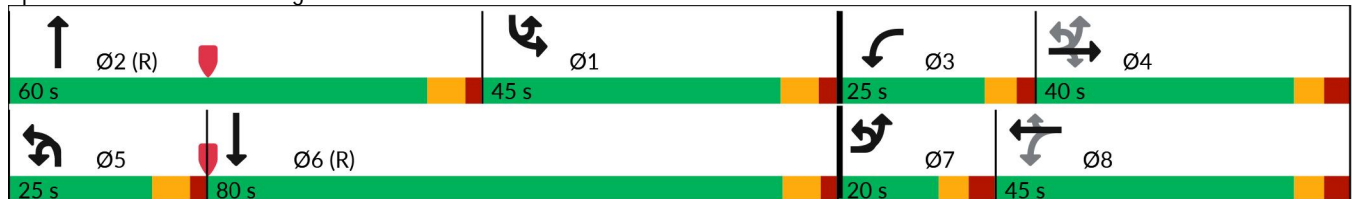


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations		↔	↕	↗	↖	↕	↗	↔	↕	↕	↕↔
Traffic Volume (vph)	9	151	317	195	142	314	264	141	1185	214	1454
Future Volume (vph)	9	151	317	195	142	314	264	141	1185	214	1454
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	7	4		3	8		5	2	1	6
Permitted Phases	4	4		4	8		8				
Detector Phase	7	7	4	4	3	8	8	5	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	12.2	12.2	46.2	46.2	22.5	43.2	43.2	11.9	41.8	17.2	38.8
Total Split (s)	20.0	20.0	40.0	40.0	25.0	45.0	45.0	25.0	60.0	45.0	80.0
Total Split (%)	11.8%	11.8%	23.5%	23.5%	14.7%	26.5%	26.5%	14.7%	35.3%	26.5%	47.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	2.3	3.2	3.2	2.1	2.0	2.2	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2	7.2	6.3	7.2	7.2	6.9	6.8	7.0	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		34.9	22.1	22.1	41.7	24.6	24.6	17.9	66.4	38.0	86.6
Actuated g/C Ratio		0.21	0.13	0.13	0.25	0.14	0.14	0.11	0.39	0.22	0.51
v/c Ratio		0.73	0.71	0.53	0.59	0.63	0.60	0.92	0.71	0.59	0.63
Control Delay (s/veh)		71.9	79.5	12.7	58.4	73.4	11.7	124.6	37.8	66.4	32.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		71.9	79.5	12.7	58.4	73.4	11.7	124.6	37.8	66.4	32.3
LOS		E	E	B	E	E	B	F	D	E	C
Approach Delay (s/veh)			58.3			47.8			47.4		36.7
Approach LOS			E			D			D		D

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 24 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay (s/veh): 45.0      Intersection LOS: D  
 Intersection Capacity Utilization 86.4%      ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: Orange Blossom Trail & Holden Avenue



HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Buildout 2026 AM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕	↗	↖	↕	↗		↔	↕	↖	↗
Traffic Volume (veh/h)	9	151	317	195	142	314	264	22	141	1185	116	7
Future Volume (veh/h)	9	151	317	195	142	314	264	22	141	1185	116	7
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach			No			No				No		
Adj Sat Flow, veh/h/ln		1811	1870	1870	1841	1870	1841		1841	1796	1856	
Adj Flow Rate, veh/h		156	327	21	146	324	32		145	1222	114	
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	
Percent Heavy Veh, %		6	2	2	4	2	4		4	7	3	
Cap, veh/h		201	399	178	215	416	183		164	1428	133	
Arrive On Green		0.08	0.11	0.11	0.09	0.12	0.12		0.09	0.31	0.31	
Sat Flow, veh/h		1725	3554	1585	1753	3554	1560		1753	4563	426	
Grp Volume(v), veh/h		156	327	21	146	324	32		145	875	461	
Grp Sat Flow(s),veh/h/ln		1725	1777	1585	1753	1777	1560		1753	1635	1720	
Q Serve(g_s), s		12.8	15.3	2.0	12.4	15.1	1.7		13.9	42.7	42.7	
Cycle Q Clear(g_c), s		12.8	15.3	2.0	12.4	15.1	1.7		13.9	42.7	42.7	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		0.25	
Lane Grp Cap(c), veh/h		201	399	178	215	416	183		164	1023	538	
V/C Ratio(X)		0.78	0.82	0.12	0.68	0.78	0.18		0.88	0.86	0.86	
Avail Cap(c_a), veh/h		201	686	306	258	790	347		187	1023	538	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	0.75	0.75	0.75		1.00	1.00	1.00	
Uniform Delay (d), s/veh		63.3	73.8	67.9	60.5	72.9	19.2		76.1	54.8	54.8	
Incr Delay (d2), s/veh		17.4	4.2	0.3	4.1	2.4	0.3		32.8	9.1	15.9	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		7.0	7.2	0.8	5.8	7.0	1.3		7.7	18.7	20.7	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		80.7	78.0	68.2	64.6	75.3	19.6		108.9	63.9	70.8	
LnGrp LOS		F	E	E	E	E	B		F	E	E	
Approach Vol, veh/h			504			502				1481		
Approach Delay, s/veh			78.4			68.6				70.5		
Approach LOS			E			E				E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	62.9	60.0	20.8	26.3	22.8	100.0	20.0	27.1				
Change Period (Y+Rc), s	7.0	6.8	6.3	7.2	6.9	* 7	7.2	7.2				
Max Green Setting (Gmax), s	38.0	53.2	18.7	32.8	18.1	* 73	12.8	37.8				
Max Q Clear Time (g_c+I1), s	18.6	44.7	14.4	17.3	15.9	36.3	14.8	17.1				
Green Ext Time (p_c), s	0.6	5.1	0.1	1.8	0.1	15.4	0.0	2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			53.9									
HCM 7th LOS			D									

Notes  
 User approved pedestrian interval to be less than phase max green.  
 User approved ignoring U-Turning movement.

HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Buildout 2026 AM Peak



Movement	SBL	SBT	SBR
Lane Configurations	3	↑↑↑	
Traffic Volume (veh/h)	214	1454	64
Future Volume (veh/h)	214	1454	64
Initial Q (Qb), veh	0	0	0
Lane Width Adj.	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1826	1811	1781
Adj Flow Rate, veh/h	221	1499	64
Peak Hour Factor	0.97	0.97	0.97
Percent Heavy Veh, %	5	6	8
Cap, veh/h	572	2661	114
Arrive On Green	0.33	0.55	0.55
Sat Flow, veh/h	1739	4862	208
Grp Volume(v), veh/h	221	1016	547
Grp Sat Flow(s),veh/h/ln	1739	1648	1774
Q Serve(g_s), s	16.6	34.3	34.3
Cycle Q Clear(g_c), s	16.6	34.3	34.3
Prop In Lane	1.00		0.12
Lane Grp Cap(c), veh/h	572	1804	971
V/C Ratio(X)	0.39	0.56	0.56
Avail Cap(c_a), veh/h	572	1804	971
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	25.2	25.2
Incr Delay (d2), s/veh	0.4	1.3	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	13.9	15.3
Unsig. Movement Delay, s/veh			
LnGrp Delay(d), s/veh	44.3	26.5	27.6
LnGrp LOS	D	C	C
Approach Vol, veh/h		1784	
Approach Delay, s/veh		29.0	
Approach LOS		C	

Timer - Assigned Phs

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑ ↑ ↑ ↑			↓ ↑ ↑ ↑	
Traffic Vol, veh/h	0	82	1478	29	1	25	1735
Future Vol, veh/h	0	82	1478	29	1	25	1735
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	175	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	7	2	2	4	5
Mvmt Flow	0	86	1556	31	1	26	1826

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	-	793	0	0	1158	1586	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.64	5.38	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	2.32	3.14	-
Pot Cap-1 Maneuver	0	*687	-	-	1114	447	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		0	-	-	0	0	-
Mov Cap-1 Maneuver	-	*687	-	-	456	456	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.99		0	0.2
HCM LOS	B		

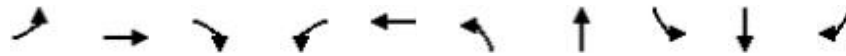
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	687	456
HCM Lane V/C Ratio	-	-	0.126	0.06
HCM Control Delay (s/veh)	-	-	11	13.4
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.4	0.2

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



Timings

3: Orange Blossom Trail & Americana Boulevard/Private Driveway

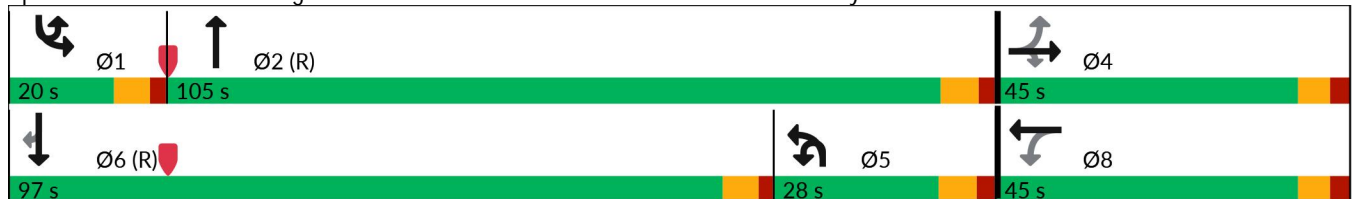


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	4		4	4	4	4	4	4
Traffic Volume (vph)	159	4	235	1	2	157	1333	1	1647	145
Future Volume (vph)	159	4	235	1	2	157	1333	1	1647	145
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8						6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.6	42.6	42.6	44.6	44.6	12.2	24.8	11.5	41.4	41.4
Total Split (s)	45.0	45.0	45.0	45.0	45.0	28.0	105.0	20.0	97.0	97.0
Total Split (%)	26.5%	26.5%	26.5%	26.5%	26.5%	16.5%	61.8%	11.8%	57.1%	57.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.4	2.0	2.1	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6		6.6	7.2	6.8	6.5	6.4	6.4
Lead/Lag						Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		27.8	27.8		27.8	20.8	119.5	7.8	101.2	101.2
Actuated g/C Ratio		0.16	0.16		0.16	0.12	0.70	0.05	0.60	0.60
v/c Ratio		0.81	0.61		0.02	0.88	0.43	0.30	0.61	0.16
Control Delay (s/veh)		93.8	22.9		44.4	109.6	12.9	102.8	12.9	1.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		93.8	22.9		44.4	109.6	12.9	102.8	12.9	1.0
LOS		F	C		D	F	B	F	B	A
Approach Delay (s/veh)		51.9			44.4		23.9		13.0	
Approach LOS		D			D		C		B	

Intersection Summary

Cycle Length: 170  
 Actuated Cycle Length: 170  
 Offset: 112 (66%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay (s/veh): 21.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 82.4%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Orange Blossom Trail & Americana Boulevard/Private Driveway



HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Buildout 2026 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4	4		4			5	↑↑↑			5
Traffic Volume (veh/h)	159	4	235	1	2	2	15	157	1333	1	20	1
Future Volume (veh/h)	159	4	235	1	2	2	15	157	1333	1	20	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No		No				No				
Adj Sat Flow, veh/h/ln	1856	1870	1856	1870	1870	1870		1841	1796	1870		418
Adj Flow Rate, veh/h	173	4	80	1	2	0		171	1449	1		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	3	2	3	2	2	2		4	7	2		100
Cap, veh/h	183	3	355	28	44	0		214	3307	2		1
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.00		0.12	0.65	0.65		0.00
Sat Flow, veh/h	627	14	1572	0	195	0		1753	5061	3		398
Grp Volume(v), veh/h	177	0	80	3	0	0		171	936	514		1
Grp Sat Flow(s),veh/h/ln	641	0	1572	195	0	0		1753	1635	1796		398
Q Serve(g_s), s	0.0	0.0	7.1	0.0	0.0	0.0		16.1	23.6	23.6		0.2
Cycle Q Clear(g_c), s	38.4	0.0	7.1	38.4	0.0	0.0		16.1	23.6	23.6		0.2
Prop In Lane	0.98		1.00	0.33		0.00		1.00		0.00		1.00
Lane Grp Cap(c), veh/h	187	0	355	72	0	0		214	2136	1173		1
V/C Ratio(X)	0.95	0.00	0.23	0.04	0.00	0.00		0.80	0.44	0.44		1.85
Avail Cap(c_a), veh/h	187	0	355	72	0	0		214	2136	1173		32
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	69.3	0.0	53.7	54.5	0.0	0.0		72.5	14.3	14.3		84.9
Incr Delay (d2), s/veh	50.8	0.0	0.3	0.2	0.0	0.0		18.7	0.7	1.2		989.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	10.4	0.0	2.9	0.1	0.0	0.0		8.3	8.7	9.8		0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.1	0.0	54.0	54.7	0.0	0.0		91.2	15.0	15.5		1074.3
LnGrp LOS	F		D	D				F	B	B		F
Approach Vol, veh/h		257			3				1621			
Approach Delay, s/veh		99.5			54.7				23.2			
Approach LOS		F			D				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	118.3		45.0	28.0	97.0		45.0				
Change Period (Y+Rc), s	6.5	* 7.2		6.6	7.2	* 6.4		6.6				
Max Green Setting (Gmax), s	13.5	* 98		38.4	20.8	* 91		38.4				
Max Q Clear Time (g_c+I1), s	2.2	25.6		40.4	18.1	46.5		40.4				
Green Ext Time (p_c), s	0.0	13.9		0.0	0.1	20.5		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	31.9
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Buildout 2026 AM Peak



Movement	SBT	SBR
Lane Configurations	↑↑↑	↗
Traffic Volume (veh/h)	1647	145
Future Volume (veh/h)	1647	145
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1826	1870
Adj Flow Rate, veh/h	1790	123
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	5	2
Cap, veh/h	2657	845
Arrive On Green	0.53	0.53
Sat Flow, veh/h	4985	1585
Grp Volume(v), veh/h	1790	123
Grp Sat Flow(s),veh/h/ln	1662	1585
Q Serve(g_s), s	44.5	6.7
Cycle Q Clear(g_c), s	44.5	6.7
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2657	845
V/C Ratio(X)	0.67	0.15
Avail Cap(c_a), veh/h	2657	845
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	28.9	20.1
Incr Delay (d2), s/veh	1.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	2.6
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	30.3	20.5
LnGrp LOS	C	C
Approach Vol, veh/h	1914	
Approach Delay, s/veh	30.2	
Approach LOS	C	
Timer - Assigned Phs		

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	3	1501	18	0	1875
Future Vol, veh/h	0	3	1501	18	0	1875
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	7	2	2	5
Mvmt Flow	0	3	1547	19	0	1933

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	783	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*677	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		0	-	-	-
Mov Cap-1 Maneuver	-	*677	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v10.34		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	677
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s/veh)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

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

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↘ ↗ ↘			↘ ↗ ↘		
Traffic Vol, veh/h	0	0	0	0	0	41	33	0	1470	57	118	1757	0
Future Vol, veh/h	0	0	0	0	0	41	33	0	1470	57	118	1757	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	250	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	3	2	7	2	2	5	2
Mvmt Flow	0	0	0	0	0	43	34	0	1531	59	123	1830	0

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	-	-	915	-	-	795	1336	1830	0	0	1591	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.66	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.33	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*635	0	0	*687	*1069	403	-	-	449	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*635	-	-	*687	*1069	1069	-	-	449	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	10.59	0.18	1.01
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1069	-	-	-	687	449	-
HCM Lane V/C Ratio	0.032	-	-	-	0.062	0.274	-
HCM Control Delay (s/veh)	8.5	-	-	0	10.6	16	-
HCM Lane LOS	A	-	-	A	B	C	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	1.1	-

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

Timings  
6: Orange Avenue & Holden Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	186	18	387	2	14	396	1096	11	5	879	187	
Future Volume (vph)	186	18	387	2	14	396	1096	11	5	879	187	
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	3	8	1		4	1	6		5	2		
Permitted Phases	8		8	4		6		6	2		2	
Detector Phase	3	8	1	4	4	1	6	6	5	2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0	
Minimum Split (s)	12.4	37.4	11.9	42.7	42.7	11.9	26.9	26.9	11.9	35.9	35.9	
Total Split (s)	26.0	44.0	34.0	18.0	18.0	34.0	88.0	88.0	18.0	72.0	72.0	
Total Split (%)	17.3%	29.3%	22.7%	12.0%	12.0%	22.7%	58.7%	58.7%	12.0%	48.0%	48.0%	
Yellow Time (s)	4.1	4.1	4.4	3.4	3.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	3.3	3.3	2.5	3.3	3.3	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.4	6.9	6.7	6.7	6.9	6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	Max	None	None	Max	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)		34.7	69.2	35.4	35.4	101.0	98.4	98.4	72.7	67.0	67.0	
Actuated g/C Ratio		0.23	0.46	0.24	0.24	0.67	0.66	0.66	0.48	0.45	0.45	
v/c Ratio		0.66	0.51	0.01	0.04	0.83	0.50	0.01	0.02	0.59	0.24	
Control Delay (s/veh)		62.8	25.4	43.0	37.7	34.0	15.1	0.0	11.6	33.6	4.3	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		62.8	25.4	43.0	37.7	34.0	15.1	0.0	11.6	33.6	4.3	
LOS		E	C	D	D	C	B	A	B	C	A	
Approach Delay (s/veh)		38.3			38.3		20.0			28.4		
Approach LOS		D			D		B			C		

Intersection Summary























Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 141 (94%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 125  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay (s/veh): 26.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 81.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: Orange Avenue & Holden Avenue

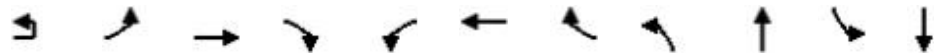


HCM Signalized Intersection Capacity Analysis  
6: Orange Avenue & Holden Avenue

Foundry Industrial TIA  
Buildout 2026 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	18	387	2	14	3	396	1096	11	5	879	187
Future Volume (vph)	186	18	387	2	14	3	396	1096	11	5	879	187
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1781	1583	1770	1813		1752	3406	1583	1770	3406	1583
Flt Permitted		0.73	1.00	0.49	1.00		0.19	1.00	1.00	0.25	1.00	1.00
Satd. Flow (perm)		1364	1583	916	1813		352	3406	1583	475	3406	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	190	18	395	2	14	3	404	1118	11	5	897	191
RTOR Reduction (vph)	0	0	41	0	2	0	0	0	4	0	0	103
Lane Group Flow (vph)	0	208	354	2	15	0	404	1118	7	5	897	88
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	6%	2%	2%	6%	2%
Turn Type	pm+pt	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6		6	2		2
Actuated Green, G (s)		34.7	61.8	35.4	35.4		101.0	92.9	92.9	68.2	67.0	67.0
Effective Green, g (s)		34.7	61.8	35.4	35.4		101.0	92.9	92.9	68.2	67.0	67.0
Actuated g/C Ratio		0.23	0.41	0.24	0.24		0.67	0.62	0.62	0.45	0.45	0.45
Clearance Time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		315	652	216	427		489	2109	980	226	1521	707
v/s Ratio Prot			0.10		0.01		c0.15	0.33		0.00	0.26	
v/s Ratio Perm		c0.15	0.13	0.00			c0.41		0.00	0.01		0.06
v/c Ratio		0.66	0.54	0.01	0.03		0.83	0.53	0.01	0.02	0.59	0.12
Uniform Delay, d1		52.3	33.4	43.9	44.1		23.2	16.2	10.9	22.4	31.2	24.3
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		5.1	0.9	0.0	0.0		14.7	1.0	0.0	0.0	1.7	0.4
Delay (s)		57.4	34.3	43.9	44.2		38.0	17.1	10.9	22.4	32.9	24.7
Level of Service		E	C	D	D		D	B	B	C	C	C
Approach Delay (s/veh)		42.3			44.1			22.6			31.4	
Approach LOS		D			D			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			29.3				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			27.9		
Intersection Capacity Utilization			81.8%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

Timings  
1: Orange Blossom Trail & Holden Avenue

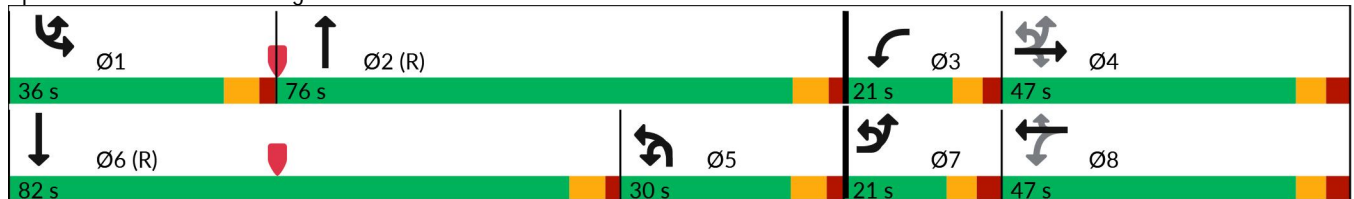


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	25	121	398	193	159	373	296	229	1569	172	1536
Future Volume (vph)	25	121	398	193	159	373	296	229	1569	172	1536
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Prot	NA
Protected Phases	7	7	4		3	8		5	2	1	6
Permitted Phases	4	4		4	8		8				
Detector Phase	7	7	4	4	3	8	8	5	2	1	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0
Minimum Split (s)	12.2	12.2	46.2	46.2	22.5	43.2	43.2	11.9	41.8	17.2	38.8
Total Split (s)	21.0	21.0	47.0	47.0	21.0	47.0	47.0	30.0	76.0	36.0	82.0
Total Split (%)	11.7%	11.7%	26.1%	26.1%	11.7%	26.1%	26.1%	16.7%	42.2%	20.0%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	2.3	3.2	3.2	2.1	2.0	2.2	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2	7.2	6.3	7.2	7.2	6.9	6.8	7.0	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		43.1	29.5	29.5	45.0	29.5	29.5	23.1	83.2	25.5	85.6
Actuated g/C Ratio		0.24	0.16	0.16	0.25	0.16	0.16	0.13	0.46	0.14	0.48
v/c Ratio		0.78	0.78	0.58	0.84	0.73	0.65	1.47	0.86	0.85	0.83
Control Delay (s/veh)		76.8	81.7	27.7	83.2	78.8	15.8	275.5	37.5	103.2	45.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		76.8	81.7	27.7	83.2	78.8	15.8	275.5	37.5	103.2	45.0
LOS		E	F	C	F	E	B	F	D	F	D
Approach Delay (s/veh)			66.6			57.2			71.2		50.8
Approach LOS			E			E			E		D

Intersection Summary

Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 139 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.47	
Intersection Signal Delay (s/veh): 61.5	Intersection LOS: E
Intersection Capacity Utilization 94.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: Orange Blossom Trail & Holden Avenue





HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue

Foundry Industrial TIA  
 Buildout 2026 PM Peak



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations		↔	↕	↗	↖	↕	↗		↔	↕	↖	↗
Traffic Volume (veh/h)	25	121	398	193	159	373	296	59	229	1569	174	15
Future Volume (veh/h)	25	121	398	193	159	373	296	59	229	1569	174	15
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	
Lane Width Adj.		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln		1856	1870	1811	1870	1870	1870		1841	1856	1856	
Adj Flow Rate, veh/h		138	452	76	181	424	49		260	1783	191	
Peak Hour Factor		0.88	0.88	0.88	0.88	0.88	0.88		0.88	0.88	0.88	
Percent Heavy Veh, %		3	2	6	2	2	2		4	3	3	
Cap, veh/h		208	534	231	209	535	239		349	2300	245	
Arrive On Green		0.08	0.15	0.15	0.08	0.15	0.15		0.20	0.49	0.49	
Sat Flow, veh/h		1767	3554	1535	1781	3554	1585		1753	4648	496	
Grp Volume(v), veh/h		138	452	76	181	424	49		260	1293	681	
Grp Sat Flow(s),veh/h/ln		1767	1777	1535	1781	1777	1585		1753	1689	1766	
Q Serve(g_s), s		11.8	22.3	5.4	14.7	20.7	4.9		25.1	56.4	57.0	
Cycle Q Clear(g_c), s		11.8	22.3	5.4	14.7	20.7	4.9		25.1	56.4	57.0	
Prop In Lane		1.00		1.00	1.00		1.00		1.00		0.28	
Lane Grp Cap(c), veh/h		208	534	231	209	535	239		349	1671	874	
V/C Ratio(X)		0.66	0.85	0.33	0.87	0.79	0.21		0.74	0.77	0.78	
Avail Cap(c_a), veh/h		208	786	339	209	786	350		349	1671	874	
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Upstream Filter(I)		1.00	1.00	1.00	0.68	0.68	0.68		1.00	1.00	1.00	
Uniform Delay (d), s/veh		59.8	74.4	31.0	62.0	73.8	67.0		67.8	37.2	37.4	
Incr Delay (d2), s/veh		7.7	5.7	0.8	22.2	2.4	0.3		8.4	3.6	6.8	
Initial Q Delay(d3), s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		5.8	10.6	3.1	8.4	9.7	2.0		12.0	23.8	25.9	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh		67.5	80.2	31.8	84.2	76.1	67.3		76.2	40.8	44.1	
LnGrp LOS		E	F	C	F	E	E		E	D	D	
Approach Vol, veh/h		666			654				2234			
Approach Delay, s/veh		72.0			77.7				45.9			
Approach LOS		E			E				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.8	96.0	21.0	34.3	42.7	82.0	21.0	34.3				
Change Period (Y+Rc), s	7.0	* 6.9	6.3	7.2	6.9	6.8	7.2	7.2				
Max Green Setting (Gmax), s	29.0	* 69	14.7	39.8	23.1	75.2	13.8	39.8				
Max Q Clear Time (g_c+I1), s	21.5	59.0	16.7	24.3	27.1	65.7	13.8	22.7				
Green Ext Time (p_c), s	0.3	8.0	0.0	2.8	0.0	7.6	0.0	2.6				

Intersection Summary												
HCM 7th Control Delay, s/veh	59.8											
HCM 7th LOS	E											

Notes  
 User approved pedestrian interval to be less than phase max green.  
 User approved ignoring U-Turning movement.

HCM 7th Signalized Intersection Summary  
 1: Orange Blossom Trail & Holden Avenue



Movement	SBL	SBT	SBR
Lane Configurations	3	↑↑↑	
Traffic Volume (veh/h)	172	1536	152
Future Volume (veh/h)	172	1536	152
Initial Q (Qb), veh	0	0	0
Lane Width Adj.	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1826	1796
Adj Flow Rate, veh/h	195	1745	166
Peak Hour Factor	0.88	0.88	0.88
Percent Heavy Veh, %	2	5	7
Cap, veh/h	215	1935	183
Arrive On Green	0.12	0.42	0.42
Sat Flow, veh/h	1781	4631	439
Grp Volume(v), veh/h	195	1251	660
Grp Sat Flow(s),veh/h/ln	1781	1662	1747
Q Serve(g_s), s	19.5	63.3	63.7
Cycle Q Clear(g_c), s	19.5	63.3	63.7
Prop In Lane	1.00		0.25
Lane Grp Cap(c), veh/h	215	1388	730
V/C Ratio(X)	0.91	0.90	0.90
Avail Cap(c_a), veh/h	287	1388	730
HCM Platoon Ratio	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.1	48.9	49.0
Incr Delay (d2), s/veh	25.1	9.7	16.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	28.2	31.2
Unsig. Movement Delay, s/veh			
LnGrp Delay(d), s/veh	103.2	58.6	65.9
LnGrp LOS	F	E	E
Approach Vol, veh/h		2106	
Approach Delay, s/veh		65.0	
Approach LOS		E	

Timer - Assigned Phs

\* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑ ↑↑↑			↓ ↑↑↑	
Traffic Vol, veh/h	0	60	1890	50	22	49	1937
Future Vol, veh/h	0	60	1890	50	22	49	1937
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	-	-	175	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	2	5
Mvmt Flow	0	62	1948	52	23	51	1997

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	-	1000	0	0	1460	2000	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.64	5.34	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	0	*612	-	-	*1033	345	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		0	-	-	0	0	-
Mov Cap-1 Maneuver	-	*612	-	-	*429	429	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.55		0	0.53
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	612	429
HCM Lane V/C Ratio	-	-	0.101	0.171
HCM Control Delay (s/veh)	-	-	11.5	15.1
HCM Lane LOS	-	-	B	C
HCM 95th %tile Q(veh)	-	-	0.3	0.6

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

Timings

3: Orange Blossom Trail & Americana Boulevard/Private Driveway

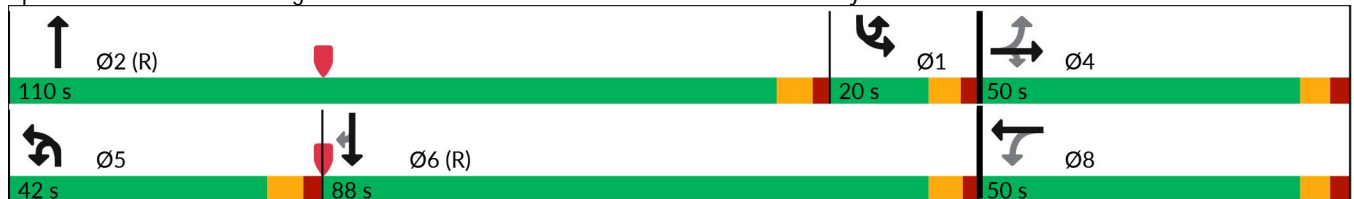


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations		4	7		4	7	↑↑↑	7	↑↑↑	7
Traffic Volume (vph)	175	0	232	1	0	249	1821	0	1642	238
Future Volume (vph)	175	0	232	1	0	249	1821	0	1642	238
Turn Type	Perm	NA	Perm	Perm	NA	Prot	NA	Prot	NA	Perm
Protected Phases		4			8	5	2	1	6	
Permitted Phases	4		4	8						6
Detector Phase	4	4	4	8	8	5	2	1	6	6
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	5.0	15.0	15.0
Minimum Split (s)	42.6	42.6	42.6	44.6	44.6	12.2	24.8	11.5	41.4	41.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	42.0	110.0	20.0	88.0	88.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%	23.3%	61.1%	11.1%	48.9%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.4	4.4	4.4
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.4	2.0	2.1	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.6	6.6		6.6	7.2	6.8	6.5	6.4	6.4
Lead/Lag						Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
Act Effct Green (s)		29.5	29.5		29.5	32.5	125.1	10.5	97.8	97.8
Actuated g/C Ratio		0.16	0.16		0.16	0.18	0.70	0.06	0.54	0.54
v/c Ratio		0.82	0.53		0.01	0.91	0.55	0.21	0.66	0.28
Control Delay (s/veh)		98.0	10.4		57.0	103.9	16.6	61.4	17.4	7.6
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		98.0	10.4		57.0	103.9	16.6	61.4	17.4	7.6
LOS		F	B		E	F	B	E	B	A
Approach Delay (s/veh)		48.0			57.0		28.0		16.6	
Approach LOS		D			E		C		B	

Intersection Summary

Cycle Length: 180  
 Actuated Cycle Length: 180  
 Offset: 141 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay (s/veh): 24.9  
 Intersection LOS: C  
 Intersection Capacity Utilization 87.8%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 3: Orange Blossom Trail & Americana Boulevard/Private Driveway



HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Buildout 2026 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		4	7		4			5	↑↑↑			5
Traffic Volume (veh/h)	175	0	232	1	0	0	25	249	1821	1	21	0
Future Volume (veh/h)	175	0	232	1	0	0	25	249	1821	1	21	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1870		1870	1856	1870		1870
Adj Flow Rate, veh/h	186	0	27	1	0	0		265	1937	1		0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		0.94	0.94	0.94		0.94
Percent Heavy Veh, %	3	2	2	2	2	2		2	3	2		2
Cap, veh/h	247	0	189	63	0	0		285	2998	2		350
Arrive On Green	0.12	0.00	0.12	0.12	0.00	0.00		0.16	0.57	0.57		0.00
Sat Flow, veh/h	1732	0	1585	195	0	0		1781	5229	3		1781
Grp Volume(v), veh/h	186	0	27	1	0	0		265	1251	687		0
Grp Sat Flow(s),veh/h/ln	1732	0	1585	195	0	0		1781	1689	1855		1781
Q Serve(g_s), s	0.0	0.0	2.7	0.1	0.0	0.0		26.4	45.2	45.2		0.0
Cycle Q Clear(g_c), s	18.5	0.0	2.7	18.6	0.0	0.0		26.4	45.2	45.2		0.0
Prop In Lane	1.00		1.00	1.00		0.00		1.00		0.00		1.00
Lane Grp Cap(c), veh/h	247	0	189	63	0	0		285	1936	1064		350
V/C Ratio(X)	0.75	0.00	0.14	0.02	0.00	0.00		0.93	0.65	0.65		0.00
Avail Cap(c_a), veh/h	419	0	382	232	0	0		344	1936	1064		350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00		1.00	1.00	1.00		0.00
Uniform Delay (d), s/veh	77.9	0.0	71.0	87.0	0.0	0.0		74.6	26.0	26.0		0.0
Incr Delay (d2), s/veh	4.6	0.0	0.3	0.1	0.0	0.0		28.1	1.7	3.0		0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	1.1	0.0	0.0	0.0		14.3	18.3	20.5		0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.5	0.0	71.3	87.1	0.0	0.0		102.7	27.7	29.1		0.0
LnGrp LOS	F		E	F				F	C	C		
Approach Vol, veh/h		213			1				2203			
Approach Delay, s/veh		81.1			87.1				37.1			
Approach LOS		F			F				D			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	41.9	110.0		28.1	36.0	115.9		28.1				
Change Period (Y+Rc), s	6.5	6.8		6.6	* 7.2	* 6.5		6.6				
Max Green Setting (Gmax), s	13.5	103.2		43.4	* 35	* 82		43.4				
Max Q Clear Time (g_c+I1), s	0.0	47.2		20.5	28.4	40.6		20.6				
Green Ext Time (p_c), s	0.0	22.6		1.0	0.4	19.8		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	32.4
HCM 7th LOS	C

Notes

User approved ignoring U-Turning movement.  
 \* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary  
 3: Orange Blossom Trail & Americana Boulevard/Private Driveway

Foundry Industrial TIA  
 Buildout 2026 PM Peak



Movement	SBT	SBR
Lane Configurations	↑↑↑↑	↗
Traffic Volume (veh/h)	1642	238
Future Volume (veh/h)	1642	238
Initial Q (Qb), veh	0	0
Lane Width Adj.	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1811	1856
Adj Flow Rate, veh/h	1747	204
Peak Hour Factor	0.94	0.94
Percent Heavy Veh, %	6	3
Cap, veh/h	3004	955
Arrive On Green	0.61	0.61
Sat Flow, veh/h	4944	1572
Grp Volume(v), veh/h	1747	204
Grp Sat Flow(s),veh/h/ln	1648	1572
Q Serve(g_s), s	38.6	10.5
Cycle Q Clear(g_c), s	38.6	10.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3004	955
V/C Ratio(X)	0.58	0.21
Avail Cap(c_a), veh/h	3004	955
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	21.4	15.9
Incr Delay (d2), s/veh	0.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.9	4.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d), s/veh	22.3	16.4
LnGrp LOS	C	B
Approach Vol, veh/h	1951	
Approach Delay, s/veh	21.7	
Approach LOS	C	
Timer - Assigned Phs		

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑↑↑			↑↑↑
Traffic Vol, veh/h	0	3	2056	17	0	2013
Future Vol, veh/h	0	3	2056	17	0	2013
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	3	2	2	5
Mvmt Flow	0	3	2120	18	0	2075

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1069	0	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	*592	-	-	0
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %		0	-	-	-
Mov Cap-1 Maneuver	-	*592	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v11.11		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	592
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s/veh)	-	-	11.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

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

Intersection														
Int Delay, s/veh	0.9													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↑			↑		↑↑↑	↑↑↑			↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	0	3	0	0	171	41	1	1893	17	49	31	1932	1
Future Vol, veh/h	0	0	3	0	0	171	41	1	1893	17	49	31	1932	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	-	250	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	92	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	3	2	2	2	5	2
Mvmt Flow	0	0	3	0	0	176	42	1	1952	18	53	32	1992	1

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	-	-	996	-	-	985	1455	1993	0	0	1437	1969	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	0	0	*612	0	0	*612	*1033	349	-	-	*1033	363	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	0	-	-	0	0	-	-
Mov Cap-1 Maneuver	-	-	*612	-	-	*612	*983	983	-	-	*531	531	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v10.92			13.25		0.19		0.54	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	983	-	-	612	612	531	-
HCM Lane V/C Ratio	0.044	-	-	0.005	0.288	0.16	-
HCM Control Delay (s/veh)	8.8	-	-	10.9	13.3	13.1	-
HCM Lane LOS	A	-	-	B	B	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0	1.2	0.6	-

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



Timings  
6: Orange Avenue & Holden Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations												
Traffic Volume (vph)	179	22	439	1	31	408	931	16	16	1131	240	
Future Volume (vph)	179	22	439	1	31	408	931	16	16	1131	240	
Turn Type	pm+pt	NA	pm+ov	Perm	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	3	8	1		4	1	6		5	2		
Permitted Phases	8		8	4		6		6	2		2	
Detector Phase	3	8	1	4	4	1	6	6	5	2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0	
Minimum Split (s)	12.4	37.4	11.9	42.7	42.7	11.9	26.9	26.9	11.9	35.9	35.9	
Total Split (s)	20.0	45.0	35.0	25.0	25.0	35.0	105.0	105.0	20.0	90.0	90.0	
Total Split (%)	11.8%	26.5%	20.6%	14.7%	14.7%	20.6%	61.8%	61.8%	11.8%	52.9%	52.9%	
Yellow Time (s)	4.1	4.1	4.4	3.4	3.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	3.3	3.3	2.5	3.3	3.3	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.4	6.9	6.7	6.7	6.9	6.9	6.9	6.9	6.9	6.9	
Lead/Lag	Lead		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max	
Act Effct Green (s)		35.2	70.7	35.9	35.9	120.5	112.6	112.6	91.4	85.5	85.5	
Actuated g/C Ratio		0.21	0.42	0.21	0.21	0.71	0.66	0.66	0.54	0.50	0.50	
v/c Ratio		0.73	0.65	0.01	0.10	0.96	0.40	0.01	0.05	0.65	0.28	
Control Delay (s/veh)		78.5	39.7	51.0	47.1	68.0	14.9	0.0	10.8	34.0	8.9	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		78.5	39.7	51.0	47.1	68.0	14.9	0.0	10.8	34.0	8.9	
LOS		E	D	D	D	E	B	A	B	C	A	
Approach Delay (s/veh)		51.9			47.2		30.7			29.4		
Approach LOS		D			D		C			C		

Intersection Summary























Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay (s/veh): 34.3	Intersection LOS: C
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 6: Orange Avenue & Holden Avenue



HCM Signalized Intersection Capacity Analysis  
6: Orange Avenue & Holden Avenue

Foundry Industrial TIA  
Buildout 2026 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	22	439	1	31	6	408	931	16	16	1131	240
Future Volume (vph)	179	22	439	1	31	6	408	931	16	16	1131	240
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt		1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1783	1583	1770	1817		1770	3539	1583	1770	3471	1583
Flt Permitted		0.72	1.00	0.46	1.00		0.13	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)		1346	1583	856	1817		251	3539	1583	567	3471	1583
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	181	22	443	1	31	6	412	940	16	16	1142	242
RTOR Reduction (vph)	0	0	29	0	4	0	0	0	6	0	0	82
Lane Group Flow (vph)	0	203	414	1	33	0	412	940	10	16	1142	160
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Turn Type	pm+pt	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	8	1		4		1	6		5	2	
Permitted Phases	8		8	4			6		6	2		2
Actuated Green, G (s)		35.2	63.3	35.9	35.9		120.5	109.8	109.8	89.3	85.5	85.5
Effective Green, g (s)		35.2	63.3	35.9	35.9		120.5	109.8	109.8	89.3	85.5	85.5
Actuated g/C Ratio		0.21	0.37	0.21	0.21		0.71	0.65	0.65	0.53	0.50	0.50
Clearance Time (s)		7.4	6.9	6.7	6.7		6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		278	589	180	383		428	2285	1022	324	1745	796
v/s Ratio Prot			0.12		0.02		c0.16	0.27		0.00	0.33	
v/s Ratio Perm		c0.15	0.15	0.00			c0.52		0.01	0.02		0.10
v/c Ratio		0.73	0.70	0.01	0.09		0.96	0.41	0.01	0.05	0.65	0.20
Uniform Delay, d1		63.0	45.3	53.0	53.9		41.1	14.5	10.7	19.3	31.3	23.4
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		9.5	3.8	0.0	0.1		33.7	0.5	0.0	0.1	1.9	0.6
Delay (s)		72.4	49.1	53.0	54.0		74.8	15.1	10.7	19.4	33.2	23.9
Level of Service		E	D	D	D		E	B	B	B	C	C
Approach Delay (s/veh)		56.4			53.9			33.0			31.5	
Approach LOS		E			D			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay (s/veh)			37.0				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			27.9		
Intersection Capacity Utilization			89.3%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

# **APPENDIX G**

## Capacity Improvement Information

# Gatlin - Holden Avenue

**LINKS:**

[Current Monthly Status Report](#)

[Newsletter](#)

[Newsletter No.2](#)

[Project Location Map](#)

[Project Study Files](#)

**DESCRIPTION**

Orange County has initiated a traffic operational study at the intersections of Holden Avenue, Orange Avenue and Gatlin Avenue. The subject four lane section of Orange Avenue carries over 48,000 vehicles per day and congestion backups routinely stretch over ½ mile in each direction during peak travel times. There are approximately 60 crashes at this location on a yearly basis. The congestion and associated delays are believed to be due to the existing offset intersection configuration, heavy turning traffic from/to Orange Avenue to side streets and limited existing left turn storage lengths on Holden Ave. and Gatlin Ave. The study will include:

- Vehicular, Pedestrian and Bicycle counts
- Field observations
- Existing conditions intersection analysis
- Identification of travel patterns & future traffic volume forecasts
- Intersection improvements
- Access management
- Assessment of different intersection designs and realignments
- Drainage analysis
- Railroad assessment
- Coordination with FDOT
- Public involvement

**PURPOSE**

The main objective of the project is to study alternative intersection designs to reduce delays and improve safety along Orange Avenue and specifically at the intersections of Holden Avenue and Gatlin Avenue

**STATUS**

Study is completed and will be presented during the community meeting scheduled on March 1st.

**PUBLIC INVOLVEMENT**

Study is completed and will be presented during the BCC Workshop. The public is also invited to attend the Orange County Board of County Commissioners (BCC) Workshop on Tuesday, June 21, 2022 at the Orange County Administration Center. The public will have opportunities to ask questions and provide comments at the workshop.

Public engagement is an important aspect of this project and Orange County's objective is to get the community involved in the project development and decision-making process so the County can develop a project that not only meets the transportation needs of the area, but is also supported by the community it is intended to serve.

- Project Study Files
- **Pubic Meeting Scheduled**

Tuesday, October 11, 2022  
Beginning at 2 p.m. or shortly thereafter  
Orange TV Live

Meeting Location  
Orange County Administration Center  
201 S. Rosalind Avenue  
Orlando, Florida 32801

**CONTACT US**

**Hatem A. Abou-Senna, PhD., P.E.**  
Orange County Planning, Environmental and  
Development Services (PEDS) Department  
4200 S. John Young Parkway  
Orlando FL 32839

**Email:** Hatem.Abou-Senna@ocfl.net

**Phone:** 407-836-8023

All e-mail sent to this address becomes part of Orange County public record. Comments received by our e-mail subsystem can be read by anyone who requests that privilege. In compliance with "Government in the Sunshine" laws, Orange County Government must make available, at request, any and all information not deemed a threat to the security of law enforcement agencies and personnel.

# **APPENDIX H**

## NCHRP Outputs

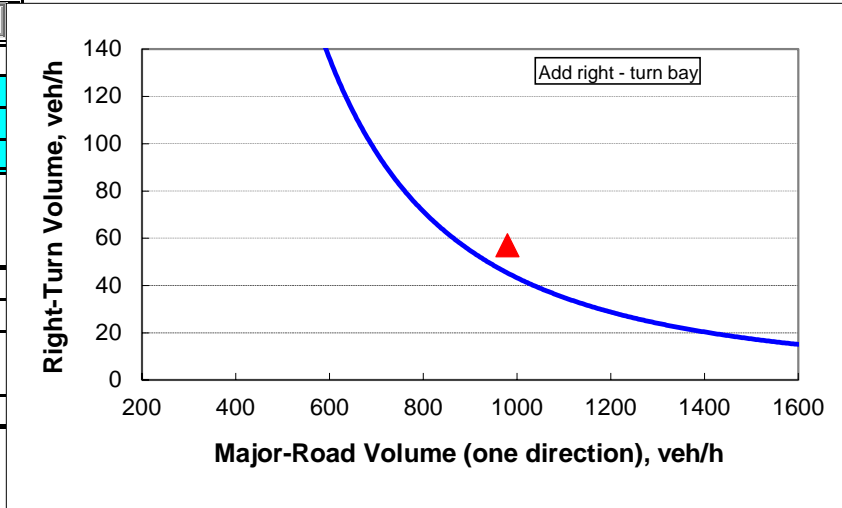
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	980
Right-turn volume, veh/h:	57

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	45
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
<b>Add right-turn bay.</b>	



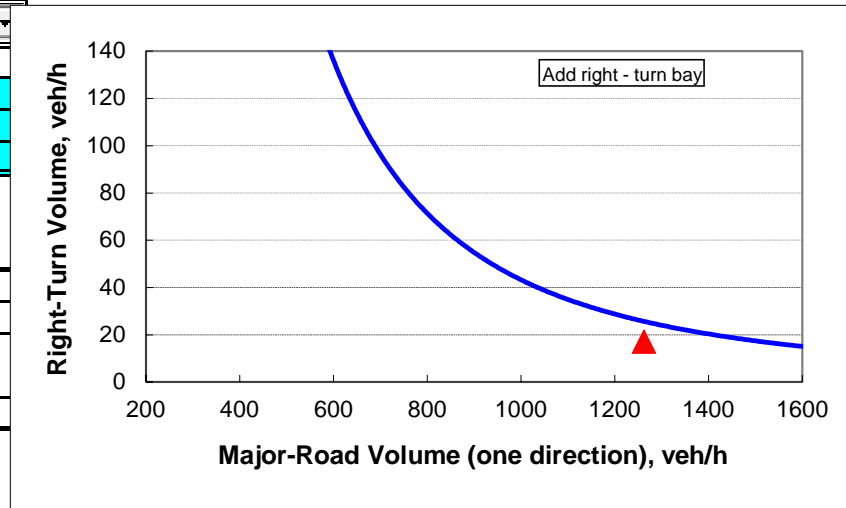
**Figure 2 - 6. Guideline for determining the need for a major-road right-turn bay at a two-way stop-controlled intersection.**

INPUT

Roadway geometry:	4-lane roadway
Variable	Value
Major-road speed, mph:	40
Major-road volume (one direction), veh/h:	1262
Right-turn volume, veh/h:	17

OUTPUT

Variable	Value
Limiting right-turn volume, veh/h:	26
<b>Guidance for determining the need for a major-road right-turn bay for a 4-lane roadway:</b>	
Do NOT add right-turn bay.	





## **9. Utility Letters**



**CUSTOMER SERVICE DIVISION  
UTILITIES DEPARTMENT**

9150 Curry Ford Road ▪ Reply to: Post Office Box 312 ▪ Orlando, FL 32802  
407-836-5515 ▪ Fax: 407-254-9696  
E-mail: [Utilities.Information@ocfl.net](mailto:Utilities.Information@ocfl.net)  
Website: [www.ocfl.net/utilities/](http://www.ocfl.net/utilities/)

August 14, 2024

ATTN Charlene Kunold  
Kimley-Horn  
200 S Orange Ave Ste 600  
Orlando FL 32801-3439

RE: 4881 S Orange Blossom Trl Parcel 15-23-29-0000-00-031

Dear Charlene Kunold:

In response to your request for confirmation of capacity, we have determined this project is located within the Orlando Utilities Commission (OUC) water area and Orange County Utilities (OCU) Southern service area for wastewater area.

As of today, OCU has sufficient plant capacity to serve this parcel(s). This capacity is available to projects within OCU's service area and will be reserved upon payment of capital charges in accordance with County resolutions and ordinances. Transmission system capacity will be evaluated at the time of Master Utility Plan review and permitting, or at the request of the applicant.

You may contact the Utilities Engineering Division Planning Group ([HGL.Requests@ocfl.net](mailto:HGL.Requests@ocfl.net)) for detailed information about hydraulic capacities, feasible connection points, or other engineering related data. To obtain accurate field locations of our buried utility lines, please contact the Sunshine One call center at 800-432-4770 before any excavation or construction. If you require more detailed information, please email [Utilities.DevEngineering@ocfl.net](mailto:Utilities.DevEngineering@ocfl.net) or visit Utilities Development Engineering at 9150 Curry Ford Road for a map of the area.

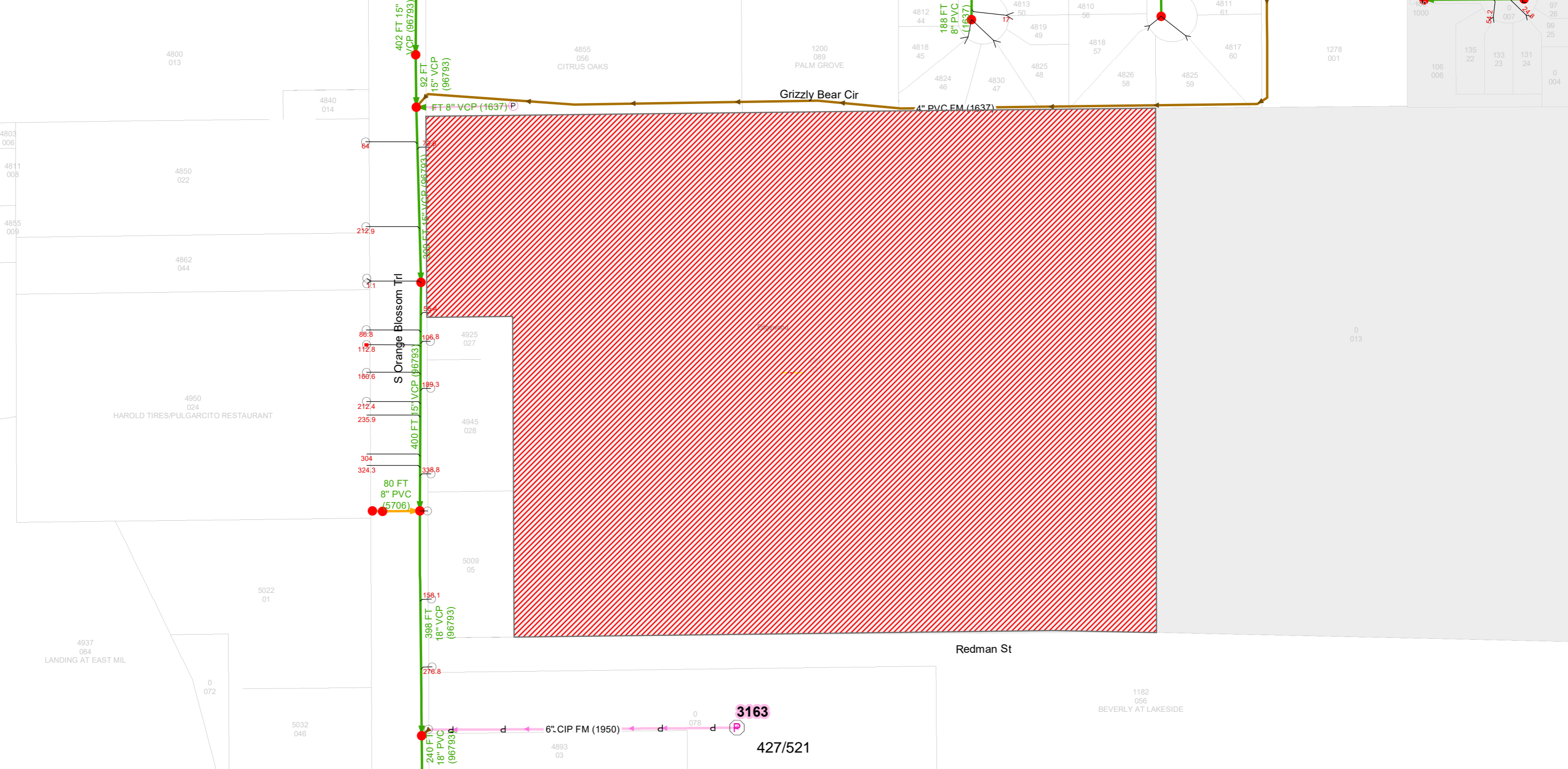
This letter expires 180 days from the date above.

Thank you for your request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Teri S. McMillan".

Teri McMillan  
Utilities Services Specialist





## Letter of Availability for Service

08/14/2024

Charlene Kunold  
Kimley-Horn  
200 S. Orange Ave Suite 600  
Orlando FL 32801

[Charlene.Kunold@kimley-horn.com](mailto:Charlene.Kunold@kimley-horn.com)

Dear Charlene,

OUC is the water provider for the property listed below and currently has available capacity to serve the site.

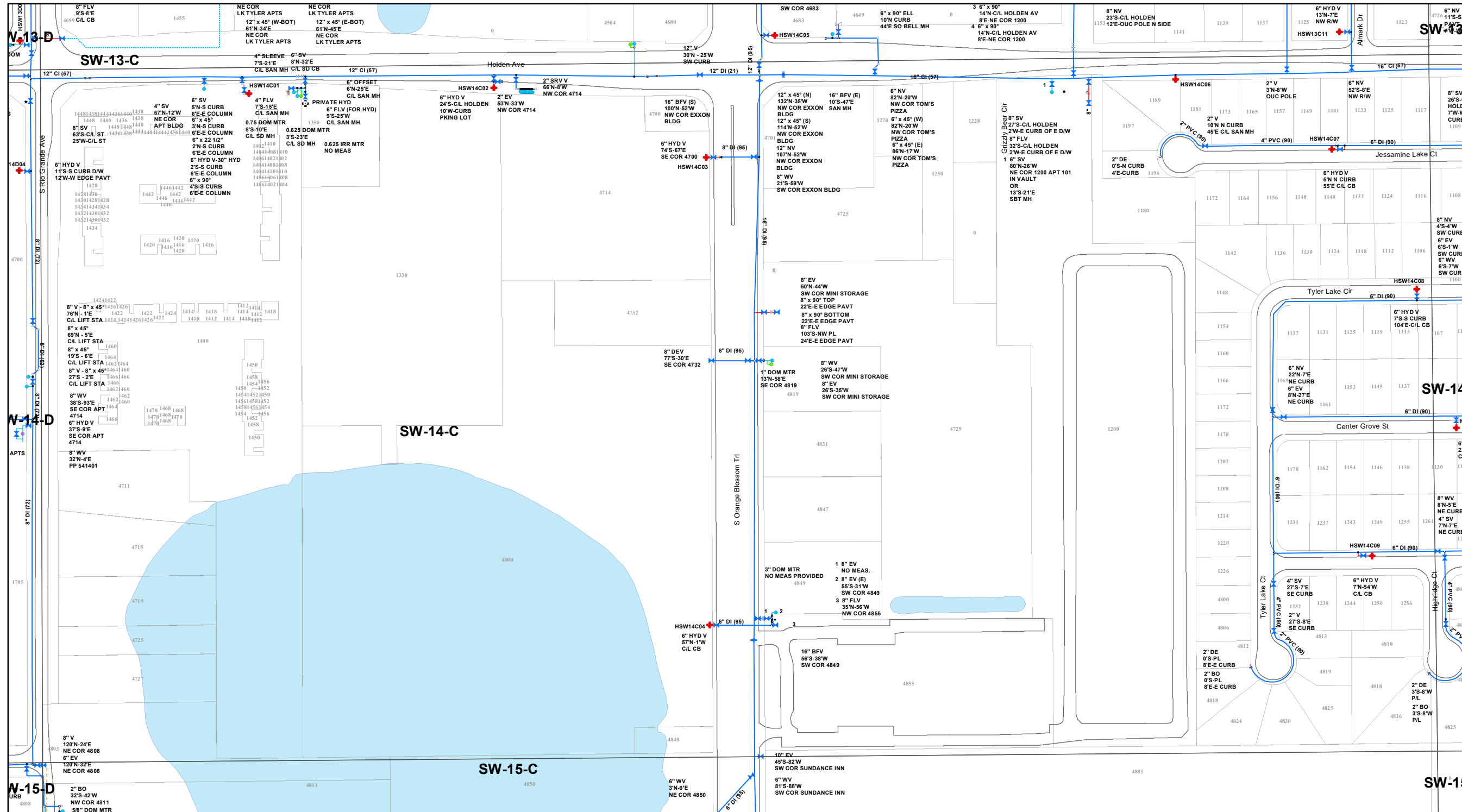
**4881 S Orange Blossom Trl., Orlando, FL 32839**  
**Parcel ID: 15-23-29-0000-00-031**

Please note that OUC is the billing agent for sewer and refuse for the City of Orlando, Orange County and surrounding areas. For verification of sewer, please contact Orange County Utilities at 407-836-5515.

Sincerely,

*Shannon Smith*

Development Services Representative  
OUC Development Services



The Reliable One®

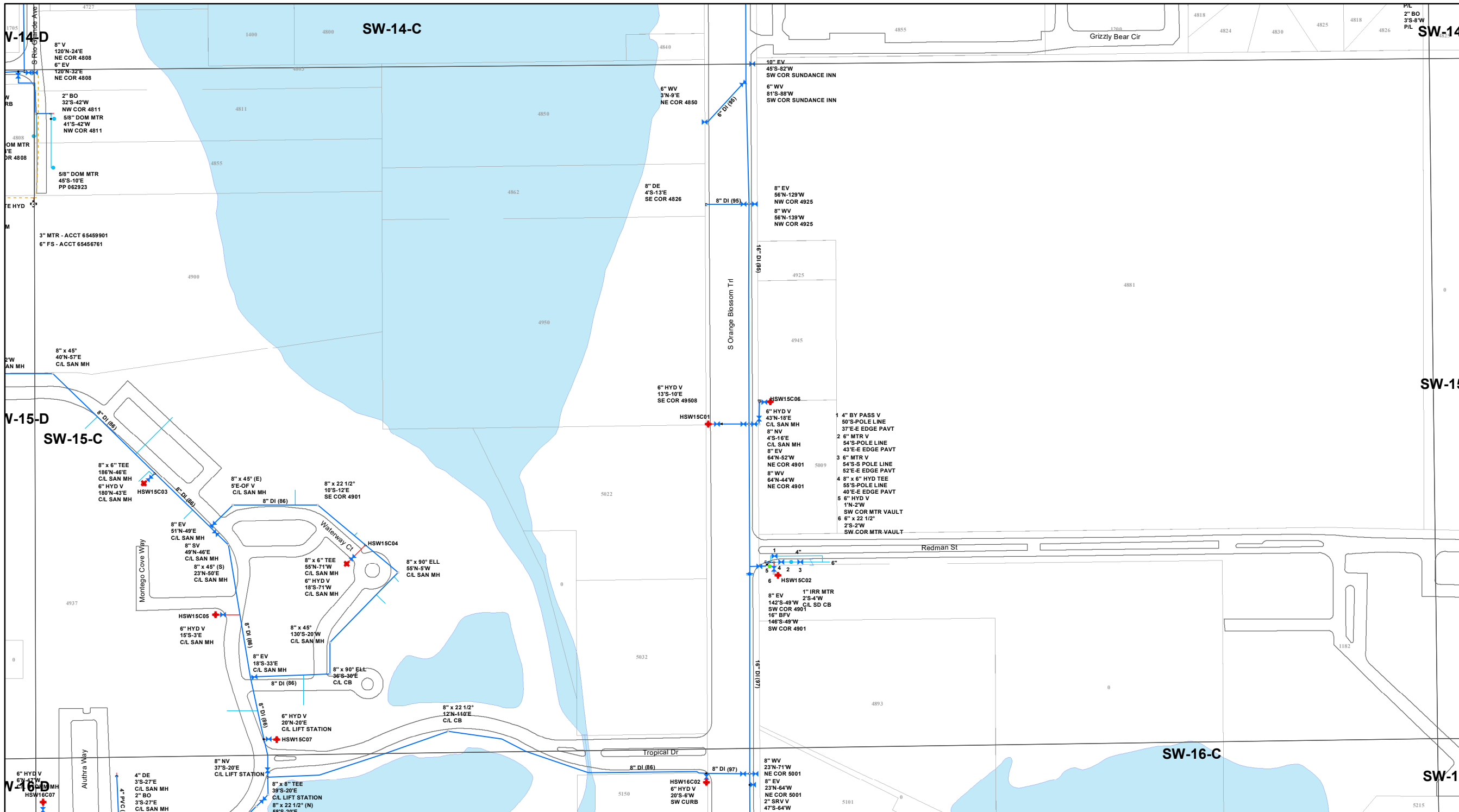
Map Panel: SW-14-C

- |                               |                           |
|-------------------------------|---------------------------|
| <b>MainLine</b>               | <b>BackflowPreventers</b> |
| — Distribution                | AV Atmospheric Vacuum     |
| ..... Raw                     | DD DoubleCheckDetector    |
| --- Private Distribution      | DC DetectorCheck          |
| --- AbandonedMain             | DC DoubleCheck            |
| --- OtherUtilities            | PV PressureVacuum         |
| <b>SystemValve</b>            | RPZ RPZ                   |
| ☐ Check                       | <b>ServiceLine</b>        |
| ☐ Check in Vault              | — OUC Domestic            |
| ⊗ Tapping                     | — Metered Fire Service    |
| ⊗ Critical Tapping            | — Irrigation              |
| ⊗ Critical Tapping in Vault   | — Hydrant Lateral         |
| ⊗ Tapping in Vault            | — Fire                    |
| ⊗ Critical Butterfly          | — Flushing                |
| ⊗ Butterfly                   | — Private Domestic        |
| ⊗ Butterfly in Vault          | — Private Irrigation      |
| ⊗ Critical Butterfly in Vault | — Private Hydrant Lateral |
| ⊗ Critical Gate in Vault      | — Private Fire            |
| ⊗ Gate in Vault               | <b>Fitting</b>            |
| ⊗ Gate                        | ⊗ Bend                    |
| ⊗ Critical Gate               | ⊗ BlowOff                 |
| — Flushing Drain Line         | ⊗ Coupling                |
| ● Domestic                    | ⊗ Cross                   |
| ● Fire                        | ⊗ DeadEnd                 |
| ● Irrigation                  | ⊗ ExpansionJoint          |
| ● Flushing                    | ⊗ Offset                  |
| ● FillStation                 | ⊗ Reducer                 |
| ⊗ DetectorCheckMeter          | ⊗ Tap                     |
| ⊗ WholesaleMeter              | ⊗ Tee                     |
| ⊗ Private Hydrant             | ⊗ VerticalBend            |
| ⊗ Public Hydrant              | ⊗ Weld                    |
|                               | ⊗ Wye                     |
|                               | ⊗ FlushDevice             |
|                               | ⊗ LineStop                |
|                               | ⊗ AboveGroundStorage      |
|                               | ⊗ PumpStation             |
|                               | ⊗ TreatmentPlant          |
|                               | ⊗ Wells                   |
|                               | ⊗ SamplingPoint           |
|                               | ⊗ RepairCoupon            |
|                               | ⊗ Casing                  |
|                               | ⊗ Parcels                 |
|                               | ★ Critical Customer       |



OUC SERVICE LINE AND WATER MAIN LOCATIONS ARE NOT EXACT. ALL MEASUREMENTS MUST BE VERIFIED IN THE FIELD THROUGH SUNSHINE. FOR A FIELD LOCATOR CALL: 1-800-432-4770

Last updated on: Oct 20, 2023



The Reliable One®

Map Panel: SW-15-C

- |                               |                           |
|-------------------------------|---------------------------|
| <b>MainLine</b>               | <b>BackflowPreventers</b> |
| — Distribution                | AV AtmosphericVacuum      |
| ..... Raw                     | DD DoubleCheckDetector    |
| --- Private Distribution      | DC DetectorCheck          |
| --- AbandonedMain             | DC DoubleCheck            |
| --- OtherUtilities            | PV PressureVacuum         |
| <b>SystemValve</b>            | RPZ                       |
| — Check                       | <b>ServiceLine</b>        |
| — Check in Vault              | — OUC Domestic            |
| — Tapping                     | — Metered Fire Service    |
| — Critical Tapping            | — Irrigation              |
| — Critical Tapping in Vault   | — Hydrant Lateral         |
| — Tapping in Vault            | — Fire                    |
| — Critical Butterfly          | — Flushing                |
| — Butterfly                   | — Private Domestic        |
| — Butterfly in Vault          | — Private Irrigation      |
| — Critical Butterfly in Vault | — Private Hydrant Lateral |
| — Critical Gate in Vault      | — Private Fire            |
| — Gate in Vault               | <b>Fitting</b>            |
| — Gate                        | — Bend                    |
| — Critical Gate               | — BlowOff                 |
| — Flushing Drain Line         | — Coupling                |
| <b>ServicePoint</b>           | — Cross                   |
| — Domestic                    | — DeadEnd                 |
| — DualRange                   | — ExpansionJoint          |
| — Fire                        | — Offset                  |
| — Irrigation                  | — Reducer                 |
| — Flushing                    | — Tap                     |
| — FillStation                 | — Tee                     |
| <b>Meter</b>                  | — VerticalBend            |
| — DetectorCheckMeter          | — Weld                    |
| — WholesaleMeter              | — Wye                     |
| <b>Hydrant</b>                | — FlushDevice             |
| — Private Hydrant             | — LineStop                |
| — Public Hydrant              | — AboveGroundStorage      |
|                               | — PumpStation             |
|                               | — TreatmentPlant          |
|                               | — Wells                   |
|                               | — SamplingPoint           |
|                               | — RepairCoupon            |
|                               | — Casing                  |
|                               | — Parcels                 |
|                               | — Critical Customer       |



OUC SERVICE LINE AND WATER MAIN LOCATIONS ARE NOT EXACT. ALL MEASUREMENTS MUST BE VERIFIED IN THE FIELD THROUGH SUNSHINE. FOR A FIELD LOCATOR CALL: 1-800-432-4770

Last updated on: Oct 20, 2023

## Milch, Nathan

---

**From:** Winsor, Shawn <SWinsor@tecoenergy.com>  
**Sent:** Monday, August 26, 2024 2:51 PM  
**To:** Milch, Nathan  
**Cc:** Campos, Francisco; Kunold, Charlene  
**Subject:** RE: Utility Map and Letter request - 4881 S Orange Blossom Trail, Orlando - Sunshine Ticket # 227402345  
**Attachments:** Screenshot 2024-08-26 144628.pdf

Hi Mitch,

This is TECO Peoples Gas service area and yes, we have an existing line in front of this property in the R/W of Orange Blossom Tr (See PDF)

If you are looking to get gas service, please contact.

J.J. Morris  
TECO Partners--Account Manager  
600 W Robinson St.  
Orlando, FL 32801  
407-420-6649--office  
407-420-6602---fax  
[jmorris@tecoenergy.com](mailto:jmorris@tecoenergy.com)

## Shawn Winsor

Gas Design Project Manager  
600 West Robinson St.  
Orlando, FL 32801  
Office: 407-420-6663  
swinsor@tecoenergy.com



---

**From:** Milch, Nathan <Nathan.Milch@kimley-horn.com>  
**Sent:** Thursday, August 22, 2024 4:05 PM  
**To:** Winsor, Shawn <SWinsor@tecoenergy.com>  
**Cc:** Campos, Francisco <Francisco.Campos@kimley-horn.com>; Kunold, Charlene <Charlene.Kunold@kimley-horn.com>  
**Subject:** RE: Utility Map and Letter request - 4881 S Orange Blossom Trail, Orlando - Sunshine Ticket # 227402345

**\*\*\* CAUTION! EXTERNAL SENDER \*\*\* STOP. EXAMINE. VERIFY!! Were you expecting this email? Are grammar and spelling correct? Does the content make sense? Can you verify the sender? To report a suspicious email, use the Forward to Phishing button or forward the email to**

[phishing@tecoenergy.com](mailto:phishing@tecoenergy.com). Do not click links, open attachments, or enter your ID or password.

Good Afternoon Shawn – Following up on the request below. Can you please assist?

Thanks,

Nathan Milch, AICP

**Kimley-Horn** | [200 South Orange Ave, Suite 600, Orlando, FL 32801](#)

Direct: 689 244 5509 Mobile: 407 461 6112

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Please note that I will be out of office September 2<sup>nd</sup> – 6<sup>th</sup>.

---

**From:** Kunold, Charlene <[Charlene.Kunold@kimley-horn.com](mailto:Charlene.Kunold@kimley-horn.com)>

**Sent:** Wednesday, August 14, 2024 10:42 AM

**To:** Winsor, Shawn <[SWinsor@tecoenergy.com](mailto:SWinsor@tecoenergy.com)>

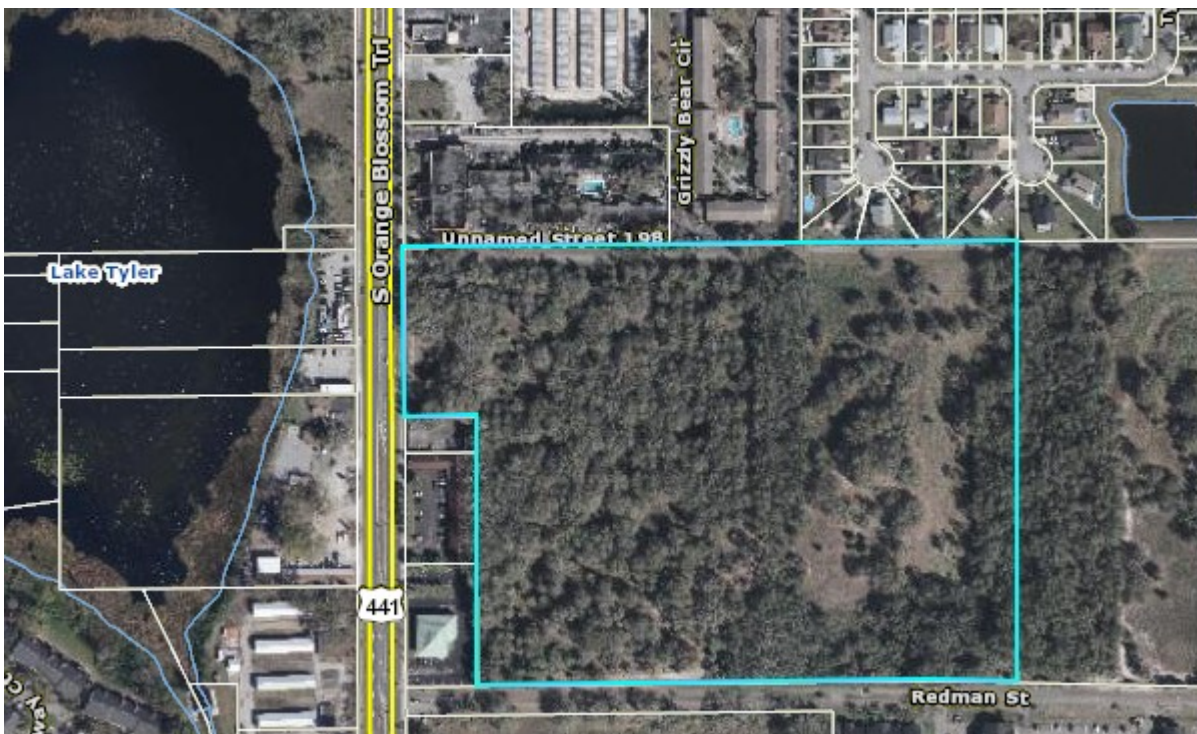
**Cc:** Milch, Nathan <[Nathan.Milch@kimley-horn.com](mailto:Nathan.Milch@kimley-horn.com)>; Campos, Francisco <[Francisco.Campos@kimley-horn.com](mailto:Francisco.Campos@kimley-horn.com)>;

Brookins, Vincent <[Vincent.Brookins@kimley-horn.com](mailto:Vincent.Brookins@kimley-horn.com)>

**Subject:** Utility Map and Letter request - 4881 S Orange Blossom Trail, Orlando - Sunshine Ticket # 227402345

We are assisting a client who will be developing Parcel ID: 15-23-29-0000-00-031, located at 4881 S. Orange Blossom Trail, Orlando, FL 32839

In order to ensure utility service is available, we are requesting a letter of service availability and a utility map for the property. A location map is shown below. Please let me know if you need anything further to complete this request.





Thank you,

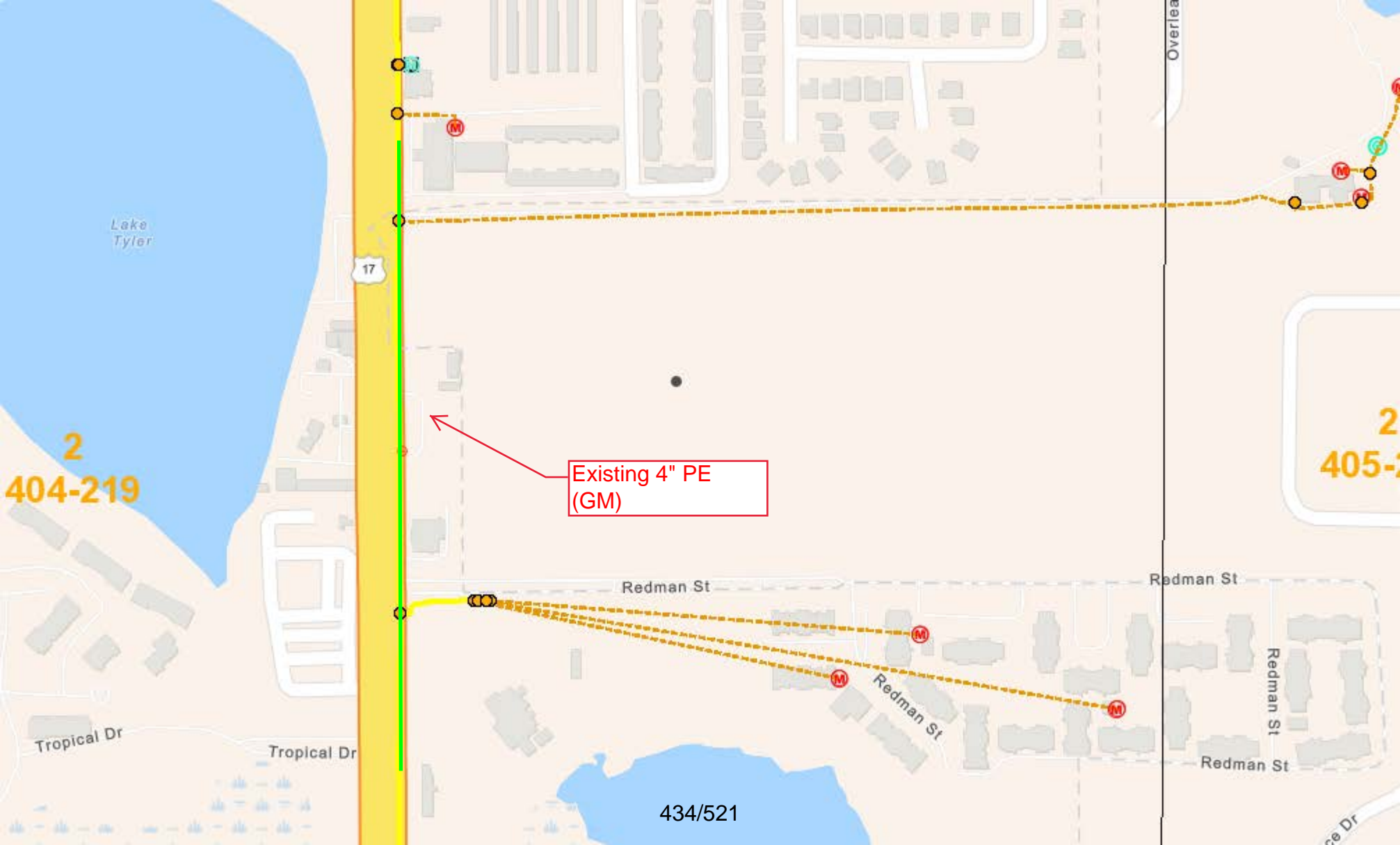
**Charlene Kunold** | Administrative Assistant

**Kimley-Horn** | 200 South Orange Avenue, Suite 600, Orlando, FL 32801

Direct: 407 427 1624 | Main: 407 898 1511

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Lake Tyler

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405-

Existing 4" PE  
(GM)

17

Overlea

Tropical Dr

Tropical Dr

Redman St

Redman St

Redman St

Redman St

Redman St

434/521

ce Dr



August 28, 2024

Project: 4881 S Orange Blossom Trl, Orlando 32839

To Whom It May Concern:

Please be advised that Duke Energy's Operations Center located at 8407 Boggy Creek Rd, and a mailing address of 8407 Boggy Creek Rd, Orlando, FL 32824, serves the electrical distribution system that encompasses the above referenced project.

Duke Energy at this time has sufficient capacity to provide electrical service to this project. Service shall be provided in accordance with Florida Public Service Commission and Duke Energy rules and regulations.

It will be necessary for Duke Energy to be provided with a complete set of construction plans as soon as possible so that the necessary engineering work can begin. Early contact with Duke Energy is essential so that resources may be scheduled to ensure availability of service when required.

Should you have any further questions or concerns, please feel free to contact me at 407-919-3485.

Sincerely,

Claudia Barry  
Distribution Designer

## Community Meeting Minutes: November 20, 2024

Moses Salcido gave presentation covering Foundry, investment partner. Paul Reynolds covered project location and site plan. The team answered questions:

- Types of Trucks? – In an existing and comparable light industrial development we completed a traffic study following development and stabilization of 500k SF and determined that only 5% of the traffic is comprised of 3-axel vehicles (semi-trucks)
- Landscape Buffer and walls? – Request to extend wall
- Subdivision to north – 30' buffer of trees
- Question about security – Confirmed that security will occur with roving patrol between 8 p.m. and 4 a.m.
- South buffer width? - 5.81 acre stormwater pond
- How is stormwater handled? – Jennifer Stickler confirmed that the stormwater is being designed to a 25 year/24 hour stormwater cannot release more than currently comes off; retain up to 100 year storm
- Tree location: request to flip oaks / magnolias / cypress
- Does landscape come first or last? Confirmed that landscaping would occur after construction of the buildings.
- How do you access in traveling south? Showed map and explained that we are required to revise the turn lane into EPOC;
- FDOT light? Not allowed
- Close to 600 parking spaces? How many trips?
- Dock high or ground floor? Dock high
- Trips: 94 PM Peak based on current Traffic Study
  - Revised Traffic Study requested by City
  - Secure locked private gate to the east so that Holden cannot be accessed
- Request to add fence or precast wall to north.
- Landscape size at Planting? 4" cal. 10 feet; replacement trees are 20' per code
- Concern about traffic bottle neck on north; can you connect to south? Confirmed that it is unfortunately a Private road that we cannot connect to on the south.
- Signage on OBT? Randall Knives Sign and monument sign for development
- Maintenance? Single owner will maintain.
- Sound attenuation? All activity to occur in interior corridor; no outdoor storage
- Breakdown of % office / warehouse? Based on parking \*Request include in DA
- BoxTruck / Fleet Vehicles – control on parking location \*Request to include in DA
- Water and Sewer Capacity – Engineers to confirm
- Request to screen roof top equipment from adjacent ROW & homes (Add to DA)
- What is site like during construction? Silt fencing; spray site to minimize dust AARCO would be GC
- Wildlife removal plan? – Yes, gopher tortoise
- Request to add trees on southside of building
- Request to limit easement/connection from Randall Knives property in the event that property has a change of use.

**Brett Sollazzo**

---

**From:** Lauren Buckner <bellalauren0@gmail.com>  
**Sent:** Monday, January 13, 2025 5:43 PM  
**To:** CH Info  
**Subject:** Proposal near Holden

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am greatly opposed to rezoning what little low priced housing there is for industrial use. Not only will it add too many more vehicles to the area, but the housing loss will be tremendous.

Sincerely,

Lauren Buckner  
6781 Thomas Jefferson Way, Orlando, FL 32809

**PUBLIC HEARINGS  
(ORDINANCES – SECOND  
READINGS & RELATED  
ACTION)**

# **UNFINISHED BUSINESS**

JANUARY 2025

# CITY OF EDGEWOOD VISION ZERO ACTION PLAN





# Thank you to everyone who helped with this plan!

## **PROJECT TEAM**

### **City of Edgewood Staff and Working Group Members**

John Dowless Mayor

Sandy Riffle, Town Clerk

Dean DeSchryver, Chief of Police

### **Consultant Team**

Roberta Fennessy, VHB, Project Manager

Katie Shannon, VHB, Deputy Project Manager

James Hartsfield, VHB

Jared Jones, VHB

Rohan Sadhai, ASHA

Poorna Bhattacharya, ASHA

Stephen Vazquez, ASHA

### **MetroPlan Orlando**

Alex Trauger, Director of Transportation Planning

Sarah Larsen, Transportation Planner

Jason Sartorio, Transportation Planner

Mighk Wilson, Senior Transportation Planner

## Key terms

**Crash** – An occurrence where a road user collides with another road user, such as a car or truck, motorcyclist, bicyclist, pedestrian, animal, road debris, or other moving or stationary obstruction, such as a tree, pole, or building, that may result in injury or loss of life, trauma, and/or property damage. Crashes can involve a single-party or multiple parties.

**High Injury Network** – A collection of streets where a disproportionate number of crashes that result in someone being seriously injured or killed occur.

**Kinetic Energy** – In the safety context, Kinetic Energy refers to the combination of mass and speed of a vehicle or other road user, like a bicyclist, involved in a collision. Depending on the angle of the crash, the higher the combination of mass and speed, the more likely the crash is to result in a serious injury or death, with the impact severity increasing exponentially as the speed of a vehicle is driven increases.

**Disadvantaged Community** – A US Department of Transportation designation for communities where people experience greater transportation inequities to access jobs, housing, food, health care, education, and other destinations due to overlapping factors, including demographics, features of the built environment, and in some instances a lack of prior investment in the transportation system.

**Safe System Approach** – A guiding safety approach that builds and reinforces multiple layers of protection to both prevent crashes from occurring and minimize the harm caused to those involved when a crash does occur.

**Serious injury** – May also be referred to as an incapacitating injury. Serious injuries may include broken bones, severed limbs, etc. These injuries usually require hospitalization and transport to a medical facility.

**Vision Zero** – A road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is acceptable.

**Vulnerable road user** – For the purposes of this Safety Action Plan, a person outside of a car or truck, which includes pedestrians, bicyclists, or motorcyclists. This also includes people in wheelchairs and on e-mobility devices, like scooters.

## List of abbreviations

**ADA** – Americans with Disabilities Act

**ATP** – Active transportation plan

**CAC** – Community advisory committee

**CAV** – Connected and autonomous vehicle

**CBO** – Community-based organization

**CIP** – Capital improvement plan

**DUI** – Driving under the influence

**EMS** – Emergency medical services

**ETC** – Equitable Transportation Community

**FDOT** – Florida Department of Transportation

**FHP** – Florida Highway Patrol

**FHWA** – Federal Highway Administration

**HIN** – High-Injury Network

**ITS** – Intelligent transportation systems

**KSI** – fatal or serious injury crash

**LPI** – Leading pedestrian interval

**NHTSA** – National Highway Traffic Safety Administration

**PHB** – Pedestrian hybrid beacon

**RRFB** – Rectangular rapid-flashing beacon

**SRTS** – Safe Routes to School

**TAC** – Technical advisory committee

**USDOT** – United States Department of Transportation

**Final Draft**

**City of Edgewood Vision Zero**

# **Action Plan**

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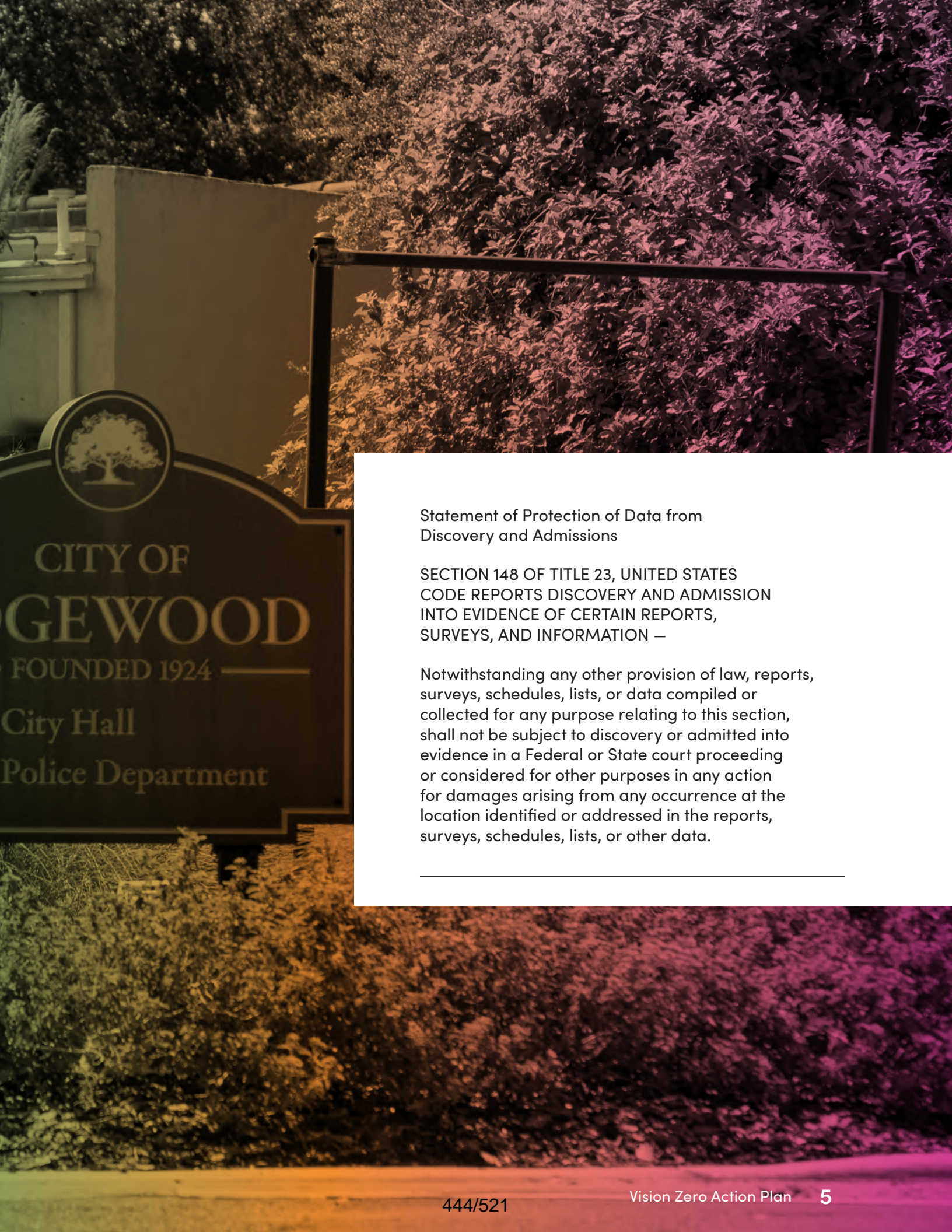
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**Chapter 6: Plan  
Recommendations**

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**Appendix**



Statement of Protection of Data from  
Discovery and Admissions

SECTION 148 OF TITLE 23, UNITED STATES  
CODE REPORTS DISCOVERY AND ADMISSION  
INTO EVIDENCE OF CERTAIN REPORTS,  
SURVEYS, AND INFORMATION –

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at the location identified or addressed in the reports, surveys, schedules, lists, or other data.

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EXECUTIVE SUMMARY

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# Executive Summary







## EXECUTIVE SUMMARY

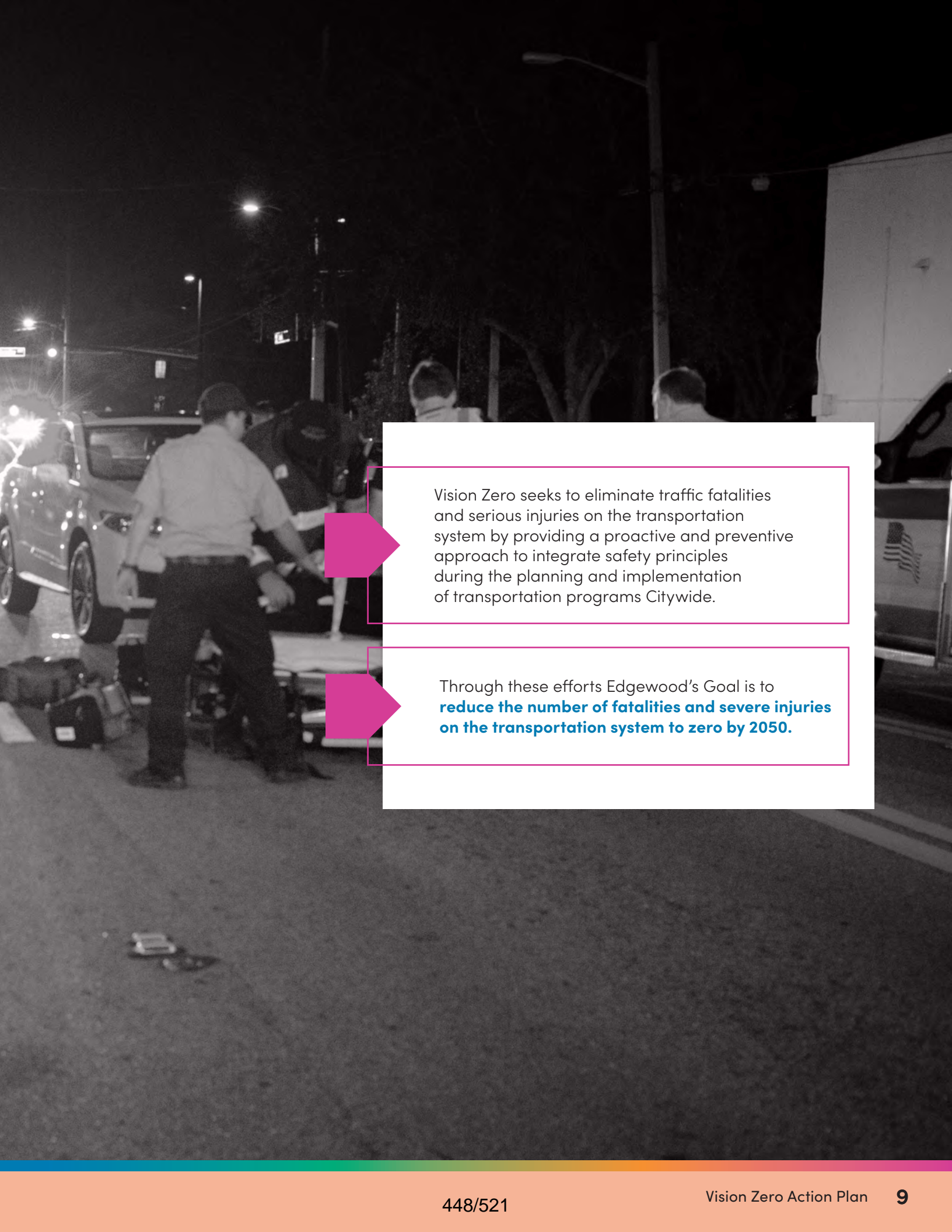
In 2023, MetroPlan Orlando secured a \$3.9 million federal Safe Streets for All (SS4A) grant to address serious safety concerns within the region. These funds are being utilized to cover the cost of coordinated Vision Zero Action Plans in their three-county service area along with local Vision Zero Action Plans for cities and municipalities within the three-counties.

The **City of Edgewood** is located just south of Downtown Orlando in Orange County, Florida. The city is **1.5-square miles** with over **2,500 residents**.

Through funding by the SS4A grant, the City of Edgewood is developing its own Vision Zero action plan, with the goal of reducing traffic fatalities and severe injuries and creating safer roads both locally for the over 2,500 residents of Edgewood and regionally for the 2.2 million central Florida residents and 75 million tourists who visit the region annually.

The Orange-Kissimmee-Sanford metro area—one of the fastest growing metros in the country—continues to rank as one of the deadliest areas, and the average yearly deaths continue to rise (Dangerous by Design, 2022). **Between 2018-2022 there were 710 crashes, including 3 fatalities and 16 serious injuries on Edgewood’s roadways (Signal 4 Analytics.)** To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, Edgewood Vision Zero Action Plan (VZAP) has been developed, rooted in the core elements of **Vision Zero** and the Federal Highway Administration (FHWA) **Safe System Approach**.

Vision Zero is a road safety philosophy which states that no loss of life or serious injury due to traffic crashes is acceptable. The core elements of Vision Zero and the Safe System Approach, acknowledge the vulnerability of the human body when designing and operating a transportation network, seeking solutions to minimize the most serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. More information about Vision Zero and the Safe System Approach (SSA) is provided in **Chapter 1**.



Vision Zero seeks to eliminate traffic fatalities and serious injuries on the transportation system by providing a proactive and preventive approach to integrate safety principles during the planning and implementation of transportation programs Citywide.

Through these efforts Edgewood's Goal is to **reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**



### What are the Transportation Safety Issues?

This Action Plan was developed using a data-driven analysis to understand where the City may strategically deploy its resources in order to attain our collective goal. This data analysis revealed that a large proportion of crashes where someone is killed or severely injured, referred to as KSI crashes, happen on a small percentage of our overall roadway network. Roads where KSI crashes disproportionately occur tend to have more than 6 vehicle travel lanes, posted speeds between 40 and 55 mph, and have active land uses, such as shopping centers, apartments, transit stops and other uses that generate trips made by people walking, bicycling and taking transit. While most crashes only involve people in motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling, or riding a motorcycle. Additional details about crash trends in the region are provided in Chapter 2.

Community outreach was a core component of identifying transportation safety issues within the City and developing a consistent foundation for all local agencies needed to establish comprehensive changes to transportation safety. City staff, along with law enforcement, and City Council members, advocated for the Vision Zero Action Plan by supporting the plan development process and educating the public about the importance of traffic safety and the goal of reducing traffic fatalities to zero. Chapter 3 describes the community outreach that was conducted as a part of this plan, and how that feedback was incorporated.

### How will we get to Zero Traffic Deaths and Serious Injuries?

There is no one solution to reach zero traffic deaths and serious injuries. Rather, it will require a multidisciplinary and collaborative approach. Chapters 4, 5 and 6 provide details on the recommended engineering and non-engineering countermeasures such as enforcement and engagement that the City will implement to help reach its goal. These chapters also outline an implementation plan to understand where improvements will be prioritized, and specific actions that Edgewood will take in collaboration with other agencies in the region.

This Action Plan is firmly grounded on a rigorous and comprehensive data-driven approach and vetted in feedback received from regional partners community stakeholders. A foundational element of developing this plan lies in analyzing crash trends, community and roadway characteristics to understand road user behavior and elements of the built environment that are leading to severe crashes. Data was compiled, analyzed, and mapped to identify causal relationships and then corresponding solutions to empower decision makers to thoroughly understand safety concerns and take action to mitigate them. By identifying and focusing on high-incidence locations or recurring types of accidents, Edgewood can pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. In addition to physical changes to the roadway system including lighting upgrades, intersection improvements, pedestrian or bicycle improvements, additional behavioral interventions like public safety campaigns are shared in this report.

## How will we track our Progress?

Monitoring our progress will be an important part of the process. On an annual basis, the City of Edgewood will reflect on our progress towards reaching zero traffic fatalities through an assessment of the crash trends from the prior year and comparing them to the trends documented in the Action Plan. Progress will be shared at an Annual Safety Summit hosted by MetroPlan Orlando where best practices and lessons learned from across the region will be shared.

## What action does the City need to take?

Through the data-driven process and conversations with key stakeholders of the community, the City of Edgewood has identified priority areas and design-appropriate safety countermeasures across the state roadway system's most dangerous corridors, as outlined in next table. By identifying specific countermeasures and focusing on high-incidence locations, the City of Edgewood is well-equipped to pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. These solutions will help empower decision makers to thoroughly understand safety concerns and take action to mitigate them.



## Proposed Engineering Countermeasures for Consideration



Reduce posted speed limit to 30 MPH to accommodate raised midblock crosswalks

Install speed feedback signs



Upgrade two-way turn lane to provide landscaped medians and restrict left turns

Provide landscaped medians with canopy trees

Consider innovative intersection design including roundabout and/or dedicated left turn lane



Upgrade to roundabout

Consider innovative intersection design including roundabout, alternate roadway alignment, and/or dedicated channelized turn lanes with high-visibility crosswalks and pedestrian signalization



Improve access management with median treatments and reduction in driveway conflicts

Proposed lane narrowing and/or road widening to widen sidewalk to multi-use path

Provide raised midblock crossings with high-visibility markings and pedestrian refuge islands



Install quick-build solution with vertical barriers such as freestanding delineators in existing bike lanes

Provide green conflict striping through intersections for existing bicycle lane

Review signal timing to improve traffic progression and safety for all roadway users



Install PHB, RRFB or other pedestrian signalization with high-visibility crosswalk

Address gaps in roadway lighting and/or upgrade to LEDs





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CHAPTER 1

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# Introduction





## CHAPTER 1: INTRODUCTION

**SAVING LIVES.** That’s what it’s all about. The only acceptable number for traffic deaths is zero, because the City of Edgewood’s 19,000+ residents deserve to travel safely.

The purpose of the Edgewood Vision Zero Action Plan is to articulate its commitment towards achieving zero road fatalities and serious injuries. This plan outlines a comprehensive, data-driven approach to improving road safety for all users, utilizing the Safe System approach. We acknowledge that every life is valuable, and no loss of life is acceptable on our roads. Our vision is not just to reduce but to systematically eliminate fatalities and serious injuries (KSI) caused by road traffic crashes. We pledge to put safety at the core of our decision-making processes, working collaboratively with local partners, stakeholders, and the community to achieve our collective goal.

No one entity or agency can fix road safety problems alone. This Vision Zero Action Plan results from a coordinated planning effort led by Edgewood’s Public Works Department, in partnership MetroPlan Orlando, and the Florida Department of Transportation. With this Vision Zero Action Plan, Edgewood has joined communities around the world that are working to stop traffic deaths through the Safe System Approach. This plan:

- **Identifies High Injury Networks** – roads with the highest risk of death and serious injury crashes.
- **Accounts for transportation underserved communities** that have been disproportionately affected by traffic crashes.
- **Prioritizes feasible projects** that will have the greatest safety impacts. The City of Edgewood will work with our regional partners to implement changes

## About MetroPlan Orlando and the City of Edgewood

MetroPlan Orlando is the metropolitan planning organization for Orange, Osceola, and Seminole counties within Central Florida with a primary responsibility to help the region create a vision for transportation 25 years into the future, with an emphasis on safety for all Central Floridians. To help create that vision, MetroPlan Orlando is leading the preparation of this regional Vision Zero Action plan in collaboration with all the jurisdictions in the region that have their own unique transportation safety challenges, including the City of Edgewood.

The Central Florida region is known for high rates of tourism to theme parks as well as a wide range of other recreational amenities. Most of the travel demand in the region from residents as well as visitors is accommodated via motor vehicles, with multimodal traffic safety being a growing concern due to suburban land use patterns and the concentration of activities on major roads that are intended to serve not only commuter and regional through traffic, but local walking, bicycling and transit trips.

Historic auto-oriented land use patterns and a focus on reducing vehicle delay/ congestion over multimodal accessibility and comfort have led to environments throughout the region where walking and bicycling are uncomfortable and safety concerns have arisen. To that end, this plan focuses on holistic interventions to decrease KSI crashes on all non-limited access roads through the region.

## Safe System Principles

The Safe System Approach acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. While road users are responsible for their own behavior, there is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government agencies. In a Safe System, road system designers and operators take on the highest level of ethical responsibility to design and build our transportation system in a way that encourages safer behavior and provides redundancies.

*The Safe System is Built On The Following Principles:*

### **DEATH AND SERIOUS INJURY ARE UNACCEPTABLE**

This plan focuses on eliminating crashes resulting in death and serious injuries in Maitland by 2050.



### **HUMANS MAKE MISTAKES**

Everyone (people walking, bicycling, driving, etc.) makes mistakes that can lead to a crash. The goal of the SSA is to design and operate our transportation system to ensure these mistakes don't have life-altering impacts.



### **HUMANS ARE VULNERABLE**

Human bodies can only withstand a limited amount of impact from a crash before death or serious injuries occur.



### **RESPONSIBILITY IS SHARED**

Every person in the transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in reaching zero fatalities and serious injuries.



### **SAFETY IS PROACTIVE**

Rather than waiting for a crash to occur, transportation agencies should seek to proactively identify and address dangerous situations.



### **REDUNDANCY IS CRUCIAL**

Redundancy means making sure there are multiple layers of the transportation system working together towards safer outcomes so that if one layer fails, people are still protected.





## Five Elements of the Safe System Approach

The SSA addresses the five elements of a safe transportation system—safer people, safer vehicles, safer speeds, safer roads, and post-crash care—in an integrated manner, through a wide range of interventions.



### SAFER PEOPLE

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



### SAFER VEHICLES

Proactively plan for a connected and autonomous vehicle fleet and encourage the purchase of vehicles that feature crash prevention technology.



### POST-CRASH CARE

Partner with law enforcement and emergency response to identify strategic investments in crash response, crash assessment, and crash reporting.



### SAFER ROADS

Prioritize roadway design changes throughout the MetroPlan Orlando region that address the factors contributing to severe injury and fatal crashes.



### SAFER SPEEDS

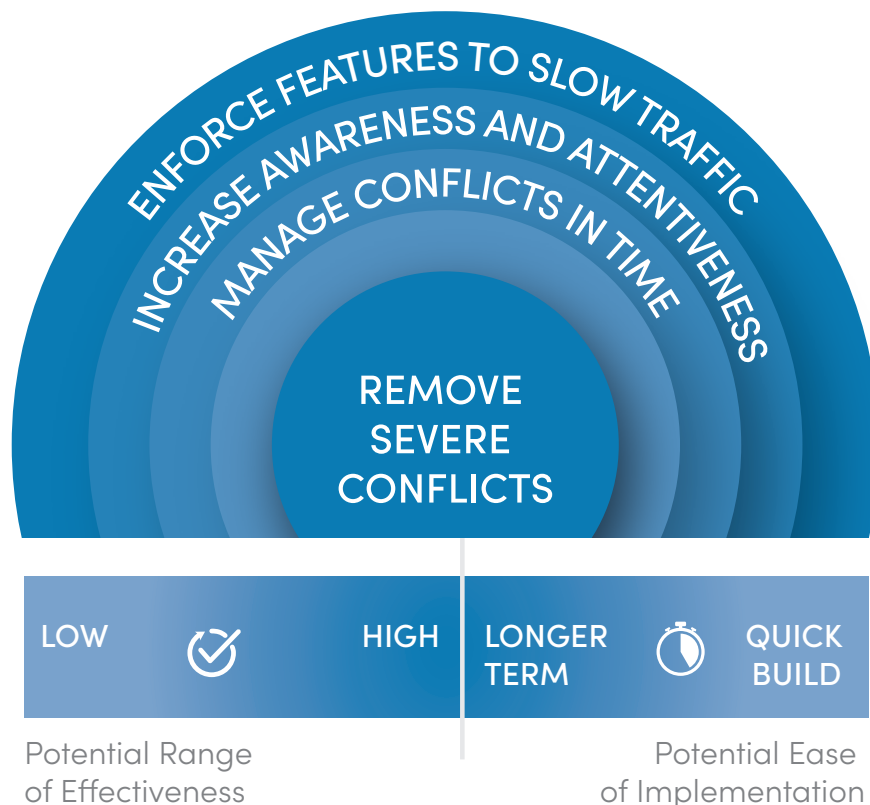
Use a multidisciplinary approach that induces drivers to travel at speeds appropriate for the context that will reduce injuries even when human error leads to crash.

## Safe System Strategy

Consistent with the Safe System Approach Framework, the planning, design, and operation of facilities within the City of Edgewood should anticipate human error and consider human vulnerabilities. The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition’s Safe Systems Explanation and Framework articulate that to anticipate human mistakes, a Safe System seeks to:

- ⦿ Separate users in space by providing road users moving at different speeds or different directions, such as turning vehicles, dedicated space to minimize conflicts with other road users.
- ⦿ Separate users in time when road users need to occupy the same space on the roadway, such as an exclusive pedestrian crossing phase or a dedicated turn phase.
- ⦿ Alert users to potential hazards – through strategies that increase visibility and increase attentiveness, as well as reducing impairment.
- ⦿ Accommodate human injury tolerance through interventions that reduce speed or impact force, like physical design treatments and occupant protection.

These elements provide a system with built-in redundancies to eliminate or greatly reduce the likelihood of death or serious injury when a crash occurs. However, strategies have varying levels of effectiveness, feasibility, and implementation timeframes. FHWA has further developed a draft Safe Systems Solutions Hierarchy (January 2024) within the Safe System elements of Safe Roads. Following this framework, the most effective strategies are those that remove severe conflicts and minimize conflict and speed, providing adequate reaction time for drivers to make adjustments and save lives.



# Crash Trends and Analysis



# EDGEWOOD CRASH TRENDS

The following represents an overview of the crash trends on the roadway network in Edgewood.

<b>YEARS OF CRASH DATA:</b> 2018-2022	<b>TOTAL CRASHES:</b> 710	<b>TOTAL FATAL CRASHES:</b> 3	<b>TOTAL SERIOUS INJURY CRASHES:</b> 19
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## CRASHES BY YEAR:

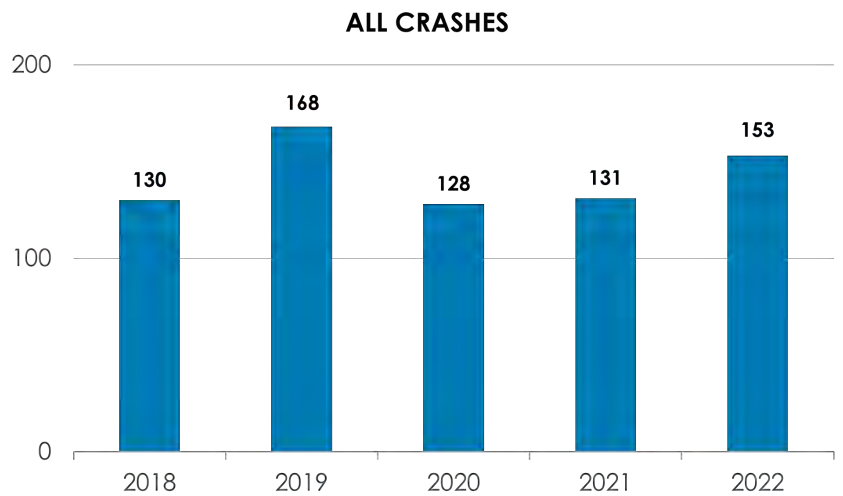
*Overall, the city has seen progress in the last 5 years towards lowering total crashes, while simultaneously seen setbacks with KSI crashes increasing.*

Within the 5-year analysis period, the total number of crashes has remained consistent with the highest number of annual crashes (168) occurring in 2019. The lowest number of crashes (128) was in 2020, likely due to the lower number of trips that occurred in the pandemic year.

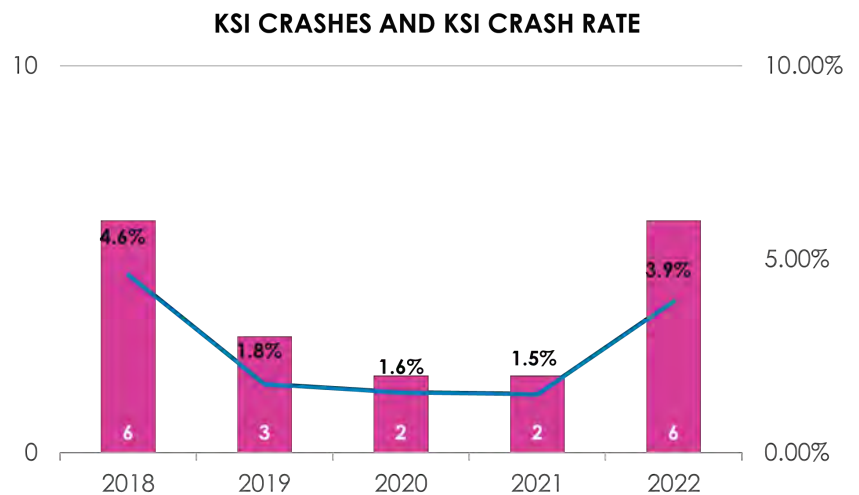
In review of KSI crashes, the highest number of KSI crashes (6) occurred in 2018 and 2022, and the lowest number of KSI crashes occurred in 2020 and 2021 (2, apiece). The percent of crashes resulting in a death or serious injury was highest in 2018 (4.6%) but dropped in the following years, reaching its lowest point in 2021 (1.5%). In 2022 the rate has climbed to 3.9%.

## CRASHES BY INJURY SEVERITY:

KSI crashes accounted for just 2.6% of all crashes in the city. Of the 19 KSI crashes recorded, 3 were reported as fatalities and 16 as serious injuries (15.8% and 84.2% respectively)



*There has been a 17.7% increase in overall crashes in the five year period.*

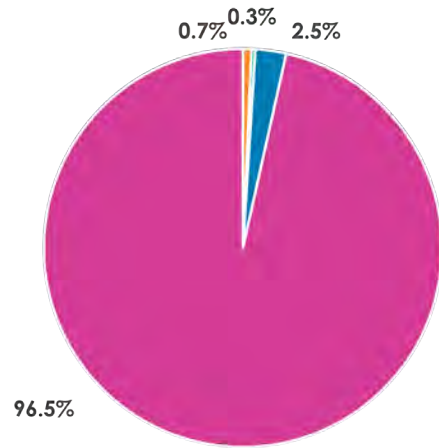


*There has been a 0% increase in KSI crashes in the five year period.*

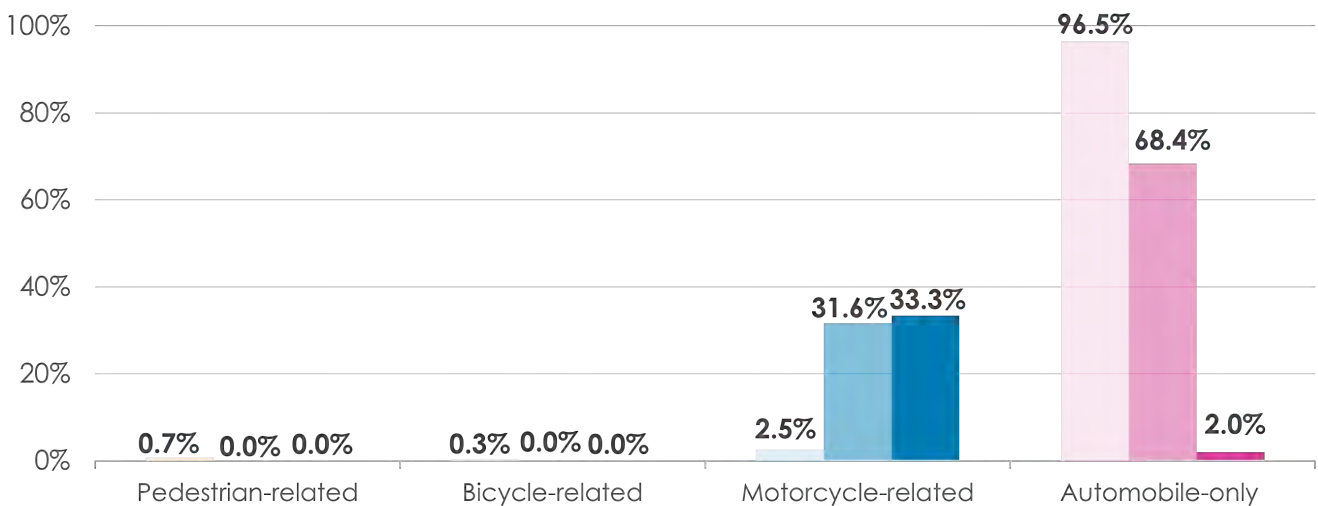
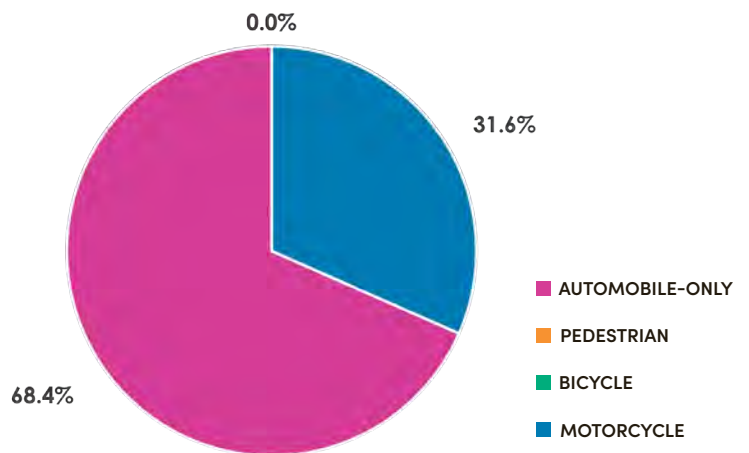
## CRASHES BY MODE:

- PEDESTRIAN-INVOLVED:** Pedestrian involvement in crashes accounted for 0.7% of the total. All these incidents resulted in injuries, but none were recorded as KSI crashes.
- BICYCLE-INVOLVED:** Bicyclist-involved crashes made up 0.3% of total crashes. There were no serious injuries or fatalities reported among bicyclists.
- MOTORCYCLE-INVOLVED:** Motorcycle crashes made up 2.5% of total crashes, but 31.6% of KSI crashes. 33.3% of every motorcycle crash to serious injuries, and notably, 11.1% resulted in fatalities, reflecting the higher risk associated with motorcycle use.
- AUTOMOBILE-ONLY:** Automobile-only crashes made up 96.5% of the all crashes, 68.4% of total KSI crashes, and 1.9% of every automobile-only crash resulted in a fatality or serious injury.

PERCENT SHARE OF CRASHES



PERCENT SHARE OF KSI CRASHES



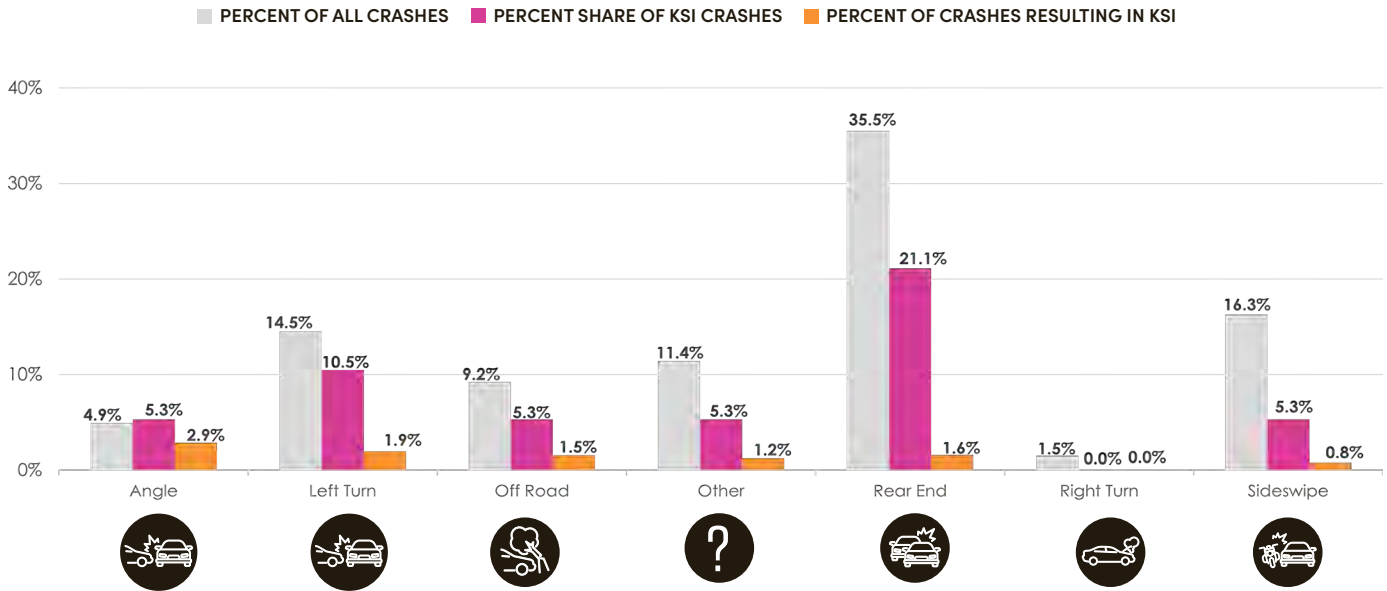
- ■ ■ PERCENT OF CRASHES RESULTING IN KSI CRASHES
- ■ ■ PERCENT OF KSI CRASHES BY MODE
- ■ ■ PERCENT OF ALL CRASHES

## CHAPTER 2: CRASH TRENDS AND ANALYSIS

### CRASHES BY TYPE:

Rear end crashes were the most common type of crash with 35.6% of the crashes. Angle or left turn crashes, while comprising 20.2% of total crashes, were the most common to result in a fatality or serious injury, constituting 27.7% of all KSI.

The second and third crash types most likely to result in a KSI crash were rear end crashes (21.1%) and off road crashes (10.5%). The three crash types to occur that result in a KSI were Unknown crashes (15.0%) and then angle and left turn crashes (each 5.6%).



### BEHAVIORAL FACTORS:

#### ALCOHOL IMPAIRMENT:

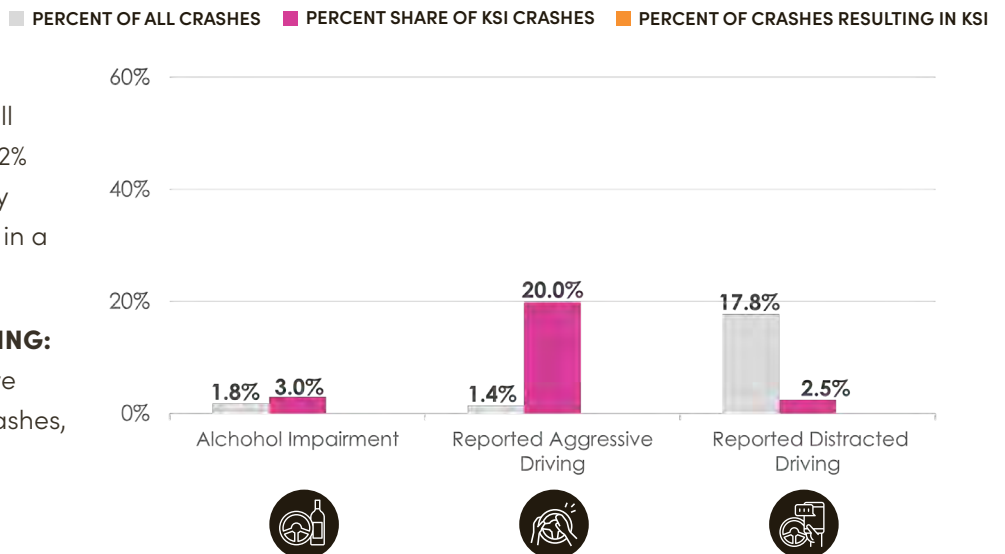
Crashes that involved alcohol impairment comprised 1.7% of all crashes, however, comprised 6.2% of KSI crashes, and 3.5% of every alcohol-involved crash resulted in a fatality or serious injury.

#### REPORTED AGGRESSIVE DRIVING:

Crashes that involved aggressive driving comprised 2.3% of all crashes, however, 4.0% of these crashes resulted in a KSI.

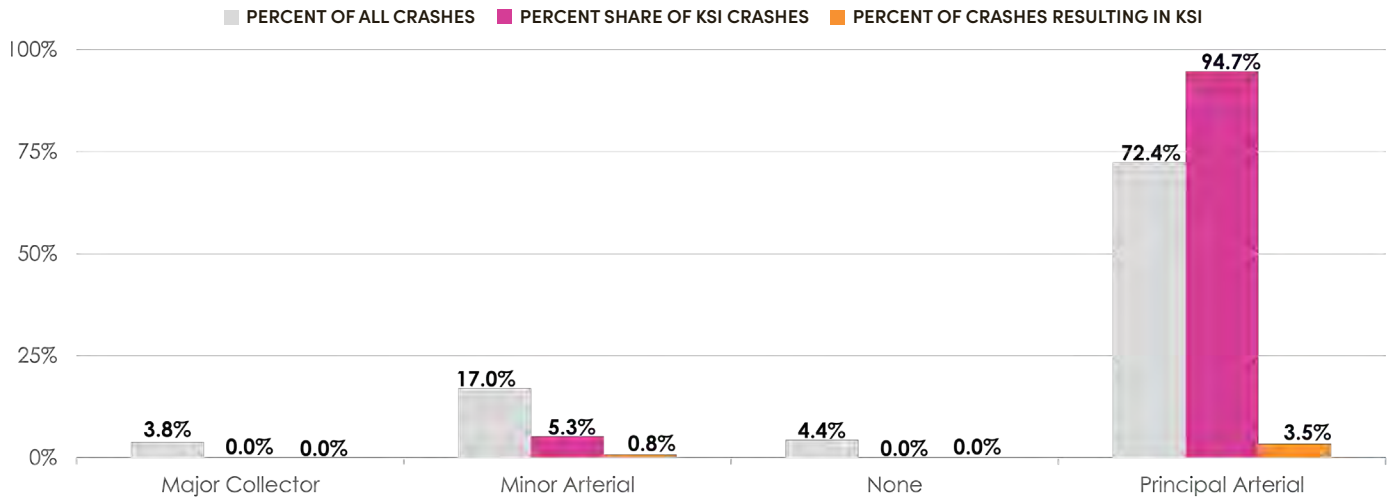
#### REPORTED DISTRACTED DRIVING:

Crashes that involved distracted driving comprised 47.0% of all crashes, however, 1.0% of these crashes resulted in a KSI.



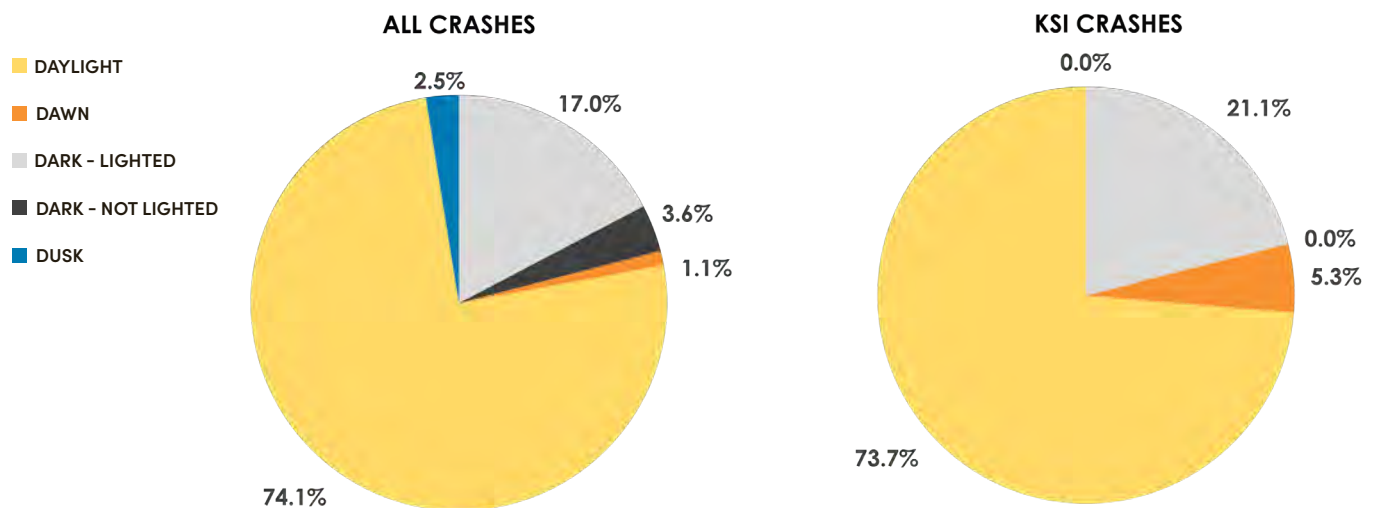
## FUNCTIONAL CLASSIFICATION:

- **MAJOR COLLECTOR:** 3.8% of crashes and no KSI crashes occurred minor collector roadways.
- **MINOR ARTERIAL:** 17.0% of total crashes occurred and 5.3% of total KSI crashes occurred on minor arterial roadways.
- **NONE:** 4.4% of total crashes occurred on roadways with no functional classification.
- **PRINCIPAL ARTERIAL:** 72.4% of crashes and 94.7% of total KSI crashes occurred on principal arterial roadways.



## LIGHTING CONDITIONS:

74.1% of total crashes and 73.7% of KSI crashes occurred in daylight. 26.4% of KSI crashes occurred outside of normal daylight conditions with 21.1% reported in dark - lighted conditions, and 5.3% in dawn conditions.





## CHAPTER 2: CRASH TRENDS AND ANALYSIS

### High Injury Network

The next step in creating the Vision Zero Action Plan was to identify the High-Injury Network (HIN) for the roadways in Edgewood. A High Injury Network (HIN) is a collection of corridors and intersections where a disproportionate number of crashes that result in someone being killed or severely injured (KSI) occur. The HIN for Edgewood was based on a thorough review and analysis of crash data to identify locations with a high number of severe injuries and fatalities in the past five years (2018–2022). The Project Team also checked the quality and accuracy of crash citation records to verify the location of crashes occurred only on the roadway system instead of parking lots. The approach to developing the HIN, as well as the associated collision profiles from the crash analysis, intentionally excludes limited access (LA) facilities such as Interstate 4.

In total, the identified HIN covers 4.1 centerline miles, includes 2 roadway corridors, and 5 separate segments. These roadways account for approximately 90% of total KSI crashes in the City. There were 602 total crashes reported on these roadways and 18 KSI crashes. Additionally, 8 high-priority intersections were identified where a disproportionate number of fatal and severe injury crashes were reported, and accounts for 318 total crashes and 6 KSI crashes.

In addition to the identification of the HIN, a supplementary analysis was completed based on a combination of equity and crash factors to prioritize segments for future action. This establishes alignment with the ultimate goal of targeting solutions where they will have the most direct impact in reaching zero fatalities and serious injuries.

The HIN corridors are identified below:

Overall Rank (Worst Segment)	Road Name	From	To	Length (mi)	Total Crashes (KSI Crashes)	Automobile Crashes (KSI Crashes)	Pedestrian Crashes (KSI Crashes)	Bicycle Crashes (KSI Crashes)	Motorcycle Crashes (KSI Crashes)
1	S Orange Ave	Hoffner Ave	Kelsey Rd	3.13	500 (17)	469 (11)	2 (0)	1 (0)	17(6)
2	Holden Ave	S Shore Rd	S Orange Ave	1.03	102 (1)	100 (1)	0	1 (0)	1 (0)



## Crash Profiles

After analyzing the crash trends and the HIN, 10 collision profiles were identified that show the primary causes of fatal and serious injuries on Edgewood’s roadways. A decision tree analysis was used to examine other factors that contributed to the specific cases of KSI crashes for each of the collision profiles

identified. By finding common elements and situations that cause severe crashes, Edgewood can better recognize patterns and trends that allow us to focus on and address specific behaviors, locations, types of road users, and/or times that have higher risks. Instead of treating crashes as

separate incidents, the collision profiles show where dangerous collisions are a conjoining of a multitude of factors, allowing the of use resources effectively to deal with systemic issues and offer targeted solutions. The collision profiles are:

#	Crash Profile	Total Crashes	% of Total Crashes	KSI Crashes	% of Total KSI Crashes	% of Crashes Resulting in KSI
1	Angle	36	5.1%	2	10.5%	5.6%
2	Left Turn	107	15.1%	6	31.6%	5.6%
3	Rear End	253	35.6%	4	21.1%	1.6%
4	Side Sweep	117	16.5%	1	5.3%	0.9%
5	3-6 PM	191	26.9%	5	26.3%	2.6%
6	9-Midnight	56	7.9%	4	21.1%	7.1%
7	Noon-3 PM	137	19.3%	6	31.6%	4.4%
8	Distracted Driving	122	17.2%	3	15.8%	2.5%
9	Lane Departure	158	22.3%	2	10.5%	1.3%
10	Speed Related	6	0.8%	2	10.5%	33.3%

## Modal Crash Trends

This section provides an overview of crash trends by mode that occurred in the city, revealing the most common factors specific to pedestrian, bicycle, motorcycle, and automobile-only crashes, with emphasis placed on identifying the

contributing factors most likely to result in a fatality or serious injury. The maps on the following pages share an HIN specific to each mode, as well as the top contributing factors leading to these crashes.





CHAPTER 3

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# Public Engagement





## CHAPTER 3: PUBLIC ENGAGEMENT

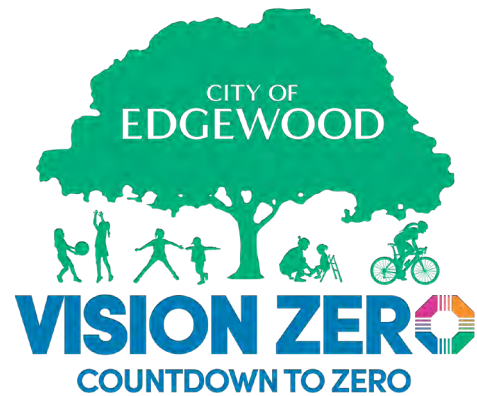
Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. The purpose of the Edgewood Vision Zero Action Plan is to identify projects, programs, and strategies that will achieve these outcomes for the City’s roadways. Vision Zero is a multidisciplinary approach, bringing together diverse and

necessary stakeholders to address this complex problem. Cross-disciplinary collaboration is required to ensure all aspects of the problem are engaged in a meaningful and equitable manner. To that end, successful development and implementation of the Plan will rely upon robust involvement from the community, leadership, and a variety of local stakeholders.

The action plan’s **public engagement plan** is organized around an incremental and layered approach. **In-person engagement** was supplemented by **virtual and digital campaigns** designed to bring awareness to the plan itself, as well as engagement related activities.

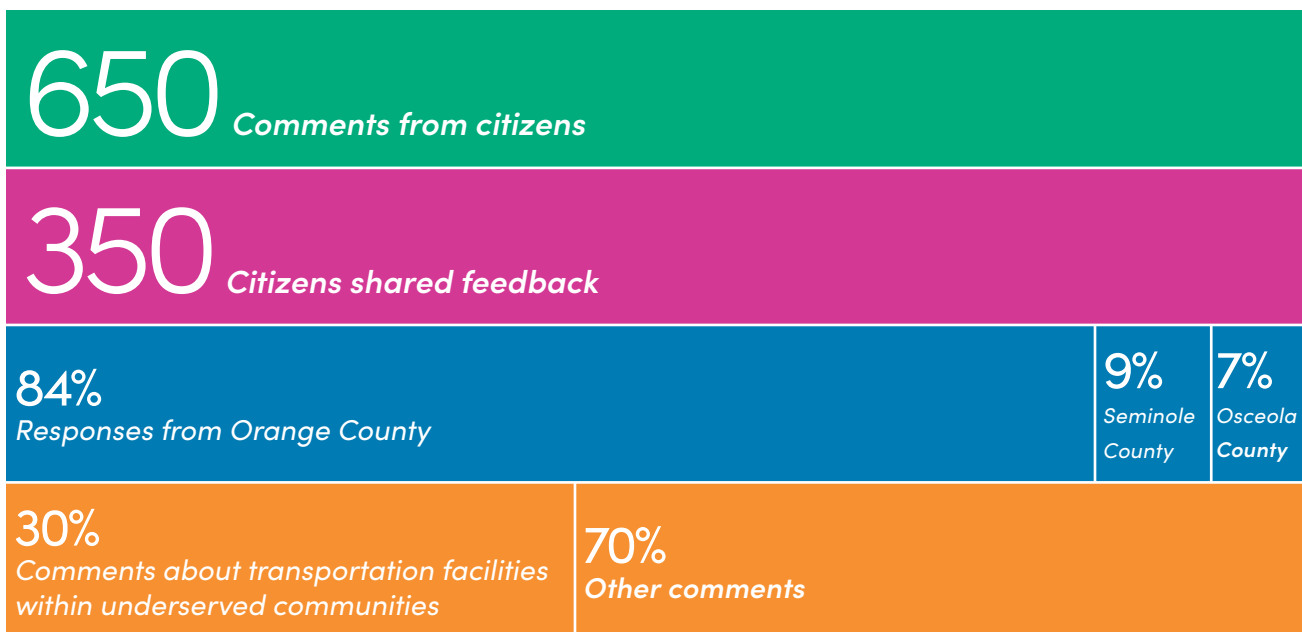
### Brand Development

The Vision Zero brand helps to generate visibility and familiarity in an effort to achieve campaign participation community wide. The Edgewood brand is easily recognizable, incorporating the character of the city into the larger vision zero goal: **to reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**



### Social Media Marketing Campaign

In coordination with the City of Edgewood Communications Department, social media content was generated for spreading awareness of the public meetings on the county’s various outlets. Future use of these assets may include ongoing educational and awareness campaigns and notification of public on important project updates and implementation measures



Source: Central Florida Regional Vision Zero Action Plan

## Vision Zero Working Group

The Edgewood Working Group consisted of a core group of stakeholders tasked with guiding the implementation of the VZAP and acting as plan ambassadors to ensure the principles of Vision Zero are at the forefront of future transportation planning decisions. The outcome of successful engagement strategy encourages ongoing commitment from key elected official and local agency leaders.

The Vision Zero Working Group members are key champions who:

- Provide overall guidance on the VZAP's development
- Facilitate engagement with community members, advocacy groups, and other relevant stakeholders
- Collaborate with the project team to develop strategies and policies that align with Vision Zero goals
- Take ownership of Final VZAP to ensure ongoing commitment and coordination in the implementation of the action plan.

The Working Group convened in four interactive working sessions over the course of the plan development process, providing insight on the following topics:

### Meeting 1

Introductions and Overview of the Scope, Vision Zero, and Safe System Approach

### Meeting 2

Review of Crash Trends, Draft High Injury Network, and Public Engagement Activities

### Meeting 3

Review of Revised High Injury Network and Collision Profiles, and Updates on Public Engagement

### Meeting 4

Review of Draft Action Plan

## “Pop-up” Event: Centennial Celebration

The Vision Zero project team tabled at the City's Centennial celebration in March 2024 to engage with Edgewood residents. Information about the the Vision Zero Action Plan was shared and feedback regarding roadway safety concerns was gathered.





# Policy Review & Benchmarking







## CHAPTER 4: POLICY REVIEW & BENCHMARKING

There can be policy and procedural barriers to achieving Vision Zero, such as vehicle delay-based requirements that encourage streets to be designed and operated to accommodate high speed vehicle traffic. To facilitate a policy review for each jurisdiction in the region, a policy review guide was developed by MetroPlan Orlando and used in each jurisdiction to help inform action plan strategies. The policy review was conducted and helps inform the various strategies outlined in Chapter 6.

In coordination with City of Edgewood staff, the following documents were reviewed due to their relevancy to the current and future transportation conditions and challenges:

- Land Development Code
- Comprehensive Plan Transportation Element
- Intersection Analysis at Orange Avenue with Gatlin Avenue and Holden Avenue

### The review process is comprised of the following steps:

1. Identify and review relevant documents and procedures
2. Review and refine review matrix as relevant to Vision Zero
3. Conduct initial review
4. Facilitate focused discussion with stakeholders with knowledge of planning, engagement, project delivery and other elements contained within the review matrix
5. Identify opportunities for policy enhancements and barriers to change
6. Incorporate findings into Action Plan

The guidance document is provided in the appendix.

The City's existing policies and programs were reviewed in relation to the previously described Vision Zero Core Elements, with the benchmarks informed by the policy review. Each element is assigned one of the following benchmarks:

- **Institutionalized Practice** – The city has already adopted policies or practices that address the element's intent.
- **Occasional/Partially Institutionalized Practice** – The city has adopted policies or practices that address components of the element's intent. These are opportunities to strengthen or expand the practices.
- **Not an Existing Practice** – The city has not adopted policies or practices that implement the intent of the element. These are opportunities to develop new policies or programs as an outcome of the VZAP.
- **Unknown** – These are areas where the presence of implementing policies or programs is unclear. These are opportunities for further engagement with city staff.

# Land Development Code

In reviewing the policies outlined in the Land Development Code (LDC), three subsections were analyzed: Ch. 126 Art. IV, Ch. 126 Art. V, and Ch. 134 Art. IV.

In terms of Chapter 126 Article IV, this section sets the design specifications and standards for streets within subdivision developments. The section provides comprehensive guidelines on aspects like minimum right-of-way, grade of roadway centerline, curvature radii, and drainage specifications, in addition to policies relating to the continuation of existing street patterns.

Chapter 126 Article V provides detailed regulations and standards for the construction and improvement of streets and sidewalks in subdivisions including specifications for grading, pavement types, curb and gutter requirements, subgrade and base construction, wearing surfaces, grassing, street name signs, trees, street lighting, sidewalk construction, and driveway specifications.

Finally, Chapter 134 Article IV focus on the use and development of land in a specific area. It includes various district regulations and establishes basic site and building requirements for residential and commercial districts. The document also details off-street parking and loading requirements, specifying conditions for different types of properties and uses.

As such, various elements of these chapters meet certain elements to the Safe Systems approach, some including, but not limited to:



## Included Countermeasures:

- **Cul-de-sac and Dead-End Street Designs:** Ensures safe turnaround spaces and limits street length for safety.
- **Intersection Design Standards:** Aims to enhance safety through controlled intersection designs.
- **Street Layout Continuity:** Promotes traffic flow efficiency, potentially reducing congestion-related safety issues.
- **Detailed Street and Sidewalk Specifications:** Promotes safe infrastructure by providing detailed guidelines for construction, potentially enhancing safety for all road users.
- **Requirements for Sidewalks and Crosswalks:** Enhances pedestrian safety by mandating sidewalks and crosswalks in all new subdivisions.



**Leadership and Commitment:** The sections reviewed reflects a commitment to structured and safe urban planning, aligning with Vision Zero's emphasis on leadership in safety.



**Transparency and Accountability:** The LDC provides clear regulations but lacks specific mechanisms for accountability in safety.



## Safe Roadways and Safe Speeds:

- The design and detailed construction standards contribute to safer roadways. However, explicit references to speed management are limited.
- Indirectly addressed through zoning and land use regulations that could influence roadway safety, driving speeds, and traffic patterns. Addressed specifically through Edgewood Central District.



## Safe Road Users and Safe Roads:

- The construction standards implicitly address the safety of road users by ensuring the structural integrity and functionality of streets and sidewalks.
- The street design standards aim to create a safer environment for road users, though specific measures for vulnerable road users are not explicitly mentioned.

Potential policy changes to Chapter 126 Article IV and Article V, include incorporating explicit speed management strategies addressing speed limits and other management measures. Other recommendations include enhanced focus on vulnerable road users and encourage the inclusion of safety data and analysis to inform decision-making.

One potential policy change to Chapter 134 Article IV includes modifying off-street parking guidelines to include pedestrian-safe zones, traffic calming measures, and clear separation of pedestrian and vehicular spaces. Furthermore, another recommendation is to revise the minimum parking requirements, particularly in areas that are well-served by public transit or in mixed-use zones. Finally, implementing demand-based parking pricing can reduce the demand for spot searching, thereby decreasing distracted driving and vulnerable user risk.

## Comprehensive Plan Traffic Circulation Element

The Comprehensive Plan’s Transportation Element outlines the transportation goals, objectives, and policies for the City of Edgewood. It focuses on creating a safe, efficient transportation system accessible to all residents, businesses, and visitors. The plan emphasizes multimodal transportation options and coordination on a multijurisdictional basis. It adopts the Metropolitan Planning Organization (MPO) Long-Range Transportation Plan (“The 2030 Long Range Transportation Plan”) as its 20-year roadmap, which includes a 10-year Capital Improvement Schedule, a 5-year Capital Improvement Program, state roadway projects, and city/county transportation improvement projects. The plan covers various aspects, such as roadway facility capacities, coordination with transportation providers, impacts of development on the transportation system, and mitigation strategies.

Various elements of this plan meet certain elements to the Safe Systems approach, including:



### Included Countermeasures:

- **Traffic Signalization and Roadway Signage:** Implementation of computer-coordinated or fully actuated traffic signals and roadway signage conforming to safety standards.
- **Pedestrian and Bicyclist Safety:** Incorporation of pedestrian walkways and bicycle facilities as integral components of roadways, especially in residential areas, schools, and employment centers along arterial and collector roadways.
- **Support of Mass Transit:** Established an exclusive mass transit corridor through the city along an existing rail line right-of-way.



**Leadership and Commitment:** Demonstrated by adopting long-range transportation plans and setting clear objectives for safety.



**Equity and Engagement:** Includes a variety of policies related to engagement, including Policy 2.2.4 which establishes Bicycle safety classes shall be developed for inclusion in the curriculum of grades K-6 by local safety personnel.



**Safe Roadways and Safe Speeds:** Addressed through policies on traffic signalization, signage, and operational capacities.



**Data-Driven Approach:** Establishes annual reporting on traffic collisions. This is closely aligned to the High-Injury-Network approach.



**Transparency and Accountability:** Establishes a yearly assessment to measure the amount of intergovernmental coordination that has occurred.

Potential policy changes to the Comprehensive Plan include redefining the safety targets identified in Objective 2.4 to align with Vision Zero principles by emphasizing the goal of eliminating traffic fatalities and severe injuries and including the FHWA’s Proven Safety Countermeasures to intersection design policies. An additional recommendation includes the adoption of a Context Classification system.

## Intersection Analysis at Orange Avenue at Gatlin Avenue and Orange Avenue at Holden Avenue

The report titled “Intersection Analysis Study for Orange Avenue/Gatlin Avenue & Orange Avenue/Holden Avenue” was conducted by Vanasse Hangen Brustlin Inc (VHB) for Orange County. It aims to develop alternative intersection designs and improvements to address operational and safety issues at the intersections of Orange Avenue with Gatlin Avenue and Holden Avenue. The study area includes the Lake Gatlin Road due to potential future improvements. The report focuses on analyzing existing conditions, historical crash data, future operational analyses, and safety evaluations of proposed alternatives for both the current and future scenarios.

Various elements of this plan meet certain elements to the Safe Systems approach, including:



### Included Countermeasures:

- Holden Avenue Realignment/Gatlin Avenue Extension Alternative with 1 Rail Crossing (Future Alternative 1)
- Holden Avenue Realignment/Gatlin Avenue Extension Alternative with 2 Rail Crossings (Future Alternative 2)
- Quadrant Intersection Alternative using Lake Gatlin Road (Future Alternative 3)
- Presented potential safety outcomes, including permissive or protected left turn lanes, lighting, and tightened intersection corners and signal coordination.



**Safe Roadways and Safe Speeds:** The focus on intersection safety aligns with creating safer roadways, but specific speed management strategies are not considered.



**Data-Driven Approach:** The use of historical crash data to inform future improvements exemplifies a data-driven approach.



**Transparency and Accountability:** The publication of this detailed report suggests a degree of transparency in addressing traffic safety issues.



**Safe Roads:** The primary focus is on improving intersection safety, which aligns with the principle of safe roads.

Though not a direct policy change, one recommendation would be to develop an additional study to identify improvements that result in a greater projected reduction in crashes, with a focus on fatal and serious injury crashes. Additional policy recommendations include adopting a Safe Systems based approach to assess the safety outcomes of alternatives, develop pedestrian and bicycle safety enhancements, and address rear-end crash prevalence through better signaling, lane markings, and advance warning systems.

The expanded results of the benchmarking exercise, as well as the full benchmarking matrix, are provided in the appendix.





CHAPTER: 5

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# Toolkit and Prioritization










The **Non-Engineering** and **Engineering Countermeasure Toolkits** were developed to help inform various safety solutions around the region. The toolkits are provided in the appendix with a high-level summary provided in this chapter.

**NON-ENGINEERING COUNTERMEASURES** aim to influence users by changing the social environment to encourage or enforce the desired behavior. Strategies can be employed at scale to influence large segments of the community via marketing campaigns, high-visibility enforcement and publicized.

The toolkit presents non-engineering countermeasures organized into the five categories of the Safe System Approach, which include Safe Road Users, Safe Speeds, Safe Roads, Post Crash Care, and Safe Vehicles.

The non-engineering countermeasures included in the toolkit are not intended to be an exhaustive list of strategies but serve as a framework for identification of non-engineering countermeasures as a part of Action Plan development. As agencies implement non-engineering countermeasures, they should consider how they will reach the most vulnerable populations. The toolkit provides references to source documents and users of the guide are encouraged to review applicable source documents related to their specific safety issues and goals.

### Non-engineering countermeasure toolkit organization

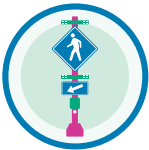
 <b>Safer people</b> <ul style="list-style-type: none"><li>• Public information, social marketing, and educational campaigns</li><li>• Enforcement</li></ul>	 <b>Safer speeds</b> <ul style="list-style-type: none"><li>• Speed limit setting</li><li>• High-visibility enforcement</li><li>• Automated enforcement</li></ul>	 <b>Safer vehicles</b> <ul style="list-style-type: none"><li>• Emergency technology</li><li>• Vehicle maintenance</li></ul>
 <b>Safer roads</b> <ul style="list-style-type: none"><li>• Improved data sharing</li><li>• Pilot and demonstration projects</li><li>• Road maintenance and maintenance of traffic</li><li>• Policies and standards</li><li>• Grant opportunities</li></ul>	 <b>Post-crash care</b> <ul style="list-style-type: none"><li>• Emergency medical services</li><li>• Trauma care</li><li>• Fatal crash response team</li><li>• Traffic incident management</li><li>• Post-crash strategies</li></ul>	

## ENGINEERING COUNTERMEASURES

The purpose of the Engineering Countermeasure Toolkit is to establish a shared understanding of key strategies available to address roadway safety issues in our community that align with the Safe System strategy. The key objectives of the Toolkit are to:

1. Inform partner jurisdictions about safety treatment options and their appropriate uses and contexts,
2. Communicate safety tools using easy-to-understand language and graphics,
3. Facilitate coordination between staff, contractors, developers, and the community when discussing transportation safety improvements, and
4. Create a shared understanding and realistic expectations around safety treatments.

The Toolkit describes a variety of engineering countermeasures, how they can be applied to address safety, and their expected effectiveness i.e., crash reduction, when available. The expected crash reduction is based on Crash Modification Factors from the Federal Highway Administration's (FHWA) Crash Modification Clearinghouse or other published studies. The Toolkit also includes general information about each tool's application, typical placement, estimated costs, and delivery timelines. The Engineering Countermeasure Toolkit is not intended to be a menu from which community members can request safety tools for their street. Before a specific countermeasure is selected, analysis must be conducted to understand the existing safety issue and feasibility.



### Signing and Striping

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and striping to enhance visibility and integration of advanced technology can also support ongoing pedestrian and bicycle safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve vulnerable roadway user safety on City of Edgewood's streets.



### Pedestrian Facilities

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings, raised crosswalks, pedestrian refuge islands), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and lighting to enhance visibility and integration of advanced technology can also support ongoing pedestrian safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors among drivers and pedestrians alike. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve pedestrian safety on the city's streets.





### Speed Management

Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes. The first step to identifying appropriate speeds involves identifying potential conflicts on the road, which may include sharp bends, high-traffic zones, location of community assets such as schools, or areas with a large number of vulnerable roadway users. Once these potential safety concerns have been identified, comprehensive analyses need to be carried out to identify appropriate design speed and target speed.

Determined safe speeds can be implemented through continuous observation of roads, conditions, and speeds, and making necessary adjustments, thus ensuring careful and considerate driving. Continuous monitoring and enforcement may be undertaken, making sure that the selected speed is suitable for the circumstances. Regular reviewing of the effectiveness of the speed choice is essential, as it will assist in identifying necessary amendments to be made.



### Other Engineering Strategies

Other engineering strategies represent cross-cutting transportation safety countermeasures that apply a broad approach to enhance safety across multiple modes of transport, addressing the needs of motorists, cyclists, and pedestrians alike. These countermeasures, implemented in an integrated manner, can contribute significantly to making transportation systems safer and more efficient such as lighting and access management.

Design speed and target speed are two critical terms that come into play when considering traffic safety and road design. Both design speed and target speed play a key role in promoting safe, efficient, and user-friendly transportation systems for all roadway users.

Design speed is essentially the maximum safe speed that can be maintained on a particular section of the roadway when conditions are most favorable. It is the speed used by engineers during the geometric design of a roadway. This encompasses the determination of features such as horizontal and vertical alignment, lane width, and separation distances.

On the other hand, target speed, also known as 'operating speed', refers to the speed at which drivers feel comfortable driving on a certain road segment under normal conditions. It is not necessarily the legal speed limit, but rather, is based on factors such as the route's physical characteristics, surrounding environment, and the vehicle's capabilities.

While design speed ensures the road is constructed to cater to a certain speed, the target speed is essential to understand driver behavior and safety. Therefore, the setting of appropriate target speeds must consider the road environment, roadside development, vulnerable road users, and the function of the road to help traffic move smoothly and safely.

In an ideal scenario, the design speed and target speed should be closely aligned to ensure that the road infrastructure can safely cope with the speeds at which drivers choose to travel. However, if there's a significant disparity between the two, it may lead to increased risks of crashes, necessitating modifications to the road design or adjustments to speed limits and other traffic management measures to enhance safety.



## Bikeways

Ensuring bicycle safety is an essential part of building safer roads. Deploying countermeasures such as the creation of dedicated bike lanes, bike boxes, and bicycle-specific traffic signals can help cater to the need of cyclists on the road and better protect them from harm. Intersection improvements, enhanced signage, and protected paths particularly along popular biking routes are important to ensure good visibility for both cyclists and motorists. Innovative technology and regular road maintenance together can also help to ensure direct, smooth and obstacle-free bike travel to substantially foster safer bike travel. By incorporating these bicycle safety improvements in a comprehensive transportation safety framework, the city can become more bike-friendly and safer for all road users.



## Intersection and Roadways

Intersection enhancements are a crucial aspect of enhancing road safety since intersections frequently serve as points of conflict among pedestrians, cyclists, and motorized vehicles. Measures such as enhancing lighting, using larger or reflective signage, creating high visibility crosswalks, and removing sight obstructions at intersections can significantly minimize collisions. The geometric design of the intersection, too, plays a pivotal role in road safety. Configurations such as roundabouts, traffic islands, raised intersections, and adequate turning lanes streamline traffic flow and minimize points of conflict.

Roadway countermeasures can be designed specifically to prevent roadway departures, where a vehicle unintentionally strays away from its designated lane. Roadway departures account for over half of all traffic fatalities in the United States. If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater. Tools such as roadside barriers, which include guardrails and median barriers, play an essential role in preventing vehicles from colliding with fixed objects or veering off steep slopes. Furthermore, the utilization of rumble strips or wider edge lines offer effective methods to alert possibly distracted or fatigued drivers when their vehicle begins to divert out of its lane and space to react accordingly.



## Signals

Improvements in signalization are a significant factor in ensuring safer roadways. Enhancing elements of traffic control can considerably impact driver behavior, reducing confusion, uncertainty, and errors that may lead to accidents. Safe roadways rely heavily on clear, visible signage and signalization. Updated signs providing drivers with information about road conditions, speeds, and directions are crucial in helping them make informed decisions. Implementing dynamic signs that change based on real-time conditions, such as digital warning signs can further enhance safety.



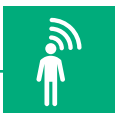
### A focus on technology

Technology plays an important role in improving transportation safety, preventing crashes from happening, contributing to faster emergency response times, and providing more detailed analytics about why crashes are happening. This all helps identify and apply the most appropriate crash countermeasures. Some examples of safety technology in the region include:

- Wrong-way detection
- Emergency vehicle preemption
- Near-miss analysis
- Red light camera
- Automated speed enforcement
- Automated school bus enforcement
- IP targeted safety messaging
- Ignition interlock devices
- Traffic incident management programs

The MetroPlan Orlando Transportation Systems Management & Operations (TSM&O) Master Plan identifies specific technologies that are being planned for in the region, with this plan periodically updated to evaluate and incorporate new technologies.

*As more autonomous and connected vehicles join the region's vehicle fleet, there are opportunities for **ADDITIONAL SAFETY TECHNOLOGIES** to be implemented:*



#### PedSafe

This pedestrian and bicycle crash avoidance system is designed to operate via connected vehicle technologies. Drivers will be alerted when a pedestrian or cyclist is in the area. Also, traffic signals will be designed to become aware of pedestrians crossing the road or intersection.



#### Speed harmonization

Mobile traffic sensors send real-time conditions at a congested location to a traffic management center. A computer uses this information to calculate optimal speeds for vehicles approaching congestion and sends the speeds to connected vehicles. The drivers receive the recommended speeds and can adjust accordingly, or, in an automated vehicle, the vehicle could adjust to the recommended speed automatically.



#### Crash prediction and response deployment

Mobile traffic sensors send real-time conditions to a traffic management center where conditions are evaluated to determine if a crash is likely based on past crash patterns in the region. Law enforcement or emergency response can be deployed before a crash occurs, which can prevent a crash from happening, or place a first responder in closer proximity to improve response times.

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CHAPTER: 6

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# Plan Recommendations





### Project Prioritization: HIN Corridor Profiles and Proposed Countermeasures

Road safety interventions are more effective when they are strategically planned to optimize the use of resources. Corridor prioritization is essential as it helps to achieve the highest possible crash reduction, which in turn saves more lives, reduces more injuries, and lowers economic losses due to crashes. The prioritization of specific corridors for safety projects helps ensure that countermeasures are both meaningful and cost-effective. Moreover, a focus on corridors with high crash rates along with considerations for vulnerable populations can significantly improve community well-being and ensure that the benefits of improved safety are fairly distributed.

The following roadway profile pages provide a comprehensive summary of the characteristics, crash data, rankings, and prioritized countermeasures identified in this Vision Zero Action Plan. The pages highlight specific elements of each corridor, such as length, location, design, traffic volume, and other physical characteristics. An overview of crash type data and crash profile data offers vital insight into the frequency, type and severity of accidents that have occurred on these corridors, along with determining high-risk zones. The profile pages are organized to reflect the rankings, a measure of corridor safety that takes into account various elements identified in the corridor prioritization framework. Lastly, a prioritized list of countermeasures has been identified for future improvement of safety along each corridor.

The crash data visualized on these cut sheets, combined with the available roadway information, helps to visualize what specific interventions will be most valuable as well as where they should be located.



# S ORANGE AVE

523 TOTAL CRASHES AND 17 KSI CRASHES ON 1.7 M

## ROADWAY PROFILE

Functional Classification: Principal Arterial	Lighting: Y
Posted Speed Limit: 25 - 40 MPH	Presence of Bike Lane: Y
Number of Lanes: 2 - 7 with Turn Lanes	Presence of Sidewalk: Y
Roadway Volume: 10,000 - 40,000	Presence of Median: N

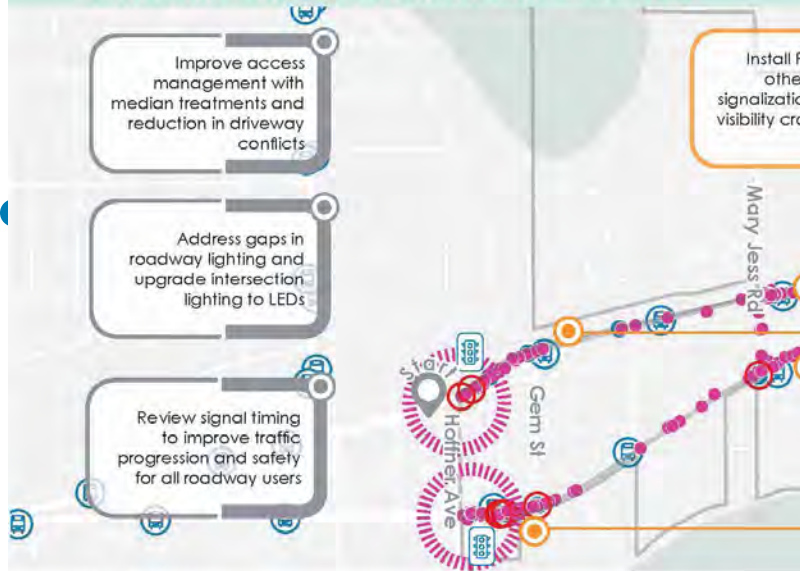
## PLANNED IMPROVEMENTS

Intersection Analysis Orange Avenue At Gatlin Avenue And Orange Avenue addresses the need for alternative intersection designs and improvements at the Ave in the City of Edgewood by analyzing existing conditions, crash data, and projections. Proposed improvements comprise three alternatives: a Holden Ave Extension with one rail crossing, with two rail crossings, and a Quadrant Intersectio

## CRASH SUMMARY BY MODE\* AND TOP BEHAVIOR



## PROPOSED SAFETY COUNTERMEASURES



### LEGEND

- City of Belle Isle
- High Injury Network (HIN)
- HIN Intersection
- KSI Crash

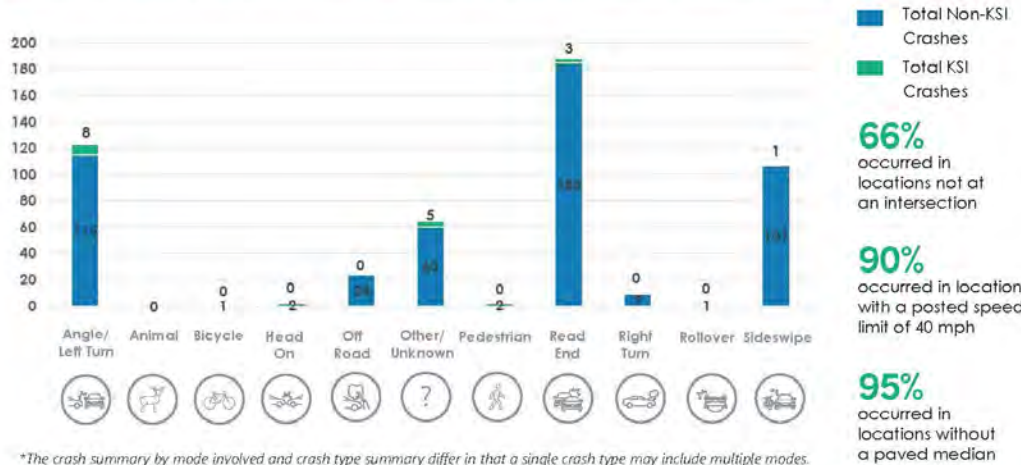


**Crash Statistics and Contribution Factors**

MILES



**CRASH TYPE SUMMARY\* AND TOP CONTRIBUTING FACTORS**



US DOT ETC: 0%  
 Transit Route: Y  
 Boardings/Alightings: 8-9,732

At Holden Avenue: The report  
 the intersections on Orange  
 future operational and safety  
 Realignment/Gatlin Ave  
 section using Lake Gatlin Rd.

**CRASH FACTORS**



PHB, RRFB, or  
 or pedestrian  
 on with high-  
 sidewalk near  
 bus stops

Lynwell Dr  
 Mandalay Rd

Install quick-build  
 solution with vertical  
 barriers such as  
 freestanding delineators  
 in existing bike lanes

Proposed green  
 striping through  
 intersections for  
 existing bike lanes

Consider innovative intersection design  
 including roundabout, alternate  
 roadway alignment, and/or dedicated  
 channelized turn lanes with high-visibility  
 crosswalks and pedestrian signalization

Upgrade two-way  
 turn lane to provide  
 landscaped medians  
 and restrict left turns

● Pedestrian-Involved Crash   
 ● Bicycle-Involved Crash   
 ● Motorcycle-Involved Crash   
 ● Automobile-Only Crash   
 Signalized Intersection   
 Bus Stop

**Map With Location of Crashes**



# S ORANGE AVE

523 TOTAL CRASHES AND 17 KSI CRASHES ON 1.7 MILES (2018-2022)

## ROADWAY PROFILE

**Functional Classification:** Principal Arterial  
**Posted Speed Limit:** 25 - 40 MPH  
**Number of Lanes:** 2 - 7 with Turn Lanes  
**Roadway Volume:** 10,000 - 40,000

**Lighting:** Y  
**Presence of Bike Lane:** Y  
**Presence of Sidewalk:** Y  
**Presence of Median:** N

**US DOT ETC:** 0%  
**Transit Route:** Y  
**Boardings/Alightings:** 8 - 9,732

## PREVIOUSLY CONSIDERED IMPROVEMENTS

**Intersection Analysis Orange Avenue At Gatlin Avenue And Orange Avenue At Holden Avenue:** The report addresses the need for alternative intersection designs and improvements at the intersections on Orange Ave in the City of Edgewood by analyzing existing conditions, crash data, and future operational and safety projections. Proposed improvements comprise three alternatives: a Holden Ave Realignment/Gatlin Ave Extension with one rail crossing, with two rail crossings, and a Quadrant Intersection using Lake Gatlin Rd.

## CRASH SUMMARY BY MODE\* AND TOP BEHAVIORAL FACTORS

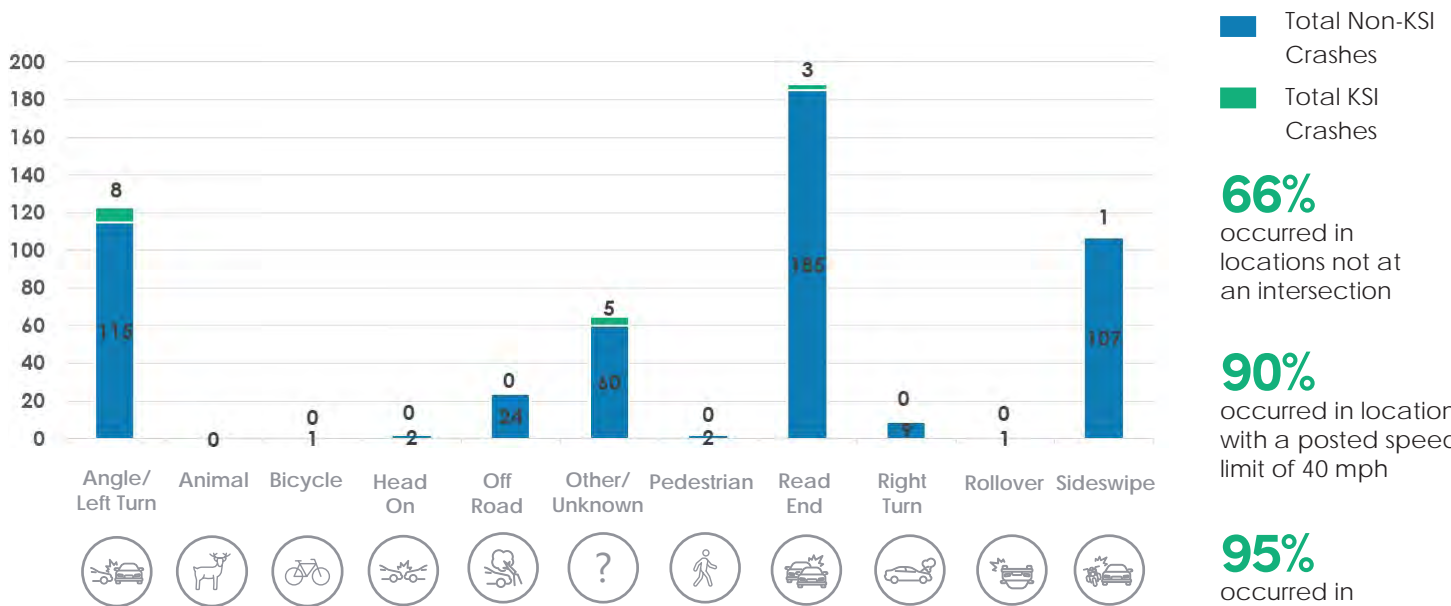


### LEGEND

- City of Edgewood
- High Injury Network (HIN)
- HIN Intersection
- Density of All Crashes (Low to High)



## CRASH TYPE SUMMARY\* AND TOP CONTRIBUTING FACTORS



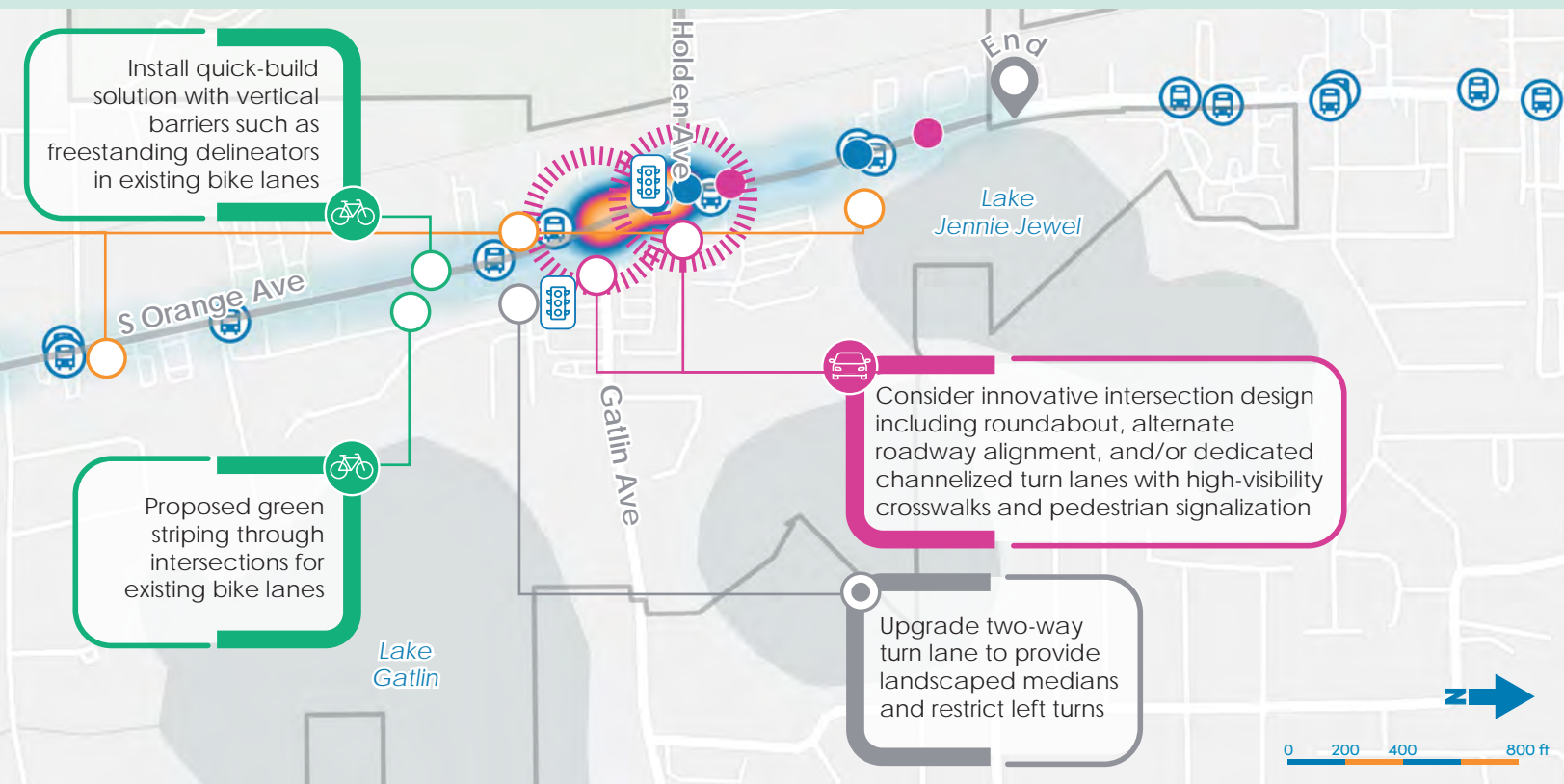
■ Total Non-KSI Crashes  
■ Total KSI Crashes

**66%** occurred in locations not at an intersection

**90%** occurred in locations with a posted speed limit of 40 mph

**95%** occurred in locations without raised median

\*The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.



● Motorcycle-involved KSI Crash    ● Automobile-Only KSI Crash    [Signalized Intersection Icon] Signalized Intersection    [Bus Stop Icon] Bus Stop

# HOLDEN AVE

106 TOTAL CRASHES AND 1 KSI CRASHES ON 1.0 MILES (2018-2022)

## ROADWAY PROFILE

**Functional Classification:** Minor Arterial  
**Posted Speed Limit:** 35 MPH  
**Number of Lanes:** 2  
**Roadway Volume:** 10,000 - 20,000

**Lighting:** N  
**Presence of Bike Lane:** N  
**Presence of Sidewalk:** Y  
**Presence of Median:** N

**US DOT ETC:** 30%  
**Transit Route:** N  
**Boardings/Alightings:** N/A

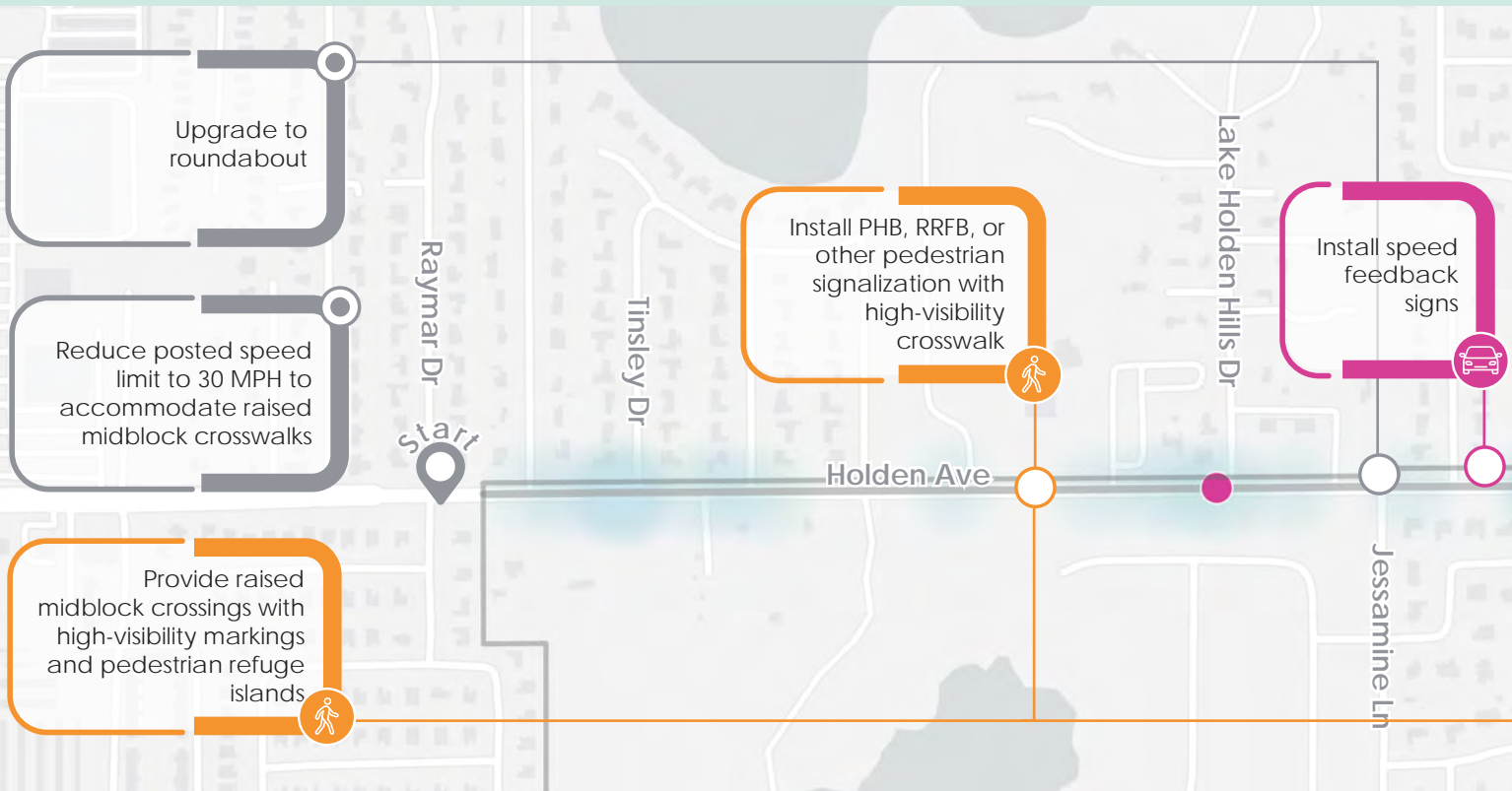
## PREVIOUSLY CONSIDERED IMPROVEMENTS

**Intersection Analysis Orange Avenue At Gatlin Avenue And Orange Avenue At Holden Avenue:** The report addresses the need for alternative intersection designs and improvements at the intersections on Orange Ave in the City of Edgewood by analyzing existing conditions, crash data, and future operational and safety projections. Proposed improvements comprise three alternatives: a Holden Ave Realignment/Gatlin Ave Extension with one rail crossing, with two rail crossings, and a Quadrant Intersection using Lake Gatlin Rd.

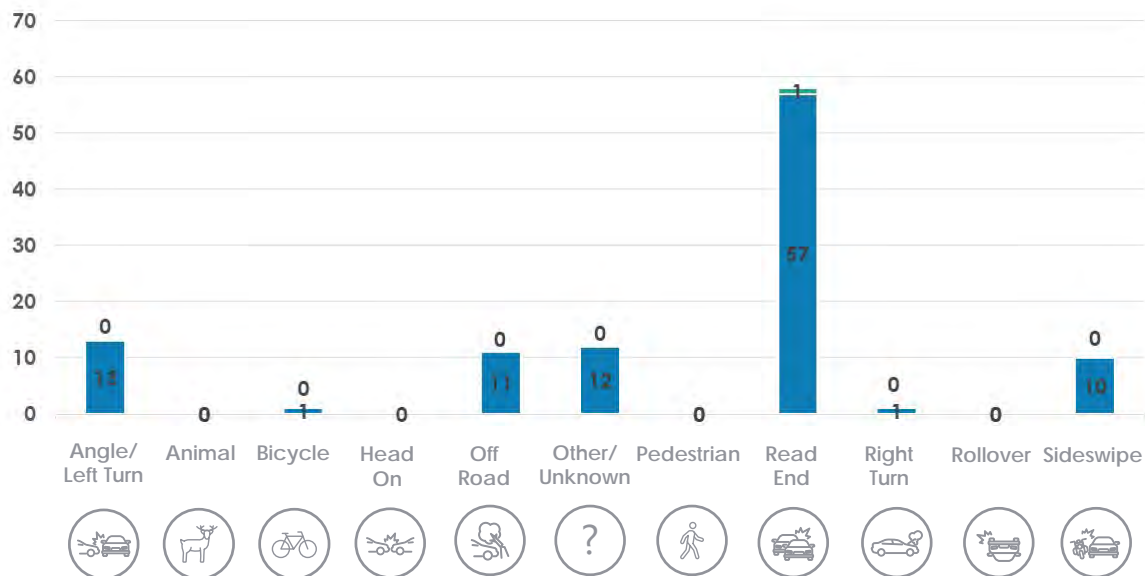
## CRASH SUMMARY BY MODE\* AND TOP BEHAVIORAL FACTORS



## PROPOSED SAFETY COUNTERMEASURES



## CRASH TYPE SUMMARY\* AND TOP CONTRIBUTING FACTORS



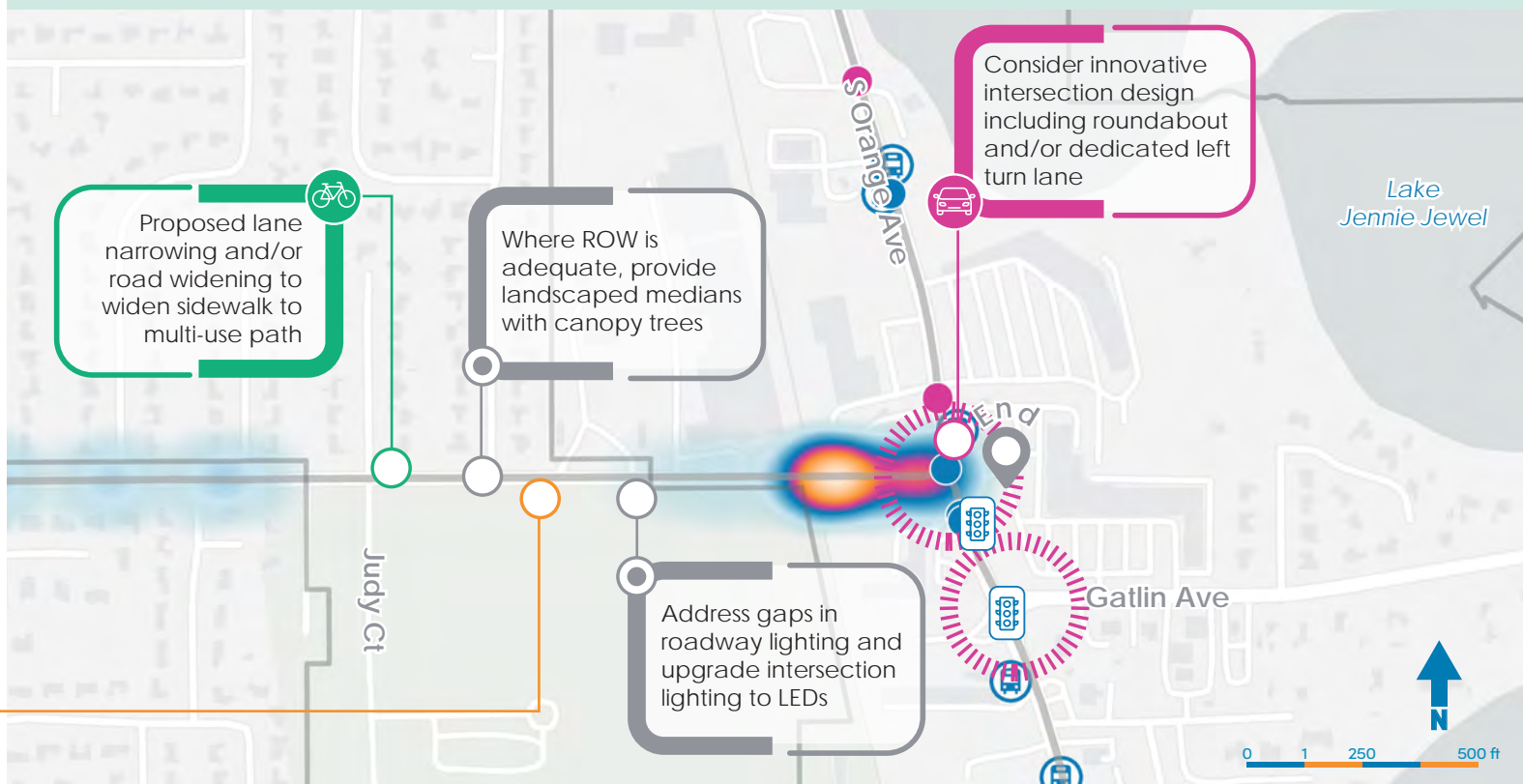
■ Total Non-KSI Crashes  
 ■ Total KSI Crashes

**68%** occurred in locations not at an intersection

**40%** occurred on the weekend

**8.5%** occurred at the railroad crossing

\*The crash summary by mode involved and crash type summary differ in that a single crash type may include multiple modes.



● Motorcycle-involved KSI Crash

● Automobile-Only KSI Crash

🚦 Signalized Intersection

🚌 Bus Stop



# **NEW BUSINESS**

**MUNICIPAL  
INTER-LOCAL VOLUNTARY COOPERATION  
MUTUAL AID AGREEMENT**

**City of Apopka  
City of Belle Isle  
Town of Eatonville  
City of Edgewood  
City of Kissimmee  
City of Maitland  
Town of Oakland  
City of Ocoee  
School Board of Orange County  
City of Orlando  
The University of Central Florida, Board of Trustees  
City of St. Cloud  
Town of Windermere  
City of Winter Garden  
City of Winter Park**

WHEREAS, the subscribed law enforcement agencies are so located in relation to each other that it is to the advantage of each to receive and extend Mutual Aid in the form of law enforcement services and resources to adequately respond to continuing, multi-jurisdictional law enforcement problems, so as to protect the public peace and safety, and preserve the lives and property of the people and in intensive situations including but not limited to emergencies as defined under Section 252.34 Florida Statutes; and

WHEREAS, the Apopka Police Department, the Belle Isle Police Department, the Eatonville Police Department, the Edgewood Police Department, the Kissimmee Police Department, the Maitland Police Department, the Oakland Police Department, the School Board of Orange County, the Ocoee Police Department, the Orlando Police Department, St. Cloud Police Department, the University of Central Florida Police Department, the Windermere Police Department, the Winter Garden Police Department, and Winter Park Police Department (individually hereinafter the “Party” or “Participating Agency” and collectively hereinafter the “Parties” or “Participating Agencies”) have the authority under Part I of Chapter 23, Florida Statutes, the Florida Mutual Aid Act, to enter into a Voluntary Cooperation Agreement for assistance of a routine law enforcement nature that crosses jurisdictional lines and a Requested Operational Assistance Agreement for the rendering of assistance in connection with a law enforcement emergency.

NOW THEREFORE, THE PARTIES AGREE AS FOLLOWS:

## **Section I. Provisions for Requested Operational Assistance**

The aforesaid law enforcement agencies hereby approve and enter into this Agreement whereby each of the Participating Agencies may request or agree to render law enforcement assistance to any of the other Participating Agencies in law enforcement emergencies to include; but not necessarily be limited to, civil disturbances, large protest demonstrations, aircraft disaster, fires, natural or man-made disasters, sporting events, concerts, parades, escapes from detention facilities, incidents requiring utilization of specialized units, suspected terrorist incidents, active shooter incidents, any incident or situation that surpasses the resources of the Participating Agencies or other emergency as defined in Section 252.34 Florida Statutes.

## **Section II. Provisions for Voluntary Cooperation**

The Participating Agencies hereby approve and enter into this Agreement whereby each of the Participating Agencies may request and render voluntary cooperation and assistance of a routine law enforcement nature across jurisdictional lines. This assistance may address violations of any Florida Statute, including by way of illustration and not limitation, investigating homicides, sex offenses, robberies, assaults, burglaries, larcenies, gambling, motor vehicle thefts, and drug violations, pursuant to Chapter 893, Florida Statutes, back-up services, over-the-line arrests, over-the-line executions of warrants, inter-agency task forces, and/or joint investigations including but not limited to, City/County/State Traffic Enforcement Units, the Metropolitan Bureau of Investigation, Special Weapons and Tactics Teams, Canine Units, and the Bomb Disposal Unit.

## **Section III. Policy and Procedure**

- A. In the event that a Party to this Agreement is in need of assistance as set forth above, it shall notify the agency head or their designee from the Participating Agency whom such assistance is required. The agency head or designee whose assistance is sought shall evaluate the situation and the agency's available resources, consult with his/her supervisors if necessary, and will respond in a manner he/she deems appropriate. The agency head's decision in this regard shall be final.
- B. The resources or facilities that are assigned by the assisting agency shall be under the immediate command of a supervising officer, designated by the assisting agency head. Such supervising officer shall be under the direct supervision and command of the agency head or his designee of the agency requesting assistance.
- C. Where investigative priorities arise during a law enforcement operation that may require the crossing of jurisdictional lines, each Party agrees that the agency administrator or his designee on duty shall notify the agency administrator of the jurisdiction entered, and request enforcement assistance. The responding agency administrator or his designee shall evaluate the situation, consult with his appropriate supervisor if necessary, and, if required, ensure that proper



enforcement assistance is rendered.

- D. Should an officer of a Participating Agency be in another jurisdiction for matters of a routine or investigative nature, such as traveling through the area on routine business, attending a meeting, or going to or from work, and a criminal violation of Florida Statutes occurs in the presence of said officer, and said violation is a felony, an offense constituting a breach of the peace, a crime of violence against a person, or the officer witnesses a driver engaged in a pattern of conduct that constitutes an immediate danger to the motoring public, the officer shall be deemed to have requested and received authorization to render enforcement assistance and act in accordance with the law and this Agreement.
- E. If a law enforcement officer of one of the Parties to this Agreement has probable cause to arrest an individual for a felony offense in their own jurisdiction and requests assistance in the location and apprehension of the suspect, and a law enforcement officer of one of the other Parties to this Agreement is in the jurisdiction of the Party requesting assistance and observes the suspect, the officer of the other Party shall be deemed to have requested and received authorization to render law enforcement assistance and act in accordance with the law and this Agreement.
- F. If a law enforcement officer of one of the Parties of this Agreement establishes probable cause to arrest an individual for a crime which occurred within their own jurisdiction, and learns that the individual has fled to the jurisdiction of another Participating Agency within this Agreement, the original officer who has probable cause may contact the jurisdiction for whom the suspect has fled into for permission to arrest said individual across jurisdictional boundaries. This provision shall only be used if the arrest is within a reasonable amount of time after the probable cause has been established and a warrant has not yet been obtained. A "reasonable amount of time" will not exceed 24 hours after the offense is reported to the agency.
- G. If one of the Parties to this Agreement requests another Party to assist in coverage of an off-duty assignment within their jurisdiction through the agency off-duty coordinator or system, the out of jurisdiction officer working the detail is authorized to take law enforcement action within the requestor's jurisdiction.
- H. A law enforcement officer of a Party outside of their jurisdiction is deemed to have requested and received authorization under this Agreement to take law enforcement action to continue an investigation of a crime which began in their jurisdiction in another Party's jurisdiction for the purpose of:
  - 1. Transporting a subject to the Orange County Jail or Baker Act facility.
  - 2. Interviewing witnesses, victims, or suspects.

3. Collection of evidence, except pursuant to a search or seizure warrant or when such warrant is required by law.

The Parties recognize that the above referenced activities may not constitute law enforcement action and operational assistance is only requested to the extent required by law. A law enforcement officer of a Party outside of their jurisdiction shall make a mutual aid request if the law enforcement officer intends to interview a suspect in another Party's jurisdiction and believes there is a substantial likelihood that the law enforcement officer will arrest the suspect in another Party's jurisdiction.

- I. If one of the Parties to this Agreement obtains a search warrant to search a location or object based on probable cause for an offense which occurred within their own jurisdiction, and the location or object is located in the jurisdiction of another Party to this Agreement, the original agency will contact the jurisdiction where the location or property is located to assist in the execution of the warrant or request permission to execute the warrant in their jurisdiction.
- J. Prior to enforcement action being taken in the other agency's jurisdiction, the officer shall notify that jurisdiction's Communications Center of the situation unless immediate action is necessary. If immediate action is necessary, the Communications Center of the other jurisdiction shall be notified immediately thereafter.
- K. Should additional violations of Florida Statutes occur in the presence of said officer, representing his or her respective agency in furtherance of this Agreement, he/she shall be deemed to have requested and received authorization to render enforcement assistance and act in accordance with the law and this Agreement.
- L. School Board Safety Officers, who are sworn law enforcement officers, pursuant to sec. 23.1225(1)(a) Fla Stat., may enforced laws in an area within 1,000 feet of an Orange County School or School Board property.

#### **Section IV. Powers, Privileges, Immunities, and Costs**

- A. Members of the Participating Agencies, when actually engaging in mutual cooperation and assistance outside of the jurisdictional limits of their respective agencies, under the terms of this Agreement, shall, pursuant to the provisions of Section 23.127, Florida Statutes, have the same powers, duties, rights, privileges, and immunities, as if they were performing their duties in the political subdivision in which they are normally employed.
- B. Each Party agrees to furnish necessary equipment, resources, and facilities, and to render services to the other Parties to the Agreement as set forth above, provided

however, that no Party shall be required to deplete unreasonably its own equipment, resources, facilities, and services, in furnishing such mutual aid.

- C. The Party furnishing aid pursuant to this Agreement shall bear the loss or damages to such equipment and shall pay any expense incurred in the operation and maintenance thereof.
- D. The Party furnishing aid pursuant to this Agreement shall compensate its appointees or employees during the time such aid is rendered, and shall defray the actual travel maintenance expenses of such appointees or employees while they are rendering such aid, including any amounts paid or due for compensation due to personal injury or death while such appointees or employees are engaged in rendering such aid.
- E. All the privileges and immunities from liability, exemption from laws, ordinances and rules, and all pension, insurance, relief, disability, worker's compensation, salary, death, and other benefits that apply to the activity of such officers, agents or employees of any Party when performing their respective functions within the territorial limits of their respective public agencies, shall apply them to the same degree, manner, and extent while engaged in the performance of any of their functions and duties extraterritorially under the provisions of this Mutual Aid Agreement. The provisions of this section shall apply with equal effect to full-time paid, part-time, volunteers, and reserve members.
- F. All employees of a Party, while acting under mutual aid in another Party's jurisdiction, shall be deemed to be acting within the course of their own agency's employment and shall not be construed to be acting as an employee of any other agency.

## **Section V. Indemnification**

Each Party engaging in any mutual cooperation and assistance pursuant to this Agreement agrees with respect to any suit or claim for damages resulting from any and all acts, omissions, or conduct of such Party's own appointees or employees occurring while engaging in rendering such aid, pursuant to this Agreement, to hold harmless, defend, and indemnify the other Participating Agency and its appointees or employees, subject to provisions of Section 768.28, Florida Statutes, where applicable and to the extent permitted by law. Any Party having a duty to indemnify and defend under this Agreement shall have control of the defense of any suit or claim arising under said duty. Each Party shall be responsible for the acts, omissions, or conduct of its own employees. Nothing in this agreement shall be deemed a waiver of any Party's sovereign immunity.

## **Section VI. Insurance Provisions**

Each Party shall provide satisfactory proof of liability insurance by one or more of the

means specified in Section 768.28(16), Florida Statutes, in an amount that is, in the judgment of the governing body of that Party, at least adequate to cover the risk to which that Party may be exposed. Should the insurance coverage, however provided, of any Party be canceled or undergo material change, that Party shall notify all other Parties to this Agreement of such change within ten (10) days of receipt of notice or actual knowledge of such change.

**Section VII. Disclaimer to Third Party Beneficiaries**

This Agreement is solely for the benefit of the Parties hereto. No right, remedy, cause of action or claim shall accrue to the benefit of any third party who is not one of the Parties executing this agreement.

**Section VIII. Effective Date**

This Agreement shall take effect upon execution and approval by the hereinafter named officials and shall continue in full force and effect until January 1, 2029, unless terminated prior thereto by any or all the Parties herein.

**Section IX. Cancellation**

This Agreement may be canceled by any Party upon delivery of written notice to the other Parties.

IN WITNESS WHEREOF, THE PARTIES HERETO CAUSE THESE PRESENTS TO BE SIGNED ON THE DATE SPECIFIED:

Pursuant to F.S. 23.1225(3), this agreement may be entered into by a chief executive officer of the agency who is authorized to contractually bind the agency. By signing below, an indication of such authorization is being made.

In acknowledgment and execution of the **MUNICIPAL INTER-LOCAL VOLUNTARY COOPERATION MUTUAL AID AGREEMENT**, pages one through six, inclusive, I hereby set my hand and seal:

**(CITY) POLICE DEPARTMENT**

\_\_\_\_\_  
Name  
Chief of Police

Date: \_\_\_\_\_

APPROVED:  
**(CITY), FLORIDA**

ATTEST: \_\_\_\_\_

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
(NAME)  
Mayor



**TO:** The Honorable Mayor and City Council  
**FROM:** Sandra Riffle, City Clerk  
**DATE:** January 16, 2025  
**SUBJECT:** Appointment of Canvassing Board

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Pursuant to Edgewood's agreement with the Orange County Supervisor of Elections, it is necessary to appoint a local canvassing board to canvass absentee and provisional ballots and to certify the municipal election scheduled for Tuesday, March 11, 2025.

The role of the canvassing board is to decide which ballots should be questioned (e.g., signatures do not match, etc.). The canvassing board will also need to be present for an independent or manual audit of pursuant to Section 101.591 *Florida Statutes* (\*). Canvassing Board Members undergo mandatory signature-matching training.

Although Edgewood's *Charter* and *Code* are silent as to the composition of the canvassing board, on the municipal level, the canvassing board typically consists of the city clerk, a member of the City Council, and a resident. For obvious reasons, any sitting council member who is also a candidate cannot serve on the canvassing board.

The canvassing board must convene as follows (the full calendar is on page 3 of this memo)::

- ❖ On election night (Tuesday, March 11, 2025), the canvassing board must meet to determine which voted absentee ballots are to be tabulated. Along this line, **the City Council also needs to designate the city clerk to assist the election staff with the opening and handling of vote-by-mail ballots** (generally earlier in the afternoon on election day).
- ❖ On the occasion of the Logic and Accuracy Test (Monday, February 27, 2025 at 10 a.m.) to observe a pre-election test of the automatic tabulating equipment to ascertain that the equipment will correctly count the votes for all offices and on all measures. On this particular date, the canvassing board can designate one of its members to attend on its behalf, although all members will need to sign the test certificate. Please note, the City Clerk does attend the test.

All meetings of the canvassing board will be held at the Orange County Supervisor of Elections Office at 119 West Kaley Street, Orlando, Florida. All meetings will be officially advertised.

(\* ) Section 101.591 *Florida Statutes Voting system audit. (1) Immediately following the certification of each election, the county canvassing board or the local board responsible for certifying the election shall*

conduct a manual audit or an automated, independent audit of the voting systems used in randomly selected precincts).

**Decision:**

- (1) Appoint the City Clerk, one member of the city council (name not on the ballot), one resident, and one to serve as an alternative to the canvassing board for the City of Edgewood,
- (2) Designate the City Clerk to assist the Orange County Election staff with the opening and handling of absentee ballots (if needed).

**RECOMMENDATION: Appoint the City Clerk, Councilmember Lomas, Planning and Zoning Board Member David Nelson, and resident Gloria Locke as an alternate.**

<b>Canvassing Board Calendar</b>		
<b>Activity</b>	<b>Date &amp; Time</b>	<b>Number of Board Members to be Present</b>
Public logic & accuracy testing	Thursday 2/27/2025 10:00 am	<ul style="list-style-type: none"> <li>• <b>At least one</b> member present for test</li> <li>• All members to certify the accuracy of test</li> </ul>
Public Inspection of Ballots	Tuesday 03/11/2025 8:00 am	<ul style="list-style-type: none"> <li>• Canvassing board member <b>NOT required.</b></li> </ul>
Canvassing vote-by-mail ballots	Tuesday 03/11/2025 9:00 am until completion	<ul style="list-style-type: none"> <li>• <b>Majority</b> to approve and order the opening of the ballots</li> <li>• At least <b>one member</b> must be present at all times during opening and running of the ballots through tabulation system</li> </ul>
Signature matching by board - provisional ballot certificates, vote-by-mail ballot certificates, cure affidavits before the board	Friday 03/14/2025 10:00 am	<ul style="list-style-type: none"> <li>• <b>Majority</b> of board</li> </ul>
Recount (if needed)	Monday 3/17/2025 10 am	<ul style="list-style-type: none"> <li>• <b>Majority</b> present at all times during the recount process</li> <li>• All members for determination or decision to resolve a discrepancy during a recount</li> <li>• At least one board member present at all times during tabulation</li> </ul>
Post-election certification audit of voting system	Monday 3/17/2025 2:00 pm	<ul style="list-style-type: none"> <li>• <b>Majority</b> at all times during audit process except that at least one board member need only be present during the processing of ballots into the automated independent audit system.</li> </ul>



# **GENERAL INFORMATION**

# **CITIZEN COMMENTS**

# **BOARDS AND COMMITTEES**

# **STAFF REPORTS**

# City Attorney Smith

# Police Chief DeSchryver

**Edgewood Police Department  
City Council Report  
December 2024**

	<b>November</b>	<b>December</b>
<b>Residential Burglaries</b>	0	0
<b>Commercial Burglaries</b>	1	0
<b>Auto Burglaries</b>	0	1
<b>Theft</b>	3	1
<b>Assault/Battery</b>	0	0
<b>Sexual Battery</b>	0	0
<b>Homicides</b>	0	0
<b>Robbery</b>	0	0
<b>Traffic Accident</b>	14	12
<b>Traffic Citations</b>	20	34
<b>Traffic Warnings</b>	35	41
<b>Felony Arrests</b>	0	2
<b>Misdemeanor Arrests</b>	0	1
<b>Warrant Arrests</b>	0	1
<b>Traffic Arrests</b>	1	1
<b>DUI Arrests</b>	0	2
<b>Code Compliance Reports</b>	7	10

**Department Highlights:**

- On December 6<sup>th</sup>, 2024 Chief DeSchryver attended the Central Florida Criminal Justice Association annual Assistant Appreciation breakfast with Detective Nicolle Crock and Analyst Stacey Salemi.
- On December 6<sup>th</sup>, the Edgewood Police Department participated in the annual Santa Fly-In.
- On December 10<sup>th</sup>, members of the Edgewood Police Department along side staff of City Hall dropped off new unwrapped toys and non-perishable food to the Orlando Union Rescue Mission.
- From December 13<sup>th</sup> though January 1<sup>st</sup>, the Edgewood Police Officers participated in Drive Sober or Get Pulled Over. During this time frame, two individuals were arrested for DUI.
- On December 17<sup>th</sup>, Code Compliance Officer Stacey Salemi conducted a Code Compliance Hearing on 2 code violations, one of which placed a lien on a vacant residence in the City of Edgewood.

Reporting Dates: December 1<sup>st</sup> – December 31<sup>st</sup>

# City Clerk Riffle





## Memo

**To:** Mayor Dowless and City Councilmembers Horn, Rader, Lomas, McElroy, and Steele  
**From:** Sandra Riffle, City Clerk  
**Date:** January 16, 2025  
**Re:** December 18, 2024 to January 21, 2025 City Clerk Report

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- **RFP and RFQ:** The City Clerk is preparing two RFPs and one RFQ
  - The RFPs are to get proposals for a storm debris monitor and a storm debris hauler. The contracts that were in place have expired and have been extended for two years, which is the maximum permitted.
  - An RFQ is needed for Mandalay Road. There is a small depression in the road caused by a badly disintegrating clay pipe. As the pipe cannot be repaired, it must be replaced. The project will include pipe replacement, road repair, and repaving of that area.
- **Business Tax Receipts Update FY 24/25:** As of January 16, 2025, the City's Business Tax Receipts for Fiscal Year 2024/2025 reflect \$29,960.99 in revenue generated from 359 active and paid business accounts. 22 delinquent business accounts have been referred to Code Enforcement for initiation of the Code Enforcement process.
- **Hurricane Milton:** City Clerk Riffle continued to work with FEMA on Hurricane Milton reimbursement, meeting with representatives in December and January.
- **IIMC Conference:** Clerk Riffle attended the International Institute of Municipal Clerks (IIMC) Conference held from January 8-10. She acknowledges and appreciates the City Council's support of this professional development opportunity which will ultimately enhance services provided to the community.
- **Go-Lo Digital Filing Cabinet:** City Hall Staff completed training on implementing the Go-Lo digital filing cabinet system. This system will facilitate digitizing all current paper records and provide electronic storage and management for all future incoming records.
- **2025 Municipal Election:** This is just a reminder that the qualifying period for the 2025 Municipal Election will take place from Friday, January 17<sup>th</sup> to Friday, January 24<sup>th</sup>, except Monday, January 20<sup>th</sup>, when City Hall will be closed in observance of Martin Luther King, Jr. Day.
- **Office Closure Christmas Week:** Thanks to the Mayor and Council's approval of three administrative days during Christmas week, City Hall and Police Department administrative staff were able to enjoy the holidays with their families. While closed, City Hall received eight phone calls, none of which left a voicemail. Emails received during this time were answered promptly by Staff and the Clerk's cell phone number was listed on the out of office reply.

# **MAYOR & CITY COUNCIL REPORTS**

# Mayor Dowless

# Council Member Lomas

# Council Member McElroy

# Council Member Rader

# Council Member Steele

# Council President Horn



# ADJOURN